23

LLOYD'S REGISTER OF SHIPPING
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LONDON

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RECORDS DEPT.

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N.B.—It is essential that a receipt be returned for this volume and for each Supplement, as received.

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Lloyd's Register of Shipping.

In the current Register, the numeration starts at 00001 (A in Sail); continues at 04301 (A in Steamers and Motorships under 300 tons, Trawlers, &c.); and finishes at 35220 (Z in Steamers and Motorships of 300 tons and over).

Vessels entered in the Supplementary portion will be similarly numbered as part of the same series, A in the Supplement—Sail—starting with 03001; A in the Supplement—Steamers and Motorships under 300 tons, Trawlers, &c.—starting with 16101; and A in the Supplement—Steamers and Motorships of 300 tons and over—starting with 35501.

MALCOLM K. SCOTT,
Secretary.

September, 1941.

THE ISSUE OF THE APPENDIX TO THE REGISTER BOOK HAS BEEN SUSPENDED OWING TO THE WAR.

Lloyd's Register of Shipping.

DRY DOCKING. The figures under a vessel's character (col. 5, Steam and Motor, and col. 6, Sail), which have hitherto denoted the date of the last survey, now indicate solely the date of the last examination *in dry dock* according to the Society's records.

WIRELESS. All records of Wireless have been omitted from this Edition of the Register Book. See explanation in key.

LLOYD'S REGISTER OF SHIPPING.

REGISTER BOOKS AND PUBLICATIONS ISSUED BY THE COMMITTEE OF LLOYD'S REGISTER.

LLOYD'S REGISTER OF SHIPPING, issued annually in July. This Book contains the Names, CLASSES, and detailed information concerning the Vessels classed by Lloyd's Register and the late Underwriters' Registry for Iron Vessels; particulars, as far as possible, of ALL SEA-GOING VESSELS in the World, and of all iron and steel vessels trading on the North American Lakes, of 100 tons and upwards together with particulars of vessels fitted with Refrigerating Appliances, and a list of Owners of Ships recorded in the Register Book.

* In the Appendix will be found lists of Subscribers arranged according to place of residence and alphabetically (in the former list descriptions of Subscribers' businesses are entered), details of Dry and Wet Docks, Floating Docks, Pontoons, Patent Slipways, Tidal Harbours, Quays, &c., in all parts of the World; a list of Telegraphic Addresses of all firms, &c., connected with Shipping (with the Telegraphic Codes severally employed), so far as ascertained; a list of Steamers and Motorships of 10,000 tons and upwards arranged according to nationality and gross tonnage; detailed Statistics respecting Merchant Shipping; lists of Shipbuilders, with names of Vessels built by each; list of Fast Merchant Steamers and Motorships; Index to Changes of Names of Vessels; Index to Vessels whose Names are composed of two or more words; lists of Vessels of 500 tons deadweight capacity and above; and of Vessels carrying Petroleum in bulk.

A list is also printed in the Appendix of the Members of the Committee of Lloyd's, and of the Agents to Lloyd's.

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1941–1942.

VOL. II.

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(For Steamers and Motorships under 300 Tons, Trawlers, Tugs, Dredgers, &c., see Vol. I.)

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(Excluding Steamers and Motorships of less than 300 tons gross, Trawlers, Drifters and other Fishing Vessels, Tugs, Salvage Vessels, Dredgers, Barges, Hoppers and other Miscellaneous Craft. These Vessels appear in a Separate List preceding the List of Sailing Vessels.)

1941-42

NAVIRES A VAPEUR ET A MOTEURS

(à l'exclusion des navires à vapeur et à moteurs d'une jauge brute de moins de 300 tonneaux, des chalutiers, cordiers et autres navires de pêche, des remorqueurs, bateaux de sauvetage, dragues, chalands, porteurs à clapets et autres bâtiments divers. Ces navires figurent sur une liste séparée précédant la liste des navires à voiles.)

1 No. in Book Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R.ofTrade
18601 207074 KDXQ	**A. A. Augustus** D.F. *Mchy.Aft* GyC. *1Dk*	6390 — 4869					1909	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson &Co.)	504·0	54·0	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevelnd		R
18602 148089	**A. A. Hudson** (*ex*Rahane-39) *ss*Mtl.No.3-12,36 *Mchy.Aft* *1Dk(Stl)2nddk(Stl) in holds* *Cargo battens not fitted* *ss*Clw.No.1-41	2222 2011 1350	✠100A1 *withfreeboard* 8,41~~7,39~~ ~~BS1,40~~ *For Service on the Great Lakes & River St. Lawrence & to St John's NF L.&Halifax N.S April to 21st November*	~~Tto~~ Clw BS4,41 ✠LMC12,36		CL ~~10,37~~ 8,41	1924 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	NorthwestSteamshipsLd.(A.A. Hudson,*Mgr.*) *also 2 intermediate BH in holds (lower part WT)* *CellDB220'597tFPT123tAPT10t*	248·0 F42' FK	43·0	22·8	Sarnia,Ont British 3*WTBH*	T.3Cy.18",30"&49"-36" (*s*) 180lb 186NHP 2SB,*6cf*,GS100,HS3260 N.E.MarineEngCoLd.Nwc	25 ″ 0 s 5 ″ 8½ 19 ″ 6	
18603 UPOG	**A. Andreev** *OilEng.* *Mchy.Aft* E.S.D. GyC. *1Dk* D.F. *CruiserStern*	2847 2003 1367					1935	NVNederl. Schps.Maats Amsterdam	U.S.S.R.	278·5 P73'F31'	49·0	20·5	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21¼"-35$\frac{7}{16}$" 472NHP MachinefabrickGebr.Stork &Co.N.V.Hengel		
18604 215979 WOCJ	**A. C. Bedford** TwinSc *ss*N.YkNo.3-9,30 *ss*N.Yk.No.2-38 D.F. *2Dks(Stl)&Shelter dk(Stl)* *Mchy.Aft* GyC. *&Webframes* *Longitudinal framing*	9485 7820 5899	✠100A1 *Shelter dk* *withfreeboard* 2,42~~5,41~~ MS8,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 2,18	~~Gal~~ ~~NNs~~ Mob BS2,43 ✠LMC ~~BS1,40 1,41~~	*ft*	CL ~~P 6,39~~ S5,41 P2,42	1918 2mo	Bethlehem S.B.Corp. Ld. SanFrancisco A&CP	StandardOilCo. of NewJersey *CellDBuE&B 85'374tDTf54'626tFPT200t APT164t*	500·0	68·0	35·9	Wilmgton (Del.) Utd.States FK 19*BHptAsp (15 to U dk 4 „2nd„)*	T.6Cy.20½",35½"&60"-42" 200lb (*r*) 637NHP 3SB,*12cf*,HS8943 FD B'thleh'mSB Corp.Ld.SFo	38 ″ 6 s9 ″ 7 24 ″ 7¾	
18605 170150	**A. D. Huff** (*ex*SanAnselmo-40, *ex*Oran,*ex*WestJester) *Fitted for oil fuel* *2Dks*	6219 5670 3740					1920	AmesS.B. &D.D.Co. Seattle,Wash	AtlanticTransportationCo.Ld.(S. L.deCarteret,*Mgr*)	410·5 P44'B119'F47	54·2	29·2	Montreal British *WB*	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
18606 54525 KDXN	**A. D. Macbeth** (*ex*Polynesia, *ex*SailingBarge) *Mchy.Aft* D.F. GyC. *1Dk2trB*	3640 — 2596					1897	GlobeIron Works Cleveland	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	375·0	46·0	26·7	Wilmgton (Del.) Utd.States *WB*	T.3Cy.19",30"&52"-40" *Ebuilt88fitted07* 171NHP DryDockEng.Wks.Detroit		R
18607 205126 WDQF	**A. E. Nettleton** *Mchy.Aft* D.F. GyC. *1Dk*	6286 — 5006					1908	Detroit S.B.Co. Wyandotte	GreatLakesS.S. Co.Inc.	525·0	55·3	32·0	OswegoNY Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit.		R
18608	**A. F. Braga** TwinSc *1Dk* *Mchy.Aft* *Stl framing Irn plating*	*399* *357* *174*	✠ 4,89	Gls ✠			1889 4mo	AilsaSB.Co Troon	H.J.Miller&Co.	177·6 P18'B14'F21' *Shade dk22'* FK	29·1	9·0	M.Video Uruguayan 4*BHCem*	T.6Cy.10½",17"&28"-18" 67NHP Lees,Anderson&Co.Gls.	9 ″ 0	
18609 226492 WOYT	**A. F. Harvey** *ss*Cgo.No.2-40 D.F. ~~*ss*Clv.No.1-31~~ *Mchy.Aft* GyC. *1Dk(Stl)&Webframes* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	7973 7866 6352	✠100A1 ~~4,41~~ 5,40 10,41 ~~BS2,41~~ *For Service on the Great Lakes*	~~Clv~~ Cgo BS3,42 ✠LMC4,40			1927 5mo	Gt.Lakes Eng.Works RiverRouge, Mich. *Lloyd's A&CP*	PittsburghS.S.Co. *CellDBuE&B54'191tCellDB&side tanks in way of holds474'6990t FPT414tAPT59t*	588·3 F52' FK	60·2	27·8	DuluthMin Utd.States 3*BH*	T.3Cy.24½",41"&65"-42" (*r*) 190lb 440NHP 3SB,*6cf*,GS148,HS6867 FD Gt.LakesEng.Wks.Detroit	32 ″ 0 s10 ″ 6¾ 21 ″ 8	
18610 DIAI	**A. H. Both** (*ex*Monsun, *ex*Hildegard) 3Mst *OilEng.* *Mchy.Aft* *1Dk*	363 333 267					1917	Kaldnæs Pat.sl.& M.V. Tönsberg	Adolf Both	137·6 Q28'F13'	28·5	11·6	Hamburg German *WB*	Oil Engines 4S.C.SA 4Cy.7⅞"-17¾" NE27 23NHP Motorenfbr "Deutz" A.G. Köln-Deutz		V
18611 239224 WDTP	**A. H. Dumont** *OilEng.* *Mchy.Aft* *Carrying oil in bulk*	981 — 789					1940	J.H.Mathis Co. Camden.N.J.	DieselTankerA.H. Dumont,Inc.	213·5	37·1	14·3	Seattle Utd.States	Oil Engines Fairbanks,Morse&Co. Beloit,Wis		
18612 200333	**A. H. Ferbert** (*ex*A.F.Harvey, *ex*Wisconsin) *Now* "Herman C. Strom," *see No.*36942 *in Supplement*	4111 — 3005					1903	Superior S.B.Co. W.Superior	PittsburghS.S.Co.	428·0	50·0	28·0	DuluthMin Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP SuperiorS.B.Co.		
18613 229053	**A. J. Patmore** TwinSc (*ex*B.B.McColl,*ex*Puloe Brani,*ex*Servitor) *OilEng.* *2Dks* *Mchy.Aft*	858 — 678					1914	Chatham Dockyard Chatham	R.T.C.No.Eleven Corporation,N.J.	200·0	34·2	16·2	Wilmgton (Del.) Utd.States	Oil Engines 4S.C.SA 6Cy.12½"-18" NE30 91NHP ElectricBoatWorks, Groton,Conn.		R
18614 5339 SDAE	**A. K. Fernström** (*ex*Export) *ss*Got.No.1-42 *ss*Got.3rdNo.3-5,38 *Well deck* *1Dk(Stl)&Webframes* *Cargo battens not fitted*	868 *643* *433*	✠100A1 ~~9,41~~ ~~7,39~~ 4,42 ~~BRS4,41~~ ~~MS5,38~~ ~~DRS2,40~~	~~Sbg~~ ~~Lkr~~ Got ~~MBS7,41~~ ✠LMC4,42 ~~MBS6,40~~	*l*	OG ~~7,39~~ 4,42	1902 6mo	Rijkee&Co Rotterdam A&CP	A.K.Fernström's Granitindustrier (E.Fernström) *WB=CellDB 5'uE&B28'*	205·6 217·4(O.L.) Q68'B51'F25' FK	30·1	12·9	Karlshmn Swedish 4*BHCem* *f94'204t*	T3Cy.13⅞"25$\frac{5}{16}$"&40$\frac{5}{16}$"-36" 160lb *80lb* (*s*) 113NHP 1SB,*3cf*,GS54,HS1952 Maats.Fyenoord.Rot.	15 ″ 6 s ″ 10 14 ″ 9½	
18615 220873 KDLL	**A. L. Kent** *ss*Sea.No.2-29 D.F. *Fitted for oil fuel* *1Dk*	6030 5374 3744	✠ ... 7,30	✠			1920 12mo	BathIron Works,Ld. Bath,Me.	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*)	394·1 P42'B117'F37' FK	55·1	31·0	Boston Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 467NHP BathIrnWrks,Ld.Bath,Me	34 ″ 6	R †
18616 EAOC	**A. Lazaro** Ⓟ TwinSc (*ex*CristoforoColombo) *OilEng.* *2Dks*	1514 — 714					1895	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	283·3 Q54'B80'F41'	37·0	18·7	Valencia Spanish *WB*	Oil Engines 4S.C.SA 20Cy.20⅞"-20⅞" 856NHP *Emade—,fitted27* Masch.Augsburg-Nürnberg A.G.Augsburg		V
18617 217566 WMAE	**A. M. Baxter** (*ex*H.W.Baxter-33, *ex*Cowanshannock) *Fitted for oil fuel* *Mchy.Aft* *1Dk*	2428 — 1464					1919	Gt.Lakes Eng.Wks. Ashtabula,O.	HoraceX.Baxter S.S.Co.Inc.(J.H. Baxter&Co. *Mgrs.*)	253·4	43·6	25·1	S.Frncisco Utd.States *WB*	T.3Cy.21",34½"&57"-42" 211NHP GtLakesE.W.Ashtabula,O		R
18618	**A. M. Bisbee** Wood *1Dk*	419 — 282					1902	H.F.Carmichael HongKong	NinghaiS.S.Co.Ld.	131·2	24·5	12·2	Ningpo Chinese	C.2Cy.15"&31"-21" 37NHP Ross&Duncan,Glasgow		
18619 207504 WADD	**A. M. Byers** *Mchy.Aft* D.F. GyC *1Dk*	6364 — 4841					1910	American S.B.Co. Cleveland,O.	ReissS.S.Co.	504·0 F44'	54·0	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quant. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après la formule de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
18620 OYNB	**A. P. Bernstorff** Ⓟ *Ref. Mchy.* D.F. 3*Dks*	2339 1831 1174					1913	Helsingörs Jernsk&Msk Elsinore	DetForenede Dampskibs.Selsk.	291·8 F36′	41·7	25·7	Esbjerg Danish *WB*	T.4Cy.22″,44½″&(2)52″-43″ 355NH′ HelsingörsJernsk.&Mskb		V
18621 213 ·09 WJCC	**A. S. Hansen** (*ex*Gulfcoast-36) *ss*Mob.2ndNo.3-3,40 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5189 4591 3202	✠100A1 3,41 ✠LMC MS3,40 BS~~11,40~~10,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,15 *F.P. above* 150° F.	Mob	*y*	CL 2,40	1915 5mo	NewYork S.B.Corp. Camden,N.J. A&CP	SabineTransportationCo.Inc.(M.T. Ball, *Mgr.*) *Cell DBu E&B* 62′ 222*t*	383·0 P97′B34′F33 FK *FPT*159*t APT*30*t*	51·2	30·1	Baltimore Utd. States 14*BHCem* (8 *to Upr dk* 6 „ 2nd „)	T.3Cy.27″,45″&75″-48″ (*r*) 190lb 543NH′ 3SB,9*cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″ 9¼ 24 ″ 7	
18622 204864 WOLO	**A. T. Kinney** (*ex*Caldera) *Mchy.Aft* D.F. GyC. 1*Dk*	6328 — 4686					1908	WestBay CitySBCo. BayCity,Mch	TheWilsonTransit Co.	504·0	54·0	26·9	Wilmgton (Del.) Utd. States *WB*	T.3Cy.22½″,36″&60″-42″ 233NHP DetroitS.B.Co.Detroit		R
18623 107267 WOUM	**A. W. Osborne** (*ex*AndrewCarnegie) *Mchy.Aft* GyC. D.F. 1*Dk*2*trB*	3826 — 2630					1897	Cleveland S.B.Co. Cleveland	TheWilsonTransit Co.	403·0	48·0	24·3	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23″,38″&63″-40″ 251NHP ClevelandS.B.Co.Clevelnd		R
18624 LCAJ	**Aafjord** Ⓟ 1*Dk&Shelter dk*	335 308 189					1914	Akers Mek.Værks Oslo	NamsosDampskibselskap	131·1 427*t*	22·1	15·6	Namsos Norwegian *WB*	T.3Cy.12″,20″&33″-21″ 50NH AkersMek.Værks.Oslo		
18625 OHHN	**Aagot** *Now* "Potomac," *see No.* 38073 *in Supplement* *ss*Bgn.2ndNo.3-[illegible]13 *ss*Els.No 1-38 1*Dk*(*Irn*)2*trB&deep framing* *Cargo battens not fitted*	3939 3390 2353	✠100A1 4,41 ~~12,39~~ ✠LMC MS12.37 BS~~9,39~~6,41	~~Got~~ NYk	”	CL ~~12,39~~ 4,41	1906 7mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *sA&CP*	O/Y SeaFreight A/B (H.Nyman, *Mgr.*) *Cell DBa* 133′	338·9 350.3(O.L.) P25′B90′F32′ FK *uE* 17 *f* 146′ 1005*t*	48·0	24·4	Helsingfrs Finnish 6*BHCem* *APT*117*t*	T.3Cy.25″,40″&65″-42″ (*s*) 160lb 289NHP NDB27*refitted*29 2SB,6*rf*,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27 ″ 2 s 4 ″ 10 22 ″ 7	
18626 PCAH	**Aagtekerk** TwinSc *ss*Rot No.1-37 *OilEng.* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	6811 5827 4044	✠100A1 *withfreeboard* ~~2,41~~12,41 ✠LMC CS6.38 DBS3,40 5,41 3,40	~~Lav~~ Bkn	*d*†	OG N11,38	1934 1mo *Lloyd*	NVNederl Schps.Maats. Amsterdam *sA&CP* *CellDBuE*51′	VereenigdeNederlandscheScheep. Maats.(Directie en AgentuurMaats. HollandAustralie LijnN.V. *Mgrs.*) *f* 176′ 666*t MTs*49′	460·1 P18′B66′F34′ FK 1482*t Tanks in way*	60·2	27·3	TheHague Dutch *SBHptCem* (6 „ *to* 2*nd dk*) *of tunnels* 14	Oil Engines 2S.C.DA 12Cy.23⅝″-43$\frac{5}{16}$″ 2325NHP 2DB 120*lb* Gebr.Stork&Co.N.V. Hengelo 61*t FPT*224*t APT*134*t*	32 ″ 7 s 4 ″ 4½ 28 ″ 4¾	
18627 OXAA	**Aalborg** Now sailing as "St. Lucien" 1*Dk*	1256 948 723					1920	Akt.P.Ph. Stuhr'sSkibs. Aalborg	A/S D/S Dannebrog (C.K.Hansen *Mgr*)	238·7 P14′Q71′B94′F29′	36·2	13·4	Copnhagn Danish *WB*	T.3Cy.15″,24″&40″-27″ 83NHP A/S Frichs,Aarhus		V
18628 OYTH	**Aalborghus** Ⓟ D.F. *OilEng.* *CruiserStern* 2*Dks*	2079 1033 1186					1936	Nakskov Skibs.A/S Nakskov	DetForenede DampskibsSelsk.	272·3 B120′F52′	42·4	15·3	Aalborg Danish *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$″-35$\frac{7}{16}$″ 608NHP Akt.Burmeistr&Wain,Cpn		V
18629 OFAR	**Aallotar** Ⓟ D.F. E.S.D. 2*Dks-pt*2*rd dk* *Ref.Mchy.* *Strengthened for Navigation in Ice*	2916 — 1607	✠100A1 *withfreeboard* ~~4,39~~10,40 BS4,39 ✠LMC5,37 No later survey reported	~~Hfs~~ Abo	*t*	OG ~~10.37~~ 10,40	1937 5mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore *sA&CP* *CellDB*238′349*t*	FinskaÅngf.A/B	295·4 275·0 F66′ FK *Duct keel except at ends* *FPT*27*t APT*94*t*	45·3	25·7	Helsingfrs Finnish 5*BHCem*	C.4Cy.(2)20½″&(2)43$\frac{5}{16}$″-45¾″ 213lb (*s*) FD 534NHP 3SB(Spt)9*cf*,GS172,HS8943 HelsingörsJernsk.&Msk.	28 ″ 3 s 9 ″ 6½ 19 ″ 1	
18630 PCAM	**Aalsum** *ss*Rot.No.3-6.35 *ss*Rot.No.1-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cruiser Stern*	5418 4960 3192	✠100A1 *Shelter dk* *withfreeboard* 7,41 ✠LMC MS6,38 BS~~3,40~~6,41 *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	~~Gls~~ Mob	*a*†	OG 2,40	1922 9mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel *sA&CP*	StoomvaartMaats. "Oostzee" (Vinke &Co. *Mgrs.*) *Cell DB*367′1199*t* 682*t*	420·9 F3C′ FK *MT*18′ (*Collision* *FPT*164*t APT*191*t*	56·3	26·4	Amstrdam Dutch 8*BHptCem* *ptAsp* *BHtoShdk* 7 „ „ *U* „)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 603NHP 3SB,9*cf*,GS198,HS8730 FD Parson'sMarineSteam TurbineCo.Ld.Nwc.	29 ″ 0 s 3 ″ 6 25 ″ 8½	
18631 OYBA	**Aarhus** Ⓟ D.F. 1*Dk&AwngDk*	1618 899 819					1912	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	270·4 F35′	39·3	21·6	Frdrkshvn Danish *WB*	T.4Cy.25″,41″&(2)48″-39″ 288NHP Akt.Burmeistr&Wain.Cpn		V
18632 ESGA	**Aarne** (*ex*Smut-39,*ex*Harbury) *ss*Osl.3rdNo.3-1,33 *Well deck* *ss*Lie.No.3-6,39 D.F. 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	1746 1385 1010	✠100A1 6,39 BS9,40 ✠LMC6,39 No later survey reported	Lie	*r*	CL 6,39	1896 8mo	S.P.Austin &Son Sunderland A&CP	A.Kalm *CellDBa*76′*uE&B*	268·2 276·6(O.L.) P27′Q74′B48′F27′ FK 40′ *f*108′ 510*t FPT*	37·7	17·0	Tallinn Estonian 4*BHCem* 37*t APT*64*t*	T.3Cy.20½″,33″&54″-39″ (*s*) 160lb 194NHP 2SB,6*pf*,GS84,HS3156 G.Clark,Ld.Sunderland	19 ″ 9 s 2 ″ 0½ 17 ″ 11	
18633 167581 MCFV	**Aarö** *ss*Els.No.3-6,38 1*Dk*(*Stl*) *Well deck*	1426 1172 839	✠100A1 11,41~~7,40~~ ✠LMC MS2,38 BS~~12,40~~11,41	~~Bkn~~ Abn	*p*	OG 11,39	1925 9mo *Lloyd*	Helsingörs Jernsk&Msk. Helsingör *sA&CP*	Ministry of War Transport (Aln S.S.Co.Ld. *Mgrs.*) *CellDB*210′401*t FPT*	249·5 260·0 (O.L.) P17′Q76′B96′F28′ FK	38·1	15·2	London British 4*BHCem* 32*t APT*86*t*	T.3Cy.18$\frac{3}{16}$″,30″&50″-36″ 185lb (*s*) 161NHP 2SB(Spt),4*cf*,GS56,HS2430 Helsingörs Jernsk.&Mskb.	17 ″ 6 s 0 ″ 11 16 ″ 8½	
18634 174208 ~~OYRE~~ BFXW	**Aase Mærsk** *ss*Rot.No.2-38 *OilEng.* D.F. 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern*	6184 5505 ~~3686~~ 3641	✠100A1 8,41~~2,41~~ ✠LMC CS10 38 DBS~~2,41~~2,42 7,39 *Carrying Petroleum in bulk*	~~Bom~~ Bel	*z*	CL 2,41	1930 9mo *Lloyd*	Odense Staalskibsvft Odense *sA&CP*	Ministry of War Transport (C.T.Bowring& Co.Ld.*Mgrs.*) *CellDB*68′21	407·1 P96′B37′F37′ FK *Trunk in wells* 7*tDTf*35′702*t FPT*	~~54·7~~ 54·9	30·4	Belfast British 10*BH* 151*t APT*91*t*	Oil Engines 4S.C.SA 6Cy.29⅜″-59$\frac{1}{16}$″ 489NHP 2DB 150*lb* Akt.Burmeistr&Wain,Cpn	32 ″ 3 s 5 ″ 7½ 26 ″ 10¼	
18635 141887 GDSW	**Aba** Ⓟ (*ex*Glenapp) TwinSc *ss*Liv.No.3-11,30 *ss*Liv.No.2-39 *OilEng.* D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl-ws*) *Ref.Mchy.*	7937 6789 4596	✠100A1 *Shelter dk* *withfreeboard* 12,41~~11,40~~ ✠LMC CS9,39 DBS~~9-39~~ 10,41 9,39	PNl	*c*†	CL ~~9,37~~ 12,41	1918 9mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow *sA&CP* *CellDB*	ElderDempster Lines,Ld. 389′1140*tDTa*68′1	450·5 465·4(O.L.) F37′ *on Shelter dk* FK 16*t FPT*93*t APT*44*t*	55·8	36·6	Liverpool British *ptCem* 7 *BH to Sdl* 1 „ „ *U* „	Oil Engines 4S.C.SA 16Cy.29½″-43$\frac{5}{16}$″ 1353NHP NDB22-100*lb* Harland&Wolff,Ld Gls.	40 ″ 0 s 16 ″ 3 24 ″ 3	
18636 7417 SFRA	**Abadan** TwinSc *ss*Got.No.3-8,40 D.F. *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	6230 5469 3628	✠100A1 10,41~~8,40~~ ✠LMC CS8,40 DBS8,40 8,40 *Carrying Petroleum in bulk*	Got	*a*†	CL 6,40	1928 2mo *Lloyd*	A/B Götaverken Gothenburg *sA&CP* *CellDB*	RederiA/B Concordia (PerWaller, *Mgr.*)	417·7 P100′F54′ *Trunk in well* FK *uE*67′195*tDTf*24′4	55·2	32·2	Gothenbrg Swedish 10*BHptCem* 50*t APT*381*t*	Oil Engines 4S.C.SA 12Cy.21⅝″-39⅜″ 543NHP DB(P)100*lb* (S)85*lb* A/B Götaverken,Got.	32 ″ 0 s 6 ″ 1½ 26 ″ 1	
18637 EANC	**Abando** (*ex*PeñaCabarga) *ss*Bbo.2ndNo.3-3,18 1*Dk*(*Stl*)&*deep framing*	1701 1466 962	✠ 4,23 ✠	Bbo	*q*		1897 10mo	AM'Millan &Son,Ld. Dumbarton *Cell*	Cia.deNav. Vizcaya	260·0 B60′F27′ FK *DBa&uE*88′*f*110′	37·0	18·2	Bilbao Spanish 4*BHCem* 402*t APT*63*t*	T.3Cy.19″,31″&51″-36″ 164NHP 1SB,3*cf*,GS66,HS2567 Muir&Houston,Ld.Gls.	20 ″ 6	G †

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.
18638 212612 KDAI	**Abangarez** Ⓟ D.F. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* *2Dks&2pt dks*	4538 — 2503					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8 B154′F45′	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27″,45″&75″–54″ 413NHP Wrkman,Clark&CoLd.Bel		C
18639 142497 MJZB	**Abbas Combe** (*ex*BeaulyFirth-36, *ex*Cliffsider) ssAbn.No.3–4,33 *Welldeck* ssApl.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*)	489 316 202	✠100A1 4,41 ✠LMC MS5,38 BS4,41	Cff	*g*	CL 1,39	1920 5mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's A&CP*	AldShippingCo.Ld.	160·1 166·0(O.L.) Q92′B11′F23′ FK *CellDBf*95′114*tFPT*	25·2 *26·2*	9·7	Bristol British 3*BHCem* 33*tAPT*12*t*	T.3Cy.12½″,21″&34″–24″ 180lb (*s*) 64RHP 1SB,*3pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 ″ 8 s3 ″ 8 11 ″ 8	
18640 299 JBAA	**Abbazia** Ⓟ ssTri.No.2–20 1*Dk&Awng dk* D.F. *Fitted for oil fuel*	3706 3054 2197	✠ ... 11,23 ✠				1912 1mo	Lloyd Austriaco Trieste	“Adriatica”Soc. Anon.diNav.	346·7 FK B *on Awng dk*160′	45·5	25·9	Venice Italian *WB*	T.3Cy.23¼″,37″&66″–48″ 390NHP LloydAustriaco,Trieste	28 ″ 5	I †
18641 89 IJAN	— Ⓟ TwinSc *OilEng.* 1*Dk* *CruiserStern*	391 271 157					1939	Cant.Nav. delQuarnaro Fiume	Soc.Fiumana di Nav.	177·9 166·2 B36′	27·9	11·5	Fiume Italian *WB*	Oil Engines 2S.C.SA 12Cy.10½″–17$\frac{11}{16}$″ 220NHP SocAn“Fiat”S.G.M.Turic		I
18642 PCBK	**Abbekerk** TwinSc *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *3rd Dk except in No. 3 hold* *Butts of deck & shell plating* *Cruiser Stern* *electrically welded*	7906 6893 4764	✠100A1 *withfreeboard* ~~3,41~~ ~~8,40~~11,41 ✠LMC2,39	~~Lon~~ Gls	*f*†	CL ~~[illegible]~~ 10,40	1939 2mo	FSchichau G.m.b.H. Danzig *Lloyd's A&CP* *CellDBuE62′*	VereenigdeNeder- landscheScheep. Maats.(Directie en Agentuur Maats. HollandAustralie LijnN.V.*Mgrs.*) *f225′1168t Tanks*	493·6 522·3(O.L.) P32′F89′ FK (*Coll* — 1 *IntermediateBH* *&1′tween dkBHdi* *at centre & sides of t*	63·2	31·2	The Hague Dutch *ptCem* *BH to Sh dk* 5,, ,, 2nd ,, 1,, ,, 3rd ,,) *spensed with* *unnels*800*tD*	Oil Engines 2S.C.SA 20Cy.25$\frac{9}{16}$″–47½″ 2274NHP DB*100lb*&DB(WT)*100lb* FSchichauG.m.b.H.Elbing *Tsf*1164*tFPT*73*tAPT*396*t*	35 ″ 2 s5 ″ 4½ 30 ″ 0	
18643 165409	**Abbeydale** D.F. E.S.D. *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8299 7423 4936	✠100A1 1,42~~12,40~~ Examined 1,42 DBS1,42 ✠LMC3,37 *CarryingPetroleum in bulk*	~~Grk~~ NOs	*d*†	CL ~~N7,38~~ 12,41	1937 3mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	TheAdmiralty *CellDBuE75′176tD*	466·3 481·6(O.L.) P107′B43′F45′ FK *Tf*34′397*t FPT*209*t*	61·9	33·9	London British 17*BHptCem* *ptAsp* *APT*183*t*	Oil Engines 2S.C.SA 4Cy.23⅝″–91$\frac{5}{16}$″ 687NHP 2DB*150lb* WmDoxford&Sons,Ld.Sld.	34 ″ 0 s6 ″ 8½ 27 ″ 6½	
18644	**Abercos** *Now*“Empire Ptarmigan,” *see No. 2326* ~~*Fitted for oil fuel*~~ 1*Dk&Shelter dk2trB* Sub.Sig. *Longitudinal framing*	6076 5563 3729					1920	GMStandi- ferCnst.Corp Vancouver. Wash.		401·4 P48′B81′F37′	53·2	31·9	 British *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven.Owens&Rent- schlerCo.Hamilton,O.		R
18645 127164 GQBZ	**Aberdonian** Ⓟ ssAbn.No 3–5,31 ssAbn.No.2–39 2*Dks*(*UStl–ws*)	1648 1146 747	✠100A1 5,39 ✠LMC5,39	Abn	*r*	CL 5,39	1909 5mo	D&WHen dersn&Co.Ld Glasgow *Lloyd's A&CP*	AberdeenStmNav Co.Ld.	264·3 276·3(O.L.) P75′B74′F67′ BK9″ *CellDB*	36·2	18·3	Aberdeen British 4*BHCem* *a*64′*f*72′148*t*	T.3Cy.26″,44″&72″–42″ (*r*) 180lb *80lb* 394NHP 2DB,*12cf*,GS225,HS6484 D&W.Hendersn&CoLdGls	19 ″ 6 s 2 ″ 1½ 18 ″ 5½	
18646 145321 MKYQ	**Aberhill** (*ex*Flora) ssNwc.No.3–10,28 ssBly.No.2–36 *Welldeck* 1*Dk*(*ptStl ptIrn*) *Cargo battens not fitted*	1516 1271 888	✠100A1 11,40 ✠LMC MS10,36 BS11,40	Lth	*p*	OG 11,40	1915 8mo	A.Vuijk& Zonen,Cap- elle a/d Ysel A&CP *CellDB a*77′*u*	M.Taylor	246·8 P21′Q67′B63′F22′ FK E17′*f*104′429*tFPT*	38·2	16·3	Methil British 4*BHCem* 35*tAPT*20*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 180NHP 2SB,*6cf*,GS90,HS2920 G.T.Grey,SouthShields	18 ″ 6 s 1 ″ 6½ 17 ″ 1	
18647 131559 VJBJ	**Abersea** (*ex*SouthBulli) ssSyd.2ndNo.3–10,38 *Well deck* 1*Dk*(*ptIrn ptStl*) *Mchy.Aft* *Cargo battens not fitted*	818 588 359	✠100A1 ~~5,41~~ ~~11,40~~1,42 BS~~11,40~~ ✠LMC9,37 1,42	Syd	*k*	CL ~~3,39~~ 1,42	1913 5mo	Hall,Rus- sell&Co.Ld Aberdeen *Lloyd's A&CP* *CellDBuE*	JonesBros.Coal Pty.Ld.	195·1 Q110′B9′F34′ FK 28′*f*108′187*tFPT*	30·3	12·6	SydnyNSW British 4*BHCem* 70*tAPT*8*t*	T3Cy.16$\frac{5}{16}$″,26″&43″–33″(*r*) 180lb 140NHP 2SB,*4cf*,GS77,HS2506 Hall,Russell&Co.Ld.Abn	14 ″ 6 s 4 ″ 3½ 14 ″ 1¾	
18648 208 YLFZ	**Abgara** (*ex*Vinodol-36,*ex*Bisley-33, *ex*Roselands) ssRga.2ndNo.3–1,37 ssBal.No.1–42 1*Dk*(*Irn*) D.F. ~~*Cargo battens not fitted*~~	4422 4135 2821	✠100A1 3,42~~5,40~~ ~~BS12,38~~ ✠LMC~~12,36~~ ~~6,41~~ 3,42	~~NNs~~ Bal	*x*	~~4,40~~ N2,42	1911 9mo	W.Gray& Co.Ld WHartlepool *Lloyd's A&CP*	LatvianShipping Co.	374·7 P25′B103′F36′ *CellDBa*123′ FK *uE&B*45′*f*164′11	51·3	26·0	Riga Latvian 6*BHCem* 15*tAPT*40*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb ~~*120lb*~~ 345NHP 2SB,*6cf*,GS132,HS5298 Cen.Mar.Eng.Wks.WHpl.	28 ″ 6 ~~s 5 ″ 0½~~ ~~23 ″ 3~~ s5 ″ 6¼ 23 ″ 3	
18649 543 SFLN	**Abisko** *Mchy Aft* 1*Dk* D.F.	3088 2633 1640					1913	Göteborgs M.V.Aktieb Gothenburg	Trafikaktiebola- getGrängesberg- Oxelösund (M.Waldenström, *Mgr.*)	336·8 P69′B24′F39′	46·9	21·0	Stockholm Swedish *WB*	T.3Cy22$\frac{7}{16}$″,35½″&59″–39⅜″ 220NHP GöteborgsMV.Aktieb.Got		C
18650 UOVM	**Abkhaziya** Ⓟ TwinSc Sub.Sig. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	4727 3101 2583					1927	BalticS.B. &E.Works Leningrad	U.S.S.R.	353·5 B&F268′	51·0	25·3	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$″–33⅛″ 1372NHP Russian Diesel Works,Len		
18651 164265 MKKS	**Abosso** Ⓟ TwinSc D.F. 3*Dks&Shade dk* *OilEng.* E.S.D. *Ref.Mchy.* *CruiserStern*	11330 7569 6743					1935	Cammell Laird&Co.Ld. Birkenhead	ElderDempster Lines,Ld.	460·8	65·2	31·5	Liverpool British *WB*	Oil Engines 2S.C.SA 16Cy.24$\frac{7}{16}$″–45¼″ 1660NHP J.G.Kincaid&Co.Ld.Grk		C BT till ~~7,41~~ 5,42
18652 165246 GZJZ	**Aboyne** ssLth.No.1–41 D.F. 1*Dk&Shelter dk* E.S.D. *Platform dk in Nos. 2 & 3 holds* *CruiserStern*	1020 832 386	✠100A1 *withfreeboard* 12,40 ✠LMC~~2,37~~ 5,41	Gmh	*g*	OG 12,40	1937 2mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP* *CellD*	Aberdn,Newcastle &HullStm.Co.Ld. (R.C.Cowper, *Mgr.*) *Ba&uE*77′*f*85′182	248·7 259·0(O.L.) B59′ FK *tFPT*29*tAPT*40*t*	37·7	15·1	Aberdeen British 4*BHptCem* (*Coll to Sh dk* 3 ,, *2nd*,,)	T3Cy.19″,32½″&56″–42″ (*s*) 220lb 264NH 2SB,*6cf*,GS124,HS4282 J.G.Kincaid&Co.Ld,Grk.	16 ″ 6 s ″ 2 16 ″ 6	
18653 LDIK	**Abraham Lincoln** TwinSc *OilEng.* ssOsl.No.2–38 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*) *except in No.5* *Ref.Mchy.* *hold*	5740 5214 3501	✠100A1 *withfreeboard* ~~8,41~~ ~~6,00~~ ~~11,40~~ 3,42 ✠LMC CS~~4,38~~ DBS~~3,41~~5,42 1,38 ✠Lloyd'sRMC~~9,40~~ ~~6,41~~ 3,42 ~~11,41~~	~~Rot~~ ~~Vct~~ NYk	*b*†	CL ~~3,38~~ S7,41 P3,42	1929 4mo	Odense Staalskibsv. Odense *Lloyd's A&CP* *Cell*	A/SBonheur(F. Olsen&Co.*Mgrs.*) *DB*387′1349*t* *Tanksinwayoftu*	435·9 P32′F41′ FK (*Coll&AP* *nnels* 185*tFPT*116*t*	56·2	27·7	Oslo Norwegian 7*BH* *BH to Sh dk* 5 ,, *2nd*,,) *APT*128*t*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$″–43$\frac{5}{16}$″ 951NH DB*100lb* Akt Burmeistr&Wain,Cpn	30 ″ 7 s4 ″ 0 26 ″ 8½	
18654 503 ESAB	**Abruka** Ⓟ Steel&Iron (*ex*Eestimaa-38,*ex*Zasima, *ex*Limfjorden) 1*Dk*	462 273 275					1881	Lobnitz& Co. Renfrew	Laevaühing G. Sergo&Ko.	164·5 P45′F41′	24·0	10·3	Tallinn Estonian *WB*	C.2Cy.24″&44″–30″ 88NHP Lobnitz&Co.Renfrew		G

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creu sur Quill Franc-bord au milieu d navire. Tirant d'eau correspondant. pds. pc
18655 1300 IJAR	**Abruzzi** (*ex*Yomah,*ex*Babalan) *ss*Gen.4thNo.3–6,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	680 424 352	✠100A1 *For Coasting purposes in the Mediterranean & Black Sea* 2,40 BS11.39 ✠LMC11,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,98 *F.P above* 150° F. NO LATER SURVEY REPORTED	Ven	*h*	CL 2,38	1897 10mo	Rijkee&Co Rotterdam A&CP	AziendaGenerale ItalianaPetroli	194·9 185·4 P&B150′F20′ FK	25·8	10·4	Genoa Italian 11*BHCem* *FPT*40*t*	T.3Cy.12½″20″&33¾″–21″(*s*) 175lb 65NHP 1SB,2*cf*,GS28,HS1115 Maatschappij deMaas.Rot.	11 ″ s ″ 5½ 10 ″ 7½
18656 OXAB	**Absalon** (*ex*JosephMerryweather) *ss*Opn.No.3–7,27 *ss*Abg.No.1–31 1*Dk*(*Irn*)&*deepframing*	2144 1959 1353	✠ … 5,36 ✠	Abg	*s*		1898 9mo	W.Gray&Co.Ld. WHartlepool *Intermediate BH in forehold dispensed with*	Dampsk.A/S 'Progress'(Marius Nielsen&Sön, *Mgrs*.)	290·3 P27′B69′F29′ FK	42·1	19·2	Copnhagn Danish *Cem* 4 *BH only* *CellDBa&uE*110′*f*120′607*tAPT*54*t*	T.3Cy.21½″,35″&58″–39″ 220NHP 2SB,6*rf*,GS73,HS3445 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9
18657 OUEI	— 1*Dk*	457 301 149					1932	Orlogsværftet Copenhagen	DenDanskeStat (Marineministeriet)	152·7	27·1	10·9	Copnhagn Danish	T.3Cy. Orlogsværftet,Cpn.	
18658 215986 KGDG	**Absaroka** *Fitted for oil fuel* D.F. 2*Dks*	5695 — 3527					1918	Skinner&EddyCorp. Seattle,Wash	Pope&Talbot,Inc.	409·5 P43′B115′F47′	54·2	27·4	S.Frncisco Utd.States	T.3Cy.25″,42¾″&72″–48″ 359NHP SeattleMachineWorks	
18659 83 IBBA	**Absirtea** *ss*Tri.2ndNo.3–2,39 D.F. 1*Dk*(*ptIrn,ptStl*)	4170 3767 2492	✠100A1 4,40 MS2,39 ✠LMC MBS10.39 DBS3,40 NO LATER SURVEY REPORTED	Nap	*x*	CL 3,38	1913 10mo *Lloyd'sA&CP*	Craig,Taylor&Co.Ld Stockton	Soc.AnondiNav. G.L.Premuda *CellDBa*129′*uE&B*40′*f*150′1152*tFPT*98*tAPT*207*t*	385·4 P52′B&F289′ FK	51·5	24·1	Trieste Italian 6*BHCem*	T.3Cy26″,42½″&69½″–45″(*s*) 180lb 361NHP DB*made*25*refitted*38–115lb 2SB,6*cf*,GS130,HS5700 N.E.MarineEng.Co.Ld.Sld	26 ″ · 2 ″ 11½ 23 ″ 9
18660 231673 WHES	**Acadia** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. GyC. 3*Dks* *CruiserStern*	6185 — 3020					1932	NwprtNws SB.&D.D.Co NewprtNews	EasternS.S.Lines,Inc.	387·4	61·2	27·0	Boston Utd.States *WB*	2SteamTurbinesSRgeared to2Sc.Shafts NewportNewsSB&DD Co.	
18661 LJYH	— *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	5002 4403 2955					1938	FlensburgrSchiffsb.Ges. Flensburg	A/SAcadia(Sigurd Bruusgaard)	414·3 P431′	55·7	25·0	Drammen Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝″–43$\frac{5}{16}$″ 973NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	
18662 183535 CGFS	— Ⓟ GyC. 1*Dk*&*Shelterdk* E.S.D.	846 796 439	✠ … 10,15 ✠				1913 6mo	Swan,Hunter&Wigham Richardson,Ld Newcastle	CanadianGovernment(Dept.of Mines&Resources)	170·0 FK	33·7	19·1	Ottawa British *WB*	T.3Cy.17″,28″&46″–27″ 177NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 0
18663 154480	**Acadialite** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Longitudinal framing at bottom and at deck* *CarryingPetroleum in bulk*	1919 1465 1085	✠ … 8,36 ✠	Mdb			1930 4mo	FurnessS.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil,Ld., MarineDepartment (H.J. Rahlves,*Mgr.*) *Middle line Bulkhead non-oiltight* *CellDBuE*24′68*tFPT*133*tAPT*48*t*	250·0 P62′F41′ *Trunk*147′ FK	43·1	17·[illegible]	Montreal British 11*BHptCem*	T.3Cy.17″,28″&46″–36″ 158NHP 1SB,4*cf*,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s1 ″ 11½ 16 ″ 2¾
18664 133533 CYJP	**Acadian** (*ex*Glenmavis) *Mchy Aft* 1*Dk*	1686 1524 1055					1913	N.ofIrelandSB.CoLd Londonderry	CanadaSteamship Lines,Ld.	250·0 *WB*	42·5	17·4	Midland, Ont British	T.3Cy.16″,26″&44″–30″ Richardsons, 96RH Westgarth&Co.Ld.Mdb	
18665 132623 GQRD	**Acajutla** *ss*Crs.No.3–6,36 *ss*Boa.No.1–40 1*Dk*(*Teak*)&2*nd dk*(*Stl*)	1170 962 654	✠100A1 9,41 ~~9,40~~ ~~10,40~~ ✠LMC ~~BS~~10,39 *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	~~Crs~~ Boa BS9,41 MS1,40	*n*	CL ~~2,40~~ 8,41	1911 10mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson,Ld Newcastle	PacificStm.Nav.Co.Ld. *CellDBa*40′*uE*15′*f*94′160*tAPT*10*t*	215·7 F27′ FK	33·5	19·4	London British 4*BHCem*	T.3Cy.17″,28″&46″–33″ (*r*) 180lb 174NHP 2SB,6*cf*,GS107,HS3268 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 6 s3 ″ 3 18 ″ 7½
18666 LCBJ	**Acasta** (*ex*WarMatron) *ss*Sba.No.3–7,30 *ss*Mob.No.2–37 1*Dk*(*Stl*)	5229 4775 3177	✠100A1 3,42 ~~11,40~~ 11,41 ✠LMC MS~~11,37~~ *Carrying oil fuel in bulk F.P above* 150° F. *Fitted for oil fuel* 5,18 *F.P. above* 150° F	~~Mob~~ Bkn BS~~11.40~~ 3,42	*y*	CL 10,40	1918 6mo *Lloyd'sA&CP*	Sir.J.Laing&Sons.Ld Sunderland	A/S Mosvolds Rederi I (M.Mosvold,*Mgr.*) *Middle line Bulkhead not oil-tight* *CellDBa*121′*f*180′947*t FPT*123*t APT*195*t*	400·4 P49′B112′F39′ FK	52·4	28·5	Farsund Norwegian 11*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ s5 ″ 11¾ 25 ″ 3
18667 163564 GYDF	**Acavus** *Mchy.Aft* *ss*Shl.No.1–39 *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* E.S.D. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8010 7215 4777	✠100A1 12,41 ~~12,40~~ ✠LMC DBS1~~,41~~ 12,41 *CarryingPetroleum in bulk*	~~Cff~~ Shl CS11,38 ~~8,38~~ 12,41	*c*† 2	CL ~~2,38~~ 12,41	1935 1mo *Lloyd'sA&CP*	WorkmanClark(1928)Ld. Belfast	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64′158*t DTf*25′270*tFPT*135*tAPT*83*t*	465·0 483·2(O.L.) P93′B46′F48′ FK	59·4	33·9	London British 15*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55⅛″ 502NHP DB180lb Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s6 ″ 8½ 27 ″ 6½
18668 162667 MQDK	**Acclivity** *ss*Lon.No.1–36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	389 293 174	✠100A1 3,38 Examined ~~3,41~~ ✠NE5,42 ✠LMC5,42 DBS5,42 *Carrying Petroleum in bulk*	Goo Lon 5,42	*g*	OG ~~10,38~~ 3,42	1931 12mo *Lloyd'sA&CP*	G.Brown&Co. Greenock	F.T.Everard&SonsLd. *CellDB*74′123*t DTa*5′46*t FPT*38*t*	164·0 P43′F20′*Trunk*101′ FK	24·6	8·6	London British 9*BHptCem* *APT*16*t*	Oil Engines 2S.C.SA 4Cy.12⅝″–16¾″ 112NHP DB180lb NewburyDieselCo.Ld. Newbury	10 ″ 6 s ″ 7½ 10 ″ 0½
18669 127863 GDMJ	**Accrington** Ⓟ *ss*Gms.2ndNo.3–11,35 *ss*Gms.No.1–40 D.F. 1*Dk*(*Stl–ws*)&*pt deepframing & lower dk in Nos.*1&3*holds*	1678 1098 918	✠100A1 3,40 ✠LMC3,40	Gms	*q*	CL N1,38	1910 8mo *Lloyd'sA&CP*	Earle'sCo.Ld. Hull	London&North-EasternRailway *DBa*54′*uE*21′*f*111′295*t*	265·0 P41′B115′F32′BK9″	36·0	17·4	Grimsby British 5*BHCem* *APT*33*t*	T.3Cy.22″,35″&60″–42″ 180lb 309NHP 2SB,6*cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s1 ″ 6¾ 17 ″ 11¾
18670 164548 MKMG	**Accruity** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	465 294 287	✠100A1 11,40 Examined ~~9,40~~ ✠LMC10,35 ✠LMC(M)4,38	Bly Lon 5,41	*g*	OG 10,38	1935 10mo *Lloyd'sA&CP*	G.Brown&Co. Greenock	F.T.Everard&SonsLd.	150·7 Q96′F19′ FK *FPT*67*t*	27·7	8·9	London British 3*BHAsp* *APT*47*t*	Oil Engines 2S.C.SA 5Cy.12⅝″–15¾″ 72RHP NewburyDieselCo.Ld. Newbury	9 ″ 11 s3 ″ 8 9 ″ 11
18671 218268 KJAV	**Ace** (*ex*LakeFrohna) *Ref.Mchy.* 1*Dk*2*trB*	2616 2243 1611	✠ … 7,21 ✠				1919 7mo	AmericanS.B.Co. Loraine,O.	~~Terminals&Transportation Corp.(Minnesota-AtlanticTransit Co.,Mgrs.)~~ United StatesMaritime Commission	251·0 P25′B64′F23′ FK *WB*	43·6	26·2	~~Duluth~~ Utd.States	T.3Cy.20″,33″&54″–40″ 267NHP AmericanS.B.Co.Lorain,O.	28 ″ 2

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Ref. Trad. Cert.
18672 DOCU	**Achaia** (exAquila-36, exDeutschland) Sub.Sig. 2Dks	1778 1586 1033					1921	Nordd. Unionwerke A.G.Tönning	AtlasLevante- LinieA.G.	283·2|39·8|17·8 P&B186'F31' len28	Bremen German WB	T.3Cy.20",31½"&49¼"-31½" 137NHP Waggon u. Maschb.A.G.Görlitz		G
18673 77 IBCA	**Achille** (exLlanthonyAbbey) ssSld.2ndNo.3-10,16 Well deck ssNap.No.2-25 D.F. 1Dk(Irn)&WebFrames	2415 1848 1513	✠ 12,29 ✠	Msl	s		1890 12mo	Ropner&S. Stockton	M.Scuderi	299·3|39·1|18·6 290·0 P29'Q88'B116'F31' CellDB238'454t BK10"	Catania Italian 5BHCem	T.3Cy.22",36"&59"-39" 217NHP 2SB4rf,2cf,GS84,HS3250 Blair&Co.(Lim.)Stockton	21"10	I †
18674 407 IBIA	**Achille Lauro** (exCanadian Explorer-33) ssHfx.No.2-29 D.F. 2Dks(Stl)	5209 4773 3203	✠ ... 3,34 ✠	Hfx			1921 2mo	Halifax Shipyards,Ld Halifax,N.S.	A.Lauro	414·2|52·3|28·4 400·0 P49'B113'F39' FK CellDB334'1027t FPT147t	Naples Italian 6BHCem APT133t	T.3Cy.27",44"&73"-48" 555NHP 3SB,9cf,GS224,HS8565 RobbE.WksLdAmherstNS	31"0	I †
18675 ~~143640~~ GDBC	**Achilles** Ⓟ TwinSc Ref.Mchy D.F. 3Dks	11404 8184 7202					1920	Scotts'S.B. &Eng.Co.Ld. Greenock	~~OceanS.S.Co.Ld.~~ ~~(A.Holt&Co.Mgrs)~~	507·4|63·2|41·1 F69'	~~Liverpool~~ British WB	2 DR Geared Steam Turbines Scotts'SB&EngCoLd.Grk.		
18676 213174 WHCS	— TwinSc Mchy.Aft Sub.Sig. Fitted for oil fuel GyC. D.F. 1Dk&Web frames (Self-Unloader) Longitudinal framing	9660 — 6074	✠ ... 11,17 ✠				1915 6mo	Maryland SteelCo. Baltimore, Sparro'Pt.Md	AmericanS.S.Co. (Boland&Cornel- ius,Mgrs.)	514·0|65·2|36·5 P161'F55' FK	NewYork Utd.States WB	T.6Cy.25½",46"&76"-48" 1283NHP MarylandStl.Co.Sparr.'Pt.	39"6	R †
18677 PCCI	— 2Dks	1815 1642 1129					1906	Nederl. Schps.Maats Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	286·9|40·2|18·8 P17'B127'F35'	Amstrdam Dutch WB	T.3Cy.20⅞",32⅝"&55"-35⅜" 180NHP NedFb.v.Wrk&Spoor,Ams		VL
18678 DOIK	— Sub.Sig. 1Dk	998 797 591					1922	Atlas- WerkeA.G. Bremen	Dampfsch.Ges. "Neptun"	224·0|33·2|13·7 P15'Q65'B57'F29'	Bremen German WB	T3Cy.18 1/16",29½"&48⅜"-29½" 129NHP Atlas-WerkeA.G.Bremen		G
18679 EAAB	**Achuri** (exRafael,exGarton) ssBbo.2ndNo.3-4,20 1Dk&Web frames&ptAwng dk	2613 2049 1761	✠ ... 11,24 ✠				1894 4mo	W.Gray& Co.Ld. WHartlepoo	JoséAgustinMu- tiozabal	306·0|43·0|18·3 P27'Q90' ptAwng dk189' FK	Bilbao Spanish WB	T.3Cy.23",36½"&62"-39" 239NHP Cen.Mar.Eng.Wrks.WHpl	20"10	V †
18680 214173 WSCF	**Acme** ssN.Yk.No.3-12,28 ssBal.No.2-37 Mchy Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6878 6395 4304	✠100A1 10,41 Examined 10,41 BS10,41 ✠LMC4,37 CarryingPetroleum in bulk F.P. above 150°F. Fitted for oil fuel 6,16	Bal	b†	CL 10,39	1916 6mo	UnionIron WorksCo. S.Francisco A&CP	Socony-Vacuum OilCo.Inc.	435·0|56·0|32·0 P106'B50'F43 FK CellDBuE&B64' 197tDTf50'880tFPT97tAPT74t	NewYork Utd.States 15BHptAsp (10 „ to Udk (5 „ „2nd „)	T.3Cy.27",47"&76"-48" (s) 215lb 552NHP 3SB.9cf,HS9405 UnionIronWorksCo.S.Fo	33"6 s6"10½ 26"10½	
18681	— (exAmalienborg-37) ssAbg.No.3-4,31 ssHam.No.2-39 1Dk(Stl)	2864 2581 1690	✠ 3,39 ✠	Ham	u		1919 5mo	Schpw.v. JanSmit,Czn Alblasserdm.	HanseaticaAsch- purwis&Veltjens S.A.(Hansegesells- chaftAschpurwis& Veltjens,Mgrs.)	320·4|47·2|21·2 334·0(O.L.) P28'B186'F41' FK CellDB268' 847tFPT144t	Panama Pnamanian 5BHCem APT150t	T.3Cy.23",38"&62"-42" 282NHP 2SB,6cf,GS97,HS4520 Maats.deSchelde,Flushing	23"6	
13532 1309 CBAB	**Aconcagua** Ⓟ OilEng. D.F. E.S.D. 3Dks Ref.Mchy CruiserStern	7279 — 5155	✠100A1 with freeboard 11,41 ~~9,40~~ ~~DBS2,41~~ ✠Lloyd'sRMC~~9,40~~ ~~6,41~~ 4,42- No. 3 hold & No. 3 lower 'tween dk. for temp. 10° F., all other chambers for temp. 32° F.	NYk ✠LMC4,38 DBS3,42	a† 2	CL 2,39	1938 4mo	Nakskov Skibs.A/S Nakskov Lloyd's A&CP	CompañiaSud Americana deVap.	414·3|58·3|21·7 440·5(O.L.) 29·7 P45'F51' FK CellDB360'1373t DTsa154t FPT42t	Valparaiso Chilian 7BHtoWdk APT125t	Oil Engines 2S.C.DA 5Cy.24 7/16"-55⅛" 1027NHP DB100lb Akt.Burmeistr&Wain,Cpn	33"9 s10"6 23"7}	
18683 YVAO	**Acosta** Mchy.Aft ssNYk.No.3-8,40 1Dk(Stl)&Webframes Longitudinalframing	2634 1876 1502	✠100A1 10,41 ~~8,40~~ MS9,39, CarryingPetroleum in bulk F.P. above 150°F. Fitted for oil fuel 3,28	~~NYk~~ Aru ✠LMC BS~~8,40~~ 10,41	t	CL ~~8,40~~ 10,41	1928 3mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	MeneGrandeOil Co.C.A.	305·0|50·2|16·3 316·8(O.L.) P69'B22'F33' FK Trunk181' CellDBuE&B43'126t FPT194t	Maracaibo Venezuelan 11BHptCem APT76t	T.3Cy.20",33"&54"-36" (s) 180lb 227NHP 2SB,6cf,HS4009 MacColl&Pollock,Ld.Sld.	16"6 s2"0½ 14"8	
18684 163438 MBRW	**Acrity** ssYar.No.1-38 Mchy.Aft OilEng. Well deck 1Dk(Stl) CruiserStern	403 261 200	✠100A1 8,41 ~~6,38~~ ✠LMC(M)7,39	~~Yar~~ Squ ✠LMC6,38	f	OG N5,38	1934 2mo	G.Brown &Co. Greenock Lloyd's A&CP	F.T.Everard& Sons,Ld.	142·8|25·6|9·3 Q83'B9'F19' FK FPT62tAPT30t	London British 3BHAsp	Oil Engines 2S.C.SA 4Cy.12⅝"-15¾" 58RHP NewburyDieselCo.Ld. Newbury	10"3 s8"8 10"3	
18685 722 SVNQ	**Acropolis** Ⓟ (exColima-33, exPolyanthus) ssPts.No.1-21 Fitted for oil fuel 1Dk,2nddk in Nos 1&3holds	1393 801 819	✠ ... 1,30 ✠				1917 11mo	Lobnitz& Co.Ld. Renfrew	Antoniou& Katramados, (N.D.Antoniou, Mgr.)	255·9|35·0|15·4 P&B166'F31' FK	Piræus Greek WB	T.4Cy.23",37"&(2)42"-30" 219NHP Lobnitz&Co.Ld.Renfrew	18"0	
18686 PCCX	**Actinia** OilEng. D.F. 1Dk Mchy.Aft CruiserStern	352 215 174					1937	NV Schpsf. v/hDeGroot &VanVliet Slikkerveer	N.V.Kustvaartuig Nezaco	137·5|24·1|7·8 P39'Q46'F15	Rottrdam Dutch WB	Oil Engines 4S.C.SA 6Cy.11"-17 5/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		VL
18687 LCCB	**Activ** 1Dk	507 370 296					1903	Bergens Mek.Værks. Bergen	SkibsA/S Activ (BrödreneOlsen A/S,Mgrs.)	166·2|26·2|12·6 Q42tB58tH18tF18t	Bergen Norwegian WB	T.3Cy.14",23½"&38"-27" 75NHP BergensMekVærksBergen		N
18688 162654 MQCX	**Activity** ssLon.No.2-41 Mchy.Aft OilEng. Well deck 1Dk(Stl)	358 228 182	✠100A1 1,41 ✠LMC1,41	Lon	e	OG 12,40	1931 10mo	G.Brown &Co. Greenock Lloyd's A&CP	F.T.Everard& Sons,Ld.	135·2|24·6|9·1 F18'Q81'B9' FK FPT41t	London British 3BHCem APT22t	Oil Engines 2S.C.SA 5Cy.13 3/16"-15⅜" 153NHP Plenty-StillOilEngines,Ld Newbury	10"0 s3"8 10"0	
18689 177 IBEM	**Ada** Ⓟ (exCanadianConqueror-38) ssMtl.No.3-4,33 Ref.Mchy. D.F. ssMtl.No.1-37 2Dks(Stl)	5248 4810 3154	✠100A1 10,39 MS1,38 NO LATER SURVEY REPORTED.	NYk ✠LMC BS5,40	y	CL 4,38	1920 10mo	Canadian Vickers,Ld. Montreal A&CP	I.N.C.S.A. (ImpreseNav. CommercialeSoc. Anon.)	412·5|52·3|28·5 400·4 P49'B120'F41' FK CellDB333'1025tFPT149tAPT133t	Rome Italian 6BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 520NHP 3SB,9cf,GS198,HS7800 FD CanadianVickers,Ld.Mtl.	31"1 s5"11¼ 25"4½	
18690 LCBK	— Fitted for oil fuel 1Dk	2456 2225 1486					1921	G.Brown &Co.Ld. Greenock	A/S/D/SBratsberg (FinRögenæs, Mgr.)	290·2|44·0|20·8 P68tH114t	Haugesnd Norwegian WB	T.3Cy.22",36"&59"-39" 217NHP McKie&Baxter,Glasgow		N

Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
18691 677 ISPL	**Ada** WoodAuxBkn (*ex Sailing Vessel* Ricopino-38. *Oil Eng* *ex*GaribaldinoIII,*ex*EmiliaC, 1*Dk2trB* *ex*VittoriosaItalia) (*See Sailing Ship Register*)	348 326 311					1917	F.Terrizzano ImperiaII	TeofiloDomenici	133·7|28·2|15·0 112·5	Viareggio Italian	Oil Engines 4S.C.SA 6Cy.8½"-14$\frac{3}{16}$" 42NHP Ê *made*37*fitted*38 DeutscheWerkeKielA.G. Kiel		I
18692 6088 SJHA	**Ada Gorthon** (*ex*H.Uner, *ex*Vettern,*ex*Signe) Sub.Sig. 1*Dk*	*2405* *2071* *1354*					1917	N.V.Boele's Sch.Mschfbk. Bolnes	Rederi A/B Gefion (Joh.Gorthon, *Mgr.*)	292·0|44·0|19·9 P45'B86'F31'	Hlsngborg Swedish *WB*	T.3Cy.22",37"&60"-39" 225NHP Boele'sSch.&Mch.Bolnes		V
18693 [illegible] ~~IBBA~~	**Ada.O** *Now* “Hermis,” *see No.* 36910 *in Supplement* D.F.	5234 5013 3187					1919	Flli Orlando&Co. Leghorn	~~Navig.OderoSoc. Anon.~~ United StatesMaritime Commission	373·0|45·8|33·3 358·4	~~Genoa~~ ~~Italian~~ *WB*	T.Cy.22⅜",36⅜"&60⅜"-39⅜" NE25 230NHP FlliOrlando&Co.Leghorn		~~I~~
18694 DHAC	**Adalia** Sub.Sig D.F. 2*Dks & Shelter dk*	3199 2775 1845					1921	Akt.Ges. “Neptun” Rostock	Hamburg-Amerik. Packetf.Akt.Ges (Ham.-Amr.Linie)	337·6|48·2|20·9 B25'F43' 28·0	Hamburg German *WB*	T.3Cy.23⅝",38$\frac{5}{16}$"&62"-61" 300NHP A.G.“Neptun,”Rostock		G
18695 205239 KDVF	**Adam E. Cornelius** D.F. GyC. *Mchy.Aft* 1*Dk*	4900 — 3736					1908	Gt.Lakes Eng.Works St.Clair,Mch.	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	420·0|52·0|24·0	Buffalo Utd. States *WB*	T.3Cy.21",34½"&57"-42" 211NHP GreatLakesEng.Works		R
18696 86610 KFSM	**Adam E. Cornelius, Jr.** (*ex*G.J.Grammer-37) *Mchy.Aft* D.F. GyC. 1*Dk2trB*	4471 — 3703					1902	Superior S.B.Co. W.Superior, Wis.	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	438·0|48·0|24·0 len05	Buffalo Utd. States *WB*	T.3Cy.20",33½"&55"-40" 191NHP SuperiorS.B.Co.		R
18697 750 SVLJ	**Adamas** (*ex*Promus-33) *ss*Npt.No.3-8,30 *ss*Dnz.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted in enclosed bridge*	*4144* *3747* *2470*	✠100A1 2,42 ~~2,41~~ ~~3,41~~ BS10.40 ✠LMC6,39	~~Bkn~~ Cal	*x*	CL ~~5,39~~ 2,42	1918 2mo	Craig,Taylor&Co.Ld. Stockton *Lloyd's A&CP*	AdamasS.S.Co.Ld. *CellDB*	370·1|51·4|24·0 P52'B&F285' FK 319 1134*t* *FPT*106*t*	Piræus Greek 6*BHCem* *APT*184*t*	T.3Cy.26",42½"&69½"-45" 180lb (*r*) 361NHP 2SB&1AuxSB,8*cf*,GS167 HS7160 N.E.MarineEng.Co.Ld.Sld	26 ″ 6 s 3 ″ 0¼ 23 ″ 9	
18698 1613 IBDA	**Adamello** *ss*Gen.No.1-25 D.F. 1*Dk & Shelter dk* *Now* “Montevideo,” *see No.* 37625 *in Supplement*	5785 5519 3661	✠ ... 2,29 ✠				1920 12mo	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Anon. Cooperativa di Nav.“Garibaldi”	413·4|52·9|33·0 399·9 FK F38' *on Shelter dk*	Genoa Italian *WB*	T.3Cy.27",45"&75"-51" 572NHP WllsndSlpwy&E.Co.Ld. Newcastle	35 ″ 5	I †
18699 DOAY	**Adana** Ⓟ (*ex*Atto-36) Sub.Sig. D.F. 2*Dks*	4205 3784 2597					1922	Vulcan-WerkeA.G Stettin	Deutsche Levante-LinieHamburg A.G.	360·7|51·0|26·0 P44'B109'F45'	Hamburg German *WB*	T.3 Cy.22⅜",36⅜"&61⅜"-47¼" 260NH Vulcan-WerkeA.G.Stettin		G
18700 TCAD	— IronBg (*ex*Eliane,*ex*Manon,6thSurveyArd.9,95 *ex*Magda, 2ndSurveyGls.10,03 *ex*Stromboli,*ex*Brunswick) 2*Dks*	1158 1011 720	✠ ... 3,08				1870 11mo	Laird Bros. Birkenhead	SadikogluFehmi	258·2|29·7|20·0 len74	Istanbul Turkish	C.2Cy.30"&56"-36" 158NHP LairdBros.Birkenhead	21 ″ 1	
18701 146664 GJPR	**Adda** Ⓟ TwinSc *OilEng* D.F. E.S.D. *ss*Liv.No.3-5,35 *ss*Liv.No.1-38 *Ref.Mchy* 2*Dks*(*Stl*)& *Awng dk* (*Stl-ptteaks*)	7816 6015 4663	✠100A1 *Awng dk* *with freeboard* 6,40 ✠LMC DBS9.40	Liv CS9,40 10,38	*b*†	CL s9,38 PN9,38	1922 11mo	Harland&Wolff,Ld. Greenock *Lloyd's A&CP*	ElderDempster Lines,Ld. *CellDB*363' 1160*t* *DTa*18'303*t*	435·3|57·3|31·3 P34'B235'F50' *on Awng dk* FK *FPT*99*t* *APT*118*t*	Liverpool British 8*BHptCem* (7 *to Awn dk* 1 „ *U* „)	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP DB-*100lb* Harland&Wolff,Ld.Gls.	34 ″ 6 s 9 ″ 9½ 24 ″ 11	BT till 6,41
18702 1969 IUQF	— (*ex*Tai-37,*ex*Rinin-35, *ex*Molly-34,*ex*Beharrlichkeit,*ex*Trave, *ex*Süd.*ex*Norden) 1*Dk*	792 610 426					1905	Nylands Værksted Oslo	GestioneArmamentoPiroscafo “Adda”	204·6|30·1|15·3 191·9 Q56*t*B85*t*H11*t*F22*t*	Genoa Italian *WB*	T.3Cy.15½",25"&42"-30" 97NHP NylandsVærksted,Oslo		I
18703 3792 PJAV	**Adela** TwinSc *ss*Cco.No.3-10,40 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	*2696* *1810* *1224*	✠100A1 ~~5,41~~ ~~10,40~~ 11,41 BS~~10,40~~ ✠LMC8,38 11,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6.28, *F.P. above* 150° F.	Cco	*t*	CL P2,39 ~~SN9,40~~ S5,41	1928 6mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	N.V.Curaçaosche Scheepv.Maats.	305·3|50·3|15·1 P86'F45' *Trunk*174' FK *FPT*	Willmstad Dutch 11*BHptCem* *ptAsp* 114*t* *APT*86*t*	T.6Cy.13",22"&35"-24" (*s*) 180lb 234NHP 2SB,4*cf*, ,HS4042 FD Armstrong,Whitworth&Co.Ld.Nwc.	15 ″ sl ″ 7 13 ″ 6¾	
18704	**Adelaide Star** TwinSc *Oil Eng.* GyC. *Ref.Mchy* *CruiserStern*	11000	100A1 *with freeboard* (*Class Contemplated*)				1940	Akt.Burmeistr&Wain Copenhagen	BlueStarLine,Ld.	528·0|70·0|43·4	British	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"-55⅛" Akt.Burmeistr&Wain,Cpn.		
18705 DRAS	**Adele Ohlrogge** (*ex*Hilde-38, *ex*Paris,*ex*Saturn) *Well deck* Sub.Sig. 1*Dk2trB*	1371 931 851					1894	Flensburgr Schiffsb.Ges. Flensburg	KarlGross	231·6|33·4|13·8 Q71'B105'F25'	Brake German *WB*	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges.		G
18706 DHAD	**Adele Traber** D.F. *Cruiser Stern* 1*Dk*	2575 2142 1426					1930	Flensburgr Schiffsb.Ges. Flensburg	W.Traber&Co.	281·7|46·1|21·9 P22'F25'	Hamburg German *WB*	T.3Cy.22",34⅝"&56$\frac{5}{16}$" 105NHP FlensburgerSchiffsb.Ges.		G
18707 924 SVYF	**Adelfoi Chandris** (*ex*Cokesit-38) *ss*N.Yk.2ndNo.3-1,38 **Now Sailing as “St. Marin”** 2*Dks* *Longitudinal framing* ~~Now Sailing as “Ste. Marie”~~	6176 — 4401	100A1 4,40 BS4,40 LMC1,38 Surveys delayed	Liv		CL 12,37	1919	GMStandiferCnst.Corp. Vancouver, Wash.	J.D.Chandris *CellDB*344'1326*t*	401·0|53·0|34·6 P34'F38' FK *FPT*85*t*	Piræus Greek 7*BHCem* *APT*147*t*	T.3Cy.24½",41½"&72"-48" 200lb (*r*) 545NHP 3SB,9*cf*,GS189,HS8112 FD Hooven,Owens,Rentschler Co.	34 ″ 6 s 8 ″ 2¾ 26 ″ 6	
18708 121 SVGD	**Adelfotis** (*ex*CapeSt.Columba-35, *ex*CarlowCastle) *ss*Lon No.3-12,29 *ss*Rot.No.2-38 1*Dk*(*Stl*)& *Shelterdk*(*Stl*) 2*nd dk*(*Stl*)*in No* 1 *hold* *Cargo battens not fitted in lower holds*	*5838* *5605* *3676*	✠100A1 *Shelter dk* *with freeboard* 1,42 ~~1,41~~ BS~~1,41~~ ✠LMC5,37 2,42	~~Pir~~ Cal	*y*	CL 1,41	1917 2mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	M.J.Carras *CellDB*351'1300*t*	400·0|53·0|32·8 F *on Shelter dk*39' FK	Chios Greek 6*BHCem* *APT*110*t*	T.3Cy.26",45"&74"-48" (*s*) 180lb 465NHP 3SB,9*cf*,GS189,HS7908 Richardsons,Westgarth&Co.Ld.Sld.	35 ″ 5 s 9 ″ 5¼ 26 ″ 2½	
18709 162517 GBFV	**Adellen** *OilEng.* *ss*Npt.No.3-2,42 ~~*ss*Ams.No.2-39~~ D.F. GyC. 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing* E.S.D.	7984 7426 4735	✠100A1 2,42 ~~2,41~~ ✠LMC DBS~~11,40~~2,42 *Carrying Petroleum in bulk*	Npt CS2,42 ~~6,39~~2,42	*c*†	CL ~~2,41~~ 11,41	1930 12mo	Blythsw'd S.B.Co.Ld Glasgow *Lloyd's A&CP*	AdellenShipping Co.Ld. *CellDBuE*43'182*t* *DTf*36'439*t*	459·7|60·0|34·5 P94'B30'F38' FK *FPT*294*t* *APT*65*t*	London British 17*BHptCem* (10 *to U dk* 7 „ 2*nd*„)	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 5 s 6 ″ 10¼ 27 ″ 10½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of T. ...
18710 159560 VLGJ	**Adelong** ssMel.No.1-40 *Cargo battens not fitted* E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	3577 3033 1878	✠100A1 6,41 ~~8,40~~ BS~~5,40~~ 6,41 ✠LMC~~7,36~~ MS9,40	~~Mel~~ Syd		OG 8,40	1936 7mo	Harland&Wolff,Ld. Glasgow *Lloyd's A&CP*	Huddart,Parker, Ld.	345·0 359·3(O.L.) P129'B16'F39' *Cell DBuE42' f194'793tD Tf38' 465t FPT73t*	48·2	23·8	Melbourne British FK *7BHCem* *APT147t*	T.3Cy.22½",38"&64"-45" ~~200lb~~ 220lb(*s*) 399NHP 2WTB(Spt),HS5578 FD J.G.Kincaid&Co.Ld.Grk.	27 ″ 0 s 4 ″ 5 22 ″ 8¼	
18711 FNLA	**Aden** TwinSc 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) D.F.	8033 7633 5066	✠ 3,18 ✠	Yka	*c*†		1918 3mo	AsanoS.B. Co.Ld. Tsurumi	ChargeursRéunis	445·0 *Cell DB 389' 1347t FPT*	58·0	40·0	Dunkirk French FK *7BHCem* *84tAPT32t*	T.6Cy.22",36½"&61"-48" 703NH 4SB,*12cf*,GS232,HS9835 IshikawajimaS.B.&E.Co. Ld.Tokyo	40 ″ 1	V †
18712 25467 JADD	**Aden Maru** *ss*Kob.No.3-3,32 **ssKob.No.2-41** 2*Dks*(*Stl*)&*Awngdk*(*Stl*)	5824 5586 4195	✠100A1 *Awngdk with freeboard* 2,41 BS6,40 ✠LMC2,41 *Fitted for oil fuel* 5,23 *F.P. above* 150° F.	Kob	*y*	OG 1,41	1919 7mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	OnoShojiGomei Kaisya	385·0 *Cell DB334' 1118t FPT126t APT93t*	51·0	36·0	Kobe Japanese FK *Cem* *Collision BH to A dk* 5 ,, ,, *U*,,	T.3Cy.26",43½"&72"-48"(*s*) 200lb 437NHP 2SB(Spt),&1AuxSB,*8cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
18713 2189 IJDG	**Adige** (*ex*Adriana-38) 1*Dk*	1006 906 609					1906	Flensburgr Schiffsb.Ges. Flensburg	PaoloFerraro	236·5 226·7 P&B140'F30'	33·4	15·2	Genoa Italian *WB*	T.3Cy.16",26¾"&44"-33" 111NHP FlensburgerSchiffsb.Ges.		GI
18714 5859 PCDO	**Adinda** *OilEng.* D.F. *Cruiser Stern* 1*Dk* *Longitudinal framing at bottom, in centre tank & in trunk* *Mchy.Aft*	3359 2350 1789	✠100A1 1,42 ~~[illegible]~~ DBS9,40 ✠LMC1,39 *Carrying Petroleum in bulk*	~~Mfl~~ Bom	*u*	CL 1,42	1939 1mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's A&CP*	Nederl.-Indische Tankstoomboot Maats.	332·0 347·7(O.L.) P93'F53' *Trunk186'* *Cell DBuE63' 123t DTf27'85t FPT86t*	46·6	20·0	Willemstad Dutch FK 13*BHptCem ptAsp* *APT63t*	Oil Engines 4S.C.SA 6Cy.19 1/16"-43 5/16" 223NHP DB*180lb* WerkspoorN.V.Ams.	20 ″ 0 s 1 ″ 7¼ 18 ″ 6¾	
18715 UOVL	**Adjaristan** Ⓟ TwinSc (*ex*Adjaria) *OilEng.* *Ref.Mchy.* 2*Dks* Sub.Sig. *CruiserStern*	4727 3101 2583					1927	BalticS.B. &E.Works Leningrad	U.S.S.R.	353·5 B&F268'	51·0	25·3	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25 9/16"-33⅞" 1372NHP Russian DieselWorks,Len		
18716 145582 GFJW	**Adjutant** (*ex*Myrtlepark) *ss*Lon.No.3-7,35 E.S.D. 2*Dks*(*Stl*)	1942 1740 1172	✠100A1 1,42 Examined 5,42 Liv BS5,42 ✠LMC5,40	~~Nbt~~ Brs	*r*	CL ~~5,38~~ 6,41	1922 6mo	Grangm'th Dkyd.Co.Ld. Gr'ngemouth *Lloyd's A&CP*	GeneralStm.Nav. Co.Ld.	280·3 P21'B68'F29' *Cell DBa63'u E28' f124'549t FPT44t*	41·9	18·9	London British FK 4*BHCem* *APT42t*	T.3Cy.21",35"&57"-36" (*s*) 180lb *100lb* 227NH 2SB,*6cf*,GS113,HS3712 D.Rowan&Co.Ld.Glasgow	20 ″ 9 s 2 ″ 8½ 18 ″ 3	
18717 DOTX	**Adler** Ⓟ D.F. E.S.D. 1*Dk* *Ref.Mchy.* *CruiserStern*	1494 891 702					1938	Lübecker Maschb.Ges. Lübeck	ArgoReederei RichardAdler&Co.	249·2 P48'B&F189' *Upr.*B73'*Upr.*F28'	39·6	12·2	Bremen German *WB*	C.4Cy.17 1/16"&35 7/16"-35 7/16" & LP turbine with DR gearing & hydraulic coupling HS2799 240NH DeutscheSchiff.-uMschb. A.G.Weser,Bmn		G
18718 UOJV	— IronTwinSc (*ex*Peter) 1*Dk*	338 286 214					1883	Stabilmnto Tecnico Trieste	U.S.S.R.	176·0	27·1	7·4	Rostovo/D Russian	C.4Cy.11⅛"&23½"-18" 39NH StabilimentoTecnico,Tri.		
18719 OQCA	**Administrateur Général Arnold** *Mchy.Aft* 1*Dk*	659 503 361					1927	Jos.Boel& Zonen Temsche	BelgianGovernment(Ministère desColonies)	180·3	29·5	15·1	Boma Belgian *WB*	T.3Cy.14⅓",22⅔"&37⅔"-23⅓" 68NH Anc.Etablis Van de Kerckove,Ghent		
18720 155939 GMKK	**Admiral Chase** (*ex*Sutransco) *ss*S.Fo.No.3-9,32 *ss*.S.Fo.No.2-40 1*Dk*(*Stl*)2*ndtrB in fore & after holds & Web frames*	3286 2890 1997	✠100A1 ~~5,41~~ ~~9,40~~ 11,41 BS~~5,41~~ 5,42 ✠LMC7,40 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Ver	~~+~~ *v*	CL ~~6,40~~ 5,41	1920 8mo	Submarine BoatCorp. Newark,N.J. CP	W.R.Carpenter OverseaShipping, Ld.	324·0 P30'B90'F35' *Cell DB251' 827t DTf20' 394t FPT*	46·2	25·0	P. Moresby British FK 6*BHptCem* *111tAPT69t*	1DRGearedSteamTurbine 200lb (*s*) 386NH 2WaterTubeBoilers FD HS5800 WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6 s5 ″ 7¾ 23 ″ 0	
18721 220103 KDBS	**Admiral Cole** (*ex*Surailco) *ss*S.Fo.No.3-11,32 *ss*S.Fo.No.2-41 ~~ssS.Fo.No.1-37~~ 1*Dk*(*Stl*)2*ndtrB in fore & after holds & Web frames*	3285 3005 1997	✠100A1 6,41 ~~5,40~~ ~~BS9,40~~ ✠LMC~~5,37~~ 10,41 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	~~SFo~~ LAn	*v*	CL N9,39	1920 9mo	Submarine BoatCorp. Newark,N.J.	AdmiralOriental Line	324·0 P30'B90'F35' *Cell DB251' 827t DTf20' 394t FPT*	46·2	25·0	S.Frncisco Utd. States FK 6*BHptCem* *111tAPT69t*	1DR GearedSteamTurbine 200lb (*s*) 386NH 2WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric& Mfg.Co.Essington,Pa	28 ″ 6	
18722	**Admiral Day** (*ex*Sutermco) *ss*S.Fo.2ndNo.3-8,40 1*Dk*(*Stl*)2*ndtrB in fore & after holds & Web frames*	3285 3005 1997	✠100A1 8,40 ✠LMC8,40	SFo	*v*	CL 7,40	1920 8mo	Submarine BoatCorp. Newark,N.J. CP	W.R.Carpenter OverseaShipping, Ld.	324·0 P30'B90'F35' *Cell DB251' 827t DTf20' 394t FPT111t*	46·2	25·0	Samarai Papua British FK 6*BHptCem* *APT69t*	1DR GearedSteamTurbine 200lb HS5800 386NHP 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
18723 220862 KDLE	**Admiral Halstead** (*ex*Suwordenco) *ss*S.Fo.No.3-2,33 *ss*S,Fo.No.2-41 ~~ssS.Fo.No.1-37~~ 1*Dk*(*Stl*)2*ndtrB in fore & after holds & Web frames* D.F.	3289 3005 2007	✠100A1 9,41 ~~7,40~~ ✠LMC8,41 ~~MS6,37~~ ~~BS4,40~~ *Fitted for oil fuel* 1,21 *F.P. above* 150° F.	SFo	*v*	CL N7,40	1921 1mo	Submarine BoatCorp. Newark,N.J. CP	PacificLighterage Corp.	324·0 P30'B90'F35' *Cell DB251' 827t DTf20' 394t FPT116t*	46·2	25·0	S.Frncisco Utd.States FK 6*BHptCem* *APT69t*	DR Geared SteamTurbine 200lb (*s*) 386NHP 2 WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
18724 220635 KDFK	**Admiral Nulton** (*ex*Suscolanco) *ss*S.Fo.No.3-4,40 1*Dk*(*Stl*)2*ndtrB in fore & after holds & Web frames* D.F.	3267 3005 2011	✠100A1 ~~6,41~~ ~~4,40~~ 4,42 BS5,41 ✠LMC4,40 *Fitted for oil fuel* 10,20 *F.P. above* 150°F.	~~SFo~~ ~~LAn~~ SFo	*v*	CL ~~1,40~~ 3,42	1920 10mo	Submarine BoatCorp. Newark,N.J. CP	AdmiralOriental Line	324·0 P30'B90'F35' *Cell DB251' 827t DTf20' 394t FPT111t*	46·2	25·0	S.Frncisco Utd.States FK 6*BHptCem* *APT69t*	1D RGearedSteamTurbine 200lb (*s*) 386NHP 2WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
18725 117116 WGCH	**Admiral Rogers** Ⓟ (*ex*Spokane) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks & Hur.dk*	2277 — 1850					1902	UnionIron Works S.Francisco	DulienSteel Products,Inc.	270·1	40·1	17·3	Seattle, Wash. Utd. States *WB*	T.3Cy.23½",40"&66"-42" 284NHP UnionIronWorks,S.Frisco		
18726 203123 WGCJ	**Admiral Sebree** (*ex*Ogdensburg) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2446 — 1866					1906	American S.B.Co. Cleveland,O.	DulienSteel Products,Inc.	242·0 F40'	43·0	26·5	S.Frncisco Utd. States	Q.4Cy.17½",25½",37"&54"-36" 175NHP AmericanS.B.Co.Clevelnd		

1	2, 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
18727 220402 KJZT	**Admiral Y. S. Williams** (exSunewco-34) *Fitted for oil fuel* ssN.Yk.No.1-26 1*Dk*(*Stl*)2*trB in fore& after holds& Webframes*	3252 3005 2000	✠ — 7,31 ✠	Sea	*v*		1920 9mo	Submarine BoatCorp. Newark,N.J.	AmericanTrading Co. *CellDB*251'82	324·0 P30'B90'F35' FK 7t*DTf*20'394t*FPT*	46·2	25·0	S.Frncisco Utd.States 6*BHptCem* 111t*APT*69t	1DRGearedSteam Turbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	V †
18728 DHAJ	**Adolph Kirsten** *CruiserStern* *Ref.Mchy.* 1*Dk*	995 843 543					1927	Lübecker Masch.Ges. Lübeck	A.Kirsten	228·2 P181'F31'	34·6	13·3	Hamburg German *WB*	T.3Cy.18½",29½"&47¼"-31½" 125NHP LübeckerMschGes.Lübeck		G
18729 TUTU	**Adolphe Le Prince** TwinSc 1*Dk*	343 — 101					1926	Atel.&Ch. delaLoire Nantes	Cie.Normande de Nav.àVap.	164·4 F20'	23·5	12·0	Havre French	T.6Cy.9½",15⅝"&$25\frac{3}{16}$"-$14\frac{3}{16}$" 48NHP Atel.&Ch.delaLoire,Nts.		V
18730 ONCC	**Adolphe Urban** (exNordby) ssLon.No.1-16 1*Dk*(*Stl*)	537 — 244	✠ 4,22 ✠	Hul	*g*		1913 1mo	Hall,Russell&Co.Ld. Aberdeen	Armement L.Hermans, Soc.Anon.	155·6 Q94'F19' BK7" *FPT*20t	26·1	12·3	Bruges Belgian 4*BHCem* 4*PT*25t	T.3Cy.13",18"&31"-21" 64NHP 1SB,*2pf*,GS37,HS1210 Earle'sCo.Ld.Hull	13 ″ 0	VL †
18731 147201 GBZN	**Adrastus** Ⓟ D.F. *Fitted for oil fuel* 2*Dks*	7905 6540 4948					1923	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·5 P53'B164'F57'	58·1	32·5	Liverpool British *WB*	2 SR Geared Steam Turbines Scott'sS.B.&E.Co Ld.Grk.		BT till 8,41
18732 DIAM	**Adria** *OilEng.* *Mchy.Aft* ssHam.No.3-3,39 D.F. E.S.D. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* *CarryingPetroleum in bulk*	6358 5783 3637	✠ 3,39 ✠	Ham			1927 7mo	Akt.Ges. "Weser" Bremen	JohnT.Essberger *CellDBuE*64'	412·8 430·9(O.L.) P123'B28'F41' FK	54·1	32·9	Hamburg German 18*BHptCem* (6,,*to2nddk*) 142t*DTf*25'	Oil Engines 4S.C.SA 6Cy.$27\frac{9}{16}$"-55⅛" 438NHP 2WaterTubeDB A.G."Weser,"Bremen 164t*FPT*171t*APT*151t	32 ″ 9	
18733 ~~222~~ ~~IBGA~~ 159357 VRTW	— Ⓟ (exPilsna-36,exAdria-35, exFerenczFerdinánd) D.F. ssTri.2ndNo.3-11,39 *Ref.Mchy.* 2*Dks*(*Stl-U-ws*)	3809 2473 2164	✠100A1 7,41~~4,40~~ ✠LMC MS6,39 BS~~11,39~~ 6,41 Lloyd'sRMC11,39 *Fitted for oil fuel* 3,31 *F.P. above* 150°F. ~~NO LATER SURVEY REPORTED~~	~~Nap~~ Bom	*v*	CL ~~N1,38~~ 6,41	1914 5mo *Lloyd*'sA&CP	ClydeS.B. &E.Co.Ld. PortGlasgow	Ministry of War Transport(British IndiaStm.Nav.Co. Ld.*Mgrs.*) *CellDBal*	347·4 335·0 P&B234'F40' FK 10'*uE&B*59'*f*128'5	46·4	22·8	Mombasa British 6*BHCem* 70t*APT*16t	Q.4Cy.22½",32",47"&68"-48" 225lb (*r*) 497NHP 4SB,*12cf*,GS212,HS7128 FD ClydeS.B.&E.Co.Ld.P.Gl.	25 ″ 0 s 3 ″ 1¾ 22 ″ 2½	
18734 DJOT	**Adrian** *OilEng.* *CruiserStern* 1*Dk*	1279 973 684					1935	Nordsee-werke G.m.b.H. Emden	E.KomrowskiReed	231·3 B46'Q84'F23'	36·1	13·8	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.$16\frac{15}{16}$"-26⅜" 222NHP Fr.KruppGermaniawftAG		G
18735 212089 KJAX	**Adrian Iselin** *Mchy.Aft* *SelfUnloader* D.F. 1*Dk*	2040 — 1229					1914	American S.B.Co. Detroit	NicholsonTransit Co.	244·0 *WB*	43·0	20·5	Detroit Utd.States	T.3Cy.18",29"&48"-40" 146NHP AmericanS.B.Co.Detroit		R
18736 1232 IBHA	**Adriana** TwinSc *OilEng.* ssGen.No.3-5,35 *Mchy.Aft* ssGen.No.1-39 D.F. 1*Dk*(*Stl*)& *Web frames* *Cargo battens not fitted*	4353 3966 2602	✠100A1 *Tubular Vessel* 4,40 ✠LMC CS4,40 8.37 NO LATER SURVEY REPORTED	Gen	*x*	CL 2,38	1923 3mo	Cant.Fedl. perCostruzioneNavali PietraLigure A&CP	Soc.Esercizio Armamento *CellD*	340·4 353·6(O.L.) P89'F36' FK *B*273'988t*FPT*355t	51·1	31·3	Genoa Italian 5*BHCem* *APT*128t	Oil Engines 2S.C.SA 8Cy.21¼"-$29\frac{5}{16}$" 632NHP AnsaldoSanGiorgio,Turin	35 ″ 6 s11 ″ 4¼ 24 ″ 3¼	
18737 204726 WNTU	**Adriatic** D.F. *Mchy.Aft* GyC. 1*Dk*	4658 — 3391					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co.(Pickands, Mather&Co*Mgrs.*)	420·0 H75'F46' *WB*	52·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanSB.Co.Cleveland		R
18738 51 IAGT	**Adriatico** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	1976 1597 1070					1931	Cantieri RiunitiDell'Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	267·3 257·5 F34'	40·2	22·6	Bari Italian *WB*	Oil Engines 2S.C SA 12Cy.$17\frac{11}{16}$"-29⅛" 654NHP SocAn"Fiat"S.G.M.Turin		I
18739 442 IBAS	**Adua** Ⓟ (exPremjer-35,exTasso) ssDnz.No.2-31 *Ref.Mchy.* 1*Dk*& *Awng dk*(*Stl-ws*) D.F. *Platform dk in No.1hold&* *2nd dk*(*Stl*)*in No.3hold* *CruiserStern*	3564 — 2138	✠ — 1,36 ✠	Lon	*u*		1922 8mo	Ramage& Ferguson,Ld. Leith	LloydTriestino Soc.Anon.diNav. *CellDB*280'604t	344·4 333·2 F35' *on Awng dk* FK *FPT*50t*APT*9t	42·8	28·2	Naples Italian *Cem* 7*BHto Awning dk*	T.3Cy.21¼",36"&63"-42" 425NHP 2SB,*8cf*,GS159,HS6302 Ramage&Fergusn,Ld.Lth.	30 ″ 6	I †
18740 165435 GZLC	**Adula** D.F. E.S.D. *OilEng.* 1*Dk 2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Mchy.Aft* *CruiserStern*	8040 7201 4758	✠100A1 5,42 ~~3,41~~ Examined 3,42 Wmd ✠LMC CS4,40 DBS3.41 3,42 *Carrying Petroleum in bulk*	~~Bkn~~ Cff	*c*† 2⅛	CL 4,40	1937 3mo *Lloyd*'sA&CP	Blythsw'd S.B.Co.Ld. Glasgow	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69 164t*DT*	465·0 482·5(O.L.) P90'B41'F66' FK *f*25'292t *FPT*140t	59·2	33·8	London British 15*BH* *APT*89t	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-55⅛" 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 7¾ 27 ″ 7	
18741 OHZJ	**Advance** (exBenito-36,exBinab-35, exCapLaHève,exSerbier, ssDnk.No.2-25 exLakeHuron) D.F. 1*Dk* *Now "Trojan," see No. 38669 in Supplement*	1839 1666 1042	✠ ... 8,28 ✠				1917 11mo	Chicago S.B.Co. Chicago	RederiA/B Advance(Algot Johansson)	260·8 249·5 P25'B64'F26' FK	43·7	17·7	Mariehmn Finnish *WB*	T.3Cy.20",32"&54"-40" 272NHP AmericanSBCoClevelnd,O	20 ″ 4	VL †
18742 LJQP	— (exGroveburn-37,Ulmus-37, exGroveburn-34,exHekla) 1*Dk*	881 684 489					1921	Pusnæs Stöberi&M.V Arendal	LarsFredriksen	210·9 Q77'B50'F29'	33·3	18·7	Oslo Norwegian *WB*	T.3Cy.15",25"&40"-30" 88NHP PusnæsStöberi&Mek.Vrks		N
18743 166263 GSSK	**Adviser** 2*Dks* *CruiserStern*	6348 5853 3886	✠100A1 9,41~~11,40~~ ✠LMC4,39	~~Avn~~ Mch	*b*†	CL	1939 4mo *Lloyd*'sA&CP	Lithgows Ld. PortGlasgow	CharenteSSCo.Ld. (T.&J.Harrison, *Mgrs.*) *CellDB*374' 1235t *D*	445·5 459·7(O.L.) P47'B144'F43' FK *Ta*34' 732t *FPT*71t	56·5	29·6	Liverpool British 7*BHCem* *APT*62t	T.3Cy.29",47"&81"-54" & LPturbine withDRgearing &hydraulic coupling 215lb (*r*) 867NHP 2DB(Spt)&1SB(Spt),*15cf*, GS345,HS13205 D.Rowan&Co.Ld.Gls.	32 ″ 2 s 6 ″ 6¾ 25 ″ 9½	
18744 771 SVHD	**Aeas** (exMountPentelikon-34,ex GambiaRiver-33) 1*Dk*	4729 4375 2988					1915	Irvine'sS.B &D.D.Co.Ld. W.Hartlepool	PaterasBros.	385·1 P36'B126'F58'	52·0	27·0	Piræus Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NH Westgarth&Co.Ld Hpl		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R.
18745 108 SVIF	**Aegeon** (*ex*Knockfierna-35) 1*Dk*	5285 *4815* *3208*					1919	Napier& Miller,Ld. Glasgow	AegeonS.S.Co.Ld.	400·1 P49'B112'F39'	52·3	28·5	Argostoli Greek *WB*	T.3Cy.27",44"&73"-48" 360NHP Dunsmuir&Jackson,LdGls		C
18746 918 SVVW	**Aegeus** (*ex*Simonside-37, *ex*Dalworth-35) *ss*Shi.No.3-5,33 D.F. *ss*Cff.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	4538 4185 2737	✠100A1 *Shelter dk* *with freeboard* 4,42 Examined 4,42 *Fitted for oil*	~~Suz~~ Bry Liv BS12,40 ✠LMC3,37 *fuel* 5,	z 20	CL ~~12,40~~ N11,41 *F.P. a*	1920 5mo *Lloyd* *bove*15	A.McMil- lan&Son,Ld Dumbarton '*sA&CP* 0° F.	PaterasBros. . *CellDBa*134' *uE*23'*f*174'1278*t*	400·4 413·8(O.L.) *FPT*137*t*	52·5 *APT*129*t*	24·7 FK *Coll*	Piræus Greek *ptCem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.27",44"&73"-48" (*s*) lb200 517NH 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	27 " 6 s2 " 10¾ 24 " 10	
18747 DOIB	**Aegina** (*ex*Arkadia) Sub.Sig. 2*Dks*	2447 2229 1421					1922	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	315·8 F37'	46·1	18·8	Bremen German *WB*	T.3Cy.22⅞",36¼"&60¼"-39⅜" 228NH Act.Ges."Weser,"Bremen		G
18748 DHAM	**Aegir** D.F. 1*Dk*	4500 3915 2643					1923	Reiherst'g Schiffsw. Hamburg	Seereederei "Frigga"A.G.	351·8 P22'F34'	50·3	27·7	Hamburg German *WB*	Q.4Cy.21⅛",32 3/16"47 5/16"&69"- 49½" 334NHP Reiherst.Maschinenf.Ham.		G
18749 TFEA	**Ægir** *OilEng.* *ss*Rjk.No.2-37 E.S.D. 1*Dk*(*Stl*-teak s) D.F. 2nd *dk*(*Stl*)*in holds*	497 436 126	✠100A1 *with freeboard* 10,40	Rjk ✠LMC6,37 ✠LMC(M)10,39	j 1⅜	CL 10,40	1929 7mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	Government of Iceland(Skipaút- geroRíkisins) *CellDB*91'68*tD*	171·2 F37' *Ts a* 12'28*t*	29·6 *DTf*	14·3 BK8" 10	Reykjavik Icelandic 4*BHCem* 25*tFPT*18*t*	OilEngines 4S.C.SA 6Cy.17 11/16"-33 7/16" 181NHP Akt.Burmeistr&Wain,Cpn	17 " 3 s 4 " 7 13 " 8	
18750 ESRG	**Aegna** Ⓟ (*ex*Seeadler-35, *ex*Adler-35) Sub.Sig. 1*Dk*	671 338 294					1904	Howaldts- werke Kiel	Laevaühing G.Sergo&Ko.	195·0 Q17'B105'F63'	25·1	11·4	Tallinn Estonian	T.3Cy.16⅞",25⅝"&43⅜"-24⅛" NE26 93NHP Howaldtswerke,Kiel		G
18751 166427 GKKJ	**Aelybryn** D.F. 1*Dk&Shelter dk* *Cruiser Stern* *Tonnage opening closed* '41(*W.E.*)	4986 4463 2947	✠100A1 *with freeboard* 12,41 ~~2,41~~	~~Liv~~ Shl ✠LMC~~4,38~~ 12,41	z	CL N11,41	1938 4mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP* *Cell*	BrynymorS.S.Co. Ld.(Ambrose Davies&Matthews Ld.*Mgrs.*) *DB*349'1114*t FPT*	412·5 428·0(O.L.) F39' 204*tAPT*168*t*	57·7	24·0 FK (	London British 6*BHCem* *Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.21½",37"&62"-42" 220lb (*s*) 353NHP 2SB(Spt&FD)&1Aux.SB. 8*cf*,GS122,HS5087 N.E.MarineEng.CoLd.Sld	**35 " 3** **s10 " 0** **25 " 6¼**	
18752 527 SDAK	**Æolus** Ⓟ D.F. Sub.Sig. 1*Dk&Awng dk*	*816* *481* *407*					1884	MotalaCo. Gothenburg	StockholmsRede- riaktieb.Svea (Eman.Högberg, *Mgr.*)	195·2 H81*t*	28·8	13·1 20·3	Stockholm Swedish	T.3Cy.13½",30"&49"-33" 138NHP W.Doxford&Sons,Sndrlnd		
18753 132440 VJBC	**Aeon** *ss*Syd.2ndNo.3-8,38 1*Dk*(*Stl*)&*Shelter dk* (*ptStl*-teak s) *Cargo battens not fitted*	3768 3334 2007	✠100A1 *Shelter dk* *with freeboard* 8,41 ~~9,40~~ ~~BS8,40~~	~~Syd~~ Mel 8,41 ✠LMC~~8,37~~	x	CL ~~8,39~~ N7,41	1913 1mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP* *CellD* *Canti*	AustralianSteam- shipsProprietary, Ld. (*Man Agents*, HowardSmithLd.) *Ba*123'*uE&B*60' *f* *lever framed Tops*	365·2 F31'*onShelterdk* 134' 965*t FPT* 170*t* *idetanksinE&Bspa*	50·6	22·1 FK	Melbourne British 6*BHCem* *APT*100*t* *ce*78'303*t*	Q.4Cy.24",34",48"&69"-45" 220lb (*s*) 417NH 3SB,9*cf*,GS181,HS6780 Richardsons,Westgarth& Co.Ld.Hpl.	24 " 1 s 2 " 2 22 " 7¼	
18754 DOGY	**Aequator** (*ex*Uranus-37) 1*Dk* E.S.D. *Fitted for oil fuel* *Cruiser Stern*	762 548 380					1913	Akt.Ges. "Weser" Bremen	Versuchsges.für Haifisch-u.Hoch- seefangG.m.b.H. (CarstenRehder *Mgr.*)	185·8 Q53'B46'F16'	28·3	12·8	Hamburg German *WB*	T.3Cy.13",21"&34⅝"-23⅝" 57NHP A.G."Weser,"Bremen		G
18755 802 IBWH	**Aequitas** (*ex*Cogne) D.F. 1*Dk* *Now* "Recifeloide," *see No.* 38346 *in Supplement*	5335 4699 3173					1916	Cant.Offic. Savoia Cornigliano	Soc.Anon.per l'In- dustria ed ilCom- mercioMarittimo "NovaGenuensis"	395·9 378·0 P37'B23'F37'	51·6	27·6	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/16"-48" 337NHP Cant.OfficineSavoia		Cl
18756 216528 KJTR	**Aetna** (*ex*OscarJ Lingeman-37, *ex*LakeCatherine) 1*Dk*	2016 1631 1193	✠ .. 4,22	 ✠			1918 6mo	ToledoS.B. Co. Toledo,O.	~~Mid-West Transptn.Co.Inc.~~ UnitedStatesMar- itimeCommission	252·0 P21'B64'F30'	43·5	18·9 FK	BayCity, Mich. Utd.States *WB*	T.3Cy 20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 " 0	
18757 PUAA	**Affonso Penna** Ⓟ TwinSc (*ex*MinasGeraes) *ss*Rio.No.3-4,21 2*Dks deep framing*	*3540* *2779* *2179*	✠ ... 9,24	 ✠			1910 5mo	Workman, ClarkCo.Ld. Belfast	LloydBrasileiro	340·3 P48'B130'F48'	45·1	24·8 FK&BK1½"	R.Janeiro Brazilian *WB*	T.6Cy.18",30"&49"-42" 534NHP Workman,Clark&CoLdBel	26 " 0	C †
18758 167404 GNYB	**Afghanistan** D.F. E.S.D. 2*Dks* *CruiserStern*	6992 6280 4245	✠100A1 ~~6,41~~ ~~9,40~~ 5,42 *Fitted for oil*	~~Mch~~ ~~Lon~~ Mch ✠LMC3,40 *fuel* 3,	b† 2 1/16 40	CL *F.P. a*	1940 3mo *Lloyd* *bove* 1	J.Read- head&SonsLd SouthShields '*sA&CP* *Cel* 50° F.	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *lDB*397'1537*t DT*	454·0 472·5(O.L.) P39'B133'F38' *a*39'1030*tFPT*150*t*	58·5	29·5 FK	London British 7*BHptCem* *APT*45*t*	T.3Cy.26½",44"&74"-48" & LPTurbinewithDRgearing &hydraulic coupling (*s*) 220lb FD 706NHP 3SB(Spt)12*cf*GS190HS8994 J.Readhead&SonsLd.S.Shl	32 " 2 s 6 " 10½ 25 " 6¼	
18759 130055 MJSQ	**Afon Dulais** *ss*Goo.No.3-2,32 *ss*Sws.No.1-36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	988 732 578	✠100A1 ~~4,41~~ ~~1,41~~ ~~11,41~~ 5,42 Examined ~~11,40~~ BS~~6,40~~ 8,41	~~Lon~~ ~~Imm~~ Sld ~~4,41~~ 5,42 ✠LMC5,36	m	CL 5,39	1919 11mo *Lloyd*	Dundee S.B.Co.Ld Dundee '*sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons,*Mgrs.*) *Ce*	208·0 Q102'B13'F24 *llDB*131'245*tFPT*	33·1	13·1 FK	Llanelly British 3*BHCem* 58*tAPT*2*t*	T.3Cy.18",29"&50"-33" (*s*) 180lb 152NHP 1SB,3*cf*,GS66,HS3200 Earle'sCo.Ld.Hull	15 " 1 s 0 " 11½ 14 " 3	
18760 130057 MJVL	**Afon Gwili** *ss*Cff.No.3-1,38 *ss*Apl.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	874 730 427	✠100A1 ~~11,41~~ ~~4,41~~ 2,42 Examined 11,41 MS6,37	~~Nwc~~ Goo Bly ✠LMC BS~~12,40~~ 2,42	k	CL ~~7,40~~ 9,41	1920 1mo *Lloyd*	Camper& NicholsonsLd Southampt'n '*sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons,*Mgrs.*) *CellDBf*	198·0 204·7(O.L.) Q111'B13'F24' 118'166*t FPT* 103*t*	30·6	12·4 FK	Llanelly British 3*BHptCem* *APT*31*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 129NHP 2SB.4*pf*.GS64,HS2190 ShieldsE.&D.D.Co.N.Shl.	14 " 5 s 4 " 3½ 13 " 11½	
18761 130058 MJXC	**Afon Towy** *ss*Shl.No 3-1,33 *ss*Apl.No.1-37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	684 472 336	✠100A1 7,41 ~~9,40~~ BS9,40	Nwc ✠LMC4,37	j	CL ~~11,39~~ 7,41	1919 12mo *Lloyd*	Dibles (1918)Ld. Southampt'n '*sA&CP*	AfonLliediS.S.Co. Ld.(W.Coombs& Sons,*Mgrs.*) *CellD*	178·0 183·4(O.L.) Q101'B10'F21' *Bf*112'200*tFPT*78*t*	29·0	11·3 FK	Llanelly British 3*BHCem* *APT*26*t*	T.3Cy.14",23"&39"-27" (*s*) 180lb 82NHP 2SB,4*pf*,GS60,HS1892 MacColl&Pollock,Ld.Sld	13 " 3 s 3 " 9½ 12 " 8	
18762 219225 KOMQ	**Afoundria** D.F. *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 2*Dks*	5010 4598 3065					1919	American International S.B.Corp. HogIslnd,Pa	WatermanS.S. Corp.	390·0 P39'B121'F42'	54·2	27·8	Mobile Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Periodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où [illegible] si ce n'est dans le L. R. Durée.Cert.RofTrade
18763 120617 VTBZ	**Africa** Ⓟ 3Mst *ss*Adn.2ndNo.3-12,32 *ss*Adn.No.1-37 *Well deck* 1*Dk*(*Stl-ws*) *Mchy.Aft*	454 302 162	✠100A1 2,42 ~~8,39~~ Examined 2,42 ~~BS10,40~~	~~Adn~~ Adn LMC~~1,37~~ 2,42	*g*	CL ~~8,39~~ 1,42	1905 10mo Lloyd	W.Walker Maryport 'sA&CP	Cowasjee,Dinshaw &Bros.	159·0 Q89'B11'F23' BK7" *DBf*86'	24·9	9·4	Bombay British 3*BHCem* 110t*FPT*53t	T.3Cy.13½",21½"&34½"-27" 150lb (s) 78RHP 1SB,3*pf*,GS51,HS1438 NB18*refitted*34 Hutson&Sons,Glasgow	11 " 9 s4 " 0 12 " 0½	
18764 21792 JDFD	**Africa Maru** Ⓟ TwinSc *ss*Kob.No.3-9,30 *ss*Kob.No.2-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) *Rcf.Mchy.* 3rd*Dk*(*Stl*) *in No.* 1 *hold*	9476 8797 5941	✠100A1 *Shelter dk* *withfreeboard* 4,41 ~~5,40~~ ✠Lloyd'sRMC11,39 *Fitted for oil fuel* 3,24 *F.P. above* 150°F.	~~Kob~~ Osa 4,41 ✠LMC~~5,40~~	*d*†	CL P3,38 S4,40	1918 3mo Lloyd	Mitsubishi ZosenKaisha Ld. Nagasaki 'sA&CP	OsakaSyosen K.K. *CellDB*407'1664t*D*	475·0 P35'F46'*onShelter deck* FK *Ta*48'519t*FPT*149t	61·0	40·7	Osaka Japanese 8*BHCem* *APT*41t	T.3Cy.27",44½"&75"-48" (s) 200lb 993NHP 5SB(Spt),15*cf*,GS330 HS13284 FD MitsubishiZosenKaisha,Ld	40 " 9 s13 " 0 28 " 3	
18765 CSAB	**Africa Ocidental** *OilEng.* 1*Dk*	1266 946 709	✠100A1 ~~6,41~~ ~~2,41~~ 2,42	Lis LMC3,39	*n*	CL	1939 3mo Lloyd	Companhia UniãoFabril Lisbon 'sA&CP	Soc.GeraldeCom- mercio,Industria e Transportes,Ltda.	223·2 233·9(O.L.) P25'B58'F26' FK *CellDB*176'276	34·4	15·1	Lisbon Portuguese 5*BHCem* *APT*22t	Oil Engines 4S.C.SA 8Cy.$16\frac{5}{16}$"-23⅜" 213NH Humboldt-Deutzmotoren, A.G.Köln-Deutz	17 " 5 s1 " 11½ 15 " 7¾	
18766 167336 GBCB	**African Prince** *Oil Eng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed*'41 (*W.E.*)	4653 4222 2728	✠100A1 *withfreeboard* 9,41 ~~12,40~~	Mch ✠LMC9,39	*a*†	CL	1939 9mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB*348'1254t	421·8 437·4(O.L.) F32' FK *MT*30'1196t *FPT*1	56·7	24·8	London British 7*BH* (*ColltoShdk* 6 „ *2nd*„) 16t*APT*229t	Oil Engines 2S.C.SA 3Cy.20½"-$81\frac{1}{8}$" 388NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	~~28 " 0~~ ~~s8 " 1½~~ ~~26 " 1~~ 36 " 9 s10 " 10¾ 26 " 1	
18767 OYDH	**African Reefer** (*ex*Yrsa-36) *Ref.Mchy.* *OilEng.* D.F. *CruiserStern* 2*Dks* Now "Roamer" *see No.* 38314 *in Supplement*	1771 1413 996					1935	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	301·6	42·7	16·6	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 6Cy.$19\frac{1}{16}$"-$35\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		G
18768 866 ICMC	**Africana** (*ex*Valleluce-35,*ex*Sestri) 1*Dk*	5869 4560 3640					1918	Soc.Eser- cizioBacini RivaTrigoso	GiovanniGavarone	391·6 378·0 P16'F37'	51·6	27·3	Genoa Italian *WB*	T.3Cy.26",42½"&$69\frac{7}{16}$"-48" 337NHP Soc.EsercizioBacini		I
18769 130117 GNLN	**Afrika** TwinSc *ss*Cpn.No.3-7,33 D.F. *ss*Cpn.No.1-38 *OilEng.* 2*Dks*(*Stl*)&*Awning dk*(*Stl*)	8597 6206 5471	✠100A1 *Awning dk* *withfreeboard* 10,41 ~~8,40~~ ✠LMC CS10,37 DBS~~7,40~~ 8,41 7.39	~~Yka~~ PNl	*c*†	CL ~~P9,38~~ ~~S8,40~~ PN9,41 S9,41	1920 3mo	Burmeist'r &Wain Copenhagen A&CP	Ministry of War Transport(United BalticCorpora- tion,Ld.*Mgrs.*) *Collision* *Cell*	445·8 462·5(O.L.) F *onShelter dk*77' FK *BHto Shltr dk*6*BH* *DB*392'1468t*FPT*1	60·3	39·1	Glasgow British *ptCem* *toUpper dk* 08t*APT*108t	Oil Engines 4S.C.SA 12Cy.29⅛"-45¼" DB*100lb* 987NHP Akt.Burmeistr&Wain,Cpn.	42 " 0 s10 " 4¾ 31 " 10	
18770 179 SVMX	**Afroessa** (*ex*BaronDouglas, *ex*Glenmay) *ss*Gtz.2ndNo.3-4,32 *ss*Bla.No.1-37 1*Dk*(*ptIrn*&*ptStl*)&*Webframes* Now sailing as "Sahara"	2529 — 1578	✠100A1 11,39 MS2.37 SURVEYS DELAYED	Mch ✠LMC BS6,39	*u*	CL 5,38	1905 7mo Lloyd	Ropner& Son Stockton 'sA&CP	KirtatasBros. *CellDB*	310·0 321·2(O.L.) P29'B184'F37' FK *a*90'*uE*&*B*34' *f*138	44·1	20·5	Andros Greek 5*BHCem* 613t*APT*87t	T3Cy23½",37½"&61½"-39"(s) 180lb 242NHP 2SB,6*cf*,GS97,HS3580 Blair&Co.Ld.Stockton	22 " 10 s2 " 5¼ 20 " 7	
18771 145112 MKJR	**Afterglow** *ss*Sld.No.3-10,33 *ss*Sld.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	936 752 482	✠100A1 2,42 ~~1,41~~ ~~BS7,40.~~	~~Sld~~ Hul ✠LMC~~7,37~~ 1,42	*m*	CL ~~8,39~~ N1,42	1920 12mo Lloyd	J.P.Ren- noldson&Sns. Ld. S.Shields 'sA&CP	GasLight&CokeCo (StephensonClarke &AssociatedCom- panies,Ld.*Mgrs.*)	216·6 B17'Q106'F25' FK *CellDBf*126' 247t*MT*9'134t*FP*7	32·0	13·	London British *BHCem* 112t*APT*21t	T.3Cy.16",27"&44"-30" (s) 180lb *100lb* 98RHP 1SB,3*cf*,GS54,HS1880 J.P.Rennldsn&SnsLdSShl	15 " 6 s1 " 9¼ 13 " 11	
18772 763 SVQB	**Agalliani** (*ex*Cordale-34, *ex*OttoHugoStinnes9) *ss*Pir.No.3-5,34 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framedtopsidetanks*	1656 1379 835	— 10,39	Pir	*p*		1911	G.Seebeck Akt.Ges. Weser- münde-G. *CellD*	T.N.Epiphaniades *B*215' 381t *Topsid*	249·8 261·1(O.L.) 68'F25' FK *tanks*161'348t*Mid*	38·1	18·	Piræus Greek *BHCem* *ship tank on*	T.3Cy.18",28⅝"&44½"-35½" 123NHP 2SB,4*cf*,GS54,HS1345 G.SeebeckA.G.Bremerhvn *dk*16'30t*FPT*162t*APT*38t	20 " 4	
18773 161124 GNYL	**Agamemnon** Ⓟ TwinSc D.F. E.S.D. *OilEng.* *Ref.Mchy.* 2*Dks*	7593 6501 4662					1929	Workman Clark(1928) Ld. Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·8 P63'B180'F60'	59·4	29·3	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"-$59\frac{1}{16}$" 1300NHP Akt.Burmeistr&Wain,Cpn		
18774 135553 GPZX	**Agapenor** Ⓟ D.F. 2*Dks*	7392 6306 4657					1914	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	455·2 P53'B165'F60'	56·2	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"-60" 574NHP Scotts'SB.&EngCoLd.Grk		BT till 4,42
18775 169 ICGA	**Agata** (*ex*SanGiovanni-37, *ex*Indeficienter) *ss*Tri.2ndNo.3-2,25 1*Dk*&*Webframes*	2282 1940 1425	✠ ... 9,28	✠			1901 4mo	Craig, Taylor&Co Stockton	AlfioNapoli	299·0 289·0 P27'B74'F33' FK	43·3 43·1	18·7 20·2	Catania Italian *WB*	T.3Cy.21",35"&57"-39" 216NHP MacColl&Pollock,Sld.	21 " 8	I †
18776 37048 JJWF	**Agata Maru** Ⓟ *OilEng.* *Mchy.Aft* 1*D.*	302 235 177					1931	Fujinagata S.B.Co. Osaka	KitaKyushu SyosenK.K.	130·0 F19'	23·0	12·0	Fukuoka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.13"-20⅞" 98NHP KobeSteelWorks,Kobe		
18777 PCFC	**Agatha** TwinSc *OilEng.* E.S.D. *ss*Sba.No.3-6,40 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & trunk top in centre tanks*	3369 — —	✠100A1 12,41 ~~1,41~~ ✠LMC CS6,40 DBS~~6,40~~12,41 ~~6,38~~ 12,41 *Carrying Petroleum in bulk*	~~Fal~~ Cff	$2\frac{1}{16}$	CL 6,40	1927 9mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	Nederl.Indische Tankstoomboot Maats. *Cell*	337·2 348·4(O.L.) P87'F48' Len.& midship portion cargo tanks renewed'40 *Trunk dk*202' FK *DBuE*55'120t*FPT*	50·2	19·3	Willemstad Dutch 13*BHptCem* 72t*APT*91t	Oil Engines 4S.C.SA 12Cy.$19\frac{1}{16}$"-$35\frac{7}{16}$" 450NHP DB*150lb* Harland&Wolff,Ld.Gls.	19 " 3 s2 " 1½ 17 " 8¼	
18778 8056 SKXM	**Agathe** WoodAux3MstSr (*ex*Merina-34,*ex*Agathe-32) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	316 267 221					1918	H.C.Poul- sen Rudkjöbing	Sigvard&August Olsson.	129·4	28·9	12·6	Skärhamn Swedish *WB*	Oil Engines 4S.C.SA 4Cy.11⅞"-16½" 54NHP H.C.Christoffersen,Holeby		V
18779 157637 VLGG	**Age** *ss*Syd.No.1-41 *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern* E.S.D. *Longitudinal framing at deck*	4734 3601 2650	✠100A1 1,41	Syd ✠LMC1,41	*x* $1\frac{3}{16}$	CL 1,40	1936 8mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	AustralianSteam- shipsProprietary, Ld.(*Man.Agents*, HowardSmith,Ld.)	376·1 PonQ83'Q228'F39' *CellDB*318' FK 1113t*FPT*320	52·7	23·4	Sydney British 6*BHCem* t*APT*202t	T.3Cy.22",37"&63"-45" (s) 220lb FD 409NHP 2SB(Spt)6*cf*,GS114,HS5884 N.E.MarineEng CoLdNwc	26 " 8 8 " 1¼ 21 " 10½	
18780 FNNA	**Agon** *Fitted for oil fuel* *Well deck* 1*Dk*	4186 3638 2547	✠ ... 7,22	✠			1921 10mo	W.Pickers- gill&Sons,Ld. Sunderland	Cie.Delmas Vieljeux	364·3 P18'Q128'B68'F28' FK	52·9	24·2	LaRochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP SirW.G.Armstrong,Whit- worth&Co.Ld.Nwc.	26 " 8	V †

1 No. in Book. / Official No. / Code Letters	2, 3 Steamer's Name, Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck / Net	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen	8 Built When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade cert.
18781 204 SVDZ	**Aghia Thalassini** (exMontague Seed-33, exErlesburgh) ssPir.2ndNo.3-12,36 1Dk(ptIrn ptStl) &Web frames Cargo battens not fitted Longitudinal framing	3508 — 2375	✠100A1 7,41 ~~11,39~~ BS1,39 ✠LMC12,36 7,41	~~Ant~~ Cal	w	CL N11,39	1911 10mo	W.Pickersgill&Sons,Ld Sunderland Lloyd'sA&CP	L.G.Keranis —	348·5 P30'B100'F37' FK 6BHCem CellDBa111'uE&B40'f155'910tAPT134t	50·2	23·5	Andros Greek	T.3Cy.24½",40"&66"-45" (s) 180lb 120lb 307NHP 2SB,8cf,GS142,HS4600 J.Dickinson&Sons.Ld.Sld.	25″11 s4″4½ 21″9½	
18782 731 SVNN	**Aghia Zoni P.** Ⓟ (exTaranto-33) 2Dk&Spar dk	1186 1084 767					1899	Flli. Orlando Leghorn	GeorgeJ. Papayannakis	223·3 Q27'B27'	31·9	20·2	Piræus Greek WB	T.3Cy.17¼",26¾"&45⅝"-33" 119NHP Flli.Orlando,Leghorn		
18783 58 SVMR	**Aghios Markos** (exHomayun) ssPir.No.3-6,32 ssPir.No.1-36 2Dks(Stl	4514 4075 2732	✠100A1 2,41 ✠LMC MS8,36 BS9,39	BAs	x	CL N1,41	1919 9mo	W.Gray&Co.(1918)Ld. WHartlepool Lloyd'sA&CP	G.Trilivas	376·0 388·2(C.L.) P41'B117'F39' FK 7BHCem CellDB321'984tFPT114tAPT66t	51·9	26·5	Ithaca Greek	T.3Cy.27",44"&73"-48" (s) 180lb 90lb 517NHP 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.Wrks WHpl	29″0 s5″2¼ 24″0¾	
18784 ~~16~~ ~~SZNK~~	**Aghios Nicolaos** (exGlynn-35) ssPir.3rdNo.3-1,36 Well deck 1Dk(Irn)&deep framing Cargo battens not fitted	1106 805 450	✠100A1 6,40 BS6,40 ✠LMC4,36	Pir	n	OG 6,40	1899 11mo	AilsaS.B.Co. Troon A&CP	Ministry of War Transport (Lambert Bros. Ld.Mgrs.)	230·3 P24'Q54'B53'F26' FK&BK1" 4BHCem CellDBa56'uE19'f84'330tFPT57tAPT55t	33·1	16·0	British	T.3Cy15¾",28½"&45"-33"(s) 170lb 127NHP NDB14 1SB,3cf,GS59,HS2040 Muir&Houston,Ld.Gls.	17″0 s1″2½ 16″0¼	
18785 28 SYVS	**Aghios Spyridon** (exDimitris-38, exGyp, exKylestrome, exBallochmyle) ssBdx.2ndNo.3-7,2[illegible] ssRou.No.1-31 (1Dk(ptIrn&ptStl 2trB&deep framing	3338 3108 2116	✠ ... 6,36 ExaminedIgR ~~6,41~~ 1,42 3,42 ~~1,42~~ ✠ BS6,41	~~Pir~~ ~~Bry~~ Nwc Lon	v		1905 6mo	Craig,Taylor&Co Stockton	G.D.Halkias	340·0 P30'B94'F33' FK 6BHCem CellDBa104'uE20'f150'692tFPT133tAPT136t ~~CellDBa10[illegible]uE&B38'f150'7[illegible]tFPT133[illegible]APT136t~~	47·8	23·7	Chios Greek	T.3Cy.24",40"&65"-45" 180lb 308NHP 2SB,6cf,GS140,HS4750 Richardsons,Westgarth&Co.Ld.Mdb.	26″0 s4″7½ 21″7	G †
18786 171 SVCN	**Agia Marina** (exAustralmead, exKirkoswald) ssGen.2ndNo.3-6,37 1Dk(Stl)&Webframe Shelter dk(Irn)2nd dk(Stl)inNo.1 hold Longitudinal framing Cargo battens not fitted	4151 3803 2476	✠100A1 Shelter dk withfreeboard 9,41 ~~2,41~~ BS9,41	~~Bkn~~ Shl	x	CL 3,39	1912 5mo	A.McMillan&Son,Ld. Dumbarton Lloyd'sA&CP	KassosSteamNav.Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas,Mgrs)	370·1 FK 3BHCem CellDBa109'uE&B37'f168' 1076tFPT130tAPT224t	51·1	25·2	Syra Greek	T.3Cy.25",41"&68 3/16"-48" (s) 180lb 362NHP 3SB,9cf,GS173,HS5778 Rankin&Blackmore,Grk.	27″9 s2″8¾ 25″2½	
18787 873 SWCS	**Agia Varvara** (exMatheos-37, exAkenside, exGlyndwr, exCraigronald) ssPir.2ndNo.3-9,28 ssPir.No.2-37 Spar dk(Stl)2trB& deep framing	2433 2309 1572	~~BS8,40~~ ✠LMC6,37 ✠100A1 Spar dk withfreeboard 3,42 ~~6,41~~ MS9,37 ✠LMO Examined 10,41 BS3,42	Bkn Lon	t	CL N5,40	1904 10mo	A.Rodger&Co. Pt.Glasgow Lloyd'sA&CP	F.Sigalas&Partners(G.Th. Sigalas,Mgr.)	313·6 P29'B82'F30' FK 5BHCem CellDBa&uE118'f136'623tAPT67t	43·8	13·2 20·7	Piræus Greek	T.3Cy.21",35"&57¾"-39"(s) 180lb 248NHP 2SB,6cf,GS110,HS4210 A.Rodger&Co Glasgow	23″3 s3″8¼ 19″9	
18788 PCFG	**Agiena** OilEng Mchy.Aft 1Dk Cruiser Stern	333 236 154					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	H.E.Tattje	133·0 P41'F15'	23·0	9·5	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.10⅝"-15¾" 68NHP Mtrn.WerkeMannheimAG		V
18789 147633 MLVX	**Agility** ssGoo.No.3-9,36 Mchy.Aft 1Dk(Stl)&Web frames	522 381 183	✠100A1 1,40 Examined3,42 Lon ✠LMC3,42 ✠NBmade23refitted3,42 CarryingPetroleum in bulk	Goo	g	CL ~~1,40~~ 3,42	1924 4mo	G.Brown&Co. Greenock Lloyd'sA&CP	F.T.Everard&Sons,Ld.	160·3 Q63'F27' FK 8BHptAsp DTf1131tFPT52tAPT24t	26·2	12·3	London British	T.3Cy.13½",22"&36"-24" (s) 180lb GS60, 99RHP 1SB,3cf,~~GS61~~,HS~~2015~~2162 W.Beardmore&Co.Ld. Coatbridge	12″3 s1″1½ 11″3¾	
18790 142 SVXY	**Agioi Victores** (exTreloske-39) ssFal No.3-9,34 ssCff.No.1-39 D.F. 1Dk(Stl)&Shelter dk(Stl)	4344 4101 2710	✠100A1 Shelter dk withfreeboard 1,42 ~~4,41~~ BS5,41	~~Bkn~~ Mdb	y†	CL 11,40	1918 12mo	JReadhead&Sons.Ld. SouthShields Lloyd'sA&CP	C.N.Pateras	400·2 413·7(O.L.) FK Cem Coll BHtoShdk 5 ,, ,, U ,, CellDBa131uE23'f175'997tAPT43t	52·1	25·2	Chios Greek	T.3Cy.27",44"&73"-48" (r) 180lb 425NHP 3SB,9cf,GS190,HS6876 J.Readhead&SonsLd.S.Shl	26″10 s2″10½ 24″3½	
18791 493 SVCO	**Agios Georgios** (exBonna, exHansB.) ssPir.2ndNo.3-4,36 1Dk(Stl)	4248 3989 2721	~~BS1,40~~ ✠LMC12,38 ✠100A1 6,41 ~~2,39~~ Examined 6,41 BS10,39 ✠LMC4,36 6,41	~~[illegible]~~ Hul	x	CL N3,37	1911 4mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	D.PantaléonSons	365·0 377·0(O.L.) P27'B106'F36' FK 6BHCem CellDBa&uE149'f159'970tAPT125t	50·8	26·0	Piræus Greek	T.3Cy.26",42"&70"-48" (s) 180lb 381NHP NDB27refitted28 2SB.8cf,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28″4 s5″5½ 23″1	
18792 914 SVXM	**Agios Georgios IV** D.F. 1Dk&Shelterdk CruiserStern	4847 4484 2916	✠100A1 withfreeboard ~~8,41~~ ~~1,39~~ 1,42 ✠LMC7,38 Fitted for oil fuel7,38 F.P. above 150°F.	~~Cal~~ NYk	a† 2	CL 2,39	1938 7mo	Bartram&Sons,Ld Sunderland Lloyd'sA&CP	N.G.Nicolaou	417·9 431·3(O.L.) F33' FK 7BHpt(Cem (Coll to Shdk 6 ,, 2nd,,) CellDB353'1373tFPT184tAPT264t	56·6	24·8	Piræus Greek	C.4Cy.(2)10 7/16"&(2)21¼"-13"SR geared & LP turbine DRgeared to sc.shaft 240lb (s) 365NHP 2SB(Spt&FD),&1AuxSB, 8cf,GS134,HS5124 White'sMar.Eng.Co.Ld Nwc.	27″8 s2″9¾ 25″0¾	
18793 724 SVGQ	**Agios Vlasios** (exKetiChandris-40, exTristanVieljeux-33,exMonnette, exAntoinette,exWarPower) 1Dk(Stl) 2nd dk(Stl)inE&Bspace	2974 — 1835	✠ 12,23 ✠	Dnk	t		1918 7mo	Wallace ShipyardsLd. N.Vancouver B.C.	J.D.Chandris	300·0 P25'B82'F34' FK 6BHCem CellDB255'593tFPT56tAPT37t	45·3	24·9	Piræus Greek	T.3Cy.24",38"&62"-42" 303NHP 2SB,6cf,GS139,HS5108 WallaceShipyards.Ld.	27″0	G †
18794 7830 SJBN	**Agne** (exUskside,exMaindyForest, exFirtree) ssCff.No.3-12,29 ssShl.No.2-37 1Dk(Stl) Cargo battens not fitted	2499 2234 ~~1414~~ 1429	✠100A1 9,41 ~~6,40~~ ~~BS6,40~~ ✠LMC~~6,37~~ 9,41	Got	t	CL ~~5,33~~ 9,41	1917 8mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	Rederi A/B Bifrost(J.R.Trapp. Mgr.)	293·3 P27'B78'F30' FK Cem 4BH only CellDB250' 635tFPT83tAPT102t IntermediateBH in forehold dispensed with	45·4	20·3	Gothenbrg Swedish	T.3Cy.22",36"&60"-39" (s) 180lb ~~80lb~~ 250NHP 2SB,6cf,GS100,HS3916 N.E.MarineEng.Co.Ld.Sld	22″6 s3″3½ 19″5	
18795 OHYJ	**Agnes** (exBlairlogie-36,exOostdijk) ssEls.2ndNo.3-1,37 Cargo battens not fitted 1Dk(Stl)	2983 — 1812	✠100A1 1,39 ✠LMO MS1,37 BS8,39 No later survey reported	Rot	u	CL 1,39	1912 2mo	Rotterdam Droogd.Maat Rotterdam Lloyd'sA&CP	Mariehamns RederiA/B.(A. Ekbom,Mgr.)	337·7 325·4 P21'B94'F31' FK 5BHCem CellDBa90'uE21'f150'698tAPT77t	47·4	21·3	Mariehmn Finnish	T.3Cy22½",37½"&62"-42"(s) 160lb 100lb NDB28 266NHP 2SB,6cf,GS120,HS4268 RotterdamDroogd.Maats.	24″2 s3″11½ 20″4	
18796 LEXF	— (exSolör-37,exSeptember-33, exPeerGynt,exHerbertSiemers, exOostzee) 1Dk	1311 1122 722					1919	Wed.A.van Duyvendijk Papendrecht	A/S Agnes(Einar Saanum,Mgr.)	239·8 P51tH82tF24t	36·6	15·8	Mandal Norwegian WB	T.3Cy.17½",29"&46"-36" 127NHP AlblasserdamMsch.Fab.		N
18797 OXZJ	**Agnete** 1Dk	1458 1160 855					1921	Helsingörs Jernsk&Msk. Helsingör	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, Mgrs.)	249·5 P17'Q76'B96'F34'	38·1	15·0	Svendborg Danish WB	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb		G

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Oh.	10 Armateurs.	11 Dimensions d'apres la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP= Force en chevaux d'après le formules de la Société. RHP= Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade
18798 168505 BCFK	**Agnete Mærsk** (*ex*Aabenraa) *ss*Abg.No.3–9,34 D.F. *ss*Cpn.No.1–39 1*Dk*(*Stl*)	2104 1842 1207	✠100A1 3,41 ✠LMC BS10,38 MS3,39	Abg	*s*	CL 9,37	1921 11mo *Lloyd's A&CP*	Yarrow& Co.Ld. Glasgow	Ministry of War Transport(Mark Whitwill&Son, Ld.*Mgrs.*) *CellDBa66'u*	286·0 P27'B166'F31' FK *E18'f124'565tFPT*	43·4	18·7	Belfast British 5*BHCem* 48*tAPT*87*t*	T.3Cy.20½",33"&54"–36" (*s*) 180lb 208NHP 2SB(Spt).6*cf*,GS102,HS3452 Yarrow&Co.Ld.Glasgow	21 " 0 s 1 " 9¼ 19 " 5½	
18799 167323 GTGP	**Agnita** *OilEng.* D.F. E.S.D. *ss*Bkn.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) in *way of mchy. space & Web frames*	3552 3042 2019	✠100A1 11,40 ✠LMC CS2,39 DBS11,40 6.38 *Carrying Petroleum in bulk tanks* *Fitted with cylindrical*	NYk	*u*	CL 11,40	1931 3mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE53'12*	306·3 317·0(O.L.) P92'B27'F37' FK 2*tDTf*20'123*t FPT*	50·4	26·2	London British 10*BHptCem* 95*t APT*22*t*	Oil Engines 4S.C.SA 8Cy.24 11/16"–43 5/16" 476NHP DB150lb Werkspoor,Amsterdam	28 " 6 s 4 " 8¾ 23 " 11½	
18800 7203 SHFA	**Agra** TwinSc *OilEng.* *ss*Got.No.3–8,38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–*ws*) 3rd *dk*(*Stl*)in No.1 hold	4569 4042 2605	✠100A1 *withfreeboard* 3,42 ~~2,41~~ ~~10,41~~ ✠LMC CS11,37 DBS~~5,40~~ 10,41 11,38	~~Ver~~ Bal	*z*	CL P10,39 SN1,41	1925 6mo *Lloyd's A&CP*	A.B.Götaverken Gothenburg	Aktieb.Svenska OstasiatiskaKomp (K.Nilsson,*Mgr.*) *CellDB327' 999t Tanks at sides of tunnels19'70t*	391·7 408·8(O.L.) FK *FPT73tAPT57t*	52·6	25·0	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.23¾"–47¼" 623NHP DB85lb A.B.Götaverken,Got.	28" 0 s 2"10¾ 25 " 2½	
18801	**Aguaray** TwinSc *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	302 — 179					1928	H.Robb, Ld. Leith	Cia.Argentina de Nav.Mihanovich Ltda.	160·0	34·0	8·6	Bns.Aires Argentine	Oil Engines 4Cy. J&CGBolindersCoLd.Skm		
18802 140543 GPVD	**Aguila** Ⓟ 3Mst *ss*Liv.No.3–12,29 D.F. E.S.D. *ss*Liv.No.2–38 *Well deck* 2*Dks*(*UStl*–*ws*)	3255 2162 1855	✠100A1 5,41 ~~5,40~~ BS6,41 ~~BS5,40~~ ✠LMC11,37	~~Liv~~ Gls	*u*	CL 5,40	1917 11mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	YeowardLine,Ld. YeowardBros. *Mgrs.*) *CellDBa40'u*	315·3 P&B213'F58'BK12' *E28'f156'523tFPT*	44·2	18·5	Liverpool British 5*BHCem* 49*tAPT*48*t*	T.3Cy.25",42"&68"–42" (*s*) 180lb 395NHP 3SB,9*cf*,GS189,HS7054 CaledonSB.&E.Co.Ld.Dun	21" 6 s 1"11½ 20 " 10	BT till ~~6,41~~ 5,42
18803	**Aguila II** TwinSc *OilEng.* *ss*B.As.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)	874 — 462	✠ A1 *withfreeboard* 2,41 ✠LMC CS5,39 DBS4,42 2,41 *For Service on the River Plate–limiting Ports seawards Monte Video & Piedras*	BAs	*n*	OG 2,41	1931 1mo *Lloyd's A&CP*	H.Robb, Ld. Leith	Cia.Argentina de Lanchas	260·0 F30' FK *FP*	42·0	11·8	Bns.Aires Argentine 4*BHAsp* *T70tAPT8t*	Oil Engines 2S.C.SA 8Cy.13⅜"–22 7/16" 250NHP DB120lb AtlasDieselCo.Ld.Skm.	13 " 0 s 3 " 3½ 10 " 0	
18804 217184 WHCA	**Agwidale** *ss*N.Yk.No.2–28 *Ref.Mchy Fitted for oil fuel* 2*Dks*	4763 4138 2969	✠ ... 12,31 ✠				1918 11mo	NwprtNws S.B.&D.D.Co NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	370·0 P27'B104'F22' FK	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 471NHP NewportNewsSB&DD.Co	30 " 0	R †
18805 217530 WECR	**Agwistar** *ss*N.Yk.No.3–3,31 *Fitted for oil fuel* 2*Dks*	4661 4272 2921	✠ ... 8,32 ✠				1919 2mo	NwprtNws S.B.&D.D.Co. NewprtNews	NewYork&Cuba MailS.S.Co.	370·0 P27'B104'F22' FK	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 471NHP NewportNewsSB&DD.Co.	30 " 0	R †
18806 220911 KDMD	**Agwiworld** *Fitted for oil fuel* *Mchy.Aft Longitudinal framing* 2*Dks* D.F. *CarryingPetroleum in bulk*	6771 6452 4143					1921	SunS.B. Co. Chester,Pa.	RichfieldOilCorp.	429·3 P133'B36'F40'	59·2	33·2	Ls.Angeles Utd.States *WB*	T.3Cy.27",45½"&76"–51" 412NHP SunS.B.Co.Chester,Pa.		R
18807 135803 MBZN	**Ah Kwang** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	612 523 444					1913	Taikoo Dkyd.&Eng. Co.Ld. HongKong	AsiaticPetroleum Co.(N.China)Ld.	210·0 B46'F22	32·0	9·0	Shanghai British *WB*	Oil Engines 2S.C.SA 8Cy.15"–16½" 317NHP J.&C.G.Bolinders,Skm.		
18808 149709 GMZY	**Ahamo** (*ex*Plume–33) 3Mst *ss*Yka.No.3–2,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC *Longitudinal framing*	8621 7957 5208	✠100A1 2,41 Examined 4,41 BS2,41 ✠LMC2,27 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,26 F.P. above 150° F.*	NYk Lon	*d*†	CL 9,38	1926 9mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	Socony-Vacuum Transportation Co.Ld. *CellDBuE&B65'*	460·0 P118'B43'F42' FK *f35'318t FPT190t*	62·8	36·4	London British 19*BHptCem* *APT*130*t*	T.3Cy.26½",46"&79"–54" (*s*) 220lb 666NHP 3SB,9*cf*, HS9300 FD D.Rowan&Co.Ld.Gls.	36 " 6 s 7 " 5½ 29 " 3½	
18809 DKAO	**Ahrensburg** D.F. (*Launched as*Prinsdal) *Oil Eng.* *Ref.Mchy. CruiserStern* 2*Dks*	2988 2604 1714					1939	Akt.Burmeistr&Wain Copenhagen	Fruchtreed. HaraldtSchuldt& Co.K.G.(Reederei H.Schuldt,*Mgrs.*)	320·0	45·6	24·1	Hamburg German *WB*	Oil Engines 2S.C.SA 10Cy.19 11/16"–35 7/16" 676NHP Akt.Burmeistr&Wain,Cpn		N
18810 673 IJEW	**Aida** WoodAuxBkn (*ex Sailing Vessel* Agnese–34) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	323 — 249					1920	G.Raiola Torre del Greco	GiuseppeGalatolo	144·0 121·7	28·3	14·9	Leghorn Italian	Oil Engines 2S.C.SA 4Cy.8 11/16"–14 9/16" 52NHP NE35 Akt.Burmeistr&Wain,Cpn		I
18811 489 IBEG	**Aida Lauro** (*ex*Mina–37, *ex*Illingworth–34) *ss*Nwc.No.3–8,34 2*Dks*(*Stl*) *Now* “Victorialoide,” *see No.*38910 *in Supplement*	6006 — 3697	✠ ... 8,38 ✠	Rot	*a*†		1922 1mo *CellD Ba133'uE27'*	Richardsn. Duck&CoLd Stockton	A.Lauro *Intermediate 'tween dkBH in after* *f185'1374tDTa34'*	445·3 430·4 P37'B185'F40' FK *hold dispensed with* 1030*t FPT*139*t AP*	55·8	29·2	Naples Italian *Cem* 6*BHtoUdk* 1 ,, ,,2nd ,, *T*204*t*	Q4Cy25½"36½",52½"&76"–54" 629NHP 3SB,12*cf*,GS216.HS8875 Blair&Co.Ld.Stockton	31"10	I †
18812 609 SZKU	**Aighai** (*ex*Limni–36,*ex*Costas–33, *ex*Taormina) 1*Dk*	1406 1266 862					1896	Duncan &Co.(Lim.) Pt.Glasgow	G.&A.A.Fokias	235·0 H78*t*	35·2	18·7	Piræus Greek *WB*	T.3Cy.19",31"&51"–36" 150NHP Muir&Houston(Lim.),Gls.		N
18813 211 YLGC	**Aija** (*ex*Tora–37,*ex*Bessegg–33, *ex*LillyMargrethe, *ex*Aspasia) *ss*Pir.No.1–24 1*Dk*(*Stb*) *Well deck*	575 412 328	✠ 7,25 ✠	Pir	*h*		1920 5mo	J.Berg& Co. Delfzyl	KaijaShippingCo. Ld. *CellD*	166·2 Q43*t*B53*t*F21*t*H27*t* FK *Ba36'.'tween E&B7'*	25·7	13·0	Riga Latvian 4*BHCem* *f63'140t*	T3Cy.12⅝",19 7/16"&31½"–21⅝" 71NHP 1SB,2*cf*,GS43,HS1363 J.Berg&Co.Delfzyl	13 " 8	N †
18814 815 SVFD	**Aikaterini T.** (*ex*Nantes–34) 1*Dk*	2560 — 1490	✠ ... 12,21 ✠				1917 10mo	ForthS.B. &E.Co.Ld. Alloa	Th.L.Teryazos	305·3 P24'B85'F32' FK	42·7	21·5	Piræus Greek *WB*	T.3Cy 21",34"&56"–36" 226NHP Ramage&Fergusn,Ld.Lth.	23 " 9	C †
18815	**Aikoku Maru** Ⓟ TwinSc D.F. E.S.D. GyC. *Oil Eng.* *Ref.Mchy. CruiserStern*	10500 8300 6200					1940	TamaS.B. Co.Ld. Tama	OsakaSyôsenK.K.	492·1	66·3	40·7	Osaka Japanese	Oil Engines 2S.C SA 24Cy.24 7/16"–45¼" 2490NHP TamaS.B.Co.Ld.Tama		
18816 FNIM	**Aïn El Turk** (*ex*Koningin Elisabeth–37) *ss*Ant.No.3–7,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	2508 2272 1478	✠ ... 11,38 ✠	Ant	*u*		1925 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.France-Navigation,S.A.(*inliq.*) (Chargeurs Réunis *Mgrs.*) *CellDBa93'uE21'*	315·8 FK *f142'595tAPT57t*	45·1	20·6	Havre French 5*BHptCem* (*Coll to Sh dk* 4 ,, 2nd ,,)	T.3Cy.22",37"&61"–42" 283NHP 3SB,6*cf*,GS135,HS4662 WllsndSlpwyCo.Ld.Nwc.	22"10	V †

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
18817 118647 GNWM	**Aina** (*ex*Takis-39,*ex*Longhirst) ssPir.2ndNo.3-6,32 *Well deck* 1*Dk*(*Irn*)& *deep framing* *Cargo battens not fitted*	1698 1376 1038	✠100A1 (*Reclassification Contemplated*) 3,41 ✠LMC3,41 Examined 3,41 BS3,42	Bel	*q*	CL 2,41	1904 12mo	S.P.Austin &Son,Ld. Sunderland	Ministry of War Transport(Frank S.Dawson,Ld. *Mgrs.*) *CellDBa82'uE&*	268·2 P27'Q74'B50'F32' FK *B32'f112'519t*	37·8	17·0	Belfast British 4*BHCem* *APT110t*	T.3Cy.20⅞",33"&54"-39" (*s*) 160lb 196NHP 2SB,*6pf*,GS92,HS3160 Richardsons,Westgarth& Co.Ld.Sld.	19 ″ 9 s2 ″ 0 17 ″ 11	
18818 139237 GLMQ	**Ainderby** ssNpt.No.3-7,37 D.F. 1*Dk*(*Stl*)	4860 4626 2998	✠100A1 12,40 BS11,40 ✠LMC7,37	Cff	*y*	CL 5,40	1925 7mo	W.Gray& Co.Ld WHartlepool *Lloyd's A&CP*	RopnerShippingCo Ld. *CellDBa&uE158'f*	390·0 402·3(O.L.) P30'B220'F40' FK 169'1041t *FPT*180t	55·0	26·5	W.Hartlpl. British 6*BHCem* *APT*179t	T.3Cy.25½",40"&71"-48" (*s*) 180lb 439NHP 3SB(Spt),*9cf*,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28 ″ 9 s 4 ″ 5¾ 24 ″ 6½	
18819 LJRW	**Aino** (*ex*Ashmore-34) *OilEng.* D.F. ssSfj.No.1-38 *Longitudinal framing* *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Special Surveys to date from 1,34*	6126 5412 3559	✠100A1 7,39 ✠LMC CS12,38 DBS7,39 3,37 *Carrying Petroleum in bulk* (SEE FOOTNOTE *)	Got	*z*	CL 3,38	1932 4mo	Armstrong Whitworth &Co.(Ship-builders)Ld Newcastle *Lloyd's A&CP*	SkibsA/S "Aino" (C.H.Sörensen& Sönner) *CellDBuE56'171tD*	396·2 408·0(O.L.) P97'B29'F36 FK *Tf34'347t FPT135t*	55·1	32·3	Arendal Norwegian 14*BHptCem* (*9 to U dk* 5 „ *2nd* „) *APTs239t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP P.DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 5½ 26 ″ 9½	
18820 29008 JCMF	**Aioi Maru No. 12** Ⓟ 1*Dk*	304 215 193					1922	Mukaijima SenkyoK.K. Mukaijima	IshizakiKisen K.K.	140·0	20·0	11·5	Mitsu-hama Japanese	T.3Cy.11",17½"&30½"-21" 42NHP		
18821 FNAQ	**Air France I** TwinSc (*ex*Aéro-PostaleI-34) *OilEng.* D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. Marit.du Sud-Ouest Bordeaux	AirFrance	195·4 B31'F33'	25·9	11·7	Dakar French	Oil Engines 2S.C.SA 10Cy.13¾"-21½" 330NHP SulzerBros.Winterthur		V
18822 FNAS	**Air France III** TwinSc (*ex*Aéro-PostaleIII-34) *OilEng.* D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. deBretagne Nantes	AirFrance	195·3 B32'F55'	23·5	11·6	Dakar French	Oil Engines 2S.C.SA 10Cy.13¾"-21½" 330NHP SulzerBros.Winterthur		V
18823 FNAT	**Air France IV** TwinSc (*ex*Aéro-PostaleIV-34) *OilEng.* D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. deBretagne Nantes	AirFrance	195·3 B32'F55'	23·5	11·6	Dakar French	Oil Engines 2S.C.SA 10Cy.13⅝"-21½" 330NHP SulzerBros.Winterthur		V
18824 168030 GNDY	**Aircrest** D.F. E.S.D. 1*Dk*& *Shelter dk* *CruiserStern* *Tonnage opening closed'41(W.E.)*	5237 4680 3076	✠100A1 *withfreeboard* ~~9,41~~ 10,40 2,42 ✠LMC10,40	PGl ~~Shl~~ Gls	*a*†	CL N2,42	1940 10mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	CrestShippingCo. Ld. *CellDB370'1507t*	432·2 447·6(O.L.) F39' FK *FPT122t APT177t*	56·2	24·9	London British 7*BHCem* (*Coll to Sh dk* 6 „ *2nd* „)	T.3Cy.23½",37½"&68"-48" 220lb (*s*) FD 436NHP 2SB(Spt),*8cf*,GS134,HS5830 Rankin&BlackmoreLdGrk	36 ″ 10 s11 ″ 3¼ 25 ″ 9	
18825 161049 MPYL	**Aire** ssGoo.No.2-40 Sub.Sig. 1*Dk*(*Stl*)	1108 870 445	✠100A1 5,42 ~~8,40~~ BS5,42 ✠LMC8,40	~~Goo~~ Lth	*o*	OG 9,39	1931 2mo	Cammell Laird&Co.Ld Birkenhead *Lloyd's A&CP*	LondonMidland& ScottishRailway (AssociatedHumberLines,*Mgrs.*) *CellDBa&uE7*	240·6 P38'B85'F35' FK *3'f90'193t FPT17t*	34·1	15·4	Goole British 5*BHCem* *APT40t*	T.3Cy.22",36"&61"-39" (*s*) 200lb 352NHP 2SB,*6cf*,GS125,HS5220 FD CammellLaird&CoLdBkn.	16 ″ 5 s1 ″ 8¾ 14 ″ 10	
18826 1131 OHXM	**Airisto** (*ex*Ragni-35,*ex*Sixty-four-33, *ex*Sommen, ssMoss2ndNo.3-4,33 *ex*St.Thomas, ssAbo.No.1-37 *ex*Vikingen) 1*Dk*(*Stl*)& *deep framing* *Cargo battens not fitted* Now "Inga," see No. 37058 in Supplement	2410 2215 1341	✠100A1 10,39 ✠LMO MS11,37 BS8,39 No later survey reported	Abo	*t*	CL 10,39	1907 11mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP*	TurunLaivaO/Y (MainioE.Merimo, *Mgr.*) *IntermediateBH in fore* *CellDBa94' uE& B36'*	306·0 293·9 P21'B76'F30' FK *hold dispensed with* *f120'667tFPT118t*	43·4	20·7	Turku Finnish *Asp* 4*BHonly* *APT123t*	T.3Cy.22",36½"&59"-39" (*s*) 180lb 235NHP 3SB,*6cf*,GS96,HS3609 N.E.MarineEng.Co.Ld.Sld	23 ″ 1 s 3 ″ 5½ 19 ″ 9½	
18827 ~~710~~ ~~SVGR~~ 710 SVGR	**Ais Giorgis** (*ex*Corfell-33, *ex*Queensgarth) 1*Dk* *Cantilever framed topside tanks*	*2098* *1840* *1007*					1908	Sir Raylton Dixon&Co Ld Middlesbro'	Mme.K.G.Sigalas (G.SigalasSons, *Mgrs.*)	275·0 B52'F28'	40·3	20·5	Piraeus Greek *WB*	T.3Cy.22",35"&59"-39" 217NHP Richardsons,Westgarth& Co.Ld.Mdb.		~~G~~
18828 FNQA	**Aisne** (*ex*ThereseHorn) D.F. 2*Dks*	3654 — 2209					1914	Schiffsw.v. HenryKoch Lübeck	Cie.Havraise de Navigation(L. Corblet&Cie)	375·9 H- F43'	50·7	21·5	Havre French *WB*	T.3Cy27",$42\frac{1}{16}$"&$68\frac{9}{16}$"-$43\frac{3}{16}$" 312NHP OttensenerMaschf.Altona		V
18829 30041 JQFB	**Aitoku Maru** 1*Dk*	1328 1065 787					1924	Harada ZosenK K. Osaka	KitaNipponKisen K.K.	225·0 P30'B53'F28'	33·0	20·2	Takasago Japanese *WB*	T.3Cy.18",29"&49"-33" 138NHP HakodateDkyd.Hakodate		
18830 148137 VRXV	**Ajasa** (*ex*Usworth) *Well deck* *Mchy.Aft* 1*Dk*	2050 1540 1264	✠ ... 7,26 ✠				1925 9mo	WoodSkinner&Co.Ld. Newcastle	Government of Nigeria	275·2 Q166'F29' FK	39·8	17·6	Lagos British *WB*	T.3Cy.21",34"&57"-36" 225NHP N.E.MarineEngCoLdNwc	20 ″ 2	
18831 162340 GJXM	**Ajax** Ⓟ TwinSc E.S.D. *OilEng.* *Ref.Mchy.* D.F. 2*Dks*	7540 6488 4628					1931	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·6 P63'B181'F67'	59·3	29·2	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"-59" 489NHP Akt.Burmeistr&Wain,Cpn		BT till ~~9,41~~ 9,42
18832 DOIL	— Sub.Sig. D.F. 2*Dks* *CruiserStern*	2297 2042 1312					1927	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges."Neptun"	287·0 F26'	46·0	23·2	Bremen German *WB*	T3Cy$19\frac{13}{16}$",31½"&50⅝"-$35\frac{7}{16}$" & low pressure Turbine 180NHP A.G."Weser,"Bremen		G
18833 7647 SILN	— (*ex*Wirgo-40) ssSbg.No.3-12,40 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *CruiserStern* *Strengthened for navigation in ice* Now "Bothnia," see No. 35736 in Supplement	645 *482* 222	✠100A1 *withfreeboard* ~~3,41~~ ~~12,40~~ 5,41 ✠LMC12,40	~~Sbg~~ Skm	*l*	OG 12,40	1930 5mo	Akt.Finn-bodaVarf Stockholm *Lloyd's A&CP*	Bergnings-& Dykeri-A/B "Neptun"(E.Brodin,*Mgr.*) *CellDB132'172tFPT*	183·6 P16'B52'F17' FK	32·1	12·9	Stockholm Swedish 4*BHCem* *37tAPT23t*	T.3Cy.16½",27"&44"-30"(*s*) 200lb(Spt) 150NHP 2SB,*4cf*,GS63,HS2692 HelsingörsJernsk&Mskb. Elsinore	15 ″ 2 s ″ 2 15 ″ 1¼	
18834 LFHN	**Akabahra** (*ex*Örnefjell-37) *CruiserStern* *Mchy.Aft* D.F. 1*Dk*	1524 1234 864					1929	Porsgrund Mek.Værks. Porsgrunn	HansHannevig	244·7 P38tH138t	37·9	18·3	Horten Norwegian *WB*	C4Cy(2)12⅔"&(2)27½"-27½" 66NHP PorsgrundM.V.Porsgrunn		N
18835 47040 JGMM	**Akagane Maru**	3121 — 1793					1940	Harima S.B.&Eng. Co.Ld. Harima	NipponKaiunK.K.	318·4	45·9	24·6	Tokyo Japanese	Steam Engine		

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. RoT'n.l.s
18836 42327 JIQK	**Akagi Maru** *OilEng.* *ss*Yka.No.1-40 E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	7390 6531 4328	✠100A1 6,41 ~~1,41~~ ✠LMC CS8,40 DBS~~8,40~~6,41 ~~3,40~~6,41 ✠Lloyd'sRMC~~1,41~~ 6,41 *Carrying cargo oil F.P. above150° F. in deep tanks CellDB391'1483t DTs a39' 1461t FP T83t APT77t*	~~Osa~~ Yka	*d*†	CL 1,41	1936 9mo *Lloyd*	Mitsubishi JukogyoK.K Nagasaki '*sA&CP*	NipponYusenK.K.	462·7 P23'B183'F41' FK	62·3	34·4	Tokyo Japanese 8*BHptCem*	Oil Engines 2S.C.DA 8Cy.28⅜"–47¼" 2248NHP DB*100lb* MitsubishiJukogyoK.K. Nag.	34 " 5	
18837 14995 JTMH	— Ⓟ (*ex*Akagi) 1*Dk*	699 — 421					1888	KobeOno-hamaZosen-sho Kobe	**Amagasaki KisenbuGomeiK.**	186·0 F38'	27·2	13·5	**Osaka** Japanese	C.4Cy. NE90 KobeOnohamaZosensho		
18838 30033 JYIA	**Akagisan Maru** *ss*TamaNo.1-41 *ss*Kob.No.3-1,37 *OilEng* 2*Dks(Stl)*	4634 3932 2788	✠100A1 6,41 ~~2,40~~ 6,41 ✠LMC CS~~1,37~~ DBS~~8,40~~6,41 ~~2,40~~6,41	Tama	*x*	CL ~~2,40~~ 6,41	1924 7mo *Lloyd*	MitsuiBus-sanKaisha,Ld TamaDkyd. *sA&CP* *CellDB309'832t DT a 28' 557t FPT69tAPT113t*	**MitsuiBussan Kaisha,Ld.**	375·0 P34'B107'F39' FK	50·0	30·0	**Kobe** Japanese 6*BH to U dk* 1 „ „ *2nd* „ *ptCem*	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" DB*80lb* 489NHP Burmeister&Wain,Cpn.	30 " 1	
18839 133648 GMLF	**Akaroa** Ⓟ (*ex*Euripides-32) **TripleSc** *ss*Lon.2ndNo.3-10,38 3*Dks(Stl)&Awng dk* *(Stl-ws)4th dk(Stl in Nos.3&4holds* *Ref.Mchy.* **E.S.D.** **GyC.**	15130 12753 9449	✠100A1 *Awng dk with freeboard* ~~7,41~~ ~~12,40~~ 2,42 BS7,41 ~~BS6,40~~ ✠LMC5,38 ✠Lloyd'sRMC3,41 ~~7,41~~ ~~11,41~~ 4,42 *Adapted for oil fuel 12,32 F.P. above 150° F.*	~~Syd~~ Wln	*j*†	CL P2,42 C2,42 s10,40	1914 6mo *Lloyd*	Harland&Wolff,Ld. Belfast '*sA&CP* *CellDBa32'u E&B128' f223'161 3tDeep tanks a in way of tunnel s592tFPT125tAPT152t*	**ShawSavill& AlbionCo.Ld.**	550·7 569·7(O.L.) P51'B215'F94' *on Awng dk* FK&BK2"	67·4	44·1	S'thamptn British 11*BHptCem*	T8Cy(2)24"(2)38½"&(4)44"–48"&1L.P. turbine (*s* 215lb 1401NHP 5DB,*30cf*,GS605.HS25075 Harland&Wolff,Ld.Bel.	47 " 11 s15 " 5¾ 32 " 11½	BT till 10,41 7,42
18840 31739 JHVB	**Akasi Maru** Ⓟ (*ex*Akashi Maru-38,*ex*Tunisia, *ex*DibbleBridge, *ex*WarSimoom) *ss*Shl.No.1-23 1*Dk*	3228 2857 1958	✠ ... 12,26 ✠				1918 10mo	Irvine'sSB &D.D.Co.Ld WHartlepool	**SimataniKisen K.K.**	331·2 P33'B100'F28' FK	46·8	23·2	**Kobe** Japanese *WB*	T.3Cy.25",41"&68"–45" 429NHP Geo.Clark,Ld.Sunderland	25 " 6	
18841 20407 JPYE	— Ⓟ (*ex*AkashiMaru-38, *ex*ShintokuMaruNo.2) **Wood** 1*Dk*	568 — 439					1917	Fukushima Matsuye Shimochi	**KawasakiShoji GoshiKaisha**	134·0	30·5	14·1	**Amagasaki** Japanese	C.2Cy.12 3/16"&27⅞"–19" 28NHP MutsudaTekkosho,Osaka		
18842 40698 JGEJ	**Akasisan Maru** (*ex*AkashisanMaru-38) *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	4541 3747 2680					1935	Mitsui Bussan Kaisha,Ld. Tama	**MitsuiBussan Kaisha,Ld.**	362·2 P36'B97'F34'	50·0	29·1	**Kobe** Japanese	Oil Engines 4S.C.SA 10Cy.21⅝"–39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		C
18843 45214 JUQM	**Akatuki Maru** *OilEng* GyC. *Carrying Petroleum in bulk*	10216 6898					1938	Harima S.B.&Eng. Co.Ld. Harima	**NipponKaiunK.K.**	504·6	64·9	37·4	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.29 1/16"–47¼" 2497NHP KobeSteelWorks,Harima		C
18844 41390 JVCK	— Ⓟ *OilEng.* *CruiserStern*	444 — 223					1936	Mitsubishi JukogyoK.K Kobe	**UwazimaUnyu K.K.**	151·1	25·3	12·5	**Uwajima** Japanese	Oil Engines 4S.C.SA 6Cy.13¾"–20½" 111NHP MitsubishiJukogyoK.K. Kobe		
18845 147737 VWBC	**Akbar** Ⓟ *ss*Bom.No.1-41 *ss*Bom.No.3-1,37 2*Dks(Stl)&Shelter dk(Stl-teak s)*	4043 3473 2479	✠100A1 *with freeboard* 9,41 ~~6,40~~ ~~11,40~~ BS5,41 ~~BS2,40~~ ✠LMC1,37	~~Bom~~ ~~Cal.~~ Bom	*y*	CL ~~12,38~~ ~~11,40~~ 9,41	1924 10mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP* *Cell DB322'1028tFPT 82tAPT30t*	**MogulLine,Ld.**	375·0 **F50** FK *Cell*	52·0	23·1	**Bombay** British 6*BHptCem* *BHtoSh dk* 5 „ „ *2nd* „	T.3Cy.25",42"&70"–48" (*s*) 200lb *110lb* 456NHP 2SB,*8cf*,GS154,HS6318 FD Rankin&BlackmoreLdGrk	25 " 6 s 2 " 5¾ 23 " 3½	
18846 46207 JGEM	**Akebono Maru** *OilEng.* *Mchy.Aft* GyC. 1*Dk&pt 2nd dk* *Carrying Petroleum in bulk* *CruiserStern* *Longitudinal framing*	10182 — 6076					1939	Harima S.B.&Eng. Co.Ld. Harima	**NipponKaiunK.K.**	504·6 P159'B41'F46'	65·0	37·5	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.29 1/16"–47¼" 2497NHP KobeSteelWorks,Harima		C
18847 LCCJ	**Akershus** D.F. 1*Dk*	832 655 368					1914	Akers Mek.Værks. Oslo	**A/S Jelölinjen (Fred.Olsen&Co.** *Mgrs.*)	208·6 P26'B93'F40'	31·6	14·2	**Oslo** Norwegian *WB*	T.3Cy.16½",27"&45"–33" 116NHP AkersMek.Værks.Oslo		N
18848 UOKM	**Akhilleon** **TwinSc** 1*Dk*	347 317 194					1869 1910	.... Linz	**U.S.S.R.**	208·0 P5'B22'F19'	26·3	9·6	**Rostov** Russian	C.4Cy.(2)13⅛"&(2)22⅜"–15" 32NHP Emade77 NB31 Ocker,Budapest		
18849 30502 JYZA	**Akibasan Maru** *ss*TamaNo.1-41 *ss*Kob.No.3-1.37 D.F. 2*Dks(Stl)*	4607 3923 2865	✠100A1 2,41 ✠LMC2,41 ✠NB(c)made20refitted34 *Fitted for oil fuel 11,24 F.P. above 150° F.*	Tama	*x*	CL 3.40	1924 11 mo *Lloyd*	MitsuiBus-san KaishaLd TamaDykd. '*sA&CP* * *CellDB312'846t DTa 25'627t FPT 67tAPT109t*	**MitsuiBussan Kaisha,Ld.**	375·0 P31'B126'F43' FK	50·0	30·0	**Kobe** Japanese 7*BHptCem* (1 „ *to2nddk*	T.3Cy.23",38"&61"–48" (*s*) 200lb 496NHP 3SB,*9cf*.HS7900 FD) MitsuiBussanKaisha,Ld.	30 " 0 ~~s 5 " 8½~~ ~~24 " 6~~	
18850 18487 JCBD	**Akita Maru** *ss*Kob.2ndNo.3-2,39 2*Dks(Stl)*	3817 3463 2316	✠100A1 6,41 ~~4,40~~ 6,41 ~~BS4,40~~ ✠LMC2,39	Kob	*w*	OG 4,40	1916 5mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki '*sA&CP* *CellDB294'772t APT27t*	**NipponYusen K.K.**	345·0 P33'B74'F40' FK	50·0	29·1	**Tokyo** Japanese 6*BHCem*	T.3Cy.23",38"&64"–48" (*s*) 200lb 342NHP 2SB(Spt).*6cf*.GS109. FD HS4394 MitsuBishiD.&E.Wks.Nag	29 " 1 s 5 " 4½ 23 " 11	
18851 42304 JFMH	**Akitsu Maru** Ⓟ *OilEng.* 2*Dks* *CruiserStern*	1038 — 552					1936	Mitsubishi JukogyoK.K Kobe	**AwanokuniKyodo KisenK.K.**	196·8 F12'	32·8	16·1	Japanese *WB*	Oil Engines 4S.C.SA 8Cy.16¾"–24 7/16" 218NHP MitsubishiJukogyoK.K. Kobe		
18852 45129 JMKM	**Akiura Maru** *OilEng.* Sub.Sig. D.F. 2*Dks*	6304 — 4848					1938	Mitsubishi JukogyoK.K Nagasaki	**MitsubishiShoji Kaisya,Ld.**	437·4 P30'B157'F41'	58·5	32·8	**Tokyo** Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28⅜"–49 3/16" 840NHP MitsubishiJukogyoK.K. Nag.		C
18853 DOCW	**Akka** (*ex*Stettin) 2*Dks*	2646 2331 1511					1924	Stettiner Oderwerke Stettin	**AtlasLevante-LinieA.G.**	328·9 P14'B50'F31'	46·0	18·7	**Bremen** German *WB*	T.3Cy.22⅜",35 1/16"&57"–39⅜" 204NHP StettinerOderwerkeA.G.		G

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
18854	**Aksi** (*ex*Clara-39) ssGoo.2ndNo.3-4,34 *Well deck* 1*Dk(Stl)&deepfaming*	844 579 430	✠ — 3,39 ✠	Ant	*k*		1908 10mo	J.Crown& Sons.Ld. Sunderland	PeetRass *Cell*	195·0 202·6(O.L.) P19'Q77'B9'F24' *Ba40'f77'157tFPT*	30·1	11·9 FK	Tallinn Estonian 4*BHCem* 25*tAPT32t*	T.3Cy.16½",27"&44"-33" 141NHP 1SB,4cf,GS73,HS2454 N.E.MarineEngCo.Ld.Sld.	14 " 0	C †
18855 TCFA	**Aksu** Ⓟ (*ex*Campidoglio-34,*ex* Leopolis-32) ssTri.No.3-10,19 1*Dk&Spar dk&deep framing* *Fitted for oil fuel*	3905 — 2442	✠ ... 11,23 ✠				1909 3mo	Lloyd Austriaco Trieste	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	368·4 P&B246'F65'	44·2	23·3 FK	Istanbul Turkish *WB*	T.3Cy.26",43½"&73"-48" 495NHP LloydAustriaco,Trieste	25 " 10	
18856 TCCQ	**Aktan** (*ex*Sami-38, Iron *ex*Aghios ssNwc.4th.No.3-9,19 Spyridon,*ex*CityofCadiz, 1*Dk2trB* *ex*Corcyra)	831 699 468	✠ ... 11,24				1862 7mo	Richardsn, Duck&Co. Stockton	HamdiSelimoglu veSerikleri.	204·4 P34'F36' ND94	28·5	17·3 BK6½"	Istanbul Turkish	C.2Cy.26"&49"-30" NE76 95NHP T.Richardson&Sons,Hpl.	18 " 1	
18857 132589 GLNG	**Al Rawdah** (*ex*Ville deBeyrouth-39, *ex*Chenab) ssAlx.2ndNo.3-10,36 D.F. 1*Dk(Stl-ws)&Shelter dk* *(Stl-ws)lower dk in forehold*	3549 *3316* *2157*	✠100A1 *Shelter dk* *withfreeboard* 5.40 BS5,40 ✠LMC10,36	Alx	*v*	CL 11,37	1911 8mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead 'sA&CP	Ministry of War Transport(British IndiaStm.Nav.Co. Ld.*Mgrs.*) *Cell*	350·2 P41'F45'*on* *Shelter dk* *DBa100'u E&B20*	44·2	27·6 FK	London British 6*BHCem* 1'*f*126' 603*t*	T.3Cy.24½",40"&68"-45" (*s*) 200lb *100lb* 426NHP 2SB,6cf,GS125,HS5994 FD D.Rowan&Co.Glasgow *FPT48tAPT44t*	30 " 0 s11 " 4½ 19 " 0½	
18858 VSKD	**Al Said** (*ex*Drake-34) ssLon.No.2-30 2*nd dk(Stl)inNo.2hold* 1*Dk(Stl)&Shelter dk(Stl)*	1657 1049 881	✠ ... 12,34 ✠	Lon			1922 2mo	AilsaS.B. Co.Ld. Ayr	Government of Zanzibar *CellDB215'339t*	245·9 B63'*on Shelter dk* *FPT16tAPT24t*	38·1	14·5 FK	Zanzibar *Cem* 5*BHtoShdk*	T.3Cy.22",35"&57"-39" 259NHP 2SB.6cf,GS126,HS4516 AilsaS.B Co.Ld.Troon	17 " 0	
18859 LCCK	**Ala** 1*Dk*	933 681 555					1916	Akt.Jarlsö Værft. Tönsberg	E.B.AabysRederi A/S.	200·4 Q62'B53'F20'	31·9	12·7	Oslo Norwegian *WB*	T.3Cy.14",24½"&40"-27" 83NHP BergensMekVærksBergen		N
18860 1676 IBKC	**Alabama** (*ex*Ashtabula,*ex*Graf Stroganoff) ssMdb.2ndNo.3-1,30 ssGen.No.1-35 *Mchy.Aft* 2*Dks(1Stl&UptIrn* D.F. *&ptStl)&Web frames* *CarryingPetroleum in bulk* *Fitted for oil fuel*	6725 5767 3933	✠ — 6,39 ✠	Gen	*a*†		1903 8mo	Palmers' Co.Ld. Newcastle	"Petroleum"Soc. Anon.diNav. (G.Chiarella,*Mgr*) *CellD*	442·2 427·3 P252'F46' *BuE39'71tFPT77t*	54·7	30·3 FK	Genoa Italian 14*BHCem* *APT130t*	T.3Cy.28",46½"&77"-54" 530NHP 3SB,12cf,GS265,HS8964 Palmers'Co.Ld.Newcastle	32 " 0	I †
18861 FNTP	— ssHav.No.1-35 2*Dks(Stl)&Shelterdk(Stl)* D.F. *Fitted for oil fuel*	5645 4885 3326	✠ ... 6,40 *Shelter dk* ✠	Hav			1931 4mo	Ch.&Atel. deSt.Nazaire (Penhöet)SA Gd.Quevilly	Compagnie GénéraleTrans- atlantique *CellDB*	425·8 442·8(O.L.) 364'1379*t FPT*161*t*	54·9	26·3 FK (	Havre French 7*BHptCem* *Coll to Sh dk* 6 „ *U* „) *APT*118*t*	T.3Cy.28",46½"&78"-54" 712NHP 4SB,12cf,GS ,HS11280 Atel.&Ch.deFrance,Dnk	29 " 0	
18862 OXDC	— (*ex*Atlantic) ssCpn.No.3-6,34 ssRot.No.1-38 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	4575 4107 2748	✠100A1 *Shelter dk* *withfreeboard* 5,39 BS5,39 ✠LMC7,38 *Fitted for oil fuel* 1,21 *F.P. above* 150° F. (SEE FOOT NOTE *)	Cpn		OG 5,39	1921 1mo *Lloyd*	A.B.Ores- undsvarvet Landskrona 'sCP	DetForenede Dampskibs.Selsk. *Intermediate BH in after* *CellDB343'1081t*	F *on Shelter dk* 37' *hold dispensed with* *FPT79tAPT204t*	53·7	25·7 FK	Copnhagn Danish *Cem* 1*BHtoShdk* 4 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 420NHP 3SB(Spt)9cf,GS123,HS5580 DeLavalsAngturbin,Skm	28 " 6 s 3 " 3½ 25 " 5	
18863 130907 WRAE	— (*ex*Northtown) *Fitted for oil fuel* *Mchy.Aft* 1*Dk&Spar dk* D.F. *Carrying oil in bulk*	2840 — 2070					1901	Chicago S.B.Co. Chicago	TheTexasCompany	294·0 len14	42·2	23·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",33"&54"-40" 184NHP ChicagoS.B.Co.Chicago		V
18864 207138 WPCT	— Ⓟ *Mchy.Aft* D.F.	2626 — 1684					1910	Manitowoc D.D.Co. Manitowoc	PaxtonMendels- sohn	250·0	45·5	26·1	Detroit Utd.States	T.3Cy.23",38"&62"-36" 231NHP ToledoS.B.Co.Toledo,O.		R
18865 221907 KDWX	**Alabaman** (*ex*DianaDollar-36, *ex*Cathay) *Fitted for oil fuel* D.F. 3*Dks*	7004 — 4337					1921	Kiangnan Dk&EngWks Shanghai	American- HawaiianS.S.Co.	429·0	55·2	34·2	NewYork Utd.States *WB*	T.3Cy.26½",44"&74"-48" 377NHP KiangnanDock&Eng.Wks		R
18866 KZBL	**Alabat** TwinSc *OilEng.* 1*Dk(Teak)*	806 — 406	✠ ... 8,33 ✠	Man			1929 5mo	Taikoo D.&E.Co.of H.Kg.Ld HongKong	ManilaRailroad Co. *CellDB115'* 124*t tank in way*	162·0 P22'B58'F30' *of tunnels* 17*tFPT*	34·1	12·9 FK	Manila Utd.States 4*BHptCem* 8*tAPT16t*	Oil Engines 4S.C.SA 12Cy.12¼"-17¾" 176NHP MotorenWerke,Mannheim	14 " 8	
18867 167388 MPYP	**Alacrity** *OilEng* 1*Dk* *Mchy.Aft* *CruiserStern*	554 352 283	✠100A1 ~~10,41~~ ~~8,40~~ 3,42 ✠LMC(M)4,42 ✠LMC2,40	~~Fal~~ Npt	*h*	OG 3,42	1940 2mo *Lloyd*	GooleS.B. &Repg.CoLd. Goole 'sA&CP	F.T.Everard& Sons,Ld. *FPT83tAPT49t*	168·7 Q105'F18' 176·3(O.L.)	27·7	10·0 FK	London British 3*BH* *ptAspptCem*	Oil Engines 2S.C.SA 5Cy.12⅝"-16¾" 71RHP NewburyDieselCo.Ld. Newbury	11 " 3 s 3 " 7 11 " 1¾	
18868 149984 VLLS	**Alagna** (*ex*Malake-39) ssBsb.No.3-7,40 *Well deck* 1*Dk(Stl-ws)* *Ref.Mchy.*	730 509 413	✠100A1 ~~7,41~~ ~~2,41~~1,42 BS1,42 ~~BS1,41~~ ✠LMC11,39	Bsb	*k*	CL 5,40	1928 2mo *Lloyd*	Grngem'th Dkyd.Co.Ld. Grngemouth 'sA&CP	JohnBurke,Ld. *CellDB&a*	180·0 Q46'B55'F29' *uE44'f84'188tFPT*	31·0	11·6 FK	Brisbane British 4*BHCem* 15*tAPT20t*	T.3Cy.12½",21"&34"-24" (*s*) 200lb *100lb* 62RHP 1SB,3cf, HS1995 McKie&Baxter,Ld.Gls.	13 " 6 s " 7¾ 13 " 0	
18869 213861 WCCF	**Alamar** (*ex*Eurana) ssBal.2ndNo.3-6.40 D.F. 2*Dks(Stl)&Web frames* *Longitudinal framing*	5689 5312 3516	✠100A1 ~~4,41~~ ~~9,40~~2,42 BS~~4,41~~2,42 ✠LMC6,40 *Fitted for oil fuel* 1,16 *F.P. above* 150° F.	Bal	*z*	CL ~~9,38~~ 4,41	1916 1mo	UnionIron WorksCo. SanFrancisco A&CP	CalmarS.S.Corp. *Intermediate BH in after* *Cell*	399·7 P57'B229'F40' *hold dispensed with* DB315'1236*t DT at sides of tunnel*30'223*tFPT*30*tAPT*200*t*	56·2	30·5 FK	NewYork Utd.States *Asp* 5 *BHto Udk*	1DRGearedSteamTurbine 210lb (*s*) 498NHP 3SB,HS7704 GeneralElectricCo. Schenectady.N.Y	32 " 0 s 5 " 2 27 " 0½	
18870 218921 WDFF	**Alamo** (*ex*LakeElon) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk2trB*	2676 — 1660					1919	Gt.Lakes Eng.Works Ashtabula,O.	AgwilinesInc. (Clyde-Mallory Lines,*Mgrs.*)	253·4	43·7	26·2	NewYork Utd.States *WB*	T.3Cy.19",35"&59"-42" 226NHP GreatLakesEng.Works		R
18871 LKBD	**Alar** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern Longitudinal framing* *Carrying Petroleum in bulk*	9430 8796 5698					1939	SirJ.Laing &Sons,Ld. Sunderland	Skibs-A/SPreba (Prebensen& Blakstad,*Mgrs.*)	483·6 P102'F32'	68·3	36·2	Risör Norwegian	Oil Engines 2S.C.SA 7Cy.28⅜"-47¼" 982NHP WallsendSlpwy.&E.Co.Ld		N

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où il se trouve, s'il n'est dans le L.R.
18872 LCBO	**Alaska** (*ex*PeelCounty-33, *ex*Alaska) *ss*Rot.No.3-5,37 2*Dks*(*Stl*)	5681 5094 3476	✠100A1 4,41 ~~2,41~~ ✠NE1,24 ✠LMC5,37 BS2,41 *Fitted for oil fuel* 7.18	NYk	*z*	CL 1,39 *F.P. above*	1918 7mo	JCoughlan &Sons VancouvrBC *Lloyd's A&CP* 150°F.	D/S A/S Alaska (C. Haaland) *IntermediateBH in fore & after* *CellDB*	410·5 P59'B115'F47' FK *holds dispensed with* 368'1274t *FPT* 131t	54·1	27·5	Haugesnd Norwegian *Cem* *5 BH only* *APT*269t	T.3Cy.26",42"&70"-48" (*s*) 190lb 523NHP 3SB,9*cf*,GS180,HS8010 FD Swan,Hunter&Wigham RichardsonLd.Nwc	29 " 9 s 5 " 10 24 " 1½	
18873 22296 KFIM	— Ⓟ TwinSc 4*Dks* D.F. *Fitted for oil fuel*	4515 — 2274					1923	ToddDry Dock&ConstructionCo Tacoma	AlaskaS.S.Co.Inc.	350·4	49·6	15·6	NewYork Utd. States	2SteamTurbinesconnected to Electric Motors & Screw Shafts NE*made*21 *fitted*31 NB30 GeneralElectricCo. Schenectady		R
18874 25937 JALD	**Alaska Maru** *ss*Osa.No.3-3,31 *ss*TamaNo.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	7379 6844 4522	✠100A1 *Shelter dk withfreeboard* 2,41 ✠LMC2,41 *Fitted for oil fuel* 12,22	Osa	*a*†	CL 12,38 *F.P. above*	1919 8mo	MitsuBishi ZosenKaisha, Ld. Nagasaki A&CP 150°F.	OsakaSyosen K.K. *CellDB*358'1165t *DTa*28' 1077t	420·0 F47'*onShelter dk* FK *FPT* 108t *APT*95t	56·0	38·5	Osaka Japanese *Cem* 6*BH to S dk* 2 " " *U* "	T.3Cy.28",49"&79"-51" (*s*) 200lb 574NHP 3SB,9*cf*,GS191,HS7714 FD MitsuBishiZosenKaisha	38 " 7 s10 " 4½ 28 " 5	
18875 223485 KFTJ	**Alaska Standard** TwinSc *Mchy.Aft* *OilEng.* 1*Dk* D.F. *Carrying oil in bulk*	1318 — 731					1923	Bethlehem S.B Corp.Ld. SanFrancisco	StandardOilCo.of California	210·0	40·1	16·1	S.Frncisco Utd.States	Oil Eng. and Elec. Motors 12Cy.$13\frac{9}{16}$"-$19\frac{11}{16}$"4S.C.SA DieselEng.Co. 215NHP GeneralElectricCo		R
18876 217232 WACW	**Alaskan** (*ex*Wheaton) *ss*N.Ns.No.3-6,28 *ss*S.Fo.No.1-32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*), 3*rd dk*(*Stl*)*inNo.1hold&Web frames* D.F. GyC. *Longitudinal framing* *Fitted for oil fuel*	5364 4977 3280	✠ ... 3,34 ✠	SFo			1918 11mo	Bethlehem S.B Corp.Ld. Sparro'Pt.Md	American-HawaiianS.S.Co. *CellDB*363'1232t	415·0 FK *Coll* *FPT*125t *APT*52t	53·7	36·3	NewYork Utd.States *Cem* *BH to Sh dk* 7 " " *U* "	T.3Cy.30½",52"&86"-54" 813NHP 4SB,12*cf*,GS264,HS12020 BethlehemS.B.Corp.Ld.	31 " 6	R †
18877 2269 IODQ	**Alato** (*ex*Giulia-40,*ex*Pierrot, *ex*PierrotII.) 1*Dk*	302 260 112					1918	Forg.&Ch. delaMédit. Havre	FratelliMaggi	142·1 131·3 Q79'F25'	24·1	10·9 11·5	Genoa Italian	C.2Cy.18"&36"-24" 53NHP Forg.&Ch.delaMédit Hav.		I
18878 147315 GLKM	**Alaunia** Ⓟ TwinSc *ss*Lon.No.3-1,38 2*Dks*(*Stl*)&*Shelterdk*(*Stl-ws*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in Nos* 1,2&3*holds* D.F. Sub.Sig. GyC. E.S.D.	14030 10629 8448	✠100A1 *Shelter dk withfreeboard* 3,39 BS3,39 ✠LMC2,37 ✠Lloyd'sRMC4,39 *Fitted for oil fuel* 7,25	Lon	*h*†	CL 12,37 *F.P.*	1925 7mo *above*	J.Brown& Co.Ld. Glasgow *Lloyd's A&CP* 50° F.	CunardWhite Star.Ld. *CellDB*447'1927t *DTf*51'1470t	519·6 538·5(O.L.) B&F*onShelter dk* 425' FK *FPT* 106t *APT*47t	65·2	39·2	Liverpool British 11*BHCem* (10 *to S dk* 1 " *U* ")	4 Steam Turbines DR (*r*) geared to 2 Sc. Shafts 220lb 1640NHP 2D&2SB,24*cf*,HS19442 FD J.Brown&Co.Ld.Glasgow	43 " 0 s11 " 2½ 32 " 2¼	
18879 147669 VWBL	**Alavi** Ⓟ *ss*Bom.No.1-40 *ss*Bom.No.3-12,36 3*Dks*(*Stl-Weather*teaks)	3566 3029 2161	✠100A1 *withfreeboard* ~~6,11~~ ~~1,40~~11,41 ~~BS1,40~~	Bom MBS1,42 DBS10,41 11,40 ✠LMC~~12,36~~	*w*	CL ~~9,37~~ 11,40	1924 6mo	Lithgow's Ld. PortGlasgow *Lloyd's A&CP*	MogulLine,Ld. *CellDB*298'852t *FPT*74t*APT*36t	350·0 365·0(O.L.) FK *Collision BH to*	48·0	23·1	Bombay British 6*BHCem* *Weather dk*	T.3Cy.24",40"&67"-45" (*r*) 200lb *110lb* 394NHP 2SB,6*cf*,GS127,HS5384 FD Rankin&BlackmoreLdGrk	25 " 6 s 3 " 0½ 22 " 8½	
18880	**Alba** (*ex*DimitriosN.Bogiazides-39, *ex*MaidofCorfu, *ss*Ham.No.1-13 *ex*Orissa, 1*Dk*(*Stl*)2*trBdeep framing&* *ex*Ingelfingen) *Web frames*	*3495* *3204* *2194*	✠ 8,19 ✠	Ham			1908 4mo	Chant.Nav Anversois Hoboken	AlbaS.S Co.Ld. *CellDBa*108'*u Eg*	346·8 P31'B180'F31' FK B42'*f*152'788t *FPT*	48·1	23·1	Panama P'namanian 6*BHCem* 108t *APT*81t	T.3Cy.24",40"&66"-45" 317NHP 3SB,9*cf*,GS136,HS4905 N.E.MarineEng.CoLdNwc	25 " 7	C †
18881 YQSL	**Alba Julia** (*ex*CarlLegien-33) Sub.Sig. *Fitted for oil fuel* D.F. 2*Dks*	5700 4402 3428					1922	Marine-werft Wilhelmshvn	RoumanianState MaritimeService	409·8 H133'F49'	53·9	23·7	C'nstantza Roumanian *WB*	T.3Cy.25¼",41"&66⅛"-49¼" &L.P.Turbine 430NHP Marinewerft,Wilhelmshvn		V
18882 1536 IJFT	**Albachiara** (*ex*Mecklenburg, *ex*AnnaTiede) *ss*Lth.No.3-6,20 *ss*Gls.No.1-25 1*Dk&Shelter dk*	1245 1094 728	... 8,28				1904	Schiffsw. v. HenryKoch Lübeck	RenatoDurante	246·3 H62' FK	35·7	21·9	Genoa Italian *WB*	T.3Cy.17",28⅝"&45½"-32½" 140NHP J.F.Ahrens,Altona	17 " 4	I †
18883 305 IBLA	**Albano** Ⓟ (*ex*WarArrow) *Well deck* 1*Dk* D.F.	2364 1785 1317	✠ ... 4,20 ✠				1918 10mo	S.P.Austin &Son.Ld. Sunderland	"Adriatica"Soc. Anon.diNav.	293·5 284·9 P25'Q72'B66'F32' FK	42·1	19·0	Venice Italian *WB*	T.3Cy.22",36"&59"-39" Richardsons, 263NHP Westgarth&Co.Ld.Sld.	21 " 2	I †
18884 EAJE	**Albareda** (*ex*Gante-39, (*ex*Udondo-38, *ss*Bbo.2ndNo.3-3,29 *ex*Guadiaro, 1*Dk*(*Stl*)&*Spardk*(*Stl*)& *ex*BlackPrince,*ex*Provan) *deepframing* Sub.Sig.	*3925* *3648* 2560	✠ 7,35 *Spar dk* ✠	Cff	*w*		1903 1mo	Russell& Co Pt.Glasgow	José de Navas Escuder *Intermediate 'tween dk BH in after* *Cell DBa* 112'*u E&B*40'	345·2 P20'B202'F37' FK *hold dispensed with* *f*146'899t *APT*71t	49·9	17·9 25·9	Bilbao Spanish 6*BHCem* (5 *to Spr dk* 1 " *Main* ")	T.3Cy.25",41"&67"-45" 340NHP 2SB,8*pf*,GS142,HS5438 Rankin&Blackmore,Grk.	28 " 5	G †
18885 2248 IBON	**Albaro** (*ex*GiuseppeErcoli-39, *ex*C.B.Watson-36, *Fitted for oil fuel* *ex*Bulko,*ex*Perfection) 1*Dk*2*trB* D.F. *Carrying Petroleum in bulk* *Mchy.Aft*	2104 1850 1199					1911	American S.B Co. Cleveland,O.	Navigazione e CommercioSoc. Anon.Italiana	259·9 250·0 P92'F52'	43·2	20·7	Genoa Italian	T.3Cy.19",31"&54"-42" 189NH AmericanSBCo.Cleveland		I
18886 1188 IJGF	**Albatros** (*ex*Steamer-39, Aux *ex*Yacht,*ex*Bernicle, *OilEng.* *ex*Norseman,*ex*Yreryr, 2*Dks* *ex*Norseman) (*See Sailing Ship Register*)	404 380 210	✠ 6,14	Grk			1898 2mo	D.&W. Henderson &Co. Glasgow	D.Zolezzi	177·3 148·9	27·3	15·7	Genoa Italian	Oil Engines 6Cy.$11\frac{3}{16}$"-$19\frac{11}{16}$" NE39 Waggon-und MaschinenbauAkt.Ges. Görlitz		I †
18887 DOBD	**Albatross** D.F Sub.Sig. 1*Dk*	985 819 501					1917	Stettiner Oderwerke Stettin	ArgoReederei RichardAdler&Co.	235·8 P&B148'F29'	33·6	13·5	Bremen German *WB*	T.3Cy.22⅘",35⅘"&$57\frac{1}{10}$"-39⅗" 205NHP StettinerOderwerke		G
18888 150290 CGFT	**Alberni** Ⓟ TwinSc (*ex*CoalBargeNo.7-36) 1*Dk*	502 410 197					1927	Canadian Govt.Shipyrd (Dept.M.&F.) Sorel,P.Q	CanadianGovt. (Dept. ofTransprt)	157·3	30·5	10·6	Sorel,P.Q. British *WB*	C.4Cy.12"&24"-16" 48RH E*made*18*refitted*27 AllisChalmers,Ld.Toronto		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
18889 7985 SMPA	**Albert** (*ex*Sandysike-35) ssShl.No.3-1,35 *Well deck* ssGot.No.1-39 1*Dk*(*Stl*) *Cargo battens not fitted*	*1745* *1329* *973*	✠100A1 4,39 ✠LMC4,39 (SEE FOOTNOTE*)	Got	*q*	CL 7,38	1922 9mo Lloyd's*A&CP*	WoodSkinner&Co.Ld Newcastle	**RederiA/BSylvia** **(Alb.Billner,** ***Mgr*****)** *CellDBa77'u*	258·6 Q156'BonQ52'F29' FK *E18'f102'448tFPT*	37·7	16·3	**Gothenbrg** **Swedish** 4*BHCem* 92*tAPT*150*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 208NHP 2SB,6*cf*,GS99,HS3440 N.E.MarineEngCoLdNwc	18 " 7 s 5 " 7 17 " 2	
18890 DHAN	— (*ex*LiliasCalvert,*ex*Gibel-Derif, *ex*Elsa) 1*Dk*	788 603 461					1888	Flensburgr Schiffsb.Ges. Flensburg	**Hamburg-Danzig** **Linie(JohannesIck** ***Mgr*****.)**	191·3 Q59'B50'F20'	30·4	13·4	**Hamburg** German *WB*	T.3Cy.14",25"&40½"-27" 85NHP FlensburgerSchiffsb.Ges.		V
18891 147767	**Albert C. Field** *Mchy.Aft* 1*Dk*	1764 1616 1302					1923	Furness S.B.Co.Ld Haverton Hill-on-Tees	**UpperLakes&St.** **LawrenceTrans-** **portationCo.Ld.** **(G.C.Leitch,** ***Mgr*****.)**	252·5 F34'	43·3	17·8	**S.Cathrnes** **Ont.** British *WB*	T.3Cy.16",27"&44"-33" 111NHP MacColl&Pollock,Sld.		C
18892 215708 WNXW	**Albert E. Heekin** (*ex*WilliamA. Amberg) GyC. D.F. 1*Dk*& *Web frames* *Mchy.Aft* *Longitudinal framing*	7031 6823 5641	✠ ... 2,22 ✠				1917 10mo	American S.B.Co. Lorain,O	**NationalSteelCorp.** **(M.A.HannaCo.** ***Mgrs.*****)**	525·0 F48' FK	58·0	31·0	**WlmgtnDl** Utd.States *WB*	T.3Cy.23½",38"&63"-42" 376NHP AmericanS.B.Co.Lorain,O.	32 " 0	R †
18893 221038 KDOK	**Albert E. Watts** ssMob.No.3-2,33 ssN.Os.No.1-37 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* ,, *Longitudinal framing* Sub.Sig. *Now* "L. S. Stanford," *see letter* L.	7138 6509 5111	✠100A1 1,41 BS1,41 ✠LMC1,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150°F.	Nos	*b*†	CL N7,40	1921 2mo	Bethlehem S.B.Corp.Ld (HarlanPlnt) WlmngtnDel A&CP	**SinclairRefining** **Co.Inc.** *CellDBuE&B62'* 200*tDTf*40'58*t*	430·2 P134'B36'F40' FK *FPT*228*tAPT*72*t*	59·2	32·8	**NewYork** Utd. States 17*BHptCem* (13 *to U dk* 4 ,, *2nd* ,,)	T.3Cy.26½",44"&74"-51" (*s*) 200lb 593NHP 3SB,9*cf*,HS8829 FD BethlehemS.B.Corp.Ld. (HarlanPlnt)Wlmngtn,Dl	33 " 3 s 6 " 8½ 26 " 10	
18894 ~~214715~~ ~~WFCV~~ HPWL	**Albert Hill**(*ex*J.W.VanDyke) **3Mst** ssN.Yk.No.3-4,36 ssMob.No.1-40 ~~Modified ssMob.9,40~~ *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* GyC. *Longitudinal framing*	7115 6379 4403	✠100A1 8,41 ~~9,40~~ BS8,41 ✠NE10,19 ✠LMC9,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,17 *F.P. above* 150° F.	~~Mob~~ Bal	*b*†	CL ~~1,39~~ 8,41	1917 2mo	UnionIron WorksCo. SanFrancisco A&CP	**AtlanticRefining** **Co.** *CellDBuE&B64'* *DTf*56'1038*t*	435·0 454·2(O.L.) P134'B50'F42' FK 197*t* *FPT*97*tAPT*74*t*	56·0	32·0	Panama Pnamanian 15*BHptAsp* (11 *to U dk* 4 ,,*2nd*,,)	T.3Cy.27$\frac{5}{16}$",45½"&76"-51" 192lb FD 576NHP 3SB(Spt)9*cf*,GS165,HS8325 SunS.B.Co.Chester,Pa.	33 " 6 s 6 " 5½ 27 " 3¾	
18895 LJIP	**Albert L. Ellsworth** ssBos.No.1-42 *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	8309 7636 4987	✠100A1 ~~5,41~~ ~~6,40~~ 2,42 DBS5,41 ~~DBS8,40~~ ✠LMC2,37 *CarryingPetroleum in bulk*	Bos.	*c*†	CL ~~1,39~~ 1,42	1937 2mo Lloyd's*A&CP*	Götaverken A/B Gothenburg	**RederiA/SAlse** **(HakonS.Onstad,** ***Mgr.*****)** *CellDBuE77'209t*	463·7 P103'F59' FK *DTf*22'375*tFPT*95*t*	59·2	35·9	**Oslo** Norwegian 10*BHptCem* *APT*152*t*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP 2DB*150lb* GotaverkenA/B,Got.	35 " 5 s 8 " 2½ 27 " 6¾	
18896 FNZC	**Albert Sarraut**	2156 — 1132					1921	Arsenal de laMarine Saigon	**Gouvernement** **Généralde** **l'Indochine(Soc.les** **AffréteursMar.** **Indochinois,** ***Mgrs*****)**	270·3 P32'B62'F30'	39·5	21·8	**Saigon** French *WB*	T.3Cy.18",30"&49½"-37½" 149NHP Atel.&Ch.delaLoire,Nts.		V
18897 106 IBMA	**Alberta** ssMfl.No.3-9,35 2*Dks*(*Stl*)& *Web frames* D.F. *Now* "Ballot," *see No.* 35735 *in Supplement*	6131 5022 3731	✠100A1 8,39 ✠LMC MS12,34 BS8,39 *Fitted for oil fuel* 10,32 *F.P. above* 150° F. **NO LATER SURVEY REPORTED**	Tri	*z*	9,39	1922 10mo A&CP	Cant.Nav. Triestino Monfalcone	**"Italia"Soc.Anon.** **diNav.** *Cell DBa117'uB&f198'* *MT*	417·7 401·0 P36'B124'F44' FK 1130*t* *f*27'816*t FPT*107*t*	54·2	30·2	**Trieste** **Italian** 6*BHCem* *APT*135*t*	T3Cy26$\frac{5}{16}$"42⅞"&70$\frac{1}{16}$"-48$\frac{1}{16}$" 180lb (*s*) FD 483NHP 3SB(Spt)9*cf*,GS148,HS7221 UnitedMachineFactories, Smichow,Prague	32 " 10 s 7 " 8½ 25 " 4	
18898 FPGB	— *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom in centre tank & in trunk*	3357 2352 1786	✠100A1 7,40 DBS7,40 ✠LMC10,38 *CarryingPetroleum in bulk*	Msl	*u*	CL 7,40	1938 10mo Lloyd's*A&CP*	NVNederl. Dok.Maats. Amsterdam	**Soc.AnonFran-** **çaise desPétroles** **Shell** *CellDBuE63'138t*	332·0 347·7(O.L.) FK P93'F53'*Trunk*186' *DTf*27'31*tFPT*86*t*	46·7	20·2	**Algiers** French 13*BHptCem* *ptAsp* *APT*63*t*	Oil Engines 4S.C.SA 6Cy.19⅛"-43$\frac{5}{16}$" 223NHP DB*180lb* WerkspooreN.V.Ams.	20 " 0 s 1 " 7¼ 18 " 6½	
18899 85765 VGCD	— Ⓟ D.F. 2*Dks*	2829 2140 2377					1883 reblt. 1911	C.Connell &Co Glasgow	**CanadianPacific** **RailwayCo.**	309·7 len11	38·2	23·3	**Montreal** British	C.2Cy.30"&64"-48" Western 236NHP DD&SBCo.Ld.PtArthur		
18900 9 SVQC	— Ⓟ **TwinSc** (*ex*Mykali-35,*ex*Alberta-34) 2*Dks*& *Shade dk*	*1193* *787* *481*					1900	J.Brown& Co.Ld. Clydebank	**D.InglessiFilsS.A** **Nav.deSamos**	270·0 P48'B154'F44'	35·6	14·6	**Samos** Greek *WB*	T.8Cy.(2)19½"(2)31½"&(4) 36½"-30" 292NHP J.Brown&Co.Ld.Clydebnk		
18901 165978 GMKN	**Alberte Le Borgne** **TwinSc** (*ex*Kribi) 2*Dks*	3921 3622 2438					1914	Akt.Ges. "Weser" Bremen	**Ministry of War** **Transport(P.** **Henderson&Co.** ***Mgrs.*****)**	356·3 P&B270'F41'	50·5	23·7	**Glasgow** British *WB*	T6Cy17$\frac{3}{16}$",27⅜"&44$\frac{3}{16}$"-31½" 446NHP GebrSachsenberg,Rosslau		VI
18902 EAHY	**Alberto** (*ex*Wearsider) **E** ssBbo.No.2-21 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	*597* *418* *306*	✠ 2,24 ✠	Bbo	*i*		1912 8mo	J.P.Ren- noldson&Sns SouthShields	**Soc.Anon.de** **Transp.Mar.** *Cell*	175·4 Q89'B9'F22' FK *DBf*112'140*t FPT*	28·2	11·0	**Barcelona** **Spanish** 3*BHCem* 29*tAPT*31*t*	T.3Cy.15½",25"&41"-27" 95NHP 1SB,3*pf*.GS55,HS1825 J.P.Rennoldsn&Sns,S.Shl.	13 " 3	
18903 1490 ICER	**Alberto Fassio** **3Mst** (*ex*RivaSarda-36, *Fitted for oil fuel* *ex*FreeportSulphurNo.1, 1*Dk* *ex*FrancisHanify) *Mchy.Aft* D.F. *Carrying Petroleum in bulk*	2289 — 1368					1914	Harlan& Hollings- worthCorp Wlmgtn,Del.	**Villain&Fassio** **Soc.Anon.Italiana** **diNav.Mercantile**	295·9 277·6 P32'B20'F32'	45·1	18·6 21·5	**Genoa** Italian *WB*	T.3Cy.21",34"&56"-42" 203NHP Harlan&Hollingsworth Corp.		I
18904 1284 CBAH	**Alberto Haverbeck** (*ex*Dana-35) 1*Dk*(*Stl*)	2794 — 1755	✠ ... 3,35 ✠	Cff	*s*		1931 2mo	Antwerp Eng.Co.Ld. Hoboken	**Haverbeck&** **Skalweit** *IntermediateBH* *CellD*	295·3 P27'B165'F34' FK *in forward hold dis* *B*243' 675*t FPT*59*t*	43·7	17·9	**Valdivia** Chilian 4*BHCem* *pensed with* *APT*101*t*	T.3Cy.21½",35"&57"-39" 242NHP 2SB,6*cf*,GS105,HS4044 N.E.MarineEng.Co.Ld.Sld	20 " 4	G †
18905 126 IBOA	**Alberto Treves** (*ex*WarCobra) ssTri.No.3-9,31 ssVen.No.1-36 D.F. 2*Dks*(*Stl*)	5148 4700 3184	✠100A1 3,39 BS7,39 ✠LMC9,35 *Converted for oil fuel* 9,31 *F.P. above* 150°F. **NO LATER SURVEY REPORTED**	Tri	*y*	CL 8,38	1917 12mo Lloyd's*A&CP*	Harland& Wolff,Ld. Belfast	**LloydTriestino** **Soc.Anon.diNav.** *CellDB*	413·4 400·4 P49'B113'F40' FK 345'1014*t FPT* 122*t*	52·2 52·3	19·4 28·4	**Venice** Italian 7*BHptCem* *APT*181*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 " 0 s 5 " 11 25 " 4	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille, Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
18906 133949 VGNP	**Albertolite** (*ex*Caddo,*ex*Winnipeg, *ex*Adorna) ssSt.J.No.3-4,35 *Mchy Aft* ssVcr.No.1-39 D.F. GyC. 2*Dks*(*Stl*)& *Webframes*	6406 5779 3980	✠100A1 2,42 ~~5,40~~ ~~11,40~~ BS1,42 ~~BS11,40~~ ✠LMC11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,12 *F.P. above* 150°F.	Vcr	*z*	CL 11,39	1912 8mo A&CP	Armstrong Whitworth &Co.Ld. Newcastle	ImperialOil,Ld., MarineDepartment (H.J. Rahlves,*Mgr.*),	415·0 P104'B26'F46' FK *Cell DBa*69'149*t* *DTf*46'500*t* *FPT*70*t* *APT*31*t*	55·2	31·1	Montreal British 16*BHCem* (9 *to Upr dk* 7 „ *2nd* „)	Q.4Cy.24",35",51"&73½"-48" 220lb (*s*) 597NHP 3SB,*12cf*,GS223,HS8814 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 10 s6 ″ 0½ 27 ″ 1	
18907 4 ORLA	**Albertville** Ⓟ TwinSc ssAnt.No.2-36 3*Dks*(*Stl–Uteak s*) *Ref.Mchy.* Sub.Sig. D.F. GyC. *CruiserStern*	*11047* — *5653*	✠100A1 6,39 BS5,39 ✠LMC4,37 ✠Lloyd'sRMC10,39 *Fitted for oil fuel* 1,28 *F.P. above* 150°F. (SEE FOOT NOTE *)	Ant	*f*†	CL SN6,39 P4,40	1928 1mo *Lloyd's* A&CP	Atel.&Ch. de la Loire St.Nazaire	CieMaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*)	521·8 537·2 (O.L.) B148'F93' FK len37 *Cell DB*445'1400*t* *FPT*78*t* *APT*89*t*	62·0	24·0	Antwerp Belgian 9*BHptCem*	Q.8Cy.29",41½"59"&85"-54" &L.P.Turbines withD.R. gearing&Hydraulic couplings 200lb (*s*) 1556NHP 6SB(Spt),*18cf*,GS383 FD HS17537 Hwthrn.Leslie&CoLdNwc	34 ″ 8 s8 ″ 8 26 ″ 4½	
18908 14328 GCBI	**Albion Star** (*ex*Albionstar) TwinSc ssNwc.No.3-8,32 D.F. ssLiv.No.1-36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) E.S.D. *CruiserStern*	7946 7576 4935	✠100A1 *Shelter dk withfreeboard* 8,41 ✠LMC Examined 7,41 MS11,36 BS2,41 ~~Lloyd'sRMC4,41~~ 9,41	~~Liv~~ Nwc Lon	*c*†	CL 6,40	1919 6mo *Lloyd's* A&CF	Workman, Clark &Co.Ld Belfast	UnionColdStorage Co.Ld. (BlueStar LineLd.*Mgrs.*)	450·0 P31'F43' *on Shelter dk* FK *Cell DB*392'1495*t* *FPT*120*t* *APT*70*t*	58·5	37·1	London British *ptCem* 8*BHtoSh dk*	T.6Cy.26½",44"&73"-48" (*s*) 200lb 1138NHP 3DB,*24cf*,GS440,HS17079 FD Wrkman,Clark&Co.Ld Bel	40 ″ 0 s11 ″ 0½ 29 ″ 3	
18909 1945 IBBB	**Albisola** (*ex*Pentor-34) ssP.Nl.No.1-31 D.F. 1*Dk*(*Stl*)	4097 3871 2527	✠ … 10,35 ✠	Gen	*x*		1927 10mo	Burntisl'nd S.B.Co.Ld Burntisland	"Corrado"Soc. Anon.diNav.	381·0 370·0 P29'B224'F34' FK *Cell DB*318'1126*t* *FPT*77*t* *APT*189*t*	51·5	25·1	Genoa Italian 6*BHCem*	T.3Cy.25",41"&68"-45" 371NHP 3SB,*9cf*,GS173,HS6201 D.Rowan&Co.Ld.Glasgow	27 ″ 6	I †
18910 PCID	**Albula** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	329 239 150					1935	GuteHoffnungshütte A.G. Walsum	SchellenScheepvaart&BevrachtingN.V.	135·9 P37'F17'	24·0	9·1	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 6Cy.9⅜"-13" 101NHP NE38 SulzerBros.Ld.Winterthur		G
18911 149634 GDYK	**Alca** Ⓟ ssLiv.No.2-36 D.F. E.S.D. 2*Dks*(*Stl*)	3712 2543 2104	✠100A1 6,40 Examined 6,40 ✠LMC7,40	Liv	*u*	CL 6,40	1927 8mo *Lloyd's* A&CP	CaledonS. B.&E.Co.Ld. Dundee	YeowardLine,Ld. (YeowardBros. *Mgrs.*)	319·2 P&B216'F58' BK12" *Cell DBa*72'*f*156'581*t* *FPT*71*t* *APT*129*t*	46·2	20·7	Liverpool British 5*BHCem*	T.3Cy.25",42"&68"-42" (*s*) 180lb 395NHP 3SB,*9cf*,GS159,HS7054 CaledonSB&E.Co.Ld.Dun.	24 ″ 0 s2 ″ 5 22 ″ 10	BT †31 6,41
18912 OHND	— (*ex*Skåne,*ex*NilsDaniel) Comp *OilEng.* 1*Dk*	439 359 223					1919	A/BÖstersjövarvet Norrköping	RederiA/BVarma (Gust.Erikson)	156·5	28·9	11·0	Mariehamn Finnish	Oil Engines 2S.C.SA 4Cy.12⅝"-18½" 112NHP A/BAtlasDiesel.Skm.		V
18913 148151 GLQR	**Alcantara** Ⓟ TwinSc ssBel.No.3-4,35 D.F. 4*Dks 5th dk in Nos.* 1, 2 & 3 *holds* *Ref.Mchy.* E.S.D. *CruiserStern*	22209 16089 13189	100A1 *withfreeboard* 4,39 ✠LMC4,35 ✠NE&B4,35 BS3,39 ✠Lloyd'sRMC8,39 *Fitted for oil fuel* 4,35 *F.P. above* 150° F.	Sou		CL 4,38	1926 *Lloyd's* A&CP	Harland& Wolff,Ld. Belfast	RoyalMailLines,Ld.	640·5 P47'B415'F137' FK&BK2" len35 *Cell DB*540'3630*t* *Tanks in way of tunnels*482*t* *FPT*166*t* *APT*278*t*	78·5	40·5	Belfast British 11*BHptCem*	6SteamTurbinesSRgeared to 2 Sc. Shafts 4205NHP 3W.T.B.435lb(Spt450lb) (*s*) HS24780 2DB26 *100lb* FD Harland&Wolff.Ld.Bel.	44 ″ 9 s14 ″ 1½ 31 ″ 1½	
18914 PCIM	**Alchiba** ssHam.No.3-11,32 D.F. ssHul.No.2-41 ~~ssRot.No.1-37~~ 2*Dks*(*Stl*)&*Shelterdk*(*Stl*)	4427 4093 2704	✠100A1 *Shelter dk withfreeboard* ~~1,41~~ 11,41 ✠LMC1,41 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Hul	*y*	CL 11,39	1920 8mo A&CP	New Waterway, S.B.Co. Schiedam	N.V.vanNievelt Goudriaan&Co.'s Stoomv.Maats.	385·3 FK *Collision* *Cell DB*311'876*t* *FPT*106*t* *APT*50*t*	50·3	26·5	Rottrdam Dutch *Asp* *BHtoSh dk* 5 „ „ *U* „	T.3Cy.26",42"&70"-48" (*s*) 180lb FD 459NHP 3SB(Spt).*9cf*,GS138.HS666 NewWaterwayS.B.Co. Schiedam	29 ″ 0 s3 ″ 5 25 ″ 9¾	
18915 105770 MQTN	**Alchymist** ssLon.3rdNo.3-9,32 ssLon.No.1-37 *Mchy.Aft* 1*Dk*(*Irn*)	382 343 209	✠100A1 11,41 ~~5,38~~ Examined 11,41 ~~BS8,40~~ *Carrying Tar in bulk* BS7,41 ✠LMC11,37	~~Goo~~ Bkn	*f*	CL ~~5,38~~ 11,41	1895 12mo A&CP	W.Dobson &Co. Newcastle	F.T.Everard& Sons,Ld.	147·5 Q23'F23' BK7" *WB*=	24·1	12·8	London British 5*BHCem* *APT*12*t*	T.3Cy.12½",20"&33"-24" (*s*) 160lb NB8,28 50RHP 1SB,*3cf*,GS48 HS1443 N.E.MarineEngCoLd.Nwc	13 ″ 6 s1 ″ 8 12 ″ 5	
18916 LDPM	**Alcides** *OilEng.* D.F. ssRot.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7634 7254 4582	✠100A1 10,41 ~~9,40~~ ✠LMC CS3,38 ~~DBS8,40~~ 9,41 8,39 *Carrying Petroleum in bulk*	~~Syd~~ Bom	*c*†	CL ~~11,38~~ 10,41	1930 8mo *Lloyd's* A&CP	Barclay. Curle&Co Ld Glasgow	D/S A/S Eikland (I.M.Skaugen, *Mgr*)	460·5 P109'B30'F60' FK *Cell DBuE*85'327*t* *DTf*41'523*t* *FPT*199*t* *APT*146*t*	59·5	34·1	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 2DB*120lb* 687NHP Barclay,Curle&Co.Ld.Gls.	34 ″ 1 s6 ″ 8¼ 27 ″ 7	
18917 PCIS	**Alcinous** Ⓟ TwinSc D.F. *OilEng.* *Mchy.Aft* 2*Dks*	6189 — 3825					1925	Scotts'S.B. &E.Co.Ld. Greenock	Nederl.Stoomb. Maats."Oceaan"	429·8 P35'B235'F45'	54·8	29·0	Amsterdm Dutch *WB*	Oil Engines 4S.C.SA 16Cy.24 13/16"-43 5/16" 950NHP Akt.Burmeistr&Wain,Cpn		C
18918 1763 IJIB	**Alcione C.** (*ex*Anam, TwinSc *ex*WarVessel) 1*Dk* *OilEng.* *Carrying Petroleum in bulk* *CruiserStern*	521 402 265					1915	W.Gray& Co.Ld. W Hartlepool	CisterneItaliane Soliani& Saltamerenda	178·1 170·0 F27*t*H92*t*	31·2	10·8	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.16 7/32"-18⅞" 383NHP J.&C.G.BolindersCo.Skm.		I
18919 217890 WNEO	**Alcoa Cadet** (*ex*PointCaleta-40, *ex*Dio) *Fitted for oil fuel* 2*Dks*	4823 — 3038					1919	Downey S.B.Corp. Arlington, N.Y.	AlcoaS.S.Co.Inc.	381·0 P40'B110'F40'	52·0	30·0	NewYork Utd. States *WB*	T.3Cy.27",40"&70"-48" 339NHP DowneyS.B.Corp. StatenIsland		R
18920 217381 KEBD	**Alcoa Guard** (*ex*PointChico-40, *ex*Abron) *Fitted for oil fuel* 2*Dks*	4905 — 3087					1918	Downey S.B.Corp. StatenIsland	AlcoaS.S.Co.Inc.	381·1 P40'B110'F40'	52·0	30·0	NewYork Utd. States *WB*	T.3Cy.27",40"&70"-48" DowneyS.B.Corp. 339NHP StatenIsland		R
18921 217791 WFOI	**Alcoa Guide** (*ex*PointBrava-40, *ex*ManhattanIsland, *Fitted for oil fuel* *ex*Osakis) 2*Dks*	4834 — 3045					1919	Downey S.B.Corp. Arlington, N.Y.	AlcoaS.S.Co.Inc.	386·8 P40'B110'F40'	52·2	27·4	NewYork Utd. States *WB*	T.3Cy.24",40"&70-48" 339NHP DowneyS.B.Corp. StatenIsland		R
18922 217800 KEVT	**Alcoa Leader** (*ex*Schodack-40) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5041 4740 3116	✠ … 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
18923 217618	**Alcoa Mariner** (*ex*NewWindsor-40) *Fitted for oil fuel* 2*Dks*&*Webframes*	5590 5042 3451	✠ … 7,20 ✠				1919 3mo	Newburgh ShipyardsInc Newburgh, N.Y.	AlcoaS.S.Co.Inc.	400·5 P36'B124'F44' FK	54·2	30·0	NewYork Utd. States *WB*	2 steam turbines DRgeared to 1 screw shaft 645NHP WestinghouseElectric& Mfg.Co.Pittsburgh,Pa.	32 ″ 10	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	16 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
18924 218200 KIJM	**Alcoa Master** (*ex*Brush-40, *ex*Schroon) *Fitted for oil fuel* Sub.Sig. *2Dks& Webframes*	5114 4740 3102	✠ ... 7.20	✠			1919 6mo	American International S.B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd. States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
18925 240164 WHQT	**Alcoa Pilgrim** *Fitted for oil fuel* D.F. E.S.D. GyC. *2Dks* Sub.Sig. *CruiserStern* *part electrically welded*	~~6750~~ 6759 — 4015					1941	Bethlehem SteelCo.S.B. Division SanFrancisco Cal.	AlcoaS.S.Co. Inc.	~~390·0~~ 397·2	~~60·0~~ 60·1	~~37·5~~ 31·9	NewYork Utd. States *WB*	2 steam turbines DRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
18926 218186 KIJJ	**Alcoa Pilot** (*ex*PointPalmas-40, *ex*Sabotawan) *Fitted for oil fuel* *2Dks*	4869 — 3048					1919	Downey S.B.Corp. ArlingtonNY	AlcoaS.S.Co.Inc.	386·8 P40'B110'F40'	52·2	27·4	NewYork Utd. States *WB*	T.3Cy.24",40"&70"-48" 339NHP DowneyS.B.Corp.		R
18927 240410 WGXE	**Alcoa Pioneer** *Fitted for oil fuel* D.F. E.S.D. GyC. *3Dks* Sub.Sig. *CruiserStern*	6761 — 4017					~~1940~~ 1941	Bethlehem SteelCo.S.B. Division SanFrancisco Cal.	AlcoaS.S.Co.Inc.	~~395·0~~ 397·2	~~60·0~~ 60·1	~~37·5~~ 34·9	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
18928 217887 WLAA	**Alcoa Ranger** (*ex*Sarcoxie-40) *Fitted for oil fuel* Sub.Sig. *2Dks& Webframes*	5116 4740 3103	✠ ... 6,20	✠			1919 5mo	American International S.B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd. States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
18929 218390 KIMR	**Alcoa Scout** (*ex*PointSalinas-40, *ex*Dochet) *Fitted for oil fuel* *2Dks*	4886 — 3071					1919	Downey S.B.Corp. ArlingtonNY	AlcoaS.S.Co.Inc.	386·8 P40'B110'F40'	52·2	27·4	NewYork Utd. States *WB*	T.3Cy.24",44"&70"-48" 339NHP DowneyS.B.Corp.		R
18930 219643 KUDR	**Alcoa Shipper** (*ex*Davenport-40) *Fitted for oil fuel* *2Dks& Webframes*	5491 4971 3370	✠ ... 6,20	✠			1920 3mo	Merchant S.B.Corp. Harriman,Pa	AlcoaS.S.Co.Inc.	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
18931 216924 KZOA	**Alcoa Transport** Ⓟ (*ex*ElwynC.Hale-40, *Fitted for oil fuel* *ex*H.J.Lawrence, *1Dk* *ex*LakeMedford)	2084 1750 1223	✠ ... 9,20	✠			1918 9mo	GlobeS.B. Co. Superior.Wis.	AlcoaS.S.Co.Inc.	251·0 P27'B60'F23' FK	43·7	19·2	NewYork Utd. States *WB*	T.3Cy.19",32"&56"-36" 276NHP NordbrgMfgCoMilwaukee	21 " 5	R †
18932 218019 WGVB	**Alcoa Voyager** (*ex*Waukau-40) *Fitted for oil fuel* *2Dks& Webframes*	6126 5090 3796	✠ ... 6,20	✠			1919 5mo	Merchant S.B.Corp. Harriman,Pa.	AlcoaS.S.Co.Inc.	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd. States *WB*	2 steam turbinesDR geared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R
18933 PCIY	**Alcor** ssRot.No.3-1,34 D.F. ssRot.No.1-38 *1Dk(Stl)*	3526 3272 2121	✠100A1 ~~5,417,40~~ 2,42 ~~BS11,40~~ ✠LMC12,38 ~~*Fitted for oil fuel* 10,20 *F.P. above* 150° F~~	~~Lon.~~ ~~Hul~~Npt BS10,41	*w*	CL 2,39	1920 10mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's A&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellD*	361·3 373·5(O.L.) P25'B214'F36' FK *B*305' 918*t* *FPT*85*t*	49·8	22·0	Rottrdam Dutch *6BHCem* *APT*127*t*	T.3Cy.25⅝",41"&68"-45" (*s*) 180lb FD 394NHP 3SB(Spt),*9cf*,GS154,HS5469 RotterdamDroogd.Maats.	24 " 6 s 2 " 11 21 " 10¼	
18934 PCJE	**Alcyone** Ⓟ ssHam.No.3-3,34 D.F. ssHam.No.1-38 *2Dks(Stl)&Shelter dk(Stl)*	4534 4129 2756	✠100A1 *Shelter dk* *withfreeboard* 6,41 ✠LMC MS4.38 ~~BS4,40~~ 6,41 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	~~Bkn~~ Lon		CL ~~4,38~~ 6,41	1921 9mo	N.V.Kuy& Ree'sMch.& Schpsw. Schiedam CP	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*314'1031*t* *DTa*32'762*tF*	375·0 389·0(O.L.) FK *PT*94*tAPT*109*t*	52·1	25·8	Rottrdam Dutch *Asp* *CollisionBHtoShdk* 5 " " *U* "	T.3Cy.26⅝",43 1/16"&70"-47½" 180lb (*s*) 484NHP 3SB(Spt),*9cf*, ,HS7293 FD N.V.Kuy&Ree'sMch.& Schpsw.Schiedam	28 " 3 s 3 " 0 25 " 5½	
18935 204069 KLLS	— (*ex*Yacht) *OilEng.* *1Dk*	440 — 299					1907	G.Lawley& Son,Corp. S.Boston, Mass.	BaltimoreSteam PacketCo.	155·6	30·0	17·6	Baltimore Utd.States	Oil Engines connected to Elec. Motor & Sc. Shaft 4S.C.SA 141NHP 12Cy.11"-14" NE22 WintonEng.CorpCleveInd		
18936 PCJF	— *OilEng.* D.F. *1Dk* *Mchy.Aft* *CruiserStern*	359 212 170					1938	NVSchpsw "Foxhol" Foxhol	D.Schothorst	137·0 P48'Q45'F24'	24·8	8·1	Hansweert Dutch *WB*	Oil Engines 4S.C SA 6Cy.11 3/16"-16 9/16" 50NHP Mtrn.WerkeMannheimAG		VL
18937 UOYZ	**Aldan** (*ex*Brunswijk-34) ssRot No.3-5,24 ssRot.No.2-32 Sub.Sig. *1Dk(Stl)*	2161 1958 1236	✠ ... 7,35	Rot ✠	*s*		1912 1mo	Schpw.v. JanSmit,Czn. Alblasserdm	U.S.S.R. *IntermediateBH in forehold dispensed with*	287·7 P21'B72'F33' FK	42·1	19·4	Leningrad Russian *Cem* *4BH only* *CellDBa*84'	T.3Cy.21",35"&57"-39" 221NHP 2SB,*6cf*,GS108,HS3586 Maats.deSchelde,Flushing *uE*18'*f*120'589*tAPT*68*t*	21 " 11	
18938 PCJR	**Aldebaran** D.F. *2Dks*	7891 7269 4951					1920	Bremer Vulkan Vegesack	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	475·0 P43'B145'F48'	60·7	32·8	Rottrdam Dutch *WB*	T3Cy32 3/10",52⅝"&86⅔"-55 1/10" 556NHP BremerVulkan,Vegesack		V
18939 831 OFDB	— D.F. *CruiserStern* *1Dk&Shelter dk* *Strengthened for navigation in ice*	1909 — 935	✠100A1 *withfreeboard* 8.39 BS9,39 ✠LMC8,38 No later survey reported	Liv	*s*	OG	1938 8mo	Sandvikns. Skeppd&M.V Helsingfors *Lloyd's A&CP*	FinskaÅngfAktieb *CellDB*254'499*tF*	289·0 310·1(O.L.) FK *PT*34*tAPT*41*t*	41·0	17·1	Helsingfrs Finnish *5BHCem* (*Coll to Sh dk* 4 " *2nd* ")	T.3Cy.22 1/16",32 1/16"&53⅛"- 36" 213lb (*s*) 255NHP 2SB(Spt)*6cf*,GS122,HS4520 SandvikensSkeppd.&M.V.	20 " 2 s " 9½ 19 " 6	
18940 EAAK	**Aldecoa** ssBcl.No.3-3,34 ssBbo.No.1-39 *1Dk(Stl)&Shelter dk(Stl)* *Longitudinal framing in DB* *Cruiser Stern*	~~5153~~ — ~~6131~~ 6039 — 4437	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~6,40~~ ✠LMC MS9,39 ~~BS3,40 4,41~~ *Fitted for oil fuel* 3,22 *F.P. above* 150° F	~~Bel~~ ~~Cdz~~ Bcl BS5,42	*x*	CL 8,39	1922 3mo	Soc.Española de Const.Nav. Bilbao *Lloyd's A&CP*	F.Aldecoa *CellD*	357·6 P29'B177'F31'*on* *Shelter dk* FK *B*308' 860*t* *FPT*70*t*	49·9	31·5	Bilbao Spanish *Cem* *6BHtoShdk* *APT*63*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 601NHP 3 Water Tube Boilers HS9636 FD J.G.Kincaid&Co.Ld.Grk.	33 " 11 s 5 " 6½ 28 " 8	
18941 PCJV	**Aldegonda** TwinSc *OilEng.* *Mchy.Aft* D.F. E.S.D. ssBat.No.2-40 *Longitudinal framing at bottom and at top of trunk* *1Dk(Stl)*	2088 1396 1031	✠100A1 2,41 ~~3,40~~ ✠LMC CS3,40 DBS~~3,40~~2,41 4,39 *Carrying Petroleum in bulk*	Bat	*r*	CL ~~PN8,38~~ s3,40 P2,41	1931 3mo	A.F.Smulders(Werf Gusto). Schiedam *Lloyd's A&CP*	N.V.Nederl. IndischeTank- stoombootMaats. *Cell*	260·4 P84'F47' FK *Trunk*129' *DB*48' 81*t* *FPT*27*t*	48·1	15·0	Willemstad ~~TheHague~~ Dutch *9BHptCem* *APT*107*t*	Oil Engines 4S.C SA 12Cy.15¾"-31½" 286NHP DB*150lb* N.V.Werkspoor,Amstrdm.	14 " 9 s " 7 14 " 3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux ur Quille Franco-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*
18942 LCCO	**Alden** Ⓟ Iron 1*Dk*	513 283 297					1888	Laxevaags Msk.&Jrnskb Bergen	Fylkesbaatane iSogn&Fjordane	154·8|23·9|12·4 P109*t*H20*t*F42*t*	Bergen Norwegian	T.3Cy.15½″,25″&40″-27″ 83NHP Hall,Russell&CoAberdeen	
18943 221434	**Alden Barnes Fiertz** TwinSc (*ex*I.L.I.104-36, *OilEng* *ex*Interwaterways ssN.Yk.No.3-4,33 LineIn- ssN.Yk.No.1-38 corporated104-32) 1*Dk*(*Stl*, *Mchy.Aft*	1040 956 797	✠ A1 *Self-propelled Barge* 1,40 LMC4,37 LMC(M)4,39 *For service between New York, Chicago & Montreal via Erie & Welland Canals & for coastwise service between Boston, Mass., & Philadelphia, Pa., & to Norfolk, Va., via Chesapeake & Delaware Canal from 1st April to 30th November*	NYk		N1,40	1921 7mo	McDougall DuluthSBCo. Duluth,Minn. A&CP	Erie&St.Lawrence Corporation *Side tanks f12′23t FPT30t*	254·0|36·0|14·0 FK	NewYork Utd.States 9*BHCem* *APT*13*t*	Oil Engines 2S.C.SA 12Cy.10″-12½″ 211NHP NE4,28 FairbanksMorseCo.Beloit, Wis.	14 ″
18944 PCJZ	**Alderamin** 4Mst *Fitted for oil fue* D.F. 2*Dks*3*trB*	7886 7269 4947					1920	Bremer Vulkan Vegesack	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	475·0|60·7|32·8 P44′B144′F45′	Rottrdam Dutch *Wt*	T3Cy.32 7/10″,52 4/5″&86½″-55 1/10″ 556NHP BremerVulkan,Vegesack	
18945 14226 GQWM	**Aldergrove** (*ex*Elba-40, *ex*Glenpark-32) ssP.Gl.No.3-1.31 D.F. ssArd.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted except in fwd. hold*	1974 178 119	✠100A1 8,41 ~~10,40~~ ✠LMC MS12.39 BS4,40 1,41	Cff	r	CL ~~10,40~~ 7,41	1918 7mo *Lloyd*	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *'sA&CP*	GroveLine (Glasgow)Ld. (DavidAlexander& Sons, *Mgrs.*) *CellDBa70′uE28′f121′523tFPT*	280·0|41·9|18·9 290·4(O.L.) P21′B68′F29′ FK	Glasgow British 4*BHCem* 55*tAPT*46*t*	T.3Cy.21″,35″&57″-36″ (*r*) 180lb 100lb 231NHP 2SB,6*cf*.GS112,HS3796 Dunsmuir&Jackson,LdGls	20 ″ 9 s2″10½ 18 ″ 1
18946 161994 GBLN	**Alderpool** (*ex*Northwick-36) 1*Dk*&*Shelter dk* *Special Surveys to date from 9,36* D.F.	4313 4010 2591	✠100A1 *with freeboard* 12,40 BS11.40 ✠LMC9,36	Bal	y	CL N9,39	*Launched 1930* *Completed 1936-9mo* *Lloyd'sA&CP*	W.Pickersgill&SonsLd. Sunderland	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld. *Mgrs.*)	382·1|53·4|25·1 F36′ FK	W.Hartlpl British 6*BHCem* (*Coll BHtoSh dk* 5 ,, 2*nd*,,) *CellDB335′*	T.3Cy.25″,39″&70″-48″ (*s*) 200lb 446NHP 3SB(Spt),9*cf*,GS194, HS7626 GeorgeClark,Ld.Sld. 1165*tFPT*102*tAPT*184*t*	27 ″ 6 s2″11¾ 24 ″ 8¾
18947 165572	**Aldersdale** *OilEng* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	8402 7489 5009	✠100A1 12,41 ~~1,40~~ DBS11,41 ✠LMC9,37 *Carrying Petroleum in bulk*	Gls	d†	CL 11,38	1937 9mo *Lloyd'sA&CP*	Cammell Laird&Co.Ld. Birkenhead	TheAdmiralty *CellDBuE75′249tD*	466·9|62·0|34·0 482·5(O.L.) P103′B35′F58′ FK *Tf*32′422*tFPT*251*t*	London British 17*BHptCem* *APT*250*t*	Oil Engines 2S.C.SA 4Cy.23⅝″-91 5/16″ 687NHP 2DB*150lb* Wm.Doxford&Sons.Ld.Sld	34 ″ 1 s 6 ″ 9¼ 27 ″ 6½
18948 13891 VJBF	**Aldinga** (*ex*Glenstal) ssSyd.No.3-7,32 ssSyd.No.2-40 ~~ssSyd.No.1-37~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	3078 2861 1868	✠100A1 ~~6,41~~ ~~6,40~~3,42 BS~~5,41~~ 3,42 ✠LMC5.40	Syd	u	CL ~~6,38~~ 5,41	1920 5mo *Lloyd*	Dublin Dkyd.Co.Ld. *sA&CP*	TheAdelaide SteamshipCo.Ld.	331·1|46·7|23·1 342·0 (O.L.) P32′B98′F28′ FK (*CellDB278′765tFPT*	Melbourne British 5*BHCem* 105*tAPT*45*t*	T.3Cy.25″,41″&68″-45″ (*s*) 180lb 433NHP 3SB,9*cf*,GS155,HS6420 FD McKie&Baxter,Glasgow	25 ″ 6 s 4 ″ 0 21 ″ 9
18949 161230 GTBQ	**Aldington Court** *OilEng.* D.F. ssHul.No.3-9,40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed'42*(*W.E.*)	4891 4550 2979	✠100A1 *with freeboard* 2,42 ✠LMC CS9,40 DBS5,41 3,40	~~Hul~~ Liv	a†	CL 3,40	1929 5mo *Lloyd*	W.Pickersgill&Sons,Ld Sunderland *sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDB344′1285t* *MT*25′991*t*	405·6|55·5|25·1 F39′ FK (*FPT*127*tAPT*141*t*	London British 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.SA 3Cy.22⅜″-91¼″ 482NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 [illegible] 3 s [illegible] 3¼ 2[illegible] 2¼
18950 PUAB	**Alegrete** (*ex*Salamanca) Sub.Sig. 2*Dks*	5970 4589 3812					1906 5mo	Harland& Wolff,Ld. Belfast	LloydBrasileiro	392·0|50·2|28·4 P36′B243′F50′	R.Janeiro Brazilian *WB*	T.3Cy.25½″,42½″&71″-51″ 360NHP Harland&Wolff,Ld.Bel.	
18951 EAIL	**Alejandro** *Mchy.Aft* 1*Dk*	346 — 222					1931	Alejandro Bengoechea yCia.Lda. Bilbao	Soc.deAlmacenitas deCarbon	137·4|24·3|10·5 Q37′F18′	Bilbao Spanish	T.3Cy.10⅛″,15⅛″&24⅛″-15¾″ 23NHP A/SAkersMek.Værks.Oslo	
18952 EANO	**Alejandro No. 2** *Mchy.Aft* 1*Dk*	397 292 203					1933	Alejandro Bengoechea y Cia.Lda.	RafaelTrujillo &Hnos.	143·0|25·3|11·0 P7′F19′	Bilbao Spanish	T3Cy.9 15/16″,15¾″&26 7/16″-18⅛″ Industrial 30NHP ElectroMecanica,Bilbao	
18953	**Alejandro No. 3** *Mchy.Aft* 1*Dk* *CruiserStern*	1050 — 550					1939	Alejandro Bengoechea yCia.Lda. Bilbao	Alejandro Bengoechea yCia. Lda.	196·7|32·1|15·5 Q116′F26′	Bilbao Spanish *WB*	T.3Cy.14″,23″&38″-27″ 75NHP Soc.Española de Const Bbo	
18954 YTAB	**Aleksandar I.** ssPNl.No.3-11,40 D.F. 2*Dks*(*Stl*)	5945 5538 3783	✠100A1 12,41 ~~1,41~~ ✠LMC MS2,40 BS~~7,40~~ 7,41	~~PNl~~ Cal	a†	CL ~~6,38~~ N12,41	1927 5mo *Lloyd* 1	Lithgows Ld. PortGlasgow *sA&CP* *Intermediate* *CellD*	Jugoslavenski Lloyd a.d. *BH & 1 'Tween dk* *Ba&uE162′f186′*	423·5|56·0|28·8 P38′B123′F41′ FK *BH dispensed with* 241*t DTa*36′1114*t*	Split Yugoslav *ptCem* 4*BH to U dk* 2 ,, ,, 2*nd* ,, *APT*32*t*	T.3Cy.27″,45″&74″-51″ (*s*) 180lb 563NHP 3SB,9*cf*,GS190,HS8489 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 s 6 ″ 2¼ 25 ″ 5
18955	**Alemania** (*ex*Alesia) *Fitted for oil fuel* 1*Dk*	1383 1153 812					1921	Deutsche Werft.A.G. Hamburg		234·0|36·6|17·7 B52′F23′	*WB*	T.3Cy.16 15/16″27 9/16″&43⅜″-31½″ 106NHP StettinerOderwerkeStettin	
18956	**Alentejo** TwinSc 1*Dk*	369 299 202	✠ ... 8,27 ✠				1924 6mo	J.Crichton &Co.Ld. Saltney	CiaCaminhos de FerroPortugueses	155·4|25·1| 9·5 FK	Lisbon Portuguese *WB*	C.4Cy.12½″&26″-18″ 91NHP Plenty&Sons,Ld.Newbury	10 ″ 0
18957 GRVB	**Alert** TwinSc *Cable Vessel* *Fitted for Oil Fuel* 1*Dk*&*Awning dk* E.S.D. *CruiserStern*	941 876 857	✠ ... 7,21 ✠				1918 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	H.M.Postmaster General	196·7|31·4|20·1 FK	British *WB*	T.6Cy.9¾″,16″&26″-21″ 106NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 9
18958 653 IJIS	**Alessandro** Aux3MstSr (*ex*Helgoland) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	462 388 325					1918	Ver.Elbe u Norderwerft Boizenburg	L.G.Tomei	170·4|27·6|12·4 158·4 Q35′F24′	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.16½″-18 9/16″ 96NHP J&CG BolindersCoLdSkm.	
18959 470 IJJE	**Alessandro Podestà** (*ex*Rhein) 1*Dk*	633 464 348					1897	J.C.Tecklenborg A.G Wesermünde-G	A.Lauro	194·5|26·1|13·3 185·9 P110′F23′	Naples Italian *WB*	C.2Cy.19″&37″-26¾″ 59NHP J.C.TecklenborgA.G.Wsm	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in	15 Registers in which classed, if not in L.R.
18960 PCKM	**Aletta** TwinSc OilEng. D.F. E.S.D. ssH.Kg.No.3-5,40 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & deck	3085 2264 1572	✠100A1 4,41 ~~5,40~~ ✠LMC CS5,40 DBS~~5,40~~4,41 5,40 CarryingPetroleum in bulk	~~H.Kg~~ Sba	t 2	~~5,40~~ P5,40 S4,41	1927 5mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	Nederl.Indische Tankstoomboot Maats. CellDBuE40'106t	305·0 P86'Trunk169' F50' FK FPT73tAPT64t	50·3	19·4	Willemstad ~~TheHague~~ Dutch 12BH	Oil Engines 4S.C.SA 12Cy.18⅛"-35⅞" 380NHP DB150lb Werkspoor,Amsterdam	19 ″ 3 s1 ″ 9½ 17 ″ 7¾	
18961 UOFK	**Aleut** (exGlenRidge) WhaleOilFactory Ref.Mchy. Sub.Sig. 2Dks	5055 4205 2454					1919	Standard S.B.Corp. Shooters Island,N.Y.	U.S.S.R.	377·0 P41'B106'F41'	52·0	26·6	Vladvostk Russian Wb	T.3Cy.25",42"&70"-40" 310NHP StandardS.B.Corp. ShootersIsland,N.Y.		
18962 203116 WCCR	**Aleutian** Ⓟ (exMexico) TwinSc Fitted for oil fuel D.F. GyC. 4Dks	6362 — 3901					1906	WCramp& SonsS&EBCo Philadelphia	AlaskaS.S.Co.Inc.	400·0	50·0	30·0	NewYork Utd.States WB	T.6Cy.28",46⅜"&76"-42" 749NHP NB23refitted30 W.Cramp&SonsS.&EB.Co.		R
18963 1016 ESUE	**Alev** (exBromsgrove-35) ssTln.2ndNo.3-7,35 Well deck 1Dk(Stl)&deep framing Cargo battens not fitted ssTinNo.1-40	1446 1210 839	✠100A1 7,40 ✠LMC7,40 No later survey reported	Tin	o	CL 6,40	1909 11mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	TallinnaLaevaü- hisus,A.S.(Tallinn ShippingCo.Ld.)	239·5 250·0(O.L.) P24'Q59'B50'F26' FK CellD	36·0	15·7	Tallinn Estonian 4BHCem Ba65'uE17	T.3Cy.19",31"&51"-36" (s) 180lb 90lb 174NHP 1SB,4pf,GS66,HS2743 N.E.MarineEng.CoLd.Sld f104'349tFPT53tAPT92t	17 ″ 9 s1 ″ 9½ 16 ″ 4	
18964 171308 GTGJ	**Alex** (exNicos-32,exIonia, exConstantinosXII) ssSld.No.3-4,27 ssAnt.No.2-36 1Dk(Stl)	3932 3647 2368	✠100A1 4,42~~12,41~~ Examined 11,41 Lth BS7,41 ✠LMC10,36	~~Mdb~~ ~~Nwc~~ Cff	x	CL 6,40	1914 1mo Lloyd	J.Priest- man&Co. Sunderland 'sA&CP CellD	HectorS.S.Co.Ld. (E.R.Management Co.Ld.Mgrs.) Ba127'uE&B42' f	380·0 393·6(O.L.) P37'B238'F41' FK 165'1529tFPT154t	51·5	22·1	Cardiff British 6BHCem APT217t	T.3Cy.26",42"&70"-48" (s) 180lb 380NHP 3SB,9cf,GS184,HS6024 Blair&Co.Ld.Stockton	25 ″ 6 s3 ″ 1½ 22 ″ 6½	
18965 126934 KFSA	**Alex B. Uhrig** (exCenturion) Mchy.Aft D.F. 2Dks	3257 — 2011					1893	F.W. Wheeler&Co W.BayCity	ReissS.S.Co.	360·0	45·2	21·9	Wilmgton (Del.) WB Utd.States	T.3Cy.20",33"&54"-44" 263NH F.W.Wheeler&Co.WBayC		R
18966 93988 ZMKR	**Alexander** Ⓟ TwinSc OilEng. Well deck 1Dk	377 236 196	✠ … 2,09				1903 9mo	Mackie& Thomson Glasgow	AnchorShipping& FoundryCo.Ld.	138·5 Q81'BonRQD47' F26' FK	24·0	9·7	Nelson,NZ British WB	Oil Engines 2S.C.SA 8Cy.12½"-15" 137NHP NE36 L.Gardner&Sons,Ld.Mch.	10 ″ 6	
18967 223775	**Alexander Hamilton** Ⓟ Pad Fitted for oil fuel 3Dks CruiserStern	2367 — 1252					1923	Bethlehem S.B.Corp.Ld Sparrows Point,M.D	HudsonRiverDay Line	338·6	42·1	13·6	NewYork Utd. States	T.3Cy.36½",56"&85"-72" 614NHP BethlehemS.B.Corp.Ld. SparrowsPoint		
18968 162767 MJZJ	**Alexander Kennedy** ssSld.No.1-37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1313 985 720	✠100A1 ~~4,41~~10,41 Examined 9,41 BS~~9,40~~ ✠LMC8,37 9,41	~~Nwc~~ Sbl	o	CL ~~9,39~~ 9,41	1932 9mo Lloyd	BurntisInd S.B.Co.Ld Burntisland 'sA&CP	LondonPowerCoLd (StephensonClarke &AssociatedCom- paniesLd.Mgrs.) CellDBuE25'f151'	227·0 234·5(O.L.) Q138'B16'F21' FK 369tDTf109tFPT	36·4	15·4	London British 5BHCem 132tAPT27t	T.3Cy.17",28"&46"-33" (s) 200lb 100lb 143NHP 1SB,3cf,GS59,HS2254 D.Rowan&Co.Ld.Gls.	17 ″ 5 s4 ″ 11¼ 16 ″ 1	
18969 154692	**Alexander Leslie** (exH.A.Rock, exJ.T.Hutchison) Mchy.Aft 1Dk2trB	3508 3333 2000					1901	American S.B.Co. Cleveland,O.	LakeErieCoalCo. Ld.	353·6	48·2	23·7	WndsrOnt British WB	T.3Cy.22",35"&58"-42" 218NH AmericanS.B.Co.		
18970 107372 WOKI	**Alexander McDougall** D.F. Sub.Sig. 1Dk2trB Mchy.Aft GyC. (Whaleback)	3672 3385 2824					1898	American StlBargeCo. WstSuperior	BuckeyeS.S.Co. (J.T.Hutchinson, Mgr.)	413·0	50·0	22·0	Wilmgton (Del.) WB Utd.States	Q.4Cy.17½",28½",43"&66"- 40" 276NH ClevelandS.B.Co.Clevelnd		R
18971 UOBD	**Alexander Pushkin** (exBoukharin-37) Sub.Sig. 1Dk(Stl)	2332 2013 1296	✠ 8,33 ✠	Len	s		1930 1mo	BalticS.B. &Eng.Wrks Leningrad	U.S.S.R.	284·8 P18'B75'F32' FK CellDB228'554tAPT	43·1	20·5	Archangel Russian 4BHptCem 51tAPT85t	T.3Cy.17 11/16",29⅛"&48 7/16"- 35⅞" 193NH 2SB,4cf,GS64,HS2690 BalticS.B.&Eng.Works	22 ″ 7	
18972 UNAE	**Alexandr Sibiryakov** (exBellaventure) ssLiv.No.2-20 1Dk(Stl)&deep framing Well deck Fitted for oil fuel	1384 940 471	✠ 2,22 ✠	Liv	p		1909 1mo	D&WHen- dersn&Co.Ld. Glasgow	U.S.S.R. CellDBa60	240·1 P&B148'F28' FK uE19'f94'252tFPT	35·8	16·9	Archangel Russian 5BHCem 33tAPT46t	T.3Cy.22½",37"&61"-42" 347NHP 2SB(FD)&1AuxSB,8cf, GS150,HS5435 D&WHendersn&CoLd.Gls	19 ″ 2	
18973 100 SVFP	**Alexandra** (exGerontas-33, exPentwyn-32, ssAnt.2ndNo.3-7,37 exAriadneIrene) 1Dk(ptIrn ptStl) Cargo battens not fitted	4355 3970 2638	✠100A1 1,42~~12,40~~ BS10,41 ✠LMC MS6,37 ~~[illegible]~~0	~~Bry~~ Nwc	a	CL ~~8,40~~ 11,41	1913 3mo Lloyd	J.L.Thomp- son&Sons,Ld Sunderland 'sA&CP Cell	C.J.Carras DBa131'uE&B47'	375·0 P27'B219'F38' FK f155'1135tFPT82t	52·5	25·0	Chios Greek 6BHCem APT285t	T.3Cy.25",42"&68"-48" (s) 180lb 382NHP NDB13refitted38 2SB,8cf,GS153,HS6356 Blair&Co.Ld.Stockton	27 ″ 6 s3 ″ 10¼ 23 ″ 10½	
18974 OZDE	— D.F. ssGms.No.1-36 1Dk(Stl-pt ws)2nd dk in holds Ref.Mchy. Cruiser Stern Strengthened for Navigation in Ice	1463 1207 766	✠100A1 withfreeboard 5,39 BS4,39 ✠LMC4,36 SEE FOOTNOTE*	Gms	r	OG 5,39	1931 2mo Lloyd	Helsingörs Jernsk&Msk. Elsinore 'sA&CP	DetForenede DampskibsSelsk. CellD	266·6 P&B177'F54' FK B218'347tFPT35t	39·1	17·1	Esbjerg Danish 6BHCem APT72t	C.4Cy.(2)18 11/16"&(2):9⅜"- 39⅜" *(s) 282NHP 215lb FD 2SB(Spt)6cf,GS100,HS3960 HelsingörsJernsk.&Mskb.	19 ″ 6 s2 ″ 2⅞ 17 ″ 7	
18975 DCAP	— 1Dk	720 630 488					1905	Howaldts- werke Kiel	Sartori&Berger	194·5 B45'F23'	30·3	13·9	Kiel German WB	T.3Cy.14⅜",22⅝"&36⅝"-21⅝" 62NHP Howaldtswerke,Kiel		G
18976 117518 MPLF	— TwinScSr E.S.D. Sub.Sig. 1Dk2trB	618 519 223					1904	Vickers,Ss. &Maxim,Ld. Barrow	Commissioners of IrishLights	201·4 B63'F36'	30·3	14·1	Liverpool British WB	T.6Cy.15",23½"&38"-24" NB31 141NHP VickersSs.&MaximLdBrw.		
18977 DAKZ	— 1Dk	592 443 354					1903	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	176·9 Q58'B43'F22'	28·1	11·2	Stettin German WB	T.3Cy.14",22"&36"-26" 66NHP StettinerOderwerke,Stn.		G
18978 116340	— 2Dks	490 460 249					1903	Up.Ottawa Imp.Co.Ld. Temiscamin- gue,Que.	UpperOttawa ImprovementCo. Ld.	136·0	26·4	8·3	Ottawa British	C.2Cy.24½"&44"-26" Emade—fitted22 84RHP NBmade30,fitted32		

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machine.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
18979 LIYZ	**Alexandra Höegh** *OilEng.* ssGen.No.1-40 *Progressive survey of oil tanks* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	8248 7504 4985	✠100A1 ~~4,41~~ ~~5,40~~12,41 ✠LMC CS4,39 DBS4,39 4,41 10,39 *Carrying Petroleum in bulk*	~~Lis~~ NYk	c†	CL N4,39	1935 5mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	Skibs.A/S Arcadia (Leif Höegh&Co. A/S, *Mgrs.*) *CellDBuE*	469·2|61·1|34·5 486·0(O.L.) P92'B28'F40' FK 68'188t*DTf*23'465t	Oslo Norwegian 12*BHptCem* *APT*141t	Oil Engines 2S.C.DA 6Cy.$17\frac{1}{16}$"-$47\frac{1}{4}$" 644NHP 2DB*142lb* Eriksberg M.V.Aktieb.Got	34 ″ 0 s7 ″ 5 26 ″ $9\frac{3}{4}$	
18980 OSFA	**Alexandre André** *Mchy.Aft.* GyC. *OilEng.* *Carrying Petroleum in bulk* 2*Dks* *Longitudinal framing at bottom & at deck*	5322 *4631* *2832*					1928	NV Burgerhout'sM.&S. Rotterdam	BelgianGulfOil Co.S.A.	378·0|54·4|29·0 P112'B33'F36'	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 4Cy.$26\frac{9}{16}$"-$47\frac{1}{4}$" 491NHP NV Burgerhout'sM&S.Rot		V
18981 163571 GYFY	**Alexia** *Mchy.Aft* *OilEng.* ssCff.No.1-39 D.F. 1*Dk 2nd dk clear of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	8016 7229 4783	✠100A1 ~~6,41~~ ~~12,39~~4,42 DBS~~5,41~~ 4,42 ✠LMC5,41 *Carrying Petroleum in bulk*	~~Fal~~ ~~Sld~~ Shl	c†	CL ~~1,38~~ 4,41	1935 4mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*61'14	465·0|59·4|33·8 483·8(O.L.) P93'B47'F48' FK 1t*DTf*25'272t*FPT*	London British 15*BHptCem* 139t*APT*85t	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-$55\frac{1}{8}$" 502NHP DB*180lb* BremerVulkan,Vegesack	34 ″ 0 s6 ″ $8\frac{3}{4}$ 27 ″ $6\frac{1}{4}$	
18982 TVMT	**Alexis de Tocqueville** TwinSc (*ex*Lotharingia-34) ssChb.No.3-3,35 2*Dks* ssChb.No.1-39 *CruiserStern*	1256 905 598	✠100A1 *withfreeboard* 2,39 ✠NB4,23 LMC2,39 *For Service in Cherbourg Harbour* **SURVEYS DELAYED**	Chb		CL 2,37	1923 4mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow '*sA&CP*	Soc.Cherbourgeoise de Remorq. &deSauvetage	200·9|38·1|15·5 B96' FK *FPT*15t	Cherbourg French 6*BHCem* *APT*30t	T.6Cy$13\frac{1}{4}$",$21\frac{1}{4}$"&34"-21"(*s*) 180lb 170NH NE18*refitted*23 2SB,*6cf*,GS107,HS3380 D.Rowan&Co.Ld.Glasgow	17 ″ 0 s8 ″ 3 9 ″ 1	
18983 167459 GLDD	**Alf** (*ex*Bremersvold,*ex*Alf, *ex*MinisterHelleputte) D.F. 1*Dk*	2178 1693 1375	3,42 ~~7,40~~ Examined LR ~~5,40~~ ~~BS5,40(170lb)~~ BS4,42(170lb)	Nwc 3,42		CL ~~5,40~~ 1,42	1909	Flensburger Schiffsb.Ges Flensburg	Ministry of War Transport (W.A. Souter&Co.Ld. *Mgrs.*)	279·6|41·4|17·5 P17'Q93'B50'F30'	London British *WB*	T.3Cy.$23\frac{13}{16}$",$35\frac{7}{16}$"&$55\frac{1}{8}$"- $35\frac{7}{16}$" 181NH FlensburgerSchiffsb.Ges.		G
18984 6937 SDBG	**Alfa** (*ex*KalmarsundXI,*ex*Senta) 1*Dk*	*1261* *951* *734*					1922	PPhStuhrs' Msk.&Skbs. Aalborg	RederiA/B Alfa (AllanBörjesson)	238·7|36·2|13·4 P14'Q71'B94'F29'	Helsingborg Swedish *WB*	T.3Cy.15",24"&40"-27" 83NH A/S Frichs,Aarhus		V
18985 525 IJJP	— Aux4MstSr *OilEng* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	373 297 193					1916	H.C.Christensen Marstal	SalvatoreSinagra	152·2|29·0|10·2 139·6 P25'B14'F6'	Porto Empedocle Italian *WB*	Oil Engines 2S.C.SA 2Cy.$16\frac{7}{8}$"-$18\frac{1}{2}$" 100NHP J&CGBolindersCoLdSkm		IV
18986 CSAC	**Alferrarede** (*ex*Sado,*ex*Pluto) ssCff.2ndNo.3-2,23 ssLis.No.3-4,35 ssLis.No.1-40 1*Dk*(*Stl*)&*ptAwngdk*	1452 972 865	100A1 *ptAwngdk* *withfreeboard* 2,42 ~~2,41~~ MS4,39	Lis LMC BS2,41	*o*	OG N5,40	1905 *Lloyd*	J.C.TecklenborgA.G. Wesermünde-G. *sA&CP*	Soc Geral de Commercio,Industria e Transportes,Lda. *CellDB*	229·7|36·2|15·1 Q82'B102'RFD23' F24' FK 188'299t *FPT*50t *A*	Lisbon Portuguese 4*BHCem* *PT*6t	T.3Cy.$17\frac{1}{4}$",28"&45"-33"(*s*) 175lb *100lb* 187NHP 1SB,*3cf*,GS54,HS2260 J.C.TecklenborgA.G.Wsm	24 ″ 6 s7 ″ 1 17 ″ 8	
18987 171 IBFY	**Alfio** (*ex*NataleL.-34,*ex*Mavisbrook) ssGen.2ndNo.3-6,25 ssGen.No.1-29 1*Dk*(*Irn*)&*deep framing*	2134 1925 1330	✠ —— 8,34 ✠	Gen	*s*		1899 7mo	W.Gray&Co.Ld. WHartlepool	AlfioNapoli *Cell DBa&u*	290·3|42·2|19·0 P27'B74'F29' FK *E&B*126'*f*120'654t	Catania Italian 5*BHCem* *APT*54t	T.3Cy.$21\frac{1}{16}$",35"&58"-39" 217NHP 2SB,*6rf*,GS82,HS3370 Gen.Mar.Eng.Wrks.WHpl	21 ″ 9	I †
18988 SVLT	**Alfios** (*ex*Bolivian-33) ssNwc.No.3-1,34 ssPir.No.1-38 1*Dk*(*Stl*)	*5116* *4741* *3154*	✠100A1 ~~4,41~~ ~~9,39~~12,41 BS~~11,39~~ 4,41 ✠LMC10,38	~~Pir~~ Cal	*y*	CL ~~10,36~~ ~~3,41~~ 12,41	1920 3mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool *sA&CP*	Theofano Maritime Co.Ld. (N.G. Livanos,*Mgr.*) *CellDB*	400·0|52·3|28·5 P49'B113'F38' FK 347'1126t *FPT*117t	Chios Greek 7*BHCem* *APT*175t	T.3Cy.27",44"&78"-48"(*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Richardsons,Westgarth&Co.Ld.Hpl.	31 ″ 0 s5 ″ $11\frac{1}{2}$ 25 ″ $3\frac{1}{2}$	
18989 PKRN	**Alfoer** *OilEng.* *Mchy.Aft* 1*Dk*	473 386 227					1934	Droogdok Maats. "Soerabaia" Sourabaya	Koninkl.Paketv. Maats.	156·0|28·0|11·4 P58'F27'	Batavia Dutch *WB*	Oil Engines 2S.C.SA 6Cy.$9\frac{13}{16}$"-13" 102NHP Kon.Maats."DeSchelde"		V
18990 EALR	**Alfonso Senra** (*ex*SuarezNo.1, *ex*Sineus,*ex*Blue ssLiv.2ndNo.3-6,20 Cross) 1*Dk*(*ptStlptIrn*)2*trB*& *ptAwngdk*(*Irn*)&*Webframes*	3030 — 1866	✠ 1,25 ✠	Bel	*u*		1892 4mo	JLThompson&Sons Sunderland	NavieraCelta,S.A. (Bienvenido Suarez,*Mgr.*)	322·1|41·3|26·7 P29'Q100' BK10" *ptAwngdk*192' *CellDB*230'500t	Vigo Spanish 6*BHCem* *APT*30t	T.3Cy.24",39"&64"-42" 266NHP 2SB,*6cf*,GS116,HS4000 J.Dickinson,Sunderland	24 ″ 0	
18991 204650	**Alfred H. Smith** (*ex*Rochester) *Mchy.Aft* 2*Dks*	4698 — 3855					1907	Gt.Lakes Eng.Works Ecorse,Mich	GreatLakesTransitCorporation	381·0|50·2|30·0	Buffalo Utd.States *WB*	Q.4Cy.21",30",$43\frac{1}{2}$"&68"-42" 257NHP GreatLakesEng.Wks.Det.		
18992 162322 GJXV	**Alfred Jones** *OilEng.* *Ref.Mchy.* 3*Dks*	5013 4514 3028					1930	Harland&Wolff,Ld. Glasgow	ElderDempster Lines,Ld.	370·6|51·6|20·1 P37'F43' 28·8	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
18993 LJOV	**Alfred Olsen** TwinSc (*ex*Valverda-37) *OilEng.* ssCpn.No.1-37 *Mchy.Aft* 2*Dks* D.F. *Longitudinal framing*	8817 8313 5208	✠100A1 3,41 CBS11,35 ✠LMC CS4,40 DBS12,37 3,39 *Carrying Petroleum in bulk*	Bom	*d*†	CL SN7,38 P3,40	1934 11mo *Lloyd*	Wm.Hamilton&Co.Ld. PortGlasgow *sA&CP*	A/S Binta(Per Gjerding,*Mgr.*) *CellDBuE*88 315t*DTf*49'701t	475·0|63·3|35·1 492·3(O.L.) P119'B38'F48' FK *FPT*219t *APT*434t	Bergen Norwegian 16*BHptCem* (10 *to Udk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk	35 ″ 0 s6 ″ $10\frac{3}{4}$ 28 ″ $4\frac{3}{4}$	
18994 1623 IJKV	**Alfredo** (*ex*Nino di Gallura-33, *ex*Poggioreale,*ex*Rebus, *OilEng.* *ex*Scotsgap,*ex*Kilbride) ssHam.No.1-22 1*Dk*	654 — 373	✠ … 3,23				1918 11mo	Hall,Russell&Co.Ld Aberdeen	Dani&C.	182·3|30·1|15·7 175·4 B50' FK	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.$13\frac{3}{4}$"-$21\frac{1}{4}$" 133NHP E*made*18*refitted*30 SulzerBros.Winterthur	16 ″ 6	I †
18995 108 IJLA	**Alfredo Cappellini** Ⓟ 1*Dk*	637 368 328					1912	Fratelli Orland&Co. Leghorn	Soc.Anon.Nav. Toscana	184·9|24·4|13·7 170·8 P33'B41'F30'	Leghorn Italian	T.3Cy.16",$26\frac{1}{2}$"&48"-30" 100NHP Flli.Orlando&Co.Leghorn		I
18996 81 IBEN	**Alfredo Oriani** (*ex*Mampoko-34, *ex*Tongrier, ssAnt.No.3-5,31 *ex*WarBreaker) 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. *inNos.*1,2,3&4*holds*	3059 — 1831	✠ … 7,35 ✠	Ant	*u*		1918 11mo	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow	"Tirrenia"Soc. Anon.diNav.	342·0|46·7|23·2 381·1 P38'B100'F28' FK *Cell*	Fiume Italian 7*BHptCem* *DB*284' 738t	T.3Cy 25",41"&68"-45" 433NHP 3SB,*9cf*,GS155,HS6420 McKie&Baxter,Glasgow *FPT*95t *APT*124t	25 ″ 6	I †
18997 492 IJZL	**Alga** (*ex*Antonios-37,*ex*Pessades-36, *ex*D'Enambuc-34,*ex*AndréMontreuil, *ex*Janine,*ex*Tours) D.F. 1*Dk*	1851 1618 1106	✠ … 10,21 ✠				1917 7mo	Toledo S.B.Co. Toledo,Ohio	A.Lauro	260·9|43·6|18·8 250·9 P21'B64'F30' FK	Naples Italian *WB*	T.3Cy.$20\frac{1}{2}$",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21 ″ 0	I †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard midships Corresponding draught. ft in	15 Registers in which classed, if not in L.R. (stated R of Trade Cert)
18998 PCKV	**Algarve** OilEng. Mchy.Aft 1Dk CruiserStern	472 347 254	✠100A1 5,41 ~~7,40~~ ✠LMC7,39 ✠LMC(M)6,41	~~Bry~~ Liv	g	11,39	1939 7mo Lloyd	NV.Boele's Schspw&Mch Bolnes 'sA&CP	Hammerstein's Reederijbedrijf N.V. CellD	160·3 169·0(O.L.) Q44'F21' FK B107' 127t FPT47t	26·4	10·0	Rottrdam Dutch 3BHptCem APT10t	Oil Engines 4S.C.SA 8Cy.11"–17⅛" 94NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	11 ″ 10 s1 ″ 2 10 ″ 8¾	
18999 PCKZ	**Algenib** OilEng. 1Dk,2nddk in No.3hold&mchy.space D.F. E.S.D. CruiserStern Part electrically welded, including sheerstrake,keel&deckstringers	5483 4984 3246	✠100A1 ~~6,41~~ ~~3,40~~4,42 ✠LMC8,37 ✠LMC(M)4,39	~~Lon~~ Liv	a†	CL 8,40	1937 8mo Lloyd	Deutsche WerftAGBet Finkenwrder Hamburg 'sA&CP	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats. CellDB372'1238t	429·2 451·3(O.L.) P24'B&F395' FK UpperF36' MT56' 1385t FPT1	58·7	24·9	Rottrdam Dutch 7BHptAsp 92tAPT153t	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 748NHP Maschinenrfbk,Augsburg-NürnbergA.G.Augsburg	27 ″ 2 s3 ″ 3½ 24 ″ 0½	
19000 CSJI	**Alger** (exOldambt-36) OilEng. Mchy.Aft 1Dk CruiserStern	424 325 279					1930	J.Smit& Zoon Foxhol	Vieira&Labrincha Lda.	148·9 P38'F20'	25·6	10·2	Lisbon Portuguese WB	Oil Engines 4S.C.SA 4Cy.11¾"–17¾" 54NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
19001 6035 SLFA	**Algeria** ssGot.No.1-38 D.F. ssOsc.No.3-6,34 1Dk(Stl)&Shelterdk(Stl)	*1619* *1293* *800*	✠100A1 Shelter dk with freeboard 7,41 ~~5,40~~ ✠LMC MS8,38 ~~BS7,39~~ 10,41	~~Got.~~ Osc	r	OG 6,39	1921 6mo Lloyd	Oskrshmns M.V.Aktieb. Oskarshamn 'sA&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDB237'47	270·9 286·0(O.L.) FK Collision tFPT44tAPT23t	41·2	22·6	Gothenbrg Swedish otCemptAsp BH to Sh dk 3 ,, ,, U ,,	T.3Cy.22½",35 13/16"&58 11/16"–36" 185lb (s) 271NHP 2SB(Spt),6cf,GS87,HS3800 FD OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 5 17 ″ 8½	
19002 14725 GKNQ	**Algerian** ssHul.No.3-7,37 1Dk(Stl)2nd dk CruiserStern (Stl)inNos.1&2holds	2315 2168 1440	✠100A1 ~~6,41~~~~12,40~~5,42 Examined5,42 Gls BS1,42 ✠LMC12,36	~~Npt~~ ~~Liv~~	t	CL ~~5,38~~ 5,42	1924 5mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	EllermanLines,Ld. (Ellerman&PapayanniLinesLd. Mgrs.) CellDB254'501tD	295·0 P&B184'F31' FK Tf20'324tAPT29t	43·7	21·0	Liverpool British BHptCem 1 ,, to2nd dk	T.3Cy.18",31½"&54"–36" (s) 225lb 300NHP 2SB,6cf,GS109,HS4526 FD Barclay,Curle&Co.Ld.Gls.	23 ″ 0 s2 ″ 5 20 ″ 9½	
19003 FNWA	**Algérie** ssDnk.No.3-12,22 1Dk2trB	3386 2572 2151	✠ ... 9,24 ✠NE7,18 ✠				1910 7mo	Atel.&Ch. deFrance Dunkirk	Cie.desBateaux à Vap.duNord(Soc. Anon.deGérance et d'Armement, Mgrs.)	331·0 P&B218'F34' FK	46·5	21·0	Dunkirk French WB	T.3Cy.24",40"&65"–42" 290NHP N.E.Mar.Eng.Co.Ld.Nwc.	23 ″ 10	V †
19004 257 IJLG	**Algerino** (exHolstenau,exCairo) 2Dks	1371 761 798					1920	Vulcan- Werke Hamburg	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	239·0 227·5 B25'F30'	34·4	20·0	Trieste Italian WB	T.3Cy.15¾",23⅜"&43 3/16"–27½" 98NHP Vulcan-Werke,Hamburg		I
19005 220518 KDDC	**Algic** Fitted for oil fuel Sub.Sig. 2Dks&Webframes	5496 4971 3373	✠ ... 9,21 ✠				1920 8mo	Merchant S.B.Corp. Harriman,Pa.	SeasShippingCo. Inc.	400·7 P36'B124'F44' FK	54·2	30·2	NewYork Utd.States WB	2 Steam Turbines DR geared to 1Sc.Shaft WestinghouseElectric &Mfg.Co.Essington,Pa	32 ″ 10	R †
19006 158164 VGKM	**Algocen** (exJohnJ.Barlum-35) D.F. Mchy.Aft 1Dk	6893 6566 5032					1909	American S.B.Co. Cleveland,O.	AlgomaCentral&HudsonBayRailwayCo.	512·5	54·2	26·7	Sault Ste. Marie,Ont. British WB	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
19007 145637 MLZC	**Algol** ssCff.No.3-9,37 1Dk(Stl) Cargo battens not fitted	1566 1378 929	✠100A1 3,41 Examined10,41 BS9,41 ✠LMC9,36	~~Bry~~ Bry	p	CL 3,41	1924 8mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP	~~R.H.Penney&Sons~~ KyleShippingCo. Ld.(MonroeBros. Mgrs.) CellD	245·3 B48'F22' FK B219' 431t FPT67t	37·0	18·7	Liverpool British 4BHptCem APT117t	T.3Cy.17½",29"&48"–33" (s) 180lb 176NHP 2SB,4cf,GS80,HS3150 N.E.MarineEngCoLd.Nwc	20 ″ 4 s2 ″ 7 17 ″ 11¾	
19008 8267 SKPN	Now "Soya VII," see letter S. OilEng. 1Dk Mchy.Aft CruiserStern Carrying Petroleum in bulk Strengthened for navigation in ice	978 714 443	✠ 11,38 ✠ (Reclassification contemplated)	Mmo			1937 10mo	Deutsche WerftAGBet Reihstgwrft Hamburg	TrelleborgsÅngf. NyaAktieb.(J. Malmros,Mgr.)	205·0 209·8(O.L.) P54'F29' FK Trunk116' CellDBuE22'20tFPT	32·3	15·0	Trelleborg Swedish 11BHptCem 39tAPT43t	Oil Engines 4S.C.SA 6Cy.15¾"–26¾" 144NHP Fr.KruppGermaniawftAG Kiel	15 ″ 0	
19009 222185 WODU	**Algomah II** Ⓟ (exBainbridge-36) Mchy.Aft 2Dks	606 — 338					1922	RiceBros. Corp. Boothbay,Me	IslandTransptn. Co.	139·5	30·0	14·1	Muskegon Mich. Utd.States	T.3Cy.12¾",23½"&35"–24" 60NHP MarineIronWks.Chicago		
19010 ~~220810~~ ~~KDKH~~ 168232 BCSQ	**Algonquin** ssN Yk.No.3-3,33 ssN.Yk.No.2-41 ~~ssBal.No.1-37~~ D.F. GyC. 2Dks(Stl)&Webframes Mchy.Aft ~~Longitudinal framing~~	7229 6642 4475	✠100A1 ~~8,41~~ ~~1,40~~2,42 ✠LMC9,41 ~~MS4,37~~ ~~BS1,40~~ Carrying Petroleum in bulk Fitted for oil fuel 11,20 F.P. above 150°F.	~~Bal~~ ~~NYk~~Gal	b†	CL 1,39	1920 11mo	Bethlehem S.B.Corp.Ld. Alameda,Cal. A&CP	PetroleumShippingCo.Ld. CellDBuE&B62' 197tDTf50'884t	435·0 453·7(O.L.) P106'B50'F42' FK FPT104tAPT70t	56·0	32·0	London British 14BHptAsp 9 to U dk 5 ,, 2nd,,	T.3Cy.27",47"&78"–48" ~~205lb~~220lb 600NHP 3SB,9cf,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6 ~~s8 ″ 0½~~ ~~25 ″ 10~~ s6 ″ 7¾ 27 ″ 1	
19011 226126 KGDL	— Ⓟ Ref.Mchy. 1Dk2nddk in holds D.F. Sub.Sig. Fitted for oil fuel	5945 4424 3546	✠ ... 12,27 ✠				1926 12mo	NwprtNws S.B.&D.D.Co NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,Mgrs.)	387·5 P&B322'F53' Promenade dks FK	55·0	20·0	NewYork Utd.States WB	2SteamTurbinesSRgeared to1Sc.Shft. 981NHP NewportNewsSB&DD.Co	23 ″ 6	R †
19012 16151 CYPW	**Algonquins** D.F. 1Dk Mchy Aft	2100 1979 1461					1929 Alt.39	Barclay, Curle&Co.Ld. Glasgow	St.Lawrence Steamships,Ld.	252·7 Q100'F35'	43·3	21·8	Montreal British WB	T.3Cy.15",25"&40"–33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
19013 PCLK	**Algorab** Fitted for oil fuel D.F. 2Dks&Shelterdk	4938 4473 2966	Examined L.R. 12,41 10,41 BS12,41(200lb)	Lth CTn			1921	Deutsche Werft Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3 F40'	54·3	27·4	Rotterdam Dutch WB	1DRgearedSteamTurbine Allgem.Elekt.Ges.Berlin		G
19014 138212 VGJB	**Algorail** (exHomeSmith-36, exWilliamS.Mack) D.F. Mchy.Aft 1Dk2trB	3495 3318 2526					1901	American S.B.Co. Lorain,O.	AlgomaCentral& HudsonBay RailwayCo.	346·0	48·0	28·0	SaultSte. Marie,Ont. British WB	T.3Cy.20",33½"&55"–40" 191NHP AmericanS.B.CoCleveland		R
19015 130776 VGJD	**Algosoo** (exJ.FraterTaylor-36, exSaturn) D.F. Mchy.Aft 1Dk2trB	3429 3178 2030					1901	American S.B.Co. Lorain,O.	AlgomaCentral& HudsonBay RailwayCo.	346·0 WB	48·0	24·1	SaultSte. Marie,Ont. British	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.CoCleveland		R
19016 158165 VGQN	**Algosteel** (exThomasBarlum-35) D.F. Mchy.Aft 1Dk	6117 5870 4324					1907	Detroit S.B.Co. Wyandotte, Mich.	AlgomaCentral & HudsonBay RailwayCo.	487·5	52·2	26·6	SaultSte. Marie,Ont. British WB	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.DetroitMch		R

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R.
19017 171013	**Algoway** (*ex*JohnJ.Boland,Jr.-40, *ex*HenryP.Werner-37,*ex*G.Watson French) *Mchy.Aft* D.F. GyC. 1*Dk2trB*	3785 3646 2964					1903 *Reconstructed* 1912	WestBay CityS.B.Co BayCty,Mich *by* AmericanS.B.Co.Cleveland,Ohio	AlgomaCentral& HudsonBay RailwayCo.	365·5 F48'	50·2	24·0 *WB*	SaultSte. Marie,Ont. British	T.3Cy.20",33"&55"-40" 191NH ChicagoS.B.Co.Chicago		R
19018 165933 MMTB	**Alhama** 1*Dk*&*Shelter dk* E.S.D. *CruiserStern*	1352 1114 746					1938	Nylands Verksted Oslo	MossgielS.S.Co. Ld., JohnBruce& Co.*Mgrs.*)	250·7	41·2	14·8 *WB*	Glasgow British	C.2Cy.$16\frac{3}{4}$"&$33\frac{7}{16}$"-$33\frac{7}{16}$"& LPturbine withDRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		NC
19019 721 SVFW	**Aliakmon** (*ex*Evi-37,*ex* VictorianTransport-33) 1*Dk*	*4521* *4271* *2847*					1913	Nthmblnd S.B.Co.Ld. Newcastle	TheofanoMaritime Co.Ld.(N.G.Livanos,*Mgr.*)	385·1 P35'B119'F37'	52·0	27·1 *WB*	Piræus Greek	T.3Cy.25",40"&68"-48" 320NH Richardsons,Westgarth& Co.Ld.Sld		C
19020 DJNK	**Alicante** D.F. E.S.D. 1*Dk* Sub Sig. *CruiserStern*	2140 1629 1103					1934	Deutsche WerftAG Bet Finkenwrder Hamburg	R.M.Sloman,Jr.	306·4 B&F278' *Upper*F47'	43·6	16·2 *WB*	Hamburg German	C.4Cy.(2)$16\frac{3}{4}$"&(2)$35\frac{7}{16}$"- $37\frac{3}{8}$" & Exhaust Steam Turbine HS4090 309NHP DeutscheWerftA.G.Ham		G
19021 307 ICPG	**Alicantino** (*ex*Pangbourne) *ss*Tri.2ndNo.3-12,38 *Mchy.Aft* 2*Dks*(*Stl*)&2nd*dk*(*Stl*) *inNos.*1&2*holds*	1642 1430 999	✠100A1 7,39 ✠LMC MS7,38 BS5,39 NO LATER SURVEY REPORTED	Gen	*q*	CL 10,37	1914 1mo Lloyd's*A&CP*	Earle'sCo. Ld. Hull	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	260·7 250·2 P69'B28'F53' FK *CellDBu*E&B59'*f*161'319*t* *FPT*46*t* *APT*35*t*	40·1	19·7	Trieste Italian 4*BHCem*	T.3Cy.18",29"&50"-33" (*s*) 180lb 182NHP 2SB,*4cf*,GS92,HS3180 Earle'sCo.Ld.Hull	21″11 s 2″6 19″6½	
19022 OXZP	**Alice** 1*Dk*	1196 921 712					1924	A/S Nak- skovSkibs. Nakskov	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*)	235·4 P14'Q69'B97'F30'	36·2	13·7 *WB*	Copnhagn Danish	T.3Cy.$15\frac{1}{4}$",$25\frac{1}{2}$"&$41\frac{1}{2}$"-$26\frac{3}{4}$" 90NHP OttensenerMachfabAltona		C
19023 141 IDFA	— Ⓟ (*ex*ArditaII°, *ss*Gls.2ndNo.3-1,21 *ex*GeorgeWard,*ex*Yt.Beryl, 1*Dk*(*Stl*-teak *s*) *ex*PrincessAlice)	1094 923 513	 2,26	Ply			1898	LairdBros. Birkenhead	BallillaLongo	272·9 250·9 P34'F35' BK8"	35·1	18·8	Rome Italian 5*BHCem*	T.3Cy.19",30"&46"-30" 108NH 2SB,*6cf*,GS99,HS1450 LairdBros.Birkenhead	20″0	J †
19024 135913 GBJF	**Alice Moller** (*ex*Rhodesian Transport-33, *ss*Npt.No.3-7,27 *ex*CluthaRiver) 2*Dks*(*Stl*)	4986 4667 3145	✠ — 6,33 ✠	Liv	*y*		1914 12mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	MollerLine,Ld. (Mollers',Ld. *Mgrs.*)	400·0 P36'B126'F43' FK *CellDBa*132'*u*E28'*f*173'1029*t* *FPT*33*t* *APT*110*t*	52·0	27·4	Shanghai British 6*BHCem*	T.3Cy.26",42"&70"-48" 402NHP 3SB,*9cf*,GS167,HS6636 Richardsons,Westgarth& Co.Ld.Hpl.	30″0	C †
19025 FNFX	**Alice Robert** *Fitted for oil fuel* *Ref.Mchy.* D.F. 1*Dk2trB* *CruiserStern*	2588 2216 1409					1934	Nakskov Skibs.A/S Nakskov	Cie.Franco-Coloniale deNav. (L.Martin,S.àr.l. *Mgrs.*)	295·6 P35'F129'	47·4	22·8 *WB*	Nantes French	C.4Cy.(2)$15\frac{3}{8}$",(2)$37\frac{3}{16}$"- $34\frac{7}{16}$" 140NHP FredrikstadM.V.Frdstad		V
19026 YVAE	**Alicia** TwinSc *ss*Cco.No.3-5,40 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom and deck*	2336	✠100A1 ~~5,41~~ 6,40 11,41 1,42 BS5,41 ✠LMC5,40 *CarryingPetroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 2,28	Cco	*t*	CL P11,41 ~~S11,40~~ S1,42	1928 2mo Lloyd's*A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Caribbean PetroleumCo.Ld.	305·2 Q86'F45' FK *Trunk*174' *FPT*114*t*	50·2	15·0	Maracaibo Venezuelan 11*BHptCem* *ptAsp* *APT*84*t*	T.6Cy.13",22"&35"-24" (*s*) 180lb 234NHP 2SB,*4cf*, HS4042 FD ShieldsEng.Co.Ld.N.Shl.	15″0 s 1″7 13″7½	
19027 137 IJLM	— (*ex*Latvija,*ex*Holger,*ex*JohannW.Jens, *ex*Beta.*ex*Kiel) 1*Dk*	487 408 273					1889	Akt.Ges. "Neptun" Rostock	A.Alfino&Figli	151·4 144·9	25·4	14·0 *WB*	Catania Italian	C.2Cy.$18\frac{3}{16}$"&$34\frac{1}{8}$"-$16\frac{1}{16}$" 39NHP J.Spengel&Sons,Ld.Nwc.		I
19028 709 SVAL	**Aliki** (*ex*LeopoldL.D., *ex*WarCypress) *ss*Rot.No.3-11,29 *ss*Ssk.No.2-38 Now sailing as "MONACO" 1*Dk*(*Stl*)	5140 4720 3199	✠100A1 9.39 BS5,39 ✠LMC5,38 SURVEYS DELAYED	Rou	*y*	CL 4,37	1917 11mo Lloyd's*A&CP*	Cammell Laird&Co.Ld Birkenhead	N.G.Livanos	400·0 P49'B113' F40' FK *CellDB* 343'1152*t* *FPT*113*t*	52·4	28·4	Piræus Greek 7*BHCem* *APT*166*t*	T.3Cy.27",44"&73"-48" (*s* 180lb 490NH 3SB,*9cf*,GS189,HS7020 F CammellLaird&CoLd.Bk	31″0 s 5″11¾ 25″3½	
19029 PCMC	**Alioth** *OilEng.* D.F. 1*Dk*,2nd *dk in No.*3*hold*&*mchy.space* E.S.D. *Part electrically welded including sheerstrake,keel&deck stringers* *CruiserStern*	5483 4984 3246	✠100A1 5,42 ~~1,41~~ Examined 5,42 ✠LMC5,37 ✠LMC(M)8,39	~~Hul~~ Liv	*a*†	CL 3,40	1937 5mo Lloyd's*A&CP*	Deutsche WerftAG Bet Finkenwrder Hamburg	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	429·2 451·2(O.L.) P24'B&F395' FK *CellDB*372'1238*t* *MT*56'1385*t* *FPT*192*t* *APT*153*t*	58·7	24·9	Rottrdam Dutch 7*BHptAsp*	Oil Engines 2S.C.SA 6Cy.$26\frac{3}{4}$"-$47\frac{1}{4}$" 748NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	27″2 s 3″3½ 24″0½	
19030 144902 GDCB	**Alipore** D.F. 2*Dks*(*Stl*)	5273 4766 3241	✠ 3,22 ✠	Bom	*y*		1920 7mo	Palmers' Co.Ld. Newcastle	P.&O.Stm.Nav.Co.	400·1 P49'B113'F39' FK *CellDB*345'1112*t* *FPT*122*t* *APT*174*t*	52·3	28·5	Newcastle British 7*BHptCem*	T.3Cy.27",44"&73"-48" 517NHP 3SB,*9cf*,GS190,HS7668 Palmers'Co.Ld.Newcastle	31″0	
19031 ~~903~~ ~~SZNP~~	**Alisa** (*ex*Liesel-39,*ex*Efterpi-39,*ex* AlexandrosA.-39, *ss*Ham.2ndNo.3-3,25 *ex*Efterpi-39, *ss*Msl.No.2-33 *ex*Myconos-38, 1*Dk*(*Stl*)&*Webframes* *ex*LaMacta-37, &*ptAwngdk*(*Stl*) *ex*Guercif-34,*ex*Faneromeni, *ex*Freifrau,*ex*SeaHound)	1072 903 573	✠ — 4,38	Msl	*o*		1901 10mo	Mackie& Thomson Glasgow	AtidNavigationCo. Ld.(BarnettBros. &Borchard,Ld. *Mgrs.*)	226·7 228·4 P54'B&F153' FK *CellDBa*54'*u*E15'*f*104'276*t* *FPT*36*t*	34·0	14·4	Haifa Palestine 4*BHCem*	T.3Cy.$18\frac{5}{16}$",$30\frac{1}{4}$"&48"-33" 159NHP 2SB,*4cf*,GS70,HS2798 W.V.V.Lidgerwood,Gls.	16″6	G †
19032 DOMF	**Alk** D.F. E.S.D. 1*Dk*	1175 887 612					1924	Akt.Ges. "Neptun" Rostock	ArgoReederei RichardAdler&Co.	221·4 P14'Q65'B52'F26'	34·9	11·2 *WB*	Bremen German	T3Cy$17\frac{9}{16}$",$29\frac{1}{16}$"&$47\frac{5}{8}$"-$31\frac{1}{2}$" 125NHP A.G."Neptun,"Rostock		G
19033 PCMG	**Alkaid** D.F. E.S.D. *Oil Eng.* 1*Dk*, 2nd *dk in No.* 3 *hold* & *mchy. space* *Part electrically welded including sheerstrake, keel & deck stringers* *CruiserStern*	5483 4984 3246	✠100A1 9,39 ✠LMC7,37 ✠LMC(M)5,39 (SEE FOOTNOTE*)	Sch	*a*†	CL 8,38	1937 7mo Lloyd's*A&CP*	Deutsche WerftAG Bet Finkenwrder Hamburg	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats.	429·2 451·2(O.L.) P24'B&F395' FK Upr F36' *CellDB*372'1238*t* *MT*56'1385*t* *FPT*192*t* *APT*153*t*	58·7	24·9	Rottrdam Dutch 7*BHptAsp*	Oil Engines 2S.C.SA 6Cy.$26\frac{3}{4}$"-$47\frac{1}{4}$" 748NHP Maschinenfbrk,Augsburg- NürnbergA.G.Augsburg	27″2 s 3″3½ 24″0½	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey	6 Port of Survey.	7 Years Assigned now expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R.
19034 232721 WCFS	**Alkaliner** TwinSc (*ex*DolomiteI-40) *OilEng.* *(Self-Unloader)* *Mchy.Aft* 1*Dk* *Electrically welded* *CruiserStern* *Carrying cargo oil in bulk*	~~934~~ — ~~479~~ 980 — 541					1933	Dolomite MarineCorp RochesterNY	All-Waterways Nav.Corp.	205·6	32·0	13·1	Boston ~~Lake Charles,La~~ Utd.States	2 Oil Engines 4S.C.SA connected to Elec.Motors& Sc.Shafts 12Cy.14¼"-14¼" *E*made17*refitted*33 239NHP Busch-SulzerBros. St.Louis,Mis.		R
19035 361	**Alku** Wood *OilEng.* 1*Dk*	348 303 260					1920	O/YRauma Wood,Ld. Raumo	O/Y RaumaWood, Ld.	144·4 133·6	29·5	11·1	Raumo Finnish	Oil Engines 2S.C.SA 2Cy.16½"-18¾" 96NHP J&CGBolindersCoLd.Skn		
19036	**All America** TwinSc (*Cable Vessel*) ssBoaNo.3-12,33 D.F. E.S.D. ssCallaoNo.1-38 1*Dk*(*Stl*)& *Awng dk* (*Stl*-teak s)& 2nd *dk*(*Stl*) *in holds*	*1819* *1655* 880	✠100A1 *Awng dk* *withfreeboard* 2,42 ~~1,40~~ ~~BS11,40~~ ✠LMC11,37 *Fitted for oil fuel F. P. above*	Boa BS2,42	*q*	CL ~~3,39~~ P11,40 S1,42	1921 10mo *Lloyd* 150° F	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	AllAmerica Cables Inc. *Cell DBa33'u E21'*	*f82' 167t FPT 27t*	278·4	37·0	22·4	NewYork Utd.States FK *Cem* *5BHtoAwdk* *APT29t*	T.6Cy.15½",25"&43"-30" (*s*) 180lb *100lb* 264NHP 2SB,*6cf*, HS3746 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	24 " 9 s4 " 7½ 20 " 6	
19037 221033 KDOH	**Allan Jackson** (*ex*Crampton Anderson) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*& *Web frames* D.F. Sub.Sig. *Longitudinal framing* *Carrying Petroleum in bulk*	6635 — 4038	✠ ... 3,22 ✠				1921 1mo	Bethlehem S.B.Co.Ld. Alameda,Cal.	StandardOilCo. of NewJersey	435·0 P106'B50'F42'	56·0	33·6	Wilmgton (Del.) FK Utd.States *WB*	T.3Cy.27",47"&78"-48" 600NHP BethlehemSBCo.Ld. SanFrancisco	33 " 6	R †
19038 152000 VJBG	**Allara** ssSyd.No.3-4,36 1*Dk*(*Stl*) *Cargo battens not fitted*	3279 2967 1969	✠100A1 5,41 ~~5,40~~ BS5,41 ✠LMC4,40	Syd NSW	*v*	CL 3,39	1924 7mo *Lloyd*	W.Beard- more&Co.Ld. Glasgow '*sA&CP*	TheAdelaide SteamshipCo.Ld. *CellD*	340·5 352·0(O.L.) P38'B104'F35' *B289'885t FPT97t*	47·2	23·2	Melbourne British FK *7BHCem* *APT131t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 441NH 3SB,*9cf*.GS161,HS6600 FD W.Beardmore&Co.Ld.Gls	25 " 6 s3 " 11½ 21 " 7½	
19039 222760 KFGA	**Alleghany** Ⓟ *Fitted for oil fuel* Sub.Sig. 4*Dks* D.F. *Longitudinal framing*	5486 — 3361					1923	Federal S.B.Co. Kearny,N.J.	Merchants& MinersTransptn. Co.	350·7	52·1	15·2	Baltimore Utd.States *WB*	T4Cy.24½",41¾",54"&54$\frac{9}{64}$"- 48" 401NHP Hooven,Owens& RentschlerCo.Hamilton,O.		R
19040 145858 MKSB	**Allegheny** ssSld.No.3-8,34 ssMdb.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames*	828 731 384	✠100A1 8,41 ~~7,40~~ ~~BS7,40~~ ✠LMC12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel F. P. above*	Lon BS8,41	*l*	CL 7,40	1921 7mo *Lloyd* 150°F.	J.Crichton &Co.Ld. Connah's Quay '*sA&CP*	Anglo-American OilCo.Ld. (R.A.Carder, *Mgr.*)	200·4 F23'B54' *FPT50t*	32·5	14·0	Liverpool British FK *11BHptCem* *APT35t*	T.3Cy.14",22"&38"-24" (*s*) 180lb 101NHP 2SB,*4cf*,GS62,HS1880 LythamS.B.&E.Co.Ld. Lytham	15 " 0 s2 " 0¼ 13 " 1¾	
19041 148305 GSQZ	**Allende** ss.YkaNo.2-37 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) D.F.	5081 4737 3158	✠100A1 *withfreeboard* 1,42 ~~3,41~~ Examined 1,42 MS8,37 BS3,41 ✠LMC *Fitted for oil fuel* 11,33 F.P.	~~Npt~~ Cal	*a*†	CL 2,40	1928 11mo *Lloyd* *above* 150° F.	Nthmblnd S.B.Co. (1927),Ld. Newcastle '*sA&CP*	NolisementSSCoLd (Morel,Ld.*Mgrs.*) *CellDB362'1397t*	412·6 426·5(O.L.) F40' *FPT100t APT154t*	55·3	26·1	Cardiff British FK *7BHCem* (*ColltoShdk* 6 " *2nd* ")	Q.4Cy.23",32½",47"&68"-48" 225lb *150lb* (*s*) 442NHP 3SB(Spt)*9cf*,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 " 6 s3 " 3¼ 25 " 5½	
19042 DABT	**Allenstein** (*ex*Lena, TwinSc *ex*Coblenz,*ex*WasserbootII) *Mchy.Aft* 1*Dk* D.F.	939 896 550					1913	Schffb.Ges Unterweser Weser- münde-L.	Kohlen-Import u Poseidon SchiffahrtsA.G.	203·0 B20'	34·5	16·1	Königsbrg German	C.4Cy.12⅝"&25⅝"-15[illegible] 43NHP Ottensener Maschf.G.m.b.H.Altona		G
19043 150156 VLGF	**Allenwood** WoodTwinScK *Mchy.Aft* 1*Dk*	398 322 188					1920	J.Wright CapeHawke, N.S.W.	AllenTaylor&Co. Ld.	147·0	35·0	8·2	SydnyNSW British	C.2Cy.12"&24"-16"&18" RossDuncan,Gls.& 48RHP MelbourneCoal& ShippingCo.Mel.		
19044 DODU	**Aller** Ⓟ 4Mst Sub. Sig. D.F. E.S.D. 2*Dks*	7627 6979 4741					1927	Bremer Vulkan Vegesack	Norddeutscher Lloyd	503·1 P39'	63·1	28·3	Bremen German *WB*	T4Cy.35$\frac{1}{16}$",57½"&(2)66⅛"- 59$\frac{1}{16}$" 688NHP BremerVulkan,Vegesack		G
19045 95920 KJBD	**Allerton** Ⓟ Iron (*ex*HomerRamsdell) 1*Dk*	1181 — 822					1887 1912	T.S.Marvel S.B Co. Newbrgh,NY	Nantasket-Boston SteamboatCo.	225·0	32·5	11·8	Boston Utd.States	C.2Cy.28"&52"-36" *Ealtered*11 135NHP WrightStm.Eng.Wks. Newburgh,N.Y		
19046 1168 CBAL	**Allipen** 2*Dks* *Cruiser Stern*	1762 1188 747					1923	Inter- nationalS.B. &E.Co.Ld. Danzig	Haverbeck& Skalweit	248·0	36·1	15·5	Valdivia Chilian *WB*	T3Cy.17$\frac{5}{16}$"27⅝"&45$\frac{5}{16}$"-31½" 112NHP InternationalS.B.&E.Co. Ld.Danzig		G
19047 118034 VPLN	**Allister** (*ex*Alegria-36,*ex*Eaton Grove,*ex*Perez, ssN.Os.3rdNo.3-11,41 *ex*Eastern Coast, ~~ssN.Os.No.1-41~~ 2*Dks* *ex*Powerful) *lower dk*(*Stl*)28' *in forehold*	1597 1291 860	✠100A1 *withfreeboard* 11,41 ~~7,40~~ ~~BS2,40~~ ✠LMC1,37 *Fitted for Oil fuel* 4,24	NOs 11,41	*r*	CL ~~11,39~~ N11,41 *Lloyd* *F.P.above* 1	1903 7mo 50°F	Swan Hun- ter&Wigham Richrdsn,Ld. Newcastle '*sA&CP*	J.S.Webster&Sons *CollBH* *CellDBa7*	270·4 282·2(O.L.) Alt.1923 *in tween dk omitted* *'&uE20' 133t FPT*	36·0	19·3	Kingston Jamaica FK British *4BHCem* *38tAPT21t*	T.3Cy.21½",34"&56"-42" (*r*) 160lb 238NHP 2SB,*8pf*,GS132,HS4096 WghmRchrdsn&CLdNwc.	27 " 10 s8 " 6 19 " 9	
19048 237 IJMA	**Alma** (*ex*Albert-38, TwinSc *ex*Tisza-35,*ex*SanPaolo-35, *ex*Cadenel-34,*ex*Paso de los 1*Dk* Libres,*ex*SajoniaII)	598 510 345					1905	Nordsee Werke Emden	Soc.Anon.Tras- portiIndustriali	206·8 199·0 F24'	32·9	9·2	Leghorn Italian	T.6Cy.10¼",15¾"&26¾"-17¾" 30NHP I.Frerichs&Co. OsterholzScharmbeck		IV
19049 732 IJMB	— (*ex*Jocelyn-34, AuxSr *ex*Rotterdam) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	304 264 168					1918 1936	NVSchpsw Welgelegen Harlingen	Soc.Anon. Armatoriale "Liburnum"	145·0 124·3 P23'F13'	23·9	11·7	Leghorn Italian *WB*	Oil Engines 4S.C.SA 6Cy.8$\frac{11}{16}$"-14$\frac{3}{16}$" 44NHP NE35 Humboldt-Deutzmotoren. A.G. Köln-Deutz		I
19050 UPL1	**Alma Ata** (*ex*Chubar-38, *ex*Dijkwater-35, ssRot.No.3-12,33 *ex*Maasdijk) 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	3611 3292 2179	✠ ... 7,36 ✠	Rot	*w*		1920 12mo	NV Burger houtsM.&S Rotterdam	U.S.S.R. *CellDB308'1000t*	360·2 *FPT63t APT73t*	50·3	21·8	Odessa Russian FK *Asp* *Coll BH to Sh dk* 5 " " *U* "	T.3Cy.25½",41$\frac{3}{16}$"&66$\frac{15}{16}$"- 45½" 340NHP 3SB,*9cf*,GS158,HS5418 BurgerhoutsMachFab.Rot	24 " 6	
19051 136353 GLTK	**Almanzora** Ⓟ TrpSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*&1*ptDk*	15551 10179 9441	✠Lloyd'sRMC~~9,39~~ 8,41				1914	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	570·0 P53'B353'UpB348' F100' *Promenade* *dk on UprB295'*	67·3	33·3	Belfast British *WB*	T.8Cy.(2)27",(2)42"& (4)49"-51" 1L.P.Turbine Harland&Wolff,Ld.Bel.		

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres
19052 OXFH	**Almena** *OilEng.* D.F. 1*Dk* *CruiserStern*	1554 1317 858					1933	Nakskov Skibs.A/S Nakskov.	Dampskslsk-TormA/S (A.Schmiegelow& A.Kampen,*Mgrs.*)	270·7 P23'B154'F31'	41·2	15·7	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy.21⅝"–38⅜" 271NHP Akt.Burmeistr&Wain,Cpn		C
19053 160239 GSYV	**Almenara** (*ex*Papelera) *Fitted for oil fuel* 1*Dk*	1851 1573 925					1922	Osbourne, Graham& Co.Ld. Sunderland	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*)	260·1 B150'F12'	41·2	18·5	Glasgow British *WB*	T.3Cy.21",35"&58"-39" 195NH N.E.MarineEng Co.Ld.Sld		C
19054 239651 WFJX	**Almeria Lykes** Now Empire Condor, see letter E. *pt welded* *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *pt Longitudinal framing* *CruiserStern*	7773 — 4585					1940	Federal S.B.&D.D.Co Kearny,N.J.	LykesBros.S.S. Co.Inc.	469·0 F38'	69·6	29·2	Galveston (Tex.) Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1417NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
19055 PUAC	**AlmiranteAlexandrino** Ⓟ (*ex*Itu,*ex*CapRoca) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5786 4595 3690					1900	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	411·4 P&B263'F52'	48·3	29·0	R.Janeiro Brazilian *WB*	Q.4Cy.24½",35½",51½"&75"- 54" 413NH ReiherstMaschinenf.Ham.		V
19056 PUAD	**Almirante Jaceguay** Ⓟ (*ex*GeneralSanMartin,*ex*Edmund Wagenknecht,*ex*Professor, 2*Dks* *ex*ProfessorWoermann)	6079 4217 3546					1912	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	392·9 P&B82'F58'	52·4	26·9	R.Janeiro Brazilian *WB*	Q.4Cy.26⅛",38⅜",55⅛"&81⅛"- 55⅛" 484NHP Reiherst.Maschinenf.Ham.		G
19057 PCMZ	**Almkerk** TwinSc *ss*Rot.No.1-37 D.F. *OilEng.* *CruiserStern* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6810 5826 4046	✠100A1 *withfreeboard* 12,40 ✠LMC CS3,39 DBS8,40 3,39	Bkn	d†	OG N2,39	1934 4mo *Lloyd*	NVNederl. Schps.Maats. Amsterdam *'sA&CP*	VereenigdeNederlandscheScheep. Maats.(Directie en AgentuurMaats. HollandAustralie LijnN.V.*Mgrs.*)	460·1 P18'B66'F34' FK *CellDBuE51'f176'* 1482*t Tanks in*	60·2	27·	TheHague Dutch *8BHptCem* (*6 to 2nd dk*) *566tMTs49'* *way of tunn*	Oil Engines 2S.C.DA 12Cy.23⅜"–43 5/16" 2325NHP 2DB120lb Gebr.Stork&Co.N.V. Hengelo *els 1461tFPT224tAPT134t*	32 ″ 7 s 4 ″ 4½ 28 ″ 4¾	
19058 LCBT	**Almora** (*ex*Caballero,*ex*Toften, *ex*O.H.Weins) *ss*Osl.2ndNo.3-9,29 *ss*Osl.No.2-38 D.F. 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2433 2193 1486	✠100A1 11,39 ✠LMC MS5,38 BS12,38 (SEE FOOTNOTE*)	Osl	t	OG 1,40	1905 11mo *Lloyd*	Murdoch& Murray Pt.Glasgow *'sA&CP*	A/SAlmora (ErlingMortensenA/S) *CellDBa96'*	299·3 P27'B74'F26 FK *tE&B38'f124' 640t*	44·5	19·9	Oslo Norwegian *5BHCem* *APT100t*	T.3Cy.22",36½"&59"-39" (*s*) 180lb *100lb* 238NHP 2SB,6*cf*,GS97,HS3716 D.Rowan&Co.Glasgow	22 ″ 4 s 3 ″ 2½ 19 ″ 3½	
19059 146567 GJLZ	**Alnmoor** *ss*Bly.No.3-7,35 *ss*Bly.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6573 6273 4077	✠100A1 *Shelter dk* *withfreeboard* 6,40 BS8,40 ✠LMC7,39	Bos	z	CL 6,39	1922 5mo *Lloyd*	W.Doxford &Sons,Ld Sunderland *'sA&CP*	MoorLine,Ld. (Runciman ShippingCo.Ld. *Mgrs.*) *Intermedi* *in for* *CellDB364'1181tF*	420·0 433·7(O.L.) *te bulkhead* FK *hold dispensed with* *PT105tAPT127t*	54·0	34·3	London British *Cem* *1BHtoShdk* *5 „ „ U „*	T.3Cy.27",44½"&75"-54" (*s*) 180lb 577NHP 3SB(2Spt),9*cf*,GS198, HS8530 FD FairfieldCo.Ld.Glasgow	37 ″ 0 s 8 ″ 11½ 28 ″ 4	
19060 161595 MLLL	**Alnwick** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	508 372 249	✠100A1 4,41 Examined 4,41 ✠LMC5,36	Fal	h	CL 2,40	1936 5mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle *'sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellD*	165·3 P59'F23' FK *B106" 152t FPT65t*	27·2	10·4	Newcastle British *3BHptCem* *APT11t*	Oil Engines 4S.C.SA 7Cy.11"-17⅛" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 ″ 4 s 1 ″ 0½ 11 ″ 4¾	
19061 150045 ZSBR	**Aloe** *ss*P.Nl.No.3-4,38 E.S.D. 2*Dks*(*Stl*)	5047 4804 3194	✠100A1 10,41 ~~12,40~~ BS~~6,40~~ ✠LMC4,38 10,41	~~PNl~~ CTn	y	CL 11,39	1925 9mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow *'sA&CP* *Int.'t* *Ce*	UnionGovt.ofS. Africa(Rlwys.& HarboursAdministration,CapeTwn) *ween dkBHin after* *llDB348' 1072tDT*	404·9 P38'B119'F39' FK *hold dispensed with* *a30'860tAPT102t*	53·0	27·6	CapeTown British *ptCem* *5BH to Udk* *1 „ 2nd „*	T.3Cy.27",44"&73"-48" (*s*) 180lb 477NHP 3SB,9*cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s 5 ″ 8½ 24 ″ 7	
19062 CBAD	**Alondra** Ⓟ *ss*Liv.No.3-1,35 *ss*Vpo.No.1-39 D.F. 2*Dks*(*Stl*)&*Awng dk*(*Stl-ws*) *RefMchy.*	*3445* *3044* *1887*	✠100A1 *Awng dk* *withfreeboard* 11,41 ~~11,39~~ ~~BS4,40~~ ✠LMC4,39 ✠Lloyd'sRMC~~3,41~~ ~~9,41~~ 4,42	~~Vpo~~ Tal BS~~4,41~~4,42	u 2	CL 4,39	1922 4mo *Lloyd*	CaledonSB &E.Co.Ld. Dundee *'sA&CP*	ChilianState Railways *CellDB266'743t*	319·0 BK12' *FPT50tAPT87t*	44·2	26·	Valparaiso Chilian *Cem* *5BHtoAwdk*	T.3Cy.25",42"&68"-42" (*s*) 180lb 395NHP 3SB,9*cf*,GS189,HS7054 CaledonS.B.&ECo.Ld.Dun	28 ″ 9 s 8 ″ 2½ 21 ″ 10	
19063 206130 WADU	**Alpena** (*Self-Unloader*) *Mchy.Aft* GyC. D.F. 1*Dk*	2886 — 1787					1909	Detroit S.B.Co. Wyandotte	WyandotteTrans. Co.	356·0	47·2	27· *WB*	Wyand'tte Mich. Utd.States	Q.4Cy.17½" 25½",37"&54"- 36" 175NHP DetroitS.B.Co.Detroit		R
19064 147921 GKWL	**Alpera** (*ex*CabodelAgua,*ex*Coria) *ss*Gls.No.3-11,33 *Cargo battens not fitted* *ss*Gls.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed '41 (W.E.)*	1777 1547 914	✠100A1 *Shelter dk* *withfreeboard* 12,41 ✠LMC Examined 5,42 MS7,38	~~Bkn~~ Lon Cff BS9,41	r	CL ~~6,37~~ 12,41	1920 12mo *Lloyd*	H.&C. Grayson,Ld. Garston *'sA&CP*	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*) *CellDB224'41*	264·9 275·0(O.L.) FK *Collision* *0t FPT63t APT18t*	41·2	18·7	Glasgow British *Cem* *BH to Shdk* *3 „ „ U „*	T.3Cy.21",34"&56"-36" (*s*) 180lb 252NHP 2SB,6*cf*,GS118,HS4550 McKie&Baxter,Glasgow	28 ″ 10 s 8 ″ 4 20 ″ 8½	
19065 218389 KIMS	**Alpha** (*ex*Burnwell) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Fitted with cylindrical tanks* *for carrying petroleum*	5771 4633 3595	✠ ... 9,20 ✠				1919 7mo	Chester S.B.Co Chester,Pa.	~~DalyTankship~~ ~~Corp.~~Fleischmann Transportation Co.	400·8 P99'B27'F50' FK	54·3	31·4	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.E.Pittsbugh,Pa.	32 ″ 9	R †
19066 PCNE	— *OilEng.* *Mchy.Aft* 1*Dk*	347 224 174					1936	Gebr.van Diepen Waterhuizen	P.E.Beck	134·7 P34'B16'F17'	24·1	9·4	Groningen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.12"-17⅛" 55NH N.V.Motorenfb."De Industrie"Alphena/dRijn		V
19067 3793 PCNK	**Alphacca** Ⓟ *ss*HamNo.2-37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5759 4935 3480	✠100A1 *withfreeboard* 9,41 ~~10,40~~ ✠LMC Examined5,41 MS10,36 BS2,40	CTn Bkn	a†	CL N5,39	1928 7mo *Lloyd*	W.Gray& Co.Ld. Sunderland *'sA&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB364'1146t*	409·9 F39' FK *FPT129tAPT86t*	56·2	27·0	Rottrdam Dutch *7BHCem* (*Coll to Shdk* *6 „ 2nd „*)	T.3Cy.27",44"&73"-51" (*r*) 200lb 592NHP 3SB(Spt),10*cf*,GS207 HS8934 FD Cen.Mar.Eng.Wks.W.Bpl	29 ″ 6 s 3 ″ 8 26 ″ 0½	
19068 PCNQ	**Alphard** *OilEng.* 1*Dk*,2*nd dk in No.3 hold*&*mchy.space* D.F. E.S.D. *CruiserStern* *Part electrically welded including* *sheerstrake,keel&deck stringers*	5483 4984 3246	✠100A1 1,42 ~~4,41~~ ✠LMC10,37 ✠LMC(M)5.39	~~Hul~~ Cal	a†	CL ~~N4,40~~ 12,41	1937 10mo *Lloyd*	Deutsche WerftAG Bet Finkenwrder Hamburg *'sA&CP*	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats. *CellDB*	429·2 451·2(O.L.) P24'B&F395' FK UpperF36' *372' 1238t MT56' 13*	58·7	24·9	Rottrdam Dutch *7BHpt.Asp* *85tFPT192t*	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 748NHP Maschinenfbr.Augsburg- Nürnberg.A.G.Augsburg *APT153t*	27 ″ 2 s 3 ″ 3½ 24 ″ 0½	

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* Surveys delayed, Vessel. when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard Amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
19069 3828 PCNU	**Alpherat** Ⓟ ssHam.No.2-36 D.F. *2Dks(Stl)&Shelter dk(Stl)* E.S.D.	5759 4935 3480	✠100A1 *withfreeboard* 5,41 ~~9,40~~ Examined 5,41 MS9,36	~~Bkn~~ Lon ✠LMC BS1,39	*a*†	CL 6,39	1928 8mo	W.Gray& Co.Ld. Sunderland *Lloyd's A&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*364'1146*t*	409·8 423·6(O.L.) F39' FK *FPT*129*t**APT*86*t*	56·2	27·0	Rottrdam Dutch *7BHCem* (*Coll to Sh dk* 6 „*2nd*„)	T.3Cy.27",44"&73"-51" (*r*) 200lb 592NHP 3SB(Spt),*10cf*,GS207 HS8934 FD Cen.Mar.Eng.Wks.W.Hpl	29 ″ 6 s 3 ″ 8 26 ″ 0¾	
19070 162708 GQQR	**Alresford** (*ex*Terneuzen-38) *ss*Rot.No.3-10,33 *ss*Ams.No.1-38 *1Dk(Stl)* *Cargo battens not fitted*	2472 2248 1543	✠100A1 9,41 2,41 ~~BS11,40~~	~~Hpl~~ Lon BS3,42 ✠LMC3,38	*s*	CL ~~10,40~~ 8,41	1922 3mo	G.Brown& Co. Greenock *Inter* *Lloyd's A&CP*	Sea&LandSecurities.Ld.(FredHunter(Management) Ld.*Mgrs.*) *mediateBH in fore-* *CellD*	290·2 P25'B88'F35' FK *hold dispensed with* *B*248' 638*t* *FPT*90*t*	44·1	20·9	London British *Cem* *4BHonly* *APT*72*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 258NHP 2SB,*6cf*,GS121,HS4272 J.G.Kincaid&Co Ld.Grk.	23 ″ 0 s 3 ″ 1½ 20 ″ 0	
19071 FOGH	**Alsace** TwinSc (*CableVessel*) *Fitted for oil fuel* *2Dks* *CruiserStern*	2000					1939	Ch.&Atel. deSt.Nazaire (Penhöet)SA Gd.Quevilly	FrenchGovernment(Postes& Télégraphes)	261·8	39·7	25·9	French *WB*	T6Cy.16⅛",27 3/16"&44⅞"-29½" 216NHP Atel.&Ch.de laSeine Maritime,LeTrait		
19072 FNBC	**Alsina** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* *3Dks* *CruiserStern*	8404 — 4639					1921	Swan,Hunter&Wigham Richardson, LdNewcastle	Soc.Gén.deTransp. Mar.àVap.	450·5 P35'B271'F88'	58·4	31·5	Marseilles French *WB*	4 Steam Turbines DR geared to 2 Sc.Shafts Swan,Hunter&Wigham Richardson,Ld.Nwc.		IV
19073 OXPA	**Alssund** (*ex*SierraLeone) Now "Bold Venture," see No. 35722 in Supplement *ss*Abg.No.3-1,34 *ss*Cpn.No.1-39 D.F. *1Dk(Stl)*	3222 [illegible] 1924	✠100A1 1,39 ✠LMC2,39	Cpn	*v*	OG 5,37	1920 11mo	N.V.Schpw v.J.Smit,Czn Alblasserdm A&CP	Dampskibsslsk. "Hafnia"A/S (T.C.Christensen, *Mgr.*) *CellD*	332·1 345·0(O.L.) P30'B212'F24' FK *B*284'951*t**FPT*101*t*	48·7	21·8	Frdrkshvn Danish *5BHCem* *APT*156*t*	T.3Cy.23",38"&62"-42" (*s*) 180lb *180lb* 282NHP 2SB,*6cf*,GS97,HS4520 Maats.deSchelde,Flushing	24 ″ 6 s 2 ″ 9½ 21 ″ 11	
19074 5910 SDBR	**Alstern** (*ex*Fredland,*ex*Ann-Mari, *ex*Ebro,*ex*Meteor) *1Dk*	*915* *723* *480*					1917	Hlsingbrgs Varfs. Aktieb Helsingborg	O.F.Ahlmark&Co. Eftr.A/B	204·5 Q69'H121'F19' B52*t*	33·6	12·7	Karlstad Swedish *WB*	T.3Cy.18⅛",29½"&46⅞"-27½" 115NHP HelsingborgsVarfsAktieb.		V
19075 DKAW	**Alstertor** (*ex*Rose-39) D.F. *OilEng* *Ref.Mchy* *1Dk&Shelterdk* *CruiserStern*	3063 2611 1781					1938	Öresunds- varvet Aktiebolag Landskrona	Rob.M.Sloman,Jr.	320·7 F42'	45·8	25·9	Hamburg German *WB*	Oil Engines 2S.C.SA 9Cy.19 11/16"-35 7/16" 606NHP Akt.Burmeistr&Wain,Cpn		NG
19076	**Alsterufer** D.F. *OilEng.* *Ref.Mchy* *1Dk&Shelterdk* *CruiserStern*	2729 2200 1537					1939	Eriksbergs M.V.Aktieb. Gothenburg	Rob.M.Sloman,Jr.	314·4	50·3	23·3	Hamburg German *WB*	Oil Engines 2S.C.SA 9Cy.19 11/16"-35 7/16" 608NHP EriksbergM.V.Aktieb.Got		N
19077 124877 MDQY	**Alt** *ss*Gms.No.1-41 *ss*Goo.2ndNo.3-9,36 *1Dk(Stl)*	1004 832 419	✠100A1 ~~6,41~~ ~~2,41~~ 4,42 ~~Examined 2,41~~ BS4,42	~~Gms~~ ~~Goo~~ ~~Gms~~ Liv ✠LMC2,41	*o*	OG 1,41	1911 12mo	W.Dobson &Co. Newcastle *Lloyd's A&CP*	LondonMidland& ScottishRailway (Associated HumberLines, *Mgrs.*)	240·2 P38'B88'F35' FK *CellDBa*58' *uE*15'*f*91'182*t**FPT*	34·2	15·4	Goole British *5BHCem* 14*t**APT*31*t*	T.3Cy.22 5/16",36"&61"-39"(*r*) 180lb 331NHP 2SB,*6cf*,GS124,HS4948 FD WllsndSlpwy.Co.Ld.Nwc.	16 ″ 4 s 2 ″ 0½ 14 ″ 9½	
19078 220366 KDBC	**Altair** (*ex*Agwimoon) *ss*Bal.No.3-12,32 *ss*Bal.No.2-41 ~~*ss*Bal.No.1-37~~ D.F. *2Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	6933 6211 4318	✠100A1 4,42 ~~8,40~~ ~~9,41~~ 9,41 ~~BS1,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	~~N Yk~~ ~~Bal~~ NYk ✠LMC ~~3,37~~ 1,40	*b*†	CL N1,40	1920 7mo	SunS.B. Co. Chester,Pa. A&CP	Socony-Vacuum OilCo.Inc. *CellD*	429·3 P133'B36'F40' FK *BuE & B*59'	59·2	33·2	NewYork Utd. States 16*BHptCem* (12 *to Up dk* 4 „*2nd*„)	T.3Cy.27¼",45½"&76"-51" (*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa. *f*41'408*t**FPT*222*t**APT*57*t*	33 ″ 3 s 6 ″ 9½ 26 ″ 8¾	
19079 TCAG	**Altay** (*ex*RosinaTopic-33, *ex*Blairmore, *ss*Nwc.2ndNo.3-2,26 *ex*Mountfields) *1Dk(Irn)2trB* *&deep framing*	*3038* *2822* *1947*	✠ 7,30 ✠	Ant	*u*		1901 2mo	W.Gray& Co.Ld. WHartlepool	HüseyinAvni Sohtorikoglu *Cell DBa*	325·0 P27'B88'F30' FK *&uE*130'*f* 136'732*t*	47·2	22·4	Istanbul Turkish *5BHCem* *APT*53*t*	T.3Cy.24",38"&64"-42" 257NHP 2SB,*6pf*,GS98,HS3738 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10	
19080 DOMH	**Altenfels** *CruiserStern* *OilEng* Sub.Sig. E.S.D. *2Dks*	8132 7508 5041					1925	Vulcan- Werke,A.G. Hamburg	DeutscheDampfs. Ges."Hansa"	469·1 P115'B144'F93'	60·4	32·5	Bremen German *WB*	2 Oil Engines 4S.C.SA each8Cy.25 5/16"-27 9/16"& hydraulic coupling S.R. geared to 1 Sc.Shaft 996NHP VulcanWerke,A.G.Ham.		G
19081 PCNZ	**Aludra** D.F. *2Dks&Shelter dk*	4930 4473 2970					1921	Deutsche Werft Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3 F41'	54·3	27·4	Rottrdam Dutch *WB*	T3Cy.28 9/16",45 5/16"&75"-55⅛" Gutehoffnungshütte,Oberhausen 418NHP		G
19082 ~~230677~~ ~~WBEW~~	**Alva** TwinSc (*Yacht*) *OilEng.* AnnualSurvey,Jck-1,41 *ss*N.Ns.No.2-40 *2Dks(1dkStl&weather dk ptStl-teak s)* D.F. *3rd dk (Stl)clear of mchy. space*	2265 2014 1144	✠100A1 *withfreeboard* 1,41 DBS1,41	Jck ✠LMC2,40		CL 1,41	1931 3mo	Frd.Krupp Germaniawf. A.G. Kiel *Lloyd's A&CP*	~~W.K.Vanderbilt~~ *CellDBa*16'*uE*63' *DTa*16'	249·3 Q126'B&F122' FK *f*38'350*t* 25*t**DTf*9'82*t**FPT*	46·2	25·0	~~New York~~ Utd.States 11*BHptCem* 33*t**APT*78*t*	Oil Engines 4S.C.SA 16Cy.23⅝"-41⅜" DB*175lb* 863NHP Frd.KruppGermaniawfAG Kiel	26 ″ 4 s12 ″ 4½ 18 ″ 1½	
19083 164028 MBWC	— 3Mst D.F. E.S.D. *1Dk*	1584 1356 928					1934	Burntislnd S.B.Co.Ld. Burntisland	ClydesdaleShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*)	265·0 P15'Q43'B110'F30'	40·5	16·3	Glasgow British *WB*	T.3Cy.17",28"&47"-33" 127NHP D.Rowan&Co.Ld.Gls.		C
19084 206090 WTLB	**Alva C. Dinkey** *Mchy.Aft* GyC. D.F. *1Dk*	7514 — 5822					1909	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	580·0	58·0	32·0 *WB*	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
19085 212017 KJBF	**Alvarado** TwinSc D.F. *Fitted for oil fuel* *Mchy.Aft* *1Dk*	1994 — 1400					1914	CraigS.B. Co. Long Beach,Cal.	MooreMill& LumberCo.	245·0	41·5	24·0	S.Frncisco Utd.States	Q.8Cy.11",16",23"&34"-24" 113NHP CraigS.B.Co.		
19086 DHAX	**Alwine Russ** Sub.Sig. *1Dk*	988 777 566					1921	Stettiner Oderwerke Stettin	ErnstRuss	210·6 P14'Q53'B55'F23'	33·8	13·3	Hamburg German *WB*	T3Cy.15½",25¼"&41 7/16"-29½" 92NHP Stettiner Oderwerke		G

1 Numero l'Order Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port l'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.
19087 148844 GLBY	**Alynbank** TwinSc *ss*Ant.No.3-2,38 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5151 4764 3117	✠100A1 *withfreeboard* 12,38 DBS12,39 ✠LMC2,38 *Carrying vege*	Liv *table oil i*	*a*† *n deep*	CL S1,38 PN1,38	1925 3mo *Lloyd* *tank*	Harland& Wolff,Ld. Glasgow '*sA&CP* *Cell* *DB*357'1121*t*	~~BankLine,Ld.(A.Weir&Co.*Mgrs.*)~~ Ministry of War Transport *DTf*32'1067*t Tan*	420·0|53·9|26·5 FK *Coll* *ks between tunnels* 1	Glasgow British 7*BHptCem* *BHtoShdk*: 6 ,, ,, *2nd dk* 15'251*tFPT*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls. 106*tAPT*132*t*	29 " 2 s3 " 7¾ 25 " 8
19088 301	**Amabilitas** (*ex*AnsaldoSavoia Secondo) D.F. 1*Dk* *Now "Rio Bermejo," see No.* 38324 *in Supplement*	5425 4547 3314					1919	Cant. Offic. Savoia Cornigliano	Soc.AnonIndustriaArmamento	395·8|51·7|27·4 379·5 P37'B113'F33'	Genoa Italian *WB*	T.3Cy.26",42½"&69$\frac{7}{16}$"-48" 337NHP Cant.Nav.Riuniti,Ancona	
19089 30026 JDHA	**Amagi Maru** Ⓟ GyC. 2*Dks*	3165 2776 1916					1924	Yokohama DockCo. Yokohama	NipponYusenK.K.	315·5|46·0|27·0 P22'B79'F36'	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.	
19090 385? JUSI	**Amagisan Maru** *ss*Tama.No.1-38 *Ref.Mchy.* *OilEng* GyC. 2*Dks*(*Stl*) *CruiserStern*	7620 6836 4707	✠100A1 *withfreeboard* 10,40 ✠LMC CS5,38 DBS10,40 7,39 ✠Lloyd'sRMC~~10,40~~4,41 *Carrying cargo oil*	Tama *F.*	*c*† *P. abo*	CL 7,39 *ve*150°	1933 12mo *Lloyd*	Mitsui Bussan Kaisha,Ld. Uno,Tama '*sA&CP* *F.in deeptank*	MitsuiBussan Kaisha,Ld. *CellDB*	454·0|60·0|37·0 P28'B171'F34' FK (1*B* 395'1702*t DTa*30'1	Kobe Japanese 8*BH* *Hto2nddk*) 093*tFPT*79	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55¼" 1230NHP DB*120lb* MitsuiBussanKaisha,Ld. *tAPT*69*t*	37 " 0 s9 " 5½ 27 " 8¾
19091 1501? JGUB	**Amaho Maru** (*ex*UnkaiMaruNo.3, *ex*Istria,*ex*Craigrowan) *ss*Kob.2ndNo.3-5,22 1*Dk*2*trB&deepframing*	2769 2367 1989	✠ ... 9,25 ✠				1898 2mo	A.Rodger &Co. PortGlasgow	AzumaKisenK.K.	314·4|44·0|20·7 P29'B76'F29' FK	Fuchu Japanese *WB*	T.3Cy.22½",37"&61"-42" 250NHP Hall-Brwn,Buttery&C.Gls	23 " 3
1903 4674 JJKN	**Amakasu Maru No. 1**	1913 — 1057					1939	Kawamin-amiKogyo K.K. Nagasaki	AmakasuSangyo KisenK.K.	271·6|40·0|20·3	Yokohama Japanese	T.3Cy.18$\frac{1}{16}$",30"&50"-36" 150NHP KawaminamiKogyoK.K. Nag.	
19093 147288 GKXC	**Amakura** *ss*Liv.No.3-3,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in No.*1*hold*	1987 1694 1172	✠100A1 *withfreeboard* ~~7,41~~ ~~12,40~~2,42 Examined 2,42 BS12,40 ✠LMC12,36	~~Liv~~ Liv	*s*	CL 4,40	1924 11mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	ArakakaSS.Co.Ld. (BookerBros. McConnell&Co.Ld. *Mgrs.*) *CellDBa&uE*94'	280·1|42·2|18·7 F27' FK *Coll* *f*124'426*tAPT*52*t*	Liverpool British 4*BHCem* *BHtoShdk*; 3 ,, ,, *2nddk*	T.3Cy.20½",34"&56"-36" (*r*) 180lb 235NHP 2SB,6*cf*,GS118,HS4060 CaledonSB.&E.Co Ld.Dun	20 " 9 s " 11 20 " 0
19094 10323 JGLB	**Amakusa Maru** Ⓟ TwinSc (*ex*Amur) 1*Dk*(*Stl*)&*Spur dk*(*Stl*-teaks) &*deep framing*	2345 1905 1364	✠ 10,08 ✠	Nag	*s*		1901 4mo	Act.Ges. "Neptun" Rostock	KitaNipponKisen K.K. *Cell DBa*48'*uE&B*	279·3|40·6|14·4 P32'B106'F40'21·3 FK	Fuchu Japanese 4*BHCem* 16'*f*118'362*t*	T.6Cy.20⅞",35½"&55"-35½" 426NHP 2SB,6*cf*,GS124,HS5876 A.G."Neptun,"Rostock	24 " 0
19095 VSQF	**Amal** (*ex*Amalie-36,*ex*Lavinia-35) 1*Dk*	1072 910 586					1902	Sunderlnd S.B.Co.Ld. Sunderland	AtidNavigationCo. Ld.(BarnettBros. &Borchard,Ld. *Mgrs.*)	224·7|33·0|15·2 P&B133'F28'	Haifa Palestine *WB*	T.3Cy.16",28"&44"-33" 111NHP N.E.MarineEng.CoLd.Sld.	
19096 2069? IUIG	**Amalia Messina** (*ex*Mino-39, *ss*Bel.No.3-7,06 *ex*Siciliano-37,*ex*FifeCoast-32, *ex*PrincessEna,*ex*Glenariff) 1*Dk* *Well deck*	653 531 362	✠ ... 6,09 ✠				1892 10mo	McIlwaine &McColl,Ld Belfast	MarcelloMessina	209·3|29·1|13·8 201·0 P20'Q83'B11'F31' BK7½"	Genoa Italian *WB*	T.3Cy.17½",28"&46"-33" 136NHP M'Ilwaine&McColl,Ld.Bel	14 " 9
19097 3696? JEQC	**Amami Maru** Ⓟ (*ex*KankyoMaru, *ex*SeishiMaruNo.5) 2*Dks*	747 — 421					1908	OsakaIron Works Osaka	OshimaKisenK.K.	180·0|27·2|18·1 B31'F21'	Kagoshima Japanese	T.3Cy.13",21½"&36"-27" 67NHP OsakaIronWorks,Osaka	
19098 HRBF	**Amapala** Ⓟ *ss*N.Yk.No.1-41 *ss*N.Os.No.3-2,37 2*Dks*(*Stl-Weather dk*teaks) & 2 *lower dks sparred for fruit cargo* *Ref.Mchy.*	4148 3546 2552	✠100A1 *withfreeboard* ~~2,41~~ ~~1,41~~10,41 BS10,41 ~~BS12,40~~ ✠LMC2,37 ✠Lloyd'sRMC~~11,40~~ 10,41 for temp. 50° F *Lower decks f* *Fitted for oil*	NYk *or fruit* *fuel* 6,	*w* *c* 24	OG 11,40 *argoes* *F.P. above* 1	1924 6mo *Lloyd* 50° F	Swan,Hunter&Wigham Richardson Ld.Newcastle '*sA&CP*	StandardNavCorp. (StandardFruit& S.S.Co.*Mgrs.*) *CellDBa*93'*u*	350·0|50·2|29·3 365·0(O.L.) F34' FK *E*28'*f*130'377*tFPT*	Ceiba Honduran *Cem* 6*BH* 63*tAPT*55*t*	T4Cy27",45"&(2)54"-45"(*s*) 200lb 668NHP 4SB,16*cf*,HS10540 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 " 6 s11 " 5¾ 20 " 5½
19099 PUQV	**Amaragy** (*ex*Camaragibe-37, *ex*Mirabella,*ex*Enare,*ex*B.G.Kronberg) 1*Dk*	1848 1638 1117					1915	Sörlandets Skibsbygger Fevig	Cia.Commercio e Navegação	265·0|42·1|17·9 P22'B71'H147*t* F29'	R.Janeiro Brazilian *WB*	T.3Cy.18",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.	
19100 CSAD	**Amarante** (*ex*Württemberg) *ss*.Ant.2ndNo.3-4,38 Sub.Sig. 2*Dks*(*Stl*)3*rdDk in No.*1*hold*	7896 7224 4940	100A1 ~~10,40~~ ~~6,41~~ 3,42 BS6,41 ~~BS8,40 5,41~~ LMC5,38	Lis	*c*†	CL ~~5,38~~ 5,41	1914 *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	Soc.Geral deCommercioIndustria e TransportesLtda. *CellDB*	470·0|58·0|35·0 487·2(O.L.) P54'B121'F58' FK 415'1823*t FPT*243*t*	Lisbon Portuguese 8*BHCem* *APT*45*t*	T.3Cy.32⅝",52$\frac{11}{16}$"&86½"-55⅛" 200lb (*s*) 558NHP 4SB,12*cf*,GS204,HS9160 FD BremerVulkan,Vegesack	35 " 0 s8 " 2¼ 27 " 0½
19101 144211 GBKP	**Amarapoora** Ⓟ *Fitted for oil fuel* D.F. E.S.D. 3*Dks*	9342 6748 5940					1920	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co.*Mgrs.*)	465·8|59·3|30·5 P56'B174'F51'	Glasgow British *WB*	T.3Cy.29½",50"&84"-60" 550NHP W.Denny&Bros.Ld.Dmb.	
19102 HPJH	**Amarylis** (*ex*Maroulio-38, *ex*Assiout-35) *ss*Liv.No.3-8,30 D.F. *ss*Sch.No.2-39 1*Dk*	4328 3945 2721	✠100A1 3,41 BS3,41 ✠LMC9,38 ✠NE *made* 22 *re fitted* 37 *Carrying oil*	Bal *fuel F.*	*x* *P.*	CL 7,40 *above* 1	1918 11mo *Lloyd* 50° F.	Nof Ireln'd S.B.Co.Ld. Londonderry '*sA&CP* *in DB & DT*	AmarylisS.S.Co. Ld. *Cell DB*316'1048*t D*	370·4|51·2|25·8 P32'B218'F34' FK *Ta*28'660*tFPT*107*t*	Panama Pnamanian 6*BHCem* *APT*108*t*	T.3Cy.23⅜",36"&58"-42"(*s*) 180lb 403NHP 3SB,9*cf*,GS160,HS6831 FD W.Beardmore&Co.Ld Gls.	28 " 2 s4 " 4½ 24 " 0
19103 201937 WPBC	**Amasa Stone** *Mchy.Aft* GyC. D.F. 1*Dk*	6282 — 4930					1905	Detroit S.B.Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	525·0|55·2|31·0 F44' *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B Co.Detroit	
19104 163572 GYDD	**Amastra** *ss*Cff.No.1-39 *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8031 7238 4777	✠100A1 ~~12,41~~ ~~12,40~~3,42 ✠LMC CS3,39 DBS~~3,39~~12,41~~12,40~~ *Carrying Petr*	~~Bkn~~ ~~Shl~~ Bkn 12, 41 *oleum*	*c*† 2⅛ *in*	CL ~~6,38~~ 11,41 *bulk*	1935 3mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'167*t*	465·0|59·2|33·8 P93'B47'F48' FK *DTf*25'280*t FPT*1	London British 15*BHCem* 43*tAPT*94*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{3}{16}$"-55⅛" 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 " 0 s6 " 8¾ 27 " 6¾

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7 Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of R. of Trade
19105 11 YLBH	**Amata** (*ex*Dundaga,*ex*Emmy, *ex*Condroz,*ex*HerzogJohann Albrecht) 1*Dk*	1132 959 696					1898	Akt.Ges. "Neptun" Rostock	J.Münninghoff (LatvianShipping Co. *Mgrs.*)	233·5 Q70′B108′F25′	35·2	14·3 *WB*	Riga Latvian	T.3Cy.16⅛",25½"&41¾"-31½" 98NHP A.G."Neptun,"Rostock		V
19106 30089 KDXP	**Amazon** (*ex*SailingBarge) GyC. D.F. *Mchy.Aft* 1*Dk2trB*	3702 — 2680					1897	Chicago S.B.Co. Chicago	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	376·0	46·2	25·9 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.20",30"&52"-40" *Eblt*89*fittd*08 171NHP DryDockEng.WksDetroit		R
19107 PCOH	**Amazone** *Fitted for oil fuel* *Cruiser Stern* 2*Dks*	1294 953 677					1922	J.Meyer's S.B.Co. ZaltBommel	KoninklijkeNederl StoombootMaats.	255·1 B51′	36·8	13·3 *WB*	Amstrdam Dutch	T.3Cy.18½",24½"&48"-36" 138NHP J.&H.Suyver,Amsterdam		V
19108	**Amba Alagi** (*ex*Sung-Shan-38, *ex*Yarrowdale-35, *ss*Shi.2ndNo.3-8,35 *ex*Boukadra) 1*Dk*(*Stl*)	3710 3424 2333	✠ … 10,39 ✠	Shi	*w*		1910 7mo	W.Gray& Co.Ld. WHartlepool	Cia.ItalianadiNav S.A.I.(Chinese ItalianNav.CoLd.) *CellDBa*	365·1 350·1 P29′B67′F33′ 113′*u*E23′*f*154′997	50·1	23·6 FK	Shanghai Italian 6*BHCem* *tAPT*41*t*	T.3Cy 24",38"&64"-42" NDB29 313NHP 2SB,6*cf*,GS102,HS4142 Cen.Mar.Eng.Wrks.WHpl	25″11	I †
19109	**Amberes** Ⓟ TwinSc *OilEng.* 1*Dk*	1507 — 859					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·1 P37′B46′F29′	43·2	12·3	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 288NHP Harland&Wolff,Ld.Gls.		
19110 149474 GNRZ	**Amberton** *ss*Nwc.No.2-37 1*Dk*(*Stl*)	5377 4845 3245	✠100A1 ~~8,11 11,40~~ 1,42 4,42 Examined ~~11,40~~ 1,42 BS6,40 ✠LMC3,37	Nwe ~~Shl~~ Gls	*z*	CL ~~12,30~~ N1,42	1928 7mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	CarltonS.S.Co.Ld. &CambayS.S.Co. Ld. (R.Chapman&Son *CellDB*	409·6 P34′B124′F44′ 344′1797*t FPT*217*t*	54·0	28·2 FK	Newcastle British 7*BHCem* *APT*290*t*	T.3Cy.22½",39"&68"-48" (*s*) 220lb *180lb* 380NHP 2SB(Spt)8*cf*,GS155,HS5760 J.Dickinson&Sons,Ld.Sld.	31″6 s 6″0¾ 25″7¾	
19111 EAOG	**Ambos** Wood	342 268 199					1918	F.Cardama Godoy Vigo	Grau y Cia.Ltda.	134·5 P12′B30′F16′	24·8	11·7	Vigo Spanish	T.3Cy.10¹⁄₁₆",16⁹⁄₁₆"&26"-21" 31NHP F.CardamaGodoy,Vigo		
19112 CSBW	**Ambriz** Ⓟ *Mchy.Aft* 1*Dk*&*Awng dk*	920 829 546	✠ … 5,12 ✠				1907 7mo	SirRaylton Dixon&CoLd Middlesbro'	CiaNacional de Navegação	199·5 F39′	30·1	16·3 16·2 FK	Lisbon Portuguese *WB*	T.3Cy.15⅛",25"&41"-27" 112NHP N.E.MarineEng.Co.Ld.Sld.	18″7	
19113 168091 BCDX	**Ambrose Fleming** *Mchy.Aft* *CruiserStern* *For full particulars see No. 35523 in Supplement*	1555 1179 889	100A1 *withfreeboard* (*ClassContemplated*)				1941	Burntislnd S.B.Co.Ld. Burntisland	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*)	247·0 Q149′B16′F24	39·6	16·6	London British	T.3Cy.16½",27½"&46"-33" D.Rowan&Co.Ld.Gls.	18″6 s 5″11 16″9	
19114 148783 GMQZ	**Ambrosio** TwinSc *ss*Aru.No.3-11,38 *Mchy.Aft* 1*Dk*(*Stl*)	2391 1743 1239	✠100A1 ~~7,11 12,40~~ 3,42 ~~BS7,40~~ ✠LMC1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,26 *F.P. above* 150° F.	Aru BS7,41	*t*	CL SN3,42 P3,42	1926 7mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	LagoShipping Co.Ld.(R.A.Carder *Mgr.*) *Wing tanks f*286*t*	305·7 P67′F34′ *Trunk*204′ *Wing tanks a*356*t FPT*	50·2	14·3 FK	London British 7*BHptCem* 60*t APT*75*t*	T.6Cy.13¼",23½"&36"-27"(*s*) 180lb 196NHP 2SB,6*cf*,GS98,HS3702 Harland&WolffLd.Belfast	15″0 s1″10½ 13″3¾	
19115 104069 MQPZ	**Amelia** *s*Hfx.No.3-5,07 *Mchy.Aft* 1*Dk*	341 231 127	✠ … 2,12 ✠				1894 8mo	S.Mc Knight&Co. Ayr	W.Cooper&Son (Kirkwall)Ld.	145·0 Q49′B26′F24′	22·8	9·9 BK7″	Kirkwall British *WB*	C.2Cy.19"&42"-30" 69RHP Muir&Houston,Glasgow	12″0	C †
19116 239738 WEDI	**America** Ⓟ TwinSc D.F. E.S.D. *Fitted for oil fuel* GyC. *Ref.Mchy.* *CruiserStern* 5*Dks* *Now "West Point," see No. 39010 in Supplement*	26454 — 14320					1939	NwprtNws S.B.&D.D.Co NewprtNews	UnitedStates LinesCo.	663·6 B&F548′	93·5	30·4	NewYork Utd. States *WB*	4steamturbinesDRgeared to 2 sc. shafts 5666NHP NewportNewsSB&DD.Co.		R
19117	— TwinSc (*ex*Henry-FrankI.,*ex* America) 1*Dk*	800 — 380					1907	J.Frerichs &Co.A.G. Einswarden	Mariano Quatrocchi	162·2	30·0	6·6	Bns.Aires Argentine	C.4Cy.11¼"&20½"-15¾" 28NHP J.Frerichs&Co.Osterholz		
19118 3068 JACD	**America Maru** Ⓟ TwinSc *ss*Yka.No.3-12,10 *ss*Kob.No.2-17 2*Dks*	6070 4546 3126	✠ … 11,21 ✠				1898 9mo	C.S.Swan& Hunter,Ld Newcastle	OsakaSyosenK.K.	423·0 P79′B223′F54′	51·1	29·5 FK&BK1½″	Osaka Japanese *WB*	T.6Cy.28¼",46"&75"-48" 1080NHP WllsndSlpwy.Co.Ld.Nwc.	32″6	
19119 240147 WGDA	**America Sun** *OilEng.* D.F. E.S.D. GyC. *Mchy Aft* 1*Dk* *Longitudinal framing* *CruiserStern* *Elec.welded*	11355 10248 6891	✠100A1 ~~10,41 2,41~~ 3,42 DBS10,41 ✠LMC11,40 *Carrying Petroleum in bulk*	Phl	2⅜	CL	1940 11mo *Lloyd*	SunS.B.& DryDockCo Chester,Pa. '*sA&CP*	SunOilCo. *CellDBuE*71′304*t*	524·6 547·2(O.L.) P103′B35′F51′ *DTf*23′421*t FPT*19	70·2	39·7 FK	Phildlphia Utd. States 16*BHptAsp* 0*t APT*109*t*	Oil Engines 2S.C.SA 5Cy.32"-95" 1590NHP 3WTDB*245lb* SunSB&DD.Co.Chester,Pa	40″0	
19120 213845 WACA	**American** (*ex*SantaBarbara) *Fitted for oil fuel* *ss*Bos.No.3-2,28 D.F. *ss*S.Fo.No.1-32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk* (*Stl*)*in No.1hold only*&*Web frames* *Longitudinal framing*	4846 4333 2834	✠ … 11,34 ✠	Bos	*z*		1916 1mo	W Cramp& SonsS&EBCo Philadelphia	American- HawaiianS.S.Co. *CellDB*350′1229*t*	404·6 F31′ *DTf*32′826*t FPT*	53·9	26·2 FK	NewYork Utd.States 6*BHCem* 71*t APT*16*t*	Q.4Cy.25½"37"52½"&76"-54" 611NHP 3SB,12*cf*,GS213,HS8446 WCramp&SnsS&EBCoPhl	28″9	R †
19121 240754 WIAP	**American Builder** *OilEng* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *Elec.welded* *CruiserStern*	~~6750~~ 6778 — 3988					1940	Western Pipe&Steel Co.ofCali- fornia SanFrancisco Cal.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ ~~UnitedLinesCo.~~ UnitedStates LinesCo.	~~295·0~~ 397·2	~~60·0~~ 60·1	~~37·5~~ 23·7	NewYork Utd. States *WB*	2 Oil Engines 2S.C.SA 14Cy.20½"-27½" with electro-magnetic slip couplings&SR gearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo.		R
19122 210617 WHCM	**American Fisher** 3Mst (*ex*StanleyHiller-36, *ex*Nelson-35) *ss*S.Fo.2ndNo.3-8,37 *Mchy.Aft* 1*Dk*(*Stl*)&*pt*2*nd dk*(*Stl*) E.S.D. &*Web frames*	4779 — 2817	✠100A1 1,42 Examined 1,42 MS8,37 ✠LMO ✠NB(WT)36 BS1,42 *Carrying Petroleum in bulk in all main cargo tanks and in Nos.1&2 summer tanks (Port &Stbd) only* *Fitted for oil fuel F.P. above* 150°F.	~~LAn~~ NOs	*x*	CL 2,41	1912 11mo	ForeRiver S.B.Co. Quincy,Mass. CP	~~SantaCruzOilCorp~~ RepublicTrans- portationCorp *CellDBuE*& 1545*t*	370·0 P98′B26′F30′ B83′*f*232′ *FPT*225*t APT*120*t*	52·1	27·0 FK	NewYork Utd.States 8*BHCem*	T.3Cy 23½",41⁷⁄₁₆"&68"-48" 190lb (*s*) 538NHP 2SB(FD),6*cf*,GS103& 1WTB,HS9591 ForeRiverS.B.Co.Quincy	30″0 s 5″11 24″3¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
19123 240658 WHQR	**American Leader** *OilEng.* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *CruiserStern* *Electrically welded*	~~6756~~ 6778 — 3988					1940	Western Pipe&Steel Co.ofCalifornia SanFrancisco Cal.	~~UnitedStates Maritime Commission~~ UnitedStates LinesCo.	395·0	60·0	37·5	NewYork Utd. States *WB*	2 Oil Engines 2S.C.SA 14Cy.20½"-27½" with electro-magnetic slip couplings & SR gearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo.		R
19124 240439 WGYL	**American Manufacturer** *OilEng.* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *CruiserStern*	~~6750~~ 6678 — 3988					1940	Western Pipe&Steel Co.ofCalifornia SanFrancisco	~~UnitedStates Maritime Commission~~ UnitedStates LinesCo.	395·0	60·0	37·5	NewYork Utd. States *WB*	2 Oil Engines 2S.C.SA 14Cy.20½"-27½" with electro-magnetic slip couplings&SRgearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo.		
19125 219632 KUDN	**American Press** Sub Sig. * *Fitted for oil fue* D.F. 2*Dks*	5131 — 3099					1920	American International S.B.Corp. HogIslandPa	LykesBros. SteamshipCo., Inc.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
19126 OZAH	**American Reefer** *Now* "Rio San Juan," *see No.* 38339 *in Supplement* *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	2328 1817 1295					1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	332·6 B&P174'	47·8	17·2	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 10Cy.19$\frac{1}{16}$"-35$\frac{7}{16}$" 675NHP Akt.Burmeistr&Wain,Cpn		G
19127 219117 KOJS	**American Robin** (*ex*Magmeric-37) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5172 4598 3169					1919	American International S.B.Corp. HogIslandPa	AmericanForeign S.S.Corp.	390·0 P39'B121'F43'	54·0	27·6	NewYork Utd States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
19128 218017 KEVF	**American Seaman** (*ex*Edgemoor-39) *Fitted for oil fuel* D.F. E.S.D. 2*Dks&Shelter dk 3tr B* GyC. Sub.Sig. (*Now a training ship*)	7111 — 3335					1919	Skinner& EddyCorp Seattle,Wash	UnitedStates Maritime Commission	409·6	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
19129 218477 KJBI	**American Star** Ⓟ (*ex*Strathnaver) *Fitted for oil fuel* D.F. 2*Dks*	5354 — 3320					1919	Downey S.B.Corp. NewYork	RedSalmon CanningCo.	386·8 P40'B110'F40'	52·2	27·4	S.Frncisco Utd.States *WB*	T.3Cy.27",40"&70"-48" 389NHP DowneyShipyardCorp.		R
19130 222747 KFFC	**American Trader** (*ex*Pennsylvania *ss*Phl.No.3-7,3 Sun-38) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Mchy.Aft* *Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	8862 8562 5535	✠ ... 10,40 *Shelter dk* ✠	Bal	e†		1923 3mo	SunS.B Co. Chester,Pa. *CellDB*	AmericanTrading &ProductionCorp. *uE&B*84' *f*40'448*t*	480·5 F44' *on Shelter dk* FK *FPT*186*t* *APT*84*t*	66·0	36·8	Baltimore Utd.States 18*BHptCem* (10 *to S dk* 8 „ *U* „)	Q.4Cy.27",39",56"&82"-54" 819NHP 4SB,*12cf*,GS262,HS12264 SunS.B.Co.Chester,Pa.	37 ″ 0	
19131 205096	**Americana** Ⓟ *Mchy.Aft*	969 — 531					1908	Buffalo D.D.Co. Buffalo	Steamer Americana	203·0	45·0	15·8	NewYork Utd.States	T.3Cy.20",32"&50"-36" 150NHP DetroitS.B.Co.Detroit		
19132 1245 IBAB	**Americano** (*ex*Chinampa.*ex*Cushing. *ex*Prometheus) *ss*Gen 3rdNo.3-11,38 D.F. 2*Dks*(1*Stl&U* *Mchy.Aft*, *ptIrn&ptStl*)&*Webframes* *Now* "Tuxpam," *see No.* 38651 *in Supplement*	7008 5847 4408	✠100A1 12.39 BS5,39 ✠LMC4,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,13 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	a†	12,37	1903 11mo	Palmers' Co.Ld. Newcastle A&CP	DittaG.M. Barbagelata *CellDB*	435·1 428·0 P252'F46' FK *uE*59' 71*t* *FPT*77*t*	54·6 54·4	30·3 30·5	Genoa Italian 14*BHptCem* *APT*130*t*	T.3Cy.28",46½"&77"-54" (*s*) 180lb 564NHP 4SB,*12cf*,GS265,HS9950 Palmers'Co.Ld.Newcastle	32 ″ 0 s4 ″ 11½ 27 ″ 3¼	
19133 167544 GLMX	**Amerika** Ⓟ *OilEng* *ss*Cpn.No.2-38 D.F. 2*Dks*(*Stl*)3*rdDk* *Ref Mchy* (*Stl*)*in motor space* &*forward holds*	10218 8377 6248	✠100A1 *with freeboard* 10,41 ~~12,40~~ ✠LMC CS10,38 DBS~~6,40~~4,41 10.37 ✠Lloyd'sRMC10,41 for temp 32° F. Nos. 2 & 3 upper 'tween dks. for temp. 14° F.	~~Swe~~ Bel	e† 2$\frac{1}{16}$	CL ~~7,39~~ 7,41	1930 1mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's* A&CP	Ministry of War Transport(United BalticCorporation,Ld.*Mgrs.*) *CellDB*408'1702*t* *in way of tunnel*255*t*	465·4 484·2(O.L.) B179'F73' FK *DTa*11'522*t Tanks* *FPT*138*t* *APT*185*t*	62·2	37·2	London British 8*BH* (6 *to Wdk* 2 „ 2*nd* „)	Oil Engines 2S.C.DA 6Cy.24⅜"-55⅛" 1236NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	40 ″ 0 s11 ″ 9½ 28 ″ 5¼	BT till 10,4
19134 DOND	— (*ex*Goldenfels-36, *ss*Ham.No.3-3,21 *ex*Brocktown,*ex*Goldenfels) 2*Dks* D.F.	7463 7033 4703	✠ ... 4,24 ✠				1911 11mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	"Atlas"Reederei A.G.	467·9 P65'B131'F57' FK	58·3	32·0	Emden German *WB*	Q.4Cy.26½",39",56"&80"-54" 606NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	34 ″ 9	G †
19135 7215 SEXA	**Amerikaland** *TwinSc* *ss*Got.No.3-8,35 *ss*Bal.No.1-40 *OilEng.* D.F. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	15355 14224 3320	✠100A1 ~~6,41~~ ~~11,40~~ 12,41 DBS~~10,40~~ 9,41 ✠LMC CS6,40 ~~DBS10,39~~ ~~7,39~~1,40	Bal	j†	CL ~~s10,38~~ ~~BN~~ ~~10,38~~ 12,41	1925 6mo	Deutsche WerftA.G. Hamburg *Lloyd's* A&CP	ÅngfAktiebTirfing (T.E.J.: son Broström,*Mgr.*) *CellDBuE*91' 330*t* *DTf*27'1173*t* *DT*	561·3 571·6(O.L.) P117'F51' FK *FPT*729*t* *APT*290*t* *'s at sides & u bottom*	72·2	44·1	Gothenbrg Swedish 11*BHAsp* (1 *to* 2*nd dk*) *of holds*330'	Oil Engines 4S.C.SA 16Cy.29½"-47¼" DB*114lb* 1313NHP AlgemeineElek.Ges.Berlin	44 ″ 0 s10 ″ 2½ 34 ″ 0¼	
19136 ONEC	**Améthyste** *TwinSc* *OilEng.* *CruiserStern* 1*Dk*	810 654 448					1932	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	178·4 Q53'B46'F23'	35·6	15·5	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 16Cy.13"-23⅝" 260NHP SocAn.J.Cockerill,Seraing		V
19137 10 SZHS	**Amfitriti** Ⓟ (*ex*Keravnos-35, *ex*NoorElBahr-28) 1*Dk*	434 — 246					1884	Atel.&Ch. de laLoire St.Nazaire	Pagasitikos SteamshipCo.	185·2	23·3	12·3	Volo Greek	T.3Cy.16",24"&40"-24" 78NHP		
19138	**Amicizia** (*ex*Nemrac-40, Iron *ex*Carmen,*ex*Sailing *ss*Tln.4thNo.3-6,29 Vessel,*ex*Dora. *ss*Tln.No.2-38 *ex*County of Inverness) 1*Dk*(*ptStl*)2*trB* *Cargo battens not fitted*	1796 1592 1070	✠100A1 5.39 BS5,39 ✠LMC3,38 ✠NB06 *refitted*20 ✠NE97 *refitted*20 NO LATER SURVEY REPORTED	Tln	r	CL 6,38	1877 1mo	Barclay, Curle&Co.Ld Glasgow A&CP	Soc.Anon. Emanuele V.Parodi	266·6 P28'F38' BK9½" ND02	38·8	23·6	Genoa Italian 4*BHCem* *APT*22*t*	T.3Cy.12¼"19¼"&32"-22½" 180lb (*s*) 49NHP *100lb* NDB20 1SB,*2pf*,GS37,HS1247 C.D.Holmes&Co.Ld.Hull	25 ″ 0 s4 ″ 3¾ 21 ″ 6	
19139 FNWJ	**Amiénois** D.F. 2*Dks*	3713 3326 1976					1932	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Compagnie des Bateaux à Vapeur duNord (Soc.Anon. deGérance et d' Armement,*Mgrs.*)	331·7	53·2	25·0	Dunkirk French *WB*	T.3Cy.22",36"&60"-39" 225NHP G.Clark&Co.Ld.Sld.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.
19140 142583 MJDX	**Amiens** ssNwc.No.3-11,30 ssShl.No.2-40 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	1548 1285 836	✠100A1 4,41 ✠LMC4,40	Cff	*p*	CL N4,40	1918 7mo *Lloyd's*A&CP	Dublin Dkyd.Co.Ld. Dublin	HarriesBros&Co. Ld. *CellDB*171'310t*D*	240·2 Q94'B47'F23' FK *Ta*29' 131t *FPT*80t	36·3	18·4	London British 4*BHCem* *APT*38t	T.3Cy.18",29"&48"-33" (*s*) 180lb 167NHP 2SB,6*cf*,GS97,HS2886 Ross&Duncan,Glasgow	20 ″ 6 s 2 ″ 5½ 18 ″ 3	
19141 DOIJ	**Amisia** D.F. 1*Dk*	999 797 596					1921	Atlas-WerkeA.G. Bremen	ArgoReederei Richard Adler&Co.	224·0 P14'Q66'B53'F31'	33·2	13·7	Bremen German *WB*	T3Cy.18$\frac{1}{16}$",29½"&48½"-29½" 129NHP Atlas-WerkeA.G.Bremen		G
19142 DNBA	**Ammerland**(*ex*Kilnsea-36) ssGls.No.3-5,36 1*Dk(Stl)&Shelterdk(Stl)* *Wood hatch covers dispensed with in all 2nd dk hatchways*	5381 5173 3334	✠ 8,39 *Shelter dk* ✠	Sch	*x*		1923 8mo	IrvinesS.B.&D.D.Co.Ld. W Hartlepool *uE*40'*f*15	Frachtschiffahrt G.m.b.H. *CellDBa*110' 6'860t*DTa*17'552t	374·3 FK *Collision* *FPT*119t*APT*163t	51·2	32·8	Oldenburg German *Cem* *BHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.26",42"&70"-48" 412NHP 3SB,9*cf*,GS167,HS6656 Richardsons,Westgarth&Co.Ld.Hpl.	35 ″ 3	
19143 DHBB	**Ammon** Ⓟ D.F. 2*Dks*	7134 6406 4369					1922	Bremer "Vulcan" Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	438·4 F54	55·3	32·1	Hamburg German *WB*	T.3Cy.29$\frac{13}{16}$",48$\frac{3}{16}$"&77$\frac{9}{16}$"-55" 446NH BremerVulkan,Vegesack		G
19144 10291 JTEH	**Amoy Maru** Ⓟ D.F. 2*Dks*	734 668 423					1906	OsakaIron Works Osaka	OsakaSyosen K.K.	185·0	27·1	17·8	Osaka Japanese	T.3Cy.13",25"&39"-30" 83NHP OsakaIronWorks,Osaka		
19145 FOYJ	**Ampère** TwinSc (*CableVessel*) GyC. 1*Dk*	2435 1046 660					1930	Soc.Provençale de Cnst.Nav. LaCiotat	FrenchGovernment(Postes& Télégraphes)	288·3 B98'	41·1	23·7	LaSeyne French *WB*	T6Cy17$\frac{5}{16}$"27$\frac{3}{16}$"&45$\frac{11}{16}$"-28¾" 224NHP SocProvençale deCnstNav		V
19146 ~~HPQJ~~ ONPB	**Ampetco** (*ex*Urania) TwinSc *OilEng.* ssAnt.No.3-9,38 *Mchy Aft* 1*Dk(Stl)&Shelter dk(Stl)* D.F. Sub.Sig. *Web frames* *Longitudinal framing* *Progressive survey of oil tanks*	8718 8425 4752	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~2,41~~ ✠LMC CS9,39 DBS11,40 9,39 *Carrying Petroleum in bulk*	NYk	*d*†	CL 8,38	1926 6mo *Lloyd's*A&CP	Howaldtswerke Kiel	StandardAmericanPetroleum Co.S.A. *CellDBa&uE*93'	470·3 B34'F39' FK 287t *DTf*36'275t *FPT*182t*APT*79t	63·2	35·3	Antwerp Belgian 18*BHptCem* *ptAsp* 13*BHtoUdk*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP 2WaterTube DB*200lb* DB*70lb* GebrüderSulzer, Ludwigshafen	35 ″ 6 s 8 ″ 4¾ 27 ″ 6	
19147 166600 GNNX	**Amra** Ⓟ TwinSc D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	8314 4983 3993	✠100A1 ~~?,11,40~~ 1,42 ~~BS5,40~~ ✠LMC11,38 ✠Lloyd'sRMS11,40 BS5,41	~~Cal~~ PNl	*c*† 2½	CL 4,40	1938 11mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishIndiaStm. Nav.Co.Ld. *CellDB*372'1168t *at sides of*	444·6 461·1(O.L.) B190'F45' FK *Shade dk* *Tanks* *tunnels* 80t *FPT*78t	61·2	25·2	London British 9*BHCem* (*Coll to Sh dk* 8 ,, 2*nd*,,) *APT*133t	6 steam turbines SRgeared to 2 screw shafts (*s*) FD 2155NHP 3WTB450lb(Spt440lb) GS462,HS17895 ParsonsMarineSteam TurbineCo.Ld.Nwc	28 ″ 3 s 4 ″ 8 23 ″ 9¼	
19148 PCPG	**Amstel** ssRot.No.3-3,38 D.F. 1*Dk(Stl)*	2115 1892 1253	✠100A1 9,41 ~~11,40~~ BS9,41 ✠LMC MS3,38 ~~BS9,40~~	~~Hul~~ Npt	*s*	CL ~~6,39~~ 9,41	1925 5mo *Lloyd's*A&CP	A.Vuijk&Zonen Capelle a/d Ysel	N.V.Houtvaart (Vinke&Co.*Mgrs*) *CellDB*	281·3 P22'B64'F22' FK 244' 536t *FPT* 103t	42·7	19·3	Rottrdam Dutch 4*BHptCem* *ptAsp* *APT*54t	T.3Cy 21",34½"&57"-36" (*s*) 210lb 248NHP 2SB,6*cf*,GS106,HS4054 Arnhemsche-Stoomsleephelling Maats.Arnhem	21 ″ 4 s 3 ″ 1¾ 18 ″ 4	
19149 PCPL	**Amstelkerk** Ⓟ ssHam.No.2-37 2*Dks(Stl)&Shelter dk(Stl)* D.F. *CruiserStern*	4457 3215 2453	✠100A1 *withfreeboard* 3,42 Examined 3,42 MS1,37 BS6,41 ✠LMC *Fitted for oil fuel* 2,29 *F.P.above* 150°F. *Fitted for carrying oil F.P.above* 150°F.*in DeepTank*	~~Lon~~ ~~Liv~~ Lon	*y*	CL 7,39	1929 2mo *Lloyd's*A&CP	Nüscke&Co.A G. Stettin	Vereenig deNederlandscheScheep. Maats. (Holland WestAfrikaLijn N.V.*Mgrs.*) *CellDB*301'726t*DTf*27'502t	368·7 383·7(O.L.) B112'F36' FK (*CollBH&A.P.* *FPT*80t*APT*44t	53·2	22·0	TheHague Dutch 7*BHptCem* *ptAsp* *BH to Sh dk* 4 ,, 2*nd* ,, 1 ,, 3*rd* ,,)	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 225lb 653NHP 4SB(Spt),12*cf*,GS189, FD HS8439 EscherWyss&Cie.Zürich	25 ″ 6 s 2 ″ 1½ 23 ″ 6½	
19150 PCPR	**Amstelland** ssAms.No.3-12,33 ssHam.No.1-37 2*Dks(Stl)3trBinNo.1hold* *Ref.Mchy.* *CruiserStern*	8156 7532 6128	✠100A1 2,41 BS2,41 ✠LMC2,37 ✠Lloyd'sRMC6,40 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Fal	*d*†	CL N2,41	1920 8mo *Lloyd's*A&CP	Swan.Hunter&Wigham Richardson, Ld Newcastle	N.V.totVoortzetting van den KoninklijkenHollandschenLloyd *Cell*	470·1 489·1(O.L.) P58'B317'F48' FK *DB*413' 1580t *FPT*	61·5	32·1	Amstrdam Dutch 7*BHptCem* 113t*APT*68t	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb HS13300 1066NHP 5SB(Spt),15*cf*,GS327, FD Swan,Hunter&Wigham-RichardsonLdMch&Nwc	34 ″ 10 s 6 ″ 4½ 28 ″ 8½	
19151 PCPW	**Amstelstroom** *OilEng* ssAms.No.1-40 *Mchy.Aft* 1*Dk&Shelter dk* E.S.D. *CruiserStern*	395 295 184	✠100A1 *withfreeboard* 9,41 ~~4,40~~ ✠LMC CS4,40 4,40	~~Ams~~ Dun	*j*	CL 4,40	1936 1mo *Lloyd's*A&CP	N.V.C.Van derGiessen&Zonen'sSchps Krimpen	N.V.Hollandsche Stoomb.Maats. *CellDB*120'158t	185·6 FK *FPT*24t*APT*13t	29·6 30·7	8·3	Amstrdam Dutch 4*BHptCem* (*Coll to Shdk* 3 ,,2*nd*,,)	Oil Engines 4S.C.SA 7Cy.15⅜"-24$\frac{7}{16}$" 160NHP WerkspoorN.V.Ams.	11 ″ 0 s ″ 2 10 ″ 11	
19152 2157 IBEC	**Amsterdam** ssAms.No.3-12,33 ssAnt.No.1-38 2*Dks(Stl)&Shelter dk(Stl)* D.F. *CruiserStern*	8673 7947 4711	✠100A1 *Shelter dk* *withfreeboard* 1,40 BS3,39 ✠LMC6,38 *Fitted for oil fuel* 12,21 *F.P.above* 150°F. NO LATER SURVEY REPORTED	Gen	*e*†	CL 1,40	1921 11mo *Lloyd's*A&CP	Lithgows, Ld. PortGlasgow	FratelliRizzuto *CellDB*396' 1946t*DTa*39'1384t	492·4 471·1 F38' *onShelter dk* FK *FPT*368t*APT*263t	65·5	31·7	Genoa Italian *ptCem* 8*BHtoShdk* *Turbines by*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb HS14958 1105NHP 6SB(Spt),18*cf*,GS343 FD D.Rowan&CoLd.Glasgow MetVickersElecCoLdMch	35 ″ 9 s 5 ″ 11½ 30 ″ 0½	
19153 PCQF	— ssRot.No.3-10,34 ssRot.No.1-38 D.F. 2*Dks(Stl)&* *Mchy Aft* *Webframes* *Longitudinal framing*	7329 6873 4372	✠100A1 10,41 ~~10,40~~ BS10,41 ~~BS10,40~~ ✠LMC11,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	~~Shl~~ NYk	*b*†	CL N12,39	1922 10mo *Lloyd's*A&CP	Armstrong Whitworth&Co.Ld. Newcastle	N.V.Petroleum IndustrieMaats *CellDBuE&B*50'152t.*DTf*598t	440·0 P95'B32'F46' FK *FPT*135t*APT*42t	57·5	34·1	TheHague Dutch 18*BHptCem* (11 *to U dk* 7 ,, 2*nd* ,,)	T.3Cy.28",46"&77"-51" (*s*) 180lb 627NHP 3SB&1Aux.SB,11*cf*,HS9562 ArmstrongWhitworth FD &Co.Ld.Nwc.	33 ″ 11 s 6 ″ 6¾ 27 ″ 7	
19154 161037 GNCW	— Ⓟ TwinSc ssGms.No.2-38 2*Dks(Weather dk ptStl-teak s)3rdDk forward of Mchy.space* Sub.Sig. *CruiserStern*	4220 3028 1989	✠100A1 *withfreeboard* 1,42 ~~12,40~~ BS4,40 ✠LMC3,38 *For Service between Harwich &the Hook of Holland*	~~Sws~~ Abn	*w*	OG 4,38	1920 4mo *Lloyd's*A&CP	J.Brown&Co.Ld. Clydebank	London&North EasternRailway *CellDBuE*42'55t *DTsf*48'5	350·8 365·7(O.L.) *Promenade dk&* F268' FK *MT*12'120t 7t*DTsa*22'42t *FPT*	50·1	26·0	Harwich British 8*BHptCem* *ptAsp* 12t *APT*42t	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 215lb FD 1520NHP 5SB,20*cf*,GS430,HS15033 J.Brown&Co.Ld.Clydebnk	27 ″ 0 s 12 ″ 2½ 15 ″ 3	BT till 5,41
19155 4222 SDGC	— *Well deck* 1*Dk*	889 714 496					1903	W.LindbergsM.V. Stockholm	StockholmsRederiaktiebSvea (Eman.Högberg, *Mgr.*)	209·2 Q79'B51'H50tF19'	32·1	13·2	Stockholm Swedish *WB*	T.3Cy.14$\frac{9}{16}$",23⅜"&38"-25$\frac{5}{16}$" 73NHP W.LindbergsM.V.Skm.		V

1 Numero d'Ordre — Numero Officiel — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total — Sous le Pont — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré, Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'apres la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. n. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après la formules de la Société. RHP = Force en chevaux d'après le papiers du navire. Détails des Chaudières à Foyers ... du Constructeur des machines	Creux sur Quill. Franc-bord au milieu d navire Tirant d'eau correspondant pds ps	
19156 223669 KLEC	**Amsterdam Socony** TwinSc *OilEng.* D.F. *Mchy.Aft* *Carrying Petroleum in bulk* *New middle body electrically welded* 1937	1199 — 753					1924	SunS.B. &D.D.Co. Chester,Pa. *Rebuilt* 1937	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8	NewYork Utd.States *WB*	OilEngines 4S.C.SA 6Cy.13"-18" 98NHP McIntosh&SeymourCorp. Auburn,N.Y		R
19157 UOIX	**Amur** (*ex*Japix-33,*ex*Eldon) *ss*Nwc.No.1-28 *Well deck* 1*Dk*(*Stl*) Sub.Sig.	2917 2281 1551	✠ 2,33 ✠	Kel	*t*		1923 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Cel*	U.S.S.R. *lDBuE*20'*f*126'43	306·3 Q122'B56'F25' FK 2*tDTa*86'799*t FPT*	45·1	22·3	Vladvostk Russian 6*BHptCem* 79*tAPT*96*t*	T.3Cy.24",40"&65"-42" 335NHP 2SB,8*cf*,GS142,HS5679 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 3	
19158 UPLW	— (*ex*Damptre-35,*ex*Stokka) 1*Dk*	1931 1686 1104					1921	NVRotter-dmsch.Schpw My.WerfII. Rotterdam	U.S.S.R.	270·0 P76*t*H99*t*F14*t*	42·2	18·4	Vladvostk Russian *WB*	T.3Cy.20",31"&51"-36" 156NHP N.V.v/dKuy&v/dKee's Mchfb.&Schps.Rot.		
19159 114447 VGDQ	— (*ex*J.H.Plummer,*ex*VanEyck, *ex*J.H.Plummer) 2*Dks* *Mchy.Aft* *Fitted for oil fuel*	1643 1491 1238					1903	Armstrong Whitworth &Co.Ld. Newcastle	CoastwiseS.S.& BargeCo.Ld.(J. Griffiths&Sons, *Mgrs.*)	246·4	36·6	21·7	Vancouver British *WB*	T.3Cy.20½",33"&54"-36" 175NHP WllsndSlpwy.Co.Ld.Nwc.		
19160 143718 MKPF	**Amy Summerfield** *ss*Liv.No.3-5,34 *ss*Liv.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Welldeck* *Cargo battens not fitted*	407 318 159	✠100A1 4,42 ~~12,38~~ BS5,41 MS12,38	Liv ✠LMC ~~BS4,40~~	*f*	CL ~~11,38~~ 3,42	1921 3mo *Lloyd*	Day,Summers&Co.Ld. Southampton '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	143·2 Q47'B9'F24' BK7" *FPT*48*t*	25·1	11·6	Liverpool British 3*BHCem* *APT*3*t*	C.2Cy.19"&38"-30" (*s*) 120lb 60RHP 1SB,3*cf*,GS64,HS1840 Day,Summers&Co.Ld.Sou.	12 ″ 9 s ″ 10½ 12 ″ 6	
19161 XNBN	**An Lee** (*ex*HwahHsin,*ex*Sexta) 1*Dk*&*Spar dk*	1668 1442 977					1905	Schiffsw. v. HenryKoch Lübeck	ChingKeeS.N.Co. Ld.	265·7 P30'B75'F38'	37·8	18·3	Chefoo Chinese *WB*	T.3Cy.20½",33½"&53½"-33½" 164NHP J.F.Ahrens,Altona		
19162 XNFS	**An-Shing** (*ex*Minerva) TwinMasts 2*Dks* *Longitudinal framing*	2821 2215 1794					1909	W.Hamilton&Co.Ld. Pt.Glasgow	AnTungS.S.Co.	327·6 Q110'B86'F41	44·2	18·5	Shanghai Chinese *WB*	T.3Cy.21",35"&57"-29" 203NHP D.Rowan&Co.Glasgow		
19163	**Anacortes** Now "Empire Mallard," see letter E 1*Dk*&*Web frames* Sub.Sig. *Longitudinal framing*	4889 4383 3527	✠ ... 5,21 ✠				1918 9mo	ToddD.D& Const.Corp. Tacoma,Wsh.		379·8 P39'B102'F42' FK *WB*	53·1	27·0	British	T.3Cy.24",40"&70"-48" SeattleConst. 472NHP &DryDockCo.Seattle	29 ″ 4	R †
19164 163570 GYDG	**Anadara** *ss*Sng.No.1-39 *Mchy.Aft* *OilEng.* 1*Dk*2*nd dk clear of cargo tanks* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	8009 7213 4767	✠100A1 7,41 ~~5,41~~ ✠LMC DBS5,41 *CarryingPetr*	~~Fal~~ Grk CS4,39 12,39 *oleum*	*c*† *in*	CL 12,40 *bulk*	1935 2mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69' 159*t*	465·1 483·2(O.L.) P93'B46'F48' FK *DTf*25'289*t FPT*1	59·4	33·9	London British 15*BH* 44*tAPT*88*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-55⅛" 502NHP DB180lb Harland&Wolff.Ld.Gls.	34 ″ 0 s 6 ″ 6¾ 27 ″ 6	
19165 UOFX	**Anadir** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3554 2993 1963					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7 P43'B95'F37'	46·1	26·1	Vladvostk Russian *WB*	T.3Cy.$22\frac{7}{16}$",37"&$59\frac{1}{16}$"-$39\frac{3}{8}$" 219NHP BalticS.B.&E.Works.Len		
19166 TCAJ	**Anadolu** (*ex*AnatolieII,*ex*Leopold, *ex*Doob,*ex*Triton,*ex*Clio)	631 — 348					1896	J.Laing Sunderland	Mustafa ve Ahmet ve VehbiAldikaçti	185·0 Q64'B45'F26'	27·6	12·5	Istanbul Turkish *WB*	T.3Cy.16½",26½"&43½"-30" 103NHP G.Clark.Ld.Sunderland		
19167 160888 GLZL	**Anadyr** (*ex*Redsea-38) *ss*Lth.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5321 4758 3224	✠ ... 7,38 ✠	Lon	*a*†		1930 4mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle	Ministry of War Transport(H. Hogarth&Sons, *Mgrs.*) *CellDB* *DTa*23'904*t*	412·8 F34' FK 373'1204*t* *FPT*94*tAPT*154*t*	55·3	26·0	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd*„)	Q4Cy.23",32½",47"&68"-48" 456NHP 3SB,6*cf*,GS111,HS6240 N.F.MarineEngCoLd.Nwc	28 ″ 6	VL †
19168 TCAB	**Anafarta** Ⓟ (*ex*Skerryvore) 2*Dks*	1354 — 637					1898	Caledon SB.&E.Co.Ld Dundee	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	250·0 P&B160'F50'	35·6	16·3	Istanbul Turkish *WB*	T.3Cy.25",40"&65"-48" 293NHP CaledonSB.&E.Co.Ld.Dun		
19169	**Anakan** (*ex*Enidtown-39) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	795 545 485	✠100A1 6,40 ✠LMC9,38 No later survey reported	Man	*j*	CL	1938 9mo *Lloyd*	NVSchpsw Gebr v/dWerf Deest '*sA&CP*	ManilaS.S.Co. Inc.(Elizalde&Co. Inc.*Mgrs.*) *CellDB*125'185*tF*	191·9 198·8(O.L.) P43'Q81'F21' FK *PT*60*tAPT*40*t*	29·1	12·0	Manila Utd.States 4*BHCem*	Oil Engines 4S.C.SA 6Cy.14¾"-21⅝" 127NHP MtrnWerkeMannheimAG	13 ″ 6 s4 ″ 6¾ 13 ″ 0½	
19170 171165 MBZM	**Analock** (*ex*Anaconda-38) *ss*Shi.2ndNo.3-9,38 1*Dk*&*Shelter dk* *Longitudinal framing*	6638 5669 3983	✠100A1 *Shelter dk* *withfreeboard* 12,40 ~~10,39~~ BS12,40 No later survey reported	~~Yka~~ Smk LMC9,38	*z*	CL 6,38	1919 10mo *Lloyd*	Federal S.B.Co. Kearny,N.J. '*sA&CP*	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*) *CellDB*331'1512*t*	396·6 P45'B110 F38'*on* *Shelter dk* FK *FPT*187*tAPT*175*t*	55·2	31·3	Shanghai British 7*BHtoShdk* *ptCem*	2 steam turbines DR geared to 1 sc. shaft 210lb (*s*) FD 3SB(Spt)9*cf*,GS185,HS8934 Mid.WestEng.Co.Indianapolis	34 ″ 11 s 8 ″ 0½ 27 ″ 1	
19171 UPBF	**Anastas Mikoyan** (*ex*Piatiy Krabolov, *ss*Lth.2ndNo.3-1,29 *ex*Benavon) 1*Dk*(*Stl*)&*Spar dk*(*pt Irn*& *pt Stl*)&*deep framing*	4153 3546 2472	✠ 9,31 ✠	Kob	*w*		1905 9mo	Bartram& Sons Sunderland	U.S.S.R. *CellDBa* 120'*uE*&*B*42'	376·2 P35'B135'F38' FK *f*154'868*tAPT*55*t*	45·9	26·4	Vladvostk Russian 6*BHCem* (5 *toSp dk* 1 „ *M* „)	T.3Cy.25",42"&68"-48" 352NHP 2SB,8*cf*,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 ″ 6	
19172 PCQM	**Anastasia** TwinSc *OilEng.* E.S.D. *ss*Sng.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	3029 2282 1605	✠100A1 8,41 ~~7,40~~ ✠LMC DBS~~7,40~~8,41 *CarryingPetr*	~~Bat~~ Sba CS2,39 2,39 *oleum*	*t* 2 *in*	CL ~~10,39~~ s10,39 P7,41 *bulk*	1930 12mo *Lloyd*	NV Burgerhout'sM.&S. Rotterdam '*sA&CP*	Nederl.-Indische Tankstoomboot Maats. *Cell*	305·8 P86'F50' FK *Trunk*169' *DBuE*52'136*t FPT*	50·1	19·3	Willemstad Dutch 11*BHptCem* 68*tAPT*68*t*	Oil Engines 4S.C.SA 12Cy.18⅛"-$35\frac{7}{8}$" 380NHP DB*made*21*refitted*39-120lb Werkspoor,Amsterdam	19 ″ 3 s 1 ″ 9½ 17 ″ 7½	
19173 46 SVGK	**Anastassios Pateras** (*ex*Svorono, *ss*Rou.2ndNo.3-8,39 *ex*Ennisbrook) 1*Dk*(*ptStl ptIrn*)	3382 3183 2127	✠100A1 ~~1,41~~10,41 ✠LMC BS ~~3,41~~ 3,42 MS8,39	~~Bry~~ Cff	*v*	CL 1,41	1914 7mo *Lloyd*	J.Blumer& Co. Sunderland '*sA&CP Interm*	Anastassios Pateras&Sons *ediate BH in after* *Cell DBa*123'*u E*25'	348·5 P35'B106'F30' FK *hold dispensed with* *f*149'861*t FPT*59*t*	48·7	22·9	Chios Greek *Cem* 5*BH only* *APT*108*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb 301NHP 2SB,6*cf*,GS116,HS4700 N.E.MarineEng.Co.LdSld.	25 ″ 4 s 4 ″ 2½ 21 ″ 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
19174 LKCD	**Anatina** *Oil Eng.* D.F. *1Dk&Shelter dk* *CruiserStern*	4986 4368 2971					1939	Öresunds-varvet Aktiebolag Landskrona	A/SAnatina (M.Chr.Stray)	438·4 P20'F32'	57·4	22·5	Krstnsand Norwegian *WB*	4 Oil Engines 2S.C.SA 24Cy.$13\frac{3}{8}$″–$22\frac{7}{16}$″ with electro-magnetic slip couplings & SR gearing 752NH AtlasDieselA/B,Skm.		N
19175	**Anatoli Serov** (*ex*Garthorpe-39, *ex*JohnHolt-37) *ss*Liv.No.2-33 D.F. *2Dks(Stl-Wthrdk* teaks)	2922 2630 1794	✠ — 10,39 ✠	Liv			1926 1mo	Smith's DockCo.Ld. Middlesbro'	U.S.S.R. *CellDB*263'520*t*	310·0 F29' *FPT*50*tAPT*26*t*	44·6	24·3 FK	Petropavlovsk Russian *Cem* *6BHto Wdk*	T.3Cy.$21\frac{1}{2}$″,35″&59″–39″ 256NHP 2SB,6*cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4	
19176	**Anatolia** *Now* "Santa Fe," *see No.* 38484 *in Supplement* Sub.Sig. *2Dks*	2446 2189 1421					1923	Akt.Ges. "Weser" Bremen	Cia.Argentina de NavegaciónLloyd ArgentinoSociedad de ResponsabilidadLtda.	315·8 P59'B24'F37'	46·1	18·8	Bns.Aires Argentine *WB*	T.3Cy.$22\frac{7}{8}$″,$36\frac{1}{4}$″&$60\frac{1}{4}$″–$39\frac{3}{8}$″ 228NHP Akt.Ges."Weser,"Bremen		G
19177	**Ancap II** (*ex*Audax-35, *ex*Marit,*ex*Stolt) 3Mst *ss*Lth.No.3-5,27 *Mchy.Aft* *1Dk(Stl)* *Carrying Petroleum in bulk*	*482* *335* *262*	✠ — 5,34 ✠	CTn	*g*		1915 11mo	NVSchpsw DeMerwede Hardinxveld	Administración Nacional deCombustiblesAlcohol y Portland	156·6 Q97'F20'	25·1	10·8 FK	M.Video Uruguayan *3BHCem* *FPT43t*	T.3Cy.13″,20″&33″–24 74NHP 1SB,3*pf*,GS51,HS1364 Verschure&Co.Ams.	11″11	
19178 238556 WTWY	**Ancon** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. *5Dks* *Ref.Mchy.* *CruiserStern*	10021 — 5925					1939	Bethlehem SteelCo.(S.B Division) Quincy,Mass.	PanamaRailroad Co.Inc.	474·7	64·1	38·5	NewYork Utd.States *WB*	4DRgeared steam turbines 2270NH BethlehemSteelCo.(S.B. Division)Quincy.Mass		R
19179 163559 GYDK	**Ancylus** *Mchy.Aft* D.F. E.S.D. *OilEng* *CruiserStern* *ss*Bkn.No.1-40 *1Dk2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8017 7221 ~~4784~~ 4815	✠100A1 ~~2,41~~ 3,40 2,42 DBS1,42 *Carrying Petroleum in bulk* *Lloyd'sA&CP*	Bkn ~~Sng~~ Cff ✠LMC CS3,39 3,39	*c*†	CL ~~4,38~~ 1,41	1935 1mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*55'137*t*	465·0 P93'B46'F48' *DTf*25'270*tFPT*141*tAPT*92*t*	59·4	33·8 FF	London British *15BH*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ 502NH DB*180lb* Hwthrn,Leslie&CoLdNwc	34 ″ 0 s 6 ″ $8\frac{3}{4}$ 27 ″ 6	
19180 149782 GMVB	**Andalucia Star** Ⓟ TwinSc (*ex*Andalucia) *ss*Lon.No.3-11,38 *Ref.Mchy.* *5 Dks3rd & 5th dks omitted in foremost hold* D.F. E.S.D. *CruiserStern*	14943 12358 9259	✠100A1 *with freeboard* ~~10,41~~ 1,42 MS7,38 ✠Lloyd'sRMC~~3,41~~5,41 3,42 ~~12,41~~ ~~8,41~~ No. 1a forecastle, Nos. 1a & 6 shelter 'tween dks., No. 3 shelter trunk, No. 4 trunk & Nos. 4 & 5 bridge dks. for temp. 32° F. *Fitted for oil fuel* 3.27 *F.P. above* 150° F. *Lloyd'sA&CP*	~~Liv~~ ~~Bkn~~ Gls ✠LMC BS~~3,40~~4,41		CL ~~6,38~~ 10,41	1927 3mo	Cammell Laird&Co.Ld Birkenhead	BlueStarLine,Ld.	578·9 597·7(O.L.) B266'F142' len35 *Duct keel forwd of mchy.space*	68·3	42·7 FK	London British *10BHCem* (*Coll to W dk* 9 ,, *2nd*) ,, *CellDB* 488'1942*tFPT*105*tAPT*84*t*	4SteamTurbinesSRgeared to2Sc.Shafts (*r*) 1909NH 200lb FD HS26680 3D&1SB,28*cf*,GS490 CammellLaird&Co.Ld.Bkn	46 ″ 0 s18″$4\frac{1}{4}$ 28 ″ 1	BT till ~~6,41~~ 7,42
19181 228 IBEB	**Andalusia** (*ex*Australplain, *ex*Ardanmhor) D.F. *1Dk&Spar dk*	4499 4185 2807					1907	D&WHendersn&Co.Ld Glasgow	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	397·7 385·2 P45'B110'F40'	50·5	17·7 26·4	Trieste Italian *WB*	T.3Cy.25″,41″&67″–48″ 311NH D&W.Hendersn&CoLdGls		CI
19182 140557 GRBW	**Andalusian** *CruiserStern* *2Dks*	3082 2872 1899					1918	Earle'sCo. Ld Hull	EllermanLines,Ld (Ellerman&PapayanniLines,Ld. *Mgrs.*)	321·5 P73'B108'F83'	45·2	24·2	Liverpool British *WB*	T.3Cy.$20\frac{1}{2}$″,$35\frac{1}{2}$″&61″–42″ 241NHP Earle'sCo.Ld.Hull		C
19183 LKEN	**Andenes** *Oil Eng.* *Mchy.Aft* *1Dk&Shelter dk* *CruiserStern*	863 676 420					1939	MossVærft &Dokk.A/S Moss	Vesteraalens Dampskibsslsk.	214·2	34·7	13·8	Stokmarknes Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.$14\frac{5}{8}$″–$21\frac{5}{8}$″ 141NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
19184 LKFE	**Anders Jahre** D.F. E.S.D. *OilEng* *Mchy.Aft* *CruiserStern* *1Dk* *Carrying Petroleum in bulk*	9970 9199 5908					1939	Bremer Vulkan Vegesack	SkibsA/SSnefonn (Sig.Bergesen d.y. &Co. *Mgrs.*)	492·9 P113'F74'	66·1	36·5	Stavanger Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$″–$43\frac{5}{16}$″ 1163NH BremerVulkan,Vegesack		N
19185 LCDE	**Anderson** *Fitted for oil fuel* D.F. *3Dks*	1694 976 933					1925	Bergens Mek.Værks Bergen	SkibsA/S Byfjord (KorneliusOlsen, *Mgr.*)	255·1 P19'F26'	35·6	15·3 22·3	Stavanger Norwegian *WB*	T.3Cy.23″,37″&63″–39″ 248NHP BergensMekVærksBergen		N
19186 167337 GQCV	**Andes** Ⓟ TwinSc D.F. E.S.D. GyC. *Ref.Mchy.* *CruiserStern* *5Dks* (*Topsides&Bridge dks Special QualitySteel*) *Butts of bridge dks electrically welded*	25689 17235 14787	✠100A1 *with freeboard* 5,42 ~~8,41~~ ~~12,41~~ BS11,40 ✠Lloyd'sRMC~~7,40~~ 5,42 ~~10,41~~ ~~7,41~~ *Lloyd'sA&CP* *Fitted for oil fuel* 9,39 *F.P. above* 150° F.	~~Bel~~ Bos MBS7,41 ✠LMC9,39	*r*† 3	CL	1939 12mo	Harland&Wolff.Ld. Belfast	RoyalMailLines, Ld. *CellDB*521'2466*t*	643·3 669·3(O.L.) B&F573' *UpperBridge*357' *UpperFo'csle*73' *DTf*25'157*tTanks in way of tunnels*1570*tFPT*150*tAPT*222*t*	83·5	43·6 FK&BK2″	London British *11BHptCem* (*Coll to Wdk* 10 ,, *2nd* ,,)	6 steam turbinesSR geared to 2 sc. shafts 5599NHP 3WaterTubeBoilers485lb (Spt440lb)*200lb*HS33735 FD Harland&Wolff,Ld.Bel.	47 ″ 6 18 ″ $6\frac{1}{2}$ 29 ″ 3	BT till 7,42
19187 164526 GYMQ	**Andino** TwinSc GyC. Sub.Sig. E.S.D. *Mchy.Aft* *CruiserStern* *1Dk* *Longitudinal framing at bottom & at deck* *ss*N.Ns.No.1-40	4569 3416 2227	✠100A1 6,41 BS~~6,41~~1,42 *Carrying Petroleum in bulk* *Lloyd'sA&CP* *Fitted for oil fuel* 9,35 *F.P above* 150° F.	NOs ✠LMC MS8,38	*x*	CL s6,41 P9,39	1935 9mo	Howaldtswerke A.G Kiel	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *CellDBuE&B*58'158*tDTf*30'503*t FPT*162*tAPT*189*t*	362·0 P87'B36'F31' *Trunk in wells*	64·2	17·8 FK	London British *8BHptCem* *ptAsp*	T.6Cy.$20\frac{1}{16}$″,$32\frac{7}{8}$″&$54\frac{5}{16}$″–$37\frac{7}{16}$″ 225lb (*s*) 416NHP 2WTB HS6997 FD HowaldtswerkeA.G.Kiel	18 ″ 0 s 1 ″ $6\frac{1}{2}$ 16 ″ $7\frac{5}{8}$	
19188 165575 MMLX	**Andoni** *Oil Eng.* *Mchy.Aft* *1Dk* *CruiserStern*	678 414 347	✠100A1 1,42 ~~8,41~~ *Lloyd'sA&CP*	~~Bkn~~ Nwc ✠LMC9,37 ✠LMC(M)1,40	*j*	OG 12,40	1937 9mo	GooleS.B. &RepgCo.Ld. Goole	T.E.Evans&Co.Ld. *CellDB*115'215*tFPT*54*tAPT*62*t*	181·0 187·1(O.L.) P49'Q107'F20'	30·1	9·2 FK	London British *3BHCem*	Oil Engines 2S.C.SA 7Cy.$9\frac{3}{8}$″–$16\frac{9}{16}$″ 61RHP BritishAuxiliaries.Ld.Gls.	11 ″ 9 s4 ″ $3\frac{1}{2}$ 11 ″ $6\frac{1}{2}$	
19189 FOAD	**André Lebon** Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. *4Dks* *Ref.Mchy.*	13682 — 7375					1913	Message. Maritimes LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	508·2 B252'	61·6	45·8	Marseilles French *Wb*	Q.8Cy.$30\frac{5}{8}$″,$43\frac{1}{2}$″,$62\frac{1}{2}$″&$88\frac{5}{8}$″–53″ 1140NHP Message.Marit.LaCiotat		V
19190																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
19191 UNZE	**Andre Marti** (exTrotsky, exAshwin,exWarDrum) ssLon.No.2-26 *Well deck* 1*Dk*	2352 1766 1351	✠ ... 9,30 ✠				1918 12mo	S.P.Austin &Son,Ld. Sunderland	U.S.S.R.	285·0|42·1|19·1 P25'Q72 B66'F32' FK	Leningrad Russian *WB*	T.3Cy.22",36"&59"-39" 266NHP Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 2
19192 FNXK	**André Moyrand** *OilEng.* 1*Dk*,2nd*Dk* *in Nos.1&4holds*	2471 1952 1452	✠ ... 12,38 ✠				1927 2mo	Atel.&Ch. deFrance Dunkirk	Soc.Anon.de Gérance et d'Armement	288·2|45·6|18·3 P29'B63'F38' FK	Dunkirk French *WB*	Oil Engines 4S.C.SA 6Cy.19 11/16"-49 3/16" 222NHP Akt.Burmeistr&Wain,Cpn	21 ″ 0
19193 167819 GMQL	**André Thomé** (exDéputéAndré Thomé) 1*Dk*	2012 — 1182					1921	Govern- mentYard Brest	Ministry of War Transport(British ContinentalCoal &InvestmentsCo. Ld.*Mgrs.*)	270·3|39·4|19·6 P19'B54'F23'	Cardiff British	T.3Cy.18 1/10",29 9/10"&49½"- 37½" 149NHP Etablissements d'Indret, Indret	
19194 9347 LKLU	**Andrea Brövig** *OilEng* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Butts of shell & deck plating elec.welded*	10173 9347 6083	✠100A1 ~~7,4114,40~~1,42 ✠LMC2,40 *Carrying Petroleum in bulk*	Grk ~~NYk~~ Grk	e†	CL	1940 2mo	A/B Göta- verken Gothenburg *Lloyd's A&CP*	Partrederiet "Brövigtank" (Th.Brövig,*Mgr.*)	496·1|64·4|38·7 515·2(O.L.) P96'B36'F64' FK *Cell DBuE88' 342t Wing tanks in ER 545t DT f24'328t FPT130t APT390t*	Farsund Norwegian 11*BH*	Oil Engines 2S.C.DA 5Cy.24 7/16"-55½" 1030NHP 2DB*150lb* A/B Götaverken,Got	38 ″ 2 s 8 ″ 8½ 29 ″ 8
19195 311 IJQT	**Andrea Contarini** (exCato-38, exFink) 1*Dk*	1417 — 829					1913	Stettiner Oderwerke Stettin	SalvagnoAnonima Navigazione	238·8|36·4|15·1 230·9 Q75'B101'F29'	Venice Italian *WB*	T3Cy16 5/16",27¾"&43 5/16"-31½" 105NHP StettinerOderwerke	
19196 218067 KIFV	**Andrea F. Luckenbach** TwinSc *Fitted for oil fuel* D.F. 2*Dks* GyC. *Cruiser Stern*	6565 — 4052					1919	Bethlehem S.B.Corp.Ld Quincy,Mass	LuckenbachS.S. Co.Inc.	496·0|68·2|23·3 B74' 37·2	New York Utd. States *WB*	4 Steam Turbines SR geared to 2 sc. Shafts BethlehemS.B.Corp.Ld.	
19197 93 IBGD	**Andrea Gritti** *OilEng.* D.F. GyC. 1*Dk*&*Shelter dk* *CruiserStern* 3rd dk in No. 1 hold *Butts of shell & decks elec. welded* *Longitudinal framing at decks*	6338 5344 3707	✠100A1 *with freeboard* 12,39 ✠LMC12,39 *Carrying oil fuel F.P. above 150° F. in deep tank* NO LATER SURVEY REPORTED	Mfl	c†	CL	1939 12mo	Cantieri RiunitiDell Adriatico Monfalcone *Lloyd's A&CP*	SocietàItaliana di Armamento "Sidarma"	470·7|60·6|23·6 (O.L.) 60·7| 26·0 F36' FK *Cell DB380'1151t MT28'1275t FPT131t APT227t*	Fiume Italian 8*BH pt Cem* *Coll to Sh dk* 7 „2nd „)	Oil Engines 2S.C.DA 5Cy.25 3/16"-45 11/16" 1328NHP DB*100lb* Soc An "Fiat"S.G.M.Turin	29″10 s 3 ″ 11 26 ″ 1½
19198 195 IJRG	**Andrea Sgarallino** Ⓟ 1*Dk*	731 689 341					1930	Soc.Odero TerniOrlando Leghorn	Soc.Anon.Nav. Toscana	194·7|28·3|19·8 184·7	Leghorn Italian	T.3Cy.16",26½"&43"-30" 101NH Odero-Terni-Orlando, S.A.Leghorn	
19199 105 SVGP	**Andreas** (exNewMexico-33) ssNwc.No.3-10,33 ssRot.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *Tonnage opening closed37 Cruiser Stern* *Hatch covers dispensed with in tween dks*	6566 6230 4044	✠100A1 *Shelter dk* *with freeboard* 12,41~~3,39~~ BS2,41 ✠LMC3,37 *Carrying vegetable oil in deep tank*	~~Rot~~ Nwc	a†	CL ~~3,41~~ 3,42	1919 8mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	IonionS.S.Co.Ld.	412·6|55·8|34·4 427·8(O.L.) F40'*on Shelter dk* FK *Cell DB343' 1571t DTa23' 858t FPT91t*	Argostoli Greek *Cem* 2*BH to Sh dk* 5 „ „ *U* „ *APT126t*	T.3Cy.27",44"&73"-48" (s) 180lb 517NH 3SB.9cf,GS190.HS7668 FI Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0 28 ″ 3½
19200	— (exIndianPrince-36, ssLiv.No.3-10,29 exGleniyon) ssAvn.No.2-36 Sub.Sig. E.S.D. 2*Dks*(*Stl*)	4937 4639 3139	✠ ... 4,41 ✠	NYk	y		1917 9mo	C.Connell &Co.Ld. Glasgow	*'Tween dk BH in after hold dispensed with* *Cell DB344' 1066t DTa33'890t APT24t*	400·3|53·0|27·3 P35'B121'F45' FK	*Cem* 5*BH to U dk* 1 „ „2nd„ *only*	T.3Cy.27",43"&72"-48" 510NH 3SB,9cf,GS150,HS7647 Dunsmuir&Jackson,LdGls	29 ″ 7
	Now "**Wakatu Maru,**" *see letter* W.												
19201 232231 WHFY	**Andree** TwinSc (exWm.F.Kenny-35) *OilEng.* *Mchy.Aft* 1*Dk* GyC.	1423 — 1212					1933	UnitedDry DocksInc. (StatenIslnd. Plnt)Marinrs Harbor,N.Y.	PerryS.S.Co.	209·0|43·0|13·5 len34	New York Utd. States	Oil Engines 4S.C.SA 12Cy.14"-16" 220NHP WintonEng.Corp.Clevelnd	
19202 UOAB	**Andrei Jdanov** Ⓟ (exAlexeiRikov-37) *OilEng.* *Ref Mchy.* Sub.Sig. 2*Dks*	3870 2889 2249	✠ ... 12,30				1928 7mo	Severney S.B.Yard Leningrad	U.S.S.R.	324·6|48·0|25·9 P48'B96'F36' FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"-33⅞" 692NHP RussianDieselWorks.Len	28 ″ 0
19203 136 YLCG	**Andrejs Kalnins** (exVilnis-35, exOnda-33) ssLie.2ndNo.3-6,35 ssRga.No.1-40 1*Dk*(*pt Irn&pt Stl*)&*deep framing* *Cargo battens not fitted*	3002 2581 1726	✠100A1 5,40 ✠LMC5,40 No later survey reported	Rga	u	CL 8,39	1907 8mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow *Lloyd's A&CP*	A.Kalnins (M.Kalnins,*Mgr.*) *Cell DB a*	315·3|47·0|21·0 P37'B94'F31' FK *106'uE18f'134'703t*	Riga Latvian 5*BH Cem* *APT54t*	T.3Cy.23",38"&61"-42" (s) 180lb 269NHP 2SB,6cf,GS120,HS4244 ClydeS.B.&E.Co.Ld.P.Gls.	23 ″ 4 s 3 ″ 6½ 19 ″ 11½
19204 138904 VWDY	**Andrew** (exFraser) TwinSc3Mst D.F. 2*Dks*	1241 1084 492					1905	Armstrong Whitworth &Co.Ld. Newcastle	Government of India(Commerce Dept.)	263·6|35·2|18·0 P37'B36'F50'	Calcutta British *WB*	T.6Cy.18",30"&48"-33" 265NH WllsndSlpwy.Co.Ld.Nwc.	
19205 219800 KJXJ	**Andrew Jackson** (exSalaam-40) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5990 4971 3709	✠ ... 3,22 ✠				1920 7mo	Merchant S.B.Corp. Harriman.Pa.	WatermanS.S. Corp.	400·7|54·2|30·4 P36'B124'F44' FK	Mobile, Ala Utd. States *WB*	2 steam turbines DRgeared to 1 sc. shaft 645NH WestinghouseElectric& Mfg.Co.Essington,Pa	32″10
19206 221286	**Andrew M. Barnes** TwinSc (exI.L.I.102-36,ex *OilEng.* InterwaterwaysLine ssN.Yk.No.3-4,33 Incorporated102-32) ~~ssN.Yk.No.1-39~~ *Mchy.Aft* 1*Dk*(*Stl*) ssN.Yk.No.2-41	1040 956 797	✠ A1 *Self-propelled Barge* 3,41~~3,39~~ LMC4,41 ~~LMC(M)4,39~~ *For service between New York Chicago & Montreal via Erie & Welland Canals & for coastwise service between Boston, Mass., & Philadelphia, Pa., & to Norfolk, Va., via Chesapeake & Delaware Canal from 1st April to 30th November*	NYk		~~3,39~~ OG N3,41	1921 6mo	McDougall DuluthSBCo. Duluth,Minn. A&CP	Erie&St.Lawrence Corporation	254·0|36·0|14·0 FK *Side tanks f12'23t FPT30t*	New York Utd. States 9*BH Cem* *APT13t*	Oil Engines 2S.C.SA 12Cy.10"-12¼" 211NHP NE4.27 FairbanksMorseCo.Beloit. Wis.	14 ″ 0
19207 206167 WPJI	**Andrew S. Upson** *Mchy.Aft* D.F. GyC. 1*Dk*	4442 — 3120					1909	American S.B.Co. Cleveland,O.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	380·0|52·0|28·0	Wilmngtn (Del.) *WB* Utd. States	T.3Cy.21",33½"&57"-42" 211NHP AmericanS.B.Co.Clv.	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
19208	**Andromeda** WoodAuxTwinSc (exElemka-38, *Pet.Mot.* 5MstSr exCapNord-35) 1*Dk*2*trB* *Mchy.Aft* SSBrs.24 (*See Sailing Ship Register*)	1471 1280 1178	✠ 2,29 ✠	Cpn	*q*		1918 9mo	Wm.Lyall S.B.Co.Ld. N.Vancouver B.C.	Commander S.M.Riis	242·8 P43'F49'	44·4	18·7	Washngtn, D.C. Utd. States	Petrol Motors 2S.C.SA 8Cy.15$\frac{3}{4}$"-17$\frac{3}{4}$" 350NHP E*made*19*fitted*29 ScandiaA.B.Lysekil		G †
19209 DOMC	— 1*Dk*	658 518 368					1910	Akt.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	180·0 Q52'B44'F19'	28·1	12·8	Bremen German *WB*	T3Cy13$\frac{1}{2}$",21$\frac{1}{16}$"&34$\frac{7}{16}$"-23$\frac{3}{8}$" 57NHP A.G."Weser,"Bremen		G
19210 DHBD	**Andros** (exAscensione,exCatania) ssGen.No.3-1,23 ssGen.No 1-26 2*Dks*	2995 2756 1845	... 7,28				1910	Akt.Ges. "Neptun" Rostock	Deutsche Levante-LinieHamburg A.G.	320·9 P29'F31' FK	46·2	24·1	Hamburg German *WB*	T3Cy20$\frac{11}{16}$",35$\frac{7}{16}$"&55$\frac{7}{8}$"-37$\frac{3}{8}$" 238NHP A.G."Neptun,"Rostock	26 ″ 9	G †
19211 881 SVGC	— Ⓟ (exSyria) 2*Dks*	*2068* *1662* *1272*					1914	SirRaylton Dixon&Co Ld Middlesbro'	HellenicMediterraneanLinesCo. Ld.	260·0 B121'F54'	40·2	20·9	Piræus Greek *WB*	T.3Cy.23$\frac{1}{2}$",38"&62"-39" 240NHP G.Clark,Ld.Sunderland		C
19212 CSFD	**Anfitrite1°**(exHaukur, Aux4MstSr exPhönix) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	358 329 282					1914	J.R.Andersen Svendborg	Bagão,Nuñes& Machado,Ltda.	140·4	29·7	10·5	Lisbon Portuguese *WB*	Oil Engines 4S.C.SA 4Cy.11$\frac{13}{16}$"-16$\frac{1}{2}$" 54NHP HolebyMasch.Holeby		
19213 110 IBHB	**Anfora** ssMfl.No.3-3,34 *Ref.Mchy.* ssTri.No.1-38 D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	5452 4984 3379	✠100A1 *Shelter dk withfreeboard* 12,39 ✠LMC MS1,38 BS7,39 ✠Lloyd'sRMC12,39 *Carrying vegetable oil in deep tank*	Gen	*y*	CL N7,38	1922 5mo	Cant.San RoccoS.A. Trieste A&CP	LloydTriestino Soc.Anon.diNav.	404·2 389·9 B125' *on Shelter dk* FK *CellDB*338'1339*t DTa*35'1014*tFPT*1	54·0	29·5	Trieste Italian *ptCem* 2 *BH to S dk* 4 ,, ,, *U* ,, 14*t APT*244*t*	T.3Cy.27",42"&68"-48" (*s*) 180lb 465NHP HS7023 FD 3SB(Spt),9*cf*,GS158 StabilimentoTecnico Triestino,Tri.	32 ″ 0 s 7 ″ 1 25 ″ 3	
19214 UOWK	**Angarstroi** (exGrantleyhall) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)*Straight frames&bevelled bilge* *CruiserStern*	*4761* *4414* *2911*	NO LATER SURVEY REPORTED ✠ — 9,32 ✠	Hpl	*a*†		1927 8mo	Harland& Wolff,Ld. Greenock	U.S.S.R.	412·1 *CellDB*342' 1440*tDTa*23'862*t* *FPT*91*tAPT*126*t*	55·1	25·0	Vladvostk Russian FK 8*BHptCem* (*Coll to S dk* 7 ,, *U* ,,)	T.3Cy.27",44"&73"-48" 452NHP 3SB,9*cf*,GS190,HS7668 Harland&Wolff,Ld.Bel.	28 ″ 7	
19215 VSBC	**Angby** (exMauritanie) *Mchy Aft* 1*Dk*	786 612 504					1913	Scott& Sons Bowling	SarawakS.S.Co.Ld	200·3 B16'Q50'F23'	36·1	10·7	Kuching Sarawak *WB*	T.3Cy.13$\frac{1}{2}$",22$\frac{1}{2}$"&36"-24" 36NHP W.V.V.Lidgerwood,Gls.		V
19216 FNWM	**Ange Schiaffino** *Fitted for oil fuel* 2*Dks*	3236 2880 1917					1929	Howaldts- werkeA.G. Kiel	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	330·6 P24'F41'	48·1	23·7	Algiers French *WB*	T.3Cy.22$\frac{7}{8}$",37$\frac{3}{8}$"&60$\frac{1}{4}$"-39$\frac{3}{8}$" 227NHP HowaldtswerkeA.G.Kiel.		V
19217 DJZU	**Angelburg** (exViator-39) D.F. *OilEng.* *Ref.Mchy.* *CruiserStern* 1*Dk*&*Shelter dk*	3069 2617 1756					1938	Öresunds- varvet Aktiebolag Landskrona	Fruchtreed.Harald Schuldt&Co.K.G.(ReedereiH. Schuldt,*Mgrs.*)	319·0	45·8	24·3	Hamburg German *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 607NHP Akt.Burmeistr&Wain,Cpn		NG
19218	**Angèle** (exAssmina-35,exCarmel-33, exEnossis-33, ssCpl.No.2-03 exHammouda,exTartosia, 1*Dk* exAnna,exIthaki,exAlouette,exVolga, exLaurium) *Well deck*	339 208 193	✠ ... 5,07 ✠				1895 5mo	Cumming &Ellis Invrkeithing	MarieHamozlou	136·0 Q46'B34'F29' BK7"	23·0	10·0	French	C.2Cy.18"&36"-27" 66NHP Hawthorn&Co Leith	10 ″ 4	
19219 1839 IBZZ	**Angelin** (exGiambattista-39, exVillaCarla-34, ssFiu.No.3-2,17 exOrte-33,exKelet) ssFiu.No.2-26 1*Dk*&*deep framing*	873 711 493	✠ ... 12,29 ✠				1904 5mo	W.Dobson &Co. Newcastle	L.Mangiarotti& E.Ravano	213·8 205·8 B63'F25' FK	30·4	14·0	Genoa Italian *WB*	T.3Cy.17",28"&46"-33" 134NHP N.E.MarineEng.CoLdNwc	16 ″ 0	I †
19220 233016 WGFX	**Angelina** *Fitted for oil fuel* D.F. 2*Dks*	4772 — 2946					1934	NwprtNws S.B.&D.D.Co NewprtNews	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	393·8 P34'B125'F35'	55·3	28·1	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to1Sc.Shaft NewportNewsSB&DD.Co.		R
19221 PCQV	— TwinSc *OilEng.* *Mchy Aft* D.F. ssHKg.No.3-8,37 *Longitudinal framing* 1*Dk*(*Stl*) *at bottom and at top of trunk*	2086 1396 1028	✠100A1 11,41 ~~11,40~~ Examined 11,41 DBS11,41 ✠LMC8,37 *Carrying Petroleum in bulk*	~~Sba~~ Sba	*r*	CL 4,40	1931 7mo *Lloyd's A&CP*	Nederl. Dok.Maats. Amsterdam	Nederl.Indische Tankstoomboot Maats.	260·2 272·9 (O.L.) P84'*Trunk*129' F47' FK *CellD BuE*48'81*tFPT*27*t*	48·1	14·9	Willemstad Dutch 9*BHptCem* *APT*107*t*	Oil Engines 4S.C.SA 12Cy.15$\frac{3}{4}$"-31$\frac{1}{2}$" 286NHP DB*150lb* WerkspoorN.V.Ams.	14 ″ 9 s ″ 7 14 ″ 3$\frac{1}{2}$	
19222 107494 KFNM	**Angeline** *Mchy.Aft* 1*Dk*2*trB* D.F.	4690 — 3441					1899	Detroit S.B.Co. Wyandotte	PresqueIsleTransprtn.Co(Cleveland-CliffsIronCo. *Mgrs.*)	423·9	51·9	28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
19223 DHRX	**Angeln** (exNordmark-36, exFaust) 1*Dk*	987 813 568					1921	Schiffb.Ges Unterweser m.b.H.Weser-münde-L.	Ivers&Arlt	215·5 P13'Q58'B65'F22'	34·6	13·6	Königsbrg German *WB*	T.3Cy.16$\frac{3}{16}$",26"&34$\frac{1}{2}$"-25$\frac{5}{8}$" 59NHP A.Borsig,Berlin-Tegel		G
19224 167086 GQFY	**Angelo** D.F. E.S.D. 1*Dk*&*Shelterdk* *Ref.Mchy.* *CruiserStern* *Strengthened for navigation in ice*	2199 1616 1002					1940	Swan,Hunter&Wigham Richardson, LdNewcastle	Ellerman'sWilson Line,Ld.	295·2 B8'F24'	44·2	17·9	Hull British *WB*	T.3Cy.20",34"&56"-39"& LP turbine with DR gearing & hydraulic coupling Swan,Hunter&Wigham Richardson,Ld.Nwc.		
19225 295 IRYK	**Angelo Emo** Iron3Mst (exPeppinoC.-38,ex ssGls.3rdNo.3-8,21 Pecine-35,exCameo, ssFiu.No.2-31 exStrathadder) *Mchy.Aft* 1*Dk*(*Irn*)	391 283 209	✠ — 1,35 ✠	Ssk	*g*		1883 5mo	J.Fullerton&Co. Paisley	SalvagnoAnonima Navigazione	165·9 160·2 Q85'B7'F25 BK6"	23·2	10·9	Venice Italian 4*BHCem* *FPT*45*t*	C.2Cy.19$\frac{1}{2}$"&36"-27" 54NHP 1SB,2*pf*,GS33,HS930 J.&T.Young,Ayr	11 ″ 6	I †
19226	**Ångermanland** Ⓟ Iron 1*Dk*&*Shelter dk*	643 348 446					1872	Bergsunds MekVerkst Stockholm		170·5 H52*t*	25·1	12·9 20 3	German	C.2Cy.26"&47"-27" 96NHP W.LindbergsMk.V.Skm.		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté.
19227 943 SVXR	**Anghyra** (*ex*Attika-38) D.F. Sub.Sig. 2*Dks*	2447 2190 1437					1923	Akt.Ges. "Weser" Bremen	HellenicLines,Ld. (P.G.Callimanopulus,*Mgr.*)	315·8 | 46·1 | 18·8 P59'B24'F37'	Piræus Greek *WB*	T.3Cy.22⅛",36¼"&60¾"-39⅜" 228NHP A.G."Weser,"Bremen		G
19228 161159 MPTV	**Anglesea Rose** *ss*Bly.No.2-38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1151 866 670	✠100A1 11,40 BS11,40 ✠LMC7,38	Shl	*n*	CL 7,38	1930 6mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow *'sA&CP*	RichardHughes&Co.(Liverpool)Ld. *CellD*	220·0 | 34·1 | 14·2 Q123'B12'F24' FK *B*144'231*t* *FPT*84*t*	Liverpool British 4*BHptCem* *APT*41*t*	T.3Cy.17",27"&45"-33" (*s*) 180lb 173NHP 2SB,4*cf*,GS94,HS3304 D&W.Hendersn&CoLdGls	16″3 s 4″11 15″5¾	
19229 164270 GYNK	**Anglian Coast** TwinSc *OilEng* *ss*Liv.No.1-40 D.F. E.S.D. 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	594 493 276	✠100A1 *withfreeboard* ~~2,41~~5,42 ✠LMC CS4,41 5,37	~~Liv~~ Bkn	*l*	OG ~~S6,39~~ ~~P7,39~~ 5,42	1935 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *sA&CP*	CoastLines,Ld. *CellDB*145'206*t*	196·3 | 32·0 | 11·2 33·5 *after*B36'F25' FK *FPT*90*tAPT*34*t*	Liverpool British 3*BHCem*	Oil Engines 2S.C.SA 10Cy.9$\frac{3}{16}$"-16$\frac{5}{16}$" 168NHP BritishAuxiliaries,Ld.Gls.	13″3 s ″2 13″2½	
19230 HPHK	**Anglo** (*ex*Anana-37, *ex*Nordamerika-35) *ss*Kel.2ndNo.3-1,29 *ss*Els.No.1-33 1*Dk*(*ptIrn*&*ptStl*)& *deepframing*& *Web frames*	2978 2486 1709	✠ — 3,38 ✠	Lth	*u*		1905 4mo	JLThompson&Sons,Ld. Sunderland	AngloS.S.Corp. (ValdemarSkoglandA/S,*Mgrs.*) *Cell*	315·1 | 46·5 | 20·8 327·0(O.L.) P29'B190'F34' FK *DBa*106'*uE*&*B*30'*f*	Panama Pnamanian 5*BHCem* 132'720*t* *DT*	T3Cy.23$\frac{11}{16}$",38$\frac{5}{16}$"&62½"-42" 264NHP 2SB,6*cf*,GS113,HS3913 J.Dickinson&Sons,Ld.Sld *a*24'616*tFPT*40*tAPT*46*t*	23″2	N †
19231	**Anglo No. 1** (*ex*Kingswood,*ex*Shirley,*ex*Zarate) TwinSc *Mchy.Aft* *Ref.Mchy.* 2*Dks*	1394 — 795					1921	Cammell Laird&Co.Ld Birkenhead	Union ColdStorage Co.Ld.(Soc.Anon. FrigorificoAnglo, *Mgrs.*)	220·5 | 44·1 | 9·3	Bns.Aires Argentine *WB*	T.2Cy.13½",21"&34"-19" 50NHP CammellLaird&CoLd.Bkn		C
19232	**Anglo No. 2** TwinSc (*ex*General Flores-37,*ex*Anglo No.2-35,*ex*Reformer) *ss*B.As.2ndNo.3-11,20 *ss*B.As.No.1-25 1*Dk* *Ref.Mchy.* *Mchy.Aft*	1206 — 729	✠ … 8,29 ✠				1901 6mo	A.Rodger &Co. Pt.Glasgow	UnionColdStorage Co.Ld.(Soc.Anon. FrigorificoAnglo, *Mgrs.*)	230·2 | 42·0 | 11·5 FK	Bns.Aires Argentine *WB*	T.6Cy.11",17"&28"-21" 130NHP Ross&Duncan,Glasgow	13″6	
19233 161339 GMFL	**Anglo African** *ss*Shl.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Tonnage opening closed'41*(*W.E.*)	5601 5047 3369	✠100A1 *withfreeboard* ~~9,41~~ ~~1,41~~ 2,42 ✠LMC MS11 38 ~~BS12,40~~2,4 2	~~Sws~~ Mch	*a*†	CL ~~7,40~~ N2,42	1929 12mo *Lloyd*	Short Bros. Ld. Sunderland *'sA&CP* *CellDB*378'	NitrateProducers' S.S.Co.Ld. (Lawther,Latta&Co.Ld.*Mgrs.*) 1299*tDTa*23'1078*t*	426·0 | 58·0 | 26·0 439·7(O.L.) FK (*FPT*89*tAPT*195*t*	London British 7*BHCem* *Coll to Sh dk* 6 „ 2nd „)	Q.4Cy.23½",32½",47"&68"-48" 220lb *120lb* (*s*) 453NHP 3SB,9*cf*,GS135,HS6216 FD N.E.MarineEngCoLd.Nwc	36″6 s10″11½ 25″10	
19234 160529 GSLD	**Anglo Canadian** *OilEng.* *ss*Bkn.No.2-37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed'41*(*W.E.*)	5268 4773 3246	✠100A1 *withfreeboard* 11.41 ~~10,40~~ Examined11,41 ✠LMC CS8,37 ~~DBS4,40~~11.41 11,39	~~Npt.~~ Liv	*a*†	CL N4,40 *CellD*	1928 7mo *Lloyd* *B*349'	ShortBros. Ld. Sunderland *'sA&CP* 1430*tDTa*29'	NitrateProducers' S.S.Co.Ld. (Lawther,Latta&Co.Ld.*Mgrs.*) 1060*tDTf*23'986*t*	426·0 | 58·0 | 24·7 439·8(O.L.) FK (*FPT*78*tAPT*149*t*	London British 8*BHptCem* *Coll to Sh dk* 7 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.22"-85" 598NHP DB*120lb* W.Doxford&Sons,Ld.Sld.	36″6 s10″10 25″11½	
19235 166338 GFGT	**Anglo Indian** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at dks "Arcform"*	5609 5078 3341	✠100A1 *withfreeboard* ~~2,41~~10,41 ✠LMC1,38 *Fitted for oil fuel* 1,38 *F.P. above* 150°F.	~~Shl~~ Mch	*b*† 2,18	CL 2,41	1938 1mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	NitrateProducers' SSCo.Ld(Lawther, Latta&Co.Ld. *Mgrs.*) *CellDB*36 959*t*	433·1 | 61·5 | 26·1 447·4(O.L.) F35' FK 6'1069*tDTa*23' (*FPT*147*tAPT*207*t*	London British 7*BHCem* *Coll toSh dk* 6 „ 2nd„)	T.3Cy.24",39"&68"-48" (*s*) 220lb Rht. 477NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS136,HS7030 N.E.MarineEng.CoLd.Nwc	28″6 s 3″2½ 25″5¾	
19236 168187 BFWQ	**Anglo Mærsk** (*ex*Anglo-Swede) *ss*Rot.No.2-38 *Mchy.Aft* *OilEng.* 2*Dks*(*Stl*)&*Webframes* *CruiserStern* *Longitudinal framing*	7705 7162 4649	✠100A1 ~~10,40~~ ~~2,40~~ 6,41 ✠LMC CS4,38 ~~DBS12.39~~ 7.39 *Carrying Petroleum in bulk*	~~Cal~~ Bom 2,42 ~~DBS11,40~~	*c*†	CL 1,40	1930 8mo *Lloyd*	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle *'sA&CP*	Ministry of War Transport (HoulderBros.&Co.Ld.*Mgrs.*) *CellDBuE*70'183	461·1 | 59·9 | 31·6 P108'B29'F40' FK *tDTf*38'387*tFPT*2	London British 17*BHptCem* (11 *to U dk* 6 „ 2nd „) 40*tAPT*179*t*	Oil Engines 2S.C.SA 7Cy.26⅜"-49⅜" 848NHP 2DB(P)*180lb*(S)~~180lb~~ AtlasDieselCo.Ld.Skm.	33″7 s 6″8½ 27″1½	
19237 161287 GFVB	**Anglo Norse** (*ex*Maricopa) *ss*Osl.2ndNo.3-11,39 *Mchy.Aft* 2*Dks*(*Stl*) *Webframes* D.F. *Longitudinalframing exceptinE&Bspaces* Now "Empire Norse," *see No.* 36286 *in Supplement*	7988 6382 4539	✠100A1 8,40 ✠LMC11,39 ✠NB(*cf*)*made16refitted*1,29 *Carrying oil fuel in bulk F.P. above* 150°F *Fitted for oil fuel* 5,14 *F.P. above* 150°F.	Bkn		CL 6,40	1914 5mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP* *CellD*	FalklandShipowners,Ld. (Bruun&v.d.Lippe,*Mgrs.*) *BuE*&*B*48'115*tD*	425·2 | 57·0 | 33·1 P102'B28'F75' FK (*Tf*42'555*t* *APT*40*t*	London British 15*BHCem* 10 *to Upr dk* 5 „ 2nd „)	T.3Cy.28",46⅞"&76"-51" (*s*) 180lb 24 PrB-*60lb*, 665NHP 2PrB-45*lb*,4PrB 5SB,15*cf*,GS273,HS10607 FD Palmers'Co.Ld.Newcastle	33″ s 5″11 27″3	
19238 149698 GMRP	**Anglo Peruvian** *ss*Shl.No.3-5,39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5457 5013 3331	✠100A1 *withfreeboard* 9,40 BS1,41 ✠LMC5,39	Shl	*a*†	CL 4,39	1926 7mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	NitrateProducers' SSCo.Ld(Lawther, Latta&Co.Ld. *Mgrs.*) *CellD* *DTa*23'998*t*	426·0 | 58·0 | 26·1 439·5(O.L.) FK *B*355'1340*t* (*FPT*89*tAPT*185*t*	London British 7*BHCem* *Coll to Shdk* 6 „ 2nd „)	Q.4Cy.23½",32½",47"&68"-48" 220lb *100lb* (*s*) 453NHP 3SB,9*cf*,GS141,HS6216 FD N.E.MarineEng.CoLdNwc	28″6 s 3″6½ 25″1½	
19239 FNLL	**Ango** Ⓟ *Ref.Mchy* D.F. 3*Dks*	7110 — 4363					1913	Forg.&Ch. delaMédit Havre	ChargeursRéunis	414·0 | 53·8 | 34·8 B148'	Havre French *WB*	T.3Cy.28",46"&76"-52" NB19 416NHP Forg.&Ch.delaMédit.Hav.		
19240 1273 CBNG	**Angol** Ⓟ (*ex*TorrHead-33) *ss*Vpo.No.3-8,35 *ss*Vpo.No.1-40 *Ref.Mchy.* 2*Dks*(*Stl*) D.F.	5876 — 3504	✠100A1 2,42 ~~1,41~~ ✠LMC MS12,39 BS~~2,41~~ 3,42 ✠Lloyd'sRMC~~10,40~~ 12,41~~6,41~~ for temp. 25° F.	Rio	*z*	CL ~~4,39~~ 2,42	1923 5mo *Lloyd*	Workman. Clark&Co.Ld. Belfast *'sA&CP*	Cia.Chilena de Nav.Interoceanica (H.R.Samsing, *Mgr.*) *CellDB*33	400·1 | 52·3 | 28·4 P49'B124'F52' FK 8'1085*t* *DTa*28'760*t*	Valparaiso Chilian 7*BHCem* *APT*120*t*	T.3Cy.26½",44"&74"-48" (*s*) 200lb 531NHP 3SB,9*cf*,GS177,HS7548 FD Wrkman,Clark&Co.Ld.Bel	30″11	
19241 CSAF	**Angola** Ⓟ TwinSc (*ex*Albertville) *ss*Lis.2ndNo.3-1,39 2*Dks*(*Stl*)& D.F. *Shelterdk*(*Stl-teaks*) *Platform dk in No.* 1 *hold*	7884 — 4844	✠100A1 *Shelter dk* *withfreeboard* 2,42 ~~1,40~~ ✠LMC MS9,38 ~~BS7,40~~	Lis BS7,41	*b*†	CL ~~S6,38~~ ~~P1,40~~ S2,42 PN2,42	1912 12mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken *'sA&CP*	Cia.Nacional de Nav. *CellDBa* 124' *uE*&*B*	439·5 | 55·7 | 34·3 P52'*on Shltr dk* F83 FK 95' *f* 159'1302*tFPT*	Lisbon Portuguese 7*BHCem* 88*tAPT*43*t*	Q.8Cy.23",33",47"&67"-48" 215lb (*s*) 964NHP 6SB,18*cf*,GS345HS14100 FD SocAn.J.Cockerill,Seraing	37″0 s12″5 25″1	
19242 FPHR	**Angoulême** (*ex*Nabesna-40, *ex*LakeFilbert) *Fitted for oil fuel* D.F. 1*Dk*2*trb*	2451 2203 1513	✠ … 9,20 ✠				1919 11mo	Toledo S.B.Co. Toledo,O.	TransportsMaritimes(Cie.Générale d'ArmementsMaritimes.*Mgrs.*)	251·0 | 43·6 | 25·8 P25'B64'F23' FK	Havre French *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28″2	
19243 OFAJ	**Angra** (*ex*Maudie-37) *ss*Osl.No.3-7,33 *ss*Abo.No.1-37 D.F. 2*Dks*(*Stl*)	4661 — 2757	✠100A1 6,39 ✠LMC MS5,37 BS2,39 NO LATER SURVEY REPORTED	Hfs	*y*	CL 9,37	1920 9mo *Lloyd*	Lithgows, Ld. PortGlasgow *'sA&CP*	RederiA/B Atlanta (B.Krogius,*Mgr.*) *Intermediate 'tween dkBHin after hold dispensed with* *CellDB*331'995*tDTa*30'780*tAPT*20*t*	398·0 | 52·0 | 26·2 384·8 P39'B115'F45' FK	Helsingfrs Finnish *Cem* 5*BH to U dk* 1 „ „2nd „	T.3Cy.26",43"&70"-48" (*s*) 180lb 488NHP 3SB,9*cf*,GS178,HS7345 FI Rankin&BlackmoreLdGrk	29″3 s5″6½ 23″11	

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name, Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 'articulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B of Trade Cert.
19244 DOEG	**Anhalt** Ⓟ (*ex*Ansgir-36) Sub.Sig. D.F. 2*Dks*	5870 5401 3606					1921	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	393·2 P34'B122'F40'	54·3	23·3	Bremen German *WB*	T.3Cy.28½",47"&75¾"-51" 410NHP Frd.KruppA.G.Kiel		G
19245 153581 GKQS	**Anhui** Ⓟ *Fitted for oil fuel* 3*Dks*	3494 2948 2080					1925	TaikooDk-yd.&E.Co.Ld. HongKong	ChinaNav.Co.Ld.	338·5 B97'	49·3	24·1	London British *WB*	2SteamTurbinesDR geared to 1 Sc.Shaft TaikooDkyd.&E.Co.Ld.		
19246 8233 SLBN	**Anita** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Part electrically welded including butts of shell plating* *Strengthened for navigation in ice*	*2566* *1907* *1408*	✠100A1 ~~6,44~~ ~~2,40~~ 2,42 ✠LMC3,38	~~Bal~~ NYk	*l*	CL 2,40	1938 3mo *Lloyd*	Akt.Lind-holmensVarv Gothenburg *'sA&CP*	RederiA/BDisa (E.Brodin,*Mgr.*) *IntermediateBH* *CellD*	322·5 331·3(O.L.) FK P26'Q100'B&F191' *in forward hold dispensed with* *B*260' 544*t FPT*63*t*	44·6	17·2	Stockholm Swedish 4*BHptCem* *APT*125*t*	2 Oil Engines 2S.C SA with electro-magnetic slip couplings & SR gearing 10Cy.13⅜"-22$\frac{7}{16}$" 312NHP DB100lb Atlas-DieselA/B,Skm.	20 ″ 0 s 1 ″ 4¾ 18 ″ 8¼	
19247 427 IJVK	— (*ex*Labrone,*ex*Johann, *ex*Bebside,*ex*Kildangan) *OilEng.* 1*Dk*	636 — 364	✠ … 3,23				1918 9mo	Cochrane &Sons,Ld. Selby	Cap.AdolfoCalzi	182·0 170·0 B50' FK	30·0	15·7	Trieste Italian *WB*	OilEngine 2S.C.SA NE28 192NHP 4Cy.16½"-18$\frac{9}{16}$" J&CGBolinder,Stockholm	16 ″ 6	I †
19248 DHBE	**Anita L.-M. Russ** *CruiserStern* Sub.Sig. 1*Dk*	1712 1401 1004					1926	Akt.Ges. "Neptun" Rostock	Schiffahrt-u. Assekuranzges. E.Russ&Co.	257·2 P15'Q79'B111'F32'	41·1	16·2	Hamburg German *WB*	T.3Cy.19$\frac{5}{16}$",31½"&51$\frac{3}{16}$"-35⅞" 156NHP A.G."Neptun,"Rostock		G
19249 33288 JZBB	**Aniwa Maru** Ⓟ TwinSc Sub.Sig. *CruiserStern* 3*Dks*	3391 2654 1617					1927	KobeSteel Works,Ld Harima	Government Railways	309·6 F19'P83'	45·0	30·0	Tokyo Japanese *WB*	T.6Cy 21",35"&58"-42" 436NHP KobeSteelWorks,Ld.		
19250 OFCH	**Anja** (*ex*Airthria-38,*ex*Trelevan, *ex*Lübeck) *ss*Gls.2ndNo.3-1,38 D.F. 2*Dks*(*Stl*)3rd*dk in No.*1 *hold only* *Now* "Scapa Flow," *see No.* 38521 *in Supplement*	4836 — 2765	✠100A1 10,41 ~~12,40~~ BS3,40 8,41 ✠LMC1,38	~~BAs~~ Bal		CL 1,39	1914 6mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg *'sA&CP*	RederiA/BAtlanta (B.Krogius,*Mgr.*) *CellDBa*133'*u*	412·2 (O.L.) 396·5 FK P&B320'F54' *E&B*47' *f*178'1315*t*	54·8	26·2	Helsingfrs Finnish 8*BHCem* *APT*20*t*	T.3Cy.28⅜",47¼"&78"-54" 185lb (*s*) 620NHP 3SB,9*cf*,GS198,HS9030 FD FlensburgerSchiffsb.Ges.	28 ″ 8 s3 ″ 10½ 25 ″ 0¾	
19251 CQAO	**Anjou** (*ex*Asahan, *ex*Anjou) TwinSc 2*Dks*	504 — 290					1899	A.Lega Nantes	WongTseShan	148·9	25·0	10·2	Macau Portuguese	T.6Cy.9",15"&24"-14" 44NHP A.Mancour,Nantes		
19252 TSFS	— TwinSc 1*Dk*	439 421 199					1899	DelaBrosse &Fouché Nantes	HenriLevendi (P.&C.Atychidès, *Mgrs.*)	165·6 Q28'H47'RFD28'	24·4	12·6	Rouen French *WB*	C.4Cy.17¾"&29$\frac{15}{16}$"-16½" NB13 61NHP De la Brosse&Fouché,Nts.		
19253 DOSQ	**Ankara** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	4768 3697 2733					1937	Nordsee-werkeEmden G.m.b.H. Emden	Atlas-Levante- Linie,A.G.	408·5 F24'	56·7	21·4	Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.25$\frac{3}{16}$"-49$\frac{3}{16}$" 797NHP Fr.KruppGermaniawftAG		G
19254 TCAC	— Ⓟ (*ex*Angora, *ex*Rindjani) 3*Dks*	4765 3647 2952					1906	Kon.Maats deSchelde Flushing	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	394·3 P72'B176'F80'	47·1	27·2	Istanbul Turkish *WB*	T.3Cy.28½",48"&82"-60" 521NHP Maats.deSchelde,Flushing		
19255 148563 GBLF	**Anking** Ⓟ *Fitted for oil fuel* 3*Dks*	3472 2937 2047					1925	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	338·4	49·2	24·1	London British *WB*	2SteamTurbinesDR geared to 1 Sc.Shaft Scott'sS.B.&E.Co.Ld.Grk.		
19256 219633 KUDP	**Ann Skakel** (*ex*Exermont-40, *ex*Clontarf) *Fitted for oil fuel* 2*Dks*	4969 4598 3037					1920	American International S.B.Corp. HogIslandPa	ClearwaterSteam-shipCorporation (ParryShipping Co.Inc.,*Mgrs.*)	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
19257 65 SVMJ	**Ann Stathatos** (*ex*PersianPrince-33) *ss*Mdb.No.3-8,30 *ss*Rot.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in No.* 3 *hold*	*5685* *5438* *3499*	✠100A1 *Shelter dk with freeboard* ~~12,40~~ 7,41 MS3.38 ✠LMC BS~~5,40~~ 10, 41	~~Pir~~ Bal Mtl	*z*	CL 1,40	1918 7mo *Lloyd*	W.Pickers-gill&SonsLd. Sunderland *'sA&CP*	A.D.Stathatos *CellDB*	405·0 F35'*on Shelterdk*FK 351'1295*t FPT*129*t*	52·3	31·9	Ithaca Greek 6*BHCem* *APT*113*t*	T.3Cy.26",43"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Richardsons,Westgarth& Co.Ld.Hpl.	34 ″ 6 s9 ″ 0½ 25 ″ 8½	
19258 479 SWLS	**Anna** (*ex*MountAthos,*ex*Leapark) *ss*Pir.No.3-8,31 *ss*Rot.No.2-39 1*Dk*(*Stl*)&*platform dk*(*Stl*)*in Nos.*1.2.4&5*holds* *Longitudinal framing in double bottom & at dks*	*5173* *4720* *3192*	✠100A1 ~~3,44~~ ~~2,40~~ 2,42 BS12,40 2,42 ✠LMC8,39	~~Gls~~ ~~Nwc~~ Lon	*y*	CL 3,40	1919 4mo *Lloyd*	Greenock Dkyd Co.Ld. Greenock *'sA&CP*	N.D.Lykiardopulo *CellDB*	400·6 P51'B114'F39' FK 347'1296*t FPT*125*t*	52·3	28·5	Piræus Greek 7*BHptCem* *APT*200*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB.9*cf*,GS190,HS7668 FD Rankin&BlackmreLd.Grk	31 ″ 0 s5 ″ 11 25 ″ 3¼	
19259 7149 SDCM	— *ss*Hbg.No.3-6,37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1345* *1001* *714*	✠100A1 7,41 ~~8,40~~ BS3,40 11,40 ✠LMC6,37	NYk Bal	*p*	OG 3,39	1924 9mo *Lloyd*	Howaldts-werke Kiel *'sA&CP*	RederiA/BA.Th. Jonasson (M. Jonasson,*Mgr.*) *Cell*	236·5 249·6(O.L.) P20'Q71'B101'F23' FK *DB*202'429*t FPT*33*t*	37·2	14·0	Råå Swedish 4*BHCem* *APT*48*t*	T3Cy16$\frac{3}{16}$"27$\frac{3}{16}$"&43⅜"-29½" 185lb (*s*) 128NHP 2SB,4*cf*,GS61,HS2174 Howaldtswerke,Kiel	16 ″ 0 s ″ 5 15 ″ 9½	
19260 OXZV	— D.F. 1*Dk*	1220 1008 730					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	J.Lauritzen	236·9 P27'B54'F27'	35·7	14·8	Copnhagn Danish *WB*	C.2Cy.14¾"&31½"-29½"&LP Turbinewith reductiongear & chain drive 103NHP HS1765 NE36 Helsingörs Skibsværft		N
19261 OHYU	— (*ex*Braemar-36,*ex*Havbör, *ex*Bess,*ex*Bayard) 1*Dk*2*trB*	1043 — 592					1897	Nylands Værksted Oslo	HöyrylaivaO/Y "Anna"(E.Fager-ström)	239·3 227·4 H45*t*F26*t*	32·6	14·4	Raumo Finnish *WB*	T.3Cy.16½",27"&44"-30" 106NHP NylandsVærksted,Oslo		N
19262 PUZA	— Ⓟ TwinSc *ss*Rio2ndNo.3-7,34 *ss*Rio.No.1-38 *Well deck* 1*Dk*(*Stl*)	721 417 364	✠ *with freeboard* 12,38 ✠NB7,26 ~~BS10,40~~ ~~✠LMC12,38~~ *Coasting, Buenos Aires & Rio Janeiro*	Rio	*j*	CL 11,38	1909 6mo *Lloyd*	Bremer Vulkan Vegesack *'sA&CP*	EmprezaNacional deNav."Hoepcke"	175·9 P&B113'F22' FK	29·5	10·0	Floriano-polis Brazilian 4*BHCem* *CellDBa*37'*uE*	C.4Cy.14$\frac{5}{16}$"&28$\frac{13}{16}$"-17¾" (*s*) 192lb *114lb* 106NHP 1SB,3*cf*,GS58,HS2047 BremerVulkan,Vegesack 9'*f*75'149*tFPT*23*tAPT*15*t*	11 ″ 11 ~~s ″ 10½~~ ~~11 ″ 3~~	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15
19263 14 ORXB	**Anna** ssLon.No.3–12,40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	764 493 372	✠100A1 1,42~~12,40~~ BS1,42	~~Lon~~ Bly ✠LMC11,40	*j*	OG 10,40	1928 7mo *Lloyd*	GooleS.B.& R.Co.(1927) Ld. Goole '*sA&CP*	HandelenScheep- vaartN.V. (M. Vandesompel *Mgr*) *CellDB119'176tFPT45tAPT29t*	190·0 Q117'B13'F23' FK	29·2	10·9	Nieuport Belgian 3*BH*	T.3Cy.15",25"&40"-30" (*s*) 180lb 120NHP 2SB,4*cf*,GS69,HS2200 Earle'sCo.Ld.Hull	13 ″ 1 s 4 ″ 6 12 ″ 11½	
19264 102112 MLPQ	**Anna II** (exAnna-40, 3Mst *ex*RiverAvoca-37,*ex*Glenshesk-34, *ex*Calchfaen) ssCff.3rdNo.3-11,27 *Well deck* *Mchy.Aft* ssTln.No.2-37 *Cargo battens not fitted* 1*Dk*(*Irn*)	478 348 183	✠100A1 2,42 ~~1,41~~ Examined ~~1,41~~11,41 ✠NB3,06 ✠NE10,92 *refitted* 10,93 BS1,~~41~~2,42	~~Cff~~ Bry ✠LMC3,37	*g* Brs	CL 12,40	1893 10mo	AilsaS.B. Co. Troon A&CP	Ministry of War Transport(John Tyrrell,Ld.*Mgrs.*)	160·0 167·0(O.L.) Q84'B12'F26' BK7" *FPT47t*	24·6	10·8	Cardiff British 3*BHCem* *APT3t*	C.2Cy.20¼"&40"-27" (*s*) 115lb 66NHP 1SB,3*pf*,GS50,HS1484 Ross&Duncan,Glasgow	11 ″ 9 s 4 ″ 0¾ 12 ″ 0	
19265 185 SVAH	**Anna Bulgaris** (*ex*Indianola) ssHul.2ndNo 3-10,37 1*Dk*(*Stl*)&*Shelter dk*(*Irn*)&*Web frames* *Longitudinal framing*	*4603* *4333* *2865*	✠100A1 *Shelter dk* *with freeboard* 1,41 BS6,40	Mch ✠LMC10,37	*y*	CL 12,40	1912 1mo *Lloyd*	Richardsn, Duck&Co. Stockton '*sA&CP*	C.Th.Bulgaris *CellDBa&uF161'f*	390·0 FK 155'1095t *FPT85t*	52·5	25·6	Andros Greek 6*BHCem* *APT84t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 409NHP 3SB,9*cf*,GS193,HS6851 Blair&Co.Ld.Stockton	28 ″ 0 s 3 ″ 2½ 25 ″ 0	
19266 68 IJVY	**Anna Capano** (*ex*Bråvik-34, *ex*Gyp,*ex*Noord ssHbg.No.3-5,25 Holland,*ex*Mayflower) ssGot.No.1-30 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1216 942 721	✠ … 2,34	Hbg ✠			1897 10mo	AilsaS.B. Co. Troon *Cell*	C.Capano *DBa 58' f88' 240t*	238·2 230·0 Q83'B55'F28' FK *FPT50tAPT24t*	34·0	16·2	Torre del Greco Italian 4*BHptAsp* *ptCem*	T.3Cy.17",27½"&44"-33" 123NHP 1SB,3*cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	17 ″ 3	I †
19267 DAXS	**Anna Katrin Fritzen** (*ex*Gerda Kunstmann-38,*ex*Vulcan) *Mchy.Aft* 1*Dk*	676 559 320					1910	Akt.Ges. "Vulcan" Stettin	Johs.Fritzen& Sohnvorm. W.Kunstmann	166·1 P56'F26'	32·0	14·1	Stettin German	2Cy.22⅞"-23⅝" 39NHP A.G."Vulcan",Stettin		G
19268 LDSZ	**Anna Knudsen** TwinSc D.F. *OilEng.* ssGot.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	9057 8403 5389	✠100A1 11,41 ~~DBS10,40~~ *Carrying Petroleum in bulk*	~~NYk~~ Grk DBS10,41 ✠LMC10,39	*d*†	CL SN5,40 P5,40	1931 12mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP* *CellDBuk*	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. *Mgr.*) 67'285t*DTf*38'431t*FPT*210t*APT*86t	471·1 P100'B30'F46' FK	64·4	35·5	Haugesnd Norwegian 17*BHptCem* (10 *to U dk* 7 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB *150lb* Götaverken,A/B,Got.	35 ″ 4	
19269 OZUE	**Anna Mærsk** *Oil Eng.* D.F. ssH.Kg.No.1-35 *Ref.Mchy.* 1*Dk*(*Stl*) *Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in Nos.*1&4*holds*	5339 1624 3346	✠100A1 *with freeboard* 2,40 ✠LMC DBS12,39 Lloyd'sRMC Port chamber for temp. 32° F. *Fitted for carrying oil F.P. above 150° F. in deep tanks*	HKg CS5,37 5,37 12,39	*b*†	CL 6,38	1932 5mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP* *Cell*	A/S D/S Svendborg &DS/af1912 A/S (A.P.Möller, Copenhagen,*Mgr.*) *DB*386'1597t *MTs*68'2402t *Tanks in way of tunnels* 70'1782t*FPT*124t*APT*99t	441·4 462·2(O.L.) F42' FK	57·0	25·8	Copnhagn Danish 8*BH* (*Coll to S dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 9Cy.17¾"-47 5/16" 983NH NDB35 *100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 11 s 3 ″ 4½ 25 ″ 9	
	Now "Lookout," *see No.* 37459 *in Supplement*															
19270 HPMI	**Anna Marcou** (*ex*Tourliani-39, *ex*Marne-36) 1*Dk*	2431 1794 1436					1919	Atel.&Ch. deBretagne Nantes	E.N.Vintiadis	292·5 357'F25'	43·6	19·6	Panama Pnamanian *WB*	DRgeared steam turbine Atel.&Ch.deBretagne,Nts.		V
19271 1968 IJVZ	**Anna Maria** (*ex*Ninfea-35, *ex*Fior d'Arancio-35,*ex*Bowden-34) 2*Dks*	1205 1078 728					1912	Fredrkstad Mek.Værks Fredrikstad	Dani&C.	245·9 234·4	33·7	19·9	Genoa Italian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frstad.		I
19272	**Anna Maria Gualdi** Ⓟ (*ex*Coppename-40) *Fitted for oil fuel* ssN.Yk.2ndNo.3-8,33 2*Dks*(*Stl*)& D.F. *Spar dk*(*Stl-ws*) *Ref.Mchy.*	3289 2157 1911	✠ *Spar dk* 8,36	Bal ✠	*v*		1908 2mo	Workman, Clark&Co.Ld Belfast	S.A.I.P.Soc.Anon. IndustriaPesca *Intermediate* *bulkhead in after hold dispensed with* *CellDBa66'uE28't* 138'385t	339·5 357·6(O.L.) P&B218'F41' FK&BK2"	42·6	15·9 23·6	Naples Italian *Cem* 5*BHonly*	T.3Cy.26",41"&69"-48" (*s*) 486NHP 3SB,9*cf*,GS177,HS7419 Workman,Clark&Co.Ld. Bel.	26 ″ 0	
19273 1686 IORG	**Anna Martini** (*ex*Ileana-37, *ex*Renzo,*ex*AmedeoCeretti, *OilEng.* *ex*SunnyMaid, 1*Dk*&*Web frames* *ex*Anthony,*ex*Julienne, *Mchy.Aft* *ex*Q.H.C.GrainBoatNo.1)	935 — 681	✠ … 3,18				1914 8mo	Smith's DockCo.Ld. Middlesbro'	"C.I.CO.MA."Cia. ItalianaComm. Marittima(Piero &MarioMartini)	208·7 202·0 FK	39·0	15·0	Genoa Italian *WB*	Oil Engines 2S C.SA 4Cy.20½"-29½" 294NH NE30 J&CG Bolinder'sM.V.A/B Skm.	16 ″ 0	I †
19274 85 SZGH	**Anna Mazaraki** (*ex*RoyalCity, *ex*Gerfrid,*ex*FederikoGlavic) 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in Nos.* 1&4 *holds only*	*5411* *4989* *3481*	✠ 2,17	Nwc ✠	*z*		1913 4mo	Earle'sCo. Ld. Hull *CellD*	D.C.&J.C. Mazarakis *Ba153'uE25'f168'*	419·7 P49'B250'F45' FK 1253t *DTf*25' 980t	53·8	26·3	Argostoli Greek 7*BHCem* *APT175t*	T.3Cy.26",42½"&70"-51" 467NHP 3SB,9*cf*,GS168,HS6735 Earle'sCo.Ld.Hull	28 ″ 11	C †
19275 223 SVPD	**Anna N. Goulandris** (*ex*Texel-34) *Fitted for oil fuel* 2*Dks*	4358 3913 2575					1921	Rotterdam DryDockCo. Rotterdam	Goulandris Brothers	377·6 P37'B223'F34'	51·6	25·1	Andros Greek *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDryDockCo.		V
19276 LKHO	**Anna Odland** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	4980 4403 2991					1939	Bremer Vulkan Vegesack	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	414·3 F28'	55·7	25·0	Haugesnd Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-43 5/16" 972NHP BremerVulcan,Vegesack		N
19277 DIZK	**Anna Peters** (*ex Lighter*Anna) *OilEng.* 1*Dk*	486 387 290					1913	E.J.Smit& Zoon Westerbroek	H.Peters	145·0 P34'F17'	29·5	10·6	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.11"-17¾" 71NHP E*made&fitted*36 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
19278 DCSA	**Anna Rehder** (*ex*Waterway) ssSld.No.2-29 *Mchy.Aft* 1*Dk*	725 575 377	✠ … 5,30	✠			1921 10mo	Limhamns Skeppsvarv A/BLimhamn	C.Rehder	178·9 P56'F20' FK	30·6	12·4	Altona German *WB*	T.3Cy.16",26"&48"-30" 119NHP N.E.MarineEng.Co.Ld.Sld	15 ″ 0	G †
19279 215756 KDIT	**Anna Schafer** (*ex*C.D.Johnson III.-34,*ex*Lake *Fitted for oil fuel* Superior) Sub.Sig. 1*Dk*	1985 1631 1202	✠ … 4,22	✠			1917 10mo	ToledoS.B. Co. Toledo,O.	SchaferBros.S.S. Lines	251·0 P21'B64'F30' FK	43·8	18·9	S.Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21 ″ 0	
19280 LFKA	**Anna Sofie** (*ex*WarCove) ssBgn.No.3-6,34 ssBgn.No.1-39 1*Dk*(*Stl*) *Cargo battens not fitted*	3100 2849 1852	✠100A1 9,39 BS1,39 (SEE FOOTNOTE *)	Bgn ✠LMC MS9,39	*u*	CL 9,37	1919 6mo	TyneI.S.B. Co.Ld. Newcastle A&CP	A/S Theologos(N. Rögenæs,*Mgr.*) *Intermediate BH forward dispensed with* *CellDB284'724tFPT110tAPT123t*	331·0 342·0(O.L.) P33'B100'F29'	46·6	23·2	Haugesnd Norwegian 4*BHptCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 3SB,9*cf*,GS153,HS6304 FD N.E.MarineEng.CoLdNwc	25 ″ 6	

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* Surveys delayed. Vessel. when last reported. in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
19281 837 SVSA	**Anna T.** (exSf.Nicolae-35, exAuratan-34, ssGtz.2ndNo.3-6,34 exBlairholm-33, 1Dk(Stl)&deep exKorsholm,exSanGiacomo, framing exAlexanderKamburoff)	2728 2486 1698	✠ — 8,39 ✠	Rot	t		1906 3mo	BlythS.B. Co.Ld. Blyth	Th.L.Teryazos CellDBa&	313·0 P29'B90'F34' FK uE120'f128'644t	45·5	20·5	Piræus Greek 5BHCem APT107t	T.3Cy.33",38"&61"-42" 262NHP 2SB,6cf,GS112,HS4040 N.E.MarineEngCoLd.Nwc	23 " 0	I †
19282 61 IJWS	**Anna Zippitelli** (exCittà diBarletta-35,exOrsola Casubolo,exGrebe) ssLon.No.2-96 Well deck 1Dk2trB	1019 665 562	✠ … 12,99 ✠				1887 7mo	Gourlay Bros.&Co. Dundee	MichelePoli	218·8 210·0 P153'F31' BK7"	30·0 30·1	14·8 15·0	Bari Italian WB	T.3Cy.19",29"&48"-33" 112NHP GourlayBros.&Co.Dundee	15 " 10	I †
19283 140831 MNBX	**Annaghmore** ssBel.No.1-41 ssBel.No.3-7,37 Mchy.Aft 1Dk(Stl) Well deck	583 401 271	✠100A1 ~~7,41 7,40 11,41~~ 4,42 ✠LMC 11,41 ~~MS8,37~~ ~~BS7,40~~	Bel	h	CL 7,40	1924 10mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	JohnKelly,Ld. (W.Clint,Mgr.) CellD	165·1 Q94'B11'F28' FK Bf97'125t FPT44t	27·0	11·1	Workngtn British 3BHCem APT7t	T.3Cy.14",24"&39"-27" (s) 180lb 83RHP 1SB,3pf,GS54,HS1883 J.Lewis&Sons,Ld.Abn.	13 " 4 s 3 " 8½ 13 " 2¾	
19284 OZNB	**Annam** TwinSc4Mst ssCpn.2ndNo.3-12,38 D.F. OilEng. 2Dks(Stl) &Shelter dk(Stl-ws)	6636 4859 4236	✠100A1 Shelter dk withfreeboard 7,39 ✠LMC CS12,38 DBS12,38 7,37 (SEE FOOTNOTE *)	Cpn	a†	CL S7,39 P11,38	1913 6mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP	Akties.DetÖsta- siatiskeKompagni CellDBa126'uE	410·0 46'f190'1275tFPT	55·2	35·4	Copnhagn Danish 7BHptCem 97tAPT73t	Oil Engines 4S.C.SA 16Cy.23¼"-31½" 842NH DB80lb Akt.Burmeistr&Wain,Cpn	38 " 6 s 10 " 11 28 " 1	
19285 124170 MCQD	**Annan** 2Dks	955 852 392					1907	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·0 P&B150'F47'	33·6	16·0	Glasgow British WB	T.3Cy.16½",26½"&46"-42" NE&B32 137NHP A.Stephen&Sons,Ld.,Gls.		C
19286 14915 JDND	**Annan Maru** ssKob.No.2-20 2Dks&Web frames Longitudinalframing	2940 2710 1820	✠ … 8,22 ✠				1911 11mo	Armstrong Whitworth &Co.Ld. Newcastle	KitaNipponKisen K.K.	305·2 P19'B85'F32' FK	44·1	24·9	Hutyu Japanese WB	T.3Cy.22",37"&61"-42" 279NH N.E.MarineEng.CoLdNwc	27 " 3	
19287 1462 IBNB	**Annarella** (exLoki) TwinSc ssKel.No.3-3,23 ssHam.No.1-27 OilEng. Mchy.Aft 2Dks&Web frames D.V. CarryingPetroleum in bulk	5999 5186 3389	✠ … 5,32 ✠				1913 9mo	Fried. KruppA.G. Kiel	"C.I.T.O.M."Cia. ItalianaTrasporto OliiMinerali	417·7 400·0 P107'B42'F44' FK	53·2	30·0	Genoa Italian WB	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-31½" 814NH Fried.KruppA.G.Kiel	32 " 4	I †
19288 LCDJ	**Annavore** 1Dk	3324 3015 1986	✠ … 12,25 ✠				1921 6mo	Murdoch& Murray.Ld PortGlasgow	A/S Vore (GunsteinStray& Sön,Mgrs.)	333·1 P31'B102'F30' FK	49·0	22·4	Farsund Norwegian WB	T.3Cy.23",38"&62"-42" 287NHP ClydeSB&Eng.Co Ld.P.Gl	24 " 10	N †
19289 DHBF	**Annchen Peters** (exNieuw Cappelle) OilEng. Mchy.Aft 1Dk	490 358 343					1920	Gebr.van Diepen Waterhuizen	H.Peters	155·8 P54'F25'	26·5	11·0	Hamburg German WB	Oil Engines 4S.C.SA 6Cy.11"-17¾" NE37 70NH Humboldt-Deutzmot. A.G.Köln-Deutz		G
19290 OZQD	**Anne** D.F. 1Dk	1593 1225 940					1928	Howaldts- werkeA.G. Kiel	DampsksiskTorm A S(A.Schmie- gelow&A.Kampen, Mgrs.)	253·2 P16'Q75'B101'F34'	38·5	15·4	Copnhagn Danish WB	T.3Cy.17½",28½"&46"-33½" 123NH HowaldtswerkeA.G.Kiel		G
19291 219645 KJBN	**Anne Hanify** Wood Fitted for oil fuel 1Dk	1343 — 756					1920	Kruse& BanksS.B.Co. NorthBend, Or.	J.R.HanifyCo.	235·0 P16'B19'F48'	43·0	17·7	S.Frncisco Utd.States	T.3Cy.16",27"&46"-33" 122NHP MainStreamIronCo.S.Fo		R
19292 168970 ~~OHFT~~ BCTV	**Anneberg** (exFarmsum) ssKel.2ndNo.3-6,28 D.F. ssSkm.No.2-36 1Dk(Stl)&deep framing	2537 2289 1527	✠100A1 10,41 ~~8,41~~ Examined 10,41 BS3,41 MS1,36 ✠LMC	~~Lis~~ Grk	t	CL ~~N4,37~~ 9,41	1902 9mo Lloyd	Nederl. Schps.Maats. Amsterdam 'sA&CP	Ministry of War Transport(J.Gar- diner&Co.Mgrs.) CellDBa88'	303·5 P22'B72'F32' FK uE&B86'f130'711t	45·8	19·5	Greenock British 5BHCem APT125t	T.3Cy.21¾",33¾"&56⅞"-39⅜" 160lb (s) 221NH 2SB,4cf,GS102,HS3613 NedFb.v.Wrk&Spoor,Ams	22 " 4 s 3 " 4½ 19 " 2	
19293 DRAB	**Anneliese** 3Mst Mchy.Aft 1Dk	726 500 419					1908	Schiffsw.v. HenryKoch Lübeck	F.H.Bertling	180·6 P&B101'F22'	27·2	12·6	Lübeck German	C.2Cy.15¾"&31½"-19⅝" 37NH OttensenerMasch.Fab.Alt		G
19294 DJQC	**Anneliese Essberger** D.F. E.S.D. OilEng. 1Dk,2nd dk in No.3hold&mchy. space Longitudinal framing in double bottom Strengthened for Navigation in Ice Shell, decks & inner bottom part CruiserStern electrically welded	5173 4657 3052	✠ 6,38 ✠	Qbc	a†		1935 12mo	Deutsche WerftAGBet Finkenwrder Hamburg	JohnT.Essberger CellDB362'1288t	418·5 P25'B&F383' FK MT51'1269tFPT1	57·2	25·3	Hamburg German 7BHptCem 39tAPT137t	2 Oil Engines 2S.C.SA SR geared to Sc. Shaft 12Cy.20½"-27$\frac{9}{16}$" 885NH Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	27 " 7	
19295 DDTP	**Annelis Christophersen** (exSexta-38,exMarquardtPetersen-35) 1Dk	1581 1262 937					1927	Flensburgr Schiffsb.Ges. Flensburg	H.W.Christopher- sen	262·7 P16'Q85'B105'F32	40·3	15·3	Flensburg German WB	T.3Cy.15⅜",25⅝"&48"-29½" 125NHP FlensburgerSchiffsb.Ges.		G
19296 LCHE	**Annfin** (exGaupen) Wood Ref.Mchy. 1Dk	729 538 340					1919	Fjeldviks Skibsverft Arendal	SkibsA/SMartha Therese(P.Holm, Mgr.)	159·2 Q55tB29tH29tF27t	32·2	16·3	Oslo Norwegian	T.3Cy.15",25"&40"-30" Pusnæs 115NHP Stöperi&M.V.Arendal		N
19297 PUAU	**Annibal Benevolo** Ⓟ TwinSc (exCommandanteAlvim, exRuyBarbosa, exJupiter) 1Dk&Awng dk	1905 1629 984					1905	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	269·0 F30'	37·8	11·5	R.Janeiro Brazilian Wb	T6Cy13⅜",23¼"&37$\frac{11}{16}$"-29$\frac{9}{16}$" 156NHP Reiherst.Maschinenf Ham		
19298 DHBH	**Annie Hugo Stinnes 6** Sub.Sig. E.S.D. Mchy.Aft D.F. 1Dk	1486 1287 767					1910	Flensburgr Schiffsb.Ges Flensburg	HugoStinnes G.m.b.H.	243·6 P70'F24'	37·6	17·6	Hamburg German WB	T.3Cy.17¾",28¾"&48"-34$\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		G
19299 7235 SMEA	**Annie Johnson** Ⓟ TwinSc OilEng. ssGot.No.3-11.38 Ref.Mchy. 2Dks(Stl) D.F. E.S.D. &Shelter dk(Stl)	4913 3981 2798	✠100A1 withfreeboard ~~4,41 12,40~~ 11,41 ~~DBS7,40~~ ✠LMC11,38 DBS7,41 ✠LMC(M)7,40 ✠Lloyd'sRMC~~6,40 4,41~~ 3,42	BAs ~~NYk~~ SFo	z	OG ~~P2,38~~ ~~S10,38~~ P4,41 S11,41	1925 11mo Lloyd	A/B Göta- verken Gothenburg 'sA&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) CellDB332'1378t	392·0 F39' FK Tanks at sides of tu	52·6	24·8	Stockholm Swedish 7BHptCem (Coll to Sh dk 6 ,, 2nd,,) nnels40'190t	Oil Engines 4S.C.SA 12Cy.23$\frac{7}{16}$"-47¼" 633NHP DB85lb A/B Götaverken,Got. FPT109tAPT82t	28 " 0 s 2 " 11¼ 25 " 1¾	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
19300 LKLA	**Annik** Fitted for oil fuel 1Dk&Shelter dk D.F. CruiserStern	1333 1116 724					1940	Kaldnes Mek.Verks. Tönsberg	A/S StenerS. MüllersRederi (StenerS.Müller, Mgr.)	249·4	42·2	15·7	Bergen Norwegian WB	C.2Cy.15¾"&31½"-30"&LP turbine with DR gearing & hydraulic coupling KaldnesM.V.Tönsberg		N
19301 221292 KDSG	**Anniston City** Fitted for oil fuel GyC. 2Dks	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw Ala.	IsthmianS.S.Co.	424·2 P58 B&F350'	56·2	30·0	NewYork Utd. States WB	2 Steam Turbines DR geared to 1 Sc. Shaft FederalS.B.Co.Kearny,N.J		R
19302 144 SVXZ	**Annitsa** (exTregantle-39) ssFal.No.3-10,34 D.F. ssBry.No.1-39 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in Shelter 'tween dks	4324 4080 2711	✠100A1 Shelter dk withfreeboard 7,41 ~~1,39~~ BS7,41 ~~BS1,40~~ ✠LMC12,38	~~Bry~~ Cal	y	CL ~~9,37~~ 7,41	1918 10mo Lloyd's A&CP	JReadhead &Sons,Ld. SouthShields	J.G.P.Livanos (J.Livanos&Sons, Ld.Mgrs.) CellDBa131'uE2	400·2 413·3(O.L.) FK Coll 3'f175'977tAPT43t	52·1	25·2	Chios Greek Cem BH to Sh dk 5 „ „ U „	T.3Cy.27",44"&73"-48" (r) 180lb 425NH 3SB,9cf,GS190,HS6876 J.Readhead&SonsLd.S.Sh	26″10 s2″10¾ 24″2½	
19303	**Ano Vathy** TwinSc (exTaiChow-38,exGeorgy, exAmur,exOchotsk,exChungKing)	1524 — 929					1882	Scott&Co. Greenock	J.D.Tsounias (ChinaHellenic Lines,Ld.Mgrs.)	251·6	32·5	18·9	Piræus Greek	C.4Cy.25"&50"-30" 228NHP Scott&Co.Greenock		
19304 164587 MKYM	**Anonity** OilEng. Mchy.Aft 1Dk CruiserStern	303 195 141	✠100A1 3,36 ✠LMC3,36 ✠LMC(M)5,38	Grk	d	OG 11,39	1936 3mo Lloyd's A&CP	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	116·2 P36'Q39'F17' FK FPT41tAPT13t	25·5	8·8	London British 3BHAsp	Oil Engines 2S.C.SA 3Cy.12⅝"-15¾" 84NHP NewburyDieselCo.Ld. Newbury	9″9 s3″5 9″8¾	
19305 164275 GYPF	**Anselm** Ⓟ D.F. E.S.D. 1Dk&Shelter dk 3rd dk except in after hold CruiserStern	5954 4351 3609	✠100A1 6,41 ~~12,40~~ withfreeboard Examined ~~5,40~~6,41 ✠LMC11,39	~~Liv~~ Liv	a† $2\frac{1}{16}$"	CL 9,38	1935 12mo Lloyd's A&CP	W.Denny &Bros.Ld. Dumbarton CellD	BoothS.S.Co.Ld. B350' 1056t side ta	412·3 F48' FK Including collision nks in ER8'86tFPT	55·7	25·8	Liverpool British 8BHptCem BHto2nd dk 66tAPT36t	3SteamTurbinesSR geared toSc.shaft (s) 696NHP 250lb HS7704 FD 3SB(Spt),9cf,GS176, W.Denny&Bros.Ld.Dmb.	28″6 s3″1¼ 25″6¾	
19306 162520 GPDX	**Anshun** Ⓟ OilEng. 2Dks(Stl)&Shelter dk	3188 2600 1869					1930	Scott'sS.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	338·4	50·2	21·7	London British WB	Oil Engines 2S.C.SA 6Cy.27"-45" 762NH Scott'sS.B &Eng.Co.Ld.		
19307 2289 JEYG	**Ansyu Maru** (exAnshuMaru-38) 2Dks CruiserStern	2601 2200 1469					1937	Uraga DockCo.Ld. Uraga	TyosenYusen K.K.	295·0 P29'B75'F32'	45·0	23·8	Jinsen Japanese WB	C.4Cy.(2)$11\frac{7}{16}$"&(2)20½"-13¾"SRgeared&LP turbine DRgearedto1Sc.shaft HS3014 223NHP UragaDockCo.Ld.Uraga		
19308 TCAA	**Antalya** Ⓟ (exAntissa, exLomonosoff) TwinSc ssNwc.2ndNo.3-10,20 1Dk&Spar dk&deepframing	1024 870 537	✠ … 8,24 ✠				1891 3mo	W.Dobson &Co. Newcastle	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	226·5 B52'F66'	30·0	14·9 20·8 FK	Istanbul Turkish WB	T.3Cy.12½",20"&33"-24" 121NHP Hwthrn.Leslie&C.Ld Nwc.	21″6	
19309 168066 GMSZ	**Antar** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern Tonnageopening closed '41(W.E.)	5222 4685 3034	✠✠100A1 withfreeboard 3,41 ~~2,41~~ ✠LMC2,41	~~Sld~~ Lth	a† 2"	CL	1941 2mo Lloyd's A&CP	Wm.Doxford& SonsLd Sunderland	NewEgypt& LevantShipping Co.Ld.(T.Bowen Rees&Co.Ld. Mgrs.) Cell DB356'1179t M	427·0 442·9(O.L.) FK (T29'1205tFPT134t	56·5	26·5	London British 7BH Coll to Sh dk 6 „ 2nd „) APT155t	Oil Engines 2S.C.SA 3Cy.23⅝"-$91\frac{5}{16}$" 516NHP 2DB120lb Wm.Doxford&Sons,LdSld	~~29″0~~ ~~s3″2¾~~ ~~25″10¾~~ 38″1 s11″4¾ 26″10¾	
19310	— TwinSc (exLasPerlas-39,exMarmaras-39, exAghiaAnastassia-38, exAspasia,exSophiaCouppa) 1Dk	389 — 232					1890	Stabilmnto Tecnico Trieste	AtidNavigationCo. Ld.(BarnettBros.& Borchard,Ld.Mgs)	180·0	29·0	9·0	Haifa Palestine	C.4Cy.13"&24"-20" 43NHP StabilimentoTecnico,Tri.		
19311 TCAI	**Antares** (exClam) 3Mst ssShl.2ndNo.3-5,18 Mchy.Aft ssLiv.No.1-18 Well deck 2Dks(Stl)&Web frames Carrying Petroleum in bulk Fitted for oil fuel	3723 3066 2877	✠ 11,22 ✠	Sng	w		1893 2mo	W.Gray& Co.Ld. WHartlepool	TuvaLd.Sirketi (AgenziaMarittimaItaliana,Cap. G.Folcini,Mgrs.) CellD	348·8 338·0 P219'F47' FK B64' 117t FPT123t	43·1 43·0	28·0 26·4	Istanbul Turkish 8BHCem APT30t	T.3Cy.25½",40½"&67"-45" 321NH 3SB,9cf.GS94,HS5120 CentralMar.Eng.Works, W.Hpl.	28″0	I †
19312 775 OHYC	— (exMaud-35) D.F. 1Dk	1381 1192 735					1933	Sölvesb'rgs Varvs& RederiA/B Sölvesborg	FinskaÅngf.A/B	252·1 239·0 P28'B60'F25'	37·8	16·2	Helsingfrs Finnish WB	T.3Cy.17½",29"&48"-30" 126NHP SölvesborgsVarvs& RederiA/B		V
19313 DKAN	**Antarktis** D.F. E.S.D. GyC. OilEng. Mchy.Aft Ref.Mchy. 1Dk Carrying Petroleum & Whale oil in bulk Cruiser Stern Longitudinal framing	10711 9655 6089					1939	Howaldts-werkeA.G. Kiel	PartenreedMotor-tanker "Antarktis" (DietrichMeacke, Mgr.)	488·3 P107'B39'F84'	70·0	37·0	Hamburg German WB	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-$49\frac{3}{16}$" 905NHP Fr.KruppGermaniawft A.G.Kiel		G
19314 YTAF	**Ante Matkovic** (exMossi-34) Fitted for oil fuel 1Dk	2710 — 1663					1920	Atel.&Ch. deBretagne Nantes	EugenMatkovic	290·0 P57'F26'	48·3	20·2	Split Yugoslav WB	DR Geared Steam Turbine Atel.&Ch.deBretagne, Nts.		V
19315 147292 GLFC	**Antenor** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy D.F. 3Dks	11174 8590 6809					1925	Palmers' Co.Ld. Newcastle	ChinaMutualStm. Nav.Co Ld (A. Holt&Co.Mgrs.)	497·7 P74'B201'F62'	62·2	35·0	Liverpool British WB	4 Steam Turbines SR geared to 2 Sc. Shafts Palmers'Co.Ld.Newcastle		
19316 1967 IBLB	**Anteo** ssPal.No.1-38 OilEng. D.F. Mchy.Aft 2Dks Longitudinal framing-bracketless system CruiserStern	6772 6157 4087	100A1 10,39 DBS4,38 LMC4,38 Carrying Petroleum in bulk NO LATER SURVEY REPORTED	Pal	a†	CL 10,39	1934 11mo Lloyd's A&CP	Cant.Nav. Riuniti Palermo	SocietàLigure di Armamento CellDBuE52'135t DTf36'306t	451·3 428·9 P107'B25'F29' FK FPT112tAPT76t	57·0	33·0	Genoa Italian 16BHptCem (9 to U dk 7 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.29½"-$49\frac{3}{16}$" 911NHP 2DB156lb Soc.An"Fiat"S.G.M.Turin	33″4	
19317 EAEG	**Antequera** (exErandio-39, exBegoñaNo.6, exOnton, exWilderspool) ssBbo.2ndNo.2-10,28 ssBbo.No.2-32 1Dk(Stl)&deep framing&pt Awng dk(Stl)	2810 2116 1591	✠ … 5,85 ✠ ✠NB12,91refitted10,32	Bbo	t		1894 10mo	W.Pickers-gill&Sons Sunderland	José deNavas Escuder CellDBa	310·0 Q 7' pt Awng dk238' FK 95'uB20'f120' 576t	42·9	19·2	Bilbao Spanish 8BHCem APT66t	T.3Cy.22½",37"&61"-42" 253NH 2SB,6cf,GS116,HS8960 G.Clark,Ld.Sunderland	21″9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R.; Date of H. of Trade Cert.
19318 150232 CYJQ	**Anticosti** (*ex*Glenclova) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1925 1627 1092					1921	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	246·0|42·5|18·5 Q86'F40'	Midland, Ont. British *WB* *Rebuilt*	T.3Cy 18",30"&50"-42" 162NHP FrontierIronWrks.Detroit *by*Gt.LakesFndry&MchCo		C
19319 219229 KONR	**Antietam** Sub.Sig. *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing*	6972 — 4293					1919	Bethlehem S.B.Corp.Ld. Sparrows Pnt Md.	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	435·6|56·2|31·7 P122'B50'F45'	Wilmngtn (Del.) Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
19320 160457 GNRT	**Antigone** *ss*Bry.No.2–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'42(*W.E.*)	4545 4322 2835	✠100A1 *withfreeboard* ~~6,41~~ ~~8,40~~ 1,42 Examined 5,41 ~~BS3,41~~ ✠LMC4,37	~~Bos~~ Mdb Hul BS1,42	z	CL 3,40	1928 5mo *Lloyd'sA&CP*	Napier& Miller,Ld. Glasgow	NewEgypt& LevantShppg.Co. Ld.(T.BowenRees &Co.Ld.*Mgrs.*) *CellDB*350'	401·4|54·2|25·3 415·8(O.L.) F42' FK 1046*tAPT*136*t*	London British 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.26$\frac{1}{16}$",42"&71"-48" 180lb (*s*) 418NHP 3SB,9*cf*,GS186,HS6999 J.G.Kincaid&Co.Ld.Grk.	36 ″ 9 s10″10¾ 25″11½	
19321 231465 KDCJ	**Antigua** Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. 4*Dks* *Ref.Mchy.* E.S.D.	6982 3985 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·7|60·3|24·1 P41'B&F348'	NewYork Utd.States	2SteamTurbinesconnect'd to Elec.Motor&Sc Shafts GeneralElectricCo. Schenectady,N.Y.		R
19322 914 SZNQ	**Antiklia** (*ex*KatinaP.II.-39, *ex*LjubicaMatkovic-37, *ss*Shl.No.3–4,05 *ex*Ljubica,*ex*Mirone, *ss*Nap.No.2–14 *ex*CarloZeno, 1*Dk*&*Web frames* *ex*St.Dunstan) *Welldeck*	951 — 550	✠ … 11,19 ✠				1892 10mo	S.P.Austin &Son Sunderland	Mme.A.A.Davaris &P.H.Tzanetatos	220·0|31·0|14·0 H75'B46'F27' FK	Piræus Greek *WB*	T.3Cy.18",30"&49"-33" 137NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 6	G †
19323 DKBA	**Antilla** *Fitted for oil fuel* D.F. E.S.D. 2*Dks* *CruiserStern*	4363 — 2164					1939	Deutsche WerftAG Bet Finkenwrder Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	398·3|55·7|22·8	Hamburg German *WB*	2SteamTurbinesconnected toElectricMotor&Sc.Shaft AllgemeineElecGes.Berlin		
19324 123984 GPZF	**Antilochus** Ⓟ TwinSc D.F. 3*Dks*	9082 8649 5772					1906	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	486·0|58·3|39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 555NHP Hwthrn,Leslie&C.Ld.Nwc		BT till ~~9,41~~ 6,42
19325 220352 KDAX	**Antinous** *Fitted for oil fuel* D.F. Sub.Sig 1*Dk*&*Shelter dk* *Longitudinal framing*	6034 5532 3775	✠ … 8,21				1920 7mo	GMStandi- ferConstCorp Vancouver, Wash.	WatermanS.S. Corp.	401·5|53·2|31·9 P34'B114'F38'*on* *Shelter dk* FK	Mobile Utd.States *WB*	DR GearedSteam Turbine *E*made19*refitted*34 550NHP GeneralElectricCo. Schenectady.N.Y	34 ″ 7	R †
19326 181362 GSJB	**Antiope** *ss*Bry.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	4545 4289 2835	✠100A1 *withfreeboard* 10,41 ~~4,41~~ MS9.38	~~Liv~~ Lon ✠LMC BS1,41	z	CL ~~7,40~~ 10,41	1930 1mo *Lloyd'sA&CP*	Napier& Miller,Ld. Glasgow	NewEgypt& LevantShipping Co.Ld.(T.Bowen Rees&Co.Ld.*Mgs.*) *CellDB*350'	400·8|54·2|25·3 417·0(O.L.) F42' FK 1046*tAPT*136*t*	London British 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy 26",42"&71"-48" (*s*) 180lb 418NHP 3SB,9*cf*,GS186,HS6999 J.G.Kincaid&Co.Ld.Grk.	36 ″ 9 s10″10¾ 26 ″ 0¼	
19327 163400 MBKF	**Antiquity** *ss*Lon.No.1–38 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	311 224 148	✠100A1 3,41 ✠LMC(M)10,40	Nwc ✠LMC11,38	d	OG 3,41	1933 11mo *Lloyd'sA&CP*	Fellows& Co.Ld. Southtown, Gt.Yarmouth	F.T.Everard& Sons,Ld.	129·2|24·7| 8·9 P38'F13' FK *FPT*	London British 3*BHCem* 33*tAPT*9*t*	Oil Engines 2S.C.SA 4Cy.12⅝"-15¾" 112NHP NewburyDieselCo.Ld. Newbury	9 ″ 6 s ″ 10½ 8 ″ 9¼	
19328	**Antje Fritzen** (*ex*Meopham-39, *ex*Gibraltar-38, *ss*Lth.No.3–4,29 *ex*Maplemore) *ss*Bel.No.2–38 1*Dk*(*Stl*)	4330 3970 2668	✠ 4,39 ✠	Mch	x		1916 7mo	W.Pickers- gill&Sons,Ld. Sunderland	Johs.Fritzen& Sohn vorm.W. Kunstmann *CellDBa*119'*uE*25'	365·0|51·0|25·9 P36'B117'F32' FK *f*162'977*tFPT*108*t*	Stettin German 6*BHCem* *APT*161*t*	T.3Cy.26",42¼"&69½"-45" 361NHP 2SB,8*pf*,GS162,HS5708 G.Clark,Ld.Sunderland	28 ″ 4	
19329 1266 CBAG	**Antofagasta** Ⓟ (*ex*PlumBranch-33) 2*Dks*	5381 — 3156					1921	Palmers' Co.Ld. Newcastle	CompaniaChilena deNavegacion Interoceanica(H. R.Samsing,*Mgr.*)	398·5|53·8|26·1 P50'B121'F42'	Valparaiso Chilian *WB*	T.3Cy.24$\frac{7}{16}$",40$\frac{5}{16}$"&66$\frac{5}{16}$"- 47" 300NH *E*made22*fitted*33 DeutscheSchiff.-uMschb. A.G.Weser,Bmn		C
19330 YTPN	**Anton** (*ex*Kobac-36,*ex*Chiswick Manor-34, *ss*Cff.No.2–27 *ex*Lombardier) 1*Dk*(*Stl*)	1480 1313 787	✠ — 2,34 ✠	Cff	p		1919 4mo	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow	Ant.Babarovic *CellD*	240·3|36·1|19·1 B52'F23' FK *B*198' 297*t FPT*84*t*	Milna Yugoslav 4*BHCem* *APT*60*t*	T.3Cy.18",30"&50"-33" 172NHP 2SB,6*cf*,GS97,HS2886 N.BritishDieselEng.CoGls	21 ″ 3	C †
19331 UOMU	**Anton Chekhov** Ⓟ TwinSc (*ex*Delfin) *OilEng.* 2*Dks*&*Shelter dk* *CruiserStern*	2121 1363 939					1929	Sevastopol MarineWks. Sevastopol	U.S.S.R.	249·3|39·4|18·2 F27'B88'	Rostov-on- Don Russian *WB*	Oil Engines 2S.C.SA 8Cy.18½"-32" 476NHP KharkovLoco.Wrks. “Komintern,”Kharkov		
19332 417 OHXL	**Anton H.** (*ex*JohnShaw-35) *ss*Hfs.2ndNo.3–5,38 D.F. *Mchy.Aft* *Cargo battens not fitted* 1*Dk*(*Stl*)	1436 — 833	✠100A1 2,40 BS6.39 ✠LMC5.38 NO LATER SURVEY REPORTED	Mmo	p	CL 6,38	1913 1mo *Lloyd'sA&CP*	W.Harkess &Son,Ld. Middlesbro'	WernerHacklin *CellDBa*36'	254·4|38·0|14·6 247·0 Q144'F28' FK *f*169'441*tFPT*168*t*	Pori Finnish 4*BHCem* *APT*45*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 175NHP 2SB,4*pf*,GS79,HS3128 MacColl&Pollock,Ld.Sld.	16 ″ 9 s 5 ″ 1½ 15 ″ 8	
19333 145937 GJBY	**Antonia** Ⓟ TwinSc *ss*Bkn No.3-1,34 *ss*Liv.No.1-38 Sub Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds except* D.F. E.S.D. GyC. *in Nos.*4&5	13867 10636 8254	✠100A1 *Shelter dk* *withfreeboard* 10,39 BS12,39 ✠LMC12,37 Lloyd'sRMC7,40 E & No. 6 hold chambers for temp. 32° F. *Fitted for oil fuel*6,22 *F.P. above* 150° F.	Liv	h†	CL P10,39 S12,36	1921 12mo *Lloyd'sA&CP*	Vickers,Ld Barrow	CunardWhite Star,Ld. *CellDB*450 1796*t* *in way of Tunnels*	519·9|65·3|39·1 *B&F*448' *on Sh dk* *Prom.dk* 266' FK *DTf*1450*t Tanks* 389*t FPT* 108*t AP*	Liverpool British *ptCem* 10*BH toSdk* *T*49*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb HS19443 FD 1640NHP 2SB&2DB,24*cf*,GS497 Vickers,Ld.Barrow	43 ″ 1 s11″11½ 31 ″ 6¾	
19334 PCSH	— *OilEng.* D.F. E.S.D. *Cruiser Stern* 1*Dk* *Mchy.Aft* *Longitudinal framing at* *bottom in centre tank&in trunk*	3357 2348 1787	✠100A1 ,~~40~~ 9,41 *CarryingPetroleum in bulk* ✠LMC8,38	~~Sng.~~ Bkn	u	CL	1938 8mo *Lloyd'sA&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Nederl.Indische Tankstoomboot Maats. *CellDBuE*63'	332·0|46·6|20·0 348·0(O.L.) P98'*Trunk*186' FK F53' 120*t DTf*27'42*tFP*	Willemstad ~~TheHague~~ Dutch 13*BH* *T*84*tAPT*62*t*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-43$\frac{5}{16}$" 223NHP DB180lb WerkspoorN.V.Ams.	20 ″ 0 s 1 ″ 7½ 18 ″ 6½	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
19335	**Antonia** Ⓟ *OilEng.* 1*Dk* *Cruiser Stern*	502 341 297	✠ ... 12,41 ~~✠LMC2,39~~	HKg	*y*	CL	1939 2mo *Lloyd*	W.S.Bailey &Co.Ld. HongKong '*sA&CP*	Aboitiz&Co.Inc.	157·6|28·1|9·1 163·0(O.L.) *F20' Shade dk* FK *FPT17tAPT25t*	Cebu,P.I. Utd.States 4*BHCem*	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$"-22$\frac{13}{16}$" 124NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 6	
19336 IBCV	**Antonia C.** (*ex*Gundine-39, *ex*EmileDeutsch *ss*Cpn.No.3-7,34 de la Meurthe) 2*Dks*(*Stl*)&*Webframes* D.F. *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	5877 5260 3447	✠ —— 9,39 ✠	Cff	*z*		1921 6mo	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	CarloCameli *Cell DB63'185t* *DTf32'322t*	412·4|53·3|30·9 427·7(O.L.) P125'B33'F43' FK *FPT98tAPT102t*	Genoa Italian 16*BHptAsp* *ptCem* (11 *to U dk* 5 „ 2*nd* „)	T.3Cy.27",45"&74"-48" 552NHP 3SB,9*cf*,GS193,HS8358 BethlehemS.B.Corp.Ld.	31 ″ 0	I †
19337	**Antonico** (*ex*Ashbay-35, **TwinSc** *ex*Tourneur) *Mchy Aft* 1*Dk*	*1223* *826* *643*					1919	Ch.&Atel deSt.Nazaire St.Nazaire	ManoelLeonidas de Albuquerque	218·6|34·2|13·2 P74'F30'	Para Brazilian *WB*	C.4Cy.16"&30"-20" 81NHP Ch.&Atel.deSt.Nazaire		V
19338 IBFC	**Antonietta** (*ex*Atholl) *Now "Olambala," see No. 37959 in Supplement* *ss*Gen.2ndNo.3-1,26 *ss*Gen.No.1-31 D.F. 2*Dks*(1*Stl*&*UptIrn*&*ptStl*) &*deep framing*	4423 4082 2792	✠ ... 3,34 ✠	Gen			1901 2mo	Napier& Miller,Ld Glasgow	G.BozzofuL. *Cell DBa125'u*	398·9|48·7|27·4 385·5 P40'B110'F44' FK *E&B44'f167'1059t*	Genoa Italian 6*BHCem* *APT38t*	T.3Cy.27",43"&72"-48" 418NHP 2SB,8*cf*,GS136,HS5463 Dunsmuir&Jackson,LdGls	29 ″ 9	I †
19339 2023 IBYW	**Antonietta Costa** (*ex*MonteBianco-37, *ss*Tri.No.3-9,31 *ex*Nimrod) *ss*Gen.No.1-35 D.F. 2*Dks*(*Stl*)	5900 — 3619	✠ ... 3,39 ✠	Ge	*a*†		1913 10mo	Stabilmnto Tecnico Trieste	G.Costa fuAndrea *CellDBa151'uE25*	451·6|54·5|27·8 435·0 P38'B279'F44' FK '*f191'1355tAPT29t*	Genoa Italian 7*BHCem*	T.3Cy.27½",45"&75"-48" 529NHP 3SB,9*cf*,GS177,HS7688 J.G.Kincaid&Co.Grk.	30 ″ 6	
19340 422 IBGC	**Antonietta Lauro** (*ex*Parklaan-33) *ss*Rot.No.1-32 D.F. 1*Dk*(*Stl*)	5428 5022 3328	✠ ... 1,35 ✠	Rot	*z*		1928 3mo	P.Smit,Jr. Rotterdam	A.Lauro *CellDBa&uE1*	435·5|55·2|26·5 420·3 P33'B250'F36' FK 56'*f182'1188t FPT*	Naples Italian 7*BHptCem* 150*tAPT34t*	T.3Cy 27$\frac{3}{16}$",42½"&72$\frac{13}{16}$"- 51$\frac{3}{16}$" 500NHP 3SB,9*cf*,GS171,HS7104 P.Smit,Jr.Rotterdam	29 ″ 0	I †
19341 142601 GBDN	**Antonio** (*ex*Western,*ex*WarFijian) *ss*Cff.No.3-11,30 *ss*Nwc.No.2-39 1*Dk*(*Stl*)	5225 4775 3168	✠100A1 ~~6,41~~ ~~1,41~~4,42 BS4,42 ✠LMC MS6,38 ~~BS1,40 2,41~~	~~Lon~~ Shl	*y*	CL ~~1,41~~ N5,41	1918 7mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP*	NewEgypt&Lev- antShippingCo.Ld (T.BowenRees&Co Ld.*Mgrs.*) *CellDB*	400·3|52·3|28·4 P49'B113'F39' FK 341'1081*tFPT*134*t*	London British 7*BHCem* *APT*212*t*	T.3Cy.27$\frac{3}{16}$".44"&73"-48" 180lb (*s*) 517NH 3SB,9*cf*,GS189,HS7668 FD J.Dickinson&Sons.Ld.Sld	31 ″ 0 s5 ″ 11¾ 25 ″ 3½	
19342 EANB	**Antonio de Satrustegui** (*ex*Mari-Dolores-34, *ss*BboNo.3-5,30 *ex*Tenax,*ex*Canadian *ss*Bcl.No.1-35 Raider) 1*Dk*(*Stl*) *Cargo battens not fitted*	3289 — 1867	✠ — ~~11,41~~ ~~BS7,40~~ ~~✠LMC1,35~~ ~~No later survey reported~~	Bcl	*v*	CL 10,40	1920 1mo *Lloyd*	Wallace ShipyardsLd. N.Vancouver '*sA&CP*	Cia.deNav.Vasco- Asturiana *Cell*	331·0|46·7|23·2 P33'B98'F33' FK *DB*270'674*tFPT*95	Aviles Spanish 7*BHCem* *tAPT*73*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 408NH 3SB,9*cf*,GS156,HS7275 WallaceShipyards,Ld.	25 ″ 6 ~~s 8 ″ 11½~~ ~~21 ″~~	
19343 DHBJ	**Antonio Delfino** Ⓟ **TwinSc** (*ex*SierraNevada-34, *Fitted for oil fuel* *ex*AntonioDelfino-32) 4*Dks* D.F. GyC. Sub.Sig. *CruiserStern*	13589 10178 8013					1921	Akt.Ges. "Vulcan" Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	499·5|64·0|38·7 B&F402'Upper F41'	Hamburg German *WB*	T6Cy26$\frac{7}{16}$",43$\frac{5}{16}$"&71"-51$\frac{3}{16}$" &2lowpressureTurbines 1200NHP VulcanWerkeA.G. Hamburg		G
19344 114 IVPG	**Antonio Landi** **Aux3MstSr** (*ex*Vittoria-36,*ex*Sive) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	415 368 301					1919	NVSchpsw v/hGebr.G.& H.Bodewes Martenshoek	CarloLandi fu Antonio	157·1|25·4|12·6 138·7 Q34'H24*t*	Savona Italian	Oil Engines 2S.C.SA 4Cy.10¼"-17¾" 73NHP NE34 Soc.An."Fiat"S.G.M.Turin		I
19345 2202 IBTF	**Antonio Limoncelli** (*ex*Aberdare-33, *ss*Cff.No.2-32 *ex*Merioneth) D.F. 1*Dk*(*Stl*) *Now "Paranaloide," see No.38084 in Supplement*	4574 4263 2819	✠ ... 4,34 ✠	Bry			1924 5mo	W.Gray& Co.Ld. WHartlepool	A.Lauro *CellDB*	412·2|52·0|25·6 400·0 P30'B257'F35' FK 360'1260*t FPT*117*t*	Genoa Italian 6*BHptCem* *APT*128*t*	T.3Cy.26",43"&71"-48" 436NHP 3SB,9*cf*,GS187,HS7503 Cen.Mar.Eng.Wrks.WHpl	28 ″ 1	I †
19346 2223 IBBL	**Antonio Locatelli** (*ex*West Camak-38) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5691 5108 3430					1920	Western Pipe&Steel Co.SFrncisco	Soc.Anon. CooperativadiNav. "Garibaldi"	427·0|54·3|27·1 410·5 P46'B112'F46'	Genoa Italian *WB*	T.3Cy.24",41½"&72"-48" Joshua 359NHP HendyCo.SanFrancisco		RI
19347 EEAV	**Antonio Lopez** Ⓟ (*ex*Ruahine) *ss*Bcl.3rdNo.3-9,27 2*Dks*(*Stl-ws*)3*trB* Sub.Sig D.F.	5975 5146 3590	✠ 11,30 ✠ (*Reclassification contemplated*)	Msl	*a*†		1891 12mo	W.Denny &Bros. Dumbarton	Cia.Trasatlantica	430·0|50·1|31·6 P54'B160'F58' BK11" *CellDBa*110'*uB*	Barcelona Spanish 7*BHCem* 58'*f* 153'779*t*	Q.4Cy.32",46½",64½"&92"- 60" 818NHP 3DB,18*pf*,GS270,HS11262 Denny&Co.Dumbarton	34 ″ 6	
19348 152 SVGH	**Antonios** **Iron** (*ex*Newington) *ss*Lth.2ndNo.3-4,09 *ss*Pir.No.1-13 *Well deck* 1*Dk*(*Irn*)	*1187* *846* *679*	✠ 11,18 ✠	Bry	*m*		1883 5mo	Workman. Clark&Co. Belfast	AntoniosG.Geor- gandis *DBa*59	217·3|31·9|15·4 P32'Q46'B63'F29 ptND09 FK *f*84'&*uE*&*B*31'274*t*	Piræus Greek 5*BHCem* *APT*39*t*	C.2Cy.26"&50½"-36" 122NHP 1SB,3*pf*,GS45,HS2062 V.Coates&Co.Ld.Belfast	16 ″ 9	V †
19349 164314 GZGQ	**Antrim Coast** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	646 499 234	✠100A1 *withfreeboard* 6,41 ~~6,40~~ Examined 2,42 ✠LMC2,37	~~Bkn~~ ~~Liv~~ Liv	*m*	OG 5,40	1937 2mo *Lloyd*	Ardrossan DockyardLd Ardrossan '*sA&CP* *CellD*	CoastLines,Ld. *B*154'219*tDTf*6'3	200·6|33·1|11·1 34·9 209·5(O.L.) FK F23'B(*aft*)33' (1*tFPT*65*tAPT*28*t*	Liverpool British 3*BHCem* *Coll to Shdk* 2 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 224NHP J.G.Kincaid& Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
19350 131007 GDFV	**Antwerp** Ⓟ **TwinSc** *CruiserStern* Sub.Sig. 2*Dks*&*Shelter dk*	2957 2373 1285	✠ ... 11,22 ✠				1920 4mo	J.Brown& Co.Ld. Glasgow	London&North EasternRailway	321·6|43·1|17·9 F131' *on Shelter dk* FK	Harwich British *WB*	4SteamTurbinesSR geared to2ScShafts 1476NHP J.Brown&Co.Ld.Glasgow	26 ″ 6	
19351 PCSJ	**Antwerpen** *OilEng.* *Mchy.Aft* 1*Dk*	364 281 251					1927	N.V.Werf DeNoord Alblasserdm.	N.V.Motorship "Antwerpen" (T.denHartigh, *Mgr.*)	148·7|24·2|9·6 Q39'F15'	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-17$\frac{11}{16}$" 47NHP Motorenfabr."Deutz"A.G. Köln-Deutz		VL
19352 16282 JAYD	**Anyō Maru** Ⓟ **TwinSc** *ss*Kob.No.3-6,34 *ss*Yka.No.1-38 2*Dks*(*Stl*)& *Shelter dk*(*Stl-ws*)	9257 8651 5739	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~4,40~~ BS5,41 ~~BS4,40~~ ✠LMC3,38 *Fitted for oil fuel* 3,18 *F.P. above* 150°F.	Yka	*d*†	OG 3,40	1913 6mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki '*sA&CP*	NipponYusenK.K. *CellDBa*133'*uE*&*b*	460·0|59·7|32·5 FK&BK1¼" 92'*f*178'1571*t FPT*	Tokyo Japanese 7*BHCem* 128*tAPT*27*t*	4SteamTurbinesSR geared to 2Sc. Shafts (*s*) 200lb 1157NHP 5SB,GS289,HS12065 FD MitsuBishiD&E.Wks.Nag.	40 ″ 6 s10 ″ 9½ 30 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15
19353 150273 VGBR	**Anyox** Ⓟ **Wood** Now "Salvage Queen," see No. 38471 in Supplement *Fitted for oil fuel* 1*Dk*	1267 1036 749					1917	Winslow S.B.Co. Winslow,W	PacificSalvage Co.Ld.	193·4 F96'	39·7	19·6	Vancouver British *WB*	T.3Cy.17",27"&44"-32" Emade07 98RHP MoranBros.Seattle,Wash.	23 ″ 4	
19354 44161 JCQM	**Anzan Maru** (*ex*WestHarcuvar Maru-38,*ex*West Harcuvar-37) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5493 — 3966					1919	Columbia RiverSBCorp Portland,Or.	Kokoku KisenK.K.	410·0 P44'B115'F46'	54·2	27·6	Kobe Japanese *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		C
19355 255 JTQB	— (*ex*Riverway, *ex*FraserRiver) 1*Dk*	3890 3469 2337					1915	Irvine's SB &D.D.Co.Ld. W Hartlepool	DairenKisenK.K.	350·2 P31'B104'F39'	51·1	24·0	Dairen Japanese *WB*	T.3Cy.25",40"&67"-45" Richardsons, 302NHP Westgarth&Co.Ld.Hpl.		
19356 40196 JFOJ	**Aobasan Maru** (*ex*AwobasanMaru-38) *OilEng.* D.F. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	8812 — 5294					1935	Mitsui BussanK.K. Tama	MitsuiBussan K.K.	450·0 F35'	62·0	39·5	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.24 7/8"-55 1/8" 1230NHP MitsuiBussanKaisha,Ld. Tama		C
19357 40697 JGHJ	**Aoi Maru** Ⓟ *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	358 266 262					1935	Urabe Zosen Tekkosho Osaka	ShowaKogyo K.K.	131·0 P44'F24'	26·0	12·0	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16 5/16"-18 1/2" 192NHP NipponHatsudokiK.K.Kob		
19358 148515 GDVB	**Aorangi** Ⓟ **QuadSc** ssSyd.No.3-2,37 GyC. ssSyd.No.1-40 *OilEng.* *Ref.Mchy.* 4*Dks*(*Stl-Weather dk* teak s) Sub Sig. D.F. *CruiserStern*	17491 13531 10733	✠100A1 *with freeboard* ~~8,41~~ ~~10,40~~ 8,41 8,41 ✠LMC CS~~8,37~~ DBS~~10,40~~8,41 ~~8,39~~ 8,41 ✠Lloyd's RMC~~10,40~~ 5,41	Syd	l†	CL P f12,38 Pa7,39 sf3,40 sa9,40	1924 12mo	Fairfield Co.Ld. Glasgow *Lloyd's A&CP*	CanadianAustralasianLine,Ld.	580·1 F93'*Prom dk*419' FK&BK2" *CollB* *CellDB*438'1653t*DTf*37'510t*FPT*151t*APT*167t*FWtanks*	72·2	43·4	London British 11*BHptCem* *BtoWthr dk*	Oil Engines 2S.C.SA 24Cy.27 1/2"-39" 2DB-120lb 3177NHP FairfieldCo.Ld.Glasgow *between tunnels*410t	46 ″ 7 s19 ″ 4 3/4 27 ″ 10	
19359 1035 IBOC	**Aosta** (*ex*GianLuigi) **Aux3MstSr** *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	494 401 340					1913	Cant.Offic. Savoia Cornigliano Ligure	LuigiGotelli&C.	182·7 157·4 P13'F30'	28·3	12·0	Genoa Italian *WB*	Oil Engines 2S C.SA 4Cy.14 3/8"-21 1/4" NE25 145NHP SulzerFrères,Winterthur		I
19360 980 IKBQ	**Ape** (*ex*Coccinelle)	360 313 149					1918	Ch.&Atel. deProvence PortdeBouc	Soc.Anon.Ilva	139·1 131·8	24·1	13·1	Genoa Italian	C.2Cy.17 7/16"&25 2/5"-23 3/8" 26NHP Forg.&Ch.de la Medit.Msl.		I
19361	**Aphrodite** (*ex*TaHo-38)	1001 — 604					1905	Shanghai	G.Stamatelatos	188·8	28·6	10·7	Piræus Greek	C.		
19362	**Apo** (*ex*J.Bustamante-36) (*CableVessel*) 1*Dk*	1074 744 461					1904	Cia.Tras- atlantica Cadiz	PhilippineGovernment	222·0 P21'F35'	32·0	15·7	Manila Utd.States *WB*	T.3Cy.19",32"&51"-39" 162NHP Lobnitz&Co.Ld.Renfrew		
19363 PUQC	**Apody** (*ex*Assu-37) **TwinSc**	*1185* *1126* *925*					1891	Hawthorn, Leslie&Co Ld Newcastle	Cia.Commercio e Navegação	260·7 P25'F35'	36·2	14·3	R.Janeiro Brazilian *WB*	C.4Cy.17"&34"-22" 90NHP Ross&Duncan,Glasgow		
19364 105772 VPGR	**Apoey** (*ex*SuiSang) 1*Dk&Spar dk&deep framing*	2790 2589 1776	✠ ... 5,00 ✠				1895 12mo	SirR.Dixon &Co. Middlesbro'	PoHingS.S.Co.Ld.	309·9 P44'B64'F35' 25·2 FK	41·1	17·2	HongKong British *WB*	T.3Cy.23",36"&59"-42" 275NHP N.E.MarineEng.Co.Ld.Sld	27 ″ 6	
19365 163 IBAD	**Apollo** (*ex*Farnham-36,*ex*Fulham-34, *ex*Dublin, *ex*Albistan, *ex*Cambyses) ssShl.2ndNo.3-1,31 ssAnt.No.1-34 1*Dk*(*pt Irn&pt Stl*)*&deep framing*	3177 2961 1996	✠ ... 3,37 ✠	Gen	*u*		1905 6mo	W.Gray& Co.Ld. W Hartlepool	Soc.Anon.Sbarchi-Imbarchi e Trasporti *CellDBa*	362·2 350·1 P27'B182'F34' FK 117'*uE*23'*f*150'722t	46·1	23·6	Rome Italian 6*BHCem* *APT*30t	T.3Cy.24 3/4",40"&65"-42" 291NHP 2SB,*6rf*,GS112,HS4404 Cen.Mar.Eng.Wrks.WHpl	26 ″ 1	I †
19366 DOKF	— D.F. 2*Dks* Sub.Sig. E.S.D. *CruiserStern*	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German *WB*	T3Cy19 1/8",31 1/2"&50 3/8"-35 7/16" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
19367 OHYG	— (*ex*Elinsborg-36,*ex*Hamburg, *ex*Gösta) *Mchy.Aft* 1*Dk*	303 257 188					1908	Eriksbergs M.V.Aktieb Gothenburg	SuomiShipping A|B(C.S.Bergström,*Mgr.*)	128·6 128·0 P28'H18tF15' len20	22·4	11·4	Raumo Finnish *WB*	C.2Cy.10"&22 1/2"-15" 16NHP EriksbergM.V.Aktieb.Got		N
19368 EAAW	**Apolo** ssBbo.2ndNo.3-11,25 ssBbo.No.1-30 2*Dks*(1*Stl&UptIrn&ptStl*) *&deep framing*	*4361* *4033* *2807*	✠ ... 12,34 ✠	Bbo	*x*		1900 9mo	Napier& Miller,Ld. Glasgow	Cia.Anon.Marit. Union(M.Urruchua,*Mgr.*) *CellDBa*127'*uE*23'	375·3 P39'B102'F45' FK *f*163'1044t*APT*48t	50·0	25·9	Bilbao Spanish 6*BHCem*	T.3Cy.27 3/8",43 1/2"&72 1/2"-48" 415NHP 2SB,*6cf*,GS120,HS5100 D.Rowan&Co.Glasgow	28 ″ 8	C †
19369 1172 CBAP	— (*ex*Solstad,*ex*Burstad) 1*Dk*	1117 — 719					1911	Akers Mek.Værks. Oslo	JuanTyrer	221·3 Q110tB56tH32t F22t	32·2	12·1	Valparaiso Chilian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
19370 161611 GPTD	**Appledore** ssCff.No.2-38 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *Tonnage opening closed'42*(*W.E.*)	5218 4819 3150	✠100A1 *with freeboard* ~~9,41~~ ~~10,40~~ 1,42 BS9,41 ~~BS7,40~~ ✠LMC2,38	~~Mch~~ ~~Cal~~ Hul	*a*†	CL ~~12,39~~ 9,41	1929 10mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	MaritimeShipping &TradingCo.Ld. *CellDBa&uE*134'	406·3 F33' FK *f*188'1387t *FPT*139t*APT*104t	56·0	26·9	Bideford British 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.26",43"&73"-48" (*s*) 200lb 527NHP 3SB,*9cf*,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Hpl	37 ″ 11 s11 ″ 3 1/2 26 ″ 10 1/2	
19371 140251 GVCG	**Appleleaf** **TwinSc** ssLon.No 3-11,29 D.F. ssHKg.No.2-36 2*Dks*(*Stl*)*&Web frames* *Longitudinal framing*	5892 5258 2480	✠100A1 9,41 Examined9,41 BS10,40 ✠LMC7,36 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 2,17	~~Bom~~	*a*†	CL 7,39	1917 2mo	Workman, Clark&Co.Ld Belfast *Lloyd's A&CP*	TheAdmiralty	405·5 426·7(O.L.) P36'B32'F89' FK *CellDBuE&B*88'393t	54·6	32·6	London British 20*BHptCem* *DTf*48'214t	T.6Cy.26",42 1/2"&70"-45" (*s*) 200lb 1102NHP 6SB,*18cf*,HS17250 FD Wrkman,Clark&Co.LdBel	35 ″ 3 s 6 ″ 8 1/2 28 ″ 8 3/4	
19372 163393 MBJR	**Apricity** ssYar.No.1-37 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *CruiserStern*	402 260 200	✠100A1 5,39 ✠LMC4,37 ✠LMC(M)5,40	Yar	*f*	OG 5,40	1938 10mo	G.Brown& Co. Greenock *Lloyd's A&CP*	F.T.Everard& Sons,Ld.	142·8 Q83'B9'F19' FK *FPT*62t*APT*30t	25·6	9·3	London British 3*BHAsp*	Oil Engines 2S.C.SA 5Cy.12 5/8"-15 3/4" 72RHP NewburyDieselCo.Ld.	10 ″ 3 s 3 ″ 8 10 ″ 3	

1 Numero d'Ordre. Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre l'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures. &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. SHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
19373	**Aprilia** (*ex*Chang-Hsing-38, **TwinSc** *ex*Heung-Shan) 2*Dks*&*Shade dk*	3412 — 2121					1890	Ramage& Ferguson Leith	Cia.Italiana di Nav.S.A.I(Chinese ItalianNav.Co.Ld)	290·0 B240tH688tF63t	54·0	10·0	Shanghai Italian *WB*	T.6Cy.20",31"&49"-27" 249NHP Ramage&Ferguson,Leith		
19374 465 IKBT	— (*ex*Föhr-36,*ex*Hamm, *ex*Hestia) 1*Dk*&*deep framing*&*pt Awng dk*	1259 868 757	✠ ... 7,12 ✠				1907 6mo	WoodSkin- ner&Co.Ld. Newcastle	A.Lauro	234·4 225·3 Q81'F28'RFD19' *pt Awng dk*98' FK	34·1	14·3	Naples Italian *WB*	T.3Cy.17",28"&46"-38" 141NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 6	I †
19375 UOWN	**Apsheron** (*ex*Apsheronneft-34, *ex*Zoroaster) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* D.F. *Carrying Petroleum in bulk*	3781 3189 1830					1923	A/BGöta- verken Gothenburg	U.S.S.R.	319·2 P75'B32'F35'	49·1	28·2	Tuapse Russian *WB*	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{16}$"-36¼" 496NHP Akties.NobelDiesel, Nynäshamn		
19376 167201 MBZS	**Aptity** *OilEng.* *Mchy.Aft* *CruiserStern*	434 301 196	✠100A1 6,40 ✠LMC(M)10,41 ✠LMC3,39 *Carrying Petroleum in bulk*	Grk	*g*	OG	1939 3mo *Lloyd's A&CP*	G.Brown& Co.(Marine) Ld. Greenock	F.T.Everard& Sons,Ld. *FPT*31t	159·7 166·5(O.L.) P50'F25' *Trunk*83' *APT*26t FK	25·1	9·9	London British 10*BH* *pt Asp*	Oil Engines 2S.C.SA 5Cy.12⅝"-16¾" 139NHP DB*180lb* NewburyDieselCo.Ld. Newbury	10 ″ 8 s ″ 6¾ 10 ″ 3¼	
19377 YVAJ	**Apure** **TwinSc** *ss*Bal.No.3-6,40 ~~*ss*Gen.No.2-36~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	*3164* *2998* *1669*	✠100A1 7,41 BS7,41 ✠LMC10,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,28 *F.P above* 150° F	~~Bal~~ NYk	*u*	CL 7,41	1928 5mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	MeneGrandeOil Co.C A. *CellDBuE&B*50' 149t *side tanks*	325·0 337·2(O.L.) P73'B22'F40' *Trunk in wells* FK 180'2115t *FPT*207t	55·2	16·4	Maracaibo Venezuelan 8*BHptCem* *APT*126t	T.6Cy14½",24"&39½"-27"(s) 180lb 248NHP 2SB,*6cf*, ,HS4808 Palmers'Co.Ld.Newcastle	16 ″ 6 s 2 ″ 0¼ 14 ″ 8¼	
19378 OAPA	**Apurimac** (*ex*Paita,*ex*Anubis, *ex*Luciana) *ss*Ham.No.3-3,10 2*Dks*(*Stl-Uws*) *Well deck* 3*tr B Lower dk forehold* *Fitted for oil fuel*	5361 — 2699	✠ 12,15 ✠	Ham			1898 2mo	JLThomp- son&Sons,Ld Sunderland	Cia.Peruana de Vap.y Dique del Callao	382·0 P233'F44' BK8½" *CellDBa* 120'*u B*36'	48·2	26·2	Callao Peruvian 6*BHCem* *f*152'729t	T.3Cy.27",44"&72"-48" 391NHP 3SB,*9pf*,GS197,HS6300 G.Clark,Ld.Sunderland	29 ″ 0	V †
19379 220013 KUSN	**Aquarius** Sub.Sig. *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6094 5632 3816	✠ ... 3,21 ✠				1920 5mo	GMStandi- fer ConstCorp Vancouver, Wash	LykesBros. SteamshipCo.,Inc.	401·4 P34'B114'F38'*on Shelter dk*	53·2	31·9	Houston Tex Utd. States *WB*	T.3Cy.24½",41½"&72"-48" 552NHP LlewellynIronWorks, LosAngeles,Cal	34 ″ 7	R †
19380 200 IKCI	**Aquila** **WoodAuxBkn** (*ex*SailingVessel-38,*ex*Adelaide *OilEng.* Margherita,*ex*Adelaide) 1*Dk*2*trB* (*See Sailing Ship Register*)	305 284 237					1904	E.Cala- maro Savona	Dott.E.Domenici	140·7 131·2	27·6	13·7	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.7⅞"-$11\frac{13}{16}$" 43NHP *E made*37*fitted*38 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
19381 423 IBEO	**Aquileja** Ⓟ **TwinSc** (*ex*Prins der *ss*Ams.No.3-8,26 Nederlanden-35) D.F. *ss*Ams No 1-30 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-teaks) Sub.Sig *Ref.Mchy.* 3*rd dk in No.*1 *hold*	9448 7294 4793	✠ 7,31 ✠	Ams	*d*†		1914 1mo	Nederl. Schps.Maats. Amsterdam	LloydTriestino Soc.Anon di Nav. *CellDBa*122'*uE*	498·0 481·2 P43'F74' *on Shelter dk* FK 58'*f*159'1033t*FPT*	57·2	34·8 26·8	Trieste Italian 8*BHCem* 78t*APT*62t	Q.8Cy.$24\frac{7}{16}$",34⅝",47¼"&70⅞" -47¼" 1257NHP 3DB&3SB,*27cf*,GS465, HS19898 NedFb.v.Wrk&SpoorAms	37 ″ 11	I †
19382 124059 MCQK	**Aquilla** *ss*Liv.2ndNo.3-5,31 *ss*Liv.No.2-39 *Well deck* 1*Dk*(*Stl-pt* teaks) *Mchy.Aft* *Cargo battens not fitted*	450 330 172	✠100A1 11,39 ✠LMC11,39 BS1,41	Liv	*g*	CL 10,39	1907 4mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Troon	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld.) *CellDB f*77'110t*FPT*	155·0 Q51'B9'F28' BK7"	26·1	10·8	Liverpool British 3*BHCem* 18t*APT*7t	C.2Cy 18"&40"-27" (s) 130lb 94RHP 1SB,*3pf*,GS51,HS1752 Ross&Duncan,Glasgow	13 ″ 1 s ″ 11 12 ″ 9	
19383 135583 GLRZ	**Aquitania** Ⓟ **QuadSc** *ss*Sou 2ndNo.3-6,38 GyC. E.S.D. 4*Dks*(*Stl-Uptws*)&*Shelter dk* Sub.Sig. (*Stl-ptws*)*Lower*&*Orlop dks* D.F. (*Stl*)*in forward*&*after holds*	44786 28408 19297	✠100A1 ~~✠~~ ~~3,40~~11,41 BS12,40 ✠LMC MS5,38 ~~BS9,39~~ *Fitted for oil fuel* 7,20 *F.P. above* 150°F.	~~Sou~~ Sng		CL *sa*3,39 *sf*5,38 *pa*4,37 *pf*3,41	1914 4mo *Lloyd's A&CP*	J.Brown& Co.Ld. Clydebank	CunardWhiteStar, Ld. *WB* = *Cell DBa*141'	868·7 B524'*on Shelter dk* FK *uE*&*B*444'*f*169'555	97·0	49·7	Liverpool British 10*BHCem* 5t*FPT*240t	4 Steam Turbines (r) 195lb HS138596 9708NHP 21DB,168*cf*,GS3541 FD J.Brown&Co.Ld Clydebnk	54 ″ 6 s18 ″ 7½ 36 ″ 2	
19384 1982 IBBU	— (*ex*Farnworth-34) *ss*Gen.No.3-9,38 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4971 4527 3024	✠100A1 4,40 BS9,39 ✠LMC9,38 NO LATER SURVEY REPORTED	Ven	*y*	CL 8,37	1924 9mo *Lloyd's A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	DittaLuigi PittalugaVapori *CellDBa*&*uE*158'*f*	414·6 401·6 P36'B118'F35' FK 181'1408t *FPT*100t	58·2	26·9	Genoa Italian 6*BHCem* *APT*130t	T.3Cy.26",42"&71"-48" (r) 180lb 425NHP 3SB,*9cf*,GS190,HS7167 J.G.Kincaid&Co.Ld.Grk.	29 ″ 7 s 5 ″ 8¼ 24 ″ 2	
19385 8121 SJVN	**Ara** (*ex*Holmewood-36,*ex*Mathiasen Trader-34,*ex*Holmewood-34,*ex*Novadoc, *ex*NormanM.Paterson, 1*Dk* *ex*CanadianPathfinder)	*2208* *1958* *1250*	✠ ... 2,26 ✠				1921 7mo	Collingwd. S.B.Co.Ld. Toronto	A/B Arafart (A.R.Appelqvist, *Mgr.*)	251·4 P25'B64'F28' FK	43·7	22·3	Stockholm Swedish *WB*	T.3Cy.20",33"&54"-40" 310NHP JohnInglisCo.Ld.Toronto	24 ″ 3	C †
19386 OFAM	— (*ex*Argo-37,*ex*Briarpark) *ss*Shl.No 1-27 D.F. 1*Dk*	1978 — 1108	✠ ... 10,31 ✠				1923 4mo	Grngem'th Dkyd.Co.Ld. Grngemouth	FinskaÅngf.A/B	291·5 281·1 P21'B68'F29' FK	41·7	18·5	Helsingfrs Finnish *WB*	T.3Cy.21",35"&57"-36" 227NHP D.Rowan&Co.Ld Gls.	20 ″ 10	V †
19387 LCHF	— (*ex*Bois) D.F. 1*Dk*	965 649 556					1919	Trosvik M.V.A/S Brevik	DetBergenske Dampskibsselskap	196·9 Q44tB173tH71t	32·5	12·4	Bergen Norwegian *WB*	T.3Cy.15½",25"&42"-30" 97NHP AkersMek.Værks.Oslo		N
19388 ~~304~~ ~~IBIC~~ 168265 BDRK	**Arabia II** (*ex*Arabia-42) *ss*Gen.No.2-35 *OilEng.* D.F. 2*Dks*(*Stl*)	5943 5360 3703	✠100A1 9,38 ✠LMC CS2,39 DBS2,39 2,39 NO LATER SURVEY REPORTED	Tri	*a*†	CL 12,37	1926 11mo *Lloyd's A&CP*	Cantiere SanRoccoSA Trieste	Ministry of War Transport *CellDB*368' 1246t*DTa*44'973t	447·7 430·0 P35'B279'F43' FK *FPT*114t*APT*40t	55·5	27·7	London British 8*BHptCem* 1 ,, *to 2nd dk*	Oil Engines 4S C SA 8Cy.29⅛"-$59\frac{1}{16}$" 652NHP DB*100lb* StabilimentoTecnico,Tri	30 ″ 2 ~~s 5 ″ 0¼~~ ~~25 ″ 3¼~~	
19389 22226 JEGD	**Arabia Maru** Ⓟ **TwinSc** *ss*Kob.2ndNo.3-9,40 *Ref Mchy.* 3*Dks*(*Stl*)&*Shelter dk* (*Stl-ws*)3*rd dk* (*Stl*) *in No.*1*hold*	9480 8797 5790	✠100A1 *Shelter dk* *with freeboard* 9,40 ✠LMC9,40 ✠Lloyd'sRMC3,41 *Fitted for oil fuel* 6,24 *F.P. above* 150°F.	Kob	*d*†	CL PN4,39 S9,39	1918 5mo *Lloyd's A&CP*	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaSyosen K.K. *CellDB*407'166	475·0 P35'B30'F46' *on Shelter dk* FK 4t*DTa* 48'519t*FPT*	61·0	40·7	Osaka Japanese *BHCem* 149t*APT*41t	T.6Cy 27",44½"&75"-48"(s) 200lb 993NHP 5SB(Spt),*15cf*,GS330, FD HS13284 MitsubishiZosenKaishaLd	40 ″ 9 s13 ″ 0 28 ″ 3	
19390 164728 GZDD	**Arabian Prince** *ss*NYkNo.1-40 *Ref Mchy.* D.F. 1*Dk*&*Shelter dk* E.S.D. *CruiserStern*	1960 1446 1035	✠100A1 *with freeboard* ~~3,41~~ ~~9,40~~12,41 ✠LMC9,40 ✠Lloyd'sRMC ~~4,41~~ 1,42 ~~3,41~~	~~NYk~~ Gls	*l* 1⅝	CL 9,40	1936 10mo *Lloyd's A&CP*	Wm.Ham- ilton&Co.Ld. Port Glasgow	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB*227'506t	296·3 B90'F27' FK *FPT*77t*APT*63t	44·2	16·4	London British 5*BHptAsp* (*Coll to Sh dk* 4 ,, *2nd* ,,)	T.3Cy.19",31"&55"-36" (s) 220lb FD 319NHP 2SB(Spt),*6cf*,GS121 HS4900 J.G.Kincaid&Co.Ld.Grk.	19 ″ 2 s ″ 4¾ 18 ″ 10½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
19391 161272 GTFP	**Arabistan** *ss*Ant.No.2-37 2*Dks*(*Stl*) D.F.	5874 5438 3701	✠100A1 ~~7,41 12,40~~ 3,42 ✠LMC MS11,37 ~~BS4,40~~ 7,41 *Fitted for oil fuel* 8,29 *F.P. above* 150° F.	~~Avn~~ ~~Hul~~ Mch	*a*†	CL 4,40	1929 8mo	J.Readhead&Sns,Ld. SouthShields *Lloyd's A&CP*	**StrickLine (1923)Ld.(F.C. Strick&Co.Ld.** *Mgrs.*)	425·7 440·7(O.L.) P38'B131'F47' *CellDB*361'1227*t* *DTa*38' 903*t* *FPT*107*t* *APT*38*t*	55·0	28·5 FK	**London** British 7*BHptCem*	T.3Cy.28$\frac{3}{16}$",46"&78"-51"& LP Turbine with DR gear & hydraulic coupling 210lb (*r*) 787NHP 3SB,12*cf*,GS207,HS9756 FD J.Readhead&Sons,Ld.SShl	31 ″ 0 s 6 ″ 3½ 24 ″ 11¼	
19392 PUAE	**Aracajú** (*ex*Persia) 2*Dks*	3569 3280 2182					1914	Flensburger Schiffsb.Ges. Flensburg	**LloydBrasileiro**	364·3 B30'	51·0	22·0	**R.Janeiro** Brazilian *WB*	T.3Cy.24¾",40⅞"&67¾"-48" 318NHP FlensburgerSchiffs.Ges.		
19393 PUUM	**Aragano** (*ex*Victoria-25, *ex*Nepthis) **Iron** 2*Dks*	2181 — 1547	✠ 6,95				1877 6mo	C.Mitchell &Co. Newcastle	**LloydNacional Soc.Anon.**	310·0	34·1	24·7 BK9½"	**R.Janeiro** Brazilian	T.3Cy.20",32"&54"-42" 189NHP E*made*92*refitted*17 FrontierI.Wks.		
19394 FNDE	**Aragaz** *ss*Shl.No.3-6,37 *Mchy Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5009 4471 2719	✠100A1 ~~3,41 11,39~~ 3,42 ~~BS11,39~~ ✠LMC6,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,14 *F.P. above* 150°F. ~~SURVEYS DELAYED~~	~~Hav~~ Msl BS9,41	*x*	CL ~~2,39~~ 3,42	1914 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	**Soc.Anon.Les Petroles d'Outre-Mer**	385·3 P88'B28'F41 *CellD*	50·3	30·3 FK	**Havre** French 16*BHptCem* (9 „ *to U dk* 7 „ *to 2nd dk*) *BuB*24'35*tD*	T.3Cy.25½",42"&70"-48" (*s*) 180lb *120lb* 425NHP 2SB,6*cf*,GS126,HS5862 FD N.E.MarineEng.CoLdNwc *Tf*36'316*tFPT*73*tAPT*39*t*	30 ″ 3 s 5 ″ 5 25 ″ 1	
19395 FOZG	**Arago** (*ex*Transmitter) (*CableVessel*) *ss*Fal.No.3-10,26 1*Dk*&*pt*2*nd dk*	901 *710* 388	✠ ... 6,31 ✠				1914 1mo	GooleS.B. &RepgCo.Ld. Goole	**FrenchGovernment(Postes& Télegraphes)**	208·4 P18'B72'F37'	30·1	16·6 FK	**Dakar** French *WB*	T.3Cy.17",28"&46"-33" 163NHP Richardsons,Westgarth&Co.Ld.Hpl.	17 ″ 6	V †
19396 EAOA	**Aragon** Ⓟ *ss*Msl.No.3-8,15 *ss*Bcl.No.2-24 2*Dks*&*Awng dk*	1896 — 1028	✠ ... 12,27 ✠				1902 9mo	R.Thompson&Sons Sunderland	**Cia.Trasmediterranea**	272·9	38·1	17·0 25·0 BK9"	**Seville** Spanish *WB*	T.3Cy.20",33"&54"-39" 190NHP N.E.MarineEng.Co.Ld.Sld	27 ″ 6	V †
19397 150811	— *Mchy.Aft* 1*Dk*	1643 1261 963					1896	Detroit DryDockCo Wyandotte	**SterlingConstructionCo.Ld.**	249·3	41·9	15·3	**WndsrOnt** British *WB*	T.3Cy.17",27½"&46"-36" 127NHP DetroitD.D.EngineWorks		
19398 LJJZ	— D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	1416 1094 806					1937	Nylands Verksted Oslo	**Dampskibsintersk. Garonne(Fearnley &Eger,** *Mgrs.*)	261·1	41·3	14·8	**Oslo** Norwegian *WB*	C.2Cy.16¾"&33$\frac{7}{16}$"-33$\frac{7}{16}$"& LP turbine with DR gearing & hydraulic coupling NylandsVerksted,Oslo		N
19399 YVAU	**Aragua** **TwinSc** *ss*Aru.No.3-2,40 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*2650* *1890* *1509*	✠100A1 10,41 BS10,41 ✠LMC2,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,27 *F.P. above* 150°F.	~~NYk~~ Aru	*l*	CL 11,40	1927 9mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	**MeneGrandeOil Co.C.A.**	305·5 316·8(O.L.) P69'B22'F33' *Trunk*181' *CellDBuE*& B42'107*tFPT*194*t*	50·2	16·3 FK	**Maracaibo** Venezuelan 11*BHptCem* *APT*85*t*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 212NHP 2SB,6*cf*,HS4055 Richardsons,Westgarth&Co.Ld.Mdb	16 ″ 6 s 2 ″ 0½ 14 ″ 8	
19400	**Araguá** (*ex*Alice-35, *ex*DraytonManor, *ex*Northquay,*ex*Abelia) **3Mst** *ss*Rio.No.3-10,32 ~~*ss*Rio.No.1-38~~ *Mchy.Aft* *ss*Rio.No.2-42 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	730 *501* *347*	✠100A - 1,42 ~~2,40~~ ~~BS9,39~~ ~~1,41~~ ✠LMC~~9,37~~ 1,42	Rio		OG ~~8,37~~ 1,42	1920 8mo	N.V.Schps. DeMerwede v/dVanVliet &Co. Hardinxveld	**Soc.Brasileira de Cabotagem,Lda.**	180·0 Q117'F24' *CellD* *Bf*103'146*tFPT*63*t*	28·0	12·0 FK	**R.Janeiro** Brazilian 3*BHCem* *APT*7*t*	T.3Cy.15",25"&40"-27" (*s*) 180lb *100lb* 111NHP 1SB,3*cf*,GS60,HS1983 Verschure&Co.Amsterdam	14 ″ 6 s 4 ″ 8½ 14 ″ 0	
19401 117587 ZMCR	**Arahura** Ⓟ **TwinSc** 2*Dks*&*Awng dk*	1607 1308 796					1905	W.Denny &Bros. Dumbarton	**AnchorShipping &FoundryCo.Ld.**	240·6	36·6	22·4	**NelsonN.Z.** British *WB*	T.6Cy.10½",23½"&38"-24" 147NHP Denny&Co.Dumbarton		
19402 162388 MBGV	**Arakaka** *ss*Liv.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk*(*Stl*) *in No. 1 hold* *CruiserStern*	2379 2005 1397	✠100A1 *with freeboard* 1,41 BS1,41	Liv	*u*	CL 12,40	1933 8mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	**ArakakaS.S.Co. Ld.(BookerBros. McConnell&Co. Ld.)**	322·5 F34' *CellD* B268' 589*t* *APT*74*t*	43·5	18·5 FK	**Liverpool** British 5*BHCem* (*Coll to Sh dk* 4 „ 2*nd* „)	T.3Cy.18½",31"&52"-39"(*r*) 200lb FD 221NHP 2SB(Spt),6*cf*,GS76,HS3020 D.Rowan&Co.Ld.Gls.	20 ″ 9 s 0 ″ 11½ 20 ″ 0	
19403 152036 VLCM	**Arakoon** **TwinSc** *Ref.Mchy* 1*Dk*	875 — 581					1926	Lithgows Ld. Pt.Glasgow	**NorthCoastStm. Nav.Co.Ld.(E.S. Crauford,** *Mgr.*)	190·0 Q92'B13'F30'	34·2	9·9	**SydneyNSW** British *WB*	T.6Cy.11",18"&29"-22" 86RHP D.Rowan&Co.Ld.Glasgow		C
19404 FOBP	**Aramis** Ⓟ **TwinSc** *OilEng.* D.F. 4*Dks*	17537 13130 9990					1932	Forg.&Ch. de la MéditSA LaSeyne	**Soc.desServices Contractuels des Messageries Maritimes**	543·5 B318' F49'	69·6	33·6	**Marseilles** French *WB*	Oil Engines 2S.C.SA 20Cy.26¾"-47$\frac{3}{16}$" 2490NHP Cie.de Const Méc.Sulzer, St.Denis		V
19405 LCXA	— **TwinSc** *CruiserStern* *OilEng.* *ss*Sba.No.2-40 *Special Surveys to date from* 2,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	7984 7368 4701	✠100A1 9,41 ~~9,40~~ DBS~~3,40~~ 4,41 ✠LMC3,40 *Carrying Petroleum in bulk*	~~Sng~~ Syd	*c*†	CL 3.40	1931 11mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's A&CP*	**SkibsA/S"Aramis" (BernhardHansen&Co.** *Mgrs.*)	457·2 P93'B28'F43' *CellDBuE*68'318*t* *DTf*43'512*t* *FPT*138*t* *APT*166*t*	59·7	34·9 FK	**Flekkefjrd** Norwegian 16*BH* (11 *to U dk* 5 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 624NHP 2DB*180lb* Akt.Burmeistr&Wain.Cpn	35 ″ 0 s ~~8 ″ 2¼~~ ~~26 ″ 11¾~~ s7 ″ 10½ 27 ″ 3½	
19406 871 OHCP	**Aranda** Ⓟ 1*Dk*	592 522 282					1920	A/BVulcan Åbo	**FinnishBoard of Navigation**	151·9 151·6	27·9	11·2	**Åbo** Finnish *WB*	T.3Cy 14",24½"&37½"-24" 69NHP A/B Vulcan,Åbo		
19407 144234 MKJX	**Aranmore** Ⓟ 2*Dks*	1135 970 468					1920	Hawthorns &Co.Ld. Leith	**ClydeShppg.Co.Ld**	250·5 P157'F76'	35·3	16·8	**Glasgow** British *WB*	T.3Cy.20",33"&53"-39" 175NHP Hawthorns&Co.Ld.Leith		C
19408	**Arapey** (*ex*Rivadavia) **TwinSc** *OilEng.*	743 — 431					1884	D.Rowan Glasgow	**Cia.Uruguaya de Nav.Lda.**	238·2	30·0	11·0	**M.Video** Uruguayan	Oil Engines 2S.C 4Cy. NE*fitted*18 J&CGBolindersCoLd.Skm		
19409	**Araponga** (*ex*Aliados-39,*ex*Lynn Regis-36,*ex*City of Cork,*ex*Tyro) *Mchy.Aft* 1*Dk*	*721* *527* *373*					1917	NV Boele's Schp.&Mchf. Bolnes	**H.Lage(Lloyd NacionalSoc. Anon.** *Mgrs.*)	180·0 Q110'B12'F20'	28·4	12·4	**R.Janeiro** Brazilian *WB*	T.3Cy.15⅜",24⅜"&39⅜"-27½" 81NHP NVBoele'sMchFab.Bolnes		V
19410	**Arapuá** (*ex*Celeste-35,*ex*Homedale, *ex*CelticWarrior,*ex*HaniII,*ex*Britannia) *Mchy.Aft* 1*Dk*	525 *436* *245*	✠ ... 3,11 ✠				1907 6mo	J.Fullerton&Co. Paisley	**Soc.Brasileira de Cabotagem,Lda.**	175·0 F17	34·1	9·2 FK	**R.Janeiro** Brazilian *WB*	C.2Cy.15"&32"-22" 59NHP C.Houston&Co.Ld.Gls.	9 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Greement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
19411 PUHY	**Arara** (*ex*SerraAzul-35, *ex*Providencia-33, *ss*Pir.No.3-12,23 *ex*Besh-taoo) *ss*Rio.No.1-28 1*Dk*(*Stl*)	1075 925 652	✠ ~~——~~ 1,32 ✠	Rio			1907 3mo	Hawthorn, Leslie&Co Ld Newcastle	**Cia."Serras" de Navegação e Commercio** *CellDBa*58'*uE&B*	240·2 Q29'B42'F42' 42'*f*110' 297*t FPT*	35·0	12·8 FK	R.Janeiro Brazilian 4*BHCem* 57*tAPT*21*t*	T.3Cy.16",26"&44"-33" 143NHP 2SB,4*cf*,GS80,HS2480 Ross&Duncan,Glasgow	14 ″ 10	V †
19412 PUUB	**Ararangua** Ⓟ TwinSc *OilEng.* *ss*Rio.No.3-1,40 2*Dks*(*Stl-Weather dk* teaks) *Ref.Mchy.*	4872 3699 2974	✠100A1 *with freeboard* DBS3,42 3,42 ~~1,40~~ ✠LMC(M)3,42 ~~DBS11,40~~ ✠LMC1,40 ✠Lloyd'sRMC ~~2,41~~ ~~6,41~~ 12,41 *South American Coasting—* *Bahia Blanca & Trinidad*	Rio	*y*	OG 12,39	1927 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone *'sA&CP*	**LloydNacional Soc.Anon.** *CellDB*300 913*t* *Tank at sides*	378·0 P34'F61' *of tunnels* 120*tFPT*	53·7	24·4 FK	R.Janeiro Brazilian 7*BHptAsp* 1 „ *to 2nd dk* 70*tAPT*82*t*	Oil Engines 2S.C.SA 8Cy.26¾"-37⅛" 1008NHP DB120*lb* "Fiat"Stab.GrandiMotori, Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼	
19413 PUUC	**Araraquara** Ⓟ TwinSc *ss*Rio.No.3-5,40 *OilEng.* 2*Dks*(*Stl-Weather dk* teaks) *Ref.Mchy.*	4872 3699 2974	✠100A- *with freeboard* 10,41 ~~12,40~~ DBS7,41 ~~DBS5,40~~ ✠LMC5,40 ✠Lloyd'sRMC ~~12,40~~ 7,41 *South American Coasting—* *Bahia Blanca & Trinidad*	Rio		OG 12,40	1927 10mo	Cant.Nav. Triestino Monfalcone	**LloydNacional Soc.Anon.** *CellDB*300'913*t* *Tank at sides*	378·0 P34'F61' *of tunnels*120*tFPT*	53·7	24·4 FK	R.Janeiro Brazilian 7*BHptAsp* 1 „ *to 2nd dk* 70*tAPT*82*t*	Oil Engines 2S.C.SA 8Cy.26¾"-37⅛" 1008NHP DB120*lb* "Fiat"Stab.GrandiMotori, Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼	
19414 PUUO	**Araribá** (*ex*Saverne-33,*ex*War Leveret) ~~*ss*Rio.No.2-26~~ *ss*Rio.2ndNo.3-6,41 1*Dk*(*Stl*)	1999 1818 1197	✠100A- 6,41 ~~2,32~~ ✠LMC6,41 ~~(*Reclassification contemplated*)~~	Rio	*r*	CL 6,41	1919 6mo	Midland S.B.Co Midland,Ont	**PedroBrando** *CellD*	251·0 P24'B64'F27' *B*210' 613*t FPT*54*t*	43·5	20·3 FK	R.Janeiro Brazilian 4*BHAsp* *APT*55*t*	T.3Cy.20½",33"&54"-40" 185lb (*s*) 253NHP 2SB,6*cf*,GS138,HS4600 JohnInglisCo.Ld.Toronto	23 ″ 1	
19415 PULC	**Arary** (*ex*Flamengo-33, TwinSc *ex*Manchester,*ex*Charbonnier) *Mchy.Aft* 1*Dk*	1064 750 588					1919	Forg.&Ch. de la Médit Havre	**PedroBrando**	216·5 P23'F9'	34·1	14·7	R.Janeiro Brazilian *WB*	T.6Cy.12",20"&31½"-16½" 80NHP Forg.&Ch.de la Médit.Msl		
19416 PUUE	**Arassú** (*ex*SerraNegra-35, *ex*MariaLuisa-33, *ss*Hfs.No.3-1,24 *ex*Ayrco,*ex*Anna *ss*Rio.No.2-32 Mærsk) 1*Dk*(*Stl*)&*deep framing*	1371 1229 797	✠ —— 4,37 ✠	Rio	*p*		1908 9mo	A.Vuijk& Zonen Capelle a/d Ysel	**Cia."Serras" de Navegação e Commercio** *CellDBa*60'*u*	214·2 P18'B66'F26' *E*18'*f*106'376*tFPT*	36·7	16·7 FK	R.Janeiro Brazilian 4*BHCem* 58*tAPT*30*t*	T.3Cy18⁹⁄₁₆",29"&48"-33" 142NHP 1SB,3*cf*,GS60,HS2210 G.T.Grey,SouthShields	19 ″ 0	
19417 8385 SMJN	**Arasvall** (*ex*Kulda-39, *ex*Woodland-35, *ss*Shl.No.3-5,33 *ex*ZuidHolland-33) *ss*Rot No.1-38 D.F. *Cargo battens not fitted* 1*Dk*(*Stl*	1954 1595 1143	✠100A1 6,41 ~~7,40~~ ✠NB6,28 ✠LMC MS3,38 BS ~~3,41~~ 3,42	Got	*i*	CL 2,40	1911 9mo	Schpw.v. Jan.Smit.Czn Alblasserdm A&CP	**RederiA/BSolstad (A.R.Appelqvist,** *Mgr.*) *CellDBa*80'	272·4 B63'F32' *uE&B*35'*f*112'523	39·9	18·2 FK	Stockholm Swedish 4*BHCem* *APT*77*t*	T.3Cy.20",32"&52¾"-39" (*s*) 180lb 203NHP 2SB,6*cf*,GS108,HS3450 Maats.deSchelde.Flushing	20 ″ 6 s 3 ″ 0 17 ″ 8	
19418 PUUH	**Arataia** (*ex*Commandante Iron Castilho-35, *ss*Rio.3rdNo.3-7,19 *ex*Douro,*ex*Antonina, 1*Dk*(*Irn*)2*trB* *ex*Carvoeiro,*ex*Charrington) *Well deck*	1773 1454 1125	 7,22	Rio	*r*		1881 5mo	J.Laing Sunderland	**LloydNacional Soc.Anon.**	269·0 P28'Q72'B48'F32' BK9½' *DBa*	36·0	20·6	R.Janeiro Brazilian 5*BHCem* 72'*f*48'207*t*	T.3Cy.19",31"&50"-33" 197NHP *E&B made 92 refitted* 19 2SB,6*pf*,GS112,HS3900 N.E.Mar.Eng.Co.Ld.Nwc.	22 ″ 3	V †
19419 44850 JUHM	**Aratama Maru** *Fitted for oil fuel* 2*Dks* *CruiserStern*	6784 — 4058					1938	Tsurumi SeitetsuZosen K.K. Tsurumi	**TamaiSyosenK.K.**	446·5 P42'B173'F47'	59·1	33·8	Kobe Japanese *WB*	1 steam turbine DR geared HS2547 398NHP IshikawajimaS.B.&E.Co. Ld.Tokio		C
19420 PUUJ	**Aratanha** (*ex*Portugal-35, *ex*Aleardi, *ss*Rio.3rdNo.3-1,37 *ex*Balaton) 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing* *ss*Rio.No.1-41	2458 2214 1554	✠100A- *Spar dk* *with freeboard* 3,41 ~~3,40~~ 3,41 ~~BS8,39~~ ✠LMC~~1,37~~	Rio		CL ~~3,40~~ 3,41	1901 12mo	Wigham- Richrdsn&Co Ld Newcastle	**LloydNacional Soc.Anon.** *CellDBa*110'*uE&*	314·0 P44'B102'F36' 21·4 *B*38'*f*128'587*tFPT*	41·8	13·6 FK	R.Janeiro Brazilian 6*BHCem* 35*tAPT*22*t*	T3Cy.20¼",35"&59½"-42"(*r*) 200lb 256NHP 2SB,6*rf*,GS108,HS3854 WghmRchrdsn&C.LdNwc	23 ″ 10 s 3 ″ 10 20 ″ 4	
19421 PUIR	**Aratau** (*ex*SerraGrande-35, TwinSc *ex*Lillebonne,*ex*Ouvrier) *Mchy.Aft* 1*Dk*	1065 — 588					1919	Ch.&Atel. Augustin Normand Havre	**Cia."Serras" de Navegação e Commercio**	229·6 P59'F19'	34·1	14·7	R.Janeiro Brazilian *WB*	T.6Cy.10³⁄₁₆",16⅝"&26⅛"- 13⁷⁄₁₆" 50NHP Ch.&Atel.deAugustin Normand,Havre		V
19422 PUUD	**Aratimbo** Ⓟ TwinSc *OilEng.* *ss*Rio.No.3-4,40 *Ref.Mchy.* 2*Dks*(*Stl-wthr dk* teaks)	4872 3698 2974	✠100A1 *with freeboard* ~~9,40~~ 10,41 DBS5,41 ~~DBS4,40~~ ✠LMC4,40 ✠Lloyd'sRMC ~~11,40~~ 4,42 ~~10,41~~ ~~5,41~~ *South American Coasting—* *Bahia Blanca & Trinidad*	Rio	*y*	OG 4.40	1928 4mo *Lloyd*	Cant.Nav. Triestino Monfalcone *'sA&CP.* *Cell DB*390'	**LloydNacional Soc.Anon.** 913*t Tanks at sides*	378·0 P34'F61 *of tunnels*120*tFPT*	53·7	24·4 FK	R.Janeiro Brazilian 7*BHptAsp* 1 „ *to 2nd dk* 70*tAPT*82*t*	Oil Engines 2S.C.SA 8Cy.26¾"-37⅛" 1008NHP DB120*lb* FiatStab.Gran.Mot Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼	
19423 SEGU	**Araton** (*ex*HerthaMærsk-38,*ex*Duro) *Now* "Adolf Bratt," *see No.* 35512 *in Supplement* D.F. 1*Dk*	1500 829					1920	Svendborg Skbsv&Mskb Svendborg	**A/B Arafart(A.R. Appelqvist,** *Mgr.*)	252·2 F42*t*B250*t*Q107*t* P40*t*H64*t*	38·2	14·9	Stockholm Swedish *WB*	T.3Cy.17",27½"&47"-34" 129NHP SvendborgSkbsv.&Mskb.		V
19424 DKBG	**Arauca** *Now* "Sting," *see No.* 38478 *in Supplement* D.F. E.S.D. *Fitted for oil fuel* *CruiserStern* 2*Dks*	4354 — 2079					1939	Bremer Vulkan Vegesack	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	398·3 F43'	55·7	22·8	Hamburg German *WB*	2 steam turbines connected to elec. motor& sc shaft AllgemeineElecGes.Berlin		
19425 1291 CBAC	**Arauco** Ⓟ 2TwinMst (*ex*Boussole-35, *ss*Ant.No.2-29 *ex*SaintElbi,*ex*Registan) 2*Dks* D.F. *Ref.Mchy*	5414 4030 3309	✠ ... 11,32 ✠ ✠Lloyd'sRMC ~~10,40~~ 12,41 ~~6,41~~				1921 3mo	W.Gray& Co.(1918)Ld. WHartlepool	**Cia.Chilena de NavegacionInter-oceanica(H.R. Samsing,** *Mgr.*)	350·2 P30'B215'F35'	52·5	26·8 FK	Valparaiso Chilian *WB*	T.3Cy.26",42"&70"-48" 515NHP Cen.Mar.Eng.Wks.WHpl	29 ″ 4	V †
19426 140148 GSMN	**Arawa** Ⓟ TwinSc (*ex*EsperanceBay-36) *ss*Lon.No.3-2,35 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy* (*Stl-ws*)3*rd dk*(*Stl*)*in* D.F. E.S.D. *forward holds* *ss*Lon.No.1-39	14462 11881 8598	✠100A1 *Shelter dk* *with freeboard* 1,42 ~~10,39~~ MS9,38 ✠LMC ~~MS7,33~~ BS ~~10,39~~ 12,41 ✠Lloyd'sRMC ~~7,39~~ 5,42 ~~1,42~~ *Fitted for oil fuel* 7,22	~~Syd~~ Bkn	*i* †	CL ~~10,39~~ P12,41 S10,39 F.P.	1922 7mo *Lloyd* above	W.Beard- more&Co.Ld Glasgow *'sA&CP* 150° F	**ShawSavill& AlbionCo.Ld.** *CellDB*457'2259*t* *Tanks in way of tu*	530·9 B215'F76'*on Shltr dk* *MT*24'1017*t* *nnels* 467*t FPT*174*t*	68·3	39·9 FK	S'thamptn British *pt Cem* 3*BH to Sh dk* *APT*143*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb FD 1977NHP 3DB(Spt)&2SB(Spt),32*cf*, HS25923 W.Beardmore&Co.Ld.Gls.	43 ″ 6 s 10 ″ 8½ 33 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Lat Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Freeboard Cert.
19427	**Araxa** (*ex*Odette-35,*ex*Orione, *ex*Juni,*ex*Bluefields) 1*Dk*	1349 — 618					1905	Bergens Mek.Værks Bergen	Soc.Brasileira de Cabotagem,Lda.	224·0 Q78'B31'F35'	31·3	14·6	R.Janeiro Brazilian *WB*	T.3Cy.19″,30″&50″-33″ 144NHP BergensMekVærksBergen		
19428 168501 GNDJ	**Araybank** *OilEng* D.F. E.S.D. 2*Dks,3rd dk in No.* 1 *hold* *Cruiser Stern*	7258 6810 5247	✠100A1 *withfreeboard* 10,40 ✠LMC10,40 No later survey reported *Carrying oil fuel F.P. above 150° F. in after peak tank* *Carrying cargo oil F P. above150° F.or latex in deep tanks aft & fore peak tank*	Bel	*b*†	CL	1940 10mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) 6*Divisional WTB* *CellDB3*	433·2 450·3(O.L.) F42' *IIs in 'tween dk* 60'1224*t DTsa*30'11	57·3	33·6 FK -(99*t FPT*113	Belfast British 8*BH* *Coll to W dk* *T ,, 2nd,.)* *tAPT*198*t*	Oil Engines 4S.C.SA 6Cy.29⅜″-59 1/16″ 490NHP 2DB120lb Harland&Wolff,Ld.Bel.	38″8 s11″11½ 26″10½	
19429 ONCT	**Arbel** (*ex*Peregrine-38, *ex*Arbonne) *ss*Lon.No.3-9,33 *ss*Lon.No.1-38 *Well deck* 1*Dk*(*Stl*)	901 — 566	✠100A1 11,40 BS11,40 ✠LMC11,38	Lon	*l*	OG 11,40	1921 6mo *Lloyd*	Hawthorns &Co.Ld. Leith *'sA&CP*	NavigationTransmarineSoc.Anon. *CellDBa*39'*uE*19	210·0 Q115'F26' *f*105' 205*t FPT*17*t*	31·7	12·3 FK	Antwerp Belgian 4*BHCem* *APT*13*t*	T.3Cy17¼″,28⅜″&46″-33″(*s*) 180lb 169NHP 2SB,6*cf*,GS95,HS3138 Hawthorns&Co.Ld.Lth.	14″5 s 4″7½ 13″8½	
19430 399 IBTD	**Arborea** Ⓟ **TwinSc** *OilEng.* D.F. 2*Dks&3rd dk in No.*1 *hold*	4959 3255 3036	✠ ... 9,32 ✠				1929 7mo	Soc.Odero- Terni Spezia	"Tirrenia"Soc. Anon.diNav.	377·1 364·6 B&F323'	50·0	24·5 FK	Naples Italian *WB*	Oil Engines 2S.C.SA 12Cy.26¾″-37 1/16″ 1511NHP "Fiat"Stab.GrandiMotori Turin	27″2	I †
19431 144715 MKKY	**Arbroath** *ss*Lth.No.1-39 *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	553 444 289	✠100A1 *withfreeboard* ~~7,41~~ ~~11,39~~12,41 ✠LMC CS2,42 4,40 ~~✠LMC9,36~~	~~Lth~~ ~~Shl~~ Dun	*i*	OG 7,38	1935 9mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee *'sA&CP*	Dundee,Perth& LondonShipping Co.Ld. *CellDB*112'136*t*	167·9 176·0(O.L.) Q41'F21 *FPT*64*tAPT*6*t*	30·1 *31·0*	11·8 FK	Dundee British 4*BH*	Oil Engines 2S.C.SA 4Cy.13⅜″-22 7/16″ 125NHP BritishAuxiliaries,Ld.Gls.	14″0 s 3″7 10″5¾	
19432	**Arca** (*ex*Haugar-40, **IronTwinSc** *exSailingVessel*ScottishGlens) *OilEng.* *Mchy.Aft* D.F. *ss*Ham.2ndNo.3-10,08 *Carrying Oil in bulk* 2*Dks*	2222 1955 1316	✠ 10,18	NNs	Lv		1885	Oswald, Mordaunt &Co. Southampton	LeonardoArrivabeneSoc.Anon.	284·9 P139*t*H124*t*	40·4	22·9	Venice Italian *WB*	Oil Engines 2S.C SA 8Cy.14 3/16″-20⅞″ 281NHP *Emade&fitted*22 A/B Atlas-Diesel,Skm.		N †
19433 217972 KEXZ	**Arcata** (*ex*Glymont-37) *Fitted for oil fuel* 1*Dk*	2722 1963 1672					1919	AlbinaEng &Machine Works Portland,Or.	HammondLumber Co.	289·0 P26'B148'F32'	44·1	19·2	Portland Ore. Utd.States *WB*	T.3Cy.22″,36½″&60″-42″ 233NHP AlbinaEng.& Mach.Wks.Portland,Or.		R
19434 123940 GRNV	**Archangel** Ⓟ **TrpSc** (*ex*St.Petersburg) 2*Dks&Shelterdk* Sub.Sig. (*ptStl*-teak s)	2448 1502 1039	✠ 2,13 ✠	Rot	*t*		1910 7mo	J.Brown& Co.Ld. Clydebank	London&North EasternRlwy. *Cell D*	330·8 F *onShelter dk*52' *Bu E*40' 62*t FPT*9*t*	43·2	17·8 FK	Harwich British 8*BHCem* *DTf*40'40*t*	3 Steam Turbines 5SB,20*cf*,GS430,HS14833FD J.Brown&Co.Ld. Clydebank	18″9	
19435 601 SWGB	**Archangelos** (*ex*Bawtry, *ex*Mottisfont) *ss*Cff.No.3-6,29 *ss*Alx.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*5692* *5470* *4228*	✠100A1 *Shelter dk* *withfreeboard* 12,41~~8,40~~ ✠LMC MS5.37 BS~~2,40~~7,41	~~Mch~~ CTn	*y*	CL ~~8,40~~ 12,41	1917 3mo *Lloyd*	W.Dobson &Co. Newcastle *'sA&CP*	Theofano Maritime Co.Ld (N.G. Livanos,*Mgr.*) *CellDB*	400·5 412·5(O.L.) 351'1087*t FPT*102*t*	52·0	25·1 33·0 FK	Piræus Greek 6*BHCem* *APT*136*t*	T.3Cy.26″,43″&72″-48″ (*s*) 180lb 455NHP 3SB,9*cf*,GS141,HS6333 FD N.E.Marine EngCoLdNwc	35″7 s 9″9¾ 26″0	
19436	**Archangelsk** (*ex*Uskvalley-39) *ss*Shl.No.1-34 1*Dk*(*Stl*)	*2480* *2281* *1487*	✠ 9,35 ✠	Cff	*t*		1929 10mo	Burntislnd S.B.Co.Ld. Burntisland	U.S.S.R. *CellDBa&uE*	300·0 P23'B79'F26' 110'*f*130'676*t FPT*	43·9	21·3 FK	Russian 5*BHptCem* 82*tAPT*118*t*	T.3Cy.22″,36″&60″-39″ 259NHP 2SB,6*cf*,GS116,HS4200 D.Rowan&Co.Ld.Glasgow	23″6	
19437 938 SZHZ	**Archon** (*ex*Sinaloa-33,*ex*Santa Gertrudis) *Fitted for oil fuel* 1*Dk*	*1364* *1085* *627*					1921	NVSchpsw deMerwede Hardinxveld	R.Yiadikiaroglou, B.Kalogheras &Th.Vranas	238·6 P40'B60'F25'	36·6	15·6	Piræus Greek *WB*	T.3Cy.17″,28″&46″-36″ 127NHP Kuy&v/dRee,Rotterdam		C
19438 1599 IBJA	**Arcola** *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	6349 5552 3892					1929	Soc.Odero- Terni- Orlando Spezia	LuigiBosco	409·6 401·9 P100'B28'F35'	54·9	29·6	Genoa Italian	T.3Cy.26″,42½″&69½″-48″ 335NHP Soc.Vickers-Terni,Spezia		CI
19439 UNGH	**Arcos** (*ex*Pinewin,*ex*WarJavelin) *ss*Bkn.No.2-27 *Well deck* 1*Dk*	2343 1749 1327	✠ ... 7,30				1918 9mo	WoodSkinner&Co.Ld. Newcastle	U.S.S.R.	284·9 P28'Q77'B56'F28'	39 8	18·9 FK	Archangel Russian *WB*	T.3Cy.22″,36″&59″-39″ 265NHP NEMarineEng.Co.Ld.Nwc	21″2	
19440	**Arctic** **WoodAux3MstSr** (*ex*Primo) *Mchy.Aft* *OilEng.* *Ref.Mchy.* 1*Dk* (*See Sailing Ship Register*)	478 359 377					1919	Bergkvara Skeppsvarf Bergkvara	Fiskimalansfud	142·3 P15'Q13'F15'	34·6	11·1	Reykjavik Iceland.	Oil Engines 2S.C.SA 2Cy.15″-16⅛″ 79NHP J&CGBolinder'sCoLdSkm		V
19441 UPOR	**Arctika** D.F. E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5 P32'B96'F33'	48 0	20·3	Archangel Russian *WB*	T.3Cy.20″,33″&57″-42″ 210NHP N.E.MarineEng.CoLdNwc		
19442 202867 WNWK	**Arcturus** (*ex*JamesB.Wood) *Mchy.Aft* D.F. GyC. 1*Dk*	6490 — 5495					1905	WestBay CityS.B.Co WstBayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	520·5	54·0	26·8 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½″,36″&60″-42″ NB40 233NHP DetroitS.B.Co.Detroit		R
19443 DOTJ	— D.F. E.S.D. 1*Dk* *CruiserStern*	2596 2213 1471					1937	Lübecker Maschb.Ges Lübeck	ArgoReederei, RichardAdler&Co.	319·7 P24'B&F286' UpperF36'	47·0	18·5	Bremen German *WB*	C.4Cy.(2)20 1/16″&(2)43 5/16″- 43 5/16″ HS4628 342NHP LübeckerMaschb.Ges.		G
19444 FNHD	— Ⓟ 1*Dk&Shelter dk*	2532 — 1534					1913	Akt.Ges. "Neptun" Rostock	Cie.deNav.Paquet	331·4 F40'	46·0	18·8 26·7	Marseilles French *WB*	T.3Cy.23⅜″,38½″&63″-43 3/16″ 260NHP A.G."Neptun,"Rostock		V
19445 OHAF	— Ⓟ *ss*Hfs.3rdNo.3-5,36 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl-ptws*) *Ref.Mchy.* & *Web frames*	2156 1522 1169	✠100A1 *Spar dk* *withfreeboard* 4,40 ✠LMC5,36 ✠NB4,12 BS~~8,40~~8,41 No later survey reported	Skm	*s*	CL 2,40	1898 12mo *Lloyd*	Gourlay Bros.&Co. Dundee *'sA&CP*	FinskaÅngfartygs Aktiebolaget *CellDB a*36'	291·7 276·3 P41'B102'F68' *uE&B* 61' *f*94' 227*t*	37·4 38·2	21·4 BK8″	Helsingfrs Finnish 4*BHCem* *APT*17*t*	T.3Cy.29½″,47″&75″-45″ (*s*) 170lb 551NHP 3SB,9*cf*,GS183,HS8520 FD GourlayBros.&Co.Dun.	23″5 s 3″7 20″9	

1 Numero l'Ordre. — Numero Officiel.	2, 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
19446	**Arcturus** (*ex*Nord-37,*ex*Cairnmore) ssShl.2ndNo.3-6,19 ssHbg.No.2-27 1*Dk&deep framing&pt Awng dk*	1682 1229 1035	✠ ... 1,32 ✠				1892 9mo	Wood, Skinner&Co Newcastle	J.Rang	250·5 Q95'B60'F28' RFD68' FK	36·1	16·8	Tallinn Estonian *WB*	T.3Cy.19",31"&51"-36" 156NHP Black,Hawthorn&Co.Gts.	19 ″ 0
19447 YQSA	**Ardeal** Ⓟ (*ex*EmilKirdorff-32) *Fitted for oil fuel* Sub.Sig. *2Dks*	5695 4402 3421					1922	Marine-werft Wilhelmshvn	RoumanianState MaritimeService	409·8 H133tF49'	53·9	23·7	Con-stantza Roumanian *WB*	T.3Cy.25½",41"&66½"-49½" &L.P.Turbine 462NHP J.C.TecklenborgA.G. Wesermünde-G.	
19443 916 SZHW	**Ardena** Ⓟ (*ex*Peony) 2*Dks(Stl-Uws)* *CruiserStern*	1092 791 433	✠ 10,15 ✠	Gls			1915 10mo	A.McMil-lan&Son,Ld. Dumbarton	NavigationConst. Toyias(E.K.Toyias *Mgr.*) *CellDB*	250·1 F63' FK *uB21tDTf22tFPT*	33·1	17·3	Piraeus Greek *12BHCem* *11tAPT17t*	T.3Cy.21½",35"&58"-27" 350NHP D.Rowan&Co.Ld.Glasgow	18 ″ 0
19449 LCDN	**Ardent** (*ex*Örja,*ex*Bolama,*ex*Sonja) 1*Dk*	1804 1614 1101					1917	Sörlandets Skibsbyggeri Fevig	D/S A/S Ardent (J.Kröger,*Mgr.*)	265·1 P56tH71t	42·1	18·0	Tönsberg Norwegian	T.3Cy.20½",38"&56"-36" 188NHP FredrikstadM.V.Frdstad.	
19450 168019 GMZG	**Ardenvohr** *OilEng.* D.F. ~~1*Dk&Shelter dk.*~~ ~~*2nd dk in No.3hold*~~ *CruiserStern* 2*Dks,3rd dk in No.3hold* *Tonnage opening closed'41*	5025 4508 2929	✠100A1 *withfreeboard* 4,42 ~~4,41~~ ~~10,41~~ ✠LMC10,40	~~Mob~~ ~~NYk~~ Avn	*a*† 2	CL	1940 10mo *Lloyd*	WmDenny &Bros.Ld. Dumbarton '*sA&CP*	AustralindSteam ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*) *Duct keel fwd.of mchy.space* *CellDB349'1172t* *Upper 'tween dk BHs except CollBH dispensed with*	414·8 428·8(O.L.) FK (*MT37'955tFPT144*	56·2	26·0	London British *7BH* *Coll to W. dk* *6 ,, 2nd ,,*) *tAPT153t*	Oil Engines 2S.C.SA 4Cy.23⅝"-$91\frac{5}{16}$" 688NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	~~20 ″ 10~~ ~~s 3 ″ 5¼~~ ~~20 ″ 6~~ 39 ″ 11 s12 ″ 1½ 27 ″ 10¾
19451 142025 MKJY	**Ardenza** ssIrv.No.3-11,32 D.F. E.S.D. ssGls.No.1-37 *Well deck* 1*Dk(Stl)*	933 640 466	✠100A1 1,42 ~~4,41~~ Examined ~~4,41~~ 1,42 5,42 BS~~4,42~~ ✠LMC3,37	~~Liv~~ ~~Liv~~ Yar	*l*	OG ~~2,39~~ 12,41	1920 12mo *Lloyd*	Hawthorns &Co.Ld. Leith '*sA&CP*	MossHutchison Line,Ld. *CellDBa39'uE19f*	210·0 218·0(O.L.) Q115'F27 FK 105'205t *FPT17tA*	31·7	12·3	Liverpool British *4BHCem* *PT13t*	T.3Cy.7",28"&46"-33" (*s*) 180lb 169NHP 2SB,6cf,GS95.HS3138 Hawthorns&Co.Ld.Leith	14 ″ 6 s 4 ″ 7 13 ″ 9½
19452 131461 GPVJ	**Ardeola** **3Mst** ssLiv.2ndNo.3-8,37 *Well deck* D.F. 2*Dks(UStl-ws)*	2609 2109 1282	✠100A1 9,41 ~~9,40~~ BS~~9,40~~ ✠LMC8,37 9,41	Liv	*t*	CL 9,40	1912 10mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *Cell DBa40'uE*	310·2 P&B207'F57' BK10' *26'f152'502t*	44·2	18·5	Liverpool British *5BHCem*	T.3Cy.24",39"&64"-42" (*s*) 180lb 345NHP 3SB,9cf,GS180.HS6126 CaledonS.B.&E.Co.Ld Dun *FPT56tAPT50t*	21 ″ 6 s 2 ″ 2¼ 20 ″ 4½
19453 142271 MJPZ	**Ardgantock** ssP.Gl.No.3-7,32 ssP.Gl.No.2-40 *Mchy.Aft* 1*Dk(Stl)&Webframes* *Well deck* *Cargo battens not fitted*	842 591 416	✠100A1 11,41 ~~2,40~~ BS11,41 ✠LMC2,40	~~PGl~~ Grk	*l*	CL 2,40	1919 6mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	P.MacCallum& Sons,Ld. *CellD*	200·1 Q111'F26' FK *Bf121'220tFPT61t*	30·2	12·6	Greenock British *3BHCem* *APT53t*	T.3Cy.15",26"&42"-27" (*s*) 180lb 90RHP 1SB,3cf,GS60,HS1998 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 0 s4 ″ 10¾ 14 ″ 3
19454 142318 MGZX	**Ardgryfe** (*ex*St.DunstansHill) ssLth.No.3-7,29 ssAnt.No.2-37 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	975 672 498	✠100A1 ~~8,41~~ ~~8,40~~ 9,41 11,41 ✠LMC MS5,37 BS~~3,40~~ 8,41	~~PGl~~ ~~Bly~~ ~~Shl~~ Bly	*l*	~~3,39~~ ~~7,41~~ CL 7,41	1918 3mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	P.MacCallum& Sons,Ld. *CellDB*	200·4 210·8(O.L.) Q139'F23' FK *f126'186tFPT66t*	31·2	13·2	Greenock British *3BHCem* *APT48t*	T.3Cy.17",28"&46"-33" (*s*) 180lb 149NHP 2SB.4cf,GS90,HS2524 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 6 s 4 ″ 5¾ 15 ″ 2
19455 212964 WBCQ	**Ardmore** (*ex*Delphin) ssN.Yk.No.3-9,25 D.F. ssMob.No.1-31 2*Dks(Stl)&Shelter dk(Stl)* *Mchy.Aft* *&Webframes* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	7035 6463 4390	✠ ... 9,33 ✠	Mob			1913 12mo	Akt.Ges. "Neptun" Rostock	FarrSpinning& OperatingCo. Inc. *CellDB* 333t*DTf48'550t*	449·6 FK *uE&B79'f20'* (1 *FPT210tAPT145t*	59·6	28·8	Wilmgton, (Del.) Utd.States *17BHptAsp* *3BH to Udk* *4 ,, ,, 2nd ,,*)	Q.4Cy.23⅝",33⅞",48¾"&70⅞"-$49\frac{3}{16}$" 524NHP 3SB,9cf,GS516.HS7523 A.G."Neptun,"Rostock	29 ″ 10
19456 1478 IBLC	**Ardor** **TwinSc** *OilEng.* ssTri.No.2-35 D.F. 1*Dk(Stl)&Shelter dk(Stl)* *Mchy.Aft* *&Web frames* *CruiserStern* *Longitudinal framing*	8960 8469 5079	✠100A1 *Shelter dk* *withfreeboard* 1.39 ✠LMC CS9,35 DBS6,39 4,36 *Carrying Petroleum in bulk* **NO LATER SURVEY REPORTED**	Mfi		CL 12,38	1927 6mo *Lloyd*	Ansaldo SanGiorgio Spezia '*sA&CP*	"LaColumbia"Soc. Marit.perTrasporto diPetrolio e Derivati *CellDBuE69'132t* *DTf36'281tD*	489·6 470·6 FK B34'F40' *Ta19'111tFPT188t*	63·0 63·2	34·6	Genoa Italian *18BHptCem* *13 ,, to U dk* *APT106t*	Oil Engines 2S.C.SA 8Cy 27$\frac{9}{16}$"-47¼" 1000NHP 2 Water Tube DB 200lb DB70lb Soc.An.FiatS.G.M.Turin	35 ″ 6 s8 ″ 6¾ 27 ″ 2¾
19457 164509 MKKK	**Arduity** ssLon.No.1-40 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	304 135 143	✠100A1 6,40 ✠LMC6,40	Yar	*d*	OG 3,39	1935 8mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	116·2 P36'Q39'F16' FK *FPT41t*	25·5	8·8	London British *3BHAsp* *APT13t*	Oil Engines 2S.C.SA 3Cy.12⅝"-15¾" 84NHP NewburyDieselCo.Ld. Newbury	9 ″ 9 s 3 ″ 5 9 ″ 8½
19458 LCZP	**Arena** (*ex*Svolder-37) **TwinSc** *OilEng.* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk* *CruiserStern*	6362 5518 3772					1927	Aktieb. Götaverken Gothenburg	A/S Alida(Rudolf KureOlsen,*Mgr.*)	408·3 P367tH396tF81t	55·3	32·0	Xiansand Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP Aktieb.Götaverken,Got.	
19459 HPOS	— (*ex*PointArena-40, *ex*Democracy-37, *ex*Jupiter), 2*Dks* *Fitted for oil fuel* *Now* "Irish Plane," *see No.* 37069 *in Supplement*	4673 4304 2970	✠ ... 4,22 ✠				1917 11mo	Standard S.B.Corp. Shooter's Island,N.Y.	Cia.Arena,Ltda.	377·0 P25'B106'F37' FK	52·0	26·8	Panama Pnamanian *WB*	T.3Cy.24",41"&70"-48" 485NHP StandardS.B Corp.	29 ″ 0
19460	**Arenorte No. 11** Iron&Steel3Mst (*ex*Heraldo. *ex*LaFrance)	381 — 238					1889	Edwards& Symes London	Cia.Arenera del NorteS.A.	149·9	24·9	8·9	Bns.Aires Argentine	C.2Cy.17"&34"-22" 45NHP Pratt.Huddersfield	
19461 145407 MNLP	**Arete** 1*Dk*	898 618 509					1925	MistleyS.B &Rpg.Co. Mistley	ElderDempster Lines,Ld.	197·7	30·6	12·2	Liverpool British *WB*	T.3Cy 16",27"&44"-30" 106NHP G.Clark,Ld.Sunderland	
19462 7483 SDEK	— ssGot.No.3-7,41 ~~ssGot.No.2-37~~ 1*Dk(Stl)* *Mchy.Aft* *CruiserStern*	569 421 269	✠100A1 11,41 ~~5,40~~ ~~BS7,39~~ ✠LMC~~6,37~~ MS7,41 ~~9,40~~ BS11,41	Got	*h*	OG ~~9,38~~ 11,41	1928 12mo *Lloyd*	A/B Lödöse Varf Lödöse '*sA&CP*	Rederiaktieb. Unda(PerWaller, *Mgr.*) *CellD*	166·9 P56'F18 FK *B110'168tFPT12t*	28·1	11·4	Gothenbrg Swedish *3BHCem* *APT18t*	C.2Cy.14$\frac{9}{16}$"&32½"-21⅝" (*s*) 130lb 50NHP 1SB,2cf,GS28,HS850 A/B LödöseVarf,Lödöse	13 ″ 3 s1 ″ 3½ 12 ″ 1½

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	Port of Survey.	Year Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure NHP=Horse power by Society's formula. RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth Freeboard amidships Corresponding draught ft. in.	
19463 171 YLBI	**Arethusa** 3Mst (exArethusaII, ssGls2nd.No.3-6,30 exArethusa) ssRga.No.2-39 Mchy.Aft Well deck 1Dk(Stl)	496 426 195	✠100A1 10,39 ✠LMC MS4,39 BS5,40 No later survey reported	Skm	i	CL 3,39	1906 4mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	KugniecibasSabiedriba "Gaida" (A.Behrsin, Mgr.)	174·1 27·4 11·8 Q57'B68'F28' FK DTf12'27t FPT33t	Riga Latvian 3BHCem APT7t	O.2Cy.19$\frac{1}{16}$"&36½"-24" 80lb 70lb 63NHP 1SB,2cf,GS37,HS1301 Hutson&Sons.Ld Glasgow	12 ″ 9 s ″ 6 12 ″ 4½	
19464 2221 IBCM	**Argentea** (exSaramacca-38) ssN.Yk.2ndNo.3-8,33 Ref.Mchy 2Dks(Stl)&Spar dk D.F. (Stl-ws) Fitted for oil fuel	3302 2465 1925	✠ ... 10,38 Spar dk ✠	NYk	v		1908 3mo	Nederl. Schps.Maats Amsterdam	Italo-BalticaSoc. Anon.Italiana di Nav. e Commercio Intermediate bulkhead in after hold	354·1 42·2 15·2 336·7 22·8 P&B218'F46' FK&BK2" dispensed with 5B CellDBa	Genoa Italian H only Cem 76'f134'418t	T.3Cy.24",42"&68"-48" 503NHP 3SB.9cf,GS187,HS7827 NedFb.v.Wrk&Spoor,Ams	26 ″ 0	1 †
19465 229044 WMDS	**Argentina** Ⓟ TwinSc (exPennsylvania-38) Fitted for oil fuel Ref.Mchy. 5Dks D.F. GyC. CruiserStern	20614 — 11824					1929	NwprtNws S.B.&D.D.Co NewprtNews	UnitedStates Maritime Commission	586·4 80·3 20·5 B315'F61' 52·0	NewYork Utd. States WB	2 steam turbines connected to electric motors & sc. shafts GeneralElectricCo. Schenectady,N.Y		R
19466 EAIE	— Ⓟ QuadSc (exReinaVictoria- ssNwc.No.3-8,24 Eugenia) ssBcl.No.1-28 Sub.Sig. 3Dks(UStl-teak s) D.F. &Shade dk(Stl-teak s) (SUNK IN PORT—REFLOATED)	10137 6924 5564	✠ 12,31 Shade dk ✠	Msl	e†		1913 2mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Cia.Trasatlantica CellDB a105'uE&B150'	480·0 61·3 32·7 FK&BK2¼" 170'1080tFPT81t	Barcelona Spanish 9BHCem APT42t	T.8Cy.(2)29",(2)43"& (4)47"-42" 7SB.21cf,GS480,HS2065 2L.P.Turbines 1484NHP Swan,Hunter&Wigham Richardson,Ld.Nwc	35 ″ 9	
19467 7992 SDQA	— TwinSc ssGot.No.1-39 ~~ssGot.No.[illegible]~~ OilEng. E.S.D. D.F. 2Dks&Shelter dk Ref.Mchy. Strengthened for navigation in ice	5277 4171 2873	✠100A1 with freeboard 8,41 ~~4,40~~ DBS8,41 ✠LMC CS5,39 ~~DBS5,39~~ ~~10,40~~ ~~5,38~~ 6,41 ✠Lloyd'sRMC ~~4,40~~ 3,42 No. 3 lower hold & Nos. 2 & 4 lower 'tween dk. for temp. 31° F.	Got	a†	OG P1,39 ~~s9,38~~ s8.41	1935 3mo Lloyd	Götaverken A/B Gothenburg 'sA&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) CellDB307'1486t	420·7 55·9 23·9 F80' FK tanks in way of tunnels309tFPT	Stockholm Swedish 7BH (Coll to Sh dk 6 „2nd„) 76tAPT52t	Oil Engines 4S.C.SA 16Cy.24$\frac{3}{16}$"-51$\frac{3}{16}$" 945NHP DB85lb GotaverkenA/B,Got	28 ″ 0 s 2 ″ 10½ 25 ″ 8½	
19468 515 JBMC	— Ⓟ TwinSc ssTri.No.3-7,21 D.F. 2Dks&deep framing &Shelter dk	5014 — 2924	✠ ... 3,26 ✠				1907 10mo	Russell& Co. PortGlasgow	"Tirrenia"Soc. Anon.diNav.	407·4 47·9 22·5 390·0 30·6 F78' FK	Naples Italian WB	T 6Cy.20½",35"&56"-42" 582NHP Dunsmuir&Jackson LdGls	25 ″ 3	1 †
19469 PUAF	— Ⓟ TwinSc OilEng. 1Dk CruiserStern	930 718 513					1927	Deutsche Werft Hamburg	LloydBrasileiro	237·0 38·0 10·0 B65'F24'	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11$\frac{7}{16}$"-16$\frac{9}{16}$" 204NHP Maschfbk.Augsburg- Nürnberg,Augsburg		
19470 45771 JPJM	**Argentina Maru** Ⓟ TwinSc OilEng D.F. E.S.D. 3Dks GyC Ref.Mchy. CruiserStern	12755 — 7113					1939	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	516·0 68·9 41·3 F70'	Osaka Japanese WB	Oil Engines 2S.C.SA 22Cy.28$\frac{3}{8}$"-49$\frac{3}{16}$" 3080NH MitsubishiJukogyoK.K. Nag		C
19471 LOHO	**Argentino** TwinSc3Mst (exBayard-33) OilEng Mchy.Aft 2Dks	2991 2638 1735					1915	Akers Mek.Værks. Oslo	Soc.Anon. Importadora y Exportadora de laPatagonia	335·2 48·2 20·5 P70tH173tF21t	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 12Cy.19$\frac{3}{8}$"-26" 452NHP AkersMek.Værks.Oslo		V
19472 EAJO	**Argentona** (exUrkiola-Meudi-38, exAzalea) ssBbo.2ndNo.3-8,26 ssBbo.No.1-32 Spardk(ptStl&ptIrn) 2trB&deep framing	3552 3333 2289	✠ ~~——~~ 7,38 ✠	Mdb	u		1902 7mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	José de Navas Escuder CellDBa	340·0 47·3 16·0 24·8 P63'B87'F30' FK 112'uE24'f144'785t	Bilbao Spanish 6BHCem APT91t	T.3Cy.25",39"&65"-42" 286NHP 2SB,6cf,GS100,HS4477 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 3	G †
19473 963 SWBD	**Argo** (exSolna-39,exGranlund, exCorbis, ssSng.No.3-9,30 exWarRanee) ssOsl.No.2-39 1Dk(Stl)2trB& Web frames Longitudinal framing	5532 4708 3382	✠100A1 3,40 BS12,41 ✠LMC MS6,39 ~~BS8,39~~ Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 6,18 F.P. above 150° F.	Pir	z	CL 3,40	1918 6mo Lloyd	Swan,Hunter&Wighan Richardson. LdNewcastle 'sA&CP	GreekMinistry of Marine CellDBuE&B5	400·0 52·3 28·4 415·0(O.L.) P49'B121 F40' FK Middle line Bulkhead 9'240tf50'65t FPT	Piraeus Greek 11BHpt(en not oil-tight 95tAPT80t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0	
19474 891 OFCD	— ssGot.No.1-41 (exOdessa, ssOsc.3rdNo.3-5 37 exElisabeth, 1Dk(Irn)& exCamperdown) deep framing	2513 2341 1468	✠100A1 4,41 ~~4,39~~ ✠LMC4,41 ~~MS1,37~~ ~~BS4,39~~ ~~No later survey reported~~	Got	t	CL ~~4,39~~ 1,41	1898 7mo Lloyd	R.Napier& Sons,Ld. Glasgow 'sA&CP	RederiA/BPonape (GustafErikson, Mgr.) CellDBa100'	311·6 44·2 20·4 321·0(O.L.) P29'B82'F31' FK uE&B38'f128'645t	Mariehmn Finnish 5BHCem APT105t	T3Cy23½",38$\frac{11}{16}$"&62"-39"(s) 160lb 245NHP 2SB.6cf,GS108,HS3736 R.Napier&Sons,Ld.Gls.	23 ″ 0 s 3 ″ 7½ 19 ″ 7	
19475 957 SWBC	— (exSanJosé-39) D.F. 1Dk	1995 1622 995					1920	WoodSkinner&Co.Ld. Newcastle	ArgonautsShippingCo.Ld.(Eugene Eugenides, Mgr.)	302·6 42·2 17·9 P81tH173tF17t	Piræus Greek WB	T.3Cy.22½",36"&60"-39" 225NHP N.E.MarineEngCoLd.Nwc		N
19476 558 OHAC	— ssHfs.No.3-4,33 ssHfs.No.2-41 ~~ssHfs.No.1-37~~ D.F. 1Dk(Stl)&Awng dk(Stl) No later survey reported	1813 —— 1021	✠100A1 Awng dk with freeboard 3,41 ~~8,40~~ MS3,41 BS8,40 ~~BS5,39~~ ✠~~LMC7,39~~	~~His~~ Hfs	p	~~7,39~~ 2,41	1921 3mo Lloyd	NVMach& Schpsw.van P.Smit,Jr. Rotterdam 'sA&CP	FinskaAngf.A/B. CellD	247·5 36·9 24·9 285·1 FK B182' 355t FPT14t	Helsingfrs Finnish 4BHCem APT31t	T.3Cy.20⅝",32¼"&55"-39⅜" 180lb (s) 212NHP 2SB(Spt),6cf,GS97,HS3341 NVMch&Schps.vPSmit Jr	27 ″ 6 s 3 ″ 2½ 19 ″ 6	
19477 LCHJ	— 1Dk2trB	411 296 249					1898	Stavanger Stöberi&Dok Stavanger	FiskaaensRederi A/S (CarlFiskaaen, Mgr)	144·7 25·1 11·7 Q61tB35tH5tF14t	Haugesund Norwegian WB	T.3Cy.13½",22"&34"-25" 58NHP LaxevaagsMsk&Jrns.Bgn.		N
19478 207 SVDV	**Argolikos** (exPearBranch-33) Fitted for oil fuel 2Dks	4786 4357 2902					1921	Palmers' Co.Ld. Newcastle	M.A.Embiricos	398·6 53·9 26·1 P37'B121'F42'	Andros Greek WB	DR Geared Steam Turbine 450NHP Palmers'Co.Ld.Newcastle		C
19479 219622 KUDD	**Argon** ssGal.No.3-9,32 ssMob.No.1-37 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6952 6427 4271	✠100A1 ~~9,41~~ ~~1,41~~ 11,41 BS11,41 ~~BS3,40~~ ✠LMC1,41 Carrying Petroleum in bulk Fitted for oil fuel 3,20 F.P. above 150° F	~~NYk~~ ~~Gal~~NYk	b†	CL 1,41	1920 3mo	Bethlehem S.B.Corp.Ld SparrowsPt. CellDBuE&B A&CP	Socony-Vacuum OilCo.Inc.	435·6 56·2 31·7 P122'B50'F44' FK 57'197tDTf50'824tFPT97tAPT74t	NewYork Utd.States 15BHpt(en (9 „ to U dk 6 „ „ 2nd„)	T.3Cy.26$\frac{11}{16}$",47$\frac{9}{16}$"&78"-48" 220lb (s) 508NHP 3SB,9cf,GS165,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.
19480 FOCB	**Argonne**	 1*Dk*	2115 1848 1202	✠ ... 2,22	 ✠			1920 8mo	J.S.White &Co.Ld. Cowes	Cie.Delmas Vieljeux	280·0 P24'B67'F37'	40·2	19·3 FK	LaRochlle French *WB*	T.3Cy.19",32"&52"-36" 243NHP J.S.White&Co.Ld.Cowes	21 " 6
19481	**Argos** *Mchy.Aft*	TwinSc *OilEng* ssB.As.No.1-39 1*Dk*	1185 — 587	✠A1 *withfreeboard* 6.40 ✠LMC CS7,39 7,39 *For Service on the River Plate-limiting Ports seawards Monte Video & Piedras*	BAs	*p*	OG 6,39	1935 11mo *Lloyd'sA&CP*	Henry Robb,Ld. Leith	Cia.Argentina de Lanchas	287·0 F26' *FPT113t*	50·1	12·8 FK	Bns.Aires Argentine 5*BHAsp* *APT70t*	Oil Engines 2S.C.SA 10Cy.13⅜"-22$\frac{7}{16}$" 313NHP Atlas-DieselA/B,Skm.	14 " 0 s 5 " 8½ 8 " 5
19482 15046 GTTP	**Argos Hill** Ⓟ (*ex*Canadian Constructor-39)	 ssHfx.No.3-1,34 ssMtl.No.1-37 2*Dks(Stl)&Shelter dk(Stl)*	7178 6664 4413	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~11,40~~ MS1,38 *Fitted for oil fuel 1,22 F.P. above 150° F.*	~~Gls~~ NYk BS12,41 ✠LMC ~~BS11,40~~	*b*†	CL 5,39	1922 1mo	Halifax Shipyards,Ld Halifax,N.S. A&CP	ErnelsShppgCo.Ld (CountiesShip Management Co.Ld.*Mgrs.*)	430·0 P46'F45'*on Shelter dk* *CellDB360'1159t*	56·2	34·8 FK	London British *pt Cem* 2*FH to S dk* 5 " " *U* " *DTa24'625t*	T.3Cy.29½",50"&80"-54" (*s*) 180lb 705NH 1SB,*12cf*,GS264,HS10848FD TidewaterShipbuilders.Ld ThreeRivers,P Q *FPT132tAPT128t*	38 " 0 s 9 " 0¾ 29 " 2
19483	**Argostoli** Ⓟ (*ex*TaDah-38)	TwinSc 3*Dks*	1673 — 961					1935	TaChung HuaS.B.& Eng.Wks. Shanghai	G.Stamatelatos	238·0	38·0	12·3	Piræus Greek	T.6Cy.13",21½"&35"-24" 120NHP ShanghaiDck&E.Co.Ld	
19484 HRAY	**Argual** *Ref.Mchy.* D.F. Sub.Sig.	 3*Dks*	2690 2135 1581					1927	Cammell Laird& Co.Ld Birkenhead	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	301·1 B93'F33'	44·2	22·3	Tela Honduran *WB*	T.3Cy.20½",35"&59"-42" Cammell 225NHP Laird&Co.Ld.Bkn.	
19485 UPCE	**Argun** (*ex*Sunray-34)	 ssHul.No.3-3,29 ssNpt.No.1-34 1*Dk(Stl*	3487 2961 1996	✠ ... 8,35	Npt ✠	*u*		1917 7mo	R.Thomp- son&Sons,Ld Sunderland	U.S.S.R. *CellDB*	330·5 P31'B100'F37' *a98'uE23'f140'684t*	48·0	21·9 FK	Leningrad Russian 5*BHCem* *APT137t*	T.3Cy.24",38"&64¼"-42" 293NHP 2SB,*6cf*,GS124,HS4594 J.Dickinson&Sons,Ld.Sld.	24 " 4
19486 27453 JNJD	**Argun Maru**	 ssOsa.No.3-5,32 ssOsa.No.2-40 1*Dk(Stl)&Shelter dk(Stl)* *&Webframes* *Longitudinal framing*	6662 6111 4278	✠100A1 *Shelter dk* *withfreeboard* 6,40	Osa ✠LMC6,40	*a*†	CL 1,39	1920 8mo	OsakaIron Works,Ld Osaka A&CP	OsakaSyosen K.K. *CellDB368'1470t* *DTa39'1145t*	415·0 P32'B148'F45'*on Shelter dk* *tFPT164tAPT47t*	55·5	34·6 FK	Osaka Japanese *Cem* 3*BHtoSh dk* 4 " " *U* "	T.3Cy.27$\frac{1}{16}$"45"&75"-51" (*s*) 180lb 552NHP 3SB,*9cf*,GS190,HS8100 FD OsakaIronWrks.Ld.Osaka	34 " 8 s 7 " 4½ 27 " 7
19487	**Argus** D.F. E.S.D.	 *Fitted for oil fuel* 2*Dks* *CruiserStern*	3360					1939	Nordsee- werkeEmden G.m.b.H. Emden	ArgoReederei RichardAdler&Co.	339·5 B87'F22'	50·0	18·8	Bremen German *WB*	Q.4Cy.12$\frac{3}{16}$",16$\frac{5}{16}$",24$\frac{13}{16}$"& 45¼"-39⅜" HS1485 223NHP Rheinmetall-BorsigA.G. BerlinTegel	
19488 KZUS	— (*ex*Yeoman) *Well deck*	 ssMch.2ndNo.3-3,28 1*Dk(Irn)&deep framing*	1025 — 585	✠ 4,30	Nwc	*m*		1901 2mo	WoodSkin- ner&Co.Ld Newcastle	Madrigal&Co. *CellD*	220·0 Q115'B15'F24' *Ba&uE75'f96'235t*	31·7	14·8 FK	Manila Utd.States 5*BHCem* *APT21t*	T.3Cy.17",28"&46"-53" 135NHP 1SB,*3cf*,GS62,HS2150 N.E.MarineEngCoLd.Nwc	17 " 0
19489 111147 VOCN	**Argyle** 1*Dk&Web frames lower dk in main hold*	 ssNFL.2ndNo.3-4,24 ssNFL.No.2-32	439 342 199	✠ 8,38	NFL ✠	*g*		1900 2mo	A.&J. Inglis Glasgow	ArgyleS.S.Co.Ld	154·7 F15' *CellDBa&uE&f*	25·1	12·6 BK7'	SJhnsNFL British 4*BHCem* *47'f61'84t*	T.3Cy.15",24"&40"-30" 99RHP 1SB,*3cf*,GS52,HS1320 A.&J.Inglis,Glasgow	15 " 0
19490 165774 GBWB	**Argyll** Now sailing as "St. Henri" D.F.	 1*Dk&Shelter dk* *CruiserStern*	4897 4355 2753	✠100A1 *withfreeboard* 4,40	Gls ✠LMC12,39	*a*†	CL	1939 12mo *Lloyd'sA&CP*	JLThomp- son&Sons,Ld Sunderland	B.J.Sutherland& Co.Ld. *CellDB289'975t* *tanks at sides of tunnel390t*	415·1 431·8(O.L.) F36' *FPTs324t*	58·2	24·8 FK	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 " *2nd* ") *APT145t*	T.3Cy.23",38"&65"-42" (*s*) 220lb Rht. 365NHP 2SB(Spt&FD),1AuxSB, *8cf*,GS116,HS5075 N.E.MarineEng.Co.(1938) Ld.Sld	27 " 10 s 3 " 0 24 " 11
19491 357 OHAD	**Ariadne** Ⓟ *Ref.Mchy.* D.F.	 ssHfs.2ndNo.3-4,38 2*Dks&Awng dk(ptStl)* *Strengthened for navigation in ice*	2559 — 1172	✠100A1 *Awng dk* *withfreeboard* 9,40 BS12,38 No later survey reported	Skm ✠LMC4,38	*s*	OG N3,38	1914 3mo *Lloyd'sA&CP*	Lindhol- mensV.A. Gothenburg	FinskaÅngfartygs Aktiebolaget *Cell D Ba32'uE*	273·0 259·5 *&B62'f96'267tFPT*	43·7	19·0 FK	Helsingfrs Finnish 4*BHCem* *30tAPT8t*	T.3Cy.24⅝",40"&66"-42" (*s*) 185lb 447NHP 3SB,*12cf*,GS258,HS8760 LindholmensV.A.Got.	28 " 9 s 11 " 2 17 " 10
19492 PCUF	— *CruiserStern*	 2*Dks*	1170 976 643					1919	N.VBoele's Sheepsw. Slikkerveer	Koninkl.Nederl. Stoomb.Maats. N.V.	250·0	36·5	23·0	Amstrdam Dutch *WB*	T.3Cy.18½",30"&48"-36" 138NHP NVBoele'sSheepw.Bolnes	
19493 DOIC	—	 2*Dks*	621 612 373					1898	G.Seebeck A.G. Bremerhaven	Dampfschifffahrts Ges.Neptun	170·5	27·2	16·3	Bremen German *WB*	T.3Cy.14¾",22"&38⅜"-23⅝" 72NHP G.Seebeck A.G.Bremerhvn	
19494 121177 MMZR	**Ariadne Moller** Ⓟ (*ex*Hunter-38)	TwinSc 2*Dks*	1840 1555 985					1907	Ramage& Ferguson,Ld. Leith	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	255·0	40·2	20·7	Shanghai British *WB*	T.6Cy.17½",28½"&48"-30" 252NHP Ramage&Fergusn,Ld.Lth	
19495 171464 ~~ENUT~~ ~~VSJJ~~ BCTZ	**Arica** (*ex*Zenon-34) D.F.	 ssHav.No.3-2,34 ssRou.No.1-38 2*Dks(Stl)&Shelter dk(Stl)* *Tonnage opening closed'41*	~~5390~~ ~~4922~~ ~~3219~~ 5431 4928 3228	✠100A1 *Shelter dk* *withfreeboard* 11,41 BS3,~~41~~5,42	~~Msl~~ Lon ✠LMC8,38	*a*†	CL 12,39 ---	1921 8mo *Lloyd'sA&CP*	Sunderlnd S.B.Co.Ld. Sunderland	Ministry of War Transport)T.&J. Harrison,*Mgrs.*) *CellDB368'1319t*	~~423·6~~ 436·6(O.L.) 425·0 *FPT109tAPT201t*	55·0	~~26·3~~ 26·6 FK *Collision*	London British *Cem* *BHtoSh dk* 6 " " *U* "	T.3Cy.28",46½"&78"-54" (*s* 180lb 627NH 1SB,*12cf*,GS296,HS11652 N.E.MarineEng.CoLdNwc	~~29~~ ~~8~~ ~~25~~ 37 " 4 s12 " 0 25 " 6
19496 1253 CBRI	— Ⓟ *Ref.Mchy.* D.F.	 ssVpo No.2-39 2*Dks(Stl)*	4994 — 2955	✠100A1 ~~4,41~~ ~~7,40~~ 11,41 BS5,41 MS8,39 ✠Lloyd'sRMC~~1,41~~ 3,42 ~~8,41~~	~~Rio~~ Clo ✠LMC ~~BS5,40~~	*x* 2¼	CL N7,40	1931 1mo *Lloyd'sA&CP*	R.Duncan &Co.Ld. PortGlasgow	Cia.Chilenade NavegacionInter- oceanica(H.R. Samsing,*Mgr.*) *Cell*	354·0 P28'B117'F32' *DB291'820tFPT1*	53·2	25·6 FK	Valparaiso Chilian 6*BHCem* *15tAPT19t*	T.3Cy.25",41"&68"-45" (*s*) 200lb 433NHP 3SB,*9cf*,GS173,HS6147 FD D.Rowan&Co.Ld.Glasgow	27 " 6 s 4 " 9 23 " 1
19497 162607 MQCD	**Aridity** *Mchy.Aft* *Well deck*	 ssLon.No.2-40 *OilEng.* 1*Dk(Stl)*	336 223 172	✠100A1 2,42 ~~8,40~~ ✠NE2,42	Lon ✠LMC~~8,40~~ 2,42		OG ~~N8,40~~ N2,42	1931 7mo *Lloyd'sA&CP*	Fellows& Co.Ld. Gt.Yarmouth	F.T.Everard& Sons,Ld.	130·0 Q85'F14'	24·6	8·9 FK *FPT*	London British 3*BHCem* *10tAPT23t*	Oil Engines 2S.C.SA 6Cy.9[illegible]"-13[illegible]" 95NHP NewburyDieselCo.Ld. Newbury	9 " 6 s 3 " 2 9 " 6

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
19498 698 OHCM	**Ariel** ssHfs.No.2-38 D.F. 2*Dks*(*Stl*) *Strengthened for navigation in ice*	2198 1991 1241	✠100A1 *withfreeboard* 6,39 BS5,40 ✠LMC3,38 No later survey reported	Hfs	*r*	OG 6,39	1929 6mo	Helsingörs Jernsk&Msk Elsinore *Lloyd'sA&CP*	FinskaAngfAktieb *CellDB228'413t FPT33tAPT21t Coll ,, to W dk*	273·0 260·1	40·2	24·7	Helsingfrs Finnish FK 4*BHCem*	T.3Cy20$\frac{3}{16}$",32"&53"-36"(*s*) 200lb 230NHP 2SB(Spt)6*cf*,GS190,HS4003 HelsingörsJernsk&Mskb.	27 " 6 s8 " 2¼ 19 " 4¾	
19499 7397 SGEN	— (*ex*Öresund,*ex*Danemark) D.F. 1*Dk*	1775 1513 958					1920	A/S Baltica Værftet Copenhagen	RederiA/B Atos (AllanBörjesson, *Mgr.*)	277·0 P38'B157'F22'	40·2	18·3	Hlsngborg Swedish *WB*	DR GearedSteamTurbine A/S AtlasCopenhagen		V
19500	— TwinSc D.F. E.S.D. 2*Dks* *Mchy.Aft* *CruiserStern* *Butts of keel plating elec. welded*	1479 1326 436	✠100A1 *withfreeboard* 12,39 *CableVessel* ✠LMC12,39 *Fitted for oil fuel* 12,39 *F.P. above* 150° F.	Nwc	*p* 1$\frac{1}{16}$	CL	1939 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	H.M.Postmaster General *CellDBuE33'41t f126'208t DTsf10'43t FPT18t APT51t*	237·5 250·5(O.L.)	35·2	22·0	British FK 4*BHptCem* (*Coll to W dk* 3 ,, *2nd* ,,	T.6Cy.13",22"&36"-24" (*s*) 200lb *100lb* 213NHP 2SB,4*cf*,HS3320 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	24 " 4 s8 " 3¾ 16 " 4	
19501 148890 GMBL	**Ariguani** Ⓟ TwinSc 2*Dks* 3*rd&4th dks in holds* *Ref.Mchy.* D.F. Sub.Sig. E.S.D.	6746 5243 4116					1926	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	425·2 P40'B192'F47'	54·1	30·3	Glasgow British *WB*	T.6Cy.23½",39½"&67"-48" 622NHP A.Stephen&Sons,Ld.Gls.		
19502 186 YLCJ	**Arija** (*ex*NorthBritain,*ex*Baltic Exchange) ssNwc.No.3-11,19 ssShl.No.2-29 1*Dk2trB&deepframing&* *Webframes*	3678 3457 2338	✠ ... 12,32 ✠				1907 10mo	Bartram& Sons Sunderland	J.Zalcmanis,K. Jansons&J.Frey-man(Latvian ShippingCo.*Mgrs*)	346·5 P23'B94'F36' FK	50·8	22·9	Riga Latvian *WB*	T.3Cy.24½",40"&66"-45" 317NHP Blair&Co.Ld.Stockton	25 " 6	C †
19503 42355 JIZK	**Arima Maru** *OilEng.* ssKob.No.1-40 E.S.D. GyC. 2*Dks* *Ref.Mchy* *CruiserStern*	7390 6531 4326	✠100A1 11,40 ✠LMC CS11,40 DBS11,40 5,40 ✠Lloyd'sRMC11,40 *Carrying cargo oil F. P. above* 150° *F. in deeptanks*	Kob	*d*†	CL 4,38	1936 12mo	Mitsubishi JukogyoK.K Nagasaki *Lloyd'sA&CP*	NipponYusenK.K. *CellDB361'1458t DTa39'1436t Tanks at sides of tunnel 91t FPT 32t APT76t*	462·7 P23'B183'F41' FK	62·3	34·4	Tokyo Japanese 8*BHptCem*	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2248NHP DB*100lb* MitsubishiJukogyoK.K. Nag	34 " 5	
19504 42965 JTGL	**Arimasan Maru** *OilEng.* D.F. GyC. 2*Dks&Shelter dk* *Ref.Mchy.* *CruiserStern*	8696 — 5268					1937	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha Ld.	455·1 F35'	62·0	39·4	Kobe Japanese *WB*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55½" 1230NHP MitsuiBussanKaisha.Ld. Tama		C
19505 219798 KULM	**Ario** ssBal.No.2-41 ssPhl.No 3-10,33 ~~ssNYk.No.1-37~~ *Mchy.Aft* D.F 2*Dks*(*Stl*)*&Webframes* *Longitudinal framing*	6952 6427 4271	✠100A1 ~~10,40 1,39~~ 9,41 ~~BS10,40~~ ✠LMC9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	NYk Bal 9,41	*b*†	CL ~~N5,28~~ 10,40	1920 4mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt A&CP Md	Socony-Vacuum OilCoInc. *CellDBuE&B57' 197tDTf50'824t FPT97tAPT74t*	435·6 P122'B50'F44' FK	56·2	31·7	NewYork Utd. States 15*BHptCem* (9 *to U dk* 6 ,, *2nd* ,,)	T.3Cy.27",47"&78"-48" (*s*) 220lb 598NHP 3SB,9*cf*,GS165,HS8235 FD BethlehemS.B.Corp.Ld. Sparrow'sPt.Md.	33 " 6	
19506 EAMR	— (*ex*AfonDyfi, ssCdz.No.3-2,34 *ex*Tarrasa) ssCdz.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	771 529 370	✠100A1 11,40 BS~~8,40~~ ✠LMC11,38 11,41	Bbo	*k*	CL N10,38	1921 8mo	Astilleros delMedit.S.A Barcelona *Lloyd'sA&CP*	Cia.Maritima Frutera,S.A.	186·6 Q114'B12 F22' FK *CellDBf114'176t*	29·5	12·4	Cadiz Spanish 4*BHCem* *FPT42t*	T.3Cy.12",20"&32"-24" (*s*) 180lb 84NHP 2SB4*pf*,GS60,HS1714 AlexanderHnos.Barcelona	14 " 7 s4 " 10½ 13 " 11	
19507 DOIP	**Arion** Sub.Sig. 2*Dks* D.F. *CruiserStern*	2297 2042 1811					1927	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German *WB*	T3Cy19$\frac{1}{16}$",31½"&50⅜"-35$\frac{7}{16}$" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
19508 15 IBQC	**Ariosto** (*ex*BáróFejérváry, *ex*Bulganak,*ex*Báró ssFiu.3rdNo.3-7,35 Fejérváry) 1*Dk*(*Stl*)*&Spar* D.F. *dk*(*Irn*)*&deep framing*	4115 3659 2540	✠100A1 *Spar dk* 6,39 BS6,39 ✠LMC7,35 NO LATER SURVEY REPORTED	Tri	*x*	CL 7,38	1902 6mo	Wigham Richrdsn&Co Ld.Newcastle A&CP	"Tirrenia"Soc. Anon.di Nav. *CellDBa132'uE&B76' f114'855t FPT55t APT28t*	365·3 P51'B127'F38' FK	48·2	17·8 25·1	Fiume Italian 6*BHCem*	T.3Cy.22½",40$\frac{3}{16}$"&66"-48" 200lb (*r*) 361NHP 3SB(Spt),9*cf*,GS159,HS5754 WghmRchrdsn&C.LdNwc	28 " 3 s5 " 1¾ 23 " 3¼	
19509 167082 GLSW	— D.F. E.S.D. 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	2176 1616 979					1940	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Ellerman'sWilson Line,Ld.	295·2 B8'F24'	44·2	17·9	Hull British *WB*	T.3Cy.20",34"&56"-39"& LP turbine with DR gearing&hydraulic coupling Swan,Hunter&Wigham Richardson,Ld.Nwc		C
19510 LOEA	**Aristobulo Del Valle** *Fitted for oil fuel* *Mchy.Aft* 1*Dk&Webframes*	2454 2091 1459	✠ ... 2,22 ✠				1917 5mo	Gt.Lakes Eng.Works Ecorse. Mich.	ArgentineGovt. (YacimientosPetroliferosFiscales)	252·0 P71'B31'F32' FK	43·7	24·3	Bns.Aires Argentine *WB*	T.3Cy.20½",34"&57"-42" 297NHP Gt.LakesEngWks.Detroit	25 " 7	
19511 8268 SDIN	**Ariston** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* D.F. E.S.D. GyC. *CruiserStern* *Part electrically welded including butts of keel & bottom plating, & decks*	*10277* *9401* *6129*	✠100A1 5,40 ✠LMC6,38 *Carrying Petroleum in bulk*	Got	*e*† b	CL	1938 6mo	A/B Götaverken Gothenburg *Lloyd'sA&CP*	A.S.OnassisGothenburg,Ld.(GustE. Sandström,*Mgr.*) *CellDBuE73'256t DTf24'325t FPT129t APT479t*	508·6 515·8(O.L.) P103'B34'F64' FK	64·3	38·5	Gothenbrg Swedish 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.24$\frac{1}{16}$"-51$\frac{3}{16}$" 710NHP 2DB*150lb* A/B Gotaverken,Got.	38 " 2 s8 " 8¾ 29 " 8	
19512 LKJX	**Aristophanes** *OilEng.* ~~*Mchy.Aft*~~ 1*Dk* D.F. E.S.D. GyC. *CruiserStern* *Butts of shell & deck plating elec. welded*	10224 9344 6139	✠100A1 ~~1,41~~ 8,40 1,42 *Carrying Petroleum in bulk* ✠LMC1,40	~~Rio~~ NYk	*e*†	OG	1940 1mo	A/B Götaverken Gothenburg *Lloyd'sA&CP*	SkibsA/SJaris (A.Jahre,*Mgr.*) *CellDBuE88'333t Wing tanks in FR545t DTf24'320tFPT130tAPT392t*	496·5 515·8(O.L.) P97'B34'F64' FK	64·4	38·7	Sandefjord Norwegian 11*BHptCem*	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"-55⅛" 1030NHP 2DB*150lb* A/B Gotaverken,Got.	38 " 2 s8 " 8½ 29 " 8	
19513 OXRA	**Arizona** TwinSc OilEng. D.F. 2*Dks* *Now "Gavealoide," see No.36770 in Supplement*	6385 [illegible] 4013					1922	A/SNakskovSkibs. Nakskov	DetForenede DampskibsSelsk.	408·4	54·4	33·4	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP Akt.Burmeistr&Wain,Cpn		V
19514 FNUY	— ssHav.No.3-12,37 2*Dks*(*Stl*)*&Shelterdk*(*Stl*)	5457 4922 3240	✠ [illegible] 7,41 *Shelter dk* *withfreeboard* ~~BS?,40~~ ~~✠LMC12,37~~	Msl	*a*†	CL 2,41	1925 1mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd'sA&CP*	Cie Générale Transatlantique *CellDB368'1319t FPT109tAPT201t*	425·0 438·0(O.L.) FK *Coll*	55·0	26·6	Havre French *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.28",46½"&78"-54" (*s*) 180lb 629NHP 4SB,12*cf*,GS268,HS11670 Blair&Co.Ld.Stockton	29 " 0 ~~s8 " 8½~~ ~~25 " 6¼~~	

1 Numero l'Ordre. — Numero Officiel. — Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
19515 218983 KODR	**Arizona** (exGalena,ex SalemCounty) ssGal.No.3-8,35 ssGal.No.1-39 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing D.F.	5174 4424 3106	100A1 ~~5,41 9,40~~ 3,42 ~~BS1,41~~ Carrying Petroleum or Asphalt in bulk Fitted for oil fuel F.P. above 150°F	~~NYk~~ Gal BS1,42 LMC1,39	y	CL ~~1,39~~ 5,41	1919	Bethlehem S.B.Corp.Ld (HarlanPlnt) Wlmgtn,Del. CP	TheTexasCo. CellDBuE&B72' DTf65'818t	391·8 P99'B34'F44' FK 210t FPT89tAPT30t	51·3	28·8	Wilmgton (Del.) Utd.States 14BHptCem (7 to U dk 7 „ 2nd „)	T.3Cy.26½",45"&75"-48" (s) 190lb 512NH 3SB,9cf,HS7127 FD BethlehemS.B.Corp Ld. (HarlanPlant)Wlmn.Del.	30 ″ 2
19516 26766 JDZD	**Arizona Maru** Ⓟ TwinSc ssKob.No.3-9,31 ssOsa.No.2-40 2Dks(Stl)&Shelter dk(Stl-ws) Ref.Mchy. 3rd dk(Stl)inNo.1hold	9684 8797 5993	✠100A1 Shelter dk withfreeboard 1.41. Fitted for oil fuel 2,24 F.P. above 150° F.	Kob ✠LMC1,41 ✠Lloyd'sRMC1,41	d†	CL 5,38	1920 6mo	Mitsubishi Zosen Kaisha, Ld. Nagasaki A&CP	OsakaSyosen K.K. CellDB405'1663tD	475·0 P35'B30'F86' on Shelter dk FK Ta48'519t FPT137	61·0	40·7	Osaka Japanese Cem 8BH toShdk tAPT51t	T.6Cy.27",44½"&75"-48"(s) 200lb 993NH 5SB(Spt),15cf,GS330, HS182×4 FD MitsubishiZosenK.Ld.	40 ″ 9 s 13 ″ 0 28 ″ 3
19517 219714 WACX	**Arizonan** (exWillhilo, exConshohocken) Fitted for oil fuel D.F. Sub.Sig. 2Dks&Shelter dk	5815 5473 3617	✠ .. 9,23	✠			1920 3mo	SunS.B. Co. Chester,Pa	American-HawaiianS.S.Co.	434·3 FK	57·7	27·2	NewYork Utd.States WB	T.3Cy.27",45½"&76"-51" 612NH SunS.B.Co.Chester,Pa.	30 ″ 3
19518 218800 KULN	**Arizpa** Ⓟ Fitted for oil fuel Sub.Sig. 2Dks&Web frames Ref.Mchy.	5437 4971 3338	✠ ... 8,22	✠			1920 4mo	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·4	Mobile Utd.States WB	2 Steam Turbines DR geared to 1 Sc. Shaft 644NH WestinghouseElectric& Mfg.Co.Essington,Pa	32 ″ 10
19519 151993 VJBL	**Arkaba** (exArcoona) ssSyd.No.1-41 ssSydNo.3-3,36 2Dks(Stl) Cargo battens not fitted	4212 3949 2593	✠100A1 withfreeboard 12,41 ~~1,41~~ BS12,41	Syd ✠LMC1,41	w	CL ~~10,38~~ 12,41	1924 5mo Lloyd's A&CP	W.Beardmore&Co.Ld Dalmuir	TheAdelaide SteamshipCo.Ld. CellD	341·6 352·0(O.L.) F34' FK Collision B288' 878t FPT97t	47·2	30·3	Melbourne British 7BHCem BH to W dk APT126t	T.3Cy.25",41"&68"-45" (s 180lb 441NH 3SB,9cf,GS161,HS6600 FD W.Beardmore&Co.Ld.	32 ″ 7 s10 ″ 5½ 22 ″ 2½
19520 DODC	**Arkadia** (exAmsel 36) D.F. Sub.Sig. 2Dks Cruiser Stern	1756 1428 790					1927	Akt.Ges. "Neptun" Rostock	AtlasLevante-LinieA.G.	276·1 P14'B255'F33'	42·2	15·9	Bremen German WB	T.3Cy.28⅝",38$\frac{3}{16}$"&62"-41$\frac{5}{16}$" 247NH A.G."Neptun,"Rostock	
19521 871 SZNN	— Iron (exLisa-36,exCumberland) OilEng. Mchy.Aft 1Dk	853 — 539					$\frac{1866}{1921}$	Barclay, Curle&Co. Glasgow	AtlantisShippingCo.Ltd.	237·5 P59'F59'	28·2	15·3	Piræus Greek	Oil Engines 6Cy.13⅝"-19¾" A/S DanskDieselmotor Kompagni,Holeby	
19522 221479 KDUW	**Arkansan** (exMargaretDollar-36, exCelestial) Fitted for oil fuel D.F. 3Dks	6997 — 4319					1921	Kiangnan Dk&EngWks Shanghai	American-HawaiianS.S.Co.	429·0	55·2	26·6	NewYork Utd.States WB	T.3Cy.26½",44"&74"-48" 377NH KiangnanDock&Eng.Wks	
19523 219178 KOLB	**Arkansas** (exAryan-40) ssN.Yk.No.3-2,33 ssN.Yk.No.2-41 ~~ssN.Yk.No.1-36~~ D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6452 6126 4008	✠100A1 ~~7,41 10,40~~ 1,42 BS3,41 Carrying Petroleum in bulk Fitted for oil fuel 11,19 F.P. above 150°F.	NYk MS7,41 ✠LMC1~~2,36~~	a†	CL 8,39	1919 11mo A&CP	TexasS.S. Co. Bath,Me.	TheTexasCompany CellDBuE&	416·8 P107'F33'B35' FK B64' 209t FPT229t	56·1	31·1	Wilmgton (Del.) Utd.States 16BHptCem APT130t	T.3Cy.26¾",44"&74"-51"(s) 200lb 556NH 3WTB(Spt),HS9969 H.G.TroutCo.Buffalo,N.Y	32 ″ 10 s 6 ″ 3½ 26 ″ 9
19524 2242 IBBO	**Arlesiana** (exDunavis-39, exSiberianPrince-33, exBaronLovat) ssShl.No.3-5,27 ssPir.No.2-36 2Dks(Stl)	5702 5354 3590	✠ ... 7,39	Gen ✠	a†		1915 5mo	Russell &Co. Pt.Glasgow Cell DBa 132' v	I.N.S.A.(Industrie NavaliSoc.Anon.) 1 Intermediate BH & 1 'tween d E24' f186' 1181t D	438·5 423·5 P38'B123'F50' FK kBH dispensed with Ta36'1118tAPT31t	56·0	28·7	Genoa Italian Cem 5BHto U dk 1 „ „2nd„ only	T.3Cy.27",45"&74"-51" 555NH 3SB.9cf.GS189,HS8307 Rankin&BlackmoreLdGrk	31 ″ 4
19525 148856 GLKF	**Arletta** (exVanduara-37) ssNwc.No.2-36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	4870 4228 2944	✠100A1 4,42 ~~3,42~~ ~~11,41~~ Examined 5,41 BS7,41 ~~DBS6,40~~ Carrying Petroleum in bulk Fitted for oil fuel 5,25 F.P. above 160°F.	Hpl Shl ✠LMC5,36 ~~MBS9,40~~	x	CL ~~3,41~~ ~~11,41~~ N4,42	1925 5mo Lloyd's A&CP	R.Duncan &Co.Ld. PortGlasgow	ArlonS.S.Co.Ld. (Jas.German&Co. Ld.Mgrs.) CellDBuE	375·1 P108'B35'F51' &B60'123tAPT81t	51·7	29·0	London British ptCem 11BHtoUdk 5 „ „2nd„	T.3Cy.26",42"&70"-48" (s) 180lb ~~100lb~~ 470NH 2SB,8cf,HS6950 FD Rankin&BlackmoreLdGrk	29 ″ 2 s 4 ″ 8 24 ″ 8½
19526 217590 KEKQ	**Arlyn** (exCastleWood) Sub.Sig. 1Dk	3304 2750 1971	✠ ... 4,22	✠			1919 3mo	ThePusey &JonesCo. Gloucester City,N.J.	A.H.BullSteamshipCo.(A.H.Bull &Co.Mgrs.)	321·7 P37'B82'F31' FK	50·0	21·6	NewYork Utd.States WB	T.3Cy.20⅝",31½"&54$\frac{9}{16}$"-36" 178NH Pusey&JonesCo.Wlmngtn	24 ″ 9
19527 161288 GMCR	**Armadale** OilEng. ssHul.No.2-37 D.F. 2Dks(Stl)&Shelter dk(Stl) Tonnage opening closed '41(W.E.)	5066 4711 3079	✠100A1 withfreeboard 4,41 ~~4,40~~ ✠LMC CS1,38 DBS~~3,40~~4,41 4.39	~~Liv~~ NYk	a†	CL 4,39	1929 9mo Lloyd's A&CP	W.Denny &Bros.Ld. Dumbarton	AustralindSteam ShippingCo.Ld. (Trinder,Anderson &Co.Mgrs.) Duct keel fwd. CellDB346'1086	410·5 FK of mchy. space tMT37'1025tFPT	54·2	25·7	London British 7BHptCem (Coll to Sh dk 6 „ 2nd „) 98tAPT111t	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NH 2DB125lb W.Denny&Bros.Ld.Dmb	~~29 ″ 10~~ ~~s 8 ″ 6~~ ~~26 ″ 4~~ 38 ″ 3 s10 ″ 11 27 ″ 4½
19528	**Armando** (exBalkan-41, exEpsilon-38, exMadrasCity-33, exLangholm) ssBkn.No.1-15 Fitted for oil fuel 1Dk&Shelter dk	4120 — 2579	✠ ... 1,21 Now "St. Gothard," see letter S.	✠			1911 5mo	W.Gray& Co.Ld. W Hartlepool	CavodoroSteam ShipCo.Ld.	383·9 B8' FK	53·5	29·0	Pnamanian WB	T.3Cy.25",41"&68"-48" 342NH Cen.Mar.Eng.Wrks.WHpl	25 ″ 5
19529 1991 IBQO	— (exFior di Mandorlo-36,exSama-34, exConcettina di Giorgio) Fitted for oil fuel 2Dks3trB	1541 1404 916					1911	Nylands Værksted Oslo	Dani&C.	261·4 249·7 H104t	34·7	22·2	Genoa Italian WB	T.3Cy.21½",34½&60"-39" 225NH NylandsVærksted,Oslo	
19530 912 SVVM	**Armathia** (exTuskerRock-37, exKastalia-36) ssSws.No.3-8,32 ssGls.No.1-36 D.F. 1Dk	4683 4293 2932	✠100A1 9,41 Examined 5,42 MS3,36 Fitted for oil fuel F.P. above 150° F.	~~Mch~~ Cff Mtl ✠LMC BS3,42	y	CL ~~8,39~~ 8,41	1919 10mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	YannaghasBros. &Co. CellDB331'985	384·9 P49'B113'F38' FK tFPT132tAPT20t	52·0	26·7	Piræus Greek 7BHCem	T.3Cy.27⅛",44"&73"-48"(s) 180lb 517NH 3SB,9cf,GS190,HS7668 FD Rankin&BlackmreLd Grk.	29 ″ 3 s 5 ″ 6½ 24 ″ 0
19531 168622 ~~TYBJ~~ BFVN	**Armenier** 3Mst Mchy.Aft 1Dk	914 618 472					1919	J.Drewes &Co. Gideon	~~Soc.Bois&Charbons F.LeBrise~~ Ministry of War Transport(SirW.R. Smith&Sons,Ld. Mgrs.)	186·0 F22'B11'Q117'	37·5	~~14·1~~ 14·0	~~Lorient~~ ~~French~~ Cardiff British WB	T.3Cy.15",25"&40"-27" 83RHP ~~83NHP~~ Verschure&Co.Amsterdam	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7 Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft in.	15 Registers in which classed, if not in L.R.
19532 UOVP	**Armeniya** Ⓟ TwinSc Sub.Sig. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	4727 3101 2566					1928	BalticS.B. &E.Works Leningrad	U.S.S.R.	353·5 B&F268'	51·0	25·3	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.$25\frac{9}{16}$"–$33\frac{7}{8}$" 1380NH RussianDieselWorks,Len.		
19533 PCUL	**Armilla** (*ex*Helix-38) TwinSc *OilEng* D.F. E.S.D. *ss*Rot.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	3011 2251 1626	✠100A1 8,41 ~~8,40~~ ✠LMC CS11,38 DBS~~8,40~~ 8,41 11,38 *CarryingPetroleum in bulk*	~~Rot~~ Sba	*l* 2	CL 8,40	1931 4mo	Hawthorn Leslie&Co.Ld Newcastle *Lloyd's A&CP*	Nederl.-Indische Tankstoomboot Maats.	305·7 317·0(O.L.) P86'F50' FK *Trunk*169' *CellDB uE*49' 112*t FPT*52*t APT*56*t*	50·1	19·3	Willemstad Dutch 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.$18\frac{1}{8}$"–$35\frac{7}{16}$" 380NHP DB*150lb* Hwthrn,Leslie&CoLd Nwc	19 ″ 3 s 1 ″ $9\frac{1}{4}$ 17 ″ $7\frac{1}{2}$	
19534 156137	**Arminda** (*ex*Catherine TwinSc O'Boyle-32,*ex*Isonzo) *OilEng.* 1*Dk*	1146 916 642					1918	Cant.Offic. Savoia Cornigliano, Ligure	W.B.Webster (J.S. Webster&Sons, *Mgrs.*)	215·0	31·7	15·2	KingstnJa British *WB*	Oil Engines 2S.C.SA 8Cy.$13\frac{17}{32}$"–$21\frac{1}{4}$" 256NHP SulzerBros.Winterthur		R
19535 LDMQ	**Arna** *OilEng.* D.F. 2*Dks*	4325 3887 2593					1929	Eriksbergs M.V.Aktieb. Gothenburg	D/S A/S Sverre (S.M.Kuhnle& Søn,*Mgrs.*)	380·3 P123*t*H280*t*F29*t*	54·1	24·2	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 468NHP EriksbergM.V.AktiebGot		N
19536 165578 GXZT	**Arndale** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargotanks* E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8296 7423 4936	✠100A1 8,41 ~~8,40~~ DBS8,41 ✠LMC9,37 *CarryingPetroleum in bulk*	~~Grk~~ NOs	*d*†	CL	1937 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	TheAdmiralty	466·3 481·6(O.L.) P107'B43'F45' FK *CellDB uE*75'176*t DT f*34'397*t FPT*209*t APT*183*t*	61·9	33·9	London British 17*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 687NHP 2DB*150lb* Wm Doxford&Sons,Ld.Sld	34 ″ 0 s 6 ″ $8\frac{3}{4}$ 27 ″ $6\frac{1}{2}$	
19537 LCHM	**Arnfinn Jarl** 1*Dk*	1151 980 652					1921	Fredrkstad Mek.Værks Fredrikstad	Det Nordenfjeldske Dampskibsselskab	230·5 P48*t* H70*t*	36·1	14·9	Trondheim Norwegian *WB*	T.3Cy.$16\frac{1}{2}$",26"&44"–$29\frac{1}{2}$" 106NHP FredrikstadM.V.Frdstad.		N
19538 DDFV	**Arnis** (*ex*Dilston-35) *ss*Fln.2ndNo.3-5,38 *Well deck* 1*Dk*(*Stl*)	1499 1199 842	✠ 11,38 ✠	Ham	*p*		1913 3mo	BlythS.B. &D.D.CoLd. Blyth	Zerssen&Co.	244·4 Q124'B13'F26' FK *CellDBa*65' *uE&B*35' *f*107' 434*t FPT*40*t APT*95*t*	37·2	16·3	Rendsburg German 4*BHCem*	T.3Cy.20",$33\frac{1}{4}$"&54"–36" 224NHP 2SB,6*pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld	18 ″ 10	
19539 376 IBDP	**Arno** Ⓟ (*ex*Cesarea-38, TwinSc *ex*FortSt.George-35, *ss*N.Yk.No.3-1,34 *ex*Wandilla) 2*Dks*(*StlU-ws*)& D.F. E.S.D. *Shelter dk*(*Stl-ws*)& *Ref.Mchy.* 3*rd dk in Nos* GyC. 1,3,4&5*holds* *Fitted for oil fuel*	8024 — 4709	… 5,38	Nap	*a*†		1912	W.Beardmore&Co.Ld Glasgow	LloydTriestino Soc.Anon.diNav.	428·5 411·3 B155'F70' *on Shelterdk* FK&BK2' *CellDB*317'853*t FPT*60*t APT*65*t*	56·7	34·1	Trieste Italian *Cem* *Collisn BH to S dk* *After peak* " *2nd* " 5 " *Up* "	Q.8Cy.$23\frac{1}{2}$",34",50"&72"–54" 1374NHP 6 Water Tube Boilers HS25390 W.Beardmore&Co.Ld.Gls.	37 ″ 0	I †
19540 7223 SDEW	**Arnold Bratt** 1*Dk*	1430 1222 767					1925	NyaVarvsaktb.Öresund Landskrona	Ångf.A/BAdolf (A.Bratt&Co. *Mgrs.*)	246·2 P27'B140'F25'	38·2	15·6	Gothenbrg Swedish *WB*	T.3Cy.18",30"&49"–33" 138NHP LindholmensM.V.Got.		V
19541 OZSB	**Arnold Mærsk** *ss*Abg.2ndNo.3-9,39 D.F. 1*Dk*(*Irn*)	1966 — 1183	✠100A1 9,39 ✠LMC9,39 (SEE FOOTNOTE *)	Abg	*r*	CL 10,37	1914 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	Dampskibsselsk af 1912(A.P.Möller, Copenhagen,*Mgr*)	280·0 291·1(O.L.) P21'B72'F31' FK *CellDBa&uE*108' *uB*14' *f*118' 535*t FPT*75*t APT*78*t*	40·0	19·1	Kalundbrg Danish 4*BHCem*	T.3Cy.20",$31\frac{1}{2}$"&53"–36" (*s*) 180lb 188NHP 2SB,4*cf*,GS70,HS2980 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s2 ″ $11\frac{3}{4}$ 18 ″ 6	
19542	**Arnon** (*ex*Pohjarand-38, Iron *ex*Duben-33,*ex*Volos,*ex*Nordsee, *ex*Ferdinand) 1*Dk*& *Awng dk*	558 529 381					1883	Georg Howaldt Kiel	OrientCoastLine	161·7 H36'	23·6	17·9	Haifa Palestine *WB*	C.2Cy.$17\frac{3}{4}$"&$35\frac{1}{2}$"–$23\frac{1}{2}$" 51NH Gebr.HowaldtKiel		G
19543 168076 BCGF	**Aronda** Ⓟ TwinSc D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	9031 4983 4462	✠100A1 8,41 ~~8,41~~ ✠LMC3,41 ✠Lloyd'sRMC3,41	~~Nwc~~ PN1	*c*† $2\frac{1}{2}$	OG	1941 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld.	444·6 461·1(O.L.) B190'F45' FK *CellDB*372'1168*t* *Tanks between tunnels*21'51*t FPT*78*t APT*133*t*	61·2	25·2	London British 9*BHCem* (*CollBH to Shade dk* 8*BH to 2nd* ")	6 steam turbinesSRgeared to 2 sc. shafts 2155NH 3W.T.B.450lb(Spt440lb) GS462,HS17895 FD ParsonsMarineSteam TurbineCo.Ld.Nwc	28 ″ 3 s 4 ″ 8 23 ″ $9\frac{1}{2}$	
19544 142680 VJBM	**Aroona** (*ex*CapeofGoodHope, *ex*WarTyphoon) *ss*Syd No.3-7,31 *ss*Syd.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted*	3116 2858 1863	✠100A1 ~~5,41~~ ~~3,40~~ 1,42 BS~~5,41~~ 1,42 ~~BS3,40~~ ✠LMC3,39	Syd	*u*	CL 3,40	1918 10mo	SirRDixon &Co.Ld. Middlesbro' *Lloyd's A&CP*	TheAdelaide SteamshipCo.Ld.	331·0 P33'B98'F29' FK *CellDB*284'736*t FPT* 112*t*	46·8	23·2	Melbourne British 7*BHptCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 433NH 3SB,9*cf*,GS155,HS6420 FD Richardsons,Westgarth& *APT*112*t* Co.Ld.Mdb.	25 ″ 6 s3 ″ $11\frac{3}{4}$ 21 ″ 9	
19545 LJN1	**Arosa** (*ex*Wind-38,*ex*Elmworth-37) *OilEng.* *ss*Osl.No.3-12,38 D.F. E.S.D. 1*Dk*(*Stl*)	5043 4635 3055	✠100A1 5,42 ~~2,41~~ ~~10,41~~ DBS1,42 ~~DBS5,40~~ ✠LMC12,38	~~Hul~~ ~~Brs~~ Bry	*y*	CL 1,41	1924 11mo	A.McMillan&SonLd Dumbarton *Lloyd's A&CP*	Skibs.A/SAvanti (Tschudi&Eitzen, *Mgrs.*)	400·0 P36'B120'F34' FK *CellDB*351'1296*t FPT*146*t APT*163*t*	53·2	26·9	Oslo Norwegian 6*BHptCem*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" DB*100lb* 489NHP Harland&Wolff,Ld.Gls.	29 ″ 7 s5 ″ $8\frac{1}{4}$ 24 ″ $2\frac{1}{4}$	
19546 112803 MFCF	**Arpha** Ⓟ TwinSc (*ex*Yacht-38, *ss*Bly.3rdNo.3-4,38 *ex*SteamerCanterbury-27) 1*Dk* E.S.D.	602 451 233	100A– *with freeboard* 5,39 BS3,39 LMC4,38 *Coasting Great Britain & Ireland, Continent, Hamburg to Brest* *Fitted for oil fuel* 5,27 *F.P. above* 150°F.	Brs		P3,38 S5,39	1901	WmDenny &Bros. Dumbarton	SarkMotorShips, Ld.	195·4 F46'B66' FK&BK2" *CellDBa*26'*f*17'24*t DTa*18'69*t FPT*19*t APT*30*t*	28·0	14·2	Guernsey British 6*BHCem*	T.6Cy.$13\frac{1}{2}$",$20\frac{1}{2}$"&31"–21" 160lb *80lb* (*r*) 148NHP NB12 1SB,4*cf*,GS76,HS2504 FD Wm.Denny&Bros.Dmb.	15 ″ 0 s 3 ″ 11 11 ″ $6\frac{1}{2}$	
19547 EACE	**Arraiz** (*ex*Queenswood) *ss*Bbo.No.3-5,39 D.F. 1*Dk*(*Stl*)& *Web frames* *Corrugated sides*	4538 4156 2782	✠100A1 6,41 ~~10,40~~ BS2,42 ~~BS10,40~~ ✠LMC5,39	Bbo	*x*	CL 9,40	1925 3mo	NewWater-wayS.B.Co Schiedam *Lloyd's A&CP*	Cia.Nav.Vascongada	370·0 P22'B110'F35' FK *CellDB*318'1036*t FPT*92*t APT*192*t*	56·3	27·7 25·4	Bilbao Spanish 6*BHCem*	T.3Cy.$23\frac{1}{2}$",$40\frac{1}{2}$"&67"–45" 180lb (*s*) 339NHP 2SB,6*cf*,GS150,HS5410 Cen.Mar.Eng.Wks.WHpl.	27 ″ 9 s5 ″ $3\frac{1}{2}$ 22 ″ $7\frac{1}{2}$	
19548 206266 WECA	**Arrow** Ⓟ (*ex*Belfast-36) TrpSc *Fitted for oil fuel* 2*Dks*	2157 — 1147					1909	BathIron Works,Ld. Bath,Me.	ColonialNav.Co.	320·6	40·0	16·1	NewYork Utd.States	3 Steam Turbines BathIron Works,Ld.Bath,Me		
19549 2211 IBSC	**Arsa** *ss*Gen.No.3-6,33 *ss*Gen.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Now* "Friar Rock," *see No.* 36613 *in Supplement*	5441 5022 3428	✠ … 11,41 *Shelter dk* *with freeboard* ~~BS5,39~~ ✠~~LMC6,37~~ *Fitted for oil fuel* 7,29 *F.P above* 150°F NO LATER SURVEY REPORTED	Gen	*y*	CL N9,37	1921 6mo	Stabilmnto Tecnico Trieste A&CP	"Italia" Soc. Anon.di Nav.	404·1 389·9 FK *CellDBa&uE*149'*f*163'1185*t* *FPT*114*t APT*224*t*	54·1	29·0	Genoa Italian *Cem* 2*BHtoShdk* 4 " " *U* "	T.3Cy.27",42"&68"–48" (*s*) 180lb FD 465NH 3SB(Spt)9*cf*,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 ~~s7 ″ $5\frac{1}{4}$~~ ~~24 ″ 8~~	

* Surveys delayed. Vessel, when last reported in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15
19550 491 IMUW	**Arsia** (*ex*Credere-38,*ex*Ezilda Croce-37,*ex*Ezilda *ss*PGl.2ndNo.3-4,25 -36,*ex*Anubis-33, *ss*Ard.No.1-30 *ex*Eastcheap,*ex* Val de 1*Dk* Travers) *Mchy.Aft* *Well deck*	736 558 337	✠ ... 8,33 ✠				1900 1mo	SMcKnght &Co.Ld. Ayr	RaffaeleRomano	206·6 200·0 Q103'B13'F27' FK	30·6	11·6	Naples Italian *WB*	T.3Cy.17″,27½″&44″-33″ 116NHP Ross&Duncan,Glasgow	14 ″ 0	I †
19551 DOCB	**Arta** (*ex*Naimes,*ex*Aegina) Sub.Sig. 2*Dks*	2452 2369 1469					1922	Akt.Ges. "Weser" Bremen	AtlasLevante-LinieA.G.	315·8 B59'F37'	46·0	18·8	Bremen German *WB*	T.3Cy.22⅞″,36¼″&60¼″-39½″ 228NHP A.G "Weser," Bremen		G
19552 TVSD	**Artabaze** 1*Dk* *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk*	435 — 198					1922	Chant.Nav Français Caen	Association Pétrolière	150·7 P18'	25·7	12·3	St. Nazaire French *WB*	T.3Cy.9½″,15½″&26″-18″ 29NHP Cooper&Greig,Dundee		V
19553 EAZQ	**Artabro** *OilEng.* (*Scientific Research Vessel*) E.S.D. 2*Dks* *Strengthened for navigation in ice*	1135 756 552	✠ 11,35 ✠	Val	*k*		1935 11mo	UnionNav. deLevanteSA Valencia	SpanishGovernment (Patronatode la Expedición Inglesiasa los Amazonas) *CellDB*128'	177·6 B48' FK *FPT*20*t* 222*t* *Deep tanks aft*	35·6	14·6	Valencia Spanish 5*BHptCem* 1 „ *to 2nd dk* 34*tAPT*28*t*	Oil Engines 2S.C.SA connected to electric motor & Screw Shaft 8Cy.$8\frac{11}{16}$″-12⅝″ 188NHP Akt.Burmeistr&Wain.Cpn	16 ″ 5	
19554	**Artemis** **TwinSc5MstSr** (*ex*Bohemia,*ex*Iowa) *ss*Liv.No.2-11 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Now* "Empire Bittern," *see No.* 36342 *in Supplement*	8413 7909 5248	✠ (*Reclassification Contemplated*) 12,15 ✠	Ham	*g*†		1902 11mo	Harland& Wolff,Ld. Belfast	*Cell DBa*130' *uE&B*	499·1 FK&BK3" 74' *f*205' 1530*tDTf*	58·2	33·9	British 8*BHCem* 56'2003*t DT*	T.6Cy.23½″,39″&66″-48″ HS14310 812NHP 2DB&2SB,*18cf*,GS372, Harland&Wolff,Ld.Bel. *a*36'990*tFPT*164*tAPT*93*t*	37 ″ 2	
19555 92 SZHY	**Artemis Pitta** (*ex*Maid of Athens, *ex*Herold) *ss*Pir.2ndNo.3-8,31 *ss*Pir.No.2-39 *Well deck* 1*Dk*(*Stl*)	*1433* *1143* *863*	100A1 11,39 LMC11,39 No later survey reported	Pir	*o*	OG 8,40	1906	Stettiner Oderwerke Stettin	G.N.PittasBros.&Co. *CellD*	240·9 P14'Q68'B102'F26' FK *B*170'342*t* *FPT*59*t*	36·0	16·2	Chios Greek 4*BHptCem* *APT*21*t*	T3Cy.17⅝″27$\frac{9}{16}$″&43$\frac{7}{16}$″-31½″ 185lb (*s*) 128NHP 2SB,*4cf*,GS74,HS2150 StettinerOderwerke	18 ″ 6 s ″ 11½ 17 ″ 8¾	
19556 144904 GDSK	**Artemisia** (*ex*Antar-32, *ex*Kincardine) *ss*Cff.No.3-6,29 D.F. *ss*Shl.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6507 6264 4083	✠100A1 *Shelter dk* *withfreeboard* 3,41 BS10,40 ✠LMC12,37	Lon	*z*	CL 3,41	1920 7mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP* *Inter*	H.M.Thomson *mediateBHin fore* *CellDB*364'1179*t*	420·0 FK *hold dispensed with* *FPT*109*tAPT*123*t*	54·0	34·3	London British *Cem* 1*BHtoShdk* 5 „ „ *U* „	T.3Cy.27″,44½″&75″-54″(*s*) 180lb 565NHP 3SB,*9cf*,GS186,HS8271 FD W.Doxford&Sons,Ld Sld.	37 ″ 0 s8 ″ 11½ 28 ″ 4	
19557 FNWB	**Artésien** 2*Dks*	3152 2919 1970	✠ ... 6,25 ✠				1921 7mo	J.Read-head&SonsLd S.Shields	Cie.desBat.àVap. duNord(Soc.Anon. deGérance et d'Armement,*Mgrs.*)	331·2 P30'B170'F33' FK	47·2	22·1	Dunkirk French *WB*	T.3Cy.28½″,39″&65″-45″ 307NHP JReadhead&SonsLdS.Shls	24 ″ 5	V †
19558 107005	**Arthur Orr** *Mchy.Aft* 2*Dks*	2745 — 2117					1893	Chicago S.B.Co. Chicago,Ill.	CanadaAtlantic TransitCo.	334·0 len99	41·3	21·8	Dluth,Min Utd.States *WB*	T.3Cy.19⅝″,32½″&52″-44″ 180NHP H.G.Trout,Buffalo		R
19559 LCDO	**Arthur W. Sewall** 2*Dks*&*Web frames* D.F. *Mchy.Aft* *Longitudinal framing* *Cruiser Stern* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6030 5595 3628	✠ ... 5,30 ✠				1926 4mo	Armstrong Whitworth &Co.Ld. Newcastle	SkibsA/S Garm (Prebensen& Blakstad,*Mgrs.*)	352·1 P97'B32'F35' FK	60·0	33·0	Risör Norwegian *WB*	T.3Cy.27″,45″&75″-51″ 626NHP Armstrong,Whitworth& Co.Ld.Nwc	35 ″ 3	N †
19560 164887 GZKV	**Arthur Wright** *ss*Cff.No.1-41 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	1091 782 622	✠100A1 7,41 ~~5,40~~ ✠LMC~~1,37~~ 7,41	~~Shd~~ Cff	*m*	CL ~~5,40~~ 6,41	1937 1mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland '*sA&CP*	TheMayor, Aldermen&Burgesses of theCountyBorough of Brighton (StephensonClarke &AssociatedCompanies,Ld,*Mgrs.*)	210·5 Q120'B11'F19' FK *CellDBuE*18'*f*142' 358*tFPT*102*t*	33·2	14·0	Shoreham British 3*BHptCem* *APT*32*t*	T.3Cy.14½″,24″&41″-30″(*s*) 200lb *100lb* 124NHP 1SB(Spt),*3cf*,GS42, HS1722 FD N.E.MarineEng.CoLd.Sld.	15 ″ 10 s4 ″ 8¾ 15 ″ 0	
19561 164718 MNNG	**Arthurtown** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	527 333 268	✠100A1 9,41~~5,40~~ Examined 9,41 ✠LMC10,36 ✠LMC(M)3,39	~~Shl~~ Sou	*g*	CL 3,40	1936 10mo *Lloyd*	NVSchpsw Gebr.van derWerf Deest '*sA&CP*	Pinch&Simpson *Cell*	161·0 P27'Q54'B11'F16' FK *DB*104'140*tFPT*50*t*	27·2	9·1	London British 3*BHCem* *APT*24*t*	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$″-17$\frac{11}{16}$″ 87NHP MtrnWerkeMannheimAG.	11 ″ 0 s3 ″ 10½ ~~10 ″ 9½~~ 10 ″ 9	
19562 ~~[illegible]~~ ~~KURG~~	**Artigas** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5161 4598 3144					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B121'F48'	54·2	27·8	Panama Pnamanian *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
19563 DAOV	**Artushof** 1*Dk*	1478 1022 866					1919	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·5 Q8'B102'F26'	36·5	15·0	Stettin German *WB*	T3Cy16$\frac{5}{16}$″,27⅜″&48$\frac{5}{16}$″-31½″ 107NHP StettinerOderwerke		G
19564 161043 MPQF	**Aruba**(*ex*Nieuwcappelle, **2TwinMsts** *ex*GraafHendrik, *ss*Ant.No.3-4,29 *ex*MontCervin,*ex*Laura) *ss*Goo.No.2-37 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1159 866 674	✠100A1 ~~4,41~~10,41 ✠LMC MS9,37 BS1,41	~~Gms~~ Goo	*n*	CL 4,41	1916 3mo	Wilton'sE. &Slpwy.Co. Rotterdam A&CP	HookS.S Co.Ld. (Goole&HullSteam TowingCo.Ld. *Mgrs.*) *CellDBuB*	230·5 Q131'B13'F24' FK 15'*f*159' 389*t* *FPT*	34·2	13·0	Goole British 4*BHCem* 88*tAPT*48*t*	T.3Cy16$\frac{5}{16}$″25½″&41″-36″(*s*) 180lb 120NHP 1SB,*6cf*,GS65,HS1982 Wilton'sE.&Slpwy.Co.Rot	16 ″ 0 s4 ″ 8½ 14 ″ 11½	
19565 149844	**Arun** (*ex*Polonia) *OilEng.* *CruiserStern* 2*Dks*	384 376 312					1925	Svendborg Skibsværft Svendborg	RoyalMailLines Ld.	124·4	24·6	16·3	KingstnJa British *WB*	Oil Engines 2S.C. 3Cy. JVSvenssonsMtrfbk.Skm		
19566 145175 GCZL	**Arundel Castle** Ⓟ **TwinSc** D.F. E.S.D. *Ref.Mchy.* *CruiserStern* 3*Dks*	19118 14940 11438					1921	Harland& WolffLd. Belfast	Union-CastleMail S.S.Co.Ld.	661·3 P89'B333'F97' len37	72·5	41·6	London British *WB*	6SteamTurbinesSR geared to 2 Screw Shafts NE&4NB(W.T.)37 Harland&Wolff Ld.Belfast		BT till 11,42
19567 PCUS	**Arundo** (*ex*Cromarty-36, *ex*Petersfield-33) *ss*Rot.No.3-1,31 E.S.D. D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	5163 4753 3107	✠100A1 *withfreeboard* ~~7,11 7,40~~2,42 Examined 2,42 BS3,41 ✠LMC1,37	~~Avn~~ ~~Liv~~ Liv	*a*†	CL ~~7,30~~ 2,42	1930 2mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	N.V.Maats. Zeevaart(Hudig& Veder,*Mgrs.*) *CellDB*362'1293*t*	412·0 F40' FK *FPT*100*t APT*154*t*	55·3	26·0	Rottrdam Dutch 7*BHptCem* (*Colltoshdk* 6 „ *2nd* „)	Q4Cy23″,32½″,47″&68″-48″ 225lb (*s*) 442NHP 3SB,*9cf*,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s3 ″ 3¼ 25 ″ 5½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
19568 OZBV	**Arusa** *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	411 254 266	✠100A1 11,39 ✠LMC5,39 (SEE FOOTNOTE*)	Cpn	*f*	OG 11,39	1939 5mo	Bodewes Schpswerven Martenshoek *Lloyd's A&CP*	J.GotfredJensen	143·1 153·1(O.L.) P46'Q45'F24' FK *CellDB90'80tFPT34t*	26·2	11·5	Aarhus Danish *3BHCem* *APTs13t*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{1}{16}$" 71NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	10 " 8 s 3 " 3$\frac{3}{4}$ 10 " 6$\frac{3}{4}$	
19569 94763 CYJN	**Arvida** (*ex*City ofMontreal, *ex*Mapleboro,*ex*Seguin) *Mchy.Aft*	1141 — 771					1890	PolsonIron Works OwenSound	MarineIndustries, Ld.	207·0	34·2	13·0	Toronto British	T.3Cy.17",28"&46"-30" 116NH PolsonIronWorks,Tto.		
19570 166050 LCGB	**Ary** Ⓟ (*ex*AryScheffer-38) *ss*Rot.2ndNo.3-4,30 *ss*Rot.No.2-38 1*Dk*(*Stl*)&*deep framing*	642 467 373	✠100A1 8,41 ~~4,41~~ ✠NB12,24 ✠LMC MS11,38 BS4,41	~~Bri~~ Ayr	*j*	CL 11,38	1904 9mo	Nederl. Schps.Maats Amsterdam *Lloyd's A&CP*	Ministry ofWar Transport(Mon- roeBros.,*Mgrs.*)	180·0 P60'B22'F22' FK *CellDBuE17'f114'*	28·9	13·1	Bristol British *3BHCem* *75tFPT41t*	T.3Cy.15",23$\frac{5}{8}$"&39$\frac{3}{8}$"-27$\frac{5}{8}$" 160lb (*s*) 97RHP 1SB,*2cf*,GS41,HS1079 NedFb.v.Wrk&Spoor,Ams	15 " 5 s 1 " 4$\frac{1}{2}$ 14 " 3	
19571 163526 MBYK	**Ary Lensen** (*ex*OrlaII-34) *OilEng.* D.F. 1*Dk*	3214 2739 1935					1930	Akt.Bur- meistr&Wain Copenhagen	AryShippingLd. (A.C.Lensen *Mgr.*)	326·5	50·0	20·9	London British *WB*	Oil Engines 4S.C.SA 6Cy.21$\frac{5}{8}$"-59$\frac{1}{16}$" 266NHP Akt.Burmeistr&Wain,Cpn		N
19572 PCUY	**Ary Scheffer** *Oil Eng.* *Mchy.Aft* 1*Dk*&*Shelter dk* *CruiserStern*	375 276 163	✠100A1 *withfreeboard* 10,40 ✠LMC10,38 ✠LMC(M)4,40	Ply	*i*	OG 7,39	1938 10mo	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam *Lloyd's A&CP*	N.V.Havre- Stoomvaart Maats. v|hCornsBalguerie &Zoon(C.G.M. Driebeek& E.J.H.M.Driebeek, *Mgrs.*)	166·8 174·2(O.L.) FK *CellDB106'135tFPT53tAPTs28t*	28·2	8·2	Rottrdam Dutch *3BHptCem* (*Coll to Sh dk* 2 ,,*2nd*,,)	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$"-22$\frac{13}{16}$" 124NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 " 0 s " 2 9 " 11$\frac{1}{4}$	
19573 33770 JQQB	**Asahi Maru** Ⓟ **TwinSc** (*ex*DanteAlighieri) 2*Dks*&*Shelter dk*	9326 6977 5645					1914	Soc.Eserci- zioBacini Genoa	NipponYusenK.K.	483·0 P103'B189'F136'	59·4	25·5	Tokyo Japanese	Q.8Cy.25$\frac{9}{16}$",37$\frac{7}{16}$",53$\frac{15}{16}$"& 78$\frac{3}{16}$"-53$\frac{3}{16}$" 1512NH Soc.EsercizioBacini,Gen.		
19574 42959 JNXL	— (*ex*ZuihoMaru-37,*ex*SwatowMaru, *ex*Swatow) 1*Dk*&*Spar dk*	986 916 591					1889	Blohm& Voss Hamburg	AsahiKisenK.K. (MarutatsuKaiun K.K.*Mgrs.*)	216·5 H75'	31·0	20·0	Kobe Japanese *WB*	T.3Cy.15$\frac{1}{2}$",24$\frac{3}{8}$"&39$\frac{5}{8}$"-33" 90NH Blohm&Voss,Hamburg		
19575 25940 JPDB	**Asahi Maru No. 2** 1*Dk*	1323 1072 755					1919	Nitta Zosensho, Osaka	HokkaidoTanko K.K.	220·0 P16'B48'F30'	35·0	18·5	Tokyo Japanese *WB*	T.3Cy.15$\frac{1}{2}$",25$\frac{3}{4}$"&42$\frac{1}{2}$"-32" 117NHP YoshidaTekkusho,Osaka		
19576 40205 JGAJ	**Asahisan Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	4551 3747 2684					1935	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha	360·0 P36'B97'F34'	50·0	29·0	Kobe Japanese	Oil Engines 4S.C.SA 10Cy.21$\frac{5}{8}$"-39$\frac{3}{8}$" 453NHP MitsuiBussanKaisha,Ld. Tama		C
19577 44012 JWUL	**Asaka Maru** *OilEng.* E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern*	7399 6551 4231	✠ … 2,41 ✠	Yka	*d*†		1937 11mo	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K. *CellDB361'1538t* *Tanks at sides*	462·7 482·3(O.L.) P24'B183'F41' FK *DTsa37'1304t* *of tunnel 94t FPT85t*	62·3	34·4	Tokyo Japanese *8BHptCem* *APT79t*	Oil Engines 2S.C.DA 8Cy.28$\frac{3}{8}$"-47$\frac{1}{4}$" 2248NHP MitsubishiJukogyoK.K. Nag.	34 " 5	
19578 27877 JSLA	— (*ex*Australmount,*ex*Strathbeg) 2*Dks*	4681 4074 3422					1909	W.Hamil- ton&Co.Ld. Pt.Glasgow	HamaneSyoten K.K.	376·8 P35'B100'F40'	52·3	25·5	Takasago Japanese *WB*	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Glasgow		C
19579 42982 JTNL	**Asakasan Maru** *OilEng.* D.F. GyC. 3*Dks* *Cruiser Stern*	8702 — 5261					1937	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	455·1 F35'	62·0	39·4	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{8}$"-55$\frac{1}{8}$" 1230NHP MitsuiBussanKaisha,Ld Tama		C
19580 44754 JPAM	**Asakaze Maru** *Fitted for oil fuel* D.F. *Cruiser Stern* 2*Dks*	6517 — 3880					1938	OsakaIron Works,Ld. Innoshima	TodaiKisenK.K.	424·1 P41'B154'F45'	57·4	34·4	Kobe Japanese	2DRgeared steam turbines 500NHP HitachiSeisakusho,Tokyo		C
19581 35342 JFXC	**Asama Maru** Ⓟ **QuadSc** *ss*Nag.No.2-38 *OilEng.* GyC. 3*Dks*(*Stl-Wthr dk pt teaks*) E.S.D. 4*th dk*(*Stl*)*in*Nos.1,2&3*holds* D.F. *Ref.Mchy.* *Cruiser Stern*	16975 11576 10017	✠100A1 *withfreeboard* 6,41 ~~1,41~~ DBS1,41 ✠LMC8,38 ✠Lloyd'sRMC~~1,41~~6,41 *Fitted for carrying oil* 10,29 *F.P. above 150°F. in forward deep tanks*	Yka	*l*†	Sf6,41 Pf6,41 Pa7,40 sa7,40	1929 10mo	Mitsubishi ZosenKaisha, Ld. Nagasaki *Lloyd's A&CP*	NipponYusenK.K. *CellDB389'2019t*	560·0 583·6(O.L.) B&F483' FK *Promenade340'* *Tanks in way of tunnels998t DTf11'338tFPT97tAPT275t*	72·0	42·5	Tokyo Japanese *10BHptCem*	Oil Engines 2S.C.SA 32Cy.26$\frac{3}{4}$"-39$\frac{3}{8}$" 4008NHP 2DB*120lb* SulzerBros.Winterthur	42 " 6 s14 " 2 28 " 6	
19582 29705 JDYA	— (*ex*Inverie) *ss*Osa.No.3-5,26 *ss*Kob.No.1-31 2*Dks*(*Stl*)&*deep framing*	4892 4402 3075	✠ … 7,34 ✠	Osa	*x*		1901 12mo	W.Hamil- ton&Co. PortGlasgow	YoneharaMasuze &others *CellDBa117'uE27'*	369·5 P33'B114'F38' FK *f154'914tDTa27'*	52·1	27·2	Kobe Japanese *6BHCem* *730tAPT29t*	T.3Cy.27$\frac{1}{2}$"43$\frac{1}{2}$"&72$\frac{1}{2}$"-48" 405NHP 2SB,*6cf*,GS123,HS5122 D.Rowan&Co.Glasgow	29 " 11	
19583 23311 JAUB	—	2017 1845 1174					1918	TobaCo. Toba	SettsuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*)	270·0	39·0	23·9	Hutyu Japanese *WB*	T.3Cy.18",30"&49"-36" 144NH OkamotoWorks,Osaka		
19584 173239	**Asbjörn** **TwinSc** *OilEng.* D.F. 1*Dk*&*Shelter dk* 3*rd dk in No.* 1 *hold* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	~~4387~~ ~~3879~~ ~~2616~~ 4733 4120 2770	✠100A1 *withfreeboard* 7,41 Examined ~~2,41~~2,42 ✠LMC CS2,40 DBS~~2,40~~1,42 9,39	~~Phl~~ Hfx Mtl	*y*	CL ~~8,38~~ 7,41	1935 11mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's A&CP*	CanadianGovern- ment(Canadian GovernmentMer- chantMarineLd.) (CanadianNation- alSteamships,*Mgs*) *CellDB327'1129tMT*	~~378·5~~ 383·0 F36' FK *28'1029tTanks at sides of tunnel*	55·0	~~23·1~~ 23·4	Montreal British *7BH* (*Coll to Sh dk* 6 ,,*2nd*,,)	Oil Engines 2S.C.SA 10Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 676NHP DB*100lb* Akt.Burmeistr&Wain,Cpn *168tFPT115tAPT203t*	~~27 " 2~~ ~~2 " 9~~ ~~21 " 6~~ 35 " 5 s10 " 0$\frac{1}{4}$ 25 " 6$\frac{1}{4}$	
19585 147307 GKNJ	**Ascania** Ⓟ **TwinSc** *ss*Liv.No.3-4,38 GyC. 2*Dks*(*Stl*)&*Shelter dk* Sub.Sig. (*Stl-ws*)3*rd dk*(*Stl*)*in holds* *Ref.Mchy.* *except Nos.*4&5 D.F. E.S.D.	14013 10693 8437	✠100A1 *Shelter dk* *withfreeboard* 9,39 BS3,39 ✠LMC1,38 Lloyd'sRMC3,39 *Fitted for oil fuel* 5,25 *F.P. above 150°F.*	Bkn	*h*†	CL PN8,38 S2,39	1925 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	CunardWhiteStar, Ld. *CellDB445'1736t* *Tanks in way of*	520·0 *B&F426'on Sh dk* *Prom dk 243'* FK *DTf51'1456t* *tunnels45'382tFPT*	65·3	39·0	Liverpool British *Cem* *10BHtoSdk* *106tAPT57t*	4 Steam Turbines DR geared to 2 Sc. Shafts (•) 220lb 1640NHP 2D&2SB,*24cf*,HS19440 FD Armstrong,Whitworth& Co.Ld.Newcastle	43 " 0 s11 " 10$\frac{3}{4}$ 31 " 7$\frac{1}{2}$	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R.
19586 3234 OHSD	**Ascania** (exRamshäll, ssEls.3rdNo.3-2,38 exScania,exNarcissus) 1Dk(Stl) Well deck Cargo battens not fitted	838 703 391	✠100A1 9,40 ✠LMC2,38 MBS3,40 DBS9,40	Hfs	k	CL 9,40	1901 4mo	Mackie& Thomson Glasgow Lloyd'sA&CP	J.W.Paulin CellL	199·2 | 31·0 | 13·1 190·6 Q98'B15'F25' FK Ba40'f79'184tFPT	Wiborg Finnish 4BHCem 15tAPT24t	T3Cy17 13/16",28⅞"&45"-33" (s) 165lb 90lb 130NH 1SB,3rf,GS60,HS2040 Muir&Houston.Ld.Gls.	14 " 6 s4 " 10½ 13 " 9	
19587 DRAC	— Iron 1Dk	420 322 251					1884	Aron& Gollnow Stettin	Reed.K.K.Skriver G.m.b.H.	175·4 | 24·1 | 9·0 Q41'B37'F18' len90	Hamburg German WB	O.2Cy.17¼"&32¾"-22½" 42NH Aron&Gollnow,Stettin		G
19588 131312 GPZC	**Ascanius** Ⓟ TwinSc Ref.Mchy. D.F. 3Dks	10048 8436 6262					1910	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	493·0 | 60·4 | 37·1 P47'B199'F63'	Liverpool British WB	T.6Cy.24",40"&68"-48" 640NH Wrkman,Clark&Co.Ld Bel		BT till 12,41
19589 163574 MBFB	**Aseity** ssLon.No.1-39 OilEng. 1Dk Mchy.Aft CruiserStern	416 261 213	✠100A1 10,39 ✠LMC10,39 ✠LMC(M)6,42	Lon	f	OG N6,39	1935 3mo	G.Brown &Co. Greenock Lloyd'sA&CP	F.T.Everard& Sons,Ld.	142·9 | 26·7 | 8·7 Q91'F19' FK FPT64tAPT37t	London British 3BHAsp	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 72RHP NewburyDieselCo.Ld. Newbury	9 " 9 s3 " 8 9 " 9	
19590 164622 MLLB	**Ashanti** ssCff.No.1-41 OilEng. Mchy.Aft 1Dk CruiserStern	534 333 274	✠100A1 3,42 ~~2,41~~ 2,41 ✠NE10,37 ✠LMC~~10,37~~ ~~✠LMC(M)5,39~~	~~Cff~~ Lth	h	OG N2,41	1936 5mo	GooleS.B. &Repg.Co. Ld. Goole Lloyd'sA&CP	T.E.Evans&Co.Ld. CellDB	183·6 | 27·1 | 8·0 P42'Q100'F18' FK 114'180tFPT	London British 3BHCem 54tAPT41t	Oil Engines 2S.C.SA 5Cy.9⅞"-16 9/16" 102NHP Nydqvist&Holm,A/B. Trollhättan	10 " 5 s3 " 11½ 10 " 0¼	
19591 164518 GYMC	**Ashantian** ssLiv.No.1-39 D.F. E.S.D. 1Dk&Shelter dk CruiserStern Tonnage opening closed '41 (W.E.)	4917 4146 2950	✠100A1 withfreeboard 9,41 ~~5,40~~ LMC9,41 ~~✠LMC11,39~~ Carrying vegetable oil in deep tank	~~Npt~~ Gls	a† 2 1/16	CL ~~5,38~~ 6,41	1935 8mo	Wm.Hamilton&Co.Ld. PortGlasgow Lloyd'sA&CP	UnitedAfricaCo Ld. CellDB334'946t	404·1 | 56·7 | 23·0 416·0(O.L.) F45' FK DTa25'873tFPT18	Liverpool British 7BHptCem (Coll to Sh dk 6 „2nd „) 8tAPT142t	T.3Cy.22",38⅝"&63"-43⅜" 215lb (s) 353NHP Emade22 refitted41 2SB(Spt)6cf,GS107,HS4810 Frd.Wilhelm Hütti, FD Mülheim	~~25 " 3~~ ~~s1 " 11~~ ~~23 " 0~~ 37 " 4 s12 " 11¾ 24 " 6½	
19592 148865 GLPV	**Ashbury** (exCairnhill-35,exNitedal) ssNwc.No.3-7,38 1Dk(Stl)	3901 3600 2363	100A1 ~~8,41~~ ~~11,40~~2,42 BS~~12,40~~ 2,42 LMC8,38	~~PN~~ Hpl Npt	w	CL 9,39	1924	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	AlexanderShippng Co.Ld.(Capper, Alexander&Co. Mgrs.) CellDB	356·5 | 50·0 | 24·7 P30'B108'F35' FK 313'989tFPT	Glasgow British 5BHCem 118tAPT84t	T.3Cy.23",40½"&67"-45" (s) 180lb 415NH 2SB(FD)&1AuxSB,8cf, GS139,HS6085 Cen.Mar.Eng.Wrks.WHpl	27 " 2 s4 " 8¾ 22 " 8¼	
19593 139249 GNLR	**Ashby** D.F. 1Dk	4868 4586 3030					1927	Cowpen DD&SBCoLd Blyth	RopnerShipping Co.Ld.	405·1 | 53·6 | 26·4 P30'B229'F41'	W. Hartlpl British WB	T.3Cy.26",43"&71"-48" 349NH Blair&Co.(1926)Ld.Stk.		C
19594 152641 VGCM	**Ashcroft** (exGleniffer) Mchy.Aft D.F. 1Dk	7726 7253 4439					1924	Midland S.B.Co Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	546·0 | 60·2 | 28·0	Midland, Ont. British WB	T.3Cy.24½",41½"&72"-48" Emade18fitted24 360NHP Hooven-Owens& RentschlerCo.Hamilton,O		CB
19595 137401 MFPN	**Ashfield** 3Mst Well deck ssLiv.No.3-7,27 Mchy.Aft ssLiv.No.2-36 1Dk(Stl)	426 306 162	✠100A1 ~~7,40~~12,41 Examined ~~7,40~~ 9,41 BS3,41 ✠LMC MS7,40 ~~BS10,40~~	~~Liv~~ Flt Liv	g	CL 6,40	1914 10mo	LythamSB &Eng.Co.Ld. Lytham Lloyd'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	142·5 | 26·0 | 11·5 Q85'B9'F23' BK6½" DTf16'	Liverpool British 4BHCem 33tAPT6t	T.3Cy.14",22"&38"-24" (s) 180lb 70RHP 1SB,3pf,GS50,HS1520 LythamS.B.&E.Co.Ld.Lyt	12 " 6 s3 " 11 12 " 11	
19596 UPER	**Ashkhabad** (exDneprostroi-38, exKutais-35, ssBal.No.3-3,29 exMistleyHall-34, ssBkn.No.1-33 exAldersgate,exMilazzo, 1Dk(Stl) exWarHostage) Adapted for oil fuel	5284 4743 3164	✠ ... 12,35 ✠	Rot	y		1917 12mo	Harland& Wolff,Ld. Glasgow	U.S.S.R. CellDB345'1136t	400·7 | 52·3 | 28·5 P49'B112'F38' FK DT28'1200tFPT11	Odessa Russian 7BHptCem 8tAPT185t	T.3Cy.27",44"&73"-48" 489NH 3SB,9cf,GS190,HS7020 Harland&Wolff,Ld.Gls.	31 " 0	
19597 120500 VRBG	**Ashridge** ssMel.2ndNo.3-12,29 ssHKg.No.2-38 1Dk(Stl)&deep framing	2884 2740 1849	✠100A1 9,41 ~~12,40~~ BS9,41 ~~BS8,40~~ ✠LMC6,38	~~Bom~~ HKg	u	CL 8,40	1905 2mo	W.Hamilton&Co. Pt.Glasgow Lloyd'sA&CP	WingHongCo.Ld. (Williamson&Co. Mgrs.) Cell	325·8 | 47·0 | 22·2 337·7(O.L.) P22'B88'F40' FK DBa96'uE22'f144'	Hong Kong British 5BHCem 349tAPT70t	T.3Cy.24",40"&65"-42" (r) 180lb 287NHP 2SB,6cf,GS112,HS4290 ClydeS.B.&E.Co.Ld P.Gls.	24 " 10 s3 " 11¾ 21 " 0	
19598 142865 GDPM	**Ashworth** ssNwc.No.3-4,33 ssNwc.No.1-37 D.F. 1Dk(Stl)	5227 4790 3148	✠100A1 ~~7,41~~ ~~1,41~~3,42 Examined 3,42 ✠LMC MS12,37 BS~~6,40~~11,41	~~Nwc~~ ~~Cff~~ Nwc	y	CL ~~12,37~~ 12,41	1920 4mo	W.Pickersgill&Sons,Ld Sunderland Lloyd'sA&CP	WatergateSteam ShippingCo.Ld. (R.S.Dalgliesh& R.I.James, Mgrs) Cell DBa126'uE22'	400·0 | 52·3 | 28·5 P49'B113'F38' FK f180'978tFPT132t	Newcastle British 7BHCem APT218t	T.3Cy.27",44"&73"-48" (s) 180lb 517NH 3SB,9cf,GS189,HS7668 FD G.Clark,Ld.Sunderland.	31 " 0 s5 " 11¾ 25 " 8¾	
19599 OYRB	**Asia** TwinSc4Mst OilEng. ssCpn.No.3-9,32 ssCpn.No.1-37 D.F. 2Dks(Stl)&Shelter dk(Stl)	7014 5045 4460	✠100A1 Shelter dk withfreeboard 9,39 ✠LMC CS11,37 DBS9,38 8,36 (SEE FOOTNOTE *)	Nkv	a†	CL sN3,37 P2,38	1919 3mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	Akties.DetÖstasiatiskeKompagni Collision Cell	425·3 | 55·2 | 35·4 442·0(O.L.) FK BHtoShelterdk DB378'1266tFPT9	Copnhagn Danish ptCem 6BH to Udk 3tAPT73t	Oil Engines 4S.C.SA 12Cy.24⅜"-37 9/16" 717NH DB100lb Akt.Burmeister&Wain	38 " 6 s10 " 0¾ 28 " 10	
19600 110358 VPJX	**Asian** (exHwahChong-38, exWinifredMoller- ssBgn.2ndNo.3-4,25 33,exGurth-32, ssShl.No.1-30 exAlbr.W.Selmer,exSaltwell) 1Dk	2461 2135 1488	✠ ... 7,32 ✠				1900 9mo	ShortBros. Ld. Sunderland	LingNamS.S.Co. Ld.(Williamson& Co.Mgrs.)	299·0 | 43·0 | 19·5 P27'B68'F32' FK	HongKong British WB	T.3Cy.21½",35"&59"-39" 219NH J.Dickinson&Sons,Ld.Sld	22 " 0	
19601 147061 GJRD	**Asiatic** ssHpl.No.3-8,36 D.F. 1Dk(Stl)	3741 3386 2300	✠100A1 ~~5,41~~ ~~5,40~~1,42 Examined 5,41 ✠LMC MS2,35 BS~~12,39~~5,41	~~Hpl~~ Bkn Liv	u	CL 8,38	1923 1mo	Burntislnd S.B.Co.Ld Burntisland Lloyd'sA&CP	HunterShipping Co.Ld.(FredHunter(Management) Ld.Mgrs.) CellDBa	349·7 | 50·0 | 24·7 P32'B103'F32' FK 103'uE21'f155'888t	London ~~Hull~~ British 6BHCem APT113t	T.3Cy.25",41"&68"-45" (r) 180lb ~~180lb~~ 342NHP 2SB(Spt)8pf,GS128,HS5336 Cooper&Greig,Ld.Dundee	26 " 11 s5 " 4¼ 21 " 9	
19602 FNLM	**Asie** Ⓟ TwinSc Fitted for oil fuel D.F. Ref.Mchy. 5Dks	8561 6617 4214					1914	Atel.&Ch. deFrance Dunkirk	ChargeursRéunis	439·3 | 55·9 | 35·4 F72'	Havre French WB	T.6Cy.28",46"&77"-48" 822NHP Atel.&Ch.deFrance.Dnk.		V
19603 DGDC	**Asien** (exHermes) ssCff.No.3-9,18 ssShl.No.2-27 1Dk2trB deepframing&Webframes	3894 3652 2447	✠ ... 1,30 ✠				1905 10mo	JLThompson&Sons.Ld. Sunderland	"Atlas"Reederei- A.G.	344·7 | 49·3 | 26·8 P31'B104'F21' FK	Emden German WB	T.3Cy.25",41"&67"-45" 329NHP G.Clark,Ld.Sunderland	27 " 11	G

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19604 LIZU	**Ask** (*ex*Lowfield-35,*ex*Lambeth) *ss*Shl.No.3-7,30 D.F. *ss*Stv.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted* *Well deck*	1541 1280 821	✠100A1 11,41 ~~12,40~~ BS~~12,40~~ 11,41 ✠LMC8,39	~~Liv~~ Shl	x	CL ~~12,38~~ 11,41	1917 11mo	Dublin DckydCo.Ld. Dublin *Lloyd's A&CP*	A/S D/S Ask(A. Kjerland,*Mgr.*) *CellDB*171'310t*D* 11,41	240·2 249·2(O.L.) Q91'B62'F23' →FK *Ta*29'131t *FPT*80t	36·2	18·3	Bergen Norwegian 4*BHCem* 4*PT*38t	T.3Cy.18",30"&50"-33" (*s*) 180lb 179NHP 2SB,6*cf*,GS101,HS3075 J.G.Kincaid&Co.Ld.Grk.	20 " 6 s 2 " 8 18 " 2½	
19605 4914 SDFR	— 1*Dk*	1041 890 592					1908	Lindholmens V.A. Gothenburg	StockholmsRederiaktieb.Svea (Eman.Högberg, *Mgr.*)	227·2 B60'H68tF28'	33·6	14·1	Stockholm Swedish *WB*	T.3Cy.14½",24"&40"-27" 83NHP LindholmensV.A Got.		V
19606 DHBM	**Askari** *Mchy.Aft* 1*Dk*	590 483 319					1927	Deutsche Werft A.G Hamburg	DeutscheOst-AfrikaLinie	170·6 Q6'F27'	28·1	13·1	Hamburg German *WB*	T.3Cy.13$\frac{3}{16}$",21¼"&34$\frac{13}{16}$"-22$\frac{13}{16}$" 58NHP DeutscheWerft,Ham.		G
19607 218586	**Askawake** *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6148 5735 4617					1919	Seattle NorthPacific S.B.Co. Seattle,Wash	UnitedStates Maritime Commission	401·9 P34'F38'	53·1	32·0	Seattle Utd.States *WB*	2 SteamTurbinesDR geared to 1 Sc Shaft W.&A.Fletcher,Hoboken, N.J		
19608 LCDQ	**Askeladden** 1*Dk*	2496 2199 1431					1920	ForthS.B. &E.Co.Ld. Alloa	RederiA/SAladdin (J.T.Farsjö&Co. *Mgrs.*)	295·7 P87tH124t	43·6	20·6	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"-39" 182NH ForthS.B.&E.Co.Ld.Alloa		N
19609 LJLI	**Askepot** D.F. 1*Dk*&*Shelterdk* *CruiserStern*	1312 1044 707					1937	Fredrkstad Mek VrksA/S Fredrikstad	RederiA/S Aladdin (J.T.Farsjö&Co. *Mgrs.*)	251·2 P58tH125tF15t	42·3	14·0	Oslo Norwegian *WB*	C.4Cy.(2)13"&30$\frac{5}{16}$"-28¾" 82NHP FredrikstadM.V.A/S Fredrikstad		N
19610 LCDR	**Askild** (*ex*Bockenheim, *ex*Karpin,*ex*Megrez) 4Mst 1*Dk*	1930 1660 1120					1918	J.&A.van deSchuyt Papendrecht	RederiA/S Aladdin (J.T.Farsjö&Co. *Mgrs.*)	269·5 P77tH103tF32t	42·2	18·2	Oslo Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NH J.&A.v.d.Schuyd,Ppndrht		N
19611 868 OHYF	**Askö** (*ex*ErikB.-36,*ex*Ursus,*ex*Dora) *ss*Abg.3rdNo.3-3,34 D.F. *ss*Sbg.No.1-38 1*Dk*(*Stl*)&*deepframing*&*ptAwngdk*(*Stl*) *Cargo battens not fitted*	2122 — 1282	✠100A1 *pt Awngdk* *withfreeboard* 10,40 10,41 BS~~7,40~~ ✠LMC5,38 ~~No later survey reported~~	Skm	*r*	CL 9,40	1897 7mo	Akt.Ges. "Neptun" Rostock *Lloyd's A&CP*	RederiA/B Askö (A.Andersson, *Mgr.*) *CellD.Ba*92'	290·8 280·5 P14'Q88' FK *ptAwngdk*176' *uE&B*44' *f*104'515t	40·3 40·7	15·8	Mariehmn Finnish 4*BHCem* 4*PT*15t	T.3Cy.19⅝".32¼"&53½"-35½" 170lb ~~100lb~~ (*s*) 187NH NDB25 1SB,3*rf*,GS59,HS3006 A.G."Neptun,"Rostock	18 " 6 s " 8¼ 17 " 11¼	
19612 LKAO	**Askot** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	1323 1043 715					1938	Fredrkstad MekVrksA/S Fredrikstad	RederiA/SAladdin (J.T.Farsjö&Co. *Mgrs*)	251·2	42·3	14·0	Oslo Norwegian *WB*	C.4Cy.(2)13"&(2)30$\frac{5}{16}$"-28¾" 82NHP FredrikstadM.V.A/S Fredrikstad		N
19613 OZKE	**Aslaug** D.F. 1*Dk*	1509 1161 900					1927	Akt.Burmeistr&Wain Copenhagen	Dampskslsk. TormA/S (A.Schmiegelow& A.Kampen,*Mgrs.*)	250·1 P16'Q68'B106'F31	38·7	15·5	Copnhagn Danish *WB*	T.3Cy.18",29"&48"-33" 132NH Akt.Burmeistr&Wain,Cpn		C
19614 5933 SDFU	**Aslög** 1*Dk*	1368 1171 759					1916	N.V.G.van derGiessen Krimpen	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	237·8 P30'B57'F25' H134t	36·1	16·?	Stockholm Swedish *WB*	T.3Cy.17½",29"&46"-36" 127NH Alblasserdam.Mach.Fab.		V
19615 29312 JAAB	**Aso Maru** Ⓟ 2*Dks*	3028 2708 1822					1923	Mitsubishi ZosenKaisha Ld. Nagasaki	ToaKaiunK.K.	315·5 P22'B80'F36'	46·0	27·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP MitsubishiZosenKaishaLd.		C
19616 37491 JUJH	— *Ref.Mchy.* *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	704 604 368					1932	Mitsubishi ZosenKaisha Ld.Kobe	OsakaSyosenK.K.	170·0 P44'F20'	30·0	17·6	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾"-24$\frac{7}{16}$" 164NHP MitsubishiZosenKaishaLd.		
19617 39705 JWSI	**Asosan Maru** *OilEng.* *Ref.Mchy.* D.F. 2*Dks*&*Shelterdk* GyC *Cruiser Stern*	8812 — 5289					1935	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussanK.K.	453·0 P22'F422'	62·0	30·5	Kobe Japanese *WB*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55⅛" 1230NHP MitsuiBussanKaisha,Ld. Tama		C
19618 940 SVXL	**Aspasia Nomikos** 1*Dk*&*Shelter dk* *CruiserStern*	4855 4323 2894	✠100A1 *withfreeboard* ~~5,41~~ ~~9,40~~ ~~10,40~~ 10,41 ✠LMC6,38	~~Liv~~ ~~Gal~~ ~~Sba~~ Syd	*a*†	CL 10,41	1938 6mo	Burntislnd S.B.Co.Ld Burntisland *Lloyd's A&CP*	PetrosM.Nomikos, Ld. *CellDB*349'1280t	414·3 430·0(O.L.) FK *FPT*191t *APT*207t	57·0	25·7	Piræus Greek 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.22",37"&63"-45" 220lb (*s*) 410NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS148,HS6165 D.Rowan&Co.Ld.Gls.	28 " 1 s 3 " 0 25 " 3½	
19619 8092 SKZG	**Aspen** (*ex*Henneseid-36,*ex*Fri, *ex*Ytteröy,*ex*KonsulOlsen) 1*Dk*	1305 1116 714					1918	Stavanger Stöberi&Dok Stavanger	O.F.Ahlmark&Co. Eftr.A/B	239·9 P50tH67tF14t	37·1	15·5	Karlstad Swedish *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&Dok		N
19620 127477 MFTG	— 3Mst *Well deck* *ss*Bel.2ndNo.3-6,39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	333 242 123	✠100A1 6,41 ~~6,39~~ ✠LMC MS6,39 BS~~6,41~~ 4,42	Bel	*f*	CL ~~6,39~~ 6,41	1915 1mo	J.Fullerton&Co. Paisley *Lloyd's A&CP*	Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*)	142·6 Q79'B7'F25' BK6" *FPT*	23·6	10·1	Newry British 5*BHCem* 45t *APT*40t	C.2Cy.15"&34"-24" (*s*) 130lb 47RHP 1SB,2*pf*,GS39,HS1280 Fisher's,Ld.Paisley	11 " 4 s 4 " 0½ 11 " 7	
19621 161300 MPNV	**Asperity** *ss*Goo.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Strengthened for Navigation in Ice*	699 538 305	✠100A1 1,38 BS5,40 ✠LMC4,38 *CarryingPetroleum in bulk*	Goo		CL ~~7,39~~ 7,41	1929 9mo	G.Brown &Co. Greenock *Lloyd's A&CP*	F.T.Everard& Sons,Ld.	187·4 Q74'F25' FK *FPT*26t *APT*39t	28·2	13·4	London British 8*BHptCem* *ptAsp*	T.3Cy.15",25"&40"-30" (*s*) 180lb 99RHP 1SB,3*c*,GS66,HS2464 W.Beardmore&Co.Ld.Gls	13 " 2 s 1 " 2 12 " 1½	
19622 147289 GJPZ	**Asphalion** Ⓟ *Ref.Mchy.* D.F. 2*Dks*	6274 5348 3836					1924	Scott'sS.B. &Eng.Co.Ld Greenock	ChinaMutual SteamNav.Co.Ld. (A.Holt&Co.*Mgrs*)	431·7 P43'B140'F45'	54·7	30·1	Liverpool British *WB*	2 SteamTurbinesDR geared to 1 Sc.Shaft Scott'sS.B.&Eng.Co.Ld.		BT till ~~6,41~~ 9,42
19623 PUAG	**Aspirante Nascimento** TwinSc (*ex*Oyapock,*ex*Venus) *Fitted for oil fuel* 1*Dk*&*Awng dk*	916 — 439					1905	Howaldtswerke Kiel	LloydBrasileiro	200·0	30·0	8·9	R.Janeiro Brazilian *WB*	T.6Cy.11⅜",19¼"&31½"-18½" 84NHP Howaldtswerke,Kiel		

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnag. Officiel Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L. R. Durée Cert. RoffTrade.
19624 7039 SDFW	**Aspö** (*ex*Fylgia,*ex*Bris) *ss*Mmo.No.3-1,42 ~~*ss*Mmo.No.3-3,32~~ ~~*ss*Osc.No.2-40 *ss*Mmo.No.1-36~~ *Cargo battens not fitted* 1*Dk*(*Stl*)	*1331* *1146* *736*	✠100A1 ~~5,41~~ ~~5,40~~ 11,41 ~~BS11,40~~ ✠LMC1,42 ~~BS8,39~~ ~~MS5,40~~	~~Lkr~~Mmo ~~Osc~~	*p*	OG ~~3,38~~ ~~5,41~~ 11,41	1920 5mo	Kockums M.V.Aktieb. Malmö	RederiA/BRex (K.M.Källström, *Mgr.*) *CellD*	235·5 245·4(O.L.) P17'B63'F25' FK *B*196'364*t FPT*44*t*	37·7	16·5	Stockholm Swedish 4*BH* *APT*59*t*	T.3Cy.18¼",28¾"&48 13/16"-31½" 185lb (*s*) 157NHP 2SB(Spt)4*cf*,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s2 ″ 3¼ 16 ″ 6	
19625 102591 EIGF	**Assaroe** (*ex*Yarrow) E.S.D. 2*Dks*	903 749 459	✠ ... 5,96 ✠				1893 6mo	R.Napier& Sons Glasgow	Dublin&Silloth S.S.Co.Ld.	230·0 P55'B70'F42' BK8"	32·1	15·0	Dublin British *WB*	T.3Cy.21½",34"&57"-42" 223NHP R.Napier&Sons,Glasgow	15 ″ 10	C †
19626 162508 MPXV	**Assiduity** *OilEng.* *Mchy.Aft* *ss*Lon.No.2-39 *Well deck* 1*Dk*(*Stl*)	350 218 186	✠100A1 12,39 ✠LMC2,38 ✠LMC(M)7,40	Lon	*e*	OG ~~1,38~~ N7,41	1930 11mo *Lloyd*	G.Brown& Co. Greenock '*s*A&CP	F.T.Everard& Sons,Ld.	135·3 Q90'F16 FK *FPT*18*t*	24·6	8·7	London British 3*BHCem* *APT*20*t*	Oil Engines 2S.C.SA 5Cy.13 3/16"-15⅜" 153NHP Plenty-StillOilEngines,Ld Newbury	9 ″ 6 s 3 ″ 7½ 9 ″ 6⅜	
19627 959 SZRE	**Assimi** (*ex*NewPioneer-39) *ss*Mch.2ndNo.3-11,30 *ss*Mch.No.1-35 1*Dk*(*Stl*)	722 *535* *320*	✠ —— 7.39 ✠	Mch	*k*		1905 12mo	W.Dobson &Co Newcastle	Mme.A.E. Karavias(Petros M.Nomikos,Ld. *Mgrs.*) *CellDBa*42'	193·0 201·7(O.L.) P19'B53'F44' BK7½" *uE*17'*f*83'164*t FPT*	29·6	12·4	Piræus Greek 4*BHCem* 35*t APT*28*t*	T.3Cy.16",27"&44"-30" 133NH 2SB,4*pf*,GS122,HS2294 MacColl&Pollock,Ld Sld	14 ″ 6	
19628 661 SZIA	**Assimina Baïka** (*ex*Eugénie, *ex*Condor,*ex*Lestris) *ss*Liv.No.2-03 2*Dks*	1334 — 789	✠ ... 8,05 ✠				1895 8mo	Wigham- Richrdsn&Co Newcastle	P.E.Baïkas	254·1 P27'B50'F26' BK9"	33·5	17·1	Piræus Greek *WB*	T.3Cy.21",33½"&54"-39" 195NH WighmRchrdsn&Co.Nwc	19 ″ 8	V †
19629 125984 VGKX	**Assiniboia** Ⓟ 3Mst *Mchy.Aft* 1*Dk*(*Stl*)&*deepframing* D.F. &*Awng dk*(*Stl-ws*)	3880 2613 2486	✠ 11,07 ✠	NYk	*w*		1907 8mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. *Cell*	336·5 B&F295' 23·6 FK *DBuE*&*B*113'*f*185'	43·8	15·4	Montreal British 6*BHCem* 720*t FPT*24*t*	Q4Cy23½",34",48½"&70"-45' 524NH 4SB,12*cf*.GS299.HS9627 FairfieldCo.Ld.Glasgow	26 ″ 9	
19630 280 IBSD	**Assiria** *OilEng.* D.F. 2*Dks*	2705 — 1622					1928	Stabilmnto Tecnico SanRocco	"Adriatica" Soc. Anon.diNav.	308·2 290·8 B185'F35'	41·8	20·0	Trieste Italian *WB*	Oil Engines 4S.C.SA 6Cy.24 13/16"-43 5/16" 357NHP StabilimentoTecnico,Tri.		I
19631 237523 WNNH	**Associated** *Mchy.Aft* *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk* *CruiserStern* *Carrying petroleum in bulk* *Longitudinal framing-bracketless system*	8428 — 5972					1938	SunS.B.& D.D.Co. ChesterPa.	TideWater AssociatedOilCo.	441·1 P93'B35'F40'	65·3	35·1	S.Frncisco Utd.States	2 steam turbines DR geared to sc. shaft GeneralElectricCo. Lynn,U.S.A.		R
19632 226071	**Associates** TwinSc *Mchy.Aft* *OilEng.* *Carrying Petroleum in bulk* 1*Dk*	526 — 313					1926	Bethlehem S.B.Corp.Ld. SanFrancisco	TideWater AssociatedOilCo.	160·0	38·0	9·3	S.Frncisco Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.10½"-15" 64NHP		
19633 142859 MJWC	**Assuan** (*ex*Ptarmigan-38, *ex*Glanton, *ss*Lon.No.3-5,32 *ex*GlantonFirth) *ss*Lon.No.1-36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	499 336 204	✠100A1 ~~5,41~~ ~~1,41~~ 3,42 Examined ~~1,41~~3,42 ✠LMC BS~~8,40~~8,41 MS1,41	Nwc	*d*	CL 12,40	1920 2mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*s*A&CP	GordoniaFreighters,Ld.(J.S. Gordon&Co*Mgrs.*) *CellD*	161·4 Q95'B9'F21' BK8" *Bf*84'108*t FPT*40*t*	25·2	9·7	London British 3*BHCem* *APT*26*t*	T.3Cy.13",21"&34"-24" (*s* 180lb 51RH 1SB.3*cf*,GS49.HS1510 AitchisonBlair,Ld.Gls.	11 ″ 8 s 3 ″ 8 12 ″ 2	
19634 1869 ICKB	**Assunta De Gregori** (*ex*Tirreno-33) *ss*Ham.No.3-4,27 *ss*Tri.No.1-31 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4219 4117 2633	✠ ... 6,35 ✠	Gen	*y*		1914 2mo	Nthmblnd S.B.Co.Ld. Newcastle *CellD*	Soc.Anon.diNav. "Assunta De Gregori" *Ba*140' *uE*23' *f* 16	400·0 FK 6'1186*t DTa*30'100	53·0	23·8	Genoa Italian 7*BHCem* 0*t APT*128*t*	T.3Cy.26½",44"&73"-48" 433NHP 3SB,9*cf*,GS183.HS7116 Richardsons,Westgarth& Co.Ld.Sld.	26 ″ 5	I †
19635 2151 ICMG	**Assunzione** (*ex*Valnegra-34, *ex*Brendon,*ex*Exford) *ss*Spz.No.3-7,28 *ss*Gen.No.1-27 D.F. 1*Dk*(*Stl*)	4531 4196 2730	✠ —— 9,32 ✠	Gen	*x*		1911 5mo	Craig,Taylor&Co.Ld. Stockton	FratelliRizzuto *CellDBa*117'*uE*24	396·0 380·0 P35'B117'F36' FK '*f*167'1210*t FPT*11	50·0	26·2	Genoa Italian 6*BHCem* 7*t APT*112*t*	T.3Cy.25",42½"&69"-48" 374NHP 2SB,6*cf*,GS142,HS6002 N.E.MarineEng.Co.Ld.Sld	20 ″ 0	I †
19636 OHWA UV	**Asta** (*ex*AugustLeffler, *ex*Boltenhagen, *ss*Mob.3rdNo.3-11,40 *ex*August,Leffler, *ex*Lyghorn,*ex* AugustLeffler) D.F. 1*Dk*(*ptIrn*&*ptStl*)& *Cargo battens not fitted* *deepframing* *Now "Numba" see No. 37810 in Supplement*	1854 1722 1086	✠100A1 ~~2,40~~11,40 2,40 ✠LMC MS[illegible] BS~~7,40~~ 8,41	~~Stv~~ Mob	*r*	OG ~~2,40~~ N11,40	1900 1mo	Osbourne, Graham&Co Sunderland A&CP	RederiA/B Asta (A.Andersson) *CellDBa*	281·2 274·6 P22'B66'F29' FK 90'*uE*20'*f*108'465*t*	40·5 41·7	18·1	Panama Pnamanian 4*BHCem* *APT*74*t*	T.3Cy.20¾",33"&54"-39" (*s*) ~~120lb~~ 125lb 192NHP 2SB(Spt),6*pf*,GS87,HS3037 J.Dickinson&Sons,Ld.Sld.	20 ″ 6 s 2 ″ 9 17 ″ 11	
19637 DOMB	**Astarte** (*ex*Suomi) *ss*Fln.No.1-02 *Well deck* 1*Dk*	633 479 356	✠ ... 9,05 ✠				1897 9mo	R.Craggs& Sons Middlesbro'	Dampfschifffahrts Ges.Neptun	177·3 Q90'B16'F23' BK7"	27·9	13·6	Bremen German *WB*	T.3Cy.14",22½"&37"-27" 83NHP MacColl&Pollock,Sld.	14 ″ 2	G †
19638 149713 MNRP	**Asteria** *ss*Irv.No.1-41 (*ex*Surbiton) *ss*Irv.No.3-3,38 *Mchy.Aft* 1*Dk*(*Stl*) *Welldeck*	649 450 319	✠100A1 12,41~~12,40~~ ✠LMC12,41 ~~MS3,38~~ ~~BS12,40~~	Irv	*i*	CL ~~4,39~~ 12,41	1926 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*s*A&CP	Wm.Robertson *CellD*	171·4 176·9 (O.L.) Q96'B11'F24' FK *B*103' 142*t FPT*52*t*	27·8	11·3	Glasgow British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"-26" (*s*) 200lb 70RHP 1SB,3*pf*.GS48,HS1440 J.Lewis&Sons,Ld.Abn.	13 ″ 5 s 3 ″ 8¾ 13 ″ 4½	
19639 62 IKKG	— TwinSc (*ex*Darma,*ex*Daraghiati i Dit. *OilEng.* *ex*Zeemeeuw) 1*Dk*	393 320 228					1911	N.V.Werf. deNoord Alblasserdm.	B.&P.Donvio	147·5 P31'F21'	25·5	10·0	Fiume Italian *WB*	Oil Engines 2S.C.SA 4Cy.10⅝"-12⅝" NE27 152NH SchiffswerfteLinz,Linz		I
19640 EEAU	**Astillero** Iron 1*Dk*	397 — 214					1893	.... Earlen, Holland	N.Lafuente	145·5	28·4	10·7	Bilbao Spanish			
19541 580 SZID	**Astir** (*ex*AngelicaMærsk, *ex*Höneberg,*ex*Auguste,*ex*Gunther) 1*Dk*	1335 934 835					1896	Helsingörs Jernsk&Msk. Elsinore	Th.F.Stafilopatis	240·6 Q78'B114'F20'	34·2	14·1	Piræus Greek	T.3Cy.17",27½"&47"-33" 124NH HelsingörsJernsk&Mskb.		G
19642 168233	**Astoria** TwinSc *OilEng* *ss*Els.No.3-9,38 D.F 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4454 4077 2694	✠100A1 *withfreeboard* 10,41~~5,40~~ ✠LMC CS4,38 DBS~~3,40~~3,41 9,38	~~Syd~~ Mel	*y.*	CL ~~9,38~~ ~~D5,40~~ 10,41	1926 4mo *Lloyd*	Akt.Nakskov Skibs. Nakskov '*s*A&CP *Cell*	Commonwealth of Australia (Dept. of Commerce) *DB* 384' 1018*t Tan* *tunnels*90*t FPT*	379·6 F39' FK *ks between* *Coll* 116*t APT*128*t*	58·3	25·3	London British 6*BHptCem* *BH to Sh dk* 5 „ „ *2nd* „	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 541NH DB120lb Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 1 24 ″ 1½	
19643 216749 KGEP	— (*ex*PointAdams) *ss*S.Fo.No.1-23 Sub,Sig. *Fitted for oil fuel* 1*Dk*	2224 1945 1358	✠ ... 11,23 ✠				1918 8mo	AlbinaEng &Mach.Wrks Portland,Or.	~~Hammond~~ ~~ShippingCo.Ld.~~ Hammond LumberCo.	289·0 P24'B144'F32' FK	44·1	19·0	Portland Ore. Utd.States *WB*	T.3Cy.22",37½"&60"-42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. / Flag.	Engines. No. & Dia. of Cylinders — Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade cert.
19644 147 YLCK	**Astra** (*ex*Erissos,*ex*Acacia) ssBly.2ndNo.3-1,29 ssLie.No.2-37 *Spar dk(pt Irn&pt Stl)2tr B&* *leep framing* *Cargo battens not fitted*	3120 2685 1808	✠100A1 *Spar dk* *with freeboard* 6,39 BS5,40 MS4,37 ✠LMC No later survey reported	Lie	*u*	CL 6,39	1902 8mo	Irvine'sSB &D.D.Co.Ld. WHartlepool Lloyd's A&CP	KugniecibasSa-biedriba"Gaida" (A.Behrsin, *Mgr.*)	315·0 327·0(O.L.) P21'B190'F30' FK *CellDBa100'uE22'f134'690t APT77t*	45·1	22·3	Riga Latvian 5*BHCem*	T.3Cy.24",38"&64"-42" (s) 160lb 260NHP 2SB,6cf,GS95,HS3825 Richardsons,Westgarth&Co.Ld.Hpl.	25 " 0 s2·10¾ 22 " 3¾	
19645 LDLS	— (*ex*YorkHarbor) 1*Dk*	2164 1935 1279	✠ ... 4,22 ✠				1919 6mo	Staten IslandS.B.Co. StatenIsland, N.Y.	A/SAlfa (M.Chr.Stray)	264·5 P40tH150tF8t FK	42·2	21·8	Xiansand Norwegian *WB*	T.3Cy.18",30"&51"-36" 240NH StatenIslandS.B.Co.	24 " 0	N ✠
19646	— (*ex*LaPlatense) ssB.As.2ndNo.3-12,31 *Mchy.Aft* ssB.As.No.2-41 1*Dk(Stl)* *Converted to tanker '21*	522 — 258	✠100A1 2,41 BS2,42 ✠LMC2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 5,19 F.P. above 150° F.*	BAs	*j*	1,41	1907 3mo	Jonker& Stans HendrikIdo Ambacht Lloyd's A&CP	"Astra"Cia. Argentina de PetroleoSoc.Anon.	176·2 P54'F22' FK *FPT85tAPT5t* *Middle line BH not oil tight*	33·5		Bns.Aires Argentine 9*BHCem*	C.2Cy.16"&32"-24" (s) 130lb 69NH 1SB,3cf,GS49,HS1450 Crabtree&Co.Ld.Gt.Yar.		
19647 LOFC	**Astra II** (*ex*Peruviana) ssB.As.No.3-1,37 1*Dk(Stl)&Web frames* ssB.As.No.1-41	2902 — 1485	✠100A1 ~~7,40~~ 11,41 ✠LMC11,41 ~~MS1,37~~ ~~BS9,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 10,23 F.P. above 150°F.*	BAs	*w*	CL ~~1,39~~ 11,41	1923 10mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd's A&CP	"Astra"Cia. Argentina de Petroleo Soc.Anon.	355·0 P31'B100'F31' FK *Middle line bulkhd not oil tight* *CellDBuE21'f28'93tAPT86t*	50·9	24·9	Bns.Aires Argentine 13*BHptCem*	T.3Cy.25",41"&68"-45" (s) 180lb 356NHP 3SB,9cf,GS148,HS5760 N.E.MarineEng.CoLdNwc	27 " 4 s4 " 2 23 " 6	
19648 UNWD	**Astrakhan** Ⓟ 2*Dks*	2692 1762 1511					1912	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·0	40·6	26·9	Vladvostk Russian *WB*	T.3Cy.20",32"&52"-39" 169NHP NevskyS.B&Mch.Works		
19649 214492 WSCG	**Astral** ssNYk.2ndNo.3-8,40 *Mchy.Aft* 2*Dks(Stl)&Shelter dk* D.F. *(Stl)&Web frames* *Longitudinal framing*	7542 6806 4574	✠100A1 *Shelter dk* *with freeboard* 5,41 ~~8,40~~ BS5,41 ✠LMC8,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 10,16 F.P. above 150°F.*	~~NYk~~ Gal	*c* †	CL 8,40	1916 10mo	UnionIron WorksCo. S.Francisco A&CP	Socony-Vacuum OilCo.Inc.	439·5 FK *CellDBuE&B74'276tDTf29'480tFPT127tAPT57t*	58·0	33·0 39·1	NewYork Utd.States 16*BHptAsp* (*10 to U dk* *6 " 2nd "*)	Q.4Cy.24",34 3/16",51"&74"-54" 220lb (r) 699NHP 3SB,9cf,HS10695 FD UnionIronWorksCo.S.Fo.	33 " 1 s4 " 1½ 29 " 1¾	
19650	**Astrea** Ⓟ *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	3000 1600	100A1 *with freeboard* (*Class Contemplated*)				1940	Crichton- VulcanA/B Åbo	FinskaÅngfAktieb	290·0 F116'	44·0	27·2	Helsingfrs Finnish	Oil Engines 2S.C.SA 7Cy.24 7/16"-45¼" Fr.KruppGermaniawftAG		
19651	— *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* *Cruiser Stern*	1406 1153 827					1921	N.V. Lobithsche Scheepsb.Mij Lobith	N.V.Koninklijke Nederl.Stoomboot. Maats.	264·4 Q39'B20'	39·2	14·8	Amstrdam Dutch *WB*	T.3Cy.20",31 3/16"&51½"-35⅜" 153NHP Machinefbk."Kinderdijk" Kinderdijk		VL
19652 FOLI	**Astrée** (*ex*Bellbro-33) ssRot.No.3-3,34 ssRot.No.1-38 D.F. 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	2147 1646 1216	✠100A1 11,41 ~~10,40~~ BS~~10,40~~ ✠LMC4,38 11,41	Msl	*s*	CL 11,40	1921 11mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd's A&CP	SociétéNavale Caennaise(G. Lamy&Cie. *Mgrs.*)	285·3 P25'Q84'B58'F24' FK *DB82'CellDB158'697tFPT97tAPT110t*	42·0	17·8	Caen French 6*BHCem*	T.3Cy.22",36"&60"-39" (s) 180lb 274NHP 2SB,6cf,GS124,HS4642 N.E.MarineEngCo LdNwc	20 " 0 s2 " 1½ 18 " 1	
19653 LJYC	**Astrell** (*ex*Athelchief-38) TwinSc ssNYk.No.1-41 *OilEng.* *Mchy.Aft* ssBkn.No.3-3,37 D.F. 2*Dks(Stl)&Web frames* *Longitudinal framing*	7595 7017 4500	✠100A1 8,41 ~~12,40~~ DBS8,41 ~~DBS3,39~~ ✠LMC CS4,38 ~~DBS(p&s)4,40~~ 3,39 *Carrying Molasses or Petroleum in bulk*	NYk	*c* †	CL ~~7,38~~ 8,41	1925 8mo	CaledonS. B.&E.Co.Ld Dundee Lloyd's A&CP	Skibs.A/S Preba (Prebensen& Blakstad, *Mgrs.*)	460·8 476·0(O.L.) P117'B34'F49' FK *CellDBuE60'314tDTf45'651tFPT171tAPT328t*	59·2	33·4	Risor Norwegian 16*BHptCem* (*10 to U dk* *6 "2nd "*)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB*180lb* NDB(*aft*)38-*110lb* J.G.Kincaid&Co.Ld.Grk	33 " 4 s6 " 4¾ 27 " 3	
19654 8190 SKBT	**Astri** ssN.Yk.No.1-41 D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk* *Part electrically welded including butts of shell plating* *Strengthened for navigation in ice*	2557 1907 1399	✠100A1 ~~6,41~~ ~~6,40~~ 3,42 ~~✠LMC8,37~~ ✠LMC CS5,41 DBS5,41 4,42 ~~2,40~~	NYk	*t*	CL N4,41	1937 8mo	Akt.Lind- holmensVarv Gothenburg Lloyd's A&CP	RederiA/B Disa (E.Brodin, *Mgr.*)	322·4 331·3(O.L.) FK P26'Q100'B&F191' *IntermediateBH in forward hold dispensed with* *CellDB260'544tFPT63tAPT125t*	44·6	17·2	Stockholm Swedish 4*BHptCem*	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 10Cy.13⅝"-22 7/16" 312NHP DB*100lb* Atlas-DieselA/B,Skm.	20 " 0 s1 " 4⅝ 18 " 8½	
19655 OZSA	**Astrid** 1*Dk*	1735 1376 1022					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	"Myren"D/S A/S (Holm&Wonsild, *Mgrs.*)	261·1 P15'Q77'B106'F31'	40·1	16·9	Copnhagn Danish *WB*	T.3Cy.18",28½"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
19656 OFBS	**Astrid Thordén** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	1816 1308 767	✠100A1 *with freeboard* 5,41 ~~6,40~~ ✠LMC7,37 No later survey reported	~~Osc~~ Bos	*s*	CL 5,40	1937 7mo	Crichton- VulcanA/B Åbo Lloyd's A&CP	RederiA/BAstrid Thordén(GustafB. Thordén *Mgr.*)	286·4 305·8(O.L.) FK (*ColBHtoShltrdk3BHto2nddk*) *CellDB216'467tFPT75tAPT100t*	42·3	15·4	Helsingfrs *Brandö* Finnish 4*BH*	2 Oil Engines 2S.C.SA 12Cy.13⅝"-22 7/16" 376NHP with electro-magnetic slip coupling&SRgearing DB*57lb* Atlas-DieselA/B,Skm.	18 " 8 s " 2 18 " 7¼	
19657 OQBA	**Astrida** Ⓟ ssAnt.No.2-37 *Ref Mchy.* 2*Dks(Stl)* D.F. *Cruiser Stern*	3310 2952 1980	✠100A1 6,41 ~~9,39~~ BS7,41 ✠LMC3,37 ✠Lloyd'sRMC~~12,40~~ 6,41 for temp. 30° F.	~~Ant~~ PN1	*v*	CL ~~9,38~~ 7,41	1929 2mo	Rotterdam Droogd.Maat Rotterdam Lloyd's A&CP	Cie.Maritime Belge(LloydRoyal) Soc.Anon.(Agence MaritimeInter-nationale, *Mgrs.*)	339·9 P35'B106'F38' FK *CellDB268'686tFPT48tAPT19t*	48·5	23·0	Antwerp Belgian 6*BHCem*	T.3Cy.23⅝",37 13/16"&63"-42" 180lb (s) 396NHP 3SB(Spt),9cf,GS162, HS6171 FD RotterdamDroogd.Maats.	25 " 7 s4 " 1⅜ 21 " 7	
19658 EEAW	**Astur** (*ex*Freixas1,*ex*Sarita, *ex*Vittoria,*ex*Henriette, *ex*Letterewe) Iron 1*Dk2trB*	944 — 754	✠ 3,87	Liv			1876	W.H.Potter&Sons Liverpool	SantiagoRivero Morán	185·8 F25'	32·8	19·7	Gijon Spanish	T.3Cy.13½",21"&35"-22" *E made 90* 57NHP A.Shanks&Sons,Arbroath		
19659 LOFE	**Asturiano** Ⓟ ssB.As.2ndNo.3-9,38 *Ref.Mchy.* 2*Dks(Stl U-ws)*	2449 — 1304	✠100A1 5,41 ~~1,40~~ ✠NB8,34 ✠LMC MS5,38 BS~~9,40~~10,41 *Fitted for oil fuel 8,34 F.P. above 150°F.*	BAs	*t* 2 1/16	CL ~~8,38~~ 5,41	1913 7mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	Soc.Anon.Importadora y Exportadora de la Patagonia	309·8 P&B197'F38' FK *CellDBa68'uE&B80'f114'442tFPT20tAPT5t*	41·6	20·5	Bns.Aires Argentine 5*BHCem*	T.3Cy.21½"36½"&59"-45"(s) 200lb 295NHP 2SB,6cf,HS4920 FD AilsaS.B.Co.Ld.Troon	23 " 0 s2 " 11½ 20 " 7	

1 Numero l'Ordre — Numero officiel — Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnag. Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement	7 Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom. du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
19660 148146 GLQS	**Asturias** Ⓟ TwinSc ssBel No.3-10,34 ssSou.No.1-38 4Dks&5th dk in Nos.1,2&3 holds Ref.Mchy. D.F. E.S.D. CruiserStern	22048 15954 13108	100A1 withfreeboard 6,39 ✠LMC MS3,38 BS4,39 ✠NE&B10,34 ✠Lloyd'sRMC6,39 Fitted for oil fuel 10,34 F.P. above 150°F.	Sou	p†	CL 10.38	1925	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	RoyalMailLines,Ld. CellDB540'3630t tanks in way of tunnels482t FPT166tAPT278t	640·5 P41'B414'F137' len34 FK&BK2"	78·5	40·5	Belfast British 11BHCem	6 Steam Turbines SR geared to Sc. Shafts (s) HS24780 4205NHP 2DB25-100lb FD 3Water Tube Boilers 435lb (Spt450lb) Harland&Wolff,Ld.Bel.	44 ″ 9 s14 ″ 1½ 31 ″ 1½	
19661 OFEK	— (exÆrö) 1Dk	1796 — 1012					1912	Sörlandets Skibsbyggeri Fevig	RederiA/BAsta (Arthur Andersson,Mgr.)	265·0 P22'B71'F29'	42·1	17·9	Mariehmn Finnish Wb	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
19662 30494 JYDA	**Asuka Maru** TwinSc OilEng GyC. ssYka.No.3-12,39 2Dks(Stl)3rd dk(Stl)in Nos.1&3 holds	7523 6996 4538	✠100A1 4,41 ~~12,39~~ ✠LMC CS1,40 DBS~~1,40~~ 4,41 ~~12,38~~ 1,40	~~Yka~~ Kob	b†	CL s12,39 ~~p7,40~~ P4,41	1924 11mo	D&WHendersn&Co.Ld. Glasgow Lloyd'sA&CP	NipponYusenK.K. CellDB375'1408t DTa27'899t	440·4 456·0(O.L.) F42' DTf45'1326t FK FPT140tAPT75t	57·0	38·5 35·5	Tokyo Japanese 8BH 1 ,, to2nddk	Oil Engines 4S.C.SA 16Cy.26¾"-43 5/16" DB100lb 1111NHP Harland&Wolff.Ld.Gls.	38 ″ 7	
19663 DHRO	**Asuncion** (exNiederwald-87) D.F. Sub.Sig 2Dks Ref.Mchy	4626 4139 2768					1921	Deutsche Werft.A.G. Hamburg	Hamburg-Südamerik.Dampfschiffahrts Ges.	414·4 P&B257'F50' len33	50·3	26·9	Hamburg German WB	T.3Cy.26 3/16",43⅜"&70 15/16"-47 5/16"&LPturbine 438NH GuteHoffnungshütte,Sterkrade		G
19664 ICAF	**Asya** (exAssia.exMacedonia, exPanorimitis,exZingara,exYacht) Iron ssGrk.No.3-3,05 ssGrk.No.1-09	427 — 268	... 11,13				1875	R.Steele&Co. Newcastle	FatmaBiltül,Esna veAbdurrahman (MustafaNuri ve Sakir,Mgrs.)	186·3	25·1	15·1	Istanbul Turkish	O.2Cy.24"&43"-30" 84NHP R.Steele&Co.Greenock		
19565 30916 JYCA	**Atago Maru** TwinSc OilEng. ssKob.No.3-4,37 2Dks(Stl)3rddk(Stl) inNos.1&3holds ssYka.No.1-41	7543 7021 4516	✠100A1 withfreeboard 7,41 ~~8,40~~ 7,41 ✠LMC CS~~4,37~~ DBS~~3,40~~ 7,41 ~~2,40~~ 7,41 Adapted for carrying oil 1,29 F.P.above 150°F. in DTs forward	Yka	b†	CL ~~P3,38~~ S2,39 P6,41	1924 11mo	Lithgows' Ld. PortGlasgow Lloyd'sA&CP	NipponYusenK.K. CellDB374'F43'1373t DTa27'1010t DTsf48'1461tFPT170tAPT79t	440·0 FK	57·2	35·8	Tokyo Japanese 8BHptCem 1 ,, to 2nd dk	Oil Engines 2S.C.SA 8Cy.26¾"-47½" DB100lb 997NHP SulzerBros.Winterthur	38 ″ 6 s10 ″ 8½ 28 ″ 3	
19666	**Atahualpa** (exBaraldan) TwinSc OilEng Mchy.Aft 1Dk	446 — 312					1929	D.W. KremerSohn Elmshorn	Cia.Argentina de Navegacion Mihanovich,Ltda.	191·3	36·0	9·8	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.7⅞"-11 1/16" 72NHP Motor-WerkMannheim		
19667 PUAH	**Atalaia** (exCarlWoermann) 2Dks	5555 5083 3490					1910	Bremer Vulkan Vegesack	LloydBrasileiro	419·7 P268'F46'	54·5	28·0	R.Janeiro Brazilian WB	Q4Cy.24",34 11/16",50 13/32"&72 13/16"-53 3/16" 388NHP BremerVulkan,Vegesack		V
19668 121334	**Atalanta** Ⓟ TrpSc 2Dks	463 358 186					1906	J.Brown&Co.Ld. Clydebank	BlackpoolSteam Nav.Co.Ld.	210·4	30·1	10·3	Glasgow British	3 Steam Turbines NB30 J.Brown&Co.Ld Clydebnk		
19669 TVSM	**Atar** CarryingPetroleum in bulk OilEng Mchy.Aft 1Dk	322 — 166					1922	Chant.Nav duMidi Martigue	Association Pétrolière	115·4	25·7	12·0	Marseilles French WB	Oil Engines 2S.C SA 2Cy.16½"-19" 96NHP J&CGBolindersCoLd.Skm		V
19670 212634 KDAK	**Atenas** Ref.Mchy. Fitted for oil fuel D.F. Sub.Sig 2Dks&2ptDk	4639 3902 2581					1909	Workman,Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.Mgrs.)	378·8 B154'F45'	50·3	29·1	NewYork Utd.States WB	T.3Cy.27",45"&75"-54" 413NHP WrkmanClark&Co.Ld.Bel		C
19671 85764 VGQT	**Athabasca** Ⓟ (exAthabaska) D.F. 2Dks	2784 2085 2349					1883 rblt. 1910	Aitken&Mansel,Gls. TheCollingwoodS.B.Co Ld.Collingwood,Ont.	CanadianPacific RailwayCo.	298·8 len10	38·2	23·3	Montreal British	C.2Cy.30"&64"-48" NE&B13 283NHP WesternDD&SBCo.Ld. Pt.ArthurOnt.		
19672 162330 GTPM	**Athelbeach** OilEng. ssFal.No.2-39 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6568 6003 3799	✠100A1 5,40 ✠LMC CS8,39 DBS8.39 5.40 Carrying Molasses or Petroleum in bulk	Bkn	a†	CL 3,40	1931 3mo	Cammell,Laird&CoLd Birkenhead Lloyd'sA&CP	AthelLine,Ld. CellDBuE73'322t DTf32'354tFPT184tAPT188t	426·1 440·0(O.L.) P103'B84'F42' FK	55·9	32·2	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C SA 6Cy.29½"-59 1/16" 489NHP 2DB180lb J.G.Kincaid&Co Ld Grk.	32 ″ 3 s5 ″ 9½ 26 ″ 9½	
19673 82930 VQMB	**Athelbrae** ssDem.No.2-39 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	681 437 240	✠100A1 10,40 ~~3,40~~ BS5,41 ~~BS3,40~~ ✠LMC2,39 Carrying Molasses or Petroleum in bulk Fitted for oil fuel 2,31 F.P above 150° F.	Dem	i	CL 2,40	1931 2mo	GooleS.B.&Repg.Co.(1927)Ld. Goole Lloyd'sA&CP	AthelLine,Ld.	160·9 168·0(O.L.) Trunk in well FK Q57'B20'F22' FPT35t APT75t	33·1	11·3	Georget'n, Dem. British 10BHptCem	T3Cy.13½",22¾"&37"-26"(s) 180lb 107NHP 1SB,3cf,GS—,HS1657 FD Amos&Smith.Ld Hull	11 ″ 3 s ″ 5½ 10 ″ 11½	
19674 166281 GCRG	**Athelchief** (exKongsten-39) OilEng D.F. E.S.D. 1Dk Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	10000 9088 5294	✠100A1 8,41 ~~2,40~~ ✠LMC10,39 CarryingPetroleum in bulk	~~Bkn~~ Mob	e† 2¼	CL	1939 10mo	Barclay,Curle&Co Ld Glasgow Lloyd'sA&CP	~~AthelLine,Ld.~~ Tankers,Ld CellDBuE73'171t DTf29'948tFPT176tAPT102t	501·7 519·3(O.L.) P101'B35'F48' FK	66·7	35·6	Liverpool British 15BH	Oil Engines 2S.C.SA 4Cy.26¾"-91 5/16" 861NH 2DB180lb Barclay,Curle&Co.Ld Gls.	35 ″ 6 s7 ″ 4½ 28 ″ 4½	
19675 161107 GTFY	**Athelcrown** TwinSc OilEng. ssBkn.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. CruiserStern E.S.D. Longitudinal framing	11999 11424 7074	✠100A1 ~~8,41~~ ~~1,41~~ 1,42 Examined 8,41 ✠LMC CS9,38 DBS~~8,40~~ 8,41 4,40 Carrying Molasses or Petroleum in bulk	~~Bkn~~ Bkn	g† Cff	CL ~~9,38~~ 8,41	1929 8mo	Furness S.B.Co Ld. Haverton Hill-on-Tees Lloyd'sA&CP	AthelLine,Ld. CellDBuE70' 117tDTsf56'826tFPT196tAPT156t	526·2 546·0(O.L.) B40'F40' FK	68·8	38·9	Liverpool British 18BHptCem (11 to U dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 16Cy.24 13/16"-51 5/16" 945NHP 2DB180lb J.G.Kincaid&Co Ld.Grk.	39 ″ 0 s9 ″ 2½ 30 ″ 1½	
19676 161088 GSWK	**Athelduchess** TwinSc OilEng. ssFal.No 2-36 Mchy.Aft 2Dks(Stl)&Webframes D.F. GyC. Longitudinal framing	8940 8307 5229	✠100A1 3,42 Examined 3,42 ✠LMC CS2,38 DBS3,42 4,39 Carrying Molasses or Petroleum in bulk	Bkn	d†	CL ~~s10,39~~ SN 10,39 P3,42	1929 4mo	W.Hamilton&Co.(1928)Ld. PortGlasgow Lloyd'sA&CP	AthelLine,Ld. CellDBuE83' 331tDTf48'701tFPT219tAPT434t	475·0 492·0(O.L.) P119'B34'F48' FK	63·3	35·0	Liverpool British 16BHptCem (10 to U dk 6 ,,2nd ,,)	Oil Engines 4S C.SA 12Cy 24 13/16"-51 5/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s6 ″ 10½ 28 ″ 4½	
19677 161081 GSRP	**Athelduke** TwinSc ssCff.No.3-7,41 OilEng. Mchy.Aft ~~ssBkn.No.2-36~~ 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	8966 8307 5329	✠100A1 10,41 ~~5,40~~ ~~✠LMC CS12,36~~ ~~DBS5,40~~ ~~5,40~~ Carrying Molasses or Petroleum in bulk DBS7,41 ✠LMC10,41	~~Grk~~ Bkn	d†	CL ~~11,36~~ 7,41	1929 1mo	R.Duncan&Co.Ld PortGlasgow Lloyd'sA&CP	AthelLine,Ld. CellDBuE83' 331tDTf48'701tFPT219tAPT434t	475·0 P119'B34'F48' FK	63·3	35·0	Liverpool British 16BHptCem (10 to U dk 6 ,,2nd ,,)	Oil Engines 4S C.SA 12Cy.24 13/16"-51 5/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s6 ″ 10½ 28 ″ 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7 Date when tail shaft last seen	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; bHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in Lloyd's. Date of R. of
19678 162317 GDBF	**Athelempress** TwinSc OilEng. ssBkn.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	8941 8316 5241	✠100A1 ~~8,41 7,40~~ 3,42 Examined 3,42 ✠LMC CS12,38 DBS~~8,40~~8,41 ~~10,39~~8,41 Lloyd'sA&CP Carrying Molasses or Petroleum in bulk	~~Grk~~ ~~NYk~~ Sou	d†	CL N9,39	1930 7mo	W.Hamilton&Co.(1928)Ld. PortGlasgow	AthelLine,Ld. CellDBuE83'315t DTf49'701t	475·0 491·6(O.L.) P119'B34'F48' FK FPT219t APT434t	63·3	35·0	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s6″10¾ 28″4½	
19679 162327 GTPL	**Athelfoam** OilEng. ssFal.No.2-39 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	6554 6014 3789	✠100A1 8,41 ✠LMC CS7,39 7,39 DBS9,40 Lloyd'sA&CP Carrying Molasses or Petroleum in bulk	Bkn	a†	CL 7,39	1931 6mo	Cammell Laird&Co.Ld. Birkenhead	AthelLine,Ld. CellDBuE72'322t DTf32'354t	426·1 P103'B34'F42' FK FPT184t APT188t	55·9	32·2	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.28¾"-59" 476NHP 2DB180lb N.E.MarineEng.CoLdNwc	32″3 s5″9 26″9½	
19680 161143 GSKF	**Athelknight** TwinSc OilEng. ssRot.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	8940 8307 5224	✠100A1 ~~6,41~~ ~~8,40~~ 5,42 Examined 5,42 ✠LMC CS12,38 9,40 DBS~~5,40~~5,42 CBS9,40 ~~DBS9,40~~ Lloyd'sA&CP Carrying Molasses or Petroleum in bulk	Bry	d†	CL 8,40	1930 3mo	R.Duncan&Co.Ld. PortGlasgow	AthelLine,Ld. CellDBuE83'331t DTf48'701t	475·0 P119'B34'F48' FK FPT219t APT434t	63·3	35·0	Liverpool British 16BHptCem (10 ,, to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s6″10¾ 28″4½	
19681 142613 GZRQ	**Athelmere** (exRealf-37, exAthelbeach, exConia, exWarRajput) ssBkn.No.3-5,37 1Dk(Stl)2trB&Web frames D.F. Longitudinal framing	5566 4701 3409	✠100A1 ~~11,40~~ ~~9,40~~ 1,42 Examined 2,42 ~~BS5,39~~ ✠LMC5,37 BS ~~7,40~~2,42 Lloyd'sA&CP Carrying oil fuel in bulk F.P. above 150° F Fitted for oil fuel 8.18 F.P. above 150° F.	~~Bom~~ Bom	z	CL 4,39	1918 8mo	Armstrong Whitworth&Co.Ld Newcastle	~~AthelLine,Ld.~~ Tankers,Ld.	400·0 410·3(O.L.) P49'B121'F39' FK CellDB59'240t Middleline Bulkhead not oil-tight	52·4	28·4	London British 12BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Hwthrn,Leslie&CoLdNwc	31″0 s4″9½ 26″5¾	
19682 149673 GNRQ	**Athelmonarch** TwinSc ssLiv.No.3-7,41 OilEng. D.F. GyC. ~~ssRot.No.2-38~~ Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing Progressive Survey of oil tanks	8995 8354 5350	✠100A1 7,41 ~~11,39~~12,41 DBS4,41 ✠LMC7,41 Lloyd'sA&CP Carrying Molasses or Petroleum in bulk	~~Lon~~ ~~Liv~~ Cff	d†	CL ~~89,38~~ ~~P4,40~~ 12,40	1928 4mo	W.Hamilton&Co.Ld. PortGlasgow	AthelLine,Ld. CellDBuE75'300t DTf48'701t	475·0 491·6(O.L.) P119'B34'F48' FK FPT219t APT434t	63·3	35·0	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB 180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s6″10¾ 28″4½	
19683 147356 GMCS	**Athelprince** TwinSc OilEng. D.F. ssShl.No3-1,41 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	8782 8173 5144	✠100A1 ~~1,41 1,41~~ 5,42 DBS~~1,41~~ 11,41 ✠LMC1,41 Lloyd'sA&CP Carrying Molasses or Petroleum in bulk	~~Shl~~ ~~Phl~~ Bkn	d†	CL 12,40	1926 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	AthelLine,Ld. CellDBuE80'323t DTf54'724t FPT186t APT304t	471·2 P116'B34'F48' FK	62·4	35·3	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″4 s7″0¾ 28″7½	
19684 161137 GLNZ	**Athelprincess** TwinSc OilEng. ssBkn.No.2-38 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	8882 8310 5259	✠100A1 4,42 ~~8,41~~ ~~10,41~~ Examined 1,42 ✠LMC CS10,38 7,40 DBS8,41 CBS11,40 Lloyd'sA&CP Carrying Molasses or Petroleum in bulk	~~Shl~~ ~~Bkn~~ Grk Bkn	d†	CL P10,41 SN 10,41	1929 12mo	W Hamiltn&Co(1928)Ld Pt.Glasgow	AthelLine,Ld. CellDBuE83'278t DTf35'534t	475·0 P119'B34'F48' FK FPT219t APT249t	63·3	35·0	Liverpool British 16BHptCem (9 to U dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s6″10¾ 28″4½	
19685 149660 GLJV	**Athelqueen** TwinSc OilEng. D.F. GyC. ssSws.No3-3,40 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	8780 8183 5145	✠100A1 ~~4,41~~ ~~3,40~~ 11,41 ✠LMC CS11,35 12,38 DBS~~5,40~~4,41 Lloyd'sA&CP Carrying Molasses or Petroleum in bulk	~~Sws~~ ~~Hfx~~ Bkn	d†	CL ~~3,38~~ 4,41	1928 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	AthelLine,Ld. CellDBuE63'297t DTf54'724t	471·2 P116'B34'F48' FK FPT186t APT304t	62·4	35·3	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″4 s7″0¾ 28″7	
19686 161142 GQWL	**Athelregent** TwinSc OilEng. ss.BknNo.2-37 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	8881 8306 5231	✠100A1 ~~4,41~~ ~~11,40~~ 2,42 Examined 1,42 ✠LMC CS12,37 8,39 DBS~~3,40~~ ~~4,41~~ 2,42 Lloyd'sA&CP Carrying Molasses or Petroleum in bulk	~~Bkn~~ Bal Bkn	d†	CL ~~7,38~~ 3,41	1930 2mo	Furness S.B.Co.Ld Haverton Hill-on-Tees	AthelLine,Ld. CellDBuE85'319t DTsf44'711t	475·2 492·6(O.L.) P119'B34'F48' FK FPT177t APT398t	63·2	35·0	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J G.Kincaid&Co.Ld.Grk.	35″0 s6″11¾ 28″3½	
19687 143355 MJQN	**Athelrill** (exBenJee-33, exJollyBasil) Mchy.Aft 1Dk Fitted for oil fuel	366 241 148					1919	N.V.v.d. Kuy&v.d.Ree Rotterdam	AthelLine,Ld.	119·4 P39'B8'F17'	23·8	10·4	Georgetwn Dem. British WB	T.3Cy.9⅞",15¾"&25⅝"-20" 29NHP N.V.v.d.Kuy&v.d.Ree, Rotterdam		C
19688 142729 GYRR	**Athelstane** (exHird-36, exAthelfoam, exCaprella, exWarGhurka) ssBkn.No.3-6,36 D.F. 1Dk(Stl)2trB&Web frames Longitudinal framing	5571 4722 3397	✠100A1 7,41 ~~9,40~~ Examined 9,40 ~~BS9,40~~ LMC6,36 Lloyd'sA&CP Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel12.18 F.P. above 150° F.	Bom DS10,41	z	CL ~~9,38~~ 6,41	1918 12mo	Irvine'sSB&D.D.Co.Ld. W Hartlepool	~~AthelLine,Ld.~~ Tankers,Ld. CellDBuE&B59'218t f50'60t FPT100t APT83t	400·0 P49'B121'F39' FK	52·3	28·4	London British 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 546NHP 3SB,9cf,GS187,HS8328 FD Richardsons,Westgarth&Co.Ld.Hpl.	31″0 s4″9 26″5¾	
19689 161128 GKBC	**Athelsultan** TwinSc OilEng. D.F. GyC. ssFal.No.2-37 E.S.D. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	8882 8310 5259	✠100A1 ~~4,41~~ ~~2,41~~12,41 Examined ~~4,41~~ 12,41 ✠LMC CS8,39 DBS~~2,41~~12,41 ~~8,39~~4,41 Lloyd'sA&CP Carrying Molasses or Petroleum in bulk	~~Shl~~ Bkn 12,41	d†	CL P7,39 s1,41	1929 11mo	W.Hamilton&Co.(1928)Ld. PortGlasgow	AthelLine,Ld. CellDBuE83'278t DTf35'534t	475·0 P119'B34'F48' FK FPT219t APT249t	63·3	35·0	Liverpool British 16BHptCem (9 to U dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s6″10¾ 28″4½	
19690 161116 MPNS	**Atheltarn** ssRot.No.2-37 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	1179 859 568	✠100A1 9,41 ~~7,40~~ Examined 9,41 ~~BS8,40~~ 9,41 ✠LMC12,37 Lloyd'sA&CP Carrying Molasses or Petroleum in bulk	~~Ply~~ Ply	n	CL 5,39	1929 9mo	Cammell Laird&Co.Ld. Birkenhead	AthelLine,Ld. DTf24'126t FPT31t APT63t	221·8 P70'B22'F37' FK Trunk in well	36·3	14·0	Liverpool British 12BHptCem	T.3Cy.17",28"&46"-30" (s) 180lb 203NHP 2SB,6cf,GS120,HS4200 Cammell Laird&CoLd Bkn	14″0 s″7½ 13″6½	
19691 161160 GJYQ	**Atheltemplar** TwinSc OilEng. E.S.D. ssBkn.No.2-38 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	~~8949~~ ~~8316~~ ~~5239~~ 8992 8316 5258	✠100A1 ~~6,41~~ ~~2,41~~9,41 2,42 ✠LMC CS4,40 6,41 DBS6,41 CBS2,41 Lloyd'sA&CP Carrying Molasses or Petroleum in bulk	~~Shl~~ ~~Bry~~ Hfx	d†	CL ~~12,40~~ 3,41	1930 6mo	Lithgows Ld. PortGlasgow	AthelLine,Ld. CellDBuE83'315t DTf44'701t	475·0 491·8(O.L.) P119'B34'F48' FK FPT219t APT434t	63·3	35·0	Liverpool British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld Grk.	35″0 s6″10½ 28″4½	

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières NHP=Force en chevaux d'après le formules de la Société RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudière & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc	
19692 168312 GPQQ	**Athelvictor** *Mchy.Aft* D.F. E.S.D. 1*Dk* *OilEng.* *Butts of shell plating,except topsides,* *CruiserStern electrically welded* *Strengthened for navigation in ice*	8410 7594 5062	✠100A1 11,41 ~~4,41~~ ✠LMC3,41 *Carrying Petroleum in bulk*	~~NYk~~ Bkn	c†	CL	1941 3mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP*	~~AthelLine,Ld.~~ Tankers,Ld *Cell DBuE80'266tD*	466·3|59·4|35·9 483·2(O.L.) P103'B38'F60' FK *Tf22'334tFPT70tA*	Liverpool British 9*BH* *PT138t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-$55\frac{1}{8}$" 502NHP 2DB*150lb* Hwthrn,Leslie&CoLd.Nwc	35 ″ 6 s 7 ″ 9 27 ″ 11½	
19693 162387 MBDL	**Athelviking** (*ex*Java-33) **TwinSc** *OilEng.* *ss*Bkn.No.3-8,37 D.F. 2*Dks(Stl)&Web frames* *Mchy.Aft Longitudinal framing*	8779 8173 5213	✠100A1 ~~4,41~~ ~~4,40~~ 11,41 Examined 8,41 ✠LMC CS3,38 DBS~~1,40~~4,41 *Carrying Molasses or Petroleum in bulk*	NYk Bkn 1,40	d†	CL 1,40	1926 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	AthelLine,Ld. *Cell DBuE80'323tD*	471·2|62·4|35·3 P116'B34'F48' FK *Tf54'724tFPT186t*	Liverpool British 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,) *APT204t*	Oil Engines 4S.C.SA 12Cy $24\frac{13}{16}$"-$51\frac{3}{16}$" 709NHP 2DB-*180lb* J.G.Kincaid&Co.Ld Grk.	35 ″ 4 s 7 ″ 0⅝ 28 ″ 7	
19694 161118 GTDF	**Athelviscount** **TwinSc** *OilEng.* *ss*Bkn.No.2-37 D.F. GyC. 2*Dks(Stl)&Web frames* *Mchy.Aft Longitudinal framing*	8882 8310 5259	✠100A1 3,42 Examined 3,42 Bkn ✠LMC CS3,42 DBS11,41 3,42 *Carrying Molasses or Petroleum in bulk*	Bkn	d†	CL SN9,40 P8,40	1929 9mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd's A&CP*	AthelLine,Ld. *Cell DBuE83'* *278tDTf35'534t*	475·0|63·3|35·0 493·0(O.L.) P119'B34'F48' FK *FPT219tAPT249t*	Liverpool British 16*BHptCem* (9 *to U dk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy $24\frac{13}{16}$"-$51\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s6 ″ 10⅝ 28 ″ 4½	
19695 DJRV	**Athen** Ⓟ *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	4450 3709 2608					1936	Deutsche WerftAG Bet Reihstgwrft Hamburg	DeutscheLevante LinieHamburg A.G.	401·8|55·8|21·3 P36'B&F354' *Upper*F36'	Hamburg German *WB*	2 SR geared Oil Engines 2S.C.SA 12Cy.20½"-$27\frac{3}{16}$" 885NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
19696	**Athena** (*ex*TaYu-38, **TwinSc** *ex*TaChie)	1440 — 861					1921	Yangtsze PooDockCo. Shanghai	G.Stamatelatos	215·0|35·0|12·0	Piræus Greek	T		
19697 LCDV	**AtLene** *OilEng.* *ss*Osl.No.2-35 2*Dks(Stl)&Web frames* *Mchy Aft* D.F. *CruiserStern* *Longitudinal framing-bracketless system*	4681 4020 2644	✠100A1 2,41 DBS5,40 ✠LMC10,35 *Carrying Petroleum in bulk*	PNl	w	CL 6,40	1928 6mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	A/S Athene (JorgenBang) *Cell D BuE59'165t*	345·6|53·5|27·8 P80'B26'F30' FK *Trunk*a112'*f*80' *DTf30'430t FPT*	Xiansand Norwegian 13*BHptCem* (9 *to U dk* 4 ,, *2nd* ,,) 185*APT66t*	Oil Engines 2S.C.SA 6Cy.23⅝"-47¼" 580NHP 2DB*150lb* Aktieb.AtlasDiesel,Skm.	28 ″ 0	
19698 164995 GZJS	**Athenic** D.F. E.S.D. 1*Dk* *CruiserStern*	5351 4931 3246	✠100A1 1,41 ✠LMC1,37	Shl	z	CL 3,40	1937 1mo	W.Gray& Co.Ld W Hartlepool *Lloyd's A&CP*	SirWalterH. Cockerline *CellDB*	413·3|57·0|27·0 P34'B259'F33' FK 360'1207t*FPT*137t	Hull British 7*BHCem* *APT*192t	T.3Cy.23½",36½"&65"-45" 200lb (*s*) 400NHP 2SB(Spt)&1AuxSB,10*cf*, GS156,HS7114 Cen.Mar.E.Wks (W.Gray&Co.Ld.)W.Hpl.	29 ″ 3 s 4 ″ 5½ 25 ″ 0½	
19699 18 SZHK	**Athina** Ⓟ 2*Dks&Spar dk*	468 — 172					1893	J.McDow- all&Barbour Piræus	Hadjiconstanti Bros.	162·0|23·6|14·0 F30'	Piræus Greek	T.3Cy.14",22"&37½"-30" 77NHP McDowall&Barbour,Pir.		
19700 128 SVCH	**Athina Livanos** *ss*Bal.No.1-41 D.F. 1*Dk&Shelter dk* *CruiserStern*	*4824* *4379* *2842*	✠100A1 *with freeboard* ~~2,41~~ ~~1,41~~ ~~1,41~~ 12,41 ~~MS1,41~~ ✠LMC10,36 *Fitted for oil fuel* 12,41 *F.P.above 150°F*	~~Bal.~~ ~~NYk~~ NNs BS12,41 1,41	a†	CL 5,40	1936 10mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP*	TheofanoMari- timeCo.Ld.(N.G. Livanos,*Mgr.*) *Cell DB365'1202tFPT*	419·2|56·7|25·3 F36' FK 198t*APT*200t	Chios Greek 7*BHCem* (*Coll to Sh dk* 6 ,,*2nd*,,)	T.3Cy.22½",39"&65"-45"(*s*) 225lb GS146HS7115 460NHP 2SB(FD)(Spt)&AuxSB9*cf* Cen.Mar.E.Wks (W.Gray&Co.Ld.)W.Hpl	27 ″ 10 s 3 ″ 0 25 ″ 1	
19701 907 SVVO	**Athinai** (*ex*ScottishPrince-37) *ss*Mch.2ndNo.3-11,34 *ss*Pir.No.1-39 1*Dk(Stl)&Shelterdk(Stl-ws)*	*2897* *2655* *1794*	✠100A1 *Shelter dk* *with freeboard* 5,40 ✠LMC9,39	Liv	v	CI 9,37	1910 3mo	Short Bros. Ld. Sunderland *Lloyd's A&CP*	HellenicLines,Ld. (P.G.Callimano- pulos,*Mgr.*) *CellDBa102'u*	340·6|46·4|21·5 F37' FK *E25'f145'636tFPT*	Piræus Greek 6*BHCem* 106t*APT*21t	T.3Cy.25",42"&69"-45" (*s*) 180lb 389NHP 2SB,6*cf*,GS122,HS5268 FD N.E.MarineEng.Co.Ld.Sld	22 ″ 11 s 1 7½ 21 7	
19702 463 SZHM	— Ⓟ (*ex* Yt.Harvard,*ex*Wacouta,*ex*Eleanor) 2*Dks*	968 — 577	**(SEE FOOTNOTE*)**				1894	.... Bath,Me.	HellenicCoast LinesCo.Ld.	220·0|32·0|17·5	Piræus Greek			
19703 164625 GYTK	**Athlone Castle** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. 3*Dks,4th dk except in Nos.4* *&7holds,5th dk in Nos.3,5&6 holds* *Ref.Mchy.* Sub.Sig. *Cruiser Stern*	25564 18722 15688	✠100A1 *with freeboard* ~~5,41~~ ~~7,40~~ 5,42 Examined 5,42 Liv DBS~~1,40~~ ✠LMC5,36 12,41	~~Sou~~ ~~PNl~~	s† 3	CL 5,41	1936 5mo	Harland& Wolff Ld. Belfast *Lloyd's A&CP*	TheUnion-Castle MailSteamshipCo. Ld. *CellDB575'3021t*	696·0|82·5|41·4 P228'B274'F107' *joined by Shade dk* FK *Tanks between tunnels 49' 265t*	London British 11*BHptCem*	Oil Engines 2S.C.DA 20Cy.26"-$59\frac{1}{16}$" 4650NHP 2DB*100lb* Harland&Wolff,Ld.Bel. *FPT126tAPT424t*	48 ″ 0 s 16 ″ 3 32 ″ 0½	
19704 LJKN	**Athos** **TwinSc** D.F. *Mchy.Aft CruiserStern OilEng.* *Carrying Petroleum in bulk* 2*Dks* *Longitudinal framing-bracketless system*	8267 7677 4867					1937	Akt.Bur- meistr&Wain Copenhagen	Skibs.A/SAthos (BernhardHans- sen&Co.*Mgrs.*)	471·3|61·3|35·2 P251tH227t	Flekkefjord Norwegian *WB*	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 810NHP Akt.Burmeistr&Wain,Cpn		N
19705 FOAI	**Athos II.** Ⓟ **TwinSc** *Ref.Mchy. Fitted for oil fuel* GyC. 4*Dks*	15276 — 8947					1925	Akt.Ges. "Weser" Bremen	Soc.desServices Contractuels des MessageriesMari- times	543·9|66·2|41·7 B312'F49'	Marseilles French *WB*	2 DR geared Steam Turbines Akt.Ges."Weser"Bremen		V
19706 VSQD	**Atid** **TwinSc** (*ex Lighter*Mabel Violet, *OilEng.* *ex*Vossfelde) 1*Dk*	509 431 305					1921	Vereinigte Elbe und Norderwerft Hamburg	AtidNavigationCo. Ld(BarnettBros.& BorchardLd. *Mgrs*).	165·5|26·4|11·5 P20' len34	Haifa Palestine *WB*	Oil Engines 4S.C.SA 12Cy.11"-$16\frac{9}{16}$" 141NHP *E made&fitted34* Fr.KruppGermaniawerft A.G.Kiel		G
19707 127 TCAL	**Atilla** (*ex*Helena,*ex*Ludworth) *ss*Sld.No.3-6,19 *Well deck* *ss*Pla.No.2-28 1*Dk(ptIrnptStl)&deep framing*	1301 1000 783	✠ — 12,32 ✠	Cpl	o		1907 4mo	BlythS.B. Co.Ld. Blyth *CellDBa65'uE&*	HamdiSelimoglu ve Serikleri	234·7|34·5|15·1 Q122'B10'F24' FK *B36'f96'341tFPT*	Istanbul Turkish 4*BHCem* 53t*APT*75t	T.3Cy.19",31"&51"-36" 166NHP 1SB,3*cf*,GS61,HS2520 Richardsons,Westgarth& Co.Ld.Sld	17 ″ 3	
19708 32 YLAE	**Atis Kronvalds** (*ex*Abava-40, *ex*Koholyt,*ex*MarieHorn, *ex*FriedrichCarl,*ex*ProfessorWilly Stöwer,*ex*MarieHorn,*ex*Franziska Fischer,*ex*HildaHorn) 1*Dk*	1423 1247 864					1900	Akt.Ges. "Neptun" Rostock	Apvienota KugniecibasAkc. Sab.	245·2|36·1|17·3 P24'B58'F26'	Riga Latvian *WB*	T.3Cy.18",30½"&48"-33½" 133NHP A.G."Neptun,"Rostock		V

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19709 PKOL	**Atjeh** *OilEng.* 1*Dk* *Mchy.Aft*	495 385 269					1938	Droogdok Maats "Soerabaia" Sourabaya	N.V.Koninklijke Paketvaart Maatschappij	158·5 P44'B8'F21'	30·2	13·1	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{1}{16}$"–18$\frac{7}{8}$" 80NHP WerkspoorN.V.Ams.		V
19710 5137 SHYA	**Atland** *Turret deck* 1*Dk*	5203 4228 2639					1910	W.Doxford &Sons,Ld. Sunderland	ÅngfaktiebTirfing (T.E.J.: son Brostrom,*Mgr.*)	388·9 P39'B67'H172*t* F43'	52·4	26·1	Gothenbrg Swedish *WB*	T.3Cy.26",42"&68"–48" 320NHP W.Doxford&Sons,Ld.Sld.		C
19711 OFDW	**Atlanta** *OilEng.* D.F. E.S.D. 1*Dk&Shelterdk,3rddk* *Ref.Mchy.* *except in No.5hold* *CruiserStern* *Strengthened for navigation in ice*	4956 4017 2601	✠100A1 *withfreeboard* 4,41 ~~1,40~~ ✠LMC4,39 ✠Lloyd'sRMC4,39 for temp. 36° F.	~~Mmo~~ Got	*z*	CL 3,41	1939 4mo *Lloyd*'*sA&CP*	Crichton VulcanA.B. Åbo	RederiA/B Atlanta (B.Krogius,*Mgr.*) *CellD* *B*325'1154*tFPT*84*t*	404·2 427·2(O.L.) FK	54·7	23·7	Helsingfrs Finnish 6*BH* (*Coll to Sh dk* 5 ,, *2nd* ,,) *APTs*188*t*	Oil Engines 2S.C.SA 8Cy.28$\frac{3}{8}$"–51$\frac{3}{16}$" 1116NHP DB57*lb* Fr.KruppGermaniawftAG Kiel	27 " 9 s 2 " 4¾ 25 " 5	
19712 2208 IBZC	— (*ex*StellaPolare, *ss*Mfl.2ndNo.3–6,35 *ex*Atlanta) 1*Dk*(*Stl*)&*Spar dk* *Ref.Mchy.* (*Stl-ptws*)&*deep framing* D.F.	4404 4008 2720	✠100A1 *Spar dk* 2,39 BS5,39 ✠LMC6,35 ✠Lloyd'sRMC2,40 *Fitted for oil fuel* 9,21 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*y*	CL N8,39	1908 4mo *Lloyd*'*sA&CP*	Russell& Co. PortGlasgow	"Italia"Soc.Anon. diNav. *CellDBa*126'*u*	399·5 385·0 P77'B108'F41' 26·3 FK *E&B*40'*f*170'1160*t*	49·8	18·4	Genoa Italian 6*BHCem* *APT*32*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 483NHP 3SB,9*cf*,GS165,HS7224 FD D.Rowan&Co.Glasgow	29 " 0 s4 " 11¾ 24 " 3	
19713 221380 KDSW	**Atlanta City** 2*Dks* GyC. *Fitted for oil fuel*	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw Al	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	26·5	NewYork Utd. States *Wb*	2 Steam Turbines DR geared to 1 Sc.Shaft FederalS.B.Co.Kearny,NJ		R
19714 EAOB	**Atlante** Ⓟ (*ex*New **3Mst** Londoner) *ss*Nwc.No.3–4,06 *Well deck* *ss*Cdz.No.2–14 *Mchy.Aft* 2*Dks*(*UStl–ws*)	1446 948 793	✠ 7,19 ✠	Bcl	*q*		1894 4mo	Wigham Richrdsn&Co Newcastle	Cia.Trasmediterranea *CellDB*144	270·0 P178'F60' BK9	33·6	15·6	Barcelona Spanish 5*BHCem* 160*tDTf*27*t*	T.3Cy.28$\frac{7}{8}$",46"&75"–42" 390NHP 3SB.12*pf*,GS156,HS6231 WighmRchardsn&CoNwc	18 " 2	
19715 149686 GSMD	**Atlantian** *Ref.Mchy.* *ss*Liv.No.2–37 3*Dks*(*Stl*)	6549 6024 4016	✠100A1 3,42 ~~3,41~~ Examined 9,41 MS7,37 ✠LMC BS~~3,40~~ 6,41	~~Liv~~ Liv	*a*†	CL 8,40	1928 8mo *Lloyd*'*sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	CharenteS.S.Co.Ld (T.&J.Harrison *Mgrs.*) *CellDB*343'1093*t*	414·6 431·3(O.L.) P41'B150'F40' FK *DTa*25' 387*t FPT*	54·6	33·8	Liverpool British 8*BHCem* 97*tAPT*28*t*	Q.4Cy.27",39",56"&80"–54" 215lb (*s*) 777NHP 4SB,12*cf*,GS247,HS11748FD CaledonSB.&E.Co.Ld.Dun	36 " 9 s 7 " 6½ 29 " 5¼	
19716 LCDU	**Atlantic** *OilEng.* *Mchy. Aft* 2*Dks* D.F. *Carrying petroleum in bulk*	7342 6772 4253					1925	Armstrong Whitworth &Co.Ld. Newcastle	A/RSeljan(Wilh. &PaulJebsen)	441·6 P379*t*H182*t*	57·5	34·1	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$"–41$\frac{3}{4}$" 582NHP Armstrong,Whitworth& Co.Ld.Nwc		C
19717	— (*ex*WestCatanace) *ss*N.Yk.No.2–27 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	5524 5058 3455	... 12,30				1919	SouthWest -ernS.B.Co. SanPedro,Cal	Cia.Internacional de Vapores,Ltda.	410·5 P43'B115'F47' FK	54·0	27·2	Panama Pnamanian *WB*	T.3Cy.24",41½"&72$\frac{13}{16}$"–48" 552NHP LlewellynIronWorks,LAn	29 " 9	R †
19718	— Ⓟ (*ex*Emilie–40,*ex*Syros–40, *ex*Adriaticos–33,*ex*Caloric) 6thSurvey,Bel.5,12 2*Dks*	1003 726 412	✠ ... 2,15				1885 10mo	Harland &Wolff Belfast		243·9 P42'B92'F37' BK8"	31·9	15·3	Pnamanian *WB*	C.2Cy.35"&70"–45" 274NHP Harland&Wolff,Belfast	16 " 3	
19719 167069 GRBY	— D.F. E.S.D. 1*Dk* *CruiserStern*	5414 4901 3245	✠100A1 3,42 ~~3,41~~ ✠LMC9,39	~~Shl~~ Hpl	*z*	CL	1939 9mo *Lloyd*'*sA&CP*	W.Gray& Co.Ld. WHartlepool	W.H.Cockerline &Co.Ld.(Walter H.Cockerline) *CellDB*360'1207*t FPT*137*t*	413·3 425·3(O.L.) P34'B259'F35' FK	57·0	27·0	Hull British 7*BHCem* *APT*192*t*	T.3Cy.23½",36½"&65"–48" 200lb (*s*) 430NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS133,HS6576 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	29 " 3 s 4 " 5½ 25 " 0½	
19720 165859 GBQB	**Atlantic City** D.F. *OilEng.* *CruiserStern* 1*Dk&Shelter dk*	5133 4676 2992					1941	Wm.Dox- ford&SonsLd Sunderland	LeedsShippingCo. Ld.(SirW.R.Smith &Sons,Ld. *Mgrs.*)	415·0 *FonShelter dk*38'	55·1	24·5	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23$\frac{5}{8}$"–91½" 687NHP Wm.Doxford&Sons,Ld.Sld		
19721 162405 GWSY	**Atlantic Coast** **TwinSc** *OilEng.* *ss*Liv.No.1–39 *Mchy.Aft* 1*Dk&Shelter dk* D.F. E.S.D. *CruiserStern*	890 687 475	✠100A1 *withfreeboard* 1,41 ✠LMC2,41	Liv	*o*	OG 3,38	1934 7mo *Lloyd*'*sA&CP*	H.Robb, Ld. Leith	CoastLines,Ld. *Intermediate BH in hold* *CellD B*176'318*tDTf*12'5	231·6 F28' 36·9 241·8(O.L.) FK *dispensed with Coll* 8*tFPT*18*tAPT*24*t*	35·2	11·8	Liverpool British *Cem* *BH to Sh dk* 2 ,, ,, *2nd* ,,	Oil Engines 2S.C.SA 10Cy.13$\frac{3}{8}$"–22$\frac{1}{16}$" 312NHP BritishAuxiliariesLd Gls.	14 " 0 s " 2 13 " 11	
19722 HPSY	**Atlantic Gulf** Ⓟ (*ex*Southern Trader,*ex*Euzkadi, *ss*H.Kg.2ndNo.3-12,40 *ex*HelenC,*ex*LakeFaulk) 1*Dk*2*trB*	2639 2243 1519	✠100A1 8,41 ~~12,40~~ ✠LMC12,40 BS8,41 *Fitted for oil fuel* 9,19 *F.P. above* 150° F	HKg	*s*	CL 11,40	1919 9mo A&CP	American S.B.Co. Lorain,O	Wallem&Co. *CellDB*204'436*tDTa*12'80*tFP*	251·0 P25'B64'F23' FK	43·6	26·1	Panama Pnamanian 4*BHntCem* *T*72*tAPT*96*t*	T.3Cy.21",35"&59"–42" (*r*) 185lb 352NHP 2SB,6*cf*,GS115,HS5467 FD AmericanS.B.Co.Lorain,O	28 " 2 s3 " 10½ 24 " 6	
19723 26857 JTTD	**Atlantic Maru** *ss*Kob.No.3–8,32 *ss*Yka.No.1–37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 1,41 ✠LMC1,41 *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Kob	*y*	OG 1,41	1920 12mo A&CP	Kawasaki Dkyd.Co.Ld Kobe	KokusaiKisenK.K. *CellDB*327'1126*t*	385·0 FK *Collision* *FPT*127*tAPT*94*t*	51·0	36·0	Hashidate Japanese *ptCem* *BHtoAw dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB(Spt)&1Aux.SB,8*cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 " 0 s9 " 1¾ 27 " 1	
19724	**Atlantic Sun** *For full particulars see No.* 35524 *in Supplement* *OilEng.* D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Elec.welded* *Longitudinal framing*	11615 7240	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	SunS.B.& DryDockCo Chester,Pa.	SunOilCompany	524·6 P114'B41'F48'	70·2	39·7	Phildlphia Utd. States	Oil Engines 2S.C.SA 5Cy.32"–95" SunSB&DD.Co.ChesterPa		
19725	**Atlantico** (*ex*SanBernardino–40, *ex*Oriole, 2*Dks* *ex*WestJappa) *Fitted for oil fuel*	5751 5218 3555	*Now* "**Hokumei Maru,**" *see letter* **H.**				1920	AmesS.B. &D.D.Co. Seattle,Wash		410·5 P44'B119'F47'	54·2	29·2	*WB*	T.3Cy.26",43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
19726	— (*ex*Skramstad) 1*Dk&Spardk*	1413 — 955					1904	Framnes Mek.Værks Sandefjord	Navegação Parana–Santa CatharinaS.A.	231·7 H80*t*	35·2	20·5	R.Janeiro Brazilian *WB*	T.3Cy.16½",27"&44"–33" 111NHP NylandsVærksted,Oslo		V

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
19727 791 SVFV	**Atlanticos** (*ex*Maryland-35, *ex*WarNoble) *ss*Bly.No.3-1,35 2*Dks*(*Stl*)	5446 4903 3367	✠100A1 9,41 ~~2,41~~ Examined 2,41 ~~BS3,40~~ ✠LMC1,35 ✠NE20*refitted*1,35 BS7,41	NYk Hul	*z*	CL 3,40	1919 3mo *Lloyd*	JCoughlan &Sons Vancouver, B C. '*sA&CP*	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) 1*Intermediate BH in forehold dispensed with* *DB*368'1274t *FPT*131t	410·5 P44'B115'F47'	54·1	27·5	Piræus Greek *pt Cem* FK 6*BH only* *APT*269t	T.3Cy.24",39½"&67"-48" (*s*) 190lb 510NHP 3SB 9*cf*,GS189,HS8008 FI N.E.MarineEng.CoLdNwc	29 " 9 s5 " 9 24 " 2	
19728 HRBL	**Atlantida** Ⓟ *ss*N.Yk.No.1-41 *ss*NOs.No 3-2,37 2*Dks*(*Stl*) (*Weather dk*-teak s)& 2 *lower dks sparred for fruit cargo* *Ref.Mchy.*	*4191* *3565* *2476*	✠100A1 *with freeboard* ~~5,41~~11,41 ~~BS11,41~~ ~~BS2,41~~ ✠LMC~~2,37~~11,41 ✠Lloyd'sRMC~~1,40~~ ~~12,40~~ 11,41 for temp. 50° F. *Fitted for oil fuel* 5,24 *F.P. above* 150° F. *Lower Decks for Fruit Cargoes*	NYk	*w*	OG 6,40	1924 5mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	StandardNavCorp. (StandardFruit& S.S.Co.*Mgrs.*) *CellDBa*93'*uE*20'	350·6 F36' *f*119'300t *FPT*78t	50·3	29·5	Ceiba Honduran FK 6*BHCem* *APT*52t	T.4Cy.27",44"&(2)54"-45" 200lb (*s*) 669NHP 4SB,16*cf*,HS10548 FD Wrkman,Clark&Co.Ld.Bel	31 " 6 s11 " 6 20 " 4	
19729 8362 SMBN	**Atlantides** (*ex*Svolder-39) D.F. *CruiserStern OilEng.* *Longitudinal framing* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	*9650* *8906* *5963*					1939	Sir J.Laing &Sons,Ld. Sunderland	RederiA/B Atlantides (C.L.Schönmeyr)	482·7 P102'F32'	68·3	36·2	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 4Cy.26⅜"-91¼" 833NHP Wm.Doxford&Sons,LdSld		N
19730	**Atlantier** *OilEng* ~~D.F.~~ E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Butts of shell&dk plating elec.welded*	~~5000~~ 4958 4298 3718	100A1 *with freeboard* 5,41 ~~*Class Contemplated*~~ *Carrying vegetable oil in D.T.*	Lkr LMC5,41	*b*†	CL	~~1940~~ 1941 5mo	Öresunds- varvetA/B Landskrona	Cie.MaritimeBelge (LloydRoyal)S.A. AgenceMaritime Internationale. S.A.*Mgrs.*) *CellDB*308'1216t *MT*28'1055t *Tank in way of tunnel*56'166t *FPT*111t *APT*141t	441·2 453·7(O.L.) F38' (*Coll BH to Sh dk*,6 *BH to 2nd dk*)	57·1	21·2	Antwerp Belgian FK 7*BHptCem*	Oil Engines 2S.C.SA 8Cy.26¾"-59 1/16" 992NHP DB71lb A/B Götaverken,Got.	29 " 0 s3 " 8 25 " 6¾	
19731 135497 GLTM	**Atlantis** Ⓟ (*ex*Andes) TrpSc 3*Dks*&1*pt Dk* *Ref.Mchy.* D.F. *Fitted for oil fuel*	15135 10221 8529					1913	Harland& Wolff,Ld. Belfast	Ministry of War Transport(Royal MailLines,Ld. *Mgrs.*)	570·3	67·3	33·3	Liverpool British *WB*	T.8Cy(2)27",(2)42"&(4)49" -51"&1L.P.Turbine Harland&Wolff,Ld.Bel.		
19732 214459 WSCH	**Atlas** (*ex*Sunoil) *ss*Bal.2ndNo.3-11,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7137 — 4408	✠100A1 ~~7,41~~ ~~7,40~~ 2,42 ~~BS7,40~~ ✠LMC11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16 *F.P. above* 150° F.	NYk BS7,41	*b*†	CL 7,40	1916 10mo	W Cramp& SonsS&EBCo Philadelphia A&CP	Socony-Vacuum OilCo.Inc. *Cell DBuE&B*61' 234t	430·0 446·0(O.L.) P116'B36'F49' FK *FPT*246t *APT*49t	58·2	33·3	NewYork Utd.States 15*BHptCem* (10 *to U dk* 5 ,, 2*nd* ,,)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 565NH 3SB,9*cf*,GS185,HS8095 FI W.Cramp&SnsS&EBCPh	33 " 4 s6 " 6 27 " 0½	
19733 HPHV	— (*ex*PanAmerican-37, 2*Dks* *ex*Willpolo-33,*ex*Yaphank) D.F. Sub.Sig. *Fitted for oil fuel*	4810 — 3036					1919	Downey S.B.Corp. Arlington, N.Y.	Soc.Anon. Maritime et Commerciale	386·8 P40'B110'F40'	52·2	27·4	Panama Pnamanian *WB*	T.3Cy.27",40"&70"-48" 339NH DowneyS.B.Corp. Arlington,N.Y		RV
19734 DOKG	— D.F. Sub.Sig. *Cruiser Stern* 2*Dks*	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German *WB*	T3Cy19⅛"31½"&50⅝"-35 7/16" & 1 low pressure Turbine 180NH A.G."Weser,"Bremen		G
19735 1337 IBBD	— D.F. 1*Dk*&*Spar dk* *Carrying Oil in bulk Fitted for oil fuel*	2005 1740 1128	*Now* "**Mazatlan,**" *see letter* **M.**				1898	Delaware RiverCo. Chester,Pa.	Ditta G.M.Barbagelata	263·4 254·3	40·3	20·0	Genoa Italian	T.3Cy.21",34"&56"-42" 203NH Delaware RiverCo.Chester		I
19736 OHXZ	— (*ex*Carlsten-35,*ex*Oder, *ex*CarboII,*ex*Bylgia) *ss*Skm No.3-9,12 1*Dk*(*Stl*)&*deep framing* *Now* "Atlas II," *see No.* [illegible] *in Supplement* D.F.	1098 950 586	✠ 12,19	Cpn	*n*		1901 11mo	Söderhmns Verks.Aktieb Söderhamn	A.Andersson *CellDB*	238·1 229·5 P16'B61'F22' FK *a*52'*uE*27' *f*94'296t	34·6	14·3	Mariehmn Finnish 4*BHCem* *APT*40t	T.3Cy.16½",27"&44"-30" 118NH 1SB,3*rf*,GS38,HS2035 NylandsVærksted,Oslo	16 " 9	VI
19737 PCVQ	— *OilEng.* 1*Dk* *Mchy.Aft CruiserStern*	335 213 163					1938	NVSchpsw Delfzijl v/h Gebr.Sanders Delfzijl	J.Beck VereenigdeNeder- landscheScheep	130·4	24·1	8·3	Groningen Dutch *WB*	Oil Engines 4S.C.SA 4Cy. AppingedammerBrons Motorenfb.N.V		C
19738 26272 JAPD	**Atlas Maru** *ss*Kob.No.3-7,31 *ss*Kob.No.2-40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	7347 6856 4481	✠100A1 *Shelter dk* *with freeboard* 5,41 ~~4,40~~ ✠LMC~~4,40~~ 5,41 *Fitted for oil fuel* 8,23 *F.P. above* 150° F	Kob	*a*†	CL 4,40	1920 1mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP	OsakaSyosen K.K. *CellDB*358'1165t *DTa*28'1077t	420·0 F47'*on Shelter dk* FK *FPT*108t *APT*95t	56·0	38·5	Osaka Japanese *Cem* 6*BHtoSh dk* 2 ,, ,, *U* ,,	T.3Cy.28 7/16".47"&79"-51" 200lb (*s*) 574NH 3SB,9*cf*.GS192,HS7726 FD MitsubishiZosenKaisha,Ld	38 " 6 s10 " 4½ 28 " 4	
19739 LCHW	**Atle Jarl** 1*Dk*	1173 1005 671					1919	Fredrkstad Mek.Værks. Fredrikstad	A/S DetNorden- fjeldske Damp- skibsselskab	230·5 P20'B62'F26'	36·1	14·9	Trondheim Norwegian *WB*	T.3Cy.16½",26"&44"-30" 106NHP FredrikstadM.V.Frdstad.		I
19740 131322 GRPX	**Atreus** Ⓟ D.F. 2*Dks*	6546 5558 4133					1911	Scotts'S.B. &E.Co.Ld Greenock	ChinaMutual Stm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·5	52·8	32·1	Liverpool British *WB*	T.3Cy.30",50"&83"-60" 584NH Scotts'S.B.&E.Co.Ld.Grk		
19741 PCVX	**Att-S** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted CruiserStern*	466 351 252	✠100A1 1,41 ✠LMC8,37 ✠LMC(M)3,39	Liv	*g*	3,39	1937 8mo *Lloyd*	NVBoele's Schpsw&Mch Bolnes '*sA&CP*	N.V.Zeevaart Maats.Holland- Engeland(Rotter- damscheKustvaart Centrale.NV*Mgrs*)	160·4 168·9(O.L.) Q44'F21' FK *CellDB*107'127t *FPT*	26·4	10·0	Rottrdam Dutch 3*BHptCem* 48t *APT*11t	Oil Engines 4S.C.SA 8Cy.11"-17¼" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 " 10 s1 " 2 10 " 8½	
19742 136700 MMFP	**Attendant** 1*Dk* *Fitted for oil fuel*	1016 781 500					1914	H.M.Dock- yard Chatham	HemsleyBell,Ld. (H.L.R.Bell,*Mgr.*)	200·0	34·2	15·2	London British *WB*	T.3Cy.13",20"&32"-24" 50NHP H.M.Dockyard,Chatham		
19743	**Attica** (*ex*TaChing-38) TwinSc	1405 — 861					1920	Kiangnan Dk&EngWks Shanghai	G.Stamatelatos	201·2	38·1	11·3	Piræus Greek	T.		
19744 557 SVAF	**Attiki** Ⓟ (*ex*Arakaka,*ex*Grenada) *ss*Pir.3rdNo.3-11.25 1*Dk*(*Stl*)&*Spar dk* (*pt Stl*-teak s)&*deep framing*	2561 — 1534	✠ — 3,31 ✠	Pir	*s*		1896 1mo	A.Stephen &Sons Glasgow	HellenicMediter- raneanLinesCo.Ld. *CellDB*	281·5 P29'B152'F80' 23·2 FK *a*72'*uE*&*B*40'*f*104'	39·0	14·7	Piræus Greek 4*BHCem* 355t *APT*18t	T.3Cy.23",37"&62"-42" 345NHP 2SB(FD)&1AuxSB2,14 6*cf*,&2*pf*,GS120,HS5247 A.Stephen&Sons,Glasgow	25 " 6	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
19745 LDOP	**Attila** *OilEng.* ssOsl.No.1-35 *2Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	7913 7269 4729	✠100A1 11,38 ✠LMC CS4,35 DBS3,39 8,36 *Carrying Petroleum in bulk* (SEE FOOTNOTE *)	Bom	c†	CL N5,39	1930 11mo *Lloyd's A&CP*	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle	Skibs.A/S Varild (Alf.Jakhelln, *Mgr.*) *CellDBuE59'214tD*	461·0 P108'B29'F40' FK *Tf38'387tFPT134t*	59·8	33·9	Oslo Norwegian *17BHptCem* (*11 to U dk* *6 ,, 2nd ,,*) *APT179t*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP 2DB150lb Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	33 ″ 7	
19746 401 IBEJ	**Attilio Deffenu** Ⓟ TwinSc *OilEng.* *2Dks4trB*	3510 2078 2040					1929	Soc.Anon. Ansaldo SestriPuente	"Tirrenia"Soc. Anon.diNav.	324·0 313·6	43·8	21·4	Naples Italian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-35 7/16" 1170NHP CantOff.Savoia,Crnigliano		I
19747 11597 JATD	**Atuta Maru** Ⓟ TwinSc (*ex*Atsuta Maru-38) D.F. ssYka.2ndNo.3-9,32 ssYka.No.~~1-37~~2-41 *2Dks(Stl-Uteaks)deepframing&Web framesLowerdk(Stl)inNos.1&3holds*	7983 6748 4940	✠100A1 5,41 ~~9,40~~ ✠LMC5,41 ~~MS3,37~~ ~~BS9,40~~	Yka	d†	CL 9,40	1909 3mo *Lloyd's A&CP*	MitsuBishi DDks&EWks Nagasaki	NipponYusenK.K. *CellDBa139'uE&B85'f180'1609t*	459·9 P61'B176'F54' FK *FPT143t*	55·8	34·5	Tokyo Japanese *7BHCem*	T.6Cy.25",41½"&69"-48"(*s*) 200lb 973NHP 6SB.*18cf*,GS338,HS14276FD MitsuBishiD.&E.Wks.Nag *APT48t*	34 ″ 6 s8 ″ 1½ 27 ″ 1	
19748 14443 JTLH	— (*ex*AtsutaMaru-38) *1Dk*	496 456 290					1911	Ono Seikichi Osaka	HeianKisenGoshi Kaisha	178·7	22·0	16·9	Hutyu Japanese	T.3Cy.11",19"&32"-22" 48NHP OnoSeikichi,Osaka		
19749 43739 JYKL	**Atutasan Maru** (*ex*AtsutasanMaru-38) *OilEng.* D.F. E.S.D. *Ref.Mchy.* *2Dks* GyC. *CruiserStern*	8663 — 5235					1937	Tama Zosen-Sho K.K. Tama	MitsuiBussan Kaisha,Ltd.	455·1 F35'	62·0	39·5	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.24 7/16"-55⅛" 1230NHP TamaZosen-ShoK.K.Tama		C
19750 VSBD	**Auby** (*ex*Rosario) TwinSc *1Dk*	636 532 319					1908	Soc.Esercizio Bacini Genoa	SarawakS.S.Co. Ld.	202·2	34·2	9·8	Kuching Sarawak *WB*	T.6Cy.9¼",16⅛"&25 3/16"-13 13/16" 47NHP Soc.EsercizioBacini,Genoa		V
19751 837 IBAC	**Auctoritas** (*ex*AnsaldoSavoia Primo) *Now "Pelotasloide," see No. 38030 in Supplement* D.F. *1Dk*	5228 4480 3259					1918	Cant.Offic. Savoia Cornigliano	Soc.AnonIndustriaArmamento	395·8 378·0 P37'B113'F33'	51·7	27·8	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/16"-39⅝" 305NHP Cant.Nav.Riuniti,Ancona		CI
19752 1720 IKLQ	**Audace** (*ex*Royal) Sub.Sig. *1Dk&Spar dk*	1459 — 889					1892	Akt.Ges. "Neptun" Rostock	IgnazioMessina &C.	249·2 240·0 P&B188'F26'	36·1	19·8	Genoa Italian *WB*	T.3Cy.16⅛",25⅝"&41¾"-31" 98NHP A.G."Neptun,"Rostock		I
19753 148704 MNLF	**Audacity** ssLon.No.3-7,38 *Mchy.Aft* *1Dk(Stl)&Web frames*	589 444 242	✠100A1 2,39 ~~BS8,39~~ ✠LMC~~7,38~~ 7,41 *Carrying Petroleum in bulk* ✠NB7,41	Goo	h	CL ~~9,40~~ 7,41	1925 11mo *Lloyd's A&CP*	G.Brown &Co.Ld. Greenock	F.T.Everard& Sons,Ld.	172·8 Q64'F26' FK *DTf11'32tFPT36t*	26·7	12·7	London British *8BHptAsp* *APT29t*	T.3Cy.13½",22"&36"-24"(*s*) 180lb GS60 99RHP 1SB,*3cf*,~~GS66,HS2064~~ 2111 W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s1 ″ 0½ 11 ″ 7½	
19754 147260 GKMJ	**Auditor** ssMch No.3-8,37 *2Dks(Stl)*	5444 5101 3427	✠100A1 6,41 ~~5,40~~ ✠LMC MS8,37 BS8,40	~~Liv~~ Lon	z	CL N8,37	1924 6mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow *CellDB351'1118tD*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*)	410·0 424·2(O.L.) P37'B138'F52' FK *Ta31'850tFPT52t*	52·3	30·6	Liverpool British *8BHCem* *1 ,, to2nddk* *APT22t*	T.3Cy.24½",42½"&72"-54"(*s*) 215lb HS9339 538NHP 2DB&1SB,*15cf*,GS281. Dunsmuir&JacksonLdGls.	32 ″ 11 s6 ″ 2¾ 27 ″ 0½	
19755 LCHY	**Audun** D.F. *1Dk*	1304 1134 742					1925	Stavanger Stöberi&Dok Stavanger	D/S A/S Audun (Bertrand Marcussen)	242·8 P51tH64t	37·3	16·0	Askeröy Norwegian *WB*	T.3Cy.17½",28½"&48"-39" 144NHP StavangerStöberi&Dok		N
19756	**Augsburg** (*ex*NorthwesternMiller) *Now "Teiryu Maru," see No. 38655 in Supplement* ssHam.2ndNo.3-2,[illegible] Sub.Sig. *2Dks(Stl)&Shelter dk(Stl)* D.F. *Tonnage opening closed1919* *3trB in No.1hold*	6512 4737 4095	✠ *Shelter dk* 6,39 ✠	Ham	a†		1915 3mo	Nthmblnd S.B.Co.Ld Newcastle *CellDBa146'*	*uE33'f172'1230tD*	419·8 F34'*onShelter dk* FK *Ta35'955tFPT110t*	53·4	36·1	*7BHCem* *APT125t*	T.3Cy.29",49"&80"-54" 682NHP 3SB,*12cf*,GS234,HS10300FD Richardsons,Westgarth& Co.Ld.Hpl.	39 ″ 0	
19757 DCIO	**August** *OilEng* *1Dk* *Mchy.Aft* *CruiserStern*	400 314 197					1936	Frd.Krupp Germaniawft A.G Kiel	Sartori&Berger	156·7 P78'F16'	26·7	10·5	Kiel German *WB*	Oil Engines 4S.C.SA 6Cy.14⅜"-19 11/16" 121NHP Fr.KruppGermaniawftAG		G
19758 DCHC	**August Blume** *Mchy.Aft* *1Dk*	744 618 408					1922	C.Pape G.m.b.H. Bodenwerder	AugustBlume (R.Bornhofen, *Mgr.*)	192·6 len27	27·9	13·2	Rendsbrg German *WB*	T3Cy16 3/16"27 3/16"&41⅜"-19 11/16" *Emade92,refitted23* 75NHP F.Schichau,Elbing		G
19759 DJSW	**August Bolten** D.F. *1Dk* *CruiserStern*	3665 3289 2078					1936	Neptunwerft Rostock G.m.b.H Rostock	Aug.BoltenWm. Miller'sNachf.	363·1 P238'F27'	51·7	22·1	Hamburg German *WB*	T.3Cy.20⅞",33⅞"&54 5/16"-35 7/16" & exhaust turbine HS4090 328NHP NeptunwerftRostock G.m.b.H.,Rostock		G
19760 DMAD	**August Cords** *Mchy.Aft* *1Dk*	900 772 497					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords.	231·3 P&B177'F25'	33·8	12·0	Rostock German *WB*	T.3Cy.14⅝",24 3/16"&38⅝"-26⅝" 77NHP A.G."Neptun,"Rostock		G
19761 DNAH	**August Schultze** Sub.Sig. D.F. *2Dks*	2452 2144 1505					1921	Nordd. WrftG.m.b.H Weser-münde-G.	Oldenbrg-Portug. Dmpfsch.Rhed. A.G.	278·4 P31'B79'F36'	40·4	23·7	Oldenburg German *WB*	T.3Cy.22⅝",37"&57 1/16"-35⅜" &LPTurbine 254NHP BremerVulkan,Vegesack		G
19762 215870 WTLC	**August Ziesing** ssClv.No.3-37 GyC. *1Dk(Stl)&Web frames* *Mchy.Aft*	7969 7916 6143	✠100A- 1,41 ~~BS1,41~~ ✠LMC3.37 BS3,42 *For Service on the Great Lakes*	Clv			1918 4mo	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co. *CellDBuE&B63'f&inside tanks*	580·0 F54' FK *467'6510tFPT280t*	60·0	27·9	DuluthMin. Utd.States *4BH* *APT60t*	T.3Cy.24½",40"&65"-42"(*s*) 180lb 414NHP 3SB,*6cf*,GS137,HS6405 FD Gt.LakesEngWks.Ecorse	32 ″ 0 s10 ″ 8½ 21 ″ 6½	
19763 1267 IBED	**Augusta** (*ex*Durham) ssGen.2ndNo.3-3,31 ssGen.No.2-39 *Ref.Mchy* *2Dks(Stl)&deepframing&* D.F. *Shelter dk(Stl)* *Now "Minasloide," see No. 37621 in Supplement*	5702 5220 3484	✠100A1 *Shelter dk withfreeboard* 12,39 ✠LMC MS3,39 BS12,39 ✠Lloyd'sRMC1,40 NO LATER SURVEY REPORTED	Gen	a†	CL 12,39	1904 11mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	A.Zanchi *CellDBa100'u*	434·5 420·0 FK *E30'f195'911tFPT*	54·0	28·6	Genoa Italian *7BHCem* *139tAPT15t*	T.3Cy.28⅝",47"&78"-54"(*s*) 180lb 518NHP 3SB,*9cf*,GS183,HS6759 FD N.E.MarineEngCoLdNwc	31 ″ 9 s5 ″ 0 27 ″ 0	
19764 FPJT	**Augustin Le Borgne** (*ex*Rensfjell) *1Dk*	1128 967 669					1918	Akers Mek.Værks Oslo	Cie.C.LeBorgne	225·2 P18'B56'F24'	36·3	15·7	Rouen French *WB*	T.3Cy.17",29"&47"-33" 150NHP AkersMek.Værks.Oslo		V

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. 7isites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.
19765 PCWA	**Augustina** TwinSc OilEng Mchy.Aft ss.H.Kg.No.3-7,40 D.F. E.S.D. 1Dk(Stl) Longitudinal framing at bottom & at deck	3110 2277 1626	✠100A1 7,41 ~~7,40~~ ✠LMC CS7,40 DBS~~7,40~~7,41 7,40 Carrying Petroleum in bulk	~~Hkg~~ Sng	t 2	CL 10,39	1927 7mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	Nederl.Indische Tankstoomboot Maats.	305·1 P86'F46' Trunk dk173' FK Cell DBuE53'104tFPT72tAPT59t	50·2	19·3	~~TheHague~~ Willemstad Dutch 12BHptCem	Oil Engines 4S.C.SA 12Cy.18⅛"-35$\frac{7}{16}$" 379NHP DB150lb Hwthrn,Leslie&C.Ld.Nwc	19 " 3 s1 " 9½ 17 " 7½
19766 EEBI	**Augusto** Steel&Iron (exJaimeD'Urgell, ssGot.2ndNo.3-5,09 exNorden) 1Dk2trB Well deck Floors,Beams&Keels onIrn	685 — 334	✠ 6,14	Got	j		1885 9mo	Boolds, Sharer&Co Sunderland	VicenteBlay Navarro	171·4 P118'H34tF21' BK7½" D Ba37'f24'75t FPT30tAPT25t	25·9	14·8	Valencia Spanish 4BHCem	C.2Cy.27"&50"-36" 122NHP 1SB,3pf,GS49,HS2090 Carr&Co.(Ld.)Sld.	15 " 3
19767 1485 IBFD	**Augustus** Ⓟ QuadSc OilEng. GyC. ssGen.No.2-36 Ref.Mchy. 4Dks(Stl-Weather dk teak s D.F. 5th&6thDks(Stl)in holds 7thDk(Stl)inNo.1hold	30418 19447 17970	✠100A1 with freeboard 5,39 ✠LMC CS11,36 DBS12,39 7,35 ✠Lloyd'sRMC5,40 NO LATER SURVEY REPORTED	Gen	s†	CL SaN 9,37 sf1,39 Pa8,38 Pf 12,37	1927 11mo Lloyd	Soc.Anon. Ansaldo Cant.Nav. SestriPonnte 'sA&CP	"Italia" Soc.Anon.diNav.	710·9 664·7 FK B404'F66' CellDB579'4514t DTa213t DTsf714tFPT200tAPT218t	82·8	46·5	Genoa Italian 11BHptCem	Oil Engines 2S.C.DA 24Cy.27$\frac{9}{16}$"-47¼" 6368NHP 2DB170lb Cant.OfficineSavoia,Genoa	51 " 6 s21 " 6¼ 30 " 2¼
19768 200883 WNWL	**Augustus B. Wolvin** Mchy.Aft GyC. D.F. 1Dk	6585 — 5311					1904	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	540·0 WB	56·0	32·0	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"-42" 282NHP AmericanS.B.Co.Clv O.	
19769 LCDW	**Augvald** (exTorrey) 1Dk&Shelter dk Fitted for oil fuel Cruiser Stern Longitudinal framing	4811 4403 2859	✠ … 1,25 ✠				1920 11mo	AM'Millan &Son,Ld. Dumbarton	Skibs A/S Corona (H.M.Wrangell& Co.A/S,Mgrs.)	400·4 FK	52·6	25·7	Haugesnd Norwegian WB	T.3Cy.27",44"&73"-48" 444NHP J.G.Kincaid&Co.Ld.Grk.	28 " 3
19770 145126 MKLC	**Auk** ssLon.No.3-2,33 E.S.D. ssLon.No.1-37 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl-ws)	1338 985 612	✠100A1 Shelter dk with freeboard 10,41 ~~2,41~~ Examined8,41 BS3,41 ✠LMC11,37 Fitted for oil fuel 7,24 F.P. above 150° F.	~~Grk~~ Ard Ply	p	CL 2,39	1921 1mo Lloyd	Bow,McLachlan&Co Ld. Paisley 'sA&CP	GeneralStm.Nav. Co.Ld. CellDBf161'255t	250·1 FK FPT20tAPT18t (	37·1	14·0	London British 4BHCem 2 ,, toSh dk 2 ,, 2nd ,,)	T.3Cy.22",35"&57"-39" (s) 180lb 273NHP 2SB,6cf,GS126,HS4939 Bow,McLachln&CoLdPsy	16 " 6 s " 2 16 " 5½
19771 LDOE	**Aun** D.F. 1Dk	1908 1680 1137					1930	Smith's DockCo.Ld Middlesbro'	A/S FinnJohnsens Rederi(Finn Johnsen,Mgr.)	270·6 P58tH79t	43·0	18·0	Bergen Norwegian Wb	T.3Cy.19",31"&52"-36" 162NH Smith'sDockCo.Ld.Mdb.	
19772 OHHO	**Aune H.** (exGraafjeld-33,exRuth, exMizar) D.F.	1988 1859					1905	Bonn& Mees Rotterdam	Laiva O/Y AuneH. (W.Hacklin,Mgr.)	292·6 281·2 F28tH82t	38·9	19·4	Björnebrg Finnish	T.3Cy.21",35"&57"-39" 202NHP Maats deSchelde.Flushing	
19773 OHHU	**Aura** (exTenbury-33, exLöwenburg) ssShl.2ndNo.3-12,31 ssHfs.No.2-39 1Dk(Stl)&Spar dk(Stl) D.F. &deep framing	4763 — 2919	✠100A1 Spar dk 7,40 ✠LMC MS7,39 BS2,40 No later survey reported	BAs	y	CL 7,39	1907 7mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	Rederi A/B Atlanta (BirgerKrogius, Mgr.) CellDBa128'uE	411·1 398·2 P48'B116'F48 FK 22'f180'1082tFPT	52·6 54·1	24·9	Helsingfrs Finnish 5BHCem 55tAPT45t	T.3Cy.25",42½"&70"-48" (r) 180lb 403NHP 2SB,6cf,GS121,HS5356 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	27 " 10 s5 " 10½ 22 " 2¾
19774 OHHS	-- (exMary-33,exGrovehill) D.F. 1Dk	1912 1686 1129					1908	Irvine'sSB &D.D.Co.Ld W Hartlepool	RederiA/B Ergo (ArmasVillamo, Mgr.)	289·2 P29'B66'H78tF27'	40·4	17·9	Åbo Finnish Wb	T.3Cy.20½",33"&54"-36" 175NH MacColl&Pollock,Ld.Sld.	
19775 147277 GFLY	**Aurania** Ⓟ TwinSc ssLiv.No.3-2,37 2Dks(Stl)&Shelter dk(Stl-ws) 3rdDk(Stl) in holds except in Nos. 4 & 5 Ref.Mchy E.S.D. D.F. Sub.Sig. GyC.	13984 10732 8323	✠100A1 Shelter dk with freeboard 1,39 BS1,39 ✠LMC1,36 Lloyd'sRMC1,39 No. 5 after chamber & No. 6 hold for temp. 35° F. No. 5 port & starboard chambers for temp. 18° F. Fitted for oil fuel 9,24 F.P. above 150° F.	Lon	h†	CL r3,38 s1,39	1924 9mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	CunardWhite Star,Ld. Cell	519·7 B&FonShltr dk425' Prom.dk266' FK DB450'1788tDTf51'1456t Tanks in way of tunnels 382tFPT106tAPT57t	65·3	39·2	Liverpool British ptCem 10BH to Shelter dk	4SteamTurbinesDRgeared to 2 Sc. Shafts (r) 220lb 1663NH 2D&2SB,24cf,HS19944 FD WllsndSlpwy.Co.Ld Nwc.	43 " 0 s11 " 10¾ 31 " 6¾
19776 ESCB	— (exJokkmokk, ssGot.4thNo.3-5,40 exEva) Well deck 1Dk(Irn)2trB Cargo battens not fitted	1341 1022 775	✠100A- 10,40 ~~5,40~~ ✠NB3,14 ✠LMC5,40 No later survey reported	Got	o	OG 4,40	1889 7mo	Strand SlipwayCo Sunderland A&CP	Treikelder&Co. (O.Treikelder, Mgr.) CellDB192'	242·0 250·6(O.L.) P29'Q59'B48'F33' BK8" 422t FPT65t APT18t	34·9	14·9	Tallinn Estonian 4BHpt.Aspd ptCem	T.3Cy.18⅝",30"&49"-33" (s) 160lb 85lb NDB07 128NHP 1SB,3pf,GS54,HS1760 NE.MarineEng.Co.Ld.Sld.	17 " 6 s1 " 5¼ 16 " 9
19777 1187 IBHD	**Aureola** (exNafta,exHaliotis) 3Mst ssSng.No.3-10,10 Mchy.Aft ssH.Kg.No.2-18 1Dk(Stl)&Web frames Carrying Petroleum in bulk Fitted for oil fuel	1833 1320 1130	✠ 9,22 ✠	HKg	p		1898 8mo	Armstrong &Co Ld. Newcastle	NaftaSoc.Italiana pelPetrolio ed Affini	248·6 242·0 P35'F37' FK FPT101tAPT39t	40·2	19·3 17·3	Genoa Italian 10BHCem	C.2Cy.30"&63"-39" 217NHP 2SB,6pf,GS123,HS3734 WllsndSlpwy.Co.Ld.Nwc.	17 " 4
19778 153734 MLLG	**Auretta** ssCffNo.1-40 D.F. 1Dk&Shelter dk Sub.Sig. CruiserStern	4571 4245 2766	✠100A1 with freeboard ~~3,41~~ 10,41 ✠LMC1,40	~~Hpl~~ Cff	z	CL 2,41	1935 9mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	W.H.Cockerline &Co.Ld.(Walter H.Cockerline) CellDB349'1283t	412·0 424.0(O.L.) F40' FK FPT109tAPT159t	56·0	25·1	London British 6BHCem (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.21",33"&62"-42" & exhaust turbine driving steam compressor 333NHP 220lb 220lb (s) FD 2SB(Spt),6cf,GS81,HS3300 D.Rowan&Co.Ld.Gls.	27 " 7 s2 " 10¼ 24 " 11¼
19779 FNLN	**Aurigny** Ⓟ TwinSc Ref.Mchy. D.F. 3Dks	9589 — 6028	✠Lloyd'sRMC5,40				1918	Forg.&Ch. de la Médit. LaSeyne	ChargeursRéunis	481·6 B262'F56'	58·2	27·2	Havre French WB	T.6Cy.25¾",42½"&70"-48" 689NHP F.&C.de la Médit.Msl.	
19780 167814 GMXM	**Aurillac** Well deck 1Dk	4733 3620 2467	✠ … 7,22 ✠				1921 12mo	W.Pickersgill&Sons,Ld Sunderland	Ministry of War Transport(British ContinentalCoal &InvestmentsCo. Ld.Mgrs.)	364·3 P18'Q128'B68'F28' FK	52·8	24·3	Cardiff British WB	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth& Co.Ld.Nwc.	26 " 8
19781 164463 GYDJ	**Auris** OilEng. ssCff.No.1-39 E.S.D. 1Dk,2nd dk clear of cargo tanks Mchy.Aft D.F. Cruiser Stern Longitudinal framing at bottom & at deck	8030 7243 4783	✠100A1 2,41 ~~4,40~~ ✠LMC CS2,40 DBS~~7,39~~2,41 7,39 Carrying Petroleum in bulk	~~Cff~~ NYk	c†	CL 9,38	1935 5mo Lloyd	Cantieri RiunitiDell' Adriatico Monfalcone 'sA&CP	Anglo-Saxon PetroleumCo.Ld.	465·2 483·5(O.L.) P93'B47'F48' FK CellDBuE64'161t DTf25'272t FPT139tAPT85t	59·4	33·9	London British 15BH	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB180lb N.V.Werkspoor,Ams.	34 " 0 s6 " 9 27 " 5½

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
19782 219954 KERX	**Aurora** (*ex*MillerCounty) *OilEng.* ssPhl.No.3-11,33 ssNYk.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	7050 3269 4339	100A1 3,42 Examined 4,42 ✠NE23 ✠LMC4,40 DBS3,42 *Carrying Petroleum in bulk*	~~Bai~~ NYk	b†	CL ~~5,39~~ 3,42	1920	Baltimore D D.&S.B.Co Baltimore, Md.	Socony-Vacuum OilCo.Inc.	431·0 P105'B36'F38' FK *CellDBuE & B54'548t DTf40'456t FPT232tAPT102t*	59·2	33·3	NewYork Utd. States 17*BHptCem* (*13 to U dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$"-91¼" 640NHP DB200lb SunS.B.&D.D.Co.ChestrPa	33 ″ 4	
19783 ~~810~~ ~~OPDT~~	— *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk*, *Ref.Mchy.* 3*rd dk except in No.* 5 *hold* *Strengthened for navigation in ice* *CruiserStern* Now "Rosemont," see No. 33340 in Supplement	4956 4017 2601	✠ … 2,42 *with freeboard* ✠LMC12,38 ✠Lloyd'sRMC3,40 5,41 for temp. 36° F. ~~DBS5,41~~	BAs	z	CL	1938 12mo *Lloyd*	Crichton- VulcanA/B Åbo *'sA&CP*	UnitedStatesMaritimeCommission	404·2 427·2(O.L.) FK *CellDB325'1154tFPT84tAPTs188t*	54·7	23·7	Panama Pnamanian 6*BH* (*Coll to Sh dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.28⅜"-51$\frac{3}{16}$" 1116NHP DB57lb Fr.KruppGermaniawftAG Kiel	27 ″ 9 ~~s2 ″ 4¾~~ ~~25 ″ 5~~	
19784 HPKS	— (*ex*Margaritis-39, *ex*Fotinia-32, ssRou.2ndNo.3-5,39 *ex*Photinia), 1*Dk*(*Stl*) Now "Eizan Maru," see No. 36279 in Supplement	4584 4372 2842	✠100A1 9,40 ✠LMC5,39	Shi	y	CL 5,39	1913 7mo *Lloyd*	W.Pickersgill&Sons,Ld Sunderland *'sA&CP*	Wallem&Co.	383·0 P36'B221'F37' FK *CellDBa134'uE&B43'f164'1270t FPT217t APT125t*	51·7	26·6	Panama Pnamanian 6*BHCem*	T.3Cy.26",42"&71"-48" (*s*) 180lb 431NHP 3SB,*12pf*,GS198,HS7363 G.Clark,Ld.Sunderland	29 ″ 6 s4 ″ 6¼ 25 ″ 3	
19785 PCWG	— ssAms.No.3-4,32 ssAms.No.2-40 1*Dk*(*Stl*)*pt Awng dk*(*Stl*) &2*nd dk*(*Stl*)*in aft hold*	1695 1135 1019	✠100A1 *pt Awng dk* *with freeboard* 3,41 ~~10,40~~ ✠LMC BS~~4,41~~2,42 MS4.40	~~Bry~~ Lon	p	CL N8,39	1920 2mo	Rotterdam Droogd.Maat Rotterdam A&CP	Koninkl.Nederl. Stoomb.Maats.	245·2 Q83' *pt Awng dk*163' FK *CellDB205'349t FPT30t APT43t*	37·3	15·8	Amstrdam Dutch 4*BHCem*	T.3Cy.17½",28"&47"-36" (*s*) 180lb 175NHP 2SB(Spt),*4cf*,GS75, HS2514 FD RotterdamDroogd. Maats.Rot	17 ″ 10 s7 ″ 3 17 ″ 9	
19786 478 IKNA	— (*ex*Rondo) ssNap.2ndNo.3-12,14 *Well deck* 1*Dk*(*Irn*)&*Webframes*	1224 873 709	✠ 3,20 ✠	Nap	n		1889 10mo	T.&W. Smith N.Shields	A.Lauro	232·9 225·2 BK8" Q75'B104'F28' *WB=DBa59'f90'*	31·7	14·6	Naples Italian 4*BHCem* 272t*APT*40t	T.3Cy.16½",27"&44"-33" 112NHP 1SB,*3pf*,GS52,HS1686 J.P.Rennoldsn&Sns,S.Shl	16 ″ 8	I †
19787 EEBM	— **Iron** (*ex*Parayas,*ex*Dione) 1*Dk* ssSld.No.2-78	693 341 351	✠ 10,80	Fal			1868 3mo	Richardsn, Duck&Co. Stockton	Cia.Nav.Vapor "Aurora"(José& Juan deGoyoaga)	191·8 Q20tB13t *DBa28'f45'*	27·6	13·7	Bilbao Spanish 4*BHCem*	C.2Cy.28½"&53"-33" 134NH Blair&Co.Ld.Stockton	17 ″ 9	
19788 PUNK	— ssMob.No.3-11,33 ssRio.No.2-42 ~~ssRio.No.1-37~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	423 369 227	✠100A1 3,42 ~~2,41~~ ✠LMC3,42 ~~MS9,37~~ ~~BS2,41~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Rio	f	CL ~~11,38~~ 3,42	1921 10mo *Lloyd*	I.J.Abdela &Mitchell,Ld Queensferry *'sA&CP*	~~Cia.deNavegacão Shell-Mex do. Brasil~~ Cia.Commercio e Navegaçao	140·5 F16' FK	27·6	10·9	R.Janeiro Brazilian 9*BHCem* *APT*15t	C.2Cy.15½"&32"-24" (*s*) 130lb 59NHP 1SB,*2cf*,HS1135 I.J.Abdela&Mitchell,Ld. Brimscombe	11 ″ 6	
19789 65 YLCC	**Auseklis** (*ex*Hochland) 1*Dk*	1309 1120 720					1914	Nevsky- Werft Leningrad	LatvianS.S.Co. "Austra"Ld. (M.Kalnins,*Mgr.*)	225·9 P109'B12'F39'	36·0	17·0	Riga Latvian *WB*	T3Cy.16⅛",26⅛"&42$\frac{9}{16}$"-30$\frac{9}{16}$" 102NHP Nevsky-Werft,Leningrad		G
19790 112 YLBK	**Ausma** (*ex*Trinacria,*ex*Prussia, *ex*CharlotteBlumberg, ssBkn.No.1-07 *ex*Lewisport) 1*Dk*&*deep framing*	1905 1716 1190	✠ … 7,09 ✠				1903 9mo	CaledonSB &E.Co.Ld. Dundee	Kugniecibas Sabiedriba"Gaida" (A.Behrsin,*Mgr.*)	279·2 P25'B68'F27' FK	41·0	18·1	Riga Latvian *WB*	T.3Cy.20",33"&54"-36" 191NHP CaledonS.B.&E.CoLd.Dun	20 ″ 7	G †
19791 113 YLBM	— (*ex* Moria, *ex*Amphitrite, Hbg.2ndNo.3-11,14 *ex*Eastgate) ssGot.No.2-23 *Well deck* 1*Dk*(*Stl*)2*trB*	1791 1428 1121	✠ 5,28 ✠	Skm	q		1889 6mo	T.Turnbull &Son Whitby	"Jura"Shipping Co.Ld.(Fr. Karklins,*Mgr.*)	259·0 P28'Q60'B112' F32' FK *CellDBa72'f104'*	31·1	16·8	Ventspils Latvian 4*BHCem* &*uE*20'340t	T.3Cy.20",33"&54"-36" 170NHP 2SB,*4cf*,GS58,HS2483 Blair&Co.Ld.Stockton	19 ″ 4	V †
19792 ~~145070~~ GJBZ	**Ausonia** Ⓟ **TwinSc** ssLon.No.3-2,34 ssBkn.No.1-38 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl-ws*)3*rd dk*(*Stl*)*in holds*, Sub.Sig. E.S.D. *except Nos.*4&5 D.F. GyC.	13912 10696 8424	✠100A1 *Shelter dk* *with freeboard* 10,39 BS4,39 ✠LMC5,37 Lloyd'sRMC4,39 E & No 6 hold chambers for temp. 32° F. *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Nwc	h†	CL 10,39	1921 12mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP*	CunardWhite Star,Ld.	520·0 538·4(O.L.) B&F425'*on Shltr dk* *Promenade dk* 243' *CellDB442'1810t DTf1456t* FK *Tanks in way of Tunnels45'382t FPT106tAPT57t*	65·3	39·1	~~Liverpool~~ British *ptCem* 10*BHtoS dk*	4 Steam Turbines DR geared to 2 Sc.Shafts 220lb (*r*) 1640NHP 2DB&2SB,*24cf*,HS19440 FD Armstrong,Whitworth& Co.Ld.Newcastle	43 ″ 0 s11 ″ 10¾ 31 ″ 6¾	
19793 111 IBID	**Aussa** ssGen.No.3-8,34 ssTri.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Now "Africander," see No. 35549 in Supplement	5441 5022 3426	✠100A1 *Shelter dk* *with freeboard* 12,39 BS4,40 ✠LMC5,38 *Fitted for oil fuel* 6,29 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Mfl	y	CL 12,39	1921 6mo	Cantiere SanRocco Trieste A&CP	"Italia"Soc.Anon. di Nav.	404·1 389·9 B125'*on Shelter dk* FK *CellDB338'1339t FPT114tAPT244t* *DTf10'285t*	53·9	29·5	Trieste Italian *Cem* 2*BHtoSh dk* 4 „ „ *U* „	T.3Cy.27",42"&68"-48" (*s*) 180lb FD 465NHP 3SB(Spt)*9cf*,GS158,HS7023 StabilimentoTecnico Triestino,Trieste	32 ″ 0 s6 ″ 11½ 25 ″ 3	
19794 LKEW	**Aust** (*ex*Lasta-39,*ex*Danybryn-38, *ex*NailseaManor-37, ssShl.No.3-6,33 *ex*NailseaCourt-36, ssShl.No.1-37 *ex*H.H.Asquith-32) 1*Dk*(*Stl*)& D.F. *Shelter dk*(*Stl*)	5630 5298 3460	✠100A1 *Shelter dk* *with freeboard* 3,42 ~~1,42~~ Examined 1,42 MS9,37 ✠LMC	~~Mob~~ Nwc NYk BS1,42	y	CL ~~12,40~~ 12,41	1920 6mo *Lloyd*	RopnerSB. &RepairngCo (Stocktn)Ld Stockton *'sA&CP*	D/S A/S Carolvore (Lundegaard& Sönner,*Mgrs.*)	390·0 P34'F36' *on* FK *Shelter dk Coll* *CellDB341'1099t FPT135t APT166t*	52·5	32·6 24·7	Farsund Norwegian *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.26",43"&71"-48" (*s*) 180lb 475NHP 3SB&1AuxSB,*12cf*,GS228. HS8647 Blair&Co.Ld.Stockton	35 ″ 3 s9 ″ 6¾ 25 ″ 11	
19795 875 CBAU	**Austral** Ⓟ ssP.As.No.1-15 1*Dk*(*Stl*)	528 361 286	✠ 7,21 ✠	Vpo	h		1912 1mo	Mackay Bros. Alloa	SocAnonGanadera yComercialMenendezBehety	160·1 B50'F25' FK *FPT*28t	27·0	11·2	PntaArnas Chilian 4*BHCem* *APT*27t	T.3Cy.13½",22"&35"-24" B*made*32*fitted*33 81NHP 1SB,*3cf*,GS51,HS1470 W.V.V.Lidgerwood,Gls.	12 ″ 0	
19796 227206 WQBV	**Australia** (*ex*MaryEllen **TwinSc** O'Neil) *OilEng.* D.F. 2*Dks* *Mchy.Aft Carrying Petroleum in bulk* *CruiserStern Longitudinal framing*	11628 11149 7221					1928	SunS.B.& D.D.Co. Chester,Pa.	TheTexasCompany	509·7 P95'F58'	70·3	39·9	Wilmgton (Del.) Utd. States *WB*	Oil Engines 2S.C.SA 8Cy.21¼"-85" 1110NHP SunS.B.&D.D.Co. Chester,Pa.		R
19797	— (*ex*SailingVessel) *OilEng.* 1*Dk*	909 — 714					1913	Soc.Esercizio Bacini Genoa	Cia.Argentina de Nav.Mihanovich, Ltda.	208·6	40·2	11·5	Bns.Aires Argentine *WB*	Oil Engines 4Cy.16½"-20" NE18 91NHP J&CGBolinder'sCoLdSkm		
19798 163215 GYCS	**Australia Star** **TwinSc** *OilEng.* ssLiv.No.1-39 *Ref.Mchy.* D.F. 3*Dks* E.S.D. GyC. 4*thDk in Nos.*2&3*holds* *CruiserStern* *Tonnage opening closed* '40	12614 11392 9144	✠100A1 *with freeboard* 11,41 ~~5,41~~ ✠LMC CS5,40 DBS~~2,39~~5,41 ~~7,37~~7,39 ✠Lloyd'sRMC~~5,41 10,41~~ 2,42	~~Liv~~ Syd	i† 2$\frac{7}{12}$	CL ~~5,38~~ 11,41	1935 4mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	FrederickLeyland &Co.Ld.	524·2 542·9(O.L.) 40·6 P59'B193'F72' FK *Duct keel forward of Mchy. space* *CellDB369'2295t FPT126tAPT172t* *Upper 'tween dk BHs except Coll BHdispensed with*	70·4	32·3	Belfast British 8*BHptCem* (*Coll to W dk* 7 „ *2nd* „)	Oil Engines 2S.C.DA 12Cy.24$\frac{1}{16}$"-55⅛" 2463NHP 2DB100lb Harland&Wolff,Ld.Bel.	43 ″ 5 s12 ″ 9 30 ″ 10	

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.
19799 OZKH	Australian Reefer Now "Pontiac," see No. 38070 in Supplement OilEng. D.F. E.S.D. 1Dk & pt Shelter dk Ref.Mchy. Cruiser Stern	2321 1817 1289					1937	Nakskov Skibs.A/S Nakskov	J.Lauritzen	332·6	47·8	17·2	Esbjerg Danish WB	Oil Engines 2S.C.SA 10Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 675NHP Akt.Burmeistr&Wain,Cpn	
19800 OZRA	Australien TwinSc OilEng. D.F. ssYka.No.3-4,28 ssCpn.No.2-36 2Dks(Stl)&Shelter dk(Stl) Now sailing as "St. Adolphe"	6652 4778 4246	✠100A1 Shelter dk withfreeboard 4,40 ✠LMC CS11,36 DBS9.38 10.37 (SURVEYS DELAYED)	Ant	a†	CL S8,38 P4,40	1915 8mo Lloyd's A&CP	Akt.Bur-meistr&Wain Copenhagen	A/S DetÖstasia-tiskeKompagni CellDBa 126' uE&B	410·0 427·1(O.L.) 42'f194' 1198tFPT	55·2	35·4 FK	Copnhagn Danish 7BHptCem 90tAPT72t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" DB80lb 717NHP Akt.Burmeistr&WainCpn.	38 ″ 6 s10 ″ 10 28 ″ 1
19801 161223 GLWT	Australind Tonnage opening closed '41(W.E.) OilEng. D.F. ssLiv.No.2-38 1Dk(Stl)&Shelter dk(Stl) 3rdDk(Stl) in Nos.1&3holds& machinery space	5020 4666 3051	✠100A1 withfreeboard 4,41 ~~7,40~~ ✠LMC CS3,38 DBS~~12,39~~4,41 3,38	~~Avn~~ NYk	a†	CL 3,38	1929 4mo Lloyd's A&CP	W.Denny &Bros.Ld. Dumbarton CellDB346'	AustralindStm. ShippingCo.Ld. (Trinder,Anderson &Co.Mgrs.) 1009t MT40' 1025tFPT97tAPT111t	410·5	54·2	25·7 FK	London British 7BHptCem (Coll to Sh dk 6 " 2nd ")	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 582NHP 2DB125lb W.Denny&Bros.Ld.	38 ″ 3 s11 ″ 0 27 ″ 4½
19802 LCMA	Austri Ⓟ Ref.Mchy. 1Dk&Awngdk	490 473 274					1910	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Dampskbsselsk.	150·8 P105'F24'	26·7	15·3	Stavanger Norwegian WB	T.3Cy.12½",19"&31"–18" 41NHP HelsingörsJernsk.&Mskb.	
19803 LDRK	Austvangen ssN.Os.No.2-39 D.F. 1Dk(Stl) Cargo battens not fitted	2420 1993 1394	✠100A1 ~~3,41~~ ~~6,40~~ ~~7,41~~ 3,42 BS3,42 ~~BS12,39~~ ✠LMC12,38 Fitted for oil fuel 11,30 F.P. above 150° F.	~~NOs~~ ~~Mob~~ NYk ~~BS1,41~~	s	OG ~~12,38~~ 7,41	1930 11mo Lloyd's A&CP	Interna-tionalS.B.& Eng.Co.Ld. Danzig	SkibsA/SKarai-bien(Görrissen& Co.A/S.Mgrs.) IntermediateBHin fore hold dispensed with CellDB248'623tFPT61tAPT78t	291·2 P28'B84'F33'	45·7	18·5 FK	Oslo Norwegian 4BHptCem Wing tanks inBridge42t	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 206lb (s) 229NHP 2SB,6cf,GS72,HS3380 FD InternationalS.B.&ECoLd	20 ″ 6 s2 ″ 8½ 17 ″ 11½
19804 160484 MPCF	Authority ssLon.No.2-36 Mchy.Aft 1Dk(Stl)&Web frames	616 466 274	✠100A1 4,40 Examined 3,41 ✠LMC MS11,36 BS3,41 CarryingPetroleum in bulk	Goo Lon	i	CL 3,40	1928 5mo Lloyd's A&CP	G.Brown &Co.Ld. Greenock	F.T.Everard&Sons Ld. DTf11'	179·8 188·4(O.L.) Q68'F27' 38tFPT70tAPT27t	26·7	12·7 FK	London British 8BHptCem ptAsp	T.3Cy.13½",22"&37"–26" (s) 180lb 83RHP 1SB,3cf,GS64,HS2066 W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s1 ″ 1½ 11 ″ 6½
19805 162557 GMFV	Autocarrier Ⓟ TwinSc CruiserStern 1Dk	822 645 329					1931	D&WHen-dersn&Co.Ld Glasgow	SouthernRailway	220·3 B94'F37'	35·6	14·1	London British WB	T.8Cy.(2)15",(2)25"&(4) 29"–21" 154NHP D&WHendersn&CoLdGls	
19806 147176 GDFN	Autolycus Ⓟ D.F. Ref.Mchy. 2Dks	7621 6464 4793					1922	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualS.N. Co.Ld.(A.Holt& Co.Mgrs.)	459·7 P53'B162'F57'	58·3	32·6	Liverpool British WB	2 Steam Turbines DR geared to one Sc.Shaft Hwthrn,Leslie&CoLdNwc	
19807 FOCD	Auvergne 1Dk	2114 1848 1208	✠ ... 12,25 ✠				1921 10mo	J.S.White &Co.Ld. Cowes	Cie.Delmas Vieljeux	280·0 P24'B67'F37'	40·2	19·3 FK	LaRochlle French WB	T.3Cy.19",32"&52"–36" 243NHP J.S.White&Co.Ld.	21 ″ 5
19808 161564 WQCV	Avalon Ⓟ (exVirginia) TwinSc 2Dks Fitted for oil fuel	1985 — 1186					1891	GlobeIron WorksCo. Cleveland,O.	Wilmington TransportationCo.	264·7 H—	38·3	22·1 WB	LsAngeles Cal. Utd. States	T.6Cy.20",32"&52"–36" 324NHP GlobeIrnWksCo.Clevelnd	
19809 167461 GLDL	Avance (exTizona) D.F. 1Dk	1582 1189 935					1920	Laxevaags Msk.&Jrnskb Bergen	Ministry of War Transport(Wm. Cory&SonLdMgs)	246·2 P61tQ108tH74t B125tF29t	37·9	15·4	London British WB	T.3Cy.18",29"&49"–33" 137NHP LaxevaagsMsk.&Jrns.Bgn	
19810 LCMB	Avance I (exAvance) 1Dk	1300 1102 768					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S Imica (J.Henriksen, Mgr.)	241·3 P9tH147tF32t	36·2	16·1	Risör Norwegian WB	T.3Cy.16½",27"&44"–30" 106NHP KjbnhavnsFlydk.&Skbsv	
19811 143514 MKDX	Avanville ssBkn.No.3-2,33 Well deck ssApl.No.1-36 Mchy.Aft 1Dk(Stl)	683 472 341	✠100A1 2,42 Examined 2,42 MS9,40 BS4,41 ✠LMC	~~Bkn~~ Bry	j	OG ~~9,40~~ 8,41	1920 8mo Lloyd's A&CP	Dibles (1918)Ld. Southampton	JohnS.Monks,Ld. CellDBf112'200tFPT	178·0 Q102'B14'F21'	29·0	11·3 FK	Liverpool British 3BHCem 78tAPT26t	T.3Cy.14",28"&39"–27" (s) 180lb 105NHP 2SB,4pf,GS60,HS1892 MacColl&Pollock,Ld.Sld.	13 ″ 3 s3 ″ 9 12 ″ 8
19812 467 IBKD	Aventino Ⓟ (exBaronBeck) ssTri.No.3-4,22 D.F. 1Dk&Spar dk&deep framing Fitted for oil fuel	3794 2787 2254	✠ ... 11,28 ✠				1907 9mo	Lloyd Austriaco Trieste	"Tirrenia"Soc. Anon.diNav.	368·4 356·0 P&B246'F65'	44·2	23·3 FK	Naples Italian WB	T.3Cy.24⅛",40½"&68"–48" 243NHP LloydAustriaco,Trieste	25 ″ 10
19813 FNUX	Aveyron (exPasteur) D.F. 2Dks	4785 3591 2899					1923	Atel.&Ch. deGironde Havre	CieGénérale d'ArmementsMar.	362·9 P&B233'F44'	49·2	24·5	Rouen French WB	T.3Cy.25$\frac{13}{16}$",42⅝"&70"–48" 340NHP Schneider&Co.Havre	
19814 YVAW	Avila TwinSc Deck & butts of keel electrically welded Mchy.Aft D.F 1Dk Longitudinal framing at bottom & at deck Cruiser Stern "Arcform"	1635 1409 782	✠100A1 ~~6,41~~ ~~11,40~~ 1,42 ✠LMC8,38 CarryingPetroleum in bulk Fitted for oil fuel 8,38 F.P. above 150° F	Aru	r ~~11~~	CL 1,42	1938 8mo Lloyd's A&CP	Smith's DockCo.Ld S.Bank,Mdb.	Cia.dePetroleo Lago CellDBuE&B50' 958tDTf20'280t FPT	261·2 271·5(O.L.) P71'F38'	45·7	17·3 FK	Maracaibo Venezuelan 13BHptCem 93tAPT69t	T.6Cy.13½",23"&37"–27"(s) 180lb 231NHP 2SB,6cf,HS3700 FD Smith'sDockCo.Ld.S.Bank	17 ″ 7 s2 ″ 7½ 15 ″ 0½
19815 149791 GMTY	Avila Star Ⓟ (exAvila) TwinSc ssLon.No.3-7,39 Ref.Mchy. 5Dks 3rd & 5th Dks omitted D.F. in No.1 hold E.S.D. CruiserStern	14443 11899 8836	✠100A1 withfreeboard 4,42 ~~2,41~~ BS2,41 ✠LMC1,39 ✠Lloyd'sRMC3,41 ~~5,41~~ 2,42 ~~8,41~~ ~~11,41~~ No. 1 fele, 'tween dk, No. 6 shelter trunk & No. 4 bridge dk. & hatch trunk for temp. 32° F. Fitted for oil fuel 8,27 F.P. above 150° F.	~~Liv~~ Bkn		CL 7,40	1927 3mo Lloyd's A&CP	J.Brown& Co.Ld. Glasgow	BlueStarLine.Ld. Duct keel forward of machinery space 152' CellDB448'1767t Tanks at sides of tunnels 770t FPT138tAPT86t	550·4 569·2(O.L.) B267'F112' len35	68·2	42·6 FK	London British 9BHCem (Coll to Wdk 8 " 2nd ")	4 Steam Turbines SR geared to 2 Sc. Shafts (s) 200lb 1840NHP 3DB&1SB,28cf,HS26758 FD J.Brown&Co.Ld.Glasgow	46 ″ 0 s18 ″ 3½ 28 ″ 0½
19816 1252 CBAV	Aviles Ⓟ (exEmilia, exEmiliaB.) TwinSc 1Dk Now "Montemar," see letter M.	824 585 497					1905	J.Reid& Co.Ld. Glasgow	Soc.Anon.Gana-dera yComercial Menendez-Behety	205·0 B56'F22'	33·7	10·7	PntaArnas Chilian WB	T.6Cy.11",18"&30"–22" 84NHP Muir&Houston,Ld.Gls.	
19817 520 IQZW	Avionia (exNaty-39, exAlba-38, exHammonia, exMathilde) Iron 1Dk2trB	1122 874 658					1882	Germania-werft Kiel	RaffaeleRomano	233·1 226·0 Q77tB87tF86t	38·2	15·4	Naples Italian WB	C.2Cy.30"&53"–36" 140NHP MärkischeAct.Ges.Berlin	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19818 147174 GFLT	**Avoceta** Ⓟ *ss*Liv.No.3-2,36 D.F. 2*Dks*(*Stl*)&*Awngdk*(*Stl-ws*)	3442 3044 1879	✠100A1 *Awng dk* *withfreeboard* 10,40 Examined 2,41	Liv ✠LMC10,40	*u* 2	CL N10,40	1923 1mo *Lloyd*	CaledonS. B.&E Co.Ld Dundee *sA&CP*	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *CellDB*266'743*t*	319·0 BK12' *FPT*50*tAPT*87*t*	44·2	26·5	Liverpool British *Cem* 5*BH to A dk*	T.3Cy.25",42"&68"-42" (*s*) 180lb 395NHP 3SB,*9cf*,GS189,HS7054 CaledonSB.&E.Co.Ld.Dun	28 ″ 9 s 8 ″ 2½ 21 ″ 10	BT till 10,41
19819 147391 MLGX	**Avon Coast** (*ex*Sapper-39) *ss*Mch.No.3-1,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1036 850 495	✠100A1 *Shelter dk* *withfreeboard* 5,41 Examined 3,408,41 MS2,35	~~Liv~~ ~~Lon~~ Liv ✠LMC ~~BS6,40~~ 7,41	*o*	CL 4,39	1923 1mo *Lloyd*	W.Dobson &Co. Newcastle *sA&CP*	CoastLines,Ld. *CellD*B	230·6 FK *a*58'*uE*19'*f*100'204*t*	35·0	14·9	Liverpool British 5*BHCem* *APT*17*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 193NHP 2SB,*6cf*,GS97,HS3570 N.E.MarineEngCoLd.Nwc	17 ″ 0 s ″ 2¼ 16 ″ 11¼	
19820 160742 MBYB	**Avonwood** *ss*Shl.No.1-38 *Mchy.Aft* 1*Dk* *CruiserStern*	1056 712 597	✠100A1 *withfreeboard* ~~2,41~~11,41 ~~BS7,40~~	~~Shl~~ Sld BS7,41 ✠LMC7,38	*m*	CL ~~10,39~~ 11,41	1934 9mo *Lloyd*	BurntisInd S.B.Co.Ld Burntisland *sA&CP* *Cell*	JosephConstan- tineS.S.Line,Ld.	199·8 Q144'F26' FK *DBf*132'320*t FPT*	33·2	13·6	Middlsbro' British 3*BHCem* 90*tAPT*70*t*	T.3Cy.13½",23"&38"-27"(*s*) 200lb *125lb* 105NHP 1SB(Spt),*3cf*,GS40,HS1871 N.E.MarineEng.CoLd.Slo	16 ″ 6 s 5 ″ 11¾ 15 ″ 2	
19821 240 SVIS	**Avra** (*ex*Halesius-36, *ex*ClanMacbeolan, *ss*Rot.No.3-10,25 *ex*LordCromer) *ss*Grk.No.2-34 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	4652 4396 2903	✠ — 2,38	Bry ✠	*y*		1912 3mo	Craig,Tay- lor&Co.Ld Stockton *CellD*	N.Sitinas&Co. *Ba*119' *uE&B*36'*f*	385·0 P32'B116'F36' FK 173'1231*t FPT*130*t*	51·5	27·4	Andros Greek 5*BHCem* *APT*150*t*	T.3Cy.26",42"&70"-48" 419NHP 3SB,*9cf*,GS178,HS7152 Blair&Co.Ld.Stockton	29 ″ 11	C †
19822 2001 IKOD	**Avvenire** (*ex*Allan-35, **Iron** *ex*Morlais,*ex*Uno, *ss*Sws.3rdNo.3-11,20 *ex*Alex.O.Nelson,*ex*HildurGertrude, *ex*Alblasserdam) 1*Dk*(*Irn*)2*trB* *Well deck*	957 761 575	✠ 1,26	Sws	*n*		1883 2mo	Rijkee&Co Rotterdam	AngeloBertorello fuA.	240·0 230·8 Q84'B46'H25*t*F23' BK8' *DBa*	31·6	14·8	Genoa Italian 4*BHCem* 59'*f*92'210*t*	C.2Cy.27"&50"-36" 128NHP 2SB,*4pf*,GS70,HS2337 Maats'deMaas',Rotterdam	15 ″ 8	I +
19823 121389 ZMLJ	**Awahou** Ⓟ **TwinSc** *Well deck* 1*Dk*	410 249 206	✠ 7,12	Wlh ✠	*f*		1912 3mo	J.Fuller- ton&Co. Paisley	Richardson&Co. Ld.	146·0 Q79'B13'F21' FK	25·1	9·1	Wellingt'n British 4*BHCem* *FPT*28*t*	Oil Engines 2S.C.SA 12Cy,10"-12⅛" 51NHP NDB30 NE30 Fairbanks,Morse&Co. Beloit,Wis.	9 ″ 8	
19824 44231 JWVL	**Awata Maru** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy* *CruiserStern*	7393 6551 4328	✠100A1 8,41 ~~11,40~~ DBS11,40 ✠Lloyd'sRMC~~11,40~~ ~~7,41~~ 7,41 *Carrying cargo oil F.P. above 150° F. in deep tanks*	Kob ✠LMC12,37	*d*†	CL 11,38	1937 12mo *Lloyd*	Mitsubishi JukogyoK.K Nagasaki *sA&CP*	NipponYusenK.K. *CellDB*361'1538*t* *Tanks at sides*	462·7 482·3(O.L.) P24'B183'F41' FK *DTs a*37'1304*t* *of tunnel*94*t FPT*8	62·3	34·4	Tokyo Japanese 8*BHptCem* 5*tAPT*79*t*	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2248NHP DB*100lb* MitsubishiJukogyoK.K. Nag.	34 ″ 5	
19825 157650 ZMBJ	**Awatea** Ⓟ **TwinSc** *ss*Syd.No.1-40 D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern* *Topsides special quality steel*	13482 — 7929	✠100A1 *withfreeboard* 8,41 ~~2,41~~ ~~BS9,40~~ *Fitted for oil fuel* 7,36 *F.P. above* 150° F.	Syd BS6,41 ✠LMC10,39	*j*† 2½	CL ~~9,38~~ P9,39 s8,41	1936 7mo *Lloyd*	Vickers- Armstrongs, Ld. Barrow *sA&CP* *CellD*	UnionS.S.Co.of NewZealand,Ld. *B*368'1128*tTanks* *at sides of tunnel*332*t*	527·3 B&F508' FK *UpperBridge*348' *DTf*21'567*t FPT*62*t*	74·2	41·7 31·7	Wellingtn, N.Z. British 8*BHCem* *APT*97*t*	6 Steam Turbines SR (*s*) geared to 2 Sc. Shafts 4608NHP 6WTB450lb(Spt425lb), HS51300 FD VickersArmstrngsLdBrw.	35 ″ 6 s10 ″ 1¾ 25 ″ 6	
19826 10801 JHVA	**Awazi Maru** Ⓟ (*ex*AwajiMaru-38) 1*Dk*(*Stl*)&*Spar dk*&*deep framing*	1948 1725 1130	✠ 2,07	Yka ✠	*s*		1906 10mo	Grngem'th &Greenock Dockyard Co. Grngemouth	NipponYusenK.K. *CellDBa*82'*uE&B*	285·3 F38' 38' *f*116' 279*t FPT*	38·2	13·8 20·8 FK	Tokyo Japanese 5*BHCem* 41*tAPT*25*t*	T.3Cy.19",31"&52"-39" 214NHP 2SB,*6cf*,GS115,HS3770 Dunsmuir&Jackson,LdGls	23 ″ 3	
19827 45716 JXOM	**Awazisan Maru** *OilEng* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy* *CruiserStern*	9794 — 5817					1939	Tama S.B.Co.Ld Tama	MitsuiBussan Kaisha	482·9 F36'	64·0	40·7	Kobe Japanese	Oil Engines 2S.C.DA 3Cy.24⅞"-55⅛" 1646NHP TamaS.B.Co.Ld.Tama		C
19828 475 OHEC	**Axel** D.F. 1*Dk*	1076 770 606					1904	Howaldts- werke Kiel	NauticSteamship Co.Ld.O|Y (A|B Lindblom& Petersen O|Y *Mgrs*)	221·9 212·9 P11'Q64'B98'F24'	33·1	13·4	Raumo Finnish *Wb*	T.3Cy.15¾",25½"&41¼"-27½" 90NHP Howaldtswerke,Kiel		V
19829 5717 SDHE	— **3Mst** *Mchy.Aft* 1*Dk*	325 268 218					1915	Eriksbergs M.V.Aktieb Gothenburg	ErikBaagöe	128·5 P28'F16'	22·5	11·4	Hälsingbrg Swedish *Wb*	C.2Cy.11¼"&24¾"-16½" 20NHP EriksbergM.V.Aktieb.Got		N
19830 OZFW	**Axel Carl** 1*Dk* D.F. *Fitted for oil fuel* *Cruiser Stern*	2170 1692 1262					1940	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Heimdal (M.Carl,*Mgr.*)	281·2 P24'Q92'B106'F25'	43·6	17·9	Copenhagen Danish *Wb*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine withSR gearing &chain drive 205NHP HS3520 HelsingörsJernsk.&Mskb.		
19831 7225 SKAN	**Axel Johnson** Ⓟ **TwinSc** *OilEng* D.F. E.S.D *ss*Got.No.3-8,38 *Ref.Mchy.* 2*Dks*(*Stl*)& *ShelterDk*(*Stl*)	4915 3981 2795	✠100A1 *withfreeboard* ~~5,41 12,40~~ 1,42 ~~DBS7,40~~ ✠Lloyd'sRMC~~1,41~~ 12,41	~~Hfx~~ ~~Cal~~NYk DBS7,41 ✠LMC8,38	*z*	OG ~~7,38~~ 7,41	1925 8mo *Lloyd*	A.B.Göta- verken Gothenburg *sA&CP* *CellDB*332'1378*t*	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*) *Tanks at sides of tunnels*40'109*t*	392·0 409·0(O.L.) F39' FK	52·6	24·8	Stockholm Swedish 7*BHptCem* (*Coll to Shdk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.23⅝"-47¼" 623NHP DB*85lb* A.B.Götaverken,Got. *FPT*109*tAPT*82*t*	28 ″ 0 s2 ″ 11½ 25 ″ 1½	
19832 165518 MPGF	**Axinite** (*ex*Okehampton) *ss*Bwg.No.3-3,40 ~~*ss*Gls.No.2-36~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	724 493 309	✠100A1 7,41 ~~3,40~~ ~~MS3,36~~	Bwg ✠LMC7,41 ~~BS3,40~~	*j*	CL 8,40	1928 11mo *Lloyd*	J.Lewis& Sons.Ld. Aberdeen *sA&CP* *CellD*	Wm.Robertson	180·2 186·5(O.L.) Q103'B11'F26' FK *B*110'162*t FPT*61*t*	28·9	11·3	Glasgow British 3*BHCem* *APT*24*t*	T.3Cy.13",23"&37"-26" (*s*) 200lb 70RHP 1SB,*3pf*,GS48,HS1440 J.Lewis&Sons,Ld.Abn.	13 ″ 6 s 4 ″ 2¾ 13 ″ 5	
19833 117 SVLV	**Axios** (*ex*Barbadian-33) *ss*Nwc.No.3-1,31 *ss*Ant.No.1-38 2*Dks*(*Stl*)	5289 4333 3266	100A1 7,40 BS9,40	NYk LMC3,38	*y*	CL 7,40	1919 5mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *sA&CP*	TheofanoMaritime Co.Ld. (N.G. Livanos,*Mgr.*) *CellDB*	400·2 P49'B118'F40' FK 345'1021*t FPT*130*t*	52·4	28·4	Chios Greek 7*BHCem* *APT*204*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
19834 226944 WPBJ	**Axtell J. Byles** 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing*	8955 8841 5453					1927	SunS.B.& D.D.Co. Chester,Pa.	TideWaterAssoc- iatedOilCo.	480·5 P78'F44'	66·0	36·8	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.27",39",56"&82"-54" 494NHP SunS.B.&D.D Co.Ch.Pa.		R
19835 48711 MNLQ	**Ayamonte** (*ex*OldenburgII., *ex*Strauss) 1*Dk*&*Spar dk*	845 735 500					1899	Bremer Vulkan Vegesack	Cowasjee,Din- shaw&Bros.	186·5 P24'B53'F17'	29·8	17·3	London British *Wb*	T.3Cy.16⅛",26"&41¾"-27½" 97RHP BremerVulkan,Vegesack	19 ″ 9 s 3 ″ 1 17 ″ 0¾	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréements, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
19836 UPLS	**Ayan** TwinSc OilEng. 1Dk	987 760 462					1935	StateS.B.& Eng.Wks. 'AndréMarti' Odessa	**U.S.S.R.**	229·6 P72'F33'	34·1	10·9	Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{9}{16}$"–19$\frac{11}{16}$" 214NHP KolomenskieStateE.Wks.	
19837	**Ayatosan Maru** *OilEng.* D.F. E.S.D. GyC. *Ref.Mchy.* *CruiserStern*	9800 — —					1939	TamaS.B. Co.Ld. Tama	**MitsuiBussan Kaisha,Ld.**	476·2 F36'	64·0	40·7	Kobe Japanese	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$"–55$\frac{1}{8}$" 1646NHP TamaS.B.Co.Ld.Tama	
19838 141902 GBJV	**Aymeric** *ss*Shl.No.3-1,32 *ss*HKg.No.1-37 1*Dk*(*Stl*)	5196 4751 3157	✠100A1 1,42 ~~4,41~~ Examined 1,41 BS1,41 ✠LMC3,36 *Carrying oil fuel F.P. above 150°F. in DB* *Fitted for oil fuel* 5,19 *F.P. above* 150° F.	Mdb Sng	*y*	CL 12,39	1919 5mo *Lloyd's A&CP*	R.Thompson&Sons,Ld Sunderland	**BankLine,Ld.** (**A.Weir&Co.** *Mgrs.*)	400·3 P49'B113'F39' FK *CellDB* 340' 901*t*	52·2	28·5	Glasgow British 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld *FPT*137*tAPT*213*t*	31 ″ 0 s 6 ″ 0½ 25 ″ 3
19839 145979 MLDG	**Ayrshire Coast** (*ex*Spaniel,*ex* AyrshireCoast) *ss*Liv.No.3-7,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *Mchy.Aft*	773 616 332	✠100A1 *Shelter dk* *withfreeboard* Examined ~~4,40~~6,41 6,41 ~~4,40~~ ✠LMC MS7,35 BS~~4,40~~6,41	~~Liv~~ Lth	*l*	CL ~~4,38~~ 6,41	1922 10mo *Lloyd's A&CP* *CellD*	A&J.Inglis Ld. Glasgow	**CoastLines,Ld.** *BuE*21' *f* 126' 201*t*	200·5 FK *FPT*34*tAPT*19*t*	31·1	12·3	Liverpool British *Cem* *Collision BHtoShdk* 3 „ „ *U* „	T.3Cy.16",26"&42"–30" (*s*) 180lb 123NHP 2SB(Spt),*4cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	22 ″ 4 s ″ 2 14 ″ 9½
19840 763 CBAY	**Aysen** Ⓟ 3Mst 2*Dks&deepframing* *Prom.dk&Shade dk*	3814 2574 2288	✠ ... 1,12 ✠				1906 10mo	J.Reid& Co.Ld. Glasgow	**CompaniaSud AmericanadeVap.**	379·6 BK11'	44·3	21·5	Valparaiso Chilian *WB*	T.3Cy.29",47"&78"–57" 596NHP Dunsmuir&Jackson,LdGls	25 ″ 0
19841 PUAI	**Ayuruoca** (*ex*Roland) 4Mst 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6872 6386 4245	✠ 7,16 ✠	Bmn	*d*†		1912 12mo *CellD*	Akt.Ges. "Weser" Bremen	**LloydBrasileiro** *Ba*158'*uE&B*78' *f*	468·4 F54' *on Shelter dk* FK 189' 1568*t FPT*126*t*	58·4	29·2	R.Janeiro Brazilian 7*BHCem* *APT*17*t*	Q4Cy28$\frac{5}{16}$"40$\frac{5}{16}$"58¼"&85$\frac{7}{16}$"–55$\frac{1}{8}$" 750NHP 4SB,*12cf*,GS220,HS10340FD A.G."Weser"Bremen	32 ″ 0
19842 219918 KUPT	**Azalea City** (*ex*Excelsior-37, *ex*Waterbury) 2*Dks & Webframes* D.F. *Fitted for oil fuel*	5529 — 3449	✠ ... 8,21 ✠				1920 6mo	Merchant S.B.Corp. Harriman,Pa	**WatermanS.S. Corp.**	400·7 P36'B124'F44' FK	54·2	30·4	Mobile Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa	32 ″ 10
19843 USDR	**Azerbaidjan** TwinSc *OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	6114 5542 3019					1932	S.B.&Eng. Wks."André Marti" Nicolaieff	**U.S.S.R.**	409·0 P98'B31'F31'	54·8	32·3	Tuapse Russian	OilEngines 2S.C.SA 8Cy.23⅝"–41$\frac{11}{16}$" 864NHP *Emade*34 S.B.&Eng.Works "AndréMarti,"Nic.	
19844 UOUA	**Azov** (*ex*JosifKossior) TwinSc 1*Dk*	967 — 434					1929	S.B.&Eng. Wks."André Marti" Nicolaieff	**U.S.S.R.**	230·1 P31'F13'	34·0	12·1	Mariupol Russian	T.6Cy.12¼"19$\frac{11}{16}$"&31⅞"–21⅝" 97NHP S.B.&Eng.Works "AndréMarti,"Nicolaieff	
19845 FNII	**Azrou** Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	2998 2232 1680					1930	Atel.&Ch. deBretagne Nantes Nantes	**Cie.deNav.Paquet**	330·6 P55'F94' B115'	43·1	23·4	Marseilles French *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Atel.&Ch.deBretagne.Nts	
19846 HRCB	**Aztec** (*ex*PeterLassen-40, *ex*Aztec-38) ~~*ss*Avn.No.2-37~~ 2*Dks*(*Stl–Weather dk* teaks) *Ref.Mchy.* 3*rd&4th dks*(*Stl*)*in holds* *ss*LAn.No.3-8,41	5383 4708 3086	✠100A1 *withfreeboard* 8,41 ~~2,41~~ ~~BS3,40~~ ✠LMC3,37 *Fitted for oil fuel* 3,29 *F.P. above* 150° F.	~~SFo~~ LAn BS8,41 MS8,40	*z*	CL N2,41	1929 3mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	**MayanS.S.Corp.** (**UnitedFruitCo.** *Mgrs.*) *IntermediateBH in after hold dispensed with* *CellDB*333'740*t*	388·8 405·3(O.L.) P29'F40' FK *Tanks at sides of tunnel*225*tFPT*	53·2	31·2	Amapala Honduran *ptCem* *Coll BH to W dk* 4 „ „ *2nd* „	T.4Cy.30¾",51"&(2)62"–48" 200lb (*s*) 947NHP 5SB,*20cf*,GS385,HS15235FD Barclay,Curle&Co.Ld.Gls. 69*tAPT*36*t*	33 ″ 6 s 10 ″ 4 28 ″ 7½
19847 214444 WSCP	— (*ex*R.W.McIlvain-39, *ex*LosAlamos, *ex*BramellPoint) TwinSc *OilEng.* *ss*L.An.No.3-8,29 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinalframing* D.F. *Carrying Petroleum in bulk*	3262 2994 2002	✠ ... 11,33	Mob			1916 11mo	Baltimore DryDocks& ShpbldgCo. Baltimore	~~**AztecPetroleum TradingCorp.**~~ GulfCoastOil Transportation& MarketingCo.Inc	292·3 P76'F26' FK *FPT*73*tAPT*151*t*	47·2	28·1	Baltimore Utd.States 11*BHptCem* (7 *to U dk* 4 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.22"–32" 2DB*150lb* NE20 564NHP McIntosh&SeymourCorp. Auburn,N.Y.	28 ″ 1
19848 44403 JWZL	**Azuma Maru** *OilEng.* E.S.D. GyC. 1*Dk&Shelter dk* *Ref.Mchy.* 3*rd Dk except in after hold* *Cruiser Stern*	6646 5654 3670	✠100A1 *withfreeboard* 4,41 ~~3,40~~ ~~DBS2,39~~ ✠LMC3,38 ✠Lloyd'sRMC~~12,40~~4,41 *Carrying cargo oil F.P. above* 150°*F.in deep tanks*	Yka Kob DBS4,41	*d*†	CL 1,39	1938 3mo *Lloyd's A&CP*	Mitsubishi JukogyoK.K Nagasaki	**NipponYusenK.K.** *CellDB*357'1618*t*	461·6 485·4(O.L.) F39' FK *DTsa*42'1360*tFPT*	62·3	31·5	Tokyo Japanese 8*BHptCem* (*Coll to Sh dk* 7 „ *2nd* „) 55*tAPT*149*t*	Oil Engines 2S.C.DA 8Cy.28⅜"–47¼" 2248NHP DB*100lb* MitsubishiJukogyoK.K. Nag	31 ″ 6 s 4 ″ 0 27 ″ 7½
19849 38085 JPUH	**Azumasan Maru** *OilEng.* *ss*TamaNo.2-41 ~~*ss*TamaNo.1-37~~ GyC. 2*Dks*(*Stl*) *Ref.Mchy.* *CruiserStern*	7623 6836 4655	✠100A1 *withfreeboard* 5,41 ~~2,40~~ ✠LMC CS~~3,38~~ DBS~~2,40~~5,41 ~~2,40~~5,41 ✠Lloyd'sRMC7,40 *Carrying cargo oil F.P. above* 150° *F. in deep tanks*	Tama	*c*† 2½ 5,41	CL ~~4,39~~ 5,41	1933 8mo *Lloyd's A&CP*	Mitsui Bussan Kaisha,Ld. Tama	**MitsuiBussan Kaisha,Ld.** *CellDB*395'1702*t*	454·0 P28'B171'F34' FK *DTa*30'1093*tFPT*	60·0	37·0	Kobe Japanese 8*BH* 1 „ *to 2nd dk* 79*tAPT*69*t*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55$\frac{1}{8}$" 1230NHP DB*120lb* MitsuiBussanKaisha,Ld. Tama	37 ″ 0 s 9 ″ 5½ 27 ″ 8¼
19850 45327 JXRM	**Azusa Maru**	1370 — 783					1939	Urabe ZosenTekkosyoK.K. Osaka	**NitieiKisenK.K.**	227·9	34·0	19·5	Kobe Japanese	Steam Engine	

** Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Date of R. of Trade Cert.
19851 226895 WNAT	**B. F. Affleck** ssClv.No.1–33 Mchy.Aft D.F. 1Dk(Stl) Web frames GyC. Cargo battens not fitted Longitudinal framing at bottom & at deck	7964 7656 6345	✠100A1 For Service on the Great Lakes 10,37 BS~~2,41~~ 3,42 ✠LMC4,34	Clv			1927 8mo	Toledo S.B.Co. Toledo,Ohio Lloyd'sA&CP	PittsburgS.S.Co. CellDBuE& B69'207tCell DB & side tanks in way of holds	587·9	60·3	27·8 FK	Duluth Utd.States 3BH	T.3Cy.24½",41"&65"–42" (r) 190lb 489NHP 3SB,6cf,GS143,HS8001 FD ToledoS.B.Co.Toledo,O. 6852tFPT415tAPT57t	32 ″ 0 s10 ″ 3 21 ″ 11½	
19852 202839	**B. F. Jones** Mchy.Aft D.F. 1Dk	6941 — 5744					1906	Gt.Lakes Eng Works Ecorse,Mich.	InterstateS.S.Co.	530·0	56·2	32·0	Duluth, Utd.States WB	T.3Cy.23",37"&63"–42" 257NHP Gt.LakesE.Wrks.Detroit		R
19853 223352 KFLK	**B. H. Taylor** Mchy.Aft (Self-Unloader) GyC. D.F. 1Dk	7318 6975 5760					1923	American S.B.Co. Lorain,Ohio	BradleyTransportationCo.	536·6	60·3	29·5	Fairport,O Utd. States WB	T.3Cy.25½",41"&67"–42" 291NHP AmericanS.B.Co Lorain,O.		R
19854 3971	**B. Lyman Smith** Mchy.Aft D.F. 1Dk2trB	4271 — 3017					1903	American S.B.Co. Lorain,Ohio	GreatLakesS.S.Co Inc.	380·0 F48'	50·0	24·0	OswegoNY Utd.States WB	T.3Cy.22",35"&58"–40" American 213NHP S.B.Co.Cleveland,Ohio		R
19855 LKLV	**B. P. Newton** OilEng. Mchy.Aft 1Dk Longitudinal framing CruiserStern CarryingPetroleum in bulk	10324 9469 6229					1940	Kockums M.V.Aktieb. Malmö	SkibsA/S Navalis (Tschudi&Eitzen, Mgrs.)	512·3 P98'F68'	63·2	39·0	Oslo Norwegian WB	Oil Engines 2S.C.DA 8Cy.23⅜"–43$\frac{5}{16}$" 1551NHP KockumsM.V.Akt.Malmö		
19856 167206 MPWM	**B. P. Spirit** OilEng. Mchy.Aft 1Dk Deck&trunk electrically welded	440 347 234	✠ A1 7,40 ✠LMC7,40 CarryingPetroleum in bulk For Coasting Service ✠LMC(M)7,41 Ipswich to Dover	Liv		OG	1939 3mo	L.Smit& Zoon Kinderdijk Lloyd'sA&CP	UnionLighterage Co.Ld. Centre-line bulkhead non-oiltight	157·5 162·0(O.L.) Trunk90' FPT22tAPT26t	32·1 33·2	8·9 FK	London British 8BH	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{1}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 3 s1 ″ 9 8 ″ 7¼	
19857 FOGJ	**Baalbeck** (exEilbek,exDoraHorn) Well deck 1Dk CruiserStern Fitted for oil fuel	2115 — 1228					1923	Schiffsw.v. H.Koch.A.G. Lübeck	Soc.deNav.àVap. Daher	281·9 P14'B209'F31'	45·0	21·1	Marseilles French WB	T3Cy22$\frac{1}{16}$",34$\frac{5}{16}$"&58¼"–39⅜" 212NHP LübeckerMchb.GesLübeck		V
19858 LJNG	**Baalbek** D.F. OilEng. CruiserStern 1Dk&Shelter dk	2160 1651 1160					1937	A/SAkers Mek.Verks. Oslo	A/SGangerRolf& A/SBorgå(F.Olsen &Co.Mgrs.)	315·2	44·3	16·7	Oslo Norwegian WB	Oil Engines 2S.C.SA 7Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 471NHP A/SAkersMek.Verks.Oslo		N
19859 PCXE	**Baarn** Ⓟ ssHam.No.3–7,39 D.F. E.S.D. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5621 4634 3395	✠100A1 withfreeboard ~~7,41~~ ~~12,40~~ 1,42 BS7,41 ~~BS2,40~~ ✠LMC3,39 Fitted for oil fuel 4,27 F.P. above 150°F.	~~Liv~~ Lon	a†	CL ~~7,39~~ 12,41	1927 5mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen Lloyd'sA&CP	Koninkl.Nederl. Stoomb.Maats. N.V. CellDB323'1175tFPT106tAPT66t	400·6 417·3(O.L.)	58·3	26·3 FK (Coll&AP	Amstrdam Dutch 7BHCem BH to Sh dk 5 ,, ,, 2nd,,)	T.3Cy.28⅜",46$\frac{7}{16}$"&74$\frac{13}{16}$"–51$\frac{3}{16}$" 200lb (r) 570NHP 3SB(Spt),9cf,GS165, FD HS8220 RotterdamD.D.Co.Ld Rot	30 ″ 0 s3 ″ 7 26 ″ 7	
19860 91466 VLFQ	**Babinda** 3Mst ssBsb.No.1–40 OilEng. Mchy.Aft 1Dk CruiserStern	659 437 325	✠100A1 ~~6,41~~ ~~11,40~~ 10,41 ✠LMC CS6,40 1,41	Syd	j	CL ~~11,40~~ 10,41	1936 4mo	Scott& Sons Bowling Lloyd'sA&CP	Australasian UnitedSteamNav. Co.Ld. CellDB114'186tFPTs44tAPT26t	175·2 181·1(O.L.) Q103'B11'F35'	30·1 31·6	10·8 FK	Maryboro' British 3BHptCem	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{7}{16}$" 156NHP BritishAuxiliaries,Ld Gls	12 ″ 6 s3 ″ 11 12 ″ 4¾	
19861 DIEE	**Babitonga** Ⓟ TwinSc (exOsiris–38) OilEng D.F. 2Dks CruiserStern	4422 3883 2600					1922	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	376·2 P303'F41'	51·8	25·9	Hamburg German WB	Oil Engines 4S.C.SA 12Cy.24⅘"–37⅘" 717NHP Allgem.Electr.Ges.Berlin		G
19862 172660 VODQ	**Baccalieu** Ⓟ D.F. E.S.D. 2Dks CruiserStern Strengthened for navigation in ice	1421 1061 839	✠100A1 4,41 ~~4,40~~ ✠LMC4,40 Fitted for oil fuel 4,40 F.P. above 150°F.	~~Psy~~ NFl		CL 4,41	1940 4mo	Fleming& Ferguson,Ld Paisley Lloyd'sA&CP	Govt.of Newfoundland(Newfoundland Railway–SteamshipDept.) Commissioner for (PublicUtilities)	233·5 242·2(O.L.) F35'	37·1	19·7 FK	SJhnsNFL British 6BHAsp	T.3Cy.20",32½"&54"–30" 210lb (s) 285NHP 2SB,6cf,HS4508 FD Fleming&Fergusn.Ld Psy.	22 ″ 0 s3 ″ 7¼ 18 ″ 9½	
19863 164723 GXYB	**Bacchus** (Storeship) 2Dks3rd dk in Nos.1&3holds Cargo battens not fitted in No. 1 CruiserStern upper'tween dk	3154 2856 1775	✠100A1 withfreeboard 5,42 ✠LMC9,36 ~~Examined~~ 5,42 BS8,41 Fitted for oil fuel 9,36 F.P. above 150°F.	~~Fal~~ Liv	u	CL 10,39	1936 9mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	TheAdmiralty CellDB236'504tTanks at sides ofTunnel157tMTs51'1001tFPT76tAPT43t	327·0 B48'F38'	49·3	22·9 FK	London British 6BH	T.3Cy.21",35"&58"–42" (s) 200lb FD 396NHP 3SB,9cf, HS6408 N.E.MarineEng.Co.Ld.Sld	25 ″ 6 s7 ″ 8 17 ″ 11½	
19864 PCXJ	— 2TwinMst 2Dks Ref Mchy Fitted for oil fuel Longitudinal framing	2255 1648 1401					1911	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0 Q106'B78'F46'	42·0	19·2	Amstrdam Dutch WB	T.3Cy.21½",33"&57"–39" 203NHP Maats.Fyenoord,Rot.		V
19865 FNVP	— (exTrent–34) ssRot.No.3–8,34 Mchy.Aft ssRou.No.1–38 1Dk(Stl) Cargo battens not fitted	1810 1411 1030	✠100A1 10,41 ~~11,40~~ BS10,41 ~~BS11,40~~ ✠LMC7,38 Fitted for oil fuel 9,34 F.P. above 150°F. A&CP Carrying wine in portable tanks	Msl	q	CL ~~6,39~~ 10,41	1922 10mo	Schpw.v. P.Smit,Jr. Rotterdam	"Soflumar"(Soc. d'ArmementFluvialetMaritime) CellDBuB21'f201'611tFPT160tAPT18t	274·2 P77'F20'	36·9	17·5 FK	Rouen French 4BHCem	T.3Cy.20¾",32½"&55"–39⅜" 180lb (s) 239NHP 2SB,6cf,GS120,HS4152 Schpw.v.P.Smit,Jr.Rot.	20 ″ 0 s2 ″ 10½ 17 ″ 4	
19866 DOMK	— 1Dk	658 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q50'B45'F22'	28·1	12·8	Bremen German WB	T3Cy.13½"21$\frac{1}{16}$"&34$\frac{7}{16}$"–23⅝" 57NHP A.G."Weser,"Bremen		G
19867 165486 GZRR	**Bachaquero** TwinSc Mchy.Aft 1Dk CruiserStern "Arcform" Longitudinal framing at bottom & at deck	4890 3685 2432	✠100A1 11,40 ~~4,40~~ ✠LMC6,37 CarryingPetroleum in bulk Fitted for oil fuel 6,37 F.P. above 150° F.	Boa	x 1$\frac{13}{16}$	CL 9,38	1937 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	LagoShippingCo. Ld.(R.A.Carder, Mgr.) CellDBuE&B58'195tDTf40'555t FPT333tAPT215t	371·1 379·4(O.L.) P89'B36'F37' Trunk in wells	64·2	18·1 FK	London British 8BHptCem ptAsp	T.6Cy.16½",28½"&48"–36" 225lb (s) FD 551NHP 2SB,8cf,HS8870 N.E.MarineEng.CoLdNwc	18 ″ 0 s1 ″ 6 16 ″ 8¼	
19868 EABW	**Bachi** (exBologna–38, exBachi–37) ssBbo.No.3–2,33 ssBbo.No.2–41 ~~ssNap.No.1–38~~ 1Dk(Stl) Cargo battens not fitted	~~3077~~ ~~2323~~ ~~1848~~ 3091 — 1868	✠100A1 9,41 ~~4,40~~ ~~BS10,40~~ ✠LMC~~2,37~~ 8,41	Bbo	u	CL ~~2,39~~ 7,41	1920 9mo	BlythS.B. Co.Ld. Blyth Lloyd'sA&CP	Cia.Naviera "Bachi"(Hijosde Astigarraga) CellDB284'784tFPT122tAPT48t	331·2 P33'B98'F29'	46·7	23·2 FK	Bilbao Spanish 5BHCem	T.3Cy.25",41"&68"–45" (s) 180lb 368NHP 3SB,9cf,GS155,HS6090 Richardsons,Westgarth &Co.Ld.Hpl.	25 ″ 6 s3 ″ 11¾ 21 ″ 9	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
19369 1638 IBBE	**Bacicin Padre** (*ex*ScottishBard, *ex*WarPundit) ssNwc.No.2-27 D.F. 1*Dk2trB& Web frames* *Fitted for oil fuel* *Carrying oil in bulk*	5591 4705 3454	✠ ... 4,33	✠			1918 12mo	SirJ.Laing &Sons,Ld. Sunderland	"Corrado"Soc. Anon.diNav.	409·8 400·0 P50'B121'F39'	52·2	28·5 FK	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 517NHP Palmers'Co.Ld.Newcastle	31 ″ 0	I †
19870 201945 KJCI	**Back Bay** (*ex*Juneau,*ex*Burlington) 2*Dks* *Mchy.Aft* D.F. *Fitted for oil fuel*	2382 — 1805					1908	Gt.Lakes Eng.Works Ecorse,Mich.	GartlandS.S.Co. (D.Sullivan &Co.*Mgrs.*)	244·0	43·2	27·0	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.16¾",24",35"&51"-36" 156NHP Gt.LakesEng.Wks.Detroit		R
19871 214090 KLEH	**Bacoi** (*ex*Calgary) TwinSc *OilEng.* D.F. 1*Dk* *Carrying oil in bulk*	1535 — 886					1912	Swan,Hunter&Wigham Richardson, Ld Newcastle	~~Bouchard Transpn.Co.~~ Bacoi ShippingCorporation(Roy.W. Chamberlain,*Mgr*)	248·0 P36'F37'	42·5	19·1	Wilmington Del. Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.16½"-24" 286NHP McIntosh& NE21 SeymourCorp.N.Yk.		R
19872 160411 GNTZ	**Bactria** ssLiv.No.2-35 2*Dks(Stl)*	2407 2085 1207	✠100A1 ~~2,41~~10,41 Examined 2,41 BS11,41 ✠LMC MS3,35 ~~BS8,40~~	Lon Liv	*t*	CL ~~7,37~~ 10,41	1928 4mo *Lloyd's A&CP*	J L Thompson&Sons,Ld. Sunderland	CunardS.S.Co.Ld. *CellDBa& E94'f139'526tFPT43tAPT23t*	292·3 B129'F28'	45·0	20·3 FK	Liverpool British 5*BHptCem*	T.3Cy.24",40"&66"-45" (*s*) 180lb *180lb* 403NHP 2SB,8*cf*,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 6 s3 ″ 0¼ 19 ″ 8	
19373 EABK	**Badalona** (*ex*Sirius-39, *ex*Arnus) TwinSc *OilEng.* *Mchy.Aft* ssBcl.No.3-10,34 D.F. 2*Dks(Stl)& Web frames* *Longitudinal framing*	4202 3873 2548	✠100A1 8,40 DBS8,40 ✠LMC3,39 *Carrying Petroleum in bulk*	Bcl	*w*	OG 1,39	1922 9mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *CellDBa19'uE33'121tDTf43'363tFPT99tAPT67t*	Cia.Arrendataria delMonopolio dePetroleos.S.A.	365·0 P87'B28'F37'	49·0	28·7 FK	Barcelona Spanish 13*BHptCem*	Oil Engines 2S.C.SA 12Cy.17"-35" 600NHP DB*120lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 9 s5 ″ 1 23 ″ 11½	
19874 151783 XYKL	**Badarpur** ssCal.No~~3~~-12,34 ssCal.No.1~~-33~~ *Mchy.Aft* 2*Dks(Stl)& Web frames* D.F. E.S.D. *Longitudinal framing* *CruiserStern*	8079 7473 4949	✠100A1 2,42 ~~1,41~~ ~~BS2,41~~ ✠LMC9,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,22 F.P. above 150° F.*	Bom BS2,42	*c*†	CL 1,41	1922 6mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	BurmaOilCompany(Tankers) Ld. *CellDBuB32'84t DTf41'444tFPT290tAPT80t*	440·0 454·4(O.L.) P33'B34'F64'	57·1	38·9 FK	Rangoon British 19*BHptCem* (*9 to U dk* *10 ,, 2nd ,,*)	T.3Cy.30 3/16",50"&80"-54"(*s*) 180lb FD 715NHP 3SB(Spt),&1AuxSB,15*cf*, HS11066 Hwthrn,Leslie&CoLd.Nwc	39 ″ 3 s9 ″ 7¾ 29 ″ 10	
19875 LJQT	**Baden** Ⓟ D.F. E.S.D. *Cruiser Stern* 1*Dk*	1392 995 599					1937	A/S Akers Mek.Verks. Oslo	A/SJelölinjen (Fred.Olsen&Co. *Mgrs.*)	258·8 P29'B111'F55'	39·3	15·0	Oslo Norwegian *WB*	C.4Cy.(2)17⅛"&(2)37⅜"-37⅜" 142NHP A/S AkersMek.Verks.Oslo		N
19376 DGWA	**Badenia** TwinSc 1*Dk*	921 707 510					1912	F.Schichau Elbing	Rhein-London Linie,A.Kirsten& Co.	219·8 Q66'B52'F26'	33·5	13·4	Cologne German *WB*	T.6Cy11⅞".19 7/16"&31½"-17¾" NB38 84NHP F.Schichau,Elbing		G
19377 214598	**Badger State** (*ex*Fordonian-34,*ex* Georgian, ssOgdensburg2ndNo.3-5,34 *ex*Yukondoc, ssN.Yk.No.1-39 *OilEng.* *ex*Fordonian) 1*Dk* GyC. *Mchy.Aft* *Cargo battens not fitted*	1540 — 1118	✠100A1 *with freeboard* ~~10,41~~ 11,41 ✠LMC4,38 ✠NE4.28 ✠LMC(M)3,40 *For service between NewYork Chicago& Quebec via Canals,also from Eastport Maine to Gulf of Mexico & Carribbean Sea*	Gal		CL ~~2,39~~ N11,41	1912 9mo *Lloyd's A&CP*	ClydeS.B. &E.Co.Ld. Port Glasgow	FederalMotorship Corp.(Geo.D.MacDonald,*Mgr.*) *CellDBuE20'f& in side tanks in fore hold 190'767tFPT70tAPT18t*	250·0 alt.34	42·6	16·7 FK	Buffalo, N.Y. Utd. States 3*BHptCem*	Oil Engines 4S.C.SA 5Cy.18"-22" 190NHP BessemerGasEngineCo. GroveCity,Pa	20 ″ 0 s6 ″ 1½ 14 ″ 0	
19378 149451 GMJV	**Badjestan** ssGls.No.3-2,41 ~~ssShl.No.2-36~~ D.F. 1*Dk(Stl)* E.S.D.	5573 — 3353	✠100A1 ~~2,41~~ ~~11,39~~ 7,41 2,41 ✠LMC MS1,36 BS~~7,39~~8,40	~~Shl~~ ~~Gls~~ Gms	*z*	CL ~~12,36~~ 12,40	1928 3mo *Lloyd's A&CP*	Bartram& Sons,Ld. Sunderland *CellDB340'1214tDTa28'1184tFPT321tAPT266t*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*)	395·5 408·6(O.L.) P35'B108'F35'	54·0	29·1 FK	Newcastle British 8*BHCem*	T3Cy.21½",37½"&65"-48"(*s*) 220lb ~~*180lb*~~ 418NHP 3SB(Spt),9*cf*,GS140, FD HS5801 MacColl&Pollock,Ld.Sld	31 ″ 6 s6 ″ 2½ 25 ″ 5½	
19379 PUAJ	**Baependy** Ⓟ (*ex*Tijuca) 2*Dks3trB* *Fitted for oil fuel*	4801 3840 3066					1899	Blohm& Voss Hamburg	LloydBrasileiro	375·6 P238'F50'	46·3	27·5	R.Janeiro Brazilian	Q4Cy.21½",31½",46"&66½"-50¾" 315NHP Blohm&Voss,Hamburg		V
19880 PUAK	**Bagé** Ⓟ (*ex*SierraNevada) TwinSc Sub.Sig. 3*Dks*	8235 6863 4969					1912	Akt.Ges. "Vulcan" Stettin	LloydBrasileiro	439·2 B151'F103'	56·0	35·1	R.Janeiro Brazilian *WB*	T.6Cy.24",39½"&65"-49½" 600NHP A.G."Vulcan,"Stettin		V
19381 LJHI	**Baghdad** *Ref.Mchy.* *OilEng.* D.F. *CruiserStern* 1*Dk& Shelter dk*	2161 1651 1162					1936	A/S Akers Mek.Værks Oslo	A/SBonheur&Den NorskeMiddelhavslinjeA/S (Fred.Olsen&Co. *Mgrs.*)	315·2	44·8	16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19 11/16"-35 7/16" 471NHP A/SAkersMek.Værks.Oslo		N
19382 161284 GSZV	**Bahadur** ssCal.No.2-38 2*Dks(Stl)*	5424 5024 3397	✠100A1 3,41 ~~BS4,40~~ ✠LMC1,38 MBS7,41 DBS5,41	Bom	*z*	CL 2,41	1929 9mo *Lloyd's A&CP*	Lithgow's, Ld. PortGlasgow *CellDB348 1186tDTa35'981tFPT118tAPT31t*	AsiaticStm.Nav. Co.Ld. *Intermediate 'tween dk BH in after hold dispensed with*	405·0 P40'B121'F41'	54·0	28·8 FK	London British *ptCem* 5*BHto U dk* 1 ,, ,,2nd,,	T.3Cy.24½",42"&70"-48" (*s*) 210lb *110lb* 446NHP 2SB,8*cf*,GS154,HS5972 FD D.Rowan&Co.Ld.Gls.	31 ″ 8 s6 ″ 1 25 ″ 4½	
19383 160495 GSLF	**Baharistan** ssLon.No.2-36 D.F. 2*Dks(Stl)*	5479 5065 3482	✠100A1 4,42 ~~10,41~~ ~~Examined10,41~~ BS~~3,41~~4,42 ~~MS4,40~~ ✠LMC *Fitted for oil fuel 6,28 F.P. above 150° F.*	~~Avn~~ ~~Lon~~ Mch	*z*	CL 9,39	1928 6mo *Lloyd's A&CP*	JReadhead &Sons,Ld. SouthShields	StrickLine (1923)Ld. (F.C. Strick&Co.Ld. *Mgrs.*) *CellDB365'1192tDTa37'962tFPT110tAPT24t*	415·0 P31'B126'F52'	54·2	27·6 FK	London British 7*BHptCem*	T.3Cy.28",46"&77"-48" (*r*) 200lb 630NHP 3SB,12*cf*,GS192,HS9411 FD J.Readhead&Sons,Ld.	30 ″ 1 s6 ″ 0¾ 24 ″ 8	
19884 DIAP	**Bahia** Sub.Sig. *OilEng.* 2*Dks*	4117 3720 2407					1927	Kockums M.V Aktieb. Malmö	Hamburg-Süd.-amerik.DampfschifffahrtsGes.	376·2 F38'	54·2	23·2	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16"-55⅛" 438NHP KockumsM.V.Akt.Malmö		G
19385	**Bahia Blanca** (*ex*Scania) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	637 508 482					1920	Limhamn Skeppsv.A.B. Limhamn	Borzone y Boggiano,PabloCalamani y Pio Frascaroli	180·7 P57'F28'	29·0	11·6	Bns.Aires Argentine *WB*	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP A/B Atlas-Diesel,Skm.		
19386 DOHY	**Bahia Camarones** (*ex*Sonnenfels-39, *ex*GothicPrince) ssHul.No.2-27 2*Dks& Shelter dk* Sub.Sig. *Fitted for oil fuel*	8551 8090 5301	✠ ... 4,29	✠			1918 8mo	Palmers Co Ld. Newcastle	Hamburg-Süd-Amerik.DampfschifffahrtsGes.	448·1	57·2	39·2 FK	Hamburg German *WB*	Q.4Cy.25½",36½",52½"&76"-54" 667NHP Palmers'Co.Ld.Newcastle	40 ″ 9	G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
19887 DOFT	**Bahia Castillo** (*ex*Rheinfels-38, *ex*GaelicPrince) ssCff.No.2-26 Sub.Sig. *2Dks&Shelter dk*	8580 6023 5348	✠ … 4,29	 ✠			1918 4mo	Short Bros. Ld. Sunderland	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	449·2	57·2	39·3 FK	Hamburg German *WB*	Q.4Cy.25½",36½",52½"&76"- 54" 663NHP N E.MarineEngCoLd Nwc	40 " 9	G †
19888 DOFS	**Bahia Laura** (*ex*Rabenfels-38, *ex*SlavicPrince) ssBkn.No.2-26 Sub.Sig. *Fitted for oil fuel* *2Dks&Shelter dk*	8561 5922 5316	✠ … 4,29	 ✠			1918 10mo	Palmer's Co.Ld. Newcastle	Hamburg-Süd- Amerik.Dampf- schiffahrtsGes.	447·9	57·2	39·2 FK	Hamburg German *WB*	Q.4Cy.25½",36½",52½"&76" -54" 667NHP Palmer'sCo.Ld.Newcastle	40 " 9	G †
19889	**Bahiense** (*ex*Natuna) **TwinSc** ssP.Gl.2ndNo.3-6,20 ssB.As.No.2-28 *Well deck* *1Dk*	737 — 420	✠ … 4,33	 ✠			1898 5mo	Ramage& Ferguson,Ld. Leith	Cia.deTransportes MaritimosS.A. (F.M.Brosig, *Mgr.*)	197·4 Q74'B48'F30'	32·1	13·0 FK	Bns.Aires Argentine *WB*	C.4Cy.13¼"&30"-21" 88NHP Ramage&FergusonLd.Lth	13 " 6	V
19890 FOYO	**Bahram** (*ex*SaintBoniface) ssRot No.2-30 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7765 7182 4139	✠ … 8,34	Msl ✠	*c*†		1922 10mo	Chant.Nav Français Caen	Association Pétrolière *CellDBuE*44'76t u *DTf*35'313t	452·0 P135'B34'F44' *B*38'132t *FPT*168t*APT*235t	57·2	35·0 FK	Dunkirk French 18*BHptCem* (10 ,, *to U dk* 8 ,, *2nd*,,)	3SteamTurbinesDRgeared to 1 Sc. Shaft 569NHP 3SB,*9cf*,GS204,HS7528 Atl.&Ch.de laLoire,St.N.	35 " 0	V †
19891 HPGB	**Bahrein** (*ex*R.J.Hanna-35) D.F. GyC. ssYka.No.3-10,36 ssSba.No.1-41 *2Dks* *Mchy.Aft* *Longitudinal framing*	7095 — 4388	100A1 5,41 ~~1,40~~ ~~BS1,40~~ *Carrying Petr* *Fitted for oil*	~~LAn~~ Sba 5,41 LMC~~10,35~~ *oleum* *fuel F*	*b*† *in* *.P.*	CL 6,39 *bulk* *above*	1921 150°F	UnionCon- structionCo. Oakland,Cal. *Mids*	ForeignTankship Corporation *hip portion (cargo* *CellDBuE&B*62'1	435·0 P105'B38'F42' *tanks) renewed* 36 78t *DTf*50'1049t *F*	56·2	33·4 FK	Panama Pnamanian 14*BH* (8 *to U dk* 6 ,, *2nd* ,,) *PT*119t *AP*	T.3Cy.27⅝",47"&78"-48" (*s*) 220lb FD 632NHP 3SB,*9cf*,GS180,HS9000 LlewellynIronWorks, LosAngeles *T*81t	33 " 6 s 6 " 6 27 " 3	
19892 28678 JBPA	**Baikal Maru** Ⓟ **TwinSc** ssOsa.No.3-2,33 ssOsa.No.1-37 *1Dk(Stl)&Shelter dk(Stl-ws)* *2nd dk(Stl) in No. 1 hold*	5266 4079 3096	✠ … 7,38	Kob ✠	*y*		1921 9mo	Mitsubishi Zosen Kaisha,Ld. Kobe	ToaKaiunK.K. *CellDB*335'792t *ta* *thrust recess* 8'65t	400·0 B169'F46' *on Shelter* *dk* *nks at sides of* *FPT*37t*APT*50t	50·0	30·0 FK	Osaka Japanese *Cem* 7*BHtoShdk* 1 ,, ,, *U* ,,	4 Steam Turbines SR geared to 2 Screw Shafts 1009NH 4SB(Spt),*12cf*,GS264, HS10628 MitsubishiZosenKaishaL	30 " 0	
19893 1663 ICPK	**Bainsizza** D.F. *1Dk*	7933 6011 4965					1930	Stabilmnto Tecnico Trieste	Soc.Anon.E.V. Parodi	446·8 428·1 P37'B288'F40'	58·4	29·3	Genoa Italian *WB*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"- 43$\frac{5}{16}$" 407NHP StabilimentoTecnico,Tri.		I
19894 HRCP	**Baja California** *2Dks* *Fitted for oil fuel*	1649 1418 819					1914	R.Thomp- son&Sons,Ld Sunderland	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	265·6 P21'B64'F32'	38·5	18·0 *WB*	Puerto Cortes Honduran	T.3Cy.20",33"&54"-36" NB19*refitted*36 175NH N.E.MarineEng.Co.Ld.Sld		R
19895 XCKA	— Ⓟ (*ex*KorriganIII-38) *Fitted for oil fuel*	962 — 579					1912	Atel.&Ch. de laLoire Nantes	S.S.BajaCalifornia yCia(operatedby TransportesMari- timos,S.C.O.P.)	194·6	31·0	20·0	Mazatlan Mexican *WB*	T.3Cy.18⅝",29$\frac{15}{16}$"&49$\frac{7}{32}$"- 37$\frac{13}{16}$" 150NHP Atel.&Ch. de laLoire,Nts.		
19896 LDAM	**Bajamar** **TwinSc** *OilEng.* D.F. *CruiserStern* *2Dks*	2757 2144 1244					1931	Akers Mek.Værks Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	330·6	48·2	19·2	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 625NH AkersMek.Værks.Oslo		N
19897 YTJF	**Bakar** Ⓟ ssSpt.No.2-40 *1Dk(Teak)*	344 — 115	✠100A1 *withfreeboard* 2.40 **NO LATER**	 ✠LMC2,40 **SURVEY**	*f* **REPORTED.**	CL 1,40	1931 3mo *Lloyd*	J.S.White &Co.Ld. EastCowes *'sA&CP*	Jadranska Plovidba D.D. *Tanks in* *way of tunnel* 1	144·5 F34' BK6" 6 11t*DTf*20'31t*FP*	24·6	11·4	Susak Yugoslav 5*BHCem* *T*4t*APT*3t	T.3Cy.14",22½"&37"-24"(*s*) 200lb 111NHP 1SB,*3cf*,GS53,HS1723 FD J.S.White&Co.Ld.Cowes	12 " 0 s 2 " 4½ 10 " 3½	
19898	**Bakersfield** *2Dks* Sub.Sig. *Fitted for oil fuel* *Now* **"Chagres,"** *see Supplement*	5545 — 8458					1919	South WesternShip- buildingCo. SanPedro,Cal	NorthAtlantic TransportCo.Inc.	410·5 P46'B112'F46'	54·3	27·2	Panama Pnamanian *WB*	T.3Cy.24⅜",41⅝"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
19899 TCMD	**Bakir** (*ex*Glenardle-38, *ex*NordkynII) ssNpt.No.3-8,34 ssShl.No.1-38 *2Dks(Stl)* *Longitudinal framing in DB&at decks*	4584 4235 2786	✠100A1 10,41 ~~1,40~~ 11,41 BS~~4,40~~ *Fitted for oil*	Ist ✠LMC3,38 *fuel*	*x* 11	CL 1,40 ,21 *F.P. a*	1921 11mo *Lloyd* *bove* 1	Greenock DockyardCo. Ld. Greenock *'sA&CP* 50°F.	T.C.Münakalât VekaletiDevlet Denizyollari Isletme U.M.	376·6 P37'B105'F37' *CellDB*321'1068t	52·3	26·1 FK	Istanbul Turkish 6*BHptCem* *APT*128t	T.3Cy.25",41"&68"-48" (*s*) 180lb 432NHP 3SB,*9cf*,GS165,HS6250 FD Rankin&Blackmore,Ld. Greenock	28 " 6 s 5 " 1½ 23 " 7	
19900 UOKB	**Balaklava** (*ex*Ai-Todor) *1Dk*	1026 858 567					1898	Stabilmnto Tecnico Trieste	U.S.S.R.	233·2 Q42'B42'F26'	34·3	13·0	Odessa Russian	T.3Cy.16",26"&42½"-26" 92NHP StabilimentoTecnico,Tri.		
19901 6146 SHXA	**Balboa** Ⓟ **TwinSc3Mst** *OilEng.* ssGot.No.3-9,31 ssGot.No.2-40 D.F. E.S.D *2Dks(Stl)&Shelter dk(Stl)*	5524 ~~4977~~ ~~3881~~ 5554 4977 3450	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~9,40~~ DBS9,40	Got ✠LMC9,40	*a*†	OG 1,39	1919 6mo	Aktieb. Götaverken Gothenburg AP *Cell*	Rederiaktieb Nordstjernan(A.A. Johnson,*Mgr.*) *Collis* *DB*368'1506t *Wing*	426·9 440·0(O.L.) *ionBH toShelter dk* *tank aft* 353t *FPT*	56·2	26·1 FK	Stockholm Swedish *Cem* 6*BH to U dk* 94t*APT*72t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB80lb 717NH Aktieb.Götaverken,Got.	30 " 0 s 3 " 11½ 26 " 8¼	
19902	**Balcic** Ⓟ *OilEng.* D.F. *2Dks* *Ref.Mchy.* *CruiserStern*	3600					1940	Cant.Nav. Riuniti Palermo	RoumanianState MaritimeService	360·9 B84'F34'	50·8	23·5	Constanza Roumanian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"-41⅝" 582NHP SocAn"Fiat"S.G.M.Turin		
19903 218676 KISM	**Baldbutte** *2Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* Sub.Sig. *Carrying Petroleum in bulk*	6295 — 3886					1919	Bethlehem S.BCorp.Ld. Quincy, Mass	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	416·9 P92'B39'F33'	56·2	31·0	Wilmgton (Del) Utd.States *WB*	T.3Cy.26½",44"&74"-51" 391NHP BethlehemS.B.Corp.Ld.		R
19904 LCMF	**Balder** *1Dk*	1129 906 679					1901	Trndhjms Mek.Værks Trondheim	AlbertSchjelderup RederiA/S (A.Schjelderup, *Mgr.*)	231·4 Q125tB51tF30t	34·4	13·6	Bergen Norwegian *WB*	T.3Cy.16",26"&44"-30" TrondhjemsM.V. 106NH Trondheim		N
19905 218915 KOBV	**Baldhill** *Longitudinal framing* *2Dks* Sub Sig. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk*	6413 — 3951					1919	Bethlehem S.B.Corp. Ld Quincy,Mass	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	416·8 P92'B39'F33'	56·1	31·0	Wilmgton (Del) Utd.States *WB*	T.3Cy.26½",44"&74⅝"-51" 394NH BethlehemS.B.Corp.Ld.		R

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
19906 LCMH	**Balduin** D.F. 1*Dk*	1164 975 647					1921	Akers Mek.Værks Oslo	A/SBonheur (F.Olsen&Co. *Mgrs.*)	226·7 P50*t*H89*t*F6*t*	36·6	14·7	Oslo Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
19907 143604 GCQB	**Balfe** *ss*Liv.No.3-5,35 D.F. 2*Dks*(*Stl*)	5369 4799 3225	✠100A1 8,41~~1,40~~ Examined 2,41 ✠LMC MS8,39 BS2.41	~~BAb~~ Hul	*y* Rio	CL ~~12,39~~ 8,41	1920 1mo *Lloyd*	D&W Henderson&CoLd Glasgow '*sA&CP*	Lamport&Holt Line,Ld. *CellDL*	400·1 P49'B113'F38' FK 344'1030*t*FPT113*t*	52·3	28·4	Liverpool British 7*BHptCem* *APT*210*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb *120lb* 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLdGls	31 " 0 s5 " 11½ 25 " 4	
19908 130124 MJXD	**Balfron** *ss*Gmh.No.3-10,32 *ss*Gmh.No.1-36 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	362 247 138	✠100A1 12,40 BS12,40 ✠LMC12,36	Gmb	*f*	CL 11,40	1920 3mo *Lloyd*	Scott& Sons Bowling *sA&CP*	ShieldsS.S.Co.Ld. (Walker&Bain, *Mgrs.*) *FPT*31*tAPT*12*t*	141·7 25·1 Q81'B8'F24' BK7"	23·8	10·1	Grngemth British 3*BHCem*	C.2Cy.16"&34"-24" (*s*) 130lb 47RHP 1SB.2*pf*.GS42,HS1388 Fishers,Ld.Paisley	11 " 0 s3 " 4½ 11 " 3	
19909 UOYT	**Balhash** (*ex*Straum-34, *ex*BarHarbor) 1*Dk*	2191 1807 1255	✠ ... 11,20 ✠				1918 12mo	Staten IslandS.B.Co StatenIsland N.Y.	U.S.S.R.	264·4 P52*t*F8*t*H154*t* FK	42·2	21·9	Leningrad Russian *WB*	T.3Cy.18",30"&51"-36" 160NHP StatenIslandS.B.Co. StatenIsland,N.Y.	24 " 0	
19910 LJCK	**Bali** (r) (*ex*Alnwick-35) *ss*Osl.No.2-37 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	1428 920 614	✠100A1 *withfreeboard* 6,38 ✠LMC MS12,35 BS2.39 (SEE FOOTNOTE *)	Osl	*q*	CL 5,37	1928 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP CellD*	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*) *Ba&uE*75'*f*115'21	254·1 B75'F30' FK Coll 4*tFPT*17*tAPT*12*t*	38·8	14·4	Oslo Norwegian 5*BHCem* *BH to Sh dk* 4 ,, ,, 2*nd* ,,	T.3Cy20¾",35½"&60"-45"(*s*) 215lb 392NHP 2SB,6*cf*,GS130,HS5864 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	16 " 8 s " 7 16 " 3	
19911 PKQE	**Balikpapan** Ⓟ *OilEng.* *Mchy.Aft* 2*Dks*	1279 1025 844					1938	NV.Boele's Schpsw&Mch Bolnes	Koninkl.Paketv. Maats.	215·0 P95'F51'	39·7	15·8	Batavia Dutch *WB*	Oil Engines 4S.C.SA 7Cy.15¾"-29½" 168NHP Gbr.Stork&CoNVHengelo		V
19912 2234 IBIP	**Balilla** (*ex*Velites-39, *ex*Gothic-39, *ss*Gmh.No.3-7,37 *ex*NashLight) *ss*Brw.No.1-37 D.F. *CruiserStern* 1*Dk*(*Stl*)	2469 2221 1383	✠ 11,37 ✠	Brw	*t*		1920 7mo	Monmouth S.B.Co.Ld. Chepstow, Mon.	G.Scorza *CellD*	303·0 313·9(O.L.) P33'B80'F33' FK B260'677*t FPT*87*t*	43·0	20·7	Genoa Italian 5*BHCem* *APT*193*t*	2 steam turbinesDRgeared to 1 sc. shaft 223NH HS5526 2 water tube boilers BritishWestinghouse Electric&Mfg.Co.Mch	23 " 0	I †
19913 LZDE	**Balkan** (*ex*LouisFraissinet-34) 2*Dks* D.F. *Fittedforoilfuel*	3838 — 2296					1914	Ch.&Atel. deProvence Port deBouc	Soc.Commerciale BulgaredeNav.à Vap.	353·5 P25'Q82'F48'	46·6	23·1	Varna Bulgarian *WB*	T3Cy25",40$\frac{3}{10}$"&66$\frac{3}{10}$"-43$\frac{3}{10}$" 295NHP Ch.&Atel.deProvence,Msl.		V
19914 DJXB	— (*ex*Clanwood-38) *ss*Sld.No.3-3,36 *Well deck* 1*Dk*(*Stl*)	2209 1777 1260	✠ 8,38 ✠	Sld	*r*		1924 3mo	SirJ.Laing &Sons,Ld. Sunderland *CellDBa*48'*uE&* *B*39'*f*113'39	ErnstKomrowski Reederei	279·5 290·0(O.L.) P20'Q94'B48' F19' FK 7*tDTa*36'250*tFPT*	40·1	19·0	Hamburg German 4*BHCem* 52*tAPT*80*t*	T.3Cy.20",33"&54"-39" 199NH 2SB,6*cf*,GS94,HS3096 G.Clark,Ld.Sunderland	21 " 0	
19915 LKDT	**Balkis** *OilEng* D.F. *CruiserStern* 1*Dk*&*Shelterdk*	2161 1651 1160					1939	A/S Akers Mek.Verks. Oslo	DenNorskeMiddelhavslinjeA/S(Fred Olsen&Co.&O.R. Thoresen,*Mgrs.*)	315·2	44·3	16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19$\frac{1}{16}$"-35$\frac{7}{16}$" 472NHP A/S AkersMek.Verks.Oslo		N
19916 201695	**Ball Brothers** *Mchy.Aft* 1*Dk*	5733 — 4438					1905	American S.B.Co. Lorain,O.	GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*)	480·0	52·0	30·0	Michigan, Ind. *WB* Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
19917 LJOY	**Balla** (*ex*Gresham-37, **TwinSc** *ex*Margretian) *OilEng* *ss*Bly.No.3-3,36 *ss*N.Yk.No.1-40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft CruiserStern*	2565 2288 1502	✠100A1 *Shelter dk* *withfreeboard* 9,41~~11,40~~ LMC9,41 DBS5,41	~~NYk~~ NOs	*t*	CL 5,40	1923 11mo *Lloyd*	C.Hill& Sons,Ld. Bristol '*sA&CP*	Th.Brövig *CellI B*257'3	297·7 F26'*onShelter dk* FK Coll 28*tMT*47'770*tFPT*	43·9	21·5	Farsund Norwegian *ptCem* *BH to Sh dk* 4 ,, ,, *U* ,, 57*tAPT*80*t*	Oil Engines 4S.C.SA 12Cy.20⅞"-20⅞" 518NHP NE12,30NDB(*f*)38-*120lb* NDB(*a*)23 *120lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg	24 " 0 s1 " 7 22 " 7½	
19918 130127 MLTC	**Balmaha** *ss*Gmh.No.3-1,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1428 1256 768	✠100A1 7,41~~10,40~~ ✠LMC MS10.36 ~~BS5,40~~ 7,41	~~Sou~~ Gmh	*p*	CL ~~9,37~~ 7,41	1924 2mo *Lloyd*	Bow,McLachlan&Co LdPaisley '*sA&CP*	ShieldsS.S.Co.Ld. (Walker&Bain, *Mgrs.*) *Cell*	244·7 253·5(O.L.) B56'F27' FK *DB*201'398*tFPT*77	36·1	17·2	Grngemth British 4*BHCem* *tAPT*57*t*	T.3Cy.17",27"&45"-33" (*s*) 180lb 170NHP 2SB,4*cf*,GS90,HS3217 Bow,McLachln&CoLdPsy	19 " 3 s2 " 6 16 " 10½	
19919 108628 MCSS	**Balmarino** **3Mst** *ss*Bel.3rdNo.3-8,36 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft*	419 304 166	✠100A1 4,42~~10,40~~ Examined ~~4,41~~4,42 BS4,42 ✠LMC4,41	Bel	*g*	CL 8,41	1898 11mo	AilsaS.B. Co. Troon A&CP	J.Kelly,Ld. (W.Clint,*Mgr.*)	161·7 26·9 Q79'B7'F26' BK7½" *DBf*79'118*t FP*7	25·1	9·8	Belfast British 3*BHCem* 19*tAPT*5*t*	C.2Cy.19"&42"-30" (*s*) 115lb 80RHP 1SB,3*pf*,GS60,HS1380 Muir&Houston,Ld.Gls.	12 " 6 s4 " 1½ 12 " 9½	
19920 113300 GFOP	**Balmoral** Ⓟ **Pad**	471 369 188					1900	S.Mc Knight&Co. Ld. Ayr	Southamptn.I.ofW &S.ofEng.Royal MailStmPktCo.Ld	236·0	27·1	9·6	S'thamptn British	C.2Cy.36½"&66½"-66" 300NH Hutson&Sons.Ld.Glasgow		
19921	**Balmung** (*ex*Coruna-38) 1*Dk*	1481 1325 829					1908	W.Dobson &Co. Newcastle	RederiA/BNotung (O/YErnstSohn, Ld.*Mgrs.*)	253·2 P13*t*F32*t*	37·7	17·5	Helsingfrs Finnish *WB*	T.3Cy.19",31"&51"-36" 156NHP N.E.MarineEngCoLdNwc	19 " 9	N
19922 PCXW	**Baloeran** Ⓟ **TwinSc** D.F. GyC. *OilEng.* Sub.Sig. *CruiserStern* 4*Dks*	17001 12123 10173					1930	Maats. Fyenoord Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	551·0 B11'F100'	70·4	41·6	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy.29$\frac{1}{16}$"-52¾" 3115NHP SulzerFrères,Winterthur		V
19923 166411	**Baltabor** (*ex*Cumbal-38, **TwinSc** *ex*SantaMonica-36,*ex*City of *OilEng.* SanFrancisco) *ss*Liv.No.3-4,38 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*inNo.*1*hold*	2592 1785 1391	✠ 4,38 ✠	Liv	*u*		1924 9mo	A/B Gotaverken Gothenburg *CellDB*207'561*t* *MT*19' 436*t*		302·0 314·6(O.L.) P38'B110'F38' FK *FPT*105*tAPT*51*t*	46·0	18·4	6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy 23$\frac{3}{16}$"-35$\frac{7}{16}$" 629NHP A/B Gotaverken,Got.	21 " 6	
19924 144615 MKBW	**Baltallinn** (*ex*Starling) *ss*Lon.No.3-3,33 *ss*Lon.No.1-37 1*Dk*(*Stl*)&*Shelterdk*(*Stl-ws*) *Ref.Mchy* &2*nd dk*(*Stl*)*inNo.*1 *hold*	1303 1025 512	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~3,40~~ BS4,41 ~~BS3,40~~ ✠LMC4 37 ✠Lloyd'sRMC~~10,40~~ 4,41	~~Sws~~ Gls	*q*	CL ~~9,38~~ 6,41	1920 6mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	Anglo-Estonian ShippingCo.Ld. (UnitedBaltic Corp.Ld.*Mgrs.*) *CellDB*211'32	245·2 B63' *on Shelter dk* FK *Collision* 4*tFPT*17*tAPT*19*t*	39·2	15·0	London British *Cem* *BH to Sh dk* 4 ,, ,, *U* ,,	T.3Cy.22",37½"&60"-39" (*s*) 180lb 292NHP 2SB,8*cf*,GS16,HS5154 AilsaS.B.Co.Ld.Troon	17 " 0 s " 7 16 " 7	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
19925 148640 GLKX	**Baltannic** (*ex*Westland, *ex*Zaanstroom) *ss*Gms.2ndNo.3-6,38 *Ref.Mchy.* 2*Dks*(*Stl*)&*Weather dk* (*ptStl-ws*)	1741 1060 914	100A1 *withfreeboard* 4,42 ~~[illegible]~~ ~~BS1,41~~ ✠Lloyd'sRMC~~12,40~~4,42	Wln BS1,42 LMC6,38	*p*	CL 1,41	1913	Rotterdam Droogd.Maat Rotterdam	UnitedBaltic Corporation,Ld. *CellDBa*&*uE*72'	243·4 FK *f*98'263t *FPT*27	37·3	24·6	London British 5*BHCem* *APT*31t	T.3Cy.21⅛",33"&57"-39" (*s*) 180lb 291NHP 2SB,6*cf*,GS115,HS4372 FD RotterdamDroogd.Maats.	25 ″ 9 s 7 ″ 9½ 18 ″ 4½	
19926 142356 GTXM	**Baltara** (*ex*Glacière-33, 3Mst *ex*WarCountry) *ss*Ham.No.3-8,30 *Ref.Mchy.* *ss*Lon.No.2-38 1*Dk*(*Stl*	3292 2818 1993	✠100A1 2,42 ~~5,41~~ BS5,41 Lloyd'sRMC ~~2,41~~ ~~7,41~~ 2,42 ~~10,41~~	~~Gls~~ Sws ✠LMC12,38	*u*	CL 7,40	1918 3mo	W.Gray& Co.Ld. WHartlepool A&CP	UnitedBaltic Corporation,Ld. *CellD*	331·2 P33'B100'F29' FK B284'741t*FPT*105t	46·7	23·2	London British *ptCem* *APT*150t	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 3SB,9*cf*,GS153,HS6336 FD Cen.Mar.Eng.WrksW.Hpl	25 ″ 6 s 3″10¾ 21 ″ 10½	
19927 166403 GJGB	**Baltavia** (*ex*Chimu-38, TwinSc *ex*SantaCatalina-35, *ss*Liv.No.3-4,3 *ex*CityofPanama) *OilEng* D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl* *Ref.Mchy.* 3*rd dk*(*Stl*)*inNo.1hol*	2592 1785 1391	✠100A1 *withfreeboar* 7,41 ~~11,39~~ ~~DBS3,39~~ ✠Lloyd'sRMC5,39	Sou CTn DBS7,41 ✠LMC4,38	*n*	CL ~~9,37~~ 7,41	1924 10mo *Lloyd*	Aktieb. Götaverken Gothenburg 'sA&CP	Anglo-Estonian ShippingCo.Ld. (UnitedBaltic Corp.Ld.*Mgrs.*) *CellDB*207'561t *MT*19'436t	302·0 314·6(O.L.) P38'B110'F38' FK *FPT*105t*APT*51t	46·0	18·4	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.23¼"-35 7/16" 629NHP DB*100lb* Aktieb.Götaverken,Got.	21 ″ 6 s 1 ″ 1¼ 20 ″ 6¾	
19928 144503 MJYF	**Balteako** (*ex*Heron-35) *ss*Lon.No.3-5,3 *ss*Lon.No.1-37 1*Dk*(*Stl*)&*Shelter* *dk*(*Stl-ws*)&2*n* *Ref.Mchy.* *dk*(*Stl*)*inNo.1hol*	1328 1026 541	✠100A1 *Shelter dk* *withfreeboar* 6,41 ~~7,40~~ ~~BS4,40~~ ✠Lloyd'sRMC~~12,40~~ 6,41	~~Liv~~ Abn BS4,41 ✠LMC4,37	*q*	CL 3,38	1920 4mo *Lloy*	AilsaS.B. Co.Ld Troon sA&CP	Anglo-Latvian ShippingCo.Ld. (UnitedBaltic Corp.Ld.*Mgrs.*) *CellD*	245·1 B63'*onShelterDk* FK B213'338t *FPT*17t *APT*19t *Collision*	39·2	15·0	London British *Cem* *BHto Sh dk* 4 ,, ,, *U* ..	T.3Cy.23",37½"&60"-39" (*s*) 180lb 292NHP 2SB,8*cf*,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17 ″ 0 s ″ 2¾ 16″11½	
19929 HPFG	**Baltic** TwinS *OilEng* *Mchy.Aft* 3*Dks* D.F. E.S.D. *Longitudinal framing* ~~*CarryingPetroleum in bulk*~~	8805 — 5410	100A1 (*ClassificationContemplated*) Examined8,41 8,41 *CarryingPetroleum in bulk*	NYk DBS12,40		CL 11,40	1920	Nordsee- werke Emden	PanamaTransp. Co.	509·6	64·0	31·7	Panama Pnamanian *WB*	OilEngines 2S.C.SA 8Cy.25⅜"-51⅛" 908NHP NE26 DB*199lb* Fried KruppGermania- werftA.G.Kiel	32 ″ 0 s5 ″ 3½ 26 ″ 11½	G
19930 OHAH	— Ⓟ D.F. 1*Dk*&*Hurricane dk*	1086 1046 612					1897	Schiffsw. vonH.Koch Lübeck	FinskaÅngfartygs Aktiebolaget	210·3 201·1	32·8	21·3	Helsingfrs Finnish *WB*	T.3Cy.15½",25⅝"&44"-30" 106NHP Blohm&Voss.Hamburg		V
19931 7398 SDLA	**Balticia** (*ex*LordErskine,*ex*Eric Petersen,*ex* *ss*Hbg.2nd.No.3-2,3 Dwina,*ex*Kara *ss*Hbg.No.2-38 Sea) 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1966 1783 1138	✠100A1 2,39 MS4,38 SURVEYS DELAYED	Shl ✠LMC BS10,39	*r*	CL 6,37	1905 7mo *Lloyd*	Craig, Taylor&Co. Stockton 'sA&CP	Rederi A/B Allians (N.M.Thore,*Mgr.*) *CellDBa*	280·3 289·8(O.L.) P26'B70'F28' FK 88'*uE*16' *f*112'470t	42·2	19·4	Jonstorp Swedish 4*BHCem* *APT*92t	T.3Cy.21⅞",35"&57"-39" (*s*) 160lb *90lb* 210NHP 2SB,6*pf*,GS188, HS3248 (Spt) N.E.MarineEng.CoLd.Sld	20 ″ 7 s2 ″ 11½ 17 ″ 9¾	
19932 165458 GZNT	**Baltistan** D.F. E.S.D. 2*Dks* *CruiserStern*	6803 6097 4194	✠100A1 1,41 *Fitted for oil fuel* 5,37 *F.P. above* 150° F.	Avn ✠LMC5,37	*b*† 2 1/16	CL 1,41	1937 5mo *Lloyd*	J.Read- head&SonsLd SouthShields 'sA&CP	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*392'1475t	453·9 471·2(O.L.) P39'B133'F41' FK *DTa*39'990t *FPT*1	58·5	29·6	London British 7*BHptCem* 90t*APT*40t	T.3Cy.29",48"&81"-51"& LPturbine withDR gearing & hydraulic coupling 220lb (*s*) FD 914NHP 3SB(Spt)&1AuxSB(Spt), 15*cf*,GS242,HS11480 J.Readhead&SonsLd.S.Shl	32 ″ 1 s 6 ″ 9 25 ″ 6¾	
19933 165333 GZCZ	**Baltonia** (*ex*BuenaVista-36) *ss*Lon.No.3-11,37 D.F. *Ref.Mchy.* 1*Dk*	2013 1618 1019	100A1 3,42 ~~5,40~~ ~~BS6,40~~ ✠Lloyd'sRMC~~2,41~~3,42 BS6,41	~~Gls~~ Gmh LMC12,37		CL ~~11,36~~ 2,42	1925	Akers Mek.Værks. Oslo	Anglo-Lithuanian ShippingCo.Ld. (UnitedBaltic Corp.Ld.*Mgrs.*) *CellDBa*&*uE*101'*f*	303·0 316·0(O.L.) P29'B&F251 FK	42·2	17·1	London British 5*BHCem* 22'522t*APT*	T.3Cy.22",35"&60"-42" (*s*) 180lb FD 317NHP 2SB(Spt)6*cf*,GS130,HS4604 AkersMek.Værks.Oslo 50t	20 ″ 0 s ″ 10¾ 19 ″ 3¼	
19934 494 ESBD	— (*ex*Kustas,*ex*Bjarmia, *ex*Greyfriars) *ss*Hfs.2ndNo.3-6,20 *ss*Ant.No.1-25 *Well deck* 1*Dk*(*Stl*)&*Web frames*	1364 1063 788	✠ 11,28	Msl ✠	*n*		1894 8mo	Hall, Russell&Co. Aberdeen	C.F.Gahlnbäck *CellDBa*69'*f*95	240·0 Q84'B104'F29' FK	34·2	14·6	Tallinn Estonian 4*BHCem* 235t*APT*70t	T.3Cy.17 3/16",27"&45"-36" 159NHP 2SB,4*cf*,GS74,HS2412 Hall,Russell&Co Aberdeen	15 ″ 5	V †
19935 142597 GTXN	**Baltraffic** (*ex*Réfrigérant-33, *ex*WarCoppice) *ss*Ham.No.3-9,30 *Ref.Mchy* *ss*Lie No.2-38 1*Dk*(*Stl*) *Cargo battens not fitted*	3295 2844 ~~1904~~ 1945	✠100A1 1,41 BS1,41 Lloyd'sRMC9,40	Wln ✠LMC12,38	*u*	CL 11,38	1918 7mo *Lloyd*	J.Blumer &Co. Sunderland 'sA&CP	UnitedBaltic Corporation,Ld. *CellD*	331·3 P33'B98'F28' FK B276'734t *FPT*105t	46·8	23·2	London British 7*BHptCem* *APT*122t	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 3SB,9*cf*,GS153,HS6304 FD J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 10 21″10¾	
19936 132840 GYQX	**Baltrover** Ⓟ (*ex*Dominica-36, *ex*Digby) *ss*Gms.2ndNo.3-2,39 Sub.Sig. D.F. *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	4916 4160 3014	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~4,40~~ ~~BS5,40~~ ✠Lloyd'sRMC~~3,41~~ ~~11,41~~ 5,42	~~Lon~~ Liv BS3,41 ✠LMC2,37	*x*	CL 1,39	1918 4mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool 'sA&CP	UnitedBaltic Corporation,Ld. *CellDBa*108'*uE*&	350·8 B128'F43'*onShelter dk* FK B54'*f*144'701t*FPT*	50·0	31·6	London British 6*BHCem* 26t*APT*44t	T.3Cy.28",46"&77"-48" (*s*) 180lb 602NHP 3SB,12*cf*,GS207,HS9142 FD Richardsons,Westgarth& Co.Ld.Hpl	34 ″ 1 s 9 ″ 0¼ 25 ″ 6	BT till ~~4,41~~ ~~9,41~~ 5,42
19937 167540 GSYP	**Baluchistan** D.F. E.S.D. 2*Dks* *CruiserStern*	6992 6280 4245	✠100A1 10,41 ~~6,40~~ *Fitted for oil fuel* 6,40 *F.P. above* 150° F.	~~Shl~~ Mch ✠LMC6,40	*b*† 2 1/16	CL 9,41	1940 6mo *Lloyd*	J.Read- head&SonsLd SouthShields 'sA&CP	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*397'1537t	454·0 472·5(O.L.) P39'B133'F38' FK *DTa*39'1030t*FPT*1	58·5	29·5	London British *BHptCem* 50t*APT*45t	T.3Cy.26½",44"&74"-48"& LP turbine withDRgearing &hydraulic coupling (*s*) 220lb FD 706NHP 3SB(Spt),12*cf*,GS190, HS8994 J.Readhead&SonsLd.S.Shl	32 ″ 2 s6 ″ 10½ 25 ″ 6¼	
19938 143619 GCSZ	**Balzac** *ss*Gls.No.3-10,32 *ss*Liv.No.1-37 D.F. 2*Dks*(*Stl*)	5372 4803 3210	✠100A1 11,40 MS10.36	Bry ✠LMC BS4.40	*y*	CL 12,39	1920 3mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP	Lamport&Holt Line,Ld. *CellDB*	400·3 P49'B113'F38' FK 344'1030t *FPT*113t	52·3	28·4	Liverpool British 7*BHptCem* *APT*210t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&Co.Ld.Gls	31 ″ 0 s 5″11½ 25 ″ 3⅜	
19939 FNHF	**Bamako** *OilEng.* 2*Dks*	2357 2114 1431					1930	Akt.Bur- meistr&Wain Copenhagen	Cie.deNav.Paquet	281·9 P24'B93'F29'	45·1	21·1	Marseilles French *WB*	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP Akt.Burmeistr&Wain.Cpn		V
19940 160296 MMBS	**Bamboo** *ss*Bel.No.1-41 *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	360 257 129	✠100A1 1,41	Bel ✠LMC1,41	*f*	CL 12,40	1936 11mo *Lloyd*	Scott& Sons Bowling 'sA&CP	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)	142·2 Q81'B7'F20' FK6" *FPT*	23·6	10·5	Newry British 3*BHCem* 54t*APT*35t	T.3Cy.11¼",20"&32"-24" (*s*) 205lb 62RHP 1SB,3*cf*,GS51,HS1489 Aitchison,BlairLd. Clydebank	11 ″ 5 s 3 ″ 6½ 11 ″ 8½	

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
19941 136288 GBYC	**Bamora** Ⓟ *ss*Bom.2ndNo.3-6,39 *2Dks(Stl-U*teaks)	3291 2654 1870	✠100A1 6,41 ~~9,40~~ BS6,41 ~~BS4,40~~ ✠LMC6,39	Bom	*v*	CL 6,39	1914 5mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow *'sA&CP*	**BritishIndiaStm. Nav.Co.Ld.** *CellDBa94'uE&*	330·2 342·5(O.L.) P&B192'F34' FK *B67'f124'647tFPT*	46·2	23·1	Glasgow British *5BHCem* *47tAPT18t*	T.3Cy.20",34"&58"-45" (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,*11cf*.GS227 Barclay,Curle&Co.Ld.Gls.	25 " 6 s 4 " 1¾ 21 " 9½	
19942 PKMR	**Ban-Ho-Guan** (*ex*DeHaan-35) *1Dk* *Fitted for oil fuel*	1693 1327 904					1908	Maats. Fyenoord Rotterdam	**N.V.HandelMaats. TjinLiong**	270·3 P33'B73'F30' *WB*	40·2	16·9	Bandjer- masin Dutch	T.3Cy.19",31½"&51½"-39" 66NHP Maats.Fyenoord.Rot.		VL
19943	**Ban Ho Liong** (*ex*Leif-36) *Mchy.Aft* *1Dk*	490 431 211					1895	Simons& Co. Renfrew	**Mrs.TanSinTjoo**	154·5	28·6	11·5	Amoy Chinese	C.2Cy.22"&44"-24" 79NHP Simons&Co.Renfrew		
19944 157826 VPKM	**Ban Hong Liong** (*ex*VanHoorn-34) *1Dk*	1671 1380 1004					1908	Nederl. Schps. Maats. Amsterdam	**HeapEng.MohS.S. Co.Ld.**	269·8 P33'B74'F31'	40·1	16·7	Singapore British *WB*	T.3Cy 19",31½"&51½"-39" 165NHP NedFb.v.Wrk&Spoor,Ams		VL
19945 IDOS	**Bañaderos** **TwinSc** *OilEng* D.F *CruiserStern* *2Dks*	2728 2144 1257					1930	Akers Mek.Værks Oslo	**A/SGangerRolf (Fred.Olsen&Co.** *Mgrs.*)	330·6 P97tH277tF21'	48·2	19·2	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¾"-43 5/16" 625NHP AkersMek.Værks Oslo		N
19946 LCMJ	**Banan** (*ex*EdwardM.Raphel-36. *ex*Banan-36) *2Dks*	1581 917 977					1912	Nylands Værksted Oslo	**Dampsk.-A/S Sydfart(Erling Sannes,***Mgr.*)	250·0 H120t	34·7	22·0	Bodö Norwegian *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		V
19947 8375 SFYG	**Banana** (*ex*Ryaa-39,*ex*Beira-37) *2Dks*	*1241* 936 597					1899	Lobnitz& Co.(Lim.) Renfrew	**RederiA/B Westindia (SvenSalén,***Mgr.*)	229·4 Q88'H58'	33·9	16·6	Stockholm Swedish *WB*	T.3Cy 19",32"&57"-39" 203NHP Lobnitz&Co.Renfrew		V
19943 149811 GMZV	**Bandar Shahpour** (*ex*Arabistan) *ss*Bkn.No 3-2,37 *2Dks(Stl)* D.F.	5236 4814 3268	✠100A1 12,41 Examined12,41 BS12,41 MS2,37 ✠LMO *Fitted for oil fuel 4,27 F.P. above 150° F.*	~~Shl~~ Hul	*y*	CL N1,40	1927 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	**StrickLine(1923), Ld.(F.C.Strick& Co.Ld.***Mgrs.*) *CellDB350'1210t*	400·0 412·3(O.L.) P31'B124'F40' FK *DTa37'990tFPT12*	53·5	27·2	London British *7BHptCem* *1 " to2nddk* *2tAPT33t*	T.3Cy.28",46"&77"-48" (*s*) 180lb 590NHP 3SB,*12cf*,GS220,BS8874 FD Cen.Mar Eng.WrksW.Hpl	29 " 7 s 5 " 9¾ 24 " 0¾	
19949	**Bandeirante** **TwinSc** *OilEng.* *Ref.Mchy.* *2Dks* *CruiserStern*	2930 2633 1698	✠ 1,42 ~~✠LMC12,37~~ ~~✠Lloyd'sRMC[illegible]~~	Rio	*u*	OG	1937 12mo *Lloyd*	NVSchpsw "DeMer- wede"v/h van Vliet&Co. Hardinxveld *'sA&CP*	**LloydBrazileiro** *CellDB238'6*	322·5 336·3(O.L.) P33'B90'F30' FK *47tFPT66tAPT88t*	47·4	21·3	R.Janeiro Brazilian *6BHCem*	Oil Engines 2S.C.SA 14Cy.13¾"-23⅝" 468NHP Gbr.Stork&CoNV Hengelo	24 " 0 ~~8 " 8~~ ~~20 " 5¼~~	
19950	— **WoodAux3MstSr** (*ex*Elbnixe) *OilEng.* *Mchy.Aft.* *1Dk* (*See Sailing Ship Register*)	342 280 233					1922	Gbr. Klahn G.m.b.H. Neustadt	**Companhia Amarante**	153·0 Q44'H10'F23'	25·8	10·8	R.Janeiro Brazilian	Oil Engines 2S.C.SA 2Cy 12⅜"-12⅜" 20NHP H.Callesen&Co.Apenrade		
19951 PKQF	**Bandjermasin** Ⓟ *OilEng* *Mchy.Aft* *2Dks*	1279 1025 844					1938	NVSchpsw Gebr.Pot. Bolnes	**Koninkl.Paketv. Maats.**	215·0 P&B94'F50'	39·7	15·8	Batavia Dutch *WB*	Oil Engines 4S.C SA 7Cy.15¾"-29½" 167NHP Gbr.Stork&CoNV Hengelo		V
19952 27166 JNOD	**Bandoeng Maru** Ⓟ (*ex*Kinno Maru) *ss*Osa.No.3-2,39 *2Dks(Stl)*	4003 3460 2469	✠100A1 4,41 ~~3,40~~ BS4,41 ~~BS3,40~~ ✠LMC2,39	Yka	*w*	CL 2,40	1920 5mo	Yokohama DockCo.Ld. Yokohama A&CP	**NanyoKaiunK.K.** *CellD*	345·0 357·4(O.L.) P33'B77'F41' FK *B316'793tFPT56t*	50·0	29·0	Tokyo Japanese *6BHCem* *APT29t*	T.3Cy.23",38"&64"-48" (*s*) 200lb 327NHP 2SB,*6cf*,GS105,HS4050 FD YokohamaDockCo.	29 " 1 s 5 " 5½ 23 " 11	
19953 204328 KJCN	**Bandon** **WoodTwinSc** *1Dk* *Mchy.Aft* *Fitted for oil fuel*	642 — 350					1907	Kruse& Banks NorthBend, Or	**MooreMill& LumberCo.**	172·8	39·7	11·0	S.Frncisco Utd.States	C.4Cy.12"&25"-16" 42NHP MarineIronWks.Chicago		
19954 136275 GRMX	**Bandra** Ⓟ *ss*Bom.2ndNo.3-8,39 *2Dks(Stl-U*teaks)	3194 2651 1893	✠100A1 ~~8,39~~12,40 BS6,41 ~~BS5,40~~ ✠LMC8,39	Bom	*v*	CL ~~6,38~~ 12,40	1914 3mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow *'sA&CP*	**BritishIndiaStm. Nav.Co.Ld.** *CellDBa94'uE&B66*	330·4 342·7(O.L.) P33'B94'F34' FK *f124'647tFPT47t*	46·2	23·1	Glasgow British *5BHCem* *APT18t*	T.3Cy.20",34"&58⅜"-45" 215lb *195lb* 450NHP 3SB,*9cf*.GS186,HS7503 FD Barclay,Curle&Co.Ld.Gls	25 " 6 s 4 " 3 21 " 8½	
19955 20398 JPNB	**Banei Maru No. 2** (*ex*BanyeiMaruNo.2-38) *1Dk*	1186 1007 800					1917	NittaCo. Osaka	**HokkaidoTanko K.K.**	220·0	33·5	18·5	Tokyo Japanese *WB*	T.3Cy.14½",24½"&40"-30" Okamoto 88NHP ZosenTekkosho,Osaka		
19956 23861 JQCB	**Banei Maru No. 3** (*ex*BanyeiMaruNo.3-38)	1778 1484 1232					1919	NittaCo. Osaka	**HokkaidoTanko K.K.**	265·0 P14'B57'F26'	36·0	20·9	Tokyo Japanese *WB*	T.3Cy.16",27"&45"-32" 114NHP TanakaWorks,Osaka		
19957 21522 JILB	**Banei Maru No. 6** (*ex*BanyeiMaruNo.6-38) *1Dk*	1191 1007 800					1917	NittaCo. Osaka	**HokkaidoTanko K.K.**	220·0	33·5	18·5	Tokyo Japanese *WB*	T.3Cy.14",24"&40"-30" 88NHP NittaCo.Osaka		
19958 21535 JOOB	**Banei Maru No. 7** (*ex*BanyeiMaruNo.7-38) *1Dk*	1189 1007 799					1918	NittaCo. Osaka	**HokkaidoTanko K.K.**	220·0	33·5	18·5	Tokyo Japanese	T.3Cy.14½",24½"&40"-30" Okamoto 88NHP ZosenTekkosho,Osaka		
19959 22565 JOCB	**Banei Maru No. 15** (*ex*BanyeiMaruNo.15-38) *1Dk*	1828 1484 1063					1919	NittaCo. Osaka	**HokkaidoTanko K.K.**	265·0	36·0	20·9	Tokyo Japanese	T.3Cy.17½",29½"&49⅝"-36" 148NHP YoshidaTekkosho,Osaka		
19960 133005 GNZM	**Banffshire** (*ex*ClanMacrae) *Ref.Mchy.* *3Dks&Shelterdk* D.F. E.S.D.	6479 4689 4048					1912	W.Doxford &Sons.Ld. Sunderland	**British&South AmericanSteam Nav.Co.Ld. (HoustonLine (London)Ld.***Mgs.*)	430·0	53·5	34·6	Glasgow British *WB*	T.3Cy.29",49"&80" 60" &1L.P.Turbine 575NHP W.Doxford&Sons.Ld.Sld.		C
19961 168804 BCMY	**Banfora** Ⓟ **TwinSc** (*ex*Insulinde-33) *3Dks* D.F. *Ref.Mchy.*	9472 7031 5702					1914	Kon.Maats deSchelde Flushing	Ministry of War Transport(Elder DempsterLines, Ld.*Mgrs.*)	478·4 P150'B187'F84'	57·1	26·3 34·4	Liverpool British *WB*	T.6Cy.29",47"&81"-52" 942NHP Maats.deSchelde,Flushing		V
19962 219 YLGH	**Banga** Ⓟ (*ex*Vasa-39) **Iron** *1Dk*	547 282 429					1871	W.Lind- bergs.Aktieb Stockholm	**ValstsKugu Parvalde**	172·7	24·8	10·5	Riga Latvian	C.2Cy.20½"&41"-24" 69NHP A/B BergsundsM.V.Skm.		N

1 No. in Book. Official No. Code Letters.	2-3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
19963 160547 GBCH	**Bangalore** 2Dks&Shelter dk Fitted for oil fuel Ref.Mchy. CruiserStern D.F. E.S.D.	6067 5488 2875	✠ ... 8,32 ✠ ✠Lloyd'sRMC6,41				1928 8mo	Barclay, Curle&Co.Ld Glasgow	HainS.S.Co.Ld.	436·0 F34'	57·5	29·8 FK	London British WB	Q4Cy30½",44",63½"&91"-57" &LPTurbine withDRgear-ing&hydraulic coupling 1236NHP Barclay,Curle&Co.Ld.Gls.	32 " 3	
19964 171252 VLLP	**Bangalow** Ref.Mchy. Mchy.Aft CruiserStern 1Dk Longitudinal framing at sides & at deck	648 421 279					1939	Harland& Wolff,Ld. Glasgow	NorthCoastSteam Nav.Co.Ld. (E.S.Crauford, Mgr.)	162·0 P31'F31'	36·2	9·0	Sydney NSW British WB	T.3Cy.11½",19"&32"-22" 48NHP Plenty&Sons,Ld.Newbury		C
19965 FNLO	**Bangkok** TwinSc Sub.Sig. D.F. 2Dks&Shelter dk	8056 7845 5077	✠ ... 1,21 ✠				1919 12mo	Uraga DockCo.Ld. Uraga	ChargeursRéunis	445·0	58·0	37·3 FK	Dunkirk French WB	T.6Cy.22",36½"&61"-48" 516NHP UragaDockCo.Ld.Uraga	40 " 1	V †
19966 43160 JSIL	**Bangkok Maru** Ⓟ OilEng. D.F. 2Dks	5351 — 3959					1937	Mitsubishi JukogyoK.K Kobe	OsakaSyosenK.K.	376·3 F44'	55·8	32·8	Osaka Japanese WB	Oil Engines 4S.C.SA 16Cy.17⅛"-24⅛" & hydraulic coupling SR geared to 1sc.shaft 488NHP MitsubishiJukogyoK.K. Kobe		C
19967	**Bangu** (exOrphis) Now "Empire Antelope," see No. 86310 in Supplement 2Dks Sub.Sig Fitted for oil fuel Longitudinal framing	4782 [illegible]279 3016					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh		380·5 P52'B102'F41'	53·1	27·0	British WB	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&Const.Corpn. Tacoma,Wash.		R
19968 PKQG	**Banjoewangi** Ⓟ OilEng Mchy.Aft 2Dks	1279 1025 844					1938	NVBoele's Schpsw&Mch Bolnes	Koninkl.Paketv. Maats.	215·1 P95'F51'	39·7	15·8	Batavia Dutch WB	Oil Engines 4S.C.SA 7Cy.15¾"-29½" 168NHP Gbr.Stork&CoNVHengelo		V
19969 157858 VSPD	**Banka** (exSingkara-36) 2Dks	623 489 319					1914	NV.Schpw. Dordrecht Dordrecht	SoonBeeS.S.Co. (Singapore)Ld. (HeapEngMohS.S. Co.Ld.Mgrs)	185·6 P&B120'F25'	31·1	10·9	Singapore British	C.2Cy.15⅟₁₆"&29¾"-23¾" 35RHP RotterdamDroogd.Maats.		VL
19970 133051 GRMQ	**Bankura** Ⓟ ssBom.2ndNo.3-5,37 2Dks(Stl-Uteaks) CellDBa94'uE&b	3185 2678 1896	✠100A1 8,40 BS5,40 ✠LMC5,37	Bom	v	CL 8,40	1912 6mo Lloyd's A&CP	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld.	330·8 342·7 (O.L.) P33'B94'F34' 67'f124'647t FPT	46·2	23·3 FK	Glasgow British 5BHCem 47tAPT18t	T.3Cy.20",34"&58"-45 (s) 215lb HS9074 FD 526NHP 4SB&1AuxSB,11cf,GS227, Barclay,Curle&Co.Ld.Gls	25 " 6 s 4 " 3 21 " 8½	
19971 118089 MCVQ	**Bankville** (exSusetta-34,exWilliam Rowland) ssBwg.2ndNo.3-10,32 Welldeck Mchy.Aft ssBwg.No.2-40 Cargo battens not fitted 1Dk(Stl)	339 259 129	✠100A1 3,42~~5,41~~ BS1,42 ✠LMC10,40	~~Ayr~~ Liv	f	CL 5,41	1904 4mo Lloyd's A&CP	AilsaS.B. Co.Ld. Ayr	JohnS.MonksLd.	150·2 Q54'B14'F27' BK7' FPT50t	24·4	10·4	Liverpool British 3BHCem APT5t	C.2Cy.20"&42"-27" (s) 130lb 95RHP 1SB.3pf,GS52,HS1676 Ross&Duncan,Glasgow	11 " 8 s " 6¾ 11 " 9½	
19972 139311 MGJQ	**Bannthorn** (exEbbrix-39) ssHul.No.3-8,29 ssHul.No.2-38 Mchy.Aft Welldeck 1Dk(Stl)	429 303 203	✠100A1 ~~6,39~~10,41 ~~BS7,40~~ 8,41 ✠LMC5,38	~~Hul~~ Liv	g	CL 6,39	1917 3mo Lloyd's A&CP	Cochrane& Sons,Ld. Selby	RibbleShippingCo. Ld.(W.J.Ireland, Mgr.)	150·2 158·7(O.L.) Q86'B9'F18' BK7½" FPT53t	24·6	11·0	Liverpool British 3BHCem AFT7t	T.3Cy.12",20"&34"-24" (s) 180lb 69RHP 1SB.2pf,GS33,HS1175 ShieldsE.&DDCo.Ld.NShl	12 " 0 s 3 " 8½ 12 " 5½	
19973 29830 JTSA	**Bansei Maru** (exSaishoMaru-33, exYarborough) ssHpl.No.3-8,12 ssGls.No.1-17 1Dk(Irn)2trB&Web frames CellDBa&uE130'f136'732t	3120 2896 1972	✠ 10,20 ✠	Lon	u		1900 8mo	W.Gray& Co.Ld. W Hartlepool	KusakabeKisen K.K.	324·5 P27'B82'F30'	47·1	22·4 FK	Mikage Japanese 5BHCem APT53t	T.3Cy.24",38"&64"-42" 267NHP 2SB.6rf,GS105,HS4046 Cen.Mar.Eng.Wrks.WHpl	24 " 10	C †
19974 46365 JECN	**Bansyu Maru** OilEng.	992 — 742					1939	Huzina- gataZosensyo K.K. Osaka	Hayashikane ShotenK.K.	200·1	32·8	16·9	Shimono- seki Japanese	Oil Engines		
19975 39195 JOVJ	**Bansyu Maru No. 3** TwinSc (exBansyuMaruNo.88-39) OilEng. 1Dk Ref.Mchy. Mchy.Aft CruiserStern	725 — 392					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	170·0 P49'B62'F21'	30·0	14·5	Shimono- seki Japanese	Oil Engines 2S.C.SA 8Cy.16¾"-18½" 395NHP HayashikaneTekko-bu Hikoshima		
19976 38079 JPRH	**Bansyu Maru No. 5** (exBansyu MaruNo.15-39) OilEng. 1Dk	390 — 248					1933	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0	25·0	12·0	Kobe Japanese	Oil Engines		
19977 4979 JZCB	**Bansyu Maru No. 6** (exYenoura Maru-33) Ref.Mchy. 1Dk	657 536 353					1900	MitsuBishi Dkyd&EWks Nagasaki	IzumiyaGiichi	174·8 B48'	32·8	12·5	Tokyo Japanese WB	T.3Cy.12",20"&33"-24" 53NHP MitsuBishiD.&E.WksNag		
19978 39169 JOPJ	**Bansyu Maru No. 13** (exBansyu MaruNo.87-39) OilEng. 1Dk Ref.Mchy. Mchy.Aft CruiserStern	363 233 225					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0 P40'F16'	25·0	13·0	Shimono- seki Japanese	Oil Engines 2S.C.SA 4Cy.20"-22" 282NHP HayashikaneTekko-bu Hikoshima		
19979 39391 JUDJ	**Bansyu Maru No. 15** (exBansyu MaruNo.89-39) OilEng Ref.Mchy. 1Dk Mchy.Aft CruiserStern	363 290 225					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0 P40'F16'	25·0	13·0	Shimono- seki Japanese WB	Oil Engines 2S.C.SA 4Cy.20"-22" 282NHP HayashikaneTekko-bu Hikoshima		
19980 28954 JNSA	**Bansyu Maru No. 17** 1Dk Fitted for oil fuel Mchy.Aft Ref.Mchy.	460 400 254					1923	KobeSteel Works Harima	Hayashikane ShotenK.K.	130·0 F24'	26·0	14·5	Kobe Japanese WB	T.3Cy.14½",24⁵⁄₁₆"&40"-30" 88NHP TakaoIronWorks,Kobe		
19981 PCYG	**Bantam** TwinSc OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	9312 8586 5614					1939	N.V.Kon- ink.Maats. "DeSchelde" Flushing	Rotterdamsche Lloyd	483·4 F80'	62·8	38·2	Batavia Dutch WB	Oil Engines 2S.C.SA 16Cy.25⁹⁄₁₆"-47¼" 1810NHP SulzerBros.Ld.Winterthur		V
19982 PKHN	— Mchy.Aft 1Dk E.S.D.	3322 2537 2300					1929	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	323·0 Q208'F34'	48·2	20·5	Batavia Dutch WB	T.3Cy.22",36½"&60"-42" 233NHP N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot		VL

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
19983 160500 GSLV	**Bantria** ssLiv.No.2-35 2*Dks*(*Stl*)	2407 2085 1207	✠100A1 12,40 Examined 12,40 MS6,35	Pir ~~Sd~~ ✠LMC 7,41 BS12,40	*t*	CL 12,40	1928 6mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	CunardS.S.Co.Ld. *CellDBa&u*	292·3 B129'F28' FK E94'*f*139'526*tFPT*	45·0	20·3	Liverpool British 5*BHptCem* 43*tAPT*23*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb *180lb* 403NHP 2SB,8*cf*,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld	22 ″ 6 s 3 ″ 0¼ 19 ″ 8	
19984 GKMB	**Baracoa** Ⓟ *ex*Julia) ssP.Gl.No.3-6,00 2*Dks*&*Awng dk* *Fitted for oil fuel*	1744 1529 1133	✠ ... 8,04 ✠				1891 3mo	DavidJ.Dunlop&Co. Pt.Glasgow	EmpresaNaviera deCubaS.A.	260·3 *otShadedk*175'23·4 BK8'	36·1	15·9	Havana Cuban *WB*	T.3Cy.26 1/16",42⅛"&65¼"-42" 339NHP DavidJ.Dunlop&Co.P.Gls.		
19985 133022 GMCP	**Barala** Ⓟ ssBom.2ndNo.3-4,35 ssBom.No.1-39 2*Dks*(*Stl-U* teak s)	3179 2667 1897	✠100A1 8,41 ~~5,40~~ BS~~3,40~~ 3,41	Bom ✠LMC4,39	*v*	CL 3,39	1912 3mo *Lloyd*	Barclay,Curle&Co.Ld Glasgow '*sA&CP*	BritishIndiaStm.Nav.Co.Ld.	330·5 P49'B94'F34' FK *Aft Peak BHto* *CellDBo*	46·2	23·1	Glasgow British 5*BHCem* 2*nd dk only* 94'*uE&B*67'	T.3Cy.20".34"&58"-45" (*s*) 215lb *180lb* 476NHP 3SB,9*cf*,GS186,HS7503 FD Barclay.Curle&Co.Ld.Gls *f*124'647*tFPT*47*tAPT*18*t*	25 ″ 6 s 4 ″ 3 21 ″ 8¼	
19986 147947 VJDZ	**Baralaba** (*ex*Solskin,*ex*Nürnberg) ssBsb.No.3-1,37 *Well deck* 1*Dk*(*Stl*) ssSyd.No.1-40	998 787 557	100A1 ~~6,41~~ ~~1,41~~ 1,42 BS5,41	Syd LMC5,40	*m*	CL 5,40	1921	StettinerOderwerke Stettin	Australas'n United Stm.Nav.Co.Ld. *CellDBa*55'*uE*20 *f*92'340*t F*	211·6 223·7(O.L.) P16'Q53'B55'F22' *PT*50*tAPT*31*t* FK	33·9	13·1	Brisbane British 4*BHptCem*	T.3Cy15¾"25 5/16"&41 5/16"-29½" 200lb (*s*) 124NHP 2SB,4*cf*,GS58,HS2160 StettinerOderwerke	16 ″ 2 s 1 ″ 1 15 ″ 3	
19987 PJBO	**Baralt** 2*Dks* *Fitted for oil fuel*	780 — 323					1921	Coaster Constrct'nCo Ld. Montrose	West-Indische Scheepv.Maats.	200·0 B60'F23'	33·1	10·5	Curaçao Dutch *WB*	T.3Cy.15",25"&40"-27" 88NHP Fleming&Fergusn,Ld.Psy		C
19988 147573 MLSF	**Baranda** (*ex*NorthernFirth-39, *ex*Stanhope-37, ssP.Gl.No.3-10,39 *ex*Sandhill-34, *Well deck* 1*Dk*(*Stl*) *ex*LondonTrader,*ex*Estoril, *Mchy.Aft* *ex*Tekelderdiep) *Cargo battens not fitted*	500 378 241	100A1 ~~6,41~~ ~~10,40~~ ~~11,41~~ 2,42 BS10,41 MS10,39	Lth LMC ~~BS10,40~~		CL ~~5,39~~ 6,41	1920	Gebr.Boot Liederdorp	C.R.Mauritzen	163·3 Q57'B13'F23' FK *CellDB*88'140*t*	25·6	10·8	London British 3*BHCem* *FPT*37*t*	T.3Cy.12⅝",20½"&33⅞"-23⅝" 180lb (*s*) 57RHP 1SB,3*pf*,GS50,HS1856 Koninkl.Nederl. Grofsmederij,Leiden	12 ″ 11 s ″ 11⅜ 12 ″ 0	
19989 218128 KIGQ	**Baranof** Ⓟ (*ex*SantaElisa-36) ssN.Yk.No.3-3,31 ssSea.No.2-38 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4990 3133 2911	✠100A1 *Shelter dk* *withfreeboard* 11,41 ~~10,40~~ MS12,38 *Fitted for oil fuel* 6,19 *F.P. above* 150° F.	Sea BS11,41 ✠LMC ~~BS3,40~~ 4,41	*x*	CL ~~3,38~~ 4,41	1919 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	AlaskaS.S.Co.Inc. *CellDB*292'870*t*	360·3 F40'*onShelterdk* FK *FPT*61*tAPT*11*t*	51·7	31·1	NewYork Utd.States *Cem* 6*BHtoShdk* 1 „ „ *U* „	Q4Cy25½"38½"55½"&81"-54" 220lb (*s*) 663NHP 4SB,12*cf*,GS214,HS8953 FD N.YorkSBCorpCamdenNJ	33 ″ 6 s 8 ″ 4⅜ 25 ″ 4	
19990 PUAL	**Barbacena** (*ex*Gundrun) 2*Dks*(*Stl-Uws*)& Sub.Sig. *deep framing*	4772 4419 2984	11,12	Ham	*z*		1909 12mo	J.C.TecklenborgA.G. Wesermünde-G.	LloydBrasileiro *CellDBa*100'*uE&B*	392·5 P&B225'F55' FK 103'*f*130'1156*tFPT*	51·9	27·3	R.Janeiro Brazilian 7*BHCem* 80*tAPT*52*t*	Q4Cy24"34⅝"50⅝"&74"-53 1/16" 639NHP 3SB(FD)&1AuxSB,12*cf*, GS241,HS9759 J.C.Tecklenborg AG Wsm	30 ″ 1	V †
19991 210888 WMCP	**Barbara** Ⓟ (*ex*SantaCruz) ssBal.2ndNo.3-12,37 ssBal.No.1-41 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	4637 — 2734	✠100A1 ~~7,41~~ ~~1,41~~ 1,42 ~~MS5,37~~ *Fitted for oil fuel* 2,13 *F.P. above* 150°F.	Bal ✠LMC 7,41 ~~BS7,40~~ 7,41	*x*	CL 1,41	1913 2mo	W Cramp&SonsS&EBCo Philadelphia A&CP	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*) *CellDBa*130'	384·0 P31'B122'F40' FK *uE&B*46'*f*160'988*t*	50·2	26·6	NewYork Utd.States 7*BHCem* *APT*31*t*	T.3Cy.26",43½"&72"-51" (*s*) 180lb 481NHP 3SB,9*cf*,GS159,HS6813 FD W.Cramp&SnsS&EBC Phl	28 ″ 6 s 5 ″ 2¾ 23 ″ 6	
19992 173 IBCE	— (*ex*W.L.Connelly-37, ssMob.No.3-4,23 *ex*WalterHardcastle, ssN.Os.No.1-27 *ex*L.V.Stoddard) 1*Dk* *Now* "Empire Taj," *see No.* 363[illegible] *Supplement* *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk*	3065 2726 1825	✠ ... 2,33 ✠				1912 11mo	Toledo S.B.Co. Toledo,Ohio	EnricoInsom	313·0 304·7 P76'B19'F24' len16 FK	43·7	25·1	Rome Italian *WB*	T.3Cy.21",34½"&57"-42" 275NHP ToledoS.B.Co.Toledo,Ohio	27 ″ 6	I †
19993 220743 WPED	**Barbara C.** (*ex*Pacific) **Wood** 1*Dk2trB* *Fitted for oil fuel*	1240 1055 702					1920	Kruse&BanksS.B.Co. Nth.Bend,Or.	W.R.Chamberlin &Co.	221·5 P15'B36'F36'	43·0	16·6	S.Frncisco Utd.States	T.3Cy.15",25"&42"-30" 97NHP PacificMar.I.W Prtlnd.Or.		
19994 217197 WPIE	**Barbara Olson** (*ex*Corrales-40) 1*Dk* D.F. *Fitted for oil fuel*	2146 1766 1287	✠ ... 6,20 ✠				1918 11mo	Manitowoc S.B.Co. Manitowoc, Wis.	OliverJ.Olson&Co.	250·5 P27'B64'F26' FK	43·7	20·4	S.Frncisco Utd.States *WB*	T.3Cy.20",33 3/16"&54"-40" 263NHP ManitowocS.B.Co.	23 ″ 1	R †
19995 417 IBZD	**Barbarigo** *OilEng.* ssTri.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk* (*Stl*) *in No.* 1 *hold*	5293 4148 3061	✠100A1 *withfreeboard* 2,40 ✠LMC DBS4,40 *Fitted for carrying oil* 9,30 *F.P above* 150° F. *in deep tank* NO LATER SURVEY REPORTED	Tri CS4,39 4,39	*a*†	CL N4,39	1930 9mo *Lloyd*	Cant.Nav.Triestino Monfalcone '*sA&CP*	"Italia"Soc.Anon. diNav.	440·7 419·9 FK F35' *CellDB*340'1159*t*	56·2	23·5	Trieste Italian 8*BH pt Cem* (*Coll toSh dk* 7 „ 2*nd* „) *DTa*41'1155*t*	Oil Engines 2S.C.SA 8Cy.29½"-49 3/16" DB*100lb* 1219NHP Soc.Anon.Fiat-Stab. GrandiMotori,Turin *FPT*133*tAPT*107*t*	27 ″ 2 s 3 ″ 1½ 24 ″ 2¼	
19996 167636 GMWS	**Barberrys** (*ex*AmericanOriole-40, *ex*Eastern ssN.Yk.No.3-10,33 Glen-33) ssN.Yk.No.1-37 2*Dks*(*Stl*)	5170 4807 3237	✠100A1 1,42 ~~6,40~~ BS6,41 MS12,37 *Fitted for oil fuel* 10,33 *F.P. above* 150° F	~~Bal~~ Npt ✠LMC ~~BS6,40~~	*z*	~~6,40~~ 2,42	1920 3mo	UchidaS.B &Eng.Co.Ld. Yokohama A&CP	Barberry'sS.S.Co. Ld.(Runciman (London)Ld. *Mgrs.*) *CellD*	399·9 P39'B121'F40' FK B345'1042*t FPT*15	54·7	27·6	London British 5*BHptCem* 8*tAPT*92*t*	T.3Cy.26⅝",43¾"&71½"-48" 200lb FD (*s*) 513NHP 3SB(Spt)9*cf*,GS175,HS7376 Ishikawajima S.B.&Eng.Co.Ld.Tokyo	30 ″ 0 s 5 ″ 6¾ 24 ″ 8¾	
19997 LDLO	**Barbro** *Carrying Petroleum in bulk* *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	6325 5779 3759					1934	GötaverkenA/B Gothenburg	RederiA/SMascot (Arth.H. Mathiesen,*Mgr.*)	408·1 P236*t*H225*t*	55·2	33·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP GötaverkenA/B,Got.		N
19998 DHBX	**Barcelona** Sub.Sig. D.F. 2*Dks*	3101 2790 1845					1921	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	338·0 F34'	49·3	21·0	Hamburg German *WB*	T.3Cy.27 1/16",38 1/16"&62"-41½" 250NHP A.G."Neptun,"Rostock		G
19999	— Ⓟ **TwinSc** *OilEng.* 1*Dk*(*Stl*)	1507 — 859					1929	Harland&Wolff,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·0 Q24'B46'F28'	43·1	11·7	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 288NHP Harland&Wolff,Ld.Gls.		
20000 EGTD	**Barcino** (*ex*VirgendeAfrica-36, **Iron** *ex*WilliamHaynes, *ex*Guadiana) 2*Dks*	417 — 271	✠ ... 3,66				1866 1mo	Henderson Coulbrn&Co. Renfrew	M.Suau	184·7 P40' H— F37'	24·6	13·4	Barcelona Spanish	C.2Cy.25"&43½"-25" 79NHP Portilla&White,Sevilla		

1	2 3	4	5	6	7	7a	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20001 8112 SJRN	**Bardaland** ssN.Yk.No.1-40 *OilEng.* D.F. *1Dk&Shelter dk* *Ref.Mchy.* *CruiserStern* *Strengthened for Navigation in Ice*	2595 2225 1367	✠100A1 *withfreeboard* ~~10,40~~ 9,41 ✠LMC CS11,41 DBS10,40 11,41 ✠Lloyd'sRMC11,40 for temp. 21° F *Carrying oil* *oil in deep tan*	~~N.Yk~~ Got *fuel F.* *k&in w*	*w* *P.* *in*	CL ~~5,39~~ 9,41 *above1* *g DB t*	1936 10mo *50° F.* *anks i*	Götaver- kenA/B Gothenburg *or vegetable* *nER*	Ångf.A/BTirfing (SvenskaOrient Linien)(T.E.J:son Broström,*Mgr.*) *CellDB251'775t M* *Ta*	354·5 370·8(O.L.) *T24'297t* *nks in way of tunnel*	50·2	19·4 FK (	Gothenbrg Swedish *7BH* *Coll to Sh dk* *6 ,,2nd,,)* *167tAPT58t*	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"–47¼" 644NHP DB*85lb* GotaverkenA/B,Got.	22 " 3 s " 10¾ 21 " 6	
20002 PCYI	**Barendrecht** ssShl.No.3-5,41 *OilEng.* D.F. *CruiserStern* *1Dk* *Longitudinal framing at bottom & deck in* *Mchy.Aft* *centre tanks*	9385 8651 5617	✠100A1 ~~8,41 7,40~~ 3,42 DBS3,42 ✠LMC7,38 *CarryingPetr*	~~Lon~~ ~~Shl~~ Bkn *oleum*	*e*† *in*	CL 4,41 *bulk*	1938 7mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense *'sA&CP*	N.V.Maats.Motor- schip'Barendrecht' (N.V.Phs.van Ommeren'sSchpv. Bedrijf,*Mgrs.*)	483·9 501·0(O.L.) P98'B34'F37' *CellDBuE81'416t*	65·6	35·8 FK	Rottrdam Dutch *14BH* *DTf26'443t*	Oil Engines 4S.C.SA 7Cy.29⅛"–59$\frac{1}{16}$" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn *FPT165tAPTs224t*	35 " 10 s 8 " 1 28 " 0½	
20003 PCYK	**Barendsz** (*ex*ApollinarisVI.-37) *OilEng.* ssRot.No.2-39 *Mchy.Aft* *1Dk(Stl)* *Cargo battens not fitted* *CruiserStern*	313 — 229	✠100A1 8,41~~12,39~~ ✠LMC12,39	~~Rot~~ Cff	*d*	12,39	1931 5mo *Lloyd*	N.V.Indus- trieeleMaats. DeNoord Alblasserdam *'sA&CP*	HollandscheZee- reed(J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*) *C*	131·9 Q26'B8'F16' *ellDBf28'28tFPT*	23·5	8·8 FK	Rottrdam Dutch *3BHCem* 10t*APT*4t	Oil Engines 4S.C.SA 3Cy.11"–17¾" 35NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	9 " 6 s " 11 8 " 8	
20004 DOMI	**Bärenfels** Sub.Sig. *2Dks*	7569 7040 4679					1921	J.C.Teck- lenborgA G Weser- münde-G.	DeutscheDampf- schiff.Ges.Hansa	468·5 P80'B138'F59'	58·6	32·5	Bremen German *WB*	T.3Cy.31½",49"&82$\frac{1}{16}$"–55" 1LPturbine 692NHP J.C.TecklenborgAG Wsm.		G
20005 PKHX	**Barentsz** *3Dks* *Ref.Mchy.* *Fitted for oil fuel*	4819 3891 2997					1915	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	383·4 P17'F236'	48·7	27·3	Batavia Dutch *WB*	T.3Cy.28½",47"&77"&54" 433NHP NedFb.v.Wrk&Spoor,Ams		V
20006 FNYD	**Barfleur** *OilEng.* D.F. *2Dks* *Ref.Mchy.* *CruiserStern*	3259 2604 1895					1938	Akt.Bur- meist&Wain Copenhagen	Cie.Générale d'Armements Maritimes	320·2 F118'	45·6	25·6	Havre French *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 608NHP Akt.Burmeistr&Wain,Cpn		V
20007 LDNZ	**Barfonn** TwinSc *OilEng.* D.F. *Mchy.Aft* ssGot.No.2-39 *1Dk(Stl)* *Cruiser Stern*	9739 8995 6035	✠100A1 7,41~~11,40~~ ✠LMC CS5,39 DBS~~7,40~~7,41 *CarryingPetr*	Bal NYk ~~12,38~~5,39 *oleum*	*e*† *in*	CL 5,39 *bulk*	1931 5mo *Lloyd*	Götaver- kenA/B Gothenburg *'sA&CP*	SkibsA/S Dalfonn(Sigval Bergesen) *CellDBuE71'304tD*	475·6 494·8(O.L.) P103'B35'F41' *Tf33'622tFPT196t*	64·2	37·8 FK	Stavanger Norwegian *10BHptCem* *APT310t*	Oil Engines 4S.C.SA 16Cy.21⅝" 39⅜" 724NHP 2DB*180lb* GötaverkenA/B,Got.	37 " 3	
20008	**Bariloche** (*ex*Majvik,*ex*Ljusne Jernverk) *OilEng.* *Mchy.Aft* *1Dk*	477 363 236					1913	Göteborgs M.V.Aktieb. Gothenburg	PeiranoHnos.	173·2 P46'F20'	28·3	10·1	Bns.Aires Argentine *WB*	Oil Engines 2S.C.SA NE25 4Cy.14⅛"–20⅞" 141NHP Akt.AtlasDieselsMoterer, Skm.		C
20009 140577 MJCN	**Barium** ssBkn.No.3-6,30 ssLiv.No.2-38 *Mchy.Aft* *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	601 443 291	✠100A1 2,42 ~~3,41~~ ✠LMC MS1,38 BS~~7,40~~7,41	Bkn	*i*	OG 8,41	1918 5mo *Lloyd*	CRennold- son&Co. S.Shields *'sA&CP*	I.C.I.(Alkali)Ld. *CellD*	180·6 187·7(O.L.) Q52'B9'F27' *Bf103'165tFPT60t*	28·1	10·7 FK	Liverpool British *3BHCem* *APT28t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 115NHP 1SB,*3cf*,GS66,HS1785 ShieldsEng.Co.Ld.N.Shl.	12 " 9 s 1 " 3½ 11 " 7	
20010 133060 GRMS	**Barjora** Ⓟ ssCal.2ndNo.3-8,40 *2Dks(Stl–Uteak s)*	3164 2683 1908	✠100A1 8,41 ~~8,40~~ BS8,40 ✠LMC1,40	~~Cal~~ Bom	*v*	CL 1,40	1912 7mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa94'uE&*	330·4 P33'B94'F34' *B77'f124'647tFPT*	46·2	23·3 FK	Glasgow British *5BHCem* *47tAPT18t*	T.3Cy.20",34"&58"–45" (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,*11cf*,GS227 Barclay,Curle&Co.Ld.Gls.	25 " 6 s 4 " 3 21 " 8½	
20011 57 IAGW	**Barletta** Ⓟ TwinSc *OilEng.* *2Dks* *CruiserStern*	1975 — 1069					1931	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon diNav.	267·3 257·5 F34'	40·2	22·6	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17¾"–29⅛" 656NHP Soc An"Fiat"S.G.M.Turin		I
20012 DHBY	**Barmbek** ssHam.No.2-37 D.F. *Cruiser Stern* *1Dk(Stl)* *Strengthened for Navigation in Ice*	2446 2231 1434	✠ 6,39 ✠	Ham	*t*		1929 12mo	Flensburgr Schiffsb.Ges. Flensburg	Knohr&Burchard Nfl. *CellDB264'695t*	307·1 322·1(O.L.) P&B250'F34' *FPT31tAPT120t*	45·5	19·7 FK	Hamburg German *5BHptCem* *ptAsp*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"– 39⅜" 272NHP 2SB(Spt).*4cf*,GS73,HS3879 A.Borsig,G.m.b.H.Berlin	21 " 9	
20013 161029 MQMP	**Barnby** *1Dk&Shelterdk* D.F. *CruiserStern*	4813 4284 2765	✠100A1 *withfreeboard* 2,41 ✠LMC2,40	Bos	*z*	CL 2,41	1940 2mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	Rowland& Marwood'sS.S.Co. Ld.(Headlam& Son,*Mgrs.*) *CellDB322'1391t*	427·0 439·2(OL) F32' *DTf26'310tFPT78*	54·0	23·7 FK (	Whitby British *7BHCem* *Coll to Sh dk* *6 ,, 2nd,,)* *tAPT270t*	T.3Cy.21½",36½"&63"–45" 220lb (*s*) 359NHP 2SB(Spt)6*cf*GS110HS4784 *220lb* FD GeorgeClark(1938)Ld.Sld.	26 " 7 s2 " 7¾ 24 " 1¾	
20014 132988 GRMT	**Baroda** Ⓟ ssCal.2ndNo.3-3,35 ssCal.No.1-39 *2Dks(Stl–Uteak s)*	3205 2678 1888	✠100A1 ~~6,40~~11,41 ~~BS4,40~~ ✠LMC6,39	~~Cbo~~ Cal BS9,41	*u*	CL ~~6,40~~ 11,41	1911 11mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *Af* *CellDBa94'uE&*	330·4 342·5(O.L.) P49'B94 F34' *ter peak bulkhead to* *B67'f124'647tFPT*	46·2	23·1 FK	Glasgow British *5BHCem* *2nd dk only* *47tAPT18t*	T.3Cy.20",34"&58"–45" (*s*) 215lb *180lb* 456NHP 3SB,*9cf*,GS186,HS7503 FD Barclay,Curle&Co.Ld.Gls.	25 " 6 s 4 " 3 21 " 8½	
20015 146720 GLBS	**Baron Belhaven** D.F. *2Dks*	6591 6030 3921					1925	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	435·2 P44'B180'F53'	57·3	29·6	Ardrossan British *WB*	T.3Cy.26",46"&76"–48" 400NHP D.Rowan&Co.Ld.Gls.		C
20016 148981 GLCS	**Baron Carnegie** D.F. *1Dk*	3178 2907 1904					1925	Dunlop, Bremner& Co.Ld. PortGlasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	336·3 P28'B102'F36'	48·5	22·2	Ardrossan British *WB*	T.3Cy.22",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
20017 161815 GYCQ	**Baron Cawdor** *2Dks* D.F. *CruiserStern*	3638 3331 2132					1935	D&W Hen- dersn&Co.Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	387·1 F32'	53·2	22·5	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 250NHP D&WHendersn&Co.LdGls		C
20018 160124 GNJC	**Baron Cochrane** D.F. *1Dk*	3385 3069 2081					1927	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	341·8 P36'B104'F37'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"–39" 240NHP D.Rowan&Co.Ld.Gls.		C

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15
20019 161806 GJBR	**Baron Dechmont** D.F. 1*Dk*	3675 3324 2221					1929	Ardrossan DD&SBCoLd Ardrossan	HogarthShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	350·6 P40'B106'F38'	50·2	23·3	Ardrossan British *WB*	T 3Cy.21½",37"&62"-42" 249NHP J.G.Kincaid&Co.Ld.Grk.		C
20020 161812 GTYD	**Baron Douglas** 1*Dk* D.F. *CruiserStern*	3899 3510 2342					1932	Lithgows Ld. PortGlasgow	KelvinShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	360·8 P40'B110'F45'	51·7	23·4	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 249NHP D.Rowan&Co.Ld.Glasgow		C
20021 161813 GWPC	**Baron Dunmore** 1*Dk* D.F. *CruiserStern*	3938 3560 2363					1933	D&W Hendersn&Co.Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	365·3 P40'B113'F39'	51·7	23·4	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 249NHP D.Rowan&Co.Ld.Gls.		C
20022 161814 GWPI	**Baron Elgin** 1*Dk* *CruiserStern*	3942 3562 2364					1933	D&W Hendersn&Co.Ld. Glasgow	HogarthShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	365·4 P40'B113'F39'	51·7	23·4	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42 249NHP D.Rowan&Co.Ld.Gls.		C
20023 163845 GCCI	**Baron Elphinstone** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4635 4172 2692					1937	Sir J.Laing &Sons,Ld. Sunderland	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	417·1 F38'	58·2	24·1	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 250NHP GeorgeClark(1936)Ld.Sld.		C
20024 161809 GTJN	**Baron Erskine** D.F. 1*Dk*	3657 3303 2216					1930	D&W Hendersn&Co.Ld. Glasgow	KelvinShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	350·0 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 249NH D&W.Hendersn&CoLdGls		C
20025 146719 GLCY	**Baron Fairlie** D.F. 2*Dks*	6706 6121 4009					1925	Ayrshire Dkyd.Co.Ld Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	440·7 P43'B129'F48'	57·4	29·2	Ardrossan British *WB*	T.3Cy.27",46"&76"-48" 400NHP McKie&Baxter,Ld.Gls.		C
20026 143130 GBMR	**Baron Forbes** (*ex*GeneralNapier, *ex*Hamburg) *ss*Rot.No.3-1,27 *ss*Gls.No.2-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	3061 2730 1843	100A1 *Shelter dk* *withfreeboard* 6,41 ~~9,39~~ Examined 3,40 MS4,35	Gls Shl	*t* LMC BS9,39	CL ~~10,37~~ 5,41	1915	Schiffsw. v. HenryKoch Lübeck	IberiaShippingCo. Ld. (H.Hogarth& Sons,*Mgrs.*) *CellDB*268'622t	311·7 327·0(O.L.) P19'B47'F37' *on Shelter dk* FK *FP*T120t*AP*T85t	42·4	26·0	Ardrossan British *Crm* *2BHtoSh dk* 3 ,, ,, *U* ,,	T.3Cy.22⅜",37"&57 1/10"-35⅝" 185lb (*s*) 253NHP FI 2SB(Spt),4*cf*,GS85,HS3552 OttensenerMaschf.Altona	28 " 5 s 6 " 4½ 22 " 3	
20027 148984 GLQF	**Baron Graham** D.F. 1*Dk*	3242 2965 1957					1925	Napier& Miller,Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	336·4 P35'B101'F36'	48·4	22·6	Ardrossan British *WB*	T.3Cy.21½",35½"&60"-39" 225NH D.Rowan&Co.Ld.Gls.		C
20028 148986 GMDW	**Baron Haig** D.F. 1*Dk*	3391 3097 2045					1926	Ayrshire Dkyd.Co.Ld Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	342·2 P36'B104'F36'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"-39" 225NH D.Rowan&Co.Ld.Glasgow		C
20029 163849 GBTB	**Baron Herries** D.F. 2*Dks* *CruiserStern*	4574 4086 2660					1940	Lithgows Ld. PortGlasgow	KelvinShipping Co. Ld. (H.Hogarth &Sons,*Mgrs.*)	415·7 F40'	56·4	24·3	Ardrossan British *WB*	T.3Cy.21½",36"&62"-45" 258NHP D.Rowan&Co.Ld.Gls.		C
20030 136731 GPLM	**Baron Inchcape** D.F. 1*Dk&Shelter dk*	7005 6703 5202					1917	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	425·8	56·2	33·3	Ardrossan British *WB*	T.3Cy 27",46"&76"-48" 400NHP J.G.Kincaid&Co.Ld.Grk.		C
20031 163844 GZGX	**Baron Jedburgh** D.F. 1*Dk&Shelter dk* *CruiserStern*	3656 3347 2148					1936	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	386·4 F32'	53·2	22·5	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 250NH D.Rowan&Co.Ld.Gls.		C
20032 146714 GDRZ	**Baron Kelvin** D.F. 1*Dk*	3081 2826 1872					1924	C.Connell &Co Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	332·2 P29'B97'F34'	48·2	22·1	Ardrossan British *WB*	T.3Cy.21½",35½"&60"-39" 225NH D.Rowan&Co.Ld. Glasgow		C
20033 160121 GNCR	**Baron Kinnaird** D.F. 1*Dk*	3355 3052 2022					1927	Napier& Miller,Ld. OldKilpatrck	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	340·1	48·7	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"-39" 225NH D.Rowan&Co.Ld.Glasgow		C
20034 148989 GMRS	**Baron Lovat** D.F. 1*Dk*	3395 3096 2037					1926	Ayrshire Dkyd.Co.Ld Irvine	HogarthShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	342·1 P36'B104'F36'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"-39" 225NHP D.Rowan&Co.Ld.Glasgow		C
20035 146718 GKXW	**Baron Maclay** D.F. 2*Dks*	6317 5792 3870					1924	Ayrshire Dkyd Co.Ld. Irvine	HogarthShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	430·4 P43'B129'F50'	56·3	29·1	Ardrossan British *WB*	T.3Cy.27",46"&76"-48" 400NHP McKie&Baxter,Glasgow		C
20036 163846 GFFB	**Baron Minto** D.F. E.S.D. 1*Dk&Shelterdk* *CruiserStern*	4637 4172 2693					1937	SirJ.Laing &Sons,Ld. Sunderland	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	417·1 F38'	58·2	24·1	Ardrossan British *WB*	T.3Cy.21½".37"&62"-42" 250NH GeorgeClark(1936)Ld.Sld		C
20037 148983 GLPJ	**Baron Nairn** D.F. 1*Dk*	3164 2900 1914					1925	Lithgows Ld. PortGlasgow	KelvinShipping Co. Ld.(H.Hogarth &Sons,*Mgrs.*)	336·1 P35'B102'F36'	48·5	22·4	Ardrossan British *WB*	T 3Cy.21½",35½"&60"-39" 225NHP J.G.Kincaid&Co.Ld.Grk.		C
20038 161808 GTJM	**Baron Napier** D.F. 1*Dk*	3659 3303 2217					1930	D&W Hendersn&Co.Ld Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·1 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 249NHP D.&W.Henderson&Co.Ld.		C
20039 160126 GNQF	**Baron Newlands** D.F. 1*Dk*	3386 — 2031					1928	Ayrshire Dkyd.Co.Ld Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	341·8 P36'B104'F37'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"-39" 240NHP D.Rowan&Co.Ld.Glasgow		C
20040 148988 GMRQ	**Baron Ogilvy** 1*Dk*	3391 3094 2035					1926	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	342·0 P36'B104'F36'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",35½"&60"-39" 225NHP D.Rowan&Co.Ld.Glasgow		C
20041 160122 GJXW	**Baron Pentland** D.F. 1*Dk*	3410 3096 2045					1927	Ayrshire DckydCo Ld. Irvine	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	342·1 P36'B104'F37'	48·6	22·8	Ardrossan British *WB*	T.3Cy.21½",35½"&60"-39" 225NHP D.Rowan&Co.Ld.Glasgow		C
20042 160128 GCSB	**Baron Ramsay** 1*Dk*	3650 3303 2211					1929	D&W Hendersn&Co.Ld. Glasgow	IberiaShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·0 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 249NHP D.&W.Henderson&Co.Ld.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20043 163841 GYDR	**Baron Renfrew** 2*Dks* D.F. *CruiserStern*	3635 3328 2130					1935	D&WHendersn&Co.Ld. Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	387·0 F32'	53·2	22·5	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 250NHP D&W.Hendersn&CoLdGls		C
20044 148982 GLCT	**Baron Ruthven** D.F. 1*Dk*	3178 2907 1904					1925	Dunlop, Bremner&Co. Ld. Pt.Gls.	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	336·3 P28'B102'F36'	48·5	22·2	Ardrossan British *WB*	T.3Cy.22",35½"&60"-39" 225NHP D.Rowan&Co.Glasgow		C
20045 163848 GBSB	**Baron Scott** 2*Dks* D.F. *CruiserStern*	4574 4086 2660					1939	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	415·7 F40'	56·4	24·3	Ardrossan British *WB*	T.3Cy.21½",36"&62"-45" 258NHP D.Rowan&Co.Ld.Gls.		C
20046 163847 GRGZ	**Baron Semple** 1*Dk&Shelter dk* D.F. *CruiserStern*	4573 4138 2670					1939	C.Connell &Co.Ld. Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	416·1 F39'*onShelter dk*	58·2	24·6	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 250NHP D.Rowan&Co.Ld.Gls.		C
20047 160130 GTCM	**Baron Stranraer** D.F. 1*Dk*	3668 3326 2220					1929	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·7 P40'B106'F36'	50·2	23·3	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 249NHP D.Rowan&Co.Ld.Glasgow		C
20048 148990 GNCQ	**Baron Tweedmouth** D.F. 1*Dk*	3357 3054 2023					1927	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	340·3 P35'B104'F36'	48·7	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"-39" 225NHP J.G.Kincaid&Co.Ld.Grk.		C
20049 160127 GTFD	**Baron Vernon** D.F. 1*Dk*	3642 3296 2205					1929	D&WHendersn&Co.Ld. Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·1 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"-42" 249NHP D&W.Hendersn&CoLdGls		C
20050 160125 GNJD	**Baron Yarborough** 1*Dk*	3388 3073 2034					1928	Ayrshire Dckyd.Co.Ld Irvine	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	341·6 P36'B104'F37'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"-39" 240NHP D.Rowan&Co.Ld.Glasgow		C
20051 140583 GPDS	**Baronesa** TwinSc *ss*Lon.No.3-1,30 *ss*Lon.No.2-39 *Ref.Mchy.* D.F. 3*Dks*(*Stl*)& *Shelter dk*(*Stl-ws*)	8663 7515 5408	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~12,40~~ 5,42 ~~BS3,40~~ ✠Lloyd'sRMC~~5,41~~ ~~2,41,42~~ 5,42	~~Lon~~ Bkn BS4,41 ✠LMC1,39	c†	CL 10,40	1918 4mo *Lloyd*	SirRDixon &Co.Ld. Middlesbro' *sA&CP*	Furness-Houlder ArgentineLines, Ld. *Cell*	431·0 B *on Shelter dk* 259' F *on Shelter dk* 39' FK *DB*375'1128*t FPT*9	61·3	35·6	Liverpool British 7*BHCem* 9*t APT*118*t*	T.6Cy.25",41½"&70"-48" (*s*) 200lb FD 1076NHP 5SB(Spt),*20cf*,GS415, HS16396 Richardsons,Westgarth& Co.Ld Mdb.	38 ″ 4 s 7 ″ 10½ 30 ″ 8	
20052 163218 GYMF	**Baronscourt** 3Mst 1*Dk* *Mchy.Aft* *CruiserStern*	869 597 456					1935	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*)	197·7 Q112'B11'F30'	30·7	12·1	Belfast British *WB*	T.3Cy.14½",25"&41"-30" 131NHP J.Lewis&Sons,Ld.Abn.		C
20053 159574 VLKY	**Barossa** 1*Dk* *Hatch covers & webs dispensed with in bridge 'tween decks* *Cruiser Stern*	4239 3416 2382	✠100A1 5,41 ~~3,40~~	Syd ✠LMC4,38	*w* 1 13/16	CL 5,41	1938 4mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee *sA&CP* *CellDB*300'75	TheAdelaide SteamshipCo.Ld. *t Tanks at sides of*	367·1 378·3(O.L.) P&B147'F43' FK *tunnel* 183*t FPT*19	50·3	24·6	Melbourne British 6*BHCem* 0*t APT*199*t*	T.3Cy.20½",33"&54"-42"& LPturbine withDRgearing &hydraulic coupling FD 220lb (*s*) 390NHP 2SB(Spt)*6cf*,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk	27 ″ 3 s 4 ″ 9½ 22 ″ 7¼	
  OHED	**Barösund** (*ex*TillyRussI.) D.F. 1*Dk*	1015 859 536					1920	Stettiner Oderwerke Stettin	J.W.Paulin	222·7 211·3 P12'Q59'B55'F22'	33·4	12·9	Wiborg Finnish *WB*	T.3Cy15¾",25½"&41 3/10"-29½" 92NHP StettinerOderwerke		N
20055 LCMO	**Baröy** Ⓟ D.F. 2*Dks*	424 371 234					1929	Trndhjms Mek.Værks. Trondheim	OfotensDamp-skibsselskabA/S	143·8 H53*t*	24·1	16·3	Narvik Norwegian *WB*	T.3Cy.13¾",23"&38"-22" 68NHP TrondhjemsM.V.Trondhm		N
20056 136279 GRYD	**Barpeta** Ⓟ *ss*Bom.2ndNo.3-5,39 2*Dks*(*Stl-Uteaks*)	3194 2651 1892	✠100A1 7,41 ~~6,40~~ ~~BS4,40~~	Bom BS7,41 ✠LMC5,39	*v*	CL ~~4,38~~ 7,41	1914 4mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow *sA&CP* *WB*	BritishIndiaStm. Nav.Co.Ld. = *CellDBa*94'*uE&*	330·3 342·7(O.L.) P&B192'F34' FK *B*67'*f*124'647*t FPT*	46·2	23·1	Glasgow British 5*BHCem* 47*t APT*18*t*	T.3Cy.20",34"&58"-45" (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,*11cf*,GS227 Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 1¼ 21 ″ 10	
20057 148319 MPQZ	**Barra Head** (*ex*Portavon) *ss*Lth.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	671 444 326	✠100A1 ~~12,41~~ ~~10,40~~ 2,42 BS12,41 MS8,38	Lth ✠LMC ~~BS9,40~~	*j*	CL 10,40	1930 2mo *Lloyd*	GooleS.B. &Repg.Co. (1927)Ld. Goole *sA&CP*	A.F.Henry& MacGregor,Ld. *CellDB*	176·6 182·0(O.L.) Q101'B11'F23' FK 107' 150*t FPT*43*t A*	28·4	11·4	Leith British 3*BHCem* *PT*31*t*	T.3Cy.13 11/16",22"&37"-27"(*s*) 180lb 95RHP 1SB,*3pf*,GS57,HS1780 Day,Summers&Co Ld.Sou.	13 ″ 6 s 4 ″ 7½ 13 ″ 3	
20058 148882 GMCT	**Barrdale** *ss*Nwc.No.1-41 *ss*Bkn.No.3-8,37 D.F. E.S.D. 1*Dk*(*Stl*)	5072 4673 3007	✠100A1 ~~7,41~~ ~~1,41~~ 1,42 BS1,42 MS8,37	~~Nwc~~ Bry ✠LMC ~~BS12,40~~	*z*	CL ~~12,40~~ ~~6,41~~ N11,41	1925 11mo *Lloyd*	Greenock Dkyd.Co.Ld. Greenock *sA&CP*	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*) *CellDBa*124'*uE*	400·3 P37'B189'F38' FK 23'*f*180'1034*t DTf*	54·4	26·3	Glasgow British 7*BHptCem* 37'1500*t FP*	T.3Cy.25",42"&70"-48" (*s*) 180lb FD 475NHP 3SB(Spt)*9cf*,GS157,HS7035 J.G.Kincaid&Co.Ld.Grk. *T*160*t APT*200*t*	28 ″ 8 s 4 ″ 9½ 24 ″ 1½	
20059 142279 GNFB	**Barrgrove** (*ex*Stromboli, *ex*WarAnemone) *ss*Rot.No.3-1,31 D.F. *ss*Nwc.No.2-39 1*Dk*(*Stl*)	5222 4748 3237	✠100A1 2,42 ~~5,41~~ ~~BS5,40~~	Shl BS2,42 ✠LMC5,39	*y*	CL ~~4,39~~ 12,41	1918 1mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *sA&CP*	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*) *CellDB*	400·2 412·8(O.L.) P49'B113'F39' FK 344'1125*t FPT*115*t*	52·3	28·4	Glasgow British 7*BHptCem* *APT*175*t*	T.3Cy.26",44"&73"-48" (*s*) 180lb 517NHP 3SB.*9cf*,GS190,HS7668 FD N.E.MarineEngCoLd.Nwc	31 ″ 0 s 5 ″ 11¾ 25 ″ 3½	
20060 133093 GKWR	**Barrhill** (*ex*QueenMargaret) *ss*Rot.2ndNo.3-11,37 D.F. 2*Dks*(*UptIrn ptStl*)&2nd *dk*(*Stl*)	4972 4748 3197	✠100A1 11,40 ~~BS2,40~~ 5,41	Mch ✠LMC11,37	*y*	CL N12,39	1912 12mo *Lloyd*	R.Duncan &Co.Ld Pt Glasgow *sA&CP*	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld.*Mgrs.*) *CellDBa*135'*u*	405·0 420·0(O.L.) P41'B115'F41' FK *E&B*43'*f*173'1189*t*	53·0	27·2	Glasgow British 6*BHCem* *APT*36*t*	T.3Cy.26",42"&71"-48" (*s*) 180lb 415NHP 3SB,*9cf*,GS189,HS6888 J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 9½ 24 ″ 3	
20061 151045 CYKP	**Barrie** (*ex*RobertP.Kernan) *Mchy.Aft* 1*Dk*	1824 1558 988					1925	TheCollingwood S.B.Co.Ld. ColingwdOnt	CanadaSteamship Lines,Ld.	252·0 Q93'F35'	43·1	16·8	Montreal British *WB*	T.3Cy.15½",26"&44"-26" 99RHP E.J.CoddCo.Ld.Baltimore		C
20062 147722 GKVZ	**Barrington Court** *ss*Cff.No.3-8,36 D.F. 1*Dk*(*Stl*)	4910 4560 2988	✠100A1 1,42 ~~1,41~~ Examined ~~BS6,40~~ 6,41	~~Shl~~ Liv ~~1,41~~1,42 ✠LMC6,36	*y*	CL ~~1,41~~ 1,42	1924 9mo *Lloyd*	Workman, Clark&Co.Ld. Belfast *sA&CP*	CourtLine,Ld. (Haldin&Philipps Ld.*Mgrs.*) *Cell*	396·6 P46'B119'F39' FK *DB*345'1057*t FPT*	53·1	26·5	London British 6*BHCem* 98*t APT*174*t*	T.3Cy.26⅛",42"&70"-48" (*r*) 180lb 414NHP 3SB,*9cf*,GS198,HS7017 Wrkman,Clark&Co.Ld Bel	29 ″ 0 s 5 ″ 6½ 23 ″ 8½	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
20063 166266 GTTF	**Barrister** 2*Dks* *CruiserStern*	6348 5853 3886	✠100A1 8,41 ~~11,40~~ ✠LMC6,39	~~Npt~~ Liv	*b*†	CL	1939 6mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	CharenteS.S.Co Ld (T.&J.Harrison, *Mgrs.*)	445·5|56·5|29·6 459·7(O.L.) P47′B144′F43′ FK *Cell DB*374′1235*t* *DTa* 34′732*t* *FPT*71*t* *APT*62*t*	Liverpool British 7*BHCem*	T.3Cy.29″,47″&81″-54″&LP turbine with DR gearing & hydraulic coupling 215lb (*r*) 867NHP 2DB(Spt)&1SB(Spt),15*cf*, GS345,HS13205 D.Rowan&Co.Ld.Gls.	32″2 s6″6¾ 25″9½	
20064	**Barroso** (*ex*Mormacstar-40, *ex*Minnequa-38) 2*Dks*&*Shelter dk* Sub.Sig. D.F. *Fitted for oil fuel* E.S.D. GyC. *Web frames*	4941 — 3082	✠ ... 1,21 ✠				1919 9mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0|54·2|27·6 FK	R.Janeiro Brazilian *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32″0	R †
20065 161890 GDYX	**Barrwhin** ssRot.No.2-38 D.F E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed'41(W.E.)*	4998 4605 2970	✠100A1 *with freeboard* 9,41 ~~1,41~~ BS10,41 ~~BS4,40~~ ✠LMC5,38	~~NYk~~ Bry	*a*†	CL ~~8,39~~ 9,41	1929 10mo	Greenock DockydCoLd Greenock *Lloyd'sA&CP*	ReardonSmith Line,Ld.(SirW.R.Smith&Sons,Ld. *Mgrs.*)	405·5|55·7|25·4 421·0(O.L.) F36′ FK *Cell DB*350′1112*t* *MT*21′821*t* *FPT*140*t* *APT*185*t*	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.23¾″,40½″&66″-45″& LP Turbine with DR gearing & hydraulic coupling 200lb (*s*) FD 473NHP 3SB(Spt)9*cf*,GS130,HS6051 Rankin&BlackmreLd.Grk	~~27″10~~ ~~s3″0~~ ~~25″0~~ 36″10 s11″0¾ 26″0	
20066 PCYQ	**Bart** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	435 273 229	✠100A1 5,41 ✠LMC8,38	Bry	*f*	N7,40	1938 8mo	Scheepsw. 'Waterhuizn' J.Pattje Waterhuizen *Lloyd'sA&CP*	J.Dekker	145·6|25·6|9·3 154·2(O.L.) P36′Q53′F18′ FK *CellDB*90′93*t* *FPT*40*t* *APTs*20*t*	Rottrdam Dutch 3*BHptCem*	Oil Engines 4S.C.SA 7Cy.11″-17 1/16″ 81NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10″10 s3″9½ 10″9½	
20067 116 YLBR	**Bārta** (*ex*Penmount) ssLie.3rdNo.3-5,38 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	2324 2135 1451	✠100A1 5,38 BS6,40 ✠LMC5,38 No later survey reported	Lie	*s*	5,39	1900 2mo	W.Gray& Co Ld. W Hartlepool A&CP	LatvianGovt. (ValstsKugu Parvalde,*Mgrs.*)	302·5|43·2|19·7 313·6(O.L.) P25′B71′F29′ FK *CellDB a&uE*120′/124′644*t*	Riga Latvian 5*BHCem* *APT*40*t*	T.3Cy.22⅛″,35″&59″-39″ (*s*) 160lb 218NHP 2SB,6*rf*,GS82,HS3303 Cen.Mar.Eng.Wrks.W.Hpl	22″3 s3″6½ 18″11	
20068 102 YLCE	**Bārtava** (*ex*Ulla,*ex*Föhr) ssEls.3rdNo.3-6,24 ssLie.No.3-3.32 ssLie.No.1-37 *Cargo battens not fitted* 1*Dk*(*Stl*)	768 638 461	✠100A1 3,39 ✠NB12,12 ✠LMC4,37 BS4,40 NO LATER SURVEY REPORTED	Lie	*k*	CL 4,37	1888 10mo	G.Howaldt Kiel	G.Grinvalds,ASeebergs&others(Geo. Grinvalds,*Mgr.*)	193·4|29·9|14·3 200·1(O.L.) B44′F29′ BK7½″ *Cell DB*152′224*t*	Liepaja Latvian 4*BHCem*	T.3Cy.14⅛″,24″&36⅝″-23⅝″ 165lb (*s*) 82NHP 2SB(Spt).4*cf*.GS36,HS1160 Gebr.Howaldt,Kiel	16″4 s1″11 14″7	
20069 TCAP	**Bartin** Ⓟ (*ex*Odin-32, *ex*Hungerburg,*ex*Paramaribo) 2*Dks*	741 — 399					1896	Nederl. Schps. Maats Amsterdam	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	175·0|28·2|18·3	Istanbul Turkish *WB*	T.3Cy.14¾″,24⅝″&39⅜″-27½″ 82NHP NedFb.v.Wrk&Spoor,Ams		
20070 EACA	**Bartolo** (*ex*Algorta,*ex*WarZephyr) ssBbo.No.3-7,31 ssBbo.No.2-40 1*Dk*(*Stl*) *Cargo battens not fitted*	3118 — 1870	✠100A1 2,42 ~~3,41~~ BS2,42 ~~BS3,41~~ ✠LMC1,40	Bbo	*u*	CL 3,41	1918 10mo	J.Priestman&Co. Sunderland *Lloyd'sA&CP*	Cia.NavieraBachi (Hijos deAstigarraga,*Mgr.*)	331·3|46·8|23·2 P33′B98′F28′ FK *CellDB*278′749*t* *FPT*115*t*	Bilbao Spanish 7*BHptCem* *APT*122*t*	T.3Cy.25″,41″&68″-45″ (*s*) 180lb 429NHP 3SB.9*cf*,GS156,HS6321 FD G.Clark,Ld Sunderland	25″6 s3″11½ 21″9	
20071 159579 VLLZ	**Barwon** 1*Dk* *Hatch covers & webs dispensed with in bridge'tween dks* E.S.D. *CruiserStern*	4239 3416 2391	✠100A1 ~~8,40~~ 2,42 ✠LMC9,39	~~Syd~~ Mel	*w*	CL	1939 9mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	HuddartParker, Ld.	367·1|50·3|24·6 378·3(O.L.) P&B147′F43′ FK *Cell DB* 300′756*t* *Tanks at sides of tunnel* 183*t* *FPT*190*t*	Melbourne British 6*BHCem* *APT*199*t*	T.3Cy.20½″,33″&54″-42″& LP turbine with DR gearing & hydraulic coupling 220lb (*s*) FD 392NHP 2SB(Spt)6*cf*,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk.	27″3 s4″9½ 22″7	
20072 YQSK	**Basarabia** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	6672 — 3918					1938	Akt.Burmeistr&Wain Copenhagen	RoumanianState MaritimeService	405·0|57·7|26·9 B&F335′	Constantza Roumanian *WB*	Oil Engines 2S.C.SA 24C.24 7/16″-45¼″ 2490NHP Akt.Burmeistr&Wain,Cpn		V
20073 LCMP	**Basel** TwinSc D.F. 1*Dk*	1110 848 619					1924	Akers Mek.Værks Oslo	A/SGangerRolf (FredOlsen&Co. *Mgrs.*)	225·7|35·1|12·9 B102*t*H113*t*F11*t*	Oslo Norwegian *WB*	T.6Cy.12″,20″&33″-21″ 100NHP AkersMek.Værks.Oslo.		N
20074 149671 GNSJ	**Basil** ssHul.No.2-37 D.F. E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed'41(W.E.)*	4913 4449 3072	✠100A1 *with freeboard* 7,41 ~~2,41~~ ✠LMC Examined 2,41 *Carrying vegetable oil in deep tank* BS2,41 MS5,40	Liv	*z* 2 5/16	CL N7,38	1928 3mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	BoothS.S.Co.Ld.	407·9|53·8|26·0 422·3(O.L.) F28′ FK *CellDB*350′990*t* *DTs a*32′783*t* *FPT*86*t* *APT*32*t*	Liverpool British 8*BHptCem* (*Coll to Shdk* 6 ,, *2nd*,, 1 ,, *3rd*,,)	T.3Cy24¼″,43½″&73″-51″(*s*) 215lb FD 600NHP 3SB(Spt)9*cf*,GS195,HS8859 Hwthrn,Leslie&C.Ld.Nwc.	36″7 s10″4½ 26″5½	
20075 KZEB	**Basilan** (*ex*GouverneurGeneral Roume-36, *ex*Victoria) ssSyd.No.3-10,14 ssSyd.No.2-23 2*Dks*(*Stl-Uws*)&*Web frames*	2969 — 1870	✠ 3,28 ✠	Saigon	*v*		1902 9mo	Gourlay Bros.&Co. Dundee	Cia.Maritima (FernandezHnos. Inc,*Mgrs.*)	335·0|43·2|20·6 P201′F100′ BK8½″ *Prom.dk on*P101′ *CellDBa*72′*uE&B*58′/154′429*t* *FPT*	Manila Utd.States 7*BHCem* 43*t* *APT*26*t*	T.3Cy.27½″,45″&74″-48″ 521NHP 2D&1SB,15*cf*,GS348HS9550 GourlayBros.&Co.Dundee	23″2	
20076 LJES	**Basilea** ssSyd.No.1-40 *OilEng.* 1*Dk 2nd dk clear of cargo tanks* *Part electrically welded including butts of shell, upper deck & longitudinal bulkhead plating* D.F. *Mchy.Aft* *Longitudinal framing* *CruiserStern*	9612 8885 5761	✠100A1 ~~3,41~~ ~~7,40~~ 10,41 3,42 DBS7,40 ✠LMC7,36 ~~DBS(WTB)12,37~~ *Carrying Petroleum in bulk*	~~Syd~~ ~~Bat~~ ~~Sba~~ LAn	*e*†	CL ~~11,38~~ 2,41	1936 7mo	Kockums M.V.Aktieb. Malmö *Lloyd'sA&CP*	Skibs.A/S Navalis (Tschudi&Eitzen, *Mgrs.*)	506·1|63·1|36·4 P97′B41′F59′ FK *CellDBuE*70′187*t* *DTf* 34′517*t* *FPT*168*t* *APT*370*t*	Oslo Norwegian 11*BHptCem*	Oil Engines 2S.C.DA 7Cy.23⅝″-43 5/16″ 1358NHP 2DB*170lb* DB(WTB)*170lb* Kockums M.V.Akt.Malmö	36″7 s8″5¾ 28″3	
20077 163454 MBTC	**Bassethound** D.F. *Fitted for oil fuel* 1*Dk* *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing*	1174 863 574					1934	Blythsw'd S.B.Co.Ld. Glasgow	HadleyShipping Co.Ld.	222·6|35·1|15·8 P72′*Trunk*123′ F26′	London British *WB*	T.3Cy.16″,27″&45″-33″ 116NHP D.Rowan&Co.Ld.Gls.		O
20078 LIUZ	**Bastö** Ⓟ 1*Dk* *CruiserStern*	322 250 125					1934	A/S Moss Værft&Dokk Moss	A/S Alpha	137·3|27·1|12·1 B63′F16′	Moss Norwegian *WB*	C.4Cy.(2)9 13/16″&(2)23″-20½″ 37NHP FredrikstadM.V.Frdstad.		
20079 UOLS	**Bataisk** IronTwinSc (*ex*SviatoiNicolai,*ex*Karl) 1*Dk*	319 293 218					1882	Stabilmnto Tecnico Trieste	U.S.S.R.	176·0|26·9|7·5 F15′B20′P19′	Odessa Russian	C.4Cy.(2)11″&(2)22″-18″ NB31 34NHP StabilimentoTecnico,Tri.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20080 PKFT	**Batak** OilEng. Mchy.Aft 1Dk	409 323 244					1931	NV.Droog-dokMaats. "Soerabaia" Sourabaya	N.V.Koninkl. Paketv.Maats.	150·9	27·2	10·2	Batavia Dutch WB	Oil Engines 2S.C.SA 6Cy.9⅜"-13" 102NHP SulzerBros.Winterthur		VL
20081 PKQD	**Batavia** Ⓟ OilEng. Mchy.Aft 2Dks	1279 1025 844					1938	NVSchpsw Gebr.Pot Bolnes	Koninkl.Paketv. Maats.	215·0 P95'F51'	39·7	15·8	Batavia Dutch WB	Oil Engines 4S.C.SA 7Cy.15¾"-29½" 167NHP Gbr.Stork&CoNVHengelo		V
20082 LCEF	— Oil Eng. Mchy.Aft 1Dk	962 766 497					1922	Odense Staalskibs. Odense	A/S"GangerRolf" (Fred.Olsen&Co. Mgrs.)	215·0 P99tH76t	34·7	12·9	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.19 1/16"-35 7/16" 225NHP Akt.Burmeistr&Wain,Cpn		N
20083 24707 JICD	**Batavia Maru** Ⓟ ssOsa.No.3-9,30 ssOsa.No.1-34 1Dk(Stl)&Shelter dk(Stl) &Webframes Longitudinal framing	4393 3677 2731	✠ ... 8,39 Shelter dk	Osa ✠	w		1919 1mo	OsakaIron Works,Ld. Innoshima	OsakaSyosenK.K.	345·0 P30'B99'F34' on Shelter dk FK CollisionBH to Shelter dk Cell DB294' 1098t FPT	49·8	28·1	Osaka Japanese Cem 5BH to U dk 115tAPT29t	T.3Cy.24",41"&67"-48" 390NH 2SB,6cf,GS126,HS5400 OsakaIronWrks.Ld.Osaka	28 ″ 2	
20034	**Batavier** OilEng. Mchy.Aft CruiserStern	380 240 165	100A1 withfreeboard (ClassContemplated)				1940	Gebr. Niestern&Co. Delfzijl	J.Muthert	190·3	28·1	8·7	Groningen Dutch	Oil Engines 4S.C.SA 8Cy.11¼"-16 5/16" Machinenfbrk.Augsburg-NürnburgA.G.Augsburg		
20085 PCYV	**Batavier II** Ⓟ Sub.Sig. Ref.Mchy. D.F. 2Dks	1573 896 956					1920	Wilton'sE. &Slpwy.Co Rotterdam	Wm.H.Müller&Co. N.V.	260·0 P57'B&F183'	35·0	15·5	Rottrdam Dutch WB	T.3Cy.24",38"&62"-36" 231NHP Wilton'sE.&Slpwy.Co.Rot		V
20086 PCYW	**Batavier III** Ⓟ 3Dks D.F. E.S.D. Fitted for oil fuel Ref.Mchy. CruiserStern	2687 1678 1474					1939	N.V.Indus-trieeleMaats. "DeNoord" Alblasserdam	Wm.H.Müller&Co. N.V.	267·0 B&F238'	43·8	21·7	Rottrdam Dutch WB	C.3Cy.25⅝"&(2)39⅜"-39⅜" 163NHP WerkspoorN.V.Ams.		V
20037 PCYZ	**Batavier IV** Ⓟ Sub.Sig. D.F. 2Dks	1569 920 866					1902	Gourlay Bros.&Co. Dundee	Wm.H.Müller&Co. N.V.	260·2 P57'B&F183'	35·1	15·6	Rottrdam Dutch WB	T.3Cy.24",38"&62"-36" 231NHP GourlayBros.&Co.Dundee		V
20038 PCZB	**Batavier V** Ⓟ Sub.Sig. Ref.Mchy. D.F. 2Dks	1573 896 955					1921	Wilton'sE. &Slpwy.Co. Rotterdam	Wm.H.Müller&Co. N.V.	260·1 P57'B&F183'	35·0	15·5	Rottrdam Dutch WB	T.3Cy.24",38"&62"-36" 231NHP Wilton'sE.&SlpwyCo.Rot		V
20089 154476 CYKN	**Batiscan** (exUnitedStates) 2Dks	1656 915 823					1909	Manitowoc D.D.Co. Manitowoc	MarineIndustries Ld.	246·8	40·0	16·0	Montreal British WB	T.3Cy.22",36½"&60"-40" 227NHP ManitowocD.D Co.Man.		
20090 160569 GSQV	**Batna** ssShl.No.2-36 D.F. 1Dk(Stl) Cargo battens not fitted	4399 4076 2735	✠100A1 ~~7,41~~ ~~3,41~~ 2,42 Examined 7,41 BS~~1,41~~ 2,42 MS9,36	~~Mdb~~ Mdb Bry ✠LMC ~~BS12,39~~	x	CL ~~1,39~~ 2,42 Lloyd	1928 9mo	J Readhead &Sons.Ld. South Shields sA&CP	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld. Mgrs.)	370·0 384·7(O.L.) P28'B104'F36' CellDBa&u FK E144'f160'1075tFPT135	52·3	25·9	London British 6BHCem tAPT115t	T.3Cy.24½",41"&66"-45" (r) 180lb 120lb 341NHP 2SB,6cf,GS109,HS4460 FD J.Readhead&SonsLd.SShl	28 ″ 3 s5 ″ 3¾ 23 ″ 1½	
20091 SPEE	**Batory** Ⓟ TwinSc ssSyd.No.1-40 OilEng. D.F. GyC. 2Dks,3rd dk forward&in No.3hold aft Ref Mchy. Cruiser Stern Strengthened for navigation in ice	14237 8342 8167	✠100A1 withfreeboard ~~11,41~~ ~~3,41~~ 4,42 DBS~~3,40~~ 9,41	~~Hfx~~ ~~Hfx~~ Hfx ✠LMC4,36	i† 2 7/16	CL ~~11,38~~ 4,42 Lloyd	1936 4mo	Cantieri RiunitiDell' Adriatico Monfalcone sA&CP	Gdynia-America ShippingLines,Ld. CellDB384'1147t DTa2	498·8 525·7 (O.L.) B&F185' Upper FK Bridge280' 07t Tanks in way of	70·8	32·4	Gdynia Polish 9BHCem tunnels 180t	Oil Engines 2S.C.SA 18Cy.28⅜"-49 3/16" 2516NHP 2DB100lb Cant RiunitiDell'Adriatico FPT130tAPT182t Trieste	37 ″ 7 s13 ″ 0 24 ″ 9	
20092 TSJB	**Battambang** 1Dk&Awng dk	668 634 318					1888	ADubig'on Nantes	Cie.Saïgonnaise deNav.&deTransp.	191·7 H21'	28·0	14·1 21·0	Saïgon French	T.3Cy.18",29"&47"-29" 119NHP J.Voruz,aîné,Nantes		V
20093 UOWP	**Batumi** (exBatum-39, exBatumskySoviet-34) OilEng. 1Dk(Stl) Mchy.Aft CruiserStern CarryingPetroleum in bulk	6236 5504 3676	✠ 1,32	Odn ✠	z		1932 1mo	Odense Staalskibsvft. vedAPMöller Odense	U.S.S.R. CellDB66'21	407·4 P95'B37'F37' Trunk in wells FK 1tDTf35'702tFPT	54·7	30·4	Tuapse Russian 10BH 151tAPT86t	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 489NH Akt.Burmeistr&Wain,Cpn	32 ″ 3	
20094 ONBE	**Baudouinville** Ⓟ TwinSc OilEng. D.F. E.S.D. 3Dks,4th dk in No.3 hold GyC. Sub.Sig. CruiserStern Ref.Mchy.	13761 8897 8240	✠100A1 withfreeboard 8,39 ✠Lloyd'sRMC10,39 SEE FOOTNOTE *	Ant ✠LMC7,39	h†	CL Lloyd	1939 7mo	Soc.Anon. Jhn.Cockerill Hoboken sA&CP	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter-nationale,Mgrs.) Cell	511·7 B385'F76' FK DB425' 1994t Wing	67·9	34·1	Antwerp Belgian 8BHAsp tanks in ER	Oil Engines 2S.C.DA 18Cy.17¾"-47¼" 1938NH 4DB(WT)128lb SteamReceiver85lb SocAn.J.Cockerill.Seraing 262tFPT966tAPT143t	37 ″ 5 s11 ″ 8¼ 25 ″ 11½	
20095 DHCB	**Baumwall** Well deck 1Dk	876 699 505					1908	Stettiner Oderwerke Stettin	H.M.Gehrckens	211·3 Q65'B51'F21'	32·6	12·4	Hamburg German WB	T.3Cy.16",25"&44"-30" 106NH StettinerOderwerke,Stn		G
20096 LFLA	**Bauta** (exCanadianSealer) ssHfx.No.1-24 1Dk D.F.	1657 1451 944	✠ ... 1,25	✠			1919 12mo	NovaSc'tia Steel&Coal Co.Ld. NewGlasgow N.S.	SkibsA/SWilliam HansensRederiI (WilliamHansen, Mgr.)	270·0 P28'B65'F27' FK	38·2	17·9	Bergen Norwegian WB	T.3Cy.17½",28¾"&47"-33" 166NH RobbEngineeringWorks, Amherst,N.S	20 ″ 6	N †
20097 126476	**Baxter Dick** (exPrinceIto) IronSp 1Dk	473 466 321					1900	.... Kinderdijk	NationalSand& MaterialCo.Ld. (J.D.Payne,Mgr.)	159·3	28·0	10·2	HalifaxNS British	T.3Cy.12",18"&30"-18" 38NH		
20093 148665 GLNW	**Baxtergate** (exAngloIndian-37) ssCff.No 3,11-37 D.F. 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed'41(W.E.) Corrugated sides Longitudinal framing in DB&at decks	5531 5110 3401	✠100A1 withfreeboard ~~1,42~~ ~~4,41~~ 5,42 MS10,37	~~Hul~~ ~~PNI~~ Cff ✠LMC BS~~6,40~~ 6,41	n†	CL 4,41 Lloyd 1	1925 10mo	ShortBros. Ld. Sunderland sA&CP	RedgateS.S.Co.Ld. (Turnbull,Scott& Co.Mgrs.) CellDB379'	426·0 439·6(O.L.) FK 1802tDTa24'980t FPT101tAPT177t	59·5	26·0	London British 7BHCem (Coll to Sh dk 6 „ 2nd „)	Q.4Cy23½",32½"47"&68"-48" 220lb 120lb (s) 453NH 3SB(Spt),9cf,GS141, FD HS6216 N.E.MarineEngCoLd.Nwc	36 ″ 6 s10 ″ 10½ 25 ″ 10½	
20099 141870 GBVQ	**Bavano** Ⓟ TwinSc3Mst E.S.D. Sub.Sig. 2Dks Ref Mchy D.F.	6815 5204 3936					1917	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	425·5 P40'B195'F47'	54·2	30·4	Glasgow British WB	T.6Cy.23½",39½"&67"-48" 622NHP A.Stephen&Sons,Ld.Gls		C BT till ~~2,42~~ 7,42

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* 7isites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
20100 LJCZ	**Bayard** *OilEng.* *Ref.Mchy.* D.F. 1*Dk*& *Shelter dk* *CruiserStern*	2160 1651 1161					1936	A/S Akers Mek.Værks. Oslo	DenNorskeMiddelhavslinje A/S(Fred Olsen&Co.&O.R. Thoresen, *Mgrs.*)	315·2	44·3	16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19 1/16"–35 7/16" 471NHP A/SAkersMek.Værks.Oslo		N
20101	**Baynain** (*ex*Kilcloher,*ex*Channel Queen) *ss*Man.2ndNo.3-2,33 *ss*Man.No.2-41 ~~*ss*CebuNo.1-27~~ *Well deck* 1*Dk*(*Stl*)	659 — 287	✠100A1 5,41 ~~5,40~~ ~~BS6,40~~ ✠LMC~~5,38~~ 5,41 *Fitted for oil fuel* 9,34 *F.P above* 150° F.	~~Cebu~~ Man	*i*	OG 6,40	1912 10mo *Lloyd'sA&CP*	GooleS.B. &RepgCo.Ld. Goole	Bakau&Kenya ExtractCo.Ld. *CellDBa*2	175·0 P19'Q33'B51'F26' BK7" 9'*f*70'130*t FPT*42*t*	27·9	10·9	Sandakan British 4*BHCem* *APT*30*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb NDB38–*100lb* 109NHP 1SB,3*cf*,GS60,HS1952 Earle'sCo.Ld.Hull	13 ″ 5	
20102 214735 KFAG	**Bayonne** *OilEng.* *ss*N.Yk.No.2-27 GyC. Sub.Sig. 1*Dk*& *Web frames* *Mchy.Aft* *Longitudinal framing* *CarryingPetroleum in bulk*	1077 915 616	✠ ... 7,32 ✠				1919 8mo	TankS.B. Corp. Newburgh, N.Y	Socony-Vacuum OilCo.Inc.	206·8 P56'F23' FK	35·5	16·8	New York Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.16"–24" 149NHP McIntosh&Seymour, Auburn,N.Yk	17 ″ 4	
20103	**Bayou** (*exSuctionDredger* LakeFairfax-40) 1*Dk* *Fitted for oil fuel*	2605 2261 1619					1919	American S.B.Co. Detroit,Mich	Sud-Americano deVaporesS.A.	251·0 P25'B64'F23'	43·6	26·1	Panama Pnamanian *WB*	T.3Cy.21",35"&59"–42" 225NHP AmericanS.B.Co.Detroit		
20104 220653 KDGK	**Bayou Chico** 2*Dks*& *Web frames* Sub.Sig. *Fitted for oil fuel*	5401 4942 3364	✠ ... 12,21				1920 11mo	Pensacola S.B.Co. Pensacola	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile,Ala Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft WestinghouseElectric& Mfg.Co Essington,Pa	32 ″ 10	R
20105 141675 VGNJ	**Bayton** (*ex*FrancisWidlar) GyC. *Mchy.Aft* 1*Dk*2*tr B*	4176 3924 3000					1904	American S.B.Co. Cleveland,O.	ColonialSteamships,Ld.(R.Scott Misener, *Mgr.*)	416·0	50·0	28·0	Toronto British *WB*	T.3Cy.22",35"&58"–40" 213NHP ClevelandSBCoClevelndO		R
20106 221092 KDPO	**Beacon** (*ex*Agwistone) TwinSc 3*Dks* *Mchy.Aft* *Fitted for oil fuel* D.F. GyC *Longitudinal framing* *Carrying Petroleum in bulk*	10388 10049 7886					1921	NwprtNws S.B.&D.D.Co NewprtNews	StandardOilCo.of NewJersey	500·0	68·2	29·3	Wilmgton (Del.) Utd. States *WB*	T.6Cy.20½",35"&60"–42" 457NHP NewportNewsSB&DD.Co		R
20107 166436 GKKK	**Beacon Grange** TwinSc *OilEng.* *Ref.Mchy.* D.F. 4*Dks* *CruiserStern*	10160 8000 6251	✠100A1 4,41 ~~1,40~~ ✠LMC5,38 ✠Lloyd'sRMC~~8,40~~ 4,41	Lon Shl	*e*†	CL 10,40	1938 5mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	HoulderLine,Ld. (HoulderBros.& Co.Ld.) *CellD*	447·5 464·5(O.L.) B&F384' FK B354'1369*t FPT*99*t*	65·5	35·3	London British 8*BHptCem* *APT*82*t*	Oil Engines 4S.C.SA 16Cy.25 5/16"–55 1/8" NHP1006 3DB*125lb* Hwthrn,Leslie&CoLdNwc	38 ″ 2½ s 7 ″ 0½ 31 ″ 5½	
20108 HPNG	**Beaconhill** (*ex*Hoven) 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	6941 — 4295					1919	Bethlehem S.B.Corp.Ld SparrowsPt.	PanamaTransport Co.	434·8 P92'B50'F42'	56·2	31·8	Panama Pnamanian *WB*	T.3Cy.27",47 3/16"&78"–48" 422NHP BethlehemS.B.Corp.Ld.		R
20109 HPNQ	**Beaconlight** (*ex*Richconcal) 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing*	6926 — 4261					1920	Bethlehen S.B.Corp.Ld Alameda, Cal.	PanamaTransport Co.	435·0 P106'B50'F44'	56·0	32·0	Panama Pnamanian *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemSBCorpLd.S.Fo		R
20110 168229 ~~HPNS~~ BCSF	**Beaconoil** (*ex*Devolente) 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing*	6893 — 4291					1919	Bethlehen S.B.Corp.Ld. Alameda,Cal	PanamaTransport Co.	435·0 P106'B50'F44'	56·0	~~32·0~~ 33·8	London British *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemSBCorpLd.S.Fo		R
20111 166576 GNNQ	**Beaconsfield** D.F. E.S.D. 1*Dk*& *Shelter dk* *CruiserStern* *Tonnage opening closed'42(W.E)*	4635 4191 2699	✠100A1 *withfreeboard* ~~12,41 11,40~~ 5,42 ✠LMC9,38	~~Mch~~ ~~Cal~~ Cff	*a*1 2	CL 12,41	1938 9mo *Lloyd'sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld. *Mgrs.*) *CellD*	418·5 434·0(O.L.) FK B345'1035*t FPT*267*t APT*190*t*	56·7	24·6	London British 7*BHAsp* (*CollBHto Sh dk*,6*BH to*2*nddk*)	T.3Cy.23",38,&65"–42" (*s*) 220lb 404NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS130,HS6020 N.E.MarineEng.Co.(1938) Ld.Nwc.	~~28 ″ 0~~ ~~s 2 ″ 11~~ ~~25 ″ 2~~ 37 ″ 0 s10 ″ 11 26 ″ 2	¼
20112 149865 GYJB	**Beaconstreet** *ss*Nwc.No.2-35 D.F. 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Bracketless system* *Longitudinal framing*	7467 6923 4498	✠100A1 2,42 Examined 2,42 BS2,42 ✠LMC7,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	~~Bom~~ Sld	*b*1	CL 6,39	1927 7mo *Lloyd'sA&CP*	Palmer's Co.Ld. Newcastle	BritishMexican PetroleumCo.Ld. (R.A.Carder *Mgr.*) *CellDBuE*&*B*72'	450·3 P104'B33'F43' FK 261*t DTf*36' 669*t* *FPT*165*t APT*228*t*	59·7	34·0	London British 17*BHptCem* (11 *to U dk* 6 ,, 2*nd* ,,)	T.3Cy.28",46"&76"–51" (*s*) 180lb 582NHP 3SB,9*cf*,HS8649 FD Palmer'sCo.Ld.Newcastle	34 ″ 3 s 7 ″ 6½ 27 ″ 0	
20113 161591 MKXK	**Beal** *ss*Bly.No.1-41 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	504 372 249	✠100A1 ~~5,41 11,40~~ 1,42 ✠LMC~~2,36~~ 5,41	~~Mdb~~ ~~Bly~~ Bry	*h*	CL 11,40	1936 2mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Tyne-TeesSteam ShippingCo.Ld. *CellD*	165·3 P59'F23' FK B106'152*t FPT*65*t*	27·2	10·4	Newcastle British 3*BHptCem* *APT*11*t*	Oil Engines 4S.C.SA 7Cy.11"–17 1/8" 82NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	12 ″ 4 s 1 ″ 0½ 11 ″ 4¾	
20114 81809	**Bear Mountain** Ⓟ Pad (*ex*Highlander,*ex*Bridgeport, *ex*WilliamG.Payne) 2*Dks*,*Saloon dk*& *Promenade dk*	941 — 368					1902	Harlan& HollingsworthCo. Wlmgtn,Del.	MandalayLineInc.	243·3	36·9	14·6	New York Utd. States	C.2Cy.35"&72"–72" 366NHP Harlan&HollingsworthCo		
20115	**Beatrice** (*ex*YihHsing-38, *ex*Dromana-35) *ss*Syd.No.3-1,35 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing* *Cargo battens not fitted* *ss*Shi.No.1-41	3675 — 2099	✠100A1 7,41 ~~4,37~~ ~~BS12,38~~ ✠LMC~~1,35~~ 7,41	Shi	*v*	CL ~~4,37~~ 7,41	1919 8mo	Govt.Dkyd Williamstown A&CP	JavaChina TradingCo.Ld. *CellD*	331·0 P31'B100'F29' FK B277'882*t FPT*118*t*	47·7	26·0	Amstrdam Dutch 5*BHCem* *APT*204*t*	T.3Cy.25 5/16",38 7/8"&68"–45" 185lb (*s*) HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 s 4 ″ 5½ 21 ″ 10	
20116 214848 KFSO	— *ss*Bal.2ndNo.3-2,41 ~~*ss*Bal.No.3-3,29~~ Sub.Sig. ~~*ss*Bal.No.2-37~~ 1*Dk*(*Stl*)2*nd dk*(*Stl*) *in Nos.*1&5*holds*& *Web frames* *Longitudinal framing*	3451 2843 2188	✠100A1 10,41 ~~2,41~~ BS3,42 ✠LMC2,41 *Fitted for oil fuel* 8,17 *F.P. above* 150° F.	Bal	*u*	CL 11,39	1917 4mo	Bethlehem SteelCo. Sparro'PtMd A&CP	A.H.BullSteamshp Co.Inc.(A.H.Bull& Co.Inc. *Mgrs.*) *CellDBa*90'*u*	327·2 P35'B98'F38' FK E20'*f* 146'691*t FPT*	46·2	22·9	New York Utd. States 5*BHCem* 78*t APT* 296*t*	T.3Cy.22",37½"&60"–42" (*s*) 190lb 293NHP 2SB,6*cf*,GS143,HS4933 BethlehemStl.Co.Sparr'Pt	25 ″ 6 s 4 ″ 6½ 21 ″ 2	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20117 2022 IBRH	**Beatrice C.** (*ex*ClaraCamus-35) *ss*Tri.No.3-2,34 D.F. 2*Dks*(*Stl*)	6132 5444 3763	✠ ... 4,38 ✠	Ven	*a*†		1920 4mo	Stabilmnto Tecnico Triestino Trieste	G.Costa fu Andrea *CellDBa* 151'*uE*25'*f*19	451·6 435·0 P42'B279'F43' FK 1'1355*tDTa* 34'935*t*	54·2	27·6	Genoa Italian 7*BHCem* *APT*29*t*	T.3Cy.27",45"&75"-48" 529NHP 3SB,9*cf*,GS177,HS7688 J.G.Kincaid&Co.Ld.Grk.	30 ″ 6	I †
20118 LJXF	**Beau** *OilEng.* 1*Dk*,2nd *dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Upper deck & butts of shell plating electrically welded*	9475 8798 5563	✠100A1 ~~5,41~~ ~~8,40~~ 4,42 DBS1,42 ✠LMC7,38 *CarryingPetroleum in bulk*	Sng SFo	*e*† 2¼	CL 4,42	1938 7mo	Kockums M.V.Aktieb. Malmö *Lloyd*'sA&CP	D/S A/S Avenir (BiörnBiörnstad& Co.*Mgrs.*) *CellDBuE*70'	505·4 523·4(O.L.) P97'B41'F67' FK 180*tDTf*34' 469*tFPT*143'	63·1	36·4	Oslo Norwegian 11*BHptCem* *APT*342*t*	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1361NHP DB(WT)*171lb* 2DB*171lb* KockumsM.V.Akt.Malmö	36 ″ 7 s 8 ″ 3½ 28 ″ 5	
20119 FPGZ	**Beauce** (*ex*Peterjo-39,*ex*Maryad-39, *ex*Vitruvia-38) *ss*Rot.No.2-36 *Carrying Petroleum in bulk* 2*Dks*(*Stl*)& *Fitted for oil fuel* *Webframes* *Mchy.Aft* *Longitudinal framing*	4870 4228 2944	✠ 4,38 ✠	Msl	*x*		1926 5mo	R.Duncan &Co.Ld. Pt.Glasgow	FrenchGovernment(Ministere de la MarineMarchande)(Cie.Auxiliaire deNavigation, *Mgrs.*) *CellDBuE&B*60'	375·1 P108'B35'F51' FK	51·7	29·0	Marseilles French 1 *ptCem* 11*BHtoUdk* 5 ,, ,,2*nd* ,, 123*tAPT*81*t*	T.3Cy.25½",42"&70"-48" 470NHP 2SB,8*cf*,HS6950 Rankin&BlackmoreLdGrk	29 ″ 2	C †
20120 147919 MLZK	**Beauly** 2*Dks*	1030 874 404					1924	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·2 P&B149 F43'	34·2	16·0	Glasgow British *WB*	T.3Cy.18",28¾"&50"-42" 162NH AilsaS.B.&E.Co.Troon		C
20121 165790 GMPJ	**Beaumanoir** *ss*Nts.No.3-7,35 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2477 2191 1503	✠100A1 4,40 ✠LMC MS4,40 BS1,41	Nts	*s*	CL 2,40	1920 8mo	Murdoch& Murray,Ld. PortGlasgow *Lloyd*'sA&CP	Ministry of War Transport(Watts, Watts&Co.Ld, *Mgrs.*) *CellDB*250'558*t*	290·2 P23'B77'F28' FK	44·2	20·9	Newcastle British 6*BHCem* *APT*80*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 263NHP 2SB.6*cf*,GS126,HS4428 J.G.Kincaid&Co.Ld.Grk.	23 ″ 1 s 3 ″ 4 20 ″ 0	
20122 LDHF	**Beaumont** *OilEng.* *Mchy Aft* *ss*Got.No.2-37 D.F. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	5702 4993 3215	✠100A1 8,39 ✠LMC CS9,37 DBS11,38 6,37 *CarryingPetroleum in bulk* (SEE FOOTNOTE *)	Bkn	*z*	CL 9,37	1929 1mo	Odense Staalskibsvft Odense *Lloyd*'sA&CP	SkibsA/S Beaumont(Biörn Biörnstad&Co.) *CellDBuE*71'234*t*	390·6 P99'B32'F34' *Trunk in wells* FK *DTf*29'512*tFPT*25	55·2	31·0	Oslo Norwegian 10*BH* 0*tAPT*101*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	30 ″ 8	
20123 210175	**Beaumont Parks** (*ex*Renown) *ss*Cgo.No.4-3,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* D.F. GyC. *Longitudinal framing*	4154 3778 2098	✠ 6,42 ~~BS5,42~~ ~~BS 2,41~~ ✠~~LMC3,37~~ *For Service on the Great Lakes* *CarryingPetroleum in bulk* *Fitted for oil fuel 7,12 F.P. above*	Cgo	*b*	N4,31	1912 7mo	American S.B.Co. Lorain,O. A&CP 150° F.	StandardOilCo. (Indiana) *CellDBuE&B*	373·0 F54' FK 73'*f*266'1210*tFPT*	52·0	25·0	Chicago Utd.States 12*BH* 180*tAPT*18*t*	T.3Cy.23½",38"&63"-42" (*s*) 180lb 388NH 2SB,6*cf*,GS126,HS5998 FD AmericanSBCo.ClevelndO	25 ″ 1 ~~s 4 ″ 11¼~~ ~~20 ″ 4¼~~	
20124 220717 KDHK	**Beauregard** (*ex*Yapalaga-40) 2*Dks*&*Webframes* Sub.Sig. *Fitted for oil fuel*	5976 4971 3700	✠ ... 3,22 ✠				1920 10mo	Merchant S.B.Corp. Harriman,Pa.	WatermanSSCorp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile,Ala Utd.States *WB*	2 steam turbines DR geared to 1 sc. shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
20125 160386 GNMC	**Beaverbrae** TwinSc *ss*Lon.No.2-36 2*Dks*(*Stl*)3rd *dk*(*Stl*)*in* D.F. E.S.D. *Nos.*1,2,3,4&5 *holds* *Ref.Mchy* *CruiserStern* *Strengthened for Navigation in Ice*	9956 9189 6000	✠100A1 11,40 Examined 3,41 BS1,40 ✠LMC12,35	Mtl Liv	*f*†	CL 5,40 *C*ell DB	1928 3mo 419'19	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'sA&CP 65*t DTf*39'11	CanadianPacific Rly.Co.(Canadian PacificSteamships. Ld.*Mgrs.*) *Duct keel fwd* *Upper 'tween dk BH* 67*t Tanks in way of*	502·5 F45' FK (*Coll* *of mchy. space* *except Coll. BH dis* *funnels* 294*t FPT*1	61·9	37·5	London British *ptCem* *BH to U dk* 7 ,, ,, 2*nd* ,,) *pensed with* 40*tAPT*213*t*	6SteamTurbinesSRgeared to 2 Sc. Shafts FD 250lb (*s*) 1581NHP 2SB(1Spt)&4W.T.Boilers (Spt),6*cf*,GS398,HS17880 ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10 ″ 8¼ 30 ″ 0	
20126 149987 GNLV	**Beaverdale** TwinSc *ss*Lon.No.3-4,40 E.S.D. 2*Dks*(*Stl*)3rd *dk*(*Stl*)*in* D.F. *Nos.*1,2,3,4&5 *holds* *Ref.Mchy.* *CruiserStern* *Strengthened for Navigation in Ice*	9357 9189 6005	✠100A1 2,41 BS4,40 ✠LMC3,36	Liv	*f*†	CL s3,39 P4,40 *C*ell DB	1928 1mo 419'19	Armstrong Whitworth &Co Ld. Newcastle *Lloyd*'sA&CP 65*t DTf*39'11	CanadianPacific Rly.Co.(Canadian PacificSteamships. Ld.*Mgrs.*) *Duct keel fwd* *Upper'tween dkBH* 67*t Tanks in way of*	502·5 F45' FK *Coll* *of mchy.space* *except Coll. BH di* *funnels*294*t FPT*1	61·9	37·5	London British *ptCem* *BH to U dk* 7 ,, ,, 2*nd* ,, *spensed with* 40*tAPT*213*t*	6SteamTurbinesSRgeared to 2 Sc. Shafts 250lb (*s*) 1578NHP 2SB(1Spt)&4WTBoilers (Spt)6*cf*,GS435,HS17820 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10 ″ 8¾ 30 ″ 0	
20127 160362 GNMD	**Beaverhill** TwinSc *ss*Lon.No.3-5,40 E.S.D. 2*Dks*(*Stl*)3rd *dk*(*Stl*)*in* D.F. *Nos.*1,2,3,4&5 *holds* *Ref Mchy.* *CruiserStern* *Strengthened for Navigation in Ice*	10041 9259 6060	✠100A1 5,41 ~~5,40~~ ~~BS10,39~~ ✠LMC~~2,35~~ 12,40 MS5,40	~~Lon~~ Mtl	*f*†	CL 11,38 *C*ell DB	1928 2mo 419'19	Barclay, Curle&Co.Ld Glasgow *Lloyd*'sA&CP 18*t DTf*39'11	CanadianPacific Rly.Co.(Canadian PacificSteamships Ld.*Mgrs.*) *Duct keel fwd* *Upper'tween dkBH* 30*t Tanks in way of*	503·0 520·6(O.L.) F42' FK *Coll* *of mchy.space* *except Coll. BHdisp* *funnels* 279*t FPT*1	61·8	37·5	London British *ptCem* *BH to U dk* 7 ,, ,, 2*nd* ,, *ensed with* 30*tAPT*237*t*	6SteamTurbinesSRgeared to 2 Sc. Shafts 250lb (*s*) 1577NHP 2SB(1Spt)&4WTBoilers (Spt)6*cf*,GS397,HS17796 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10 ″ 9¼ 29 ″ 11¼	
20128 125440 CYDZ	**Beaverton** D.F. *Mchy Aft* 2*Dks*	2012 1886 1357					1908	R.Stephenson&Co.Ld. Newcastle	CanadaSSLinesLd	249·3 F36'	42·7	21·0	Montreal British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E MarineEng.CoLdNwc		C
20129 148107 GLDS	**Becheville** (*ex*NewtonElm-37, *ex*Westlea) *ss*Nwc.No.3-10,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'12(*W.E.*)	4228 3942 2561	✠100A1 *with freeboard* 2,42 ✠LMC Examined 2,42 MS2,37 BS1,42	~~Shl~~ Shl	*x*	CL 11,39	1924 11mo	SirJ Priestman&Co. Sunderland *Lloyd*'sA&CP	ArlonS.S.Co.Ld. (Jas.German&Co. Ld.*Mgrs.*) *CellDB*315'950*t*	365·0 FK (*FPT*125*tAPT*134*t*	51·5	25·1	London British 6*BHCem* *Coll to Sh dk* 5 ,,2*nd*,,)	T.3Cy.24½",43"&69"-48" (*s*) 180lb 375NHP 3SB(Spt)9*cf*,GS174,HS6009 G.Clark,Ld.Sunderland	35 ″ 0 s9 ″ 9½ 25 ″ 5¼	
20130 165589 GCGK	**Beckenham** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4636 4191 2700	✠100A1 *with freeboard* 4,42 ~~5,41~~ BS9,41 ✠LMC10,37	Shl Hul	*a*† 2	CL 5,41	1937 10mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd*'sA&CP	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *CellDB*345'1035*t*	418·5 434·0(O.L.) FK (*FPT*267*tAPT*190*t*	56·7	24·6	London British 7*BHAsp* *Coll to Sh dk* 6 ,, 2*nd*,,)	T.3Cy.23",38"&65"-42" (*s*) 220lb 404NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS130,HS6020 N.E.MarineEng.CoLdNwc	37 ″ 0 s10 ″ 11¼ 26 ″ 2¼	
20131 4628 SDHW	**Beda** *ss*Skm.2ndNo.3-5,33 *ss*Skm.No.~~1-37~~2-41 *Mchy.Aft* 1*Dk*(*Stl*)	300 226 165	✠100A1 ~~11,40~~ 5,41 ~~BS5,40~~ ✠LMC~~4,37~~ 5,41	Skm	*d*	OG 5,40	1906 8mo	Aktieb. LödöseVarf. Lödöse *Lloyd*'sA&CP	YngveFahlander	122·1 P34'H17*t*F20' FK len20 *C*ell DB*f*21'35*t FPT*	22·4	10·9	Stockholm Swedish 3*BHCem* 26*tAPT*11*t*	C.2Cy.10"&22½"-15" (*s*) 120lb 20NHP 1SB.1*cf*,GS12,HS363 Aktieb.LödöseVarf.Lödöse	12 ″ 0 s ″ 11 11 ″ 2	
20132 165674 GBGJ	**Bedale H.** (*ex*Obor-37) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	493 349 185	✠100A1 ~~10,40~~ 11,41 Examined 11,41 ~~DBS5,41~~ ✠LMC1,37 *CarryingPetroleum in bulk* DBS11,41	~~Goo~~ Goo	*g*	OG N7,39	1937 1mo	NV.Schpsf. v/hDeGroot &VanVliet Slikkerveer *Lloyd*'sA&CP	Harker(Coasters) Ld.(J.Harker,Ld. *Mgrs.*)	168·2 175·5(O.L.) Q61'F23'*Trunk*82' FK *FPT*	25·9	9·8	Hull British 8*BHptCem* 100*tAPT*19*t*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP DB*100lb* Humboldt-Deutzmotoren. A.G.Köln-Deutz	10 ″ 4 s ″ 5 10 ″ 0½	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre — Numero Officiel. — Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
20133 LJDD	**Beduin** D.F. E.S.D. *OilEng.* *Mchy.Aft CruiserStern 1Dk* *CarryingPetroleum in bulk*	8136 7462 4860					1936	Götaverken A/B Gothenburg	A.O.Andersen Shppg Co.A/S(A/S, A.O.Andersen& Co.'sEfterfolger, *Mgrs.*)	455·5|59·2|35·9 P101'F59'	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 653NHP GotaverkenA/B,Got.		N
20134 170128 VCMK	**Beeceelite** *ss*Vcr.No.1-41 *OilEng.* 1*Dk* *Mchy.Aft Longitudinal framing* *Electrically welded*	400 288 208	✠100A1 2,42~~11,41~~ ✠LMC CS11,41 11,41 *Carrying Petroleum in bulk* *British Columbia Coasting Service*	Vcr	*e*	CL N11,41	1937 12mo *Lloyd*	Marine Industries Ld. Sorel,P.Q. '*sA&CP* *Centre line bulkhead non-oiltight at top of expansion trunk*	ImperialOil,Ld., MarineDepartment (H.J. Rahlves,*Mgr.*) *CellDBuE24'f16'30tFPT18tAPT21t*	120·0|27·0|12·6 *28·1* 127·5(O.L.) P41'F17' FK	Vancouver British 11*BHptAsp*	Oil Engines 2S.C.SA 5Cy.14"–17" 172NHP FairbanksMorse&Co. Beloit,Wis.	12 ″ 6 s 1 ″ 0 11 ″ 6¾	
20135 145912 MKXY	**Beechfield** *ss*Liv.No.3-3,35 *ss*Liv.No.1-39 *Mchy.Aft 1Dk(Stl)* *Well deck Cargo battens not fitted*	449 319 175	✠100A1 8,39 9,41 BS ~~7,40~~ ✠LMC MS8,39	Liv	*g*	CL 7,39	1922 1mo *Lloyd*	LythamSB &E.Co Ld. Lytham '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·0|25·9|11·4 B9'Q85'F23' BK6½" *DTf19'48tFPT12t*	Liverpool British 4*BHCem* *APT21t*	T.3Cy.14",22"&38"–24" (*s*) 180lb 71RHP 1SB,3*pf*,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
20136 167385 GDMM	**Beechwood** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	4897 4355 2757	✠100A1 *withfreeboard* 5,41 ✠LMC1,40	Shl	*a*†	CL 5,41	1940 1mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP* *CellDB289'975t*	J.I.Jacobs&Co.Ld. *Tanks at sides of tunnel390tFPTs324tAPT145t*	415·1|58·2|24·8 431·8(O.L.) F36' FK	London British 6*BHCem* (*Coll to Sh dk* 5 ,,*2nd*,,)	T.3Cy.23",38"&65"–42" (*s*) 220lb Rht. 365NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS116,HS5075 N.E.MarineEng.Co (1938) Ld.Nwc.	36 ″ 4 s10 ″ 6½ 26 ″ 0	
20137 143714 MKNR	**Beeston** *ss*Bkn.No.3-1,34 *ss*Nwc.No.1-38 *Mchy.Aft 1Dk(Stl)* *Well deck*	466 321 192	✠100A1 5,42 ~~6,40~~ 5,42 BS~~2,41~~ ✠LMC8,38	Bkn		CL 5,40	1921 2mo *Lloyd*	Cochrane& Sons,Ld. Selby *sA&CP*	~~OvertonS.S.Co.Ld.~~ ~~(R.R.Clark,Mgr.)~~ I.C.I.(Alkali)Ld.	152·0|25·2|10·8 157·7(O.L.) Q86'B9'F25' FK *FPT48t*	Liverpool British 3*BHCem* *APT21t*	T.3Cy.13",23"&37"–24" (*s*) 180lb 85RHP 1SB,3*pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 9 11 ″ 10	
20138 164896 MMLS	**Begerin** *OilEng.* *Mchy.Aft 1Dk* *CruiserStern* *Cargo battens not fitted*	483 313 258	✠100A1 11,40 ✠LMC7,37 ✠LMC(M)10,39	Dub	*g*	OG 10,40	1937 7mo *Lloyd*	GooleS.B. &RepgCo.Ld Goole '*sA&CP* *CellDB106'148tFPT47t*	H.Wilson	164·3|26·7| 8·8 170·3(O.L.) P29'Q66'BonQ11' F17' FK	Goole British 3*BHCem* *APT19t*	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{1}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 0 s 3 ″ 11 10 ″ 7½	
20139 EGSB	**Begochu** (Verge delPilar-36, *ex*S.Giner,*ex*Meliton Gonzalez, *ex*Wittekind) *ss*Sws.No.1-93 1*Dk(Irn)&Web frames* *IrnBeams&Stringers(Irn)*	1001 690 610	✠ 5,94 ✠	Gls	*m*		1889 4mo	Sunderlnd S.B.Co.Ld. Sunderland *CellDB(Irn)174'210t*	FelipeArtola	210·0|31·5|17·4 P22'Q46'B22'	Bilbao Spanish 4*BHCem*	T.3Cy.17$\frac{3}{16}$",28"&46"–30" 116NHP 1SB,3*pf*,GS52,HS1777 N.E.MarineEng.CoLdNwc	15 ″ 10	V †
20140 146619 GJNL	**Begum** *ss*Cal.No.3-4,35 *ss*Cal.No.1-39 2*Dks(StlUpt*-teak s)	5843 5373 3656	✠100A1 7,41 ~~7,40~~ BS8,41 ~~BS8,40~~ ✠LMC6,39	Cal	*a*†	CL 2,40	1922 9mo *Lloyd*	Lithgows, Ld. Pt.Glasgow '*sA&CP* *CellDB360'1181tDTa36'1109tAPT31t*	AsiaticSteamNav. Co.Ld. 1 *Intermediate BH & 1 'tween dk BH dispensed with*	423·2|56·0|28·7 P39'B125'F48' FK	London British *Cem* 5*BH to Udk* 1 ,, ,,*2nd*,,	T.3Cy.27",45"&74"–51" (*r*) 180lb *110lb* 563NHP 3SB,9*cf*,GS190,HS8478 FD J.G.Kincaid&Co.Ld.Grk. *only*	31 ″ 4 s 6 ″ 0½ 25 ″ 6	
20141 160577 GJPM	**Behar** 2*Dks(Stl)&Shelter dk(Stl)* *Fitted for oil fuel* *Ref.Mchy. CruiserStern* D.F. E.S.D.	6100 5496 2910	✠ 8,32 ✠ ✠Lloyd'sRMC10,40	Rot			1928 11mo	Harland& Wolff,Ld. Greenock *CellDB368'1276t*	HainS.S.Co.Ld.	436·0|57·6|29·6 F34' FK *FPT68tAPT54t*	London British 7*BHptCem* (*Collto Sh dk* 6 ,,*2nd*,,)	Q4Cy30½",44",63½"&91"–60" &LP Turbine with DR gearing & hydraulic coupling 1245NHP 5SB,15*cf*, HS15050 Harland&Wolff,Ld.Gls.	32 ″ 3	
20142 PDCM	**Beijerland** *OilEng.* D.F. 1*Dk&Shelter dk* *Mchy.Aft CruiserStern* *Part butts of keel & bottom plating elec. welded*	387 316 203	✠100A1 *withfreeboard* 11,39 ✠LMC11,39 (SEE FOOTNOTE*)	Rot	*k*		1939 11mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel '*sA&CP* *CellDB127'214tFPT21t*	Scheepvaart en SteenkolenMaats. N.V.	198·8|29·9| 7·8 207·0(O.L.) FK	Rottrdam Dutch 4*BHptAsp* (*Collto Sh dk* 3 ,, *2nd* ,,) *APT11t*	Oil Engines 2S.C.SA 4Cy.13⅜"–22$\frac{7}{16}$" 125NHP A/B Atlas-Diesel,Skm.	10 ″ 8 s ″ 2 10 ″ 7	
20143 FPHF	**Belain d'Esnambuc** (*ex*Jasmin-40) *OilEng.* D.F. 2*Dks* *CruiserStern*	2956					1939	Framnæs Mek.Værks. A/S Sandefjord	Cie.Gén.Transatlantique	321·6|46·2|26·1	Havre French *WB*	Oil Engines 2S.C.SA 7Cy.23⅝"–40$\frac{1}{8}$" 680NHP SulzerBros.Ld.Winterthur		
20144 PKGW	**Belawan** 1*Dk*	1330 1094 715					1929	N.V.Intermaas Slikkerveer	Koninkl.Paketv. Maats.	252·4|40·2|13·5 F21'B78'P36'	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{3}{16}$"&(2)31½"–31½" 92NHP StorkBros.Hengelo		V
20145 UOKC	**Belbek** IronTwinSc (*ex*AthanasisTheofani)	489 453 336					1899	.... United Kingdom	U.S.S.R.	201·2|24·8|10·8	Rostov Russian	C.4Cy.(2)13½"&(2)26⅝"–25½" 58NHP Lobnitz&Co.Renfrew		
20146 8125 SJYN	**Bele** *ss*Hbg.No.1-41 D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1237* *924* *638*	✠100A1 *withfreeboard* 6,41~~6,40~~ ~~BS3,41~~ ✠LMC~~1,37~~ 5,41	~~Ose~~ Hbg	*q*	OG 6,40	1937 1mo *Lloyd*	Öresundsvarvet A/B Landskrona '*sA&CP* *CellDB220'395t*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	266·6|37·8|13·1 FK *FPT11tAPT45t*	Stockholm Swedish 4*BHCem* (*Coll to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.18½",29$\frac{15}{16}$"&48$\frac{1}{16}$"–33½" 200lb (*s*) 182NHP FD 2SB(Spt),4*cf*,GS60, HS2510 ÖresundsvarvetA/B,Lkr.	16 ″ 4 s ″ 2 16 ″ 8½	
20147 144508 MJXV	**Belford** (*ex*JollyLaura,*ex*Mickleham) *ss*Nwc.No.3-12,32 *ss*Dun.No.2-41 *Mchy.Aft 1Dk(Stl)* *Well deck Cargo battens not fitted*	366 265 147	✠100A1 2,42 ~~10,40~~ ✠LMC1,41 ~~MS5,37~~ BS~~1,41~~2,42	Dun	*e*	CL ~~12,39~~ 2,42	1920 4mo *Lloyd*	J.&D. Morris,Ld. Newcastle '*sA&CP*	J.M.Piggins	135·5|23·6|10·0 148·0(O.L.) Q44'B8'F18' FK *FPT35t*	Montrose British 3*BHCem* *APT12t*	C.2Cy.17"&34"–24" (*s*) 130lb 62RHP 1SB,2*pf*,GS40,HS1109 ShieldsE&DDCo.Ld.N.Shl	11 ″ 0 s ″ 9½ 10 ″ 4	
20148 SHTN	**Belgia** Ⓟ *Now "Empire Bell," see No. 36468 in Supplement* D.F. 2*Dks*	2023 [illegible] 1074					1930	NyaVarvsaktb Öresund Landskrona	FörnyadeÅngf. Aktieb.Götha(H. Sternhagen,*Mgr.*)	286·6|40·2|16·7 B38'	Gothenbrg Swedish *WB*	C.4Cy.(2)16$\frac{3}{16}$"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 124NHP Akt.Lindholmen-Motala		V
20149 ~~37~~ ~~ONGB~~	**Belgian Gulf** TwinSc *OilEng.* GyC. *ss*N.Yk.No.3-8,41 ~~*ss*Ant.No.2-37~~ *Mchy.Aft 2Dks(Stl)&Webframes* *Longitudinal framing at bottom & at decks*	~~8401~~ ~~7607~~ ~~4901~~ 8237 7507 5237	✠100A1 ~~8,41~~~~10,40~~ 4,42 DBS~~10,40~~ 9,41 ✠LMC4,37 *Carrying Petroleum in bulk*	Nyk	*c*†	CL ~~5,39~~ P4,42 SN4,42	1929 7mo *Lloyd*	Burgerhout'sMachf. &Schpsw. Rotterdam '*sA&CP* *CellDBuE72'247tDTf50'547tFPT119tAPT406t*	~~BelgianGulfOil Co.Soc.Anon.~~Gulf OilCorporation	450·3|61·3|34·4 P121'B41'F46' FK	Panama Pnamanian 20*BHptCem* 5 ,, *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.26$\frac{3}{16}$"–47¼" 985NHP 2DB*180lb* DB*100lb* Burgerhout'sMaschf. &Schpsw.Rot.	34 ″ 6 s 6 ″ 9¾ 27 ″ 10½	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engines Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20150 167447 MPCP	**Belgien** ssEls.No.3-11,34 ssAbg.No.1-39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1979 1674 1174	✠100A1 7,39 ✠LMC7,39 SURVEYS DELAYED	Abg	*r*	CL 7,39	1922 9mo	Antwerp Eng.Co. Hoboken *Lloyd'sA&CP*	Ministry of War Transport(T.L. Duff&Co.*Mgrs.*) *CellD*	279·0|40·2|18·2 P22'B59'F23' FK *B*238' 555*t FPT*46*t*	London British 4*BHCem* *APT*68*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,6*cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 " 7 s2 " 10½ 17 " 11	
20151 856 SVIQ	**Belgion** (*ex*Solhaug-35, *ex*FireIsland) Sub.Sig. 2*Dks*	2844 2496 1637	✠ ... 8,23 ✠				1919 10mo	ThePusey &JonesCo. Wlmgtn.Del.	HellenicLines,Ld. (P.G.Callimanopulos,*Mgr.*)	300·0|44·1|22·9 P37'B76'F29' FK	Piræus Greek *WB*	T.3Cy.19¾",31½"&54¼"-36" 332NHP Pusey&JonesCo. Wlmngtn	25 " 0	N †
20152 ONQA	**Belgique** (*ex*Courtfield) ssAnt.No.3-8,35 2*Dks*(*Stl*)&*deep framing*(*Shelter dk*(*Stl-ptws*) *Tonnage opening closed* '42	4606 4292 2731	✠100A1 *Shelter dk* 5,42 Examined 5,42 BS5,42 ✠LMC12,39	~~Ant~~ Liv	*y*	CL 11,41	1902 10mo	Ropner& Son Stockton *Lloyd'sA&CP.*	CieRoyaleBelgo Argentine (AgenceMaritime Internationale S.A.*Mgrs.*) *CellD*	391·0|51·6|26·7 FK *Ba*125'*uE*25'*f*167'	Antwerp Belgian 6*BHCem* 1028*t FPT*1	T.3Cy.27",45"&74"-48" (*s*) 180lb 468NHP 3SB,9*cf*,GS165,HS6400 FD Blair&Co.Ld.Stockton 13*tAPT*139*t*	37 " 5 s11 " 4¾ 26 " 3¼	
20153 96606 WDJC	**Belgium** (*ex*HoraceS.Wilkinson) *Mchy.Aft* 1*Dk*2*trB*	3860 — 3057					1902	Chicago S.B.Co. Chicago	~~Merritt-Chapman &ScottCorp.~~ The TexasCompany	370·0|48·2|24·0 *WB*	Utd.States	T.3Cy.20",33½"&55"-40" 191NHP ChicagoS.B.Co.Chicago		
20154 26809 JIJD	**Belgium Maru** ssYka.No.3-11,34 ssSmk.No.1-38 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5839 5590 4216	✠100A1 *Awng dk withfreeboard* ✠LMC3,41 *Fitted for oil fuel* 8,23 *F.P. above* 150° F.	Yka	*y*	OG 11,38	1920 5mo	Kawasaki Dckyd.Co.Ld Kobe *Lloyd'sA&CP*	KokusaiKisenK.K. *CellD*	385·0|51·0|36·0 FK *Collision* *B*334'1118*t FPT*126*t APT*93*t*	Hasidate Japanese *ptCem* *BH to Awdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB(Spt)&1AuxSB, FD 8*cf*,GS154,HS5741 KawasakiDkydCoLdKobe	36 " 0 s9 " 1¾ 27 " 1	
20155 140377 GVCZ	**Belgol** ssH.Kg.No.3-10,30 ssCff.No.2-38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	2648 2226 1055	✠100A1 11,41 ~~12,40~~ BS~~12,40~~ 11,41 ✠LMC10,38 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,17 *F.P. above* 150° F.	Grk		CL 3,40	1917 10mo	Irvine'sSB &D.D.Co.Ld WHartlepool *Lloyd'sA&CP*	TheAdmiralty *CellDBuE&B*68'141*t*	320·0|41·5|23·1 P46'B107'F45' FK *DT*? 24'92*tFPT*50*t*	London British 16*BHptCem* (10 „ *to Udk* 6 „ „ 2*nd*„) *APT*32*t*	T.3Cy.26",42½"&70"-45" (*s*) 200lb 541NHP 3SB,9*cf*,HS8400 FD Richardsons,Westgarth& Co.Ld.Hpl.	25 " 6 s3 " 3¾ 22 " 4¾	
20156 DJTK	**Belgrad** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	4418 3721 2563					1937	Deutsche WerftAG Bet Reihstgwrft Hamburg	Deutsche Levante-LinieHamburg A.G.	401·8|55·8|21·3 P36'B&F354' UprF36'	Hamburg German *WB*	2SRgeared Oil Engines 2S.C.SA 12Cy.20½"-$27\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
20157 DJRZ	**Belgrano** *OilEng.* Sub.Sig. 1*Dk* D.F. *CruiserStern*	6095 5132 3458					1936	Howaldts-werkeA.G. Hamburg	Hamburg-Süd-Amerik.Dampf-schiffahrtsGes.	446·4|61·3|23·8 P31'B&F404' UprF31'	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-47¼" 906NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
20158 164337 GZST	**Belgravian** D.F. E.S.D. *Ref.Mchy.* 1*Dk*&*Shelterdk*	3136 2485 1401	✠100A1 *withfreeboard* 1,41 ✠LMC9,37 ✠Lloyd'sRMC1,41	Hul	*w*	CL 1,41	1937 9mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld.*Mgrs.*) *CellD*	345·6|50·1|20·7 361·0(O.L.) F29' FK *B*291' 745*t FPT*24*t*	Liverpool British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „) *APT*11*t*	T.3Cy.23",38"&65"-48"& LP turbine withDRgearing & hydraulic coupling 225lb (*s*) FD 606NHP 3SB(Spt)9*cf*,GS166,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 " 3 s1 " 3 22 " 2½	
20159 LKAG	**Belinda** *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	8325 7571 4972					1939	A/B Göta-verken Gothenburg	RederiA/S Mascot (Arth.H. Mathiesen,*Mgr.*)	465·1|59·4|35·9 P102'B38'F59'	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-$59\frac{1}{16}$" 653NHP A/B Gotaverken,Got.		N
20160 LHAP	**Belita** *CarryingPetroleum in bulk OilEng.* *Mchy.Aft* D.F. *CruiserStern* 1*Dk*	6323 5779 3760					1933	Götaver-kenA/B Gothenburg	SkibsA/S Oiltank III (ReidarRöd,*Mgr.*)	408·1|55·2|33·9 P236*t*H224*t*	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59⅛" 489NHP GötaverkenA/B.Got.		N
20161 LJKF	**Belize** (*ex*Cornore,*ex*Cornucopia) 1*Dk*	2153 1753 1280	✠ ... 6,20 ✠				1919 5mo	Manitowoc S.B.Co. Manitowoc, Wis.	RederiA/SNidaros (Geo.Hansen, *Mgr.*)	250·5|43·7|20·1 P27'B64'F26' FK	Oslo Norwegian *WB*	T.3Cy.20",33"&54"-40" 269NHP ManitowocS.B.Co. Manitowoc,Wis.	23 " 0	N †
20162 125217 VJFJ	**Bellambi** (*ex*FiveIslands) ssSyd.2ndNo.3-6,33 ssSyd.No.1-37 1*Dk*(*Stl*)&*deep framing* *Mchy.Aft Cargo battens not fitted*	956 798 581	✠100A1 ~~1,41~~ 11,41 BS 1,41 ✠LMC12,36	Syd	*m*	CL ~~10,38~~ 11,41	1909 8mo	Napier& Miller,Ld. Glasgow *Lloyd'sA&CP*	BellambiCoalCo. Ld. *CellDB*	215·2|33·1|13·9 34·9 238·0(O.L.) P18'B10'F27' FK *f*146'264*t FPT*45*t*	SydneyNSW British 4*BHCem* *APT*15*t*	T.3Cy.16",$27\frac{3}{16}$"&44"-30" 180lb 138NHP 2SB,4*cf*,GS73,HS2450 D.Rowan&Co.Glasgow	16 " 0 s1 " 10½ 14 " 3½	
20163 8025 SKWG	**Bellatrix** ssSkm.No.1-40 *OilEng.* *Mchy.Aft Cruiser Stern* 1*Dk* *Strengthened for Navigation in Ice*	466 349 217	✠100A1 8,40 DBS6,39 ✠LMC7,40 *Carrying Petroleum in bulk*	Skm	*g*	OG 8,38	1935 7mo	NyaVarvs A/BOresund Landskrona *Lloyd'sA&CP*	TrelleborgsAngf. NyaA/B(J. Malmros,*Mgr.*)	155·9|27·1|12·4 P40'F25' FK	Trelleborg Swedish 11*BH* *APT*16*t*	Oil Engines 2S C.SA 6Cy.$9\frac{13}{16}$"-$16\frac{3}{16}$" 102NHP DB*100lb* A/B Atlas-Diesel,Skm	12 " 3 s1 " 0¼ 11 " 3¼	
20164 224714	**Belle Island** Ⓟ TwinSc 3*Dks* *Fitted for oil fuel*	842 — 420					1925	H.H. Marvel Newbrgh NY	SteamerBelle IslandCo.Inc.	212·0|42·0|12·0	New York Utd.States	T.6Cy.15½",26"&44"-26" General 197NHP OrdinanceCo.Denver,Cal.		
20165 FNLQ	**Belle Isle** Ⓟ TwinSc *Ref Mchy.* 3*Dks* D.F.	9591 — 6027	✠Lloyd'sRMC~~4,40~~ 12,41				1918	Forg.&Ch. de la Médit. Havre	ChargeursRéunis	479·0|58·3|38·0 B270'F51'	Havre French *WB*	T.6Cy.25½",$49\frac{3}{16}$"&70⅛"-48" 680NH Forges&C.delaMédit.Hav		V
20166 161566 VGBL	**—** Ⓟ ssHfx.No.2-40 ~~ssHfx.No.1-36~~ 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in* D.F. *Mchy.Aft forward holds* *Strengthened for Navigation in Ice*	1960 1332 1159	✠100A1 *withfreeboard* ~~11,40 11,39 11,41~~ 1,42 ✠LMC2,40 BS~~4,40~~ 1,42 *Fitted for oil fuel* 5,32 *F.P. above* 150° F.	~~Mtl~~ ~~NFL~~ Hfx	*q*	CL ~~4,39~~ 12,41	1932 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	Newfoundland CanadaSteamships,Ld.(E.C. Phinney,*Mgr.*) *CellD*	246·1|37·7|19·0 P&B160'F25' FK *B*204' 353*t FPT*30*t*	HalifaxNS British 5*BHptCem* *APT*69*t*	T.3Cy.18½",29"&48"-33" (*s*) 180lb 201NHP 2SB(Spt),~~6cf,~~ 4*cf*, HS3108 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 " 0 s5 " 10 15 " 3¼	
20167 168185 GNXG	**Bellemina** 1*Dk*&*Shelter dk*& *Web frames* *Longitudinal framing* *Now* "**Empire Magpie**"	6085 5579 3752					1919	Federal S.B.Co. Kearny,N.J.	Ministry of War Transport (CanadianPacific Steamships,Ld. *Mgrs.*)	395·5|55·2|31·4 P45'B110'F38' *on Shelter dk* FK	London British *WB*	2SteamTurbines DRgeared to 1 Sc. Shaft 416NHP MidWestEngineCo. Indianapolis,Ind.	34 " 11	

1 Numero d'Ordre / Numero Officiel / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
20168 120915 GPZJ	**Bellerophon** Ⓟ **TwinSc** D.F. 3*Dks*	9019 8588 5709					1906	Workman, Clark&Co.Ld Belfast	**OceanS.S.Co.Ld.** **(A.Holt&Co *Mgrs*)**	485·3 F35'	58·4	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"–48" 585NHP Workman,Clark&Co.Ld.	
20169	**Bellhaven** *Now "Empire Peacock," see No. 36321 in Supplement* 1*Dk*&*Shelter dk*&*Web frames* Sub.Sig. *Longitudinal framing*	6098 5579 3760	✠ ... 8,20 (*Reclassification Contemplated*)				1919 10mo	Federal S.B.Co. Kearny,N.J.		395·5 P45'B110'F38' *on Shelter dk* FK	55·0	31·4	British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft MidWestEngineCo. Indianapolis	34 " 11
20170 219640 KUDQ	**Bellingham** (*ex*WestHimrod) D.F. *Ref Mchy.* 2*Dks* *Fitted for oil fuel*	5345 — 3388					1920	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	**WatermanS.S.** **Corp.**	410·0 P43'B115'F47' *WB*	54·4	27·2	Mobile,Ala Utd.States	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro.Cal.	
20171 81313 KLEJ	— **Wood** (*ex*Willapa) *OilEng.* 2*Dks*	366 338 333					1891	.... Portland,Or	**KetchikanCold** **StorageCo.**	129·3	21·6	17·6	Ketchikan Utd.States	Oil Engines 2S.C.SA 4Cy.12"–14" NE23 101NHP Fairbanks,MorseCo.Cgo.	
20172 LDOH	**Bello** ssNwc.No.2–38 *OilEng.* D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	6125 5786 3686	✠100A1 4,42 Examined 4,42 ✠LMC CS6,39 DBS4,42 2,41 *Carrying Petroleum in bulk*	~~Npt~~ Nwc	*a*†	CL 4,40	1930 6mo *Lloyd*	Swan,Hunter&Wigham Richardson. Ld.Newcastle 'sA&CP	**SkibsA/S Oiltank** **(HansH.Torgersen** **&Co.A/S,*Mgrs.*)** *CellDBuE*81'274t *DTf*38'498t	420·8 435·0(O.L.) P108'B28'F38' FK *FPT*113t *APT*113t	58·5	31·2	Tonsberg Norwegian 15*BHptCem* (10 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	31 " 3
20173 8430 SDMA	**Bellona** *OilEng* D.F. E.S.D. *Mchy.Aft* 1*Dk* *Butts of shell & upper deck plating* *CruiserStern* *elec.welded*	11267 10331 6800	✠100A1 4,41 ~~6,40~~ ✠LMC6,40 *Carrying Petroleum in bulk*	Got	*g*†	CL	1940 6mo *Lloyd*	A/B Göta- verken Gothenburg 'sA&CP	**Rederi A/B Zenit** **(T.Petterson,** *Mgr.*) *CellDBuE*	533·9 540·3(O.L.) P102'F64' FK 85'332t*DTf*27'507t	66·2	39·2	Gothenbrg Swedish 12*BH* *FPT*134t *A*	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"–$55\frac{1}{8}$" 1236NHP 2DB150lb A/B Götaverken,Got. *PTs*387t	38 " 9 s 9 " 4½ 29 " 7½
20174 DOMJ	— Sub.Sig. *Cruiser Stern* 2*Dks*	1297 899 592					1929	Atlas- WerkeA.G. Bremen	**Dampfschiffahrts** **Ges.Neptun**	237·3 F26'	37·5	13·3	**Bremen** German *WB*	T.3Cy.18½",29½"&49¾"–29½" 134NHP Atlas-WerkeA.G Bremen	
20175 LCEJ	**Belnor** *Oil Eng* *Mchy.Aft* ssRot.No.3–5,38 1*Dk*(*Stl*)	2871 2364 1673	✠100A1 ~~5,~~ ~~7,40~~ 4,42 ~~DBS3,40~~ ✠LMC5,38 DBS~~2,41~~4,42	~~Bos~~ Gls	*t*	CL ~~3,38~~ 6,41	1926 1mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP 1	**BelshipsCompany** **Ld.SkibsA/S** **(ChristenSmith,** *Mgr.*) *IntermediateBHin* *CellD*	309·0 P86'B23'F26' FK *holdsdispensed with* B251'589t*FPT*154t	46·2	20·7	**Oslo** Norwegian 4*BHptCem* *APT*99t	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 387NHP 2DB 125lb ArmstrongWhitworth& Co.Ld.Nwc	23 " 3 s 3 " 7½ 19 " 9½
20176 103342	**Beloeil** Ⓟ (*ex*Pelerin–34, **Pad** *ex*Sorel,*ex*Duchess of York) 1*Dk*	490 297 262					1895	W.C.White Montreal	**C.Sauvageau,** **J.Sauvageau** **&A.Sauvageau**	156·8 H140t	25·3	9·4	**Quebec** British	1Cy.34"–108" *re-blt*.95 39RHP J.&R.Weir,Montreal	
20177 UPOL	**Belomorcanal** D.F. E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	**U.S.S.R.**	321·5 P32'B96'F33'	48·0	20·3	**Archangel** Russian *WB*	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEng.Co.Ld. Nwc.	
20178 UPOS	**Belorussia** D.F. E.S.D. 1*Dk* Sub.Sig. *Cruiser Stern*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	**U.S.S.R.**	321·5 P32'B96'F33'	48·0	20·3	**Archangel** Russian *WB*	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEng.CoLdNwc	
20179 7576 SEYN	**Belos** ssHbg.No.3–6,40 D.F. 1*Dk*&*Shelterdk*	2819 2555 1610	✠100A1 *withfreeboard* 8,41 BS3,42 ✠LMC6,40	Got		CL 3,41	1929 11mo *Lloyd*	R.Thompson&Sons,Ld. Sunderland 'sA&CP	**RederiA/B** **Helsingborg(O.** **Hillerström,** *Mgr.*) *CellDBa&uE*118	320·0 FK *APT*117t '*f*137'653t *FPT*81t	46·6	21·5	**Hlsngborg** Swedish 5*BHCem* (*ColltoShdk* 4 ,, 2nd ,,)	T.3Cy.24",40"&65"–42" (*s*) 180lb 308NHP 2SB(Spt)8*cf*,GS150,HS4890 J.Clark,Ld.Sunderland	23 " 9 s 1 " 7½ 22 " 4½
20180 LGBA	**Belpamela** *OilEng.* *Mchy.Aft* ssRot.No.2–36 D.F. 1*Dk*(*Stl*) *Cruiser Stern*	3215 2785 1869	✠100A1 8,39 ✠LMC CS12,36 DBS1,39 2.38 **(SEEFOOT NOTE *)**	Ant	*u*	CL 1,39	1928 2mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle sA&CP	**BelshipsCompany** **Ld.SkibsA/S** **(ChristenSmith,** *Mgr.*) *Intermediate* *bulkhead in holds dispensed with* *CellDB*208'651t	329·6 P88'B22'F27' FK *FPT*129t *APT*143t	49·2	21·2	**Oslo** Norwegian *ptCem* 4*BH* & 1 *oil* *fueltankBH*	Oil Engines 2S.C.SA 4Cy.$23\frac{9}{16}$"–41¾" 358NHP 2DB150lb ArmstrongWhitworth& Co.Ld.Nwc.	23 " 6 s3 " 10½ 19 " 9½
20181 LCEM	**Belpareil** **TwinSc** ssBkn.No.3–4,41 *OilEng.* *Mchy.Aft* ~~ssStv.No.2–34~~ 1*Dk*(*Stl*)	7203 6438 4285	✠100A1 ~~4,41~~ ~~1,38~~ 1,42 DBS~~10,38~~ ✠LMC~~8,37~~ 4,41 4,41	~~Vcr~~ ~~Bkn~~ PN1	*b*†	CL ~~1,38~~ PT1,41 SN1,41	1926 7mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP 1	**BelshipsCompany** **Ld.SkibsA/S** **(ChristenSmith,** *Mgr.*) *IntermediateBHin* *CellDBuE*58'*f*	414·4 P96'B32'F39' FK *holdsdispensed with* 278' 1384t *FPT*502t	67·1	31·0	**Oslo** Norwegian 6*BHCem* *APT*298t	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP DB100lb ArmstrongWhitworth& Co.Ld.Nwc.	33 " 6 s 7 " 2½ 26 " 6½
20182 LCEK	**Belray** *OilEng.* *Mchy.Aft* ssRot.No.3–6,38 1*Dk*(*Stl*)	2888 2454 1678	✠100A1 7,41 ~~7,40~~ ✠LMC CS6,38 DBS~~1,40~~ 6,41 11,40	~~NYk~~ Cal	*u*	CL 11,38	1926 5mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle sA&CP	**BelshipsCompany** **Ld.SkibsA/S** **(ChristenSmith,** *Mgr.*) 1*Intermed* *in h* *CellD*	319·2 P86'B23'F26' FK *iate bulkhead* *olds dispensed with* B261'660t*FPT*154t	46·4	20·8	**Oslo** Norwegian 4*BHptCem* *APT*99t	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 387NHP 2DB125lb ArmstrongWhitworth& Co.Ld.Nwc	23 " 3 s 3 " 9½ 19 " 7½
20183 DJRC	**Belt** *Oil Eng* *Mchy.Aft* 1 *Dk* *Cruiser Stern* *Carrying Petroleum in bulk*	322 245 154					1936	Werft Nobiskrug G.m.b.H. Rendsburg	**JohnT.Essberger**	136·3 P31'F23'	24·8	9·6	**Hamburg** German *WB*	Oil Engines 4S.C.SA 4Cy.$11\frac{3}{16}$"–$16\frac{9}{16}$" 49NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	
20184 159566 VLJW	**Beltana** 1*Dk*&*Shelter dk* *CruiserStern*	3043 2641 1590	✠100A1 *withfreeboard* 7,41 ~~9,40~~ BS7,41 ✠LMC8,37	Syd	*w* $1\frac{13}{16}$	CL 9,40	1937 8mo *Lloyd* *CellD*	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP *B*287'748t*Tan*	**TheAdelaide** **SteamshipCo.Ld.** *ks at sides of tunne*	357·2 370·0(O.L.) F40' FK *l*95t*FPT*225t *APT*	48·7	20·5	**Melbourne** British 7*BHCem* (*ColltoShdk* 6 ,, 2nd ,,) 135t	T.3Cy.20½",33"&54"–42"& LPturbine with DRgearing &hydraulic coupling 220lb (*s*) FD 390NHP 2SB(Spt)6*cf*,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk	28 " 10 s 1 " 7½ 22 " 4
20185 136351 MFXJ	**Beltoy** ssGoo.2ndNo.3–2,39 *Well deck* 1*Dk*(*Stl*)	1544 1151 732	✠100A1 3,42 ~~8,40~~ ✠LMC MS2,39 BS~~3,40~~ 4,41	Cff	*p*	OG 8,40	1915 7mo *Lloyd*	Ramage& Ferguson,Ld Leith 'sA&CP *Cell*	ShamrockShpg. Co.Ld.(W.C. Lawson,*Mgr.*) *DBuE*20'*f*92'231t	250·7 P20'Q77'B48'F27' FK *DT a*78' 307t *FPT*	36·2	17·2	Belfast British 5*BHCem* 41t*APT*38t	T.3Cy.18",30"&49"–33" (*r*) 180lb 178NHP 2SB,6*cf*,GS98,HS3149 Ramage&Fergusn,Ld.Lth.	18 " 3 s 1 " 5½ 16 " 11¾

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20186 2149 IBIE	**Belvedere** Ⓟ ssTri.No.3-8,30 ssGen.No.2-38 D.F. 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl-ws*) Now "Audacious," *see No.* 35547 *in Supplement*	6889 6197 4316	✠100A1 *Shelter dk* *withfreeboard* 4,40 BS9,39 ✠LMC9.38 Lloyd'sRMC2,39 *Fitted for oil fuel* 9,24 *F.P. above* 150° F. NO LATER SURVEY REPORTED	NYk	*a*†	CL N3,40	1913 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	"Italia"Soc.Anon diNav.	437·8 419·9 B273' *on Shelter dk* *WB=CellDBa*155'*uE & B*47'*f*170' 1490*t FPT*66*t AP*127*t*	54·0	26·3 34·4 FK	Genoa Italian 7*BHCem*	T.3Cy.28½",47"&78"-54" (*s*) 180lb 650NHP 4SB,*12cf*,GS221,HS9860 FD N.E.MarineEngCoLdNwc.	29 " 0 s 3 " 4¾ 25 " 9½	
20187 150959 KFUA	**Ben E. Tate** (*ex*WilliamNelson-36, *ex*Panay) (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*2*trB*	3954 3697 3404					1902	Chicago S.B.Co. Chicago	J.A.PaisleyS.S.Co. (ValleyCampS.S. Co.*Mgrs.*)	356·0	50·0	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20",33½"&55"-40" NB18*refitted*34 191NHP ChicagoS.B.Co.Chicago		R
20188 163394 MBJV	**Ben Henshaw** TwinSc *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* *Carrying Petroleum in bulk*	377 295 168					1933	Rowhedge Ironworks Co.Ld. Rowhedge	NationalBenzole Co.Ld.	135·0 P44'F21'	25·1	11·4	London British *Wb*	Oil Engines 2S.C.SA 10Cy.11"-13½" 210NHP L.Gardner&Sons,Ld.Mch.		C
20189 145304 GNDB	**Ben-My-Chree** Ⓟ TwinSc ssBkn.No.3-6,40 D.F. 1*Dk&Shelter dk*(*pt Stl*-teak s) 3*rd dk clear of E & B spaces*	2586 1823 1043	✠ A1 *withfreeboard* 11,41 ~~1,41~~ BS4,41 ✠LMC5,39 *Irish Channel service* *Fitted for oil fuel* 6, 27 *F.P. above* 150° F.	~~Abn~~ Gls		OG 5,39	1927 6mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	Isle of ManSteam PacketCo.Ld. *CellDB*	355·0 366·3(O.L.) *Promenade dk* 250' *a*86'*f*60' 149*t FPT*	46·1	17·4 FK&BK1¼"	DouglasIM British 10*BHCem* 13*tAPT*77*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 220lb 1745NHP 2D&2SB,*24cf*, HS18180 FD CammellLaird&CoLd.Bkn	18 " 0 s 5 " 3¾ 13 " 6	
20190 144764 MLNT	**Ben Read** *Mchy.Aft* *Fitted for oil fuel* 1*Dk* *Carrying Petroleum in bulk*	449 348 169					1923	C.Hill &Sons,Ld. Bristol	NationalBenzole Co.Ld.	159·0	27·6	12·1	Bristol British *WB*	T.3Cy.14",23"&38"-27" W Beardmore&Co. 99RHP Ld.Coatbridge		C
20191 PCZT	**Benakat** TwinSc ssBat.No.1-39 *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & deck* *Cruiser Stern*	4763 3498 2665	✠100A1 6,41 ~~7,40~~ ~~BS7,40~~ ✠LMC11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,35 *F.P.above* 150° F	~~Bat~~ Sba BS6,41	*x* 1 12/16	CL ~~11,39~~ N6,41	1935 9mo *Lloyd*	NVRotter- damDroogd. Maats. Rotterdam '*sA&CP*	NV.Nederlandsche KolonialeTank- vaartMaats. *Cell DBuE&B*50'155*tD*	365·7 P87'B36'F31' *Trunk in wells* *Tf*26'416*tFPT*198*t*	64·2	18·0 FK	Palembang Dutch 9*BHptAsp* *APT*186*t*	T.6Cy.16",24"&45"-30" (*s*) 225lb 400NHP 2SB(Spt),*6cf*, HS6148 FD N.V.Rot.Droogd.MaatRot	18 " 0 s 1 " 6¼ 16 " 7¾	
20192 167030 GMSQ	**Benalbanach** D.F. E.S.D. 3*Dks* *CruiserStern*	7153 6901 4356	✠100A1 ~~11,41~~ ~~3,41~~ 4,42 ✠LMC10,40 *Fitted for oil fuel* 10,40 *F.P. above* 150°*F.*	~~Sws~~ ~~Liv~~ Gls	*b*†	CL	1940 10mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) 5*Divisional WTBHs in Upper 'tween dk* *CellDB*374'1467*tTanks at sides of tunnel* 2	436·3 452·1(O.L.) F35'	56·7	35·3 FK	Leith British 7*BHptCem* (*Collto Utdk* 6 ,, 2*nd*,,) 85*tFPT*185*t*	Q4Cy.27½",38",54"&77"-51" 220lb (*s*) 700NHP 3SB(Spt),*12cf*,HS10476 FD D.Rowan&Co.Ld.Gls. *APT*250*t*	38 " 6 s 9 " 8 29 " 0¾	
20193 143602 GPMB	**Benalder** (*ex*TowerBridge-35, *ex*Badagry-34) ssMdb.2ndNo.3-12,37 2*Dks*	5161 4733 3149	100A1 ~~6,41~~ ~~8,39~~ ~~12,41~~ 4,42 BS9,40 ~~6,41~~ ✠LMC12,37 4,42	~~Mdb~~ ~~Lon~~ Liv	~~Sng~~	CL ~~12,37~~ ~~6,41~~ N12,41	1919 *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *CellDB*	400·2 P49'B112'F39' 344'1126*tFPT*117*t*	52·4	28·5 FK	Leith British 7*BHCem* *APT*178*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	31 " 0 s 5 " 11½ 25 " 3	
20194 LIVT	**Bencas** D.F. 1*Dk*	1445 1193 836					1934	Fredrkstad Mek.Værks. Fredrikstad	A/S Butangen (F.B.Bendixen, *Mgr.*)	245·1 B139'F21'P22'	39·9	15·9	Oslo Norwegian	C.4Cy.(2)11⅝"&(2)27⅛" -25¼" 64NHP FredrikstadM.V.Frdstad.		N
20195 141302 GJNT	**Bencleuch** (*ex*Willdomino, *ex*WarConvoy) ssLth.No.3-7,31 ssLth.No.2-39 2*Dks*(*Stl*)	5562 5150 3294	✠100A1 9,40 ✠NE10,22 ✠LMC3,39 BS1,41	Sng	*z*	CL 9,39	1919 4mo *Lloyd*	JCoughlan &Sons Vancouver, B.C. '*sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *Intermediate BH in fore* *Cell DBa&uE* 172'*f*	410·6 P44'B115'F47' *hold dispensed with* 182'1158*t FPT*131*t*	54·1	27·5 FK	Leith British *ptCem* 6*BHonly* *APT*85*t*	T.3Cy.27",44"&73"-48" (*s*) 539NHP 190lb 3SB.*9cf*,GS189.HS8008 FD J.G.Kincaid&Co.Ld.Grk.	29 " 9 s 5 " 9¾ 24 " 2	
20196 160652 GSNR	**Bencruachan** ssLon.No.3-1,40 D.F. E.S.D. 2*Dks*(*Stl*)	5920 5528 3750	✠100A1 4,41 BS7,40 ✠LMC MS12,40	Gls	*a*†	CL 1,40	1928 9mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	BenLineSteamers Ld.(W.Thomson &Co.*Mgrs.*) 1 *Intermediate BH* *BH* *CellD*	429·0 P35'B143'F47' *fwd. & 1 'tween dk* *aft. dispensed with* *B*372'1148*t DTa*31	53·9	30·0 FK	Leith British *ptCem* 5*BH to U dk* 1 ,, ,,2*nd*,, 949*tAPT*32*t*	Q.4Cy.24¾"35½"51"&73"-51' 220lb (*s*) 675NHP 3SB(Spt),&1AuxSB,*15cf*, GS268,HS10430 FD D.Rowan&Co Ld Glasgow	32 " 3 s 6 " 3 26 " 3	
20197 128023 GMWY	**Bendoran** (*ex*CambrianPeeress, *ex*Eurybates, ssHpl.2ndNo.3-6,31 *ex*Indradeo) ssLth.No.1-35 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	5567 5200 3495	✠100A1 *Spar dk* 12,41 Examined9,41 BS8,41 ✠LMC8,39	~~Lth~~ ~~Liv~~ Sng Lon	*a*†	CL ~~8,38~~ ~~9,41~~ N9,41	1910 3mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	BenLineSteamers, Ld.(W.Thomson &Co,*Mgrs.*) *Cell*	430·2 P89'B146'F51' *DB*378'1125*tFPT*	50·2	30·7 FK	Leith British 7*BHCem* 85*tAPT*70*t*	T.3Cy.26",44"&73"-48" (*s*) 200lb ~~90lb~~ 517NHP 2DB,*12cf*,GS195,HS9202 D.Rowan&Co.Glasgow	33 " 1 s 6 " 9 26 " 7	
20198 149687 GSPN	**Benedick** *OilEng.* ssFal.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	6978 6400 4178	✠100A1 1,42 ~~2,41~~ Examined ~~2,41~~ 1,42 ✠LMC CS10,36 DBS~~2,41~~1,42 4,40 *Carrying Petroleum in bulk*	~~NYk~~ Gls	*a*†	CL 1,39	1928 8mo *Lloyd*	Blyths- woodS.B. Co.Ld. Glasgow *sA&CP*	BearCreekOil& ShippingCo.Ld. (C.T.Bowring& Co.Ld.*Mgrs.*) *CellDBuE*38' 108*t*	431·0 P88'B30'F40' *DTf*36'352*t FPT*	58·2	32·9 FK	Liverpool British 16*BHptCem* (11 *to U dk* 5 ,, 2*nd* ,,) 121*tAPT*76*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	32 " 8 s 6 " 0¾ 26 " 10½	
20199 161147 GSKW	**Benedict** ssLiv.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*except in* *Nos.* 5 & 6 *holds* *Tonnage opening closed*'41(*W.E.*)	4949 4466 3064	✠100A1 *withfreeboard* ~~5,41~~ ~~8,40~~ 5,42 ~~BS8,40~~ ✠LMC4,38 *Carrying vegetable oil in deep tank*	~~Liv~~ Liv. BS9,41	*z* 2 5/16	CL 8,40	1930 3mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	BoothS.S.Co.Ld. *CellDB*350' 999*t DTa*32'73	408·5 F32' 0*t FPT*93*t APT*36*t*	53·7	26·0 FK	Liverpool British 8*BHCem* (*Coll to Sh dk* 7 ,, 2*nd* ,,)	T.3Cy.25½",43½"&73"-51" 220lb (*s*) 608NHP 3SB(Spt),*9cf*,GS195, FD HS8907 CammellLaird&CoLd.Bkn	~~28 " 6~~ ~~3 " 3½~~ ~~25 " 4¾~~ 36 " 7 s10 " 4¼ 26 " 4¾	
20200 OXNE	**Benedikt** Ⓟ 1*Dk*	365 265 196					1901	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	149·8 Q52'B44'F25'	25·0	9·9	Hobro Danish *WB*	T.3Cy.12⅛",19¾"&33"-21" 50NHP Akt.Burmeistr&Wain.Cpn		V
20201 28450 JBQA	**Bengal Maru** ssYka.No.3-4,36 ssKob.No.1-40 2*Dks*(*Stl*)	5399 4844 3259	✠100A1 6,40 ✠LMC6,40	Kob	*z*	CL 5,40	1921 5mo	Mitsubishi ZosenKaisha. Ld. Nagasaki A&CP	NipponYusen K.K. *CellD*	400·0 P39'B121'F43' B350'1075*tFPT*85*t*	54·5	30·0 FK	Tokyo Japanese 6*BHCem* *APT*87*t*	T.3Cy.26½",44½"&75"-48" 200lb (*s*) 490NHP 3SB,*9cf*,GS163,HS6499 FD MitsubishiZosenKaisha,Ld	30 " 0 s 5 " 6¾ 24 " 8	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.
20202 PCZX	**Bengalen** ssRot.No.2-40 OilEng. Ref Mchy. 2Dks(Stl)3rd dk(Stl) D.F. E.S.D. clear of machinery space Cruiser Stern	6924 6417 4238	✠100A1 ~~12,41~~ ~~3,40~~ 8,41 DBS7,41 ✠Lloyd'sRMC~~3,40~~ 11,41 ~~5,41~~ Carrying fuel oil F.P above 150° F. in deeptanks	~~Rot~~ ~~SFo~~ Cal ✠LMC3,40	b†	OG 2,40	1932 4mo Lloyd's A&CP	N.V.Konink.Maats. "DeSchelde" Flushing	Rotterdamsche Lloyd CellD B365' 1150t DTs a 195' 2060t FP T78t APT85t	436·2 P45'B87'F85' FK	55·8	33·5	Batavia Dutch 9BHptCem 2 „ to 3rddk	Oil Engines 2S.C.SA 6Cy 29 15/16"–52¾" 937NHP 2DB121lb N.V.Konink.Maats. "DeSchelde"Flushing	36 ″ 0 s8 ″ 2½ 28 ″ 2¼
20203 127 IBJE	**Bengasi** Ⓟ 2Dks D.F. Fitted for oil fuel	1716 1259 864					1912	Cant.Nav. Riuniti Palermo	"Tirrenia" Soc. Anon. di Nav.	277·2 262·5 P43'B62'F38'	36·4	18·2	Palermo Italian WB	T3Cy.19⅜",32⅔"&55 1/10"–39⅖" 191NHP NOderofuASestriPonente	
20204 PDAE	**Bengkalis** Ref.Mchy. 3Dks D.F. Fitted for oil fuel	6453 6048 4056	100A1 (Classification Contemplated) Examined 3,41 9,41 BS10,41(180lb)	Gls Bat			1918	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·0	54·7	33·6	Batavia Dutch	T.3Cy.28",46"&77"–54" 4SB 435NHP Maats.Fyenoord,Rot.	
20205 PKOQ	— OilEng. 2Dks	1053 840 578					1915	Gebr.Pot Bolnes	Koninkl.Nederl. Paketv.Maats.	230·0	38·2	12·2	Batavia Dutch WB	Oil Engines 4S.C SA 6Cy.15¾"-27⅝" 145NHP NedFb.v Wrk&Spoor,Ams	
20206 137058 GRJK	**Bengloe** (exArdgoil) ssYka.No.3-10,29 ssLth.No.2-37 2Dks(Stl)&Web frames Longitudinal framing	5318 4928 3425	✠100A1 ~~8,41~~ ~~10,40~~ 1,42 BS~~7,40~~ 8,41	~~Sng~~ ~~HKg~~ Gls ✠LMC7,37	z	CL ~~12,39~~ 7,41	1918 1mo Lloyd's A&CP	W.Hamilton&Co.Ld. PortGlasgow 'Tween dk BH in after hold dispensed with	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) CellD Ba129'uE21'f176'1093t DT36'958t APT39t	405·1 P36'B120'F44' FK	52·6	27·7	Leith British Cem 5BH to U dk 1 „ „ 2nd „ only	T.3Cy.27",44"&73"–48" (s) 180lb 100lb 476NHP 2SB,8cf,GS157,HS6697 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 3 s5 ″ 11¼ 24 ″ 6
20207 145425 GJLT	**Bengore Head** 1Dk D.F. E.S.D. Cruiser Stern	2609 2304 1512					1922	Irvine'sSB &D.D.Co.Ld. WHartlepool	UlsterSteamship Co.Ld.(G.Heyn& Sons,Ld.Mgrs.)	310·2 P30'B106'F36'	45·0	20·7	Belfast British WB	T.3Cy.24",39"&66"–45" 292NHP Richardsons,Westgarth& Co.Ld.Hpl.	
20208 7622 SDIM	**Bengt Sture** (exAlfredRehder, exGerrat,exHentsch,exRichard Hentsch,exOda) 1Dk	*854* *731* *497*					1917	Schffb.Ges. Unterweser m.b.H. Weser -münde-L.	RederiA/B Eruths (StureEruths, Mgr.)	212·3 P29'B63'F21'	31·6	13·2	Trelleborg Swedish WB	T 3Cy.14⅜",22 1/16"&35⅜"–23⅝" 62NHP Christiansen&Meyer, Harburg	
20209 164641 MLMF	**Benguela** ssCff.No.1-40 OilEng. Mchy.Aft 1Dk Cruiser Stern	534 333 274	✠100A1 4,41	Sws ✠LMC6,40	h	OG 3,41	1936 6mo Lloyd's A&CP	GooleS.B. &Repg.Co.Ld Goole	T.E.Evans&Co.Ld. CellD B114' 180t FPT54t APT41t	183·6 190·6(O.L.) Q100'P42'F18' FK	27·1	8·0	London British 3BHCem	Oil Engines 4S.C.SA 7Cy.11"–17 5/16" 82NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	10 ″ 5 s3 ″ 11¼ 10 ″ 0½
20210	**Benjamin** (exPardense, TwinScSp exCidade de Anajas,exBaturite) 1Dk&Promenade dk	312 224 202	✠ … 3,05	✠			1900 8mo	Murdoch& Murray Pt.Glasgow	J.S.Amorim	145·1 FK	27·0	8·0	Para Brazilian	C.4Cy.12"&24"–18" 57NHP Lees,Anderson&Co.Gls.	8 ″ 4
20211 215002 WOCK	**Benjamin Brewster** 3Mst ssMob.No.3-8,29 ssN.Os.No.2-38 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing D.F. GyC.	5950 5091 3677	✠100A1 ~~2,41~~ 10,41 Examined 10,41 BS7,41 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 5,17	~~NOs~~ ~~Gal~~ Gal ✠LMC7,38	z	CL ~~7,39~~ 10,41	1917 5mo	Harlan& Hollingsworth Cor. Wlmgtn,Del. A&CP	StandardOilCo.of NewJersey CellD BuE&B67'u Bunker13' 245t DTf32'386t FPT106t APT105t	411·6 B29'P114'F41' FK	53·4	29·8	Wilmgton (Del.) Utd. States 18BHptCem (14 „ to U dk 4 „ 2nd „)	T.3Cy.27",45"&74"–48" (s) 180lb 528NHP 2SB,8cf,GS180,HS7788 FD Harlan&HollingswthCorp.	31 ″ 0 s5 ″ 8¾ 25 ″ 6
20212 LCEN	**Benjamin Franklin** TwinSc OilEng. ssOsl.No.3-3,40 Ref.Mchy. 1Dk(Stl)&Shltr dk(Stl) 3rdDk (Stl) in Nos. 1, 2, 3 & 4 holds D.F.	7034 6074 3960	✠100A1 with freeboard 12,40 DBS8,40 ✠Lloyd'sRMC12,40 for temp. 32° F.	Vcr ✠LMC7,37	c†	CL 12,40	1927 6mo Lloyd's A&CP	Ch.&Atel. deSt.Nazaire (Penhoët) St.Nazaire	A/SGangerRolf (F.Olsen&Co.Mgs) CellD B404'1421t FPT123t APT101t	452·0 FK	59·5	27·9	Oslo Norwegian 7BH (Coll to Sh dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.29⅛"–51 3/16" 984NHP DB114lb Ch.&Atel.deSt.Nazaire	30 ″ 7 s4 ″ 2¼ 26 ″ 7
20213 PKOR	**Benkoelen** 2Dks	1003 845 538					1921	H.Bernard Nzn.Scheeps. Het Jacht Nieuwendam	Konikl.Paketv. Maats.	229·3	38·2	13·5	Batavia Dutch WB	T.3Cy.15¾",25¾"&43"–27" 96NHP N.V.Werf.Hubertina, Haarlem	
20214 161817 GDBJ	**Benledi** ssLth.No.2-37 2Dks(Stl) D.F. E.S.D.	5943 5528 3755	✠100A1 9,41 ~~1,41~~ MS10,37	HKg ✠LMC BS5,41	a†	CL 4,39	1930 6mo Lloyd's A&CP	C.Connell &Co.Ld. Glasgow	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) 1 Intermediate BH fwd & 1 'tween dk BH aft dispensed with CellD B372' 1148t DTa31'849t APT32t	429·0 441·0(O.L.) P35'B148'F48' FK	53·9	30·0	Leith British ptCem 5BH to U dk 1 „ „ 2nd „	Q4Cy24¾",35½",51"&73"–51" 220lb (s) 675NHP 3SB(Spt)&1AuxB,15cf, FD GS268,HS10430 D.Rowan&Co.Ld.Glasgow	32 ″ 8 s6 ″ 2¼ 26 ″ 8¼
20215 145913 GLGZ	**Benlomond** (exMariongaJ. Goulandris-38, exLondon Corporation-37, exHoosac,exCynthiana) ssMch.No.3-9,34 ssGms.No.1-38 2Dks(Stl)&Shelter dk(Stl), D.F. E.S.D. 3rd dk in No.1 hold Tonnage opening closed 37	6630 4809 4160	✠100A1 Shelter dk with freeboard ~~8,41~~ ~~4,41~~ 1,42 MS5,38 Fitted for oil fuel 2,22 F.P. above 150° F.	~~Lon~~ ~~HKg~~ Gls ✠LMC BS~~10,40~~8,41	a†	CL 7,40	1922 1mo Lloyd's A&CP ——	IrvinesS.B & D.D.Co.Ld. WHartlepool	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) CellD B364'1099t 972t DTa31'865t FPT102t APT128t	420·0 F35'on Shelter dk FK MT31'	55·0	36·3 27·8	Leith British ptCem Collision BH to Sh dk 5 „ „ U „	T.3Cy.29",49"&80"–54" (s) 180lb FD 705NHP 4SB,12cf,GS250,HS10855 Richardsons,Westgarth& Co.Ld.Hpl	39 ″ 0 s9 ″ 10½ 29 ″ 5
20216 123336 GPSK	**Benmacdhui** (exArchimedes-32, exDen of Airlie) ssLth.2ndNo.3-6,35 ssLth.No.1-39 2Dks(Stl)& D.F. Shelter dk(Stl)	6869 — 5068	✠100A1 Shelter dk with freeboard 7,41 ~~3,41~~ MS3,39	~~Mdb~~ HKg ✠LMC BS~~10,40~~12,41	a†	CL 4,38	1911 8mo Lloyd's A&CP	Russell& Co. Pt.Glasgow Intermediate BH in fore hold dispensed with	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) CellD Ba130'uE&B46'f195'1311t DTa39'1009t APT18t	483·5 447·2(O.L.) FK	54·2	34·6	Leith British Cem 6BH only	T.3Cy.27",46"&76"–51" (s) 200lb 603NHP 3SB,9cf,GS186,HS8805 FD D.Rowan&Co.Glasgow	37 ″ 2 s10 ″ 2¼ 27 ″ 2¼
20217 148270 GNTM	**Benmohr** D.F. ssFal.No.3-6,31 ssLth.No.2-39 2Dks(Stl)	5920 5528 3751	✠100A1 1,42 ~~3,41~~ MS1,39	Gls Bom ✠LMC BS~~8,40~~ 1,42	a†	CL 2,41	1928 5mo Lloyd's A&CP	C.Connell &Co.Ld. Glasgow	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) 1 Intermediate BH forward & 1 'tween dk BH aft dispensed with CellD B372'1148t DTa31'949t APT32t	429·0 P35'B143'F47' FK	53·9	30·0	Leith British ptCem 5BH to U dk 1 „ „ 2nd „	Q.4Cy.24¾",35½",51"&73"–51" 220lb FD 675NHP 3SB(Spt)&1AuxSB,15cf, GS268,HS10430 D.Rowan&Co.Ld.Gls.	32 ″ 8 s6 ″ 3 26 ″ 8

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20218 PDAM	**Bennekom** Ⓟ(*ex*Bourne,*ex*Burger-meisterSchröder) *ss*Ham.No.3-5,29 *ss*Boa.No.2-37 *Well deck* D.F. 2*Dks*(*Stl*) 3rd dk in No.1 hold	5998 5429 3796	100A1 8,41 ~~10,40~~ Examined 8,41 BS7,40 LMC10,37 *Fitted for oil*	~~Cal~~ NOs *fuel* 8,	 23	CL ~~8,30~~ ~~8,41~~ N8,41 *F.P.*	1917 *above*	Flensburgr Schiffsb.Ges Flensburg 150°F.	Konink.Nederl. Stoomb.Maats.	449·7 P&B377'F53' FK *CellDb*	58·1	26·9	Amstrdam Dutch 9*BHCem* 403'1640*t*	T.3Cy.31 7/16",50 13/16"&84 1/16"-53 3/16" 185lb (*s*) 791NHP 4SB(Spt)*12cf*,GS253, HS12196 FD FlensburgerSchiffsb.Ges.	29 ″ 6 s4 ″ 5½ 25 ″ 4	
20219 LJLP	**Bennestvet** D.F. 1*Dk* *CruiserStern*	2438 2077 1454					1937	MossVærft &Dokk,A/S Moss	Th.Brövig	304·7 P25'H184'F25'	47·7	18·5	Farsund Norwegian *WB*	C.3Cy.(2)15¾"&39⅜"-31½" &LPturbinewithreduction gear&chaindrive HS3245 228NHP MossVærft&Dokk,A/S		N
20220 142609 GPWC	**Bennevis** (*ex*Cutcombe, *ex*WarOstrich) *ss*Lth.No.3-7,30 *ss*Lth.No.2-37 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween decks*	5356 4831 3247	✠100A1 3,41 ~~11,40~~ LMC MS11,37 BS11,40	~~Nwe~~ HKg	y	CL N10,40	1918 8mo *Lloyd*	Richardsn. Duck&Co.Ld Stockton '*sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *CellDB*	400·2 413·0(O.L.) P49'B113'F40' FK 335'1058*t* *FPT*132*t*	52·4	28·4	Leith British 7*BHptCem* *APT*213*t*	T.3Cy.26",44"&73"-48" (*s*) 180lb 426NHP 3SB,*9cf*,GS190,HS6912 Blair&Co.Ld.Stockton	31 ″ 0 s5 ″ 11½ 25 ″ 4	
20221 116762 WEFF	**Bennington** (*ex*EduardoSala, *ex*St.Paul) (*Self-Unloader*) D.F. *Mchy.Aft* 1*Dk*&*Spar dk*	2029 — 1222					1897	Chicago S.B.Co. Chicago	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	238·0	42·2	22·2	WlmgtnDl Utd. States *WB*	T.3Cy.17",29"&47"-36" 132NHP ClevelandS.B.Co.Clevelnd.		R
20222 145558 GDJT	**Benreoch** *ss*H.Kg.2ndNo.3-6,40 D.F. E.S.D. 2*Dks*(*Stl*)	5818 5442 3702	✠100A1 ~~4,41~~ ~~6,40~~11,41 BS11,41 ✠LMC6,40	~~HKg~~ ~~Sus~~ Liv	z	CL 2,40	1921 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	BenLineSteamers. Ld.(W.Thomson& Co.*Mgrs.*) *Inter* *in forward hold*& *dk BH in after* *CellDB*363'1050*t*D	420·1 P35'B128'F45' FK *mediate BH* *intermediate 'tween* *holds dispensed with* *Ta*32'960*t* *APT*32*t*	54·0	30·0	Leith British *ptCem* 5*BH to U dk* 1 „ „2nd„ *only*	Q.4Cy.25",35½",51"&71½"-51" (*s*) 220lb *100lb* 600NHP 3SB(Spt),*12cf*,GS214, HS8781 FD Dunsmuir&JacksonLdGls	32 ″ 3 s6 ″ 4 26 ″ 2	
20223 145884 GDSY	**Benrinnes** (*ex*LondonExcnange-38, *ex*Parisiana) *ss*Lon.No.3-12.35 *ss*Mch.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. 3rd dk in No.1 hold *Tonnage opening closed* 40 *Cargo battens not fitted in Sh.'tween decks*	6638 6403 4156	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~2,40~~ BS11,41 ~~BS11,40~~ ✠LMC12,38 *Fitted for oil*	~~HKg~~ PNl *fuel* 10	a† ,21	CL ~~11,38~~ 6,41 *F.P.ab*	1921 3mo *Lloyd* *ove* 15	IrvinesS.B. &D.D.Co.Ld. WHartlepool '*sA&CP* 6°F.	BenLineSteamers, Ld.(W.Thomson &Co.*Mgrs.*) *Shelter 'tween dk* *except Coll BH dis* *CellDB*364'1099*t* *MT*31'500*t*D	420·0 435·2(O.L.) 36·4 F35'*on Shelter dk* *BHs* FK *pensed with Collisio* *Ta*31'394*t* *FPT*102*t*	55·0	27·9	Leith British *ptCem* *nBHtoShdk* 1 „ „ *U* „ *APT*125*t*	3 steam turbinesDRgeared to 1 sc. shaft (*s*) 190lb FD 789NHP 4SB.*12cf*,GS250,HS10615 Richardsons,Westgarth& Co.Ld.Hpl	39 ″ 0 s9 ″ 10½ 29 ″ 4	
20224 219036	**Bensalem** 2*Dks*&*Webframes* *Fitted for oil fuel*	5513 4971 3389	✠ ... 6,20 ✠				1919 10mo	Merchant S.B.Corp. Harriman,Pa	UnitedStates Maritime Commission	400·7 P35'B123'F44' FK	54·2	30·4	Phildlphia Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	
	Now "Alcoa Partner," *see Supplement*															
20225 223909 KFTC	**Benson Ford** Ⓟ *OilEng.* *Mchy.Aft* D.F. GyC.	8626 — 6393					1924	Gt.Lakes Eng.Works RiverRouge, Mich.	FordMotorCo.	590·0	62·0	32·0	Dearborn Utd. States	Oil Engines 2S.C.SA 4Cy.22⅝"-91" 690NHP SunS.B.Co.Chester,Pa.		
20226 156146 GLXT	**Bente Mærsk** (*ex*AnnaMærsk) *OilEng.* *ss*Rot.No.2-36 *Mchy.Aft* D.F. 1*Dk*(*Stl*)	5722 4990 3406	✠100A1 8,41 ~~Examined~~ 8,41NYk ✠LMC CS4,37 DBS~~11,40~~ 8,41 6,39 *CarryingPetr*	~~Lon~~ *oleum*	z *in*	CL ~~N6,37~~ 8,41 *bulk*	1928 3mo *Lloyd*	Odense Staalskibs- verft Odense '*sA&CP*	Ministry of War Transport (Hunting&Sons, Ld.*Mgrs.*) *Ce*	390·6 P94'B37'F30' FK *Trunk in wells* *llDBuE*66'233*t*D *Tf*27'490*t* *FPT*85*t*	53·7	29·6	London British 10*BHptCem* *APT*118*t*	OilEngines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP *180lb* 2DB(P*made*22*refitted*28) Akt.Burmeistr&Wain,Cpn	31 ″ 4 s5 ″ 1 26 ″ 6½	
20227 FOON	**Benty** D.F. E.S.D. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	3078 2453 2061					1938	Helsingörs Jernsk&Msk. Elsinore	Cie.Gén.deNav.à Vap.Cyp.Fabre (FabreLine)	335·6 F82'	44·0	25·6	Marseilles French *WB*	Oil Engines 2S.C.SA 9Cy.19 11/16"-35 7/16" 610NHP HelsingörsJernsk.&Mskb.		V
20228 145891 GFCY	**Benvannoch** (*ex*Dakarian-39) *ss*Bkn.No.3-10,34 *ss*Lth.No.1-39 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.	6427 6052 4023	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~9,40~~ ~~BS6,40~~ ✠LMC7,39	HKg BS6,41	z	CL 2,39	1921 11mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *CellDB*340'963*t* *DTa*26'670*t*	400·3 413·5(O.L.) FK&BK2" B143'*on Shelter dk* (*FPT*123*t* *APT*30*t*	52·5	35·0	Leith British 7*BHptCem* 6*BHtoShdk* 1 „ „ *U* „)	Q.4Cy.23½",34",49"&70"-51" 215lb (*s*) 626NHP 4SB.*12cf*,GS240,HS9791 FD D&WHendersn&CoLdGls	37 ″ 7 s8 ″ 8½ 29 ″ 2	
20229 148265 GCPB	**Benvenue** *ss*Ant.No.3-5,39 D.F. 2*Dks*(*Stl*)	5920 5528 3750	✠100A1 4,41 ✠LMC MS4,39 BS9,40	Lon	a†	CL 4,39	1927 7mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	BenLineSteamers. Ld.(W.Thomson& Co.*Mgrs.*) 1*Int.BHfwd* &1'*tween dkBH* *CellDB*372'1	429·0 440·0(O.L.) P35'B143'F47' FK *aft dispensed with* 148*t* *DTa*31'949*t* *A*	53·9	30·0	Leith British *ptCem* 5*BHto U dk* 1 „ „2nd„ *PT*32*t*	Q.4Cy.24¾",35½",51"&73"- 51" (*s*) 220lb 675NHP 3SB(Spt)&1AuxSB,*15cf*, GS268,HS10430 FD D.Rowan&Co.Ld.Glasgow	32 ″ 3 s6 ″ 3 26 ″ 3	
20230 142010 GCFB	**Benvorlich** *ss*Mdb.No.3-8,31 D.F. *ss*Lth.No.2-39 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween decks*	5193 4818 3222	✠100A1 10,40 ✠LMC MS6,39 BS2,41	HKg	y	CL 8,38	1919 8mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	Ben Line Steamers Ld.(W.Thomson& Co.*Mgrs.*) *CellDB*3	400·6 413·0(O.L.) P49'B113'F39' FK 40'1069*t* *FPT*133*t*	52·2	28·5	Leith British 7*BHptCem* *APT*70*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 ″ s5 ″ 11½ 25 ″ 3¾	
20231 145975 GCJX	**Benvrackie** (*ex*Darian-39) *ss*Liv.No.3-11,35 *ss*Lth.No.1-39 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D.	6434 6052 4065	✠100A1 *Shelter dk* *withfreeboard* 3,41 ✠LMC MS5,39 BS4,41	Lon	z	CL 5,39	1922 9mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *CellDB*340'963*t* *DTa*26'670	400·4 413·5(O.L.) B143' *on Shelter dk* FK&BK2" *tFPT*123*t* *APT*30*t*	52·5	35·0	Leith British *ptCem* 6*BHtoSh dk* 1 „ „ *U* „	Q.4Cy.23½",34",49"&70"-51" 215lb (*s*) 626NHP 4SB.*12cf*,GS240,HS9791 FD D&WHendersn&CoLdGls.	37 ″ 7 s8 ″ 8½ 29 ″ 2	
20232 LCEO	**Benwood** *ss*Stv.2ndNo.3-4,35 D.F. 1*Dk*(*Stl*)	3931 3628 2389	✠100A1 ~~2,41~~ ~~3,41~~ 2,42 Examined ~~3,41~~ 2,42 ~~BS5,40~~ ✠LMC 7,41 MS3,41	~~Shl~~ ~~Bl~~ Nwc	w	CL ~~2,38~~ N6,41	1910 1mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton '*sA&CP*	SkjelbredsRederei A/S(Kr.Knudsen, *Mgr.*) *CellDBa*111'*uE*	344·9 P44'B104'F31' FK 21'*f*147'101	51·3	25·3	Xiansand Norwegian 6*BHCem* 0*t* *FPT*149*t* *APT*98*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb 342NHP 3SB,*9pf*,GS135,HS5604 N.E.MarineEng.Co.Ld.Sld	27 ″ 9 s4 ″ 9 23 ″ 1½	
20233 160659 GSWL	**Benwyvis** *ss*Mdb.No.3-4,30 *ss*Lth.No.2-37 D.F. E.S.D. 2*Dks*(*Stl*)	5920 5528 3751	✠100A1 1,41 ~~7,40~~ ✠LMC MS10,37 BS4,40	~~Cal~~ Sng	a†	CL 12,38	1929 5mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) 1 *Intermediate BH* *dk B* *CellDB*37	429·0 445·0(O.L.) P35'B145'F48' FK *fwd*&1'*tween* *Haft dispensed with* 2'1148*t* *DTa*31'949*t*	53·9	30·0	Leith British *ptCem* 5*BH to U dk* 1 „ „2nd„ *APT*32*t*	Q4Cy24¾",35½",51"&73"-51" 220lb (*s*) 675NHP 3SB(Spt)&1AuxSB,*15cf*, GS268,HS10430 FD D.Rowan&Co.Ld.Glasgow	32 ″ 3 s6 ″ 2¾ 26 ″ 3½	

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. po.*	15
20234 YTJG	**Beograd** Ⓟ ssSsk.No.1-41 ssSsk.No.3-1,36 1*Dk*&*Shade dk*	864 593 517	✠100A1 *Shade dk* *withfreeboard* 3,41 BS5,40 ✠LMC *For Service in the Mediterranean* No later survey reported	Ssk MS3,41	*l*	CL 2,41	1922 11mo *Lloyd*	M.U.Martinolich Lussnpiccolo *sA&CP*	Jadranska Plovidba D.D.	215·0 227·8(O.L.) FK *CellDBa*45'*uE*18'*f*	30·5	12·9	Susak YugoSlav *4BHCem* 84'138*t*	T.3Cy.18⅛",29½"&48"-33"(*s*) 180lb 211NHP NDB20*refitted*22 2SB,*4cf*,GS156,HS3358 FD UnitedMachineFactories, Smichow	15 " 0 s1 " 0 14 " 4¾	
20235 1785 IBAE	**Beppe** (*ex*Kingarth-32,*ex*Berwyn, *ex*Mattawa, ssSt.J.No.3-4,24 *ex*Franktor, ssNwc.No.1-28 *ex*SaintHugo) D.F. 2*Dks*(*Stl*)	4859 4560 3031	✠ —— 4,34	Bry ✠	*y*		1912 7mo	AM'Millan &Son.Ld. Dumbarton	G.&F.Fratelli Bozzo	414·2 401·0 Q36'B126'F48' FK *Cell DBa*117'*uE&B*42'*f*	52·1	27·3	Genoa Italian *7BHCem* 188'955*t DT*	T.3Cy.27",44"&73"-48" 458NHP 3SB,*9cf*,GS181,HS7860 D.Rowan&Co.Glasgow *f* 27'745*t FPT*70·*APT*45*t*	30 " 0	I †
20236 8374 SMEN	**Bera** *Oil Eng.* D.F. E.S.D. *Mchy.Aft* 1*Dk* *Butts of shell & upper deck plating elec. welded* *CruiserStern*	*11236* *10322* *6787*	✠100A1 ~~7,41~~ ~~5,40~~ ~~12,40~~ 2,42 ✠LMC9,39 *Carrying Petroleum in bulk*	~~Cff~~ ~~Ga~~ NYk	*f*†	CL	1939 9mo *Lloyd*	A/B Götaverken Gothenburg *sA&CP*	Rederi A/B Transmark (G.Carlsson,*Mgr*) *CellDBuE*85'348*t*	533·9 540·3(O.L.) P102'F64' FK *DTf*27'511*tFPT*13	66·2	39·2	Gothenbrg Swedish *12BH* 5*tAPT*389*t*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55¼" 1236NHP 2DB-*150lb* A/B Gotaverken,Got.	38 " 9 s9 " 4½ 29 " 7½	
20237 LCMV	— 1*Dk*	771 600 430					1925	Mjellem&Karlsen Bergen	A/S Dacapo (Bachke&Co. *Mgrs.*)	188·1 Q63*t*H45*t*F28*t*	31·2	12·3	Trondheim Norwegian *WB*	T.3Cy.14",23½"&38"-27" 75NHP Mjellem&Karlsen,Bergen		N
20238 143416 GQDF	**Bereby** 2*Dks*	5248 4766 3197					1919	Irvine'sSB&D.D.Co.Ld. W Hartlepool	ElderDempster Lines,Ld.	400·2 P49'B113'F38'	52·3	28·5	Liverpool British *WB*	T.3Cy.27",44"&73"-48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
20239 UPCQ	**Beresina** (*ex*Bracondale-34, *ex*Seatonia, ssHpl.No.3-11,30 *ex*WarHighway) 1*Dk*(*Stl*)	*3087* *2842* *1859*	✠ ... 1,35	Hpl ✠	*u*		1918 5mo	J.Blumer&Co. Sunderland	U.S.S.R. *CellD*	331·3 P33'B98'F28' FK B276'734*tFPT*105*t*	46·8	23·2	Odessa Russian *7BHCem* *APT*122*t*	T.3Cy.25",41"&68"-45" 430NHP 3SB.*9cf*,GS153,HS6304 J.Dickinson&Sons,Ld.Sld.	25 " 6	
20240 174325 ~~EECP~~ VPVP	**Berga** (*ex*Barflo,*ex*Berga) ssBcl.No.2-29 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	804 — 460	✠ —— 5,33	Bcl ✠	*k*		1921 1mo	Astilleros delMedit. S.A. Barcelona	~~Hijo deRomulo BoschS.enC.~~ Ministry of War Transport	186·6 Q114'B12'F22' FK *CellDBf*114'	29·5	12·4	Gibraltar British *4BHCem* 176*tFPT*42*t*	T.3Cy.12",20"&32"-24" 84RHP 2SB,*4cf*,GS60,HS1714 AlexanderBros.Barcelona	14 " 7	
20241 152006 VJFK	**Bergalia** **TwinSc** ssSyd.No.3-8,37 *Ref.Mchy.* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	548 367 195	✠100A1 ~~7,41~~ ~~4,41~~ 11,41 BS~~7,40~~ 7,41	Syd ✠LMC6,37	*h*	OG 6,39	1925 1mo *Lloyd*	AilsaS.B.Co.Ld. Ayr *sA&CP*	Illawarra&South CoastS.N.Co.Ld. (A.L.Miller,*Mgr.*) *Side ta*	153·1 35·8 P21'F29' FK *nksf*18'50*tFPT*44*t*	34·6	8·5	Sydney NSW British *3BHCem* *APT*50*t*	T.6Cy.10½",16"&26"-16" (*s*) 180lb 70RHP 1SB,*3cf*,GS70,HS2202 AilsaS.B.Co.Ld.Troon	9 " 6 s1 " 2 8 " 4½	
20242 LCXB	**Berganger** *OilEng.* D.F. *Ref.Mchy.* 1*Dk*&*Shelter dk*	6826 6013 4229					1932	Nederl Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4 P97*t*F22*t*	61·2	27·4	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.27½"-47¼" 1842NHP AlgemeineElektrizitats-Ges		N
20243 LCMX	**Bergen** Ⓟ 2*Dks*	553 479 320					1909	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibselskab	157·6 H74*t*	25·8	18·1	Stavanger Norwegian *WB*	T.3Cy.14¾",23½"&39"-27" 79NHP StavangerStöberi&Dok		
20244 OXOB	**Bergenhus** Ⓟ D.F. 2*Dks*3*trE*	1398 1272 825					1922	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	231·1	35·2	21·1	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
20245 LFBA	**Bergensfjord** Ⓟ **TwinSc** ssOsl.2ndNo.3-8,38 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk in Nos.*1,2&5*holds*	11015 8654 6550	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~10,40~~ ~~BS10,40~~ ✠LMC11,37 *Fitted for oil fuel* 3.20 *F.P. above* 150° F.	~~NYk~~ StJ BS9,41	*g*†	CL 10,40	1913 9mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead *sA&CP*	DenNorske AmerikalinjeA/S *CellDBa* 119'*uE&B*152'*f*	511·8 P70'B201'F108' FK 189'1165*tFPT*149*t*	61·2	29·5	Bergen Norwegian *8BHCem* *APT*150*t* *DTf*7'225*t*	Q.8Cy.26",37½",53"&75"-51" & 2 LP Turbines with DR gearing & hydraulic couplings 220lb (*r*) 1469NHP 8SB,*32cf*.GS590,HS23000FD CammellLaird&Co.LdBkn	32 " 6 s6 " 8½ 26 " 0	
20246 226171 KGDV	**Bering** Ⓟ (*ex*Salatiga) ssS.Fo.No.3-5,33 ssS.Fo.No.2-41 ~~ssS.Fo.No.1-37~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7631 — 5667	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~2,40~~ 1,42 ~~BS2,40~~ ✠LMC4,37 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	~~SFo~~ Bal BS1,42 MS5,41	*b*†	CL ~~5,39~~ 1,42	1920 6mo	SunS.B.Co. Chester,Pa A&CP *CellDB*370'	AlaskaPackers Association 1355*t DTa*30'874*t*	435·2 F41'*onShelter dk* FK *FPT*132*tAPT*76*t*	57·8	35·2	S.Frncisco Utd.States *ptCem* *3BHtoShdk* 4 „ „ *U* „	T.3Cy.27",45½"&76"-51" (*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	38 " 0 s10 " 0¾ 28 " 2	
20247 217255 KETZ	— **Wood** (*ex*ArthurJ. *Fitted for oil fuel* Baldwin-36,*ex*AnnetteRolph) 2*Dks*	2361 — 1391				—	1918	RolphS.B.Co. Rolph,Cal	AlaskaS.S.Co.Inc.	245·3	45·5	28·3	NewYork Utd.States	T.3Cy.16½",26"&44"-30" BethlehemS.B. 106NHP Corp.Ld.SanFrancisco		
20248 PDBA	**Berkel** ssRot.No.2-39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2130 1904 1273	✠100A1 12,41 ~~4,41~~ MS1,39	~~Gms~~ Lon ✠LMC ~~BS9,40~~ 12,41	*s*	CL 4,41	1930 4mo *Lloyd*	A.Vuijk&Zonen Capelle a/d Ysel *sA&CP*	N.V."Houtvaart" (Vinke&Co.*Mgrs.*)	281·5 P22'B64'F22' FK *CellDB*244'542*tFPT*	42·7	19·3	Rottrdam Dutch *4BHCem* 62*tAPT*54*t*	T.3Cy.21",34½"&57"-36" 210lb (*s*) 251NHP 2SB,*6cf*,GS106,HS4137 ArnhemscheStoom-sleephellingMaatsArnhem	21 " 4 s3 " 1¾ 18 " 3¾	
20249 222831 KFIE	**Berkshire** Ⓟ Sub.Sig. 4*Dks* *Longitudinal framing* D.F. *Fitted for oil fuel*	5486 — 3361					1923	Federal S.B.Co Kearny,N.J.	~~Merchnts&Miners Transportation Co.~~ Marine LiquidatingCorp.	350·7	52·1	15·2	Baltimore Utd.States *WB*	T.4Cy.24½",42"&(2)54"-48" HoovenOwens& 404NHP RentschlerCo.Hamilton,O.		R
20250 220173 KUVG	— (*ex*EasternTempest) D.F. GyC. 2*Dks*	4621 3832 2824	✠ ... 7,21	✠			1920 4mo	Uraga DockCo.Ld. Uraga	Coastwise Transportation Corp.	360·1 P21'B91'F35' FK	51·2	25·9	Boston Utd.States *WB*	T.3Cy.25",42"&70"-48" 400NHP UragaDockCo.Ld.	28 " 6	R †
20251 211149	— Ⓟ **Pad** 1*Dk*&*Shade dks*	4300 — 2918					1913	NewYork S.B Co. Camden,N.J.	MarineLiquidatingCo.	422·4	50·6	12·9	NewYork Utd.States	1Cy.84"-144" 651NHP E&B*made*08*fitted*13 W&AFletcherCo.Hoboken		
20252 DOCL	**Berlin** Ⓟ **TwinSc** E.S.D. 4*Dks* D.F. Sub.Sig. GyC. *Fitted for oil fuel*	15286 9732 8988					1925	Bremer Vulkan Vegesack	Norddeutscher Lloyd	549·3 B272'	69·2	34·8	Bremen German *WB*	T.8Cy.(2)34¼"(2)56$\frac{5}{16}$"&(4) 65⅜"-59$\frac{1}{16}$" 1317NHP BremerVulkan,Vegesack		G

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20253	**Berlin** TwinSc New "Atenas," see No. 35522 in Supplement OilEng	561 — 301					1928	…………… Carmelo, Uruguay	Cia. Argentina de Nav. Mihanovich Ltda.	228·3	36·1	10·8	Bns.Aires Argentine	Oil Engines Soc.Anon.Ansaldo,Genoa		
20254 DAOE	**—** Ⓟ 1*Dk*	468 384 189					1906	Nüscke& Co. Stettin	Swinemünder Dampfschiffahrts Act.Ges.	184·0 B34'H-F17'	26·4	12·3	Swnemnde German *WB*	T.3Cy.17",26"&43"-28" 98NHP Schiffs.Uebigau,Dresden		G
20255 131533 VJFP	**Bermagui** TwinSc ssSyd.No.2-19 *Mchy.Aft* 1*Dk*	402 306 150	✠ … 11,20 ✠				1912 8mo	AilsaS.B. Co.Ld. Troon	Illawarra&SCoast Stm.Nav.Co.Ld. (A.L.Miller,*Mgr.*)	144·0 F27' FK	32·1	8·2	SydnyNSW British *WB*	C.4Cy.13"&26"-16" 56RHP AilsaS.B.Co.Ld.Troon	9 ″ 0	
20256 LOFH	**Berna** Ⓟ PadK 1*Dk*&*Promenade dk* *Fitted for oil fuel*	1179 — 502	✠ … 1,14 ✠				1911 10mo	A.&J. Inglis,Ld. Glasgow	Cia. Argentina de Nav. Mihanovich, Ltda.	265·2 FK	37·1	10·4	Bns.Aires Argentine	T.3Cy.21½",35"&54"-66" 252NHP A.&J.Inglis,Ld.Glasgow	11 ″ 1	
20257 FOAL	**Bernardin de Saint Pierre** Ⓟ *Fitted for oil fuel* TwinSc *Ref.Mchy.* GyC. D.F. 4*Dks*	10086 — 5616					1926	J.C.Tecklenborg A.G Wesermünde-G.	Soc.desServices Contractuels des Messageries Maritimes	455·8	60·8	41·0	Marseilles French *WB*	2 DR geared Steam Turbines J.C.TecklenborgA.G. Wsm.		V
20258 LJSB	**Bernhard** (*ex*Innaren-37) *OilEng* D.F. 1*Dk* *CruiserStern*	3563 3224 2159					1924	Sorlandets Skibsbyggeri Grimstad *Completed by*	SkibsA/SBernhard (LeifRöd) Langesunds Mek.	331·8 P37'B102'F30' Verks.Fevig	50·3	24·1	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24⅘"-51⅕" 354NHP Götaverken,Gothenburg		N
20259 DHCF	**—** 1*Dk*&*Web frames*	592 480 367					1890	H.Koch Lübeck	MathiesReed,K.G.	175·0 B43'F31'	26·2	12·6	Hamburg German *WB*	C.2Cy.21⅓"&40⅔"-27½" 71NHP J.W.Klawitter,Danzig		G
20260 DJTY	**Bernhard Schulte** (*ex*Götaälv-38, *ex*BoreVII-37,*ex*MarthaHalm, *ex*Rhenania) 1*Dk*	1058 880 585					1923	Nüscke Co.A.G. Stettin	Schulte&Bruns	219·7 Q64'B63'F30'	34·9	14·3	Emden German *WB*	T.3Cy.17$\frac{5}{16}$",27⅝"&45$\frac{11}{16}$"-27⅝" 109NHP A.BorsigG.m.b.H.Berlin		V
20261 6310 SIWA	**Bernicia** csGot.No.2-42 ssMmo.No.3-5,33 ~~ssGot.No.1-30~~ Sub.Sig. D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1532* *1208* *728*	✠100A1 *Shelter dk with freeboard* ~~4,41~~ ~~8,40~~ 4,42 4,42 BS~~4,41~~ ✠LMC MS10,41 ~~BS3,40~~ ~~*Fitted for oil fuel*7,20 *F.P. above* 150° F.~~	Got	*r*	OG 8,40	1920 5mo	Oskrshmns M.V.Aktieb. Oskarshamn A&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	274·0 *CellDB*229' 451*tFPT*34*tAPT*36*t*	40·9	23·5 15·5 FK *Collision*	Gothenbrg Swedish *Cem* *BH to Sh dk* 3*BHto U* „	T.3Cy.19",31½"&51½"-33" 185lb (*s*) 226NHP 2SB(Spt),6*cf*,GS75 FD HS3442 OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 2 17 ″ 11¾	
20262 141743	**Bernier** Ⓟ (*ex*Mardep-35, *ex*Labrador) 2*Dks*	317 245 174					1918	DavieS.B. &Rpg.Co.Ld. Quebec	Canadian Government (Dept. of Transport)	125·0	23·4	13·6	Quebec British	T.3Cy.12¾",21½"&35"-24" 61RHP DominionBridgeCo.Ld.		
20263 PDBC	**Bernina** *OilEng* *Mchy.Aft* 1*Dk* *CruiserStern*	329 239 150	Examined LR 4,41 2,42 ~~4,41~~ ~~10,41~~	Pnz Cff		~~10,41~~ 2,42	1935	GuteHoffnungshüte A.G. Walsum	SchellenScheepvaart&BevrachtingN.V.	135·8 P37'F17'	24·0	9·1	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-13" 101NHP NE38		G
20264 DJTP	**Bernlef** (*ex*SevenSeasSound-37, *ex*Hunstanworth-37) ssShl.No.3-12,32 ssCff.No.1-37 D.F. 1*Dk*(*Stl*) *CruiserStern*	2432 2242 1432	✠ 2,38 ✠	Rot	*t*		1919 10mo	Ardrossan DD&SBCoLd Ardrossan	EmderDampferkompagnieA.G. (Wilh.Nübel, *Mgr.*)	302·1 P33'B80'F32' FK *CellDB*260' 644*tFPT*68*tAPT*172*t*	43·0	20·6	Hamburg German 6*BHCem*	T.3Cy.22",36"&59"-39" 265NHP 2SB,6*cf*,GS124,HS4500 McKie&Baxter,Glasgow	23 ″ 0	
20265 PKOS	**Berouw** *Mchy.Aft* 1*Dk*	756 526 322					1919	NV. Schps. &Machfab. deKlop Sliedrecht	Koninkl.Paketv. Maats.	183·8 Q103'B11'F20'	29·0	14·4	Batavia Dutch *WB*	T.3Cy.14",22"&36"-23⅗" 63NHP N.V.deKlop,Sliedrecht		V
20266 146599 MLPC	**Berriedale** (*ex*Almascos-32, *ex*RoyalRegis) ssShl.No.3-1,35 *Mchy.Aft* ssAbn.No.1-40 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	614 384 270	✠100A1 6,41 ~~9,40~~ BS10,41 ✠LMC MS4.40 ~~BS9,40~~	Abn	*h*	CL 4,38	1922 7mo	JChambers Ld. Lowestoft *Lloyd*'*sA&CP*	G.Couper&Co.Ld.	168·0 Q108'F24' FK *CellDB*99' 138*tFPT*45*tAPT*30*t*	26·5	10·4	London British 3*BHCem*	T.3Cy.14",23"&38"-27" (*s*) 180lb 92RHP 1SB,3*pf*,GS51,HS1666 Yeaman&Baggesen,Dun.	12 ″ 7½ s 4 ″ 2 12 ″ 7½	
20267 118183 MCKB	**Berryden** (*ex*Thrift) ssAbn.2ndNo.3-7,28 *Well deck* ssAbn.No.2-37 *Cargo battens not fitted* 1*Dk*(*Stl*)	506 373 209	✠100A1 ~~1,18~~ ~~5,41~~ 4,42 Examined9,41 BS9,41 ✠LMC8,37 ✠NB20 *refitted*8,38	~~Abn~~ Abn ~~Ply~~	*h*	CL 10,40	1904 1mo	Hall,Russell&Co.Ld Aberdeen *Lloyd*'*sA&CP*	R Taylor&Sons.Ld	168·6 176·0(O.L.) Q79'B18'F23' BK7' *CellDB* a25' *f*74' 134*tFPT*39*tAPT*8*t*	26·1	10·5	Dundee British 4*BHCem*	T.3Cy.14½",23½"&38"-30"(*s*) 180lb 93RHP 1SB,3*pf*,GS51,HS1490 Hall,Russell&Co.Ld.Abn	13 ″ 5 s ″ 11¾ 13 ″ 3¾	
20268 141676 VGCR	**Berryton** (*ex*B.F.Berry) *Mchy.Aft* GyC. 1*Dk*	6221 5813 5023					1908	American S.B.Co. Lorain	ColonialSteamships,Ld.(R.Scott Misener, *Mgr.*)	480·0	52·0	25·6	Toronto British *WB*	T.3Cy.22½",36"&60"-42" 233NHP American S.B.Co.Clevelnd.		R
20269 167387 GDMG	**Berta** (*ex*ShellDezoito-39, *ex*Berta-39) TwinSc ssCco.No.3-5,39 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2600 1700 1356	✠100A1 4,42 ~~12,40~~ BS5,42 ✠LMC MS5,39 ~~BS1,41~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	Ply	*l*	CL ~~P3,38~~ S12,40 P4,42	1927 7mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	Anglo-Saxon PetroleumCo.Ld.	305·8 P87'F42' FK *Trunk dk*176' *FPT*84*tAPT*92*t*	50·2	15·1	London British 11*BHptCem* *pt Asp*	T.6Cy.13½",23½"&36"-27"(*s*) 180lb 238NHP 2SB,4*cf*,HS3958 FD Harland&Wolff,Ld.Bel.	15 ″ 0 s 1 ″ 6¼ 13 ″ 7¼	
20270 OYAO	**Bertha** 1*Dk*	766 605 451					1915	Nüscke& Co.A.G. Stettin	Dampsk.-A/S Progress(M. Nielsen&Søn, *Mgrs.*)	202·4 B49'Q69 F25'	30·4	12·5	Copnhagn Danish *WB*	T.3Cy.14⅛",21⅜"&35⅞"-23⅝" 63NHP Christiansen&Meyer,Harburg		G
20271 LJVA	**Bertha Brøvig** 1*Dk* D.F. *Cruiser Stern* *Fitted for oil fuel*	2415 2077 1449					1938	MossVærft &Dokk,A/S Moss	Th.Brövig	304·7 P24'B182'F21	47·7	18·5	Farsund Norwegian *WB*	C.3Cy.(2)15¾"&39⅜"-31½" &LP turbine with reduction gear & chain drive 228NHP HS3245 MossVærft&Dokk,A/S		N
20272 4136 SDIW	**Bertil** (*ex*Rogn,*ex*Borna,*ex*Material, *ex*Sune) ssBgn.No.3-4,16 *Mchy.Aft* 1*Dk*&*deep framing*	*941* *741* *495*	✠ … 2,21 ✠				1903 3mo	GooleS.B. &Repairing Co.Ld. Goole	C.O.Malmström (A/B Hillerström& Co. *Mgrs.*)	197·2 P63'F20'	32·2	13·8 FK *H*28*t*	Malmö Swedish *WB*	T.3Cy.15",25"&41"-27" 104NHP G.T.Grey,SouthShields	16 ″ 1	N †

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
20273 LCRO	**Berto** (*ex*Botnia-36,*ex*Modemi) D.F. 1*Dk*	1493 1183 833					1918	Bergens Mek. Værks. Bergen	Skibs.A/S Berto (TomJentoft Berge)	224·5|37·7|15·5 P31*t*Q106*t*H104*t* F32*t*	Oslo Norwegian	T.3Cy.18",29"&49"-33" 138NHP *WB* BergensMek.Værks.		N
20274 DHCH	**Bertram Rickmers** Sub.Sig. D.F. 2*Dks*	4188 3800 2546					1923	Nordd. Werft m.b.H. Weser- münde-G.	Rickmers RhedereiA.G.	367·8|49·7|26·1 P45'B120'F44'	Hamburg German	T.3Cy.24",39¾"&66½"-47¼" 300NHP *WB* BremerVulkan,Vegesack		G
20275	**Berury** (*ex*Olen) 2*Dks* Sub.Sig. *Longitudinal framing* *Fitted for oil fuel*	4924 4445 3096					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.		379·5|53·1|27·0 P52'B102'F41'	British	T.3Cy.24",40"&70"-48" 339NHP *WB* ToddD.D.&ConstCorpn. Tacoma,Wash.		R
20276 133085 GNZL	**Berwickshire** (*ex*ClanMacarthur) E.S.D. *Ref.Mchy.* D.F. 2*Dks*& *Shelter dk*	7464 5341 4622					1912	Armstrong Whitworth &Co.Ld. Newcastle	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*)	450·1|57·1|26·8	Glasgow British	T.3Cy.31½",52"&86"-60" &1LPTurbine 841NHP *WB* WllsndSlpwy.Co.Ld.Nwc.		C
20277 228674 WKDC	**Berwindglen** *Mchy.Aft* D.F. 1*Dk*	4411 — 2750					1929	Bethlehem S.B.Corp.Ld. (Fore River Plant) Quincy,Mass	WilmoreS.S.Co.	350·5|50·1|28·3 P97'B11'F30'	NewYork Utd. States	T.3Cy.24½",41½"&72"-48" 358NHP *WB* Hooven,Owens&Rent- schlerCo.Hamilton,O.		R
20278 228882 WKDY	**Berwindvale** *Mchy.Aft* D.F. 1*Dk*	4411 3617 2750					1929	Bethlehem S.B.Corp.Ld. (ForeRiver Plant) Quincy,Mass.	WilmoreS.S.Co.	350·5|50·1|28·3 P97'B11'F30'	NewYork Utd. States	2SteamTurbinesDRgeared to 1 Sc. Shaft *WB* BethlehemSBCor.Ld(Fore RiverPlant)Quincy,Mass.		R
20279 TTCI	**Béryl** (*ex*JulesRueff-38) 3*Dks*	671 404 320					1920	Chantiers deProvence Port deBouc	Cie.Saïgonnaise de Nav.&deTransp.	190·2|28·5|14·3	Saïgon French	T.3Cy.14½",21¾"&37¾"-28¾" 70NHP *WB* Chantiers deProvence,Msl		V
20280 147932 MNBZ	**Beryl** 3Mst *ss*Ayr.No.3-1,36 *ss*Irv.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	568 391 236	✠100A1 6,41 ~~8,39~~ BS12,41 MS7,39	Irv ✠LMC ~~BS12,40~~	*h*	CL ~~4,38~~ 6,41	1924 11mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	Wm.Robertson	165·2|26·6|11·3 Q94'B9'F27' BK7' *FPT*60*t*	Glasgow British 3*BHCem* *APT*6*t*	T.3Cy.13¼",21"&35"-26" (*s*) 180lb 88RHP 1SB,3*cf*,GS50,HS1627 AilsaS.B.Co.Ld.Troon	12 ″ 6 s 4 ″ 0½ 12 ″ 10	
20281 OYGW	**Bes** (*ex*Spedit-35,*ex*Solfrid-34, *ex*Engelsberg) *Mchy.Aft* 1*Dk*	542 400 294					1917	Göteborgs NyaVerk. Gothenberg	Dampskslsk."Bes" A/S(Oluf Svendsen)	167·0|27·3|11·1 P49'F23'H49*t*	Copnhagn Danish	T.3Cy.13⅝,"22¼"&37⅞"-23¼" 68NHP *WB* GöteborgsNyaVerk.Got.		V
20282 LJGL	**Besholt** *OilEng.* D.F. 1*Dk*& *Shelter dk*	4977 4300 2959					1936	Kockums M.V.Aktieb. Malmö	A/S Besco (S.Holter-Sören- sen,*Mgr.*)	401·4|54·8|25·1 P29'F34'	Oslo Norwegian	Oil Engines 2S.C.DA 5Cy.23⅝"-43$\frac{5}{16}$" 972NHP *WB* KockumsM.V.Akt.Malmö		N
20283 LKEU	**Bess** *Oil Eng.* *Mchy.Aft* *CruiserStern* 1*Dk*	1116 828 551					1939	A/S Akers Mek.Verks Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	244·2|38·2|13·7 B&P147'F58'	Oslo Norwegian	Oil Engines 2S.C.SA 4Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 270NHP *WB* A/S AkersMek.Verks.Oslo		N
20284 DOIE	**Bessel** (*ex*Sorrento) *CruiserStern* *OilEng* D.F. 1*Dk*& *Shelter dk*	1878 1499 915					1925	Act.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	283·7|41·7|16·5 P&B231'F35'	Bremen German	Oil Engines 4S.C.SA 6Cy.22$\frac{1}{16}$"-39⅜" 282NHP *WB* A.G."Weser,"Bremen		G
20285 218155 KIGT	**Bessemer** *OilEng.* *Mchy.Aft* 2*Dks*& *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	4762 4449 2927	✠ ... 2,21				1919 6mo	ThePusey &JonesCo. Gloucester City,N.J	TheAtlantic RefiningCo.	364·9|51·0|29·5 B34'F31'P95' FK	Phildlphia Utd.States	OilEngines connected to Elec.Motor&Sc.Shaft. *WB* 4S.C.SA 553NHP 18Cy.17⅝"-22" NE27 Ingersoll-RandCo.N.Yk.	31 ″ 3	B †
20286 LDAA	**Bessheim** Ⓟ 2*Dks*	1774 1538 1031					1912	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	256·0|36·1|22·8 F33*t*H194*t*	Oslo Norwegian	T.3Cy.21½",34½"&60"-39" 225NHP *WB* NylandsVærksted,Oslo		N
20287 LEZV	**Bestik** (*ex*Bestik 2-35,*ex*Annik-33) *ss*Hav.No.3-11,32 *ss*Phl.No.2-40 ~~*ss*Rot.No.1-37~~ 1*Dk*(*Stl*)	2684 2394 1568	✠100A1 3,41 ~~12,39~~ BS ~~10,40~~ 8,41 ~~BS12,39~~	~~NYk~~ Bal MS3,41 ~~✠LMC10,37~~	*t*	CL ~~4,38~~ 9,40	1920 4mo Lloyd	C.Hill& Sons Bristol 'sA&CP	Skibs.A/S Manito- woc(K.Th.Einer- sen,*Mgr.*)	310·8|44·3|21·6 324·6(O.L.) P28'B87'F32' FK CellD B265' 622*t* *FPT*90*t*	Oslo Norwegian 5*BHptCem* *APT*90*t*	T.3Cy.21",34"&56"-36" (*s*) 180lb 242NHP 2SB,6*cf*.GS111,HS4246 Richardsons,Westgarth& Co.Ld.Hpl.	23″10 s 3 ″10 20 ″ 2½	
20288 LEGA	**Bestum** (*ex*Hessa-34) 1*Dk*	2215 1989 1316	✠ ... 10,23				1919 10mo	Dominion S.B.Co.Ld. Toronto	Skibs.A/S Gröm (K.Th.Einersen, *Mgr.*)	251·6|43·9|22·3 P25'B64'F20' FK	Oslo Norwegian	T.3Cy.20",33"&54"-40" 328NHP *WB* JohnInglisCo.Ld.Toronto	24 ″ 3	N †
20289 215758 WEDB	**Bets** (*ex*Hisko) 1*Dk* D.F. *Fitted for oil fuel* *Mchy.Aft* *Fitted with cylindrical tanks for carrying Petroleum*	5665 4550 3516	✠ ... 9,20	✠ ✠			1917 10mo	Chester S.B.Co.Ld. Chester,Pa.	Chas.Kurz&Co., Inc.(Pennsylvania ShippingCo. *Mgrs.*)	400·8|54·3|31·4 P99'B27'F50' FK	Wilmgton (Del.) Utd.States	2SteamTurbinesDRgeared to 1 Screw Shaft 628NHP *WB* WestinghouseMachineCo. EastPittsburg	32 ″ 9	B †
20290 98920	— IronTwinScSp *Mchy.Aft* 1*Dk*	393 382 176					1891	TA Walker Sudbrook	ManchesterShip CanalCo.	145·5|30·4|10·7	Manchestr British	Q.8Cy.9",12",16"&25"-21½" 96RHP Fleming&Ferguson,Psy.		
20291 PDBK	— *OilEng* 1*Dk* D.F. *CruiserStern*	338 237 198					1935	N.V.Noord Nederlndsch. Schpswerven Groningen	J.Tonkkes	133·2|22·9|9·5 P34'F14'	Groningen Dutch	Oil Engines 4S C.SA 6Cy.10$\frac{13}{16}$"-15¾" 68NHP *WB* MtrnWerkeMannheim AG		V
20292 LITA	**Betancuria** TwinSc *OilEng* *CruiserStern* D.F. 2*Dks*	2696 1998 1302					1933	A/S Akers Mek.Værks. Oslo	A/S GangerRolf (FredOlsen&Co. *Mgrs.*)	343·6|48·7|18·8 P96*t*H400*t*F23*t*	Oslo Norwegian	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 808NHP *WB* A/SAkersMek.Værks.Oslo		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20293 LDPB	**Beth** OilEng. D.F. ssRot.No.2-39 Mchy.Aft 1Dk(Stl)&Webframes Longitudinal framing–bracketless system	6852 5985 3960	✠100A1 7,41 7,40 ✠LMC DBS~~12,39~~ 7,41 Carrying Petroleum in bulk	~~Cff~~ NYk CS12,39 12,36	a†	CL N12,39	1930 9mo Lloyd	W Doxford &Sons,Ld. Sunderland 'sA&CP	A/S Bill(L.Gill-Johannessen Mgr.) CellDBuE35'157t	416·2 P94'B32'F40' FK Trunk in wells DTf 35'538tFPT1	58·0	32·8	Oslo Norwegian 11BHptCem 51tAPT276t	Oil Engines 2.S.C SA 4Cy.22 1/16"–85" 2DB150lb 598NHP W.Doxford&Sons,Ld.Sld.	33 ″ 0	
20294 215152 WCDR	**Bethlehem** (exMidvale) D.F. GyC. Mchy.Aft 1Dk	8271 — 6564					1917	Gt.Lakes Eng.Works Ashtabula,O.	BethlehemSteel Corp.(Bethlehem Transptn.Corp. Mgrs.)	580·0	60·0	32·0	Wilmgton (Del.) WB Utd.States	T.3Cy.24½",40"&65"–42" Great 274NHP LakesEng.Works,Detroit		R
20295 221913 KDWW	**Bethore** TwinSc 1Dk Fitted for oil fuel Mchy.Aft Longitudinal framing	8257 — 4198					1922	Bethlehem S.B.Corp.Ld Sparrow's Point,Md.	OreS.S.Corp.	550·3 P139'B82'F50'	72·2	43·7	NewYork Utd.States WB	T.6Cy.25",41"&68"–48" 641NHP BethlehemS.B.Corp. Sparrow'sPt.Md.		R
20296 164885 MLPL	**Betswood** Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	1051 695 581	✠100A1 ~~7,41~~ ~~9,40~~ 2,42 Examined6,41 BS6,41 ✠LMC7,36	~~Sld~~ Bly	m	CL ~~10,39~~ 2,42	1936 7mo Lloyd	W.Pickers- gill&Sons,Ld. Sunderland 'sA&CP	W.France, Fenwick&Co.Ld. CellDBu	218·0 Q139'B14'F28' FK E21'f136'320tFPT	34·0	12·5	Shoreham British 3BHptCem 91tAPT36t	T.3Cy.15",25"&42"–30" (s) 200lb FD 100lb 150NHP 1SB(Spt),3cf,GS50,HS2262 N.E.MarineEng.Co.Ld.Sld	14 ″ 4 s4 ″ 1 13 ″ 11	
20297	**Betta** (exBetty-37) Now sailing as "St. Albert" D.F. 1Dk	1567 1195 935					1931	Nakskov Skibs.A/S Nakskov	J.Lauritzen	254·2 P16'Q71'B107'F36'	39·2	15·4	Esbjerg Danish WB	C.4Cy.(2)14¾"&(2)31½"–31½" HS2350 164NHP A.Borsig,Berlin-Tegel		G
20298 LCEQ	**Betty** (exHundvaagö, exKahei Maru) D.F. 1Dk	2439 2239 1456					1919	Yoshiura ShipbldngYd Yoshiura	BergensPrivatbank(EilertLund, Mgr.)	290·1 P42tH65tE38t	41·0	22·7	Bergen Norwegian WB	T.3Cy.19½",32"&55"–36" 181NHP TakaoIronWorks,Kobe		N
20299 OHFL	**Betty H** (exKirktown, exBroomfield) ssCff.2ndNo.3-9,29 D.F. ssSkm.No.2-38 1Dk(Irn)&Webframes Cargo battens not fitted	2478 — 1391	✠100A1 10,40 BS2,39 ✠LMC1,38 NO LATER SURVEY REPORTED	Skm	t	N7,39	1902 5mo Lloyd	T Turnbull &Son Whitby 'sA&CP	PorinLaiva O/Y (WernerHacklin, Mgr.)	310·7 301·1 P29'B84'F33' FK DBa94'uE24'f118'	44·0	19·7	Björnebrg Finnish 6BHCem 626tAPT62t	T.3Cy22½",36½"&60"–39"(s) 160lb 224NHP 2SB,6cf,GS97,HS3350 Blair&Co.Ld.Stockton	23 ″ 0 s 3 ″ 6¼ 19 ″ 8	
20300 OXEF	**Betty Mærsk** D.F. 1Dk	2357 2028 1423					1922	Odense Staalskibsvft Odense	Dampskibsselsk af 1912 (A.P.Möller, Copenhagen,Mgr)	299·8 P20'B92'F34'	42·4	19·9	Aalborg Danish WB	T.3Cy.21½",33⅞"&55⅛"–39⅝" &LP Turbine BörsigA.Werke,Tegel		V
20301 HPBF	**Beulah** (exHeiren) TwinSc5Mst OilEng. Mchy.Aft ssL.An.No.3-10,33 Now "Heron," see letter H. 1Dk(Stl)2trB	1389 1216 1042	✠ 7,37 ✠	SFo			1923 3mo	Randolph A/SSkibs. Fevig Intermediate 'tween dkBHin	BeulahShipping Co.Inc. MT27'350tD	232·6 P35'F34' BK8½" hold dispensed with Tf27'350tAPT30t	37·7	20·4	Panama Pnamanian Cem 2BHto U dk 4 „ „2nd „	Oil Engines 2S.C.SA 8Cy.15"–16⅛" 137NHP J&CG BolindersCo.Ld.Skm	22 ″ 0	
20302 PDBW	**Beverwijk** (exTerschelling) D.F. Sub.Sig. 1Dk	2948 2744 1847					1909	Bonn& Mees Rotterdam	N.V.StoomvMaats Wijklijn(Erhardt &Dekkers,Mgrs.)	327·0	47·3	21·8	Rotterdam Dutch WB	T.3Cy.23½",38"&64"–42" 265NHP Maats.deSchelde,Flushing		V
20303	**Bhadana** (exLighter) Mchy.Aft	320 — 219					1908	HongKong &Whampoa DockCo.Ld. HongKong	SawadSukhum BanijLd.	134·6	26·0	13·0	Bangkok Thai	C.2Cy.12"&24"–16" 19NHP		
20304 156048 VTCG	**Bhadravati** Ⓟ ssBom.No.2-40 1Dk&Shelter dk (Stl–teak s)	1449 946 695	✠100A1 Shelter dk withfreeboard 12,40 ✠LMC12,40 Fitted for oil fuel9,32 F.P.above 150°F.	Bom	p	CL 3,40	1932 9mo Lloyd	Harland& Wolff,Ld Glasgow 'sA&CP	BombaySteam NavigationCo.Ld. CellDBuE25'50t	230·8 F34' FK FPT55tAPT62t	38·6	14·8	Bombay British 5BHCem (2 „ to Sh dk 3 „ „ U „)	T.3Cy.17",29"&48"–33" (s) 200lb 269NHP 2SB,6cf,GS131,HS4546 FD Harland&Wolff,Ld.Bel.	16 ″ 0 s ″ 4½ 16 ″ 1	
20305 312 HSAN	**Bhanurangsi** TwinSc OilEng. ssBgk.No.3-11,39 1Dk(Stl)&Shadedk(Teak)	686 504 410	✠100A1 withfreeboard 11,41 ~~10,40~~ ✠LMC CS11,39 2,40 For Coasting Service Gulf of Siam Malay Peninsula & Sumatra	Bgk	l	CL 11,39	1927 5mo Lloyd	A/S Naks- kovSkibsvft. Nakskov 'sA&CP	ThaiNav.Co.Ld. CellDBuE	199·9 FK 27'f38'112tFPT42t	32·5	9·7	Bangkok Thai 4BHptCem APT32t	Oil Engines 4S.C.SA 12Cy.13"–23⅝" 196NHP Akt.Burmeistr&Wain,Cpn	11 ″ 10 s 2 ″ 2 9 8	
20306 167212 GSGM	**Bhima** OilEng. 1Dk&Shelter dk CruiserStern Tonnage opening closed'41(W.E.)	5280 4661 3097	✠100A1 withfreeboard ~~8,41~~ ~~2,41~~ 1,42 ✠LMC 2,41	~~Bom~~ Cal	a† 2	CL 1,42	1939 4mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	JamesNourse,Ld. One intermediate CellDB	415·6 431·5(O.L.) F34' FK BH dispensed with 353'1365t FPT192t	55·2	25·6	London British (Coll to Sh dk 5 „ 2nd „) APT260t	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 387NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	37 ″ 0 s10 ″ 7 26 ″ 8	
20307 161203 GSYL	**Bhutan** 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. Fitted for oil fuel D.F. E.S.D. Cruiser Stern	6104 5496 2912	✠ 4,32 ✠ ✠Lloyd'sRMC ~~11,40~~ ~~8,41~~ 3,42	Rot		CL	1929 3mo	Harland& Wolff,Ld. Glasgow	HainS.S.Co.Ld. Cell	436·0 F34' FK B368'1276tFPT68t	57·6	29·6	London British 7BHptCem (Collto Sh dk 6 „ 2nd „) APT54t	Q4Cy30½",44",63½"&91"–60" LPTurbinewithDRgearing&hydraulic coupling 1245NHP 5SB,15cf,GS HS15050 Harland&Wolff,Ld.Gls.	32 ″ 3	
20308 4098 SKXI	**Bia** (exOnnetar-35, exIlse, exSailing Vessel) ssHfs.3rdNo.3-5,34 ssOsc.No.3-11,35 Mchy.Aft ssGot.No.1-41 1Dk(Stl) Cargo battens not fitted	428 360 291	✠100A1 3,41 ~~4,38~~ BS4,38 ✠LMC~~11,35~~ 3,41 ✠NE&B9,08	~~Bgn~~ Got	f	~~N4,38~~ 12,40	1902 12mo	AktLödöse Varf Lödöse A&CP	RederiA/B Bia ~~(A.B.Carlsson, Mgr.)~~ (B.V. Brunulf,Mgr.)	135·2 140·2(O.L.) P38'F18' BK7" len08 CellDBf19'30tFPT	26·2	12·6	Gothenbrg Swedish 3BHCem 21tAPT11t	C.2Cy.12"&27"–18" (s) 125lb 31NHP 1SB,2cf,GS25,HS522 Akt.LödöseVarf.Lödöse	15 ″ 3 s 1 ″ 2¾ 14 ″ 8	
20309 143285 GQDC	**Biafra** ssBkn.No.3-9,34 ssShl.No.1-39 2Dks(Stl)	5405 4782 3298	✠100A1 ~~6,41~~ ~~9,40~~ 1,42 ~~BS11,40~~ ✠LMC~~9,39~~ 1,42	~~Liv~~ ~~NYk~~ NNs	y	CL ~~9,39~~ 12,41	1919 6mo Lloyd	Harland& Wolff,Ld. Greenock 'sA&CP	ElderDempster Lines,Ld. CellDB	400·4 412·7(O.L.) P50'B113'F39 FK 340'1051tFPT128t	52·3	28·5	Liverpool British 7BHptCem APT220t	T.3Cy.25½",44"&73"–48"(s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31 ″ 0 s 6 ″ 0 25 ″ 3	
20310 LCBR	**Bianca** Carrying Petroleum in bulk OilEng. D.F. Mchy.Aft 1Dk CruiserStern	5688 5056 3340					1926	A.B.Göta- verken Gothenburg	RederiA/S Mascot (Arth.H.Mathiesen,Mgr.)	380·7 P228tF72tH333t	55·2	32·1	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29⅜"–59 1/16" 489NHP A.B.Götaverken,Got.		N

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15
20311 1368 9 GPBT	**Biarritz** Ⓟ TwinSc *CruiserStern* *Fitted for oil fuel* 3*Dks*& *Awng dk*3*tr B*	2388 1424 936					1915	W.Denny &Bros. Dumbarton	SouthernRailway	341·2	42·1	24·0	London British *W.B*	4 Steam Turbines SR geared to 2 Sc.Shafts Denny&Co.Dumbarton		BT till 1,4
20312 141871 VCST	**Bic Island** (*ex*CapoNoli-40, *ex*Munardan-37) D.F. 2*Dks*	4000 3432 2480					1917	Workman, Clark&Co.Ld Belfast	CanadianGovt. (CanadianGovt. MerchantMarine, Ld., *Mgrs.*)	370·0 P35'B108'F45'	50·3	25·3	Montreal British *WB*	T.3Cy.26½″,48½″&71½″-48″ 350NHP Wrkman,Clark&CoLd.Bel		C
20313 814 IKWA	**Bice** (*ex*AntonioPadre) AuxBk *OilEng.* *ss*Gen.No.3-7,14 *ss*Gen.No.1-19 (*See Sailing Ship Register*) 1*Dk*2*tr B*	1459 1317 1098	✠ 3,24	Gen	*s*		1902 9mo	N.Odero fù A. SestriPnente	AugustaScarlatti &VittorioMarchi	233·8 217·5 P65'F21'	37·7	20·6 BK9″	Genoa Italian 2*BHCem*	Oil Engines 4S.C.SA 6Cy.15″-21¼″ 131NHP NE*fitted*19 OfficineInsobri,Milan	22 ″ 1	I †
20314 KZAC	**Bicol** (*ex*Borongan) 1*Dk*	367 — 184					1901	Lobnitz& Co.Ld. Renfrew	Madrigal&Co.	150·2	26·0	9·5	Manila Utd. States	C.2Cy.27″&56″-46″ 177NHP Lobnitz&Co.Ld.Renfrew		
20315 114001 MDCP	**Bidassoa** 1*Dk*	558 503 325					1901	Lobnitz& Co.Ld. Renfrew	Ministry of War Transport(Bristol SteamNav.Co.Ld. *Mgrs.*)	169·6 B40'F21'	26·9	14·0	Falmouth British *WB*	C.2Cy.15″&35″-24″ 50NHP Lobnitz&Co.Ld.Renfrew		VI —
20316 153919 VJPL	**Bidelia** (*ex*Cardross-35) *ss*Syd.No.3-3,39 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1364 907 775	✠100A1 ~~5,41~~ ~~10,40~~1,42 ~~BS5,40~~ ✠LMC3,39	Syd BS4,41	*o*	CL 10,40	1927 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	JohnBurke,Ld. *CellDBa&* *uE54'f92'244t*	227·2 237·7(O.L.) Q85'B96'F27' FK *DTa21'70t FPT32t*	34·9	14·8	Brisbane British 4*BHCem* *APT14t*	T.3Cy.17¼″,28½″&48¼″-33″ 200lb (*s*) 179NHP 2SB.*6pf*,GS102,HS3104 J.Lewis&Sons,Ld.Abn.	16 ″ 9 s ″ 5½ 16 ″ 5½	
20317 LJVO	**Bidevind** *OilEng.* D.F. E.S.D. 1*Dk*& *Shelter dk* *CruiserStern*	4956 4403 2908					1938	Flensburgr Schiffsb.Ges. Flensburg	A/S Borgestad	414·3 F28'	55·7	25·0	Porsgrunn Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝″-43 5/16″ 969NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
20318 220637 KESQ	**Bidwell** *OilEng.* *ss*Phl.No.2-40 *ss*Phl.No.3-6,32 *Mchy.Aft* ~~*ss*Phl.No.1-36~~ GyC. 2*Dks*(*Stl*)& *web frames* *Longitudinal framing*	6837 6269 4185	100A1 5,41 ~~11,40~~ ✠LMC ✠NE23 DBS2,41 *CarryingPetr*	Phl CS11,40 11,40 *oleum*	*b*† *in*	CL 3,40 *bulk*	1920	Baltimore D.D.&S.B.Co Baltimore, Md. AP	SunOilCo. *CellDBuE&B54'* *DTf40'456t*	431·0 P105'B36'F38' FK 548*t* *FPT232tAPT102t*	59·2	33·3	Phildlphia Utd.States 17*BHptCem* (13 *to U dk* 4 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.22 13/16″-91¼″ DB*200lb* 640NHP SunSB.&DD.Co.ChesterPa	33 ″ 4	•
20319 142625 GPSZ	**Biela** (*ex*WarMastiff) *ss*Liv.No.3-2,31 *ss*Liv.No.1-34 D.F. 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5298 4853 3218	✠100A1 7,41 ~~7,40~~ Examined ~~1,41~~ 1,42 ✠LMC MS11,38 ~~BS7,40~~7,41	~~Mch~~ ~~Lon~~ Liv	*y*	CL 4,39	1918 9mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	Lamport&Holt Line,Ld. *CellDB*	400·3 P49'B113'F40' FK 340'1067*t FPT*135*t*	52·4	28·5	Liverpool British 7*BHptCem* *APT198t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEng.CoLd Sld	31 ″ 0 s5 ″ 11⅜ 25 ″ 3½	
20320	**Bienvenido** *ss*Jck.No.2-21 1*Dk*(*Stl*)& *Shade dk*	*944* *732* *482*	✠ 8,25 ✠	Jck	*m*		1912 9mo	A.Vuijk& Zonen Capelle a d Ysel	P.N.& J.M.Carranza *CellDB*	210·3 *a51'uE13'f92'215t*	32·1	14·9 FK	Ciudad Bolivar Venezuelan 4*BHCem*	T.3Cy.17½″,28½″&47″-30″ 144NHP 2SB,*4pf*,GS69,HS2406 G.T.Grey,SouthShields	17 ″ 0	
20321 220989 KDNE	**Bienville** (*ex*Exarch-37, *ex*Naamhok) 2*Dks*& *Web frames* *Fitted for oil fuel*	5491 — 3467	✠ … 3,22 ✠				1921 1mo	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 P36'B124'F44'	54·2	30·4 FK	Mobile Utd.States *WB*	2 steam turbines DRgeared to 1 sc.shaft 645NHP WestinghouseElectric &Mfg.Co.E.Pittsburg	32 ″ 10	R †
20322 7913 SDGT	**Bifrost** (*ex*Rotha-33) *ss*Got.No.3-8,33 *ss*Got.No.1-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1781* *1329* *991*	✠100A1 12,41 ~~1,41~~ Examined 3,42 Bly ~~BS8,40~~ ✠LMC7,37 8,41	~~Liv~~ Bry	*q*	CL 12,40	1923 1mo *Lloyd*	WoodSkin- ner&Co.Ld Newcastle *'sA&CP*	RederiA/B Bifrost (J.R.Trapp) *CellDBa77'uE1*	258·5 260·5 Q153'BonQ52'F29' 8'*f*102'448*tFPT*92*t*	37·7	16·3 FK	Gothenbrg Swedish 4*BHCem* *APT150t*	T.3Cy.20″,33″&54″-36″ (*s*) 180lb 208NHP 2SB,*6cf*,GS99,HS3440 N.E.MarineEngCoLd.Nwc	18 ″ 7 s5 ″ 7 17 ″ 2	
20323 4163 JDQB	**Bihuku Maru** Ⓟ (*ex*BifukuMaru- 38,*ex*KosaiMaru) *ss*Yka.No.2-07 2*Dks*& *Spar dk*(*Stl*-teak s)	2558 2446 1332	✠ 2,07 ✠	Yka	*t*		1899 4mo	Lobnitz& Co.Ld. Renfrew	NipponSuisan K.K. *CellDBa90'uE&*	312·0 B8' B90'*f*88'468*t FPT*	39·2	18·7 26·2 BK10″	Tokyo Japanese 5*BHCem* 20*t APT*14*t*	T.3Cy.25 9/32″,42″&67″-48″ 377NHP 2DB,*6cf*,GS233,HS6300 Lobnitz&Co.Ld.Renfrew	29 ″ 6	
20324 LKBZ	**Bill** 1*Dk* *Fitted for oil fuel* *CruiserStern*	2445 2079 1444					1939	MossVærft &Dokk,A/S Moss	A/S Bill(L.Gill- Johannessen)	304·7 P25'B184'F25'	47·7	18·5	Oslo Norwegian *WB*	C.3Cy.(2)15¾″&39⅜″-31½″ &LPturbine with reduction gear&chain drive 228NHP HS3245 MossVærft&Dokk,A/S		N
20325 DHCK	**Bille** *Mchy.Aft* Sub.Sig. 1*Dk*	665 535 344					1920	Stocks& Kolbe Kiel	Bugsier-Reed. u.Bergungs A.G.	176·0 P115'F23'	31·3	12·3	Brmrhavn German *WB*	T.3Cy.12 9/16″,19 11/16″&32 5/16″- 22 7/16″ 49NHP C.Wollheim,Breslau		G
20326 144936 MKDW	**Bilton** *ss*Bly.No.3-3,33 *ss*Bly.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	746 505 375	✠100A1 7,41 ~~4,40~~ Examined 1,42 BS1,42 ✠LMC1,37 *Fitted for oil*	Bly Gls *fuel* 8	,20	CL 4,40 *F.P. a*	1920 8mo *Lloyd* *bove* 1	J.S.White &Co.Ld. Cowes *'sA&CP* 50° F.	Tyne-TeesSteam ShippingCo.Ld. *CellDBf*110'	180·6 Q111'B11'F24' FK 166*tFPT*38*t*	29·3	11·5	Middlsbro' British 3*BHCem*	T.3Cy.15″,25½″&41″-30″ (*s*) 180lb 93RHP 1SB,*3cf*,GS49,HS2127 J.S.White&Co.Ld.Cowes	13 ″ 7 s 3 ″ 8¾ 13 ″ 6	
20327 141895 GBMV	**Binfield** *ss*Bom.No.3-8,27 *ss*Cal.No.2-35 1*Dk*(*Stl*)& *Web frames* *Cargo battens not fitted*	5180 4709 3170	✠100A1 ~~2,41~~12,41 Examined ~~2,41~~ 12,41 ✠LMC MS2,40 ~~BS8,40~~8,41	~~Bom~~ Cal	*y*	CL ~~12,39~~ 12,41	1919 4mo *Lloyd*	Sir Raylton Dixon&CoLd Middlesbro' *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·3 P49'B112'F39' FK 345'1122*t FPT*123*t*	52·4	28·5	Glasgow British 7*BHptCem* *APT177t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
20328 109652 VLDZ	**Bingera** *OilEng.* *ss*Syd.No.1-40 1*Dk* *Cruiser Stern*	922 584 399	✠100A1 2,40 ✠LMC CS10,39 2,40	Syd	*l*	CL 2,40	1935 9mo *Lloyd*	Wm Denny &Bros.Ld. Dumbarton *'sA&CP*	Australasian UnitedSteamNav. Co.Ld. *CellD*	200·2 207·2(O.L.) P26'Q86' FK BonQ46'F24' *B*158'267*t FPT*33*t*	34·1 35·9	9·0	Bundabrg British 4*BHptCem* *APT38t*	Oil Engines 4S.C.SA 6Cy.19 1/16″-35 7/8″ 224NHP J.G.Kincaid&Co.Ld Grk.	13 ″ 9 s 4 ″ 4½ 13 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20329 PDDI	**Bintang** *OilEng.* D.F 3*Dks*	6481 6050 4027	100A1 (*Classification Contemplated*) Examined 7,41 7,41	Bat DBS8,41		CL 7,41	1916	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·0 P59'F42'	54·7	33·6	Batavia Dutch *WB*	Oil Engines 2S.C.SA 6Cy.30"-52⅔" 2DB*135lb* NE25 940NHP SulzerBros.Winterthur		V
20330 172767 VRDV	— TwinSc3Mst *OilEng.* ssH.Kg.No.3-11,34 ssBgk.No.1-38 1*Dk*(*Stl*)&*Awng dk* (*Stl*-teak s)	2825 2560 1769	✠100A1 *Awng dk* *withfreeboard* 9,41 ~~7,40~~ ✠LMC CS7,39 3,40	~~Sng~~ Bom	s	CL S7,40 P9,41	1922 5mo *Lloyd*	A/S Nakskov Skibs. Nakskov *'sA&CP*	Ministry of War Transport (United BalticCorp.Ld. *Mgrs.*) *CellDB*243'574t	284·8 F30'*onAwngdk* FK *Collision&afterpea* *FPT*36t*APT*55t	44·2	25·4	HongKong British *ptCem* *kBHstoAdk* 2 ″ ″ *U* ″	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-26" 453NHP Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 7 ″ 6 20 ″ 10¾	
20331 PKOT	**Bintoehan** 1*Dk*	1021 844 554					1921	N.V.Werf Hubertina Haarlem	Kon.Paketvaart Maats.	229·6 P25'B64'F25'	38·4	12·8	Batavia Dutch *WB*	T.3Cy.15¾",25¾"&43"-27" 96NHP N.V.WerfHubertina		V
20332 47917 GKLD	**Birchbank** TwinSc *OilEng.* ssAnt.No.3-2,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Tonnage opening closed*'41(*W.E.*)	5151 4768 3117	✠100A1 *withfreeboard* 11,41 Examined 3,42 DBS3,41 ✠LMC2,37 ✠LMC(M)2,39 *Carrying vegetable oil in deep tank*	~~Cal~~ Syd Cal	a†	CL 8,39	1924 9mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*357'1121t *Tanks between*	*tunnels* 115'251t *D*		FK	7*BHptCem* (*Coll to Sh dk* 6 ″ *2nd* ″) *Tf*32' 1067t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB*110lb* 717NHP Harland&Wolff,Ld.Gls. *FPT*106t*APT*132t	~~29 ″ 2~~ ~~s3 ″ 7¼~~ ~~25 ″ 8~~ 37 ″ 2 s10 ″ 11 26 ″ 8	†
20333 157592 VJFZ	**Birchgrove Park** ssSyd.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	640 450 247	✠100A1 3,41 ~~10,40~~ BS6,41 ✠LMC MS10,39 ~~BS11,40~~	Syd	i	CL ~~10,40~~ 6,41	1930 11mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	R.W.Miller&Co. Pty.Ld. *CellDBuE*20'*f*82'	153·4 160·1(O.L.) Q67'F27' FK 163t*DTf*4'15t*FPT*	34·1 *34·3*	10·7	SydneyNSW British 3*BH pt Cem* *ptAsp* 45t*APT*6t	T.3Cy.14",24½"&40"-27" (s) 200lb 93RHP 1SB,*3cf*,GS60,HS2100 J.Lewis&SonsLd.Abn.	12 ″ 7 s ″ 9 11 ″ 11	
20334 147893 VCGN	**Birchton** *Mchy.Aft* *Well deck* 1*Dk*	1732 1374 1006	✠ ... 7,27 ✠				1924 4mo	A.McMillan&Son,Ld. Dumbarton	Gulf&LakeNav. Co.Ld.(R.A. Carter,*Mgr.*)	250·0 Q92'F36' FK	43·2	15·5	Montreal British *WB*	T.3Cy.15",26"&42"-30" 89RHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 6	R †
20335 506 SEHA	**Birger Jarl** Ⓟ Sub.Sig. 1*Dk*&*Shelterdk*	*761* *451* *479*					1893	W.Lindbergs,Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	187·2 H72t	28·6	13·9 21·1	Stockholm Swedish *WB*	T.3Cy.18½",29¾"&48¾"-29¼" 128NHP W.Lindbergs,M.V.Skm.		
20336 OZIA	**Birgit** Now sailing as "St. Etienne" D.F. 1*Dk*	1971 1680 1189					1924	Lübecker Maschb.Ges. Lübeck	A/S Dampskslsk Dania(Chr. Andresen,*Mgr.*)	280·0	40·4	8·3	Esbjerg Danish *WB*	T.3Cy. LübeckerMaschb.Ges.		G
20337 DHCL	— (*ex*Pentelikon) 1*Dk*	325 283 175					1921	Schiffs.-u Dckbauwerft Flender Lübeck	MathiesReederei K.G.	139·0 B34'F21'	22·5	11·8	Hamburg German *WB*	C.2Cy.14¾"&22¾"-15¾" 17NHP G.Seebeck A.G. Wesermünde-G.		G
20338 7982 SKVD	**Birgitta** (*ex*Anglos-34,*ex*Neath Abbey,*ex*Vardaas, *ex*Moland) ssHul.No.3-6,34 ssLkr.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	*1363* *1135* *756*	✠100A1 8,41 ~~9,40~~ ✠LMC MS2,38 BS~~10,40~~ 1,42	Nwc	o	OG ~~1,39~~ 8,41	1921 2mo *Lloyd*	Kalundborg Skibs. A/S. Kalundborg *'sA&CP*	RederiA/B Berget (Fänges&Pählssons Rederier, *Mgrs.*) *CellD*	233·7 244·0(O.L.) P13'B50'F29' FK *B*195'408t *FPT*63t	37·2	16·1	Lerberget Swedish 4*BHCem* *APT*73t	T.3Cy.16⅛",25$\frac{9}{16}$"&42⅛"-29½" 185lb (s) 120NHP 2SB,*4cf*,GS67,HS202 A/SSmith,Mygind& Hüttemeier,Copenhagen	18 ″ 0 s 1 ″ 11 16 ″ 2	
20339 158779 GLYL	**Birgitte** D.F. 1*Dk*	1595 1212 934					1930	Helsingörs Jernsk&Msk. Elsinore	Ministry of War Transport (W.A. Massey&Sons,Ld. *Mgrs.*)	253·5 P16'Q80'B106'F32'	39·0	15·4	London British *WB*	C.4Cy.(2)14¾"&(2)31½"-31½" HS2350 144NHP HelsingörsJernsk.&Mskb.		C
20340 LCWC	**Biri** TwinSc D.F. 1*Dk*	940 687 524					1914	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	221·0 Q64'B53'F28'	33·5	12·2	Oslo Norwegian *WB*	T.6Cy.10",17"&28"-18" 66NHP NylandsVærksted,Oslo		N
20341 LDDA	**Birk** 2*Dks*	3664 3359 2178					1920	R.Duncan &Co.Ld. PortGlasgow	D/S A/S Storli (A/SRederiet Odfjell, *Mgrs.*)	359·8 P73tH218tF14t	52·1	23·6	Bergen Norwegian *WB*	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Ld.Gls.		N
20342 DJUF	**Birka** D.F. E.S.D. *Cruiser Stern* 1*Dk*	1000 754 508					1937	Flensburgr Schiffsb.Ges. Flensburg	MathiesReederei K.G.	240·3 P16'B&F214' *Upper*F22'	34·1	12·2	Hamburg German *WB*	C.4Cy.(2)14$\frac{9}{16}$"(2)31½"-31½" HS2788 184NHP FlensburgerSchiffsb.Ges.		G
20343 8043 SJKN	**Birkaland** *OilEng.* ssGot.No.1-39 D.F. *Ref.Mchy.* 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	2663 2215 1372	✠100A1 *withfreeboard* 7,41 ~~10,40~~ ✠LMC CS6,39 DBS6,39 ~~6,38~~ 1,42 ✠Lloyd'sRMC4,40 for temp. 21° F. *Carrying oil fuel F. P. above 150°F. or vegetable oil in deep tank & in wing DB tanks in ER*	Got	w	CL ~~6,38~~ 7,41	1935 10mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg *'sA&CP*	Ångf.A.-B.Tirfing (SvenskaOrient Linien)(T.E.J:son Broström,*Mgr.*) *CellDB*247'784t*M*	353·2 370·4(O.L.) FK *T*24'297t *Tanks in way of tunnel*	50·1	19·4	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 ″ *2nd* ″) 167t*APT*58t	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP DB*80lb* EriksbergsMV.Aktieb Got	22 ″ 3 s ″ 10¾ 21 ″ 6	
20344 DIAQ	**Birkenau** (*ex*Barbara-33) *OilEng.* 2*Dks* GyC. *Cruiser Stern*	1990 1585 1028					1926	Act.Ges. Weser Bremen	BugsierReed.u. BergungsA.G.	284·6 P&B228'F32'	43·4	16·6	Brmrhavn German *WB*	2 Oil Engines 4S.C.SA Coupled to 1 sc. shaft by hydraulic transformers 12Cy.14$\frac{3}{16}$"-20½" 235NHP Act.Ges.Weser,Bremen		G
20345 DOHT	**Birkenfels** Sub.Sig. 2*Dks*	6322 5812 3851					1922	Act.Ges. Weser Bremen	DeutscheDampfs. Ges."Hansa"	431·6 P60'B132'F53'	56·5	30·3	Bremen German *WB*	T.3Cy.29½",47"&76¾"-54" &L.P.turbine 430NHP Act.Ges.Weser,Bremen		G
20346 221700 KDVL	**Birkenhead** ssPhl.No.3-12,33 ssBal.No.1-37 *Mchy.Aft* *Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	6960 6398 4297	✠100A1 4,42 Examined 4,42 BS4,42 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above 150° F.* ✠LMC7,41	~~Bal~~ Bal	a†	CL 8,40	1921 10mo	MooreS.B. Co. Oakland,Cal. A&CP	Socony-Vacuum OilCo.Inc. *CellDB* *uE&B*61'143t*DT*	425·0 P106'B50'F41' FK *f*35'948t*APT*122t	57·2	33·1	NewYork Utd.States 16*BH ptAsp* (9 *to U dk* 7 ″ *2nd* ″)	T.3Cy.27¾",46"&78"-51" (s) 220lb 680NHP 3SB,*9cf*,HS9900 FD Hooven,OwensRentschlerCo.Hamilton,O.	33 ″ 0 s5 ″ 10¾ 27 ″ 4	

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* 7isites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	1
20347 142761 MJLN	**Birker Force** (*ex*Elloughton-35) *ss*Hul.No.3-12,31 *ss*Liv.No.2-40 ~~*ss*Bwg.No.1-35~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	953 674 489	✠100A1 6,41 ~~5,39~~ BS~~7,40~~ ✠LMC~~11,35~~ 6,41	~~Bkn~~ Shl MS2,40	*l*	OG 2,40	1919 1mo *Lloyd*	GooleS.B. &RepgCo.Ld Goole '*sA&CP*	WestCoastShippng Co.Ld.(W.S.Kennaugh&Co.*Mgrs.*) *Cel*	200·1 Q118'B13'F24' *lDBf*120' 195*tFPT*	32·1	12·8 FK	Whitehvn British 3*BHCem* 65*tAPT*54*t*	T.3Cy.15",25"&40"-30" (*s*) 180lb 113NHP 2SB,4*pf*,GS62,HS2000 Earle'sCo.Ld.Hull	15 ″ 1 s 4 ″ 10½ 14 ″ 8	
20348 418 IBRE	**Birmania** *OilEng.* *ss*Tri.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*in No.*1 *hold*	5305 4149 3065	✠100A1 *withfreeboard* 7,39 ✠LMC DBS10,39 *Fitted for car* NO LATER	Ven CS10,39 1,39 *rying* SURV	*a*† *oil* EY	CL N11,37 11,30 REPO	1930 11mo *Lloyd* *F.P.a* RTED	Cantieri RiunitiDell' Adriatico Monfalcone '*sA&CP* *bove*150°F. *in*	"Italia"Soc.Anon. diNav. *CellDB* *deeptank* *DTs*	440·7 423·1 F35' 340'1159*t* 41' 1155*t* *FPT*133*t*	56·2	23·6 FK	Trieste Italian 8*BH* (*Coll to Sh dk* 7 „ 2*nd* „) *APT*107*t*	Oil Engines 2S.C.SA 8Cy.29½"-49$\frac{3}{16}$" 1219NHP DB*100lb* Soc.An.FiatS.G.M.Turin	27 ″ 2 s 3 ″ 1¼ 24 ″ 2½	
20349 PDDL	**Birmingham** *OilEng.* *ss*Rot.No.1-39 *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	399 286 257	✠100A1 5,41 ~~2,40~~ ✠LMC9,39	~~Rot~~ Liv	*f*	~~2,40~~ 5,41	1934 11mo *Lloyd*	NVRotter-damDroogd. Maats. Rotterdam '*sA&CP*	Internationale KustvaartMaats. *Cell*	153·3 P34'F16' *DB*97 148*tFPT*25*t*	25·2	8·5 FK	Rottrdam Dutch 3*BHCem* *APT*23*t*	Oil Engines 2S.C.SA 5Cy.10⅜"-18⅞" 102NHP Geb.Stork&CoNVHengelo	11 ″ 0 s 1 ″ 1 9 ″ 11½	
20350 220160 KUTT	**Birmingham City** *ss*Bal.No.3-4,32 *ss*Bal.No.2-40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) GyC. &*Web frames* *Longitudinal framing*	6194 5579 3844	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~4,40~~ 2,42 ✠LMC4,40 *Fitted for oil*	~~Bal~~ SFo 2,42 BS~~5,41~~ *fuel* 6,	*z* 20	CL ~~4,39~~ 2,42 *F.P. a*	1920 6mo *bove* 1	Chickasaw S B &CarCo. Chickasaw, A&CP Ala. 50° F.	IsthmianS.S.Co. *CellDb*	395·5 P45 B110 F38' 331 1508*t* *FPT*187*t*	55·0	31·4 FK	NewYork Utd.States *ptCem* 7*BHtoShdk* *APT*175*t*	T.3Cy.24⅝",41½"&72"-48"(*s*) 210lb 587NHP 3SB(Spt),9*cf*,GS180 FD HS8919 Hooven,OwensRentschlerCo.Hamilton,O.	34 ″ 11 s 7 ″ 10¾ 27 ″ 2¾	
20351 OXFA	**Birte** D.F. 1*Dk*	1741 1369 1027					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/SMyren (Holm&Wonsild, *Mgrs.*)	261·0 P15'Q77'B106'F30'	40·1	16·9	Copnhagn Danish *WB*	T.3Cy.18",29"&48"-33" 132NHP KjbnhavnsFlydk.&Skbs.		V
20352 145523 GBLQ	**Birtley** *ss*Shl.No.3-8,33 *ss*Sld.No.2-41 ~~*ss*Bly.No.1-37~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2873 2576 1696	✠100A1 7,41 ~~12,40~~ ~~BS11,39~~ ✠LMC~~2,37~~ MBS1,41	~~Nwe~~ Sld MS7,41 DBS7,41	*u*	CL ~~11,39~~ 6,41	1923 5mo *Lloyd*	WoodSkin-ner&Co.Ld Newcastle '*sA&CP*	BurnettS.S.Co.Ld. *C*	334·3 P27'B70'F25' *ellDB*276'793*tFPT*	44·6	21·6 FK	Newcastle British 5*BHptCem* 87*tAPT*230*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 337NHP 2SB(Spt)8*cf*,GS140,HS5732 N.E.MarineEng.CoLd.Sld	24 ″ 0 s 4 ″ 1½ 20 ″ 1	
20353 77 YLBP	**Biruta** (*ex*Wraymore,*ex*Pomaron) 1*Dk*	1823 1664 1100					1907	Grngem'tl &Greenock DockyardCo. Grngemouth	P.Danneberg	276·0	40·4	19·0	Riga Latvian *WB*	T.3Cy.20½",33"&54"-36" Richardsons, 175NHP Westgarth&Co.Ld.		C
20354 28721 JRUE	**Bisan Maru** Ⓟ 2*Dks*	344 288 201					1922	Sanoka-wayaYasu-taro,Osaka	SetuyoSyosen K.K.	130·0	22·5	14·5	Osaka Japanese	T.3Cy.11⅛",17¾"&30"-20" OharaZosen 40NHP Tekkosho, Osaka		
20355 KZMX	**Bisayas** (*ex*Merritt) TwinSc 1*Dk*&*Awng dk* *Fitted for oil fuel*	2832 — 1497					1912	Shanghai Dk.&E.Co.Ld Shanghai	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	285·0	45·0	17·7	Manila Utd.States *WB*	T.6Cy.16½",27"&44"-33" 111NHP ShanghaiDck.&E.Co.Ld.		V
20356 FNGZ	**Biscarosse** (*ex*SeaVictory-37) *ss*Bkn.No.3-4,32 *ss*Gmh.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1937* *1634* *1002*	✠ … 2,40 *Shelter dk* ✠	Rou	*s*		1919 12mo	ClydeS.B. &Eng.Co.Ld PortGlasgow	Cie.France-NavigationS.A. (*in liq.*)(Worms&Cie.*Mgrs.*) *CellDB*244'564*t*	290·0 *FPT*62*tAPT*79*t*	42·4	26·9 FK	Marseilles French *Cem* 2*BHtoShdk* 4 „ „ *U* „	T.3Cy.22",36"&61"-39" 273NHP 2SB,6*cf*,GS129,HS4502 ClydeS.B.&Eng.Co.Ld.	21 ″ 2	
20357 LKGE	**Biscaya** 1*Dk*&*Shelter dk* *CruiserStern*	1323 1116 716					1939	Kaldnes Mek.Verks Tönsberg	Dampskintsk Garonne ogFearnley&EgersBefragtningsforretningA/S (Fearnley&Eger, *Mgrs.*)	249·4	42·2	15·7	Oslo Norwegian *WB*	C.2Cy.15¾"&31½"-30"&LP Turbine with DR gearing & hydraulic coupling KaldnesM.V.Tönsberg		N
20358 165468	**Bishopdale** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk*,2*nd dk clear of* *CruiserStern* *cargo tanks* *Longitudinal framing at bottom&at deck*	8406 7484 5007	✠100A1 2,41 DBS10,41 ✠LMC6,37 *CarryingPetr*	Ber- muda *oleum*	*d*† *in*	CL *bulk*	1937 6mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	TheAdmiralty *CellDBuE*78'178*t*	467·6 481·5(O.L.) P105'B43'F46' *DTf*34'427*tFPT*20	61·7	33·9 FK	London British 17*BHptCem* *ptAsp* 9*tAPT*198*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
20359	**Bitterfeld** D.F. *Ref.Mchy.* Sub.Sig. 2*Dks*	7659 6750 4482					1930	Frd.Krupp Akt.Ges. Kiel		477·5 P38'B&F429' *Upper*F41'	63·2	28·4	*WB*	4SRgearedSteamTurbines E*made*23*refitted*30 Blohm&Voss,Hamburg		G
20360 LKKV	**Biwi** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Electrically welded* *CruiserStern* *CarryingPetroleum in bulk*	790 551 369					1940	Glommens MekVrksA/S Fredrikstad	A/S Gijoh L.Gill-Johannessen, *Mgr.*)	209·0 P59'F27'	31·8	11·9	Oslo Norwegian	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{7}{16}$" 156NHP A/B Atlas-Diesel,Skm.		N
20361 28108 JPDD	**Biyo Maru** *ss*Kob.No.3-2,34 *ss*Kob.No.1-39 2*Dks*(*Stl*)	5480 4988 3922	✠100A1 12,40 ✠LMC12,40	Kob	*z*	CL 9,38	1921 5mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenK.K.	400·0 P33'B124'F41' *CellDB*334'921*t*	53·2	29·4 FK	Yokohama Japanese 6*BHptCem* *APT*28*t*	2Turbo-ElectricMotorsSR geared to 1 Sc. Shaft (*s*) 220lb HS6152 FD 390NHP 2SB(Spt),&1AuxSB(Spt) 8*cf*,GS160 SvenskaTurbinfabriks, A/BLjungström,Finspong	32 ″ 0 s 6 ″ 7 25 ″ 9	
20362 ONBK	**Bizon** (*ex*Ellen-40) *ss*Cpn.2ndNo.3-7,29 *ss*Svb.No.2-38 1*Dk*(*ptIrn*&*ptStl*)&*deep framing*	783 677 441	✠100A1 3,40 BS3,40 ✠LMC12,37 Surveys delayed	Ant	*l*	OG 12,39	1907 12mo *Lloyd*	Kjöbnhvns Flydk.&Skbs Copenhagen '*sA&CP*	"Sonaco"Soc.de Navigation et de CommerceS.A. ("Navex"Soc. Anon.(Société d'Expedition&de Navigation)*Mgrs*) *CellDBa&uE*	211·2 219·7(O.L.) P22'B59'F21'	30·7	13·1 FK	Antwerp Belgian 4*BHCem* 68'*f*88' 237*t*	T.3Cy.14",23"&37"-24" (*s*) 180lb 79NHP 2SB,4*cf*,GS40,HS1300 KjbnhavnsFlydk.&Skbsv. *FPT*39*tAPT*26*t*	15 ″ 6 s 1 ″ 7¼ 14 ″ 0	
20363 LCYD	**Bjarköy** Ⓟ (*ex*Bjarkö-36) 1*Dk*&*Awng dk*	311 271 176					1907	Trndhjms Mek.Værks Trondheim	A/S TromsFylkes Dampskibsselskab	128·0 H18*t*	21·6	15·4	Tromsö Norwegian	T.3Cy.11¼",18½"&30"-20" 40NHP TrondhjemsMek.Værks.		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20364 LDLX	**Bjerka** (exLevisa) ssOsl.2ndNo.3-8,39 Sub.Sig. 1Dk(Stl)	1893 1671 1103	✠100A1 ~~1,41~~ 12,41 BS10,41 ~~BS9,40~~ ✠LMC8,39 Fitted for oil fuel7,23 F.P. above 150°F.	Nwc	r	CL 3,40	1916 10mo	Detroit S.B.Co. Wyandotte A&CP	SkibsA/SOrion (M.Bruusgaard& H.Bödtker-Næss Jr.Mgrs.) CellD	251·0 P28'B65'F27' FK B212' 512t FPT67t	43·8	18·2	Oslo Norwegian 4BHCem APT77t	T.3Cy.20",33"&54"-40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 DetroitS.B.Co.Detroit	20 " 2 s 2 " 6½ 17 " 10¼	
20365 LIXZ	**Björnn** (exBolivia-35) ssCpn.No.2-29 D.F. 3Dks(Stl)	5509 5044 3353	— 7,35	Cpn			1921	F.Schichau Danzig	RederiA/S Henneseid(ThoralfHolta, Mgr.) CellDBa&uE151' f	398·9 F54' FK 190'1192t FPT138t	55·9	29·3	Porsgrunn Norwegian 5BHptCem (4 to 2nd dk) APT46t	T.3Cy.23¾",37 7/16"&61"-39" &LP Turbine withDRgearing&hydraulic coupling NE35 FredrikstadM.V.Frdstad	33 " 11	N †
20366 LCZK	**Björgvin** Ⓟ (exNorge) 2Dks	792 701 384					1909	Fredrkstad Mek.Værks. Fredrikstad	A/SArendals Dampskibsselskab	180·8 H71t	28·7	20·4	Arendal Norwegian 5BH WB	T.3Cy.18",29"&49"-30" Richardsons, 132NHP Westgarth&Co.Ld.Mdb.		N
20367 LKBE	**Björkhaug** (exStadZaandam-38) Sub.Sig. D.F. 1Dk	2094 1800 1213					1919	J.Meyer's Scheepsb.Mij. Zalt-Bommel	Rederi A/S Björkhaug(Elling Aarseth)	280·7 P18'B69'F32'	41·3	19·2	Aalesund Norwegian WB	T.3Cy.21⅝",32 3/10"&53½"-36⅕" 170NHP Thyssen&Co.A.G.Mülheim		G
20368 79066 SDFT	**Björkö** (exPhyllisSeed-33) ssMmo.No.1-41 ssMmo.No.3-3,37 1Dk(Stl)&Webframes Corrugated Sides Cargo battens not fitted	2240 2005 1296	✠100A1 ~~3,41 1,40~~ 4,42 BS4,42 ✠LMC3,41 ~~MS3,37~~ BS2,40	~~Got~~ ~~Mmo~~ Got	s	CL 3,40	1924 12mo	NewWater-wayS.B.Co Schiedam Lloyd'sA&CP	RederiA/B Rex (K.M.Kallström, Mgr.) CellD	293·4 290·8 P26'B74'F28' FK B246' 559t FPT53t	45·0	19·5	Stockholm Swedish 5BHCem APT94t	T.3Cy.21",34½"&57"-39" (s) 180lb 100lb 249NHP 2SB,6cf,GS122,HS4234 NewWaterwayS.B.Co.	21 " 6 s 3 " 0¾ 18 " 6¾	
20369 602 OHAI	**Björneborg** (exArnöy,exVestland, exSt.Andrew, exMaria) ssKel.3rdNo.3-8,33 ssAboNo.1-38 1Dk(Irn)&Webframes &ptAwngdk(Irn) D.F. Cargo battens not fitted	2466 1813 1401	✠100A1 pt Awng dk withfreeboard 7,40 ✠LMC MS6,38 BS12,39 No later survey reported	Got	s	CL 6,38	1894 2mo	Ropner& Son Stockton A&CP	RederiA/B Suomi (G.B.Thorden, Mgr.) Intermediate BH in forward hold dispensed with	305·1 293·6 P29'Q86' ptAwngdk180' FK CellDB242' 466t	40·0 40·4	26·1 17·9	Helsingfrs Finnish Cem APT30t 4BH	T3Cy23⅛"36½"&62½"-39"(s) 160lb NDB20 236NHP 2SB,6rf,GS99,HS3528 Blair&Co.Ld.Stockton	21 " 0 s 7 " 9 20 " 2	
20370 LJZP	**Björnvik** (exRuna-38,exReiås-37, exElfi-36, exGlynarthen, exKildress) ssOsl.No.3-7,31 ssOsl.No.1-36 1Dk(Stl) Cargo battens not fitted	812 677 386	✠100A1 11,41 Examined 3,41 ✠LMC7,36 MBS10,41 DBS5,41	Cff Npt	l	CL 5,41	1918 11mo	Cochrane &Sons,Ld. Selby Lloyd'sA&CP	A.F.Björnstads RederiA/S (A.F.Björnstad)	213·1 218·6(O.L.) B44'F27' FK len20 CellDBuE26'20t	30·0	15·2	Oslo Norwegian 4BHCem DTf42'100t	T.3Cy.16",26"&44"-26" (s) 200lb NDB20 100lb 132NHP 1SB,3cf,GS61,HS1825 FD MacColl&Pollock,Ld.Sld.	16 " 5 s 1 " 10 14 " 7½	
20371	**Black Condor** (exAla-35) 2Dks&Webframes D.F. Fitted for oil fuel Now "Empire Lapwing," see letter E.	5358 4971 3386	✠ ... 4,22 ✠				1921 2mo	Merchant S.B.Corp. Harriman,Pa	Ministry of War Transport(Cairn Line of Steamships,Ld.Mgrs.)	400·7 P36'B124'F44' FK	54·2	30·4	British WB	2SteamTurbinesDRgeared to 1 Sc. Shaft 661NHP WestinghouseElectric& Mfg.Co.Essington,Pa	32 " 10	R †
20372 220628 KDFH	**Black Eagle** (exTomalva-32) 2Dks E.S.D. D.F. Fitted for oil fuel Now "Hoosier," see No. 36911 in Supplement	5060 4598 3123					1920	American International S.B.Corp. HogIslandPa	BlackDiamond ~~Lines,Inc.~~ SteamshipCo.	390·0 P39'B121'F43'	54·2	27·0	NewYork Utd.States WB	DR GearedSteam Turbine GeneralElectricCo. Schenectady,N.Y.		R
20373 217693 KEPT	**Black Hawk** (exSaco-32) 2Dks&Webframes E.S.D. D.F. Fitted for oil fuel Now "Green Mountain," see No. 36765 in Supplement	4988 4740 3085	✠ ... 6,20 ✠				1919 4mo	American International S.B.Corp. HogIslandPa	BlackDiamond ~~Lines,Inc.~~ SteamshipCo.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
20374 215957 WFDH	**Black Point** (exNebraskan, exFairmont) ssBos.No.3-7,30 ssN.Yk.No.2-39 D.F. E.S.D. 1Dk(Stl)&Webframes	5353 4758 3363	✠100A1 4,41 ~~4,40~~ ✠LMC MS6,39 ~~BS4,40~~ 4,41	~~NYk~~ Bos	y	CL ~~4,38~~ 4,41	1918 2mo	New York S.B Corp. Camden,N.J. A&CP	CoastwiseTransportationCorp. CellDB320'1882t	368·6 P27'B72'F31' FK FPT220tAPT201t	55·2	30·5	Boston Utd.States 7BHCem	T.3Cy.25",39¾"&70"-46" (r) 195lb 462NHP 3SB,9cf,GS154,HS6624 FD NewYorkS.B.Corp.	34 " 5 s 7 " 10 27 " 0	
20375 LJWG	**Black Prince** Ⓟ TwinSc OilEng. D.F. E.S.D. 1Dk&Shelter dk Ref.Mchy CruiserStern	5039 3431 2935					1938	A/S Akers Mek.Verks. Oslo	A/S Ganger Rolf (FredOlsen&Co. Mgrs.)	365·1 F145'	53·3	26·5	Oslo Norwegian WB	Oil Engines 2S.C.SA 18Cy.19 11/16"-35 7/16" 1215NHP A/SAkersMek.Verks.Oslo		N
20376 168059 GWKT	**Black Ranger** OilEng. D.F. 1Dk,2nd dk clear of cargotanks E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	3417 2552 1631	✠100A1 ~~1,41~~ 11,41 ✠LMC1,41 Carrying oil fuel in bulk.F.P. above 150° F.	Gls		CL	1941 1mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	TheAdmiralty CellDBuE77'	349·4 365·8(O.L.) P127'F92' FK 59t DTsf477tFPT	47·0	22·6	London British 12BH 87tAPT34t	Oil Engines 4S.C SA 6Cy.29⅛"-59 1/16" 490NHP 2DB150lb Harland&Wolff,Ld.Gls.	22 " 6 s 2 " 6½ 20 " 2	
20377	**Black Tern** (exCoahomaCounty-32) 1Dk&Shelter dk D.F. E.S.D. Fitted for oil fuel Now "Empire Hawk," see No. 23212	5032 4598 3130					1919	American International S.B.Corp. HogIslandPa		390·0 P50'B121'F40'	54·2	27·8	British WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
20378 LKBP	**Black Watch** Ⓟ TwinSc OilEng. D.F. E.S.D. 1Dk&Shelter dk Ref.Mchy. CruiserStern	5035 3431 2988					1939	A/SAkers Mek.Verks. Oslo	A/S GangerRolf (FredOlsen&Co. Mgrs.)	365·1 F145'	53·3	26·5	Oslo Norwegian WB	Oil Engines 2S.C.SA 18Cy.19 11/16"-35 7/16" 1215NHP A/SAkersMek.Verks.Oslo		N
20379 164668 GYXW	**Blackheath** D.F. E.S.D. 1Dk&Shelter Dk CruiserStern Tonnage opening closed'41(W.E.)	4637 4191 2702	✠100A1 withfreeboard ~~8,41 1,40~~ 3,42 Examined 8,41 BS8,41 ✠LMC7,36	~~Swa~~ Lon Liv	a† 2	CL 8,39	1936 7mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	BritainS.S.Co.Ld. (WattsWatts&Co. Ld.Mgrs.) CellDB345'1035t	418·5 434·5(O.L.) FK FPT267t APT190t	56·7	24·6	London British 7BHAsp (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.23",38"&65"-42" (s) 220lb 404NHP 2SB(Spt)FD&1AuxB,8cf, GS130,HS6020 N.E.MarineEng.CoLdNwc	37 " 0 s10 " 11¼ 26 " 2¼	
20380 102183 MQRN	**Blacksod** (exDevonshire) 3Mst ssBel.3rdNo.3-12,31 ssBel.No.2-41 Mchy.Aft Welldeck 1Dk(Stl)	503 355 199	✠100A1 2,42 ~~1,41~~ ✠NB3,22 ✠LMC3,40 ~~BS1,41~~ 2,42	Bel	h	CL ~~3,40~~ 1,42	1894 12mo	J.Fullerton &Co. Paisley A&CP	JohnKelly,Ld. (W.Clint,Mgr.)	175·0 Q94'B10'F32' BK7' Cell DBf91'135tFP	26·6 27·9	10·3	Belfast British 3BHCem T45t	C.2Cy.22"&44"-30" (s) 110lb 81RHP 1SB,3cf,GS58,HS1564 Ross&Duncan,Glasgow	12 " 10 s 4 " 4½ 13 " 2	
20381 128878 MDGP	**Blacktoft** ssGoo.2ndNo.3-5,34 D.F. ssBly.No.1-38 Cargo battens not fitted 1Dk(Stl)	1109 939 654	✠100A1 2,42 ~~5,41~~ ✠LMC MS6,38 BS5,41	~~Bly~~ Shl	n	OG 4,41	1910 5mo	WoodSkinner&Co.Ld Newcastle Lloyd'sA&CP	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.Mgrs.) CellDBa58'	225·2 P16'B48'F25' FK uE19'f91'286tFPT	36·2	14·5	Middlsbro' British 4BHCem 45tAPT3t	T.3Cy.18½",30"&50"-33" (s) 180lb 169NHP 2SB,6pf,GS88,HS2776 G.Clark,Ld.Sunderland	16 " 5 s 2 " 0 14 " 7	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*
20382 123129 MMMD	**Blackwater** 3Mst ssBel.2ndNo.3-11,32 *Well deck* ssBel.No 2-41 *Mchy.Aft* 1*Dk*(*Stl*)	707 459 270	✠100A1 ~~3,42~~ ~~1,41~~6,42 BS3,42 ✠LMC1,41	Bel	*j*	CL ~~1,41~~ 3,42	1907 11mo *Lloyd*'*sA&CP*	AilsaS.B. Co.Ld. Troon	JohnKellyLd. (W.Clint,*Mgr.*) *Cell*	185·1 Q103'B11'F34' BK7½" *DBf*103'145*t* *FPT*	27·6	11·0	Belfast British 4*BHCem* 66*tAPT*10*t*	C.2Cy.$21\frac{9}{16}$"&46"-30" (*s*) 130lb 87RH 1SB,3*cf*,GS66,HS2133 AilsaS.B.Co.Ld.Troon	13 " 7 s~~4 " 6~~ ~~18 " 10½~~ S4 " 7 13 " 11¾
20383 148875 GLNX	**Blairatholl** D.F. E.S.D. 1*Dk*(*Stl*)	3319 3026 2005	✠ 9,26 ✠	Rot	*v*		1925 9mo	Napier& Miller,Ld. Glasgow	NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*) *Ce*	340·1 P29'B104'F34' FK *llDB*297'954*tFPT*	48·7	22·5	Glasgow British 6*BHCem* 86*tAPT*195*t*	T.3Cy.22",35½"&60"-39" 298NH 2SB,6*cf*,GS123,HS5126 D.Rowan&Co.Ld.Gls.	25 " 0
20384 165762 GLLG	**Blairclova** (*ex*Sutherland-39) D.F. E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern* *Tonnage opening closed*'42(*W.E.*)	5083 4614 2953	✠100A1 *with freeboard* ~~7,41~~ ~~8,39~~ 3,42 BS~~8,39~~2,42 ✠LMC5,38	~~Mch~~ Liv	*a*†	CL ~~8,39~~ 11,40	1938 5mo *Lloyd*'*sA&CP*	J.Read- head&SonsLd SouthShields	ClydesdaleNavi- gationCo.Ld. (G.Nisbet&Co. *Mgrs.*) *Cell DB*341'1343*tF*	423·7 439·2(O.L.) F31 FK *PT*128*tAPT*218*t*	56·7	24·8	Glasgow British 7*BHptCem* (*Coll to Shdk* 6 ,, *2nd* ,,)	T.3Cy.25",42"&71"-48" 220lb (*s*) 524NH 2SB(Spt)&1AuxSB,9*cf*, GS167,HS7444 FD J.Readhead&SonsLd.S.Shl	36 " 7 s10 " 9¾ 26 " 0
20385 147946 GKZQ	**Blairdevon** D.F. E.S.D. 1*Dk*	3282 2997 2006					1925	Napier& Miller,Ld. Glasgow	NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*)	338·4 P29'B104'F34'	48·7	22·6	Glasgow British *WB*	T.3Cy.22",35½"&60"-39" 225NH D.Rowan&Co.Ld.Gls.	
20386 148841 GLJR	**Blairesk** D.F. E.S.D. 1*Dk*	3300 3026 2018					1925	Napier& Miller,Ld. Glasgow	NorthernNav.Co. Ld. (G.Nisbet&Co. *Mgrs.*)	340·4 P29'B104'F34'	48·7	22·6	Glasgow British *WB*	T.3Cy.22",35½"&60"-39" 225NH D.Rowan&Co.Ld.Glasgow	
20387 161901 GPMC	**Blairnevis** D.F. E.S.D. 1*Dk*	4155 3690 2522					1930	Ardrossan DockyardLd. Ardrossan	NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*)	371·8 P32'Q122'B128' F35'	51·2	24·3	Glasgow British *WB*	T.3Cy.22",38"&63"-42" 257NH J.G.Kincaid&Co Ld.Grk.	
20388 GNZD	**Blairspey** *Now* "Empire Spey," *see No.* 36471 *in Supplement* D.F. 1*Dk*	4155 3690 2522					1929	Ardrossan DD&SBCoLd Ardrossan	NorthernNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*)	371·8 P32'Q122'B128' F35'	51·2	24·3	Glasgow British *WB*	T.3Cy.22",38"&63"-42" 257NH J.G.Kincaid&Co.Ld.Grk.	
20389 7642 SHVN	**Blankaholm** ssGot.No.2-39 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*2845* *2467* *1553*	✠100A1 *with freeboard* ~~4,41~~ ~~2,41~~ 1,42 3,42 ✠LMC CS2,39 DBS~~6,40~~7,41 2,40	~~Bry~~ ~~BAs~~ ~~Liv~~ NYk	*v*	CL ~~2,38~~ 4,41	1930 5mo *Lloyd*'*sA&CP*	Eriksbergs M.V.Aktieb. Gothenburg	A/BSvenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellD*	334·2 349·4(O.L.) FK *B*289'877*tAPT*109*t*	46·9	20·2	Gothenbrg Swedish 7*BH pt Cem* (*Coll to Shdk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 473NH DB*80lb* EriksbergM.V.Aktieb.Got	22 " 11 s1 " 5¼ 21 " 8
20390 YTNF	**Bled** Ⓟ (*ex*Slovenac-34,*ex*Piceno, *ex*Slovenac, ssSpt 3rdNo.3-4,34 *ex*Villám) ssSsk.No.1-38 *Well deck* 1*Dk*	854 — 373	✠100A1 9,40 ✠NB1,24 ✠LMC MS9,38 BS11,39 NO LATER SURVEY REPORTED.	Spt	*k*	9,40	1893 9mo A&CP	Gourlay Bros.&Co. Dundee	Jadranska PlovidbaD.D.	211·0 P&B128'F32' BK7" *DBa*31'22*tDTf*15*t*	28·5	13·1	Susak Yugoslav 4*BHCem* *FPT*7*t*	T.3Cy.19",31"&51"-36" (*s*) 170lb 173NH 1SB,3*cf*,GS53,HS2233 FD GourlayBros.&Co.Dundee	14 " 1 s " 10½ 14 " 1½
20391 7635 SDKE	**Blenda** *Now* "B. T. VI," *see No.* 35718 *in Supplement* (*ex*Toni,*ex*Transporto,*ex*Bruxelles Maritime,*ex*Amstelveen) 1*Dk*	*368* *282* *178*					1919	Gebr. Zwolsman Ylst	PederiA/BBia (A.B.Carlsson, *Mgr.*)	133·4 P58*t*H5*t*F15*t*	23·8	11·2	Gothenbrg Swedish *WB*	C.2Cy.13"&$22\frac{5}{8}$"-$17\frac{3}{4}$" 18NH Gebr.Stork&Co.Hengelo	
20392 LCEU	**Blenheim** Ⓟ D.F. 2*Dks*	1807 1528 1045					1923	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	255·4 H236*t*F25*t*	36·2	23·0	Oslo Norwegian *WB*	T.3Cy.22",34½"&60"-39" 225NH NylandsVærksted,Oslo	
20393 PKHO	**Blinjoe** 1*Dk*	1331 1094 716					1929	N.V.Schps "deMaas" Slikkerveer	Konink.Paketv. Maats.	252·4 P21'B78'F36'	40·2	13·5	Batavia Dutch *WB*	C.4Cy.(2)$14\frac{9}{16}$"&(2)31½"- 31½" 93NH StorkBrothers,Hengelo	
20394 LEGG	**Blink** (*ex*Arlette-33) ssBdx.No.3-12,32 ssNYk.No.2-41 ~~ssRot.No.1-27~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2701 2412 1579	✠100A1 2,42 ~~1,41~~ BS~~10,40~~1,42 ✠LMC MS4,41 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	Jck	*t*	CL ~~6,38~~ 4,41	1920 6mo *Lloyd*'*sA&CP*	C.Hill& Sons Bristol	Skibs.A/S Manito- woc(K.Th.Einer- sen,*Mgr.*) *CellDBa&uE*	310·8 P28'B87'F32' FK 118'*f*126'561*t* *FPT*	44·3	21·6	Oslo Norwegian 5*BHptCem* 90*tAPT*90*t*	T.3Cy.21",34"&56"-36" (*s*) 180lb 242NH 2SB,6*cf*,GS111,HS4246 Richardsons,Westgarth& Co.Ld.W.Hpl.	23 " 10 s3 " 10 20 " 2¼
20395 113519 MGGS	**Blisworth** (*ex*Kathleen-40) 3Mst ssBel.2ndNo.3-9,27 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	738 536 316	✠ 11,33 ✠	Bel	*k*		1902 4mo	AilsaS.B. Co.Ld. Ayr	GrandUnion (Shipping)Ld.	200·0 Q103'B13'F36' BK7½" *DBf*114'163*tFPT*	30·4	12·0	London British 4*BHCem* 88*tAPT*8*t*	T.3Cy.$17\frac{3}{8}$",27½"&44"-33" 135NH 1SB,3*cf*,GS65,HS2394 Ross&Duncan,Glasgow	14 " 3
20396 PDDS	**Blitar** Ⓟ 3*Dks* D.F. *Cruiser Stern* *Fitted for oil fuel*	7065 6397 4483					1923	Maats Fyenoord Rotterdam	Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*)	446·2 B68'F57'	54·3	34·2	~~Rottrdam~~ ~~Dutch~~ Batavia Dutch	T.3Cy.27",46"&77"-54" &L.P Turbine 436NH Maats.Fyenoord,Rot.	
20397 203969 KJMW	**Block Island** Ⓟ (*ex*HookMountain-40, 1*Dk* *ex*Machigonne) *Fitted for oil fuel*	425 — 289					1907	Neafie& LevyCo. Philadelphia	AtlanticCoastS.S. Co.	136·5	29·0	9·6	Provi- dence,R.I. Utd. States *WB*	T.3Cy.11",18"&32"-22" 48NH Neafie&LevyS&E.B.CoPhl	
20398 PDDV	**Bloemfontein** Ⓟ TwinSc *OilEng.* ssAms.No.1-38 D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	10081 7829 6160	✠100A1 ~~4,41~~ ~~9,40~~ ~~9,41~~ 4,42 ✠LMC CS11,39 DBS~~5,40~~6,41 4,39 ✠Lloyd'sRMC2,41	~~Ver~~ ~~Sba~~ SFo		OG ~~9,40~~ N4,42	1934 10mo *Lloyd*'*sA&CP*	NVNederl. Schps.Maats. Amsterdam	N.V.Vereenigde Nederl.Scheep. Mij	457·2 P32'B175'F35' FK *CellDBuE&f*239'6 *way of tunnels*	63·2	34·9	Batavia Dutch 8*BHptCem* 75*t* *tanks in* 1127*t* *FPT*1	Oil Engines 2S.C.DA 12Cy.$28\frac{3}{8}$"-$43\frac{5}{16}$" 2384NH 2DB*120lb* Gebr.Stork&Co.N.V. Hengelo 59*tAPT*124*t*	38 " 8 s8 " 0½ 30 " 9½
20399 PDDX	**Blommersdijk** ssRot.No.3-1,35 D.F. ssRot.No.1-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6855 6383 4229	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~ ~~9,40~~ 1,42 BS~~1,41~~1,42 ✠LMC12,39 *Fitted for oil fuel* 4,22 *F.P. above* 150° F.	~~Liv~~ ~~Bom~~ Liv	*z*	CL 11,39	1922 2mo *Lloyd*'*sA&CP*	N.V.C. van der Giessen &Zonen Krimpen a/d Ysel	Nederl.Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *Cell*	400·0 F50'*onShelter dk* FK *Collisio* *DB*325'1028*tMT*17	54·3	36·6	Rottrdam Dutch *ptCem* *nBHtoShdk* 6 ,, ,, *U* ,, 16*t* *DTa*577*t*	3 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 215lb FD 648NH 3SB(Spt)9*rf*,GS185,HS8481 Harland&Wolff,Ld.Bel. *FPT*139*tAPT*149*t*	39 " 0 s9 " 0½ 30 " 2
20400 145469 MKVY	**Bloomfield** (*ex*Swiftsure-38, *ex*Moland,*ex*Jomaas) ssHpl.No.3-12,33 *Well deck* *Mchy.Aft* ssShl.No.1-37 *Cargo battens not fitted* 1*Dk*(*Stl*)	1417 1028 795	100A1 3,41 BS7,40 LMC10,37	Npt	*o*	CL 6,40	1920 *Lloyd*'*sA&CP*	G.Brown& Co. Greenock	HarriesBros.&Co. Ld. *CellDBuE&B*35'	235·0 FK PonQ75'Q166'F28' *f*161'355*t* *FPT*80*t*	35·3	15·1	Swansea British 4*BHCem* *APT*83*t*	T.3Cy.17½",31"&52"-33"(*s*) 180lb 179NH 2SB,6*cf*,GS97,HS2896 McKie&Baxter,Glasgow	17 " 1 s4 " 10½ 16 " 3½

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20401 228330 WFFL	**Blue Sunoco** TwinSc *CarryingPetroleum in bulk* *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern* *Longitudinal framing*	1588 — 932					1929	SunS.B.& D.D.Co. Chester,Pa	SunOilCo.	246·5 P47'F33'	43·0	18·2	Philidlphia Utd.States	Oil Engines 4S.C.SA 12Cy.14"–18" 229NHP BessemerGasEngineCo. GroveCity,Pa.		R
20402 125482 MDYS	**Blush Rose** 3Mst *Mchy.Aft* ssBly.2ndNo.3-7,37 *Well deck* 1*Dk*(*Stl*)	645 454 281	✠100A1 6,41~~6,40~~ ~~BS6,40~~ ✠LMC7,37	~~Cff~~ Dub BS6,41	*j*	OG ~~5,40~~ 5,41	1913 6mo *Lloyd*	NVSchpsb. DeMerwede Hardingxveld *'sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellDBf*103'	178·4 Q103'B11'F22' FK 139*tFPT*45*tAPT*4*t*	28·1	11·1	Liverpool British 3*BHCem* *WB*	T.3Cy.15",25"&40"–27" (*s*) ~~165lb~~ 150lb 82RHP 2SB4*pf*,GS59,HS1800 Earle'sCo.Ld.Hull	13 ″ 5 s 4 ″ 4½ 13 ″ 1¼	
20403 161048 MPYB	**Blyth** ssGms.No.2-41 Sub.Sig. 1*Dk*(*Stl*)	1108 870 445	✠100A1 5,42 ~~37~~ BS5,42 ✠LMC3,41	~~Gms~~ Lth	*o*	OG 2,41	1931 1mo *Lloyd*	Cammell Laird&CoLd Birkenhead *'sA&CP*	LondonMidland& ScottishRailway (AssociatedHumberLines,*Mgrs.*) *CellDBa&uE*73'*f*	240·6 249·2(O.L.) P38'B85'F35' FK 90'193*tFPT*17*tAP*	34·1	15·4	Goole British 5*BHCem* *T*40*t*	T 3Cy 22",36"&61"–39" (*s*) 200lb 352NHP 2SB,6*cf*,GS125,HS5220 FD CammellLaird&Co.Ld.Bkn	16 ″ 5 s1 ″ 8¾ 14″10½	
20404 171303 VQYT	**Bobie** (*ex*Actif-37) Iron 1*Dk*	782 700 437	✠ 7,87	Shl	*l*		1883 4mo	A.Hall& Co. Aberdeen	W.H.McEwan	202·4 Q67'B48'F22'	31·6	14·2	Gibraltar British *WB*	C.2Cy.27"&50"–33" 120NHP BlaikieBros.Aberdeen		V †
20405 1131 CBBM	**Boca Maule** ssVpo.No.3-7,34 ssVpo.No.1-39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2156 — 1452	✠100A1 2,41~~11,30~~ MS1,38	~~Vpo~~ Tal ✠LMC BS~~2,41~~ 1,42	*s*	CL ~~12,38~~ N2,41	1922 2mo *Lloyd*	Dublin Dkyd.Co.Ld. Dublin *sA&CP* *Inter*	Cia.Carbonifera y deFundicion Schwager *mediateBH in fore* *CellD*	290·2 PonQ21'Q228'F32' FK *hold dispensed with* *B*239' 663*t FPT*68*t*	44·3	18·5	Valparaiso Chilian *Cem* 4*BHonly* *APT*91*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 254NHP 3SB,9*cf*,GS152,HS4788 D.Rowan&Co.Ld.Glasgow	20 ″ 6 s 5 · 9½ 19 ″ 1	
20406 PUCR	**Bocaina** TwinSc 1*Dk*	*1695* *1570* *1404*					1909	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2 F29'	44·9	16·4	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"–21" 63NHP Wrkman,Clark&Co.LdBel		
20407 DHCP	**Bochum** Ⓟ ssHam.No.2-30 *Well deck* 2*Dks*(*Stl*)3*rd dk* D.F. *in No.*1*hold*	6121 5520 3772	✠ ... 2,34 ✠	Ham			1922 2mo	Akt.Ges. "Vulcan" Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham-Amr.Linie) *CellD*	450·0 P&B366'F59' FK *B*405'1456*tFPT*63*t*	58·2	27·0	Hamburg German 8*BHptCem* *ptAsp*	T3Cy.31½",52⅜"&84¼"–59$\frac{3}{16}$" &L.P.Turb.withDRgear& hydraulic coupling 820NHP 4SB,12*cf*,GS264,HS11970 A.G."Vulcan."Hamburg	29 ″ 6	G †
20408 PDEJ	**Bodegraven** Ⓟ 3*Dks* D.F. *Fitted for oil fuel* *Cruiser Stern*	5593 4634 3381					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats. N.V.	401·1	58·3	26·3	Amstrdam Dutch *WB*	T.3Cy.27$\frac{5}{16}$",46½"&74⅜"– 51$\frac{3}{16}$" 384NHP RotterdamDroogd.Maats. Rot.		VL
20409 LCRD	**Bodin** Ⓟ 2*Dks*	323 288 179					1910	Mjellem& Karlsen Bergen	A/S Saltens Dampskibsselskap	129·3 H36*t*	21·2	15·1	Bodö Norwegian	C.2Cy.13½"&30"–22" 35NHP Mjellem&Karlsen,Bergen		
20410 EEDR	**Bodon** (*ex*Mont-Sant-33) Comp 1*Dk*	841 677 509					1920	Astilleros deTarragona Tarragona	FedericoG.-Fierro	198·4 B38'F30'	30·4	16·4	S.Estoban Spanish	T.3Cy.12",20"&32"–24" Alexander 50NHP Hermanos,Barcelona		V
20411 PKHZ	**Boelongan** *OilEng.* 2*Dks*	1053 840 578					1915	Gebroeders Pot(Bolnes) Bolnes	Koninkl.Paketv. Maats.	230·0	38·2	12·2	Batavia Dutch	Oil Engines 6Cy.15"–27½" NederlandscheFab.Ams.		V
20412 DOTR	**Bogota** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	1230 903 614					1937	Schiffb.Ges 'Unterweser' A.G. Wesermunde-L.	Norddeutscher Lloyd	249·0 P&B162'F44'	34·7	14·0	Bremen German *WB*	Oil Engines 4S.C.SA SRgeared 16Cy.14⅜"–19$\frac{1}{16}$" 322NHP Fr.KruppGermaniawftAG		G
20413 221408 KDTB	**Bohemian Club** GyC. 2*Dks* *Mchy.Aft* *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6906 — 4271					1921	MooreS.B. Co. Oakland,Cal.	AtlanticRefining Co.	425·0 P106'B40'F41'	57·2	33·1	Philidlphia Utd.States *WB*	T.3Cy.27½",46"&78"–51" 432NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
20414 KZAH	**Bohol** (*ex*Sirius,*ex*Suva) 1*Dk*(*Stl*)&*Spar dk* (*ptStl*-teaks)&*deep framing*	2126 — 1140	✠ 3,06 ✠	Bel	*t*		1906 3mo	Workman, Clark&Co.Ld Belfast	Cia.Maritima (FernandezHnos. Inc.*Mgrs.*) *CellDBa*65' *uE*25'	300·3 P&B197'F36' 19·7 FK *f*113' 275*tFPT*20*t*	41·1	11·8	Manila,P.I. Utd.States 5*BHCem* *APT*15*t*	T.3Cy.23½",39½"&67"–42" 414NHP 2SB,8*cf*,GS149,HS5946 Wrkman,Clark&Co.LdBel	22 ″ 0	
20415 8364 SMDN	**Bohus** (*ex*Severoles-39,*ex*Terne) 1*Dk*	*1761* *1325* *999*					1922	OuseS.B. Co.Ld. Goole	RederiA/B Bifrost (J.R.Trapp,*Mgr.*)	262·5 P49*t*Q122*t*H97*t* F11*t*	40·0	15·7	Gothenbrg Swedish *WB*	T.3Cy.19½",31"&53"–36" 169NHP Earle'sCo.Ld.Hull		N
20416 5592 SDKM	**Bohuslän** Ⓟ 1*Dk*	*330* *166* *142*					1913	Eriksbergs M.V.Aktieb. Gothenburg	MarstrandsNya Angf.Aktieb. (BertilEgnell, *Mgr.*)	140·7 B62'F38'	23·8	10·0	Marstrand Swedish *WB*	T.3Cy.13¾",22$\frac{7}{16}$"&36⅝"–24" 66NHP EriksbergM.V.Aktieb.Got		
20417 PKQA	**Boissevain** Ⓟ TrpSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	14134 10241 8669	✠Lloyd'sRMC~~11,40~~~~5,41~~ 11,41				1937	Blohm& Voss,K.a.A. Hamburg	Koninkl.Paketv. Maats.	537·3 B352'F88'UprB 245'	72·2	36·3	Batavia Dutch *WB*	Oil Engines 2S.C.SA 24Cy.25$\frac{9}{16}$"–47¼" 2734NHP SulzerBrosLd.Winterthur		VL
20418 6956 SDKO	**Bojan** (*ex*Estrid,*ex*Selandia) 1*Dk*	*1046* *834* *609*					1905	Helsingörs Jernsk&Msk. Elsinore	RederiA/BMeteor (A.Christensen, *Mgr.*)	226·3 P12'Q59'B106'F27'	34·9	12·4	Simrishmn Swedish *WB*	T.3Cy.16½",26½"&44"–30" 106NHP HelsingörsJernsk.&Msk.		V
20419 LCRE	**Bokn** (*ex*Granheim,*ex*Blidensol, *ex*Urda) *Well deck* 1*Dk*2*trB*	697 528 393	✠ 12,93 ✠	Gls	*j*		1890 3mo	Bergens Mek.Værks. Bergen	D/S A/S"Bokn" (ErikBakkevig) *Cell*	195·0 Q46*t*B86*t*F25*t* BK7¼" *DB*90'135*tFPT*30*t*	28·1	11·0	Haugesnd Norwegian 4*BHAsp* *APT*11*t*	T.3Cy.15½",25"&40"–27" 91NHP 1SB,2*cf*,GS41,HS1528 BergensMek.Verks.Bgn.	13 ″ 9	N †
20420 142265 MJKL	**Bolbec** (*ex*Ardgirvan) ssNwc.No.3-5,30 ssShl.No.2-39 *Welldeck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1345 1029 806	✠100A1 ~~4,41~~12,41 ~~BS2,40~~ 4,41 ✠LMC1,39	~~Bry~~ Nwc	*o*	CL 2,40	1918 10mo *Lloyd*	Campbel- t'wnSBCoLd Campbelt'wn *'sA&CP*	HarriesBros.&Co. Ld.	230·0 Q79'B48'F28' FK *CellDB*190'395*t*	35·8	15·5	Greenock British 4*BHCem* *APT*85*t*	T.3Cy.18",27½"&45"–33" (*s*) 180lb 142NHP 2SB,4*cf*,GS79,HS2386 Ross&Duncan,Glasgow	17 ″ 7 s 1 ″ 3¼ 16 ″ 6	

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
20421 LCEW	**Bolette** 1*Dk*	1167 982 649					1920	AkersMek Verksted Oslo	A/S "Ganger Rolf"(Fred.Olsen &Co.*Mgrs.*)	226·5 P25'B58'F29'	36·6	14·7	Oslo Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Verks.Oslo		N
20422 YVAK	**Bolivar** TwinSc *ss*N.Yk.No.3-11,38 *Mchy.Aft* 1*Dk*(*Stl*) *&Web frames* *Longitudinal framing*	2651 1890 1517	✠100A1 7,41 ~~8,40~~ MS11,38 *Carrying Petroleum in bulk F.P. above 150° F* *Fitted for oil fuel 7,27*	~~Aru~~ NYk ✠LMC ~~BS8,40~~7,41	*t*	CL ~~11,38~~ 7,41	1927 7mo *Lloyd's*A&CP	Palmers' Co.Ld. Newcastle	MeneGrandeOilCo. C.A. *CellDBuEq*	305·3 P69'B22'F33' FK *Trunk* 181' B42' 107*t* *FPT*194*t*	50·2	16·3	Maracaibo Venezuelan 11*BHptCem* *APT*85*t*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 210NHP 2SB,6*cf*,HS4009 MacColl&PollockLd.Sld.	16 ″ 6 s2 ″ 0¼ 14 ″ 8	
20423	**—** TwinSc (*ex*Fylgia-34) 1*Dk* *Fitted for oil fuel*	*1236* *842* *825*					1919	Nüscke& Co.A.G. Stettin	Cia.Anon.Venezolana deNav.	221·5 Q64'B54'F27'	33·6	14·0	Maracaibo Venezuelan *WB*	T.6Cy.11 13/16",18⅞"&30 13/16"- 19⅝" E*made*16 83NHP Christiansen&Meyer, Harburg		V
20424 LCEX	**Bollsta** 1*Dk*	1832 1588 1075					1924	Oddens Skibs. Grimstad	A/SGangerRolf (FredOlsen&Co. *Mgrs.*)	266·6 P62*t*H117*t*F6*t*	42·2	17·8	Oslo Norwegian *WB*	T.3Cy.19",31"&53"-36" 169NHP AkersMek.Værks.Oslo		N
20425 DJVG	**Bollwerk** (*ex*Söderhamn-37, *ex*NailseaMoor-37, *ss*Npt.No.3-7,30 *ex*DavidLloydGeorge-32) 1*Dk*(*Stl*) D.F. *Now "Kortelde," see No. 37818 in Supplement*	4173 3727 2528	✠ ... 1,35 ✠	HKg	*x*		1917 7mo	Craig,Taylor&Co.Ld Stockton	Aug.Bolten Wm.Miller'sNachf. *CellDB*	371·9 P52'B&F248' FK 319'1134*t* *FPT*106*t*	51·4	22·6	Hamburg German 6*BHCem* *APT*184*t*	T.3Cy.26",42½"&69½"-45" GS162,HS6830 400NHP 2SB&1Aux.SB,6*cf*&2*pf* N.E.MarineEng.Co.Ld.Sld	26 ″ 6	C †
20426 365 IBOE	**Bolsena** (*ex*WarBattery) *Well deck* 1*Dk* *Fitted for oil fuel*	2384 1787 1824	✠ ... 4,20 ✠				1918 5mo	Osbourne, Graham&Co. Ld. Sunderland	"Adriatica"Soc. Anon.diNav.	297·5 285·0 P25'Q72'B66'F32' FS	42·0	19·0	Trieste Italian *WB*	T.3Cy.25" 41"&68"-45" 420NHP MacColl&PollockLd.Sld.	21 ″ 2	I †
20427 UNYK	**Bolshevik** (*ex*Neva,*ex*Bianca) 1*Dk*2*trB*	1412 1164 796					1899	Schiffsw.v. HenryKoch Lübeck	U.S.S.R.	241·2 P15'B56'F22'	36·0	16·2	Odessa Russian *WB*	T3Cy.16¾",27⅞"&44 7/16"-32 7/16" 113NHP OttensenerEisenwerk,Alt.		
20428 UPKM	**Bolshoy Tschantar** (*ex*Neidenfels-35) Sub.Sig. 2*Dks*	3018 2681 1745					1923	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	U.S.S.R.	337·7 F36'	48·2	21·1	Vladvostk Russian *WB*	T.3Cy.23⅝",38⅛"&61⅝"-41 3/16" 246NHP G.SeebeckA.G.Wsm.		G
20429 DHCT	**Boltenhagen** (*ex*Dubhe) D.F. 1*Dk*	3335 2984 2051					1912	Rotterdam Droogd.Maat Rotterdam	Aug.Bolten, Wm.Miller's Nachfolger	331·9 P25'	48·2	22·1	Hamburg German *WB*	T.3Cy.23",38"&62"-42" 249NHP RotterdamDroogd.Maats.		V
20430 DJQE	**Boltenhof** (*ex*Dorie-35) *ss*Ham.2ndNo.3-6,36 1*Dk*(*pt Irn pt Stl*) D.F.	3307 3070 2064	✠ 8,39 ✠	Rot	*r*		1911 8mo	Richardsn, Duck&Co Stockton	Aug.Bolten Wm.Miller's Nachfolger *CellDB*	342·0 P29'B98'F36' FK 305'890*t* *FPT*	49·0	22·0	Hamburg German 6*BHCem* 86*t* *APT*76*t*	T.3Cy.24",40"&65"-42" 299NHP 2SB,6*cf*,GS122,HS4612 Blair&Co.Ld.Stockton	24 ″ 5	
20431 166285 GWGF	**Bolton Castle** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at bottom&at decks*	5203 4563 3033	✠100A1 *withfreeboard* ~~4,41~~ ~~11,40~~ 2,42	~~Mdb~~ ~~Nwc~~ Cal ✠LMC12,39	*a*† 2	CL	1939 12mo *Lloyd's*A&CP	Sir J.Laing &Sons,Ld. Sunderland	LancashireShppg. CoLd.(J.Chambers &Co.*Mgrs.*) *CellDB*	438·5 454·3(O.L.) F39' FK 372' 1231*t* *FPT*174*t*	57·1	24·3	Liverpool British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *APT*168*t*	T.3Cy.23½",38"&66"-45" 220lb Rht. (*s*) 466NHP 2SB(Spt)&1AuxSB,8*cf*, GS122,HS6846 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	27 ″ 5 s2 ″ 11½ 24 ″ 8¾	
20432 160775 MKMM	**Boltonhall** *ss*Hpl.No.1-39 D.F. 1*Dk*&*Shelter dk* *Tonnage opening closed '41(W.E.)*	4824 4378 2861	✠100A1 *withfreeboard* 9,41 ~~5,41~~ BS5,40	~~Lon~~ Hul ✠LMC5,39	*z*	CL 8,40	1935 12mo *Lloyd's*A&CP	W.Gray& Co.Ld. WHartlepool	WiltonhallS.S. Co.Ld.(Guthe BrothersLd.*Mgrs*) *CellDB*358'1143*t* *DTa*28'1076*t*	410·7 423·5(O.L.) F35' FK *FPT*170*t* *APT*152*t*	54·8	24·9	W.Hartlpl British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Q.4Cy.18½",25½",41"&61"- 48" 260lb (*s*) 467NHP 3SB(Spt),9*cf*,GS144, HS6811 FD Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	36 ″ 1 s10 ″ 6¼ 25 ″ 9½	
20433 864 IBPF	**Bolzaneto** *Mchy.Aft* 1*Dk*	2220 1782 1285					1918	N.Odero& Co. Genoa	Soc.Anon.Ilva	297·8 286·0	41·2	20·8	Genoa Italian *WB*	T.3Cy.18 1/16"29 1/16"&47½"-27½" 114NHP N.Odero&Co.Genoa		I
20434 2197 IKWD	**Bombardiere** (*ex*Collodi-34, *ex*Bombardier-34, *ss*Sld.No.3-8,20 *ex*Kilchrenan) *ss*Nwc.No.1-25 1*Dk*(*Stl*)	613 494 248	—— 1,34	Shl			1918	Smith's DockCo.Ld. Middlesbro'	GiuseppeSereno &LuigiCasa *CellDBu*	179·0 172·2 B50' FK	30·0	15·6	Genoa Italian 5*BHCem* *E*26'20*t*	T.3Cy.16",26"&44"-26" 116NHP 1SB,3*cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6	I †
20435 157634 VLGN	**Bombo** *ss*Syd.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	540 427 282	✠100A1 6,41 ~~8,40~~ ~~BS1,41~~ 5,41	Syd ✠LMC1,38	*h*	~~12,39~~ N4,41	1930 2mo *Lloyd's*A&CP	H.Robb, Ld. Leith	QuarriesPty.Ld. *CellDB*80'116*t*	154·3 Q49'B18'F22' FK *FPT*35*t* *APT*6*t*	30·1 *31·5*	12·0	SydneyNSW British 4*BHptCem* *ptAsp*	T.3Cy.14½",25"&40"-27" (*s*) 180lb 100NHP 1SB,3*cf*,GS63,HS2176 Plenty&Son,Ld.Newbury	14 ″ 2 s ″ 1¾ 13 ″ 4½	
20436 LJZT	**Bomma** D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	1116 828 550					1938	A/SAkers Mek.Verks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	244·2 P57'B82'F56'	38·2	13·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.19 11/16"-35 7/16" 270NHP A/SAkersMek.Verks.Oslo		N
20437 FPDU	**Bona** (*ex*Lana-38,*ex*Djena-37, *ex*Zingara) *ss*Rou.3rdNo.3-10,31 2*Dks*(1*Stl*&*U pt Irn*&*pt Stl*)& *Webframes*	3441 — 2178	✠ ... 10,35 ✠	Rou	*ẁ*		1898 12mo	JLThompson&Sons,Ld. Sunderland	P.Feret *CellDBa*	347·8 P28'B100'F35' FK 113'*u E*&*B*39' *f*147'	48·3	23·1	Marseilles French 6*BHCem* 784*t* *APT*37*t*	T.3Cy.24",40"&66"-45" 310NHP 2SB,6*cf*,GS123,HS4690 Blair&Co.Ld.Stockton	25 ″ 8	V †
20438 152003 VJGC	**Bonalbo** *Ref.Mchy.* 1*Dk*	960 616 450					1925	Lithgow's Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	205·0 Q127'F38'	34·6	12·0	SydneyNSW British *WB*	T.3Cy.17",28½"&47"-30" 121NHP D.Rowan&Sons,Glasgow		C
20439 141937 MJVX	**Bonawe** 3Mst *ss*Irv.No.3-12,31 *ss*Irv.No.2-40 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	355 245 137	✠100A1 3,42 ~~8,40~~ BS3,42	Irv ✠LMC8,40	*f*	CL 7,40	1919 12mo *Lloyd's*A&CP	Scott& Sons Bowling	J.&A.Gardner& Co.Ld. *Cell*	141·6 147·5 (O.L.) BK7" Q81'B8'F24' *DBf*47'50*t* *FPT*31*t*	23·8 *25·1*	10·1	Glasgow British 3*BHCem* *APT*12*t*	C.2Cy.16"&34"-24" (*s*) 130lb 47RHP 1SB,2*pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 0 s 3 ″ 4½ 11 ″ 3	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
20440 LJEL	**Bonde** D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1570 1283 889					1936	Porsgrund Mek.Værks. Porsgrunn	HenriksensRederi A/S(Dagfin Henriksen, *Mgr.*)	246·6 P66'F29'	37·9	18·2	Oslo Norwegian *WB*	C.2Cy.13¾"&27 5/16"-27 5/16"& LP Turbine with DR gearing & hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
20441 OHYH	**Bonden** (*ex*Enigheden) *Well deck*	695 495 368					1891	Burmeister &Wain Copenhagen	Rederi A/B Bonden (Gust.Erikson, *Mgr.*)	190·2 185·4 Q62'B51'F27'H22t	30·1	11·8	Mariehmn Finnish	C.2Cy.25"&44"-27" 84NHP Burmeister&Wain,Cpn.		V
20442 129741 MDCS	**Bondicar** *ss*Shl.2ndNo.3-3,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1441 1079 804	✠100A1 ~~1,42 12,40~~ 5,42 Examined 1,42 BS~~12,40~~ ✠LMC1,36 1,42	~~Shl~~ Shl	*o* Hpl	CL 10,39	1910 3mo	J.Crown& Sons,Ld. Sunderland *Lloyd's A&CP*	Broomhill Steamships,Ld. *CellDB*	240·3 Q123'B10'F22' FK a65'uE&B34'f103'	36·5	14·4	Newcastle British 4*BHCem* 384t*FPT*36t	T.3Cy.18½",30"&50"-36" (*s*) 180lb 182NHP 2SB.4*cf*,GS82.HS3060 Richardsons,Westgarth& Co.Ld.Sld. *APT*97t	16 " 6 s 5 " 3½ 15 " 1	
20443 149685 GNSK	**Boniface** *ss*Liv.No.2-36 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4928 4453 3077	✠100A1 *with freeboard* 5,41 Examined 5,41 BS5,41 ✠LMC9,36 *Carrying vegetable oil in deep tank*	Shl	*z* 2 5/16	CL 4,41	1928 7mo	Hawthorn Leslie&Co.Ld Newcastle *Lloyd's A&CP*	BoothS.S.Co.Ld. *CellDB*350'990t *DTa*32'712t	407·8 F28' FK *FPT*86t*APT*32t	53·8	26·0	Liverpool British 8*BHptCem* (*Coll to Sh dk* 6 „*2nd*„ 1 „*3rd*„)	T.3Cy.24½",43½"&73"-51" & L.P. Turbine with DR gearing & hydraulic coupling 215lb (*s*) 668NHP 3SB(Spt),9*cf*,GS195, HS8859 FD Hwthrn,Leslie&CoLd.Nwc	28 " 6 s 3 " 3½ 25 " 5½	
20444 FNIB	**Bonifacio** (*ex*CragganHill-37, *ex*WulstyCastle-36) *ss*Ams.No.3-9,36 *ss*Msl.No.1-40 1*Dk*(*Stl*)	*3566* *3303* *2184*	✠ ... 3,42 ~~✠LMC~~ ~~BS2,40~~5,~~41MS10,40~~ ✠NE&B21*refitted*36	Msl	*w*	CL 3,38	1918 4mo	J.Blumer &Co. Sunderland *Lloyd's A&CP*	Cie.France-NavigationS.A.(*in liq.*) (Cie.Générale Transatlantique, *Mgrs.*) *CellDB*288'786t*D*	356·3 P35'B&F281' FK *Ta*27'805t *FPT*67t	48·7	23·9	Dieppe French 6*BHCem* *APT*109t	T.3Cy.23",36 13/16"&58"-42" 180lb *100lb* (*r*) 349NHP 2SB,6*cf*,HS5548 FD W.Beardmore&Co.Ld.Gls.	25 " 11 ~~s 2 " 8~~ ~~23 " [illegible]~~	
20445 HPPJ	**Bonita** (*ex*PointBonita-40, *ex*Sacramento-37) 2*Dks* Sub.Sig. *Fitted for oil fuel*	*4929* *4443* 2940	✠ ... 6,21 ✠				1918 1mo	SeattleCon. &DryDk.Co. Seattle	Cia.Arena,Ltda.	380·0 P40'B100'F41' FK	53·2	27·0	Panama Pnamanian *WB*	T.3Cy.24",40"&70"-48" SeattleConst.& DryDk.Co.Seattle 472NHP	29 " 4	R †
20446 OYYQ	— (*ex*Skule) *OilEng.* 1*Dk*	3198 2784 1885					1930	A/S Aalbrg Msk.ogSkibs. Aalborg	A/SDampskibsselskDania(Chr. Andresen,*Mgr.*)	325·6 P60tH328t	50·1	20·7	Esbjerg Danish *WB*	Oil Engines 4S.C.SA 6Cy.21⅝"-59 1/16" 266NH Akt.Burmeistr&Wain,Cpn		N
20447 LCEY	**Bonn** D.F. 1*Dk*	1265 938 487					1928	Akers Mek.Værks. Oslo	A/SJelölinjen (FredOlsen&Co. *Mgrs.*)	240·5 P59tH160tF6t	37·2	15·2	Oslo Norwegian *WB*	T.3Cy 22",35"&60"-42" 234NH AkersMek.Værks.Oslo		N
20448 LDMF	**Bonneville** *OilEng.* D.F. 1*Dk*&*Shelter dk*	4665 4261 2794					1929	Odense Staalskibsv. Odense	SkibsA/S Sjöstad (A.F.Klaveness &Co.A/S,*Mgrs.*)	386·3 P75tH310tF12t	54·2	25·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP Akt.Burmeistr&Wain,Cpn		N
20449 130555	**Bonnington** Ⓟ SternPad *Mchy.Aft*	1700 — 955					1911	J.M.Bulger Nelson,B.C.	CanadianPacific RailwayCo.	202·5	39·1	7·5	Vancouver British	H.C.2Cy.16"&34"-96" 99RH PolsonIronWorks,Tto.		
20450 PKEF	**Bontekoe** 3*Dks* D.F. *Fitted for oil fuel*	5033 — 3044					1922	J&KSmits Schps. Kinderdijk	Koninkl.Paketv. Maats.	383·4	49·4	26·8	Batavia Dutch *WB*	T.3Cy.28½",47"&77"-54" 433NHP Werkspoor,Ams.		V
20451 2021 IBFN	**Bonzo** TwinSc *OilEng.* *ss*Nap.No.3-5,35 *Mchy.Aft* *ss*Gen.No.1-39 D.F. 2*Dks* *Longitudinal framing at bottom & at decks*	8177 7648 4917	100A1 12,39 LMC DBS4,40 *Carrying Petroleum in bulk* NO LATER SURVEY REPORTED	Gen CS12,39 9,37		CL 6,39	1931	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's CP*	A.Zanchi *CellDBuE*73' 208t*DTf*32'531t	483·8 465·0 P117'B30'F56' FK *FPT*194t*APT*128t	60·2	34·6	Genoa Italian 16*BH* (11 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.26¾"-43 5/16" 1000NHP 2DB*180lb* SocAn."Fiat"S.G.M.Turin	34 " 6	
20452 YTBS	**Bor** (*ex*Izrada-35,*ex*Poldennis, *ex*Izrada) *ss*Spt.2ndNo.3-7,34 *ss*Spt.No.1-39 1*Dk*(*Stl*) Now "Radbury," *see No.* 38304 *in Supplement*	*3614* *3265* *2276*	100A1 4,10 BS11,39	Gen LMC12,38	*x*	CL 8,39	1910	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	BrodarskoAkcionarskoDrustvo "Oceania" *CellDBa&uE*	360·2 P26'B232'F38' FK 129'*f*163'854t *FPT*	50·3	21·5	Susak Yugoslav 6*BHCem* 99t*APT*20t	T.3Cy.26",42"&68"-42" (*s*) 160lb 346NHP 2SB,6*cf*,GS129,HS5755 W.Doxford&Sons,Ld Sld.	24 " 0 s 3 " 1½ 21 " 0½	
20453 LDBO	**Bör** D.F. 1*Dk*	927 675 552					1918	Jarlsö Verft Tönsberg	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	200·4 Q63'B54'F20'	31·9	12·7	Oslo Norwegian *WB*	T.3Cy.16",25½"&44"-30" 106NH TrondhjemsMekVærksted		N
20454 DOFL	**Borbeck** (*ex*Berwindmoor) *ss*Kel.No.3-3,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cantilever framed Topside tanks* Sub.Sig. D.F.	6002 5767 3100	✠ 6,39 ✠	Bmn	*a*†	*Cell*	1923 9mo	Workman, Clark&Co.Ld. Belfast *Intermediate* *DB*35 6'1290t*Topsid*	Fried.KruppA.G. (Fried.Krupp's Reed.enTransportbedrijf,N.V.*Mgrs.*) *BH in forehold dis* *e Tanks*275'1235t	419·0 FK *pensed with* *Coll* *FPT*550t*APT*100t	56·3	27·6	Bremen German *ptCem pt Asp* 6*BH only* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.27½",45½"&76"-54" 636NHP 3SB,12*cf*,GS220,HS9768 Wrkman,Clark&Co.Ld.Bel	30 " 6	
20455 GFMR	**Borde** *ss*Sld.No.3-4,34 *ss*Sld.No.1-38 *Well deck* 1*Dk*(*Stl*) *Mchy Aft* *Cargo battens not fitted*	2014 1548 1099	✠100A1 5,39 BS5,39	Sld ✠LMC6,38	*r*	CL 4,37	1921 3mo	J.Crown& Sons,Ld. Sunderland *Lloyd's A&CP*	*CellDB*225'	270·4 280·3(O.L.) Q163'F28' FK 06t*MT*10'252t *FPT*	38·2	18·5	British 4*BHCem* 149t*APT*77t	T.3Cy.19½",33"&54"-39" (*s*) 180lb 214NHP 2SB.6*pf*,GS93,HS3524 N.E.MarineEng.Co.Ld.Sld	20 " 6 s 6 " 6¾ 18 " 10½	
20456 FOOM	**Bordeaux** TwinSc 1*Dk*	774 650 262					1912	Atel.&Ch. delaLoire St.Nazaire	CheminsdeFer de l'EtatFrançais (SouthernRly. *Mgrs.*)	206·7 B48'F31'	27·9	15·9	Dieppe French	T6Cy14",22 27/32"&37 13/16"-29 13/16" 156NH Atel.&Ch.delaLoire,Nts.		V
20457 27395 JSYA	**Bordeaux Maru** *ss*Kob.No.3-5,35 *ss*TamaNo.1-39 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6567 6157 4104	✠ ... 9,41 *Awng dk* *with freeboard* *Fitted for oil fuel*	Yka ~~✠LMC11,39~~	*z* 12,23	OG 11,39 *F.P. a*	1923 12mo *bove 1*	Kawasaki ZosenshoK.K Kobe *Lloyd's A&CP* 50° F.	KawasakiKisen K.K. *CellDB*342' 1234t*DTa*35'767t	405·0 F33'*on Awngdk* FK *Collisio* *FPT*104t*APT*36t	53·0	37·0	Kobe Japanese *ptCem* *n BH to A dk* 5 „ „*U* „	3 Steam TurbinesDR geared to 1 Sc. Shaft (*s*) 200lb HS7800 746NH 3SB(Spt),9*cf*,GS190, FD KawasakiDkydCoLdKobe	37 " 0 ~~8 10½~~ ~~28 " 5~~	
20458 204900 KJDP	**Border King** (*ex*SanJacinto) Wood 1*Dk* *Fitted for oil fuel*	938 — 549					1908	Matthews' S.B.Co. Hoquiam	BorderLine TransportationCo.	163·7	36·9	21·4	Seattle Utd.States	C.2Cy.14"&32"-24" 42NHP UnionIronWorks,S.Fo.		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée, Cert. B. of Trade
20459 141710 CYGV	**Border Prince** Ⓟ (*ex*Chilkoot-34) 1*Dk* *Fitted for oil fuel* *Mchy Aft*	726 515 418					1919	Wallace Shipyards,Ld NorthVan- couver,B.C	BorderLineNav. Co.Ld.(Dodwell& Co.Ld.*Mgrs.*)	172·6 P&B69'F19'	30·2	12·9	Vancouver British *WB*	T.3Cy.15½",26"&44"-26" 96RHP IronFoundry,Providence. RhodeIsland		C
20460 DCSF	**Bordsee** (*ex*Fehmarn) *CruiserStern* *Mchy.Aft* 1*Dk*	959 772 522					1926	J.Frerichs &Co.A.G. Einswarden	W.Schuchmann	181·3 Q&B66'F23'	34·3	15·0	Brmrhavn German *WB*	T3Cy13",20½"&33 1/16"-22 13/16" J.Frerichs&Co. 52NHP AG.Osterholz-Scharmbeck		G
20461 LCGS	**Bordvik** (*ex*Dageid,*ex*Hufterö) 1*Dk*	1623 1183 935					1920	Bergens Mek.Værks. Bergen	SkibsA/S Lunde- gaard(Lundegaard &Sönner,*Mgrs.*)	244·5 P46*t*Q125*t*B157*t* H83*t*	37·7	15·7	Farsund Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
20462 5167 SDLG	**Bore** ssSkm.2ndNo.3-3,35 *Well deck* ssSkm.No.1-39 1*Dk*(*Stl*)	*1216* *999* *700*	✠100A1 4,41 ~~9,40~~ ✠LMC MS7,39 BS~~4,402,41~~ 2,42	~~Got~~ Skm	*o*	CL 3,40	1910 10mo *Lloyd*	Campbeltn S.B.Co. C'mpbeltown '*sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *CellD*	229·4 236·3(O.L.) Q83'B50'F28' FK *Ba59'uE&B33'f98'*	35·8	15·6	Stockholm Swedish 4*BHCem* 355*tAPT*85*t*	T.3Cy.18",27½"&45"-33" (*s*) 180lb 136NHP 2SB,4*cf*,GS70,HS2228 J.G.Kincaid&Co.Ld.Grk.	17 ″ 7 s 1 ″ 8¾ 16 ″ 6	
20463 1005 OHAM	**Bore I.** Ⓟ (*ex*Hebe,*ex*BoreI, *ex*Bore) ssAbo.3rdNo.3-11,33 ssAbo.No.1-37 D.F. 1*Dk*(*Stl*)&*ptAwng dk*	772 335 294	✠100A1 *ptAwng dk* 2,41 ~~6,40~~ LMC MS10,37 BS6,40 No later survey reported	~~Skm~~ Abo	*i*	OG 5,38	1898 1mo	Helsingörs Jernsk&Msk. Elsinore A&CP	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*) *DB*	188·5 179·5 | 29·6 F16' BK7½" *uE&B51'21tFPT*	29·2	12·6	Åbo Finnish 5*BHCem* 50*tAPT*18*t*	T.3Cy 18½",28"&47"-27" (*s*) 180lb 180NHP NB10*refitted*21 2SB,6*rf*,GS92,HS3548 HelsingörsJernsk&Mskb	13 ″ 11 s ″ 5½ 11 ″ 1	
20464 1168 OFDH	**Bore II.** Ⓟ D.F. 3*Dks* *Strengthened for navigation in ice*	1965 — 985	✠100A1 *withfreeboard* 10,40 ✠LMC12,38 *Fitted for oil fuel* 12,38 *F.P. above* 150°F. No later survey reported	Abo	*q*	OG	1938 12mo *Lloyd*	Crichton- VulcanA.B. Åbo '*sA&CP*	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*) *CellD*	254·3 (O.L.) 236·9 FK F75' & *Promenade dk* *B127'272tDTsf39'*	39·7	22·4	Åbo Finnish 6*BHptCem* (5 *to U dk* 1 „*2nd*„) 108*tAPT*25*t*	C.4Cy.(2)18 5/16"&(2)39⅜"- 39⅜" 395NHP 277lb(Spt256lb) *142lb* 2WTB(Spt) HS1955 FD Crichton-VulcanA.B.Åbo	24 ″ 11 s 9 ″ 0¼ 16 ″ 1½	
20465 OFAQ	**Bore III.** (*ex*Skuld-37) D.F. 1*Dk*	1153 — 621					1915	Trndhjms Mek.Værks. Trondheim	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	237·2 226·7 P12'B52'H50*t*F25'	36·4	15·1	Åbo Finnish *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrndhjemsM.V.Trndheim		N
20466 OHZB	**Bore IV.** (*ex*Skotland, *ex*Strandholm,*ex*LolyJensen,*ex*Olaf) D.F. 1*Dk*	1658 1442 956					1907	Akt.Bur- meistr&Wain Copenhagen	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	279·5 268·7 H81*t*F33*t*	39·5	17·6	Åbo Finnish *WB*	T.3Cy.18",29"&50"-33" 144NHP Akt.Burmeistr&Wain,Cpn	20 ″ 4	N
20467 150 OHDC	**Bore V.** Ⓟ (*ex*Ægir) D.F. 1*Dk*&*Awng dk*	777 745 465					1896	Nylands Værkstd. Oslo	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	184·7 177·6 21·7	28·3	14·5	Åbo Finnish *WB*	C.2Cy.17½"&36"-27" 56NHP NylandsMek.Vrkstd.Oslo		V
20468 950 OHGP	**Bore VI.** (*ex*Bjarke,*ex*Arkö, *ex*Ellwiron) ssAbo.No.3-4,32 ssAbo.No.1-36 D.F. 1*Dk*(*Stl*)	1466 — 832	✠100A1 9,39 ✠LMC MS9,36 BS6,39 NO LATER SURVEY REPORTED.	Abo	*p*	OG 9,39	1919 5mo	Kockums M.V.Aktieb. Malmö	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*) *Cell*	244·7 235·0 P17'B63'F25' FK *DB*196' 396*t FPT*	37·7	16·7	Åbo Finnish 4*BHCem* 41*tAPT*59*t*	T.3Cy.18⅛",28¾"&48 13/16"-31½" 185lb (*s*) 157NHP 2SB,4*cf*,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s 2 ″ 2½ 16 ″ 7	
20469 1052 OHBZ	**Bore IX.** (*ex*Queensbury,*ex*Yonne, *ex*Strathan) D.F. 2*Dks*	4512 4101 2651					1910	A M'Millan &Son,Ld. Dumbarton	Ångf.-Aktieb.Bore (Thr.Kramer, *Mgr.*)	390·4 374·0 P36'B100'F39'	53·2	25·7	Åbo Finnish *WB*	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Glasgow		C
20470 1169 OFDL	**Bore X.** *Ref.Mchy.* *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk*, *CruiserStern* *3rd dk except in No.5 hold* *Strengthened for navigation in Ice*	5058 4224 2732	✠100A1 *withfreeboard* 3,41 ✠LMC1,39 ✠Lloyd'sRMC3,41 for temp. 36° F.	BAs	*a*†	CL	1939 1mo *Lloyd*	A/B Göta- verken Gothenburg '*sA&CP*	Ångf.Aktieb.Bore (Thr.Kramer, *Mgr.*) *CellDB*325'1240*tT* *tunnel*46'179	442·7 418·0 F40' FK *anks in way of* (*tFPT*95*tAPT*215*t*	56·7	24·2	Åbo Finnish 7*BH* *Coll toSh dk* 6 „*2nd*„)	Oil Engines 2S.C.DA 5Cy.24 7/8"-55⅛" 1026NHP DB*85lb* Götaverken,A/BGot.	28 ″ 8 s 3 ″ 1¾ 25 ″ 9	
20471 LIUQ	**Boreas** (*ex*CanadianSquatter-34) 2*Dks*	2801 2520 1674					1920	British American S.B.Co. Welland,Ont	Dampsk.A/S Transport(Valde- marSkoglandA/S, *Mgrs.*)	320·3 P28'B96'F31'	43·9	22·6	Haugesnd Norwegian *WB*	T.3Cy.21½",38"&63"-42" 257NHP JohnInglisCo.Ld.Toronto		N
20472 8270 SLEN	**Boreland** *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk* D.F. E.S.D. *CruiserStern* *Strengthened for navigation in Ice* *pt electrically welded*	*2623* *2220* *1385*	✠100A1 *withfreeboard* 8,41 ~~4,40~~ ✠LMC6,38 ✠Lloyd'sRMC4,40 for temp. 21° F. *Carrying fuel oil F.P. above* 150° F *. or vegetable oil in deep tank & in wing double bottom tank in ER*	Got	*w*	CL 8,41	1938 6mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	Ångf.A/B Tirfing (SvenskaOrient Linjen)(T.E.J:son Broström,*Mgr.*) *Cell*	353·6 370·3(O.L.) FK (*DB*252'815*t MT*24'	50·2	19·3	Gothenbrg Swedish 7*BH* *Coll toSh dk* 6 „*2nd*„) 303*t Tanks i*	Oil Engines 2S.C.DA 6Cy.17 11/16"-47¼" 644NHP DB*80lb* EriksbergM.V.Aktieb.Got *n way of tunnel*171*tAPT*60*t*	22 ″ 3 s ″ 10¾ 21 ″ 6	
20473 6515 SDTN	**Boren** *Now* **"Skane,"** *see letter* **S.** ssGot.No.3-12,33 ssGot.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl-pt* ws)	*4528* *4039* *2704*	✠100A1 *Shelter dk* *withfreeboard* 9,40 ✠LMC MS5,38 BS11,40 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	NYk	*y*	OG 8,39	1921 7mo *Lloyd*	Akt.Lind- holmen- Motala Gothenburg '*sA&CP*	RederiA/B Transatlantic (G.Carlsson,*Mgr.*) *CellD*	377·8 393·6(O.L.) F38'*onShelter dk* FK *Collision* *B*269'1145*tAPT*86*t*	54·2	24·4	Gothenbrg Swedish *ptCem* *BHtoSh dk* 5 „ „ *U* „	T.3Cy.27",44"&72⅛"-48" (*s*) 185lb 450NHP 3SB(Spt),9*cf*,GS144, HS6150 FD Akt.Lindholmen-Motala	27 ″ 0 s 2 ″ 11¾ 24 ″ 2½	
20474 LCEZ	**Borgå** **TwinSc3Mst** *OilEng.* 3*Dks*	4821 3259 2969					1923	Akers Mek.Værks. Oslo	A/S Borgå(Petter Olsen,*Mgr.*)(Den NorskeSyd- AmerikaLinje)	362·4 H199*t* 31·0	51·4	22·5	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23 3/16"-35⅜" 625NHP ÅkersMek.Værks.Oslo		N
20475 4330 SDLK	**Borga** (*ex*Cyrene,*ex*SailingVessel) 1*Dk*	*430* *361* *292*					1904	Lödöse Varf Lödöse	Rederi A/B Bia (B.V.Brunulf, *Mgr.*)	138·7 Q14'H36*t*F15*t*	25·9	12·8	Gothenbrg Swedish *WB*	C.2Cy.12"&28"-18" E&B *fitted*07 28NH LödöseVarf,Lödöse		V
20476 LDYA	**Borgestad** **TwinSc** D.F. *OilEng.* 1*Dk*	3924 3488 2386					1924	Burmeister &Wain Copenhagen	A/S Borgestad	351·3 P103*t*H236*t*F9*t*	51·4	24·2	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19 11/16"-35 7/8" 449NHP A/SBurmeister&Wain,Cpn		N
20477 LCPZ	**Borgfred** (*ex*Winroth-34,*ex*Rönnes, *ex*Krosfond) D.F. 1*Dk*	2183 1956 1292					1920	Swan.Hun- ter&Wigham Richardson, Ld Sunderlnd	SkibsA/SBorgholm (G.Gabrielsen, *Mgr.*)	285·3 P64*t*H111*t*	41·5	20·2	Farsund Norwegian *WB*	T.3Cy.22",35"&58"-39" 210NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
20478 LCFC	**Borgholm** 1 Dk	1557 1349 890					1922	Akers Mek. Værks. Oslo	A/SBorgå (PetterOlsen Mgr.)	255·8 P41tH84tF27t	39·7	17·0	Oslo Norwegian	T.3Cy.19",31"&53"-36" 168NHP AkersMek.Værks.Oslo		N
20479 LDIJ	**Borgny** OilEng. ssBla.No.2-37 Mchy.Aft 1Dk(Stl)& Web frames Longitudinalframing-bracketlesssystem	3015 2161 1686	✠100A1 12,39 ✠LMC DBS11,39 CarryingPetroleum in bulk (SEE FOOTNOTE *)	Got CS5,38 4,39	t	CL N4,38	1929 3mo Lloyd'sA&CP	A/SAalb'rg Skibsbyggeri Aalborg	A/S Borgå (PetterOlsen, Mgr.)	305·4 320·6(O.L.) P67'B38'F31' Trunk in wells FK CellDBuE47'50tDTf29'210tFPT154tAPT22t	50·2	18·8	Oslo Norwegian 12BHptCem	Oil Engines 4S.C.SA 6Cy.19¾"-59¼" 222NHP DB185lb Akt.Burmeistr&Wain,Cpn	19 " 0	
20480 LDID	**Borgsten** 1 Dk	1569 1355 914					1922	Akers Mek.Værks Oslo	A/S Borgå (PetterOlsen, Mgr.)	255·9 P44tH91tF9t	39·7	17·7	Oslo Norwegian WB	T 3Cy.19",31"&53"-36" 168NHP AkersMek.Værks.Oslo		N
20481 LCRM	**Borgund** (exTangbrand, exJerseydene,exSuzanne&Madeleine, exBarbeau) Ref.Mchy. 1Dk	341 280 170					1917	Forg.&Ch. de la Médit LaSeyne	StatensKjöleanlegg&Fryseri	146·9 Q7tH24tF24t len39	24·1	10·9	Aalesund Norwegian WB	C.2Cy.18"&36"-23½" Forges&Ch.de la 52NHP Medit.LaSeyne		V
20482 173047 GNDM	**Boringia** Ⓟ TwinSc D.F. OilEng. Ref.Mchy. ssCpn.No.2-38 1Dk(Stl)&Shelter dk(Stl-teaks) 3rd dk(Stl)in frwd.holds	5821 4648 3608	✠100A1 withfreeboard ~~8,41~~ ~~8,40~~ 12,41 ✠LMC DBS~~8,39~~ 3,41	~~Sng~~ ~~Cal~~ Lth CS12,38 6,38	b†	CL P8,39 SN8,39	1930 4mo Lloyd'sA&CP	Akt.Bur-meistr&Wain Copenhagen	Ministry of War Transport(United BalticCorporation,Ld.Mgrs.)	426·5 442·3(O.L.) B92' FK CellDB372'1326t tanks in way of tunnels 100tFPT95tAPT99t	57·2	25·5	Glasgow British 7BHptCem (Coll to Shdk 6 „ 2nd „)	Oil Engines 4S.C.SA 14Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 827NHP DB90lb Akt.Burmeistr&Wain,Cpn	28 " 0 s 3 " 4¾ 24 " 8½	BT till 3,42
20483 230447 KGWQ	**Borinquen** Ⓟ D.F. GyC. 3Dks Ref.Mchy. Fitted for oil fuel	7114 — 4249					1931	Bethlehem S.B.Corp.Ld Quincy,Mass.	Agwilines,Inc. (NewYork&PortoRicoS.S.Co.Mgrs.)	413·7 B249'F77'	59·8	23·2	NewYork Utd.States WB	2 Steam Turbines SR Geared to 1 Sc. Shaft BethlehemS.B.Corp.		R
20484 834 SVHI	**Boris** (exMenapier-33,exWar Heather) ssAnt.No.3-9,30 ssAnt.No.2-38 1Dk(Stl)	5166 4737 3071	✠100A1 ~~4,41~~ ~~2,40~~ 1,42 MS8,38	~~Pir~~ Ver ✠LMC BS~~2,40~~ 12,41	y	CL ~~2,40~~ 4,41	1917 12mo Lloyd'sA&CP	D&WHen-dersn&Co.Ld Glasgow	Soc.Commerciale et d'Armément S.A.	400·5 P49 B113'F39' FK Middle line Bulkhead	52·3	28·5	Piræus Greek 7BH pt Cem not oil-tight Cell DB345'	T.3Cy.27",44"&73½"-48" (s 180lb 490NHP 3SB.9cf,GS190,HS7020 FD D&W.Hendersn&CoLdGls 1132tFPT114tAPT177t	31 " 0 s 5·11½ 25 " 3½	
20485 PDFB	**Borneo** OilEng Mchy.Aft 1Dk Cruiser Stern	338 — 164					1937	NVSchpsw "Vooruit-gang" Foxhol	J.Wester	133·0 P35'Q45 F21'	23·9	9·5	Paters-wolde Dutch WB	Oil Engines 4S.C.SA 6Cy.11¼"-$16\frac{9}{16}$" 74NHP MtrnWerkeMannheim AG		C
20486 21145 JCLB	**Borneo Maru** 2Dks&Awng dk	5864 5586 4264	✠ ... 5,22 ✠				1917 11mo	Kawasaki Dkyd.Co.Ld. Kobe	OsakaSyosen K.K.	385·0 FK	51·0	36·0	Osaka Japanese WB	T.3Cy.26",43½"&72"-48" 440NHP KawasakiDkydCoLdKobe	36 " 0	C †
20487 165254 GLZG	**Bornholm** OilEng. ssEls.No.2-37 D.F. 1Dk(Stl)	3177 2730 1928	✠100A1 ~~11,41~~ ~~3,41~~ 3,42 ✠LMC DBS5,41	~~Bos~~ Sws CS3,38 3,38	v	CL 10,39	1930 6mo Lloyd'sA&CP	Akt.Bur-meistr&Wain Copenhagen	Ministry of War. Transport(T. Dunlop&Sons, Mgrs.)	326·2 340·8(O.L.) P25'B155'F27' Trunk in wells FK CellDB277'824t MT156t APT110t	50·1	20·8	Aberdeen British 5BHptCem	Oil Engines 4S.C.SA 6Cy.21⅝"-$59\frac{1}{16}$" 267NHP DB100lb Akt.Burmeistr&Wain,Cpn	23 " 0 s 2 " 7¾ 20 " 6¼	
20488 OXZE	**—** Ⓟ OilEng. D.F. 2Dks	1359 647 810					1930	Akt.Bur-meistr&Wain Copenhagen	A/S Dampskslsk. paaBornholm af 1866(Thorkil Lund,Mgr.)	235·3 FonAwngdk32'	37·9	11·4	Rönne Danish WB	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NH Akt.Burmeistr&Wain,Cpn		V
20489 PDFH	**Bornriff** OilEng. Mchy.Aft 1Dk CruiserStern	336 225 149					1939	N.V.Noord Nederlndsch. Schpswerven Groningen	H.Salomons	134·9	22·9	8·7	Groningen Dutch WB	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"-$14\frac{5}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		C
20490 132268 GRCW	**Borodino** Ⓟ CruiserStern Ref.Mchy. D.F. 2Dks	2004 1650 1091					1911	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	318·0	42·2	17·2	Hull British WB	T.3Cy.22",36"&60"-42" 233NHP Earle'sCo.Ld.Hull		C
20491 DGWC	**Borussia** TwinSc 1Dk	948 745 528					1912	Nüscke& Co.A.G. Stettin	Rhein-London LinieA.Kirsten&Co.	219·8 Q63'B53'F23'	33·5	13·1	Cologne German WB	T.6Cy.11¼",$18\frac{9}{10}$"&$30\frac{7}{10}$"-$18\frac{7}{16}$" 82NHP Atlas-WerkeA.G.Bremen		G
20492 YTAJ	**Bosanka** ssTri.2ndNo.3-8,32 ssSpt.No.~~1-37~~ 2-40 Spar dk(Stl)2trB&deepframing	3456 3291 2244	✠100A1 Spar dk withfreeboard 7,41 ~~9,40~~ BS~~12~~,40	~~Spt~~ NYk ✠LMC MS9,40	v	CL 10,39	1905 3mo Lloyd'sA&CP	Nthmblnd S.B.Co.Ld. Newcastle	Dubrovacka PlovidbaA.D.	341·2 P30'B94'F30' FK CellDba110'uE22'f154'77	46·8	15·9 24·7	Dubrvnik Yugoslav 6BHCem 5tAPT61t	T.3Cy.24".40"&65"-45"(s) 160lb 300NHP 2SB,6cf,GS129,HS4770 N.E.MarineEng.CoLdNwc	27 " 4 s4 " 10 22 " 8	
20493 166326 GFFC	**Boscan** TwinSc Mchy.Aft 1Dk CruiserStern	~~3953~~ ~~2955~~ ~~1818~~ 4311 2955 2056	✠100A1 ~~9,41~~ ~~11,40~~ 12,41 CarryingPetroleum in bulk Fitted for oil fuel 12,37	Aru ✠LMC~~12,39~~ 12,41	w	CL ~~10,38~~ 12,41	1937 12mo Lloyd'sA&CP F.P. above 150°F	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LagoShippingCo. Ld.(R.A.Carder, Mgr.)	355·9 365·2(O.L.) P73'F41' FK Trunk240' CellDBuE12'23tFPT164tAPT141t	60·2	16·7	London British 8BHptCem pt Asp	T.6Cy.16",26"&43"-27" (s) 180lb 318NHP 2SB,6cf,HS5130 FD N.E.MarineEng.CoLdNwc	17 " 6 s4 " 1¾ 13 " 6¾	
20494 PDFP	**Boschfontein** Ⓟ (exNieuwkerk-34) OilEng. ssHamNo.2-37 D.F. E.S.D. 1Dk(Stl)Shelter dk(Stl)& Ref.Mchy 3rd dk(Stl)in holds Cruiser Stern	7139 5048 4292	✠100A1 withfreeboard ~~9,41~~ 2,42 Examined 9,41 ✠LMC CS12,37 11,38 ✠NE11,34 DBS~~7,40~~ 3,42 ✠Lloyd'sRMC8,41	~~Ver~~ LAn SFo	b†	OG ~~5,39~~ 9,41	1928 10mo Lloyd'sA&CP	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	VereenigdeNederlandscheScheep. Maats.	453·7 472·4(O.L.) P33'B134'F67' FK len34 CellDB372'1099tFPT115tAPT62t	59·5	27·2	Batavia Dutch 8BHCem (2 to Sh dk 6 „ 2nd „)	2Oil Engines 2S.C.SA 20Cy.$22\frac{1}{16}$"-$33\frac{1}{16}$"withS.R. gearing & hydraulic coupling 2DB 225lb 1705NHP NDB(WT)34-225lb KonMaats"DeSchelde," Flushing	31 " 0 s 4 " 6 26 " 7	
20495 314 IBFA	**Bosforo** (exMayumbe-39) ssAnt.No 2-37 D.F. 1Dk(Stl)&2nd dk(Stl)in peaks&Nos 1,2,4,5&6 holds	3648 3128 2164	✠100A1 1,40 BS12,38 Fitted for oil fuel 1,34 NO LATER SURVEY REPORTED	Tri ✠LMC11,37		CL 1,40	1929 9mo Lloyd'sA&CP F.P. above 150°F	Antwerp Eng.Co.Ld. Hoboken	"Adriatica"Soc. Anon.diNav.	359·2 347·2 P37'F33'B118' FK CellDBa&u E123'f150'S	49·3	23·6	Venice Italian 7BHCem 1 „ to 2nd dk 11tDTs a55'	T.3Cy.25",41"&68"-45" (s) 180lb FD 440NHP 3SB(Spt)9cf,GS165,HS6564 N.E.MarineEng.Co.Ld.Sld 1070tFPT68tAPT31t	25 " 9 s4 " 2½ 21 " 8	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 [illegible]
20496 YTQA	**Bosiljka** (*ex*Falco-35,*ex*Bia, *ex*Augusta, *ss*Got.3rdNo.3-9,33 *ex*Polycarp) *ss*Ssk.No.1-37 1*Dk(Stl)&Spar dk(Irn)* *&deepframing*	3009 2842 1810	✠100A1 *Spar dk* ~~9,41~~ ~~1,41~~ 3,42 BS4,42 ~~BS5,41~~ ✠LMC10,36	~~NYk~~ NOs	*u*	CL 1,41	1896 5mo	Barclay, Curle&Co.Ld Glasgow A&CP	Parobrodarsko Drustvo,S.O.I. "Alcesu" *Cell*	322·0 *DBa&uE*125' *f*138'	42·3	16·9 25·6 FK	Orebic Yugoslav 5*BHCem* 598t*APT*40t	T.3Cy.23½",39½"&64"-42"(*s*) 160lb NDB11 277NHP 2SB(Spt)6*cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls.	28 " 0 s 5 " 7½ 22 " 7½	
20497 PDFS	**Boskoop** Ⓟ *ss*Ham.No.3-5,39 D.F. 2*Dks(Stl)&Shelter dk(Stl)* *CruiserStern*	5620 4634 3394	✠100A1 *withfreeboard* 7,41 ~~8,40~~ BS7,41 ✠LMC MS5,39 ~~BS8,40~~ *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	Liv	*a*†	CL 12,39	1927 7mo *Lloyd*	N.V.C.van derGiessen& Zonen'sSchps Krimpen '*sA&CP*	Koninkl.Nederl. Stoomb.Maats. *CellDB*	400·6 417·3(O.L.) 323'1175t *FPT*106t	58·3	26·3 FK (*Coll&A*	Amstrdam Dutch 7*BHCem* *P to Sh dk* 5 „ 2*nd* „) *APT*66t	C.4Cy.(2)29"&(2)47¼"-47¼" 200lb (*r*) 522NHP 3SB(Spt)9*cf*,GS165,HS8220 FD RottrdamDryDockCo.Rot.	30 " 0 s 3 " 7 26 " 7	
20498 YTJK	**Bosna** Ⓟ (*ex*Bosnia) *ss*Spt.3rdNo.3-7,34 *ss*Ssk.No.1-39 1*Dk(Stl-ws)*	542 347 263	A1 *For service in* *the Adriatic* 5,40 BS4,40 LMC2,39 No later survey reported	Ssk	*h*	CL 5,40	1899 *Lloyd*	Lloyd Austriaco Trieste '*sA&CP*	JadranskaPlovid- baD.D.	162·8 174·2(O.L.) P49'B39'F45' *CellDBa*45'	24·9	11·6 FK	Split Yugoslav 5*BHCem* *uE*23'63t	T.3Cy.13⅞",22¼"&36"-24"(*s*) 170lb 94NHP 2SB,4*cf*,GS80,HS1470 FD LloydAustriaco,Trieste	12 " 5 s 1 " 0 11 " 9½	
20499 LIXM	**Bosphorus** *OilEng.* D.F. 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	2111 1647 1151					1934	A/SAkers Mek.Værks. Oslo	DenNorskeMiddel- havslinjiA/S(Fred Olsen&Co.andOle R.Thoresen, *Mgrs.*)	323·6 P98tH320tF46t	44·2	16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.19 1/16"-35 7/16" 404NHP A/SAkersMek.Værks.Oslo		N
20500 223749 WECB	**Boston** Ⓟ Twin*Sc* *CruiserStern* 6*Dks* D.F. *Fitted for oil fuel*	4989 — 2703					1924	Bethlehem S.B.Corp.Ld. Sparrow'sPt.	Eastern Steamship Lines,Inc.	385·3	72·5	20·9 *WB*	Portsmth, N.H. Utd.States	4SteamTurbinesSRgeared to2Sc.Shafts Bath Iron Works,Bath,Me.		R
20501 134724 GDSB	**Boston City** *ss*Brs.No.3-8,33 *ss*Brs.No.1-38 D.F. 2*Dks(Stl)&Shelter dk(Stl)* *3rd dk(Stl)in fore hold* *Tonnage opening closed'41(W.E.)*	2870 2632 1707	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~8,40~~ ✠LMC MS2,38 ~~BS2,40~~ 4,41 *Fitted for oil fuel* 8,20 *F.P. above* 150°F.	Brs	*u*	CL ~~1,88~~ 9,41	1920 8mo *Lloyd*	C.Hill& Sons,Ld. Bristol '*sA&CP*	BristolCityLine of Steamships,Ld. (C.Hill&Sons, *Mgrs.*) *CellDB*268'601t	316·1 *FPT*88t*APT*89t	43·8	23·6 FK *Collision*	Bristol British *Cem* *BHtoSh dk* 5 „ „ *U* „	T.3Cy.24 7/16",39"&66"-45" 180lb *100lb* (*s*) 357NHP 2SB,6*cf*,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.Hpl.	~~26 " 0~~ ~~s 2 " 1½~~ ~~24 " 1½~~ 33 " 7 s 8 " 8¼ 25 " 1½	
20502 26358 JMCD	**Boston Maru** *ss*Nag.No.3-3,32 *ss*Kob.No.1-37 2*Dks(Stl)*	5477 4988 3407	✠ ... 6,39 ✠	Smk	*z*		1919 10mo	Asano S.B.Co. Tsurumi	IshiharaSangyo KaiunKaisha,Ld.	400·0 P33'B124'F41' *CellDB*339'942t	53·2	29·4 FK	Hutyu Japanese 6*BHCem* *APT*27t	T.3Cy.26¾",43½"&72"-48" 513NHP 3SB,9*cf*,GS175,HS7376 Ishikawajima,Tokyo	32 " 0	
20503 223680 KLEL	**Boston Socony** Twin*Sc* *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk* *New middle body electrically welded* 1935	1199 — 758					1924	NewYork S.B.Corp Camden,N.J. Rebuilt1935	Socony-Vacuum OilCo.Inc.	252·0	40·0	12·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.13"-18" 98NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
20504 164171 MPPM	**Boston Trader** *Oil Eng.* *ss*Goo.No.1-40 *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	371 258 171	✠100A1 8,40 ✠LMC8,40	Goo	*e*	OG 7,40	1936 11mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole '*sA&CP*	Gt.Yarmouth ShippingCo.Ld. *Cell*	143·5 P41'F15' *DBf*32'52t*FPT*52t	26·2	8·9 FK	Yarmouth British 3*BHCem* *APT*28t	Oil Engines 2S.C.SA 6Cy.9 1/16"-16 3/16" 101NHP BritishAuxiliaries,Ld.Gls.	10 " 0 s " 11½ 9 " 2	
20505 143043 GNSX	**Bosworth** (*ex*WarPeridot) *ss*Shl.No.3-8,31 D.F. *ss*Bry.No.2-40 E.S.D. 1*Dk(Stl)&Shelter* *dk(Stl)* *Cargo battens not fitted in 'tween decks*	6672 6398 4140	✠100A1 *Shelter dk* *withfreeboard* ~~6,41~~ ~~10,40~~ 1,42 BS5,41 ✠LMC3,40	~~Gls~~ Cff	*a*†	CL ~~N3,38~~ 5,41	1919 3mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	H.M.Thomson *CellDB*366'1362t*D*	412·5 F *on Shelter dk* 36' *Ta*26'997t*FPT*154t	55·5	34·4 FK	~~London~~ British *ptCem* 6*BHtoSh dk* 2 „ „ *U* „ *APT*224t	T.3Cy.27",45"&75"-54" (*s*) 180lb 619NHP 3SB,12*cf*,GS219,HS9525 FD J.Dickinson&Sons,Ld.Sld.	37 " 0 s 8 " 9½ 28 " 6	
20506 131445 GRQK	**Botavon** (*ex*Trade-39, *ex*Eurypylus-38, *ss*Liv.2ndNo.3-11,37 *ex*Indrakuala) 2*Dks(Stl)* *Carrying oil fuel F.P.above*150°F.*in DB*	5848 5307 3568	✠100A1 3,42 ~~3,41~~ BS6,41 ✠LMC5,36	~~Lon~~ Shl	*a*†	CL ~~3,39~~ 3,42	1912 7mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	Ministry of War Transport(SirWm. ReardonSmith& Sons,Ld.*Mgrs.*) *Cell DBa*118'*uE&B*	430·0 P80'B148'F80' 75'*f*195'1260t*FPT*	54·0	30·5 FK	London British 7*BHCem* 98t*APT*58t	T.3Cy.26½",45"&75½"-54" 200lb HS13405 (*r*) 687NHP 2D&1AuxSB,15*cf*,GS300 Dunsmuir&Jackson,LdGls	33 " 1 s 5 " 9¾ 27 " 6½	
20507 PKOC	**Both** 2*Dks*	2608 2034 1517					1931	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	299·4 P26'B83'F19'	46·6	19·3	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35½"- 35½" 122NHP Gebr.Stork&Co.Hengelo		V
20508 160475 GSLJ	**Bothnia** *ss*Liv.No.2-35 2*Dks(Stl)*	2407 2085 1209	✠100A1 ~~7,41~~ ~~9,40~~ 1,42 Examined ~~7,41~~ 5,42 BS9,40 ✠LMC5,35	~~Cff~~ Hul Liv	*t*	CL ~~12,37~~ 1,42	1928 5mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	CunardS.S.Co.Ld.	292·3 B129'F28' *CellDBa&uE* 94'*f*139'526t*FPT*	45·0	20·3 FK	Liverpool British 5*BHptCem* 43t*APT*23t	T.3Cy.24",40"&66"-45" (*s*) 180lb *180lb* 403NHP 2SB,8*cf*,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 " 6 s 3 " 0½ 19 " 8	
20509 6061 SDLU	— (*ex*Freja) 1*Dk*	*1343* *1144* *711*					1918	Limhamns Skeppsv.A.B. Limhamn	RederiA/B SvenskaLloyd(K. R.Bökman,*Mgr.*)	239·0 P19'B60'F30'	37·6	18·2	Gothenbrg Swedish *WB*	T.3Cy.17½",29½"&48"-31½" 130NHP LimhamnsSkeppsv.A.B.		V
20510 DHCY	**Botilla Russ** Sub.Sig. 1*Dk*	996 798 588					1922	Atlas WerkeA.G Bremen	ErnstRuss	224·0 P15'Q79'B61'F27'	33·3	13·7	Hamburg German *WB*	T3Cy.18 1/16",29½"&48½"-29½" 129NHP AtlasWerkeA.G.Bremen		G
20511 137842 GQTZ	**Botlea** (*ex*PentridgeHill-39, *ex*AfricanPrince-36, *ss*Liv.No.3-9,29 *ex*Glennevis) *ss*Pir.No.2-38 2*Dks(Stl)*	5119 4800 3245	✠100A1 9,39 ✠LMC MS5,38 BS6,39	Cff	*y*	CL 8,39	1917 5mo *Lloyd*	Ayrshire Dckyd.Co.Ld Irvine '*sA&CP*	Ministry of War Transport(SirWm. ReardonSmith& Sons,Ld.*Mgrs.*) *'Tween deck BH in after hold dispensed with* *CellDB*344'981t*DTa*	400·7 P35'B119'F46' 33'867t*APT*19t	53·4	27·3 FK	London British *Cem* 5*BHto U dk* 1 „ „ 2*nd* „	T.3Cy.27",48"&72"-48" (*s*) 180lb *65lb* 510NHP 3SB,9*cf*,GS119,HS7647 FD Dunsmuir&JacksonLd.Gls *only*	29 " 7 s 5 " 8 24 " 1	
20512 LCRN	**Botne** 1*Dk*	991 861 570					1922	Hölens Verks. Larvik	JansensRederi A/S(Ingvar Jansen *Mgr.*)	214·2 H59tP89t	34·8	14·2	Bergen Norwegian *WB*	T.3Cy.15¾",25"&42"-30" 97NHP MossVærft.A/S.Moss		N

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20513 137512 GPVX	**Botwey** (exManchesterProducer-39, exStartPoint) ssMch.No.3-9,28 D.F. ssMch.No.2-37 Ref.Mchy. 2Dks(Stl)& Shelter dk(Stl) Tonnage opening closed '41(W.E.)	5106 4774 8174	✠100A1 Shelter dk withfreeboard 5,40 ✠LMC MS9,36 BS8,40 Lloyd'sRMC9,38 Stbd. chambers for temp. 32° F.	Mch	a†	CL 3,38	1916 5mo Lloyd	SirJ.Laing &Sons,Ld. Sunderland 'sA&CP CellD	Ministry of War Transport(P. Henderson&Co. Mgrs.) Ba135'uE31'f'172'	420·3 432·5(O.L.) FonShelter dk34' FK 1054t D T a 35' 946t	53·5	27 8	Manchestr British 7BHCem FPT 109t A	T.3Cy.29",49"&80"-54" (s) 180lb 682NHP 3SB,12cf,GS234, FD HS10300 Richardsons,Westgarth& PT124t Co.Ld.Sld.	~~30 " 6~~ ~~s8 " 8½~~ ~~27 " 0~~ 39 " 1 s11 " 3¼ 28 " 0	
20514 153733	**Bou Regreg** ssCdz.No.3-11,34 Mchy.Aft ssSuz.No.1-38 1Dk	382 296 182	100A1 12,40 BS2,41 LMC12,38 For Service at Suez Carrying Petroleum in bulk Fitted for oil fuel24 F. P. above 150° F.	PSd	f	CL 12,38	1924	Philip& Son,Ld. Dartmouth	TexasShipping Company(China) Ld.(Société CaliforniaTexas desPetrolesS.A.E. Mgrs.)	140·0 Trunk65' FK FPT18t	30·1	8·3	Hong Kong British 7BHptCem APT28t	C.2Cy.13½"&28"-20" 150lb 32RHP 1SB,2cf,HS1081 Philip&Son,Ld.Dartmouth	9 " 6	
20515 FOHJ	**Boudjmel** (exZeus) 2Dks	1527 1257 943					1901	Rijkee& Co. Rotterdam	L.Bérengier& Giannoni	250·7 Q78'B60 F32'	34·6	18·5	Marseilles French WB	T.3Cy.19",32"&51"-36" 156NHP Maats.Fyenoord,Rot.		V
20516 UPAG	**Boug** (exAgnesDuncan-35) ssCff.No.3-1,25 Mchy.Aft ssCff.No.2-34 1Dk(Stl)	2496 2175 1407	✠ 4,31 ✠	Cff			1912 7mo	R.Duncan &Co.Ld. PortGlasgow	U.S.S.R. 2Int main	306·0 P71'F38' FK ermediateBHds in hold dispensed with CellD	43·2	20·1	Archangel Russian Cem 3BHonly BuE&B52'f	T.3Cy22",36 9/16"&59"-39"(s) 263NHP 2SB,6cf,GS126,HS4428 J.G.Kincaid&Co.Ld.Grk. 185'715tFPT305tAPT74t	22 " 7	
20517 FNLR	**Bougainville** Ⓟ Ref.Mchy. D.F. 3Dks	7110 — 4363					1913	Forg.&Ch. de laMédit Havre	ChargeursRéunis	414·0 B148'	53·8	34·8	Havre French WB	T.3Cy.28",46"&76"-52" 416NHP Forg.&Ch.delaMédit.Hav.		V
20518 FNGJ	**Bougaroni** (exSheafSpear-37) ssNwc.No.3-2,32 ssAnt.No.2-40 D.F. E.S.D. 1Dk(Stl)	3050 2831 1913	✠100A1 ~~8,41~~ ~~10,40~~ 2,42 BS8,41 ✠LMC4,40 Fitted for oil fuel 2.20 F.P. above 150° F.	Mal	u	CL 4,40	1919 1mo Lloyd	J.Blumer &Co. Sunderland 'sA&CP	Cie.France-NavigationS.A.(in liq.)(Charg-eursRéunis,Mgrs.) CellD	331·3 P33'B98'F28' FK B276'734t FPT105t	46·8	23·2	Rouen French 7BHptCem APT122t	T.3Cy.23",41"&68"-45" (s) 180lb 340NHP 2SB,6cf,GS102,HS4203 FD J.Dickinson&Sons,Ld.Sld.	25 " 6 s 3 " 11½ 21 " 9	
20519 160758 GSQD	**Boulderpool** ssShl.No.2-36 D.F. 1Dk(Stl)	4805 4552 2992	✠100A1 12,40 ✠LMC MS3,37 BS7,40	Shl	z	CL 11,39	1928 10mo Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.Mgrs.) CellDB	405·0 417·8(O.L.) P30'B229'F41' FK 352'1398t FPT168t	53·5	26·4	W.Hartlpl British 6BHCem APT159t	T.3Cy.25½",40"&71"-48" (s) 180lb FD 508NHP 3SB(Spt)9cf,GS169,HS7688 Smith'sDockCo.Ld.Mdb.	29 " 5 s 4 " 9 24 " 11½	
20520 136268 ~~FNQB~~ BCVR	**Bourbonnais II**(exBourbonnais-41, exBaytigern, exSaintKentigern, D.F. 2Dks exPort deBoulogne)	4484 4147 2836					1914	Greenock& Grangem'th DckydCo.Ld. Greenock	Ministry of War Transport(Elder DempsterLines, Ld.Mgrs.)	375·8 P36'B99'F48'	~~52·6~~ 52·2	~~25·6~~ 25·7	~~Marseilles~~ ~~French~~ London British WB	T.3Cy.25",41"&68"-48" 320NHP Rankin&Blackmore,Grk.		V
20521 LZDA	**Bourgas** (exCarniolia) ssTri.2ndNo.3-3,28 1Dk&Spar dk	2941 2283 1674	... 4,33				1900	Lloyd Austriaco Trieste	Soc.Commerciale Bulgare deNav.à Vap.	315·3 P36'B86'F64' FK	40·8	21·5	Varna Bulgarian WB	T.3Cy.23½,39"&65½"-45" 356NHP LloydAustriaco,Trieste	24 " 3	V †
20522 FNNG	**Bourges** D.F. 1Dk	2910 2538 1774	✠ ... 7,22 ✠				1919 9mo	ForthS.B. &E.Co.Ld. Alloa	Cie.DelmasViel-jeux	324·4 P28'B85'F33' FK	44·3	23·1	La Rochlle French WB	T.3Cy.20½",33"&54"-39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 " 6	V †
20523 FOMW	**Bourgogne** (exHöeghRay-38) CarryingPetroleum in bulk OilEng Mchy.Aft D.F. 1Dk Longitudinal framing at bottom & deck in centre tanks CruiserStern	9357 8680 5659	✠ ... 10,38 ✠	Fal	e†		1937 10mo	Odense Staalskibsvft vedAPMöller Odense	Soc.Française de Transports PétroliersS.A. CellDBuE81'329t	485·8 501·1(O.L.) P98'B34'F37' FK DTf26'443tFPT16	65·7	35·8	Havre French 14BH 7tAPTs230t	Oil Engines 4S.C.SA 7Cy.29½"-59 1/16" 572NHP Akt.Burmeistr&Wain,Cpn	35 " 10	V †
20524 124501	**Bournemouth Queen** Ⓟ PadSp 1Dk&Promenade dk	353 241 139					1908	AilsaS.B. Co.Ld. Troon	Southamptn.I.ofW & S.ofEng.Royal MailStmPktCo.Ld	200·1 Q10'	24·1	8·0	S'thamptn British	C.D.2Cy.23"&48"-51" 94RHP Hutson&Sons,Ld.Glasgow		BT till 5,41
20525 161439 MPVS	**Bovey Tracey** ssShl.No.2-39 1Dk(Stl)	1212 921 613	✠100A1 7,41 ~~10,40~~ BS4,41 ✠LMC2,39	Shl	n	CL ~~2,39~~ 7,41	1930 6mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	ShamrockShippingCo.Ld.(W.O. Lawson,Mgr.) CellDBa&	222·0 232·9(O.L.) P20'B49'F23' FK uE75'f93'276tFPT	35·2	14·6	Belfast ~~London~~ British 4BHCem 34tAPT66t	T.3Cy.17",28"&46"-33" (s) 180lb 158NHP 2SB,4cf,GS73,HS2792 N.E.MarineEng.CoLd.Sld.	16 " 7 s 1 " 10¼ 14 " 10½	
20526 140855 GXVY	**Boxol** ssMlt.No.3-10,29 ssMlt.No.2-37 Mchy.Aft 1Dk(Stl)& Web frames Longitudinal framing	1115 861 667	✠100A1 7,41 ~~8,40~~ BS3,41 ~~BS1,40~~ ✠LMC12,37 Carrying Petroleum in bulk Fitted for oil fuel 9,17F. P.above 150° F.	Mlt	n	CL 11,37	1917 9mo Lloyd	Barclay, Curle&CoLd Glasgow 'sA&CP	TheAdmiralty CellDBuE&B45'6	210·0 220·0(O.L.) P62'F57' FK Middle line Bulkhead 3tDTf30'245tFPT	34·7	15·6	London British 12BHptCem not oil tight 35tAPT30t	T.3Cy.15½",25½"&41½"-27" 180lb (s) 87RHP 2SB,4cf,HS2206 FD Barclay,Curle&Co.Ld.Gls.	16 " 6 s 1 " 6 15 " 1	
20527 ONHT	**Brabant** OilEng CruiserStern 2Dks	2483 2100 1287					1938	Soc.Anon. Jhn.Cockerill Hoboken	CieNationale BelgedeTransp. Mar.(AgenceMaritimeInternationaleS.A.Mgrs.)	307·6 F26'	45·2	27·7	Antwerp Belgian WB	Oil Engines 2S.C.SA 5Cy.19 11/16"-35 7/8" 337NHP SocAn.J.Cockerill,Seraing		VL
20528 LCFF	**—** Ⓟ TwinSc CruiserStern OilEng. D.F. 2Dks	2335 1650 1345					1926	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. Mgrs.)	270·5 P48'Q92'F49'	41·2	20·3	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.19⅝"-35 7/16" 446NHP AkersMek.Værks.Oslo		N
20529 PDGA	**—** OilEng. Mchy.Aft CruiserStern 1Dk	345 266 203					1927	Gebr.Pot Bolnes	N.V.Motorschip Brabant(T.den Hartigh,Mgr.)	147·9 P40'F20'	25·2	8·7	Terneuzen Dutch WB	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP Motorenfabrik"Deutz" A.G.Köln-Deutz		V
20530	**Brabo** (exLaimdota-40,exCarnac, exFederica) ssTri.2ndNo.3-1,22 ssShl.No.1-27 1Dk&Spar dk & deepframing	~~3658~~ ~~3363~~ ~~2313~~ 3707 3363 2349	✠ 8,30 ✠				1899 10mo	Russell& Co. PortGlasgow	Armement AnversoisS.A. (N.Aragon&L. SchellenS.N.C. Mgrs.)	340·0 P21'B72'F36' 25·9 FK	46·1	17·9	Antwerp Belgian WB	T.3Cy.24",39"&65"-45" 300NHP Rankin&Blackmore,Grk.	28 " 5	C †

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* 7isites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où c'tà, d ∞ n'est dans le L.R. Durée, Cert. B. of Trade
20531 164347 MMNX	**Brackenfield** *Mchy. Aft* 1*Dk* *Cruiser Stern*	657 442 268	✠100A1 3,42 ~~8,40~~ BS3,42 ✠LMC11.37	Liv	*i*	CL 3,42	1937 11mo *Lloyd*	Lytham SB & E. Co. Ld. Lytham '*sA&CP*	Zillah Shipping & Carrying Co. Ld. (W.A. Savage, Ld. *Mgrs.*) *CellDB86' 113t FPT 115t APT47t*	171·0 176·7 (O.L.) Q102' F25' FK	28·8	11·2	Liverpool British 3*BHCem*	T.3Cy.12¾",21"&36"-24"(*s*) 200lb 68RHP 1SB,2*cf*,GS38,HS1637 FD Lytham S.B.&E.Co.Ld	13 " 6 s 4 " 2 13 " 1¾	
20532 LKJR	**Braconda** *Oil Eng.* 1*Dk, 2nd dk clear of cargo tanks* *Mchy. Aft* *Longitudinal framing* *Electrically welded* *Cruiser Stern*	10204 9406 6097	✠100A1 ~~4,41~~ ~~2,40~~ 1,41 ✠LMC1,40 *Carrying Petroleum in bulk*	~~Phl~~ LAn	*f*† 2¼	CL 2,40	1940 1mo *Lloyd*	Kockums M.V. Aktieb. Malmö '*sA&CP*	A/S Braconda (L.G. Braathen) *CellDBuE70' 151t DTf34' 522t FPT164t APTs396t*	513·0 533·1 (O.L.) P98' F68' FK	63·2	38·7	Oslo Norwegian 11*BHptCem*	Oil Engines 2S.C.DA 8Cy.23⅜"-43$\frac{5}{16}$" 1556NHP 2DB*171lb* 1DB(WT)*171lb* Kockums M.V. Akt. Malmö	38 " 6 s 9 " 1¾ 29 " 6	
20533 161617 GFQS	**Bradburn** 1*Dk & Shelter dk* D.F. *Fitted for oil fuel*	4736 4425 2872					1930	W. Gray & Co. Ld. W Hartlepool	Leeds Shipping Co. Ld. (Sir W.R. Smith & Sons, Ld. *Mgrs.*)	400·4 F41'	54·2	25·6	Bideford British *WB*	Q.4Cy.20",28½",41½"&61"-48" 258NHP Cen. Mar. E Wrks. Ld W Hpl		C
20534	**Braddock** Sub.Sig. 1*Dk & Shelter dk* *Now* "**Empire Redshank**," *& Web frames* *see letter* **E.** *Longitudinal framing* *Fitted for oil fuel*	6629 5895 4122	✠ 100A1 (*Reclassification Contemplated*) ✠				1919 4mo	Federal S.B. Co. Kearny, N J.		395·5 P45' B110' F38' *on Shelter dk* FK	55·0	31·4	British *WB*	DR Geared Steam Turbine General Electric Co. Schenectady, N.Y.	34 " 11	R †
20535 161622 GYWP	**Bradford City** *Oil Eng.* 1*Dk & Shelter dk* *Cruiser Stern*	4953 4642 2999					1936	Furness S.B. Co. Ld. Haverton Hill-on-Tees	Reardon Smith Line Ld. (Sir W.R. Smith & Sons, Ld. *Mgrs.*)	426·5 F42'	56·2	25·3	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP W. Doxford & Sons, Ld. Sld.		C
20536 161616 GPVQ	**Bradglen** 1*Dk & Shelter dk* D.F. *Fitted for oil fuel*	4741 4428 2874					1930	W. Gray & Co. Ld W Hartlepool	Leeds Shipping Co. Ld. (Sir W.R. Smith & Sons, Ld. *Mgrs.*)	400·4 F41'	54·2	25·6	Bideford British *WB*	Q 4Cy.20",28½",41½"&61"-48" 258NHP Cen. Mar. E Wrks. Ld W Hpl		C
20537 LKAH	**Braga** *Oil Eng.* D.F. *Cruiser Stern* 1*Dk & Shelter dk*	1671 1219 812					1938	Akt. Lindholmens Varv Gothenburg	Den Norske Middelhavslinji A/S (Fred Olsen & Co. & O.R. Thoresen, *Mgrs.*)	285·4 F25'	42·3	16·3	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19$\frac{5}{16}$"-35$\frac{7}{16}$" 454NHP Sulzer Bros. Ld. Winterthur		N
20538 LJTS	**Braganza** (*ex*Pacific Trader-38) *Oil Eng.* D.F. E.S.D. *ss*Gls.No.3-5,37 1*Dk(Stl) & Shelter dk(Stl)* 3*rd Dk(Stl) in Nos. 1 & 2 holds* *ss*Gal.No.1-41	*6327* *5298* *3935*	✠100A1 *with freeboard* ~~4,41~~ ~~8,40~~ 1,42 ✠LMC DBS1,38 3,42 ~~DBS[illegible]2,40~~	~~Cbo~~ ~~Gal~~ Mch CS1,38 ~~2,40~~ 1,42	*h*†	CL 8,40	1924 5mo *Lloyd*	W. Doxford & Sons, Ld. Sunderland '*sA&CP* *CellDB358'*	A/S Braganza (L.G. Braathen, *Mgr.*) *Duct keel forward of boiler space 128'* *1284t DTa 16' 614t DTf 22' 996t FPT 120t APT126t*	420·0 436·6 (O.L.) F41' FK	58·0	28·1	Oslo Norwegian 8*BHptCem* (*Coll to Sh dk* 7 " *2nd* ")	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"-91¼" 640NHP NDB(S)38 *125lb* DB*125lb* W. Doxford & Sons, Ld. Sld.	30 " 11 s 3 " 11½ 27 " 1¾	
20539	— **Wood** *Mchy. Aft* 1*Dk*	305 260 143					1917	E. Lindstöl Lindstöl	U.S.S.R.	118·5 Q16*t* H29*t*	28·6	13·7	Archangel Russian	O.2Cy.13⅝"&26⅜"-18$\frac{1}{16}$" 31NHP Kaldnæs M.V. Tönsberg		
20540 DJVM	**Brage** D.F. E.S.D. 2*Dks* *Cruiser Stern*	5954 4995 3024					1937	Nordseewerke Emden G.m.b.H. Emden	Seereederei "Frigga" A.G.	437·1 B49' F35'	59·0	23·6	Hamburg German *WB*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"-43$\frac{5}{16}$" & LP turbine with DR gearing & hydraulic coupling 313NHP A. Borsig, G.m.b.H. Berlin-Tegel		G
20541 8146 SJZN	— 1*Dk & Shelter dk* *Cruiser Stern* *Strengthened for navigation in ice*	*1238* *925* *639*	✠100A1 *with freeboard* 6,41 ~~12,39~~ BS5,41 ✠LMC4,37	~~Got~~ Hbg	*q*	OG 10,40	1937 4mo *Lloyd*	Öresundsvarvet A/B Landskrona *sA&CF*	Stockholms Rederiaktieb. Svea (E. Högberg, *Mgr.*) *CellDB220' 395t FPT 11t APT45t*	266·6 273·0 (O.L.) FK	37·8	13·1	Stockholm Swedish 4*BHCem* (*Coll to Sh dk* 3 " *2nd* ")	T.3Cy.18½",29$\frac{15}{16}$"&48$\frac{7}{16}$"-33½" 200lb (*s*) 182NHP 2SB(Spt),4*cf*,GS60, HS2510 FD Öresundsvarvet A/B. Lkr.	16 " 4 s 0 " 2 16 " 3½	
20542 5192 SDJA	— **3Mst** (*ex*Tanke) *Mchy. Aft* 1*Dk*	774 *501* *359*					1903	Chant Nav Anversois Hoboken	Rederi A/B Stella (Ejnar Sjökvist, *Mgr.*)	188·3 P67' Q87' B13' H35*t* F26'	30·1	11·3	Gothenbrg Swedish *WB*	T.3Cy.15",25"&40"-27" 83NHP N.E. Marine Eng Co Ld Nwc		V
20543 8202 SKON	**Brageland** *Oil Eng* D.F. E.S.D. 1*Dk & Shelter dk* *Ref. Mchy.* *Part electrically welded* *Strengthened for navigation in ice* *Cruiser Stern*	*2608* *2220* *1363*	✠100A1 *with freeboard* 6,41 DBS8,41 ✠LMC9,37 1,42 ✠Lloyd's RMC 6,41 for temp. 21°F. *Carrying oil fuel F.P. above 150° F.* *or vegetable oil in deep tank & in* *wing double bottom tanks in E R.*	~~Liv~~ Bal	*u*	CL 10,40	1937 9mo *Lloyd*	Eriksbergs M.V. Aktieb Gothenburg *sA&CP*	Ångf. A/B Tirfing (Svenska Orient Linjen) (T.E.J:son Broström, *Mgr.*) *CellDB252' 780t MT24' 300t Tanks in way of tunnel 170t APT59t*	353·6 370·3 (O.L.) FK	50·2	19·4	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 " *2nd* ")	Oil Engines 2S.C.DA 6Cy.17⅛"-47¼" 644NHP DB*80lb* Eriksberg M.V. Aktieb. Got	22 " 3 s " 10⅜ 21 " 6	
20544 6340 SGIN	**Braheholm** *ss*Lkr.No.3-6,38 D.F. 2*Dks(Stl)*	5676 *5106* *3367*	✠100A1 ~~4,41~~ ~~5,40~~ ~~10,41~~ 1,42 ~~BS5,40~~ ✠LMC6,38 BS 4,41 1,42 *Fitted for oil fuel 4,20 F.P. above 150° F.*	~~Got~~ ~~Skm~~ Göt		CL 5,40	1920 4mo A&CP	J. Coughlan & Sons, Ld Vancouver, B.C.	Aktieb. Svenska Amerika Mexiko Linien (E. Carlson, *Mgr.*) *Intermediate BH in forehold & Intermediate 'tween dk BH in after hold dispensed with* *CellDB363' 1239t FPT124t APT87t*	410·5 P44' B115' F47' FK	54·1	27·5	Gothenbrg Swedish *ptCem* 5*BH to U dk* 1 " " *2nd* " *only*	T.3Cy.27",44"&73"-48" (*s*) & exhaust turbine driving steam compressor 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD J.G. Kincaid & Co Ld. Grk.	29 " 9 s 5 " 9⅜ 24 " 2	
20545 LIWU	**Brajara** *Oil Eng* *ss*Sba.No.1-38 *Mchy. Aft* D.F. 1*Dk* *Cruiser Stern*	8116 7462 4894	✠100A1 11,41 ~~1,41~~ ✠LMC CS3,40 DBS9,~~40~~ 11,41 4,38 *Carrying Petroleum in bulk*	~~Syd~~ Bom	*c*†	CL 1,41	1934 12mo *Lloyd*	Götaverken A/B Gothenburg '*sA&CP*	Rederi A/S Freikoll (L.G. Braathen, *Mgr.*) *CellDBuE75' 209t DTf22' 375t FPT 95t APT152t*	455·5 P101' F59' FK	59·2	35·9	Oslo Norwegian 10*BHptCem*	Oil Engines 4S.C.SA 8Cy.29⅜"-59$\frac{1}{16}$" 653NHP 2DB*150lb* Götaverken A/B, Got.	35 " 6 s 8 " 1 27 " 8½	
20546 LDGT	**Bra-Kar** **Twin Sc** *Oil Eng* 2*Dks*	3778 3348 2275					1928	Akers Mek. Værks Oslo	A/S Ganger Rolf (Fred. Olsen & Co. *Mgrs*) (Den Norske Syd Amerikalinje)	365·5 P193*t* F33*t*	51·8	21·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP Akers Mek. Værks. Oslo		N
20547 DJUU	**Brake** *Oil Eng.* *Mchy. Aft* 1*Dk, 2nd dk in mchy. space* D.F. *Cruiser Stern* *Carrying Petroleum in bulk*	9925 9175 5884	✠ 7,39 ✠	Ham	*e*†		1937 10mo	Bremer Vulkan Vegesack	Jurgens Van den Bergh Margarine Verkaufs-Union G.m.b.H. (Schiffahrts- & Speditionskontor "Elbe," G.m.b.H. *Mgrs.*) *CellDBuE75' 222t DTf43' 715t FPT164t APT258t*	489·3 510·7 (O.L.) P113' F75' FK	66·0	36·4	Hamburg German 12*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1167NHP Bremer Vulkan, Vegesack	35 " 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20548 DORP	**Brake** (*ex*Zent-36) *ss*Brs.No.3-8,32 *ss*Bhn.No.1-36 D.F. *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk* Sub.Sig. E.S.D. (*Stl-ws*)	5347 4653 3225	✠ 11,38 ✠	Bhn	*z*		1920 10mo	Cammell Laird&Co.Ld Birkenhead	("Union"Handels-u.Schiff.G.m.b.H. *Mgrs.*)	396·6 400·3 P42'B154'F41'*on Shelter dk* FK *CellD* B343'874t*APT*21t	51·1 —	30·3	Bremen German *Asp* 6*BHtoShdk* 1 „ „ *U* „	T.3Cy.27½",46½"&78"-54" 750NHP 4SB,*16cf*,GS277,HS11600 CammellLaird&Co.LdBkı	32″11	
20549 DHCZ	— (*ex*Munin,*ex*Fritzöe,*ex*Atlas) *ss*Got.No.1-13 *Mchy Aft* 1*Dk*(*Stl*)	617 508 336	✠ 12,19 ✠	Osl	*j*		1909 4mo	Thorskogs Mek.Verks. Lödöse	ArthurSommer (Joh.Ick,*Mgr.*)	177·8 P58'H17tF21' FK *CellDB f*115' 151t *FPT*22t	29·6	12·4	Hamburg German 3*BHCem* *APT*23t	C.2Cy.16"&30"-22" 46NHP 1SB,*2cf*,GS23,HS870 ThorskogsM.V.Lödöse	14″4	G †
20550 LJFW	**Bralanta** *ss*L.An.No.1-41 *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft Part electrically welded including butts of shell, upper dk& longitudinal bulkhead plating* *Longitudinal framing CruiserStern*	9608 8885 5759	✠100A1 8,41 ~~1,41~~ ✠LMC CS1,41 10,39 DBS1,41 *Carrying Petroleum in bulk*	~~LAn~~ NYk	*e*†	CL 1,41	1936 9mo	Kockums M.V.Aktieb. Malmö *Lloyd'sA&CP*	A/S Bralanta (L.G.Braathen, *Mgr.*)	506·1 P97'B41'F59' FK *CellDBuE*70'187t *DTf*34'517t *FPT*168t*APT*370t	63·1	36·4	Oslo Norwegian 11*BHptCem*	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1358NHP 2DB*170lb* KockumsM.V.Akt.Malmö	36″7 s 8″4 28″4¾	
20551 140287 GVDN	**Brambleleaf** TwinSc *ss*Mlt.No.3-3,30 *ss*Mlt.No.2-38 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5917 5275 2498	✠100A1 2,40 ~~BS2,40~~ ✠LMC2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,17 F.P. above 150° F.*	Alx BS4,41	*a*†	CL 2,38	1917 4mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	TheAdmiralty	405·4 425·2(O.L.) P36'B33'F90' FK *CellDBuE&B*87'383t *DTf*48'196t *DTa*20'62t*FPT*70t*APT*90t	54·5	32·6	London British 20*BHptCem* (*2to2nd dk*)	T.6Cy.26",42½"&70"-45" (*s*) 200lb 1124NHP 6SB,*18cf*,HS17730 FD D.Rowan&Co.Gls.	35″2 s 6″9¼ 28″7½	
20552 145645 GFDS	**Bramhill**(*ex*Gwentland-36) *ss*Cff.No.3-9.36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1834 1422 1093	✠100A1 11,41~~3,41~~ Examined 11,41 ~~BS5,39~~ ✠LMC9,36 [illegible] 3,41	~~Bry~~ Bry	*q*	CL ~~2,41~~ 11,41	1923 7mo	R.Thompson&Sons,Ld Sunderland *Lloyd'sA&CP*	~~Angel,Son&Co.Ld~~ HudsonS.S.Co. Ld.	264·0 Q102'B57'F24' FK *CellDBa*78'183t*uE*20'62t *f*108'273t *FPT*60t*APT*111t	39·0	16·9	London British 4*BHCem*	T.3Cy.20",33"&54"-39" (*s*) 180lb 214NHP 2SB,*6cf*,GS92,HS3526 N.E.MarineEng.Co.Ld.Sld	19″5 s 1″9½ 17″10	
20553 LCTE	**Bramora** (*ex*Markland-36) TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* D.F. *Carrying Petroleum in bulk*	6361 5523 3769					1928	Eriksbergs M.V.Aktieb. Gothenburg	A/SBramora (Ludv.G. Braathen)	408·3 P367tH389tF81t	55·3	32·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP EriksbergM.V.Aktieb.Got		N
20554 LCFG	**Brand** TwinSc *OilEng.* D.F. 2*Dks*	4819 4315 2829					1927	A/B Götaverken Gothenburg	A/S Borgestad	380·5 P146tH298tF28t	54·7	25·7	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP A/B Götaverken,Got.		N
20555 LKAY	**Brand IV** Ⓟ Wood *Oil Eng.* *CruiserStern* 1*Dk*	343 185 194					1938	Skaalurens Skibsbyggeri Rosendal	A/SBrandIII (B.Fauske,*Mgr.*)	126·2	24·0	11·6	Aalesund Norwegian	Oil Engines 2S.C.SA 4Cy.13$\frac{7}{16}$"-15" 65NHP M.Haldorsen&Sön		
20556 DAPQ	**Brandenburg** Ⓟ (*ex*Sedina) *Ref.Mchy* D.F. 1*Dk*	1112 738 642					1899	Act.Ges. "Neptun" Rostock	Rud.Christ.Gribel	226·8 P&B133'F26'	31·4	15·0	Stettin German *WB*	T.3Cy.20",32¼"&52"-33" 155NHP A.G."Neptun,"Rostock		G
20557 207301 KJDV	**Brandon** (*Self-Unloader*) *Mchy.Aft* 2*Dks*	2432 — 1431					1910	Detroit S.B.Co. Wyandotte	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	244·0	43·2	27·2	Wilmgton (Del.) Utd.States	Q.4Cy.17⅛",25½",37"&54"-36" 175NHP DetroitS.B.Co.Detroit		
20558 217210 WGUI	**Brandywine** 2*Dks*&*Web frames* E.S.D. *Longitudinal framing* *Mchy. Aft Fitted for oil fuel* *Carrying Petroleum in bulk*	4931 4449 3003	✠ ... 2,21 ✠				1919 1mo	Pusey& JonesCo. Gloucester City,N.J.	HillconeS.S.Co.Ld.	364·9 P94'B34'F31' FK	51·0	29·5	S.Frncisco Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	31″3	R †
20559 SBTW	**Brännaren** *OilEng.* *ss*Skm.No.2-41 ~~ssSkm.No.1-37~~ *Mchy.Aft Cruiser Stern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice* *Part electrically welded, including deck*	552 435 238	✠100A1 ~~0,41 6,4~~9,41 6,41 DBS 6,41 ✠LMC4,37 ✠LMC(M)2,40 *Carrying Petroleum in bulk*	Skm	*h*	OG 1,40	1933 9mo	Kockums M.V.Aktieb. Malmö *Lloyd'sA&CP*	SwedishGovernment(Kungl.Marinförvaltningen)	168·0 P54'F18' FK *Cell DBinER*35'17t*DTf*67t*FPT*17t*APT*23t	29·0	12·4	Stockholm Swedish 9*BHptCem*	Oil Engines 2S.C.SA 4Cy.13⅜"-22$\frac{7}{16}$" 125NHP DB*100lb* Atlas-DieselA/B,Skm.	13″1 s 1″2½ 12″0½	
20560 LCFI	**Brant County** (*ex*Lennep) *ss*Nwc.No.1-21 *Well deck* 2*Dks* D.F. E.S.D.	5001 4567 3054	... 12,23				1915	Akt.Ges. "Neptun" Rostock	DetBergenske Dampskibsselskab (County Line)	419·4 P83tH218tF117t FK	54·1	26·3	Bergen Norwegian *WB*	T.3Cy.29$\frac{1}{16}$",48¾"&80$\frac{1}{16}$"-55⅛" 684NHP A.G."Neptun,"Rostock	28″10	N †
20561 LJRL	**Brarena** (*ex*Scottish Borderer-38) TwinSc *OilEng.* D.F. *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	6996 6245 4111					1923	W.Denny &Bros.Ld. Dumbarton	A/SBraganza (L.G.Braathen, *Mgr.*)	426·5 P95'B37'F55'	56·9	33·4	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.23½"-41¾" 769NHP W.Denny&Bros.Ld.Dmb.		C
20562 LIYV	**Brasil** TwinSc *Oil Eng.* *ss*NYk.No.1-39 D.F. 1*Dk* *Mchy.Aft CruiserStern*	8130 7352 4667	✠100A1 ~~4,41 2,41~~ 11,41 ✠LMC CS4,39 DBS~~2,40~~4,41 11,40 *Carrying Petroleum in bulk*	~~Gal~~ NYk Phl	*c*†	CL PN 10,40 s10,40	1935 5mo	Nakskov Skibs A/S Nakskov *Lloyd'sA&CP*	TheTexasCo. (Norway)A/S(H.C. Mathiesen,*Mgr.*)	461·0 P106'B34'F54' FK *CellDBuE*77'340t*DTf*31'478t *FPT*218t*APT*78t	59·7	34·5	Oslo Norwegian 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 624NHP 2DB*170lb* Akt.Burmeistr&Wain,Cpn	34″0 s 6″9¾ 27″5½	
20563 8014 SDAN	— TwinSc *OilEng.* D.F. E.S.D. *ss*Got.No.1-39 *Ref.Mchy.* 2*Dks*&*Shelterdk* *Strengthened for Navigation in Ice*	5294 4171 2897	✠100A1 *with freeboard* 8,41 ~~12,40~~ ✠LMC CS7,39 DBS~~6,39~~ 8,41 ~~6,39~~ 9,40 ✠Lloyd'sRMC12,40 No. 3 hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	~~NYk~~ Got	*a*†	OG ~~6,39~~ ~~6,40~~ 8,41	1935 5mo	Götaverken A/B Gothenburg *Lloyd'sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	420·7 440·0(O.L.) F80' FK *Cell DB*307'1448t*Tanks in way of tunnels*309t*FPT*76t*APT*52t	55·9	24·0	Stockholm Swedish 7*BH* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.24$\frac{1}{16}$"-51$\frac{3}{16}$" 945NHP DB*85lb* GotaverkenA/B,Got.	28″0 s 2″10¾ 25″3½	
20564 46463 JCZN	**Brasil Maru** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy. CruiserStern*	12752 — 7018					1939	Mitsubishi Jukogyo K.K Nagasaki	OsakaSyōsenK.K.	544·6 F70'	68·9	41·3	Osaka Japanese *WB*	Oil Engines 2S.C.SA 22Cy.28⅜"-43$\frac{1}{16}$" 3076NHP MitsubishiJukogyoK.K. Nag.		C

1 Numero d'Ordre — Numero Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
20565 OXGB	**Brasilien** (exAtlanterhavet) 1Dk&Shelter dk D.F. Fitted for oil fuel	5334 5080 4084					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	DetForenede Dampskibsselskab	378·0	52·2	32·6	Copnhagn Danish WB	DRgearedSteamTurbines A/B LavalsÅngturbin,Skm		V
20566 PDGF	**Brastagi** ssSba.No.1-41 TwinSc OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern Tonnage opening closed'38	9246 8499 5561	✠100A1 ~~6,41~~ ~~12,40~~ 3,42 DBS6,41 ✠LMC5,37 ✠Lloyd'sRMC~~12,40~~ 6,41 Carrying car	~~Sba~~ NOs go oil	e† $2\frac{5}{16}$ F.	OG 12,40 P. abo	1937 5mo Lloyd ve150°	N.V.Kon- ink.Maats "DeSchelde" Flushing 'sA&CP F.in deep&for	Rotterdamsche Lloyd Upper'tween dk.bh coll CellDB e peak tanks	483·4 513·2(O.L.) F109' ds.except BH dispensed with 284' 1317t MTs72'3	62·8	37·9 28·8 FK CollB Tanks in	Batavia Dutch pt Cem H to Wthr dk 7 ,, ,, 2nd ,, 488t DT f63' way of tunn	Oil Engines 2S.C.SA 16Cy.$25\frac{9}{16}$"-$47\frac{1}{4}$" 1810NHP 2DB100lb N.V.Konink.Maats. "DeSchelde"Flushing 477tDTs a 64' 945t els769tFPTs390tAPT125t	40 ″ 8 s 10 ″ 2 30 ″ 8	
20567 166344 MMQL	**Brasted** Mchy.Aft CruiserStern 1Dk Cargo battens not fitted	1076 740 605	✠100A1 withfreeboard ~~5,41~~ 12,41 ✠LMC1,58	~~Sbl~~ Bly	m	CL	1938 1mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	HudsonSteamship Co.Ld. CellDB1	223·4 229·6(O.L.) Q156'F25' 72'368tFPT91tAP	34·0	11·9 FK	London British 4BHCem T28t	T.3Cy.$13\frac{1}{2}$",23"&38"-27" 220lb (s) 115NHP 1SB,3cf.GS60,HS2067 N.E.MarineEng.CoLdNwc	14 ″ 3 s4 ″ $4\frac{1}{2}$ 13 ″ $6\frac{1}{2}$	
20568	**Bratland** OilEng. 1Dk&Shelter dk CruiserStern	5000					1939	Lübecker Flender- WerkeA.G. LübeckSiems	A/S Borgestad	414·0	55·0	25·0	Porsgrunn Norwegian WB	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 969NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
20569 LCRG	**Bratli** (exBomma-38, exIngeborgBakkevig) D.F. 1Dk *Now* "**Molla**," *see letter* **M.**	805 582 461					1920	Xiansands Mek.Værks. Xiansand	A/S Wilhelms Rederi(T.Wilhelms Mgr.)	186·0 Q57tH46tB76tF28t	31·2	12·0	Frdrikstad Norwegian WB	T.3Cy.14",$23\frac{1}{2}$"&38"-27" 75NHP XiansandsM.V.Xiansand		N
20570 LJAC	**Brattdal** ssL.An.No.1-39 OilEng. D.F. 1Dk&Shelter dk CruiserStern 3rd dk in No.1 hold	4968 4403 2995	✠100A1 withfreeboard 12,40 DBS1,40 ✠LMC8.35 Carrying vege	Mel table o	2 il in deep	CL 4,39	1935 8mo Lloyd tank	Bremer Vulkan Vegesack 'sA&CP CellDB366	A/SMoltzau's Tankrederi (Moltzau& Christensen,Mgrs) '1267t MT34' 1360	414·3 F23' tFPT66tAPT169t	55·7	25·0 FK	Oslo Norwegian 7BH (2 to Sh dk 5 ,, 2nd ,,)	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 969NHP DB100lbDB(WT)100lb BremerVulkan,Vegesack	28 ″ 6 s 3 ″ 3 25 ″ 5	
20571 6203 SGAU	**Brattfors** (exRegulus-37) 1Dk	915 722 485					1919	Helsingbrg VarfsAkt. Helsingborg	UddeholmsAktie- bolag(Fritiof Olsson,Mgr.)	205·1 Q64'B56'F20'	33·5	12·7	Uddeholm Swedish WB	T3Cy$17\frac{3}{4}$",$29\frac{5}{16}$"&$46\frac{7}{8}$"-$27\frac{1}{2}$" 175NHP HelsingbrgsVrfsA.B.Hbg.		V
20572 DOGO	**Braunfels** E.S.D. OilEng. Sub.Sig. CruiserStern 2Dks	7847 7308 4852					1927	Deutsche Sch-u-Mschb. A.G.Werk A.G."Weser" Bremen	DeutscheDampfs. Ges."Hansa"	472·9 P120'B143'F90'	60·5	31·9	Bremen German WB	Oil Engines 2S.C.SA 6Cy.$27\frac{9}{16}$"-$47\frac{1}{4}$" 794NHP A.G."Weser,"Bremen		G
20573	**Brave Coeur** *Now* "**Empire Gull**," *see letter* **E.** 2Dks Sub.Sig. Longitudinal framing Fitted for oil fuel	6458 5872 4710					1919	Skinner& EddyCorp. Seattle,Wash		402·6 P48'F42'	54·2	32·1	British WB	T.3Cy.$24\frac{3}{4}$",42"&72"-48" 359NHP Skinner&EddyCorp.		R
20574 LCFL	**Bravo I** (exBarfond,exBravo) 1Dk&Spar dk	1584 1315 947					1908	Fredrkstad Mek.Værks. Fredrikstad	A/SBonheur(Fred. Olsen&Co.Mgrs.)	241·4 P49tB143tH23t F17t	36·1	20·7	Oslo Norwegian WB	T.3Cy.18",$29\frac{1}{2}$"&50"-36" 150NHP FredrikstadM.V.Frdstad.	21 ″ 8	N
20575 227982 WSBW	**Brazil** Ⓟ (exVirginia-38) TwinSc 5Dks D.F. GyC. Fitted for oil fuel Sub.Sig. Ref.Mchy. CruiserStern	20614 — 11819					1929	NwprtNws S.B.&D.D.Co NewprtNews	UnitedStates MaritimeCom- mission	586·4 B315'F57'	80·3	20·5 52·0	NewYork Utd.States WB	2 steam turbines con- nected to electric motors & sc.shafts 2833NHP GeneralElectricCo. Schenectady,N.Y.		R
20576 LOHB	— (exRio-33,exBrazil) TwinSc OilEng. 2Dks	2388 — 1385					1914	Akers. Mek.Værks. Oslo	Cia.Argentina de Nav.Mihanovich Ltda.	308·3 P61tH134tF14'	48·1	18·4	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 12Cy.$19\frac{7}{16}$"-26" 452NHP Akers.Mek.Værks.Oslo		N
20577 3467 KJDW	— (exGlenbrae,exBrazil) (Self-Unloader) Mchy.Aft 1Dk2trB	2166 2091 1655					$\frac{1890}{1926}$	UnionDry DockCo Buffalo,N.Y.	IllinoisShip& DredgeCo.	276·0	40·0	21·3	Chicago Utd.States WB	T.3Cy.$19\frac{1}{2}$",32"&52"-45" 181NHP NB29refitted32 H.G.Trout.Buffalo		
20578 28457 JBZD	**Brazil Maru** ssKob.No.3-4,34 ssKob.No.1-38 2Dks(Stl)&Awngdk(Stl)	5860 5586 4260	✠100A1 Awngdk withfreeboard 6,40 ✠LMC6.40	Kob	y	OG 6,40	1919 6mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	OnoShojiGomei Kaisha(Taiyo KaiunK.K.Mgrs.) CellDB334'1118t	385·0 Collisio FPT126tAPT98t	51·0	36·0 FK	Hutyu Japanese Cem nBHtoAdk 5 ,, ,, U ,,	T.3Cy.26",$43\frac{1}{2}$"&72"-48" (s) 200lb 437NHP 2SB(Spt)&1AuxSB(Spt), 8cf.GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ $1\frac{1}{2}$ 27 ″ 1	
20579 OYZH	**Brazilian Reefer** *Now* "Rio Mendoza," *see No.* 38341 *in Supplement* D.F. OilEng. Ref.Mchy. CruiserStern 2Dks	1831 1438 999					1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	292·8	44·7	16·2	Esbjerg Danish WB	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn.		G
20580 TTWT	**Brazmor** (exJollyNorman, exChelsham) ssNwc.No.3-3,31 Mchy.Aft ssHav.No.2-39 Well deck 1Dk(Stl) Cargo battens not fitted	355 264 144	✠100A1 9,39 ✠LMC9.39 SURVEYS D	Hav ELAY	e ED	CL 9,37	1919 10mo Lloyd	J.&D. Morris,Ld. PelawMain- on-Tyne 'sA&CP	Soc.Auxiliaire du Port de Caen	135·5 141·0(O.L.) Q44'B8'F18'	23·6 24·6	10·0 FK FPT	Nantes French 3BHCem 35tAPT12t	C.2Cy.17"&34"-24" (s) 130lb 62NHP 1SB,2pf.GS34,HS1109 Shields.Eng.&DryDock Co.Ld.N.Sh	11 ″ 0 s ″ $9\frac{3}{4}$ 10 ″ 4	
20581 136761 WHCB	**Brazos** (exElRio) 2Dks&Awngdk Fitted for oil fuel	4497 — 2798					1899	NwrtNws S.B.&D.D.Co. NwportNews	AgwilinesInc. (Clyde-Mallory Lines,Mgrs.)	391·9	48·3	26·0 32·2	NewYork Utd.States	T.3Cy.32",52"&84"-54" NB20fitted30 518NHP NewportNewsSB&DD.Co.		R
20582 ~~[illegible]~~ GSGF	**Breconshire** Ⓟ TwinSc OilEng. D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. CruiserStern	9776 7798 5908					1939	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	~~GlenLine,Ld.~~	483·0 P70'B217'F54'	66·4	31·2	~~Liverpool~~ British WB	Oil Engines 2S.C.DA 12Cy.$24\frac{7}{16}$"-$55\frac{1}{8}$" 2469NHP Akt.Burmeistr&Wain,Cpn	38 ″ 0 s 7 ″ $10\frac{1}{2}$ 30 ″ $5\frac{1}{2}$	
20583 LDMA	**Breda** 3Mst D.F. 2Dks	1260 1185 760					1915	Akers Mek.Værks. Oslo	A/S GangerRolf (Fred.Olsen&Co. Mgrs.)	220·3	34·7	20·8	Oslo Norwegian WB	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registry in which classed, if not in L. Date of R. of Trade Cert.
20584 PDGM	**Breedijk** ssRot.No.3–3,35 ssSch.No.1–38 2Dks(Stl)&Shelter dk(Stl) D.F.	6851 6385 4229	✠100A1 Shelter dk withfreeboard 4,42 ~~8,40~~ ✠LMC MS4,38 Fitted for oil fuel 3,22 F.P. above 150° F.	NYk BS4,42 ~~BS4,40 4,41~~	z	CL ~~1,38~~ 7,41	1922 2mo	NVBoele's Scheepsw. Bolnes Lloyd'sA&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerik Lijn) CellDB325' 1028t MT67t	400·9 416·5(O.L.) F50' on Shelter dk FK 5 BH to DTa577t FPT139t	54·3	36·6	Rotterdam Dutch Coll BH to Shelter dk U Dk pt Cem APT149t	3 Steam Turbines DR geared to 1 Screw Shaft (s) 215lb FD 648NH 3SB(Spt)9cf,GS185,HS8481 Harland&Wolff,Ld.Bel.	39 ″ 0 s 9 ″ 0¾ 30 ″ 2	
20585 132427 ZMBW	**Breeze** ssDdn.No.2–41 ~~ssDdn.No.1–37~~ OilEng. Mchy.Aft Well deck 1Dk(Stl)	622 419 317	✠100A1 ~~10,40~~ ~~1,39~~ ~~12,40~~ 10,41 ✠LMC CS10,41 DBS10,41 10,40	~~Ddn~~ ~~Wln~~ Ddn	j	CL ~~N6,39~~ ~~10,40~~ 10,41	1933 11mo	Scott& Sons Bowling Lloyd'sA&CP	CanterburyStm. ShippingCo.Ld. CellD	175·1 Q99'B11'F30' FK B115'190t FPT44t	30·1 31·6	10·3	Lyttltn NZ British 3BHCem APT43t	Oil Engines 2S.C.SA 5Cy.13⅜″–22 7/16″ 156NHP DB100lb BritishAuxiliaries,Ld.Gls.	12 ″ 6 s 3 ″ 11 12 ″ 4¾	
20586 LCPB	**Breiviken** (exKronstad) 1Dk	2669 2412 1599					1911	W.Dobson &Co. Newcastle	Wallem&Co.A/S	313·0 P61tH108t	46·5	20·6	Bergen Norwegian WB	T.3Cy.23″,38″&62″–42″ 249NHP N.E.MarineEng.CoLdNwc		N
20587 PDGQ	**Brem** (exFram–40) OilEng. D.F. 1Dk Mchy.Aft CruiserStern	428 265 224	✠100A1 12,41 ~~3,41~~ ✠LMC(M)9,41 ✠LMC5,39	~~Fal~~ Sou	f	OG 1,40	1939 5mo	NVSchpsw "Foxhol" Foxhol Lloyd'sA&CP	J.V.Hudig& Pieters'Algemeene Scheep.Maats. C	149·4 158·0(O.L.) P46'Q45'F27' FK ell DB94'115t FPT	26·3	10·3	Rottrdam Dutch 3BHCem 54tAPTs9t	Oil Engines 4S.C.SA 5Cy.11 13/16″–18¾″ 68NH WerkspoorN.V.Ams.	10 ″ 4 s 3 ″ 5⅜ 10 ″ 3½	
20588 DOAH	**Bremen** Ⓟ QuadSc GyC. 5Dks E.S.D. D.F. Fitted for oil fuel Sub.Sig. Cruiser Stern	51731 30868 21609					1929	Deutsche Sch-u-Mschb. A.G.Weser, Bremen	Norddeutscher Lloyd	898·7 B&F847'	101·9	48·2	Bremen German WB	SR Geared Steam Turbines Akt.Ges.Weser,Bremen		G
20589 DORA	**Bremerhaven** (exReventazon–36) Ref.Mchy. Sub.Sig. E.S.D. D.F. 2Dks&2ptDks	5355 4678 3236					1921	Workman Clark&Co.Ld Belfast	("Union"Handels- u.Schiff.G m.b.H. Mgrs.)	399·5 P42'B155'F41'	51·3	30·0	Bremen German WB	T 3Cy.27½″,46½″&78″–54″ 447NHP Wrkman,Clark&Co.Ld.Bel		C
20590 LDTW	**Breñas** TwinSc D.F. OilEng. CruiserStern 1Dk&Shelter dk	2687 1988 1300					1933	A/S Akers Mek.Værks Oslo	A/SGangerRolf (FredOlsen&Co Mgrs.)	341·6 P96tH404tF22t	48·7	18·8	Oslo Norwegian WB	Oil Engines 2S.C.SA 12Cy.19¾″–35 7/16″ 808NHP A/SAkersMek.Værks,Oslo		N
20591 1588 IADG	**Brennero** D.F. 1Dk2trB Fitted for oil fuel Carrying oil in bulk	4946 3965 2810					1921	Soc.Eser- cizioBacini RivaTrigoso	ItalianNavy(oper- ated by Soc. An. Cooperativa diNav. Garibaldi)	343·5 328·1	59·3	26·7	Genoa Italian WB	T.3Cy.26″,42½″&69 7/16″–48″ 337NHP Soc.EsercizioBacini,Riva Trigoso		I
	Now "Gold Heels," see No. 39163 in Supplement															
20592 TSJY	**Brennus** (exFranc–39, exCherbourg, ssMsl.2ndNo.3–5,32 exB.F.), ssMsl.No.1–37 Well deck	424 289 125	✠100A1 10,37 ✠LMC10,37 SURVEYS DELAYED	Msl	g	9,37	1907 2mo	WoodSkin- ner&Co.Ld. Newcastle Lloyd'sA&CP	EntrepriseJean Negri&Fils DB	145·0 Q70'B19'F24' BK7" a21'uBkr7'19tFPT	25·1	11·4	Marseilles French 4BHCem 10tAPT4t	T.3Cy.14″,23″&39″–27″ (s) 180lb 92NHP 2SB,4cf.GS47,HS1494 N.E.MarineEng.Co.Ld.Nwc	12 ″ 3 s 7 ″ 3½ 12 ″ 7	
	Now "[illegible]," see No. 37980 in Supplement															
20593 92 IBTE	**Brenta** (exBrentaII,exBrenta) ssTri.No.3–1,33 ssTri.No.1–37 D.F. 1Dk(Stl)&Shelter dk(Stl) Ref.Mchy.	5400 5022 3319	✠100A1 Shelter dk withfreeboard 1,40 BS8,39 ✠LMC12,37 ✠Lloyd'sRMC1,40 NO LATER SURVEY REPORTED	Tri	y	CL 3,37	1920 8mo	Cantiere SanRocco, S.A. Trieste A&CP	LloydTriestino Soc.Anon.di Nav. CellDB338'1296t	404·1 389·9 FK FPT114tAPT244t	54·1	29·0	Trieste Italian Cem 2BHtoShdk 4 „ „ U „	T.3Cy.27″,42″&68″–48″ (s) 180lb FD 465NHP 3SB(Spt)9cf,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5¼ 24 ″ 9	
20594 TTQG	**Brescou** OilEng. Mchy.Aft 1Dk CruiserStern	325 256 167					1935	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam	Cie.Méridionale de Navigation	124·0 Q34'F16'	24·5	10·9	Marseilles French WB	Oil Engines 4S.C.SA 6Cy 11″–18″ 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
20595 FPFU	**Brest** TwinSc 1Dk	522 — 257					1900	Forges&C. delaMédit. Havre	Chemins de Fer de l'EtatFrançais (SouthernRly. Mgrs.)	204·0	26·0	15·0	Dieppe French	T.6Cy.11″,17½″&25½″–18″ 55NHP Forges&C.delaMédit.Hav.		V
20596	**Brestois** (exLyrasN.–37, exMatadi–37) ssAnt.No.3–6,31 ssAnt.No.1–36 1Dk(Stl)2ndDk(Stl) in Nos.1,2,4&5holds	3094 2856 1843	✠ … 11,37 ✠	Ant	u		1919 7mo	R.Thomp- son&Sons,Ld. Sunderland	Cie.Franco- AfricainedeNav. "Francafrica" (Soc.Anon.de Gérance etd'Arme- ment,Mgrs.)	331·3 P33'B100'F28' FK CellDB276'729t	46·8	23·2	Rouen French 7BHptCem FPT112t A	T.3Cy.25″,41″&68″–45″ 358NHP 3SB,9cf,GS162,HS5814 N.E.MarineEng.Co.Ld.Sld PT44t	25 ″ 6	
20597 LJKY	**Bretagne** Ⓟ Sub.Sig. OilEng D.F. E.S.D. CruiserStern 1Dk&ShelterDk	3285 2679 1960					1937	A/S Akers Mek.Verks. Oslo	A/SGangerRolf (Fred.Olsen&Co. Mgrs.)	299·9 H573t	46·2	26·9	Oslo Norwegian WB	Oil Engines 2S.C.SA 9Cy.19 11/16″–35 7/8″ 608NH A/SAkersMek.Verks.Oslo		N
20598 OXHB	— OilEng D.F. ssCpn.No.2–36 1Dk(Stl)	3177 2730 1931	✠100A1 3,40 ✠LMC CS5,36 DBS5,39 4,38 SURVEYS DELAYED	Osl	v	CL 12,39	1928 5mo	Akt.Bur- meistr&Wain Copenhagen Lloyd'sA&CP	Dansk-Franske Dmpsk.(A.N. Petersen&EHahn Petersen,Mgrs.) CellD	326·2 339·5(C.L.) P25'B155'F27' FK Trunk in wells B277'824t MT212t	50·1	20·8	Copnhagn Danish 5BH APT110t	Oil Engines 4S.C.SA 5Cy.21⅝″–59 1/16″ 267NHP DB100lb Akt.Burmeistr&Wain,Cpn	23 ″ 0 s 2 ″ 7¼ 20 ″ 6½	
	Now "Rio Iguazu," see No. 38343 in Supplement															
20599 165766 GRRV	**Bretwalda** D.F. E.S.D. 1Dk&Shelterdk CruiserStern	4906 4355 2766	✠100A1 withfreeboard 10,41 ~~2,41~~ ✠LMC3,39	~~Mdb~~ Lon	a†	CL 7,41	1939 3mo	JLThomp- son&SonsLd. Sunderland Lloyd'sA&CP CellDB	HallBros.S.S.Co. Ld.(HallBros. Mgrs.) 289'975t tanks at sides of tunnel 390tFPTs324t	415·1 431·8(O.L.) F36'	58·2	24·8	Newcastle British FK 6BHCem (Coll to Shdk 5 „ 2nd „) APT145t	T.3Cy.23″,38″&65″–42″ 220lb Rht. (s) 365NHP 2SB(Spt&FD)1AuxSB,8cf GS116,HS5075 N.E.MarineEng.Co.(1938) Ld.Sld.	27 ″ 10 s 3 ″ 0½ 24 ″ 11¾	
20600 146927 MLTS	**Brian** ssSld.No.3–2,36 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	1074 791 606	✠100A1 ~~8,41~~ ~~1,41~~ 2,42 Examined ~~8,40~~ ✠LMC MS6,39	~~Bly~~ ~~Sld~~ Bly 8,41 ~~BS7,40~~ 7,41	m	CL 1,41	1924 1mo	RThomp- son&Sons,Ld. Sunderland Lloyd'sA&CP	J.J.Robson&Son CellDBf135'244t	210·4 Q102'B9'F20' FK FPT	33·0	13·6	Sundrland British 3 „ „ Cem 64tAPT38t	T.3Cy.17″,28″&46″–30″ (s) 180lb 100lb 147NHP 1SB,3cf,GS61,HS2555 N.E.MarineEngCo.Ld.Sld.	15 ″ 8 s 1 ″ 3½ 14 ″ 6½	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
20601 144263 MLBB	**Briar** (*ex*RoyalFirth-33) *ss*Apl.No.3-11,31 *ss*Bel.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	411 291 173	✠100A1 ~~7,41~~ ~~6,40~~ 3,42 BS10,41 ✠LMC MS6,40 ~~BS10,40~~	Bel	*f*	CL ~~6,40~~ 7,41	1921 5mo	Brown'sSB&D.D Co.Ld Hull *Lloyd'sA&CP*	R.Neill&Sons,Ld. *Cell*	145·1 Q45'B11'F25' FK *DBf*11'15t*FPT*40t	24·1	10·9	Belfast British 3*BHCem* *APT*9t	T.3Cy.12½",21"&34"-24" (*s*) 180lb 68RHP 1SB,2*pf*,GS35,HS1140 C.D.Holmes&Co.Ld.Hull	11 ″ 10 s ″ 10½ 11 ″ 1	
20602 1436[illegible]9 MKYG	**Briarfield** *ss*Liv.No 3-6,33 *ss*Liv.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	446 318 172	✠100A1 1,42 ~~8,39~~ BS8,40 ✠LMC6,38	Liv	*g*	OG N8,39	1920 9mo	Lytham S.B.&ECo.Ld Lytham *Lloyd'sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·2 Q85'B9'F21' BK6½" *DTf*19'48t*FPT*12t	26·0	11·5	Liverpool British 4*BHCem* *APT*21t	T.3Cy.14",22"&38"-24" (*s*) 180lb 88NHP 1SB,3*pf*.GS49,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
20603 160733 GQYR	**Briarwood** *ss*Shl.No.2-38 D.F. E.S.D. Gy.C. 1*Dk*(*Stl*)	4019 3663 2465	✠100A1 ~~9,41~~ ~~9,40~~ ~~3,42~~ 5,42 ~~BS2,40~~ ✠LMC6,38 ~~BS3,41~~ 3,42	~~Sld~~ ~~NYk~~ Shl	*w*	CL ~~9,39~~ 2,42	1930 7mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle *Lloyd'sA&CP*	JosephConstantineS.S.Line,Ld. *CellD*	364·8 377·0(O.L.) P33'B113'F28' FK *B*318'938t *FPT*82t	51·0	24·9	Middlsbro' British 6*BHCem* *APT*120t	T.3Cy.23",38"&65"-42" (*s*) 210lb 411NHP 2SB(Spt)(FD)&1AuxB, 8*cf*,GS138,HS6207 N.E.MarineEng.CoLdNwc	27 ″ 1 s4 ″ 8¾ 22 ″ 6½	
20604 153111	**Bricoldoc** (*ex*JamesH.Hoyt) *Mchy.Aft* 1*Dk*2*trB*	4364 4160 3278					1902	Superior S.B.Co. W.Superior	PatersonSteamships,Ld.	410·8 F40' len10 *WB*	50·2	23·7	FtWilliam Ont. British	T.3Cy.17",31"&55"-40" 191NHP SuperiorS.B.Co.		R
20605 139232 GKFS	**Bridgepool** *ss*Shl.No.3-8,36 D.F. 1*Dk*(*Stl*)	4845 4618 3009	✠100A1 6,41 ~~7,40~~ 3,42 Examined6,41 ~~BS1,40~~ ✠LMC8,36 6,41	~~Npt~~ Bkn Hul	*y*	CL ~~7,40~~ N4,41	1924 5mo	RopnerS.B &Repairing Co(Stockton) Ld. Stockton *Lloyd'sA&CP*	PoolShippingCoLd (SirR.Ropner&Co. Ld. *Mgrs.*) *CellDBa*126' *uE*25'*f*	390·0 403·1 (O.L.) P29'B221'F42' FK 171'1059t *FPT*162t	55·5	26·4	W.Hartlpl British 6*BHCem* *APT*194t	T.3Cy.25½",40"&72"-48" (*s*) 180lb 438NHP 3SB(Spt)9*cf*,GS189,HS7420 J.Dickinson&Sons,Ld.Sld.	28 ″ 9 s4 ″ 5 24 ″ 6½	
20606 99394 MPCW	**Brier Rose** **Steel&Iron** *ss*Hul.3rdNo.3-11,32 *ss*Bly.No.1-36 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) *Irn framing Stl plating*	503 333 196	✠100A1 3,41 ✠NB2,25 ✠LMC MS4,36 BS3,41	Brw	*g*	CL 3,40	1892 4mo	J.Shearer &Son Glasgow *Lloyd'sA&CP*	RichardHughes& Co.(Liverpool)Ld.	165·0 Q89'B12'F29' BK7" *FPT*56t	25·1	10·3	Liverpool British 3*BHCem*	C.2Cy.19"&44"-30" (*s*) 120lb 104NHP 1SB,3*cf*.GS55,HS1790 Hutson&Corbett,Glasgow	11 ″ 6 s 4 ″ 3 11 ″ 11	
20607 162324 MJPM	**Brightside** *ss*Shl.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	476 322 189	✠100A1 7,41 ~~7,40~~ ~~BS7,40~~ ✠LMC4,38 6,41	~~Hul~~ Mch	*f*	CL ~~3,38~~ 7,41	1930 8mo	Abdela-Mitchell Queensferry *Lloyd'sA&CP*	FortisS.S.Co.Ld. (T.H.Donking& Sons,Ld. *Mgrs.*)	142·2 Q79'B9'F23' FK *FPT*54t*APT*28t	25·2	11·5	Middlsbro' British 3*BHCem*	C.2Cy.18"&38"-27" (*s*) 130lb 69RHP 1SB,3*cf*,GS37,HS1380 Abdela-Mitchell, Brimscombe	12 ″ 7 s4 ″ 4¾ 12 ″ 3¾	
20608 3654 PJAN	**Brigida** **TwinSc** *ss*Cco.No.3-7,39 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom&at deck*	*2609* *1716* *1133*	✠100A1 ~~6,41~~ ~~2,41~~ 2,42 ~~BS7,40~~ ✠LMC6.38 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,27 F.P. above 150° F.*	Cco BS8,41	*t*	P7,40 SN2,41	1927 8mo	Harland& Wolff.Ld. Belfast *Lloyd'sA&CP*	N.V.Curacaosche Scheepv.Maats.	305·0 P87'F42' FK *Trunk*176' *FPT*84t	50·2	15·0	Willmstad Dutch 11*BHptCem ptAsp* *APT*92t	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 238NH 2SB,4*cf*.HS3958 FD Harland&Wolff,Ld.Bel.	15 ″ 0 s1 ″ 6 13 ″ 7¼	
20609 DAYR	**Brigitte** (*ex*Tullochmoor-36) *ss*Stn.No.3-1,37 1*Dk*(*Stl*) *Arch dk* *Cruiser Stern*	2740 2441 1683	✠ 1,39 ✠	Stn	*l*		1924 10mo	BlythS.B. &D.D.Co.Ld. Blyth	F.L.Nimtz *CellD*	319·6 P21'F26' FK *B*277'743t *FPT*48t	43·0	24·1	Stettin German 5*BHptCem* *APT*99t	T.3Cy.23½",38"&64"-42" 323NH 2SB,8*cf*,GS126,HS5464 N.E.MarineEngCoLd.Nwc	26 ″ 9	
20610 143998 GSZW	**Brika** *ss*Bry.No.2-37 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4412 4094 2736	✠100A1 ~~5,41~~ ~~1,41~~ 1,42 ✠LMC MS5,37 ~~BS5,40~~ 5,41	~~Mdb~~ Bry	*x*	CL 3,40	1929 5mo	JReadhead &Sons.Ld. SouthShields *Lloyd'sA&CP*	LaTunisienneStm. Nav.Co.Ld.(F.C. Strick&Co.Ld. *Mgrs.*) *CellDBa&uE*144'*f*	370·6 P28'B104'F36' FK 160'1075t *FPT*135t	52·3	25·9	Swansea British 6*BHCem* *APT*115t	T.3Cy.24½",41"&66"-45" (*r*) 180lb *120lb* 341NH 2SB.6*cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.	28 ″ 3 s5 ″ 3¾ 23 ″ 1½	
20611 230338 KGWS	**Brilliant** *Oil Eng.* *Mchy.Aft* *ss*N.Yk.No.2-39 D.F. GyC. 2*Dks*(*Stl*)&*Web frames* *Cruiser Stern* *Longitudinal framing-bracketless system*	9132 8574 5561	✠100A1 ~~9,41~~ ~~8,40~~ 3,42 ✠LMC CS2,39 D~~BS7,40~~ 8,41 ~~2,39~~ 8,41 *Carrying Petroleum in bulk*	~~Bal~~ Phl	*e*†	CL ~~N2,39~~ 8,41	1930 11mo	SunS.B.& D.D.Co. Chester,Pa. *Lloyd'sA&CP*	Socony-Vacuum OilCo.Inc. *CellDBuE*76'378t	480·5 *afterBridge*77' B37'F48' FK *FPT*186t*APT*127t	66·0	36·8	NewYork Utd. States 17*BHptCem* (12 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 690NHP 2W.T.DB*200lb* SunSB&DDCo.ChesterPa.	37 ″ 0	
20612 LDKB	**Brimanger** **TwinSc** *OilEng* D.F. 2*Dks* *Ref.Mchy.*	4883 4372 2999					1929	Armstrong Whitworth &Co.Ld. Newcastle	Westfal-Larsen& Co.A/S	398·0 P70tH370tF35t	54·7	26·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-43 5/16" 625NH J.G.Kincaid&Co.Ld.Grk		N
20613 52 IBUE	**Brindisi** Ⓟ **TwinSc** *OilEng.* 2*Dks* *CruiserStern*	1976 1597 1074					1931	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica" Soc.AnondiNav.	267·4 257·5 F34'	40·2	22·6	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17⅛"-29⅛" 654NH Soc.An"Fiat"S.G.M.Turin		I
20614 148346 MLYF	**Brinkburn** *ss*Sld.No.3-7,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1598 1361 889	✠100A1 9,41 ~~8,40~~ ~~BS7,40~~ ✠LMC3,37	~~Sld~~ Shl BS9,41	*p*	CL ~~10,39~~ 9,41	1924 7mo	SirJ Priestman&Co. Sunderland *Lloyd'sA&CP*	BrinkburnS.S.Co. Ld.(S.Marshall& Co.*Mgrs.*) *CellDB*202'417t *FPT*60t	245·2 255·0(O.L.) B50'F25' FK	37·1	18·2	Sundrland British 1*BHptCem* *APT*142t	T.3Cy.19",31"&52"-36" (*s*) 180lb 186NHP 2SB,6*cf*,GS100,HS3012 G.Clark,Ld.Sunderland	20 ″ 4 s2 ″ 10½ 17 ″ 8	
20615 49 IBYD	**Brioni** Ⓟ **TwinSc** *OilEng.* 2*Dks* *CruiserStern*	1987 — 1069					1931	Cant. Riuniti dell' Adriatico Monfalcone	"Adriatica" Soc.AnondiNav.	267·3 257·5 F34'	40·2	22·6	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17⅛"-29⅛" 654NH Soc.An"Fiat"S.G.M.Turin		I
20616 EAHV	**Briquetas Zorroza** (*ex*PeñaRocias-35, *ss*Bbo.3rdNo.3-10,26 *ex*Norlands) *ss*Bbo.No.1-32 1*Dk*(*Stl*)&*Web frames*	1697 1306 996	✠ ... 4,34 ✠	Bbo			1889 5mo	W.Gray& Co.Ld. WHartlepool	A.Menchaca	260·0 P27'Q80'B104'F25' FK *DBa*82'	36·6	18·3	Santander Spanish 4*BHCem* *f*100'378t	T.3Cy.19",30½"&51"-36" 156NHP 2SB,4*rf*,GS66 Cen.Mar.Eng.Wrks.WHpl	19 ″ 5	
20617 LJVU	**Bris** 1*Dk* D.F. *CruiserStern*	2027 1768 1174					1938	Trndhjms Mek.Verks. Trondheim	DampskA/STruls (M.Thorvik,*Mgr.*)	289·3 P28'B155'F27'	44·1	18·3	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsM.V.		N
20618 35934 JJAC	**Brisbane Maru** *OilEng.* *ss*Osa.No.2-39 *Ref.Mchy.* 3*Dks*(*Stl*)	5425 4941 3220	✠100A1 *with freeboard* 11,40 ✠LMC CS8,39 DBS11,40 6,38 ✠Lloyd'sRMC ~~11,40~~ 4,41	Kob	*y*	CL 6,38	1930 5mo	Yokohama DockCo.Ld. Yokohama *Lloyd'sA&CP*	OsakaSyosen K.K. *CellDB*317'805t	380·0 B23'F43' FK *FPT*47t*APT*71t	54·5	34·2	Osaka Japanese 6*BH* (*Coll to W dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59 3/16" 489NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 3 s10 ″ 2¼ 24 ″ 2¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of R.of T.
20619 165365 GZCJ	**Brisbane Star** TwinSc OilEng. D.F. E.S.D. GyC. 2Dks,3rd dk Ref.Mchy. except in No.1 hold,4th dk forward of mchy.space Tonnage opening closed '40 CruiserStern	12791 11614 7948	✠100A1 with freeboard 11,41 Examined 1,42 ✠LMC CS11,41 DBS8,40 1,41 ✠Lloyd'sRMC1,42	~~Liv~~ Syd Liv	i† 2$\frac{7}{16}$	CL 3,41	1937 1mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	FrederickLeyland &Co.Ld. Duct keel forward of mchy.space (Coll to W dk Upper 'tween dk BHs except Coll BH dispensed with 7 ,, 2nd ,,) Cell DB380' 1376t Tanks in way of tunnels 1424t FPT116t APT166t	530·0 P83'B202'F70' FK	70·4	32·2 40·6	London British 8BHptCem	Oil Engines 2S.C.SA 20Cy.28⅜"-49$\frac{5}{16}$" 2806NHP 2DB100lb SulzerBros.Ld.Winterthur	43 ″ 4 s13 ″ 0¾ 30 ″ 6¼	
20620 LDGU	**Brisk** Wireless D.F. 1Dk	1594 1347 886					1923	AkersMek. Verksted Oslo	A/S Bonheur (Fred.Olsen&Co. Mgrs.)	255·0 P62tH111tF12t	39·5	17·0	Oslo Norwegian WB	T.3Cy.19",31"&53"-36" 169NHP AkersMek.Verksted,Oslo		N
20621 134722 GDML	**Bristol City** ssBrs.No.3-2,30 ssBrs.No.2-39 D.F. 2Dks(Stl)&Shelter dk (Stl)3rd dk(Stl)in forehold Tonnage opening closed '41(W.E.)	2864 2627 1711	✠100A1 Shelter dk with freeboard 2,41 ✠LMC MS1,39 BS2,41 Fitted for oil fuel 3,20 F.P. above 150° F.	Brs	u	CL 1,40	1920 3mo	C.Hill&Sons,Ld. Bristol Lloyd'sA&CP	BristolCityLine of Steamships,Ld.(C.Hill&Sons, Mgrs.) Collision BH to Shelter dk Cell DB268' 601t FPT88t APT89t	316·5 FK	43·8	23·6	Bristol British Cem 5BH to U dk	T.3Cy.24½",39"&66"-45" (s) 180lb 100lb 357NHP 2SB,6cf,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 6 s8 ″ 8 25 ″ 1¼	
20622 OHDX	**Brita** (exMaid of Corfu, exMecklenburg) D.F. 2Dks	2621 2484 1557					1907	Akt.Ges. "Neptun" Rostock	SuomenKalastus O/YFinska FiskeriA/B	301·8 287·9 H72'	43·8	23·5	Lovisa Finnish WB	T3Cy20$\frac{9}{16}$",35$\frac{7}{16}$"&55⅞"-37⅜" 192NH A.G."Neptun."Rostock		N
20623 7447 SDMI	**—** (exOdlandI, exOdland) Mchy.Aft 1Dk	*1252* *1039* *702*					1908	Sunderlnd S.B.Co.Ld Sunderland	RederiA/BVäsby (Fänges&Påhlssons Rederier, Mgs)	227·4 F43'B15'H21tF23'	38·1	15·3	Lerberget Swedish WB	T.3Cy.17½",29"&48"-33" 132NHP N.E.MarineEng.Co.Ld.Sld		V
20624 174442 ~~OHWX~~ VSJN	**Brita Thorden** (exGerdrun-35, exEidsbotten, exAries) D.F. 1Dk	1866 1600 ~~1081~~ 1045					1920	A/S Sörandets Skibs. Fevig	Ministry of War Transport (Elders &Fyffes,Ld. Mgrs)	277·2 264·5 P23'B71'F29'	42·0	17·7	Trinidad B.W.I. British WB	T.3Cy.18",29½"&50"-36" 150NH FredrikstadM.V.Frdstad.		N
20625 LKDC	**Britamer** D.F. E.S.D. OilEng. 1Dk Longitudinal framing at bottom & at deck Mchy.Aft CruiserStern	9976 9080 5932	✠100A1 ~~4,41 6,40~~ 2,42 ✠LMC3,39 Carrying Petroleum in bulk	~~NYk~~ Bal	e† 2¼	CL N10,39	1939 3mo	Barclay, Curle&CoLd. Glasgow Lloyd'sA&CP	D/SA/SBaltimore (Halle&Peterson, Mgrs.) CellDBuE73'171t DTf29'770t FPT170t APT102t	497·9 515·0(O.L.) P101'B35'F40' FK	66·9	35·6	Oslo Norwegian 15BH	Oil Engines 2S.C.SA 4Cy.26⅜"-91$\frac{5}{16}$" 861NHP 2DB180lb Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s7 ″ 4½ 28 ″ 3¼	
20626 157353 CYJG	**Britamlube** ssTto.No.1-38 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	1932 1465 1085	✠100A1 For Service on the Great Lakes & River St. Lawrence, also to St. John NB & St. John's NFL 4,40 BS12,40 ~~BS12,39~~ ✠LMC12,37 Carrying Petroleum in bulk Fitted for oil fuel 4,32 F.P. above 150° F.	Tto		CL 4,40	1932 3mo	Furness S.B.Co.Ld Haverton Hill-on-Tees Lloyd'sA&CP	"Britamlube,"Ld. CellDBuE& B40' 112t FPT129t APT47t	250·0 P62'F41' Trunk147' FK	43·2	17·9	Toronto British 11BHptCem	T.3Cy.17",28"&46"-36" (r) 180lb 188NHP 2SB,4cf,HS3600 N.E.MarineEngCoLd Nwc	18 ″ 0 s1 ″ 11½ 16 ″ 2¾	
20627 157359 CYJF	**Britamoco** ssTto.1-38 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	1932 1465 1085	✠100A1 For Service on the Great Lakes & River St. Lawrence, also to St. John NB & St. John's NFL 4,40 BS12,40 ~~BS12,39~~ ✠LMC12,37 Carrying Petroleum in bulk Fitted for oil fuel 6,32 F.P. above 150° F.	Tto		CL 4,40	1932 6mo	Furness S.B.Co.Ld Haverton Hill-on-Tees Lloyd'sA&CP	"Britamoco,"Ld. CellDBuE& B40' 112t FPT129t APT47t	250·0 P62'F41' Trunk147' FK	43·2	17·9	Toronto British 11BHptCem ptAsp	T.3Cy.17",28"&46"-36"(r) 180lb 188NHP 2SB,4cf,HS3600 N.E.MarineEngCoLd.Nwc	18 ″ 0 s1 ″ 11½ 16 ″ 2¾	
20628 157039 CYFV	**Britamoil** ssTto.No.1-37 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	1931 1469 1099	✠100A1 For Service on the Great Lakes 4,39 BS12,40 ~~BS12,39~~ ✠LMC12,37 Carrying Petroleum in bulk Fitted for oil fuel 6,31 F.P. above 150° F.	Tto		CL 4,39	1931 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	"Britamoil,"Ld. CellDBuE& B40'112t FPT129t APT47t	250·0 P62' Trunk147' F41' FK	43·2	17·9	Toronto British 11BHptCem	T.3Cy.17",28"&46"-36" (r) 180lb 176NHP 1SB,4cf,HS3250 N.E.MarineEngCoLd.Nwc	18 ″ 0 s1 ″ 7 16 ″ 7½	
20629 157343 CYFW	**Britamolene** ssTto.No.1-38 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	1931 1469 1099	✠100A1 For service on the Great Lakes 8,40 BS12,40 ~~BS12,39~~ ✠LMC12,37 Carrying Petroleum in bulk Fitted for oil fuel 6,31 F.P. above 150° F.	Tto		CL 8,40	1931 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	"Britamolene"Ld. CellDBuE& B40' 112t FPT129t APT47'	250·0 P62' Trunk147' F41' FK	43·2	17·9	Toronto British 11BHptCem	T.3Cy.17",28"&46"-36" (r) 180lb 176NHP 1SB,4cf,HS3250 N.E.MarineEngCoLd.Nwc	18 ″ 0 s1 ″ 7 16 ″ 7½	
20630 LKEA	**Britamsea** OilEng. D.F. E.S.D. CruiserStern 1Dk Butts of deck, sheerstrake & bottom shell plating electrically welded Mchy.Aft	8238 7571 4929	✠100A1 ~~4,41 8,40~~ 1,42 ✠LMC4,39 Carrying Petroleum in bulk	~~Gal~~ NYk	c†	CL 12,41	1939 4mo	A/B Götaverken Gothenburg Lloyd'sA&CP	SkibsA/S Canada Tank (Hakon S.Onstad, Mgr.) CellDB77'221t DTf22' 356t FPT78t APT149t	465·1 483·8(O.L.) P101'B38'F60' FK	59·4	35·9	Oslo Norwegian 9BHptCem	Oil Engines 4S.C.S.A. 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP 2DB150lb A/BGötaverken,Got	35 ″ 6 s7 ″ 10½ 27 ″ 10½	
20631 149915 MBKG	**Britanica** (exDoon) TwinSc ssLon.No.3-2,35 ssLon.2ndNo.3-4,39 Ref.Mchy. 1Dk	1350 803 774	✠ A1 with freeboard ~~1,41~~ 12,41 BS6,41 ~~BS3,40~~ ✠LMC3,39 Lloyd'sRMC~~12,40~~ 7,41 For service between London, Brest & Hamburg	~~Bkn~~ Liv	m	CL 3,39	1913 4mo	Cammell Laird&Co.Ld Birkenhead Lloyd'sA&CP	BlueStarLine,Ld. CellDBa70'f52'350t FPT75t	220·0 227·0(O.L.) B&F208' FK	42·1	9·9	London British 5BHCem	C.4Cy.15"&32"-19" (s) 140lb 181NHP 2SB,6cf,GS104,HS3465 FD CammellLaird&CoLdBkn.	12 ″ 7 s3 ″ 11½ 8 ″ 11¾	
20632 LKDK	**Britannia** TwinSc OilEng. D.F. E.S.D. 1Dk,2nd dk in mchy.space Mchy.Aft CruiserStern Butts of shell & deck plating electrically welded Longitudinal framing at bottom & deck in centre tanks	9977 8921 5801	✠100A1 10,41 ~~1,41~~ ✠LMC3,39 Carrying Petroleum in bulk	Sba	e†	CL 1,41	1939 3mo	Deutsche WerftAG Bet Finkenwrder Hamburg Lloyd'sA&CP	TheTexasCo. (Norway)A/S (H.C.Mathiesen, Mgr.) CellDBuE79'261t DTf27'338t FPT129t APT96t	503·8 522·0(O.L.) P123'B38'F60' FK	67·4	34·3	Oslo Norwegian 17BHptCem	Oil Engines 2S.C.SA 16Cy.20½"-35$\frac{7}{16}$" 1167NHP 2DB171lb&2DB(WT)171lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 ″ 2 s6 ″ 8½ 27 ″ 8	

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
20633 148894 GLZN	**Britannia** Ⓟ 2*Dks* D.F. E.S.D. *Fitted for oil fuel*	8799 6636 5276					1926	A.Stephen &Sons,Ld. Glasgow	AnchorLine,Ld.	460·0 P53'B164'F44'	59·0	29·4	Glasgow British *WB*	Q.4Cy.29½",42¼",60¾"&87" -54" 558NHP A.Stephen&Sons,Ld.Gls		C BT till 7,41
20634 7541 SEMN	— Ⓟ ssGot.No 2-37 D.F. E.S.D. 2*Dks*(*Stl-Weather dk* ws) *Ref.Mchy.* 3*rd dk*(*Stl*)*in Nos.*2,3&4 *holds* *Strengthened for Navigation in Ice*	4215 3258 2422	✠100A1 *with freeboard* 9,41 ~~4,39~~ BS4,38 ✠LMC6,37 *Fitted for oil fuel* 10,37 *F.P. above* 150°F.	Got	*x*	CL 10,38	1929 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *sA&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *Cell DB*301'468*t tanks in way of tunnel*42*t FPT*28*t*	373·5 360·0 376·3(O.L.) F67' FK	50·1 50·1	28·6 29·1	Gothenbrg Swedish *7BHCem* *BH to W dk* *APT*54*t*	3SteamTurbinesSRgeared to 1 Sc. Shaft 220lb HS11788 1043NHP 4SB(Spt),*12cf*,GS258, FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	32 " 0 s12 " 1¼ 20 " 4	
20635 144900 MKBT	— ssLth.2ndNo.3-2,42 (*ex*Thropton, ~~ssLth.No.3-11,38~~ *ex*Killiney) ~~ssLth.No.1-37~~ ~~ssLth.No.2-41~~ 1*Dk*(*Stl*)	623 488 260	100A1 ~~2,41~~ ~~7,40~~ 2,42 ~~BS7,40~~ ~~LMC2,37~~ LMC2,42 ~~9,41~~	~~Abn~~ Lth		CL ~~4,39~~ 2,42	1918 *Lloyd*	Smith's DockCo Ld Middlesbro' *sA&CP*	CurrieLineLd. *CellDBuE*26'20*t*	175·4 180·7(O.L.) B50' FK	30·0	15·7	Leith British *5BHCem* *FPT*20*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb *100lb* NDB24 94RHP 1B,*3cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 " 6 s 1 " 7½ 15 " 0¼	
20636 102495 GFNP	— Ⓟ **PadSk** 1*Dk*	483 378 183					1896	SM'Knght &Co. Ayr	P.&A.Campbell,Ld	230·0 Q13' *Promenade dk*217'	26·6	9·6	Bristol British	C.D.2Cy.37"&67"-66" NB35 304NH Hutson&Son,Glasgow		
20637 162316 GDXF	**Britannic** Ⓟ **TwinSc** *OilEng* D.F. GyC. ssLiv.No.2-39 *Ref.Mchy.* 4*Dks*(*Stl-weather dk* ws) Sub.Sig. 5*th dk*(*Stl*)*in holds, except* *CruiserStern aftermost hold,*6*th dk*(*Stl*) *in Nos.*1,2&3*holds*	26943 21122 16374	✠100A1 *with freeboard* ~~3,41~~ ~~6,40~~ 10,41 ✠LMC CS4,39 DBS~~12,39~~ 7,41 11,39 Lloyd'sRMC6,40 No. 2 lower & Orlop dk. chambers for temp. 33° F. *Carrying vegetable oil in after deeptank forward*	~~NYk~~ Bom		CL 12,38	1930 6mo *Lloyd*	Harland& Wolff,Ld. Belfast *sA&CP*	CunardWhiteStar, Ld. *CellDB*582'3230*t DTsf*56'1756*t FPT*181*t APT*231*t*	683·6 B325'F110' *Upper bridge*118' FK&BK2½"	82·4	48·6	Liverpool British *12BHCem*	Oil Engines 4S.C.DA 20Cy.33$\frac{1}{16}$"-63" 4214NHP 2DB*150lb* 5DB(*upr.*)~~100lb~~ Harland&Wolff,Ld.Bel.	52 " 10 s18 " 4¾ 35 " 0¼	BT till 6,41
20638 CHHF	— (*ex*Oceanic-33, *ex*FranzHaubuss, ssCff.No.2-07 *ex*Ferro,*ex*Falkanger,*ex*Brynhild, *ex*Hirundo) 1*Dk*&*deep framing*	2242 1995 1278	✠ ... 1,11 ✠				1899 10mo	WoodSkinner&Co.Ld. Newcastle	A/BCaledonia SteamshipCo.O|Y (CarlOlsen, *Mgr.*)	300·5 290·0 P23'B64'F30' FK	42·0	19·2	Helsingfrs Finnish *WB*	T.3Cy.21½",35½"&58"-39" 215NHP N.E MarineEngCoLd Nwc	21 " 9	V †
20639 146629 GJLM	**British Advocate** ssFal.No.3-4,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	6994 6548 4130	✠100A1 9,40 Examined 9,40 ✠LMC MS12,34 BS12,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,22 *F.P. above* 150° F. (SEE FOOTNOTE*)	Npt	*b*†	OG 8,40	1922 9mo *Lloyd*	Sir J.Laing &Sons,Ld. Sunderland *sA&CP*	BritishTankerCo. Ld. *CellDBuE&B*74' 209*tDTf*45'851*t*	440·3 456·4(O.L.) P113'B32'F48' FK *FPT*205*t APT*252*t*	57·1	33·9	London British *17BHptCem* (*10 to U dk* *7 ,, 2nd ,,*)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NHP 3SB(Spt),*12cf*, ,HS8256 FD G.Clark,Ld.Sld.	33 " 11 s 6 " 4¾ 27 " 9	
20640 147595 GJWB	**British Ambassador** ssBkn.No.3-7,36 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Web frames* E.S.D. *Longitudinal framing*	6940 6448 4110	✠100A1 5,41 ~~5,40~~ Examined 11,40 ✠LMC7,36 DBS~~5,40~~5,41 MBS11,40 *Carrying Petroleum in bulk above* 150°F. *Fitted for oil fuel* 3,24 *F.P.*	Bom Sou	*b*†	CL 5,40	1924 2mo *Lloyd*	Sir J.Laing &Sons,Ld. Sunderland *sA&CP*	BritishTankerCo. Ld. *CellDBuE&B*34'387*t DTf*44'651*t*	435·0 P110'B32'F49' FK *FPT*204*t APT*154*t*	57·3	33·8	London British *16BHCem* (11 ,, *to U dk* 5 ,, *2nd*,,)	T.3Cy.28",46"&76"-51" 180lb *120lb* 581NHP 3SB,*9cf*, ,HS8634 Palmers'Co.Ld. Newcastle	33 " 10 s 6 " 5¾ 27 " 7¾	
20641 146680 GJNP	**British Architect** ssNwc.No.3-7,35 D.F. *Mchy.Aft* 2*Dks*(*Stl*)	7388 6818 4394	✠100A1 ~~2,41~~12,41 Examined ~~5,40~~ 12,41 BS3,41 ✠LMC9,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Bom	*b*†	CL 9,39	1922 12mo *Lloyd*	Blythswood S.B. Co.Ld. Glasgow *sA&CP*	BritishTankerCo. Ld. *CellDBuE&B*61' *DTf*48'655*t*	440·4 P105'B35'F56' FK 183*t* *FPT*237*t APT*46*t*	56·1	34·6	London British *15BHptCem* (*9 to U dk* 6 ,, *2nd* ,,)	T.3Cy.25",42½"&72"-54" (*s*) 215lb *180lb* 616NHP 3SB,*9cf*,GS191,HS9216 FD Dunsmuir&JacksonLd.Gls	34 " 2 s 6 " 7¾ 27 " 9½	
20642 160525 GKFX	**British Ardour** ssFal.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing* E.S.D.	7124 6522 4255	✠100A1 1,42 Examined 1,42 BS1,42 ✠LMC2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,28 *F.P. above* 150° F.	Gal	*b*†	CL ~~12,38~~ N1,42	1928 7mo *Lloyd*	Palmers' Co.Ld Newcastle *sA&CP*	BritishTankerCo. Ld. *CellDBuE&B*80' 382*tDTf*41'579*t*	440·6 P107'B34'F49' FK *FPT*136*t APT*99*t*	57·1	33·9	London British *17BHptCem* (*11 to U dk* 6 ,, *2nd* ,,)	Q.4Cy.24",35",50½"&73"-51" 225lb *120lb* (*r*) 553NHP FD 3SB(Spt),*9cf*, ,HS7656 Palmers'Co.Ld.Newcastle	33 " 11 s 6 " 6½ 27 " 7¾	
20643 147700 GKTB	**British Aviator** *OilEng.* ssFal.No.3-4,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6998 6457 4136	✠100A1 1,42 ~~8,40~~ Examined 1,42 ✠NE2,30 ✠LMC CS4,37 DBS~~10,40~~2,42 4,37 *Carrying Petroleum in bulk*	Bom	*b*†	CL 1,42	1924 8mo *Lloyd*	Palmers' Co.Ld. Newcastle *sA&CP*	BritishTankerCo. Ld. *CellDBuE*34' 75*tDT f*45'224*t*	439·8 P110'B33'F50' FK *FPT*153*t APT*119*t*	57·1	33·8	London British *17BHptCem* (*11 to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB-*150lb* W.Doxford&Sons,Ld.Sld	33 " 11 s 6 " 6½ 27 " 8¼	
20644 146691 GJRN	**British Captain** ssFal.No.3-6,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6968 6472 4073	✠100A1 5,41 ~~4,40~~ Examined ~~4,40~~ 5,41 ✠LMC MS2,34 BS~~5,40~~ 5,41 *Carrying Petroleum in bulk above* 150° F *Fitted for oil fuel* 2,23 *F.P.*	~~Bkn~~ ~~Liv~~NYk	*b*†	OG ~~8,37~~ 5,41	1923 2mo *Lloyd*	Palmers' Co.Ld. Newcastle *sA&CP*	BritishTankerCo. Ld. *CellDBuE&B*87' 57*t DTf*47'729*t*	440·0 P113'B32'F50' FK *FPT*163*t APT*122*t*	57·1	33·8	London British *17BHptCem* (*11 to U dk* 6 ,, *2nd* ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 654NHP 3SB(Spt),*12cf*,GS204, HS8511 FD Palmers'Co.Ld.Newcastle	33 " 11 s6 " 6 27 " 8½	
20645 146197 GFVN	**British Chancellor** ssShl No.3-8,31 *Mchy.Aft* ssFal.No.2-41 D.F. 2*Dks*(*Stl*)&*Web frames* E.S.D. *Longitudinal framing*	7085 6549 4214	✠100A1 1,42 ~~5,41~~ ✠LMC5,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	~~Shl~~ NYk	*b*†	OG 11,40	1921 12mo *Lloyd*	Sir J.Laing &Sons,Ld. Sunderland *sA&CP*	BritishTankerCo. Ld. *CellDBuE&B*74' *DTf*45'851*t*	440·3 P113'B32'F48' FK 209*t* *FPT*205*t APT*259*t*	57·1	34·0	London British *17BHptCem* *ptAsp* (10 ,, *to U dk* 7 ,, *2nd*,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NHP FD 3SB(Spt).*12cf*, ,HS8256 G.Clark,Ld.Sunderland	33 " 11 s 6 " 4¾ 27 " 9	
20646 148643 GLMC	**British Chemist** *OilEng.* ssShl.No.3-9,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6997 6438 4129	✠100A1 ~~6,41~~ ~~7,40~~ 9,41 Examined ~~6,41~~ 9,41 Grk ✠NE4,30 ✠LMC CS4,39 DBS6,41 3,40 *Carrying Petroleum in bulk*	~~Bom~~ ~~Gls~~ ~~Grk~~	*b*†	CL 11,39	1925 7mo *Lloyd*	Palmers' Co.Ld. Newcastle *sA&CP*	BritishTankerCo. Ld. *CellDBuE*34'75*tDT f*45'224*t*	439·7 P110'B33'F50' FK *FPT*153*t APT*119*t*	57·1	33·8	London British *17BHptCem* (*11 to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91¼" 687NH 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 " 11 s 6 " 6½ 27 " 8½	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Date of B. of Trade Cert.
20647 161198 GBXL	**British Chivalry** ssShl.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	7118 6515 4238	✠100A1 ~~12,40~~12,41 Examined 4,41 ✠LMC MS6,37 BS4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,29 *F.P. above* 150° F.	PGl Cff	*b*†	CL 2,40	1929 2mo	Palmers' Co.Ld. Newcastle *Lloyd* *sA&CP*	BritishTankerCo. Ld. *CellDBuE&B80'* 382*tDTf*41'579*tFPT*135*tAPT*99*t*	440·8 P107'B34'F49' FK	57·1	33·9	London British 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	Q.4Cy.24",35",50½"&73"-51" 225lb *120lb* (*r*) 553NHP FD 3SB(Spt),*9cf*, ,HS7656 Palmers'Co.Ld.Newcastle	33″11 s 6″6 27″8¼	
20648 162399 GWQX	**British Coast** TwinSc ssLiv.No.1-39 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern* E.S.D.	889 687 475	✠100A1 *with freeboard* 4,42~~3,41~~ ✠LMC CS1,39 3,41	Sws	*e*	OG 6,40	1934 1mo	H.Robb Ld. Leith *Lloyd* *sA&CP*	CoastLines,Ld. *Intermediate BH in hold dispensed with* *CellDB*176'318*tDTf*12'58*tFPT*18*tAPT*24*t*	231·6 241·7(O.L.) F28' FK	35·2 *36·7*	11·8	Liverpool British *Cem* *Coll BH to Sh dk* 2 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 10Cy.13⅜"-22⅞" 312NHP BritishAuxiliaries,Ld.Gls.	14″0 s ″2 13″11	
20649 145243 GFDB	**British Colonel** ssSld.No.3-12,33 ssShl.No.1-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6999 6549 4136	✠100A1 5,41~~3,40~~ ✠LMC MS6,38 BS3,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	~~Fal~~ Bom	*b*†	OG ~~6,38~~ 5,41	1921 7mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd* *sA&CP*	BritishTankerCo. Ld. *Cell DBuE*74' 209*tDTf*45'851*tFPT*205*tAPT*259*t*	440·8 P113'B32 F48' FK	57·1	34·0	London British 17*BHptCem* (10 ,, *to U dk* 7 ,, *2nd*,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NHP FD 3SB(Spt),*12cf*, ,HS8256 G.Clark,Ld.Sunderland	33″11 s 6″4½ 27″9	
20650 149828 GBKW	**British Colony** ssFal.No.2-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6917 6356 4135	✠100A1 5,41~~7,40~~ Examined ~~7,40~~ 5,41 BS3,42 ✠LMC7,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,27 *F.P. above* 150° F	~~Bom~~ Bal	*b*†	CL ~~5,38~~ 5,41	1927 5mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd* *sA&CP*	BritishTankerCo. Ld. *CellDBuE&B83'f*38'562*tDTf*426*tFPT*158*tAPT*104*t*	440·2 P110'B32'F49' FK	57·0	33·7	London British 18*BHptCem* (10 *to U dk* 8 ,, *2nd* ,,)	T.3Cy.26½",44"&74"-51" (*s*) 200lb *120lb* 584NHP 3SB,*12cf*, ,HS8634 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	33″11 s 6″5 27″9½	
20651 LJHC	**British Columbia Express** TwSc ssSea.No.1-40 *OilEng.* *Ref.Mchy.* 1*Dk&Shelter dk* *Platform dk in forward holds* D.F. E.S.D. *CruiserStern* *Part electrically welded, including butts of shell, decks & inner bottom*	3339 2611 1869	✠100A1 *with freeboard* ~~6,41~~ ~~11,40~~3,42 ✠LMC11,36 ✠Lloyd'sRMC~~11,40~~ 1,42~~6,41~~ for temp. 31° F.	~~Sea~~ Vcr	*x*	CL ~~R7,38~~ ~~S7,39~~ 12,41	1936 11mo	Götaverken A/B Gothenburg *Lloyd* *sA&CP*	SkibsA/S Victoria (S.Herlofson&Co. A/S, *Mgrs.*) *Intermediate BH in after hold dispensed with* *CellDBuE&f*172'646*tDTsa*95'713*tFPT*61*tAPT*232*t*	364·4 381·6(O.L.) B&F210' FK	50·3	21·3	Oslo Norwegian *ptCem* *Coll BH to Sh dk* 4 ,, ,, *2nd* ,,	Oil Engines 2S.C.SA 18Cy.19 11/16"-35 7/16" 1213NHP GotaverkenA/B,Got.	25″6 s 2″1 23″6	
20652 146710 GJNQ	**British Commodore** ssShl.No.3-9,28 ssShl.No.2-36 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6865 6382 4036	✠100A1 10,41~~1,41~~ Examined 1,41 ✠LMC MS10,36 BS4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,23 *F.P. above* 150° F.	Fal NYk	*b*†	OG N2,40	1923 3mo	CaledonSB &Eng.Co.Ld. Dundee *Lloyd* *sA&CP*	BritishTankerCo. Ld. *CellDBuE*38' 61*tDTf*46'699*tFPT*141*tAPT*188*t*	440·0 P113'B32'F50' FK	57·0	33·8	London British 16*BHCem* (10 *to U dk* 6 ,, *2nd* ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 643NHP 3SB(Spt),*12cf*,HS8256 FD MetVickersElecCoLd.Mch	33″11 s 6″5¾ 27″8½	
20653 164737 GZBV	**British Confidence** *OilEng.* D.F. 1*Dk 2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8494 7489 4993	✠100A1 1,42~~8,41~~ Examined 8,41 DBS8,41 ✠LMC10,36 *Carrying Petroleum in bulk*	~~Bkn~~ Bkn Mob	*d*†	CL 9,39	1936 10mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd* *sA&CP*	BritishTankerCo, Ld. *CellDBuE*75'249*tDTf*32'422*tFPT*251*tAPT*250*t*	466·9 482·0(O.L.) P103'B35'F58' FK	62·0	34·0	London British 17*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* Wm.Doxford&SonsLd Sld.	34″1 s 6″9 27″6¾	
20654 148511 GKWF	**British Consul** ssFal No.3-12,35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	6940 6449 4115	✠100A1 6,41~~4,40~~ Examined 6,41 DBS6,41 MBS1,41 ✠LMC12,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,24 *F.P. above* 150° F.	~~Bom~~ NYk	*b*†	CL ~~N6,38~~ 5,41	1924 11mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd* *sA&CP*	BritishTankerCo. Ld. *CellDBuE&B*84' 387*tDTf*44'651*tFPT*204*tAPT*154*t*	435·0 448·5(O.L.) P110'B32'F49' FK	57·3	33·8	London British 16*BHptCem* (11 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.28",46"&76"-51" (*r*) 180lb *120lb* 581NHP 3SB,*9cf*,HS8634 FD Palmers'Co.Ld.Newcastle	33″10 s 6″5¾ 27″7¾	
20655 146561 GJFV	**British Corporal** ssFal.No.3-7,33 ssSou.No.2-41~~ssFal.No.1-38~~ *Mchy Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D. *Now* "Empire Corporal," *see No.* 36505 *in Supplement*	6972 6472 4075	✠100A1 ~~6,41~~ ~~12,39~~ 2,42 ✠LMC 6,41 ~~MS1,38~~ ~~BS7,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	~~Nwc~~ ~~Sou~~ Gal	*b*†	OG ~~8,38~~ N5,41	1922 5mo	Palmers' Co Ld. Newcastle *Lloyd* *sA&CP*	BritishTankerCo. Ld. *CellDBuE&B*87'57*tDTf*47'729*tFPT*163*tAPT*192*t*	440·0 P113'B32'F50' FK	57·1	33·8	London British 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	2SteamTurbinesDRgeared to 1 Sc.Shaft (*s*) 200lb *120lb* 654NHP 3SB(Spt),*12cf*,GS204, HS8511 FD Palmers'Co.Ld.Newcastle	33″11 s 6″6 27″8½	
20656 160390 GFXP	**British Courage** *OilEng.* *Mchy.Aft* ssNwc.No.2-36 D.F. 2*Dks*(*Stl*)&*Web frames* E.S.D. *Longitudinal framing*	6952 6487 4132	✠100A1 ~~6,41~~ ~~11,40~~3,42 Examined ~~11,40~~ 8,41 ✠LMC CS2,36 DBS~~11,40~~8,41 6,38 *Carrying Petroleum in bulk*	Moh NYk	*b*†	CL ~~8,39~~ 2,42	1928 3mo	Lithgows, Ltd. Pt.Glasgow *Lloyd* *sA&CP*	BritishTankerCo. Ld. *CellDBuE*86'*f*36'411*tFPT*178*tAPT*93*t*	440·5 P112'B34'F47' FK	57·0	33·8	London British 18*BHptCem* (10 *to U dk* 8 ,, *2nd* ,,)	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 658NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33″11 s 6″4 27″9¾	
20657 165385 GZGP	**British Destiny** *OilEng.* D.F. E.S.D. 1*Dk, 2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8470 7454 4971	✠100A1 ~~7,41~~ 8,40 4,42 Examined ~~7,41~~ 4,42 DBS7,41 ✠LMC1,37 *Carrying Petroleum in bulk*	Nwc ~~Bel~~ Mob	*d*†	CL 8,40	1937 1mo	Harland& Wolff,Ld. Glasgow *Lloyd* *sA&CP*	BritishTankerCo. Ld. *CellDBuE*78'175*tDTf*34'484*tFPT*224*tAPT*200*t*	467·8 P105'B43'F45' FK	61·7	33·8	London British 17*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34″0 s 6″9½ 27″5¼	
20658 165466 GZPB	**British Diligence** *OilEng.* D.F. E.S.D. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8408 7423 4930	✠100A1 10,41~~10,40~~ DBS10,41 ✠LMC6,37 *Carrying Petroleum in bulk*	~~Avn~~ Bal	*d*†	CL 10,40	1937 6mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd* *sA&CP*	BritishTankerCo. Ld. *CellDBuE*75'176*tDTf*34'397*tFPT*209*tAPT*183*t*	466·3 481·6(O.L.) P107'B43'F45' FK	61·9	33·9	London British 17*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* Wm.Doxford&Sons,LdSld	34″0 s 6″8¾ 27″6¼	
20659 160400 GLNV	**British Dominion** *OilEng.* *Mchy.Aft* ssFal.No.2-36 D.F. 2*Dks*(*Stl*)&*Web frames* E.S.D. *Longitudinal framing*	6983 6402 4141	✠100A1 10,41~~11,40~~ Examined ~~11,40~~ 10,41 ✠LMC CS2,37 DBS~~11,40~~1,42 5,38 *Carrying Petroleum in bulk*	Brs ~~Avn~~ Grk	*b*†	CL ~~11,40~~ 10,41	1928 4mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd* *sA&CP*	BritishTankerCo. Ld. *CellDBuE*77'*f*38'464*tFPT*148*tAPT*108*t*	440·0 455·0(O.L.) P104'B33'F54' FK	57·0	33·9	London British 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.22⅛"-91¼" 642NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld	34″0 s 6″5¾ 27″9½	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.
20660 147647 GKMD	**British Duchess** ssFal.No.3-3,36 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing* E.S.D.	5973 5494 3477	✠100A1 9,41 ~~9,40~~ Examined ~~9,40~~ 9,41 MS3,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	~~Bom~~ Mel ✠LMC BS~~10,40~~9,41	z	CL 2,40	1924 5mo *Lloyd*	JLThompson&Sons,Ld. Sunderland *'sA&CP*	BritishTankerCo. Ld. *CellDBuE&B79' 402tDTf42'671t FPT146tAPT120t*	405·0|54·8|32·9 420·8(O.L.) P104'B33'F54' FK	London British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	T.3Cy 28".46"&76"-51" (r) 180lb *120lb* 581NHP 3SB.*9cf*,HS8634 FD Palmers'Co.Ld.Newcastle	33 ″ 0 s5-10¾ 27 ″ 4¼
20661 139156 GSBN	**British Emperor** ssBom.No.3-8,29 ssShl.No.2-37 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	3663 3344 2155	✠100A1 8,40 MS11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,16 *F.P. above* 150° F.	Bom ✠LMC BS8,40	*v*	CL 10,39	1916 8mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP*	BritishTankerCo. Ld. *CellDBuB38'70tDTf29'314tFPT69tAPT34t*	345·0|49·1|25·6 P88'B39'F46' FK	London British 13*BHptCem* (8 *to U dk* 5 „ *2nd* „)	T.3Cy.23",38"&62"-42" (r) 180lb 380NHP 3SB,*9cf*,GS132,HS5904 FD N.E.MarineEngCoLd.Nwc	25 ″ 7 s3 ″ 11½ 21 ″ 10
20662 164726 MLZM	**British Endurance** *OilEng.* D.F. *Mchy.Aft* 1*Dk,2nd dk clear* E.S.D. *CruiserStern of cargo tanks* *Longitudinal framing at bottom & at deck*	8406 7423 4918	✠100A1 9,41 ~~10,40~~ Examined 9,41 ~~DBS10,40~~ *Carrying Petroleum in bulk*	~~Bom~~ NYk DBS8,41 ✠LMC10,36	*d*†	CL ~~6,38~~ 8,41	1936 10mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *'sA&CP*	BritishTankerCo. Ld. *CellDBuE75' 176tDTf34'397tFPT209tAPT183t*	466·3|61·9|33·9 483·0(O.L.) P107'B43'F45' FK	London British 17*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	34 ″ 0 s6 ″ 8½ 27 ″ 6½
20663 162588 GLBK	**British Energy** *OilEng.* *Mchy.Aft* ssNwc.No.1-35 D.F. 2*Dks(Stl)&Web frames* E.S.D. *Longitudinal framing*	7209 6579 4197	✠100A1 11,41 ~~10,40~~ Examined 8,40 DBS11,41 *Carrying Petroleum in bulk*	~~Bkn~~ Avn Bom ✠LMC2,35	*b*†	CL 12,39	1931 5mo *Lloyd*	Greenock Dockyard Co.Ld. Greenock *'sA&CP*	BritishTankerCo. Ld. *CellDBuE85'f38' 424tFPT195tAPT95t*	440·6|59·4|32·9 454·4(O.L.) P113'B43'F48' FK	London British 17*BHptCem* (13 *to U dk* 4 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.29⅛-59 1/16" 653NHP 2DB*150lb* J.G.KincaidCo.Ld.Grk.	33 ″ 0 s5 ″ 11¾ 27 ″ 2¾
20664 146578 GJLN	**British Engineer** ssFal.No.3-3,35 ssNwc.No.1-39 *Mchy Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6993 6533 4066	✠100A1 ~~11,41~~ ~~5,41~~ 4,42 BS4,42 MS5,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,22 *F.P. above* 150° F.	~~Lon~~ Fal ✠LMC ~~BS7,40~~7,41	*b*†	OG ~~12,37~~ 2,42	1922 6mo *Lloyd*	Workman, Clark&Co.Ld Belfast *'sA&CP*	BritishTankerCo. Ld. *CellDBuE&B81' 42tDTf45'620tFPT165tAPT224*	440·4|57·0|33·9 P113'B34'F65' FK	London British 17*BHCem* (11 *to U dk* 6 „ *2nd* „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb *120lb* 605NHP 3SB(Spt),*12cf*,GS209, FI HS8295 Wrkman,Clark&CoLd.Be	33 ″ 11 s6 ″ 4½ 27 ″ 9½
20665 149974 GLXQ	**British Faith** *OilEng.* *Mchy.Aft* ssNwc.No.2-37 D.F. GyC. 2*Dks(Stl)&Web frames* E.S.D. *Longitudinal framing*	6955 6344 4129	✠100A1 12,41 ~~12,40~~ Examined ~~12,40~~12,41 DBS12,41 *Carrying Petroleum in bulk*	~~Shl~~ NYk ✠LMC CS1,41 12,41	*b*†	OG 4,40	1928 1mo *Lloyd*	CaledonS. B.&E.Co.Ld Dundee *'sA&CP*	BritishTankerCo. Ld *CellDBuE85'311t DTf204tFPT183tAPT90t*	441·8|56·9|33·7 P104'B34'F54' FK	London British 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NH 2DB*150lb* Burmeister&Wain,Cpn.	33 ″ 11 s6 ″ 6 27 ″ 7¾
20666 166592 GPGF	**British Fidelity** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8465 7454 4906	✠100A1 2,42 ~~8,40~~ DBS2,42 *Carrying Petroleum in bulk*	~~Shl~~ Fal 2,42 ✠LMC~~10,38~~	*d*†	CL 9,41	1938 10mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP*	BritishTankerCo. Ld. *CellDBuE78'175tDTf34'434tFPT224tAPT200t*	467·8|61·7|33·8 483·1(O.L.) P105'B43'F47' FK	London British 17*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s6 ″ 9 27 ″ 6
20667 165448 GZNP	**British Fortitude** *OilEng.* D.F. E.S.D. 1*Dk, 2nd dk clear of* *Mchy.Aft CruiserStern cargo tanks* *Longitudinal framing at bottom & at deck*	8482 7489 4993	✠100A1 12,41 ~~3,41~~ Examined 12,41 DBS3,41 *Carrying Petroleum in bulk*	~~Bkn~~ NYk ✠LMC4,37	*d*†	CL 7,40	1937 4mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead *'sA&CP*	BritishTankerCo. Ld. *CellDBuE75'249tDTf32'422tFPT251tAPT250t*	466·9|62·0|34·0 482·9(O.L.) P103'B35'F58' FK	London British 17*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* Wm.Doxford&Sons,Ld Sld	34 ″ 1 s6 ″ 9½ 27 ″ 6½
20668 162486 GTPD	**British Fortune** ssShl.No.2-39 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing* E.S.D.	4696 4089 2619	✠100A1 7,41 ~~9,40~~ MS2,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,30 *F.P. above* 150°F.	~~Gls~~ NYk ✠LMC BS~~9,40~~7,41	*x*	CL ~~8,38~~ 7,41	1930 9mo *Lloyd*	Lithgows Ld. Pt.Glasgow *'sA&CP*	BritishTankerCo. Ld. *Cell DBuE&B66'301t DTf31'359tFPT111tAPT53t*	384·6|50·2|27·7 294'B38'F44' FK	London British 17*BHptCem* *ptAsp* (13 *to U dk* 4 „ *2nd* „)	T.3Cy.25",42"&70"-48" (s) 200lb *150lb* 430NHP 2SB,*6cf*,HS5732 FD Rankin&Blackmre.Ld.Grk	27 ″ 6 s4 ″ 5 23 ″ 4½
20669 160493 GKSM	**British Freedom** *OilEng.* *Mchy.Aft* ssBkn.No.2-36 E.S.D. D.F. 2*Dks(Stl)&Web frames* *Longitudinal framing*	6985 6452 4164	✠100A1 1,42 ~~12,40~~ Examined ~~12,40~~4,42 DBS11,41 *Carrying Petroleum in bulk*	~~Gls~~ Shl ✠LMC4,42	*b*†	CL 3,40	1928 6mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	BritishTankerCo. Ld. *CellDBuE83' 253tDTf41'254tFPT136tAPT93t*	440·1|57·1|33·9 P107'B34'F49' FK	London British 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.22⅛"-91½" 654NH 2DB*150lb* Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 11 s6 ″ 6½ 27 ″ 8
20670 146692 GJRC	**British Fusilier** ssShl.No.3-5,35 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. GyC. *Longitudinal framing* E.S.D.	6943 6400 4088	✠100A1 11,41 ~~4,41~~ Examined 4,41 BS4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Lon Npt ✠LMC5,35	*b*†	OG ~~N10,39~~ 11,41	1923 1mo *Lloyd*	Swan,Hunter&Wigham-Richardson, Ld.Newcastle *'sA&CP*	BritishTankerCo. Ld. *CellDBuE38'61t DTf46'709tFPT132tAPT230t*	440·0|57·0|33·7 P113'B33'F49' FK	London British 16*BHCem* 10 *to U dk* 6 „ *2nd* „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb *120lb* 642NHP 3SB(Spt),*12cf*,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s6 ″ 4 27 ″ 10½
20671 167160 GPPG	**British Genius** D.F. E.S.D. *OilEng.* 1*Dk, 2nd dk clear of cargotanks* *Mchy.Aft Cruiser Stern* *Longitudinal framing at bottom & at deck*	8553 7468 4961	✠100A1 1,41 *Carrying Petroleum in bulk*	Bom ✠LMC1,39	*d*†	CL	1939 1mo *Lloyd*	Wm.Doxford&Sons,Ld Sunderland *'sA&CP*	BritishTankerCo. Ld. *CellDBuE75'176tDTf40'408tFPT233tAPT192t*	466·9|62·0|33·7 481·7(O.L.) P108'B44'F52' FK	London British 12*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* Wm.Doxford&Sons,Ld Sld	34 ″ 0 s6 ″ 7¾ 27 ″ 7½
20672 160364 GLZR	**British Glory** *OilEng.* *Mchy.Aft* ssShl.No.2-37 D.F. 2*Dks(Stl)&Web frames* E.S.D. *Longitudinal framing*	6993 6477 4159	✠100A1 11,41 ~~10,40~~ Examined ~~10,40~~1,42 ✠NE1,42 DBS1,42 *Carrying Petroleum in bulk*	Gls ✠LMC1,42	*b*†	CL ~~8,38~~ N11,41	1928 2mo *Lloyd*	SirJ.Laing &SonsLd. Sunderland *'sA&CP*	BritishTankerCo. Ld. *CellDBuE80'238t*	435·0|57·3|33·8 P105'B34'F53' FK *DTf39'240t* *FPT222tAPT106t*	London British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB*150lb* ~~W.Doxford&SonsLd.Sld.~~ Harland&Wolff,Ld.Gls.	33 ″ 10 6 ″ 5¾ 27 ″ 7½
20673 149735 GKJR	**British Governor** ssShl.No.3-3,39 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing* E.S.D.	6840 6334 4037	✠100A1 12,41 ~~6,41~~ BS3,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,26 *F.P. above* 150° F.	~~Gls~~ NYk ✠LMC3,39	*b*†	CL 3,40	1926 10mo *Lloyd*	Swan,Hunter&Wigham-Richardson, LdNewcastle *'sA&CP*	BritishTankerCo. Ld. *CellDBuE&B88'f49'668tDTf603tFPT158tAPT104t*	440·2|57·0|33·7 P100'B32'F50' FK	London British 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	T.3Cy.26½",44"&74"-51" (s) 200lb *120lb* 584NHP 3SB,*12cf*,HS8684 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s6 ″ 4½ 27 ″ 9½

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade cert.
20674 146591 GFST	**British Grenadier** ssNwc.No.3-10,34 ssBkn.No.1-39 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6857 6368 4020	✠100A1 6,40 BS3,40 ✠LMC3,39 Carrying Petroleum in bulk Fitted for oil fuel 7,22 F.P. above 150°F.	PNl	b†	OG 2,39	1922 7mo	Swan,Hunter&Wigham-Richardson, Ld.Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Ba E38'61t DTf46'709t	440·0 454·9(O.L.) P113 B35'F49' FK FPT132t APT223t	57·0	33·7	London British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200℔ 120℔ 642NHP 3SB(Spt),12cf,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33″11 s6″6½ 27″7¼	
20675 160530 GDZS	**British Honour** OilEng. ssFal.No.2-36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6991 6458 4174	✠100A1 11,41 ~~2,41~~ Examined ~~2,41~~ 4,42 ✠LMC CS3,36 DBS~~2,40~~11,41 4,39 Carrying Petroleum in bulk	~~Mch~~ Gls Bkn	b†	CL 12,40	1928 7mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E83'253t DTf41'254t	440·5 P107'B34'F49' FK FPT136t APT93t	57·1	33·9	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.26¾″-47¼″ 748NHP 2DB150℔ SulzerBros.Winterthur	33″11 s6″6½ 27″7¾	
20676 160382 GNTK	**British Hope** OilEng. ssFal.No.2-36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6951 6344 4163	✠100A1 9,41 ~~1,41~~ Examined ~~1,41~~ 12,41 ✠LMC CS1,36 DBS~~3,40~~7,41 6,39 Carrying Petroleum in bulk	~~Bom~~ Sou Gls	b†	OG N6,39	1928 3mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E85'381t	441·8 P103'B34'F54' FK DTf36'204t FPT183t APT90t	56·9	33·7	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.29⅛″-59¹⁄₁₆″ 653NHP 2DB-150℔ Burmeister&Wain,Cpn.	33″11 s6″7¾ 27″7	
20677 147544 GJVR	**British Hussar** ssFal.No.3-9,35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6944 6401 4098	✠100A1 ~~1,41~~11,41 Examined ~~1,41~~ 11,41 ✠LMC MS6,36 BS~~3,40~~7,41 Carrying Petroleum in bulk Fitted for oil fuel 10,23 F.P. above 150° F.	~~Bom~~ NYk	b†	OG N1,41	1923 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E38'61t DTf46'709t FPT132t APT230t	440·2 P113'B32'F49' FK	57·0	33·7	London British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft 200℔ 120℔ (s) 642NHP 3SB(Spt),12cf,HS8225 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	33″11 s6″4 27″10¼	
20678 149836 GCPL	**British Industry** ssFal.No.2-35 Mchy.Aft 2Dks(Stl)&Web frames D.F. E.S.D. Longitudinal framing	4297 3789 2425	✠100A1 ~~7,11,40~~ 3,42 Examined 3,42 BS9,41 MS4,41 ✠LMC Carrying Petroleum in bulk Fitted for oil fuel 5,27 F.P above 150° F.	~~Sws~~ ~~Bom~~ Sws	w	CL ~~6,38~~ 4,41	1927 5mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E28'f30'153t DTf30'227t FPT95t APT121t	366·2 P91'B31'F60' FK	49·2	27·2	London British 15BHptCem 5 ,, to 2nd dk	T.3Cy.23″,39″&66″-45″ (r) 200℔ 120℔ 407NHP 2SB,6cf,HS5772 FD Palmers'Co.Ld.Newcastle	27″3 s4″2 23″3¾	
20679 165562 GZPG	**British Integrity** D.F. E.S.D. OilEng. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8412 7454 4940	✠100A1 ~~8,41 11,40~~ 3,42 Examined 3,42 DBS3,42 ✠LMC9,37 Carrying Petroleum in bulk	Bkn ~~NYk~~ Bkn	d†	CL 10,40	1937 9mo	Harland&Wolff,Ld. Glasgow Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E78'175t DTf34'434t FPT224t APT200t	467·8 488·1(O.L.) P105'B43'F45' FK	61·7	33·8	London British 17BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.29⅛″-59¹⁄₁₆″ 490NHP 2DB150℔ Harland&Wolff,Ld.Gls.	34″0 s6″9½ 27″5½	
20680 1462[illegible]8 GFVP	**British Judge** ssNwc.No.3-12,32 ssFal.No.1-36 Mchy.Aft 2Dks(Stl)&Web frames D.F. E.S.D. Longitudinal framing	6735 6210 4011	✠100A1 9,41 ~~10,40~~ Examined9,41 BS9,41 ✠LMC6,36 Carrying Petroleum in bulk Fitted for oil fuel 12,21 F.P. above 150° F.	~~Cbo~~	a†	CL 5,39	1921 12mo	Sir.J.Laing &Sons,Ld Sunderland Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E&B71'255t DTf36'649t	420·5 P99'B35'F55' FK FPT227t APT156t	56·4	33·4	London British 15BHptCem (9 to U dk 6 ,, 2nd ,,)	T.3Cy.28″,46″&75″-51″ (s) 180℔ 120℔ 560NHP 3SB.9cf,HS8277 FD G.Clark,Ld.Sunderland	33″6 s6″1½ 27″7¾	
20681 160548 GCWR	**British Justice** OilEng. ssMch.No.2-37 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6932 6458 4122	✠100A1 8,41 ~~10,40~~ Examined ~~10,40~~ 8,41 ✠LMC CS1,37 DBS~~10,40~~ 1,42 5,38 Carrying Petroleum in bulk	~~Sng~~ NYk	b†	CL ~~5,38~~ 8,41	1928 8mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E83'253t DTf41'254t	440·7 P107'B34'F49' FK FPT136t APT93t	57·1	33·9	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.22⅞″-45⅝″ 654NHP 2DB150℔ Richardsons,Westgarth& Co.Ld.Hpl.	33″11 s6″5¼ 27″8½	
20682 146698 GJSF	**British Lady** ssFal.No.3-5,35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing ModifiedSpecialSurvey-39Shl	6093 5629 3520	✠100A1 8,41 ~~6,40~~ BS7,41 ✠LMC11,39 Carrying homogeneous oil fuel cargo in bulk F.P. above 150° F. Fitted for oil fuel 2,23 F.P. above 150° F.	~~Lth~~ Shl	a†	OG ~~4,39~~ 7,41	1923 2mo	J.L.Thompson&Sons,Ld Sunderland Lloyd'sA&CP	Cell D Bu E&B 82'232t DTf40'624t	412·0 P114'B35'F53' FK FPT148t APT255t	54·8	32·9	London British 16BHCem (11BHtoUdk 5 ,, ,,2nd,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200℔ 180℔ 644NHP 3SB(Spt),12cf,HS8265 FD Met.VickersElecCoLdMcb	33″0 s5″10¾ 27″4½	
20683 146658 GJNV	**British Lord** ssFal.No.3-7,34 ssShl.No.1-39 Mchy.Aft 2Dks(Stl)&Web frames D.F. E.S.D. Longitudinal framing	6098 5629 3520	✠100A1 9.40 BS12,40 ✠LMC2,38 Carrying Petroleum in bulk Fitted for oil fuel 11,22 F.P. above 150° F.	Bkn	a†	OG 2,38	1922 11mo	J.L.Thompson&Sons,Ld Sunderland Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E&B82' 232t DTf40'624t	412·0 427·0(O.L.) P114'B35'F53' FK FPT148t APT255t	54·8	32·9	London British 16BHptCem (11 to Udk 5 ,, 2nd ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200℔ 180℔ 644NHP 3SB(Spt),12cf,HS8265 FD Met.VickersElecCoLdMcb	33″0 s5″10¾ 27″4½	
20684 149977 GLFR	**British Loyalty** OilEng. ssNwc.No.3-4,40 Mchy.Aft 2Dks(Stl)&Web frames D.F. E.S.D. Longitudinal framing	6993 6458 4140	✠100A1 7,41 ~~9,41~~ ✠LMC CS4,40 DBS2,41 4,40 Carrying Petroleum in bulk	~~Cal~~ Bom	b†	CL 3,40	1928 1mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E83'253t DTf41'254t	440·7 P107'B34'F49' FK FPT136t APT93t	57·1	33·9	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.26¾″-47¼″ 748NHP 2DB150℔ SulzerBros.Winterthur	33″11 s6″6½ 27″8	
20685 146530 GJFW	**British Mariner** ssFal.No.3-1,35 ssFal.No.1-39 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6996 6472 4079	✠100A1 12,40 BS7,40 ✠LMC5,39 Carrying Petroleum in bulk Fitted for oil fuel 3,22 F.P. above 150° F.	Sou	b†	OG 12,39	1922 3mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E&B87'5 DTf47'729t	440·2 P113'B32'F50' FK it FPT163t APT192t	57·1	33·8	London British 17BHptCem (11 to Udk 6 ,, 2nd,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200℔ 120℔ 654NHP 3SB(Spt),12cf,GS204 FD HS8511 Palmers'Co.Ld.Newcastle	33″11 ~~s6″6~~ ~~27″8¼~~	
20686 146655 GFWN	**British Merchant** ssShl.No.3-3,35 ssFal.No.1-39 Mchy.Aft 2Dks(Stl) D.F. E.S.D.	6994 6471 4015	✠100A1 8.41 ~~7,40~~ ✠LMC MS10,39 BS3,41 Carrying Petroleum in bulk Fitted for oil fuel 10,22 F.P. above 150° F.	Bom	b†	OG 1,39	1922 11mo	W.Beardmore&Co.Ld. Glasgow Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E&B67' 248t DTf45'701t	440·7 P116'B35'F49' FK FPT168t APT240t	57·2	34·1	London British ptCem 10BHtoUdk 6 ,, ,,2nd,,	2SteamTurbinesDRgeared to 1 Sc. Shaft (r) 200℔ 180℔ 673NHP 3SB(Spt),12cf,HS8670 FD W.Beardmore&Co.Ld Gls.	33″11 s6″5½ 27″7¾	
20687 148491 GKVM	**British Motorist** OilEng. ssBkn.No.3-4,37 Mchy.Aft 2Dks(Stl)&Web frames D.F. E.S.D. Longitudinal framing	6891 6337 4088	✠100A1 11,41 Examined11,41 Carrying Petroleum in bulk ✠LMC CS4,37 DBS6,41 8,39	~~Sws~~ Bom	b†	CL ~~12,37~~ 11,40	1924 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. Cell D Bu E15' f45'289t	440·2 453·3(O.L.) P106'B33'F49' FK FPT160t APT104t	57·0	33·8	London British 17BHptCem (10 to U dk 7 ,, 2nd,,)	Oil Engines 2S.C.SA 8Cy.24″-50″ 796NHP 2DB150℔ Swan,Hunter&Wigham Richardson,Ld.Nwc.	33″11 s6″4¾ 27″9½	

1	2 3	4	5	6	7	7a	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où cert., si ce n'est dans le L.R. Durée, Cert. B. of Trade
20688 165354 GZGG	**British Power** *OilEng.* D.F. E.S.D. *1Dk,2nd dk clear of* *Mchy.Aft CruiserStern cargotanks* *Longitudinal framing at bottom & at deck*	8451 7454 4967	✠100A1 ~~7,41~~ ~~6,40~~ 10,41 Examined 10,41 NYk DBS7,41 ✠LMC12,36 *CarryingPetroleum in bulk*	~~Grk~~ ~~NYk~~	d†	CL 5,40	1936 12mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	BritishTankerCo. Ld. *CellDBuE78'175tDTf34'434tFPT224tAPT200t*	467·8 P105'B43'F45' FK	61·7	33·8	London British 17*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s 6 ″ 9½ 27 ″ 5½	
20689 162553 GMBF	**British Prestige** *OilEng.* D.F. ssFal.No.2-39 *Mchy.Aft 2Dks(Stl)&Webframes* *Longitudinalframing*	7106 6526 4180	✠100A1 ~~8,41~~ ~~1,41~~ 4,42 DBS8,41 ✠LMC CS6,39 ~~DBS1,40~~ 4,40 *CarryingPetroleum in bulk*	~~Sld~~ ~~Bry~~ NOs	b†	CL 12,40	1931 3mo *Lloyd'sA&CP*	Lithgows, Ld. PortGlasgow	BritishTankerCo. Ld. *CellDBuE85'f38'470tFPT172tAPT83t*	440·6 P113'B43'F48' FK	59·5	33·0	London British 17*BHptCem* (13 *to U dk* 4 ,, *2nd*,,)	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 0 s 6 ″ 0½ 27 ″ 2½	
20690 162533 GLYT	**British Pride** *OilEng.* D.F. E.S.D. ssFal.No.2-39 *Mchy Aft 2Dks(Stl)&Webframes* *Longitudinal framing*	7106 6526 4180	✠100A1 9,41 ~~12,40~~ ✠LMC CS7,39 DBS4,~~40~~ 6,41 2,38 *CarryingPetroleum in bulk*	~~Bom~~ NYk	b†	CL 6,39	1931 1mo *Lloyd'sA&CP*	Lithgows, Ld. PortGlasgow	BritishTankerCo. Ld. *CellDBuE85'f38'470tFPT172tAPT83t*	440·6 455·6(O.L.) P113'B43'F48' FK	59·5	33·0	London British 17*BHptCem* (13 *to U dk* 4 ,, *2nd*,,)	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 0 s 6 ″ 0½ 27 ″ 2½	
20691 161576 GYDQ	**British Prince** (*ex*Sutherland-36) *OilEng.* ssBel.No.1-38 D.F. E.S.D. *1Dk&Shelter dk* *Tonnage opening closed '41(W.E.) CruiserStern*	4979 4580 3056	✠100A1 *withfreeboard* 1,41 DBS6,41 ✠LMC CS12,38 ~~DBS11,38~~ ~~4,40~~ 11,38	Lon	a† 2	CL 7,40	1935 1mo *Lloyd'sA&CP*	W.Doxford &Sons,Ld Sunderland	RioCapeLine,Ld. (FurnessWithy &Co.Ld.*Mgrs.*) *CellDB346'1174t* *MT1236tAPT191t*	412·2 FK	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,,*2nd*,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	37 ″ 3 s10 ″ 11¼ 26 ″ 6¼	
20692 140288 GBMD	**British Princess** ssFal.No 3-9,29 D.F. E.S.D. ssShl.No.2-38 *Mchy.Aft 2Dks(Stl)&Webframes* *Longitudinal framing*	7019 6477 4256	✠100A1 8,41 ~~10,40~~ Examined 8,41 BS8,41 ~~BS10,40~~ ✠LMC5,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	~~Bom~~ NYk	a†	CL 10,40	1917 5mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuB41'89tDTf40'688tFPT111tAPT72t*	430·0 P101'B32'F44' FK	57·0	33·7	London British 18*BHptCem* (10 ,, *to Udk* 8 ,, *2nd*,,)	T.3Cy.27",45"&74"-54" (*r*) 180lb 618NHP 3SB,*12cf*,GS204,HS9639 FD NEMarineEng.Co.Ld.Nwc	33 ″ 6 s 6 ″ 5½ 27 ″ 3½	
20693 149926 GKPV	**British Progress** ssNwc.No.2-36 *Mchy Aft 2Dks(Stl)&Webframes* D.F. E.S.D *Longitudinal framing*	4581 4061 2639	✠100A1 6,41 ~~8,40~~ Examined ~~8,40~~ 6,41 BS6,41 ✠LMC MS3,36 ~~BS8,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,27 *F.P. above* 150° F.	~~Grk~~ Bal	r	CL ~~1,39~~ 5,41	1927 11mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE&B51'f31'239tDTf31'264tFPT135tAPT69t*	381·2 P93'B30'F55' FK	50·4	27·6	London British 16*BHptCem* (11 ,, *to Udk* 5 ,, *2nd*,,)	T.3Cy.25",42"&70"-48" (*s*) 200lb *120lb* 422NHP 2SB,*6cf*, HS5538 FD WllsndSlpwy.Co.Ld.Nwc	27 ″ 6 s 4 ″ 4¾ 23 ″ 4	
20694 167217 GPPP	**British Prudence** *OilEng.* *1Dk, 2nd dk clear of cargo tanks* *Mchy.Aft* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at decks*	8620 7577 4903	✠100A1 3,42 ~~8,41~~ ~~11,41~~ ✠LMC4,39 *CarryingPetroleum in bulk*	~~Gls~~ ~~Bkn~~ NYk	d†	CL	1939 4mo *Lloyd'sA&CP*	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. *CellDB76'226tDTf36'514tFPT300tAPT186*	474·6 493·8(O.L.) P109'B44'F56' FK	62·0	33·9	London British 12*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* Wm.Doxford&Sons,LdSld	34 ″ 0 s 6 ″ 7 27 ″ 8¼	
20695 160357 GNSF	**British Reliance** *OilEng* Sub.Sig. ssShl.No.3-1,41 *Mchy.Aft 2Dks(Stl)&Webframes* D.F. E.S.D. *Longitudinal framing*	7000 6521 4132	✠100A1 1,41 ✠LMC CS1,41 DBS1,41 6,40 *CarryingPetroleum in bulk*	Shl	b†	CL 11,40	1928 2mo *Lloyd'sA&CP*	Greenock Dkyd.Co.Ld. Greenock	BritishTankerCo. Ld. *CellDBuE86'166tDTf36'226tFPT180tAPT97t*	440·3 P111'B41'F53' FK	57·0	33·8	London British 17*BHptCem* (10 ,, *to Udk* 7 ,, *2nd*,,)	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 6 ″ 3¾ 27 ″ 10	
20696 160397 GCRF	**British Renown** *OilEng.* ssShl.No.2-36 *Mchy.Aft 2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6997 6478 4143	✠100A1 ~~9,41~~ ~~12,40~~ 5,42 ~~Examined 8,40~~ 9,41 ✠LMC9,41 DBS9,41 *CarryingPetroleum in bulk*	~~Bkn~~ Fal Bry	b†	CL ~~8,38~~ N9,41	1928 4mo *Lloyd'sA&CP*	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. *CellDBuE80'238tDTf30'235tFPT222tAPT106t*	435·0 P105'B34'F53' FK	57·3	33·8	London British 16*BHptCem* (10 *to Udk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 4Cy.22⅝"-91¼" 642NHP 2DB*150lb* Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 10 s 6 ″ 5¾ 27 ″ 7½	
20697 165539 GZPF	**British Resolution** *OilEng.* D.F. E.S.D. *1Dk,2nd dk clear of* *Mchy.Aft CruiserStern cargotanks* *Longitudinal framing at bottom & at deck*	8408 7423 4927	✠100A1 8,41 ~~11,40~~ DBS8,41 ✠LMC8,37 *CarryingPetroleum in bulk*	~~Syd~~ NYk	d†	CL 9,40	1937 8mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson. Ld.Newcastle	BritishTankerCo. Ld. *CellDBuE75'176tDTf34'397tFPT209tAPT183t*	466·3 481·6(O.L.) P107'B43'F45' FK	61·9	33·9	London British 17*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* Wm.Doxford&Sons,Ld.Sld	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
20698 162517 GKZB	**British Resource** *OilEng.* ssFal.No.2-39 *Mchy.Aft 2Dks(Stl)&Webframes* D.F. E.S.D. *Longitudinal framing*	7209 6579 4197	✠100A1 ~~8,41~~ ~~11,40~~ 2,42 ✠LMC CS3,39 DBS~~4,40~~ 8,41 4,40 *CarryingPetroleum in bulk*	~~Npt~~ ~~Bal~~ Bkn	b†	CL 11,40	1931 3mo *Lloyd'sA&CP*	Greenock Dkyd.Co.Ld Greenock	BritishTankerCo. Ld. *CellDBuE85'f38'424tFPT195tAPT95t*	440·6 P113'B43'F48' FK	59·4	32·9	London British 17*BHptCem* (13 *to U dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 0 s 5 ″ 11¾ 27 ″ 2¾	
20699 142723 GSBQ	**British Sailor** (*ex*WarRajah) ssFal.No.3-4,31 D.F. ssBom.No.2-39 *1Dk(Stl)2trB* *&Webframes* *Longitudinal framing*	5576 4706 3444	✠100A1 4,41 ~~6,40~~ BS7,41 ~~BS6,40~~ ✠LMC7,39 *Carrying oilfuel in bulk F.P. above* 150°F. *Fitted for oil fuel* 12,18 *F.P. above* 150° F.	Gls Bom	z	CL ~~6,39~~ 4,41	1918 12mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishTankerCo. Ld. *CellDBuE&B59'240tf50'65tFPT95tAPT80t*	400·0 P49'B121'F39' FK	52·3	28·4	London British 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
20700 162532 GFCJ	**British Science** *OilEng.* ssSld.No.1-35 *Mchy.Aft 2Dks(Stl)* D.F. E.S.D. GyC. *&Webframes* *Longitudinal framing*	7138 6391 4172	✠100A1 4,40 Examined 10,40 DBS10,40 ✠LMC4,35 *CarryingPetroleum in bulk*	Fal Bkn	b†	CL 4,40	1931 1mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. *CellDBuE79'283tDTf39'227tFPT149tAPT89t*	441·2 P108'B42'F49' FK	59·7	33·0	London British 17*BHptCem* (13 ,, *to Udk* 4 ,, *2nd*,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 0 s 6 ″ 1½ 27 ″ 0¾	
20701 143979 GJKD	**British Scout** ssShl.No.3-8,35 *Mchy.Aft 2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	1507 1294 836	✠100A1 2,42 ~~3,41~~ Examined ~~1,41~~ 2,42 ~~BS7,40~~ ✠LMC8,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,22 *F.P. above* 150° F. BS9,41	Sws	p	CL ~~6,38~~ 12,41	1922 10mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	BritishTankerCo. Ld. *CellDBuE22'23tFPT45tAPT25t* *Middle line BH not oil-tight*	245·0 254·8(O.L.) P67'B20'F26' FK	37·2	19·8	Swansea British 11*BHptCem* (9 ,, *to Udk* 2 ,, *2nd*,,)	T.3Cy.17½",29"&48"-33" (*r*) 180lb 182NHP 2SB,*4cf*,HS2664 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	20 ″ 0 s 2 ″ 4 17 ″ 10	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20702 166328 GZPD	**British Security** *OilEng.* *1Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8470 7454 4979	✠100A1 7,40 ✠LMC12,37 *Carrying Petroleum in bulk*	Mch	*d*†	CL	1937 12mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBuE75'175t DTf34'434t FPT224t APT200t*	467·8 483·1(O.L.) P105'B43'F45' FK	61·7	33·8	London British 17*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29⅛"-$59\frac{1}{16}$" 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s 6 ″ 9½ 27 ″ 5½	
20703 146647 GJLQ	**British Sergeant** ssShl.No.3-11,34 ssShl.No.1-39 *Mchy.Aft* *2Dks(Stl)& Web frames* D.F. E.S.D. *Longitudinal framing*	5868 5389 3387	✠100A1 2,42 ~~1,41~~ ~~BS8,40~~ ✠LMC6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 10,22 F.P. above 150° F*	Bom BS7,41	*z*	OG 6,39	1922 8mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBuE33'41t DTf40'560t FPT130t APT80t*	400·6 P122'B34'F49' FK	54·2	32·7	London British 16*BHptCem* (10 „ *to Udk* 6 „ *2nd* „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 593NHP 3SB(Spt),*9cf*,HS7737 FD Palmers'Co.Ld.Newcastle	33 ″ 0 s 5 ″ 10 27 ″ 5¼	
20704 167168 GPPS	**British Sincerity** *OilEng.* D.F. *1Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8533 7493 4898	✠100A1 7,41 ~~8,40~~ ✠LMC2,39 *Carrying Petroleum in bulk*	~~Lon~~ Bal	*d*†	CL	1939 2mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBuE75'249t DTf32'422t FPT251t APT250t*	466·9 482·5(O.L.) P103'B36'F58' FK	62·0	34·0	London British 17*BH*	Oil Engines 2S.C SA 4Cy.23⅝"-$91\frac{5}{16}$" 687NHP 2DB*150lb* Wm.Doxford&Sons,Ld.Sld	34 ″ 1 s 6 ″ 9¼ 27 ″ 6¼	
20705 142707 GSBT	**British Soldier** (*ex* WarSikh) ssFal.No.3-10,30 ssBom.No.2-39 D.F. *1Dk(Stl)2trB& Web frames* *Longitudinal framing*	5564 4712 3503	✠100A1 10,41 ~~1,40~~ MS4,39 ✠LMC *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 11,18 F.P. above 150° F.*	Bom BS2,41	*z*	CL 2,40	1918 11mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	BritishTankerCo. Ld. *Middle line Bulkhead not oil-tight* FK *Cell DBuE&B65'262t f50'65t*	400·0 P49'B121'F39'	52·3	28·4	London British 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NH 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.WrksW.Hpl	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
20706 140319 GSDY	**British Sovereign** ssShl.No.3-8,30 ssShl.No.2-38 *Mchy.Aft* *2Dks(Stl)& Web frames* D.F. *Longitudinal framing*	3657 3337 2176	✠100A1 1,42 ~~3,41~~ 1,42 BS~~12,40~~ ✠LMC12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 5,17 F.P. above 150° F*	Bom	*v*	CL 5,40	1917 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBuB38'70t DTf29'314t FPT69t APT84t*	345·2 354·1(O.L.) P88'B39'F46' FK	49·1	25·6	London British 13*BHptCem.* (8 *to U dk* 5 „ *2nd* „)	T.3Cy.23",38"&62"-42" (*r*) 180lb 380NH 3SB,*9cf*,GS132,HS5904 FD N.E.MarineEngCoLdNwc	25 ″ 7 s 3 ″ 11½ 21 ″ 9¾	
20707 162546 GFKM	**British Splendour** *OilEng.* *Mchy.Aft* ssMch.No.1-35 D.F. E.S.D. *2Dks(Stl)& Web frames* *Longitudinal framing*	7138 6391 4172	✠100A1 3,42 ~~3,41~~ Examined ~~11,40~~ 3,42 ✠LMC DBS~~6,40~~3,42 *Carrying Petroleum in bulk*	~~Bry~~ ~~Npt~~ Mob CS6,40 2,39	*b*†	CL 8,41	1931 2mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBuE79'283t DTf39'227t FPT149t APT89t*	441·2 P108'B42'F49' FK	59·7	33·0	London British 17*BHptCem* (13 *to U dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"-$91\frac{5}{16}$" 687NH 2DB*150lb* W.Doxford&Sons.Ld.Sld.	33 ″ 0 s 6 ″ 1½ 27 ″ 1	
20703 14668 GJNR	**British Statesman** ssFal.No.3-4,35 ssFal.No.1-39 *Mchy.Aft* *2Dks(Stl)& Web frames* D.F. E.S.D. *Longitudinal framing*	6991 6549 4150	✠100A1 9,41 ~~5,41~~ MS10,38 ✠LMC *Carrying Petroleum in bulk* *Fitted for oil fuel 1,23 F.P. above 150° F.*	~~Lon~~ Hul BS~~1,41~~9,41	*b*†	OG ~~1,38~~ 8,41	1923 1mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBuE&B74'209t DTf45'851t FPT205t APT259t*	440·3 457·5(O.L.) P113'B32'F48' FK	57·1	33·9	London British 17*BHCem* (10 „ *to Udk* 7 „ *2nd* „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 642NH 3SB(Spt)*12cf*,HS8256 FD G.Clark,Ld.Sunderland	33 ″ 11 s 6 ″ 4½ 27 ″ 9	
20709 162575 GFLK	**British Strength** *OilEng.* D.F. GyC. ssNwc.No.2-39 E.S.D. *2Dks(Stl)& Web frames* *Mchy.Aft* *Longitudinal framing*	7139 6391 4169	✠100A1 2,41 ✠LMC DBS9,40 *Carrying Petroleum in bulk*	Lon CS7,35 2,38	*b*†	CL 1,38	1931 4mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBuE79'283t DTf39'227t FPT149t APT89t*	441·2 P108'B42'F49' FK	59·7	33·0	London British 17*BHptCem* (13 *to U dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"-$91\frac{5}{16}$" 687NH 2DB*150lb* Richardsons,Westgarth& Co.Ld.Hpl	33 ″ 0 s 6 ″ 1½ 27 ″ 1½	
20710 167170 GPPT	**British Tenacity** D.F. *OilEng.* E.S.D. *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8439 7423 4855	✠100A1 9,41 ~~3,40~~ ~~11,40~~ ✠LMC2,39 *Carrying Petroleum in bulk*	~~Mch~~ ~~Bom~~ Bal	*d*†	CL	1939 2mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBuE75'176t DTf34'397t FPT209t APT183t*	466·3 481·6(O.L.) P107'B44'F45' FK	61·9	33·9	London British 17*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23⅝"-$91\frac{5}{16}$" 687NHP 2DB*150lb* Wm.Doxford&Sons,Ld.Sld	34 ″ 0 s 6 ″ 8 27 ″ 7½	
20711 143971 GFQL	**British Tommy** ssShl.No.3-9,33 ssSws.No.1-37 *Mchy.Aft* *2Dks(Stl)& Web frames* Wireless *Longitudinal framing*	1411 1158 805	✠100A1 ~~10,41~~ ~~2,41~~ 5,42 Examined 10,41 MS12,37 ✠LMC *Carrying Petroleum in bulk* *Fitted for oil fuel 8,21 F.P. above 150° F.*	Gmh BS3,42	*o*	CL 2,41	1921 8mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DB23'19t FPT38t APT22t*	229·9 239·3(O.L.) P65'B22'F29' FK	36·2	19·0	Swansea British 11*BHCem* (9 *to U dk* 2 „ *2nd* „)	T.3Cy.17½",28"&47"-33" (*r* 180lb 161NH 2SB,*6cf*,GS99,HS2800 Rankin&Blackmore,Ld. Greenoc	19 ″ 3 s 1 - 10 17 ″ 6½	
20712 146163 GFVQ	**British Trader** ssFal.No.3-12,33 *Mchy.Aft* ssFal.No.1-38 D.F. 2*Dks*(*Stl*)	4204 3630 2314	✠100A1 6,41 ~~5,40~~ BS10,41 ✠LMC MS4,38 ~~BS11,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 11,21 F.P. above 150° F.*	Bom	*w*	CL ~~4,38~~ 6,41	1921 11mo	W.Beardmore&Co.Ld Glasgow *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBuE23'68t DTf35'394t FPT54t APT40t*	351·4 363·2(O.L.) P82'B40'F57' FK	49·1	27·1	London British 14*BHptCem* (9 „ *to Udk* 5 „ *2nd*,,)	T.3Cy.23",36½"&58"-42" (*r*) 180lb *180lb* 319NHP 2SB,*6cf*,HS5548 FD W.Beardmore&Co.Ld.Gl-	27 ″ 0 s 4 ″ 1½ 23 ″ 2	
20713 167158 GPPV	**British Trust** D.F. E.S.D. *OilEng.* *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8466 7454 4913	✠100A1 1,42 ~~1,40~~ ~~12,40~~ ✠LMC1,39 *Carrying Petroleum in bulk*	Bom	*d*†	CL 1,42	1939 1mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBuE78'175t DTf38'512t FPT224t APT200t*	467·8 483·1(O.L.) P105'B43'F52' FK	61·7	33·8	London British 12*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29⅛"-$59\frac{1}{16}$" 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s 6 ″ 8½ 27 ″ 6¾	
20714 167215 GPPW	**British Unity** *OilEng.* *1Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8407 7461 4881	✠100A1 6,41 ~~1,40~~ ✠LMC4,39 *Carrying Petroleum in bulk*	~~Grk~~ Bom	*d*†	CL 5,40	1939 4mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBa78'169t DTf38'499t FPT209t APT198t*	467·9 481·5(O.L.) P105'B43'F52' FK	61·7	33·9	London British 12*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29⅛"-$59\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8 27 ″ 7	
20715 149945 GJMY	**British Valour** *OilEng.* ssNwc.No.2-35 *Mchy.Aft* *2Dks(Stl)& Web frames* D.F. E.S.D. *Longitudinal framing*	6952 6487 4176	✠100A1 ~~5,41~~ ~~7,41~~ 6,42 Examined ~~1,41~~ 4,42 ✠LMC DBS~~1,41~~ 4,42 *Carrying Petroleum in bulk*	Grk ~~Lon~~ Gls CS4,36 5,39	*b*†	CL ~~5,39~~ 9,41	1927 11mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	BritishTankerCo. Ld. *Cell DBuE86'f36'411t FPT178t APT93t*	440·5 P112'B34'F47' FK	57·0	33·8	London British 18*BHCem* (10 *to U dk* 8 „ *2nd*,,)	Oil Engines 4S.C.SA 8Cy.29⅛"-$59\frac{1}{16}$" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 6 ″ 4 27 ″ 9¾	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée.Cert.B.of Trade
20716 162502 GTPF	**British Venture** ssShl.No.2-39 *Mchy.Aft* *2Dks(Stl)& Web frames* D.F. E.S.D. *Longitudinal framing*	4696 4089 2619	✠100A1 ~~12,40~~11,41 BS9,41 ~~BS7,40~~ ✠LMC4,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,30 *F.P. above* 150° F.	~~Bkn~~ Bom	*x*	CL 12,40	1930 11mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE&B66' 301tDTf31'359tFPT111tAPT53t*	384·6 P95'B38'F44' FK	50·2	27·7	London British 17*BHptCem ptAsp* (13 *to U dk* 4 „ 2*nd* „)	T.3Cy.25",$42\frac{3}{16}$"&70"-48"(*s*) 200lb *150lb* 430NHP 2SB,*6cf*,HS5732 FD Rankin&Blackmre,Ld.Grk	27 ″ 6 s4 ″ 4¾ 23 ″ 4½	
20717 145236 GFDY	**British Viscount** ssFal.No.3-2,34 ssFal.No.1-38 *Mchy.Aft* *2Dks(Stl)&* D.F. E.S.D. *Web frames* *Longitudinal framing*	6895 6363 4073	✠100A1 12,40 BS1,41 ✠LMC1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,21 *F.P. above* 150° F.	Nwc	*b*†	OG 12,40	1921 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE38'61tLTf46'709tFPT132tAPT223t*	440·0 P113'B32'F49' FK	57·0	33·7	London British 17*BHptCem* (11 *to U dk* 6 „2*nd*„)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* FD 644NHP 3SB(Spt)*12cf*,GS—,HS8280 Swan,Hunter&Wigham RichardsonLd.Nwc.	33″11 s 6 ″ 6¾ 27 ″ 7	
20718 146550 GJFX	**British Workman** ssShl.No.3-5,34 ssBkn.No.1-38 *Mchy.Aft* *2Dks(Stl)&* D.F. *Web frames* E.S.D. *Longitudinal framing*	6994 6533 4066	✠100A1 ~~6,41~~ ~~10,40~~10,41 ✠LMC MS10,37 BS10,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,22 *F.P. above* 150° F.	~~Nwc~~ ~~NYk~~ Bal	*b*†	OG 9,40	1922 4mo	Workman Clark&Co.Ld. Belfast *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE&B 81'42tDTf45'620tFPT165tAPT221t*	440·4 P113'B34'F65' FK	57·0	33·9	London British 17*BHCem* (11 *to U dk* 6 „2*nd*„)	2SteamTurbinesDRgeared to 1 Sc.Shaft (*s*) 200lb *120lb* 605NHP 3SB(Spt),*12cf*,GS209, FD HS8295 Wrkman,Clark&CoLd Bel	33″11 s 6 ″ 4¾ 27 ″ 9¼	
20719 147491 GJVQ	**British Yeoman** ssFal.No.3-2,36 *Mchy.Aft* *2Dks(Stl)& Webframes* D.F. *Longitudinal framing* E.S.D.	6990 6479 4092	✠100A1 4,41 Examined 1,41 ✠LMC MS5,35 BS1,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,23 *F.P. above* 150° F.	Grk Sou	*b*†	OG 2,39	1923 6mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE&B87' 57tDTf47'729tFPT163tAPT192t*	440·0 P113'B32'F50' FK	57·1	33·8	London British 17*BHptCem* (11 *to U dk* 6 „ 2*nd*„)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *100lb* 654NHP 3SB(Spt),*12cf*,GS204, HS8511 FD Palmers'Co.Ld.Newcastle	33″11 s 6 ″ 6 27 ″ 8½	
20720 165624 GZPC	**British Zeal** ssBal.No.1-42 *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom& at deck* D.F. E.S.D.	8532 7484 5005	✠100A1 1,42~~11,40~~ DBS10,41 ✠LMC~~12,37~~ *Carrying Petroleum in bulk*	~~Bkn~~ Bal 1,42	*d*†	CL 11,40	1937 12mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	BritishTankerCo. Ld. *CellDBuE78'178tDTf34'427tFPT209tAPT198t*	467·6 481·5(O.L.) P105'B43'F46' FK	61·7	33·9	London British 17*BHptCem ptAsp*	Oil Engines 4S.C.SA 6Cy.29⅛"-$59\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
20721 6735 SFNE	**Britt** (*ex*Minna-35) 1*Dk*	*1544* *1341* *911*					1922	Nylands Værksted Oslo	KalmarRederiA/B (H.Jeansson, *Mgr.*)	252·8 P24'B64'F24'	39·2	16·6	Stockholm Swedish *WB*	T.3Cy.19",31"&51½"-33" 153NHP NylandsVærksted,Oslo		N
20722 6893 SDGI	**Britta Christensen** (*ex*Lennart-39, *ex*Astrid-35,*ex*Galicia) 1*Dk*	*1218* *1066* *658*					1905	Nylands Værksted Oslo	RederiA/BTobis (A.Thv.Christensen, *Mgr.*)	237·0 P25tH51tF35t	35·2	16·2	Trelleborg Swedish *WB*	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo.		N
20723 149681 GSNC	**Brittany** *OilEng.* D.F. *2Dks& Shelter dk*	4772 4178 2829					1928	A.McMillan&Son,Ld. Dumbarton	RoyalMailLines, Ld.	400·4 P38'F36'	55·2	25·7	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-72¾" 646NHP Harland&Wolff,Ld.Gls.		C
20724 163616 MBDQ	**—** Ⓟ TwinSc *3Dks* *Fitted for oil fuel* E.S.D. *CruiserStern*	1445 933 554					1933	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	249·8	39·1	14·0	S'thamptn British *WB*	4SteamTurbinesSRgeared to 2 Screw Shafts W.Denny&Bros.Ld.Dmb.		BT till 5,41
20725 143218 MPMD	**Brittany Coast** (*ex*Carlow-39, *ex*LadyEmerald-38) E.S.D. 1*Dk& Shelter dk*	1389 1100 551					1919	CaledonS. B.&E.Co.Ld. Dundee	CoastLines,Ld.	270·6	38·1	16·2	Liverpool British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonS.B.&E.CoLd.Dun		C
20726 LDBB	**Bro** (*ex*Barbro) 3Mst *Mchy.Aft* 1*Dk*	908 619 408					1901	Framnes Mek.Værks. Sandefjord	D/S A/S Frithjof Eide(B.Pedersen& Sön, *Mgrs.*)	200·5 P209tH20t	30·1	13·0	Haugesnd Norwegian *WB*	T.3Cy.14",24"&37"-27" 71NHP AkersMek.Værks. Oslo		N
20727 215988 WSCJ	**Broad Arrow** ssPhl.No.3-5,29 ssBal.No.2-37 *2Dks(Stl)&Shelter dk(Stl)* *Mchy.Aft* *&Webframes* D.F. *Longitudinal framing*	7718 7210 4714	✠100A1 *Shelter dk with freeboard* 11,41~~1,41~~ BS11,41 ~~BS1,41~~ ✠LMC~~3,37~~1,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	NYk	*d*†	CL ~~3,39~~ 11,41	1918 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc. *CellDBa23'uEgB76'463tDTf40'440tFPT229tAPT131t*	467·6 FK	62·7	32·0	NewYork Utd.States 16*BHptCem* 10 *to U dk* 6 „2*nd*„	Q.4Cy.24",35",51"&75"-51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYk.SBCorCamdenNJ	32 ″ 0 s4 ″ 2 28 ″ 0½	
20728 145702 VJNS	**Broadway** 3Mst (*ex*DurleyHill, *ex*Lygia) ssAdl.No.3-7,32 ~~ssAdl.No.1-37~~ *Mchy.Aft* ssAdl.No.2-41 1*Dk(Stl)* *Cargo battens not fitted*	722 568 375	✠100A1 5,41 ~~11,38~~ BS12,41 ~~BS12,39~~	Adl ~~BS4,41~~ MS5,41 LMC~~1,37~~	*j*	OG 9,39	1921 0mo	Limhamns Skeppsv.AB Limhamn *Lloyd's A&CP*	TheAdelaide SteamshipCo.Ld. *CellDB144'192tFPT56tAPT26t*	178·2 P56'F20' FK	30·6	12·6	Melbourne British 8*BHCem*	T.3Cy.16",26"&43"-30" (*s*) 180lb *100lb* 119NHP 1SB,*3cf*,GS48,HS1958 N.E.MarineEng.Co.Ld.Sld	15 ″ 0 s1 ″ 6¾ 13 ″ 7	
20729 145012 MKDV	**Brockley** ssShl.No.3-5,33 ssShl.No.1-37 Sub.Sig. 1*Dk(Stl)* *Cargo battens not fitted*	1564 1336 820	✠100A1 4,41 BS11,41 ~~BS10,40~~ ✠LMC8,37	Gms	*p*	CL 3,40	1920 9mo	Dublin Dkyd.Co.Ld. Dublin *Lloyd's A&CP*	SouthMetropolitanGasCo. *CellDB171'306tLTa29'121tFPT80tAPT38t*	240·2 B52'F23' FK	36·2	19·1	London British 6*BHCem*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 4 s 2 ″ 9½ 18 ″ 8	
20730 166039 MMXQ	**Brockley Combe** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Deck & butts of keel electrically welded*	662 516 423	✠100A1 *with freeboard* 9,41~~3,40~~ ✠LMC9,38 ✠LMC(M)7,40	~~Cff~~ Brs	*i*	OG 2,40	1938 9mo	C.Hill& Sons,Ld. Bristol *Lloyd's A&CP*	AldShppingCo.Ld. *CellDB116'175tFPT67tAPT30t*	172·6 177·1(O.L.) P49'F26' FK	29·1 *29·3*	18·2	Bristol British 3*BHptAsp*	Oil Engines 4S.C.SA 7Cy.12½"-15" 107NHP Ruston&Hornsby,Ld. Lincoln	15 ″ 6 s 2 ″ 4¾ 13 ″ 2½	
20731 142712 GRRN	**Brockley Hill** (*ex*Penteli-39, *ex*DavidDawson-37, *ex*Azul-36, *ex*Burgondier) ssNpt.No.3-12,31 ssAms.No.1-36 D.F. 1*Dk(Stl)*	5297 4804 3205	✠100A1 12,40 Examined 12,40 BS~~12,39~~ 6,41 ✠LMC3,36	Grk	*y*	CL 4,38	1919 4mo	Caird&Co. Ld. Greenock *Lloyd's A&CP*	BrockleyHillS.S. Co.Ld.(Counties ShipManagement Co.Ld. *Mgrs.*) *CellDB344'1062tDTa1135tFPT128tAPT44t*	400·1 P50'B113'F39' FK	52·3	28·5	London British 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 ″ 0 s 5″11¾ 25 ″ 3¼	
20732 204944 KJEB	**Brockton** (*ex*Valdez, *ex*Bennington) *Mchy.Aft* *2Dks StrB* D.F. *Fitted for oil fuel*	2308 — 1729					1908	Gt.Lakes Eng.Works Ecorse,Mich.	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	244·0 *WB*	43·2	27·0	Wilmgton (Del.) Utd. States	Q.4Cy.16¾",24",35"&51"-36" 156NHP Gt.LakesEng.Wks.Detroit		R

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Register in which classed, if not in L.R. Date of B. of Trade Cert.
20733 163448 GWPF	**Brodwal** (*ex*Katerina-33, *ex*Immacolota) ssPir.3rdNo.3-2,37 1*Dk*(*Irn*)2*tr B&deep framing* 3*Dk rule*	3385 3150 2152	✠100A1 1,38 BS6,39 ✠LMC2,37 SURVEYS DELAYED	Rot	*v*	CL 1,38	1900 8mo	R.Thompson&Sons Sunderland A&CP	BrodwalS.S.Co.Ld. (S.Catsell, *Mgr.*) *CellDBa*100'*uE*24'	326·0 P31'B102'F36' FK /134'794*t FPT*86*t*	48·0	23·7	London British 5*BHCem* *APT*169*t*	T.3Cy.24",39"&64"-42" (*s*) 160lb 285NHP 2SB,6*pf*,GS122,HS4574 G.Clark,Ld.Sunderland	26 ″ 4 s 4 ″ 3 22 ″ 3	
20734 OYBB	**Broholm** *Now* "Hindoo," *see No.* 36909 *in Supplement* 1*Dk&pt Awng dk*	1544 1296 918					1925	Frdrkshvn Skibs&Flydk Fredrikshavn	DetForenede Dampskibs.Selsk.	280·7	37·7	16·0	Copnhagn Danish *WB*	C.4Cy.(2)14¾"&(2)31½"-$35\frac{7}{16}$" & 1LP Turbine SvendborgMsk.Svendborg		V
20735 LCFQ	**Brönnöy** TwinSc *OilEng.* D.F. 1*Dk*	4791 4315 2864					1926	A/BGötaverken Gothenburg	A/S Borgestad	380·5 P123*t*H269*t*F43*t*	54·7	25·7	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP A/BGötaverken,Got.		N
20736 2143	**Bronte** TwinSc *Fitted for oil fuel* *Now* "Empire Peri," *see No.* 36369 *in Supplement* *Carrying oil fuel in bulk*	4769 4430 3361					1905	Flli. Orlando Leghorn	ItalianNavy (operated bySoc. Anon.Cooperativa diNav.Garibaldi)	392·2 381·0	47·1	31·8	Genoa Italian	T.6Cy.22⅜",36⅜"&60⅝"-39⅜" 460NHP Flli.Orlando,Leghorn		I
20737 LDJE	**Bronxville** *OilEng.* D.F. 1*Dk&Shelter dk*	4663 4261 2793					1929	Odense Staalskibs Odense.	Skibs A/S Sjöstad (A.F.Klaveness& Co.A/S, *Mgrs.*)	386·3 P121*t*H316*t*F25*t*	54·2	25·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59" 487NHP Akt Burmeistr&Wain,Cpn.		N
20738 102687 MQPB	**Bronzite** (*ex*PrincessThyra, 3Mst *ex*Citrine) ssBwg.3rdNo.3-11,32 ssIrv.No.2-41 *Well deck Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	602 434 237	✠100A1 ~~3,42~~ ~~1,41~~ 5,42 BS3,42 ✠NB3,28 ✠LMC1,41	~~Irv~~ ~~Gls~~ PGl	*i*	CL ~~12,40~~ 3,42	1894 5mo	Scott&Sons Bowling A&CP	Wm.Robertson	180·0 187·0(O.L.) Q90'B11'F37' BK7½' *WB=CellDB*95	29·1	10·6	Glasgow British 3*BHCem* 140*tFPT*22*t*	T.3Cy.17⅛",27¼"&44"-30" 160lb (*s*) 108NHP 1SB,3*cf*,GS53,HS1700 Muir&Houston,Glasgow	13 ″ 0 s ″ 4½ 13 ″ 3¾	
20739 DHDD	**Brook** D.F. 1*Dk*	1225 1074 690					1927	Stettiner Oderwerke Stettin	H.M.Gehrckens	239·5 P&B188'F27'	37·8	14·4	Hamburg German *WB*	T.3Cy.$17\frac{11}{16}$",28⅝"&$45\frac{11}{16}$"-$33\frac{1}{16}$" 121NHP StettinerOderwerkeStettin		G
20740	**Brookings** (*ex*Cowiche) 1*Dk* D.F. *Mchy.Aft* *Fitted for oil fuel*	2327 — 1888					1919	Gt.Lakes Eng.Works Ashtabula,O	Cie.Générale Transatlantique	253·4	43·6	25·1	French *WL*	T.3Cy.21",34½"&57"-42" 211NHP Gt.LakesEng.Works, Ashtabula,O		R
20741 228133 WFZA	**Brooklyn Heights** TwinSc (*exYacht*Moana-40, *OilEng.* *ex*Stranger, ssN.Yk.2ndNo.3-8,40 *ex*Utowana,*ex Cargo Vessel* 1*Dk* Svealand-25)	1030 — 569	100A- 5,41 ~~8,40~~ ~~DBS8,40~~	NYk DBS10,41 LMC8,40		OG 6,40	1917	Södra Varfvats Aktieb. Stockholm	NorthAmerican MotorshipCorp. *CellDB*173'298*t FPT*	221·5 P22'B129'F21' FK	34·1	14·0	NewYork Utd.States 4*BHptCem* 39*tAPT*78*t*	Oil Engines 2S.C.SA 8Cy.15⅞"-28¼" 350NHP NE26 NDB26 *120lb* A/B Atlas-Diesel,Skm.	15 ″ 11 s ″ 11½ 15 ″ 1½	
20742 160293 MBWS	**Broom** ssBel.No.2-42 ~~ssBwg.No.1-38~~ *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	347 253 121	✠100A1 ~~6,41~~ ~~4,39~~ 5,42 ✠LMO MS5,42 BS3,42	~~Bel~~ ~~Dub~~ Bel	*f*	CL ~~4,38~~ 6,41	1934 6mo	Scott&Sons Bowling *Lloyd*'*sA&CP*	FrontierTown S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·7 148·2(O.L.) Q81'B7'F20' BK6" *FPT*54*t*	23·6	10·5	Newry British 3*BHCem* *APT*39*t*	T.3Cy.11¼",20"&32"-24"(*s*) 205lb 62RHP 1SB,3*cf*,GS51,HS1489 Aitchison,Blair,Ld. Clydebank	11 ″ 5 s 3 ″ 6½ 11 ″ 8½	
20743 165594 GXZX	**Broomdale** *OilEng.* D.F. E.S.D. 1*Dk*2*nd dk clear of* *Mchy.Aft Cruiser Stern cargo tanks* *Longitudinal framing at bottom & at deck*	8334 7454 4967	✠100A1 ~~7,40~~ 11,41 DBS12,41 ✠LMC11,37 *Carrying Petroleum in bulk*	~~Grk~~ NOs	*d*†	CL 11,41	1937 11mo	Harland&Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	TheAdmiralty *CellDBuE*78' 175*t*	467·8 483·1(O.L.) P105'B43'F45' FK *DTf*34'434*t FPT*224*t*	61·7	33·8	London British 17*BHptCem* *ptAsp* *APT*200*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-$59\frac{1}{16}$" 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s6 ″ 9½ 27 ″ 5½	
20744 166230 MMSL	**Broomfield** 1*Dk* *Mchy.Aft CruiserStern*	657 442 268	✠100A1 4,42 ~~8,40~~ BS4,42 ✠LMC4,38	Liv	*i*	CL 4,42	1938 4mo	LythamSB&E.Co.Ld. Lytham *Lloyd*'*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *CellD*	171·0 176·7(O.L.) Q102'F25' FK B86' 113*t FPT*110*t*	28·8	11·2	Liverpool British 3*BHCem* *APT*47*t*	T.3Cy.12¾",21"&36"-24"(*s*) 200lb FD 68RHP 1SB,2*cf*,GS38,HS1637 LythamS.B.&E.Co.Ld.	13 ″ 6 s 4 ″ 2 13 ″ 1½	
20745 145094 MKGX	**Broomlands** (*ex*AlfredHarrison) ssShl No.3-11,32 ssMdb.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well dk Cargo battens not fitted*	518 379 284	✠100A1 3,41 Examined ~~3,41~~ 11,42 ✠LMC MS11,37 BS ~~3,41~~ 1,42	~~Shl~~ Shl Abn	*g*	CL 7,39	1920 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd*'*sA&CP*	A.Chester	157·7 Q104'F21' FK *CellDBf*35'43*t*	26·2	12·1	Middlsbro' British 3*BHCem* *FPT*70*t*	T.3Cy.12",20"&34"-23" (*s*) 180lb 77RHP 1SB,3*cf*,GS46,HS1415 W.Beardmore&Co.Ld.Gls	13 ″ 0 s 3 ″ 4½ 12 ″ 6	
20746 166988 GCBC	**Broompark** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5136 4637 3057	✠100A1 *withfreeboard* 5,41 ✠LMC10,39	Cff	*a*†	CL	1939 10mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*) *CellDB*370'1503*t*	431·9 447·5(O.L.) F39' FK *FPT*110*t APT*177*t*	56·2	24·8	Greenock British 7*BHCem* (*Coll to Shdk* 6 ,, 2*nd*,,)	T.3Cy.22½",36"&65"-48" 230lb (*s*) 468NHP 2SB(Spt&FD),&1AuxSB, 9*cf*,GS159,HS7086 D.Rowan&Co.Ld.Gls	36 ″ 10 s11 ″ 3½ 25 ″ 9	
20747 147895 MLVY	**Brora** 2*Dks*	1028 874 404					1924	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·2 P&B148'F43'	34·2	16·0	Glasgow British *WB*	T.3Cy.18",28¾"&50"-42" 162NH AilsaS.B.Co.Ld.Troon		C
20748 6662 SFAO	**Brosäter** (*ex*Iwar-40,*ex*Hild) 1*Dk*	*1230* *924* *714*					1903	Hasseldal's Jernskibsb. Grimstad	Ångf.A/B Adolf (AdolfBratt&Co. *Mgrs.*)	228·5 Q133*t*H20*t*F31*t*	34·2	13·5	Gothenbrg Swedish *WB*	T.3Cy.16½",27"&44"-30" 106NHP N.E.MarineEng.CoLd.Sld		V
20749 CYUA	**Brosund** (*ex*Danevirke, *Now* "Crusader," *see No.* 35936 *in Supplement* *ex*Winneconne, ssEls.No.3-10,27 *ex*Aslaug, 2*Dks*(*Stl*)*& Web frames* *ex*GeneralWergeland,*ex*YesakiMaru) D.F. *Longitudinal framing*	2939 2703 1828	✠ — 12,32 ✠	Cpn	*t*		1916 5mo	OsakaIron Works,Ld. Osaka	D/S HafniaA/S (T.C.Christensen, *Mgr.*) *Cell*	305·0 P19'B82'F32' FK *DB*255' 519*t FPT*	43·7	27·2	Frdrkshvn Danish 5*BHCem* 76*tAPT*20*t*	T.3Cy.22",37"&61"-42" 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWrks,Ld.Osaka	27 ″ 3	V †
20750 LJSC	**Brott** Now sailing as "Ste. Monique" *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	1583 1283 889					1937	Porsgrund Mek.Værks. Porsgrunn	HenriksensRederi A/S(Dagfin Henriksen,*Mgr.*)	246·6 P66'B14'F29'	37·9	18·2	Oslo Norwegian *WB*	C.2Cy.13¾"&$27\frac{9}{16}$"-$27\frac{9}{16}$" & LPturbine withDR gearing & hydraulic coupling 63NHP PorsgrundM V.Porsgrunn		N
20751 144705 MKVF	**Broughty** ssLth.No.3-12,27 ssHul.No.2-36 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	504 328 200	✠100A1 4,41 Examined ~~12,40~~ 11,41 ~~BS9,40~~ ✠LMC7,36 *Carrying bean or similar oil in DT* BS11,41	Hul ~~Lth~~Dun	*h*	CL 3,41 *Completed by*	1921 10mo	LarneS.B. Co.Ld. Larne Scott&Sons. *Lloyd*'*sA&CP*	Dundee,Perth& LondonShipping Co.Ld. Bowling *CellDBf*97'104*t Deep tanks*	166·1 174·1(O.L.) Q96'B11'F23' FK *f* 36'287*t FPT* 36*t*	25·3	9·6	Dundee British 6*BHCem* *APT*2*t*	T.3Cy.13",21"&35"-24" (*s* 180lb 84RHP 1SB,3*cf*,GS51,HS1566 W.Beardmore&Co.Ld.Gls	11 ″ 9 s 3 ″ 8 11 ″ 8	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade.
20752 160721 VGYT	**Brown Beaver** (*ex*Fulton-32) D.F. *Mchy.Aft* 1*Dk*	1892 1705 1190					1929	Smith's DockCo.Ld Middlesbro'	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·0 F33'	44·1	18·6	Toronto British *WB*	T.3Cy.15",25"&40"-33" 95RH Smith'sDockCo.Ld.Mdb.		C
20753 140646 GCBL	**Browning** *ss*Sld.No.3-10,34 D.F. 2*Dks*(*Stl*)	5332 4784 3150	✠100A1 1,42~~2,41~~ Examined ~~10,40~~1,42 ✠LMC MS10,38 BS5,40	Liv	*y*	CL ~~1,40~~ 1,42	1919 9mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton *'sA&CP*	Lamport&Holt LineLd. *CellDB*	400·8 P49'B113'F39' FK 45'1061*t* *FPT*126*t*	52·2	28·5	Liverpool British 1*BHptCem* *APT*224*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 120lb 517NH 3SB.9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 6 ″ 0 25 ″ 3	
20754 189 YLFE	**Bru** (*ex*Öiekast,*ex*Os) Wood *OilEng.* 1*Dk*	572 438 322					1919	A/SRakkevik Rakkevik	A.Kalnins (ViktorsKalnins, *Mgr.*)	154·6 Q36*t*B42*t*H19*t*F21*t*	30·5	15·2	Riga Latvian	Oil Engines 2S.C.SA 4Cy.16½"-$19\frac{1}{16}$" 192NH J&CG BolindersCoLd.Skm		V
20755 TFUA	**Bruarfoss** D.F. *Ref.Mchy.* 3*Dks*	1580 859 970					1927	Kjöbnhvns Flydk&Skbs. Copenhagen	H/FEimskipafjelag Islands	236·8 F37'	36·3	21·1	Reykjavik Icelandic *WB*	T.3Cy.20¼",32½"&53¾"-36" 172NH KjbnhavnsFlydk.&Skbsv.		VI
20756 158658	**Bruce Hudson** TwinSc (*ex*SailingVessel-39) 1*Dk* *CarryingPetroleum in bulk*	753 691 398					1935	Horton SteelWks.Ld. FortErie,Ont	LloydTankers,Ld.	172·0	30·0	15·2	Toronto British *WB*	T.6Cy.10⅛",16½"&27"-15" E*made*09*fitted*39 56NH B*made*01*fitted*39 CollingwoodShipyardsLd		C
20757 148354 GMZC	**Bruce M.** (*ex*Cemenco-40, *ex*Baytree-34, *ex*Byrness) *ss*Cff.No.3-4,40 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1887 1496 1109	✠100A1 ~~5,41~~ ~~4,40~~ 4,42 BS~~5,41~~ 5,42 ✠LMC4,40	~~Cff~~ Shl	*q*	CL ~~N2,40~~ 4,42	1927 2mo *Lloyd*	JLThompson&Sons,Ld. Sunderland *'sA&CP*	MooringwellS.S. Co.Ld. *CellDB*229'	270·8 281·2(O.L.) P21'Q126'B12'F22' FK 523*t* *MTs*109*t* *FPT*	38·0	18·0	Cardiff British 4*BHCem* 47*t* *APT*99*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NH 2SB,6*cf*,GS107,HS3600 D.Rowan&Co.Ld.Glasgow	20 ″ 1 s 6 ″ 1¾ 18 ″ 8¾	
20758 459 IKXT	**Brundusium** (*ex*Deneb-34, *ex*Ulefos) 1*Dk&ptAwng dk*	1237 805 717					1906	Nylands Værksted Oslo	A.Lauro	230·6 220·0 Q74*t*H37*t*F289*t*	34·2	13·2	Naples Italian *WB*	T.3Cy.16½",27"&44"-30" 106NH NylandsVærksted,Oslo		I
20759 TTWW	**Bruni** 1*Dk* *OilEng.* *Carrying Petroleum in bulk*	352 333 189					1930	Soc.Anon. desChantiers Generaux Sete	Soc.Auxiliaire des Consommateurs de ProduitsPétrolifères	142·5 B13'	27·9	10·0	Marseilles French	Oil Engines 4S.C.SA 3Cy.11"-17¾" 35NHP Motorenf."Deutz"A.G. Köln-Deutz		V
20760 DHEK	**Bruno Grammerstorf** (*ex*Cora-39,*ex*Reinhart,*ex*Dollart, *ex*Edgar,*ex*Stettin) 1*Dk*	864 710 466					1920	NyaVarvet A/B Helsingfors	TheodorGrammerstorf(KarlGrammerstorf, *Mgr.*)	191·5 Q38'B28'F21'	34·0	13·3	Kiel German *WB*	T3Cy$16\frac{3}{16}$",26¾"&$43\frac{3}{16}$"-27½" 98NH Christiansen&Meyer,Ham		G
20761 HPAP	**Brunswick** *OilEng.* *ss*Bal.No.3-8,41 ~~*ss*Phl.No.2-37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* GyC. *Longitudinal framing*	8890 8260 5728	✠100A1 8,41~~7,40~~ ✠LMC CS11,37 DBS~~6,40~~8,41 6,38 *CarryingPetroleum in bulk*	~~Phl~~ Bal	*d*†	CL 7,40	1928 8mo *Lloyd*	Scott'sS.B. &E Co.Ld. Greenock *'sA&CP*	AtlanticOilShppng Co. *CellDBuE*65'221*t*	471·1 P109'F40' FK *FPT*218*t* *APT*111*t*	63·3	36·7	Panama Pnamanian 16*BHptCem* (11 *to Udk* 5 „*2nd* „)	4 Oil Engines connected to Elec.Motor&ScShaft 4S.C.SA 888NHP 24Cy.19½"-24" DB25lb NDB(*a*)34-120lb Soc.d'Elec.deMec.Proc. Thomson-HoustonCarels,Ghent	36 ″ 9 s8 ″ 9¾ 28 ″ 2	
20762 3749 KJED	— Wood 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	532 — 283					1898 1903	A.M.Simpson Nrth Bend,Or Rebuilt by Hay & Wright, Alameda.	Hammond ShippingCo.Ld.	161·3	34·4	12·2	S.Frncisco Utd.States	T.3Cy.14",22½"&36"-24" 63NHP GldnState&MinrsI.W.SFo		
20763 LITH	**Bruse** 1*Dk* D.F. E.S.D. *Mchy.Aft* *CruiserStern*	2205 1677 1096					1933	Nylands Værksted Oslo	NorgesStatsbaner (Fred.Olsen&Co. *Mgrs.*)	277·0 P62*t*Q211*t*H194*t*	40·2	19·0	Oslo Norwegian *WB*	C.4Cy.(2)$12\frac{3}{8}$"&(2)$29\frac{5}{16}$"-$27\frac{9}{16}$"&L.P.Turbine NylandsVærksted,Oslo		N
20764 LCFO	**Bruse Jarl** D.F. 1*Dk*	1890 1664 1079					1928	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	265·8 P67*t*H96*t*	42·2	17·9	Tr'ndheim Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsM.V. Trondheim		N
20765 LOFI	**Bruselas** Ⓟ PadK 1*Dk&Promenade dk* *Fitted for oil fuel*	1179 — 502	✠ ... 2,13 ✠				1911 12mo	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	265·2 FK	37·1	10·4	Bns.Aires Argentine	T.3Cy.21½",35"&54"-66" 252NHP A&J.Inglis,Ld.Glasgow	11 ″ 1	
20766 LKDP	**Brush** 1*Dk&ShelterDk* D.F. *Fitted for oil fuel* *Cruiser Stern*	1323 1043 715					1939	Fredrkstad MekVrksA/S Fredrikstad	A/SBestumII (K.Th.Einersen, *Mgr.*)	251·2	42·3	14·0	Oslo Norwegian *WB*	4Cy.(2)13"&(2)$30\frac{5}{16}$"-28¾" 82NH FredrikstadM.V.A/S Fredrikstad		N
20767 ORUA	**Bruxelles** (*ex*Southern) 2*Dks*	5085 4788 3127					1919	Bartram&Sons,Ld. Sunderland	ArmementDeppe (AgenceMaritime InternationaleS.A. *Mgrs.*)	400·8 P49'B112'F39'	52·3	28·5	Antwerp Belgian *WB*	T.3Cy.27",44"&73"-48" 369NHP J.Dickinson&Sons,Ld.Sld.		C
20768 143601 GCBM	**Bruyère** *ss*Liv.No.3-10,31 D.F. *ss*Liv.No.1-36 2*Dks*(*Stl*)	5335 4789 3156	✠100A1 12,41~~12,40~~ Examined 1,42 BS3,39 MBS3,40 ✠LMC10,36	Liv Hfx	*y*	CL 11,40	1919 10mo *Lloyd*	A.McMillan&Son Dumbarton *'sA&CP*	Lamport&Holt LineLd. *CellDb*	400·9 P49'B113'F39' FK 345' 1061*t* *FPT*126*t*	52·3	28·5	Liverpool British 1*BHptCem* *APT*224*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 120lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 6 ″ 0 25 ″ 3	
20769 167436 MNYM	**Brynhild** (*ex*Leif) *ss*Cpn.2ndNo.3-6,33 *ss*Els.No.1-38 D.F. 1*Dk*(*Stl*)&*deep framing*	2195 1959 1349	✠100A1 ~~2,41~~ 12,41 BS~~2,40~~ 7,41 ✠LMC4,38	~~Hul~~ Gmh	*s*	CL 2,40	1907 5mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland *'sA&CP*	Ministry of War Transport(G.Gibson&Co.Ld.*Mgrs*) *CellDBa*92'*uEd*	284·6 295·4(O.L.) P24'B78'F29' FK B34'*f*120'599*t* *FPT*	43·6	19·0	London British *BHCem* 2*t* *APT*79*t*	T.3Cy.22",36½"&60"-39" (*s*) 180lb 100lb 237NHP 2SB.6*cf*,GS96,HS3536 N.E.MarineEng.Co.Ld.Sld	21 ″ 3 s2 ″ 11½ 18 ″ 5	
20770 8088 SJON	— Ⓟ (*ex*Heimdal-36) D.F. 2*Dks*	1179 502 624					1914	Akt.Burmeistr&Wain Copenhagen	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	217·6	34·2	11·0	Stockholm Swedish *WB*	T.3Cy.16½",27"&45"-27" 105NHP Akt.Burmeistr&Wain,Cpn		V
20771 LDBF	**Brynilen** Ⓟ 2*Dks*	316 291 175					1912	Mjellem&Karlsen Bergen	Finmarks Fylkesrederi	128·4	21·5	15·6	Hammrfst Norwegian	T.3Cy.12",20"&33"-21" 50NHP Mjellem&Karlsen,Bergen		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
20772 LCFP	**Brynje** TwinSc3Mst *OilEng.* 1*Dk*	3916 3488 2328					1926	Burmeister &Wain Copenhagen	A/S Borgestad	351·3 P104tH246tF9t	51·4	24·2	Porsgrunn Norwegian *WB*	OilEngines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35⅛" 455NHP Burmeister&Wain,Cpn.		N
20773 141944 MJWB	**Brynmill** (*ex*Malachite-39) 3Mst *ss*Gls.No.3-12,36 *Well deck Mchy.Aft* *ss*Goo.No.1-41 *Cargo battens not fitted* 1*Dk*(*Stl*)	743 532 329	100A1 1,41 BS5,41	Goo LMC1,41	*j*	CL 1,41	1920	NVSchspb. v/hT.Nedulof Sliedrecht *Lloyd's A&CP*	CookShippingCo. Ld.(Ambrose, Davies&Matthews Ld.*Mgrs.*) *CellD*	181·5 188·0(O.L.) Q107'B12'F21' FK *Bf*103'180t*FPT*13	28·1	12·2	London British 3*BHCem* t*APT*2t	T.3Cy.15$\frac{1}{16}$",25$\frac{1}{16}$"&40$\frac{3}{16}$"- 27" 180lb (*s*) 116NHP 2SB,4*cf*,GS64,HS2140 Penn&Bauduin,Dordrecht	14 ″ 6 s4 ″ 6¼ 14 ″ 1¾	
20774 144008 GYXF	**Brynymor** D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	4771 4398 2931	✠100A1 *withfreeboard* ~~3,41~~~~10,40~~3,42 Examined6,41 BS1,41	~~Gls~~ Lon Npt ✠LMC6,36	*z*	CL 10.39	1936 6mo	Burntislnd S.B.Co.Ld. Burntisland ~~*Lloyd*~~*'sA&CP*	BrynymorS.S.Co. Ld.(Ambrose, Davies&Matthews. Ld.*Mgrs.*) *CellDB*346'1346t *FPT*136t*APT*159t	410·0	56·0	25·4 FK	Swansea British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.21½",35"&62"-45"(*s*) 220lb 377NHP 2SB&1AuxB,8*cf*, FD GS143,HS5537 D.Rowan&Co.Ld.Gls.	36 ″ 1 s10 ″ 5 25″10¾	
20775	**Buarque** Ⓟ (*ex*Scanpenn-40, *ex*BirdCity-32) 2*Dks&Web frames* D.F. E.S.D. *Fitted for oil fuel* GyC. *Ref.Mchy.* Sub.Sig.	5152 — 3155	✠ ... 6,20	✠			1919 9mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 P39'B122'F43'	54·2	28·0 FK	R.Janeiro Brazilian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
20776 LJUR	**Buccaneer** (*ex*Duivendrecht-38) *OilEng* *ss*Got.No.3-3,41 ~~*ss*Rot.No.2-36~~ *Mchy.Aft* 2*Dks*(*Stl*) D.F. *CruiserStern* *Longitudinal framing at bottom, decks & topsides*	6222 5638 3679	✠100A1 ~~3,41~~~~12,38~~10,41 3,41 ~~DBS3,39~~ *Carrying Petroleum in bulk* ~~SURVEYS DELAYED~~	Got 3,41 ✠~~LMC1,36~~ ~~✠LMC(M)11,37~~	*z*	CL ~~3,39~~ 10,40	1927 10mo	NewWater- wayS.B.Co. Rotterdam *Lloyd's A&CP*	A.O.Andersen ShippingCo.A/S (A/S A.O.Andersen &Co'sEfterfolger, *Mgrs.*) *CellDBuE*70'259t	403·4 P102'F32' *FPT*186t *A*	55·2	32·7 FK	Oslo Norwegian 14*BHptCem*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP 3DB*142lb* Harland&Wolff,Ld.Gls. *PT*100t	32 ″ 9 s 6 ″ 2 26 ″ 8¾	
20777 1916 IBME	**Buccari** (*ex*Lawbeath-33) *ss*Gen.No.2-34 D.F. 2*Dks*(*Stl*)	4543 4286 2912	✠ ... 6,36	Gen ✠	*y*		1925 2mo	Lithgows Ld. PortGlasgow *CellDB*331'1012t *D7a*30'760t*APT*26t	“Corrado”Soc. Anon.diNav. *Intermediate 'tween dkBH in after hold dispensed with*	397·5 385·0 P33'B112'F44'	52·0	26·6 FK	Genoa Italian *Cem* 5*BHtoU Dk* 1 ,, ,,2*nd*,,	T.3Cy.26",42"&70"-48" 437NHP 2SB,8*cf*,GS147,HS6152 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0	I †
20778 LDQN	**Buccinum** (*ex*Berwindmoor) *ss*Rot.2ndNo.3-1,36 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed Topside tanks*	5237 4797 3082	✠100A1 ~~6,41~~~~9,39~~ Examined6,41 ~~BS11,40~~ *Fitted for oil fuel 2,17 F.P. above 150° F.* *Fitted for carrying fuel oil F.P. above 150° F. in Cylindrical tanks and other spaces*	~~Npt~~ Bkn ✠~~LMC1,36~~	*z*	CL 1,39	1910 9mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's A&CP*	CarlOlsensTank- rederiA/S *CellDBuE* *&B*69'*f*272'1163t	405·0 P247'F42' *Topside Tanks* 269'	54·2	26·4 FK	Arendal Norwegian 6*BHCem* 1130t *FPT*5	T.3Cy.28⅜",46"&77"-48"(*s*) 180lb 542NHP 3SB,9*cf*,GS188,HS7743 FD Richardsons,Westgarth 57t*APT*60t &Co.Ld.Hpl.	29 ″ 3	
20779 174214 ZNAO	**Bucegi** 2*Dks*	4501 4056 2863	100A1 (*Class Contemplated*) Examined ~~1,41~~2,42 2,42 ~~1,41~~	~~P Sd~~ Cal BS2,42		CL ~~1,41~~ 1,42	1913	Greenock& Grngemouth DockyardCo Greenock	Ministry of War Transport(Coun- tiesShipManage- mentCo.Ld.*Mgrs*)	375·8 P36'B100'F41'	52·2	25·5	Aden British *WB*	T.3Cy.25",41"&68"-48" 164lb 321NHP 3SB, J.G.Kincaid&Co.Ld.Grk.		V
20780 243 IKYO	**Bucintoro** (*ex*Fernande-32) *ss*Cff.No.3-6,19 *ss*Goo.No.2-27 *Well deck* 1*Dk*(*Stl*)*&deepframing*	1273 950 686	✠ ― 2,32	Hul ✠	*o*		1909 4mo	J.Priest- man&Co. Sunderland	SalvagnoAnonima Navigazione *CellDBa*66'*uE&B*40'*f*86'329t*FPT*61t	247·3 238·0 Q91'B56'F20'	34·0	14·3 FK	Venice Italian 4*BHCem* *APT*104t	T.3Cy.18",30"&49"-36" 177NHP 2SB,4*pf*,GS73,HS2998 N.E.MarineEng.Co.Ld.Sld	16 ″ 6	I †
20781 229778	**Buckeye State** TwinSc *OilEng.* *ss*.Phl.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*)*& Web frames* GyC. *Cargo battens not fitted*	1473 — 1180	✠ A1 *withfreeboard* 4,40 *For service between Chicago & Quebec via New York Canals, also between Boston, Mass., & Norfolk, Va.*	Phl ✠LMC4,40		CL SN4,40 P4,40	1930 6mo	St.Law- renceMarine RepairDock Corp. Ogdensburg, N.Y. *Lloyd's A&CP*	FederalMotorship Corp.(Geo.D. MacDonald,*Mgr.*) *Side ballast tanks* 156'358t *FPT* 145t	246·3 Q39'	43·6	16·8 FK	Buffalo, N.Y. Utd.States 7*BH* *APT*47t	Oil Engines 2S.C.SA 12Cy.14"-17" 413NHP FairbanksMorse&Co.Ld. Beloit,Wis.	18 ″ 0 s5″10½ 12 ″ 7	
20782 HAAP	**Budapest** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	485 370 261					1934	Ganz&Co. Ld. Budapest	Königlich unga- rischeDonau-See- schiffahrtsA.G.	177·1 F56'	27·9	9·8	Budapest Hungarian *WB*	Oil Engines 4S.C.SA connected to Elec. Motors & Sc. Shafts 12Cy 6$\frac{11}{16}$"-8$\frac{11}{16}$" Ganz&Co.Ld.Budapest		V
20783 UPIN	**Budenni** (*ex*Gull-35, *ex*Broompark-32) *ss*Rot.No.3-2,35 1*Dk*(*Stl*)	2482 2163 1370	✠ 2,35	Rot ✠	*s*		1923 9mo	Livingstne &Cooper,Ld. Hessle	U.S.S.R. *Intermediate BH in fore hold dispensed with* *CellDB*241'685t *FPT*113t*APT*125t	295·4 P28'B90'F33'	43·7	20·4 FK	Archangel Russian *Cem* 4*BH only*	T.3Cy.20½",33"&54"-39" 234NHP 2SB,6*cf*,GS238,HS4100 G.T.Grey&Co.Ld.S.Shields	22 ″ 8	
20784 DOEI	**Buenos Aires** (*ex*Witram-37, *ex*Boonah, *ss*Syd.No.3-4,25 *ex*Melbourne) *ss*Bhn.No.2-33 D.F. Sub.Sig. 2*Dks*(*Stl*) *Ref Mchy. Well deck* 3*rd dk in No.*1*hold*	6097 5525 3806	✠ ... 2,37	Bhn ✠	*a*†		1912 1mo	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Sud- Amerik.Dampf- schifffahrtsGes. *CellDBa*182'*uE&B*72'*f*149'1490t	449·2 P&B378'F53'	58·2	26·8	Bremen German 8*BHCem*	T.3Cy.30$\frac{5}{16}$",50$\frac{9}{16}$"&84"-54" 751NHP 4SB,12*cf*,GS264,HS11219 FlensburgerSchiffsb.Ges.	29 ″ 6	G †
20785 6212 SIUA	— Ⓟ TwinSc3Mst *OilEng.* D.F. *ss*Got.No.3-5,32 *ss*Got.No.1-36 2*Dks*(*Stl*)*&* *Shelter dk*(*Stl*)	5646 4977 3411	✠100A1 *Shelter dk* *withfreeboard* ~~1,40~~10,40 DBS8,39	~~Got~~ NOs ✠LMC11,36 ✠LMC(M)4.38	*a*†	OG ~~P5,37~~ S5,39 P10,40	1920 2mo	Akt.Göta- verken Gothenburg A&CP	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*) *CellDB*368'1506t *Wing tanks aft*340' *FPT*94t*APT*72t	426·9 440·0(O.L.)	56·2	26·1 FK *Collisio*	Stockholm Swedish *Cem* *nBH to S dk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB Akt.Götaverken,Got.	30 ″ 0 s 3 ″11½ 26 ″ 3¼	
20786 EACD	— Ⓟ *ss*Odz.3rdNo.3-8,19 D.F. *ss*Bcl No.2-28 3*Dks*(2*Stl-Uws*)	5205 4147 3226	✠ 12,30	Bcl ✠	*z*		1887 11mo	W.Denny &Brs. Dumbarton	CompañiaTras- atlantica	410·6 P42'B164'F48'	48·2	22·4 30·5 BK11"	Barcelona Spanish 6*BHCem* *DB*346'902t	Q4Cy32",46½",64½"&92"-60" 738NHP 3DB,18*cf*,GS342,HS9630 Denny&Co.Dumbarton	32 ″ 3	
20787 LCZN	— TwinSc4Mst (*ex*Argentino-39, *OilEng.* *ex*SudAtlantico) ~~*ss*Bal.No.2-36~~ 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in No.*1*hold* *ss*Bal.No.3-10,40	4640 4119 2771	✠100A1 *withfreeboard* ~~10,40~~~~1,40~~ ~~7,41~~ 1,42 ✠LMC ~~DBS8,36~~8,40 9,41	~~Bal~~ NYk 7,41 CS~~8,37~~ ~~1,37~~3,38	*z*	CL 4,40	1928 4mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's A&CP*	A/S IvaransRederi (S.Holter-Sörensen *Mgr.*) *CellDB*334'1062t	381·8 *FPT*112t*APT*156t	53·8	25·1 FK	Oslo Norwegian 6*BH* (*Coll to Sh dk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-59$\frac{1}{16}$" 534NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 9 s 2″11½ 25″11½	

1 Numero d'Ordre Numero Officiel Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
20788 LOFJ	**Buenos Aires** Ⓟ (exCamarones,exTaquary) 2Dks	2263 — 904					1896	SirRaylton Dixon&Co Middlesbro'	ArgentinaNueva Cia.GeneraldeNav. S.A.(A.M.Delfino yCia.Mgrs.)	298·8 P31'B96'F39'	41·2	23·6	Bns.Aires Argentine WB	T.3Cy.20",33"&57"-45" 218NHP T.Richardson&Sns,Ld.Hpl		G
20789 35178 JIAC	**Buenos Aires Maru** Ⓟ TwinSc OilEng. ssKob.No.3-7,35 ssKob.No.1-39 3Dks(Stl-Weather dk-ws) Ref.Mchy. CruiserStern GyC.	9626 7975 5829	✠100A1 withfreeboard 12,40 ✠LMC CS6,39 DBS12,40 8,38 ✠Lloyd'sRMC~~12,40~~ 6,41	Kob	e†	CL 8,40	1929 10mo Lloyd'sA&CP	Mitsubishi ZosenKaisha Ld.Nagasaki	OsakaSyosenK.K. CellDB375'1449t tanks in way of tunnels340tFPT144tAPT119t	461·3 B80'F51' FK	62·0	39·5	Osaka Japanese 7BH	Oil Engines 2S.C.SA 12Cy.26⅜"-39⅜" 1503NHP DB120lb MitsubishiZosenKaishaLd	39 " 6 s13 " 11½ 26 " 0	
20790 LCFS	**Buesten** OilEng. ssRot.No.3-6,39 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	5187 4597 3041	✠100A1 2,41 ✠LMC CS1,41 DBS5,40 4,39 CarryingPetroleum in bulk	Gal	y	CL 5,39	1927 11mo Lloyd'sA&CP	Barclay, Curle&Co. Ld. Glasgow	TönsbergsRederi A/S(Rafen& Loennechen,Mgrs) CellDBuE64' 220tDTf46'589tFPT56tAPT27t	388·1 P85'B27'F43' FK	52·7	29·0	Tönsberg Norwegian 14BHptCem (10 to U dk 4 „ 2nd „)	Oil Engines 2S.C.SA 3Cy.22⅞"-91⅜" 482NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	29 " 3	
20791 SOAW	**Bug** OilEng Mchy.Aft CruiserStern 1Dk Butts of keel plates & part deck plating elec. welded Strengthened for navigation in ice	505 316 303	✠100A1 1,42 ~~5,41~~ ✠LMC8,39 ✠LMC(M)9,40	~~Lth~~ Rjk	y	5,40	1939 8mo Lloyd'sA&CP	N.V.E.J. Smit&Zoon Schpsw Westerbroek	B.Kilaczycki& K.Rothert (B. Kilaczychi,Mgr.) CellDB96'114t	158·5 168·5(O.L.) P40'Q53'F24' FK FPT59tAPTs18t	27·4	9·7	Gdynia Polish 3BHptCem	Oil Engines 4S.C.SA 8Cy.11"-17 1/16" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 " 6 s3 " 7½ 11 " 4¾	
20792 DHDH	**Bugsee** (exSwinemünde) 1Dk	2307 1771 1322					1927	Nüscke& Co.A.G. Stettin	W.Schuchmann	270·4 P31'B82'F34'	42·8	18·6	Hamburg German WB	T.3Cy.19 11/16",31½",&51 3/16"-35 7/8" 156NHP A.BorsigG.m.b.H.Berlin		G
20793	**Bukarest** OilEng. D.F. E.S.D. 1Dk CruiserStern	4400					1939	Deutsche WerftAGBet Reihstgwrft Hamburg	DeutscheLevante-LinieHamburgA.G. (DeutscheLevante-LinieG.m.b.H. Mgrs.)	401·9	55·7	21·3	Hamburg German WB	2 SR geared oil engines 2S.C.SA 885NHP 12Cy.20½"-27 5/16" Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
20794 147900 MLXC	**Bulan** 2Dks(Weather dkTeak, 2nd dk Stl ws) Fitted for oil fuel	1048 751 442	✠ 8,27 ✠	Sng	o		1924 6mo	A.Stephen &Sons,Ld. Glasgow	P.&O.Stm.Nav.Co. Cell DB176'248tFPT14tAPT27t	220·3 FK	35·1	13·1	Glasgow British 5BHptCem CollisionBHtoW dk	T.3Cy.17½",29"&47"-30" 165NHP 2SB,6cf,GS89,HS3083 A.Stephen&Sons,Ld.Gls.	15 " 1	
20795 LZDC	**Bulgaria** ssCpl.2ndNo.3-6,21 ssIst.No.2-30 1Dk&Spar dk(ptStl-ws)&deep framing	1108 945 753	✠ ... 11,33 ✠	Varna			1894 8mo	Wigham Richrdsn&Co Newcastle	Soc.Commerciale BulgaredeNav.à Vap. Cell DBa64'f73'	240·5 P48'B35'F35' 18·6 BK7½"	33·5	11·1	Varna Bulgarian 4BHCem 105tAPT10t	T.3Cy.20",32"&53"-36" 196NHP 2SB.6cf,GS114,HS3366 Wighm Richrdsn&Co.Nwc	20 " 9	V †
20796 160726 VGCW	**Bulkarier** (Self-Unloader) D.F. Mchy Aft 1Dk Fitted for oil fuel	2376 2156 1392					1929	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaCement TransportLd.	253·0 F35'	43·3	23·9	Montreal British WB	T.3Cy.18",30"&50"-36" 150NHP Earle'sCo.Ld.Hull		C
20797 319 HSAT	**Bull** ssBgk.2ndNo.3-1,35 ssBgk.No.1-38 Mchy.Aft 1Dk(Stl)	452 373 303	✠100A1 12,40 BS12,40 ✠LMC12,38	Bgk	g	CL 12,38	1907 1mo Lloyd'sA&CP	G.Brown& Co. Greenock	A/S DetÖstasiatiskeKompagni	160·0 B7'F21' FK FPT	26·1	11·4	Bangkok Thai 3BHCem 53tAPT17t	C.2Cy.14½"&30"-21" (s) 180lb 50NHP 1SB,2pf,GS34,HS[illegible]84 White&Hemphill,Grk.	12 " 3 s1 " 6½ 10 " 10	
20798 6002 SHNA	**Bullaren** TwinSc OilEng. ssGot.No.3-8,29 D.F. ssGot.No.2-37 1Dk(Stl)&Shelter dk(Stl) 2dks(Stl)inNos.1,2,3&4holds CruiserStern	5722 5136 3428	✠100A1 Shelter dk withfreeboard 9,39 ✠LMC CS9,37 DBS8,39 9,38 (SEE FOOTNOTE *)	Got	a†	OG s9,37 P2,37	1918 5mo	Aktieb. Götaverken Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson,Mgr) CollisionBHtoShltrdk CellDB372'1188tFPT89tAPT31t	436·8 F36'onShelter dk FK	56·2	26·9	Gothenbrg Swedish Cem 5BHtoU dk	Oil Engines 4S.C.SA 12Cy.29⅛"-43 5/16" 988NHP DB80lb Aktieb.Götaverken,Got.	30 " 0 s3 " 11½ 26 " 3	
20799 165345 MMBY	**Bullfinch** OilEng. Mchy.Aft 1Dk&Shelter dk E.S.D. CruiserStern	433 300 195	✠100A1 withfreeboard 8,41 ~~6,40~~ Examined10,41 ✠LMC12,36 ✠LMC(M)7,38	~~Lon~~ PGl Abn	j	OG 12,39	1936 12mo Lloyd'sA&CP	CaledonS. B.&E.Co.Ld. Dundee	GeneralStm.Nav. Co.Ld. CellDB122'174tFPT54tAPT24t	174·1 B19' FK	31·1	8·3	London British 4BHptCem (Coll to Sh dk 3 „ 2nd„)	Oil Engines 2S.C.SA 6Cy.9 13/16"-16 5/16" 53RHP BritishAuxiliaries,Ld.Gls.	11 " 0 s " 2 10 " 11½	
20800 149877 GMXT	**Bullmouth** OilEng. D.F. E.S.D. ssBkn.No.3-4,40 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	7519 6850 4340	✠100A1 5,41 ~~4,40~~ ✠LMC CS4,40 DBS~~4,40~~5,41 6,39 CarryingPetroleum in bulk	~~Bkn~~ NYk	b† 2½	CL ~~9,38~~ 5,41	1927 10mo Lloyd'sA&CP	Hawthorn. Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. CellDBuE73'406tDTf32'367tFPT209tAPT73t	440·3 P99'B41'F63' FK	59·5	32·7	London British 15BHptCem	Oil Engines 4S.C.SA 6Cy.32¼"-59 1/16" 602NHP 2DB180lb Hwthrn,Leslie&CoLd.Nwc	32 " 9 s6 " 3¾ 26 " 8¾	
20801 171245 VJPD	**Bulolo** Ⓟ TwinSc OilEng. D.F. 2Dks,3rd dk forward Ref.Mchy. Cruiser Stern	6267 4519 3442	✠100A1 withfreeboard 7,39 ✠LMC9,38 ✠Lloyd'sRMC8,39	Syd	z 2	CL	1938 9mo Lloyd'sA&CP	Barclay, Curle&Co.Ld. Glasgow	Burns,Philp&Co. Ld. CellDB325'1024tDTa14'114t Tanks at centre&sides of tunnels265tFPT89tAPT122t	399·0 412·5(O.L.) B266'F46' FK	58·2	25·3	SydneyNSW British 8BHptCem (6 to W dk 2 „ 2nd „)	Oil Engines 2S.C.SA 12Cy.24 7/16"-45¼" 1241NHP DB100lb J.G.Kincaid&Co.Ld.Grk.	30 " 9 s7 " 10¾ 23 " 0½	
20802 149818 GJBW	**Bulysses** OilEng ssBkn.No.3-3,40 D.F. E.S.D. Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck CruiserStern	7519 6850 4342	✠100A1 5,41 ~~3,40~~ ✠LMC CS4,40 DBS1,41 4,40 CarryingPetroleum in bulk	~~Bkn~~ Shl		CL 3,40	1927 5mo Lloyd'sA&CP	Hawthorn. Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. CellDBuE73'406tDTf32'367tFPT209tAPT73t	440·3 455·8(O.L.) P99'B41'F63' FK	59·5	32·7	London British 15BHptCem	Oil Engines 4S.C.SA 6Cy.32¼"-59 1/16" 602NHP 2DB180lb Hwthrn,Leslie&CoLdNwc	32 " 9 s6 " 8¾ 26 " 8¾	
20803 159577 VLLN	**Bundaleer** 1Dk Hatch covers & webs dispensed with in bridge 'tween dks. CruiserStern	4238 3416 2382	✠100A1 4,41 ✠LMC3,39	Syd	w 1½	CL	1939 3mo Lloyd'sA&CP	CaledonS. B.&E.Co.Ld. Dundee	TheAdelaide SteamshipCo.Ld. CellDB300'756tTanks at sides of tunnel 183tFPT190tAPT199t	367·1 378·3(O.L.) P&B147'F43' FK	50·3	24·6	Melbourne British 6BHCem	T.3Cy.20½",33"&54"-42"& LP turbine withDRgearing &hydraulic coupling FD 220lb (s) 390NHP 2SB(Spt)6cf,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk.	27 " 3 s4 " 9½ 22 " 7	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20804 159564 VLJX	**Bungaree** D.F. 1*Dk&Shelter dk* *CruiserStern*	3043 2641 1592	✠100A1 *with freeboard* 6,41 ~~2,40~~ ✠LMC ~~5,37~~ 6,41	Syd	*w* 1 13/16	CL ~~11,38~~ 6,41	1937 5mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP* *CellD* B287'748t *Tanks at sides of tunnel* 95t *FPT*225t *APT*135t	TheAdelaide SteamshipCo.Ld.	357·2 370·0(O.L.) F40'	48·7	20·5 FK	Melbourne British 7*BHCem* (*Coll to Sh dk* 6 „ *2nd* „)	T.3Cy.20½",33"&54"-42"& LP turbine with DR gearing & hydraulic coupling 220lb FD (*s*) 390NHP 2SB(Spt)6*cf*,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk.	23 ″ 10 s 1 ″ 7½ 22 ″ 3¾	
20805 7396 SDNE	**Bungenäs** (*ex*GreteLarsen, *ex*HorstHamelmann, *ex*Ellen,*ex*Nederwaard) 1*Dk* *Mchy.Aft*	*608* *450* *298*					1920	J.Koster, Hzn. Groningen	A/B Bungenäs Kalkbrott(E. Lilljequist, *Mgr.*)	166·0 P65'H31tF19'	27·8	11·2	Malmö Swedish *WB*	T.3Cy.11¼",17⅜"&28⅜"-20 9/16" 37NHP NV.vorheenSchipper&van Dongen,Geertruidenberg		G
20806 DHHB	**Bungsberg** (*ex*Götaälv-39, *ex*Eva-39) Sub.Sig. 1*Dk*	1504 1190 851					1924	Howaldtswerke Kiel	Aug.Bolten,Wm. Miller'sNachfolger	250·8 P18'Q75'B61'F32'	38·5	15·9	Hamburg German *WB*	T.3Cy.18 11/16",30 5/16"&49⅝"-33 7/16" 143NHP Howaldtswerke,Kiel		G
20807 LCFT	**Bur** (*ex*Sedbergh) *ss*N.Yk.No.3-10,29 *ss*Bgn.No.2-38 1*Dk*(*Stl*)	4343 3915 2618	✠100A1 4,41 ~~5,41~~ ✠LMC MS5,38 BS~~10,40~~ 1,41	~~Bry~~ Bkn	*x*	CL 4,41	1917 11mo	Ropner&Sons,Ld. Stockton *Lloyd's A&CP*	O.GrolleOlsen& I.HysingOlsens RederiA/S *CellDBa*115'*uE*26'*f*159'919t*FPT*140t*APT*158t	360·0 373·5(O.L.) P23'B102'F38'	52·2	25·6	Bergen Norwegian 6*BHCem*	T.3Cy.25",42"&68"-45" (*s*) 180lb 332NHP 2SB,6*cf*,GS127,HS5050 Blair&Co.Ld.Stockton	28 ″ 0 s 5 ″ 1 23 ″ 1½	
20808 6967 SLAN	— (*ex*Risvær) 1*Dk*	*1956* *1673* *1095*					1919	Shanghai Dk.&E.CoLd. Shanghai	RederiA/B Disa (E.Brodin, *Mgr.*)	265·1 P34'B72'F30'	42·2	17·8	Stockholm Swedish *WB*	T.3Cy.18",29½"&50"-36" 150NHP ShanghaiDk.&E.Co.Ld.		N
20809 137224 VJTT	**Buranda** (*ex*Nalpa-38,*ex*Solholm) *ss*Syd.No.3-1,34 *ss*Syd.No.1-38 *Well deck Mchy. Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	685 532 365	100A1 ~~2,41~~ 10,41 BS4,41 LMC3,38	Syd		CL 3,40	1918	Wortelboer&Co. Delfzijl	Australasian UnitedS.Nav.Co. Ld.	180·8 190·6(O.L.) Q88'B11'F24' *CellD* B115' 151t *FPT*25t *APT*3t	28·7 *30·2*	12·6 FK	Bundaberg British 3*BHCem*	T3Cy.14¾",23⅝"&38⅝"-26 1/16" 180lb (*s*) 84RHP 2SB,4*cf*,GS66,HS2002 Wortelboer&Co.Delfzijl	14 ″ 4 s ″ 10½ 13 ″ 7	
20810 288 IBBG	**Burano** (*ex*IrmaSchindler-36, *ex*Masconomo, *ex*Winnebago, *ex*Kinsman) *ss*Ham.2ndNo.3-4,27 *Fitted for oil fuel* 2*Dks& Web frames* *Carrying Petroleum in bulk* D.F. *Mchy.Aft*	4450 4144 2565	✠ … 3,33 ✠				1901 11mo	Armstrong Whtwrth&Co Ld Newcastle	CompagniaItalianaMarittima	373·3 359·4 P76'B25'F36'	49·8	28·8 FK	Venice Italian *WB*	T.3Cy.24",40"&66"-48" 345NHP WllsndSlpwy.Co.Ld.Nwc.	30 ″ 3	I †
20811 160559 GKFQ	**Burdwan** 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern* D.F. E.S.D. *Fitted for oil fuel*	6069 5488 2879	✠ 5,32 ✠ ✠Lloyd'sRMC ~~1,41~~ ~~9,41~~ 5,42	Rot			1928 9mo	Barclay, Curle&Co.Ld. Glasgow *CellD* B373'1197t *FPT*89t *APT*55t	HainS.S.Co.Ld.	436·0 F34'	57·5	29·8 FK	London British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Q.4Cy.30½",44",63½"&91"-57"&L.P.TurbinewithD.R. gearing & hydraulic coupling 1237NHP 5SB,20*cf*,GS366,HS15165 Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
20812 UPAR	**Bureya** (*ex*Lettonia-34,*ex*Memel, *ex*Borussia,*ex*JohnSauber) Sub.Sig. 1*Dk*	2723 2085 1621					1908	Schiffsw.v. H.KochA.G Lübeck	U.S.S.R.	306·6 P15'B76'F32'	42·2	17·9	Leningrad Russian *WB*	T.3Cy.22½",35⅝"&59"-35½" 207NHP OttensenerMasch.Fab.Alt.		
20813 DIAV	**Burgenland** Ⓟ *OilEng.* Sub.Sig. 2*Dks* D.F. E.S.D.	7320 6023 4321					1928	Flensburger Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·6 P30'B&F423'	61·2	25·3	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27½"-47¼" 790NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
20814 172670 VODZ	**Burgeo** Ⓟ D.F. E.S.D. 2*Dks* *CruiserStern* *Strengthened for navigation in ice*	1421 1061 839	✠100A1 4,41 ~~6,40~~ ✠LMC6,40 *Fitted for oil fuel* 6,40 *F.P. above* 150° F.	~~Psy~~ NFL		CL 4,41	1940 6mo	Fleming& Ferguson,Ld. Paisley *Lloyd's A&CP*	Govt.of Newfoundland(NewfoundlandRailway-SteamshipDept.)	233·5 242·2(O.L.) F35' *CellDB*176'197t*FPT*14t*APT*24t	37·1	19·7 FK	SJhnsNFL British 6*BHAsp*	T.3Cy.20",32½"&54"-30" 210lb (*s*) 285NHP 2SB,6*cf*,HS4508 FD Fleming&Fergusn,Ld.Psy.	22 ″ 0 s 3 ″ 7½ 18 ″ 9½	BT till 5.41
20815 6391 SDYA	**Burgundia** Ⓟ *ss*Got.No.3-4,33 *ss*Got.No.1-37 1*Dk*(*Stl*)	*1668* *1301* *944*	✠100A1 6,40 BS4,41 ~~BS4,40~~ ✠LMC3,37 *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Got	*q*	OG 3,38	1920 12mo	Kockums M.V.Aktieb Malmö *Lloyd's A&CP*	FörnyadeÅngfartygsA.B.Götha (H.Sternhagen, *Mgr.*) *CellL* B215' 450t *FPT*48t *APT*73t	256·0 268·4(O.L.) P20'B70'F25'	38·3	16·4 FK	Gothenbrg Swedish 4*BHCem*	T.3Cy.18⅛",28¾"&48 1/16"-31½" 185lb (*s*) 160NHP 2SB,4*cf*,GS56,HS2114 FD KockumsM.V.Akt.Malmö	18 ″ 10 s 2 ″ 4½ 16 ″ 7	
20816 678 TCAO	**Burhaniye** (*ex*MariaP.Xila-33, *ex*OthonStathatos) 4Mst *ss*Nwc.2ndNo.3-1,27 *ss*Bla.No.1-31 1*Dk*(*ptIrnptStl*)2*trB&* *deep framing*	3254 2840 1958	✠ … 2,36 ✠	Ist	*r*		1902 5mo	JReadhead &Sons S.Shields *CellDBa*110'*uE&B*40'*f*140'760t*DTa*40'426t*FPT*72t*APT*29t	HantalogluTayyarVapurlari	326·0 P11'B150'F30'	46·1	23·5 FK	Istanbul Turkish 6*BHCem*	T.3Cy.24½",40"&66"-45" 310NHP 2SB,6*rf*,GS121,HS4940 J.Readhead&Sons,S.Shl.	26 ″ 0	I †
20817 223670 KLEM	**Burlington Socony** TwinSc *Mchy.Aft* *OilEng.* D.F. 1*Dk* *Carrying Petroleum in bulk* *New middle body electrically welded* 1937	1199 — 753					1924	SunS.B.& D.D.Co. Chester,Pa. *Rebuilt* 1937	Socony-VacuumOilCo.Inc.	252·9	40·1	12·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.13"-18" 98NH McIntosh&SeymourCorp. Auburn,N.Y.		R
20818 136383 GRLV	**Burma** Ⓟ 2*Dks* D.F. E.S.D. *Fitted for oil fuel*	7821 6486 4955					1914	W.Denny &Bros. Dumbarton	British&BurmeseS.N.Co.Ld.(P.Henderson&Co. *Mgrs.*)	466·5 P64'B156'F44'	58·1	30·6	Glasgow British *WB*	T.3Cy.29½",50"&84"-60" 546NHP Denny&Co.Dumbarton		C BT till 1,42
20819 19893 JYYD	**Burma Maru** Ⓟ 2*Dks&Shelter dk*	4585 4201 2822	✠ … 10,22 ✠				1917 2mo	Kawasaki Dkyd.Co.Ld Kobe	NanyoKaiunK.K.	385·0	51·0	28·0 FK	Tokyo Japanese *WB*	T.3Cy.26",43½"&72"-48" 391NHP KawasakiDkydCoLdKobe	28 ″ 0	C †
20820 165988 GMYT	**Burnside** 1*Dk&Shelter dk* *Ref.Mchy* *CruiserStern* *Tonnage opening closed* '42(*W.E.*)	5659 4854 3280	✠100A1 *with freeboard* 7,41 ~~1,41~~ ✠LMC10,40 ✠Lloyd'sRMC10,40 *Fitted for oil fuel* 10,40 *F.P. above* 150°F.	~~Col~~ Bom	*b*† 2 1/16	CL	1940 10mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's A&CP* *CellD* B368'1339t *FPT*196t *APT*142t	Burns,Philp&Co. Ld.	427·6 442·5(O.L.)	57·2	26·1 FK	Glasgow British 7*BH* (*Coll to Sh dk* 6 „*2nd*„)	T.3Cy.24½",40½"&67"-48"& LPturbine with DRgearing & hydraulic coupling (*s*) 220lb FD 670NHP 3SB(Spt)12*cf*GS219HS9234 J.G.Kincaid&Co.Ld.Grk.	~~28 ″ 0~~ ~~s 3 ″ 1½~~ ~~25 ″ 5¾~~ 38 ″ 7 s12 ″ 2¾ 26 ″ 5¾	

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Grèement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres
20821 129630 MDLB	**Burrington Combe** 3Mst (exWheatvale, *ss*Apl.2ndNo.3-3,35 exBellavale) 1*Dk*(*ptStl* *Well deck* *Mchy.Aft* *ss*Bcl.No.1-40	462 306 182	✠100A1 3,42 ~~6,40~~ BS3,42 ✠LMC4,40	Bkn	*h*	CL 3,40	1910 1mo	Mackie& Thomson,Ld Glasgow *Lloyd*'*sA&CP*	S.WilliamCoe &Co.Ld. (W.J. Ireland,*Mgr.*)	160·6 168·4 (O.L.) 188'B9'F34' BK7" *DBf*88'105*tFP*	25·0 *26·5*	9·4	London British 3*BHCem* *T*36*tAPT*5*t*	O.2Cy.19½"&42"-30" (*s*) 180lb 71RHP 1SB.3*pf*,GS54,HS1716 Muir&Houston,Ld.Gls.	12 ″ 0 3·11½ 12·4½	
20822 TCAQ	**Bursa** Ⓟ (exLubiana,exLjubljana, exHegediisSandor) *ss*Fiu.2ndNo.3-5,25 *ss*Mlt.No.3-3,28 1*Dk*(*Stl-ws*)&*Shadedk*	929 — 450	✠ 4,31 ✠	Mlt	*l*		1900 7mo	Oderwerke Mas.Sch.A.G. Grabow a/O	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	210·6 *CellDBa*40'*f*70'93*t*	30·0	20·1 FK	Istanbul Turkish 5*BHCem* *FPT*17*t*	T.3Cy.19$\frac{11}{16}$",31½"&51$\frac{3}{16}$"-35$\frac{7}{16}$" 202NHP 2SB,6*cf*,GS114,HS3661 Oderwerke,Grabow a/O	14 ″ 0	
20823 120749 VJBW	**Burwah** *ss*Syd.2ndNo.3-4,34 *ss*Syd.No.1-38 1*Dk*(*Stl*)&*Spardk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2317 1861 1070	✠100A1 *Spar dk* *withfreeboard* 6,41 ~~5,40~~ BS6,41 ~~BS5,40~~ ✠LMC7,37	Syd	*s*	CL 5,40	1908 7mo	J.Priest- man&Co. Sunderland *Lloyd*'*sA&CP*	AustralianSteam- shipsProprietary, Ld.(*Man.Agents*, HowardSmithLd) *CellDBa*80'*uE&*	275·5 285·7(O.L.) B75'F33' *B*38'*f*110'455*tFPT*	42·7	12·9 20·8 FK	Melbourne British 4*BHCem* 87*tAPT*107*t*	T.3Cy.24",40"&64"-45" (*s*) 180lb 339NHP 3SB,9*cf*,GS176,HS5794 G.Clark,Ld.Sunderland	23 ″ 1 s 3 ″ 5½ 19 ″ 10	
20824 PUQY	**Bury** (exBraeside-36,exPenhill-35, exMellon) *ss*Cff.No.3-3,3 *ss*Rio.No.2-41 ~~*ss*Rio.No.1-38~~ 1*Dk*(*Stl*) *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	*3036* *2811* *1867*	✠100A1 ~~3,41~~ ~~1,40~~ 3,42 8,41 ~~BS1,40~~ ✠LMC~~7,36~~	Rio		~~1,40~~ ~~8,41~~ N3,42	1920 7mo	Shanghai Dk&E.Co.Ld. Shanghai *Lloyd*'*sA&CP*	Cia.Commercio e Navegação *CellD*	331·2 P33'B100'F29' *B*284'745*tFPT*110*t*	46·0 *46·8*	23·0 FK	R.Janeiro Brazilian 6*BHCem* *APT*45*t*	T.3Cy.24",41"&68"-45" (*s*) 180lb 434NHP 3SB,9*cf*,GS155,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25 ″ 6 S4 ″ 0¼ 21 ″ 8	
20825 132093 GRNM	— Ⓟ *ss*Gms.No.1-40 *ss*Gms 2ndNo.3-8,35 D.F. 1*Dk*(*Stl-ws*)&*pt deep framing* *Lower dk in Nos.*1&3*holds*	1686 109[illegible] 910	✠100A1 ~~5,41~~ ~~1,38~~ 12,41 BS5,41 ✠LMC5,40	~~Gms~~ ~~Shl~~ Gls	*q*	CL ~~12,37~~ 8,41	1911 1mo	Earle'sCo. Ld. Hull *Lloyd*'*sA&CP*	London&North- EasternRly.	265·0 P41'B115'F32' BK9" *DBa*54'*uE*21'*f*111'	36·0	17·4	Grimsby British 5*BHCem* 295*tAPT*33*t*	T.3Cy.22",35"&60"-42" 180lb *100lb* 309NHP 2SB,6*cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 6½ 18 ″ 0	B til 4,4
20826 UOGK	**Buryat** (exLakeFarley-32) 1*Dk*2*trB* Sub.Sig. *Fitted for oil fuel*	2599 2243 1615	✠ ... 4,22 ✠				1919 10mo	American S.B.Co. Cleveland,O.	U.S.S.R.	252·3 P25'B64'F23'	43·6	26·1 FK	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanSBCoClevelndO	28 ″ 2	
20827 160272 MPNQ	**Busiris** *Mchy.Aft* *ss*Liv.No.2-38 *Well deck* D.F. E.S.D. 1*Dk*(*Stl*)	943 634 438	✠100A1 5,41 BS5,41 ~~BS6,40~~ ✠LMC5,38	Liv	*m*	CL 5,41	1929 9mo	AilsaS.B. Co.Ld. Troon *Lloyd*'*sA&CP*	MossHutchison Line,Ld. *CellDBuE*21'	215·7 Q117'B11'F27' *f*135'191*tFPT*22*t*	32·1	12·3 FK	Glasgow British 3*BHCem* *APT*5*t*	T.3Cy.16",26½"&43"-33" (*s*) 200lb 154NHP 2SB,4*cf*,GS83,HS2800 AilsaS.B.Co.Ld.Troon	14 ″ 6 s 4 ″ 8½ 13 ″ 11½	
20828 DODQ	**Bussard** (exSiegen) Sub.Sig. E.S.D. 1*Dk*	986 824 568					1921	Schiffb.Ges Unterweser m.b.H. Weser -münde-L.	ArgoReederei RichardAdler&Co.	215·5 P13'Q58'B65'F22'	34·5	13·6	Bremen German *WB*	T.3Cy.16$\frac{1}{16}$",26"&41$\frac{3}{16}$"-25$\frac{5}{8}$" 86NHP A.Borsig,Berlin-Tegel		G
20829 LDVJ	**Bust** (exFidalgo-38) 1*Dk*	1133 983 648					1918	Trndhjms Mek.Værks. Trondheim	SkibsA/SOrient (T.B.Torgersen, *Mgr.*)	226·3 P16'B57'F27'	36·5	15·7	Oslo Norwegian *WB*	T.3Cy.17",27½"&46"-30" Trondhjems 116NHP M.V.Trondheim		N
20830 27480 JCSB	**Busyo Maru** Ⓟ (exBushoMaru-38) 2*Dks*	2552 2009 1534	✠ ... 7,23 ✠				1921 5mo	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	284·5 P45'B100'F34'	42·5	23·0 FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" 288NHP OsakaIronWrks.Ld.Osaka	23 ″ 0	
20831 22297 JCZE	**Busyu Maru** (exBushuMaru-38, exWakabaMaru) *Mchy.Aft* 1*Dk*	1222 1032 671					1918	Asano Zosensho Tsurumi	HinodeKisenK.K.	217·0	34·0	18·5	Tokyo Japanese	T.3Cy.16½",27½"&45½"-30" Hashimoto 114NHP Tekkosho,Osaka		
20832 133053 GNZP	**Buteshire** (exClanMacewen) D.F. E.S.D. 2*Dks*&*Shelter dk*3*trB* *Ref.Mchy.*	6590 4736 4066					1912	Palmers' Co.Ld. Newcastle	British&South AmericanSteam Nav.Co.Ld. (HoustonLine (London)Ld.*Mgs.*)	430·5	53·6	26·6	Glasgow British *WB*	T.3Cy.29",49"&80"-60"&, L.P.Turbine with DR gearing & hydraulic coupling 746NHP Palmers'Co.Ld.Newcastle		C
20833 PUMA	**Butiá** (exFluminense-32, exMeisonnier, 1*Dk* exNanquitt) *Fitted for oil fuel* Sub.Sig.	3514 — 2003					1920	Bethlehem S.B.Corp.Ld. (MoorePlant) Elizabeth,NJ	Cia.Carbonifera RioGrandense	328·0 P53'B110'F37'	46·2	22·9	R.Janeiro Brazilian *WB*	T.3Cy.22",37½"&60"-42" 233NHP Harlan&HollingsworthCo Wilmington,Del.		V
20834 DHDJ	**Butt** (exLudwigStahl,exWebburn) *ss*Bmn.2ndNo.3-6,33 *ss*Ant.No.1-37 Sub.Sig. 1*Dk*(*Stl*)&*deepframing*	736 590 408	✠ 6,39 ✠ ✠NBO2*fitted*33	Rot	*k*		1909 5mo	W.Harkess &Son,Ld. Middlesbro'	ArgoReederei RichardAdler&Co. *CellDBa*40'*uE&*	190·0 Q98'B17'F22' *B*31'*f*83'188*t FPT*	30·0	13·0 FK	Bremen German 4*BHCem* 18*tAPT*24*t*	T.3Cy.15½",26"&44"-30" 124NHP 1SB,3*cf*,GS51,HS2100 Richardsons,Westgarth& Co.Ld.Mdb	15 ″ 0	
20835 1798 IBXE	**Butterfly** (exSuevier-32) *ss*Gen.No.3-6,33 D.F. 2*Dks*(*Stl*)	5127 4810 3176	✠ ... 9,35	Gen	*y*		1920 9mo	Bartram& Sons.Ld. Sunderland	I.N.S.A.-Industrie NavaliSoc.Anon. *CellDB*119'*uE*26'*f*	412·9 400·0 P36'B117'F39' 176'1050*t FPT*135*t*	52·3	28·5 FK	Genoa Italian 7*BHCem* *APT*220*t*	T.3Cy.27½",45"&75"-48" 476NHP 3SB,9*cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld	31 ″ 0	I †
20836 24999 JPXD	**Buyo Maru** ~~*ss*Osa.No.1-40~~ *ss*Yka.No.3-10,36 2*Dks*(*Stl*)	5447 4996 3407	✠100A1 10,40 ✠LMC10,40	Osa	*z*	CL 1,40	1919 3mo	AsanoS.B. Co.Ld. Tsurumi A&CP	TamaiSyosenK.K.	400·0 P33'B124'F41' *CellDB*342'844*t*	53·2	29·4 FK	Hasidate Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD IshikawajimaS.&E.Co. Ld.Tokyo	32 ″ 0 s 6 ″ 5½ 25 ″ 9	
20837 PKOU	**Buyskes** 2*Dks* *Fitted for oil fuel*	1800 — 984					1910	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P32'B82'F33'	40·2	16·9	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"-39" 165NHP Maats.Fyenoord,Rot.		V
20838 310 JPRC	**Buzyun Maru** (exBujunMaru-38) *ss*Drn.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)	4804 3979 2730	✠ ... 1,38 ✠	Drn	*x*		1929 2mo	OsakaIron Works Osaka	DairenKisenK.K. *CellDB*295'1004*t*	371·0 P96'B19'F47' *FPT*529*tAPT*232*t*	51·0	29·0 FK	Dairen Japanese 6*BHptCem*	T.3Cy.22",37"&61"-42" 346NHP 2SB,6*cf*,GS115,HS5002 OsakaIronWorks,Osaka	29 ″ 0	
20839 236 JLZG	— TwinSc (exBujunMaru-38) 1*Dk*	801 699 374					1924	A.F.Smul- ders Schiedam	Minamimanshu TetsudoK.K.	145·1	39·3	21·4	Dairen Japanese	C.4Cy.15"&29$\frac{5}{16}$"-15¾" 60NHP A.F.Smulders,Schiedam		

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
20840 LEKT	**Bygdöy** (*ex*Maisol-37,*ex*Roma, *ex*Nordland,*ex*Freja) 1*Dk*	1252 1083 708					1921	Akt.Rödby Havns Jernskibsv. RödbyHavn	LudvigLorentzen	236·1|37·2|14·7 P10*t*H120*t*F34*t*	Oslo Norwegian	T.3Cy.15″,24″&40″-27″ 83NHP A/SFricho,Aarhus		V
20841 213834 KSOU	**Bylayl** D.F. *ss*Bos.2ndNo.3-9,40 *Mchy.Aft* Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	3289 2973 1980	✠100A1 ~~9,41~~ ~~9,40~~ 3,42 BS9,41 ✠LMC9,40	~~Bos~~ NNs	*v*	CL N9,39	1916 1mo	NewYork S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co.	318·5|49·5|24·2 P79′B18′F31′ FK	Wilmgton (Del.) Utd.States 7*BHCem*	T.3Cy.21″,33¾″&58″-42″(*r*) 200lb 318NHP 2SB,6*cf*,GS110,HS4643 FD NewYorkSBCo.CamdnNJ	27 ″ 6	
								Cell D	*BuE&B*53′*f*216′12	54*tDT*13′412*tFPT*	293*tAPT*92*t*			
20842 221861 KDWN	**Byron D. Benson** *ss*N.Yk.No.3-10,33 *ss*N.Yk.No.2-41 ~~*ss*N.Yk.No.1-37~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& *Mchy.Aft* *Web frame* *Longitudinal framing*	7953 7661 4932	✠100A1 *Shelter dk withfreeboard* 6,41 ~~8,40~~ ~~BS8,40~~ ✠LMC~~9,37~~ 6,41	NYk	*c*†	CL ~~5,38~~ 6,41	1922 1mo	Oscar DanielsCo. Tampa,Fla. A&CP	TideWater AssociatedOilCo.	465·4|60·2|36·0 FK	Wilmgton (Del.) Utd.States 17*BHptCem.* (*3 to Sh dk* 10 „ *U* „ 4 „ *2nd*„)	Q.4Cy.24″,35″,51″&75″-51″ 220lb (*s*) 596NH 3SB,9*cf*,HS8418 FD VulcanIronWorks, JerseyCity,N.J.	36 ″ 5 8 ″ 10 27 ″ 7	
			CarryingPetroleum in bulk *Fitted for oilfel* 1,22			*F.P. above* 1	50° F.		*CellDB in way of* 71′328*tDT*/50′694*t*	*oil bunker* 17 *uE&B* *FPT*177*tAPT*26*t*				

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15 Registres où été, si ce n'est dans le L
20843 7459 SFWA	**C. A. Banck** (exKapolna, exGogsjö, exLibra) 4Mst 1Dk	1825 1597 1063					1913	Sörlandets Skibsbyggeri Fevig	ChristerBanck	263·7 P50tH56tF29'	42·1	17·7	Hlsngborg Swedish WB	T.3Cy.20½",33"&56"-36" 219NHP FredrikstadM.V.Frdstad.		V
20844 212628 WPCA	**C. A. Canfield** ssGal.2ndNo.3-11,37 ssGal.No.1-41 Mchy.Aft D.F. 2Dks(Stl)&Webframes Longitudinal framing Bottom shell plating pt.electrically welded 41	6161 — 8783	✠100A1 ~~1,41~~ 11,41 ✠LMC1,41 Carrying Petroleum in bulk Fitted for oil fuel 4,13 F.P. above 150°F.	~~Gal~~ NNs	z	CL ~~N8,39~~ 11,41	1913 4mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	StandardOilCo.of NewJersey	405·0 P99'B25'F41' FK CellDBu B25'60tDTf45'547t FPT80tAPT41t	55·0	33·9	Wilmgton (Del.) Utd.States 15BHCem (9 to U dk 6 „ M „)	T.3Cy.27",44¼"&75"-51"(s) 180lb 459NHP 2SB,8cf,GS139,HS5920 FD WllsndSlpwy.Co.Ld.Nwc.	32 " 10 s 6 " 1 26 " 11½	
20845 LCGD	**C. A. Larsen** (exSanGregorio) ssHam.2ndNo.3-10,38 Mchy.Aft D.F. GyC. 3Dks(Stl) &Web frames Longitudinal framing Tonnage opening closed 1918	13246 11807 9614	✠100A1 Shelter dk withfreeboard 10,38 Pr.BS9,39 ✠LMC10,38 BS9,39 Carrying Whale oil in bulk Fitted for oil fuel 8,18 F.P above 150°F. (SEE FOOTNOTE *)	Ham	g†	CL 9,38	1913 7mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	Hvalfangstselskapet Blaahval A/S(JörgenKrag Mgr.)	527·2 F50' FK Cell DBu B46'194tDTf54'635tFPT208t APT46t	66·6	33·9	Sandefjord Norwegian 20BHCem (10 to U dk 10 „ 2nd „)	Q.4Cy.28½",41",58"&84"-54" 220lb (r) 787NHP NDB(Upper)'26 200lb NDB(Lower)made'19 refitted'36 200lb 29PrB-60lb 2PrB-43lb 4SB19cf,GS288,HS11290 FD WllsndSlpwyCo.Ld.Nwc.	42 " 0 s 9 " 9 32 " 5½	
20846 220900 KDLX	**C. B. Watson** (exMary Luckenbach-36) ssMob.No.1-40 ssMob.No.3-1,36 1Dk D.F. Mchy.Aft	5607 5043 3382	100A1 11,41 BS11,41 LMC~~1,36~~ 11,40 Carrying Petroleum in bulk Fitted for oil fuel F.P above 150°F.	~~NOs~~ Mob	z	CL ~~1,38~~ N10,40	1920	South-Western S.B.Co. SanPedro,Cal	SabineTransportationCo.Inc.(M.T. Ball,Mgr.)	410·5 428·1(O.L.) P109'B32'F47' FK CellDBuE&B68' 121tDTf38'495tFPT135t APT280t	54·3	27·2	Baltimore Utd.States 12BHptCem	T.3Cy.24¾",41 25/32"&72"-48" 210lb 549NHP 3SB,9cf,HS8112 FD LlewellynEngineWorks, LosAngeles	29 " 9 s4 " 11½ 25 " 1	
20847 6360 SLUA	**C. F. Liljevalch** ssGot.No.3-6,32 ssGot.No.2-41 ~~ssGot.No.1-36~~ D.F. 1Dk(Stl)&Shelter dk(Stl) Cruiser Stern Cargo battens not fitted above lower stringer	5492 5119 2928	✠100A1 Shelter dk withfreeboard 5,41 ~~12,39~~ ✠LMC 5,41 ~~MS6,36~~ ~~BS2,40~~	~~Lkr~~ Got	y	OG 8,39	1920 9mo Lloyd's A&CP	Aktieb. Götaverken Gothenburg	Trafikaktieb. Grängesberg Oxelösund (M.Waldenström Mgr.)	394·4 FK Collision Cell DB at sides of tunnel 58'520tDTf66'645tFPT55tAPT202t	52·2	30·8	Stockholm Swedish ptCemptAsp BH to Sh dk 5 „ U „	T.3Cy.28",42½"&72 1/16"-48" 185lb (s) FD 430NH 3SB(Spt)9cf,GS135,HS5664 LindholmensMotalaVerks.	34 " 1 s 8 " 8 25 " 7½	
20843 OZED	**C. F. Tietgen** Ⓟ OilEng. D.F. Cruiser Stern 1Dk&Awngdk	1938 927 1065					1928	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskibs.Selsk.	271·2	41·1	14·0	Aarhus Danish WB	Oil Engines 4S.C.SA 8Cy.21⅝"-39⅜" 361NHP Akt.Burmeistr&Wain,Cpn		V
20849 149494	**C. H. Houson** Mchy.Aft 1Dk	1927 1627 1147					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	SarniaSteamships Ld.(R.Scott Misener,Mgr.)	252·8	43·4	17·8	SarniaOnt British WB	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
20850 204499 WNWM	**C. H. McCullough, Jr.** (exWardAmes) D.F. GyC. Mchy.Aft 1Dk	5750 — 4422					1907	Superior S.B.Co. Superior,Wis.	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	540·0	56·0	30·1	Wilmgton (Del.) Utd.States WB	Q4Cy.18½",28½",43½"&66"-42" 282NHP SuperiorS.B.Co.Superior		R
20851	**C.I.A.E. No. 3** TwinSc OilEng. Mchy Aft 1Dk&Webframes Longitudinal framing Carrying oil fuel in bulk	551 — 496	✠ ... 9,26 MotorBarge				1922 9mo	Alley& MacLellan, Ld. Glasgow	Cia.General de Combustibles	330·0 FK	38·0	9·5	Bns.Aires Argentine WB	Oil Engines 2S.C.SA 8Cy.11¾"-14" 194NHP W.Beardmore&Co.Ld Gls.	10 " 6	
20852 FNFB	**C. I. P.** 2Dks D.F. Mchy.Aft Fitted for oil fuel Carrying Petroleum in bulk	6587 — 3641					1921	Ch.&Atel. deSt.Nazaire Rouen	Soc.Anon.Mazout Transports (Cie de Nav Mixte, Mgrs.)	422·5 P117'B33'F50'	57·6	30·1	Marseilles French WB	T.3Cy.27½",44½"&75"-51" 402NHP Ch.&Atel.deSt.Nazaire, Penhoët		V
20853 HPOM	**C. J. Barkdull** (exFredericEwing, exWilhelmJebsen) ssN.Yk.No.3-4,30 ssN.Yk.No.2-39 Mchy Aft D.F. 2Dks(Stl)&Web frames Longitudinal framing	6773 6416 4157	✠100A1 ~~4,41~~ ~~4,40~~ 9,41 BS9,41 ~~BS9,40~~ ✠LMC11,39 ✠NE18refitted8.30 Carrying Petroleum in bulk Fitted for oil fuel 9,17 F.P above 150°F.	NYk	b†	CL 4,40	1917 10mo A&CP	UnionIron WorksCo. SanFrancisco	PanamaTransport Co.	435·0 P134'B50'F42' FK CellDBuE&B64' 197tDTf56'1038t FPT97tAPT74t	56·0	32·0	Panama Pnamanian 15BHptAsp (11 to U dk 4 „ 2nd „)	1DRGearedSteamTurbine 220lb (s) 606NHP 3SB(Spt)9cf. HS8265 FD GeneralElectricCo. Schenectady,N.Y.	33 " 6 s6 " 4½ 27 " 4	
20854 HPGQ	**C. O. Stillman** TwinSc OilEng. Mchy.Aft E.S.D. ssN.Yk.No.3-8,40 Sub.Sig. GyC. 2Dks(Stl)&Webframes Longitudinal framing-bracketless system	13006 — 7765	✠100A1 ~~3,41~~ ~~8,40~~ 10,41 ✠LMC CS8,40 DBS~~8,40~~3,41 ~~5,40~~3,41 Carrying Petroleum in bulk	NYk	k†	CL 8,40	1928 2mo Lloyd's A&CP	Bremer Vulkan Vegesack	PanamaTransport Co.	564·9 584·8 (O.L.) FK B40'F45' CellDBuE74'431tDTf68'1040tFPT444t APT337t	75·3 75·6	44·5	Panama Pnamanian 17BHptAsp 4 „ to 2nd dk	Oil Engines 2S.C.SA 12Cy.27 3/16"-47¼" 1595NHP 2 WaterTube DB 250lb BremerVulkan,Vegesack	44 " 6 s10 " 10½ 33 " 10¾	
20855 202873 WCVU	**C. S. Robinson** (exLofusCuddy) D.F. Mchy Aft GyC. 1Dk	6829 — 5361					1906	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co. Mgrs.)	525·0 F46'	55·0	31·0	Wilmgton (Del.) Utd.States WB	T.3Cy.22½",36"&60"-42" 233NHP AmericanSB Co.Cleveland		R
20856 93322	**C. T. Jaffray** (exMuncy) Mchy.Aft 2Dks	4055 — 2946					1902	Detroit S.B.Co. Wyandotte	GreatLakesTransitCorporation	350·0 F32'	46·0	30·0	Buffalo NY Utd.States WB	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitS.B.Co.Detroit		
20857 138579	**C. W. Cadwell** (Self-Unloader) Mchy.Aft 1Dk	564 429 219					1911	Superior S.B.Co. Superior,Wis.	TeesTransitCo. (T.A.Tees, Mgr.)	154·8	37·1	9·1	WndsrOnt. British WB	C.2Cy.16"&30"-26" Emade91refitted11 27NHP Bmade96fitted34 MontagueI.W.Milwaukee		
20858 147425 MPYZ	**C. W. S. Progress** ssBkn.No.2-40 Mchy Aft 1Dk(Stl) Well deck	967 654 514	✠100A1 4,42 ~~2,41~~ ✠LMC MS8,39 ~~BS8,40~~ 10,41	Mch	m	CL 2,41	1931 2mo Lloyd's A&CP	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle	Co-operative WholesaleSociety, Ld.	213·2 B19'Q109'F44' FK CellDB135'219tFPT35tAPT7t	32·3	12·5	Manchestr British 4BHptAsp	T.3Cy.16½",28"&47"-33"(s) 200lb 174NHP 2SB,6cf,GS100,HS3050 Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	14 " 9 s 4 " 6½ 14 " 3¾	
20859 132485 GJRP	**Cabarita** (exChronos) ssMel.No.3-8,27 ssCal.No.2-35 2Dks(Stl) Cargo battens not fitted	4364 3951 2612	✠100A1 2,42 ~~2,41~~ Examined ~~2,41~~ 2,42 ~~BS2,41~~ 2,42 ✠LMC11,35	Cal	x	CL ~~7,39~~ 1,42	1915 4mo Lloyd's A&CP	W.Hamilton&Co.Ld. Pt.Glasgow	BankLineLd.(A. Weir&Co.Mgrs.)	364·7 P30'B81'F33' FK CellDBa123'uE&B60'f135'1049tFPT91tAPT212t	51·4	26·0	Glasgow British 6BHCem	T.3Cy.24½",42"&70"-48"(s) 180lb 421NHP 3SB.9cf,GS186,HS7212 D.Rowan&Co.Glasgow	28 " 6 s 5 " 3½ 23 " 5	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dis. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Register in which classed, if not in L.R.
20860 PUAN	**Cabedello** (*ex*Prussia) 1*Dk*&*Shelter dk*	3557 3277 2180					1912	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	364·3|51·0|22·0 H25'	R.Janeiro Brazilian	T.3Cy.24¾",40⅞"&67¾"-48" 318NHP FlensburgerSchiffsb.Ges.		V
20861 164672 MLMN	**Cabenda** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	534 333 274	✠100A1 7,40 ✠LMC7,40	Cff	*h*	OG N6,40	1936 7mo	GooleS.B. &Repg.Co. Ld. Goole *Lloyd*'*sA&CP*	T.E.Evans&Co.Ld.	183·6|27·1|8·0 P42'Q100'F18' FK *CellD B114' 180t FPT54t*	London British 3*BHCem* *APT41t*	Oil Engines 4S.C.SA 6Cy.12½"-19" 91NHP Mirrlees,Bickerton&Day, Ld.Stockport	10 " 5 s3 " 11½ 10 " 0¼	
20862 147639 GBZF E.S.D.	**Cable Enterprise** (*CableVessel*) ssFal.No.3-7,37 2*Dks*(*Weather dk-ptStl teak s*)&*2nd dk*(*Stl-ws*) *Cruiser Stern*	943 872 357	✠100A1 *withfreeboard* ~~2,41~~11,41 ~~BS8,40~~ *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	~~Ccc~~ Sng BS11,41 ✠LMC7,37	*l*	CL ~~3,40~~ N10,41	1924 5mo	A&J.Inglis Ld. Glasgow *Lloyd*'*sA&CP*	Cable andWireless, Ld.(SirEdward Wilshaw K.C.M.G., *Mgr.*)	198·9|30·1|19·4 B40' FK *CellDBuE26' f 100'151t FPT12t*	London British 5*BHCem* 2 ,, *to2nd dk* *APT18t*	T.3Cy 16½",27"&45"-33" (*s*) 180lb 145NHP 2SB,4*cf*,GS60,HS1990 FD A.&J.Inglis,Ld.Glasgow	21 " 4 s7 " 5¼ 14 " 2½	
20863 EACG	**Cabo Carvoeiro** Ⓟ (*ex*ElBoeiro-39, *ex*Cabo Carvoeiro-37) ssBbo.2ndNo.3-1,33 ssBbo.No.1-37 1*Dk*(*Stl*)&*Awng dk*(*Irn*)2*trB*	1993 1920 1329	✠100A1 *Awng dk* *withfreeboard* 3,41 ~~BS10,40~~	Bbo BS10,41 ✠LMC9,37	*r*	CL 3,41	1909 2mo	W.Dobson &Co. Newcastle *Lloyd*'*sA&CP*	Ybarra&Co.	265·8|38·5|16·0 23·8 B50 FK *CellDBa84'uE&B36'f106'*	Seville Spanish 5*BHCem* 371*tAPT24t*	T3Cy19½",32½"&52½"-36"(*s*) 180lb *100lb* NDB21 187NHP 2SB,4*rf*,GS70,HS2980 Blair&Co.Ld.Stockton	26 " 0 s5 " 1½ 21 " 0½	
20864 EACH	**Cabo Cervera** Ⓟ (*ex*Rachen-39, *ex*CaboCervera-37) ssBbo.2ndNo.3-2,38 2*Dks*(*UStl*)&*Awng dk*(*Irn*)	2164 2033 1499	✠100A1 *Awng dk* *withfreeboard* 9,41 ~~1,40~~ ~~BS6,40~~	Bbo BS7,41 ✠LMC2,38	*r*	CL ~~11,38~~ 9,41	1912 12mo	CiaEuskal- duna deCon.y Rp.deBuques Bilbao *Lloyd*'*sA&CP*	Ybarra&Co.	265·5|38·7|24·1 B56' FK *CellDBa82'uE18' f106'*	Seville Spanish 5*BHCem* 338*tAPT33t*	T.3Cy.19½",32½"&52½"-36" 180lb *100lb* (*s*) 188NHP 2SB,4*cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 " 4 s4 " 10½ 21 " 9	
20865 EACI	**Cabo Corona** ssBbo.2ndNo.3-9,28 ssBbo.No.1-33 2*Dks*(1*Stl*)&*Awng dk*(*Irn*)	1531 1480 1002	✠ 4,40	Bbo ✠	*o*		1903 12mo	Grngem'th &Greenock DockyardCo. Grngemouth	Ybarra&Co.	237·5|34·6|14·9 22·6 B52' BK8½" *CellDBa61' uE&B33' f94'*	Seville Spanish 5*BHCem* 318*tAPT11t*	T.3Cy.18",29½"&48½"-33" 133NH 2SB,4*rf*,GS53,HS1952 Blair&Co.Ld.Stockton	24 " 10	
20866 EACJ	**Cabo Creux** (*ex*Kardin-39, *ex*CaboCreux) ssBbo.No.3-7,31 ssBbo.No.1-35 1*Dk*(*Stl*)2*ndDkStl in holds*	3717 2923 2343	✠ 9,35 (*Reclassification contemplated*)	Bbo ✠			1919 1mo	Soc.Anon. Astilleros del Nervion Bilbao	Ybarra&Co.	325·7|47·1|22·0 P28'B100'F45' FK *CellD B279' 803t FPT58t*	Seville Spanish 5*BHCem* *APT98t*	T.3Cy.24",40"&65"-45" 336NHP 2SB(Spt)&1AuxSB,8*cf*, GS159,HS5592 Soc.Anon.Astilleros del Nervion,Bilbao	24 " 10	
20867 EAAL	**Cabo de Buena Esperanza** Ⓟ (*ex*Maria del Carmen-40, *ex*PresidentLincoln-40, *ex*HoosierState) ssS Fo.No.3-7,40 TwinSc 3*Dks.*&*Shelter dk* *CruiserStern* *Longitudinal framing* *Ref.Mchy.* D.F. GyC.	12567 — 6730	100A1 *withfreeboard* 4,41 ~~7,40~~ Lloyd'sRMC~~7,41~~11,41 BS5,41 *Fitted for oil fuel* 9,21 *F.P. above* 150° *F.*	~~SFo~~ Bbo LMC7,40	*i* † 2 7/18	CL 5,40	1921 9mo	NewYork S.B.Corp. Camden.N.J. *Lloyd*'*sA&CP*	Ybarra&Co.	516·5|72·2|27·8 535·2(O.L.) B222' FK (12*BHtoSh dk*,1*BHto 2nd dk*) *CellDB366'1787tTanks at sides E.R.28'273t* *F.DTa 38'144t Tanks at sides of tunnel38'234tFPT159tAPT161t*	Seville Spanish 13*BHptCem*	4 steam turbinesSR geared to 2 sc. shafts 3105NHP 265lb 8WTB(Spt)HS41376 FD BethlehemS.B.Corp.Ld. Quincy,Mass		
20868 EAAS	**Cabo de Hornos** Ⓟ TwinSc (*ex*MariaPipa-40, (*ex*President Wilson-40,*ex*EmpireState) ssSFo.No.3-6,40 3*Dks*&*Shelter dk* D.F. GyC. *Ref.Mchy.* *CruiserStern* *Longitudinal framing* ~~*Fitted for oil fuel*~~	12597 — 6735	100A1 *with freeboard* 3,42 ~~4,41~~ ~~(*Classification contemplated*)~~ Lloyd'sRMC~~2,41~~ ~~9,41~~3,42 *Fitted for oil fuel* '21 *F.P.above* 150°F.	Bbo LMC6,40	*i*†	CL 5,40	1921	NewYork S.B.Corp. Camden.N.J	Ybarra&Co.	516·5|72·2|27·8 535·2(O.L.) B222' FK (*to Sh.dk* *CellDB366'1787t Wing tanks in E.R.28'273t* *Tanks in way of tunnels 378tFPT159tAPT161t*	Seville Spanish 13*BH* *ptCem* *to 2nd dk*) *MT38'*	4 steam turbines SRgeared to 2 sc. shafts 3105NHP 265lb 8WTB(Spt)HS41376 FD BethlehemS.B.Corp.Ld. Quincy.Mass		~~R~~
20869 EACK	**Cabo Espartel** Ⓟ (*ex*Sparire-39, *ex*CaboEspartel-37) ssBbo.No.3-4,32 ssBbo.No.1-38 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in holds*&*Webframes* *Longitudinal framing*	~~4282~~ ~~4085~~ ~~2508~~ 3712 — 2479	✠100A1 *withfreeboard* 12,40 MS9,37 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Bcl ✠LMC BS12,40	*v*	CL 11,40	1920 3mo	Echevarri- eta&Larrin- aga Cadiz *Lloyd*'*sA&CP*	Ybarra&Co.	330·1|48·0|31·0 23·5 FK *CellD B284' 870t FPT63t*	Seville Spanish 5*BHCem* *APT175t*	T.3Cy.25",41"&68"-45" (*s*) 180lb *100lb* FD 417NHP 2SB,8*cf*,GS147,HS6050 J.G.Kincaid&Co.Ld.Grk	33 " 5 s7 " 4 26 " 3¾	
20870 EACL	**Cabo Huertas** Ⓟ (*ex*Tausend-39, *ex*CaboHuertas-38) ssBbo.No.3-4,34 ssBbo.No.1-38 1*Dk*(*Stl*)&*Awng dk*(*Stl*) 2*nd dk in holds* *Longitudinal framing in DB*	~~2776~~ ~~2312~~ ~~1581~~ 2778 2312 1531	✠100A1 *Awng dk* *withfreeboard* 5,42 ~~9,40~~ ~~BS7,40~~ *Fitted for oil fuel*7,22 *F.P above* 150° F.	Bbo BS8,41 ~~BS2,41~~ ~~7,40~~ ✠LMC4,38	*s*	CL 8,40	1922 8mo	Soc.Espan- ola deConst. Naval Bilbao *Lloyd*'*sA&CP*	Ybarra&Co.	280·0|42·0|25·7 P22'B68'F26' FK *CellDB246'559t*	Seville Spanish *Cem* 5*BHto Adk* *APT18t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 253NHP 2SB,6*cf*,GS120,HS4120 Blair&Co,Ld.Stockton	26 " 9 s4 " 5½ 22 " 6	
20871 EACM	**Cabo La Plata** Ⓟ (*ex*Plaustra-39, *ex*Cabo LaPlata-37) ssBbo.2ndNo.3-5,33 ssBbo.No.1-37 2*Dks*(*M-Stl*) &*Awng dk*(*Irn-ptws*)	2002 1926 1323	✠100A1 *Awng dk* *withfreeboard* ~~4,40~~ 11,41 ~~BS1,40~~	Bbo 5,42 BS~~2,41~~ ✠LMC10,37	*r*	CL ~~4,40~~ 11,41	1908 11mo	Greenock& Grangem'th Dckyd.Co.Ld Grngemouth *Lloyd*'*sA&CP*	Ybarra&Co.	265·1|38·6|16·0 23·0 *Boat dk50'* FK *WB=CellDBa 86'uE&B36'f106'419tAPT18t*	Seville Spanish 5*BHCem*	T3Cy19½"32½"&52½"-36"(*s*) 180lb *100lb* NDB22 187NHP 2SB,4*rf*,GS69,HS2980 Blair&Co.Ld.Stockton	26 " 0 s4 " 11½ 21 " 3	
20872 EACN	**Cabo Menor** Ⓟ ssBbo.2ndNo.3-6,39 2*Dks*(*U Stl*)&*Awng dk*(*Irn*)	2043 1962 1251	✠100A1 *Awng dk* *withfreeboard* 9,41 ~~7,40~~ ~~BS5,40~~	Bbo BS5,41 ✠LMC6,39	*r*	CL 7,40	1912 10mo	Greenock& Grngemouth Dckyd.Co.Ld Grngemouth *Lloyd*'*sA&CP*	Ybarra&Co.	265·2|38·5|23·7 B52' FK *CellDBa88'uE&B34' f106'*	Seville Spanish 5*BHCem* 407*tAPT32t*	T.3Cy.19½",32½"&52½"-36" 180lb *100lb* (*s*) 188NHP 2SB,4*cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 " 0 s4 " 8½ 21 " 6	
20873 EACP	**Cabo Ortegal** Ⓟ (*ex*Libero-39, *ex*Aketz-37, *ex*CaboOrtegal-37) ssBbo.No.3-5,31 ssBbo.No.2-39 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds*	3660 2923 2296	✠100A1 7,41 ~~2,40~~ BS3,42 MS8,39 ✠AuxNB7,20	~~Gen~~ Bbo ✠LMC ~~BS10,40~~	*u*	CL ~~5,38~~ 7,41	1919 12mo	Soc.Anon. Astilleros del Nervion Bilbao A&CP	Ybarra&Co.	325·7|47·1|22·0 P28'B100'F45' FK *CellDB279'*	Seville Spanish 5*BHCem* 743*tAPT98t*	T.3Cy.24",40"&65"-45" (*s*) 180lb 346NHP 2SB(Spt)&1Aux.SB,8*cf*, GS164,HS5856 J.G.Kincaid&Co.Ld.Grk.	24 " 10 s3 " 11½ 21 " 1	
20874 EEEE	**Cabo Paez** (*ex*Malvarrosa, *ex*AntoniaGarcia, *ex*Teneriffe,*ex*Nigel) Iron ssGls.No.3-4,95 1*Dk* *Mchy.Aft* *Well deck*	301 — 111	✠ 10,95	Gls ✠	*e*		1886 2mo	Scott&Co. Bowling	CaboHermanos	135·6|22·3|10·3 Q52'B12'F20' BK7"	Malaga Spanish 3*BHCem* *FPT23t*	C.2Cy.21"&42"-30" 80NH 1SB,2*cf*,GS40 Muir&Houston,Glasgow	11 " 1	
20875 EAPD	**Cabo Prior** Ⓟ (*ex*RioTajo-35, *ex*MarTirreno) ~~ssBcl.No.3-10,28~~ ssBbo.2ndNo.3-6,41~~ssBcl.No.1-38~~ 1*Dk*(*Stl*)&*Awng dk*(*Stl*)2*nd dk in holds*	3367 3175 1896	✠100A1 *Awng dk* *with freeboard* 6,41 MS4,39	Bbo ✠LMO BS5,41	*u*	CL 5,41	1917 1mo	CiaEuskal- duna deConst Bilbao *Lloyd*'*sA&CP*	Ybarra&Co.	316·0|44·2|26·9 FK *CellD B268'623tFPT123t*	Seville Spanish 6*BHCem* *APT124t*	T.3Cy.23",36½"&62"-42" 180lb *100lb* (*s*) 268NH 2SB,6*cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	29 " 7 s7 " 8¼ 22 " 1	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Ferme assigné maintenant expiré. Lettre d'Enregistrement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH' = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
20876 EACS	**Cabo Quilates** Ⓟ *OilEng* ssBbo.No.2-36 *Ref.Mchy.* *3Dks(Stl)* D.F. *CruiserStern* Last reported sailing as "IBAI."	6629 5314 3992	✠ 11,36 ✠	Bbo	*z*		1927 3mo *Lloyd*	CiaEuskal- duna de Const Bilbao *sA&CP*	Ybarra&Co. *CellD,* *2 Additional BH fi*	397·0 F41' FK B310'842t APT17t *tted in upper'tweend*	53·2	31·5	Seville Spanish *ptCem* *5 BH to U dk* *2 ,, 2nd ,,* *ecks*	Oil Engines 4S.C.SA 6Cy.27 3/16"-55⅛" 438NH Maschfbk.Augsburg- Nürnberg,Augsburg	34 ″ 0	
20877 EAHH	**Cabo Quintres** (*ex*Baurdo-39, *ex*CaboQuintres-37, ~~ssBbo.No.3-4,28~~ *ex*Mouro) ~~ssBbo.No.2-36~~ ssBbo.2ndNo.3-10,41 *1Dk(ptIrn ptStl)* *&2ndDk(Stl)in holds*	2905 2382 1639	✠100A1 ~~6,40~~ 10,41 ✠LMC9,41 ~~MS12,36~~ ~~BS4,40~~	Bbo	*t*	CL ~~N5,39~~ 9,41	1916 8mo *Lloyd*	CiaEuskal- duna deConst Bilbao *sA&CP*	Ybarra&Co. *CellD*	306·0 P33'B70'F35' FK B260'633t FPT150t	44·2	21·8	Seville Spanish *5BHCem* *APT163t*	T 3Cy.23",36½"&62"-42" (s 180lb *100lb* 268NH 2SB,*6cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 · 8¾ 21 ″ 0½	
20878 EACI	**Cabo Razo** Ⓟ (*ex*Raggio-39, *ex*CaboRazo-37) ssBbo.No.3-8,38 *1Dk(Stl)2nd dk(Stl)* *in holds 3rd dk in holds*	2879 2384 1663	✠100A1 5,41 ~~4,40~~ ~~BS7.40~~ ✠LMC7,38	Bbo BS8,41		CL ~~7,36~~ 5,41	1926 3mo *Lloyd*	CiaEuskal- duna deConst Bilbao *sA&CP*	Ybarra&Co.	300·0 P30'B78'F30' FK *CellDBa&uE88'f132*	48·2	24·7	Seville Spanish *6BHCem* *1 ,, to2nd dk* *465t APT48t*	T.3Cy.22",36"&59"-39" (s) 180lb *100lb* 253NH 2SB,*6cf*,GS180,HS4120 Blair&Co.Ld.Stockton	27 ″ 0 s 4 ″ 1 23 ″ 0¾	
20879 EACV	**Cabo Roche** Ⓟ (*ex*Gadotu-39, *ex*CaboRoche-37) ssBbo.No.3-6,33 ssBbo.No.1-38 *1Dk(Stl)&Awng dk(Stl)* *2nd dk in holds* *Longitudinal framing inDB*	2776 2312 1531	✠100A1 *Awng dk* *withfreeboard* 10,41 ~~10,40~~ ~~BS6,40~~ ✠LMC4,38 *Fitted for oil*	Bbo BS6,41 *fuel 6*	*s* .2.	CL ~~7,36~~ 10,41 *F.P. a*	1922 6mo *Lloyd* *bove 1*	Soc.Españ ola deConst. Naval Bilbao *sA&CP* 50° F.	Ybarra&Co.	280·0 P22'B68'F26' FK *CellDB246 559t*	42·0	24·5	Seville Spanish *Cem* *5BH to A dk* *APT18t*	T.3Cy.22",36"&59"-39" (s) 180lb *100lb* 253NH 2SB,*6cf*,GS120,HS4120 Blair&Co.Ld.Stockton	26 ″ 9 s 4 ″ 4½ 22 ″ 7	
20880 EADG	**Cabo Sacratif** (*ex*Zafra-39, *ex*CaboSacratif-38) ssBbo 2ndNo.3-6,34 ssBbo.No.1-37 *2Dks(MStl)&Awng dk(Irn)*	2174 2030 1332	✠100A1 *Awng dk* *withfreeboard* 11,40 BS5,41 ✠LMC12 37	Bbo	*r*	CL 4,38	1909 9mo *Lloyd*	CiaEuskal- duna deConst Bilbao *sA&CP*	Ybarra&Co. *Cell*	265·5 B56' FK *DBa82'uE18 f10*	38·6	24·0	Seville Spanish *5BHCem* *316t APT33t*	T3Cy19½",32½"&52½"-36"(s) 180lb *100lb* 187NH 2SB,*4rf*,GS70,HS2980 Blair&Co.Ld Stockton	26 ″ 3 s 5 ″ 0½ 21 ″ 5	
20881 EAND	**Cabo San Agustin** Ⓟ TwinSc *OilEng* D.F. *2Dks(Stl-Weather dk pt ws)* *3rd dk(Stl) in forward holds*	12589 8539 7521	✠ 6,35 ✠	Gen	*f*†		1931 9mo	Soc.Españ- ola deConst. Naval Bilbao	Ybarra&Co. *CellDB418' 1790t*	482·5 B270'F54 FK *Tanks in way of tu*	63·3	34·3	Seville Spanish *9BHptCem* (*3 ,, to2nddk*) *nnels 651t*	Oil Engines 2S.C.DA 14Cy.23⅝"-35 7/16" 2730NH Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	37 ″ 0	
20882 EAPU	**Cabo San Sebastian** Ⓟ *ex*RioSegre-39, ~~ssBel.No.3-6,34~~ *ex*Santamaña) *2Dks(Stl)* ssBbo.No.3-1,42	2661 2070 1993	✠100A1 1,42 ✠LMC1,42	~~Bel~~ Bbo	*s*	CL 10,41	1921 10mo	Echevar rieta y Larrinaga Cadiz	Ybarra&Co. *CellD*	290·0 P25'B76'F31' FK B248'600t FPT72t	44·0	19·3	Seville Spanish *5BHCem* *APT73t*	T.3Cy.22",36"&59"-39" (s) 180lb 252NH 2SB,*6cf*,GS118,HS4120 J.G.Kincaid&Co.Ld.Grk	22 ″ 0	
20883 EAPB	**Cabo Silleiro** Ⓟ (*ex*Roosile-39, *ex*Anzora-37, ssBbo.No.3-6,28 *ex*CaboSilleiro-37, ssBbo.No.2-37 *ex*RioMiño-35,*ex*MarMediterraneo) *1Dk(ptIrn ptStl)2nd dk(Stl)in holds*	2896 2378 1657	✠ 4,42 ✠~~LMC~~ ~~MS7,37~~ ~~BS8,40~~	Bbo	*l*	CL ~~5,37~~ 4,40	1915 5mo *Lloyd*	CiaEuskal- duna deConst Bilbao *sA&CP*	Ybarra&Co. *Cell DBa 102' uE20' f*	306·0 P33'B70'F35 FK *120' 633t FPT150t*	44·2	21·8	Seville Spanish *5BHCem* *APT163t*	T.3Cy.23",36½"&62"-42"(s) 180lb *100lb* 268NH 2SB,*6cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 ~~s 3 ″ 8¾~~ ~~21 ″ 0½~~	
20884 EACZ	**Cabo Toriñana** Ⓟ ssBbo.2ndNo.3-7,28 *2Dks(1Stl)&Awng dk(Irn)*	1506 1471 799	✠ 4,40 ✠ (*Reclassification* *Contemplated*)	Bbo	*o*		1903 11mo	Grngem'th &Greenock DockyardCo. Grngemouth	Ybarra&Co.	236·9 B52' *CellDBa61'*	34·6	14·8 22·6 BK8¼"	Seville Spanish *5BHCem*	T.3Cy18",29½"&48½"-33" 133NH 2SB.*4rf*,GS53,HS1952 Blair&Co.Ld.Stockton *uE&B33' f94'318tAPT11t*	24 ″ 10	
20885 CSAK	**Cabo Verde** Ⓟ (*ex*SaoThiago. *ex*SantaBarbara) *1Dk*	4696 3398 2950					1908	Akt.Ges. "Neptun" Rostock	Cia.Nacional de Nav.	353·2 P24'B216'F43'	50·2	23·4	Lisbon Portuguese *WH*	T.3Cy.22 1/16",36⅝"&60¼"-41⅝" 231NH A.G "Neptun," Rostock		
20886 EADB	**Cabo Villano** (*ex*Waltraud-38, *ex*Contra-38, ssBbo.No.3-6,32 *ex*CaboVillano-36) **ssBbo.No.2-41** *2Dks(Stl)&3rd dk(Stl)in holds&* *Webframes* *Longitudinal framing*	~~4282~~ ~~4085~~ ~~2598~~ 3755 — 2524	✠100A1 *withfreeboard* 3,42 ~~2,41~~ ✠LMC2,41 *Fitted for oil*	~~Bbo~~ Bcl *fuel 8.*	*r* 20	CL 1,41 *F.P. a*	1920 8mo *Lloyd* *bove 1*	Echevar- rieta y Larrinaga Cadiz *sA&CP* 50° F.	Ybarra&Co. *CellD*	330·4 341·3(O.L.) FK B284' 870t FPT63t	47·9	31·0 23·5	Seville Spanish *5BHCem* *APT175t*	T.3Cy.25",41"&68"-45" (s) 180lb *100lb* 417NH 2SB(Spt),*8cf*,GS147, HS6050 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 5 s7 ″ 3½ 26 ″ 4	
20887 13 IBOF	*Now "Empire Kohinoor," see No. 36370 in Supplement* **Caboto** (*ex*WarCelt) ssVen.No.3-12,32 ssTri.No.1-37 D.F. *1Dk&2nd dk in Nos.1&2holds*	5225 4876 3147	✠100A1 4,40 BS4,40 ✠LMC3,37 NO LATER S	Tri URVE	*y* Y	CL 4,40 REPO	1919 2mo *Lloyd* RTED	W.Hamil- ton&Co.Ld. PortGlasgow *sA&CP*	LloydTriestino Soc.Anon.diNav.	400·5 409·5 P49'B113'F39' FK *CellDB34*	52·3	28·5	Venice Italian *8BHptCem* *5'1131tDTa*	T.3Cy.27¼".44"&73"-48" 180lb (s) 517NH 3SB.*9cf*.GS190.HS7668 FD Caird&Co.Ld.Greenock *28'1182tFPT120tAPT176t*	31 ″ 0 s 5 ″ 11 25 ″ 3¾	
20888 201058 WADK	**Cabrillo** Ⓟ **Wood** *1Dk*	611 — 387					1904	W.Muller SanPedro,Ca	Wilmington Transportation Co	182·0	32·0	13·5	LosAn- geles,Cal. Utd.States	T.4Cy 18½",32"&(2)38"-26" 147NH Utd.Eng.Works,SanFsco.		
20889 1320 CBCD	**Cachapoal** (*ex*Halstead-38, *ex*Jonathan ssBkn.No.3-10,38 C.Holt-37) D.F. *2Dks(Stl-Weather dk-teak s)*	3011 — 1924	✠100A1 *withfreeboard* ~~4,41~~ ~~10,40~~ 10,41 BS~~12,40~~ ✠LMC10,38 12,41	NYk		CL 6,39	1926 3mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' *sA&CP*	Cia.Sud. Americana deVap. *CellDB263'520t*	310·0 F29' FK *FPT50tAPT26t*	44·6	24·3	Valparaiso Chilian *Cem* *6BH to Wdk*	T.3Cy.21½",35"&59"-39"(s) 180lb *100lb* 256NH 2SB(Spt)*6cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4 s6 ″ 6¾ 20 ″ 2¼	
20890	**Cachoeira** Ⓟ TwinSc *1Dk*	317 231 165					1914	Murdoch& Murray,Ld. Pt.Glasgow	Cia.deNav. Bahiana	135·0	25·1	9·6	Bahia Brazilian	C.4Cy.12"&24"-18" 40NH J.G.Kincaid&Co.Ld.Grk.		
20891 217148 WQOE	**Cacique** (*ex*NosaChief-35, *ex*Garfield) ssN.Os.No.3-2,31 D.F. ssN.Yk.No.2-39 *1Dk(Stl)*	2718 2355 1538	✠ ... 2,42 ✠~~LMC~~ ~~MS4,39~~ ~~BS7,40~~8,41 *Fitted for oil*	NYk *fuel 5,*	*l* 20	CL 4,40 *F.P. a*	1918 10mo A&CP *bove 1*	Bethlehem S.B.Corp.Ld Elizabeth- port,N.J 50° F.	GraceLineInc. *Cell*	300·0 P24'B96'F39' FK *DB240'572t FPT*	45·2	22·8	NewYork Utd.States *5BHCem* *40tAPT70t*	T.3Cy.21½",35"&58"-42" (s) 190lb 341NH 2SB.*8cf*.GS133,HS5256 FD BethlehemS.B.Corp.Ld Elizabethport,N.J	25 ″ 3	
20892 247 IKZY	**Cadamosto** (*ex*Dictator-32) *1Dk*	1010 874 595					1905	Stavanger Stöberi&Dok Stavanger	SalvagnoAnon. Nav.	242·1 231·6 P11tH46tF80t	33·1	15·1	Venice Italian *WB*	T 3Cy.17",28"&47"-33" 127NH StavangerStöberi&Dok		I
20893 217153 WLO	**Cadaretta** *1Dk* *Fitted for oil fuel*	2648 — 1621					1918	Albina E.&M.Wrks. Astoria,Or.	W.H.Wood	289·0	44·1	19·2	S.Frncisco Utd.States	T.3Cy.22⅜".36½"&60¼"-42" AlbinaEng.& 234NH Mach.Wks.Astoria,Or.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of R. of Trade Cert.
20894 140703 GQDX	**Cadillac** ssNwc.No.3-5,30 ssNwc.No.2-38 *Mchy.Aft* 2*Dks(Stl)&Shelter dk(Stl)&* E.S.D. *Web frames* *Longitudinal framing* D.F. *Tonnage opening closed* 1917	12062 9024 7386	✠100A1 *Shelter dk* *with freeboard* 1.41 BS4,39 ✠LMC6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150° F.	NYk	q†	CL 11,39	1917 12mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP	Anglo-American OilCo.Ld. (R.A.Carder *Mgr.*) *Midship portion*	530·2|66·3|33·8 FK *CellDBuE&B91'* *(cargo tanks) renewed* 1930	Newcastle British 23*BHptCem* 353*tDT f*49'	Q4Cy.28½",41",58"&84"-54" 220lb (*s*) 793NHP 4SB(Spt),*16cf*,GS296, HS11392 FD Palmers'Co.Ld.Newcastle 910*tFPT*203*tAPT*141*t*	42 " 1 s12 " 2½ 30 " 2½	
20895 117134 KFNN	— *ex*SteelKing) D.F. *Mchy.Aft* 1*Dk2trB*	3586 — 2855					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo.*Mgrs*)	380·0|50·0|24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 231NHP AmericanS.B.Co.Clevelnd.		R
20896 LCGC	**Cadmus** 3*Dks* *Fitted for oil fuel*	1855 1013 1066					1926	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Bananfart (L.Harboe-Jensen &Co.*Mgrs.*)	267·3|39·2|22·0 P63*t*H150*t*F44*t*	Oslo Norwegian *WB*	T.3Cy 22½",36½"&61"-39" 232NHP KjbnhvnsFlydk.&Skbsv.		N
20897 149447 GKBD	**Caduceus** ssBry.No.2-36 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	4364 4105 2645	✠100A1 *with freeboard* 1,42~~3,41~~ Examined 7,41 ✠LMC MS12,35 BS5,41	~~NFL~~ Liv	z Lon	CL N5,40	1927 11mo *Lloyd*	Wm.Dob- son&Co. Newcastle 'sA&CP	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*) *CellDB*348'1188*t*	400·4|53·0|25·3 412·2(O.L.) F39' FK (*FPT*120*tAPT*198*t*	Newcastle British 6*BHCem* *Coll toSh dk* 5 " 2*nd* ")	T.3Cy.25½",42"&70"-48" (*s*) 180lb 410NHP 3SB(Spt)*9cf*,GS178,HS6900 N.E.MarineEngCoLd Nwc	27 " 10 s3 " 3 24 " 10	
20898 2159 IBPF	**Caffaro** 3*Dks* D.F. *Fitted for oil fuel*	6476 4703 3908					1924	Soc.Anon. Ansaldo SestriP'nente	LloydTriestino Soc.Anon.diNav.	408·8|53·7|28·2 394·5 B90'	Genoa Italian *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft Soc.Anon.Ansaldo, Sampierdarena		I
20899 28 IBQF	**Cagliari** Ⓟ D.F. 2*Dks&Shade dk3trB*	2322 2068 1408					1907	N.Odero fu A.&Co. SestriP'nente	"Tirrenia"Soc. Anon.diNav.	300·5|38·5|17·2 286·9 P15'B122'	Palermo Italian *WB*	T.3Cy.19⅝",32 11/16"&55⅛"-39⅝" 190NHP N.OderofuA.&Co.		I
20900 FOML	**Cagou** (*ex*Harraton-39) ssSld.No.2-37 *Mchy.Aft* 1*Dk(Stl)* *Well deck*	2795 2178 1586	✠ ... 5,40 ✠	Sld	t		1930 3mo	S.P.Austin &Son,Ld. Sunderland	Soc.Anon."Le Nickel" *CellDB*245'6	308·0|44·5|19·6 318·7(O.L.) Q180'F35' FK 32*tMT*12'415*tFPT*	Havre French 6*BHCem* 251*tAPT*67*t*	T.3Cy.21",35"&58"-39" 261NHP 2SB,*6cf*,GS116,HS4476 N.E.MarineEng.CoLd.Sld	21 " 9	
20901 TWBX	**Caïd Fasi** (*ex*Rebia,*ex*Wyoming) ssCff.No.1-11 *Well deck* 1*Dk*	598 469 350	✠ ... 8,13 ✠				1907 5mo	R.Thomp- son&Sons,Ld Sunderland	Uniond'Entre- prisesMarocaines (Cie.Orano Marocaine,*Mgrs.*)	176·0|29·8|13·0 Q85'B17'F28'	Kénitra Moroccan *WB*	T.3Cy.15½",25"&41"-27" Richardsons, 87NHP Westgarth&Co.Ld.Mdb.	13 " 0	V †
20902 TWCF	**Caïd Hassan** Iron&Steel (*ex*LaCorse, ssLon.No.3-10,05 *ex*Hermes,*ex*Loukkos, ssLon.No.1-09 *ex*Olive) 1*DkIrnframingStl plating*	477 434 218	✠ ... 3,13 ✠				1893 8mo	W.Harkess &Son Middlesbro	Union d'Entre- prisesMarocaines (Cie.Orano Marocaine,*Mgrs.*)	173·1|26·6|11·9 P23'F21' FK	Port Lyautey Moroccan *WB*	T.3Cy.15½",25"&41"-27" 92NHP Wstgrth,Englsh&Co.Mdb.	12 " 9	V. †
20903 TWDJ	**Caid-Kebir** (*ex*Memphis-38, *ex*Smerdis) ssLiv.No.3-9,35 ssCsb.No.1-39 *Mchy.Aft* 1*Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed* '40	957 — 571	✠100A1 *Shelter dk* *with freeboard* 10,39 ✠LMC7,39 SURVEYS DELAYED	Csb	l	CL 10,39	1917 3mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan 'sA&CP	Uniond'Entre- prisesMarocaines *CellDBuB*40'	200·4|30·7|12·1 19·1 FK *f*100'196*t FPT*81*t*	Casablnca French 3*BHCem* *APT*13*t*	T.3Cy.16",26"&44"-33" (*s*) 180lb 149NHP 2SB,*4cf*,GS63,HS2712 W.Beardmore&Co.Ld Gls.	21 " 4 s6 " 2¼ 15 " 4	
20904 167165 GGLS	**Cairndale** (*Launched as* Erato) *OilEng* 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Mchy.Aft* D.F. E.S.D. *CruiserStern*	8129 7219 4826	✠100A1 6,40 ✠LMC1,39 *Carrying Petroleum in bulk*	Grk	c†	CL	1939 1mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP	TheAdmiralty *CellDBuE*70'	465·6|59·5|33·9 483·0(O.L.) P90'B41'F51' FK 156*t DTf*25' 282*tF*	London British 17*BH* *PT*145*t AP*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502HP DB*180lb* Harland&Wolff,Ld.Bel. *T*88*t*	34 " 0 s6 " 8½ 27 " 6½	
20905 149412 GMKR	**Cairnesk** ssLth.No.3-4,39 *Ref.Mchy.* 2*Dks(Stl)&* D.F. *Shelter dk(Stl)* *Strengthened for Navigation in Ice*	5007 4487 3015	✠100A1 *with freeboard* 12,41~~5,40~~ ✠LMC MS4,39 BS~~3,40~~ 6,41 ✠Lloyd'sRMC~~3,41~~10,41	~~Lth~~ Shl	z	CL ~~3,39~~ N12,41	1926 7mo *Lloyd*	W.Pickers- gill&Sons,Ld Sunderland 'sA&CP	CairnLine ofStm- ships,Ld.(Cairns, Noble&Co.*Mgrs.*) *CellDB*343'1331*t* *DTa*34'863*t*	401·8|55·3|26·3 418·8(O.L.) F49' FK (*FPT*107*tAPT*52*t*	Newcastle British 7*BHCem* *Coll to Shdk* 5 " 2*nd* " 1 " 3*rd* ")	3 Steam Turbines DR geared to 1 Sc. Shaft 180lb (*s*) 530NHP 3SB(Spt)*9cf*,GS150,HS6645 ParsonsMarineSteam FD TurbineCo.Ld.Nwc.	28 " 9 s3 " 3½ 25 " 8	
20906 165950 MMXK	**Cairngorm** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	394 261 202	✠100A1 7,41~~3,40~~ 7,41 ✠LMC~~9,38~~ ✠~~LMC(M)3,40~~	~~Trn~~ Npt	f	OG ~~N2,40~~ ~~11,40~~ 7,41	1938 9mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel 'sA&CP	Wm.Robertson	140·0|25·5|9·2 145·8(O.L.) P37'Q52'F16' FK *CellDB*81'92*tFPT*	Glasgow British 3*BHCem* 48*tAPT*19*t*	Oil Engines 4S C.SA 8Cy.11"-17 11/16" ~~84NHP~~ 49RHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 " 6 s3 " 8 11 " 5¼	
20907 140718 GQKM	**Cairnvalona** ssLth.No.3-3,30 *Ref.Mchy* ssLth.No.2-38 D.F. 2*Dks(Stl)&* *Shelter dk(Stl)*	4929 4487 2971	✠100A1 *Shelter dk* *with freeboard* 1,426~~,41~~ ✠LMC MS2,38 BS~~6,40~~1,42 ✠Lloyd'sRMC~~6,41~~1,42	~~Lth~~ Shl	z	CL N5,39	1918 8mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland 'sA&CP	CairnLine of Stm- ships,Ld.(Cairns, Noble&Co.*Mgrs.*) *CellDB*365'1250*t*	415·2|53·1|25·2 430·0(O.L.) FK *Coll* *FPT*108*tAPT*155*t*	Newcastle British *Cem* *BH to Sh dk* 5 " " *U* " 1 " " 2*nd* " *only*	T.3Cy.28",46"&75"-51" (*s*) 180lb 550NHP 3SB,*9cf*,GS184,HS8033 FD Blair&Co.Ld.Stockton	27 " 9 s3 " 2½ 24 " 10	
20908 DORS	**Cairo** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	4778 3707 2741					1936	Frd.Krupp Germaniawft A.G. Kiel	Atlas-Levante LinieA.G.	408·5|56·6|21·4 F25'	Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.25 9/16"-49 3/16" 796NHP Fr.KruppGermaniawftAG		G
20909 129183 GQCL	**Cairo City** Ⓟ (*ex*Iphigenia-33, *ex*Elmina, 2*Dks&Shelter dk* *ex*Albertville) *Fitted for oil fuel*	4792 4249 2997					1906	A.Stephen &Sons,Ld. Glasgow	FentonS.S.Co.Ld.	380·4|47·4|22·9	London British *WB*	T.3Cy.29",46"&77"-51" 424NHP A.Stephen&Sons,Ld.Gls.		V
20910 161589 GYPJ	**Caithness** *OilEng* ssNwcNo.1-40 D.F. 1*Dk&Shelter dk* *Tonnage opening closed* '41(*W.E.*) *Cruiser Stern*	4970 4580 3026	✠100A1 *with freeboard* ~~12,41~~~~1,41~~ 4,42 DBS4,42 ✠LMC11,35 ✠LMC(M)1,38	~~Hul~~ ~~Cal~~ Gls	a† 2	CL ~~3,40~~ 12,41	1935 11mo *Lloyd*	W.Doxford &Sons.Ld. Sunderland 'sA&CP	B.J.Sutherland& Co.Ld. *CellDB*346'1174*t*	412·2|54·2|26·1 FK *MT*1236*tAPT*191*t*	Newcastle British 7*BHptCem* (*Coll toSh d* 6 " 2*nd* ")	Oil Engines 2S.C.SA 3Cy.20½"-81⅛" 388NHP 2DB*120lb* W.Doxford&Sons,Ld Sld.	37 " 3 s10 " 11½ 26 " 6½	
20911 164255	**Calabar** Ⓟ *OilEng.* *Cruiser Stern* 1*Dk*	1932 1270 1097					1935	Harland& Wolff,Ld. Belfast	ElderDempster Lines,Ld.	249·4|41·2|16·3 P39'B96'F35'	Liverpool British *WB*	Oil Engines 2S.C.SA 5Cy.19⅝"-35⅜" 404NHP Harland&Wolff,Ld Bel		C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps	Registres
20912 5403 SMVA	**Calabria** *ss*Abg.No.3-10,29 *ss*Sbg.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1277* *1097* *709*	✠100A1 *Shelter dk* *withfreeboard* 2,41 ✠LMC MS4,38 BS3,40	Grk	*p*	OG 4,38	1916 6mo *Lloyd*	Oskrshmns M.V.Aktieb. Oskarshamn *sA&CP*	Rederiaktieb Svenska Lloyd (K.R.Bökman, *Mgr.*) *CellDB*203'347*tFPT*	236·2|37·7|24·0 13·0 FK	Gothenbrg Swedish 4*BHCem* 22*tAPT*21*t*	T3Cy.$19\frac{3}{16}$",31½"&51½"-33" 185lb (*s*) 204NHP 2SB(Spt),6*cf*,GS87,HS3636 OskarshamnsM.V.Aktieb.	17 " 9 s " 2 17 " 9	
20913 212654 KDAW	**Calamares** Ⓟ TwinSc 2*Dks*&2*ptDks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* D.F. GyC. E.S.D.	7622 5891 4025					1913	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	470·4|55·3|30·8 P48'B245'F47'	NewYork Utd. States *WB*	Q8Cy23½"33½"47½"&68"-45" 620NHP Workman,Clark&Co.Ld.		(
20914	**Calanda** (*ex*Anita-40,*ex*Lettonia-40, *ex*Roehampton-38, *ss*Shl.2ndNo.3-5,38 *ex*MichaelL.-34, 1*Dk*(*Stl*) *ex*Helmsloch)	*4163* *3908* *2558*	✠100A1 7,41 ~~8,41~~ BS2,42 ~~BS3,41~~ ✠LMC5,38	NYk	*x*	CL 2,41	1913 9mo *Lloyd*	W.Pickers- gill&Sons,Ld. Sunderland *sA&CP*	SwissShippingCo. Ld. *CellDBa* 129'*uE&B*40'	380·0|52·2|25·7 391·0(O.L.) P31'B221'F36' FK *f*167'1178*tFPT*14	Basle Swiss 6*BHCem* 5*tAPT*181*t*	T.3Cy.26",42"&71"-48" (*s*) 180lb 395NHP 2SB,8*cf*,GS170,HS6312 J.Dickinson&Sons,Ld.Sld.	25 " 5 s 3 " 5½ 22 " 3½	
20915 143742 GDPT	**Calchas** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	10305 9303 6329					1921	Workman. Clark&Co.Ld Belfast	OceanS.S.Co.Ld. A.Holt&Co. *Mgrs.*)	490·8|62·4|39·6 P67'B121'F58'	Liverpool British *WB*	2SteamTurbinesDRgeared to2Sc.Shafts NE29 CammellLaird&Co.Bkn.		
20916 209763 KDZN	**Calcite** (*Self-Unloader*) *Mchy.Aft* D.F. GyC. 1*Dk*	3996 — 2459					1912	Detroit S.B.Co. Wyandotte	BradleyTransptn. Co.	416·0|54·2|29·0 F49' *WB*	Rogers City,Mich. Utd.States	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitSB CoDetroitMich.		F
20917 140563 MJBD	**Calcium** *ss*Liv.No.3-3,30 *Mchy Aft Well deck* *ss*Bkn.No.2-38 *Cargo battens not fitted* 1*Dk*(*Stl*)	613 448 280	✠100A1 2,40 ✠LMC MS4,38 BS7,40	Liv	*i*	CL 11,39	1918 3mo *Lloyd*	G.Brown& Co. Greenock *sA&CP*	I.C.I.(Alkali)Ld. *CellDBf*105'162*t*	180·4|28·1|10·8 187·2(O.L.) B9'Q52'F27' FK *FPT*62*tAPT*38*t*	Liverpool British 3*BHCem*	T.3Cy.15",25"&40"-27" (*s*) 180lb 81RHP 1SB,3*cf*,GS67,HS1798 McKie&Baxter,Glasgow	12 " 9 s 1 " 3½ 11 " 7	
20918 20373 JBCD	**Calcutta Maru** 2*Dks*	5339 4826 3214	✠ ... 12,21 ✠				1917 7mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen K.K.	400·0|54·5|30·0 P39'B121'F40' FK	Tokyo Japanese *WB*	T.3Cy.26½",44½"&75"-48" 490NHP MitsuBishiD.&E.Wks.Nag	30 " 0	C †
20919 140618 VJGV	**Caldare** TwinSc *ss*Syd.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) *Cruiser Stern*	760 551 281	✠100A1 ~~8,41~~ ~~1,41~~ 1,42 BS~~1,41~~ ✠LMC1,39 1,42	Syd	*j*	CL 1,40	1930 12mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *sA&CP*	AustralianSteam- shipsProprietary, Ld.(*Man.Agents,* HowardSmithLd.) *CellDBuE*7'*f*86'1	165·5|36·6|11·2 P35'F32' FK 66*tDTf*13'65*tFPT*	SydneyNSW British 4*BHCem* s44*tAPT*48*t*	T.6Cy.12",21"&34"-24" (*s*) 180lb 175NHP 2SB,4*cf*,GS83,HS3406 J Lewis&Sons,Ld.Abn.	13 " 3 s 1 "4¼ 12 " 0¾	
20920 2162 IBTJ	**Caldea** *OilEng.* D.F. 2*Dks*	2703 1863 1622					1927	Cant.San RoccoS.A SanRocco	"Adriatica" Soc. Anon.diNav.	308·2|41·8|20·2 290·8 P&B185'F35'	Genoa Italian *WB*	Oil Engines 4S.C.SA 6Cy.$24\frac{3}{16}$"-$43\frac{5}{16}$" 357NHP StabilimentoTecnico,Tri.		I
20921 143142 GBWZ	**Calderon** 1*Dk*&*Shelter dk*2*trB*	1374 1094 540					1919	CaledonSB &E.Co.Ld Dundee	MacAndrews&Co. Ld.	270·6|38·1|16·2	London British *WB*	T.3Cy.21",34"&56"-39" 277NHP CaledonS.B.&E.Co.Ld.		C
20922 155314 VJGX	**Caledon** *ss*Syd.No.3-6,39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1083 739 582	✠100A1 5,41 ~~5,40~~ BS~~5,40~~ ✠LMC6,39 5,41	Syd	*m*	CL ~~6,38~~ 5,41	1927 7mo *Lloyd*	Burntislnd S.B.Co.Ld Burntisland *sA&CP*	AustralianSteam- shipsProprietary, Ld.(*Man.Agents.* HowardSmithLd.) *CellDBuB&f*152'232*tFPT*	215·3|32·4|13·3 223·5(O.L.) B11'Q132'F28' FK	SydneyNSW British 3*BHCem* 70*tAPT*53*t*	T.3Cy.16",26"&43"-33" (*s*) 180lb 154NHP 2SB,4*cf*,GS67,HS2904 D.Rowan&Co.Ld.Glasgow	15 " 6 s 4 " 6 14 " 9	
20923 LJCO	**Caledonia** D.F. *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	9892 9190 5901					1936	Deutsche WerftAGBet Finkenwrder Hamburg	Lorentzen'sSkibs. A/S(Lorentzen's RederiCo.*Mgrs.*)	492·9|66·1|36·4 P130'F75'	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-$43\frac{5}{16}$" 1165NHP AllgemeineElecGes.Berlin		N
20924 6545 SMRA	— (*ex*Orvar) *ss*Got.2ndNo.3-5,38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1268* *1061* *663*	✠100A1 *Shelter dk* *withfreeboard* 11,41 ~~6,40~~ ✠LMC MS12,37 BS~~7,40~~ 4,41	~~Nwe~~ Bry	*p*	OG 9,38	1913 12mo *Lloyd*	Oskrshmns M.V.Aktieb. Oskarshamn *sAP*	Rederiaktieb. SvenskaLloyd(K. R.Bökman,*Mgr.*) *CellDBa*66'*uE&*	227·7|36·7|16·0 240·0(O.L.) *B on Shelter dk* 30' H105*t* FK *B*33'*f* 93'346*t FPT*	Gothenbrg Swedish 4*BHCem* 37*tAPT*33*t*	T3Cy.19",31½"&51½"-33"(*s*) 185lb 204NHP 2SB(Spt),6*cf*,GS87,HS3636 OskarshamnsM.V.Aktieb.	18 " 0 s " 3½ 17 " 10½	
20925 161981	— Ⓟ Pad *CruiserStern* 2*Dks*	624 437 282					1934	W.Denny &Bros.Ld. Dumbarton	CaledonianSteam PacketCo.Ld.	223·6|30·1|9·4 Q14'B114'	Glasgow British	T.3Cy.20",31½"&50"-60" 193NHP W.Denny&Bros.Ld.Dmb.		
20926 160195 GBNR	**Caledonian Monarch** D.F. E.S.D. 1*Dk*	5851 5441 3646					1928	Napier& Miller,Ld. Glasgow	MonarchS.S.Co. Ld.(Raeburn& Vérel,Ld.*Mgrs.*)	430·6|56·2|28·0 P49'B131'F45'	Glasgow British *WB*	Q.4Cy.25",35½",51"&72"-51" 870NHP J.Brown&Co.Ld.Glasgow		C
20927	**Caledonien** Ⓟ *OilEng.* *Ref.Mchy* 2*Dks*&*pt.dk* *CruiserStern*	7960					1939	Soc.Pro- vençale de Cnst.Nav. LaCiotat	CieGénérale Transatlantique	469·3|61·6|38·8 P49'B164'F42'	Havre French *WB*	Oil Engines 2S.C.SA 10Cy.28⅞"-$49\frac{3}{16}$" 1310NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		
20928 112205 CYMS	**Calgarian** (*ex*Glenellah) D.F. *Mchy.Aft* 2*Dks*	2272 2041 1454					1905	CaledonS. B.&E.Co.Ld. Dundee	CanadaSteamship Lines,Ld.	250·0|43·2|23·5 F37'	Hamiltn,O British *WB*	T.3Cy.19½",33"&54"-36" 175NHP CaledonSB.&E.Co.Ld.Dun		C
20929 160725 VGCB	Calgarolite TwinSc *ss*N.Yk.No.3-11,41 *OilEng* D.F. *Mchy.Aft* ~~*ss*Hfx.No.2-37~~ GyC. 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinalframing-bracketless system*	11941 11333 6270	✠100A1 ~~11,41,41~~ 4,42 11,41 ✠LMC CS~~5,37~~ DBS~~12,40~~ 11,41 ~~5,39~~ 1,41 *CarryingPetroleum in bulk*	~~NNs~~ NYk	*h*†	CL ~~8,39~~ P8,40 S3,42	1929 7mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *sA&CP*	ImperialOil.Ld., MarineDepart- ment (H.J. Rahlves,*Mgr.* *CellDBuE*65'163*t* *DTf*44'1314*tFPT*	521·5|70·4|38·7 542·0(O.L.) B37'F41' *After*B37' FK *T*245*tAPT*196*t* 4	Montreal British 17*BHptCem* *ptAsp* *BHto2nddk*	Oil Engines 2S.C.SA 12Cy.26¾"-$51\frac{3}{16}$" 1496NHP 2DB(WT) *270lb* Frd.KruppA.G.Kiel	38 " 9 s8 " 8¼ 30 " 4½	
20930 143707 GFJT	**Calgary** *ss*P.Nl.No.3-4,33 *ss*Ant.No.1-38 D.F. *Ref.Mchy.* 2*Dks*(*Stl*)	7206 6582 4486	✠100A1 2,42 ~~10,40~~ Examined 2,42 BS2,42 ✠LMC MS5,38 ~~BS5,40~~ 5,41	~~NYk~~ Hul	*b*†	CL 10,40	1921 2mo *Lloyd*	J.Brown& Co.Ld. Clydebank *sA&CP*	ElderDempster Lines,Ld. *CellDB*378'1299*tFPT*	440·1|59·2|31·1 P37'B188'F49 *T*142*tAPT*40*t* FK	Liverpool British 7*BHCem*	3 Steam Turbines DR geared to 1 Screw Shaft (*s*) 215lb 667NHP 4SB.12*cf*,GS199,HS9035 FD J.Brown&Co.Ld.Clydebnk	33 " 11 s 7 " 3½ 26 " 9¾	
20931 215976 WQBR	**Caliche** (*ex*ChestnutHill) *OilEng.* *Mchy.Aft* 2*Dks*&*Webframes* *Longitudinal framing* *CarryingPetroleum in bulk*	4767 4449 2923	✠ ... 1,21				1918 2mo	Pennsyl- vaniaS B.Co. Gloucester, N.J.	AmericanPetro- leumTranspt.Corp.	364·9|51·0|29·5 P95'B34'F31' FK	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 4Cy.29"-48" NE28 326NHP McIntosh&SeymourCorp. Auburn,N.Y.	31 " 3	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
20932 147871 GDJZ	**California** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. *Ref. Mchy.* 3*Dks* GyC. Sub.Sig. *Cruiser Stern*	16792 12093 9930					1923	A.Stephen &Sons,Ld. Glasgow	AnchorLineLd.	553·0 B270'B&F457'	70·4	38·[illegible]	Glasgow British *WB*	6 DR Geared Steam Turbines A.Stephen&Sons,Ld Gls.		C
20933 306 ICPO	— Ⓟ TwinSc4Mst (*ex*Albania) *ss*Tri.No.3-12,30 *ss*Nap.No.2-39 *Ref. Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl-ws*)3*rd dk*(*Stl*)*in No.*1 *hold* D.F. GyC.	13060 11776 7519	✠100A1 *Shelter dk with freeboard* 2,40 ✠LMC MS11,38 BS1,40 Lloyd'sRMC12,39 Nos. 1 & 2 'tween dks. not included. *Fitted for oil fuel* 12,20 *F.P. above* 150°F. NO LATER SURVEY REPORTED	Nap	*h*†	CL P2,38 S5,39	1920 12mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd's A&CP*	LloydTriestino. Soc.Anon diNav. *Cell DB* 446'2054*t* 1031*t DTa* 43'1395*t*	539·0 521·9 *F on Shltr dk*86' FK *DTf*25' *FPT*139*t*	64·0 *Collision* *APT*63*t*	43·9	Trieste Italian *pt Cem* *BH to S dk* 8 ,, ,, *U* ,,	4 Steam Turbines DR geared to 2 Screw Shafts 200lb (*r*) 1458NHP 1Aux.B*made*10*refitted*30 3DB(Spt),1Aux.B,*21cf*, GS449,HS19743 FD Scotts'S.B.&E.Co.Ld.Grk.	46 ″ 9 s15″6¼ 31 ″ 9	
20934 221170 KDRC	— TwinSc (*ex*Helen Vinmont, *ex*Agwismith) 3*Dks* *Fitted for oil fuel* *Mchy. Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	10388 10049 7886					1921	NwprtNws S.B.&D.D.Co NewprtNews	TheTexas Company	500·0	68·2	29·3	Wilmgton (Del.) Utd. States *WB*	T.6Cy.20½",35"&60"-42" 457NHP NewportNewsSB&DD.Co		R
20935 219775 KUKV	— (*ex*WestHixton) 2*Dks* *Fitted for oil fuel*	5441 — 3386					1920	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	StatesSteamship Co.	410·0 P43'B115'F47'	54·4	27·2	Portlnd,Or Utd. States *WB*	T.3Cy.28¾",47"&78"-48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
20936 OYCB	— TwinSc *OilEng.* D.F. 1*Dk&Awng dk* *Now "Pirailoide," see No.*38085 *in Supplement*	4576 4011 2831					1913	Akt.Bur-meistr&Wain Copenhagen	DetForenede Dampskibsselsk.	405·4 P47'B86'F45' 34·96	54·2	31·6	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 16Cy.21½"-28¾" 704NHP Akt.Burmeistr&Wain,Cpn		V
20937 LFDP	**California Express** TwinSc *OilEng.* *ss*L.An.No.2-42 ~~*ss*Rot.No.1-38~~ *Ref. Mchy.* 2*Dks*(*Stl-Weather dk ws*) Sub.Sig. 3*rd dk in forward holds* D.F. *Cruiser Stern*	3649 2956 2219	✠100A1 *with freeboard* ~~6,41~~ ~~11,40~~ 2.42 ✠LMC CS7,38 7,39 ✠Lloyd'sRMC~~11,40~~ 2,42 ~~5,41~~ for temp. 33° F.	~~Sea~~ LAn	*v*	CL 7,39	1934 1mo	Götaver-ken A/B Gothenburg *Lloyd's A&CP*	A/S Wenoka (S.Herlofson&Co. A/S, *Mgrs.*) *Cell DBuE&f* 158' *DTs a*695*t*	338·4 334·4 F154' 427*t* *FPT*35*t APT*60*t*	47·2	27·1	Oslo Norwegian FK 5*BHptCem* (*Coll to W dk* 4 ,, 2*nd* ,,)	Oil Engines 4S C.SA 16Cy.21⅝"-39⅜" 724NHP GötaverkenA/B,Got.	30 ″ 6 s 9 ″ 7 21 ″ 3	
20938 HPGA	**California Standard** TwinSc *Mchy. Aft* *OilEng.* *ss*Rot.No.3-6,38 1*Dk*(*Stl*)2*nd Dk*(*Stl*)*in fore hold* 2*nd*&3*rd Dk*(*Stl*)*aft*&*Web frames* D.F. GyC. *Cruiser Stern* *Longitudinal framing-bracketless system*	*11530* *10904* *6845*	✠100A1 ~~6,41~~12,41 DBS9,40 ✠LMC6,38 *Carrying Petroleum in bulk*	~~LAn~~ Bom	*y*†	CL ~~P12,38~~ S9,40 P12,41	1929 4mo	Frd.Krupp Akt Ges. Kiel *Lloyd's A&CP*	ForeignTankship Corporation *Cell DBu* E81'329*t DT*	513·5 B39'F44' FK *f*49'695*t FPT*285*t*	68·1	39·5	Panama Pnamanian 12*BHptCem* *ptAsp* *APT*185*t*	Oil Engines 2S.C.SA 8Cy.26¾"-51 3/16" 995NHP 2 Water Tube DB *200lb* 2DB*100lb* Frd.KruppA.G.Kiel	39 ″ 5 s9 ″ 10¼ 29 ″ 10[illegible]	
20939 166814 GQGD	**California Star** *OilEng* 2*Dks*,3*rd dk except in No.*5*hold* D.F. E.S.D. *Cruiser Stern* *Ref. Mchy*	8300 7273 5032	✠100A1 *with freeboard* 8,41 ~~2,41~~ ✠LMC12,38 ✠Lloyd'sRMC6,40~~11,41~~ 4,42 No. 5 upper 'tween dk. chambers for temp. 5° F. All other chambers for temp. 15° F.	~~Syd~~ Sng	*c*† 2¼	CL	1938 12mo	Akt.Bur-meistr&Wain Copenhagen *Lloyd's A&CP*	FrederickLeyland &Co.Ld. *Duct keel* *Cell*	447·2 463·9(O.L.) 230'F54' FK *fwd. of machy. space* *DB*387'1418*t Tanks*	60·2	36·0	London British *pt Cem* 7*BH* *at sides of tunnel*	Oil Engines 2S.C.DA 6Cy.24 7/16"-55½" 1236NHP 2DB*80lb* Akt.Burmeistr&Wain,Cpn 290*t FPT*67*t APT*199*t*	39 ″ 0 s 9 ″ 8¾ 29 ″ 8¼	
20940 IBHN	**Calino** Ⓟ TwinSc *OilEng.* D.F. GyC. 3*Dks* *Cruiser Stern*	5000					1939	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica" Soc. Anon.diNav.	373·2 B69'F39'	52·6	19·8	Venice Italian *WB*	Oil Engines 2S.C.SA 16Cy.22 1/16"-33⅛" 1360NHP Cant.RiunitiDell'Adriatico		
20941 204629 KJEN	**Calistoga** Ⓟ (*ex*Florida) 2*Dks*	2680 — 1516					1907	Maryland SteelCo. Sparro'Pt.Md	PugetSoundNav. Co.	298·0	45·0	16·1	S.Frncisco Utd. States	T.4Cy.24½",40"&(2)47"-42" 286NHP MarylandStl.Co.Sparr'Pt.		
20942 342 IBPI	**Calitea** Ⓟ TwinSc *OilEng.* 2*Dks* *Cruiser Stern*	4013 — 2086					1933	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica" Soc. Anon.diNav.	334·1 328·1 B62'	49·8	31·5	Trieste Italian *WB*	Oil Engines 2S.C.SA 14Cy.20½"-32 5/16" 1024NHP Soc.An"Fiat"S.G.M.Turin		I
20943 HPFA	**Calliope** TwinSc *OilEng.* D.F. *Mchy. Aft* *ss*N.Yk.No.3-7,39 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& E.S.D. *Web frames* *Longitudinal framing*	8426 — 5155	✠100A1 *Shelter dk with freeboard* ~~4,41 8,40~~ 11,41 DBS11,41 ✠LMC CS7,39 ~~DBS12,39 4,41~~ ~~12,39~~ 4,41 *Carrying Petroleum in bulk*	~~NYk~~ Bal	*l*†	CL 12,39	1926 8mo	Howaldts-werke Kiel *Lloyd's A&CP*	PanamaTrans-portCo. *Cell DBa&uE*93' 287*t DTf*36'275*t*	470·2 B34 F39 FK	63·2	35·3	Panama Pnamanian 18*BHptCem* *ptAsp* (13 *to U dk*) *FPT*182*t*	Oil Engines 2S C.SA 8Cy.23⅝"-41¾" 776NHP 3DB*70lb* 2 Water Tube DB-*200lb* Howaldtswerke,Kiel *APT*72*t*	35 ″ 6 s 8 ″ 6 27 ″ 4	
20944 220425 KDBY	**Calmar** (*ex*AlbertJeffress, *ex*EasternImporter) 2*Dks*&4*wng dk* D.F. *Fitted for oil fuel*	5787 4123 3585	✠ … 6,21 ✠				1920 4mo	MitsuiBus-sanKaisha Ld TamaDkyd	CalmarS.S.Corp.	385·0 FK	51·0	33·7	NewYork Utd. States *WB*	T.3Cy.26",43¾"&72"-48" 554NHP KobeSteelWorks,Ld.Kobe	36 ″ 0	I †
20945 212642 WKCP	**Caloria** (*ex*Chatham) *ss*N.Os.2ndNo.3-10,31 D.F. *ss*N.Os.No~~1-36~~2-41 1*Dk*(*Stl*)&*deep framing*& *Shelter dk*(*Irn*)	4095 3281 2543	✠100A1 *Shelter dk with freeboard* ~~3,42 2,41~~ 3,42 BS2,42 ✠LMC2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,12 *F.P. above* 150° F.	~~NOs~~ ~~Phl~~ Bos	*x*	CL ~~1,41~~ 3,42	1906 3mo	Armstrong Whitworth &Co Ld. Newcastle *Lloyd's A&CP*	StandardNav.Corp (StandardFruit& S.S.Co. *Mgrs.*) *Cell Db*	370·4 FK *aE*24'90*t FPT*105*t*	51·0	22·4	N.Orleans Utd. States 14*BHCem* *APT*91*t*	T.3Cy.26½",44"&72"-48" (*r*) 180lb 422NHP 3SB,*9rf*,GS177,HS6940 Blair&Co.Ld.Stockton	32 ″ 11 s 9 ″ 1½ 24 ″ 3	
20946 161681 GSJX	**Calshot** Ⓟ TwinSc 2*Dks* (*Tender*) *Fitted for oil fuel*	679 671 282	✠ … 11,31 ✠				1930 1mo	JI Thorny-croft&Co.Ld. Southampton	SouthamptnI.ofW. &S.ofEng.Royal MailStmPktCo.Ld.	147·8 BK8"	33·1	18·1	S'thamptn British *WB*	T.6Cy.13½"21½"&35"-27" 249NHP J.I.Thornycroft&Co.Ld	21 ″ 0	

1 Numero d'Ordre — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15
20947 147204 GCJV	**Calumet** ssP.Nl.No.3-9,35 *Ref. Mchy.* ssGls.No.1-40 D.F. 2*Dks*(*Stl*)	7268 6629 4462	✠100A1 4,41 ~~4,40~~ BS4,41 ✠Lloyd'sRMC~~12,40~~ 12,41 for temp. 25° F.	~~Gls~~ NYk ✠LMC3,40	*b*†	CL 4,40	1923 3mo *Lloyd*	J.Brown& Co.Ld. Clydebank *'sA&CP*	ElderDempster Lines,Ld. *Cell*	440·2 P37'B188 F49' FK *DB*378' 1421t *FPT*	59·2	31·1	Liverpool British 7*BHCem* 163t*APT*34t	3SteamTurbinesDR geared to 1 Sc.Shaft (*s*) 215lb 667NHP 4SB,*12cf*,GS199,HS9035 FD J.Brown&Co.Ld.	33 ″ 11 s7 ″ 3½ 26 ″ 9¾	
20948 204447 WNTV	— D.F. GyC. *Mchy.Aft* 1*Dk*	4641 — 3885					1907	DetroitS. B.Co. Wyandotte.Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	420·0 *WB*	52·2	29·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
20949 127606 KJEO	**Calvert** Ⓟ (*ex*Steamer) OilEng. 1*Dk*	545 — 370					1902	Neafie& Levy Philadelphia	SoundS.S.Lines, Inc.	180·0	40·0	10·3	Baltimore Utd.States	OilEngine6Cy.15"-18" NE39 Atlas-Imperial		
20950 PDIU	**Calypso** 2*Dks* *Fitted for oil fuel* *Ref.Mchy.* *Longitudingl framing*	2258 1653 1415					1911	Nederl. Schps.Maats. Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0 Q107'B77'F42'	42·0	19·2	Amstrdam Dutch *WB*	T.3Cy.21",35"&56"-39" 196NHP NedFb.v.Wrk&Spoor,Ams		V
20951	**Camagüey** ssHna.No.2-39 1*Dk* *Welldk*	*1399* *899* *815*	✠100A1 *withfreeboard* 11,41 ~~3,41~~ MS8,39 *Fitted for oil fuel* 4,31 *F.P. above* 150° F.	Hna BS11,41 ✠LMC ~~BS9,40~~	*o*	CL 8,41	1931 4mo *Lloyd*	Earle'sS.B. &E.Co.Ld. Hull *'sA&CP*	EmpresaNav.de Cuba,S.A. *Ce*	240·6 P&B143'F30' FK *llDB*201'295t *FPT*	37·1	12·6	Havana Cuban 4*BHptCem* 49t*APT*41t	T.3Cy.18",30"&50"-36" (*s*) 180lb 195NHP 2SB.*6cf*, ,HS3450 Earle'sS.B.&E.Co.Ld.Hull	14 ″ 6 s2 ″ 10½ 12 ″ 1¼	
20952 PUAO	**Camamú** (*ex*Steiermark) Sub.Sig. 2*Dks* *Longitudinal framing* *Fitted for oil fuel*	*5546* — *3510*					1911	Akt.Ges. "Vulcan" Stettin	LloydBrasileiro	399·8 F33'	52·7	24·4	R.Janeiro Brazilian	Q.4Cy.23",31½"47"&71"-47" NB30 345NHP A.G."Vulcan,"Stettin		V
20953 139631 VRBX	**Cambay Prince** (*ex*JollyIris-32, *ex*HaniIII, ssBom.2ndNo.3-10,34 *ex*B.A.H.W.No.16) 1*Dk* *Mchy.Aft*	455 342 249	✠ ... 9,37	Bom ✠			1913 6mo	C.H.Walker&Co.Ld. Sudbrook	CambayPrince S.S.Co.Ld.(J.Manners&Co.Ld.*Mgrs*)	158·0 P55'*BonQdk*13' F20' FK *FPT*38t*APT*8t	29·7	8·3	HongKong British 3*BHCem*	C.2Cy.15¼"&30"-20" 52RHP 1SB,*2pf*,GS36,HS1054 Plenty&Son,Ld.Newbury	9 ″ 4	C †
20954 147619 MLVR	**Camberwell** ssShl.No.3-7,36 *Well deck* 1*Dk*(*Stl*) Sub.Sig. *Cargo battens not fitted*	1577 1309 906	✠100A1 8,41 ~~9,40~~ Examined 8,41 ~~BS9,40~~	~~Shd~~ Shl BS8,41 ✠LMC7,36	*p*	CL ~~2,40~~ 8,41	1924 4mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle *'sA&CP*	SouthMetropolitanGasCo. *CellDB*175'352t *DT*29'105t *at sides of tunnel*	244·1 Q96'B51 F22' FK *FPT*86t	36·7	18·5	London British 6*BHptCem* *APT*45t	T.3Cy.18",30"&49"-33" (*s*) 180lb 182NHP 2SB,*6cf*,GS90,HS3260 N.E.MarineEng.CoLdNwc	20 ″ 6 s2 ″ 4½ 18 ″ 4	
20955 133529 PUNA	**Camboinhas** (*ex*Tiara-33) ssRio.2nd.No.3-6,38 *Cargo battens not fitted* 1*Dk*(*pt Irn pt Stl*)	*4068* *3747* *2557*	✠100A1 3,42 ~~7,40~~ 3,42 ~~BS7,40~~	Rio ✠LMC6,38	*w*	CL ~~7,39~~ 3,42	1913 4mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland *'sA&CP*	Cia.deCabotagem dePernambuco *C*	364·0 P29'B105'F34' FK *ellDBa*119'*uE&B*40'*f*158' 900t *FPT*	50·8	24·2	Prnmbuco Brazilian 6*BHCem* 7t*APT*158t	T.3Cy.25",42"&68"-45" (*r*) 180lb 341NHP 2SB,*6cf*,GS121,HS5312 N.E.MarineEng.Co.Ld.Sld	26 ″ 8 s4 ″ 8¾ 22 ″ 2	
20956 FNWC	**Cambraisien** 2*Dks*	3151 2919 1964	✠ ... 6,25	✠			1921 10mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	Cie.desBateaux àVap.duNord (Soc.Anon.deGérance et d'Armement,*Mgrs.*)	331·4 P29'B170'F39' FK	47·3	22·1	Dunkirk French *WB*	T.3Cy.24",40"&65"-45" 308NHP J.G.Kincaid&Co.Ld.Grk.	24 ″ 6	V †
20957 207568 WDDY	**Cambria** (*ex*E.H.Utley) D.F. *Mchy.Aft* 1*Dk*	6287 — 4861					1910	Detroit S.B.Co. Wyandotte	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	504·0 F44' *WB*	54·2	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitSBCo.Detroit		R
20958 14[illegible]971 MQBB	— Ⓟ TwinSc E.S.D. D.F. 3*Dks* Sub Sig *Tonnage opening closed '39*	3462 3010 1396	✠ ... 2,23	✠			1921 11mo	W.Denny& Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	380·6	45·2	17·2 26·2 BK7'	London British *WB*	4SteamTurbinesSRgeared to 2 sc. shafts 2717NHP W.Denny&Bros.Ld.Dmb.	18 ″ 6	BT till ~~12,41~~ 11,42
20959 120496 GQXZ	— TwinSc *Cable Vessel* ssPly.2ndNo.3-1,38 ssFal.No.1-38 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl-teak s*) E.S.D. &*pt lower dk*(*Stl*)*in holds*	1959 1817 1004	✠100A1 *Spar dk* 11,41 ~~7,40~~ Examined 11,41 ~~BS7,40~~	~~Hfx~~ Rio BS11,41 ✠LMC5,38	*s*	CL 7,40	1905 1mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle *'sA&CP*	Cable&Wireless Ld.(SirEdward Wilshaw,K.C.M.G. *Mgr.*) *CellDBa*52' *between & at sides of tunnels*	283·0 B84' FK&BK2' *uE*20'*f*122'*Tanks* 266t *FPT*	37·1	16·2 23·8	London British 5*BHCem* 35t*APT*70t	T.6Cy.16",26"&44"-33" (*r*) 190lb *110lb* 294NHP 2SB,*6cf*,GS109,HS4112 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 6 s4 ″ 6½ 22 ″ 3	
20960 102489 MNSB	— Ⓟ PadSp (*ex*Cambridge,*ex*Cambria) 1*Dk*	436 333 165					1895	H.McIntyre&Co. Alloa	P.&A.CampbellLd	225·0 Q10tH20t	26·1	9·4	Bristol British	C.2Cy.37"&67"-66" 304NHP Hutson&Son,Glasgow		
20961 146282 MLCZ	**Cambrian Coast** (*ex*Kinsale-33, *ex*CumberlandCoast, ssBrs.No.3-3,34 *ex*Gorilla) ssLiv.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)	763 594 343	✠100A1 *Shelter dk* *withfreeboard* 3,42 ~~2,41~~ MS9.38	~~Lth~~ Bkn BS10,41 ✠LMC ~~BS9,40~~	*k*	CL ~~9,38~~ 3,42	1922 2mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP*	CoastLines,Ld.	200·2 212·0(O.L.) FK (*CollBH to Sh dk,2BH to 2nd dk*) *CellDBuE*21'*f*120'193t*FPT*	31·1	11·9	Liverpool British 3*BHCem* 28t*APT*4t	T.3Cy.16",26"&42"-30" (*s*) 180lb 123NHP 2SB(Spt),*4cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 ″ 4 s ″ 6 14 ″ 0½	
20962 107216 WBCE	**Cambridge** Ⓟ *ex*Atlanta) 2*Dks*	1568 — 1053					1896	W.Cramp &Sons Philadelphia	Philadelphia& NorfolkS.S.Co. Inc.	225·3	42·1	14·2	Wilmgton, (Del.) Utd.States	T.3Cy.24",38"&62"-36" 231NHP W.Cramp&Sons,Phl.		
20963 FOLB	**Cambronne** ssNts.No 3-3,32 D.F. ssNts.No.1-36 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in Nos.1,2&3 holds* *Longitudinal framing in DB & at decks*	3059 2803 1904	✠100A1 8,39 BS7,39 SURVEYS DELAYED	Nts ✠LMC7,36	*u*	CL 11,38	1919 6mo *Lloyd*	Grangemth Dkyd.Co.Ld. Gr'ngemouth *'sA&CP*	Cie.Générale Transatlantique *Ce*	331·4 P33'B97'F28' FK *llDB*276'833t *FPT*	46·7	23·2	Nantes French 7*BHCem* 113t*APT*36t	T.3Cy.25",41"&68"-45" (*s*) 180lb 433NHP 3SB,*9cf*,GS155,HS6420 FD D.Rowan&Co.Ld.Glasgow	25 ″ 7 s4 ″ 0½ 21 ″ 9	
20964 220909 KDKL	**Camden** ssMob.No.2-28 *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *Fitted for oil fuel* *CarryingPetroleum in bulk*	6653 6125 4153	✠ ... 1,32	✠			1921 1mo	NewYork S.B.Corp. Camden, N.J.	Chas.Kurz&Co. Inc.(Pennsylvania ShippingCo.*Mgrs*)	419·5 P101'B36'F34' FK	56·5	33·3	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27 7/16",45"&75"-51" 601NHP NewYorkS.B.Corp.	33 ″ 4	R †
20965 164109 MMCT	**Cameo** ssGls.No.1-41 OilEng. *Mchy.Aft* 1*Dk* *Cruiser Stern*	946 667 504	✠100A1 8,41 ~~8,40~~ ~~✠LMC(M)3,40~~ ✠LMC8,40	~~Liv~~ Irv ~~✠LMC2,37~~	*l*	CL 8,40	1937 2mo *Lloyd*	A&J.Inglis Ld. Glasgow *'sA&CP*	Wm.Robertson *CellDB*129'20	202·2 210·8(O.L.) P53'Q79'F28' FK 6t *FPT*88t *APT*37t	32·8	12·7	Glasgow British 3*BHCem*	Oil Engines 2S.C.SA 8Cy.11"-19½" 87RHP Harland&Wolff,Ld.Gls.	15 ″ 0 s4 ″ 4½ 14 ″ 8½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks. &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated B. of Trade Cert.
20966 144002 GMNV	**Camerata** ssRot.No.2-39 D.F. 1*Dk*(*Stl*)	4875 4559 3006	✠100A1 ~~7,41~~ ~~2,40~~ ~~1,42~~ 4,42 ~~BS7,41~~ MS3,39	~~Mdb~~ Lon ✠LMC ~~BS4,40~~	*y*	CL 7,40	1931 5mo	JReadhead &Sons,Ld. SouthShields *Lloyd's A&CP*	LaTunisienneStm. NavigationCo.Ld. (F.C.Strick&Co. Ld.*Mgrs.*)	393·4 408·0(O.L.) P30'B117'F39' FK *Cell DB a&uE*147'*f* 175'1 133*t FPT*142*t*	53·8	26·6	Swansea British 6*BHCem* *APT*155*t*	T.3Cy.25",42⅝"&69"-48" (*r*) 200lb *120lb* 427NHP 2SB,6*cf*,GS127,HS5754 FD J.Readhead&Sons,Ld.SShl	29 ″ 0 s 5 ″ 7¼ 23 ″ 7¼	
20967 144242 GDXS	**Cameronia** Ⓟ TwinSc ssGls.No.3-8,33 ssGls.No.1-38 2*Dks*(*Stl*)&*Shelter dk* D.F. E.S.D. (*Stl-ptws*)3*rd dk*(*Stl*)*in holds* Sub.Sig. *Ref.Mchy* *Cruiser Stern* GyC.	16297 12067 9607	✠100A1 *Shelter dk* *with freeboard* 11,41 ~~10,40~~ ~~BS12,40~~ ✠Lloyd'sRMC~~8,40~~ 11,41 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Gls BS11,41 ✠LMC10,37		CL 5,39	1920 9mo	W.Beard- more&Co.Ld. Glasgow *Lloyd's A&CP*	AnchorLineLd.	552·4 575·0(O.L.) B&F455'*on Shelter dk* FK *CellDBa&uE&B*258'*f*143'2035*t DTs in Nos* 1,3&4 *holds* 3451*t F.W. tanks* ~~*at sides of tunnels*~~ *in way of tunnels*28'320*t*	70·4	38·8	Glasgow British *ptCem* 10*BHtoS dk*	6SteamTurbines DR geared to 2 sc.shafts (*s*) 220lb HS29164 2550NHP 3DB&3SB,36*cf*,GS744 FD W.Beardmore&Co Ld. 30'421*t FPT*98*t APT*102*t*	42 ″ 9 s 12·3½ 30 ″ 9¾	BT till ~~10,41~~ 11,42
20968 137796 GQYX	**Camito** Ⓟ TwinSc Sub.Sig. *Ref.Mchy.* D.F. E.S.D. 4*Dks*	6833 5204 3972					1915	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	426·3 P40'B195'F47'	54·2	30·4	Glasgow British *WB*	T.6Cy.23½",39½"&67"-48" 622NHP A.Stephen&Sons,Ld.Gls.		C
20969 220607 KDEW	**Camor** (*ex*Paco,*ex*Philip Publicker) ssBal.No.3-8,31 D.F. ssBal.No.2-39 1*Dk*(*Stl*)	2398 1988 1439	✠100A1 2,41 BS7,40 *Carrying oil fuel F. P. above* 150° F. *or Molasses in bulk* *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	NYk ✠LMC7,39	*r*	CL 7,39	1920 9mo	McDougall DuluthSBCo Duluth,Minn A&CP	Procter&Gamble ManufacturingCo.	251·0 P25'B64'F22' FK *CellD B*206'537*t FPT*60*t*	43·7	22·2	Cincinnati Utd.States 10*BH* *APT*82*t*	T.3Cy.19",32½"&54"-40" (*s*) 190lb 262NHP 2SB,4*cf*,GS100,HS3828 FD McDougall-DuluthS.B.Co.	24 ″ 3 s 3 ″ 2½ 21 ″ 2½	
	"Remsen Heights," *see No.* 38307 *in Supplement*															
20970 124202 VGPF	**Camosun** Ⓟ (*ex*PrinceCharles-40, *ex*St.Margaret, *ex*Chieftain) ssGls.No.1-11 1*Dk*(*Stl*)&*Shelter dk* *Fitted for oil fuel*	1344 450 767	✠ 5,12	Gls ✠	*n*		1907 8mo	AilsaS.B. Co.Ld. Ayr	UnionSteamships, Ld.	241·7 BK7½" *CellDBuE*34'*f*80'143*t APT*12*t*	33·1	11·1	Vancouvr, B.C. British 5*BHCem*	T.3Cy.21½",35"&58"-36" 257NHP 2SB,6*cf*,GS135,HS4442 ClydeS.B.Co.Ld.P.Gl.	12 ″ 0	C †
20971 EEGP	**Campalans** TwinSc ssVal.No.1-40 1*Dk* *Mchy.Aft* *Longitudinal framing-bracketless system*	1060 874 498	✠100A1 2,40 *Carrying oil in bulk F. P. above* 150°F. *Fitted for oil fuel* 8,34 *F.P. above* 150°F.	Val LMC2,40		CL 2,40	1934 8mo	HijosdeJ. BarrerasS.A. Vigo *Lloyd's A&CP*	Cia.Arrendataria del Monopolio de PetroleosS.A.	180·1 Q56'F34' FK *Trunk*90' *CellD BuE*19'20*t FPT*12*t*	35·1 36·5	13·4	Barcelona Spanish 7*BHptCem* *ptAsp* *APT*31*t*	C.4Cy.13½"&27"-18" (*s*) 125lb 140NHP 2B,3*cf*, HS2868 FD NB22 *fitted*40 HijosdeJ.BarrerasSA Vigo	13 ″ 6 s ″ 9¾ 12 ″ 9¾	
20972 FNBA	**Campana** Ⓟ TwinSc *Ref.Mchy.* 5*Dks* D.F. *Fitted for oil fuel* *Cruiser Stern*	10816 7447 6463					1929	Swan, Hun ter&Wigham Richardson Ld Newcastle	Soc.Gén.deTransp. Mar.àVap.	510·6 P50'B233'F82'	67·0	32·1	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 sc. shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		IV
20973 890 IBRF	**Campania** (*ex*WarBracken) ssGen.No.3-5,24 ssGen.No.1-28 D.F. 1*Dk*	5247 4740 3184	✠ … 10,32	✠			1918 1mo	Caird&Co. Ld Greenock	DittaLuigiPitta- lugaVapori	409·0 400·5 P50'B113 F39' FK	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 490NHP Caird&Co.Ld.Greenock	31 ″ 0	I †
20974 EAFA	**Campas** TwinSc ssBbo.No.1-37 D.F. *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of cargo tanks & Web frames* *Longitudinal framing-bracketless system*	6276 5343 3748	✠ ~~[illegible]~~ 4,42 ~~DBS8,39~~ ~~3,42~~ *Carrying Petroleum in bulk*	Bbo ~~✠LMC[illegible]~~	*z*	CL 9,37	1932 3mo	Echevar- rieta y Larrinaga Cadiz *Lloyd's A&CP*	Cia.Arrendataria delMonopolio de PetroleosS.A.	405·5 P102'B26'F35' FK *CellDBuE*79'464*t FPT*109*t*	57·8	30·1	Barcelona Spanish 17*BH* *APT*229*t*	Oil Engines 4S.C.SA 12Cy.23⅝"-47¼" 622NHP 2DB*150lb* Akt.Burmeistr&Wain,Cph	30 ″ 2 ~~s 5 ″ 8~~ ~~25 ″ 2~~	
20975 EACR	**Campeche** TwinSc *OilEng.* *Mchy.Aft* ssBbo.No.2-41 ~~ssBbo.No.1-39~~ 1*Dk*&2*nd dk clear of cargo tanks* *Longitudinal framing-bracketless system*	6382 5477 3692	✠100A1 4,41 ~~7,39~~ 5,41 ~~DBS7.39~~ *Carrying Petroleum in bulk*	Bbo 5,41 ~~✠LMC7,39~~	*z*	CL ~~6,39~~ 4,41	1934 4mo	Soc.Espan- ola deConst. Naval Cadiz *Lloyd's A&CP*	Cia.Arrendataria delMonopolio de PetroleosS.A.	412·5 405·5 FK P102'B26'F35' *CellDBuE*79'228*t FPT*110*t*	57·7	30·2	Tarragona Spanish 17*BH* *APT*236*t*	Oil Engines 2S.C.SA 8Cy.23⅝"-40⅛" 776NHP 2DB*150lb* SocEspañola deConst.Nav. Bbo.	30 ″ 2 s 5 ″ 3 25 ″ 2	
20976 XCBS	— Ⓟ TwinSc (*ex*Belize-39) ssJck.2ndNo.3-4,38 1*Dk*&*Shelter dk* *Fitted for oil fuel*	*1498* *1191* *780*	✠ 10,39 *Shelter dk*	Jck ✠	*o*		1914 6mo	CaledonS. B.&E.Co.Ld. Dundee	MexicanGovt. (Operated by TransportesMari- timos,S.C.O.P.)	220·5 B94 F42'*onShltrdk* FK *CellDBa*52'*uE*18'*f*88'224*t FPT*28*t APT*18*t*	37·1	18·4	VeraCruz Mexican 4*BH Cem*	T8Cy(2)12⅝"(2)20"&(4)24"-24" 182NHP 2SB,4*cf*,GS78,HS2892 CaledonSB.&E.Co.Ld.Dun	20 ″ 6	
20977 PUUF	**Campeiro** TwinSc ssRio.2ndNo.3-3,36 1*Dk*(*Stl*)&*Awng dk*(*Stl*) ssRio.No.1-42	*2687* *2545* *1605*	✠100A1 *Awng dk* *with freeboard* 1,42 ~~11,40~~ ✠NB5,29 ~~MS8,36~~	Rio ✠LMC1,42 ~~BS11,40~~	*s*	OG ~~11,40~~ 12,41	1912 2mo	WoodSkin- ner&Co.Ld. Newcastle *Lloyd's A&CP*	LloydNacional Soc.Anon.	295·3 FK *CellDBa&uE*90'215*t FPT*112*t*	43·7	28·4	R.Janeiro Brazilian 5*BHCem* *APT*94*t*	T.6Cy.15",25"&41"-27" (*s*) 180lb 244NHP 2SB,6*cf*,GS131,HS4506 Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 0 s 5 ″ 3 20 ″ 4	
20978 EACY	**Campero** TwinSc E.S.D. *OilEng.* ssBbo.No.1-39 *Mchy.Aft* 1*Dk*&2*nd dk clear of cargo tanks* *Longitudinal framing-bracketless system*	6382 5477 3692	✠100A1 11,39 DBS11.39 *Carrying Petroleum in bulk*	Bbo ✠LMC11,39	*z*	CL 10,39	1934 5mo	Echevar- rieta y Larrinaga Cadiz *Lloyd's A&CP*	Cia.Arrendataria delMonopolio de PetroleosS.A.	412·5 405·5 FK P102'B26'F35' *CellDBuE*79'234*t FPT*107*t*	57·7	30·2	Malaga Spanish 17*BH* *APT*225*t*	Oil Engines 2S.C.SA 8Cy.23⅝"-40⅛" 776NHP 2DB~~*150lb*~~ SocEspañola deConst.Nav. Bbo.	30 ″ 2 s 5 ″ 2½ 25 ″ 2	
20979 PKER	**Camphuijs** 2*Dks*&*Awng dk* *Fitted for oil fuel*	2380 — 1492					1908	Nederl. Schps.Maats Amsterdam	Koninkl.Paketv. Maats.	315·3 P67'F74'	41·4	21·8	Batavia Dutch *WB*	T.3Cy.23⅝",37"&63"-48⅛" 261NHP NedFb.v.Wrk&SpoorAms		VL
20980 2164 IBRN	**Campidoglio** Ⓟ (*ex*Gastein-35) ssTri.No.3-6,19 1*Dk*&*Awng dk*3*trB* D.F. *Fitted for oil fuel*	3702 3035 2187	✠ … 11,28	✠			1910 1mo	Lloyd Austriaco Trieste	"Adriatica" Soc. Anon. di Nav.	346·3 335·0 B160' FK	45·5	26·0	Genoa Italian *WB*	T.3Cy.23¼",37"&66"-48" 390NHP LloydAustriaco,Trieste	28 ″ 5	I †
20981 1705 ILAQ	— (*ex*Active,*ex*Ameise, *ex*HellaDaitz,*ex*Peter) *OilEng.* 1*Dk*	399 — 204						AH.Arnold Germany	LaLigureRomana Soc.Anon.diNav. Marittima e Fluviale	159·3 154·1 H13'	28·1	9·4	Genoa Italian	Oil Engines 4S.C.SA 6Cy.10¼"-14⅛" 60NHP *E made*20 *fitted*23 Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		I

1 Numero l'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres où cot
20982	**Campilo** TwinSc *OilEng.* *For full particulars see No. 35921 in Supplement* *Longitudinal framing-bracketless system*	3970	100A1 *(ClassContemplated)* *CarryingPetroleum in bulk*				1941 Launched 11,36	UnionNav. deLevanteSA Valencia	**Cia.Arrendataria delMonopolio de PetroleosS.A.**	330·0	53·7	23·0	Spanish	Oil Engines 4S.C.SA 12Cy.19⅛"-39⅜" MaquinistaTerrestre y Maritima,Bcl.	23 ″ 0 s3 ″ 8 19 ″ 6¼	
20983 YPAX	**Campina** (*ex*Principele TwinSc BarbuStirbey-39, *ss*Gen.2ndNo.3-9,39 *ex*Artur vonGwinner) *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. No later survey reported	*3032* *2690* *1647*	100A1 9,39 BS12,40 LMC9,39 *CarryingPetroleum in bulk* *Fitted for oil fuel*11,27 *F.P. above* 150° F.	Gen	*l*	CL 8,39	1912 *Lloyd*'*sA&CP*	J.Frerichs &Co.A.G. Einswarden	**SteauaRomana Soc.Anon.**	298·2 P71'F34' FK *APT*139*t*'*Tween dk*	44·2	24·7	**Constntza** Roumanian 13*BHCem* 8 „ *to 2nd dk* *tanks*74*t*	T6Cy.19 5/16",30¾"&47¼"-29½" 185lb (*s*) 319NHP 2SB(Spt),6*cf*,HS4520 FD OttensenEisenwerkA/G. Altona	26 ″ 3	
20984 PUUG	**Campinas** (*ex*Posteiro) TwinSc *ss*Rio.2ndNo.3-4,33 *ss*Rio.No.1-39 1*Dk*(*Stl*)	*2306* *1604* *1390*	✠100A1 2,41 BS2,41 ✠LMC2,39	Rio	*r*	CL 2,41	1909 11mo *Lloyd*'*sAP*	Armstrong Whitworth &Co.Ld. Newcastle	**LloydNacional Soc.Anon.**	275·0 P26'B161'F30' FK *CellDBa*68'*uE*16'	43·5	16·0	**R.Janeiro** Brazilian 5*BHCem* 160*tFPT*86*t*	T.6Cy.15¼",25⅜"&41⅛"-27" 180lb (*r*) 232NHP 2SB,6*cf*,GS122,HS4160 Richardsons,Westgarth& *APT*110*t* Co.Ld.Mdb.	17 ″ 6 s1 ″ 6½ 16 ″ 4	
20985 EAAH	**Campoamor** TwinSc *OilEng.* D.F. *ss*Bcl.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks & Web frames* *Longitudinal framing-bracketless system*	7873 6912 ~~4445~~	✠ 7,42 DBS6,40 ✠~~LMC6,40~~ *CarryingPetroleum in bulk*	Bbo	*c*†	CL 5,40	1931 2mo *Lloyd*'*sA&CP*	CiaEuskal- duna deConst Bilbao	**Cia.Arrendataria delMonopolio de PetroleosS.A.** *CellD*	455·0 P113'B31'F34' FK *BuE*79'293*tFPT*1	59·0	34·0	**Bilbao** Spanish 19*BHptCem* 59*tAPT*224*t*	Oil Engines 4S.C.SA 14Cy.23⅝"-43 5/16" 754NHP 2DB-150*lb* Maschfbk.Augsburg- Nürnberg,Augsburg	34 ″ 0 ~~s7 ″ 4½~~ ~~26 ″ 9½~~	
20986 EAEC	**Campomanes** TwinSc D.F. *OilEng.* *ss*Bcl.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks & Web frames* *Longitudinal framing-bracketless system*	6276 5343 3748	✠100A- 12,40 DBS6,40 ✠LMC12,40 *CarryingPetroleum in bulk*	Bcl		CL 11,40	1932 3mo	Soc.Española deConst. Naval Cadiz	**Cia.Arrendataria delMonopolio de PetroleosS.A.** *CellD*	405·5 P102'B26'F35' FK *BuE*79'464*t FPT*1	57·9	30·2	**Cadiz** Spanish 17*BH* 09*tAPT*229*t*	Oil Engines 4S.C.SA 12Cy.23¾"-47¼" 622NHP 2DB-150*lb* Akt.Burmeistr&Wain,Cpn	30 ″ 2	
20987 104 IOVW	**Campopisano** (*ex*Isabella-36, *ex*Scheveningen) *Mchy.Aft* 1*Dk*	344 257 166					1917	N.V.v.d. Kuy&v.d. Ree'sSchpsw. Rotterdam	**Società di Monteponi**	141·4 132·1 Q56'B9'F15'	23·1	11·0	**Savona** Italian *WB*	T.3Cy.9½",15¾"&26¼"-20" 32NHP N.V.v.d.Kuy&v.d.Ree's Mch.Rot.		I
20988 PUAP	**Campos** (*ex*Asuncion) 2*Dks*3*trB*	4663 3824 3018					1894	Blohm& Voss Hamburg	**LloydBrasileiro**	376·1 P&B226'F54'	46·1	27·2	**R.Janeiro** Brazilian	Q4Cy21½",31½",46"&66"-48" 302NHP Blohm&Voss,Hamburg		
20989 PUAQ	**Campos Salles** Ⓟ (*ex*Alfenas, *ex*SanNicolas) 2*Dks*3*trB* *Fitted for oil fuel*	4739 3845 3041					1897	Blohm& Voss Hamburg	**LloydBrasileiro**	375·8 P&B226'F54'	46·3	27·5	**R.Janeiro** Brazilian *Wb*	Q.4Cy.21⅛",31⅛",46"&66½"- 50¾" 314NHP Blohm&Voss,Hamburg		C
20990 EAXA	**Camprodon** TwinSc *ss*Val.No.1-40 *Mchy.Aft* 1*Dk* *Longitudinal framing-bracketless system*	1024 919 ~~447~~ 498	✠100A1 3,40 ✠LMC3,40 ✠NB36*fitted*6,38 *Carrying oil in bulk F.P. above* 150° F. *Fitted for oil fuel* 5.34 *F.P. above* 150°F.	Val	*k*	2,40	1934 5mo *Lloyd*'*sA&CP*	Corcho HijosS.A. Santander	**Cia.Arrendataria delMonopolio de PetroleosSA.** *Cell*	180·1 36·5 FK Q56'F34' *Trunk*90' *DBuE*19'20*t FPT*	35·1	13·4	**Barcelona** Spanish 7*BHptCem* *ptAsp* 42*tAPT*31*t*	C.4Cy.13½"&27"-18" (*s*) 125lb 127NHP 1SB,3*cf*,HS2551 FD Hijos deJ.BarrerasSA Vigo	13 ″ 6	
20991 148282 GBJW	**Campus** *ss*Cff.No.1-39 D.F. *ss*Lth.No.3-3,35 1*Dk*(*Stl*	3667 3403 2250	✠100A1 ~~3,41~~ ~~11,40~~ 2,42 BS5,41 ✠LMC5,39	~~Lth~~ ~~NE1~~ Gls	*u*'	CL ~~11,40~~ N2,41	1925 3mo *Lloyd*'*sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	**TempusShipping Co.Ld (W.H.Seager &Co.Ld.***Mgrs.*) *CellD*	362·5 P33'B221'F30' FK *B*317'1042*tFPT*80*t*	50·9	22·5	**Cardiff** British 6*BHCem* *APT*100*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb 369NHP 3SB,9*cf*,GS165,HS6120 N.E.MarineEng.CoLdNwc	24 ″ 8 s3 ″ 0 21 ″ 10¾	
20992 EADS	**Campuzano** TwinSc *OilEng.* ~~*ss*Bbo.No.2-41~~ *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) D.F. *clear of cargo tanks* *Web frames* *Longitudinal framing-bracketless system*	6320 5471 3635	✠100A1 3,41 DBS3,41 ✠LMC3,41 *CarryingPetroleum in bulk*	Bbo	*z*	CL 3,41	1932 9mo *Lloyd*'*sA&CP*	UnionNav. deLevanteSA Valencia	**Cia.Arrendataria delMonopolio de PetroleosS.A.** *CellDBuE*79'	414·0 P103'B31'F34' FK 338*tFPT*109*tAPT*	57·5	31·0	**Valencia** Spanish 17*BH* 224*t*	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 622NHP 2DB150*lb* Akt.Burmeistr&Wain,Cpn	30 ″ 2 s5 ″ 3½ 25 ″ 1½	
20993 145464 CYKQ	**Camrose** (*ex*Glenarm,*ex*Veulettes, *ex*S.N.Parent) *Mchy.Aft* 1*Dk*	1564 1331 1005					1903	DetroitS.B Co. Wyandotte	MarineIndustries, Ld.	245·8 Q88'F36'	41·0	15·3	**Montreal** British *WB*	T.3Cy.18",25"&42"-30" 97RHP DetroitS.B.Co.Detroit		
20994 163555 MBCC	**Camroux I** *OilEng.* *ss*Bly.No.2-41 ~~*ss*Shl.No.1-39~~ *Mchy.Aft* 1*Dk* *CruiserStern Cargo battens not fitted*	324 236 151	✠100A1 5,42 ~~11,40~~ ~~10,41~~ ✠LMC10,41 ~~✠LMC CS2,39~~ ✠NE~~8,37~~10,41 ~~11,40~~	~~Shl~~ ~~Bry~~ Sld	*e*	OG ~~10,40~~ ~~5,41~~ 5,42	1934 12mo *Lloyd*'*sA&CP*	J.Pollock Sons&Co.Ld. Faversham	**NewcastleCoal& ShippingCo.Ld.** *CellDB*77'11	130·0 P37'F19' FK 3*t FPT*51*t APT*25*t*	25·1	8·7	**London** British 3*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 6Cy.11½"-13½" 140NHP EWiddop&CoLdKeighley	10 ″ 9 s1 ″ 0½ 9 ″ 9½	
20995 163567 MBGY	**Camroux II** *OilEng.* *ss*Gms.No.2-41 ~~*ss*Shl.No.1-39~~ *Mchy.Aft* 1*Dk* *CruiserStern Cargo battens not fitted*	324 235 151	✠100A1 ~~8,39~~11,41 ✠NE11,37 ✠LMC11,41	~~Shl~~ Gms	'*e*	OG ~~N8,39~~ 8,41	1935 2mo *Lloyd*'*sA&CP*	J.Pollock Sons&Co.Ld Faversham	**NewcastleCoal& ShippingCo.Ld.** *CellDB*77'11	130·0 P37'F19' FK 3*tFPT*51*tAPT*25*t*	25·1	8·7	**London** British 3*BHptCem* *ptAsp*	Oil Engines 4S.C SA 6Cy.11 1/16"-17 11/16" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 9 s1 ″ 0¾ 9 ″ 9½	
20996 164554 MKMV	**Camroux III** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	409 298 257	✠100A1 11,41 ~~9,40~~ Examined ~~9,40~~11,41 ✠LMC11,35	~~Brs~~ Bry	*g*	OG ~~12,38~~ 11,41	1935 11mo *Lloyd*'*sA&CP*	Smith's DockCo.Ld. S.Bank,Mdb.	**Q.M.Camroux&Co. Ld.(D.G.Harris,** *Mgr.*) *CellDB*105'133*t*	161·5 P37'F22' FK *FPT*64*tAPT*19*t*	26·1	9·4	**London** British 4*BHptCem*	Oil Engines 4S.C SA 6Cy.11"-17 11/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 6 s1 ″ 7½ 10 ″ 0	
20997 166428 GMMF	**Camroux IV** *ss*Lon.No.1-41 *OilEng.* 1*Dk* *Mchy.Aft CruiserStern* *Now "Salcombe," see No. 38534 in Supplement*	590 361 306	✠100A1 ~~9,40~~ 11,41 ✠LMC~~4,38~~ 11,41	~~Bly~~ Lon	*h*	~~9,40~~ N2,41	1938 4mo *Lloyd*'*sA&CP*	N.V.T.van Duijvendijk's Schpsw. Lekkerkerk	~~**NewcastleCoal& ShippingCo.Ld.**~~ Osborn&Wallis Ld *Cell*	162·5 170·0(O.L.) P45'Q102'F17' FK *DB*102'163*tFPT*54	28·8	9·6	**London** British 4*BHCem* *tAPT*30*t*	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 94NHP HumboldtDeutzmotoren, A.G.Köln-Deutz	11 ″ 10 s4 ″ 2 11 ″ 5¾	
20998 FOHB	**Canada** Ⓟ TwinSc *Ref.Mchy.* D.F. 6*Dks*	9684 8286 5668					1912	Forg.&Ch. de la Médit. LaSeyne	**Cie.Générale de Nav.àVap.Cyp. Fabre(Fabre Line)**	476·0 B207'	56·5	33·8	**Marseilles** French *WB*	T6.Cy.30 5/16",49 13/32"&79 11/32"- 51 5/16" 900NHP Forg.&Ch.dela Medit.Msl.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
20999 6413 SDQN	**Canada** Ⓟ TwinSc3Mst *OilEng.* D.F. ssMmo.No.3-6,33 E.S.D. ssCpn.No.1-38 *2Dks(Stl)&Shelter dk(Stl)*	5527 4977 3412	✠100A1 *Shelter dk* *with freeboard* ~~7,41~~ ~~9,40~~12,41 DBS7,41 ~~DBS6,40~~ ✠LMC2,38 ✠LMC(M)1,40	~~NYk~~ ~~Bom~~ NYk	a†	OG ~~P11,38~~ S3,39 P12,41	1921 2mo	Aktieb. Götaverken Gothenburg Lloyd's*A&CP* *CellDB368'15*	RederiAktieb. Nordstjernan (A.A.Johnson, *Mgr.*) 00t *Wingtank a336*	426·9|56·2|26·1 FK *Collision* t *FPT*94t *APT*72t	Stockholm Swedish *Cem* *BH to Sh dk* 6 ,, ,, *U* ,	Oil Engines 4S.C.SA 12Cy.24$\frac{3}{16}$"-37$\frac{3}{16}$" DB-*80lb* 717NHP Aktieb.Götaverken,Got	30 " 0 s3 " 11½ 26 " 3¼	
21000	— (*ex*Federal-38, *ex*C.A.I.M.Primero) TwinSc *OilEng.* *Mchy.Aft* *1Dk*	991 — 754					1926	Deutsche WerftA.G. Hamburg	Cia.Argentina de Nav.Mihanovich Ltda.	217·6|38·0|10·1 Q19'B34'F20'	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 8Cy.9$\frac{3}{16}$"-13¾" 75NHP Motorenwerke vorm.Benz. Mannheim		
21001 6314 SDNO	**Canadia** *1Dk*	*1381* *1190* *730*					1920	Limhamns Skeppsv.A/B Limhamn	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	240·1|38·1|16·0 P&B185'F25'	Gothenbrg Swedish *WB*	T.3Cy.18",29½"&40"-31½" 128NHP LimhamnsSkeppsvarvA.B.		V
21002 HPOA	**Canadian** (*ex*GoldenWest-37, *ex*WestIvan) *2Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F. *Now named* "**Hokusei Maru**," *see letter* **H.**	5802 5113 3639					1919	J.F.Duthie &Co. Seattle,Wash	Cia.Colonial deNavegacion	410·3|54·2|27·7 P44'B115'F47'	Panama Pnamanian *WB*	T.3Cy.24¼",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
21003 125427 CYBJ	— D.F. *Mchy.Aft* *2Dks*	2214 2068 1444					1907	W.Dobson &Co. Newcastle	CanadaSteamship Lines,Ld.	248·3|43·0|22·8 F43	Montreal British *WB*	T.3Cy.19",32"&52"-36" 162NHP WllsndSlpwy.Co.Ld.Nwc		C
21004 167188 GQGV	**Canadian Star** *OilEng.* D.F. E.S.D. *2Dks,3rd dk except* *Ref.Mchy.* *in No. 5 hold* *CruiserStern*	8293 7273 6004	✠100A1 *with freeboard* ~~2,41~~11,41 ✠LMC2,39 ✠Lloyd'sRMC~~2,41~~ ~~7,41~~ 5,42 ~~11,41~~ No. 5 upper 'tween dk. chambers for temp. 5° F. All other chambers for temp. 15° F.	~~Cff~~ Avn	c† 2½	CL	1939 2mo	Akt.Bur- meistr&Wain Copenhagen Lloyd's*A&CP*	UnionCold Storage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *Duct keel forw* *Cell DB*387' 1418t	447·2|60·2|36·0 463·9(O.L.) P30'F54' FK *ard of mchy. space* *Tanks at sides of*	London British *ptCem* *7BHto Wdk* *tunnel* 290t	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55⅛" 1236NHP 2DB*80lb* Akt.Burmeistr&Wain,Cpn *FPT*67t *APT*199t	39 " 0 s9 " 8¾ 29 " 9	
21005 207479	**Canadiana** Ⓟ *2Dks*	974 — 427					1910	Buffalo DryDockCo Buffalo,N.Y.	CrystalBeach TransitCo.Inc.	209·7|45·0|15·8	BuffaloNY Utd.States	T.3Cy.20",32"&50"-36" 150NHP DetroitS.B.Co.Detroit		
21006 116576	**Canadoc** (*ex*Mars,*ex*E.A.S.Clarke, *ex*H.C.Frick) *Mchy.Aft* *1Dk2trB*	4580 4340 2894					1899	American S.B.Co. Cleveland,O.	PatersonSteam- shipsLd.	421·9|50·2|23·9 *WB*	Ft.William Ont. British	T.3Cy.20⅞",37½"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
21007 152787 VGDN	**Canadolite** TwinSc *OilEng.* D.F. ssMtl.No.3-7,38 GyC. *1Dk(Stl)&Shelter dk(Stl)* *Mchy.Aft* *& Web frames* *Longitudinal framing* *CruiserStern*	11309 10782 5781	✠100A1 *Shelter dk* *with freeboard* 4,40 ✠LMC CS5,38 DBS4,40 6,37 *Carrying Petroleum in bulk* (SEE FOOTNOTE *)	NNs	f†	CL SN7,38 P3,40	1926 4mo	Frd.Krupp Act.Ges. Kiel Lloyd's*A&CP*	ImperialOil,Ld., MarineDepart- ment (H.J. Rahlves,*Mgr.*) *CellDBuE*45'175t 133t*DTf*37'321t	510·9|68·2|37·9 B34'F42' FK *DTa*18' *FPT*292t *APT*205t	Montreal British *21BHptCem* *ptAsp* *20BHtoSdk* 1 ,, ,, *U* ,,	Oil Engines 2S.C.SA 8Cy.25$\frac{3}{16}$"-51$\frac{3}{16}$" 905NHP 2 Water Tube DB-*200lb* Frd.KruppA.G Kiel	38 " 0 s 9 " 1½ 29 " 2½	
21008 TCAY	**Canakkale** Ⓟ (*ex*Chanak-Kale, *ex*Lizard) *2Dks*	1332 — 634					1895	WBThmp- son&Co.Ld Dundee	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	246·5|33·7|16·2 P150'F52'	Istanbul Turkish *WB*	T.3Cy.23",38"&61"-48" 258NHP W.B.Thompson&Co.Ld		
21009 141478 CYGK	**Canatco** (*ex*CanadianGunner) *2Dks*	2415 2044 1455					1919	TheColling- woodS.B.CoLd Collingwood	CanadaAtlantic TransitCo.(C.H. Nicholson,*Mgr.*)	251·0|43·0|23·6 P24'B64'F23'	Montreal British *WB*	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld.		R
21010 132441 VJBX	**Canberra** Ⓟ TwinSc ssSyd.2ndNo.3-4,38 *Ref.Mchy.* *2Dks(U Stl-ws,2nd pt Stl)&* *Shelter dk(Stl-ws)&Shade dk* *(Stl-teak s)*	7710 6665 4094	✠100A1 *Shelter dk* *with freeboard* 2,42 ~~3,41~~ ~~12,41~~ BS2,42 ~~BS4,41~~ ✠LMC4,38	~~Syd~~ ~~Mel~~ Syd	b†	CL ~~S3,41~~ ~~P1,40~~ P2,42	1913 3mo	A.Stephen &Sons,Ld. Glasgow Lloyd's*A&CP*	AustralianSteam- shipsProprietary Ld.(*Man.Agents,* HowardSmithLd) *CellDBa*88'*u*	410·0|57·2|38·4 426·5(O.L.) FK *E&B*97'*f*140'949t *F*	Melbourne British *7BHCem* *PT*70t *APT*	Q.8Cy.24½",35",50"&70"-48" 215lb (s) FD 1202NHP 6SB,*24cf*,GS465,HS18808 A.Stephen&Sons,Ld.Gls 70t	41 " 7 s18 " 6½ 23 " 6	
21011 41765 JPLK	**Canberra Maru** ssKob.No.1-40 *OilEng.* *Ref.Mchy.* *2Dks,3rd dk except* *in aftermost hold* *CruiserStern*	6477 5837 3858	✠100A1 *with freeboard* 10,40 ✠LMC CS10,40 DBS10,40 10,40 ✠Lloyd'sRMC~~12,40~~ ~~7,41~~	Kob	b†	CL 7,39	1936 6mo	Mitsui Bussan Kaishi,Ld. Tama Lloyd's*A&CP*	OsakaSyosenK.K. *CellDB*327'939t *Tanks in way of*	424·7|57·4|36·1 F89' FK *tunnel* 88t *FPT*40t	Osaka Japanese *8BH* *APT*14t	Oil Engines 2S.C.DA 6Cy.24⅞"-55⅛" 1231NHP DB*100lb* MitsuiBussanKaisha,Ld Tama	36 " 1 s10 " 10¾ 25 " 4¼	
21012 EADL	**Candina** (*ex*FranciscaUravain, *ex*Petingaudet, ssBbo.2ndNo.3-6,28 *ex*Gloxinia) ssBbo.No.3-10,39 D.F. *1Dk(Irn)&deep framing*	2587 2365 1616	✠100A1 10,39 ✠LMC BS5,39 MS10,39	Bbo	l	OG 10,39	1897 1mo	TyneI.S.B. Co. Newcastle A&CP	Cia.Nav.Bidasoa (A.Candina,*Mgr.*) *CellDBa*100'	313·0|45·0|20·7 P28'B72'F33' FK *uE&B*38'*f*126'679t	Bilbao Spanish *6BHCem* *APT*21t	T.3Cy.23",38"&61"-39" (s) 180lb NDB09 258NHP 2SB,*6cf*,GS90,HS4088 N.E.MarineEng.CoLdNwc	23 " 1 s 3 " 9 19 " 6	
21013 1814 CBCA	**Canelos** (*ex*Sonja-38) ssHam.No.2-38 D.F. E.S.D. *1Dk(Stl)* *Cargo battens not fitted in 'tween dks &* *after holds*	2794 — 1755	✠100A1 ~~7,41~~ ~~6,39~~ 2,42 BS~~10,40~~ ✠LMC9,38 10,41	~~Vpo~~ ~~Pal~~ Vpo	s	CL ~~9,38~~ 7,41	1930 9mo	Antwerp Eng Co.Ld Hoboken Lloyd's*A&CP*	Haverbeck& Skalweit *Intermedi* *in forward* *Ce*	295·3|43·7|17·9 308·0(O.L.) P27'B165'F34' FK *ate bulkhead* *hold dispensed with* *llDB*243'675t *FPT*	Valdivia Chilian *4BHCem* 59t *APT*101t	T.3Cy.21½",35"&57"-39" (s) 180lb 242NHP 2SB(Spt)*6cf*,GS105,HS4044 N.E.MarineEng.Co.Ld.Sld	20 " 4	
21014 136147 GKWX	**Canford Chine** (*ex*Bryntawe-36) ssCff.No.3-9,28 D.F. ssCff.No.2-37 *1Dk(Stl)*	3364 3082 2094	✠100A1 1,41 ✠LMC MS2,37 BS11,40	Cff	v	CL 12,40	1917 12mo	Richardsn, Duck&Co.Ld. Stockton Lloyd's*A&CP*	ChineShippingCo. Ld. *CellDBa*	345·1|47·8|22·3 356·4(O.L.) P29'B100'F33' FK 118'*uE*22'*f*149'854t	Swansea British *6BHCem* *APT*104t	T.3Cy.24$\frac{5}{16}$",40"&65"-42" 180lb 308NHP 2SB *6cf*.GS115,HS4900 Blair&Co.Ld.Stockton	24 " 7 s 4 " 1¼ 20 " 9	
21015 LFSG	**Canis** (*ex*SophusMagdalon, IronBk *ex Sailing Vessel* Olga, *OilEng.* *ex*AndrewWelch) ssS.Fo.2ndNo.3-8,15 *Mchy.Aft* *1Dk2trB*	934 796 546	✠ 10,17	Got	p		1888 9mo	Russell& Co. PortGlasgow	DetBergenske Dampskibsselskab	185·6|36·1|17·5 P97tH30t BK10"	Bergen Norwegian *1BHCem*	Oil Engines 2S.C.SA. 4Cy.15¾"-28$\frac{1}{16}$" 172NHP A/B AtlasD 1,Skm	20 " 4	N †

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1	2 3	4	5	6	7	7a	8	9	10	11			12	13	14	
Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creu sur Quill Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	
21016 TCAX	**Çankaya** (*ex*Behar, *ex*Tchan-Kaya,*ex*Ogour,*ex*Meg) *Oil.Eng.* TrpSc *Carrying Petroleum in bulk*	454 — 251					1917	Atel.&Ch. deBretagne Nantes	IsakBahar	114·8	24·1	10·1	Istanbul Turkish	Oil Engines 4S.C.SA 6Cy.11"–13¾" Oil Engines 2S.C.SA 3Cy.11"–11⅞" 135NHP *fitted*26 TheWolverineMotorWks Inc.Bridgeport,Conn.		
21017 145462 CYKR	**Canmore** (*ex*Glenfarn,*ex*Paramé, *ex*J.S.Keefe) *Mchy.Aft* 1*Dk*	1558 1326 1000					1903	BuffaloDry DockCo. Buffalo,N.Y.	MarineIndustries,Ld.	246·1 Q60'F36'	41·0	15·2	Montreal British *WB*	T.3Cy.15",25"&42"–30" 97RHP DetroitS.B.Co.Detroit		
21018 PUYA	**Cannaveiras** Ⓟ TwinSc 1*Dk*(*Teak*)&*Shadedk*(*Teak*)	760 482 395	✠ 9,13 ✠	Trn	*l*		1910 9mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·2	32·1	11·1 FK *FPT*	Bahia Brazilian 4*BHCem* 15*t**APT*36*t*	T.6Cy.13½",22"&36"–24" 152NHP 1SB,3*cf*,GS64,HS2542 AilsaS.B.Co.Ld.Troon	11 ″ 10	
21019 135242 VJJC	**Canonbar** 1*Dk*	708 511 363					1910	Ardrossan DD&E.CoLd. Ardrossan	JohnBurke,Ld	185·8 Q93'B12'F20'	32·1	11·0	Brisbane British	T.3Cy.15",25"&40"–27" 83NHP D.Rowan&Co.Glasgow		
21020 202149 WNPG	**Canopus** (*ex*GeorgeH.Russel) D.F. GyC. *Mchy.Aft* 1*Dk*	4978 — 3770					1905	Gt.Lakes Eng.Works St.Clair, Mich	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	462·0	50·0	24·0 *WB*	Wilmigton (Del.) Utd.States	T.3Cy.22",36"&60"–40" 228NHP GreatLakesEng.Wks.Det.		
21021 OFBR	— (*ex*SanMateo–37) D.F. 1*Dk*&*Shelterdk*	1592 — 763					1911	WoodSkinner&Co.Ld Newcastle	FinskaÅngt A/B	282·6 270·0 P83*t*H112*t*F10*t*	40·8	17·3	Helsingfrs Finnish *WB*	T.3Cy 22",36"&60"–39" 225NHP N.E.MarineEng.CoLdNwc		1
21022 101490 ZMCL	— 3Mst *Mchy.Aft* ssLyt.No.2–12 *Well deck* 1*Dk*&*deep framing*	1337 1063 835	✠ ... 10,16 ✠				1903 5mo	C.S.Swan& Hunter,Ld Newcastle	R.W.Miller&Co. Pty.Ld.	250·4 Q144'F28'	35·1	15·7 FK	Sydney N.S.W. British *WB*	T.3Cy.21",35"&56"–39" 222NHP WllsndSlpwy.Co.Ld.Nwc.	18 ″ 5	
21023 171318 BCDR	**Cantal** (*ex*UnkaiMaruNo.6) ssHav.No.3–9,28 D.F. ssDnk.No.2–37 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3178 2712 1908	✠100A1 ~~1,40~~11,41 Examined 11,41 10,41 BS8,39 ✠LMC5,37	~~Hav~~ Bkn	*t*	CL 1,40	1916 7mo	OsakaIron Works,Ld. Osaka A&CP	Ministry of War Transport(Thos. H.Seed&Co.Ld. *Mgrs.*) Cell	305·2 P19'B82'F32' *DB*255' 519*t*	43·7	24·9 FK *FPT*	Liverpool British 5*BHCem* 76*t* *APT*20*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWks.Ld.Osaka	27 ″ 3 s 4 ″ 3 23 ″ 2	
21024 161199 GSXR	**Canterbury** Ⓟ TwinSc 2*Dks*3*trB* *CruiserStern* *Fitted for oil fuel*	2910 1678 1153					1929	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	329·6	47·1	16·9	London British *WB*	4 Steam Turbines SR geared to 2 sc shafts W.Denny&Bros.Dumbrtn.		
21025 146067 MKSQ	**Cantick Head** 3Mst (*ex*Oriole–38) ssLon.No.3–7,34 *Mchy.Aft* ssLth.No.1–39 *Well deck* 1*Dk*(*Stl*)	488 316 217	✠100A1 ~~9,41~~~~12,40~~12,41 BS9,41 ~~BS10,40~~ ✠LMC7,39	Lth	*g*	CL ~~12,40~~ 12,41	1921 8mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	A.F.Henry& MacGregor,Ld. Cell*DB*95'114*t*	160·2 Q92'B11'F24' *FPT*33*t**APT*12*t*	25·2	9·7 FK	Leith British 3*BHptAsp* *ptCem*	T.3Cy.12½",21"&34"–24" (*s*) 180lb 66RHP 1SB,3*pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s 3 ″ 8½ 11 ″ 8	
21026 166555 GDDT	**Canton** Ⓟ TwinSc D.F. E.S.D. 3*Dks*,4*th dk in fwd.holds* *Ref.Mchy.* GyC. *CruiserStern*	15784 12112 9255	✠100A1 *withfreeboard* 4,40 ✠LMC9,38 ✠Lloyd'sRMC6,39 *Fitted for oil fuel* 9,38 *F.P. above* 150° F.	Gls	*k*† 2$\frac{3}{16}$	CL	1938 9mo Lloyd	Alexander Stephen& Sons,Ld. Glasgow 'sA&CP	P.&O.Stm.Nav.Co. Cell *DB*463'1771*t* *Tanks at sides of tunnels*941*t* *Wing tanks f*307*t**FPT*69*t* *APT*178*t*	541·6 563·3(O.L.) B287'F91'	73·3	41·9 FK	London British 9*BHptAsp* (*Coll to W dk* 8 „2nd„)	6 Steam Turbines SR geared to 2 sc shafts (*s*) 4032NHP 4WTB465lb(Spt435lb), HS31800 FD Alex.Stephen&Sons.Ld.	46 ″ 0 s 16 ″ 8½ 29 ″ 6	
21027 FPDC	— (*ex*KongRing,*ex*Condor) 2*Dks*	1581 — 976					1915	G.Seebeck Akt.Ges. Wesermünde-G.	Cie.Asiatique deNavigation	241·6 P77*t*B150*t*H86*t* F30*t*	36·1	19·3	Haiphong French *WB*	T.3Cy.23⅜",37⅜"&59"–39⅜" 218NHP G.SeebeckA.G.Wsm.		V
21028 33608 JFCA	**Canton Maru** Ⓟ ssKob.No.1–32 2*Dks*(*Stl–Weather dk* ws)	2820 2179 1614	✠ ... 1,35 ✠	Kob	*t*		1928 10mo	Uraga DockCo.Ld. Uraga	ToaKaiunK,K. Cell*DB*257'559*t* *DTa*16'54*t* *FPT*29*t* *APT*17*t*	300·0 P30'B108'F36'	45·0	24·7 FK	Osaka Japanese 6*BHCem*	T.3Cy.28",38½"&64"–39" 435NHP 3SB,9*cf*,GS174,HS6843 UragaDockCo.Ld.Uraga	24 ″ 9	
21029	**Cantuaria** Ⓟ (*ex*Scanstates–40, *ex*Saguache–32) 2*Dks*&*Webframes* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig.	5163 — 3164	✠ ... 6,20 ✠				1919 1mo	American International S.B.Corp. HogIsland Pa	LloydBrasileiro	390·0 P39'B122'F43'	54·2	28·0 FK	R.Janeiro Brazilian *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y	32 ″ 0	R †
21030 DHDL	**Cap Arcona** Ⓟ TwinSc 5*Dks* Sub.Sig. *Fitted for oil fuel* D.F. E.S.D. GyC. *CruiserStern*	27561 17665 15056					1927	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	643·6 *Promenade dk* 560'	84·6	41·9	Hamburg German *WB*	8 Steam Turbines S.R geared to 2 sc. shafts Blohm&Voss,Hamburg		G
21031 FOZT	**Cap Blanc** D.F. *Ref.Mchy.* 1*Dk*	3317 2725 1764					1932	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	Soc.Anon.de Gérance et d'Armement	320·7 P28'B105'F30'	46·1	24·0	Dunkirk French *WB*	T3Cy.21⅝",35$\frac{13}{16}$"&59⅛"–41¾" NB38 225NHP Atel.&Ch.de laSeine MaritimeWormsetCie.		V
21032 168917 ~~FOZU~~ BFXS	**Cap Cantin** D.F. *Ref.Mchy* 1*Dk*	3317 2725 1764					1933	Atel.&Ch. de laSeine Maritime Worms etCie LeTrait,S.I.	Ministry of War Transport(AmbroseDavies&Matthews,Ld,*Mgrs.*	~~320·7~~ P28'B107'F31' 320·8	46·1	~~24·0~~ 23·9	Sunderland British *WB*	T.3Cy.21⅝",35$\frac{13}{16}$"&59$\frac{1}{16}$"–41¾" 225NHP Atel.&Ch.de laSeine MaritimeWorms etCie.		V
21033 FOOQ	**Cap Corse** Ⓟ 2*Dks*3*trB* D.F. *Fitted for oil fuel*	2444 1657 1146					1929	Atel.&Ch. deBretagne Nantes	Cie.deNavigation Fraissinet	269·0 P33'B102'F41'	41·0	22·7	Marseilles French *WB*	T.3Cy.24$\frac{7}{16}$",39$\frac{9}{16}$"&64½"–39$\frac{9}{16}$" 260NHP Atel.&Ch.deBretagne,Nts.		V
21034 159156	**Cap des Palmes** Ⓟ *OilEng.* D.F. 2*Dks*3*trB* *Ref.Mchy.* *CruiserStern*	3082 2453 2068					1935	Helsingörs Jernsk.&Msk Elsinore	Ministry of War Transport	335·6 F86'	44·0	25·6	Hamilton, Bermuda British *WB*	Oil Engines 2S.C,SA 9Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 608NHP Akt.Burmeistr&Wain,Cpr.		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Ins'ce of B. of Trade Cert.
21035 GNBX	**Cap el Hank** (*ex*Ardennes-38, *ex*NellyLasry) *ss*Msl.No.3-12,34 *ss*Dnk.No.1-39 D.F. *2Dks(Stl)*	2578 2144 1473	✠100A1 1,41 BS1,41 ✠LMC1,39	Liv	*l*	CL N12,40	1920 7mo *Lloyd's A4CP*	Burntisl'nd S.B.Co.Ld. Burntisland *Intermediate 'tween dk BH in fore hold dispensed with* *CellDBa 86'uE20'f124'523t FPT55tAPT42t*	Ministry of War Transport(~~Elder DempsterLines, Ld.Mgrs.)~~	300·6 P28'B81'F29' FK	43·7	22·7	Liverpool British *Cem* *4BH to U dk* 1 ,, ,, *2nd* ,, *only*	T.3Cy.22",36"&59"-39" (*s*) 180lb 286NHP 2SB,*6cf*,GS142,HS5091 Cooper&Greig,Ld.Dundee	25 ″ 0 s 4 ″ 2¼ 21 ″ 0	
21036 FNEX	**Cap Falcon** (*ex*IngridSturm) *CruiserStern 1Dk*	1778 1151 1052					1924	Intrnation'l SB.&E.Co.Ld Danzig	Armement L.Mazzella&Cie	243·6 P24'Q69'	36·0	23·4	Oran French *WB*	T.3Cy.17 5/16",27⅝"&44¾"-31½" International 110NHP S.B.&E.Co Ld		V
21037 FOZV	**Cap Figalo** (*ex*Delta-33) *1Dk&Shelter dk*	2811 2641 1756					1905	Akt.Ges. "Neptun" Rostock	Armement L.Mazzella&Cie	292·1 H18'	41·3	18·5 25·7	Oran French *WB*	T.3Cy.20 3/16",35 4/16"&55 1/16"-35 4/16" 181NHP A.G."Neptun,"Rostock		V
21038 FOQW	**Cap Guir** (*ex*Almazora-36) *ss*Gls.No.2-36 D.F. *1Dk(Stl)&Shelterdk(Stl)*	1536 1260 802	✠ ... 1,37 ✠	Gls	*r*		1927 4mo	R.Duncan &Co. PortGlasgow *CellDB233'470t*	Soc.Anon.de Gérance et d'Armement	270·2 FK *FPT45tAPT80t*	41·0	15·4	Dunkirk French *4BHCem* (*Coll to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.19",32"&54"-36" 247NHP 2SB,*6cf*,GS107,HS4406 D.Rowan&Co.Ld.Glasgow	17 ″ 2	V †
21039 FNXD	**Cap Hadid** *1Dk&Shelter dk* D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	1700					1938	Frdrkshvn Værft og Flydk.A/S Fredrikshavn	Soc.Anon. de Gérance et d'Armement	290·0	41·5	26·7	Dunkirk French *WB*	C.3Cy (2)15¾"&39⅜"-37⅜"& LPturbine with reduction gear & chain drive 269NHP HS4000 HelsingörsJcnsk.&Mskb		V
21040 FNXO	**Cap Lopez** (*ex*Nicolas Toussaint, *ex*Paso deTenelero, *ex*Sajonia,*ex*Mercurio, *ex*Francisco deIbarra) TwinSc *ss*B.As.No.3-7,17 *ss*DakarNo.2-26 *1Dk&Awngdk*	1422 1151 787	✠ ... 4,30 ✠				1906 10mo	J.Frerichs &Co.A.G. Einswarden	Messageries du Sénégal	236·4 B80'F25 FK	36·1	18·4	Dakar French *WB*	T.6Cy.11⅝",17¾"&30"-22" 122NHP J.Frerichs&Co.Osterholz	19 ″ 2	V †
21041 168261 BPJK	**Cap Padaran** Ⓟ (*ex*D'Iberville) D.F. *3Dks*	8009 — 4891					1922	Atel.&Ch. de la Loire St.Nazaire	~~ChargeursRéunis~~ Ministry of War Transport(City Line,Ld.*Mgrs.*)	417·7 B149'F45'	55·1	34·4	London British *WB*	3SteamTurbinesDRgeared to1sc.shaft Atel.&Ch.de laLoire StNaz		V
21042 FNUW	**Cap-Pinède** (*ex*Brush-38) *1Dk&Shelter dk* *Fitted for oil fuel* *CruiserStern*	1320 1043 714					1938	Fredrkstad MekVrksA/S Fredrikstad	Cie.France-Navigation.S.A.(*in liq.*) (Cie.Générale Transatlantique, *Mgrs.*)	251·2 F22'	42·3	14·0	Marseilles French *WB*	C.4Cy.(2)13"&(2)30 5/16"-28¾" 82NHP FredrikstadM.V.A/S Fredrikstad		VN
21043 174212	**Cap St. Jacques** Ⓟ (*ex*Guichen) D.F. *3Dks*	8009 — 4891					1922	Atel.&Ch. de la Loire Nantes	Ministry of War Transport(British IndiaStm.Nav.Co Ld.*Mgrs.*)	417·7 B148'F45'	55·1	34·5	Aden British *WB*	3SteamTurbinesDRgeared to1sc.shaft Atel.&Ch.de laLoire,StNaz		V
21044 FNXM	**Cap Sim** TwinSc (*ex*Genale-37,*ex*I.K.Ward-34) *OilEng* *2Dks*	1906 1570 944					1929	Akt.Lindholmen-Motala Gothenburg	Soc.Anon.de Gérance et d'Armement	267·0 P41'*Lower*B66' *Upper*B21'F29	37·5	21·8	Dunkirk French *WB*	Oil Engines 4S.C.SA 12Cy.19 11/16"-35 7/16" 449NHP GotaverkenA/B,Got.		V
21045 FNUA	**Cap Tafelneh** (*ex*Ariege-38, *ex*SydneyLasry) *ss*Msl.No.3-12,34 *ss*Rou.No.1-38 D.F. *2Dks(Stl)*	2299 2093 1399	✠100A1 3,39 BS3,39 ✠LMC2,38 SURVEYS DELAYED	Ant	*t*	CL N1,38	1920 9mo *Lloyd's A4CP*	Burntislnd S.B.Co.Ld. Burntisland *CellDBa 86'uE20'f124'523t*	Soc.Anon.de Gérance et d'Armement *Intermediate 'tween dk BH in fore hold dispensed with*	300·7 P28'B81'F33' FK *FPT55tAPT42t*	43·8	22·5	Dunkirk French *Cem* (*4BHtoUdk* 1 ,, ,, *2nd* ,, *only*)	T.3Cy.22 7/16",36"&59"-39"(*s*) 180lb 286NHP 2SB,*6cf*,GS144,HS5091 Cooper&Greig,Ld.Dundee	25 ″ 0 s 4 ″ 2¼ 21 ″ 0	
21046 FNZF	**Cap Tarifa** (*ex*MauriceBernard, *ex*DéputéMauriceBernard) *1Dk*	2177 1709 1187					1920	GovernmentYard Lorient	Calédonickel Soc.Anon.	270·3 P28'B54'F23'	39·5	19·6	Dunkirk French *WB*	T.3Cy.18 1/16",29 3/16"&49¼"-37⅝" 149NHP Atel.&Ch.de laLoire,Nts.		V
21047 168260 BPJL	**Cap Tourane** Ⓟ (*ex*Jouffroy D'Abbans) D.F. *3Dks*	8009 — 4891					1923	Atel.&Ch. de la Loire Nantes	~~ChargeursRéunis~~ Ministry of War Transport(City Line,Ld.*Mgrs.*)	417·7 B149'F45'	55·1	34·5	~~Havre~~ ~~French~~ London British *WB*	3SteamTurbinesDRgeared to1sc.shaft Atel.&Ch.de laLoire,StNaz		V
21048 FNLY	**Cap Varella** Ⓟ (*ex*Kersaint) D.F. *3Dks*	8009 — 4891					1921	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	417·7 B148'F45'	55·1	34·5	Havre French *WB*	3SteamTurbinesDRgeared to1sc.shaft Atel.&Ch.de laLoire,StNaz		V
21049 959 IBZB	**Capacitas** (*ex*AnsaldoSanGiorgio Quarto) *Mchy.Aft* D.F. *2Dks*	5371 4561 2933					1920	Ansaldo SanGiorgio Spezia	Soc.Anon.diNav. "MareNostrum"	393·2 378·5	51·8	28·1	Genoa Italian *WB*	3SteamTurbinesSRgeared to1sc.shaft G.Ansaldo&Co.Smprdrua		CI
21050 167607 GLXG	**Cape Breton** D.F. E.S.D. *CruiserStern 1Dk* *Longitudinal framing at deck* ~~*Cargo battens not fitted*~~	6044 5480 3554	✠100A1 ~~6,41~~ ~~7,40~~ 2,42 ✠LMC7,40	~~Hpl~~ ~~Bel~~ Shl	*a*† 2	CL	1940 7mo *Lloyd's A4CP*	W.Gray& Co.Ld. WHartlepool *CellDB*	BowringS.S.Co. Ld.(C.T.Bowring& Co.Ld.*Mgrs.*)	432·0 448·2(O.L.) P44'B133'F39' FK 376'1356t *FPT*146t	57·1	29·0	London British *7BHCem* *APT*242t	T.3Cy.24",38"&68"-48" (*s*) 225lb FD 462NHP 3SB(Spt)*9cf*,GS142,HS6375 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	31 ″ 5 s 6 ″ 6 25 ″ 1¾	
21051 165968 GTTY	**Cape Clear** *OilEng.* D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern*	5085 4542 2976	✠100A1 *with freeboard* 4,42 ~~4,41~~ ✠LMC8,39	~~Liv~~ Gls	*a*†	CL 4,41	1939 8mo *Lloyd's A4CP*	Lithgows Ld. PortGlasgow *CellDB*	CapeYorkMotorshipCo.Ld.(Lyle ShippingCo.Ld. *Mgrs.*) 367t1407t*MTs*957t	431·8 447·5(O.L.) F40' FK *FPT*101t*APT*192t	56·2	24·8	Glasgow British *7BHptCem* (*Coll to Shdk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.22 1/16"-85 1/8" 599NHP 2DB*120lb* D.Rowan&Co.Ld.Gls.	27 ″ 9 s 3 ″ 1 24 ″ 10¼	
21052 6 SWKS	**Cape Corso** *ss*Pir.2ndNo.3-9,30 *ss*Pir.No.2-39 *1Dk(Stl)&Spardk(Stl)* *&deep framing* Now sailing as "~~Libreville~~" "Liberia"	3890 3716 2510	✠100A1 *Spar dk* 1,42 ~~12,39~~ MS5,39 ✠LMC ~~BS3,41~~ ✠NB(c)4,19 ~~BS12,38~~ ~~SURVEYS DELAYED~~ BS1,42	~~Pir~~ Msl	*x*	CL ~~5,39~~ 12,41	1905 9mo *Lloyd's A4CP*	Russell& Co Pt.Glasgow *Cell DBa114'uE&B40'f164'925t*	Ath.Coulouras	369·7 P32'B200'F40 FK *DTa36*	49·0	17·6 25·5	Hydra Greek *8BHCem* 800t*APT*28t	T.3Cy.25",42"&68"-48" (*s*) 180lb 884NHP 3SB,*9cf*,GS150,HS6517 D.Rowan&Co.Glasgow	28 ″ 1 s 4 ″ 1¾ 24 ″ 1¼	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7ᵃ Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cela et ce n'est dans le L.R. Durée, Cert. B. of Trade
21053 145654 GCTF	**Cape Corso** (exKnight of St George-34) ssLiv.No 2-38 2Dks(Stl) D.F. E.S.D.	3807 3559 2338	✠100A1 ~~7,41~~ ~~1,41~~ 3,42 Examined 3,42 ✠LMC MS1,38 BS3,42	~~Phl~~ ~~Hul~~ Hul	w	CL 2,40	1929 8mo Lloyd	Lithgows. Ld. Port Glasgow sA&CP	LyleShippingCo. Ld. CellDBa&uE	352·5|50·5|25·0 P34'B108'F38' FK 133'f155'849t FPT	Glasgow British 6BHptCem 87tAPT88t	T.3Cy.24",40"&66"-45" (s) 180lb 389NHP 2SB(FD)&1AuxSB.8cf, GS143,HS5588 D.Rowan&Co.Ld.Glasgow	27 " 3 s4 " 10½ 22 " 6½	
21054 168672 BCFW	**Cape Hawke** Oil Eng. D.F. E.S.D. 1Dk&Shelter dk Cruiser Stern Tonnage opening closed'42(W.E.)	5081 4540 2933	✠100A1 withfreeboard ~~7,41~~ ~~8,41~~ ~~2,42~~ 5,42 ✠LMC3,41	~~PGl~~ ~~Cff~~ ~~Liv~~ Gls	a†	CL	1941 3mo Lloyd	Lithgows Ld. PortGlasgow sA&CP	CapeYorkMotorshipCo.Ld. (LyleShippingCo. Ld.Mgrs.) CellDB369'1407tMT	431·8|56·2|24·8 447·5(OL) F40' FK s957t FPT101t AP	Glasgow British 7BHptCem Coll toSh dk 6 ,, 2nd,,) T192t	Oil Engines 2S.C.SA 4Cy.22 1/16"-85 1/16" 2DB 120lb 599HP D.Rowan&Co.Ld.Gls	~~27 " 9~~ ~~s3 " 1~~ ~~24 " 10½~~ 36"10 s11"2½ 25"10¼	
21055 60250 GTDJ	**Cape Horn** ssRot.No.2-37 OilEng. D.F. E.S.D. 2Dks(Stl)	5643 5374 3615 -	✠100A1 8,41 ~~7,40~~ DBS~~7,40~~ 8,41 ✠LMC9,37	~~Syd~~ Cal	a†	CL ~~7 40~~ N8,41	1929 5mo Lloyd	Lithgows, Ld. PortGlasgow sA&CP	CapeYorkMotorshipCo.Ld.(Lyle ShippingCo.Ld. Mgrs.) 1 Interme 1'tween dk B CellDB359'1345t DT	425·0|56·0|28·9 P38'B121'F37' FK diateBH forwd end Haft dispensed with a33' 975t FPT170t	Glasgow British ptCem 5BH to U dk 1 ,, ,,2nd ,, APT35t	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP DB100lb J.G.Kincaid&Co.Ld.Grk	31 " 6 s6 " 3 25 " 6½	
21056 152010 VJBY	**Cape Leeuwin** Ⓟ 2Dks Fitted for oil fuel Cruiser Stern	1406 1165 495	✠ ... 8,27 ✠				1925 5mo	Australian Commonwlth Shippg.Board Sydney	Commonwealth of Australia (Dept.of Commerce)	225·0|35·0|20·3 B90' FK&BK1½"	SydnyNSW British WB	T.3Cy 18¼",30"&49"-36" 226NHP AustralianCommonwealth ShippingBoard	22 " 6	
21057	**Cape May** 3Dks D.F. E.S.D. GyC. Cruiser Stern pt Elec.welded Fitted for oil fuel	6900 Now	"Alcoa Pathfinder," see Supplement				1940	Bethlehem SteelCo.S.B Division Mariner's Harbour	UnitedStates Maritime Commission	397·0|60·2|34·6	NewYork Utd. States WB	2 steam turbines DR geared to 1 sc. shaft 666NH BethlehemSteelCo.S.B. Division,Quincy,Mass		
21058	**Cape Mendocino** Ⓟ Now "Agwimonte," see No.35557 in Supplement 2Dks Ref.Mchy. Fitted for oil fuel D.F. GyC	6900					1940	Consoli-datedSteel Corp.Ld. Lng Beach,Cal.	UnitedStates Maritime Commission	417·0|60·0|37·6	Utd. States WB	2 steam turbines DR geared to 1 sc. shaft 666NHP WestinghouseElec.&Mfg. Co.Phl		
21059 240497 WHDX	**Cape Neddick** 3Dks D.F. E.S.D. GyC. CruiserStern pt Elec.welded Fitted for oil fuel	~~6900~~ 6797 — 4015					~~1940~~ 1941	Bethlehem SteelCo.S.B. Division Mariner's Harbour, N.Y.	~~UnitedStates Maritime Commission~~ United MailS.S.Co.Inc.	~~397·0|60·2|34·6~~ 399·7|60·1|35·0	NewYork Utd. States WB	2 steam turbines DR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass		R
21060 14565[illegible] GJYS	**Cape Nelson** (ex Knight of St. Michael-34) ssAnt.No.2-38 D.F. E.S.D. 2Dks(Stl)	3807 3559 2338	✠100A1 12,40 BS8,40 ✠LMC7,38	Phl	w	CL 3,40	1929 10mo Lloyd	Lithgows, Ld. PortGlasgow sA&CP	LyleShippingCo. Ld. CellDBa&uE	352·5|50·5|25·0 P34'B108'F38' FK 133'f155'849t FPT	Glasgow British 6BHptCem 87tAPT88t	T.3Cy.24",40"&66"-45" (s) 180lb 389NH 2SB(FD)&1AuxSB,8cf, GS143,HS5588 D.Rowan&Co.Ld.Glasgow	27 " 3 s4 " 10¾ 22 " 6¾	
21061 157597 VJPK	**Cape Otway** Ⓟ 2Dks Fitted for oil fuel	996 626 341	✠ ... 2,32 ✠				1931 9mo	Common-wealthShip-pingBoard Sydney	Commonwealth of Australia (Dept.of Commerce)	197·1|34·1|15·1 P29'B96'F27' FK&BK1"	SydnyNSW British WB	T.3Cy.14¼",23¾"&39½"-24" 93RHP CommnwlthShppngBoard	17 " 0	
21062 145658 GSJM	**Cape Race** (exKnight of St.John-34) ssSld.No.2-38 D.F. E.S.D. 2Dks(Stl)	3807 3559 2338	✠100A1 ~~7,41~~ ~~4,40~~ 3,42 BS~~2,41~~ 3,42 ✠LMC9,38	~~Cff~~ Shl	w	CL ~~N4,40~~ 2,42	1930 2mo Lloyd	Lithgows, Ld. PortGlasgow sA&CP	LyleShippingCo. Ld. CellDBa&uE133'	352·5|50·5|25·0 P34'B108'F38' FK f155' 849t FPT87t	Glasgow British 6BHptCem APT88t	T.3Cy.24",40"&66"-45" (s) 180lb 389NHP 2SB(FD)&1AuxSB,8cf. GS143,HS5588 D.Rowan&Co.Ld.Glasgow	27 " 3 s4 " 10¾ 22 " 6¾	
21063 165984 GMWD	**Cape Rodney** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4512 4094 2672	✠100A1 withfreeboard 4,41 ✠LMC9,40 Fitted for oil	Lth fuel 9	z 1 15/16 .40	CL 3,41 F.P.ab	1940 9mo Lloyd ove 15	Lithgows Ld PortGlasgow sA&CP 0 F. 5 d	Cape ofGoodHope MotorshipCo.Ld. (LyleShippingCo. Ld.Mgrs.) ivisional WT BHs Cell D	411·8|54·2|23·8 426·6(O.L.) F36' FK inShelter 'tween dks B348'1084tFPT119	Glasgow British 7BHptCem (Coll toSh dk 6 ,,2nd,,) tAPT173t	T.3Cy.22",36"&65"-45" 220lb (s) 448NHP 2SB(Spt)1AuxSB,9cf. GS150,HS6552 Rankin&BlackmoreLdGrk	26 " 3 s2 " 7½ 23 " 9	
21064 164068 GYSC	**Cape Sable** D.F. E.S.D. 1Dk,2nd dk in holds	4398 4079 2708	✠100A1 5,39 ✠LMC3,36	Cal	x	CL	1936 3mo Lloyd	Lithgows Ld. PortGlasgow sA&CP	LyleShippingCo. Ld. CellD	375·0|53·0|25·6 P34'B108'F39' FK B324' 968t FPT97t	Glasgow British 6BHCem APT95t	T.3Cy.25",41"&68"-48" (s) 180lb 413NHP 2SB(FD)&1AuxSB,8cf, GS128,HS6058 D.Rowan&Co.Ld.Gls.	27"11 s5 " 2½ 22 " 11	
21065 125702 VPFF	**Cape St. Francis** (exSutlej) ssH.Kg.2ndNo.3-4,32 ssH.Kg No.1-36 1Dk(Stl-ws)&deep framing & 1wng dk(Stl-ws)lower dk in fore hold	3624 3313 2262	✠100A1 Awng dk withfreeboard 9,41 ~~6,39~~ Examined9,41 BS9,41 ✠LMC9,40	~~HKg~~ HKg	v	CL 9,40	1908 7mo Lloyd	C.Connell &Co.Ld. Glasgow sA&CP	ShunHongS.S.Co. Ld.(Williamson& Co.Mgrs.) CellDBa106'uE&	349·1|44·2|19·5 27·5 P41'F45' FK B68'f126'690t FPT	HongKong British 6BHCem 49tAPT36t	T.3Cy.25 1/16",40"&68"-45"(s) 200lb 426NHP 2SB,6cf,GS124,HS6000 FD D.Rowan&Co.Glasgow	30 " 0 s6 " 2 24 " 4	
21066 240301 WGQV	**Cape San Martin** 3Dks D.F. E.S.D. GyC. Fitted for oil fuel Sub.Sig. CruiserStern Now "Santa Cruz," see No. 38515 in Supplement	6761 — 4017					~~1940~~ 1941	Bethlehem SteelCo.S.B. Division SanFrancisco Cal.	~~UnitedStates Maritime Commission~~ GraceLine,Inc.	~~395·0|60·0|37·5~~ 397·2|60·1|23·7	NewYork ~~S.Francisco~~ Utd. States WB	2 steam turbines DR geared to 1 sc. shaft 666NH BethlehemSteelCo.S.B. Division,Quincy,Mass		R
21067 168676 BOGX	**Cape Verde** Oil Eng. D.F. 2Dks CruiserStern	6914 6487 4162	✠100A1 withfreeboard ~~6,41~~ ~~3,41~~ 2,42 ✠LMC3,41	~~PGl~~ ~~Sws~~Mch		CL 4,41	1941 3mo Lloyd	Lithgows Ld. PortGlasgow sA&CP	Cape ofGoodHope MotorshipCo.Ld. (LyleShippingCo. Ld.Mgrs.) 5D CellDB370'1186t	432·7|56·2|34·3 447·6(O.L.) F39' FK (CollBH to Wdk,6B ivisional W.T.BHs i MT26'1036tFPT1	Glasgow British 7BH H to 2nd dk) n 'tween dks 22tAPT185t	Oil Engines 4S.C.SA 6Cy.29½"-58 1/16" 490NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	36"10 s10"8½ 26 " 4½	
21068 165975 GLTC	**Cape Wrath** D.F. E.S.D. 1Dk&Shelter dk CruiserStern Tonnage opening closed'41(W.E.)	4512 4094 2672	✠100A1 withfreeboard ~~4,41~~ 10,41 ✠LMC6,40 Fitted for oil	~~Gns~~ Npt fuel 6,	z 1 15/16 40	CL F.P. a	1940 6mo Lloyd bove 1	Lithgows Ld. PortGlasgow sA&CP 5 division 50° F.	Cape of GoodHope MotorshipCo.Ld. (LyleShippingCo. Ld.Mgrs.) al watertight BHs i 'CellDB	411·8|54·2|23·8 426·6(O.L.) F36' FK n Shelter 'tween dks 348'1084t FPT119t	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd,,) APT173t	T.3Cy.22",36"&65"-45" 220lb (s) 448NHP 2SB(Spt)&1AuxSB, FD 9cf,GS150,HS6552 Rankin&BlackmoreLdGrk	~~26 " 3~~ ~~s2 " 7½~~ ~~23 " 9½~~ 34 " 4 s9 " 8½ 24 " 9½	

1 No. in Book. — Official No. — Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21069 152017 VJBZ	**Cape York** Ⓟ 2*Dks* *Fitted for oil fuel* *Cruiser Stern*	1406 1165 497	✠ … 8,27 ✠				1925 10mo	Australian Commonwlth ShppgBoard Sydney,NSW	Commonwealth of Australia(Dept.of Commerce)	225·0 B90' FK&BK1½"	35·0	20·1	Sydney NSW British *WB*	T.3Cy.18½",30"&49"-36" 225NHP AustralianCommonwealth ShippingBoard,Sydney	22 " 6	
21070 148862 GLBD	**Cape of Good Hope** *OilEng.* D.F. E.S.D. ssRot.No.3–9,38 2*Dks*(*Stl*)	4963 4571 3157	✠100A1 ~~7,41~~ ~~12,40~~4,42 ~~DBS12,40~~ ✠ *Carrying oil* *in after deep*	~~Bal~~ ~~Bkn~~Gls DBS12,41 LMC9,38 *F.P above* *tank*	y	CL ~~8,38~~ 3,42 150°	1925 6mo *Lloyd* F. *in*	Lithgows Ld. PortGlasgow '*sA&CP* *termediate 'tw* *CellDB*341'	Cape of GoodHope MotorshipCo.Ld. (LyleShippingCo. Ld.*Mgrs.*) *een dk BH in after* 1062*t* *DTf*44'1266*t*	405·0 P39'B124'F44' FK *hold dispensed with* *DTa* 35' 922*t* *FPT*	52·2	27·5	Glasgow British *ptAsppt Cem* 5*BH to Udk* 2 ,, ,,2*nd* ,, 111*t* *APT*19*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP DB100lb J.G.Kincaid&Co.Ld.Grk. *only*	30 " 0 s 5 " 7½ 24 " 8	
21071 7670 SIDN	**Capella** TwinSc *OilEng* *Mchy.Aft* D.F. ssGot.No.3–8,40 *CruiserStern* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing–bracketless system*	9683 8911 5621	✠100A1 6,41~~8,40~~ DBS8,40 ✠ *Carrying Petr*	~~Got~~ NYk LMC8,40 *oleum*	e† *in*	CL 6,40 *bulk*	1930 9mo *Lloyd*	Eriksberg M V.Aktieb Gothenburg '*sA&CP* *CellDBuE*68'	TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*) 226*t* *DTf*31'555*t*	487·7 P101'F42' FK *FPT*222*t* *APT*243	64·2	36·7	Trelleborg Swedish 16*BHptCem* (11 ,, *to Udk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP 2DB150lb EriksbergM.V.Aktieb.Got	37 " 0 s 8 " 10½ 28 " 4	
21072	— Ⓟ (*ex*Solviken-40,*ex*Toula. *ex*Aleut, ssH.Kg.2ndNo.3–5,35 *ex*St.Lucia,*ex*Aleut) 1*Dk*&*Awngdk*(*ptStl*–teaks)	2398 2115 1435	✠ ——— 8,40 ✠	Shi	s		1910 5mo	Akt.Burmeistr&Wain Copenhagen *CellDBa*84'*u*	Wallem&Co.	281·0 292·0(O.L.) P11'B78'F34' *on Awng dk* FK *E*18'*f*117'457*tFPT*	41·3	23·1	Panama Pnamanian 4*BHCem* 27*tAPT*26*t*	T.3Cy.19½",33¼"&55"-36" 214NHP 2SB,6*cf*,GS96,HS3540 Akt.Burmeistr&Wain,Cpn	25 " 6	C †
21073 7559 SFHA	— (*ex*JohnBakke) 1*Dk*	*1880* *1639* *1068*					1923	Bergens Mek.Værks. Bergen	Banck&Co. (S.Banck,*Mgr.*)	265·8 P36'B59'F11'	42·2	17·9	Hlsngborg Swedish *WB*	T.3Cy.19½",30"&52"-36" 162NHP BergensMekVærksBergen		N
21074 166402 GKGM	**Capetown Castle** Ⓟ TwinSc GyC. Sub.Sig. *OilEng.* D.F. E.S.D. 3*Dks*,4*th dk except in No.*7 *Ref.Mchy. hold*,5*th dk in Nos.*3,5&6*holds* *CruiserStern*	27000 19715 16454	✠100A1 *withfreeboard* 8,41 ~~5,40~~ ✠	~~Sou~~ Sng LMC4,38	s† 3	CL	1938 4mo *Lloyd*	Harland&Wolff,Ld. Belfast '*sA&CP*	Union-CastleMail S.S.Co.Ld. *CellDB*581'3395*t* *Tank between tu*	702·9 734·0(O.L.) FK P276'B245'F122' *joined by shade deck* *nnels*298*t* *FPT*145*t*	82·5	42·0	London British 11*BHptCem* *APT*426*t*	Oil Engines 2S.C.DA 20Cy.26"-59$\frac{1}{16}$" 4650NHP 4DB100lb Harland&Wolff,Ld.Bel.	50 " 0 s 18 " 3 32 " 0½	BT till ~~20,41~~ 8,42
21075 141709 CYGL	**Capilano** Ⓟ Wood 3*Dks* *Fitted for oil fuel*	374 173 200					1920	B.C. Marine,Ld Vancouver	UnionSteamships Ld.	135·0	26·9	8·2	Vancouver British	T.3Cy.12",19"&32"-16" 51RHP HuttonMach.Wks.Seattle		C
21076 219904 KUPN	**Capillo** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5135 4598 3127					1920	American International Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B121'F42'	54·2	27·8	Phildlphia Utd.States *WB*	DR gearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
21077 FNFA	**Capitaine Damiani** ssMsl.No.1–25 *Mchy.Aft* 2*Dks*&*Webframes* *Longitudinal framing* *Fitted for oil fuel* D.F. *CarryingPetroleum in bulk*	4854 4049 2689	✠ … 11,29 ✠				1921 11mo	National S.B Corp. ThreeRivers, P.Q. *Completedby*Soc.	Soc.AnonMazout-Transports(Cie. deNav.Mixte, *Mgrs.*) NaphtesTransport	380·7 P101'B35'F44' FK	51·8	28·2	Marseilles French *WB*	T.3Cy.27",43⅜"&73"-48" 317NHP CanadianAllis-Chalmers, Ld.Toronto,Ont.	28 " 4	
21078 FNZH	**Capitaine Illiaquer** 1*Dk*	2138 1707 1168	✠ … 12,22 ✠				1921 5mo	Anciens Chantiers Dubigeon Nantes	"Calédonickel" Soc.Anon.	270·3 P20'B57'F25' FK	39·5	19·6	Noumea French *WB*	T.3Cy.18⅛",29$\frac{1}{16}$"&49$\frac{5}{16}$"-37⅛" 187NHP Atel.&Ch.de laLoire,Nts	23 " 0	V †
21079 FOMP	**Capitaine Le Bastard** D.F. 1*Dk*	3176 — 1661					1923	Chant.Nav Français Caen	Soc.Mar.deTransp. &d'Affrêt.(Soc. Mar.Nationale, *Mgrs.*)	313·6 P&B164'F29'	45·9	20·5	Havre French	T.3Cy.18⅛",29$\frac{1}{16}$"&50⅝"-46⅞" 173NHP Schneider&Co.Havre		V
21080 FOGG	**Capitaine Le Diabat** 3Mst D.F. 1*Dk*	3107 — 1613					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	UnionIndustrielle &Mar.Soc.Française d'Arm.	311·8 P164'F29'	45·9	23·6	Havre French *WB*	T.3Cy.21⅛",36"&59"-42" 226NHP Atel.&Ch de laLoire, St.Denis		V
21081 FOGI	**Capitaine Luigi** D.F. *Well deck* 1*Dk*	3176 — 1661	✠ … 9,25 ✠				1922 11mo	Chant.Nav Français Caen	Soc.Mar.deTransp. &d'Affrêt(Soc. Mar.Nationale, *Mgrs.*)	313·6 P15'Q90'B59'F29' FK	45·9	20·5	Havre French *WB*	T3Cy18½",29$\frac{1}{16}$"&50⅝"-37$\frac{1}{16}$" 235NHP Atel.&Chant.de laLoire, St.Denis	23 " 0	V †
21082 FNXB	**Capitaine Maurice Eugène** (*ex*Westminster-37, ssDnk.No.3–4,34 *ex*CapitaineMaurice ssRou.No.1–39 Eugène-31) D.F. 1*Dk*(*Stl*)2*nd dk* *Cargo battens not fitted* (*Stl*) *in holds*	*4499* *4161* *2799*	✠100A1 6,39 MS3,38 ✠ (SEE FOOTN	Rou LMC BS6,39 OTE*)	y	CL 6,39	1921 9mo *Lloyd*	Atel.&Ch. duSud-Ouest Bordeaux '*sA&CP*	LesCargos Algeriens,Soc. Anon. *CellDB*	386·3 400·0(O.L.) P35'B110'F45' FK 340' 1052*t* *FPT*85*t*	52·6	25·3	Algiers French 6*BHCem* *APT*30*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 437NHP 3SB,12*cf*,GS224,HS7677 J.G.Kincaid&Co.Ld.Grk.	28 " 4 s 5 " 6½ 23 " 0½	
21083 FNBD	**Capitaine Paul Lemerle**	4945 — 3120					1921	Atel.&Ch. duSud-Ouest Bordeaux	Soc.Généralede Transp.Mar.àVap.	386·0 P35'B110'F46'	52·5	25·5	Marseilles French	T.3Cy.26",42"&70"-48" 340NHP J.G.Kincaid&Co.Ld.Grk		V
21084 FNGD	**Capitaine Prieur** 3Mst D.F. 1*Dk*	3087 — 1599					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	UnionIndustrielle &Mar.Soc.Française d'Arm.	311·8 P164'F29'	45·9	23·6	Havre French *WB*	T.3Cy.18½",30"&49½"-37$\frac{1}{16}$" 148NHP Schneider&Co.Havre		VL
21085	**Capitaine Saint Martin** *Cruiser Stern* 1*Dk*	3450					1938	Smith's DockCo.Ld. S.Bank,Mdb.	UnionIndustrielle &MaritimeSoc. Française d'Arm.	355·5 P22'B54'F31'	48·5	22·2	Rouen French *WB*	T.3Cy 18",28"&52"-36" & exhaust Turbine driving SteamCompressor 162NHP Smith'sDockCo.Ld.Mdb.		VL
21086 EAOH	**Capitan Segarra** Ⓟ 3*Dks*	2252 1791 1040					1918	CiaEuskalduna deConst Bilbao	Cia.Trasmediterranea	265·0 P30'B76'F44'	36·5	23·9	Valencia Spanish *WB*	T.3Cy.22¼",36½"&61½"-42" 248NHP Cen.Mar.Eng.Wrks.WHpl		V

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Termes assignés maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres où coté, si ce n'est dans le L. R. Durée Cert. Bo. Trade
21087 1975 IBLK	**Capitano A. Cecchi** TwinSc *OilEng.* D.F. 2*Dks*(*Stl-Weather dk* ws) *Ref.Mchy.* *CruiserStern*	2321 2048 1396	✠ ... 2,36 ✠	Gen	*l*		1934 1mo	Eriksbergs M.V.Aktieb Gothenburg	ItalianGovernment(Ministero dell'Africa Italiana–Regia AziendaMonopolio Banane) *CellDB*218′503*t FPT*23*t APT*60*t Tanks in way of tunnels* 251*t*	312·8 298·6 B80′F46′ FK	40·7	24·6	Genoa Italian 5*BHptCem* (*Coll to Wdk* 4 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.21⅜″–39⅜″ 543NHP EriksbergM.V.Aktieb.Got	26 ″ 9	I †
21088 1906 IBDL	**Capitano Bottego** TwinSc *OilEng.* 2*Dks*(*Stl-Wthr dk* ws) *Ref.Mchy* *Cruiser Stern* D.F.	2316 2048 1401	✠ ... 2,36 ✠	Gen	*l*		1933 10mo	Eriksbergs M.V.Aktieb. Gothenburg	ItalianGovernment(Ministero dell'Africa Italiana–Regia AziendaMonopolio Banane) *CellDB*218′503*t FPT*23*t* *APT*60*t Tanks in way of tunnels*251*t*	312·8 298·6 B80′F46′ FK	40·7	24·6	Genoa Italian 5*BHptCem* (*Coll to Wdk* 4 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.21⅜″–39⅜″ 543NHP EriksbergM.V.Aktieb.Got	26 ″ 9	I †
21089 142745 MJLD	**Capito** (*ex*Ardgarroch-37, *ex*PortlandHouse) *ss*Grk.No.3-3,31 *ss*Bkn.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	968 671 501	✠100A1 7,41 Examined 7,41 ~~BS7,41~~ ✠LMC 7,41	~~Liv~~ Npt		CL ~~3,40~~ 4,41	1918 12mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's A&CP*	BristolSteamNav. Co.Ld.	200·2 Q139′F35′ FK *CellDB*126′ 186*t FPT*	31·2	13·2	Bristol British 3*BH Asp* 56*t APT*48*t*	T.3Cy.17″,28″&46″–33″ (*s*) 180lb 149NHP 2SB.4*cf*,GS90,HS2584 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 6 s 4 ″ 5½ 15 ″ 2½	
21090 PUQD	**Capivary** (*ex*Cometa, TwinSc *ex*Candelaria) *ss*Rio.2ndNo.3-12,34 *ss*Rio.No.1-39 1*Dk*(*Stl*)	897 678 449	✠ A1 *BrazilianCoasting* 8,41 2~~,39~~ ~~BS3,40~~ ✠LMC2,39	Rio BS4,41	*m*	~~12,38~~ 7,41	1913 4mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP*	Cia.Commercio e Navegação *CellDBaft*	205·0 P17′Q86′F26′ FK *uE*66′ 110*t FPT*54*t*	40·0	10·5	R.Janeiro Brazilian 4*BHCem* *APT*18*t*	T.6Cy.11 1/16″,17 1/16″&38 1/16″–21″ 180lb 100lb (*s*) 115NHP 1SB,3*cf*,GS60,HS2298 MacColl&Pollock,Ld.Sld.	11 ″ 3	
21091 2213 IBKZ	**Capo Alga** (*ex*Munbeaver-38, *ex*Sudbury) *ss*Mob.No.3-4,31 2*Dks*(*Stl*) *Fitted for oil fuel*	4723 4232 2891	✠ —— 1,38 ✠	NOs	*y*		1918 3mo	Chester S.B.Co. Chester,Pa.	Cia.Genovese di Nav.aVap.S.A.	403·8 384·8 P29′B104′F36′ FK *CellDB*320′1157*t*	51·2	28·0	Genoa Italian 6*BHptCem* *FPT*98*t APT*109*t*	2 Steam Turbines DR geared to 1 Sc. Shaft 483NHP 3WTB,HS7989 WestinghouseMachineCo Pittsburgh,Pa.	30 ″ 6	I †
21092 1848 IBWC	**Capo Arma** (*ex*Assunzione-33, *ex*Chama) *ss*Ham.2ndNo.3-6,29 1*Dk*& *Shelter dk* *Fitted for oil fuel*	3172 2791 1939	✠ ... 4,33 ✠				1905 4mo	Palmers' Co.Ld. Newcastle	Cia.Genovese di Nav.aVap.S.A.	363·3 350·0 F45′ FK *Shade dk*96′	48·3	20·8	Genoa Italian *WB*	T.3Cy.25″,42″&70″–45″ 478NHP Palmers'Co.Ld.Newcastle	31 ″ 9	I †
21093 1639 ICAY	**Capo Faro** (*ex*Patani) 2*Dks*& *Shelter dk* D.F. *Fitted for oil fuel*	3476 3060 2134					1905	Workman, Clark&Co.Ld Belfast	Cia.Genovese di Nav.a Vap.S.A.	384·7 370·3 B98′F48′	49·3	21·8 30·3	Genoa Italian *WB*	T.3Cy.26″,44″&74″–48″ 379NHP Wrkman,Clark&Co.LdBel		I
21094 2073 IBVB	**Capo Lena** Ⓟ (*ex*Astrolabe-35, *ex*Saint-Augustin, *ss*Ant.No.2-30 *ex*Avristan, 2*Dks* *ex*SaintRene) D.F. *Fitted for oil fuel*	4820 3980 2845	✠ ... 11,32 ✠				1921 4mo	W.Gray& Co.(1918)Ld. W Hartlepool	Cia.Genovese di Nav.aVap.S.A.	363·2 352·0 P30′B215′F36′ FK	52·6	26·7	Genoa Italian *WB*	T.3Cy.26″,42″&70″–48″ 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	I †
21095 2135 IBWB	**Capo Mele** (*ex*Georges etHenri-37, *ex*Sulima,*ex*Bassam) *ss*Alg.2ndNo.3-4,32 D.F. 2*Dks*(*Stl*)& *deepframing* & *Shelter dk*(*ptStl pt Irn*)	3060 2779 1888	✠ ... 5,36 ✠	Msl	*w*		1909 11mo	Irvine'sSB &D.D.Co.Ld WHartlepool	Cia.Genovese di Nav.aVap.S.A. *Cell D.Ba*	354·3 340·4 P29′F41′ FK 102′*uE*26′*f*150′593*t*	46·6	22·9	Genoa Italian 6*BH Cem* *APT*35*t*	T.3Cy.25″,40″&67″–45″ (*s*) 335NHP 2SB,6*cf*,GS131,HS5299 Richardsons,Westgarth& Co.Ld.Hpl	25 ″ 3	IV †
21096 147461 GMYX	**Capo Olmo** Ⓟ 2TwinMots (*ex*Recherche-35, *ss*Gls.No.1-27 *ex*SaintRoch, 2*Dks* *ex*Bardistan) D.F. E.SD.	4712 3983 2811	✠100A1 (*Reclassification contemplated*) Examined ~~10,40~~7.41 3,42~~3,40~~ ✠LMC11,40 *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	Lon Liv BS2,42		CL 8,40	1923 4mo	W.Gray& Co.Ld W Hartlepool	Ministry of War Transport(Moss HutchisonLine, Ld.*Mgrs.*)	351·0 P30′B215′F35′ FK	52·5	26·7	Liverpool British *WB*	T.3Cy.26″,42″&70″–48″ 200lb (*r*) 515NHP 3SB,9*cf*,HS7665 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 4 s4 ″ 0½ 25 ″ 6½	
21097 2212 IBKW	**Capo Orso** (*ex*Munsomo-38) *ss*N.Os.No.3-7,28 *ss*Bal.No.1-38 D.F. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* *Fitted for oil fuel*	3149 2732 1887	✠ —— 1,38 ✠	Bal	*u*		1916 5mo	Maryland SteelCo.of Baltimore County Sparro'Pt Md	Cia.Genovese di Nav.aVap.S.A. *forward hold dispensed with*	327·2 P35′B98′F39′ FK *'Tween dk BH in*	46·2	22·9	Genoa Italian *Cem* 4*BH to Udk* 1 „ „ 2*nd* „ *CellDB*278′	T.3Cy.24¼″,41″&68″–48″ 449NHP 2SB,8*cf*,GS144,HS6397 MarylandStl.Co.Sparr'.Pt. *only* 768*t FPT*78*t APT*296*t*	25 ″ 6	I †
21098 2276 ICBE	**Capo Rosa** (*ex*AfricanExplorer-39, *ex*Musician-38, *ss*Bkn.No.3-7,32 *ex*SaintBede) *ss*Liv.No.1-37 *Now* "Rio Dulce," *see No.* 38318 *in Supplement* *Fitted for oil fuel*	4699 4200 2952	✠ ... 9,39 ✠	Liv	*y*		1919 7mo	Lithgows Ld. PortGlasgow	Cia.Genovese di Nav.aVap.S.A. *CellD*	397·9 384·9 P49′B113′F38′ FK B331′985*t FPT*132*t*	52·0	26·7	Genoa Italian 7*BHCem* *APT*20*t*	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,9*cf*,GS190,HS7668 Rankin&BlackmoreLdGrk	29 ″ 3	I †
21099 1469 IBAG	**Capo Vado** (*ex*Alderney,*ex*Dochra) *ss*NYk.No.3-1,20 *ss*Rot.No.2-28 D.F. 1*Dk*& *Spar dk* & *deep framing* *Fitted for oil fuel.*	4391 4028 2713	✠ ... 2,32 ✠				1906 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cia.Genovese di Nav.aVap.S.A.	376·7 360·0 P33′B114′F38′ FK	51·0	17·7 25·0	Genoa Italian *WB*	T.3Cy.25″,41″&68″–45″ 379NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 2	I †
21100 2227 IBJQ	**Capo Vita** (*ex*St.Winifred-39, *ex*Manchester *ss*Mch.No.3-3,28 Hero-37) *ss*Mch.No.2-36 D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in No.*1*hold*	5683 5461 3536	✠ ... 5,38 ✠	Npt	*y*		1916 1mo	Nthmblnd S.B.Co.Ld. Newcastle	Cia.Genovese di Nav.aVap.S.A. *CellDBa*140′	400·0 411·8(O.L.) *FonShelter dk*37′ FK *uE*&*B*45′*f*166′1307*t*	53·0	32·3	Genoa Italian 6*BHCem* *APT*112*t*	T.3Cy.27″,45″&74″–48″ 532NHP 3SB,9*cf*,GS181,HS7906 Blair&Co.Ld.Stockton	34 ″ 11	I †
21101 DHDO	**Capri** D.F. 1*Dk*	1846 1577 1037					1927	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	287·9 P&B227′F33′	41·1	16·9	Hamburg German *WB*	T.3Cy.21¼″,34⅝″&55⅞″–37⅜″ 190NH A.G."Neptun,"Rostock		G
21102 368 ILCH	— Ⓟ TwinSc 2*Dks* *Fitted for oil fuel*	630 444 309					1930	S.A.Bacini e Scali Napoletani Naples	Soc."Partenopea" Anon.diNavigazione	190·5 175·5 Q37′	29·6	13·6	Naples Italian	T6Cy.15½″26¾″&43 1/16″–27 1/16″ Offic.Mec.& 197NH Navali diNapoli,Naples		I

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21103 162649 GPRY	**Capsa** **TwinSc** *OilEng.* *Mchy.Aft* ssBkn.No.2-40 **D.F. E.S.D.** 1*Dk(Stl)2nd dk(Stl)* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8229 7483 **4826**	✠100A1 11,41 ~~10,40~~ ✠LMC CS10,39 DBS~~10,39~~12,41 10,39 *Carrying Petroleum in bulk*	~~Bkn~~ Grk	*c*†	CL s5,39 P9,40	1931 10mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	**Anglo-Saxon PetroleumCo.Ld.** *Cell DBu E64'239t*	451·3 467·0(O.L.) P103'B35'F42' FK *DTf*32'365t *FPT*	62·0	34·1	**London** British 14*BH* 222t*APT*62t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 714NHP 2DB*150lb* Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s6 ″ 7$\frac{3}{4}$ 27 ″ 7$\frac{1}{4}$	
21104 HPOK	**Captain A. F. Lucas** 2*Dks* *Mchy.Aft* *Fitted for oil fuel* **D.F.** *Carrying Petroleum in bulk*	4188 — **3257**					1904	W.R.Trigg Co. RichmondVa	**BalboaTransport Corp.**	360·0	50·0	28·5	**Panama** Pnamanian *WB*	T.3Cy.25",41"&68"–42" 300NHP W.R.TriggCo.Rchmnd,Va		R
21105 158644 VGZF	**Capt. C. D. Secord** (*ex*J.M.Oag-36,*ex*S.B.Way-36, *ex*A.E.R.Schneider, **D.F.** Sub.Sig. 1*Dk* *ex*CharlesR.VanHise) *Mchy.Aft*	6922 6510 **5271**					1900	Superior S.B.Co. Wst.Superior	**MohawkNav.CoLd (R.A.Campbell,** *Mgr.*)	542·3 alt.'19	50·1	28·8	**Montreal** British *WB*	Q.4Cy.20$\frac{1}{2}$",30",43$\frac{1}{2}$"&63"–42" 257NHP ChicagoS.B.Co.Chicago		R
21106 127469 WOQA	**Capt. Thomas Wilson** *Mchy.Aft* **D.F.** GyC. 1*Dk2trB*	4318 — **3091**					1900	JenksS.B. Co. PortHuron	**TheWilsonTransit Co.**	420·5	50·0	24·0	**Wilmgton (Del.)** *WB* Utd.States	T.3Cy.22",38"&63"–40" 251NHP JenksS.B.Co.		R
21107 162337 GMJR	**Capulet** *OilEng.* **D.F. E.S.D.** ssFal.No.1-37 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	8190 7272 **5005**	✠100A1 9,40 DBS9,40 ✠LMC9,36 *Carrying Petroleum in bulk*	Gls	*c*†	CL 2,38	1932 11mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	**BearCreekOil& ShippingCo.Ld. (C.T.Bowring&Co. Ld.** *Mgrs.*) *CellD* 435t	460·4 P112'B30'F57' FK *Trunk in after well* *BuE*81'197t*DTf*41' *FPT*161t*APT*128t	59·5	34·1	**Liverpool** British 18*BHptCem* (10 *to Udk* 8 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"–59$\frac{1}{16}$" 653NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 1 s6 ″ 1$\frac{1}{2}$ 28 ″ 2$\frac{1}{4}$	
21108 ~~220255~~ ~~KUZR~~	**Capulin** Sub.Sig. 2*Dks* *Fitted for oil fuel*	4977 4598 **3032**					1920	American International S.B.Corp HogIslandPa	**UnitedStates Maritime Commission**	390·0 P50'B121'F40'	54·2	27·8	Panama Pnamanian *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y		R
21109 160244 GSZJ	**Cara** **D.F.** 1*Dk*	1760 1618 **1078**					1929	Burntislnd S.B.Co.Ld. Burntisland	**AdmiralShipping Co.Ld.(Glen&Co. Ld.** *Mgrs.*)	271·5 P17'B67'F29'	39·7	21·0	**Glasgow** British *WB*	T.3Cy.19",31"&51"–36" 156NHP D.Rowan&Co.Ld.Gls.		C
21110 135617 VRWL	**Carabao** (*ex*Le Norvégien-35, *ex*Rothenburg,*ex*Frieden) 1*Dk*	856 599 **479**					1915	Stettiner Oderwerke Stettin	**ColonialSteamships,Ld.(Rogers &Co.** *Mgrs.*)	203·7 *WB*	30·8	12·0	**PortLouis, Mauritius** British	T.3Cy.13$\frac{3}{8}$",21$\frac{11}{16}$"&37$\frac{13}{16}$"–25$\frac{9}{16}$" 65RHP StettinerOderwerke,Stn.		V
21111	**Caracas** (*ex*Westerschelde-39) *OilEng.* *Mchy.Aft* *CruiserStern*	342 205 **170**					1937	Scheeps. deHaan& Oerlemans Heusden	**Soc.Anon.TransporteMaritimo Nacional**	126·6 P37'Q31'F17'	24·2	10·0	**LaGuaira** Venezuelan *WB*	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		C
21112 146088 VLJG	**Caradale** (*ex*Lestris-36) ssBkn.No.3-1,35 1*Dk(Stl)&Shelter dk(Stl)*	1881 1626 **937**	✠ … 11,36 ✠	Mch	*s*		1921 7mo	Swan,Hunter&Wigham Richardson Ld.Newcastle	**JamesPatrick& Co.Pty.Ld.** *CellDB*226' 464t*MT*18'129t	290·0 FK *Collision* *FPT*31t *APT*31t	42·6	18·1	**SydnyNSW** British *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.20$\frac{1}{2}$",34"&56"–42" 318NHP 3SB.*6cf*,GS126,HS5000 Swan,Hunter&Wigham- Richardson,Ld.Nwc	21 ″ 2	C †
21113 FNUQ	**Caraibe** (*ex*Allier-35) D.F. 3*Dks* *Ref.Mchy.* *Fitted for oil fuel*	4048 3272 **1782**					1932	Atel.&Ch. deFrance Dunkirk	**CompanieGénérale d'Armements Maritimes**	325·5 P49'B99'F42'	52·5	28·7	**Havre** French *WB*	3SteamTurbinesSRgeared to Sc.Shaft 667NHP Atel.&Ch.delaLoire,St.N.		V
21114 400 IBYJ	**Caralis** Ⓟ **TwinSc** *OilEng.* 3*Dks4trB*	3510 — **2033**					1928	Soc.Anon. Ansaldo SestriPnente	**"Tirrenia" Soc. Anon.diNav.**	330·2 313·6 B179'	43·8	21·4	**Naples** Italian *WB*	Oil Engines 4S.C.SA 12Cy.20$\frac{1}{2}$"–38$\frac{3}{8}$" 486NHP FrancoTosiS.A.Legnano		I
21115 EEFS	**Caranza** (*ex*Ouse **Iron&Steel** HopperNo.2) ssBbo.4thNo.3-9,29 ssBbo.No.1-33 1*Dk(Irn)*	524 — **332**	✠ — 9,40 ✠	Cdz			1885 10mo	W.Dobson &Co. Newcastle	**J.TrujilloZafra e Hijos**	158·6 F19' BK6"	28·6	12·3	**Ceuta** Spanish 5*BHCem*	C.2Cy.22"&44"-30" 97NHP 1SB,*3pf*,GS49,HS1808 N.E.MarineEng.CoLdNwc	13 ″ 1	
21116 FNRL	**Carbet** **D.F.** 2*Dks*	3689 — **2326**					1920	Napier& Miller Glasgow	**Cie.Générale Transatlantique**	365·0 P&B219'F47'	49·0	24·6	**Havre** French *WB*	T.3Cy.26",42$\frac{1}{2}$"&69"–48" 330NHP Dunsmuir&Jackson,LdGls		V
21117 5813 SMTN	**Carbonia** (*ex*Ardennia-39, **4Mst** *ex*Gothia-36, ssN.Yk.No.3-10,29 *ex*Roxen) ssGot.No.2-38 1*Dk(Stl)*	*1918* *1621* *1125*	✠ … 5,39 ✠	Got	*r*		1916 7mo	Lindholmens V.A. Gothenburg	**RederiA/B Sylvia (Alb.Billner,** *Mgr.*)	262·0 277·5(O.L.) P24'B65'F31' FK *CellDB*224'471t	42·7	18·1	**Gothenbrg** Swedish 4*BHCem* *APT*41t	T.3Cy.20$\frac{1}{2}$",33"&55"–36" 214NHP 2SB,*6cf*,GS110,HS3500 LindholmensM.V.Got.	20 ″ 6	C
21118 2266 ILCM	— (*ex*KalleH.-39, *ex*Adrien de ssAnt.No.3-3,12 Montgolfier-36, ssRot.No.2-21 *ex*Monestoy,*ex*Grangetown, *ex*VanDyck) 1*Dk&deep framing* *Well deck*	1237 1040 **725**	✠ … 7,23 ✠				1904 6mo	Soc.Anon. Chant.Naval Anversois Hoboken	**Pittaluga& Bertorello**	242·7 229·6 Q67'B64'F22' FK	35·0	14·9	**Genoa** Italian *WB*	T.3Cy.17",28"&46"–30" 132NHP NE.MarineEng.Co.Ld.Sld.	17 ″ 2	IV †
21119 150977 VGFN	**Cardena** Ⓟ **TwinSc** 3*Dks* *Fitted for oil fuel*	1559 1134 **842**					1923	Napier& Miller Glasgow	**UnionSteamships Ld.**	226·8 *WB*	37·1	18·4	**Vancouver** British	T.6Cy.16",26$\frac{1}{2}$"&43"–30" 202NHP D.Rowan&Co.Ld.Gls.		C
21120	**Cardiff** Ⓟ **TwinSc** *OilEng.* 1*Dk*	1507 — **859**					1929	A.&J. Inglis,Ld. Glasgow	**Cia.Argentina de Nav.Mihanovich Ltda.**	275·1 P37'B46'F29'	43·2	12·3	**Bns.Aires** Argentine	Oil Engines 4S.C.SA 12Cy.15$\frac{3}{4}$"–29$\frac{1}{2}$" 287NHP Harland&Wolff,Ld Gls.		
21121 HPPP	**Cardina** (*ex*Capac-40,*ex*Deuel) 2*Dks* *Ref.Mchy.* *Fitted for oil fuel*	5586 5113 **3465**					1919	J.F.Duthie &Co. Seattle, Wash	**CardinaSteamshipCo.Inc.**	410·3 P44'B115'F47'	54·2	27·7	**Panama** Pnamanian *WB*	T.3Cy.24$\frac{7}{8}$",41$\frac{1}{2}$"&72"–48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O		R
21122 162633 GPWQ	**Cardita** **TwinSc** *OilEng.* **D.F. E.S.D.** ssShl.No.2-39 *Mchy.Aft* 1*Dk(Stl)2nd dk(Stl)* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8237 7483 **4821**	✠100A1 ~~2,41~~ ~~3,40~~ 9,41 ✠LMC CS8,39 DBS~~5,40~~2,41 ~~1,39~~8,40 *Carrying Petroleum in bulk*	~~Gal~~ ~~NYk~~ Lon	*c*†	CL P8,39 SN8,39	1931 9mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	**Anglo-Saxon PetroleumCo.Ld.** *Cell DBu E69'*	451·3 467·0(O.L.) P103'B35'F42' FK 244t*DTf*32' 365t*FPT*213t	62·0	34·0	**London** British 14*BH* *APT*55t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 714NHP 2DB*150lb* Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s6 ″ 7$\frac{1}{2}$ 27 ″ 7$\frac{1}{4}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7ᴬ Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. po.*	15 Registres où coté, ou ce n'est dans le L.R. Durée, Cert. B. of Trade
21123 162664 GPWS	**Cardium** TwinSc *OilEng.* *Mchy.Aft* ssSng.No.2-40 ~~ssShl.No.1-36~~ D.F. E.S.D. 1*Dk(Stl)*2nd *dk(Stl)* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8236 7483 4828	✠100A1 ~~10,40 1,40~~12,41 ✠LMC DBS~~1,41~~2,41 *CarryingPetroleum in bulk*	~~Nwc~~ ~~Sng~~NYk CS1,40 ~~4,38~~1,40	c†	CL 1,40	1931 12mo *Lloyd*	Swan,Hunter&Wigham Richardson,Ld.Newcastle *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE69'24*	451·3 P103'B35'F42' FK 4t*DTf*32'365t*FPT*	62·0	34·0	London British 14*BH* 213t*APT*55t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 714NHP 2DB*150lb* Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s6 ″ 7¾ 27 ″ 7¼	
21124 220186 KUVV	**Cardonia** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5104 4598 3106					1920	American International S.B.Corp. HogIslandPa	LykesBros. SteamshipCo.Inc.	390·0 P50'B121'F40'	54·2	27·8	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
21125 13 IBCG	**Carducci** (*ex*Kolozsvar) ssFiu.2ndNo.3-11,26 D.F. ssAnt.No.1-31 1*Dk(Stl)&Spar dk(Irn)&deep framing*	2028 1783 1236	✠ ... 8,35 ✠	Gen			1902 3mo	W.Dobson &Co. Newcastle	"Tirrenia" Soc. Anon.diNav. *CellDBa92'uE&*	285·8 280·3 P33'B90'F35' FK *B33'f*121'425t*FPT*	37·5 39·1	20·3 21·0	Fiume Italian 6*BHCem* 41t*APT*15t	T.3Cy.19½",34"&57"–39" 230NHP 2SB,4*rf*,GS105,HS3500 N.E.MarineEng.CoLdNwc	23 ″ 3	I †
21126 167268 GTGK	**Carelia** *OilEng.* D.F. 1*Dk,2nd dk clear of cargotanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8082 7235 4783	✠100A1 7,41~~7,40~~ DBS7,41 ✠LMC5,38 *CarryingPetroleum in bulk*	~~Bkn~~ NYk	c†	CL 7,41	1938 5mo *Lloyd*	NVNederl. Schps.Maats. Amsterdam *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE70'166t*	465·3 483·3(O.L.) P91'B43'F66' FK *DTf*25'264t*FPT*13	59·3	33·8	London British 17*BHptCem* 5t*APT*83t	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 8¼ 27 ″ 6	
21127 564 OHGF	— D.F. 1*Dk*	1035 — 554					1921	Maskinoch Brobyg.Akt Helsingfors	FinskaÅngfartygsA/B	225·7 215·2 P23'B62'F29'	34·4	14·0	Helsingfrs Finnish *WB*	T.3Cy.15⅝",26"&41½"–27½" Msk&Brbyggnads 89NHP A/B Helsingfors		N
21128	**Carenero** (*ex*Tonijn-37) *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	366 250 184					1936	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	Cia.Anon.de Navegación de Carenero	135·7	24·5	9·1	La Guayra Venezuelan *WB*	Oil Engines 4S.C.SA 6Cy.11"–17⅛" 70NHP Humboldt-Deutzmotoren. A.G.Köln-Deutz		V
21129 DJLP	**Caribia** Ⓟ TwinSc *OilEng.* GyC. D.F. E.S.D. 5*Dks* Sub.Sig. *CruiserStern*	12049 8979 6989					1933	Blohm&Voss,K.a.A. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	497·8 B&F334'	65·8	27·9	Hamburg German *WB*	Oil Engines 2S.C.DA 16Cy.23⅝"–$35\frac{7}{16}$" 3122NHP Blohm&Voss,K.a.A Ham.		G
21130 PDJC	— *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	312 210 148					1936	Gebr.Niestern&Co. Delfzijl	C.vanWattum	127·6 P30'B12'F15'	24·1	8·7	Delfzijl Dutch *WB*	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"–$14\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V		VL
21131 151660 VOLQ	**Caribou** Ⓟ ssNFL.No.3-5,38 2*Dks(Stl-ws)3rd dk(Stl) in holds* D.F. *Strengthened for Navigation in Ice*	2222 1850 1362	✠100A1 *withfreeboard* ~~10,40~~12,41 BS12,41 ~~BS10,40~~ ✠LMC5,38	NFL	s 1⅞	CL N9,40	1925 10mo *Lloyd*	NewWaterwayS.B.Co. Schiedam *'sA&CP*	Newfoundland Government (Newfoundland Railway—SteamshipDept.) *CellDB206'373tFPT*	266·0 276·5(O.L.) F37' FK	41·3	23·4	SJhnsNFL British 5*BHCem* 38t*APT*39t	T.4Cy.23½",40"&(2)46"–42" 200lb (*r*) 456NHP 2SB,8*cf*,GS137,HS7111 FD NewWaterwayS.B.Co.	25 ″ 6 s7 ″ 7¾ 18 ″ 6	
21132 219188 KOMC	**Caribsea** (*ex*Buenaventura-40, *ex*LakeFlattery) 1*Dk2trB* Sub.Sig. *Fitted for oil fuel*	2609 2261 1610	✠ ... 9,20 ✠				1919 11mo	McDougall DuluthCo. Duluth,Minn	StockardS.S.Corp.	251·0 P25'B64'F20' FK	43·7	25·8	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
21133 219110 KEKN	**Caribstar** (*ex*Guayaquil-40, *ex*LakeFanquier) 1*Dk2trB* Sub.Sig. *Fitted for oil fuel*	2592 2243 1613	✠ ... 3,21 ✠				1919 10mo	American S.B.Co. Lorain,O.	StockardS.S.Corp.	251·0 Q25'B64'F23' FK	43·6	26·1	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
21134 27 IBMF	**Cariddi** Ⓟ TwinSc (*TrainFerry*) *OilEng* 2*Dks*	2809 — 973					1931	Cantieri RiunitiDell'Adriatico Trieste	ItalianState Railways	365·4 350·6 B172'	56·7	17·5	Messina Italian *WB*	3 Oil Engines connected to 2Elec.Motors&Sc.Shafts 4S.C.SA 985NHP 24Cy.20½"–21⅝" StabilimentoTecnico,Tri.		I
21135 2145 IBDG	**Carignano** (*ex*WarPigeon) ssTri.No.3-4,31 ssGen.No.1-35 D.F. 2*Dks(Stl)*	5753 4802 3497	✠100A1 2,39 ✠LMC6,39 *Adapted for oil fuel 11,28F.P above 150° F* NO LATER SURVEY REPORTED	Gen	y	CL 5,37	1918 9mo *Lloyd*	Ropner&Sons,Ld. Stockton *'sA&CP*	LloydTriestino Soc.Anon.diNav. *CellD*	395·5 412·4(O.L.) P49'B113'F40' FK *B340'1072tFPT*13	52·2 52·4	27·8	Genoa Italian 7*BHptCem* 1t*APT*214t	T.3Cy.27",44"&73"–48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s5 ″ 10½ 25 ″ 4¾	
21136 FNRM	**Carimaré** Ⓟ (*ex*SaintAygulf) D.F. 2*Dks*	4459 — 2667					1920	Napier&Miller,Ld. Glasgow	Cie.Générale Transatlantique	364·6 F36'	49·1	24·1	Havre French *WB*	T.3Cy.26",42½"&69"–48" 330NHP Dunsmuir&Jackson,LdGls		V
21137 7696 SIJN	**Carina** TwinSc *OilEng.* ssGot.No.2-40 D.F. E.S.D. *Mchy.Aft* 1*Dk(Stl)* Sub.Sig. *CruiserStern* *SpecialSurveys to date from*12,31	6303 5720 3610	✠100A1 10,41~~6,40~~ ✠LMC DBS~~4,41~~4,42 *CarryingPetroleum in bulk*	~~Got~~ Skm CS6,40 ~~12,38~~6,40	z	CL P5,40 S9,41	1931 1mo *Lloyd*	GötaverkenA/B Gothenburg *'sA&CP*	Rederiaktieb. Castella(Per Waller,*Mgr.*) *CellDBuE*	419·4 423·8(O.L.) P98'F36' FK 63'260t*DTf*17'221t	55·2	33·9	Gothenbrg Swedish 10*BHptCem* *APT*429t	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP 2DB*150lb* GötaverkenA/B,Got.	33 ″ 7 s7 ″ 2¾ 26 ″ 6½	
21138 6691 SDNU	**Caring** (*ex*Vigdis,*ex*Heinrich, *ex*Ecossaise) ssGot 4thNo.3-8,33 ssGot.No.1-38 *Well deck* 1*Dk(Irn)*	881 664 518	✠100A1 ~~3,41~~ ~~1,41~~ 1,42 ✠NB8,03 ✠LMC10,37 BS~~1,40~~ [illegible] 11,41	~~Got~~ Sbg	m	CL ~~11,39~~ 11,41	1883 3mo *Lloyd*	Ramage&Ferguson Leith *'sA&CP*	Ångf.A/BCaring (H.Bergelin*Mgr.*)	210·5 Q70'B57'F23' FK *CellDB180'200t*	30·2	13·3	Gothenbrg Swedish 4*BHCem* *APT*12t	27¾"&$50\frac{7}{16}$"–30" C.2Cy.~~27"&50"–30"~~ (*s*) 87lb 116NHP 1SB,3*cf*,GS58,HS2084 Ramage&Ferguson,Lth.	16 ″ 0 s ″ 11¾ 15 ″ 1¼	
21139	**Carioca** TwinSc *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2927 2630 1694	✠ ... 1,42 ~~✠LMC12,37~~ ~~✠Lloyd'sRMC12,40 8,41~~	Rio	u	OG	1937 12mo *Lloyd*	NV.IndustrieeleMaats. "DeNoord" Alblasserdam *'sA&CP*	LloydBrasileiro *CellD*	322·5 336·3(O.L.) P33'B90'F30' FK *B238'647tFPT66t*	47·4	21·4	Rio de Janeiro Brazilian 6*BHptCem* *APT*88t	Oil Engines 2S.C.SA 14Cy.13¾"–23⅝" 463NHP Gbr.Stork&CoNVHengelo	24 ″ 0 ~~s3 ″ 8~~ ~~20 ″ 5½~~	
21140	**Caripiteño** *OilEng.* ssAru.No.1-38 1*Dk(Stl-ws)* *Cargo battens not fitted in after hold*	475 265 225	✠ *withfreeboard* 7,41 ~~4,39~~ ~~✠LMC8,38~~ *For Venezuelan Coasting Service* ~~✠LMC(M)[illegible],41~~	Aru	g	~~N3,39~~ 6,41	1934 5mo *Lloyd*	Schiffsw. MemelLindenau&Cie Memel *'sA&CP*	~~StandardOilCo.of Venezuela~~ *CellDBf11'10t*	150·9 F63' FK *Tanks at sides of Tunnel*13'15t	24·9		~~Cristobal Colon~~ ~~Venezuelan~~ 4*BHptCem*	Oil Engines 2S.C.SA 6Cy.$14\frac{3}{16}$"–18⅛" 212NHP SulzerBros.Winterthur	11 ″ 10 ~~s2 ″ 7¾~~ ~~9 ″ 5½~~	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21141 209871 KJEV	**Carisco** (*ex*Baltimorean, *ex*AtlanticCity) *OilEng.* *2Dks*	843 — 613					1912	StatenIsld. S.B.Co. Pt.Richmond N.Y.	~~ThamesRiverLine,~~ ~~Inc.~~ SoundS.S. Lines,Inc.	180·1	28·4	12·5	NewYork Utd.States	Oil Engines 4S.C.SA 6Cy.15"-19" 132NHP NE'41 AtlasImperialDieselEng. Co.Oakland,Cal.		
21142 OYYJ	**Carl** Ⓟ (*ex*Carl vonLinné-38) *1Dk*	391 221 220					1884	MotalaCo. Norrköping	Det Östborn- holmskeDamp- skibsslskA/S (E.SonneHansen, *Mgr.*)	144·7 P47'H109*t*F32'	24·6	10·3	Nexö Danish	C.2Cy.24"&43"-24" 75NHP MotalaCo.Motala		
21143 OUPU	— *OilEng.* *Mchy.Aft* *1Dk*	318 254 165					1924	A/S Rödby- havnsDok og Skibsværft RödbyHavn	DeDanskeSukker- fabrikker	131·0 B34'F19'	24·6	10·0	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 4Cy.12$\frac{9}{16}$"-18½" 111NHP A/S Atlas,Stockholm		V
21144 DMAH	**Carl Cords** *Mchy.Aft* *1Dk*	903 773 498					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords	231·4 P&B177'F25'	33·8	12·0	Rostock German *WB*	T.3Cy.14⅝",24$\frac{9}{16}$"&38⅝"-26¾" 77NHP A.G."Neptun,"Rostock		G
21145 226776 WOBK	**Carl D. Bradley** Ⓟ *ss*Clv.No.2-40 ~~*ss*Clv.No.1-34~~ (*Self-Unloader*) *Mchy.Aft* *1Dk(Stl)&Web frames* D.F. GyC. *Cargo battens not fitted* *Longitudinal framing at deck*	10028 8162 7706	✠100A1 *ForService on the* *GreatLakes* 4,40 BS3,42 ~~BS3,41~~ ~~BS4,40~~ ✠LMC~~5,~~4,40	Clv		OG 2,40	1927 7mo *Lloyd's A&CP*	American S.B.Co. Lorain,O.	BradleyTranspor- tationCo. *CellDB&SideTanks8679tFPT347t*	623·2	65·2	30·2	Duluth Utd.States FK *3BH* *APT121t*	1SteamTurbine connected toElec.Mot.&Sc.Shaft 325lb HS11260 985NHP 2WaterTubeBoilers FD GeneralElectricCo. Lynn,Mass	33 " 0 s 10 " 8 22 " 6½	
21146 8388 SMFN	**Carl-Gorthon** D.F. *CruiserStern* *1Dk&Shelter dk* *Strengthened for Navigation in Ice* *Butts of bottom shell plating elec. welded*	*1811* *1416* 935	✠100A1 *withfreeboard* ~~4,41~~ ~~1,39~~ 8,41 1,42 ✠LMC11,39 *Fitted for oil fuel* 11,39	~~Osl~~ ~~NYk~~ Rio	*t*	CL *F.P.*	1939 11mo *Lloyd's A&CP* *above* 150° F	Fredrkstad Mek VrksA/S Fredrikstad	RederiA/B Activ (Joh.Gorthon, *Mgr.*) *IntermediateBH in fwd* *CellD*	292·4 300·0(O.L.) F22' *hold dispensed with* *B240'710tFPT133t*	43·9	15·4 FK (*Coll*	Hlsngborg Swedish *4BH* *&APtoShdk* 2,, 2nd ,,) *APT97t*	C.4Cy.(2)15⅝"&(2)37$\frac{13}{16}$"- 34$\frac{7}{16}$" 220lb (*s*) FD 277NHP 2SB(Spt),*6cf*,GS98,HS4117 FredrikstadM.V.A/S, Fredrikstad	19 " 4 s " 7⅝ 18 " 11	
21147 PUZB	**Carl Hoepcke** Ⓟ TwinSc	1249 1063 653					1927	F Schichau Elbing	EmprezaNacional deNavegação "Hoepcke"	205·8	36·0	17·8	Florian- opolis Brazilian	C.8Cy.(4)12⅝"&(4)27$\frac{9}{16}$"- 27$\frac{9}{16}$" 133NH F.Schichau,Elbing		G
21148 DHCG	**Carl Jüngst** (*ex*Bernhard Blumenfeld-38, *ss*Ham.No.3-4,33 *ex*Dalewood) *ss*Ham.No.1-37 *Well deck* *1Dk(Stl)*	2879 2284 1653	✠ 3,39 ✠	Ham	*t*		1921 8mo	Eltring- ham's.Ld. Willington Quay	KruppReederei undKohlenhandel G.m.b.H. *Intermediate* *BH in fore* *CellD Ba59'u E23' f122'*	304·8 PonQ21'Q125'B54' F25' *hold dispensed with* *604t DTa41' 319tD*	44·1	20·5 FK	Hamburg German *Cem* *4BH only* *Tin No. 1hold52tFPT64tAPT116t*	T 3Cy.23",38"&62"-42" 288NHP 2SB,*6cf*,GS120,HS4690 Eltringham's.Ld. WillingtonQuay	23 " 0	
21149 [illegible] SJPT	**Carl Matthiessen** Now "Dido," *see No. 36121 in Supplement* (*ex*Columbus-36,*ex*Commodore Rollins-34) D.F. *2Dks3trB*	1170 933 506					1911	Bergens Mek.Værks. Bergen	A/B Banantrans- port(SvenSalén, *Mgr.*)	244·5 H108*t*	34·6	14·2	Stockholm Swedish *WB*	T.3Cy.23",37"&63"-39" 248NH BergensMekVærksBergen		N
21150 DCRO	**Carl Rehder** (*ex*Stubnitz, *ex*FridaHorn) *1Dk*	559 442 262					1920	Union- GiessereiA.G Königsberg	CarstenRehder	166·0 P&B112'F21'	28·8	11·9	Altona German *WB*	T.3Cy.13",20½"&33"-22½" Union- 52NHP GiessereiA.G.Königsberg		G
21151 DONZ	**Carl Vinnen** Aux5MstSr *OilEng.* Sub.Sig. *Mchy.Aft* *2Dks* (*See Sailing Ship Register*)	1827 1537 1524					1922	Frd. Krupp Akt.Ges. Kiel	C.R.H.Vinnen (F.A.Vinnen& Co.*Mgrs.*)	261·8 Q82'F55'	44·3	19·1	Bremen German *WB*	Oil Engines 4S.C.SA 4Cy.15¾"-21⅝" 97NHP Frd.KruppA.G.Kiel		G
21152 134 IMXQ	**Carla** (*ex*Fede-37, Aux3MstSr *ex*Ester-33,*ex*Esther, *OilEng.* *ex*SailingVessel Jenny,*ex*Louise *1Dk* Linnemann,*ex*Voorwaarts) *Mchy.Aft* (*See Sailing Ship Register*)	347 303 259					1903	Gebr. Verstockt Martenshoek	CarloLandi	145·4 129·1 Q17'	26·2	10·6	Savona Italian	Oil Engines 2S.C.SA 2Cy.14$\frac{13}{16}$"-16$\frac{3}{16}$" 79NHP *Emade15fitted—* J&CGBolinder'sCoLd Skm		I
21153 204701 WTQP	**Carle C. Conway** (*ex*R.L.Agassiz-34, *ex*WilliamA.Hawgood) *1Dk* D.F. GyC. *Mchy.Aft*	6530 — 4910					1907	Chicago S.B.Co. Chicago	NationalSteel Corp.(M.A.Hanna Co.*Mgrs.*)	532·0	56·2	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",38$\frac{1}{16}$"&63"-42" NB40 257NHP AmericanSB.Co.Cleveland		R
21154 ONIA	**Carlier** Ⓟ (*ex*Itauri) *Ref.Mchy.* D.F. Sub.Sig. *2Dks&Shelter dk*	*7217* — *4398*					1915	Flensburgr Schiffsb.Ges. Flensburg	Cie.MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime InternationaleS.A. *Mgrs.*)	471·1 H36'F54'	60·9	28·6 36·5	Antwerp Belgian	T.3Cy.31$\frac{1}{16}$"50⅜"&84"-53$\frac{9}{16}$" 518NHP FlensburgerSchiffsb.Ges.		V
21155 126961 MBVR	**Carlingford** K *ss*Lan.2ndNo.3-5,34 *Well deck* *ss*Apl.No.1-38 *Mchy.Aft* *1 Dk(Stl)*	345 274 131	✠100A1 4,41 ✠LMC MS9.38 ~~BS5.40~~11,41	Liv	*f*	CL 7,38	1908 1mo *Lloyd's A&CP*	Dublin DockyardCo Dublin	IsaacStewart (Stewart&Part- ners,*Mgrs.*)	145·6 Q51'B12'F24' BK7" *FPT41t*	24·1 25·6	10·4	Liverpool British *3BHCem* *APT2t*	C.2Cy.18$\frac{1}{16}$"&38"-27" (*s*) 130lb 80RHP 1SB,*2pf*,GS40,HS1477 Ross&Duncan,Glasgow	11 " 6 s " 8 11 " 5	
21156 135725 VLDB	**Carlisle** (*ex*Merganser-34) *ss*Mch.No.3-2,32 *ss*SydNo.2-40 *1Dk(Stl)&Shelter dk(Stl)* *Cargo battens not fitted*	1881 1638 934	✠100A1 *Shelter dk* *with freeboard* 10,41 ~~1,41~~ BS1,41 ✠LMC1,40	Syd	*s*	CL 5,39	1919 11mo *Lloyd's A&CP*	Swan,Hun- ter&Wigham Richardson, Ld Sunderlnd	JamesPatrick& Co.Pty.Ld. *CellDB248'450tFPT31tAPT39t*	290·0 300·7(O.L.)	42·5	18·8 FK *Coll*	Sydney NSW British *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.20½",34"&56"-42" (*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 " 2 s 1 " 1½ 20 " 2½	
21157 ~~143277~~ GBVM	**Carlo** (*ex*LasPalmas) *1Dk*	1737 1538 985					1911	Schiffsw.v. H.KochA.G. Lübeck	~~Ellerman'sWilson~~ ~~Line,Ld.~~	277·7 P&B220'F35'	39·2	17·9	~~Hull~~ British *WB*	T,3Cy.22$\frac{1}{16}$",35⅜"&56$\frac{1}{16}$"- 33½" 163NHP Schiffs.v.H.Koch.A.G.		
21158 2985 IPQH	**Carlo Croce** (*ex*Lello-40, Iron (*ex*LuigiBoer-36, *ss*Dnk.3rdNo.3-3,20 *ex*Huguette,*ex*Ville *ss*Dnk.No.1-24 deDunkerque, *1Dk&Spar dk3trB* *ex*EmmaHenriette)	1384 — 804	✠ … 10,25				1889 3mo	J.deDecker Gz. Antwerp	F.ItaloCroce	256·1 245·7 ND05	32·0	20·4 BK8"	Genoa Italian *WB*	T.3Cy.18½",30"&48"-33" 142NHP WllsndSlpwy.Co.Ld.Nwc.	24 " 0	I †

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après le formules de la Société. IHP = Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creu sur Quill Franco-bord au milieu du navire. Tirant d'eau correspondant. pds. pa	
21159 372 IBDO	**Carlo Martinolich** (*ex*Honvéd-35) *ss*Rot.No.2-35 D.F. 1*Dk*(*Stl*)	4208 3918 2570	✠100A1 10,39 BS9,39 ✠LMC7,39 NO LATER SURVEY REPORTED	Tri	*x*	CL 7,37	1928 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdSunderlnd '*sA&CP*	**Nav.Carlo MartinolichS.a.g.l.** *CellDB*	385·3 376·1 P37'B221'F32' FK 320'1110t *FPT*113	52·0	24·9	Trieste Italian 6*BHCem* *APT*127t	T.3Cy.24",39"&65"-45" (*s*) 180lb *120lb* 331NH 2SB(Spt)6*cf*,GS130,HS5410 N.E.Marine-Eng.CoLd.Sld	27 " 3 s 3 " 8¾ 23 " 8¾	
21160 254 ILFD	**Carlo Zeno** (*ex*HenriDelmas-33, *ex*Klio) *Well deck* 1*Dk*&*deep framing*	1446 1144 869	✠ ... 2,11 ✠				1906 11mo	Mackay Bros. Alloa	**SalvagnoAnonima Navigazione**	244·6 234·8 Q87'B56'F29' FK	35·9	16·4	Venice Italian *WB*	T.3Cy.18",29"&48"-33" 146NHP MacColl&Pollock,Ld.Sld	18 " 6	
21161 PJAW	**Carlota** **TwinSc** *ss*Cco.No.3-11,36 *Mchy.Aft* *ss*Cco.No.1-41 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2696 1798 1481	✠100A1 9,41 ~~8,41~~ BS5,41 ✠LMC11,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,24 *F.P. above* 150° F.	Cco	*l*	CL 12,39	1924 9mo *Lloyd*	W.Beardmore&Co.Ld. Glasgow *sA&CP*	**N.V.Curacaosche Scheepv.Maats.**	305·0 Q87'*Trunk dk*176' F42' FK *FPT*109t	50·2	15·0	Willemst'd Dutch 8*BHptCem* *APT*87t	T.6Cy.14",23"&38"-27" (*s*) 180lb 252NH 2SB,4*cf*,HS4100 FP W.Beardmore&Co.Ld.	15 " 0 s 1 " 7 13 " 6¾	
21162 64 ILFP	**Carlotta** (*ex*Kopernik-34, *ex*Yorkdale,*ex*Ardgour) *OilEng.* *Mchy.Aft* 1*Dk*	750 565 532					1914	G.Brown &Co. Greenock	**OnofrioJacomino**	207·6 200·0 Q87'F25'	29·1	12·8	Torre del Greco Italian *WB*	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$"-17¾" 87NHP *E made*35 *fitted*37 MtrnWerkeMannheimAG		(
21163 220550 KDDK	**Carlton** 2*Dks* D.F. *Fitted for oil fuel*	5127 4598 3124					1920	American International S.B.Corp. HogIslandPa	**TampaInterocean S.S.Co.**	390·0 P50'B121'F40'	54·2	27·8	N.Orleans Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y		]
21164 61 ILFV	**Carmela** (*ex*KathleenC.-33, *ex*AlbertKasimir, *ex*Volga, *ex*Arshaluis,*ex*Otterburn) 1*Dk*	981 771 561	✠ 2,98				1892 9mo	J.Laing Sunderland	**CarmineVitiello**	212·7 204·0 FK	30·9 30·8	14·4 14·1	Torre del Greco Italian	T.3Cy.17½",28"&46"-30" 116NH W.Allan&Co.Sunderland		1 †
21165 LJBH	**Carmelfjell** D.F. *CruiserStern* 1*Dk*&*Shelter dk*	1334 1101 716					1935	Nylands Værksted Oslo	**A/SLuksefjell (Olsen&Ugelstad,** *Mgrs.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.16¾"&33$\frac{7}{16}$"-33$\frac{7}{16}$"& LPTurbine with DR gearing and hydraulic coupling 107NH NylandsVærksted,Oslo		N
21166 LOGY	**Carmelo** Ⓟ **TwinSc** *Fitted for oil fuel*	320 — 133					1919	.... Germany	**Cia.Uruguaya de Nav.Lda.**	180·7	23·2	10·2	Bns.Aires Argentine	T6Cy13$\frac{3}{8}$"19$\frac{7}{16}$"&30$\frac{7}{16}$"-17$\frac{7}{16}$" 80NHP		
21167 2245 ILGW	**Carmen** 1*Dk*	1434 — 998					1925	Cant.Nav. ScoglioOlivi Pola	**Costa&Aste**	228·8 223·1 Q24'B50'F31'	38·2	17·7	Genoa Italian *WB*	T.3Cy.15",24"&39"-25½" N.Odero fu 77NH Aless&Co.SestriPonente		1
21168 OYBJ	— (*ex*Catalonier) *ss*Els.No.3-2,33 *ss*Abg.No.1-37 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1206 999 731	✠100A1 6,39 ✠LMC MS10,37 BS5,39 (SEE FOOTNOTE*)	Ant	*o*	OG 11,38	1920 10mo *Lloyd*	Lloyd Royal Belge (Gt.Britain) Ld. Glasgow '*sA&CP*	**J.Lauritzen**	240·0 P27'B57'F25' FK *CellDB*211'386t	35·7	15·3	Esbjerg Danish 4*BHCem* *FPT*21 *APT*	T.3Cy.15",25"&40"-27" (*s*) 185lb 99NHP 2SB(Spt),4*cf*,GS48,HS1630 McKie&Baxter,Glasgow 15t	17 " 3 s 1 " 11 15 " 6	
21169	— Ⓟ *OilEng.* D.F.	906 — 655					1938	Mihara S.B.Yd. Osaka	**Aboitiz&Co.Inc.**	185·0 P30'B43'F32'	31·0	17·0	Utd.States	Oil Engines 2S.C.SA 6Cy.12$\frac{13}{16}$"-19$\frac{11}{16}$" 172NH NipponHatsudókiKK.Kob		
21170 EEGA	— (*ex*Peveril) *ss* No.3-3,04 *ss* No.2-12 *Well deck* *Mchy.Aft* 1*Dk*	322 — 127	✠ ... 1,16 ✠				1895 8mo	Scott& Sons Bowling	**CaboHermanos**	135·0 Q59'B10'F25' BK7"	23·1	10·3	Malaga Spanish *WB*	O.2Cy.17½"&40"-27" 80NHP Muir&Houston,Glasgow	11 " 0	
21171	**Carmen Avellaneda** **TwinSc** *OilEng.* (*Train Ferry*) 1*Dk*	2100 — 1525	✠ ... 3,32 ✠				1929 12mo	A&J Inglis Ld. Glasgow	**EntreRiosRailwaysCo.Ld.**	340·0 FK	57·7	17·7	Ibicuy Argentine	Oil Engines 4S.C.SA 16Cy.15¾"-29¼" 383NHP Harland&Wolff,Ld.Gls.	19 " 9	
21172	**Carmen Sylva** (*ex*Frednes-36) 1*Dk*&*Spar dk*	1601 1462 998					1903	Bergens Mek.Værks. Bergen	**Capato&Macri**	245·1 B60'H105t F32t	36·0	15·5 20·8	Constntza Roumanian *WB*	T 3Cy.19",30"&50"-33" 144NHP BergensMk.Værks,Bergen		N
21173 215614 WOQR	**Carmi A. Thompson** 1*Dk*&*Web frames* *Mchy.Aft* D.F. *Longitudinal framing* GyC.	7039 6833 5658	✠ ... 12,21 ✠				1917 9mo	American S.B.Co. Lorain,O.	**MidlandS.S.Line. Inc.**	525·0 F48' FK	58·0	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 376NHP AmericanS.B.Co.Lorain,O	32 " 0	R †
21174 HPPQ	**Carmona** (*ex*Cuzco-40, *ex*WestKasson) 2*Dks* *Fitted for oil fuel* *Ref.Mchy.*	5496 — 3443					1919	LngBeach S.B.Co. LongBeach, Cal.	**CarmonaSteamshipCo.Inc.**	410·5 P46'B112'F46'	54·3	27·2	Panama Panamanian *WB*	T.3Cy.24$\frac{1}{8}$",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles,Cal		R
21175 132028 MDYG	**Carnalea** *ss*Bel.2ndNo 3-4,38 *Well deck* *Mchy.Aft* 1*Dk*(*ptStl*)	619 423 228	✠100A1 7,41 ~~12,60~~ 1,42 BS~~6,40~~ ✠LMC4,38 7,41	Bel	*j*	CL ~~8,36~~ 6,41	1913 1mo *Lloyd*	Scott& Sons Bowling *sA&CP*	Wm.M.Barkley &Sons,Ld. (W.Clint,*Mgr.*)	178·6 Q101'B9'F33' BK7½" *CellDB*101'154t *FPT*	28·1	10·5	Belfast British 3*BHCem* 45t *APT*7t	T.3Cy.15",25½"&41"-30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1938 Aitchison,Blair&Co.LdGls	13 " 0 ~~4 " 4½~~ ~~13 " 3½~~ s4 " 3¼ 13 " 4¼	
21176 148766 GJSL	**Carnarvon Castle** Ⓟ **TwinSc** *CruiserStern* *OilEng.* *Ref.Mchy.* D.F. E.S.D. 6*Dks*	20122 15524 12086					1926	Harland& Wolff,Ld. Belfast	**Union-CastleMail S.S.Co.Ld.**	661·1 len38 P100'B336'F130'	73·5	41·7	London British *WB*	Oil Engines 2S.C.DA 20Cy.24$\frac{7}{16}$"-55$\frac{1}{8}$" 4100NHP NE38 Harland&Wolff Ld.Belfast		
21177 117 IBJG	**Carnia** *ss*Tri.No.3-3,35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	5451 4984 3378	✠100A1 *Shelter dk with freeboard* 10,38 BS5,39 ✠LMC3,35 ✠Lloyd'sRMC1,40 *Carrying vegetable oil in deep tank* NO LATER SURVEY REPORTED	Tri	*y*	CL 9,38	1923 1mo	Cant.San RoccoS.A. Trieste A&CP *CellDB*338'	**LloydTriestino Soc.Anon di Nav.** 1339t *DTa*35' 980t	404·2 389·9 B125'*onShltr dk* FK *FPT*114t *APT*244t	54·0	29·6	Trieste Italian 7*BHCem* (2 „ *to S dk* 5 „ „ *U* „)	T.3Cy.27",42"&68"-48" (*s*) 180lb 465NHP 3SB(Spt),9*cf*,GS158, HS7023 FD StabilimentoTecnico Triestino,Tri	32 " 0 s 6 " 11½ 25 " 3	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
21178 HPRE	**Carola** (*ex*SzentGellért-40, *ex*Munrio-37) *ss*N.Yk.No.3-6,29 *ss*Rot.No.2-38 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*3842* *3189* *2916*	✠100A1 ~~2,41~~ 11,41 MS1,38 *Fitted for oil*	~~NYk~~ Syd ✠LMC BS3.41 *fuel* 10	*v* ,16	CL 3.39 *F.P. a*	1916 10mo *bove* 1	Bethlehem SteelCo. Sparrow's Pt. A&CP 50° F.	Cia.Anon.Nacional deEmpresas y Construcciones (JoseSiccardi& Cia.*Mgrs.*)	333·5|48·2|25·1 P37'B101'F38' FK *Cell*	Panama Pnamanian 5*BHCem* *DB*278'830*t*	T.3Cy.24½",41"&68"–48" (*s*) 200lb 449NHP 2SB,8*cf*,GS143,HS6397 FD BethlehemStl.Co.Sprw'sPt *FPT*86*t APT*219*t*	27 " 6 s 5 " 0¾ 22 " 8	
21179 826 OFCK	**Carolina Thordén** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk*,3*rd dk in* GyC. *forward hold* *Strengthened for navigation in ice* *Cruiser Stern*	3645 2776 1868	✠100A1 *with freeboard* 1,41 ~~11,40~~ ✠LMC3,38	~~Got~~ NYk	*x*	CL 11,40	1938 3mo *Lloyd*	Crichton- VulcanA.B Åbo '*sA&CP*	RederiA/BSuomi (G.B.Thordén, *Mgr.*) *CellDB*286'95	365·9|51·4|18·3 388·2(O.L.) 21·6 FK 6*t DTa*31*t FPT*69*t*	Helsingfrs *Brändö* Finnish 6*BH* (*Coll to Shdk* 5 „ 2*nd* „) *APTs*155*t*	Oil Engines 2S.C.SA 7Cy.25$\frac{9}{16}$"-49$\frac{3}{16}$" 795NHP DB57lb Fr.KruppGermaniawftAG Kiel	25 " 5 s1 " 9½ 23 " 8¾	
21180 OXTB	~~**Caroline Mærsk**~~ TwinSc Now "Ben Brush," *see No.* 35720 *in Supplement* *OilEng.* D.F. *ss*Rot.No.2-37 *Mchy.Aft.* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing* *bracketless system*	7691 7232 4713	✠100A1 1,39 ✠LMC DBS3,39 *CarryingPetr*	Rot CS1 4,36 *oleum*	*c* † ,38 *in*	CL PN1,37 s1,39 *bulk*	1928 11mo *Lloyd*	Odense Staalskibsvft Odense '*sA&CP*	A/S D/SSvendborg &D/S af1912 A/S (A.P.Möller, Copenhagen,*Mgr.*) *CellDBuE*68'	456·8|59·7|33·7 P101'B38'F36' FK 201*t DTf* 34'	Fredericia Danish 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP 2DB180lb Akt.Burmeistr&Wain,Cpn 605*t FPT*225*t APT*120*t*	35 " 9 s 8 " 10¼ 27 " 2	
21181 42326 JIYK	**Caroline Maru** *Mchy.Aft* *OilEng.* *Cruiser Stern*	320 — 158					1936	Harada ZosenK.K. Osaka	TokaishaK.K.	130·2|22·0|13·0	Tokyo Japanese	Oil Engines 2S.C.SA 4Cy.16$\frac{9}{16}$"-18½" 192NHP NipponHatsudokiK.K.		
21182 221728 KDXI	**Carolinian** (*ex*MelvilleDollar-36, *ex*Oriental) 3*Dks* D.F. *Fitted for oil fuel*	6997 — 4318					1921	Kiangnan Dk&EngWks Shanghai	American- HawaiianS.S.Co.	429·0|55·2|34·0	NewYork Utd.States *WB*	T.3Cy.26⅝",43"&74"-48" 377NHP KiangnanDock&Eng.Wks		R
21183 OHHJ	**Carolus** 1*Dk* *Cruiser Stern*	2245 1945 1277					1919	Osbourne, Graham&Co LdSunderlnd	A/B OhlsonS.S. Co.O/Y(A/B Nielsen&Thordén O/Y.*Mgrs.*)	296·2|43·3|19·1 283·6 P35'B70'F33'	Helsingfrs Finnish *Wb*	T.3Cy.21",35"&50"-39" 156NHP MacColl&Pollock,Ld.Sld.		C
21184 210278 WKCA	**Carolyn** *ss*NYk.No.1-41 *ss*Bal.2ndNo.3-11,36 Sub.Sig. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3209 2759 2389	✠100A1 ~~1,41~~ ~~5,40~~ 10,41 10,41 ~~BS9,40~~ *Fitted for oil*	~~Bal~~ ~~NYk~~ Bal MS1,41 ✠LMC~~9,37~~ *fuel* 9.	*u* 22	CL N4,39 *F.P. a*	1912 7mo *bove* 1	NwprtNws S.B.&D.D.Co NewprtNews A&CP 50° F.	A.H.Bull SteamshipCo Inc. (A.H.Bull&Co. Inc.*Mgrs.*) *CellDBa*100'*uE*20'	313·5|46·0|22·7 P36'B94'F31' FK *f* 136'679*t FPT*78*t*	NewYork Utd.States 5*BHCem* *APT*248*t*	T.3Cy.22",37"&60"-42" (*s*) 180lb 279NHP 2SB,6*cf*,GS138,HS4680 NewportNewsSB&DD.Co.	25 " 6 s4 " 5½ 21 " 3	
21185 YVAN	**Caroni** TwinSc *ss*N.Yk.No.3-11,39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	*3104* *2298* *1671*	✠100A1 ~~8,41~~ ~~8,40~~ 3,42 BS8,41 MS11,39 *CarryingPetr* *Fitted for oil*	NYk ✠LMC ~~BS8,40~~ *oleum* *fuel* 5,	 *in* 28	CL ~~sN11,39~~ ~~11,39~~ 6,41 *bulk* *F.P. a*	1928 5mo *Lloyd* *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* 50° F.	MeneGrandeOilCo. C.A. *CellDBuE&B*50'	325·0|55·2|16·4 P73'B22'F40' FK *Trunk in wells* 149*t side tanks* 180'	Maracaibo Venezuelan 8*BHptCem* 2115*t FPT* 2	T.6Cy.14½"24"&39½"-27"(*s*) 180lb 248NHP 2SB,6*cf*,HS4808 Palmers'Co Ld.Newcastle 07*t APT*126*t*	16 " 6 s 2 " 0¼ 14 " 8¼	
21186 YQST	**Carpati** 2*Dks*	4336 4056 2799					1913	Greenock& Gr'ngemouth DckydCo.Ld. Greenock	RoumanianState MaritimeService	375·8|52·2|25·5 P36'B100'F41'	Constntza Roumanian *WB*	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Glasgow		V
21187 139257 GSLQ	**Carperby** *ss*Mdb.No.3-4,40 D.F. E.S.D. 1*Dk*(*Stl*)	4890 4616 3033	✠100A1 11,41 ~~12,40~~ BS11,41	~~NYk~~ NNs ✠LMC4	*z* ,40	CL 4,40	1928 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *sA&CP*	RopnerShipping Co.Ld. *CellDB*	405·0|53·5|26·5 417·9(O.L.) P30'B229'F41' FK 359'1402*t FPT*188*t*	W.Hartlpl British 6*BHCem* *APT*190*t*	T.3Cy.25½",41"&71"-48" (*s*) 180lb 505NHP 3SB(Spt),9*cf*,GS172, HS7614 FD Cen.Mar.Eng.Wrks.WHpl	29 " 5 s 4 " 9 24 " 11¼	
21188 146158 GFQZ	**Carpio** *ss*Lon.No.3-1,34 D.F. *ss*Ant.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1847 1548 893	✠100A1 *Shelter dk* *with freeboard* 5,39 MS12.37 *Fitted for oil*	Ant ✠LMC BS10, *fuel* 10	*r* 40 ,21	CL 5,39 *F.P. a*	1921 8mo *Lloyd* *bove* 1	H.&C. Gray-on Liverpool *sA&CP* 50° F.	MacAndrews&Co. Ld. *CellDB*222'4	264·8|41·2|18·8 FK *Collision* 14*t FPT*63*t APT*18	London British *Cem* *BH to Sh d.* 3 „ „ *U* „	T.3Cy.21",34"&56"-36" (*s*) 180lb HS5370 280NHP 2SB&1AuxB.8*cf*,GS145 McKie&Baxter,Glasgow	21 " 0 s " 10½ 20 " 3¼	
21189 220597 KDER	**Carrabulle** 2*Dks* D.F. *Fitted for oil fuel* *Carrying Petroleum in bulk*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(International FreightingCorp. Inc.*Mgrs.*)	390·0|54·2|27·8 P39'B121'F43'	Baltimore Utd.States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
21190 111 SVQT	**Carras** (*ex*Kinross-34,*ex*Taxandrier, *ex*WarSpartan) *ss*Nwc.No.3-2,31 *ss*Rot.No.2-38 1*Dk*(*Stl*)	*5234* *4750* *3166*	✠100A1 9,41 2,~~41~~ BS3,40 6,41	~~Cff~~ Nwc ✠LMC12,	*y* 38	CL 12,39	1918 10mo *Lloyd*	SirRDixon &Co.Ltd. Middlesbro' *sA&CP*	C.J.Carras *CellDB*	400·0|52·3|28·5 P49'B113'F39' FK 335'1122*t DTa*28'11 *FPT*123*t*	Chios Greek 7*BHCem* 20*t* *APT*177*t*	T.3Cy.25",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 " 0 s 5 " 11¾ 25 " 3	
21191 HPPR	**Carreta** Ⓟ (*ex*Charcas-40, *ex*WestInskip) 2*Dks* *Ref.Mchy.* D.F. *Fitted for oil fuel*	5555 — 3457					1919	S.Western S.B.Co. SanPedro,Cal	Carreta Steamship Co.Inc.	410·5|54·3|27·2 P43'B114'F46'	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
21192 162409 MBXL	**Carrick Coast** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	369 247 198					1934	Ardrossan DockyardLd. Ardrossan	CoastLines,Ld.	135·5|25·1|9·4 B9'Q91'F19'	Liverpool British *WB*	Oil Engines 2S.C.SA 4Cy.13⅜"-22$\frac{1}{16}$" 125NHP Atlas-DieselA/B,Skm.		C
21193 142744 MPSL	**Carrickmacross** (*ex*Olivine, 3Mst *ex*CatherineAïda) *ss*Gmh.No.3-10,29 *ss*Bel.No.2-38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	754 517 337	✠100A1 1,42 ~~6,40~~ ~~BS6,40~~	Bel BS9, ✠LMC4	*j* 41 ,38	CL 6,40	1918 12mo *Lloyd*	ForthS.B. &Eng.Co.Ld. Alloa '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	190·9|29·2|11·5 Q105'B8'F38' BK7½" *Bf*114'173*t FPT*50*t*	Glasgow British 3*BHCem* *APT*37*t*	T.3Cy.16",26½"&44"-30" (*s*) 180lb 127NHP 2SB,4*cf*,GS66,HS2128 ForthS.B.&E.Co.Ld.Alloa	13 " 8 s 4 " 2¼ 13 " 10	
21194 148144 MNFK	**Carrickmore** *ss*Bel.No.1-41 *ss*Bel.No.3-8,37 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	581 400 269	✠100A1 ~~8,41~~ ~~2,40~~ 12,41 6,42 BS2,~~41~~	Bel MS8, ✠LMC8,	*h* 41 ~~37~~	CL ~~8,37~~ 7,41	1925 4mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	165·0|27·0|11·1 Q94'B11'F28' FK *Bf*97'125*t FPT*44*t*	Belfast British 3*BHCem* *APT*7*t*	T.3Cy.13",28"&37"-26" (*s*) 200lb 70RHP 1SB,3*pf*,GS48,HS1440 J Lewis&Sons,Ld.Abn.	13 " 4 s 3 " 8½ 13 " 2¾	
21195 LJHE	**Carrier** (*ex*CapitaineBonelli-36) 1*Dk*	3036 2403 1611					1921	Atel.&Ch. de laSeine Marit. LeTrait	D/S A/S Anglo (ValdemarSkog- landA/S,*Mgrs.*)	314·4|46·3|20·7 P164'F29'	Haugesnd Norwegian *WB*	T.3Cy.21⅜",36"&59"-42" 226NHP Atel.&Ch.de laLoire, St.Denis		V

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la derniere Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où ortè, si ce n'est dans le L.R. Durée.Cert.B.of Trade
21196 212652 KDAE	**Carrillo** D.F. Sub.**Sig.** *2Dks&2pt dks4trB* *Ref.Mchy.* *Fitted for oil fuel*	4593 3894 2590					1911	Workman, Clark&CoLd. Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8 B160'F42'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 412NHP Wrkman,Clark&Co.Ld Bel		C
21197 200537 WDIP	**Carrollton** (*ex*Marquette&BessemerNo.1-37) *Mchy.Aft* GyC. *1Dk*	1594 — 964					1903	BuffaloDry DockCo. Buffalo,N.Y.	SaginawDock& TerminalCo.	241·0	43·0	18·3	Wilmngtn (Del.) Utd.States	T.3Cy.17",27½"&46"-36" 127NH DetroitS.B.Co.Detroit		
21198 132047 MFRD	**Carrowdore** *ss*Bkn.2ndNo.3-2,38 *Ref.Mchy.* *Welldeck Mchy.Aft* *1Dk(ptStl)*	656 434 246	✠100A1 8,41 ~~11,40~~ BS~~12,40~~ 1,42 ✠LMC2,38	~~Bel~~ Dub	*j*	CL 5,40	1914 2mo *Lloyd'sA&CP*	Scott& Sons Bowling	A.Guinness,Son& Co.Ld.	180·2 Q103'B9'F33' BK7¼" *CellDBf*103'162t*FPT*48t*APT*24t	29·1	10·4	Belfast British 3*BHCem*	T.3Cy.14",25½"&41"-30" (*s*) 180lb 85RHP 1SB,*3cf*,GS60,HS2034 Aitchison,Blair&Co.LdGls	13 " 0 s 4 " 3¾ 13 " 3¾	
21199 164092 GYXB	**Carsbreck** (*ex*Coulbeg-38) *ss*Hul.No.1-41 D.F. *1Dk*	3670 3393 2254	✠100A1 6,41 ✠LMC6,41	Hul	*w*	CL 3,41	1936 9mo *Lloyd'sA&CP*	Ayrshire Dkyd.Co.Ld. Irvine	CarslogieS.S.Co. Ld.(Honeyman& Co.*Mgrs.*)	352·6 361·4(O.L.) P28'B113'F36' FK *CellDB*303'783t	50·2	23·8	Glasgow British 6*BHCem* *APT*157t	T.3Cy.22",38"&63"-42" (*s*) 200lb *100lb* 346NHP 2SB,*6cf*,GS118,HS4802 FD D.Rowan&Co.Ld.Gls.	26 " 0 s 4 " 2½ 21 " 11½	
21200 148084 GDZY	**Carslogie** (*ex*Hartside-37) *ss*Shl.No.3-12,36 D.F. *ss*NFL.No.1-41 *1Dk(Stl)*	3786 3519 2317	✠100A1 11,41 ~~5,40~~ ~~BS6,39~~ BS11,41 ✠LMC~~12,36~~ 12,40	~~Sws~~ Hul	*w*	CL ~~5,39~~ ~~12,40~~ 11,41	1924 8mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. SouthShields	CarslogieS.S.Co. Ld.(Honeyman& Co.*Mgrs.*)	363·8 377·5(O.L.) P25'B101'F35' FK *CellDB*318'989t	50·5	23·6	Glasgow British 6*BHptCem* *APT*170t	T.3Cy.25",42"&69"-45" (*r*) 180lb ~~75lb~~ 371NHP 2SB,*6cf*,GS120,HS6044 J.Readhead&Sons,Ld.	26 " 0 s 4 " 8¾ 21 " 6	
21201 ~~116~~ ~~IBMG~~	**Carso** *ss*Tri.No.3-11,36 *1Dk(Stl)&Shelter dk(Stl)* D.F.	6275 5224 3955	✠100A1 *Shelter dk with freeboard* 3,40 MS2,35 ✠LMC BS11,39 **NO LATER SURVEY REPORTED**	Tri	*z*	CL 6,38	1923 1mo A&CP	Stabilmnto Tecnico Trieste	Ministry of War Transport(F.C. Strick&Co.Ld. *Mgrs.*)	419·0 404·7 B130'F35' *on Shelter dk* FK *CellDBa*132'*uE&B*55'*f*163'1542t *DTa*40'1096t*FPT*99t*APT*185t	54·0	30·1	British 7*BHCem* (*6 to Sh dk* 1 „ *U* „)	T.3Cy.26⅜",42⅛"&$70\frac{1}{16}$"-48" 180lb FD (*s*) 483NHP 3SB(Spt),*9cf*,GS148,HS7221 UnitedMachineFactories, Smichow	33 " 3 s 8 " 1⅜ 25 " 4	
21202 DHDT	**Carsten Russ** *1Dk*	994 787 576					1910	Stettiner Oderwerke Stettin	ErnstRuss	210·7 P12'Q36'B55'F19'	33·9	13·3	Hamburg German *WB*	T.3Cy$15\frac{7}{10}$"25⅛"&$41\frac{8}{10}$"-29½" 93NHP StettinerOderwerke		G
21203 212584 KDAA	**Cartago** Ⓟ (*ex*GeneralLee-38, *ex*Cartago-32) D.F. *2Dks&2ptDks* Sub.Sig. *Ref.Mchy.* *Fitted for oil fuel*	4732 3935 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8 B154'F44'	49·8	29·6	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 413NH Wrkman,Clark&Co Ld.Bel		C
21204 162658 GRNX	**Carthage** Ⓟ **TwinSc** *3Dks(Stl-Weather dk* ws) *Ref.Mchy* *4th dk(Stl)in forward holds* D.F. *Fitted for oil fuel* *CruiserStern*	14182 11383 7665	✠ 10,35 ✠ ✠Lloyd'sRMC6,39	Lon	*j*†		1931 11mo	A.Stephen &Sons,Ld. Glasgow	P.&O.Stm.Nav.Co.	522·5 B246'F76' FK *CellDB*448'2568t*FPT*70t*APT*140t	71·4	42·1	London British 9 *BHptCem* *Coll„to Wdk*	6SteamTurbinesSRgeared to2sc.shafts 2997NHP 4WaterTubeBoilers A.Stephen&Sons,Ld.Gls.	46 " 1	
21205	— (*ex*Annita-39, *ex*Mydol-38,*ex*Robert-37, *ex*Signe,*ex*Mediana) *1Dk*	2709 *2302* *1604*					1897	SirRaylton Dixon&Co. Middlesbro'	P.G.Cottaropoulos &P.Canallas (P.G.Cottaropoulos,*Mgr.*)	311·8 P31'B77'F30'	43·1	20·4	Tunis Tunisian *WB*	T.3Cy.22½",36½"&60"-42" 233NH SirC.Furness,Westgarth &Co.Ld.Middlesbro'		V
21206 128745 CGFP	**Cartier** Ⓟ **TwinSc** GyC. *2Dks(Stl-U* ws)	556 432 234	✠ 8,10 ✠	Nwc	*i*		1910 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadianGovernment(Department ofMines& Resources)	164·0 F40' FK *CellDBuE&B&Bnkr*62'79t*DTf*13'37t*FPT*8t*APT*9t	29·2	13·1	Ottawa British 7*BHAsp*	T.6Cy.11½",18"&31"-24" 142NHP 2SB,*4cf*,GS62,HS2162 Swan,Hunter&Wigham Richardson,Ld.Nwc	15 " 0	
21207 149455	**Cartierdoc** *Mchy.Aft* *1Dk*	1919 1629 1142					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8 Q100'F35'	43·3	17·8	Fort William British *WB*	T.3Cy.15",25"&40"-33" 92NH Swan,Hunter&Wigham Richardson,Ld.Nwc		C
21208 EEGV	**Caruso** (*ex*Aitor,*ex*Saturnus) *Well deck* *2Dks*	1022 — 567	✠ … 9,87 ✠				1883 8mo	Maats de Maas Delfshaven	V.Fernandez Balsera(A.Alvarez S.en.C.*Mgrs.*)	209·5 Q67'B47'F22'	29·6	14·8	Aviles Spanish *WB*	C.2Cy.27"&50"-36" 125NH Maats deMaas.Delfshaven		
21209 CSBU	**Carvalho Araujo** Ⓟ **TwinSc** *ss*Lis.No.2-38 *2Dks(Stl-U* teak s)*3rdDk* *(Stl)inNos.1&2holds* *CruiserStern*	4560 3575 2694	✠100A1 2,42 ~~5,41~~ BS~~11,40~~ 2,42 ✠LMC1,38	Lis	*w*	CL 12,39	1930 3mo *Lloyd'sA&CP*	Cant.Nav. Triestino Monfalcone	EmpresaInsulana deNav.(Bensaude &Co.*Mgrs*)	346·5 P30'B128'F65' FK *afterB*.32' *CellDB*275'912t*FPT*64t*APT*135t	50·2	26·6	Lisbon Portuguese 6*BHCem*	T.6Cy 21",36½"&60"-39" 210lb (*r*) FD 735NHP 4SB(Spt),*12cf*,GS258, HS11164 J.G.Kincaid&Co.Ld.Grk.	29 " 0 s 5 " 7¾ 23 " 9	
21210 DNBC	**Casablanca** D.F. E.S.D. *1Dk* *Ref.Mchy* *CruiserStern*	2313 1715 1223					1936	Deutsche WerftAG Bet Reihstwrft Hamburg	Oldenbrg-Portug. Dampfsch.Rhed.	287·9 P16'B263'F34'	45·8	18·1	Oldenburg German *WB*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$"-$35\frac{7}{8}$"&LPturbinewithDR gearing & hydraulic coupling 804NHP DeutscheWerftA.G.Ham.		G
21211	**Casacoima** Ⓟ **TwinSc** (*ex*St.Patrick-36) *2Dks* *CruiserStern* *Longitudinal framing* *Fitted for oil fuel* *CarryingPetroleum in bulk*	341 — 180					1913	…………… Gt.Britain	Cia.Anon.Venezolana deNav.	180·0	27·0	7·0	Ciudad Bolivar Venezuelan	T.6Cy J.I.Thornycroft&Co.Ld.		
21212 3407 PJAX	**Casandra** **TwinSc** *ss*Cco.No.3-10,37 *1Dk(Stl)* *Mchy.Aft* *Longitudinal framing at bottom & at deck*	*2701* *1800* *1482*	✠100A1 12,41 BS12,41 ✠LMC MS11,39 *CarryingPetroleum in bulk* *Fitted for oil fuel*12,24 *F.P. above* 150° F.	Cco	*t*	CL S12,41 P6,41	1924 12mo *Lloyd'sA&CP*	W.Beardmore&Co.Ld. Glasgow	N.V.Curaçaosche Scheep.Maats	305·0 Q87'F42' *Trunkdk*176' FK *FPT*109t*APT*87t	50·2	15·0	Willemstd Dutch 8*BHptCem*	T.6Cy.14",23"&38"-27" (*s*) 180lb 252NHP 2SB,*4cf*,HS4100 FD W.Beardmore&Co.Ld. Coatbridge	15 " 0 s 1 " 7 13 " 6¾	
21213 2158 IBNG	**Casaregis** *3Dks* D.F. *Fitted for oil fuel*	6485 — 3908					1924	Soc.Anon. Ansaldo SestriPnente	LloydTriestino Soc.Anon.diNav.	408·8 394·5	53·7	28·2	Genoa Italian *WB*	3 Steam Turbines DR geared to 1 sc. shaft Soc Anon. Ansaldo,Sampierdarena		I
21214 170618	**Casca** Ⓟ **WoodPad** *1Dk*	1300 313 1033					1937	British YukonNav. Co.Ld. Whitehorse, YukonTrty	BritishYukonNav. Co.Ld.	180·0	36·5	5·6	Vict'riaBC British	H.2Cy.16"-72" *Emade*97,*fitted*37 17RHP AlbionIronWorks, Victoria,B.C.		

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7ᵃ Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21215	**Cascade** (*ex*Lakebridge,*ex*War Rifle) *ss*S.Fo.No.2-26 1*Dk* Sub.Sig. *Fitted for oil fuel*	1853 1631 1109	✠ ... 1,29	✠			1917 11mo	Toledo S.B Co Toledo	Cia.Escandinava deVapores.S.A.	251·0 P21′B64′F30′ FK	43·8	18·9	Panama Pnamanian *WB*	T.3Cy.20½″,33″&54″-40″ 260NHP ToledoS.B.Co.Toledo	21 ″ 0	R †
21216 PDJF	— *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	338 203 167					1937	Scheepswrf Waterhuizen J.Pattje Waterhuizen	N.V."Cascade" (T.vanDijk,*Mgr.*)	134·5 P40′B16′F20′	24·1	8·2	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 4Cy.12$\tfrac{3}{16}$″-13¾″ 58NHP AppingedammerBrons Motorenfb.N.V.		C
21217 160046	**Casco** *Mchy.Aft* 1*Dk*	1831 1595 1153					1927	Earle'sCo. Ld. Hull	Lakes&St.LawrenceNavigation Co.Ld.(Canada StarchCo.Ld. *Mgrs.*)	252·7 Q94′F35′	43·2	17·8	Montreal British *WB*	T.3Cy.17″,28″&46″-33″ 122NHP Earle'sCo.Ld.Hull		C
21218 200856 KJEY	**Caspar** (*ex*Nushagak) *ss*S.Fo.3rdNo.3-11,37 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	739 584 479	✠100A1 ~~4,41~~ ~~1,39~~ 12,41 Examined 2,42 BS4,41 ✠LMC11,37 *Fitted for oil fuel* 3,07 *F. P above* 150° F.	~~SFo~~ SFo		CL ~~10,37~~ ~~4,41~~ 11,41	1904 5mo	United Eng.Works SanFrancisco A&CP	CasparLumberCo. *Cell DB*140′223*t*	175·5 P43′F38′ FK *uE & B*50′62*t FPT*	34·0	14·5	S.Frncisco Utd.States 3*BH* 75*t APT*27*t*	T.3Cy.14″,22″&38″-30″ (*s*) 180lb *120lb* 118NHP 2SB.4*cf*,GS60,HS2320 UnitedEng.Works.S.Fo.		
21219 160551 GSMK	**Caspia** *ss*Shl.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	6018 5520 3720	✠100A1 7,41 ~~5,40~~ Examined 7,41 BS5,41 ~~BS5,40~~ ✠LMC12,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,28 *F.P above* 150° F.	~~Brn~~ NYk	*z*	CL 5,40	1928 8mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'s*A&CP*	OverseasOil& TransportCo.Ld. *Cell DBuB*40′64*t*	412·0 427·2(O.L.) P108′B28′F46′ FK *DT f* 38′ 338*t FPT*	53·4	31·6	London British 17*BHptCem* (10 *to U dk* 7 ,, 2*nd* ,,) 66*t APT*59*t*	T.3Cy.27″,45″&75″-48″ (*s*) 180lb *120lb* 533NHP 3SB,9*cf*,GS189,HS7773 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s5 ″ 5½ 26 ″ 3¼	
21220 165893 MKZS	**Cassard** *ss*Nts.No.3-4,34 *ss*Nts.No.1-38 1*Dk*(*Stl*) *Longitudinal framing in DB & at dks* *Cargo battens not fitted*	1602 1386 966	✠100A1 ~~8,41~~ ~~12,40~~ 2,42 BS3,42 ~~BS9,41~~ ✠LMC MS11,38 ~~BS12,40~~	~~Ply~~ Shl	*q*	CL ~~10,40~~ 2,42	1920 2mo	Grangemth Dkyd.Co.Ld. Grngemouth *Lloyd*'s*A&CP*	Ministry of War Transport (HarriesBros&Co. Ld.*Mgrs.*)	254·0 P27′B63′F26′ FK *Cell DB*198′452*t*	37·7	18·3	Plymouth British 4*BHCem* *APT*47*t*	T.3Cy.18″,29″&48″-33″ (*s*) 180lb 192NHP 2SB,6*cf*,GS115,HS3622 Ross&Duncan,Glasgow	20 ″ 6 s 2 ″ 6½ 18 ″ 1	
21221	**Cassel** Ⓟ *ss*Ham.No.2-30 *Well deck* 2*Dks*(*Stl*)3*rd dk in No.*1*hold* D.F.	6047 5389 3672	✠ ... 5,34	Ham	*b*†		1922 5mo	Blohm& Voss Hamburg	*Cell DB*389′1560*t FPT*	450·0 P&B366′F59′ FK 60*t APT*11*t*	58·2	27·0	8*BHptCem* *pt Asp*	4SteamTurbinesSRgeared to1Sc.Shaft 882NHP 4SB,12*cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
21222 CSAI	**Cassequel** (*ex*Pangim,*ex*Numantia) *ss*Lis.3rdNo.3-8,37 *Cell side tanks* 2*Dks*(1*Stl*&*UIrn*) *amidships,deep framing at ends*	4784 4051 3347	✠100A1 12,41 ~~12,40~~ BS4,41 ✠LMC8,37	~~NNe~~ Lis	*x*	N4,40	1901 4mo	W.Gray& Co.Ld. WHartlepoo *Lloyd*'s*A&CP*	Cia.Colonial de Navegaçao *Cell DBa*126′ *uE* 26′ *f*172′10·8*t*	384·5 P40′B145′F40′ FK *Cell side tanks*217′	52·1	25·6	Lisbon Portuguese 6*BHCem* 850*t APT*55*t*	T.3Cy.27″,43″&72″-45″ (*s*) 180lb 369NHP 3SB,9*cf*,GS157,HS5592 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s 5 ″ 5½ 23 ″ 1¼	
21223 129472 VGPJ	**Cassiar** Ⓟ (*ex*PrinceJohn-40, 3Mst *ex*Amethyst) *ss*Vcr.2ndNo.3-9,34 *ss*Vcr.No.1-38 *Well deck* 1*Dk*(*pt Stl*) *Mchy.Aft*	905 466 540	✠100A1 *pt Awng dk with freeboard* ~~9,41~~ ~~3,41~~ 3,42 ✠LMC7,38 ✠NB12,28 BS~~3,41~~3,42 Lloyd'sRMC7,40 for frozen fish *Fitted for oil fuel* 3,14 *F.P. above* 150° F.	Vcr	*j*	CL N7,40	1910 3mo	Scott& Sons Bowling A&CP	UnionSteamships, Ld.	185·3 Q103′*pt Awng dk*82′ BK7¼″ *Cell DB*	29·6	10·9	Vancouvr, B.C. British 3*BHCem* *f*106′170*t FPT*42*t APT*7*t*	T.3Cy.17″,28″&45″-33″ (*s*) 160lb 147NHP 2SB.4*cf*,GS70,HS2660 Muir&Houston,Ld.Gls.	13 ″ 3 s 4 ″ 4 13 ″ 9	
21224 220574 KDDZ	**Cassimir** 2*Dks* D.F. *Fitted for oil fuel* *Carrying Petroleum in bulk*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(International FreightingCorp. Inc.*Mgrs.*)	390·0 P39′B121′F43′	54·2	27·8	Baltimore Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y		R
21225 124146 GJZC	**Castalia** Ⓟ 2*Dks* *Fitted for oil fuel*	6601 5583 4171					1906	Barclay, Curle&Co.Ld. Glasgow	AnchorLineLd.	440·5 P48′B153′F49′ *Promenade dk*153′	53·2	29·8	Glasgow British *WB*	T.3Cy.29½″,49″&81″-54″ 482NHP Barclay,Curle&Co.Ld.Gls.		C BT till ~~2,42~~ 10,42
21226 220630 KDFF	**Castana** 2*Dks* *Fitted for oil fuel* *Carrying Petroleum in bulk*	5030 4598 3105					1920	American Internationa S.B.Corp. HogIslandPa	Commercial MolassesCorporation	390·0 P50′B121′F40′	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
21227 2247 ICAF	**Castelbianco** (*ex*Pearlstone-39, *ex*Ovingdean Grange-36, *ex*Zapala-35) *ss*Rot No.3-3,37 1*Dk*(*Stl*) Now "Rio Chubut," *see No.* 38330 *in Supplement*	4900 4580 3044	✠100A1 4,40 ✠LMC MS8,36 BS4,40 *Fitted for oil fuel* 5,24 *F.P. above* 150°F. NO LATER SURVEY REPORTED	Gen	*y*	CL 1,39	1924 5mo	Lithgows Ld. Pt.Glasgow *Lloyd*'s*A&CP*	Soc.Anon. "Sitmar"(Soc. ItalianaTrasporti Marittimi) *Cell DB*341′1032	400·0 412·0(O.L.) P33′B114′F41′ FK	52·0	27·3	Genoa Italian 6*BHptCem* *APT*142*t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb FD 440NHP 2SB,6*cf*,GS123,HS5862 Rankin&BlackmoreLdGrk	29 ″ 9 s 5 ″ 9¼ 24 ″ 3	
21228 DJPP	**Castellon** D.F. Sub.Sig. E.S.D. *CruiserStern* 2*Dks*	2086 1578 1044					1935	Deutsche WerftAGBet Finkenwrder Hamburg	Rob.M.Sloman,Jr.	308·3 P23′B&F269′F41′	43·6	16·1	Hamburg German *WB*	C.4Cy.(2)16¾″&(2)35$\tfrac{7}{16}$″-37⅜″&LPTurbine 210NHP DeutscheWerftA.G.Ham.		G
21229 2216 ICAD	**Castelverde** (*ex*Sunstone-38, *ex*Inverleith-37) *ss*Rot.No.3-5,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *CruiserStern*	6666 6239 4098	✠100A1 *Shelter dk with freeboard* 3,40 BS9,39 ✠LMC5,37 *Fitted for oil fuel* 3,21 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*a*†	CL 9,37	1921 2mo	Harland& Wolff,Ld. Belfast *Lloyd*'s*A&CP*	Soc.Anon "Sitmar"(Soc. ItalianaTrasporti Marittimi) *Cell DB*324′1482*t FPT*	428·8 411·5 F40′*on Shelter dk* FK	55·8	34·4	Genoa Italian 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd*.,) 87*t APT*126*t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 531NHP 4SB,12*cf*,GS251,HS9992 Harland&Wolff,Ld.Bel.	38 ″ 0 s10″0¾ 28 ″ 2¼	
21230 143384 GBVX	**Castilian** 2*Dks*	3067 2836 1849					1919	SirRaylton Dixon&CoLd Middlesbro'	EllermanLines, Ld.(Westcott& LauranceLine, Ld.*Mgrs.*)	331·3 P33′B98′F29′	46·8	23·2	London British *WB*	T.3Cy.25″,41″&68″-45″ 310NHP Richardsons,Westgarth &Co.Ld.Mdb.		C
21231 HRAH	**Castilla** Ⓟ 2*Dks*4*trB* *Ref.Mchy.* D.F. *Fitted for oil fuel*	3910 3252 1823					1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	341·9 P35′B115′F42′	48·0	28·2	Tela Honduran *WB*	T.4Cy.27″,45″&(2)55″-45″ 406NHP Wrkman,Clark&Co.LdBel		C

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée,Cert.B.of Trade.
21232 1235 CBIP	**Castilla** ssVpo.2ndNo.3-3,42 (*ex*Chipana-40, ~~ssN.Yk.No.3-12,29~~ *ex*Corapeak) ~~ssVpo.No.2-38~~ GyC. 1*Dk*(*Stl*)	2159 1753 1464	✠100A1 3,42 ~~2,41~~ ~~BS4,41~~ ✠LMC~~5-38~~ 3,42	~~Tal~~ Vpo	*r*	CL ~~11,38~~ 3,42	1919 5mo	Manitowoc S.B.Corp. Manitowoc, CP Wis.	Martinez,Pereira &Cia.Lda.	250·5 P27'B64'F26' FK *CellDB*212'637*tFPT*	43·7	20·1	Santiago Chilian 4*BHCem* 54*tAPT*51*t*	T.3Cy.20",33"&54"-40" (*s*) 190lb 269NHP 2SB,4*cf*,GS88,HS3992 FD ManitowocS.B.Corp.	23 " 0	
21233	**Castillo Almansa** (*ex*Stancroft-41 ssNwc.2ndNo.3-12,34 *ex*Neoptolemos-38, 1*Dk*(*Stl*) *ex*Stancroft-37, *ex*Greenbatt-37) *Well deck* (*SUNK*	1407 1118 865	✠ 9,38 ✠	Mtl	*o*		1908 11mo	J.Priestman&Co. Sunderland	SpanishGovernment (Naviera CandinaS.L.*Mgs*) *CellDBa*70'*uE*&	240·0 Q129'B10'F21' FK *B*32'*f*96'372*t FPT*	36·0	15·8	Spanish 4*BHCem* 63*tAPT*94*t*	T.3Cy.19",31"&51"-36" NDB31 180NHP 1SB,4*cf*,GS74,HS2938 N.E.MarineEng.Co.Ld.Sld	17 " 8	
21234	**Castillo Almenara** (*ex*English Tanker-41, ssRot.No.3-4,37 *ex*Oilfield-37) 2*Dks*& *Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk* *Fitted for oil fuel*	5387 *4407* *3063*	✠ 1,38 (*Reclassification Contemplated*) ✠	Msl	*x*		1923 6mo	TyneI.S.B. Co.Ld. Newcastle	SpanishGovernment (C.A.M.P.S.A.*Mgs*.) *CellDBuE*27'55*t*	365·2 P93'B36'F40' FK *DTf*34'279*tFPT*12	51·3	30·7	Spanish 2*tAPT*22*t*	2 steam turbines DRgeared to 1 sc. shaft 467NHP 2SB,6*cf*,HS5368 WallsendSlpwy &E.CoLd.	30 " 9	
21235	**Castillo Ampudia** 2TwinMsts (*ex*Katayama-39,*ex*Jason-34,*ex*Charon) *Longitudinal framing* 2*Dks*	3209 2915 1989					1912	Wrf.voorh. Rijkee&Co. Rotterdam	SpanishGovernment(Ybarra& Co.*Mgrs.*)	346·5 P24'B208'F43'	48·5	22·1	Spanish	T.3Cy.23",37"&62"-42" 249NHP [illegible].Fyenoord,Rot.		
21236	**Castillo Arevalo** Ⓟ (*ex*Cadix-40, *ex*Janu,*ex*Kenwood-37, *ex*NewLondoner-36) 1*Dk*	*1374* *924* *679*					1912	Irvine'sSB &D.D.Co.Ld. WHartlepool	SpanishGovernment	260·2 P&B137'F50' *Bon*P&B82'	35·0	14·3	Spanish *WB*	T.3Cy.22½",37"&61"-42" Richardsons, 241NHP Westgarth&Co.Ld.Hpl.		
21237	**Castillo Bellver** (*ex*Lensovet-39, ssSyd.No.3-9,34 *ex*Kazan-35,*ex*Age-35) 1*Dk*(*Stl*) *Well deck* *Fitted for oil fuel*	*4718* *3608* *2864*	✠ 2,35 ✠	Hul			1925 1mo	JLThompson&Sons,Ld. Sunderland	SpanishGovernment *CellD*	366·2 P28'Q118' B68'F28 FK *B*309' 953*t FPT*70*t*	52·8	24·3	Spanish 6*BHCem* *APT*221*t*	T.3Cy.23½",38"&64"-42" 347NHP 3SB,9*cf*,GS189,HS6156 ArmstrongWhitworth &Co.Ld.Nwc	26 " 8	
21238	**Castillo Benisano** *For full particulars see* "**Lucky**."															
21239	**Castillo Butron** (*ex*Pomaron-39, *ex*Copeman, ssSld.2ndNo.3-6,19 *ex*Avontown, ssApl.No.1-25 *ex*Citrine) 1*Dk*(*Stl*)& *Web frames*	1840 1566 1103	✠ 10,28 ✠	Cff	*q*		1899 12mo	A.Rodger &Co. Pt.Glasgow	SpanishGovernment(Cia.Trasmediterranea, *Mgrs.*) *CellDBa*	259·9 Q97'B62'F29' FK 76'*f*112'377*tFPT*66	37·4	16·9	Spanish 4*BHCem* *tAPT*31*t*	T.3Cy.17¼",31"&51"-36" 167NHP 1SB,4*pf*,GS77,HS2672 Muir&Houston,Ld.Gls.	19 " 5	V †
21240 EEHR	**Castillo Calatrava** (*ex*Ciutat de Tarragona-39, *ex*MariTere) 1*Dk* *Mchy.Aft*	825 — 475					1920	N.V.Kuy&Rees'Mch.&Schpsw. Schiedam	SpanishGovernment(Augusto Lajusticia,*Mgr.*)	180·1 Q105'B11'F24'	28·3	17·1	Tarragona Spanish *Wb*	T.3Cy.15",24"&40"-24" 78NHP N.V.Kuy&Rees'Mch.&Schpsw.Schiedam		
21241	**Castillo Coca** (*ex*Jan-39) 1*Dk*	1739 1376 1036					1918	KjöbnhvnsFlydk.&Skbs. Copenhagen	SpanishGovernment	261·1 P15'Q77'B106'F31'	40·1	16·9	Spanish *WB*	T.3Cy.18",29"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
21242 EEXY	**Castillo Cuellar** (*ex*MariEli-39, *ex*Castellon, ssBcl.2ndNo.3-1,16 *ex*Iturri-Ederra, 1*Dk*(*pt Irn pt Stl*) *ex*SantiagoMumbru,*ex* & *Web frames* EnriquetadeMalloi,*ex*Nautik) *Well deck*	1080 830 676	✠ 9,20 *Now* "**Punta Almina**," *see letter* **P.**	Bbo	*n*		1897 6mo	Carmichael Maclean&Co. Greenock	Cia.Trasmediterranea *CellDBa*&	226·3 Q81'B54'F27' FK *uE*71'*f*90'253*tFPT*	33·1	16·2	Bilbao Spanish 4*BHCem* 31*tAPT*16*t*	T.3Cy.17",27½"&44"-33" 114NHP Hutson&Son,Glasgow	16 " 0	V †
21243	**Castillo Daroca** (*ex*Skulda-39) 1*Dk*& *deep framing*	1105 987 644	✠ ... 6,12 ✠				1910 2mo	Bergens Mek.Værks. Bergen	SpanishGovernment(Auxiliar MaritimaS.A. *Mgrs.*)	229·0 H50*t*F30*t* FK	35·1	15·8	Spanish *WB*	T.3Cy.16½",26"&44"-30" 122NHP BergensMekVærksBergen	16 " 10	
21244	**Castillo Andrade** (*ex*Vigo-39,*ex*François, *ex*Pagasitikos-37, 1*Dk*& *Shelter dk* *ex*Sicily-33) *Longitudinal framing*	*3457* *3208* *2146*					1914	Richardsn, Duck&Co.Ld. Stockton	SpanishGovernment (Cia.Trasmediterranea,*Mgrs.*)	380·5 P22'F40' *on Shelter dk*	48·0	22·4	Spanish *WB*	T.3Cy.26",42"&70½"-45" 352NHP Blair&Co.Ld.Stockton		
21245	**Castillo la Mota** *ex*Hordena-39, ssNwc.No.3-11,28 *ex*Horden-37) ssShl.No.1-38 *Well deck* 1*Dk*(*Stl*)	*2677* *2150* *1607*	✠ — 12,37 ✠	Shl	*t*		1916 8mo	WoodSkinner&Co.Ld. Newcastle	SpanishGovernment (AdolfoRamirez Escudero,*Mgr.*) *Intermediate BH in fore hold dispensed with*	321·0 *Bon*Q63'Q186'F32' FK	43·2	19·5	Spanish *Cem* 4*BHonly* *CellDB*	T.3Cy.24",40"&65"-42" 329NHP 2SB,8*cf*,GS149,HS5524 N.E.MarineEngCoLd.Nwc 263'695*tFPT*130*tAPT*151*t*	21 " 9	
21246	**Castillo Fuensaldana** (*ex*Everards-39, ssLie.2ndNo.3-4,34 *ex*Ronturn-33, 1*Dk*(*Stl*) *ex*Camerata)	3705 — 2325	✠ 11,37 ✠	Rot	*w*		1910 6mo	W.Gray& Co.Ld. WHartlepool	SpanishGovernment (Domingo Mumbrú,*Mgr.*) *CellDBa*	350·1 P29'B67'F33' FK 113'*uE*23'*f*154'997*t*	50·1	23·6	Spanish 6*BHCem* *APT*41*t*	T.3Cy.24",38"&64"-42" NE18 314NHP 2SB,6*cf*,GS98,HS4172 Fullerton,Hodgart&Barclay,Ld.Psy.	25 " 11	
21247	**Castillo Gibralfaro** (*ex*Juss-39, *ex*Tolsta-37, ssLth.2ndNo.3-4,31 *ex*Cairnnevis) ssLth.No.1-35 1*Dk*(*Irn*)& *deep framing*	*1587* *1440* *977*	✠ — 12,38 ✠	Bly	*q*		1905 7mo	ShortBros. Ld. Sunderland	SpanishGovernment (Desiderio Martin,*Mgr.*) *CellDBa*82'*uE*&	259·0 P21'B62'F26' FK *B*34'*f*102'418*tFPT*	36·8	18·0	Spanish 4*BHCem* 46*tAPT*39*t*	T.3Cy.19",30"&48"-36" 151NHP 1SB,3*cf*,GS62,HS2463 Blair&Co.Ld.Stockton	20 " 4	
21248	**Castillo Madrigal** (*ex*NicolaouEleni-39, ssNwc.No.3-12,32 *ex*EleniNicolaou-37, ssRot.No.1-37 *ex*Diadem-34) 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	*4528* *4186* *2731*	✠ 5,38 ✠	Rot	*y*		1920 9mo	Sunderlnd S.B.Co.Ld. Sunderland	SpanishGovernment (Ybarra& Co.*Mgrs.*) *CellDB*336'1187*t*	390·0 FK *FPT*81*t* *APT*114*t*	54·0	24·6	Spanish *Cem* *Collision BH to Shdk* 5 ,, ,, *U* ,,	T.3Cy.26",43"&71"-48" 450NHP 3SB,9*cf*,GS186,HS7917 Blair&Co.Ld.Stockton	27 " 0	
21249	**Castillo Maqueda** (*ex*SkvortsovStepanov-39) *Oil Eng.* 2*Dks*	2152 1865 1075					1931	StatesS.B.Yd."61 Kommunar" Nicolaieff	SpanishGovernment (Cia.Trasmediterranea,*Mgrs.*)	270·3 P31'B62'F28'	39·8	22·7	Spanish *WB*	Oil Engines 2S.C.SA 6Cy.18¼"-32¼" 357NHP StatesEng.Wks. "Komintern,"Kharkoff		

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✛ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21250	**Castillo Mombeltran** (*ex*Ellinico *ss*Shl.2ndNo.3-7,21 Vouno-39, *ss*Rot.No.2-30 *ex*AngelosL.-37,*ex*Cape 2*Dks*(*Stl*) Point,*ex*Stambul,*ex*MariaRickmers)	3667 3344 2270	— 12,36	Ist			1904	Rickmers Act.Ges. Bremerhaven	SpanishGovernment (Ybarra &Co.*Mgrs.*)	354·2 P33'B94'F44' FK *CellDB*296' 682t *FPT*	45·2	26·2	Spanish 6*BHAsp* 109t*APT*34t	T.3Cy.$23\frac{9}{16}$",38⅜"&$63\frac{1}{16}$"-$43\frac{5}{16}$" 329NHP 3SB,9*cf*,GS116,HS5610 BremerVulcan,Vegesack	29 " 0	
21251	**Castillo Monforte** (*ex*Nagos-39, *ex*Corbrae-34, *ss*Sld.No.3-9,25 *ex*Hillingdon) *ss*Pir.No.2-34 *Well deck* 1*Dk*(*Stl*)	1926 1489 1085	✛ 7,35 ✠	Pir	*q*		1912 8mo	S.P.Austin &Sons,Ld Sunderland *CellDBa*73'*u*	SpanishGovernment *E & B*35'*f*110'439t	267·0 P28'Q71'B51'F28' FK *side tanks in ER*12'	38·0	17·6	Spanish 4*BHCem* 156t *FPT*119t	T.3Cy.20½",33"&54"-39" 199NHP 2SB,6*pf*,GS97,HS3090 G.Clark,Ld.Sunderland *APT*106t	19 " 10	
21252	**Castillo Montealegre** (*ex*MaxHoelts-39) *OilEng.* Sub.Sig. 2*Dks*	3972 3537 2261					1930	Severney S.B.Yard Leningrad	SpanishGovernment (Cia.Trasmediterranea, *Mgrs.*)	347·4 P31'B52'F34'	48·8	27·2	Spanish *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-$35\frac{7}{16}$" 500NHP RussianDieselWorks,Len.		
21253	**Castillo Montiel** (*ex*Farnham-40, *ex*Putney-36, *ss*Hul.No.3-5,31 *ex*Neotseneld-33, *ss*AntNo.1-36 *ex*Dartwen) 1*Dk*(*Irn*)	4793 4556 3028	✛ 5,38 ✠	Npt	*x*	CL 1,38	1913 3mo *Lloyd's A&CP*	Richardsn. Duck&Co.Ld. Stockton	SpanishGovernment *Cell DBa*127'*uE&B*	380·2 392·4(O.L.) P34 B111'F31' FK 45*f*168'1116t*FPT*	50.9	28·0	Bilboa Spanish 6*BHCem* 62t*APT*129t	T 3Cy.26",42"&70"-18"(*s*) 180lb *100lb* 385NHP 3SB,9*cf*,GS173,HS6169 Blair&Co.Stockton	30 " 4	
21254 144428 GBGC	**Castillo Montjuich** (*ex*African Mariner-40,*ex*-Bois- *ss*Hav.No.3-12,31 *ex*Soliel-37,Wolnan- *ss*Rot.No.1-36 del,*ex*Andalusier,*ex*War Vigour) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames bevelled bilge*	6511 6222 4166	✛ *Shelter dk* 4,37 ✠	Hav	*a*†		1919 12mo	Furness S.B.Co.Ld. Middlesbro'	SpanishGovernment (Domingo Mumbrú,*Mgr.*) *Cell DB*344' 1482t *L*	412·5 F40'*on Shelter dk* FK *Ta*23' 846t *FPT*97t	55·6	34·5	Spanish *ptCem* 6*BHtoShdl* 3 „ „ *U* „ *APT*119t	2 Steam Turbines DR geared to 1 sc. shaft HS9686 677NHP 3WaterTubeBoilers ParsonsMarineSteam TurbineCo Ld.Nwc	38 " 1	
21255	**Castillo Norena** (*ex*Greatend-41, *ex*Ville de Dannemarie) *ss*Nwc.No.3-2,34 *Well deck* *ss*Nwc.No.1-38 1*Dk*(*Stl*)	1495 1060 771	✛ 4,38 ✠	Nwc	*p*		1920 12mo	JI Thornycroft&Co.Ld. Southampton	SpanishGovernment	240·4 Q136'B10'F28' FK *CellDB*226' 438t *FPT*29t	36·1	16·[illegible]	Spanish 4*BHCem* *APT*112t	T.3Cy.18",30"&50"-33" 178NHP 2SB,4*cf*,GS82,HS3000 J.I.Thornycroft&Co.Ld.	18 " 6	
21256	**Castillo Olite** (*ex*Postishev-39, *ex*Zwartewater-35, *ss*Rot.No.3-1,34 *ex*Zaandijk) 1*Dk*(*Stl*)	3545 3272 2150	✛ … 8,36 ✠	Rot	*w*		1921 2mo	Rotterdam DroogdMaat. Rotterdam	SpanishGovernment	361·3 P25'B214'F36' FK *CellDB*307' 879t *FPT*85t	49·8	22·0	Spanish 6*BHCem* *APT*127t	T.3Cy.25",41"&68"-45" 342NHP 3SB,9*cf*,GS145,HS5379 RotterdamDroogd.Maats.	24 " 6	
21257	**Castillo Olmedo** (*ex*Reina-39, *ex*Björnöy-37,*ex*Juan-34) 1*Dk*&*Spar dk*	1436 1192 845					1908	Nylands Værksted Oslo	SpanishGovernment	243·4 P52tB135tH19t F27t	33·7	21·7	Spanish *WB*	T.3Cy.20½"33"&56"-36" 188NHP NylandsVærksted,Oslo		V
21258	**Castillo Oropesa** (*ex*Victoria-39, *ex*Ekaterini *ss*Shl.No.3-3,30 Nicolaou-38.*ex*General *ss*Rot.No.1,34 Church-32) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6600 4868 4148	✛ 3,38 ✠	Ams	*z*		1917 11mo	W.Doxford &Sons,Ld. Sunderland *1 Intermediate BH in fore hold dispensed with*	SpanishGovernment	420·0 434·5(O.L.) FK	54·0	26·4 34·4	Spanish *Cem* 6*BH only*	T.3Cy.27",45",&74"-54" 572NHP 3SB,9*cf*,GS190,HS8556 N.E.MarineEng.CoLdNwc *CellDB*358'1151t*APT*128t	37 " 0	
21259	**Castillo Penafiel** (*ex*Smidovich-39, *ex*Noord-35) *ss*Rot.No.3-5,30 *ss*Rot.No.1-35 1*Dk*(*Stl*)	2485 2311 1523	✛ 3,35 ✠	Rot	*s*		1918 1mo	N.V.Werf deNoord Alblasserdam	SpanishGovernment	286·2 P22'B74'F25' FK *CellDB*248'	45·2	21·8	Spanish 4*BHCem* 574t*APT*73t	T.3Cy.22½",37"&62"-39" 260NHP 2SB,6*cf*,GS128,HS4000 Wilton'sEng.Co.Rot.	23 " 11	
21260	**Castillo Riaza** (*ex*Foynes-41, *ex*IslandQueen) *ss*Bkn.No.3-5,28 *ss*Bkn.No.2-36 *Well deck* 1*Dk*(*Stl*)	822 514 390	✛ 3,38 ✠	Bkn	*j*		1916 4mo	GooleS.B. &RepgCo.Ld. Goole	SpanishGovernment	180·2 P19'Q35'B57'F26' BK7' *CellDBa*35'*f*70'111t*FPT*	30·1	13·0	Spanish 4*BHCem* 48t*APT*41t	T.3Cy.15",25"&48-30 "(*s*) 88NHP 2SB,4*cf*,GS70,HS2880 Earle'sCo.Ld.Hull	13 " 9	
21261 EEHQ	**Castillo Sagunto** (*ex*Ciutat de Reus-40.*ex*Stella) 1*Dk*3*trB*	943 722 642					1920	N.V.Werf "Zeeland" Hansweert	SpanishGovernment	212·9 P30'B60'F23'	31·3	13·3	Tarragona Spanish *WB*	T.3Cy.14⅜",22"&35⅜"-23⅜" N.V.Werf. 62NHP "Zeeland,"Hansweert		
21262 EGML	**Castillo Santacara** Iron (*ex*MariElvira-40, *ss*Sws.2ndNo.3-2,10 *ex*SanIreneo-36, *ss*Bbo.No.2-19 *ex*Tanchin,*ex*SwanseaTrader, 1*Dk*(*Irn*) *ex*Crathie) *Well deck*	472 350 241 *Now* **"Punta Lucero,"** *see letter* **P.**	✛ 6,23 ✠	Bbo	*h*		1883 11mo	J.Key& Sons Kinghorn	Cia.Trasmediterranea	145·0 Q54'B42'F20' BK7" *DBa*35'	28·8	15·4	Gijon Spanish 5*BHCem* *f*33'98t	C.2Cy.21"&42"-27" 77NHP 1SB,3*pf*,GS54 J.Key&Sons,Kirkcaldy	13 " 8	
21263	**Castillo Simancas** (*ex*Coruna-39, *ss*Ven.2ndNo.3-12,32 *ex*Sydney,*ex* *ss*Rot.No.1-37 Polymnia-37, 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *ex*Kintyre,*ex*Wyncote, &*deep framing* *ex*Den of Ruthven)	4937 4636 3116	✛ 10,37 ✠	Rot	*y*		1907 6mo	C.Connell &Co.Ld. Glasgow *CellDBa*130'*u*	SpanishGovernment (Cia.Trasmediterranea*Mgs*)	400·0 P41'B112'F44' FK *E&B*46'*f*172' 1082t	52·0	19·3 27·8	Spanish 5*BHCem* *APT*37t	T.3Cy.27½",44"&71½"-48" 470NHP 2SB,8*cf*,GS147HS6556 D.Rowan&Co.Glasgow	30 " 6	
21264	**Castillo Tarifa** (*ex*Gardelaki-39, *ex*Cité deReims, *ss*Shl.3rdNo.3,11,20 *ex*City ofRheims, 1*Dk*(*Stl*)2*trB* *ex*Ivanhoe,*ex*Falshaw) *Well deck*	2282 1814 1431	✛ 6.24	Gls	*s*		1888 4mo	T.Turnbull &Sons Whitby	SpanishGovernment (Joaquin VelascoMartin, *Mgr.*)	288·0 P28'Q76'B124'F32' FK *DBa*	38·3	21·0	Spanish 6*BHCem* 88'*f*114'440t	T.3Cy.22",36"&59"-39" 219NHP 2SB,6*cf*,GS101,HS3301 Blair&Co.Ld.Stockton	22 " 2	
21265 EAEK	**Castillo Tordesillas** (*ex*EspañaNo.5-39,*ex*Riga) D.F. 1*Dk*&*Spar dk*2*trB*	2156 1789 1336					1906	Schiffsw.v. HenryKoch Lübeck	SpanishGovernment	265·8 P15'B73'F38'	39·4	20·9	Seville Spanish *WB*	T.3Cy.20½",33½"&53¼"-33½ 164NHP OttensenerMasch.Altona		
21266	**Castillo Valdemosa** TwinSc (*ex*Aunis-40) 1*Dk*	491 421 198					1899	DelaBrosse &Fouché Nantes	SpanishGovernment	165·6 Q28'H47'RFD28'	24·4	12·6	Spanish *WB*	C.4Cy.17¾"&$29\frac{15}{16}$"-16½" NB17 61NHP DelaBrosse&Fouché,Nts		V
21267	**Castillo Villafranca** (*ex*Tsyurupa-39) *OilEng.* 2*Dks*	2081 1819 1064					1932	StatesS.B. Yd."61 Kommunar" Nicolaieff	SpanishGovernment (Cia.Trasmediterranea,*Mgrs.*)	270·4 P31'B62'F28'	39·8	22·5	Spanish *WB*	Oil Engines 2S.C.SA 6Cy.18½"-32½" 358NHP KominternWks.Kharkov		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où cote, ce n'est dans le L.R. Durée.Cert.RofTrade.
21268 163872 MMGD	**Castle Combe** OilEng. Mchy.Aft CruiserStern 1Dk Part electrically welded including deck & butts of keel	454 279 232	✠100A1 12,41 ~~12,40~~ Examined 12,41 ✠LMC CS12,41 12,41	~~Cff~~ Brs	g	OG ~~12,39~~ 11,41	1936 12mo Lloyd	C.Hill& Sons,Ld. Bristol 'sA&CP	AldShippingCo.Ld.	155·0 Q97'F21' CellDB95' 132t FPT 34t APT43t	27·6 28·2	8·6 FK	Bristol British 3BHptAsp	Oil Engines 4S.C SA 7Cy.12½"-15" 89RHP Ruston&Hornsby,Ld.Lin.	10 ″ 9 s 3 ″ 11 10 ″ 8	
21269 156175 VQJK	**Castle Harbour** TwinSc (exMid-Ocean) ssBermudaNo.2-37 1Dk(Stl-ws)2nd dk(Stl-ws) in fore hold	730 548 294	✠100A1 with freeboard 2,42 ~~11,40~~ MS11.37 Fitted for oil fuel 10,29 F.P. above 150° F.	Ber-muda ✠LMC BS~~1,41~~ 3,42	k 7/18	11,40	1929 10mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP	Bermuda&West IndiesS.S.Co.Ld. CellDBuE21'36t	176·3 F68' DTsf9'110t DTa above tunnel 19'103t FPT9t APT12t	33·7	15·0 FK	Bermuda British 6BHCem	T.6Cy.14",23"&38"-27" (s) 180lb 279NHP HS4700 FD 2 Water Tube Boilers J.G.Kincaid&Co.Ld.Grk.	16 ″ 0 s 3 ″ 9½ 12 ″ 6¼	
21270 142504 MKNT	**Castlehill** ssBel.No.3-6,33 ssBel.No.1-38 Mchy.Aft Well deck 1Dk(Stl)	690 467 280	✠100A1 8,38 BS6,40	Bel ✠LMC8,38	j	CL 7,38	1920 11mo Lloyd	Scott& Sons Bowling 'sA&CP	JohnKelly,Ld. (W.Clint,Mgr.) CellD	187·4 Q107'B9'F33' BK7¼" Bf110'172tFPT46t APT7t	28·7	11·0	Belfast British 3BHCem	T.3Cy.15",25½"&41"-30" (s) 180lb 85RH 1SB,3cf,GS58,HS1938 AitchisonBlair,LdCldebnk	13 ″ 6 s 4 ″ 5½ 13 ″ 8¾	
21271 7456 SFXA	**Castor** TwinSc ssMmo.No.3-10,40 OilEng. Mchy.Aft 2Dks(Stl)&Web frames D.F. CruiserStern Longitudinal framing-bracketless system	8714 7950 4851	✠100A1 10,40 DBS10,40 Carrying Petroleum in bulk	Mmo ✠LMC10,40	d†	CL 7,40	1928 6mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	TrelleborgsÅngf. NyaAktieb. (J.Malmros, Mgr.) CellDBuE60'	482·3 P97'B36'F40' 249t DTf38' 298t FPT152t APT190t	61·8	36·1 FK	Trelleborg Swedish 17BHptCem (12 to Udk 5 ,,2nd,,)	Oil Engines 4S.C.SA 12Cy.22$\frac{7}{16}$"-39⅜" 584NHP 2DB170lb 1DB(aft) KockumsM.V Akt Malmö	36 ″ 3 s 8 ″ 2 28 ″ 3½	
21272 PDJH	— OilEng. E.S.D. 1Dk&Shelter dk, Cruiser Stern 3rd dk in No.1 hold Butts of shell & deck plating elec. welded	1830 1363 946	✠100A1 with freeboard 9,41 ~~12,40~~	NYk ✠LMC11,39	s	OG 9,41	1939 11mo Lloyd	NVNederl. Dok.Maats. Amsterdam 'sA&CP	Konink.Nederl. Stoomb.Maats. CellDB232'	292·5 310·3(O.L.) F31' 475t FPT65t APT72t	41·1	14·9 FK	Amsterdm Dutch 6BHptAsp (Coll to Sh dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 5Cy.19$\frac{1}{16}$"-35$\frac{7}{16}$" 338NH DB100lb N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot	18 ″ 0 s ″ 2¾ 17 ″ 10½	
21273 LOGE	— (exRödfaxe) Well deck D.F. 1Dk	1683 1177 1039					1920	Helsingörs Jernsk.&Msk Elsinore	DetBergenske Dampskibsselskab	249·8 P38t Q104t B242t F31t H50t	38·3	15·4	Bergen Norwegian WB	T.3Cy.18",30"&50"-36" 150NH HelsingörsJrnsk.&Mskb.		N
21274 366 OHGG	— (exCettois,exSaga) ssAbo.2ndNo.3-4,31 D.F. ssHfs.No.2-39 1Dk(Stl)&deep framing	1225 974 659	✠100A1 4.39 BS8,40 No later survey reported	Hfs ✠LMC4,39	n	OG 8,40	1906 8mo Lloyd	Laxevaags Msk.&Jrnsk Bergen 'sA&CP	FinskaÅngf. Aktieb. Cell DBa 63' f119'	236·2 227·7 P19'B61'F25' 285t FPT40t APT51t	33·4	15·8 FK	Helsingfrs Finnish 4BHptCem ptAsp	T.3Cy.16",25½"&43"-30" (s) 175lb NDB36-125lb 113NH 1SB,3pf,GS55,HS1824 LaxevaagsMsk.&Jrns.Bgr	16 ″ 10 s 1 ″ 10½ 15 ″ 1	
21275 DOMA	— 1Dk&pt Awng dk	519 289 320					1896	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	163·0 Q16'F16' pt Awng dk 130'	24·1	9·6	Bremen German WB	C.2Cy.16$\frac{5}{16}$"&30$\frac{11}{16}$"-20½" 36NH A.G."Weser,"Bremen		G
21276 822 ILIL	**Castore** Mchy.Aft 1Dk	1016 806 599					1917	N.Odero& Co. Foce, Genoa	Soc.Anon.Ilva	203·9 193·5	31·9	16·6	Genoa Italian	T.3Cy.15⅛",24⅖"&39⅗"-25⅗" 79NH N.Odero&Co.		CI
21277 220629 KDFG	**Catahoula** 2Dks Fitted for oil fuel D.F. Carrying Petroleum in bulk	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(International FreightingCorp. Inc.Mgrs.)	390·0 P39'B121'F43'	54·2	27·8	Baltimore Utd.States Wb	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
21278 152822 VGNY	**Catala** Ⓟ TwinSc Ref.Mchy. 2Dks CruiserStern Fitted for oil fuel	1476 1065 851					1925	CoasterCon-structnCoLd Montrose	UnionSteamships Ld.	217·9 B120'	37·1	18·4	Vancouver British	T.6Cy.16",26"&44"-26" 200NH Emade19rebuilt&fitted25 Campbell&CalderwoodPsy		C
21279 69 IBHG	**Catalani** Ⓟ OilEng. ssTri.No.2-37 2Dks(Stl)	2429 1838 1422	✠100A1 2,40 DBS11,39 NO LATER SURVEY REPORTED	Pla ✠LMC CS8,37 12.38	s	CL N8,37	1929 1mo Lloyd	Cant.Nav. Triestino, Monfalcone 'sA&CP	"Tirrenia"Soc. Anon.diNav. CellDB213'	294·0 (O.L.) 279·9 P29'B34'F36' 404t FPT58t APT57t	40·2	21·1 FK	Fiume Italian 6BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 357NH DB100lb StabilimentoTecnico,Tri.	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
21280 223907 KFTP	**Catalina** Ⓟ TwinSc 3Dks Fitted for oil fuel	1766 — 1161					1924	Ls.Angeles SB&DDCorp. SanPedroCal	Wilmington TransportationCo.	285·2	52·1	18·8	Ls.Angeles Utd.States WB	T.6Cy.20½",35"&60" 36" Hooven,Owens& 432NH RentschlerCo.Hamilton,O		
21281 CSBY	— (exFalconer, ssLis.No.3-5,32 exKilkeel) ssLis.No.2-40 Cargo battens not fitted 1Dk(Stl)	632 487 322	100A1 5,41 MS9,40	Lis LMC BS3,41		CL 5,41	1918 Lloyd	Smith's DockCo Ld. Middlesbro' 'sA&CP	C.A.Moreira&Cia. Ltda.	175·0 B50' CellDBuE26'20t FPT20t	30·0	15·7 FK	Porto Portuguese 5BHCem	T.3Cy.16",26"&44"-26" (s) 200lb 116NH 1SB,3cf,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 7¼ 15 ″ 0¼	
21282	— (exMazout-36, 1Dk exMazoutI) Mchy.Aft Fitted for oil fuel Carrying Petroleum in bulk	582 493 317					1913	Soc.Anon. Jhn.Cockerill Hoboken	Anglo-Ecuadorian Oilfields,Ld.	164·0 P28'F28'	31·2	13·1	Guayaquil Ecuadorian WB	T.3Cy12",20"&32"-28" 49NH Earle'sCo.Ld Hull		V
21283 DJPW	**Catania** D.F. E.S.D. 2Dks Sub.Sig. CruiserStern	2148 1636 1105					1935	Neptun-werftRostock G.m.b.H. Rostock	Rob.M.Sloman,jr.	303·2 P24'F272'	43·7	16·1	Hamburg German WB	C.4Cy.(2)16⅛"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" & LP Turbine with DR gearing & hydraulic coupling 205NH NeptunwerftRostock G.m.b.H.Rostock		G
21284 YVAM	**Catatumbo** TwinSc ssN.Yk.No.3-5,40 Mchy.Aft 1Dk(Stl)&Webframes Longitudinal framing-bracketless system	3163 2298 1671	✠100A1 ~~5,41~~ ~~5,40~~3,12 BS~~5,41~~4,42 Carrying Petroleum in bulk Fitted for oil fuel 4,28 F.P. above 150° F.	NYk ✠LMC5,40		CL ~~8,39~~ 5,41	1928 4mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP	MeneGrandeOil Co.C.A. CellDBuE&B50' 149t side tanks	325·0 337·1(O.L.) P73'B22'F40' Trunk in Wells 180'2115t FPT207t APT126t	55·2	16·4 FK	Maracaibo Venezuelan 8BHptCem	T.6Cy.14½",24"&39½"-27" 180lb (s) 248NHP 2SB,6cf, ,HS4808 Palmers'Co.Ld.Newcastle	16 ″ 6 s 2 ″ 0 14 ″ 8½	
21285 434 IBFM	**Caterina** (exFortunata-39, exPadnsay-38) 2Dks Sub Sig. Fitted for oil fuel Longitudinal framing	4786 4372 2492					1920	ToddD.D. &Const.Co. Tacoma	Nav.CarloMartinolichS.a.g.I.	396·4 380·4 P39'B102'F41'	53·1	27·0	Trieste Italian WB	T.3Cy.24½",41½"&71¼"-48" 352NHP Hooven,Owens,Rent-schlerCo.Hamilton,O.		IR

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21286 156 IBRG	**Caterina Gerolimich** ssGen.No.3-3,32 D.F. 2Dks(Stl)	5430 4158 3326	✠ ... 5,36 ✠	Gen	y		1912 12mo	Cantiere SanRocco Trieste	I.N.C.S.A. (ImpreseNav Com- mercialeSoc.Anon) CellDBa&uE145'	396·3 380·0 P31'B247'F41' f159'1008tAPT37t	52·2	25·5 FK	Rome Italian 6BHCem DTa35'824t	T.3Cy.26",42"&70"-48" 411NH 2SB.6cf,GS118,HS5534 ClydeS.B.&E.Co.Ld.P.Gl.	27″10	I †
21287 1145 IBSG	**Caterina Madre** (exValnoce, exIddesleigh) ssBry.No.3-6,17 ssGen.No.1-23 D.F. 1Dk(ptIrn&ptStl)2trB &deep framing	4019 3765 2427	✠ 8,27 ✠	Gen	x		1904 7mo	Richardsn, Duck&Co. Stockton	"Corrado"Soc. Anon. diNav. CellD	362·5 355·0 P35'B213'F34' Ba113' uE20' f158'	48·7	25·9 FK	Genoa Italian 7BHCem 915tDTf21	T.3Cy.26",42½"&69½"-45" 349NHP 2SB,6cf,GS129,HS5620 Blair&Co.Ld.Stockton 726tFPT137tAPT168t	28″5	I †
21288 143334 MJQV	**Catford** ssShl.No.3-7,31 ssShl.No.2-39 Sub.Sig. 1Dk(Stl) Cargo battens not fitted	1568 1345 829	✠100A1 ~~2,41~~11,41 BS~~3,41~~ 5,42 ✠LMC6,39	~~Lon~~ Sld	p	CL 11,40	1919 7mo Lloyd	Dublin Dckyd.Co.Ld Dublin 'sA&CP	SouthMetro- politanGasCo. CellDB171'306t	240·2 B52'F23' DTa29'118tFPT80	36·3	19·1 FK	London British 6BHCem tAPT38t	T.3Cy.18",30"&50"-33" (s) 180lb 172NHP 2SB,6cf,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21″3 s2″9½ 18″8	
21289 148843 GCDF	**Cathay** Ⓟ TwinSc 3Dks(Stl-Weather dk-pt teak s) Ref.Mchy. 4th dk(Stl)in forward holds D.F. E.S.D. CruiserStern Fitted for oil fuel	15225 12242 8730	✠ 8,28 ✠ ✠Lloyd'sRMC7,39	Lon	j†		1925 3mo	Barclay, Curle&Co.Ld Glasgow	Peninsular& OrientalStm.Nav. Co. CellDB443'1683t at sides of tunn	523·5 B255'F92' Tanks els69'580tFPT171t	70·2	42·3 FK CollB	Glasgow British 9BHptCem HtoWthr dk APT117t	Q.8Cy.29½",42¼",60¾"&87"- 54" 1905NHP 3D&4SB,40cf, ,HS29298 Barclay,Curle&Co.Ld.Gls	46″0	
21290 141769 VGBX	**Cathcart** (exCanadianHunter) ssHfx.No.3-2,33 ssMtl.No.2-41 ~~ssHfx.No.1-37~~ Well deck 1Dk(Stl)2nd dk Ref.Mchy. (Stl)&platform dk in holds	3708 2915 2217	✠100A1 7,41~~5,40~~ ✠LMC MS2,36 BS3,41 ✠Lloyd'sRMC~~6,40~~ ~~1,42 4,41 1,41~~ for temp. 20° F. Adapted for oil fuel 4,29 F.P. above 150° F.	Mtl	v	CL 5,40	1920 8mo Lloyd	DavieS.B. &Repg.Co.Ld Lauzon,P.Q. 'sA&CP	CanadianHunter, Ld.(Canadian NationalSteam- ships,Mgrs.) CellDB266'674tFPT	331·1 P&B215'F33'	46·7	23·2 FK	Montreal British 5BHCem 95tAPT73t	T.3Cy.25",41"&68"-45" (s) 180lb 470NH 3SB,9cf,GS156,HS7275 FD TidewaterShipbuilders, Ld.ThreeRivers,P.Q	25″6 s7″2¾ 18″6	
21291 216616 KTOJ	**Catherine** Ⓟ (exLakeGreenwood) ssBal.No.3-2,37 1Dk,2ndDk inNo.4 hold Cargo battens not fitted ssBal.No.1-41 Now "Stratford," see No. 3854 in Supplement	2286 1767 1251	✠100A1 6,41~~6,40~~ ~~BS1,40.~~ ✠LMC~~2,37~~ 6,41 Fitted for oil fuel 1,23 F.P. above 150° F.	Bal	r	CL ~~6,38~~ 6,41	1918 7mo	Manitowoc S.B.Co. Manitowoc, A&CP Wis	~~A.H.BullSteam-~~ ~~shipCo.Inc.(A.H.~~ ~~Bull&Co.Inc.~~ ~~Mgrs.)~~ CellD	250·5 P27'B134'F26' B212' 637tFPT54	43·7	20·4 FK	NewYork Utd.States 8BHCem APT51t	T.3Cy.21",35"&59⅛"-42"(s) 190lb 307NH 2SB,6cf,GS138,HS5486 NordbergMfg.Co. Milwaukee,Wis	23″1	
21292 216216 KMAI	**Catherine D.** Ⓟ WoodTwinSc 2Dks D.F. GyC. Fitted for oil fuel	2224 — 1624					1918	Pacif.Amr. FisheriesCo. Bellingham	PacificAmerican Fisheries,Inc.	242·0 P50'	41·6	24·4	Bellingham Utd.States	T.6Cy.13",21"&35"-27" 126NHP SeattleMach.Works,Sea.		R
21293 FNWY	**Catherine Schiaffino** 1Dk Fitted for oil fuel	1591 1284 818					1930	Howaldts- werke A.G. Hamburg	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaf- fino&Cie.Mgrs.)	243·9 P&B133'F30'	38·0	18·5	Algiers French Wb	T.3Cy.18 11/16",30 5/16"&49¼"- 33½" 140NH Howaldtswerke.Kiel		V
21294 219196 KOLP	**Cathlamet** 2Dks Sub.Sig. Fitted for oil fuel	5869 5113 3635					1919	AmesS.B. &DrydockCo Seattle,Wash	AmericanWest AfricanLineInc. (BarberS.S.Lines, Inc.Mgrs.)	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd.States Wl	T.3Cy.24⅝",41½"&72"-48" 359NH AllisChalmers,Milwaukee		R
21295 168791 BCGQ	**Cathrine** (exPeeter-41, exMuncove-40,exCovedale) OilEng. Mchy.Aft 1Dk	2727 2200 1472					1919	Gt.Lakes Eng.Works Ecorse,Mich.	Ministry of War Transport(G. Gibson&Co.Ld. Mgrs.)	253·4 P115'F25'	43·7	24·5	Grangemth British	Oil Engines 4S.C.SA 6Cy.22"-32" NE23 283NH Macintosh&Seymour Corp		R
21296 219956 KURC	**Cathwood** 2Dks Fitted for oil fuel Mchy.Aft Carrying petroleum in bulk D.F. Longitudinal framing	7072 — 4360					1920	Bethlehem S.B.Corp. Ld. Alameda,Cal	UnionOilCo.of California	435·0 P123'B50'F33'	56·0	32·0	L.Angeles Cal. Utd.States Wb	T.3Cy.27",47"&78 5/16"-48" 425NHP BethlehemS.B.Corp. S.Francisco		R
21297 167433 GRMC	**Catrine** OilEng D.F. E.S.D. GyC. 1Dk&Shelter dk CruiserStern Tonnage opening closed'41(W.E.)	5218 4657 3004	✠100A1 withfreeboard ~~9,41~~ ~~8,40~~ 3,42 DBS6,41 ✠LMC5,~~40~~ 9,41	~~Hul~~ Liv	a† 2	CL 9,41	1940 5mo Lloyd	Wm.Dox- ford&SonsLd Sunderland sA&CP CellDB356'	PontypriddS.S.Co. Ld.(Morel,Ld. Mgrs.) 1179t MT29t1205t	427·6 442·9(O.L.) FPT134tAPT166t	56·5	26·5 FK	London British 7BHptCem Coll toSh dk 6 ,,2nd,,	Oil Engines 2S.C.SA 3Cy.23⅝"-91 5/16" 516NH 2DB120lb Wm.Doxford&Sons,LdSld.	38″1 s11″4¾ 26″10¾	
21298 1531 IBTG	**Caucaso** (exOstpreussen) TwinSc OilEng. Mchy.Aft 2Dks CarryingPetroleum in bulk	2065 1843 1272					1921	Frd.Krupp Akt Ges. Kiel	NereideSoc.Anon. diNav.	286·8 276·0 F42'	40·5	23·4	Genoa Italian Wb	Oil Engines 4S.C.SA 12Cy.17⅜"-16 11/16" 371NH Maschf.Augsburg- NürnbergA.G.Augsburg		I
21299 FNCT	**Caudebec** (exOldenburg) ssHav.2ndNo.3-11,34 Well deck 1Dk(Stl)	1471 1125 796	✠ ... 3,39 ✠	Hav	p		1910 5mo	Greenock& Grangem'uth DockyardCo Grngemouth CellDBa60'	Worms&Co. uE&B34' f104'866	235·2 P21'Q118'F26' BonQdk56' tAPT82t 'tween dk	36·0	16·4 FK	Havre French 4BHCem tanks14'34t	T.3Cy.18",27½"&45"-33" 143NH 2SB,4cf,GS80,HS2440 Richardsons,Westgarth& Co.Ld.Mdb	18″4	V †
21300	**Caupolican** IronTwinSc (exSailing Vessel Patria, OilEng. exPoseidon) 2Dks	2044 — 1458	✠ 12.05				1881 6mo	R.Duncan &Co. Pt.Glasgow	JoséMaritano	264·5	39·8	23·4 BK9½"	Valp'raiso Chilian	Oil Engines 2S.C.SA 12Cy.16½"-22" 574NH Efitted21 Mar.Pipe&Eng.Wrks.Sea		
21301 237524 WNOQ	**Cavalier** 4Dks Fitted for oil fuel	3056 — 1893					1938	Pusey& JonesCorp. Wilmington, Del.	Philadelphia& NorfolkS.S.Co.Inc.	280·2	48·7	13·5 32·2	Wlmngton Del. Utd.States WB	2 Steam Turbines DR geared to 1sc. shaft GeneralElectricCo.Lynn, Mass.		R
21302 146461 GDNS	**Cavallo** CruiserStern 2Dks	2269 2039 1303					1922	Dundee S.B.Co.Ld. Dundee	Ellerman'sWilson Line,Ld.	312·0	44·7	18·7	Hull British WB	T.3Cy.20½",35"&60"-42" 233NH Earle'sCo.Ld.Hull		C
21303	**Cavarna** Ⓟ D.F. OilEng. Ref.Mchy. CruiserStern 2Dks	3495 2836 2022					1939	Cant.Nav. Riuniti Palermo	RoumanianState MaritimeService	360·9 B84'F34'	50·8	31·5	Roumanian WB	Oil Engines 2S.C.SA 6Cy.23⅝"-41 5/16" 583NH SocAn"Fiat"S.G.M.Turin		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert. B. of Trade
21304 141547 VGKF	**Cavelier** (exCanadianAviator) ssHfx.No.3-3,33 ssMtl.No.1-37 Well deck 2Dks(Stl)& Ref.Mchy platform dk in holds	3663 2878 2213	✠100A1 5,41 ~~7,40~~ BS2,42 ✠LMC MS1,36 ~~BS7,40~~ 3,41 ✠Lloyd'sRMC ~~12,40~~ ~~6,41~~ 12,41 for temp. 20° F Adapted for oil fuel 4,29 F.P. above 150° F.	Mtl	v	CL ~~5,38~~ N5,41	1919 11mo Lloyd	Wallace Shipyards,Ld Vancouver, B.C. 'sA&CP	CanadianAviator, Ld.(Canadian NationalSteamships,Mgrs.)	331·0 P&B215'F33' FK CellDB270'674t FPT	46·7	23·2	Montreal British 7BHCem 95tAPT73t	T.3Cy.25",41"&68"-45" (s) 180lb 470NHP 3SB,9cf,GS156,HS7275 FD WallaceShipyards,Ld.	25 ″ 6 s7 ″ 2¾ 18 ″ 6	
21305 13673[illegible] VQZK	**Caverock** (exSeamew-38) ssGib.2ndNo.3-6,39 Mchy.Aft 1Dk(Stl)&Shelter dk (ptStl-ws)	1332 982 656	✠100A1 Shelter dk withfreeboard ~~10,41~~ ~~10,40~~ 3,42 3,42 ~~BS7,41~~ ✠LMC~~11,38~~	~~Lth~~ ~~Lon~~ Hpl	p	CL ~~11,38~~ 2,42	1915 1mo Lloyd	AilsaS.B. Co.Ld. Ayr 'sA&CP	VeranoS.S.Co. (F.V.Andlaw)	250·0 FK CellDBf163'262t FPT	37·5	14·2	Gibraltar British 4BHCem 20tAPT20t	T.3Cy.22",35"&59"-39" (s) 180lb 266NHP 2SB,6cf,GS126,HS4516 AilsaS.B.Co.Ld.Troon	16 ″ 6 s ″ 2 16 ″ 6	
21306 147896 GKFV	**Cavina** Ⓟ TwinSc Ref.Mchy. Sub.Sig. D.F. E.S.D. 2Dks	6907 5243 4002					1924	A.Stephen &Sons,Ld Govan	Elders&Fyffes,Ld.	425·2 P42'B195'F48'	54·1	30·3	Glasgow British Wb	T.6Cy.23½",39½"&67"-48" 622NHP A.Stephen&Sons,Ld.Gls.		C
21307 PUAS	**Caxambú** (exMinneburg) ssRio.No.3-6,18 1Dk(Stl)&Spar dk(Stl) &deep framing	4748 4434 2999	✠ 11,26 ✠	Nts	y		1909 5mo	J.C.Tecklenborg A.G Wesermünde-G	LloydBrasileiro CellDBa132'u	399·3 P48'B116'F48' 25·0 FK 22'f180'1225tFPT	54·2	17·0	R.Janeiro Brazilian 6BHCem 70tAPT47t	T.3Cy.26",42½"&70"-48" 427NHP 2SB,6cf,GS123,HS5852 J.C.TecklenborgA.G.Wsm	27 ″ 6	C †
21308 PUMH	**Caxias** (exCaruarú-34,exInes-33, exMercuria, ssShl.2ndNo.3-1,26 exKelvingrove) 1Dk(Stl)&Spar dk (Stl)&deepframing	3106 2937 1957	✠ 3,31 ✠	Rio	v		1899 10mo	A.McMillan&Son,Ld Dumbarton	Cia.Carbonifera RioGrandense CellDBa	333·0 P28'B106'F38' 23·9 FK 104'f140' 742t FPT	45·0	15·9	R.Janeiro Brazilian 5BHCem 156tAPT56t	T.3Cy.25",42"&68"-45" 343NHP 2SB,6cf,GS107,HS4308 D.Rowan&Co.Glasgow	26 ″ 6	V †
21309	**Cayru** Ⓟ (exScanmail-40, exChickasaw-32) 2Dks Ref.Mchy. Sub.Sig. Fitted for oil fuel D.F. E.S.D. GyC.	5152 — 3156					1919	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 P39'B121'F43'	54·2	28·0	R.Janeiro Brazilian Wb	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
21310 122219 VGNQ	**Cayuga** Ⓟ TwinSc 2Dks	2196 1673 1168					1907	Canadian S.B.Co.Ld. Toronto	CanadaSteamship Lines,Ld.	305·0	36·6	14·2	Toronto British Wb	Q.8Cy.17½",25",36"&52"-30" 296NHP CanadianS.B.Co.Ld.Tto.		
21311 KZAX	**Cebu** Ⓟ (exNuenTung) TwinSc 2Dks	1408 — 804					1900	G.Seebeck A.G. Bremerhaven	Cia.Maritima (Fernandez Hnos.Inc.Mgrs.)	250·8 H41'	24·1	18·5	Manila Utd.States Wb	T.6Cy.$14\frac{3}{16}$",$22\frac{1}{16}$"&$31\frac{1}{16}$"-23⅝" 94NHP G.SeebeckA.G.Bhn.		
21312 147618	**Cecile Mapleson** TwinSc (exHalal-32) OilEng. Mchy.Aft 1Dk&Shelter dk	344 245 187					1924	Bow,McLachlan&Co. Ld. Paisley	AfricanCoasters (Pty.)Ld.(Grindrod,Gersigny&Co. (Pty.)Ld.Mgrs.)	142·5	26·8	9·3	Durban British Wb	Oil Engines 2S.C.SA 3Cy.10"-14½" 140NHP Emade38fitted40 Petters,Ld.Yeovil		C
21313 145466 CYKW	**Cedarbranch** (exCourtright-40, exGlengarnock,exFouras, exJohnCrerar) Mchy.Aft 1Dk CarryingPetroleum in bulk	1700 1477 1010					1903 Converted into Tanker, 1940, by Marine Industries, Ltd., Sorel, P.Q.	Chicago S.B.Co. Chicago	~~Marine Industries, Ld.~~ BranchLines, Ld.	248·3	41·0	17·7	Sorel,P.Q. British Wb	T.3Cy.18",25"&42"-30" 97NHP ChicagoS.B.Co.Chicago		
21314 167260 GGLT	**Cedardale** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8132 7221 4780	✠100A1 ~~2,40~~10,41 ✠LMC5,39 CarryingPetroleum in bulk	~~Grk~~ NOs	c†	CL	1939 5mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP	The Admiralty CellDBuE70'165t	464·9 482·8(O.L.) P93'B47'F51' FK DTf25'297tFPT14	59·5	33·9	London British 17BHptCem 3tAPT89t	Oil Engines 4.S.C.SA 8Cy.$25\frac{9}{16}$"-55⅛" 503NHP DB180lb J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s6 ″ 8½ 27 ″ 6¼	
21315 147891 VCGM	**Cedarton** Mchy.Aft Well deck 1Dk	1732 1373 1005	✠ ... 7,27 ✠				1924 4mo	A.McMillan&Son,Ld. Dumbarton	Gulf&LakeNav. Co.Ld.(R.A.Carter Mgr.)	250·1 Q92'F36' FK	43·2	15·5	Montreal British WB	T.3Cy.15",26"&42"-30" 89RHP J.G.Kincaid&Co.Ld.Grk	17 ″ 6	R †
21316 160419 MNZT	**Cedartree** ssShl.No.3-4,40 Well deck 1Dk(Stl) Cargo battens not fitted	1557 1154 824	✠100A1 5,42 ~~5,41~~ ✠LMC BS5,41 MS4,40	~~Shl~~ Cff	p	CL 5,41	1928 5mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	Shamrock ShippingCo.Ld. (W.C.Lawson, Mgr.) CellDb	245·0 254·0(O.L.) Q147'F27' FK 202' 430t FPT127t	36·6	16·0	Belfast British 4BHCem APT158t	T.3Cy.19",31"&51"-36" (s) 180lb 193NHP 2SB,6cf,GS93,HS3268 G.Clark,Ld.Sunderland	18 ″ 1 s5 ″ 5½ 16 ″ 8½	
21317 160737 MBDN	**Cedarwood** Mchy.Aft CruiserStern 1Dk	899 612 498					1933	Burntislnd S.B.Co.Ld. Burntisland	JosephConstantine S.S.Line,Ld.	193·1 Q115'B10'F25'	32·2	12·5	Middlsbro' British WB	T.3Cy.18",22"&36"-27" 98RHP N.E.MarineEng.Co.Ld.Sld		C
21318 HRBF	**Cefalu** Ⓟ ssN.Os.No.2-38 Ref.Mchy. 2Dks(Stl-Weather dk teaks) 3rd&4th dks(Stl)in holds	5221 4269 3270	✠100A1 withfreeboard 1,42 ~~12,40~~ ✠LMC MS3,38 BS~~12,40~~ 1,42 ✠Lloyd'sRMC~~9,40~~11,41 for temp. 20 F. Three lower decks for Fruit Cargoes Fitted for oil fuel 4,30 F.P. above 150° F.	NOs	y	OG 12,40	1930 4mo Lloyd	Workman Clark(1928) Ld. Belfast 'sA&CP	StandardNav. Corp.(Standard Fruit&S.S.Co. Mgrs.) CellDB308'734t Tanks in way	380·7 P37'B138'F40' FK of tunnel 289t FPT	53·4	29·6	Ceiba Honduran ptCem 6BH 48tAPT80t	Q.4Cy.25½",37",54"&78" -48" 260lb (s) 867NHP 4SB,16cf, HS13300 FD WorkmanClark(1928)Ld	33 ″ 5 s9 ″ 6½ 23 ″ 10	
21319 167316 GQCW	**Cefn-y-Bryn** D.F. 1Dk&Shelter dk CruiserStern	5164 4604 3067	✠100A1 withfreeboard 8,41 ~~1,41~~ ✠LMC8,39	~~Npt~~ CTn	a† 2	CL 8,40	1939 8mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	CookShippingCo. Ld.(Ambrose, Davies&Matthews. Ld.) CellDB356'1360t	420·0 436·0(O.L.) FK FPT158tAPT277t	58·0	26·3	London British 7BHptCem (Coll to Sh dk 6 „ 2nd „)	T.3Cy.22½",36"&65"-48" (s) 220lb 440NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS159,HS6502 D.Rowan&Co.Ld.Gls.	28 ″ 9 s3 ″ 2½ 25 ″ 9	
21320 HRBE	**Ceiba** ssN.Os.No.1-40 Ref.Mchy. ssN.Os.2ndNo.3-9,35 1Dk(Stl)2trB&Shelterdk(Stl-teaks)	1698 1490 1054	✠100A1 Shelter dk withfreeboard 2,42 ~~4,41~~ ✠LMC1,40 ✠Lloyd'sRMC~~12,40~~ 12,41 for temp. 50° F. Fitted for oil fuel 8,20 F.P. above 150° F.	~~NOs~~ NYk BS5,41	r	OG 4,41	1911 4mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	SeaboardS.S.Corp. (StandardFruit& S.S.Co.Mgrs.) Cell DBa41'u	309·6 en15 FK E20'f180'342tFPT	39·2	16·6	Ceiba Honduran 4BHCem 12tAPT80t	T.3Cy.23",39"&66"-42" (r) 195lb 100lb 347NHP 2SB,8cf,GS163,HS5736 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 11 s1 ″ 3½ 17 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; BHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21321 PDJR	**Celebes** *OilEng.* *Mchy.Aft* 1*Dk*	453 325 269	✠100A1 3,40 ✠LMC9,37	Ams	*f*	9,39	1937 9mo *Lloyd*	E.J.Smit& Zoon Westerbroek *'sA&CP*	R.J.Kajuiter	145·7|26·5|10·2 156·2(O.L.) P36' *Trunk*91' FK F16' *Cell DB*95'113*t FPT*61*t*	Groningen Dutch 3*BHptCem* *APTs*22*t*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{1}{8}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 " 10 s 1 " 1$\frac{1}{2}$ 10 " 10$\frac{1}{2}$	
21322 21395 JCED	**Celebes Maru** ssOsa.2ndNo.3-5,41 ~~ssKob.No.3-11,20~~ ~~ssOsa.No.2-36~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5863 5586 4262	✠100A1 *Awng dk with freeboard* 5,41 ~~5,40~~ 5,41 ✠LMC~~5,40~~	Osa	*y*	OG ~~1,38~~ 4,41	1917 12mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe *'sA&CP*	OsakaSyosen K.K.	385·0|51·0|36·0 FK *Cell DB*334' 1118*t FPT*126*t*	Osaka Japanese 6*BHCem* *APT*93*t*	T.3Cy.26",43$\frac{1}{2}$"&72"-48" (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 " 0 s 9 " 1$\frac{3}{4}$ 27 " 1	
21323 1544 IBWI	**Celeno** (*ex*Saxoleine) 3Mst 2*Dks* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk*	3741 3376 2329					1899	Armstrong Whitworth &Co.Ld. Newcastle	CisterneItaliane Soliani& Saltamerenda	335·9|45·0|28·5 P82'B23'F41'	Genoa Italian *WB*	T.3Cy.24",40"&64"-48" 275NHP WllsndSlpwy.Co.Ld.Nwc		I
21324 140348 GVFY	**Celerol** ssGmh.2ndNo.3-10,35 ssMil.No.1-40 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Cruiser Stern*	2649 2230 1136	✠100A1 2,41 ✠LMC1,40 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 9.17 *F.P. above* 50°F.	Grk		CL 11,37	1917 9mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	TheAdmiralty *Cell DBuE&B*68'1	320·0|41·5|23·2 P46'B107'F39' FK 48*t DT f*24'98*t FPT*	London British 16*BHptCem* (10 *to U dk* 6 „ *2nd*„) 48*t APT*39*t*	T.3Cy.26",42$\frac{1}{2}$"&70"-45" (*s*) 200lb 543NHP 3SB,9*cf*,HS8430 FD G.Clark.Ld.Sunderland	25 " 6 s 3 " 3$\frac{3}{4}$ 22 " 4$\frac{3}{4}$	
21325 58 ILJV	**Celestina** WoodAuxBkn (*ex Sailing Vessel* *OilEng.* Cav.AnielloBonifacio-38) 1*Dk*2*trB* (*See Sailing Ship Register*)	379 — 322					192	Cantiere Bonifacio Castellammare	GiacomoDelfino fu Baldassane	151·6|28·2|14·7 132·8	Spezia Italian	Oil Engines 4S.C.SA 4Cy.11"-16$\frac{5}{16}$" 46NHP E*made*37 *fitted*38 DeutscheWerkeKielA.G. Kiel		I
21326 211948 WCDU	**Celilo** Ⓟ Wood *Mchy Aft* 1*Dk*	943 789 576					1913	J.H.Price St.Helen's,O.	HarryBrown	202·3|40·2|14·7	S.Frncisco Utd.States	T.3Cy.13$\frac{1}{2}$",23"&40"-30" 88NHP MainStreetIronWrks.S.Fc		
21327 529 IBVG	**Celio** Ⓟ (*ex*Bruenn) ssTri.No.3-3,21 *Fitted for oil fuel* D.F. 1*Dk*&*Spar dk*&*deep framing*	3872 2822 2297	✠ … 11,23 ✠				1908 12mo	Lloyd Austriaco Trieste	"Tirrenia"Soc. Anon.diNav.	361·6|44·1|23·3 355·9 P&B246'F65' FK	Naples Italian *WB*	T.3Cy.26",43$\frac{1}{2}$"&73"-48" 495NHP LloydAustriaco,Trieste	25 " 10	I †
21328 EEHH	**Celta** ssBbo.No.3-8,39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1194* *975* *721*	✠100A1 7,~~40~~ 11,41 12,41 BS~~7,40~~ ✠LMC7,39	~~Bbo~~ Cdz	*n*	CL 7,40	1924 4mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow *'sA&CP*	Cia.Maritima Frutera,S.A.	220·0|34·7|13·4 | 15·7 P13'Q50'B62' FK F24' *Cell DB*180'	Cadiz Spanish 4*BHptCem* 285*t APT*40*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 140NHP 1SB,3*cf*,GS63,HS2505 D.Rowan&Co.Ld.Glasgow	17 " 6 s 1 " 5$\frac{1}{2}$ 16 " 2$\frac{1}{2}$	
21329 167103 BCDQ	**Celte** 1*Dk*	943 757 543					1898	Sundrland S.B.Co.Ld. Sunderland	Ministry of War Transport(Ellerman'sWilsonLine Ld.*Mgrs.*)	210·0|31·0|15·5 P68 F17'	Hull British *WB*	T.3Cy.18$\frac{1}{2}$",30"&49"-33" 138NHP N.E.MarineEng.CoLd.Sld.		V
21330 160233 GSRF	**Celtic Monarch** D.F. E.S.D. 1*Dk*	5824 5412 3682					1929	D&WHen- dersn&Co.Ld. Glasgow	MonarchS.S.Co.Ld (Raeburn&Verel, Ld.*Mgrs.*)	430·0|56·2|28·1 P49'B131'F35'	Glasgow British *WB*	Q.4Cy.25",35$\frac{1}{2}$",51"&72"-51" 370NHP D&WHendersn&CoLd.Gls		C
21331 142437 GNXD	**Celtic Star** (*ex*Celticstar, *ex*Camana) ssNwc.No.3-10,30 *Ref.Mchy.* ssNwc.No.2-38 D.F. E.S.D. 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Cruiser Stern*	5575 5158 3515	✠100A1 *Awng dk with freeboard* 4,42 ~~1,41~~ ✠LMC MS12,38 BS~~10,40~~ 10,41 ✠Lloyd'sRMC~~6,41~~ 12,41 *Fitted for oil fuel* 9,27 *F.P. above* 150° F	~~Lon~~ Liv	*y*	CL 11,38	1918 6mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow *'sA&CP*	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *Cell DBa*128'*u*	390·7|53·2|32·9 F50' *on Awng dk* FK *E*21'*f*172'973*t FPT*	London British 6*BHCem* 32*t APT*9*t*	T.3Cy.25",41$\frac{1}{2}$"&70"-48" 200lb (*r*) 552NHP 3SB,9*cf*,GS150,HS8535 FD DunlopBremnr&CoLdPGl	36 " 0 s 9 " 1$\frac{1}{2}$ 27 " 1$\frac{1}{4}$	
21332 160732	**Cementkarrier** (*Self-Unloader*) *OilEng.* 1*Dk*	1971 1665 1127					1930	Furness S.B.Co.Ld Haverton Hill-on-Tees	CanadaCement Transport,Ld.	253·0|43·4|18·6	Montreal British *WB*	2 Oil Engines connected to Elec. Motor & Sc. Shaft 2S.C.SA 250NHP 8Cy.13$\frac{3}{8}$"-22$\frac{7}{16}$" AtlasDieselCo.Skm.		C
21333 EARL	**Cementos Rezola No. 1** Iron (*ex*Añorga,*ex*Aleson, ssLon.No.3-4,95 *ex*RuiPerez,*ex*River ssSws.No.2-03 Derwent,*ex*KatherineClark) 1*Dk*(*Irn*)2*trB*	832 — 460	✠ … 6,05 ✠	Cff	*l*		1882 4mo	R.Duncan &Co. PortGlasgow	CementosRezola S.A.	207·8|28·9|13·9 Q114'F27' BK7' *DBa*59'131*t FPT*	S.Sebast'n Spanish 4*BHCem* 42*t APT*16*t*	C.2Cy.24"&48"-36" 106NHP 1SB,3*pf*,GS54,HS1714 Kincaid&Co.Greenock	14 " 9	V †
21334 EEHI	**Cementos Rezola No. 2** (*ex*Itxas-Zuri-39, ssBbo.No.3-8,31 *ex*CementosRezolaNo.2,ssBbo.No.1-36 *ex*AmatxuBegoñakoa,*ex*MariaElena) *Well deck* 1*Dk*(*Stl*)	551 446 208	✠ … 3,39	Bbo	*h*		1919 4mo	Soc.Anon. Astilleros Ardanaz Bilbao	CementosRezola S.A.	159·9|26·1|11·0 Q86'B16'F24' FK *Cell DB*118'164*t FPT*	S.Sebast'n Spanish 4*BHCem* 38*t APT*13*t*	T.3Cy.12$\frac{5}{8}$",20$\frac{1}{2}$&33"-23$\frac{5}{8}$" 83NHP NE&B17*refitted*36 1SB,2*cf*,GS44,HS1640 FlensburgerSchiffsbauGes Flensburg.	13 " 0	
21335 FNDT	**Cens** ssMsl.No.1-42 ssNts.No.3-10,38 *Well deck* D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2384 1775 1262	✠100A1 ~~11,40~~ 3,42 ✠NB6,26 ~~BS6,39~~	Msl LMC~~10,38~~ 3,42	*s*	~~9,39~~ CL 3,42	1926 6mo *Lloyd*	Ch.&Atel. deSt.Nazaire (Penhoët) St.Nazaire *'sA&CP Cell D*	Cie.Nantaise des Chargeurs de l'Ouest *Ba&uE*84'*f*99'892*t*	269·4|42·0|19·6 280·9(O.L.) Q&B162'F25' FK *Tanks at sides of tunnel* 64' 360*t*	Nantes French 4*BHCem*	T.3Cy.18$\frac{1}{8}$",29$\frac{13}{16}$"&49$\frac{5}{16}$"-37$\frac{13}{16}$" 185lb (*s*) 198NHP 2SB,6*cf*,GS117,HS3498 EtabNational deIaMarine, *FPT*72*t* Loire	21 " 10 s 2 " 2 19 " 9$\frac{1}{4}$	
21336 147275 GMQP	**Centaur** Ⓟ *OilEng.* *Ref.Mchy.* 2*Dks*&*Shade dk*	3222 2469 1901					1924	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	315·7|48·2|21·5	Liverpool British *WB*	Oil Engines 4S.C.SA 6Cy 24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP Burmeister&Wain,Cpn.		
21337 CXAB	**Centenario** Ⓟ (*ex*Fortuna, TwinSc *ex*France) 1*Dk*	658 — —					1899	Forges&C. de laMédit. Havre	Cia.Argentina- Uruguaya de Nav. Centenario,S.A.	264·0|29·5|15·1 B160'F68'	M.Video Uruguayan	T.6Cy24$\frac{3}{8}$"35$\frac{13}{16}$"&53$\frac{1}{8}$"-25$\frac{9}{16}$" 285NHP Forges&C.de laMédit.Hav.		

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux. Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
21338 135474 GLST	**Ceramic** Ⓟ TrpSc4Mst ssGls.2ndNo.3–8,36 *Ref.Mchy.* 4Dks 5th dk in Nos. 1&2 holds D.F. E.S.D.	18713 16358 11582	100A1 withfreeboard ~~3,41~~ ~~12,40~~ 10,41 Examined6,41 BS3,41 LMC8,36 ✠Lloyd'sRMC~~3,41~~10,41	~~PNl~~ Liv	Syd	CL P1,40 C7,40 ~~s8,30~~ s9,41	1913	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	ShawSavill&AlbionCo.Ld. Cell DB577'8034t, tanks in way	655·1 B371' FK&BK2½" of tunnels116tFPT	69·4	43·8	S'thamptn British 12BHptCem 267tAPT83t	T.8Cy.(2)26$\frac{11}{16}$",(2)42⅛", (4)47$\frac{9}{16}$"–51" 1LowPressureTurbine 215lb (s) 1692NHP 6DB,36cf,GS725.HS30090 Harland&WolffLd.Belfast	47〃10 s13〃6¾ 34〃9½	BT till 7,41
21339 118 ILKN	**Cerere** (exCambridge, exElbeuf,exDebardeur) TwinSc 1Dk Mchy.Aft	1198 — 590					1920	Soc.Anon. deTravaux Dyle&Bacalan Bordeaux	Soc.Anon.Sbarchi, Imbarchi e Trasporti	229·6 217·6 P75'F29'	34·3	12·7	Rome Italian WB	T.6Cy.12",20"&31½"–16½" 79NHP Soc.Anon.deTravaux Dyle&Bacalan		CI
21340 PDJT	**Ceres** Ⓟ 2Dks&Shelter dk Fitted for oil fuel Cruiser Stern	2680 2319 1561					1919	J.&K. SmitsSchps. Kinderdijk	Koninkl.Nederl. Stoomb.Maats. N.V.	348·0	48·2	18·3	Amstrdam Dutch WB	T.3Cy.23",37"&61"–45" 250NH Mach.fab.Kinderdijk		V
21341 DORI	— TwinSc OilEng. Mchy Aft 1Dk D.F. CruiserStern	1078 833 553					1936	Schiffb.Ges "Unterweser" A.G. Weser-münde-L.	Dampfschifff.Ges. "Neptun"	234·4 P115'F36'	34·7	13·4	Bremen German WB	Oil Engines 2S.C.SA 10Cy.11$\frac{13}{16}$"–16$\frac{9}{16}$" 245NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
21342 70 OHGH	— ssAbo.4thNo.3–3,31 Well deck ssHfs.No.1–35 1Dk(Irn)&Web frames	936 796 575	✠100A1 6,39 Examined 4,40 ✠NB11,19 ✠LMC5,35 BS6,39 NO LATER SURVEY REPORTED	Hfs Hul	m	OG N7,38	1889 8mo	TyneI.S.B.Co.Ld. Newcastle Lloyd'sA&CP	FinskaÅngfAktieb DB	217·5 209·5 Q77'B60'E23' FK a64'f49'&uE&B35'	31·2	15·3	Helsingfrs Finnish 4BHCem 291tAPT15t	T.3Cy.17",25¼"&40$\frac{5}{16}$"–30" 150lb 100lb NDB19 114NHP 1SB,3pf,GS57,HS1753 (s) NEMarineE.Co.Ld.Nwc.	16〃1 s1〃0½ 15〃2½	
21343 DHDY	**Cerigo** Ⓟ Sub.Sig. 2Dks	1120 877 522					1922	Schiffb.Ges Unterweser m.b.H. Weser-münde-L	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	227·2 F29'	34·4	12·4	Hamburg German WB	T.3Cy.15¾",27½"&45⅝"–27½" 110NHP A.Borsig.G.m.b.H.Berlin		G
21344 162481 GTNX	**Cerinthus** ssNwc.No.2–38 Mchy.Aft 1Dk(Stl)2ndDk(Stl) in forehold&Web frames D.F. Longitudinal framing	3878 3146 2318	✠100A1 1,42 ~~2,41~~ BS1,42 ✠LMC3,38 Carrying Petroleum in bulk Fitted for oil fuel 9,30 F.P. above 150° F.	~~Mch~~ Bkn	v	CL 1,41	1930 9mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	HadleyShipping Co.Ld. CellDBuE&B54'83t	336·0 350·0(O.L.) P88'F49' FK Trunk198' DTf26'426tFPT8	48·8	25·6	London British 13BHptCem 9tAPT105t	T.3Cy.20",33"&55"–39" (s) 200lb 385NHP 2SB,6cf,HS6510 FD Hwthrn,Leslie&CoLdNwc	25〃6 s3〃1 22〃7½	
21345 166610 GJJC	**Cerion** OilEng D.F. E.S.D. 2Dks Mchy.Aft CruiserStern	2588 2273 1406	✠100A1 9,41 ~~9,40~~ ✠LMC12,38 Carrying fuel oil F.P. above 150° F. in deep tank	~~Sng~~ Bom	t	CL 9,41	1938 12mo	Smith's DockCo.Ld. S.Bank,Mdb. Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. 'Tweendk BH in fwd. hold CellDBuE57'a	310·3 321·3(O.L.) Afterbridge55' FK B28'F41' dispensed with 81'f96'645tMT21'4	42·0	22·3	London British 4BHto U dk 1 ,, ,, 2nd ,, 76tFPT175t	Oil Engines 4S.C.SA 6Cy 19$\frac{11}{16}$"–43$\frac{5}{16}$" 223NHP DB–180lb WerkspoorN.V.Ams. APT35t	25〃1 s4〃0¾ 21〃1½	
21346 147672 MLXV	**Cerne** (exWoodcote–34) ssSld.No.3–6,37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1257 990 670	✠100A1 withfreeboard 7,41 ~~2,41~~ ✠LMC MS12.36 ~~BS8,40~~ 7,41	~~Nwc~~ Shl	n	CL 7,40	1924 5mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	StephensonClarke &AssociatedCompanies,Ld. Cell	220·7 226·5(O.L.) Q140'F23' FK DBuE18'f138'485t	34·9	16·4	London British 4BHptCem FPT160t	T.3Cy.17",28"&46"–33" (s) 180lb 164NHP 1SB,3cf,GS56,HS2368 FD N.E.MarineEng.CoLdNwc	18〃6 s7〃0¾ 15〃7½	
21347 PDJW	**Ceronia** OilEng. D.F. E.S.D. 1Dk,2nd dk clear of Mchy.Aft CruiserStern cargo tanks Longitudinal framing at bottom & at deck	8096 7238 4710	✠100A1 11,41 ~~12,40~~ ✠LMC4,39 Carrying Petroleum in bulk	~~Bry~~ Bkn	c†	CL	1939 4mo	N.V. Wilton-Fijenoord Schiedam Lloyd'sA&CP	N.V.Petroleum Maats."La Corona" CellDBuE64'156t	463·0 483·3(O.L.) P94'B44'F48' FK DTf25'262t FPT135	59·3	33·8	Willemstad Dutch 17BH APT83t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502NHP DB180lb N.V.Wilton-FijenoordRot	34〃0	
21348 FOOZ	**Cerons** Mchy.Aft 1Dk	1049 644 411					1923	Atel.&Ch. de la Seine Marit. LeTrait,S.I.	Worms&Cie.	216·0 P&B126'F57'	30·7	12·7	Havre French WB	T.3Cy.18",30"&50"–33" 144NHP Atel.&Ch.delaSeineMarit.		V
21349 XCCT	**Cerro-Azul** (exBinta–40) OilEng. D.F. ssBgn.No.2–36 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	5873 5433 3421	✠100A1 5,40 ✠LMC CS1,36 DBS5.40 7,38 Carrying Petroleum in bulk	NYk	z	CL 1,40	1928 4mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	Distribuidora de Petróleos Mexicanos CellDBuE68'161t DTf34'347t	396·4 P97'B22'F35' FK FPT135tAPT121t	55·0	32·3	Coatza-coalcos Mexican 14BHptCem (9 to U dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.23⅝"–47¼" 580NHP 2DB180lb AtlasDieselCo.Skm.	32〃0 s5〃9½ 26〃5	
21350 143327 GBXC	**Cervantes** ssGls.No.3–5,32 D.F. ssAnt.No.1–36 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed '41(W.E.)	1810 1561 991	✠100A1 Shelter dk withfreeboard 7,41 ~~4,40~~ ✠LMC10,36 Examined4,41	Brs Lon BS~~1,40~~4,41	r	CL ~~4,40~~ 7,41	1919 7mo	H.&C. Grayson,Ld. Garston Lloyd'sA&CP	MacAndrews&Co. Ld. CollisionBHtoShelterdk CellDB224'408tFPT63t	265·0 FK	41·2	18·8	London British Cem 3BHtoU dk APT18t	T.3Cy.21",34"&56"–36" (s) 180lb 271NHP 2SB,6cf,GS138,HS5112 D.Rollo&Sons,Liverpool	28〃10 s8〃4 20〃8¼	
21351 EEHM	**Cervera** Mchy.Aft 1Dk	857 — 682					1919	Astilleros Cardona(SA) Barcelona	Hijo deRomulo Bosch,S.enC.	187·0 B12'F25'	32·8	12·9	Barcelona Spanish	T.3Cy.12",20"&32"–24" 50NHP AlexanderHnos,Barcelona		V
21352 [illegible] IBZG	**Cervino** (exTatra) Now "Rio Primero," see No. 38325 in Supplement ssGen.No.[illegible]–4,26 ssGen.No.1–30 D.F. 1Dk 2ndDkBeamsinNos.1&4holds Fitted for oil fuel	4363 4032 2599	✠ ... 2,32 ✠				1913 7mo	J.Priestman&Co. Sunderland	A.Zanchi	379·1 375·0 P32'B234'F39' FK	53·0	23·3	Genoa Italian WB	T.3Cy.24",39"&66"–45" 353NHP Richardsons,Westgarth&Co.Ld.Sld.	26〃8	I †
21353 271 IPFI	**Cervo Ligure** (exLauraMoschini–38, exSvarog–35, exDiamant–34) ssSpt.3rdNo.3–6,34 1Dk(Stl) Well deck	976 738 579	... 3,38	Tri			1901	Oderwerke Act.Ges. Stettin	Soc.Anon.TrasportiMarittimi e Affini CellDBa43'	215·6 206·3 Q63'B51'F28' FK uE17'f94'226tFPT	32·1	13·9	Venice Italian 4BHCem 46tAPT8t	T3Cy.14⅝"22$\frac{15}{16}$"&38¾"–27$\frac{9}{16}$" 92NHP 2SB,4pf,GS56,HS1596 OderwerkeAct.Ges.Stettin	16〃1	I †
21354 2255 IBXJ	**Cesco** (exGymeric–38) ssAnt.No.3–4,36 Mchy Aft 2Dks(Stl)&Web frames Longitudinal framing Fitted for oil fuel Carrying petroleum in bulk	6161 5743 3757	✠ ... 9,39 ✠	Fal	a†		1917 8mo	Hawthorn, Leslie&Co.Ld Newcastle	"Corrado"Soc. Anon.diNav. CellDBuB41' 116tDTf46'577t	432·6 420·3 P99'B30'F48' FK FPT83tAPT37t	54·6	32·3	Genoa Italian 16BHptCem (9 ,, to U dk 7 ,, ,, 2nd,,)	T.3Cy.27",45"&74"–48" 536NHP 3SB,9cf,HS7983 Hwthrn,Leslie&CoLd Nwc	32〃8	I †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
21355 HPKK	**Cesteriano** (*ex*Sunbeam-39) ssPhl.No.3-9,31 ssPhl.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6664 6112 4148	✠100A1 9,39 ✠LMC MS10,35 BS9,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,19 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*b*†	CL 11,38	1919 10mo	SunS.B. Co. Chester,Pa A&CP	R.Arciti *CellDBuE&B60'* *259tDTf40'552t*	429·3 P133'B36'F40' FK *FPT222tAPT57t*	59·2	31·4	Panama Pnamanian 17*BHptCem* (13 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B Co.Chester,Pa.	33 ″ 3 s6 ″ 7½ 26 ″ 10¾	
21356 200374 WDQC	**Cetus** (*ex*SamuelH.Squire,*ex*Cetus, *ex*HenryS.Sill) D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	4390 — 2952					1903	Superior S.B.Co. W.Superior	InterlakeSteamshipCo.	416·0	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP SuperiorS.B.Co.		R
21357 LJHX	— (*ex*Moto-36) ssSld.No.2-29 *Well deck* 1*Dk*(*Stl*) D.F.	2614 1908 1422	✠ 12,36 ✠	Sld	*l*		1920 4mo	Murdoch& Murray,Ld. PortGlasgow	A/S Dampskslsk Neptun(H.Östervold,*Mgr*.) *IntermediateBH in fore hold dispensed with* *CellDB224'633tD*	313·9 P27'Q214'F31' FK *Ta42'228tFPT113t*	44·2	17·9	Bergen Norwegian *Cem* 4*BH only* *APT114t*	T.3Cy.25",41"&68"-48" 431NHP 4SB,12*cf*,GS231,HS7780 J.G.Kincaid&Co.Ld.Grk.	20 ″ 0	N †
21358 181286 KZCS	— (*ex*Inga) ssSyd No.1-09 *Well deck* 1*Dk*&*deep framing*	943 — 520	✠ … 2,13 ✠				19^{04}_{31} 4mo	A.Vuijk Capelle a/d Ysel	Madrigal&Co.	215·3 Q73'B57'F25' FK	31·5	14·6	Manila P.I. Utd.States *WB*	T.3Cy.15½",25"&42"-30" 160NHP G.T.Grey&Co.S.Shl.	15 ″ 6	
21359 YTAN	**Cetvrti** (*ex*Admiral, *exDepotvessel*Siegfried, *exSteamer*Hungarian) 2*Dks*3*trB*	1937 1846 1217					1884	Reiherst'g Schiffsw. Hamburg	Parobrodarsko drustvo "Marović"s.o.j. (G.J.Marović, *Mgr*.)	291·2 P44'B71'F38'	35·4	22·3	Dubrovnik YugoSlav *WB*	T.3Cy.17$\frac{7}{16}$",28$\frac{7}{16}$"&46$\frac{1}{16}$"- 32½" NE&B18 121NHP DresdnerMascht&Schiffsw "Ubigau"Dresden		G
Now	"Irish Beech," *see letter* I.															
21360 DNAX	**Ceuta** 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	2719 2304 1603					1929	Deutsche WerftA.G Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed. A.G.	283·3 P21'B72'F32'	45·9	22·9	Oldenburg German *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"- 39⅜" 162NHP DeutscheWerftA.G.Ham.		G
21361 FOCE	**Cevennes** 1*Dk*	2509 — 1499					1921	Atel.&Ch. deBretagne Nantes	Cie.Delmas Vieljeux	290·0 Q111'B57'F52'	43·3	22·0	La Rochlle French *WB*	DRGeared SteamTurbine Atel.&Ch.deBretagne.Nts		V
21362 5244 SGYA	**Ceylon** ssGot.No.1-40 ssGot.2ndNo.3-9,36 *Well deck* D.F. 2*Dks*(*Stl-Uws*)	5235 4907 3267	✠100A1 6,40 BS3,42 ~~BS7,41~~ ✠LMC6,40	Got	*u*†	CL ~~[illegible]~~ 7,41	1911 9mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	A/B Svenska OstasiatiskaKomp (K.Nilsson,*Mgr*.) *CellDBa122'u*	425·0 441·3(O.L.) P&B349'F44' FK *E29'f212'990tFPT*	54·1	26·9	Gothenbrg Swedish 7*BHCem* 82*tAPT*25*t*	T.3Cy.27",45"&75"-51" (*s*) 180lb 544NHP 3SB.9*cf*,GS184,HS7900 FD N.E.MarineEngCoLd.Nwc	29 ″ 6 s 4 ″ 3½ 25 ″ 5	
21363 HPQU	— (*ex*PortTexacoNo.5-40, *ex*Louisiana-32, 1*Dk*&*Spar dk* *ex*Northman) *Carrying oil in bulk* *Mchy Aft* D.F. *Fitted for oil fuel*	2849 — 1797					1901	Chicago S.B.Co. Chicago	BalboaTransport Corporation	290·0 B32'F29' len11	42·2	23·2	Colon Pnamanian *WB*	T.3Cy.20",33"&54"-40" 184NHP ChicagoS.B.Co.Chicago	26 ″ 6 s 5 ″ 4 21 ″ 4½	
21364 8914 JDWD	**Ceylon Maru** ssYka.2ndNo.3-6,27 2*Dks*&*deep framing*	4905 4065 2996	✠ … 6,31				1904 2mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	385·0 P44'B125'F48' FK	48·6	27·0	Tokyo Japanese *WB*	T.3Cy.26½",43"&72"-48" 442NHP MitsuBishiD.&E.Wks.Nag	29 ″ 9	
21365 1319 CBCW	**Chacao** Ⓟ (*ex*Ostbornholm-38) D.F. 1*Dk*	413 — 258					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	ChilianState Railways	133·2 P89'F32'	24·1	9·0	Valparaiso Chilian *WB*	T.3Cy.13",21"&34"-21" 53NHP KjbnhavnsFlydk.&Skbsv.		V
21366 LOBW	**Chaco** (*ex*RioClaro) 2*Dks* *Fitted for oil fuel* *CruiserStern*	2162 1776 1268					1923	Danziger Werft Danzig	Argentine Government	260·8 F28'	37·9	22·0	Bns.Aires Argentine *WB*	T.3Cy.22",35"&59"-42" 225NHP DanzigerWerft,Danzig		
21367	— Sk (*ex*Zayda, *ex*Steamer) *OilEng.* 1*Dk*(*Stl*) *Mchy.Aft*	389 — 277	✠ 4,07 ✠	Grk			1907 4mo	G.Brown &Co. Greenock	Cia.Argentina de Nav.Mihanovich, Ltda.	185·1 B22'F25' FK *WB=*	34·1	9·4	Bns.Aires Argentine 3*BHCem* *FPT*28*t*	Oil Engines 4Cy.16½"-19" *Emade-fitted*37 J.&C.G.Bolinders MV/AB,Skm.	10 ″ 0	
21368 139575 VPDT	**Chak Sang** Ⓟ ssH.Kg.No.3-12,29 ssH.Kg.No.2-38 2*Dks*(*Stl-U* teaks)	2358 2125 1470	✠100A1 8,41~~7,40~~ BS~~7,40~~ ✠LMC6,38 8,41	HKg	*s*	CL 7,40	1917 11mo *Lloyd's A&CP*	Hong K'ng &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld. *CellDB238'447t*	290·6 301·7(O.L.) P29'B70'F33' FK *DT a 24'400t FPT*	42·1	22·7	HongKong British 5*BHCem* 60*tAPT*26*t*	T.3Cy.21",34"&56"-42" (*s*) 180lb *100lb* 256NHP 2SB,6*cf*,GS119,HS3552 FD HongKong&Whampoa DockCo.Ld.HongKong	25 ″ 0 s 3 ″ 7½ 21 ″ 8	
21369 136340 GRZB	**Chakdina** Ⓟ ssBom.2ndNo.3-5,40 2*Dks*(*Stl-Uws*)& *Shade dk*(*Stl-teaks*)	3033 2387 1580	✠100A1 *Shade dk* 5,40 ✠LMC BS3.40 MS5,40	Bom	*v*	CL N3,40	1914 12mo *Lloyd's A&CP*	Ramage& Ferguson,Ld. Leith	BritishIndiaStm. Nav.Co.Ld. *CellDBa86'uE*	330·7 F36'*on Shade dk* FK &*B72'f127'526t FP*	46·1	22·1	Glasgow British 5*BHCem* *T37tAPT1t*	T.3Cy.24",41"&70"-48" (*s*) 215lb 668NHP 4SB,16*cf*,GS271,HS10870 FD Ramage&Fergusn,Ld.Lth.	24 ″ 6 s 3 ″ 5¾ 21 ″ 5	
21370 137781 GRYZ	**Chakla** Ⓟ ssBom.No.3-9,27 ssCal.No.2-35 2*Dks*(*Stl-Uws*)&*Shade dk*(*Stl-teaks*)	3081 2371 1727	✠100A1 *Shade dk* 10,39 BS12,38 ✠LMC11,35	Bom	*v*	CL 10,39	1914 12mo *Lloyd's A&CP*	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDBa76'uE&*	330·5 F44' *on Shade dk* FK *B66 f145'513tFPT*	46·2	22·3	Glasgow British 5*BHCem* 31*tAPT*15*t*	T.3Cy.24",41"&70"-48" (*s*) 215lb 653NHP 4SB,16*cf*,GS271,HS10572 FD A.Stephen&Sons,Ld.Gls.	24 ″ 6 s 3 ″ 1½ 21 ″ 9	
21371 217003 WNII	**Challenger** ssPhl.No 3-6,31 *OilEng.* ssPhl.No.1-25 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	7667 — 5842	✠ … 6,37 ✠	Phl	*a*†		1918 10mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	AmericanSouth AfricanLine,Inc. *CellDB325'1192t*	410·0 FK *DTa30'228tFPT80*	56·0	29·0	NewYork Utd.States 7*BHptAsp* *tAPT195t*	Oil Engines 2S.C.SA 4Cy.22$\frac{3}{16}$"-91¼" 640NHP SunS.B.&D.D.Co.ChestrPa	32 ″ 0	R †
21372 167287 GTGM	**Chama** *OilEng* D.F. 1*Dk*,2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8077 7234 4779	✠100A1 3,40 ✠LMC12,38 *Carrying Petroleum in bulk*	Npt	*c*†	CL	1938 12mo *Lloyd's A&CP*	NVRotter- damDroogd. Maats. Rotterdam	Anglo-Saxon PetroleumCo.Ld. *CellDBuE64'156t*	465·3 483·3(O.L.) P93'B43'F48' FK *DTf25'262tFPT1*	59·8	33·9	London British 17*BH* 35*t APT83t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.& Gbr.Stork&Co.N.V Hengelo	34 ″ 0 s6 ″ 8½ 27 ″ 6	
21373 FPCB	**Champagne** (*ex*Marietta-38) *Carrying Petroleum in bulk* *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	9946 9191 5895					1938	Deutsche WerftAGBet Finkenwrder Hamburg	Soc.Française de Transp.Pétroliers S.A.	492·9 P112'F68'	66·1	36·4	Havre French *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1163NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		NV

1 Numero d'Ordre. Numero Official. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R.
21374 FNXJ	**Champenois** (*ex*Lancastrian *ss*Mch.No.3-9,33 Prince-38, *ss*Hul.No.1-37 *ex*Tunisiana) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Straight frames, bevelled bilge* *Cruiser Stern*	*3482* *2897* *1794*	✠100A1 *Shelter dk* *withfreeboard* 3,41 BS2,41 ✠LMC9,37 *Fitted for oil*	Msl *fuel* 10,21	*x*	CL 3,41 *F.P.*	1921 6mo *Lloyd* *above*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP* 150° F	Cie.desBateauxà Vapeur duNord (Soc.Anon.de Gérance et d'Armement, *Mgrs.*) *Cell*	363·3 *F68' on Shelter dk* *Collision* FK *DB294'1303tFPT4*	52·1	22·3	Dunkirk French *Cem* *BH to Sh dk* 6 „ „ *U* „ 5t*APT*43t	T.3Cy.26",43"&73"-48" (*s*) 180lb 538NHP 3SB,9*cf*,GS192,HS8166 FD Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 9 s 2 ″ 3¾ 22 ″ 8	
21375 103975	**Champion** Ⓟ IronPad 2*Dks*	482 343 304					1897	J.L.Davie Levis,Quebec	ThousandIsland Nav.Co.Ld.	143·5	25·6	7·8	Kingston, Ont. British	C.2Cy.18",36"&32"-40" NE10 30RHP F.X.Drolet,Quebec		
21376 FOAO	**Champollion** Ⓟ TwinSc *Ref.Mchy.* 7*Dks* D.F. *Fitted for oil fuel*	12546 9881 7391					1924	SocProven- çale deConst. Navales LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	531·3 B20' len35	62·7	40·5	Marseilles French *WB*	T.6Cy.29⅝",49⅝"&85"-53" &LPTurbines 1025NHP Soc.ProvençaledeConst. Navales.LaCiotat		V
21377 138907 VTDS	**Chandbali** Ⓟ (*ex*Trawler-32) 1*Dk*	362 291 148					1919	Pt.Arthur S.B.Co.Ld. P.Arthur,Ont	ChandbaliSteamer ServiceCo.Ld.	145·3 len32	23·4	11·8	Calcutta British	T.3Cy.12¾",21½",&35"-24" 67RHP PortArthurS.B.Co.Ld		
21378 145463 CYKT	**Chandler** (*ex*Glendowan, *ex*Tregastel,*ex*RobertWallace) *Mchy.Aft* 1*Dk*	1563 1331 1005					1903	BuffaloDry DockCo. Buffalo,N.Y	MarineIndustries, Ld.	246·0 Q88'F36'	41·0	15·2	Montreal British *WB*	T.3Cy.18",25"&42"-30" 97RHP DetroitS.B.Co.Detroit		
21379 157573 VTFD	**Chandravati** Ⓟ TwinSc 1*Dk* *Cruiser Stern* *Fitted for oil fuel*	556 474 205	✠ … 7,37 ✠	Bom			1933 9mo	Harland& Wolff,Ld. Glasgow	BombaySteam Nav.Co.Ld. *CellD*	199·7 *Shade dk* FK *BuE18'37tFPT14t*	34·1	10·9	Bombay British 8*BHptCem* *ptAsp* *APT23t*	T.6Cy.11½",20"&34"-24" 260NHP 1DB,6*cf*,GS121,HS4563 Harland&Wolff,Ld.Bel.	11 ″ 6	
21380 154093 VPFX	**Changon** (*ex*Morava-34, *ex*Kouroussa-33,*ex*LuluBohlen) 2*Dks*	3619 2702 2235					1911	Reiherst'g Schiffsw. Hamburg	ChangonSteam- shipCo.Ld.(Peters &Co.Ld.*Mgrs.*)	332·7 P&B215'F49'	44·7	23·1	HongKong British *WB*	Q4Cy.19⅞"29⅛"42¾"&61 11/16"- 42⅛" 249NHP Reiherst.Maschinenf.Ham.		V
21381 151438 MCMW	**Changsha** (*ex*ChangSha) TwinSc 2*Dks*	2482 2017 1474					1922	TaikooDk- yd.&E.Co.Ld. HongKong	ChinaNav.Co.Ld.	290·1	46·0	17·3	London British *WB*	T.6Cy.18",21"&35"-24" 120NHP TaikooDkyd&Eng Co.Ld		
21382 153594 VPFK	**Changte** Ⓟ *ss*H.Kg.No.3-2,38 *Ref.Mchy* 2*Dks*(*Stl-Upper dk teak s*)	4324 2946 2579	✠100A1 10,40 BS10,40 ✠LMC4,37 ✠Lloyd'sRMC10,40 *Fitted for oil*	Cho *fuel* 9,25	*v*	CL 6,38 *F.P. a*	1925 9mo *Lloyd* *bove* 1	HongKong &Whampoa DockCo.Ld. HongKong '*sA&CP* 50° F.	Australian- OrientalLine,Ld. *CellDB297'596t* *tanks at sid*	352·3 367·9 (O.L.) P&B225'F87' FK *es of tunnel 74t FPT*	48·2	23·7	Hong Kong British 7*BHCem* 1 „ *to2nd dk* 55t*APT*34t	T.3Cy.27 7/16",46"&77"-48"(*s*) 200lb 638NHP 3SB,9*cf*,GS216,HS9633 FD HongKong&Whampoa DockCo.Ld.HongKong	26 ″ 0 s 2 ″ 9¾ 23 ″ 6½	
21383 143534 MKPJ	**Channel Fisher** (*ex*Torrington-36, *ex*Polmanter-33, *ss*Brs.No.3-12,33 *ex*Portlaurie) *ss*Nwc.No.1-38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	700 454 345	✠100A1 10,41 ~~10,40~~ BS6,41 ~~BS7,40~~ ✠LMC10,37	Lth	*i*	CL ~~8,39~~ 10,41	1921 1mo *Lloyd*	J.Cham- bers,Ld. Lowestoft '*sA&CP*	JamesFisher& Sons,Ld. *Cell DB*	178·1 184·5 (O.L.) Q114'F23' FK *f108' 172t FPT 85t*	27·6 28·9	11·0	Barrow British 3*BHCem* *APT*35t	T.3Cy.15",25"&41"-27" (*s*) 180lb 108NHP 1SB,3*cf*,GS55,HS1844 G.T.Grey&CoLd.S.Shields	13 ″ 4 s 4 ″ 4 13 ″ 2	
21384 167630 MKDT	**Channel Queen** D.F. E.S.D. *Oil Eng.* 1*Dk*,*Portable dk in No 2 hold* *Mchy.Aft* *CruiserStern*	567 367 275	✠100A1 12,41 ✠LMC9,40	Liv	*h*	OG	1940 9mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	BritishChannel IslandsShipping Co.Ld. *Cell DB*108'	169·8 176·5(O.L.) P51'Q51'F17' FK 148t *DTa*6'72t*FPT*	28·1 29·1	9·7	London British 3*BH* 60t*APT*10t	Oil Engines 2S.C.SA 5Cy.13⅜"-22 7/16" 156NHP BritishAuxiliaries,Ld.Gls.	11 ″ 11 s 4 ″ 6½ 11 ″ 9½	
21385 144216 GDNC	**Chantala** Ⓟ *ss*Cal.No.3-7,38 2*Dks*(*Stl U-ws*)&*Shade dk* (*Stl-teak s*)	3129 2399 1428	✠100A1 *Shade dk* 7,39 BS8,39 ✠LMC7,38	Cal	*v*	CL N7,39	1920 8mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB269'569t*	330·2 F on *Shade dk 37'* FK *DTa9' 56t FPT39t*	46·0	22·2	Glasgow British 8*BHCem* *APT21t*	T.3Cy.24",41"&70"-48" (*s*) 215lb 678NHP 4SB,16*cf*,GS271,HS11084 FD Barclay,Curle&Co.Ld.Gls	24 ″ 6 s 3 ″ 2½ 21 ″ 9	
21386 166324 BFVS	**Chantilly** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	10065 7879 5995					1923	Atel.&Ch. de la Loire St.Nazaire	Ministry of War Transport(British IndiaSteamNav. Co.Ld.*Mgrs.*)	478·5 B355'F55'	59·2	~~27·3~~ 35·1	Liverpool British *WB*	6 Steam Turbines DR geared to 2 Sc.Shafts 966NHP Atel&Ch. de la Loire,St.N.		V
21387 UPEV	**Chapaev** (*ex*Vitebsk-35, *ex*Thuban-34) 1*Dk*	3566 3260 2175					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8 P31'B114'F34'	48·8	23·2	Leningrad Russian *WB*	T.3Cy.25",41"&67"-35" 301NHP RotterdamDroogd.Maats.		
21388 UPTL	— *Oil Eng.* 1*Dk*	2150 — 1055					1936	SB.Yd."61 Kommunar" Nicolaieff	U.S.S.R.	268·3	39·7	24·9	Odessa Russian	Oil Engines 6Cy.18½"-32¼" Nicolaieff		
21389	**Chapaiev** (*ex*Commercial Navigator-38,*ex*Lake 1*Dk*2*trB* Farber) Sub.Sig. D.F. *Fitted for oil fuel*	2638 2278 1684	✠ … 4,21 ✠				1919 8mo	American S.B.Co Cleveland,O	U.S.S.R.	251·0 P25'B64'F23' FK	43·6	26·2	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanSBCoClevelndO.	28 ″ 2	
21390 145461 CYKS	**Chapleau** (*ex*Glenealy,*ex*Cabourg, *ex*GeorgeC.Howe) *Mchy.Aft* 1*Dk*2*trB*	1560 1330 1002					1903	Chicago S.B.Co. Chicago	MarineIndustries, Ld.	245·8 Q88'F36'	41·0	15·3	Montreal British *WB*	T.3Cy.18",25"&42"-30" 97RHP ChicagoS.B.Co.Chicago		
21391 LJAE	**Charente** D.F. E.S.D. 1*Dk*&*Shade dk* *CruiserStern*	1282 976 715					1935	Porsgrund Mek.Værks Porsgrunn	Dampskintslsk. "Garonne" (Fearnley&Eger, *Mgrs.*)	249·4 P21'F&B200'	37·7	15·2	Oslo Norwegian *WB*	C.2Cy.15⅜"&31½"-31½"&LP Turbine withD.R.gearing 102NHP PorsgrundM.V.Porsgrunn		N
21392 167417 GBDB	**Charlbury** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	4836 4254 2801	✠100A1 *withfreeboard* 12,41 ~~2,41~~ ✠LMC4,40 *Fitted for oil*	~~Cff~~ Nwc *fuel* 4,40	*a*†	CL 12,41 *F.P. a*	1940 4mo *Lloyd* *bove* 1	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP* 50° F	Alexander ShippingCo.Ld. (Capper,Alex- ander&Co.*Mgrs.*) *CellDB350'1403t*	416·0 430·3(O.L.) FK *FPT96tAPT244t*	57·0	25·3	London British 6*BHptCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.22½",36"&65"-48"(*s*) 220lb 458NHP 2SB(Spt&FD)&1AuxSB, 5*cf*,GS159,HS6912 D.Rowan&Co.Ld.Gls	36 ″ 11 s10 ″ 9½ 26 ″ 4	
21393 203974 WOKX	**Charles A. Paul** (*ex*Powhatan-37, *ex*E.J.Kulas-36,*ex*General Garretson-35) 1*Dk* D.F. GvC. *Mchy.Aft*	6297 — 4910					1907	W.BayCity S.B.Co. W.BayCity	TheWilsonTransit Co.	520·0	54·0	26·2 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of R. of Trade Cert.
21394 225066 KFXK	**Charles C. West** TwinSc (*Self-Unloader*) *Mchy.Aft* 1*Dk* D.F. GyC. *CruiserStern*	6644 — 5004					1925	Manitowoc S.B.Corp. Manitowoc, Wis.	RockportS.S.Co.	456·2 F72′	60·1	29·1	Wilmgton (Del.) Utd.States *WB*	T.6Cy.17½″,28¾″&48″–36″ 276NHP ManitowocS.B.Corp. Manitowoc, Wis.		R
21395 218628 KINP	**Charles Christenson** (*ex*West Hepburn) 2*Dks* *Fitted for oil fuel*	5630 5243 3495					1919	J.F.Duthie &Co. Seattle,Wash	ChristensonS.S.Co. Inc.	409·7 P44′B115′F47′	54·2	27·7	S.Frncisco Utd.States *WB*	T.3Cy.25¼″,41⅞″&72″–48″ Hooven,Owens, 359NHP RentschlerCo.Hamilton,O		R
21396 141678	**Charles Dick** 1*Dk*	2015 1735 651					1922	TheCollingwood S.B Co.Ld. CollngwdOnt	NationalSand& MaterialCo.Ld. (J.D.Payne,*Mgr.*)	244·0	43·2	18·9	Toronto British *WB*	T.3Cy.19″,32″&56″–36″ E*made*18*fitted*22 188NHP PrescottCo.Menominee, Mich.		C
21397 145786	**Charles Donnelly** (*ex*Troy) *Mchy.Aft* 1*Dk*&*Spar dk*	3765 — 2966					1898	Detroit DryDockCo Wyandotte	NicholsonTransit Co.	398·4	47·0	28·0	Detroit, Mich. Utd.States *WB*	Q.4Cy.19″,27½″,40″&58″–42″ 218NHP DetroitDryDockCoDetroit		
21398 220453	**Charles E. Dunlap** (*ex*L.M.Bowers–35) *Mchy.Aft* *pt Longitudinal framing* 1*Dk*	8262 — 6436					1920	American S.B.Co. Lorain,O.	ContinentalS.S.Co. (G.A.Tomlinson, *Mgr.*)	580·0 *WB*	60·2	27·8	Duluth, Minn. Utd.States	T3Cy.24½″,41″&65″–42″ 274NHP AmericanS.B.Co.Lorain.O		R
21399 166606 GMYM	**Charles F. Meyer** *OilEng.* D.F. E.S.D. GyC. 1*Dk*,2*nd dk clear of* *Mchy.Aft Cruiser Stern cargo tanks* *Longitudinal framing*	10516 9635 6077	✠100A1 8,41 5,40 ✠LMC11,38 *Carrying Petroleum in bulk*	~~Sou~~ NYk	*f*†	CL	1938 11mo *Lloyd's*A&CP	Blohm& Voss Hamburg	OrientalTrade & TransportCo.Ld. *CellDBuE*86′ 184*tD*	490·5 506·7(O.L.) P107′B39′F35′ FK *Tf*24′648*tFPT*196*t*	70·0	37·0	London British 16*BHptAsp* *APT*214*t*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$″–49$\frac{3}{16}$″ 912NHP DB(*f*)207*lb* 2DB(*a*)200*lb* Fr.KruppGermaniawftAG Kiel	37 " 0 s 7 " 4½ 29 " 11½	
21400 220711 KDHH	**Charles H. Cramp** *ss*S.Fo.No.3–10,27 2*Dks.*&*Shelter dk* *Longitudinal framing* D.F. *Fitted for oil fuel*	6220 5850 3812	✠ … 12,30 ✠				1920 10mo	W Cramp& SonsS&EBCo Philadelphia	AmericanSouth AfricanLine,Inc.	404·6 F31′*on Shelter dk* FK	53·9	34·2	NewYork Utd.States *WB*	Q.4Cy.25½″,37″,52½″&76″–54″ 633NHP W.Cramp&SonsS&EBCo.	36 " 9	R †
21401 203918 WDQE	**Charles Hubbard** D.F. GyC. *Mchy.Aft* 1*Dk*	4846 — 4287					1907	ToledoS.B. Co. Toledo	GreatLakesS.S.Co Inc.	438·7 *WB*	52·0	23·9	Oswego, N.Y. Utd.States	Q.4Cy.16½″,24″,35″&50″–42″ 162NHP ToledoS.B.Co.Toledo		R
21402 216368 KKAU	**Chas. Kurz** (*ex*TracyBrothers–33, *ex*Avondale) 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Fitted with cylindrical tanks for carrying Petroleum*	5731 4550 3511	✠ … 7,21 ✠				1918 6mo	Chester S.B.Co. Chester,Pa	PacoTankers,Inc. (Pennsylvania ShippingCo*Mgrs.*)	400·8 P99′B27′F50′ FK	54·3	31·4	Wilmgton (Del.) Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseMach.Co. E.Pittsburgh	32 " 9	R †
21403 135620 ~~VRWQ~~ BFYB	**Charles L. D.** Sub.Sig. *OilEng.* D.F. GyC. *CruiserStern* 2*Dks*	5273 4632 3137					1933	GötaverkenA/B Gothenburg	Ministry of War Transport(Union-Castle Mail S.S.Co. Ld.*Mgrs.*)	428·2 F35′	56·6	25·7	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛″–59$\frac{1}{16}$″ 653NHP GötaverkenA/B,Got.		V
21404 214499 WMIU	**Charles L. Hutchinson** (*ex*SirTrevorDawson.*ex*WilliamC. Moreland) *Mchy.Aft* D.F. GyC.	7215 — 5505					1910	American S.B.Co. Lorain,Ohio	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	580·0 F49′ *New fore end*16	58·0	32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP AmericanS.B.Co.Lorain,O.		R
21405 217203 WMEA	**Charles L. O'Connor** (*ex*Costilla) *Mchy.Aft* Sub.Sig. 2*Dks*	2351 — 1433					1918	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·5 P115′F25′	43·5	25·1	NewYork Utd.States *WB*	T.3Cy.19½″,34½″&51″–42″ 211NHP Gt.LakesEng.Wks.Detroit		R
21406 216656 KPAA	**Charles L. Wheeler, Jr.** (*ex*PointJudith) *ss*S.Fo.No.2–26 1*Dk* D.F. *Fitted for oil fuel*	2205 1945 1348	✠ … 4,29 ✠				1918 8mo	AlbinaEng &Mach.Wrks Portland,Or.	Pope &Talbot,Inc.	289·0 P24′B144′F32′ FK	44·1	19·0	S.Frncisco Utd.States *WB*	T.3Cy.22″,37½″&60″–42″ 313NHP EllicottMachineCorp.Bal.	21 " 6	R †
21407 FNGY	**Charles Le Borgue** (*ex*Gladys–34, *ex*Terne–33,*ex*Tosto) *Fitted for oil fuel* 1*Dk*	1789 1257 1042					1920	SödraVarfvetsAktieb. Stockholm	Cie.Ch.LeBorgne	244·1 P71*t*H81*t*F13*t*	38·7	16·0	Havre French	T.3Cy.18″,30″&49″–33″ 138NHP LindholmensV.A.Got.		V
21408 163562 MBBZ	**Charles M.** *OilEng.* *ss*Lon.No.1–39 *Mchy.Aft* 1*Dk* *CruiserStern*	403 299 195	✠100A1 4,42 ~~5,39~~ ✠LMC1,39 ✠LMC(M)11,40	~~Lon~~ Gms	*f*	OG ~~N5,39~~ N4,42	1935 1mo *Lloyd's*A&CP	Burntislnd S.B.Co.Ld. Burntisland	MetcalfMotor Coasters,Ld.(T.J. Metcalf,*Mgr.*)	141·5 Q83′F19′ FK *DTa*4′42*tFPT*55*t*	27·4	9·8	London British 3*BH* *APT*9*t*	Oil Engines 4S.C.SA 6Cy.11″–17$\frac{5}{16}$″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 " 9 s 3 " 5 10 " 5½	
21409 223200 WPBD	**Charles M. Schwab** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	7935 7573 6206					1923	American S.B.Co. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	586·3 *WB*	60·2	28·0	Wilmgton (Del.) Utd.States	T.3Cy.24½″,41″&65″–42″ American 274NHP S.B.Co.Cleveland,O.		R
21410 204306	**Charles O. Jenkins** D.F. *Mchy.Aft* 1*Dk*	6285 — 4827					1907	Detroit S.B.Co. Wyandotte	MidlandS.S.Line, Inc.	504·0 *WB*	54·2	31·0	Wilmgton (Del.) Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit		R
21411 164688 MLTL	**Charles Parsons** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1554 1149 915	✠100A1 ~~8,41~~ ~~7,40~~ 2,42 Examined 8,41 BS8,41 ✠LMC8,36	~~Shl~~ Bly Hpl	*p*	CL ~~8,37~~ 8,41	1936 8mo *Lloyd's*A&CP	S.P.Austin &Son,Ld. Sunderland	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*) *CellDB*	239·0 B16 Q147′F21′ FK *uE*23′*f*164′600*tMT*	38·7	16·2	London British 4*BHptCem* 100*tFPT*160*tAPT*10*t*	T.3C.: 16½″,27½″&46″–33″ 200lb ~~100lb~~ (*s*)80*lb* 180NHP 1SB,3*cf*,GS59,HS2654 FD N.E.MarineEng.CoLd Sld.	18 " 3 s 5 " 5 16 " 11½	
21412 171316 BCFJ	**Charles Plumier** TwinSc E.S.D. *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	4504 3749 2532					1938	Ch.&Atel. deProvence S.A. Port deBouc	Ministry of War Transport ~~(Townsend Bros. Shipping Ld.*Mgrs.*)~~	358·6 F29′	51·8	22·1	Liverpool British *WB*	Oil Engines 2S.C.SA 8Cy.20½″–35$\frac{7}{16}$″ 584NHP Ch.&Atel.deSt.Nazaire		V
21413 148898	**Charles R. Huntley** *Mchy.Aft* 1*Dk*	1760 1604 1304					1926	Napier& Miller,Ld. Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·1 F36′	43·2	17·9	S Cathrnes Ont. British *WB*	T.3Cy.17″,28½″&47″–33″ 127NHP D.Rowan&Co.Ld.Gls.		C

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
21414 220434 KDBZ	**Charles R. McCormick** (*ex*Apus) D.F. 1*Dk*& *Shelter dk*& *Web frames* *Longitudinal framing* *Fitted for oil fuel*	6027 — 3782	✠ … 5,21 ✠				1920 8mo	GMStandi- ferConstCorp Vancouver, Wash	Pope&TalbotInc.	401·4 P34'B114'F38' *on* *Shelter dk* FK	53·2	31·9	S. Frncisco Utd. States *WB*	T.3Cy.24½",41⅛"&72"–48" 552NHP LlewellynIronWorks, LosAngeles,Cal	34 " 7	
21415 LJOI	**Charles Racine** TwinSc *ss*NYk.No.1-41 *OilEng* D.F. *CruiserStern* 1*Dk* *Longitudinal framing at bottom & at deck* *Mchy.Aft in centre tanks*	9957 9288 5953	✠100A1 7,41 ~~2,41~~ DBS7,41 ✠LMC8,37 *Carrying Petroleum in bulk*	NYk	*e*†	CL 1,41	1937 8mo *Lloyd's A&CP*	Odense Staalskibsvft vedAPMöller Odense	SkibsA/S Snefonn (SigvalBergesen d.y.&Co.*Mgrs.*) *CellDBuE*79' 300*t*	496·0 512·5(O.L.) P103'B34'F40' FK *DTf*38'550*t FPT*18	66·1	36·4	Stavanger Norwegian 15*BH* 2*t APT*181*t*	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 622NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	36 " 3 37 " 11 28 " 7½	
21416 202889 WOKV	**Charles S. Hebard** D.F. GyC. *Mchy.Aft* 1*Dk*	6291 — 4854					1906	American S.B.Co. Cleveland,O.	TheWilsonTransit Co.	504·0	54·0	30·0	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&68"–42" 257NH AmericanSB.Co.Clevelan		
21417 FNWV	**Charles Schiaffino** 2*Dks* *Fitted for oil fuel*	3664 3352 2158					1930	Atel.&Ch. de laSeine Maritime LeTrait,S.I.	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schi- affino&Cie.*Mgrs.*)	363·6 P33'B106'F38'	51·6	22·9	Algiers French *WB*	T.3Cy.24",40"&64⅞"–45¼" 284NH Atel.&Ch.de la Seine, Maritime,LeTrait		
21418 207272 WPST	**Charles W. Galloway** (*ex*LeonardB.Miller–37) D.F. GyC. *Mchy.Aft* 1*Dk*	6291 — 4921					1910	American S.B.Co Cleveland,O.	ColumbiaTrans- portationCo.(John T.Kelly,*Mgr.*)	504·0 *WE*	54·0	30·0	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"–42" 257NH AmericanS.B.Co.Clevelud		
21419	**Charlotte** TwinSc *Mchy.Aft* 1*Dk*	822 708 449					1910	Forg.&Ch. de laMédit LaSeyne	Herran,Decia& Muller	235·0 P59'B34'F29'	32·3	13·4	Mntevideo Uruguayan *WB*	O.4Cy.14⅝"&25⅝"–15¾" 44NHP Forg.&Ch.de laMédit.Ms.		
21420 DIAX	— *OilEng.* 1*Dk*	435 328 245					1915	H.Pauksch Akt.Ges. Landsberg	RedStarLinie G.m.b.H.	137·9	29·6	10·1	Hamburg German	Oil Engines 4S.C.SA 6Cy.8½"–13⅝" 42NHP M.A.N.Augsburg		
21421 DMAE	**Charlotte Cords** 1*Dk*	1779 1478 1049					1923	Act.Ges. "Neptun" Rostock	Aug.Cords	266·3 Q102'B76'F31'	40·2	16·9	Rostock German *WB*	T.3Cy.19 5/16",31½"&51 3/16"–35" 156NHP A.G."Neptun,"Rostock		(
21422 DJZP	**Charlotte Schliemann** TwinSc (*ex*SirKarlKnudsen–39) *OilEng.* D.F. *ss*Rot.No.2–37 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Cruiser Stern* *Longitudinal framing* *Carrying Petroleum in bulk*	7747 7079 4581	✠ … 5,39 ✠	Sba	*b*†		1928 12mo	A/SNak skovSkibsv. Nakskov *CellDBuE*	ReedereiSchlie- mann&Menzell A.G. 74'282*t DTf*36'462	450·5 - P102'B34'F52' FK *t FPT*103*t APT*118*t*	59·2	34·7	Hamburg German 16*BHptCem* (11 *to U dk* 5 „*2nd*„)	Oil Engines 4S.C.SA 12Cy.23¾"–43 5/16" 624NHP Akt.Burmeistr&Wain,Cpn	34 " 4	(
21423 DMBD	**Charlotte Schröder** (*ex*Liesbeth Zelck,*ex*LenaLarsen,*ex*EricaFischer, *ex*MarieGartz) 1*Dk*	922 741 565					1901	Schömer& Jensen Tönning	R.Schröder	211·4 Q79'B55'F17'	32·4	13·3	Rostock German *WB*	T.3Cy.15",24⅞"&40⅛"–28" 85NHP Schömer&Jensen,Tönning		G
21424 154887 VGRS	**Charlottetown** Ⓟ TrpSc (*IceBreakingTrainFerry*) 2*Screws aft*&1*fwd.* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of mchy. space* *Web frames* *Fitted for oil fuel*	5889 5117 3385	✠ … 11,34 ✠	Qbc	*x*		1931 7mo	DavieS.B. &Repairing Co.Ld. Levis,P.Q.	CanadianGovern- ment(Dept.of Transport) *CellD*	309·0 *Promenade dk* FK *B*231'569*t FPT*263*t*	59·3	22·0	Charlotte- townP.E.I. British 7*BH* *APT*114*t*	T.9Cy.26",41"&66"–36" 1261NHP 8SB,24*cf*,HS20096 CanadianVickers,Ld.Mtl.	25 " 0	
21425 166303 GMPF	**Charlton Hall** 1*Dk*& *Shelter dk* D.F. *CruiserStern* *Longitudinal framing at bottom & at deck* *Fitted for oil fuel*	5200 4563 2984					1940	SirJ.Laing &Sons,Ld. Sunderland	Chas.G.Dunn ShippingCo.Ld.	440·5 F38'	57·1	24·3	Liverpool British *WB*	T.3Cy.23",37"&66"–45" 292NH Richardsons,Westgarth& Co.Ld.Hpl.		~~G~~ CB
21426 139636 MKFX	**Charlus** (*ex*PrincenhageII) Sp *Mchy.Aft* 1*Dk*	361 263 176					1917	N.V.Kuy& Ree'sMch.& Schpsw. Rotterdam	J.M.Piggins	132·3 Q59'B9'F15'	23·1	10·9	Montrose British	T.3Cy.10⅛",16¼"&27⅜"–20" 32NHP *B made*33*refitted*35 N.V.Kuy&Ree'sMch.& Schpsw.Rot.		C
21427 136049 MFCL	**Charlwood** (*ex*Streatham) 3Mst *ss*Apl.No.3–7,27 *Mchy.Aft* *ss*Ant.No.2–35 *Well deck* 1*Dk*(*pt Irn pt Stl*) *Cargo battens not fitted*	1207 934 600	✠100A1 ~~3,41~~ ~~9,40~~11,41 Examined 4,41 MS12,35 ✠LMC BS4,41	Cff	*n*	CL 4,39	1914 3mo *Lloyd's A&CP*	Dublin Dkyrd Co.Ld. Dublin	LavertonS.S.Co. Ld.(AllianceMar- ineTransportCo. Ld.*Mgrs.*) *CellD*	226·2 236·0(O.L.) Q68'B13'F28' FK *Bf*140'246*t FPT*12	35·5	14·4	London British 4*BHCem* 5*t APT*37*t*	T.3Cy.17⅛",27 11/16"&45"–33" 180lb 90lb (*s*) 138NH 1SB,3*cf*,GS69,HS2298 Ross&Duncan,Glasgow	16 " 7 1 " 5¾ 15 " 6¾	
21428 164308 GZJQ	**Charon** Ⓟ *OilEng.* E.S.D. *Ref Mchy.* 2*Dks*& *Shelter dk*	3703 2554 2217					1936	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	320·3 *B on Shelter dk*95'	51·2	21·6	Liverpool British *WB*	Oil Engines 2S.C.DA 6Cy.17 11/16"–47¼" 580NHP Akt.Burmeistr&Wain,Cpn		
21429 FOPI	**Chateau Larose** 2*Dks*	2047 1677 903					1930	D&WHen- dersn&Co.Ld Glasgow	Worms&Cie.	274·7 P38'B96'F31'	39·1	20·9	Havre French *WB*	T.3Cy.20½",34"&56"–42" 203NH D&W.Hendersn&CoLdGls		V
21430 FOPB	**Château Latour** 2*Dks*	1912 1763 824					1914	Atel.&Ch. delaLoire Nantes	Worms&Cie.	274·0 P36'B97'F31'	38·0	23·0	Havre French *WB*	T.3Cy.21⅜",35⅜"&59"–41 7/10" 224NHP Atel.&Ch.delaLoire,Nts.		V
21431 FOPC	**Château Palmer** 2*Dks*	1912 1763 823					1914	Atel.&Ch. delaLoire Nantes	Worms&Cie.	280·3 P36'B97'F31'	38·1	21·4	Havre French *WB*	T.3Cy.21⅜".35⅜"&59"–41 7/10" NB35 224NH Atel.&Ch.delaLoire,Nts.		V
21432 FOPJ	**Chateau Pavie** 2*Dks*	2047 1677 903					1930	D&WHen- dersn&Co.Ld. Glasgow	Worms&Cie.	274·7 P38'B96'F32'	39·1	20·9	Havre French *WB*	T.3Cy.20½",34"&56"–42" 203NHP D&W.Hendersn&CoLdGls		V
21433 FOPD	**Chateau Yquem** D.F. 2*Dks*	2536 — 1290					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	Worms&Cie.	279·8 P165'F31'	39·5	19·7	Havre French *WB*	T.3Cy.21⅝",36"&59"–42" 225NHP Atel.&Ch.delaSeine Maritime,LeTrait		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21434 166318 BFVL	**Chateauroux** 1*Dk* D.F. *Fitted for oil fuel* *Well deck*	4765 3646 2783	✠ ... 7,22 ✠				1921 2mo	TyneIron S.B.Co.Ld Newcastle	Ministry of War Transport(Elder DempsterLines, Ld.*Mgrs.*)	364·1|52·8|24·5 P18'Q128'B68'F29' FK	Liverpool British 6*BHCem* *WB*	T.3Cy.23½",38"&64"-42" 347NHP ArmstrongWhitworth &Co.Ld.Newcastle	26 " 8	V †
21435 225471 KGAN	**Chatham** Ⓟ *Ref.Mchy.* D.F. GyC. 4*Dks* *Fitted for oil fuel* Sub.Sig. *Longitudinal framing*	5649 — 3456					1926	NwprtNws S.B.&D.D Co. NewprtNews	**Merchnts& Miners TransportationCo**	350·0|52·0|36·0	Baltimore Utd.States *WB*	T.4Cy.25",42½,"54 5/16"&54 7/16"-48" 409NHP NewportNewsSB&DD.Co		R
21436 UOKV	**Chatir-Dag** 1*Dk*(*Stl*)	901 787 518	✠ 5,96 ✠	Nwc	*m*		1896 5mo	Hawthorn, Leslie&Co.Ld Newcastle	**U.S.S.R.** *Cell DBa* 46'*uE*	220·0|34·1|12·3 B34'F26' FK &*B*36'*f*98'270*tFPT*	**Odessa** Russian 5*BHCem* 59*tAPT*28*t*	T.3Cy.16",26"&43"-30" 120NHP 2SB,4*cf*,GS70,HS2080 Hwthrn,Leslie&C.Ld.Nwc	14 " 0	
21437 145465 CYKV	**Chatsworth** (*ex*Glendochart, *ex*Corseulles,*ex*H.G.Dalton) *Mchy.Aft* 1*Dk*2*trB*	1573 1331 1170					1903	Superior S.B.Co. W.Superior	MarineIndustries, Ld	246·0|41·0|15·3 Q88'F36'	**Montreal** British *WB*	T.3Cy.18",25"&42"-30" 97RHP SuperiorS.B.Co.		
21438 221643 KDUW	**Chattanooga City** 2*Dks*3*trB* GyC. *Fitted for oil fuel*	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	**IsthmianS.S.Co.**	424·2|56·2|26·5 P58'B&F350' *WB*	**NewYork** Utd.States	2 Steam Turbines DR geared to 1 Sc. Shaft W&AFletcherHobokenNJ		R
21439 161549 GSWX	**Chatwood** *ss*Bly.No.2-37 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2768 2116 1557	✠100A1 8,41 ~~11,40~~ ✠LMC MS11,37 BS~~7,40~~8,41	~~Sld~~ Shl	*t*	OG ~~S6,38~~ 7,41	1929 6mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	**W.France,Fenwick &Co.Ld.** *Cell DB*250*t*	306·0|44·0|19·3 Q177'F34' FK 623*tMT*8'285*tFPT*	**London** British 6*BHCem* 211*tAPT*44*t*	T.3Cy.19¼",33"&54"-39" (*s*) 200lb 220NHP 2SB(Spt),6*cf*.GS96,HS3536 N.E.MarineEng.Co.Ld.Sld	21 " 6 s 7 " 1½ 19 " 3½	
21440 161227 GSZC	**Chaucer** *ss*Shl.No.2-37 D.F. E.S.D. 2*Dks*(*Stl*)	5792 5466 3629	✠100A1 4,41 BS12,40 ✠LMC10,37	Hul	*a*†	CL 4,41	1929 4mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP*	ShakespearShippingCo.Ld.(South AmericanSaint Line,Ld.*Mgrs.*)	420·0|57·0|28·2 P37'B260'F44' FK *CellDB*360'133	Newport, Mon. British 7*BHCem* 5*tAPT*225*t*	T.3Cy.27",45"&74"-51" (*s*) 180lb 557NHP 3SB,9*cf*,GS184,HS8334 FD D.Rowan&Co.Ld.Glasgow	30 " 6 s 4 " 9½ 25 " 11½	
21441	**Chaumian**(*ex*LadyElinor,*ex*Loutsch) *ss*Tri.No.3-10,95 *ss*Oda.No.2-05 *Well deck* 1*Dk*2*trB* *Mchy.Aft* *Carrying Petroleum in bulk*	1624 1255 923	✠ ... 11,06 ✠				1886 10mo	Hawthorn, Leslie&Co.Ld Newcastle	**U.S.S.R.**	254·8|34·0|17·9 P72'F29'B97' FK	**Odessa** Russian *WB*	T 3Cy.20",32"&53"-36" 175NHP Hwthrn,Leslie&C.Ld.Nwc	19 " 0	
21442 211290 KJFL	**Chauncey M. Depew** Ⓟ (*ex*Rangeley) 1*Dk*	652 — 282					1913	BathIron Works Bath,Me.	**HudsonRiverDay Line**	185·1|35·6|13·5	**New York** Utd.States	T.4Cy.16",26"&(2)30"-24" 88NHP BathIrn.Wks.Bath,Me.		
21443 UPKN	**Chavicha** (*ex*Hohenfels-35) Sub.Sig. 2*Dks*	3021 2681 1742					1923	Schiffs.-u Dckbauwerft FlenderA.G. Lübeck	**U.S.S.R.**	337·7|48·2|21·1 B36'	**Vladvostk** Russian *WB*	T.3Cy.23⅝",38 5/16"&62"-41¾" 248NHP G.SeebeckA.G. Wesermünde-G		
21444 130309 CYGP	**Cheakamus** Ⓟ(*ex*Cheslakee) 2*Dks* *Fitted for oil fuel*	689 479 403					1910	Dublin DockyardCo Dublin	**UnionSteamships Ld.**	145·3|28·1|10·0 *WB*	**Vancouver** British	T.3Cy.13½",22"&36"-20" 58RHP McColl&Co.Ld.Belfast		C
21445 127785 MKXG	**Chedabucto** Ⓟ (*ex*Ellinis,*ex*Fogota) *ss*Sld.No.3-12,21 *ss*Hfx.No.2-29 1*Dk & Shelter dk*	509 458 269	✠ ... 8,33 ✠	Hfx			1910 6mo	Dundee S.B.Co.Ld Dundee	**Foundation Maritime,Ld.**	145·0|24·5|9·1 FK *FPT*12*t*	**Liverpool** British 4*BHCem* *APT*11*t*	C.2Cy.18"&40"-27" 69RHP 1SB,3*pf*,GS54,HS1778 J.Abernethy&Co.Abn.	10 " 6	
21446 FOJF	**Chef Mécanicien Armand Blanc** D.F. 1*Dk*	3070 — 1586					1922	Atel.&Ch. de laSeine Marit. LeTrait,S.I.	**UnionIndustrielle &Mar.Sté.Française d'Armement**	313·6|46·4|20·2 P164'F29'	**Havre** French *WB*	T.3Cy.21⅝",35¾"&59"-41⅜" 223NHP At.&Ch.de laLoire,StDenis		V
21447 TSXC	**Cheik** (*ex*Nautik-36) 1*Dk*	1058 805 611					1920	Nüscke &Co. Stettin	**Cie.Nouvelle de Nav.Busck**	225·8|32·8|13·9 P29'B63'F30'	**Marseilles** French *WB*	T.3Cy.15⅜",25 3/16"&41¾"-25⅝" 110NHP AtlasWerke,Bremen		V
21448 137675 GKYN	**Chekiang** 2*Dks*	2172 1967 1318					1914	Taikoo Dckyrd&Eng Co.ofHKg Ld HongKong	**ChinaNav.Co.Ld.**	285·0|44·1|19·1	**London** British *WB*	T.3Cy.19",31"&53"-36" 169NHP TaikooDkyrd&Eng.Co. ofHongKong,Ld.		
21449 159 SVDB	**Chelatros** (*ex*Magdala) *ss*Rot.No.3-6,27 *ss*Pir.No.2-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3489 3330 2214	✠100A1 *Shelter dk withfreeboard* ~~1,41~~ 10,41 Examined 5,41 BS9,40 ✠LMC9,39	~~Bry~~ Wrk Hul	*x*	CL 1,39	1914 4mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	**KassosStm.Nav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas,*Mgrs*)**	360·0|52·0|23·6 FK *Cell DBa*118'*uE*23'	**Syra** Greek 6*BHCem* *f*153'996*tA*	T.3Cy.25",41"&69"-48" (*s*) 180lb 365NHP 3SB,9*cf*,GS141,HS5700 Richardsons,Westgarth& *PT*45*t* Co.Ld.Hpl	26 " 0 s 2 " 5 23 " 9¼	
21450 FOHC	**Chelma** (*ex*Bacchus) *ss*Msl.No.3-7,33 *ss*Msl.No.1-36 2*Dks*(*Stl*)	4968 4091 3106	✠100A1 2,42 ~~5,41~~ ✠LMC MS2,38 B~~S6,40~~5,41 *Fitted for carrying oil* 5,28 *F.P. above*150° F. *in deep tank* *Carrying vegetable oil in forward deep tanks*	Msl	*y*	CL 4.41	1920 9mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	**Cie.Générale de Nav.àVap.Cyp. Fabre(FabreLine)** *Cell DB* 327' 848*t*	386·4|52·5|26·3 P36'*AftB*21' B113'*For'dB*21' FK F42' *DTsf*53'1850*tFPT*	**Marseilles** French 8*BHptCem* 97*tAPT*20*t*	T.3Cy.26",43"&71"-48" (*s*) 180lb 453NHP 3SB,9*cf*,GS220,FS8007 Palmers'Co.Ld.Newcastle	28 " 6 s 5 " 5¼ 23 " 4	
21451 130805 VGKY	**Chelohsin** Ⓟ **TwinSc** *ss*Vcr.2nd.No.3-1,38 2*Dks.*	1134 528 597	A1 *withfreeboard* ~~5,41~~ ~~12,40~~ 11,41 ~~BS12,40~~ LMC1,38 *ForChannel& Sound Service* *Tacoma to Anyox* *Fitted for oil fuel F.P. above*150° F.	Vcr BS11,41		CL ~~11,39~~ P11,39 SN5,41	1911	Dublin Dockyard Co Dublin	**UnionSteamships Ld.**	175·5|35·1|14·0 182·5(O.L.) B&F146' FK *CellDBuE*24'32*t Tanks at sides of tunnel*	**Vancouver** British 5*BHCem*	T.6Cy.13½",22"&36"-25"(*s*) 185lb 184NHP 2SB,6*cf*,GS104,HS4400 MacColl&Co.Ld.Belfast 17*tFPT*11*tAPT*11*t*	15 " 0 s 2 " 0½ 13 " 0½	
21452 160583 GSNT	**Chelwood** *Mchy.Aft* *ss*Shl No.2-37 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2742 2116 1543	✠100A1 6,41 ~~2,41~~ Examined6,41 BS11,41 ✠LMC MS4,36 ~~BS11,40~~	~~Sld~~ Sld	*t*	OG 11,40	1928 9mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	**W.France, Fenwick&Co.Ld.** *Cell DB*250'	306·0|44·0|19·3 Q177'F34' FK 623*tMT*8'273*tFPT*	**London** British 6*BHCem* 211*tAPT*44*t*	T.3Cy.20",33"&54"-39" (*s* 200lb 211NHP 2SB(Spt),6*cf*,GS88,HS3280 N.E.MarineEng.Co Ld.Sld	21 " 6 s 7 " 1½ 19 " 3½	

1 Numero l'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
21453 UPTM	**Chelyskinets** OilEng 2Dks Cruiser Stern	5115 4702 2987					1934	Severney S.B.Yard Leningrad	U.S.S.R.	381·3 P30'B57'F23'	53·2	29·4	Leningrad Russian WB	Oil Engines 2S.C.SA 6Cy.26¾"–47$\frac{3}{16}$" 746NH "RussianDiesel"Eng Wks. Len		
21454 148073 VCRT	**Chemong** Mchy.Aft 1Dk	1915 1574 1117					1924	N.ofIrelnd S.B Co.Ld. Londonderry	SarniaSteamships Ld.(R.Scott Misener, Mgr.)	252·0 Q100'F36'	42·6	18·0	Montreal British WB	T.3Cy.16",27"&44"–33" 111NH J.G.Kincaid&Co.Ld.Grk.		C
21455	**Chen Yuan** (exTung-Hwa-37, exTungNing-35, exHuaTung-32, exHanoï) 2Dks	1057 — 630					1893	Sundrland S.B.Co.Ld. Sunderland	YungYuanS.S.Co.	240·0 H—	32·0	17·3	Newchwang Chinese WB	T.3Cy.20",32½"&53"–36" 169NHP N.E.MarineEng.CoLd.Sld		
21456 XNCP	**Chenglee** (exMikakiMaru) 1Dk	1200 — 841					1916	OsakaIron Works Osaka	Ching-KeeS.N.Co. Ld.	230·0	33·5	18·5	Chefoo Chinese			
21457 136659 GKNZ	**Chêngtu** Ⓟ 2Dks	2219 1888 1338					1914	Dunlop, Bremner& Co.Ld. Pt.Glasgow	ChinaNav.Co.Ld.	285·4 B65'F36'	44·1	19·1	London British WB	T.3Cy.19",31½"&53"–39" 175NH Scotts'S.B.&E.Co.Ld.Grk.		
21458 FOAQ	**Chenonceaux** Ⓟ TwinSc (exAramis) 4Dks D.F. Fitted for oil fuel Ref.Mchy.	14825 — 8389					1922	Ch.et Atel. de laGironde Bordeaux	Soc.desServices Contractuels des Messageries Maritimes	543·4	65·1	41·1	Marseilles French WB	T 6Cy.29⅞",48⅜"&79⅛"–44⅞" NE26 858NH Ch.et.Atel.de laGironde		V
21459 219022	**Chepadoa** 1Dk2trB Fitted for oil fuel Longitudinal framing	6035 5600 4475					1919	SeattleN. PacificS.B.Co Seattle,Wash	UnitedStates Maritime Commission	402·4 P34'F38'	53·1	32·0	Seattle Utd.States WB	2 Steam Turbines DR geared to 1 Sc.Shaft W.A.Fletcher. Hoboken,N.J.		
21460 3413 PJAY	**Chepita** TwinSc Mchy.Aft ssCco.No.3-3,40 1Dk(Stl) Longitudinal framing at bottom and at deck	2702 1800 1482	✠100A1 ~~9,41~~ ~~9,41~~ 3,42 ~~BS3,41~~ Carrying Petroleum in bulk Fitted for oil fuel2,25 F.P. above 150° F.	Cco BS3,42 ✠LMC1,39	t	CL 3,42	1925 2mo	W.Beardmore&Co.Ld. Glasgow Lloyd'sA&CP	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'F42' Trunk dk176' FK FPT109t APT87t	50·2	15·0	Willemstd Dutch 8BHptCem	T.6Cy.14",23"&38"–27" (s) 180lb 252NHP 2SB,4cf.HS4100 FD W.Beardmore&Co.Ld. Coatbridge	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
21461 144798 MKWL	**Cherbourg** (exHarlawPlain) ssHav.No.3-6,33 Mchy.Aft ssHav.No.1-37 Well deck 1Dk(Stl)	462 304 189	✠100A1 9,41 ~~10,40~~ BS~~10,40~~ 7,41	~~Swa~~ Nwc ✠LMC6,37	g	CL ~~9,38~~ 9,41	1921 1mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	Ministry of War Transport(G.F. CuthbertBrown& Co.Ld.Mgrs.)	150·1 Q86'B11'F24' FK CellDB f84'104t FPT40t APT17t	25·2 26·3	10·0	Swansea British 3BHCem	T.3Cy.12½",21"&34"–24" (s) 180lb 83NHP 1SB,3pf,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	12 ″ 1 s 3 ″ 8½ 12 ″ 0	
21462 90 IBCH	**Cherca** ssTri.No.3-4,32 ssTri.No.1-36 D.F. 1Dk(Stl)&Shelterdk(Stl) Ref.Mchy.	5346 4981 3309	✠100A1 Shelter dk with freeboard 12,38 BS7,39 ✠Lloyd'sRMC12,39	Tri ✠LMC5,36	y	CL 7,39	1920 6mo	Stabilmnto Tecnico Trieste A&CP	LloydTriestino, Soc.Anon.diNav.	404·1 388·4 FK CellDB337'1300t FPT114t APT244t	54·0	29·5	Trieste Italian Cem 2BHtoShdk 4 " " U "	T.3Cy.27",42"&68"–48" (s) 180lb FD 465NHP 3SB(Spt)9cf,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
21463 26828 JCWD	**Cheribon Maru** Ⓟ ssOsa.No.3-11,35 ssOsa.No.1-39 2Dks(Stl-Uptws)	4016 3476 2503	NO LATER SURVEY REPORTED ✠100A1 7,41 ~~4,40~~	~~Yka~~ Osa ✠LMC~~5,40~~ 7,41	u	OG 5,39	1921 2mo	Mitsubishi Zosen Kaisha. Ld. Kobe A&CP	NanyoKaiunK.K.	345·0 P33'B74'F40' FK CellDBa107'uB30'f135'702t APT27t	50·0	26·7	Tokyo Japanese 6BHCem	T.3Cy.23",38"&64"–48" (s) 200lb 342NHP 2SB,6cf,GS109,HS4394 FD MitsubishiZosenKaisha.Ld	29 ″ 1 s 5 ″ 7½ 24 ″ 0	
21464 UOJQ	**Chernomorets** (exAi-Petri) 1Dk	1048 854 532					1899	Stabilmnto Tecnico Trieste	U.S.S.R.	233·0 Q42'B42'F26'	34·3	12·1	Odessa Russian	T.3Cy 16",26"&42½"–26" 92NHP StabilimentoTecnico.Tri.		
21465 UPLB	**Chernyshevski** (exPokrovski-38, exHagno-35) 1Dk	3588 3263 2160					1919	Rotterdam Droogd. Maat Rotterdam	U.S.S.R.	361·4 P24'B214'F36'	49·9	22·1	Odessa Russian WB	T.3Cy.25",41"&68"–45" 310NHP RotterdamDroogd.Maats.		
21466 224642 WTCI	**Cherokee** Ⓟ Ref.Mchy. 1Dk&2nddk in holds D.F. &Promenadedks Fitted for oil fuel	5896 — 3514	✠ … 12,27	✠			1925 6mo	NwprtNws S.B.&DD.Co NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,Mgrs.)	387·5 P&B322'F53' FK	54·3	20·0	NewYork Utd.States WB	2SteamTurbinesSR geared to 1 Sc. Shaft 981NHP NewportNewsSB.&DD.Co.	23 ″ 6	R †
21467 125973	**—** Ⓟ TwinSc 1Dk	328 119 160					1907	Canadian S.B.Co Ld. Toronto	MuskokaLakes Nav.&HotelCo.Ld.	120·0	23·0	7·2	Toronto British	T.6Cy.8",12½"&20"–12" 41RHP CanadianS.B.Co.Ld.Tto.		
21468 140278 GVGL	**Cherryleaf** TwinSc ssPly.No.3-5,29 ssMlt.No.2-37 D.F. 2Dks(Stl)&Web frames Longitudinal framing	5934 5283 2588	✠100A1 4,41 ~~2,41~~ MS9.37 Carrying Petroleum in bulk Fitted for oil fuel 4,17 F.P. above 150° F.	Alx ✠LMC BS12,40	a†	CL 10,38	1917 4mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd'sA&CP	TheAdmiralty	405·3 425·4(O.L.) P36'B32'F90' FK CellDBuE&B87'405t DTf48'218t FPT70t APT174t	54·5	32·5	London British 20BHptCem	T.6Cy.26",42½"&70"–45" (s) 200lb 1082NHP 6SB,18cf,HS16800 FD Richardsons,Westgarth& Co.Ld.Mdb.	35 ″ 2 s 6 ″ 9½ 28 ″ 7½	
21469 UOJU	**Chervoni Kazak** TwinSc (exProrokJona) 1Dk	472 407 314					1896	Stabilmnto Tecnico Trieste	U.S.S.R.	187·0	31·0	8·9	Odessa Russian	C.4Cy.13"&24"–20" NB35 43NHP StabilimentoTecnico,Tri.		
21470 148155 GNMY	**Chesapeake** OilEng. Mchy.Aft ssBel.No.2-36 D.F. 2Dks(Stl)&Web frames Longitudinal framing	8955 8155 5422	✠100A1 7,41 ~~2,41~~ Examined 2,41 DBS2,41 Carrying Petroleum in bulk	NY ✠LMC CS7,36 4,37	d†	OG 2,41	1928 4mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	Anglo-American OilCo.Ld.(R.A. Carder, Mgr.) CellDBuE53'16[illegible]t DTf36'492t	476·8 P101'B33'F49' FK FPT227t APT30t	63·8	35·1	Belfast British 18BHptCem (11 to U dk 7 " 2nd ")	Oil Engines 2S.C.SA 8Cy.26¾"–47½" 997NHP 2DB150lb Wrkman,Clark&Co.Ld Bel	34 ″ 10 s 6 ″ 9½ 28 ″ 3	
21471 149625 GLXV	**Cheshire** Ⓟ TwinSc OilEng. ssBkn.No.2-35 Sub.Sig. 3Dks(Stl-Udkws) D.F. CruiserStern	10552 7735 6605	✠100A1 9,39 DBS4,39	Cal ✠LMC CS1,36 9,38	e†	CL 7,39	1927 7mo	Fairfield Co.Ld Glasgow Lloyd'sA&CP	BibbyLine,Ld. (BibbyBros.&Co. Mgrs.)	483·6 P51'B265'F78' FK CellDB417'1724t FPT54t APT113t	60·3	31·8	Liverpool British 8BHptCem	Oil Engines 2S.C.SA 16Cy.28"–39" 2196NHP DB120lb FairfieldCo.Ld.Glasgow	36 ″ 3 s 6 ″ 10½ 29 ″ 8½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of R. of Trade Cert.
21472 137790 MFTV	**Cheshire Coast** 3Mst (*ex*PrincessIrma) *Mchy.Aft* 1*Dk&Shelter dk*	1122 865 466					1915	SirRaylton Dixon&CoLd Middlesbro'	CoastLines,Ld.	240·0	34·9	14·3	Liverpool British *WB*	T.3Cy.19",31"&52"-36" 162NHP Richardsons,Westgarth &Co.Ld.Mdb.		C
21473 230959 WNGA	**Chester** TwinSc *ss*Clv.No.2-40 ~~*ss*Clv.No.1-35~~ *Mchy.Aft* 1*Dk(Stl)&Web frames* GyC.	1819 1819 1129	✠100A1 *with freeboard* 4,41 ~~2,38~~ ~~BS1,40~~ ✠LMC~~12,35~~ *For Service between New York & Great Lakes via New York State Barge Canal, also between New York, Norfolk & Boston via Long Island Sound & Cape Cod Canal* *Fitted for oil fuel* 8,31 *F.P. above* 150° F.	Clv BS4,41 1,40		CL ~~12,37~~ 3,41	1931 8mo	Gt.Lakes Eng.Works Ecorse,Mich. *Lloyd's A&CP*	~~FordMotorCo.~~ FordNav.Co. *CellDB*234'780t*FPT*223t*APT*49t	292·0	43·0	20·0	Detroit Utd.States FK 5*BH*	6 Steam Turbines DR (*s*) geared to 2 Sc. Shafts 376NHP HS3480 FD 2WTB425lb(Spt425lb) WestinghouseElec.&Mfg. Co.Phl.	20 " 0 s 7 " 8 12 " 6	
21474 227802 WRBK	**Chester O. Swain** (*ex*Albertolite) *ss*NYk.No.3-7,33 *ss*N.Yk.No.2-42 ~~*ss*Gal.No.1-27~~ *Mchy.Aft* 2*Dks(Stl)&Shelter dk(Stl)* D.F. *&Web frames* GyC. *Longitudinal framing*	8146 6053 5101	✠100A1 *Shelter dk* *with freeboard* 3,42 BS10,41 ✠LMC MS3,42 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5.21 *F.P. above* 150° F.	~~Gal~~ NYk	c†	CL ~~3,39~~ 5,41	1921 5mo	GMStandiferCnst.Corp. Vancouver, Wash. A&CP	StandardOilCo. ofNewJersey *CellDBuE&B&bunker* 86'280 *DTf*50' 335t *'tween dk tanks a* 9'67t*FPT*179t*APT*103t	463·2	60·2	36·7	Wilmgton (Del.) FK Utd.States 18*BHptCem* (3 *to Sh dk* 11 ,, *U* ,, 4 ,, 2*nd* ,,)	Q.4Cy.24",35¼",51$\frac{7}{16}$"&75"-51" 220lb (*r*) 581NHP 3SB,9*cf*,HS8086 Hooven,Owens&Rentschler Co.Hamilton,O.	37 " 3 s10 " 3¼ 27 " 3	
21475 229362 KGMV	**Chester Sun** *ss*Phl.No.3-3,42 *OilEng.* *Mchy.Aft* ~~*ss*Phl.No.2-38~~ GyC. 2*Dks(Stl)&Web frames* *Longitudinal framing-bracketless system*	9097 8521 5523	✠100A1 ~~5,41~~ ~~10,40~~ ~~11,41~~ 3,42 ✠LMC CS6,38 DBS~~10,40~~10,41 ~~6,38~~3,42 *Carrying Petroleum in bulk*	Phl	e†	CL ~~N10,38~~ ~~5,41~~ N3,42	1930 2mo	SunS.B.& DryDock Co. Chester,Pa. *Lloyd's A&CP*	MotorTankship Corporation *CellDBuE*76' *f*40'488t*FPT*186t*APT*84t	480·6 P79'F48'	66·0	36·8	Wilmington, Del. Utd.States FK 17*BHptCem* (13 *to U dk* 4 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy 23⅝"-91$\frac{5}{16}$" 690NHP 2 Water Tube DB200lb SunS.B.&DryDockCo.	37 " 0 -	
21476 219407 KOST	**Chester Valley** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5078 4598 3110					1919	American International S.B.Corp. HogIslandPa	LykesBros. SteamshipCo.Inc.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
21477 UOFH	**Chetverti Krabolov** (*ex*Benledi) *ss*Sld.2ndNo.3-5,28 1*Dk(Stl)&Spar dk(ptIrn&ptStl)* *& deep framing*	4304 3603 2574	✠ —— 9,31 ✠	Kob	*w*		1904 11mo	Bartram& Sons Sunderland	U.S.S.R. *Cell DBa*120'*uE&B*42'*f*154'868t*APT*55t	362·4 P35'B104'F38' FK	46·1	26·7	Vladvostk Russian 6*BHCem* (5 *to Sp dk* 1 ,, *M* ,,)	T.3Cy.25",42"&68"-48" 352NHP 2SB,8*cf*,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 " 6	
21478 XNDU	**Cheung Hing** (*ex*Vatie-33, Iron *ex*WahTai,*ex*Sagara *ss*Nag.No.3-2,98 Maru,*ex*MikageMaru *ss*Yka.No.2-06 No.6,*ex*FushikiMaru) 1*Dk(Irn)*2*trB*	1806 1553 1098	✠ 9,07 ✠	Yka	*r*		1885 4mo	TyneI.S.B. Co.Ld. Newcastle *DBa*84'*f*56'	CheungHingS.S. Co. 256t *FPT*36t *APT* 12t*MT*30'320t	275·0 P29'B60'F30' ptND04 FK	37·5	20·4	Shanghai Chinese 5*BHCem*	C.2Cy.35"&68"-45" 258NHP 2SB,6*pf*,GS115 HwthrnLeslie&Co.Ld.Nwc	21 " 7	
21479 145524 GCWF	**Chevington** *ss*Shl.No.3-11,35 1*Dk(Stl)* *Cargo battens not fitted*	1537 1260 920	✠100A1 11,40 Examined 11,40 ✠LMC MS11,35 BS11,40	Shl	*p*	CL 11,40	1923 5mo	Furness S.B.Co Ld Haverton Hill-on-Tees *Lloyd's A&CP*	Broomhill Steamships,Ld. *Cell DB*207'504t*FPT*51t*APT*103t	244·8 P19'B43'F23' FK	38·0	17·5	Newcastle British 4*BHptCem*	T.3Cy.17",28"&46"-33" (*s*) 180lb 150NHP 2SB,6*cf*,GS90,HS2570 Earle'sCo.Ld.Hull.	19 " 7 s 3 " 0½ 16 " 8	
21480 149498	**Cheyenne** (*ex*Phenicia) *Mchy.Aft* 1*Dk*	1938 1638 1157					1929	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	St.Lawrence Steamships,Ld.	252·8 Q100'F35'	48·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP MacColl&Pollock,Ld.Sld.		C
21481 33095 JBNE	**Chialing Maru** Ⓟ TwinSc *Oil Eng.* 1*Dk*	366 155 198					1927	Shanghai D.&E.Co. Shanghai	TyukaMinkoku RinsenKohun YugenKosi	130·0	24·0	6·5	Tokyo Japanese	Oil Engines		
21482 XNBP	**Chian Lee** (*ex*AlexanderKielland, *ex*LisgarCounty, *ss*Bry.No.3-6,20 *ex*AlexanderKielland, *ss*Ham.No.1-25 *ex*Samui) 1*Dk&deep framing&* *Awng dk*	2913 2680 1839	✠ ... 1,29 ✠				1907 12mo	Akt.Burmeistr&Wain Copenhagen	ChingKeeS.N.Co. Ld.	310·0 RFD38'	44·2	17·5 25·2 FK	Chefoo Chinese *WB*	T.3Cy.21$\frac{11}{16}$",34½"&60"-39" 252NHP AktBurmeistr&Wain,Cpn.	27 " 8	C †
21483 13069 JCCD	**Chicago Maru** Ⓟ TwinSc *ss*Osa.2ndNo.3-11,33 *ss*Osa.No.1-37 2*Dks(Stl)&deep framing* *Lower dk(Stl)in No.1hold*	5866 5125 3642	✠ ... 8,39 ✠	Smk	*z*		1910 3mo	Kawasaki Dkyd.Co.Ld. Kobe	OsakaSyosen K.K. *CellDBa*127'*uE&B*63'*f*167'1175t*FPT*106t*APT*26t	409·8 P26'B158'F42' FK	51·2	32·5	Osaka Japanese 7*BHCem*	T.6Cy.19⅛",32¾"&55"-46" 544NHP 3SB,9*cf*,GS181,HS7498 KawasakiDkydCoLdKobe	32 " 6	
21484 160889 VGDR	**Chicago Tribune** (*ex*Thorold-33) *Oil Eng.* *Mchy.Aft* 1*Dk&Trunk dk* D.F. *Cruiser Stern*	2960 1985 2344					1930	Earle'sCo. Ld. Hull	Quebec&Ontario Transportation Co.Ld.	253·2 P56'*Trunk*164' F37'	43·6	21·1	Montreal British *WB*	Oil Engines 2S.C.SA 4Cy.18½"-32$\frac{5}{16}$" 238NHP SulzerBros.Winterthur		C
21485 UOMN	**Chicherin** Ⓟ (*ex*PrincessEugenie of Oldenburg) 2*Dks&Awng dk*	1852 1099 1085	✠ ... 5,07 ✠				1903 6mo	Howaldtswerke Kiel	U.S.S.R.	266·0 FK	36·0	18·4	Odessa Russian *WB*	T.3Cy.22$\frac{11}{16}$",34⅞"&56½"-39⅜" 201NHP Howaldtswerke,Kiel	25 " 1	
21486 219875 KUNZ	**Chickasaw City** *ss*Bal.No.3-4,32 *ss*Mob.No.2-40 GyC. 1*Dk(Stl)&Shelter dk(Stl)&* *Web frames* *Longitudinal framing*	6196 5579 3849	✠100A1 *Shelter dk* *with freeboard* 11,41 ~~1,41~~ ✠LMC MS3,40 BS~~6,40~~7,41 *Fitted for oil fuel* 7,24 *F.P. above* 150°F.	~~Bal~~ NYk	*z*	CL 1,41	1920 5mo	Chickasaw S.B.&CarCo. Chickasaw, Ala. A&CP	IsthmianS.S.Co. *CellDB* 331'1508t *FPT*187t*APT*175t	395·5 412·5(O.L.) P45'B110'F38'*on Shelter dk* FK	55·0	31·4	NewYork Utd.States *ptCem* 7*BHtoSh dk*	T.3Cy.24½",41½"&72"-48" 210lb (*s*) 587NHP 3SB(Spt),9*cf*,GS181, HS8919 FD Hooven,Owens&Rentschler Co.Hamilton,O	34 " 11 s7 " 10¾ 27 " 3	
21487 217676 KENS	**Chilbar** (*ex*Cabrille) 2*Dks* *Mchy.Aft* GyC. *Longitudinal framing* Sub.Sig. *Carrying Petroleum in bulk* *Fitted for oil fuel*	5030 — 3690					1919	Bethlehem S.B.Corp Ld. Wlmgtn,Del	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	391·8 P99'B34'F44'	51·3	28·8	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45"&75"-48" 390NHP BethlehemS.B.Corp.Ld		R

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R.
21488 173041 GMYP	**Chile** **TwinSc** *Oil Eng.* *ss*Cpn.No.3–6,28 *ss*Cpn.No.2–35 D.F. 2*Dks*(*Stl*)&*Shelterdk*(*Stl*)	6956 6624 4429	✠100A1 *Shelter dk* *withfreeboard* ~~4,41~~12,41 Examined 4,41 DBS1,40	Liv Bom ✠LMC CS7.37 3,39	*a*†	CL 4,41	1915 12mo	Akt.Burmeistr&Wain Copenhagen	Ministry of War Transport(United BalticCorporation,Ld.*Mgrs.*)	425·3 442·0(O.L.)	55·2	27·5 35·4 FK *CellDBa*	London British 7*BHCem* 135' *uE*42'*f*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" NDB40–*114lb* 717NHP Akt.Burmeistr&Wain,Cpn 201'1266*t FPT*93*t APT*73*t*	38 ″ 6 s 11-0¼ 28 ″ 0	
21489 8216 SKUN	— **TwinSc** *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* *Strengthened for navigation in ice*	*5297* *4171* *2904*	✠100A1 *withfreeboard* 8,41 ~~3,41~~ ✠Lloyd'sRMC3,41 No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F	LAn NNs ✠LMC11,37	*a*†	OG 12,40	1937 11mo *Lloyd*	Götaverken A/B Gothenburg '*sA&CP*	**Rederiaktieb. Nordstjernan (A.A.Johnson,** *Mgr.*) *CellDB*307' *way of tunnels*309*t*	420·8 440·1(O.L.) F80' 1486*t Tanks in* *FPT*76*t APT*52*t*	55·9	23·9 FK (*C*	**Stockholm** **Swedish** 7*BH* *oll to Sh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 945NHP DB*85lb* GotaverkenA/B,Got.	28 ″ 0 s 2 ″ 10½ 25 ″ 3¼	
21490 25451 JKED	**Chile Maru** *ss*Kob No.3–3,34 *ss*YkaNo.1–37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5860 5586 4260	✠100A1 *Awng dk* *withfreeboard* 1,41	Kob ✠LMC1,41	*y*	OG 8,40	1919 5mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	**YamashitaKisen K.K.** *CellDB*334'1118*t*	385·0 *FPT*126*t APT*93*t*	51·0	36·0 FK *Collisio*	Kobe Japanese *Cem* *n BHto A dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"–48" (*s*) 200lb 437NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
21491 157920 GMZL	**Chilean Reefer** 1*Dk*&*Shelter dk* *OilEng.* *Ref.Mchy.* D.F. *CruiserStern*	1739 1438 936	Examined LR 10,40	Shl		OG 5,40	1936	Nakskov Skibs.A/S Nakskov	Ministry of War Transport(A. Holt&Co.*Mgrs.*)	292·8	44·7	16·2	Newcastle British *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 405NH Akt.Burmeistr&Wain,Cpn		G
21492 146280 GDNJ	**Chilka** Ⓟ **TwinSc** *ss*Cal.No.3–3,30 *ss*Cal.No.2–39 2*Dks*(*UStl*–ws) &*Shade dk*(*Stl*–teak s)	4360 3366 2209	✠100A1 *Shade dk* 3,41~~3,40~~ BS~~3,40~~ 4,41	Cal ✠LMC1,39	*y*	CL ~~5,38~~ 3,41	1922 1mo *Lloyd*	W.Denny &Bros.Ld. Dumbarton '*sA&CP*	**BritishIndia SteamNav.Co.Ld.** *CellDB*342'752*t* *Tanks between tu*	390·0 F56'*on Shade dk* *nnels*47'74*t Tanks a*	52·7	23·2 FK *Collisio*	**Glasgow** British *Cem* *n BH to S dk* 8 „ „ *U* „ *t sides of tun*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 215lb HS10032 FD 762NHP 3SB&1AuxSB,11*cf*,GS242. W.Denny&Bros.Ld.Dmb. *nels*23'68*t FPT*60*t APT*63*t*	26 ″ 0 s 4 ″ 6½ 21 ″ 10	
21493 137049 VGYN	**Chilliwack** Ⓟ (*ex*Ardgarvel) *ss*Vcr.2ndNo.3–6,41 ~~*ss*Vcr.No.3–5,29~~ *Mchy.Aft* ~~*ss*Vcr.No.2–37~~ *Well deck* 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted* Wireless	872 592 444	✠100A1 6,41 ~~10,40~~ 11,41 ~~BS6,40~~ *Fitted for oil*	Vcr 6,41 ✠LMC~~6,37~~ *fuel* 3,	*l* 27	CL ~~7,38~~ 6,41 *F.P. a*	1917 1mo. *Lloyd* *bove* 1	Ferguson Bros.(Port Glasgow)Ld PortGlasgow '*sA&CP* 50° F	**UnionSteamships, Ld.** *Cell*	200·2 Q111'F26' *DBf*123' 241*t FPT*	30·2 |32·6|	12·8 FK	Vancouver British 3*BHCem* 60*t APT*49*t*	T.3Cy.16",26"&42"–27" (*s*) 180lb 90RHP 1SB,3*cf*,GS60,HS1960 FergusonBros.(Port Glasgow)Ld.Pt.Gl.	15 ″ 0 s 4·10¾ 14 ″ 3	
21494 1312 CBCH	**Chiloé** Ⓟ *ss*Vpo.3rdNo.3–2,42 ~~*ss*Vpo.2ndNo.3–5,36~~ ~~*ss*Vpo.No.1–30~~ 2*Dks*(*Stl*–*U*ws)	1941 — 1111	✠100A1 2,42 ~~1,41~~ 2,42 MS~~9,38~~	~~Tal~~ Vpo ✠LMC BS~~4,40~~5,41	*r*	CL N1,41	1909 11mo *Lloyd*	A.Rodger &Co. Pt.Glasgow '*sA&CP*	**CiaChilena de Nav. Interoceanica (H.R.Samsing,** *Mgr.*) *Cell*	270·0 P29'B88'F41' *DBa*54'*uE*28'*f*124'	37·4	18·7 FK	**Valparaiso** Chilian 4*BHCem* 300*t APT*46*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 236NHP 2SB,6*cf*,GS115,HS4276 A.Rodger&Co.Glasgow	21 ″ 0 s 2 ″ 9 18 ″ 9	
21495 219919 KUPV	**Chiloil** (*ex*Kehuku) 2*Dks* *Mchy.Aft* *Longitudinalframing* GyC. *Fitted for oil fuel* *Carrying Petroleum in bulk*	5228 — 3208					1920	Bethlehem S.B.Corp.Ld WlmngtnDel	**AmericanTankers Corp.of Delaware**	391·6 P89'B33'F43'	51·2	30·2	**Wilmgton (Del.)** Utd.States *WB*	T.3Cy.27",45"&75½"–48" 390NH BethlehemS.B.Corp.Ld.		R
21496 223031 KFIW	**Chilore** **TwinSc** 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing*	8310 — 4565					1922	Bethlehem S.B.Corp.Ld. AlamedaCal.	**OreS.S.Corp.**	549·6 P118'F50'	72·2	40·5	**NewYork** Utd. States	2 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B. Corp.		R
21497 HPGR	**Chiman** (*ex*Diana–39,*ex*Scotia–38, *ex*Ring–37, *ss*Got.4thNo.3–6,35 *ex*LordRosebery) 1*Dk*(*Irn*)2*trB* *Well deck*	*1196* *886* *695*	✠100A1 11,38 ✠NB2,09 MS9,34 (SEE FOOTNOTE *)	Bdx ✠LMC BS7,37	*n*	OG 2,38	1888 8mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP*	**MargitS.S.Co.Inc.** *DBa*56'	231·3 P135'F31' *f*84'245*t FPT*44*t*	33·0	17·0 BK8"	**Panama** Pnamanian 4*BH*(*Irn*) *Cem*	T.3Cy.17",28"&45"–36" (*s*) 150lb *80lb* NDB03 115NHP 1SB,3*cf*,GS54,HS1710 Kincaid&Co.Greenock	18 ″ 0 s 1 ″ 3½ 17 ″ 4½	
21498 XNCO	**Chin Kiang** (*ex*NgoMei, **TwinSc** *ex*KiangKing)	1077 — 565					1920	Kiangnan Dk&EngWks Shanghai	**Wm.Hunt&Co. (HuntSteamship Corp.***Mgrs.***)**	196·5	31·0	9·6	**Shanghai** Chinese	T.6Cy.15",22"&34"–18" 98NHP		
21499 969 HPIE	**China** **TwinSc** D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft* 1*Dk*,2*nd dk clear of cargo* *CruiserStern* *tanks*,3*rd dk aft* *Longitudinal framing-bracketless system*	10781 10212 6545	✠100A1 9,41 ~~1,41~~ *CarryingPetr*	~~Sba~~ Syd ✠LMC1,38 *oleum*	*g*† *in*	CL 1,41 *bulk*	1938 1mo *Lloyd*	Frd.Krupp Germaniawft A.G. Kiel '*sA&CP*	**BalboaTransport Corporation** *CellDB*	513·7 B39'F44' *After bridge*58' *DTf*31'892*t FPT*2	68·1	39·4 FK	**Panama** Pnamanian 12*BHptCem* *ptAsp* 5*t APT*205*t*	Oil Engines 2S.C.SA 12Cy.23⅝"–45¼" 1165NHP 2DB*200lb* 2DB*100lb* Fr KruppGermaniawftAG	39 ″ 5 s9 ″ 6¼ 30 ″ 2½	
21500 220680 KDGW	**China Arrow** *ss*Bal.2ndNo.3–8,40 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	8403 7543 5228	✠100A1 *Shelter dk* *withfreeboard* 3,41 *CarryingPetr* *Fitted for oil*	SFo ✠LMC8,40 *oleum* *fuel*10,	*d*† *in* 20	CL N3,41 *bulk* *F.P. a*	1920 10mo *bove* 1	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP 50° F	**Socony-Vacuum OilCo.Inc.** *CellDBuE*&*B*80'2 *DTf*40'518*t*	468·3 85*t* *FPT*270*t APT*131*t*	62·7	32·0 FK	**NewYork** Utd.States 17*BHptCem* (1 *to Sh dk* 10 „ *U* „ 6 „ 2*nd* „)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 636NHP 3SB,9*cf*,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
21501 26215 JCJD	**China Maru** *ss*Kob.No.3–11,31 *ss*Yka.No.2–39 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5870 5590 4270	✠ ... 9,41 *Awng dk* *withfreeboard*	Yka ~~✠LMC11,39~~	*y*	OG 3,39	1920 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	**KawasakiKisen K.K.** *CellDB*334'1118*t*	385·0 *FPT*126*t APT*93*t*	51·0	36·0 FK *Collision*	Kobe Japanese *Cem* *BHtoAwndk* 5 „ *U* „	T.3Cy.26",43½"&72"–48" (*s*) 200lb 437NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkyd CoLdKobe	36 ″ 0 ~~s 9 ″ 1¾~~ ~~27 ″ 1~~	
21502	**Chincha** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	784 567 499					1937	D.W.KremerSohn Elmshorn	**Compania Administradora delGuano**	201·7 P56'F39'	31·2	11·5	**Callao** Peruvian *WB*	Oil Engines 2S.C.SA 6Cy.11$\frac{7}{16}$"–19$\frac{11}{16}$" 137NHP SulzerBros.Ld.Winterthur		G
21503 CSAQ	**Chinde** Ⓟ **TwinSc** 1*Dk*&*Awng dk*	1470 — 910	✠ ... 9,16	✠			1911 11mo	Russell& Co. PortGlasgow	**Cia.Nacional de Navegação**	240·0 P40'F43'	33·5	19·2 FK	**Lisbon** Portuguese *WB*	T.6Cy.12",20"&32"–27" NB37 144NHP J.G.Kincaid&Co.Ld.Grk.	21 ″ 6	

***Surveys delayed. Vessel, when last reported, in port in enemy occupation.**

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Tr. Act
21504 148782 GJSN	**Chinese Prince** TwinSc ssHKg.No.3-8,38 OilEng. D.F. E.S.D. 3Dks CruiserStern Tonnage opening closed'37	8593 8083 5288	✠100A1 with freeboard 10,40 ✠LMC CS9,38 DBS9,40 8,39 Carrying oil F.P. above 150° F. or Latex in deep tanks Carrying vegetable oil or Latex in fore & after peak tanks	Shl	d†	CL S1,39 P10,40	1926 6mo	Deutsche WerftA.G. Hamburg Lloyd's A&CP	RioCapeLine,Ld. (Furness,Withy& Co.Ld. Mgrs.) Duct keel forward of machinery space 159' (Upper tween dk bulkheads except Coll BH dispensed with Coll BH to weather dk 7 BH to 2nd dk)	441·6 F42' FK CellDB367'1386t MTs73'2571t FPT130t APT156t	60·3	29·2 39·2	London British 8BHptCem ptAsp	Oil Engines 4S.C.SA 16Cy.29⅛"-47¼" 1313NHP DB100lb DB43lb AllgemeineElecGes.Berlin	42 ″ 3 s13 ″ 0¾ 29 ″ 4½	
21505 143 SVZA	**Chios** D.F. E.S.D. 1Dk& Shelter dk CruiserStern Longitudinal framing at Shelter dk	5643 5239 3364	✠100A1 with freeboard 11,41 ~~7,40~~ ✠LMC3,39 Fitted for oil fuel 3,39 F.P. above 150° F.	~~Vcr~~ Syd	b†	CL N7,40	1939 3mo	W.Gray& Co.Ld. WHartlepool Lloyd's A&CP	LivanosMaritime Co.Ld.(N.G. Livanos, Mgr.) CellDB378'1303t FPT231t APT208t	441·0 456·8(O.L.) F48' FK (Collision BH to S dk 6 ,, 2nd ,,)	57·7	26·7	Chios Greek 7BHCem	T.3Cy.24",40"&68"-48" ~~200lb~~ 225lb (s) 492NHP 3SB(Spt)9cf,GS145, HS7020 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	29 ″ 4 s3 ″ 6¾ 25 ″ 11¾	
21506 DHDZ	— (exCeuta) ssHam.No.3-5,21 ssBkn.No.1-26 Well deck 1Dk	1731 1542 980	... 7,28				1912	Schiffsw. v. Henry Koch Lübeck	Deutsche Levante-Linie Hamburg A.G.	277·7 P&B224'F31' FK	39·2	17·9	Hamburg German WB	T.3Cy.22",35$\frac{7}{16}$"&56⅝"-33$\frac{7}{16}$" 210NHP OttenserMaschFab.Altona	20 ″ 0	G †
21507 137 SVCK	— Ⓟ (exArcadia-33, exSparrow, exDuke ofFife) ssDub.No.3-4,04 ssPir.No.2-13 2Dks(UStl-ws)	1121 753 431	✠ 1,20 ✠	Pir	n		1892 4mo	AilsaS.B. Co. Troon	HellenicCoast LinesCo.Ld.	244·0 P59'B88'F59' DS04 BK8"	31·8	15·5	Piræus Greek 5BHCem	T.3Cy.26",41"&66"-42" 332NHP 2DB,12cf,GS222,HS5741 Dunsmuir&Jackson,Gls.	16 ″ 1	
21508 219833 KUML	**Chipana** (exNosaPrince-35, exOklahomaCity) 1Dk D.F. Fitted for oil fuel	3283 3005 1997					1920	Mobile S.B.Co. Mobile,Ala.	GraceLine,Inc.	324·0 P41'B90'F34'	46·2	25·0	NewYork Utd.States WB	T.3Cy.22",37½"&60"-42" EllicottMachine 233NHP Corp.Baltimore,Md		R
21509 LZDH	**Chipka** D.F. E.S.D. 2Dks Ref.Mchy. CruiserStern	2304 1676 1244					1938	Neptun-werftRostock G.m.b H. Rostock	Soc.Commerciale Bulgare deNav.a Vapeur	303·2 P24'F27'	43·6	16·4	Varna Bulgarian WB	C.4Cy.(2)16⅛"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" & LP turbine with DR gearing & hydraulic coupling HS4090 307NHP NeptunwerftRostock G.m.b.H.Rostock		G
21510 220783 KDJS	**Chippewa** 1Dk(Stl) Fitted for oil fuel	2310 1949 1440	✠ 6,27 ✠	Qbc	r		1920 8mo	Detroit S.B.Co. Wyandotte	~~StandardDredging Corp.~~ Chippewa SteamshipCorp.	251·0 P27'B64'F26' FK CellDB204'531t FPT58t APT89t	43·6	22·2	NewYork Utd.States 4BHptCem	T.3Cy.20",32"&54"-40" 265NHP 2SB,4cf,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2	R †
21511 204955 WMCC	**Chirikof** Ⓟ (exLurline) 3Mst ssS.Fo.2ndNo.3-5,33 ssS.Fo.No.1-37 Mchy.Aft Well deck 2Dks(Stl)& Web frames D.F. Lower dk(Stl) in fore hold	6509 — 4190	✠100A1 5,41 ~~7,40~~ BS5,41 ~~BS5,40~~ ✠LMC3,37 Fitted for oil fuel 3,08 F.P. above 150°F.	SFo	a†	CL 3,39	1908 8mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	AlaskaPackers Association	412·8 P&B324'F43' FK CellDBuE&B63'f286'1353t DT f43'1144t FPT79t APT64	53·1	29·2	S.Frncisco Utd.States 7BH	T.3Cy.31",50"&84"-54" 180lb 640NHP 4SB,16cf,GS312,HS10928 NewportNewsSB&DD.Co	33 ″ 6 s8 ″ 1¾ 25 ″ 7	
21512 KDCH	**Chiriqui** Ⓟ TwinSc Now "Tarazed," see No. 38680 in Supplement Ref.Mchy. Fitted for oil fuel D.F. E.S.D. GyC.	6963 — 3184					1932	NwprtNws S.B&D.D.Co. NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. Mgrs.)	415·4 P36'B&F348'	60·2	24·0	NewYork Utd.States WB	2SteamTurbines connect'd toElectricMotor&ScShafts GeneralElectricCo. Schenectady,N.Y		R
21513	— OilEng. Mchy.Aft 1Dk CruiserStern	360 230 139	✠100A1 3,41 ✠LMC12,36 ✠LMC(M)2,39	Boa	f	CL 1,41	1936 12mo	Oskrshmns Varv.A/B Oskarshamn Lloyd's A&CP	ElliotShipping& LandCo.Inc. (Hans Elliot, Mgr.)	140·5 F22' FK CellDB88 71t FPT36t APTs15t	26·5	8·8	Panama Pnamanian 3BH	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{7}{16}$" 157NHP Atlas-DieselA/B,Skm.	11 ″ 0 s1 ″ 2¾ 10 ″ 1½	
21514 HRBU	**Chirripo** (exWesermünde-40, exChirripo-36) Ref.Mchy. Sub.Sig. D.F. 2Dks&2pt dks	5356 4676 3231					1920	Workman Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. Mgrs.)	399·4 P42'B155'F41'	51·3	30·0	Tela Honduran WB	T.3Cy.27½",46½"&78"-54" 447NHP Wrkman,Clark&Co.Ld.Bel		C
21515 1759 IBRI	**Chisone** (exValtellina, exBagnoliI) OilEng. ssGen.No.1-28 Mchy.Aft 1Dk&Awng dk D.F. 3rd dk in No.1hold	6168 5826 3692	✠ ... 4,30				1922 3mo	Cant.Nav. "Ilva" Naples	Soc.Commerciale diNav.	394·3 378·0 FK	51·7	34·8	Genoa Italian WB	Oil Engines 2S.C.SA 4Cy.29½"-49$\frac{3}{16}$" 610NHP FiatS.G.M.Turin	37 ″ 9	I †
21516 148861 GLKN	**Chitral** Ⓟ TwinSc D.F. 3Dks(Stl) Wthr dk (pt teaks) Ref.Mchy. 4th dk(Stl) in forward holds Fitted for oil fuel CruiserStern	15346 12305 8757	✠ 4,29 ✠ ✠Lloyd'sRMC5,39	Lon			1925 6mo	A.Stephen &Sons,Ld. Glasgow	Peninsular& OrientalStm.Nav. Co. CellDB456'1752t Tanks at sides of Tunnels 302t FPT177t APT121t	526·3 B255'F89' FK Coll BH to W dk	70·3	42·3	Glasgow British 9BHptCem	Q8Cy29½"42¼"60¾"&87"-54" &L.P.Turbines 2075NHP 3D&4SB,40cf,GS715, HS29376 A.Stephen&Sons,Ld.Gls.	45 ″ 11	
21517 SVJU	**Chloe** (exRioDiamante-33) ssSba.No.3-3,41 1Dk(Stl)&Shelter dk(Stl)& Web frames Corrugated sides	4641 4324 2815	✠100A1 with freeboard 8,41 ~~3,41~~ 1,42 ✠LMC BS~~11,40~~ MS9,40	~~Sba~~ Cal	2	CL 3,40	1928 5mo	W.Gray& Co.Ld. WHartlepool Lloyd's A&CP	N.D.Lykiardopulo CellDB347'1501t FPT102t APT142t	400·0 FK (Coll to Sh dk 5 ,, 2nd ,,)	56·2	24·9	Argostoli Greek 6BHCem	Q4Cy20",28½",41½"&61"-48" 260lb (s) 394NHP 3SB(Spt).9cf,GS142, HS5259 FD Cen.Mar.Eng.Wks.WHpl	28 ″ 1 s3 ″ 1½ 25 ″ 2¾	
21518 129113 MDJG	**Chloris** (exCorncrake-37) ssLon.2ndNo.3-3,36 1Dk(Stl)&Shelter dk(ptStl-ws) Mchy.Aft Lower dk in No.1hold D.F. E.S.D.	1180 860 516	✠100A1 Shelter dk with freeboard 4,42 ~~4,41~~ Examined ~~3,41~~ 4,42 BS~~4,41~~ 4,42 ~~BS3,40~~ ✠LMC3,36	~~Liv~~ ~~Hpl~~ Bkn	p	CL 1,39	1910 7mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	MossHutchison Line,Ld.	240·1 BK7½" CellDB144' 208t FPT22t	35·2	14·2	Liverpool British 4BHCem	T.3Cy.22",35"&59"-39" (s) 170lb ~~50lb~~ 251NHP 2SB,6cf,GS116,HS4180 AilsaS.B.Co.Ld.Troon	16 ″ 6 s ″ 2 16 ″ 11½	
21519 216707 KLET	**Choctaw** OilEng. Mchy.Aft 1Dk Carrying Petroleum in bulk	350 — 269					1918	Merrill-StevensS.B. Corp. Jacksonville,Fla.	Gulf Oil Corporation	145·0	23·3	12·0	Phildlphia Utd.States	Oil Engines 4S.C.SA 6Cy. StandardMotorCo. JerseyCity,N.J		
21520 156133	**Cholet** (exSailingVessel) TwinSc 1Dk OilEng. Carrying Petroleum in bulk	759 679 540					1917	E.Finch& Co.Ld. Chepstow	TrinidadLease-holds,Ld.	180·1	30·9	13·0	KingstnJa British WB	Oil Engines 2S.C.SA 6Cy. KromhoutMotorenfb.Ams		V
21521 1303 CBCL	**Chollin** (ex~~E~~ste-37, exTabakliandel, exVenetier, exLakeForest) ssB.As.No.3-3,30 ssVpo.No.2-38 1Dk(Stl)	2033 — 1402	✠100A1 6,41 ~~6,39~~ ~~BS9,40~~ ✠LMC8,38 7,41	~~Vpo~~ Tal	r	CL 9,38	1917 11mo	Detroit S.B.Co. Wyandotte A&CP	Cia.Carbonifera y de Fundicion Schwager	251·0 P25'B64'F23' FK CellDB208'588t FPT55t APT69t	43·8	18·5	Vlparaiso Chilian 4BHCem	T.3Cy.20",23"&54"-40" (s 180lb 274NH 2SB,6cf,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 0	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. 7isites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
21522 ~~233737~~ ~~WLFZ~~	**Choluteca** Ⓟ **TwinSc** ssN.Os.No.3-9,33 ssBal.No.2-41 ~~ssN.Os.No.1-38~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	2493 2213 1536	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~1,41~~ 12,41 ~~BS1,41~~ ✠LMC~~2,38~~ 12,41 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	~~NOs~~ ~~NYk~~Bal	*s*	CL 1,41	1921 3mo	Newburgh Shipyard.Inc. Newburgh, A&CP N.Y.	EmpresaHondurena de Vapores (UnitedFruitCo, *Mgrs.*) •*CellDB*256′391*t*	301·3 *FPT*22*t APT*34*t*	42·3	22·6 FK	Puerto Cortez Honduran *Asp* 3*BHtoShdk* 2 ,, ,, *U* ,,	T.6Cy.18″,30″&48$\frac{3}{16}$″-33″(*s*) 185lb 492NHP 3SB.9*cf*,GS173,HS8280 FD VulcanIronWorks. JerseyCity,N.J	25 ″ 0 s 8 ″ 9½ 16 ″ 7	
21523 150593 VGDF	**Chomedy** Ⓟ (*ex*Canadian Pathfinder-32,*ex* 2*Dks* CanadianFreighter) *Fitted for oil fuel* *Ref.Mchy.* D.F.	6136 4895 3828					1921	J.Coughlan&Sons,Ld. Vancvr.B.C.	**CanadianPathfinder,Ld.(CanadianNational Steamships,** *Mgrs.*)	400·0 P49′B113′F40′	52·4	28·7	Vancouver British *WB*	T.3Cy.27″,44″&73″-48″ 370NHP JohnInglisCo.Toronto		C
21524 XNFL	**Chonglee** (*ex*ChoseiMaru, *ex*Phan-Samud,*ex*Pitsanulok) 2*Dks*	2080 1865 1249					1901	G.Seebeck Act.Ges. Bremerhaven	**ChingKeeS.N.Co. Ld.**	290·0 P13′B82′H31′F43′	39·0	22·3	**Shanghai** Chinese	T.3Cy.20½″,34¼″&55⅜″-35$\frac{7}{16}$″ 180NHP G.SeebeckA.G.Bremerhvn.		
21525 PBHZ	**Chorzow** (*ex*Helga) 1*Dk*	845 722 489					1921	N.V.Werf Zeeland Hansweert	**ZeglugaPolska S.A.(PolishS.S. Agency,Ld.** *Mgrs.*)	212·9 P30′B60′F23′	31·4	13·2	**Gdynia** Polish *WB*	T3Cy14⅜″,22$\frac{1}{20}$″&35$\frac{1}{16}$″-23⅝″ 60NHP Mach.Delftshaven,Rot.		VL
21526	**Choukotka** **WoodAux3Mst** (*ex*CharlesBrower, ssS.Fo.-22 *ex*CarolynFrancis) *OilEng.* 1*Dk* *Salted & specially treated* (*See Sailing Ship Register*)	569 415 325	✠ ... 3,25	✠			1918 2mo	Barnes& Tibbitts Alameda,Cal.	**U.S.S.R.**	146·0 P40′F34′	38·0	13·7	**Vladvostk** Russian	Oil Engines 4S.C.SA 6Cy.12″-18″ 84NHP NE20 McIntosh&Seymour Corp.Auburn,N.Y.	14 ″ 6	
21527 173233 VCWS	**Chr. J. Kampmann** D.F. 1*Dk*	2260 2019 1333					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	CanadianGovernment(Canadian GovernmentMerchantMarine,Ld.) (CanadianNationalSteamships*Mgrs*)	305·6 P23′B180′F35′	45·4	18·6	(Montreal British *WB*	T.3Cy.22½″,35½″&58½″-36″ 206NHP KjbnhavnsFlydk.& Skbsv		C
21528 LCGH	**Chr. Knudsen** **TwinSc** *OilEng.* D.F. 1*Dk*	4904 4428 2939					1925	Akt.Burmeistr&Wain Copenhagen	**A/S Borgestad**	381·2 P42′B200′F32′	54·7	25·9	**Porsgrunn** Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19⅝″-35⅜″ 446NHP Burmeister&Wain,Cpn.		N
21529 OZAE	**Chr. Sass** **TwinSc** Nouv. Colonia, see No. 35948 in Supplement *OilEng.* D.F. ssCpn.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3812 3510 2319	✠100A1 *withfreeboard* 12,39 ✠LMC CS11,35 DBS7.39 6.38 **SURVEYS DELAYED**	Bos	*y*	CL P7,39 SN 12,39	1931 1mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's*A&CP	**D/S A/S Myren (Holm&Wonsild,** *Mgrs.*) *CellDB*319′1002*t*	365·5 F34′ FK *FPT*98*t APT* 118*t*	53·6	23·3	**Copnhagn** Danish 6*BH* (*Collto Shdk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.21⅝″-39⅜″ DB*100lb* 541NHP Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 3½ 23 ″ 3¾	
21530 LDNN	**Chr. Th. Boe** **TwinSc** *Mchy.Aft* *OilEng.* D.F. *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	6192 5545 3670					1930	Akt.Götaverken Gothenburg	**Skibs.A/S Truma (OlafBoe,***Mgr.*)	408·3 P97′F39′	55·3	32·3	**Arendal** Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″-39⅜″ 540NHP Akt.Götaverken, Gothenburg		N
21531 DOMP	**Christel Vinnen** (*ex*Aux.5Mst.Schooner-34) *OilEng.* *Mchy.Aft* Sub.Sig. 2*Dks* D.F.	1874 1542 1313					1922	Frd.Krupp Act.Ges. Kiel	**F.A.Vinnen (F.A.Vinnen&Co.,** *Mgrs.*)	256·3 Q101′F55′	44·4	19·0	**Bremen** German *WB*	Oil Engines 4S.C.SA 6Cy.18⅛″-30$\frac{1}{16}$″ 190NHP NE34 Frd.KruppA.G.Kiel		G
21532 PDKD	**Christiaan Huygens** Ⓟ **TwinSc** D.F. *OilEng.* *Ref.Mchy.* *CruiserStern* 3*Dks*	16287 10677 9756					1927	Nederl. Schps.Maats. Amsterdam	**N.V.Stoomv. MaatsNederland**	551·4 P62′B379′F87′	68·8	36·2	**Batavia** Dutch *WB*	Oil Engines 2S.C.SA 20Cy.26¾″-47¼″ 2490NHP SulzerBros.Winterthur		V
21533 OXCS	**Christian IX.** Ⓟ **TwinSc** (*Ferry*) D.F. 1*Dk*&*Spar dk*	1590 1395 628					1908	Akt.Burmeistr&Wain Copenhagen	**DeDanskeStatsbaner**	290·0	48·6	17·2	**Korsör** Danish *WB*	T.6Cy.17″,28″&45″-24″ 198NHP Akt.Burmeistr&Wain,Cpn		
21534 171462 ~~VSJG~~ BDTB	**Christian Holm** **TwinSc** (*ex*Christian) *Oil Eng.* ssShl.No.2-36 D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing-bracketless system*	9119 8441 5605	✠100A1 4,41 ~~11,39~~ Examined 6,41 ✠LMC CS11,39 DBS~~11,39~~4,41 ~~12,37~~11,39 ***Carrying Petroleum in bulk***	NYk Avn	*d*†	CL 11,39	1927 8mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's*A&CP	Ministry of War Transport (AngloAmerican OilCo.Ld.*Mgrs.*) *CellDBuE*71′310*tDT*	471·1 488·5(O.L.) P121′B30′F38′ FK *f* 43′600*t FPT*250*t*	64·3	33·2	Glasgow British 16*BHptCem* 4 ,, *to2nd dk* *APT*165*t*	Oil Engines 4S.C.SA 12Cy.23¼″-47¼″ 622NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0 s 7 ″ 5¼ 27 ″ 10	
21535 LCGI	**Christian Krohg** 1*Dk*	1992 1729 1134					1917	A.F.Smulders Schiedam	**ÖrvigsDampskibsselskA/S (A.M.Wik,***Mgr.*)	269·2 P28′B74′F28′	42·2	18·0	**Bergen** Norwegian *WB*	T.3Cy.20″,32″&52″-39″ 169NHP A.F.Smulders,Schiedam		N
21536 LJLM	**Christian Radich** **AuxS** (*TrainingShip*) *OilEng* E.S.D. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	676 547 208					1937	Framnæs Mek.Værks. A/S Sandefjord	**OsloSkoleskib**	192·1 P53′F33′	32·0	16·0	**Oslo** Norwegian *WB*	Oil Engines 4S.C.SA 4Cy.11″-16$\frac{9}{16}$″ 47NHP DeutscheWerkeA.G.Ham.		N
21537 DHEA	**Christian Russ** 1*Dk*	975 743 547					1907	Stettiner Oderwerke Stettin	**ErnstRuss**	211·0 Q75′B54′F25′	33·0	13·3	**Hamburg** German *WB*	T.3Cy.16″,25″&41″-30″ 92NHP StettinerOderwerke		G
21538 LDCQ	**Christiania** Ⓟ 1*Dk*&*Awng dk*3*trB*	727 632 376					1895	Helsingörs Jernsk&Msk. Elsinore	**DetStavangerske Dampskibsselskab**	180·5 H77*t*	27·4	12·7 19·8	**Stavanger** Norwegian *WB*	T.3Cy.18½″,28″&47″-27″ 115NHP HelsingörsJernsk.&Mskb.		N
21539 144661 GDKW	**Christine Marie** (*ex*Hesperia-38, *ex*Patria) ssGls.No.3-1,34 ssBkn.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in fore hold*	3895 3570 2380	100A1 *Shelter dk* *withfreeboard* 4,42 ~~5,41~~ BS~~11,40~~ 12,41 LMC~~3,38~~ MS3,42	~~Gls.~~ Cff	*x*	CL 11,39	1919	Flensburgr Schiffsb.Ges. Flensburg	**EuxineShipping Co.Ld.** *CellDB*346′1140*t*	384·5 399·5(O.L.) FK *Collision* *FPT*40*t APT*47*t*	52·0	22·5	**Liverpool** British *Cem* *BHto Shdk* 5 ,, ,, *U* ,,	T.3Cy.28¾″,46$\frac{1}{16}$″&76″-48″ 185lb (*s*) 530NHP 3SB,9*cf*,GS165, FD HS7537 FlensburgerSchiffsb.Ges.	24 ″ 9 s 2 ″ 0½ 22 ″ 11	
21540 111 SVUA	**Christos Markettos** (*ex*QueenMaud-36, ssGls.No.3-9,33 *ex*Evangelos) ssPir.No.1-39 2*Dks*(*Stl*)	*5209* *4758* *3136*	✠100A1 6,41 ~~5,40~~ BS~~8,40~~ 8,41 ✠LMC6,39	~~Shi~~ Cbo	*y*	CL 5,40	1919 9mo	Taikoo Dkyd.&E.Co. (H.Kg.)Ld. HongKong *Lloyd's*A&CP	**MarkettosS.S.Co. Ld.(C.Markettos,** *Mgr.*) *CellDB*	400·2 P49′B113′F40′ FK 344′1108*tFPT*123*t*	52·3	28·5	**Argostoli** Greek 7*BHCem* *APT*175*t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD TaikooDkyd.&Eng.Co.Ld.	31 ″ 0 s 5 ″ 11½ 25 ″ 3	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21541 227520 WRBM	**Christy Payne** (*ex*Calgarolite) ssBal.No.3-6,33 ssGal.No.1-37 *Mchy.Aft* *2Dks(Stl)&Shelter dk(Stl)* GyC. D.F. *& Web frames* *Longitudinal framing*	8156 6238 5083	✠100A1 *Shelter dk* *with freeboard* 4,42 ~~4,41~~ BS~~7,41~~ 4, 42 ~~BS7,40~~ ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	~~Gal~~ NNs	c†	CL N9,40	1921 5mo	GMStandiferConstCorp Vancouver, Wash A&CP	StandardOilCo.of NewJersey *Cell D Bu E& B& bunker 86' 280t DT f 50' 335t 'tween dk tanks a 9' 67t FPT 179t APT 103t*	463·3	60·2	36·6 FK	Wilmgton (Del.) Utd.States *18BHptCem* *(3 to Sh dk* *11 „ U „* *4 „ 2nd „)*	Q.4Cy.21″,35″,51″&75″-51″ 220lb (*r*) 581NHP 3SB,*9cf*, HS8086 FD LlewellynIronWorks, LosAngeles,Cal.	37 ″ 3 s10 ″ 3¼ 27 ″ 3	
21542 304 SZNG	**Chryssoroi** (*ex*SantaTereja) *OilEng.* *Carrying Petroleum in bulk*	379 — 233					1892	.... Utrecht	Vayannis& Cairactides	154·0 len36	23·1	13·9	Piræus Greek	Oil Engines 2S.C.SA 6Cy.8⅝″-14½″ 80NHP *Emade-fitted*36 Akt.Burmeistr&Wain,Cpn C.		
21543	**Chuanchiu**	492 — 246					1892	.... UnitedStates	ChiangTehSeng	164·5	23·4	13·6	Amoy Chinese			
21544 154018	**Chuen Chow** Ⓟ **TwinSc** *2Dks*	1088 425 670					1928	Kwong FookCheong HongKong	ChuenOnSteam BoatCo.Ld.	177·8	33·1	9·9	Hong Kong British *WB*	T.6Cy.11″,19″&30″-21″ Kwong 96RHP FookCheong,H.Kg		
21545 159482 VRBN	**Chuen Hing** **TwinScComp** *1Dk*	504 283 293					1937	Kwong CheungHing HongKong	LawMan	145·2	27·8	9·4	HongKong British	C.4Cy.11″&22″-16″ *Emade—fitted*37 36RHP KwongSzeSang,H.Kg.		
21546 166440 GJGM	**Chulmleigh** D.F. *1Dk& Shelter dk* *Cruiser Stern* *Tonnage opening closed'41(W.E.)*	5445 4987 3202	✠100A1 *with freeboard* 8,41 ~~3,41~~ ✠LMC5,38	~~Nwc~~ Hul	a†	CL 7,41	1938 5mo	W.Pickersgill&Sons,Ld Sunderland Lloyd's A&CP	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*) *Cell DB378' 1206t FPT 94t APT288t*	430·1 447·2(O.L.) F38'	56·2	26·8 FK	London British *7BHCem* *(Coll to Sh dk* *6 „ 2nd „)*	T.3Cy.24″,40″&69″-48″ (*s*) 220lb FD 502NHP 2SB(Spt)&1AuxSB,*9cf*, GS165,HS7225 Richardsons,Westgarth& Co.Ld.Hpl.	~~29 ″ 4~~ ~~s 3 ″ 0¼~~ ~~25 ″ 0~~ 37 ″ 10 s11 ″ 3¾ 26 ″ 9	
21547 XNBO	**Chun Lee** *2Dks*	1176 — 665					1919	MatsuoIrn Wrks&Dkyd. Nagasaki	ChingKeeS.N.Co. Ld.	200·0 P20'B53'F25'	33·0	20·0	Chefoo Chinese *WB*	T.3Cy.14½″,24½″&40″-30″ 88NHP MatsuoIrn.Wrks.&Dkyd.		
21548 XNBS	**Chung Hwah** (*ex*HwahJah, *ex*China) ssTri.No.3-5,14 ssShi.No.1-17 *1Dk(Stl)& Spar dk(Stl-ptws)3trB*	6021 5300 3858	✠ 4,23 ✠	HKg	z		1900 4mo	Wigham Richrdsn&Co LdNewcastle	HaiWaiTrading S.S.Co.Ld. *Cell DBa 133' uE38' f175' 1125t APT50t*	417·0 P40'B120'F48'	52·6	28·5 20·3 FK	Chefoo Chinese *6BHCem*	Q.4Cy.24″,34″,51″&74″-54″ 495NHP 3SB,*9cf*,GS159,HS6309 FD WghmRchrdsn&C.LdNwc	31 ″ 4	C †
21549 116036	**Chung On** Ⓟ (*ex*LinTan) **TwinSc** *1Dk& Shade dk*	968 727 727					1904	HongK'ng &Whampoa DockCo.Ld. HongKong	LauWaPing	175·0	32·0	8·6	HongKong British	C.4Cy.14″&33″-18″ 86RHP HongKong&Whampoa DockCo.Ld.HongKong		
21550 XNBD	**Chung Woo** (*ex*Pentaff,*ex*Jenny) ssBry.No.3-12,20 ssCff.No.1-24 *1Dk& deep framing*	2032 — 1234	✠ … 10,27 ✠				1904 6mo	Craig, Taylor&Co. Stockton	HwaTungS.S.Co. Ld.	279·3 P26'B72'F28'	38·3	18·4 FK	Shanghai Chinese *WB*	T.3Cy.18¾″,30½″&50½″-32½″ 167NHP N.E.MarineEng.Co.Ld.Sld	20 ″ 7	
21551 137671 GMPV	**Chungking** *1Dk*	2171 1967 1311					1914	TaikooDkyd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	285·0	44·1	19·1	London British *WB*	T.3Cy.19″,31″&53″-36″ 169NHP TaikooDkyd.&Eng.Co. of HongKong,Ld.		
21552 146187 GFRB	**Churruca** ssGls.No.3-10,33 ssMlt.No.1-38 *1Dk(Stl)& Shelter dk(Stl)*	1847 1548 893	✠100A1 *Shelter dk* *with freeboard* 10.39 MS4,38 ✠LMC BS12,40 *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Alx	r	CL 4,37	1921 9mo	H.&C. Grayson,Ld. Liverpool Lloyd's A&CP	MacAndrews& Co.Ld. *Cell DB222' 414t FPT63t APT18t*	264·8	41·2	18·8 FK	London British *4BHptCem* *Collision BH to Shdk* *3 „ „ U „*	T.3Cy.21″,34″&56″-36″ (*s*) 180lb 252NHP 2SB,*6cf*,GS118,HS4550 MacKie&Baxter,Ld.Gls.	21 ″ 0 s ″ 10½ 20 ″ 3½	
21553	— **Iron** ssLiv.No.3-3,90 ssMan.No.1-95 *2Dks(1Irn)*	788 582 487	✠ 3,97 ✠	Man	j		1878 11mo	A.Leslie &Co. Newcastle	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	190·0 ND90	26·2	16·0 BK7½″	Manila Utd.States *4BHCem* *WB*	T.3Cy.18″,29″&46″-30″ 128NHP 1SB,*4rf*,GS66,HS2090 D.Rollo&Sons,Liverpool		
21554	— (*ex*Audaz-36, *ex*Cautin) *2Dks* *Fitted for oil fuel*	711 — 428					1892	J.Reid& Co.Ld. Glasgow	FelipeGarcia	165·5	29·1	16·5	Callao Peruvian	T.3Cy.14″,23″&37″-27″ 71NHP Kincaid&Co.Ld.Grk.		
21555 PUMB	**Chuy** (*ex*Arana) ssLon.No.3-8,32 ssRio.No.2-39 *Cruiser Stern* *2Dks(Stl)*	2504 2272 1457	✠100A1 3,42 ~~10,39~~ BS~~5,41~~ 3, 42 ✠LMC10,39	Rio	t	CL ~~10,39~~ 2,42	1919 12mo	A.&J. Inglis,Ld. Glasgow Lloyd's A&CP	Cia.Carbonifera Rio-Grandense *Cell DB 260' 661t FPT 69t APT180t*	303·4 P38'B81'F32'	43·0	20·7 FK	R.Janeiro Brazilian *6BHptCem*	T.3Cy.22″,36″&59″-39″ (*s*) 180lb 265NHP 2SB,*6cf*,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 ″ 0	
21556 EAHZ	**Ciaño** (*ex*Vircov-39,*ex*Ciaño-37, *ex*Vicen-34, *ex*PuraRasilla, *ex*Craonne, *ex*Turnwell, *ex*QueenAlexandra) ssBbo.3rdNo.3-7,34 *1Dk(Stl)& Spar dk (Stl)& Web frames*	4264 4132 2778	✠ … 6,40 *Spar dk* ✠	Bbo	x		1901 7mo	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Metalurgica Duro-Felguera *Cell D Ba& u E138' f154' 757t AP 765t*	360·0 P32'B90'F33'	48·0	20·2 28·1 FK	Gijon Spanish *6BHCem*	T.3Cy.24½″,40″&68″-48″ 356NHP 3SB,*9cf*,GS174,HS5630 N.E.Marine EngCoLd.Nwc	30 ″ 10	
21557 146566 GJMF	**Cid** ssHam.No.3-7,34 ssAnt.No.1-38 D.F. *1Dk(Stl)& Shelter dk(Stl)*	1847 1548 893	✠100A1 *Shelter dk* *with freeboard* 7,41 ~~11,39~~ BS12,41 ~~BS12,40~~ ✠LMC12,38 *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	~~Suz~~ Bom	r	CL 12,38	1922 4mo	H.&C. Grayson,Ld Garston Lloyd's A&CP	MacAndrews&Co. Ld. *Cell DB a& u E94' f96' 365t FPT63t APT18t*	264·8	41·2	18·8 FK	London British *4BHptCem* *Collision BH to Shdk* *3 „ „ U „*	T.3Cy.21″,34″&56″-36″ (*s*) 180lb 252NHP 2SB,*6cf*,GS130,HS4558 D.Rollo&Sons,Ld.Liv.	21 ″ 0 s ″ 10½ 20 ″ 3½	
21558	**Cidade do Para**	363 — 263					1889	.... England	HigsonBrooks &Cia.	193·5	29·2	13·8	Para Brazilian			
21559 TCAU	**Cide** (*ex*Tekirda,*ex*Gazanfer, *ex*L'Ailette,*ex*Sophia,*ex*Jakobstad) **Iron** *2Dks*	428 — 198					1876	Bergsunds M.V.Aktieb Stockholm	Mahmud ve Esref	174·4	25·7		Istanbul Turkish *WB*	C.2Cy.19¾″&38″-26½″ 62NHP Bergsunds M.V.Aktb.Skm		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnag. Officiel Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'apres la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
21560 SPAL	**Cieszyn** D.F. ssLth.No.2-40 *CruiserStern* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *inNos.1&2holds* *Strengthened for Navigation in Ice*	1386 1096 734	✠100A1 *withfreeboard* 2,41 MS4.40	Lon ✠LMC BS2,41	*o*	CL 3,40	1932 2mo *Lloyd*	Nakskov Skibs.A/S Nakskov '*sA&CP* *CellDB*196'3	ZeglugaPolska S.A.(PolishS.S. Agency,Ld. *Mgrs.*) 32*t Tank in way of*	232·5|35·8|17·9 P28'B60'F23' FK *tunnels*27*t FPT*21*t*	Gdynia Polish 4*BHCem* *APT*33*t*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"- 35$\frac{7}{16}$" 206lb (*s*) 218NH 2SB(Spt),4*cf*,GS75,HS3122 A.Borsig,G.m.b.H. F1 Berlin-Tege	20″4 s4″6 15″10$\frac{3}{4}$	
21561 2095 IINF	**Cigno** Ⓟ Iron&SteelSr (*ex*Sagitta-37, ssGen.3rdNo.3-11,26 *ex*Yacht-36, ssNap.No.1-31 *ex*Arrow, AnnualSurveyGen 7,34 *ex*Sagitta) 2*Dks*	440 403 224	✠ ... 5,35 *Yacht*	Gen ✠			1894 6mo	Wm.Ham- ilton&Co. PortGlasgow	"Albaro"Soc. Anon.Ital.diNav.	213·3|26·1|13·7 179·7 FK	Genoa Italian 4*BHCem*	T.3Cy.17",27"&45"-30" 109NH 1SB,3*cf*,GS51,HS1601 D.Rowan&Sons,Gls.		I †
21562 165934 GDGL	**Cilicia** Ⓟ TwinSc *CruiserStern* *OilEng* D.F. E.S.D. 2*Dks*	11136 7906 6577					1938	Fairfield Co.Ld. Glasgow	AnchorLine,Ld.	483·6|66·4|31·0	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.28$\frac{9}{16}$"-88$\frac{9}{16}$" 1110NH FairfieldCo.Ld.Glasgow		C
21563 2165 ICAN	— (*ex*Palestina-35) *OilEng.* D.F. 2*Dks*	2747 1876 1613					1927	Cant.Nav. ScoglioOlivi Pola	"Adriatica"Soc. Anon.diNav.	308·1|41·8|20·1 291·9 P&B181'F40'	Genoa Italian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 356NH StabilimentoTecnico,Tri.		I
21564 203 YLFT	**Ciltvaira** (*ex*Twyford-35, *ex*Vironia-34, ssTln.2ndNo.3-6,33 *ex*Twyford-32, ssRga.No.1-37 *ex*PresidentBunge, 1*Dk*(*ptIrn&ptStl*) *ex*Endsleigh) 2*trBdeep framing&* *Web frames3Dk-rule*	3779 3461 2372	✠100A1 8,41 ~~1,41~~ ~~MS6.37~~	~~Bal~~ Mob ✠LMC8,41 ~~BS1,41~~	*w*	CL ~~12,39~~ 8,41	1905 3mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	LatvianShipping Co. *CellD*	346·7|50·8|23·0 361·1(O.L.) P23'B94'F31' FK *Ba*119'*uE*21'*f*146'	Riga Latvian 6*BHCem* 843*tAPT*94*t*	T.3Cy.23",40"&66"-45" (*s*) 180lb NDB28 317NH 2SB,6*rf*,GS138,HS4870 G.Clark,Ld.Sunderland	25″6 s4″4 21″5	
21565 EAKI	**Cilurnum** (*ex*Brescia-38, *ex*Cilurnum) ssHul.No.3-3,29 D.F. 1*Dk*(*Stl*)	*3363* *2844* *2039*	— 8,34	Gms			1919	SirRaylton Dixon&CoLd Middlesbro'	A.Menchaca *CellDB*284'736*t*	331·4|46·8|23·2 P33'B98'F29' FK *FPT*112*tAPT*112*t*	Bilbao Spanish 5*BHCem*	T.3Cy.25",41"&68"-45" 362NH 3SB,9*cf*,GS155,HS5925 Richardsons,Westgarth& Co.Ld.Mdb.	25″6	CI †
21566 OYLW	**Cimbria** (*ex*S.N.A.6-35) ssMsl.No.3-10,33 ssEls.No.1-38 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2653 1981 1317	✠100A1 3,40 BS3.40 (SEE FOOTNOTE*)	Shl ✠LMC3,38	*t*	CL 1,40	1921 8mo *Lloyd*	Osbourne, Graham& Co.Ld Sunderland *Interm* '*sA&CP*	A/SDampskibssel- skabetD.F.K.(De forenedeKulim- portörerA/S*Mgrs*) *ediate BH in fore* *CellDBuE&B*40'*f*1	299·6|46·0|18·1 P19'Q106'B52'F28 FK *hold dispensed with* 16'396*tDTa*106'870	Copnhagn Danish *Cem* 4*BH only* *tFPT*75*tAP*	T.3Cy.23$\frac{1}{2}$",38"&64$\frac{5}{8}$"-42" 180lb (*s*) 317NH 2SB,8*cf*,GS143,HS5264 Richardsons,Westgarth& Co.Ld.Sld *T*75*t*	20″3 s2″1$\frac{3}{4}$ 18″3$\frac{3}{4}$	
21567 OXWD	— Ⓟ 1*Dk&Awng dk*	1056 655 540					1897	Lobnitz& Co.,Ld. Renfrew	DetForenede Dampskibsselsk.	214·8|32·1|22·3	Randers Danish *WB*	T.3Cy.19",32"&51"-39" 162NH Lobnitz&Co.Ld.Renfrew		V
21568 161263 GTFX	**Cingalese Prince** TwinSc *OilEng.* D.F. ssBom.No.3-8,41 ~~ssHKg.No.2-37~~ 3*Dks*(*Stl*) *Tonnage opening closed'38* *CruiserStern*	8474 7918 5257	✠100A1 *withfreeboard* 8,41 ~~5,40~~ DBS7,~~40~~ 8,41 *Carrying oil F.P. above* 150°	~~NYk~~ Bom ✠LMC CS9,38 3,37	*d*†	CL ~~S9,38~~ P7,39 S7,41	1929 7mo *Lloyd* F.orL	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* *Upper tweend* *atex in deep&*	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel fwd. of* *eckBHsexcept Coll* *peak tanks* *CellD*	441·5|60·3|28·2 458·0(O.L.) 38·2 F44' FK *mchy. space* (*Coll* *BHdispensedwith* *B*368'1477*tMTs*73	London British *ptCem* *BHtoWdk* 7*BHto2ndd* 2519*t FPT*1	Oil Engines 2S.C.SA 8Cy.28$\frac{5}{8}$"-70$\frac{7}{8}$" 1350NH 2DB *125lb* Richardsons,Westgarth& *k*) Co.Ld.Hpl. 08*t APT*160*t*	42″5 s13″4$\frac{1}{2}$ 29″3	
21569 165916 GZMD	**Circassia** Ⓟ TwinSc *CruiserStern* *OilEng.* D.F. E.S.D. 2*Dks*	11136 7906 6580					1937	Fairfield Co.Ld. Glasgow	AnchorLine,Ld.	483·6|66·4|31·0	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.28$\frac{9}{16}$"-88$\frac{9}{16}$" 1110NH FairfieldCo.Ld.Glasgow		C
21570 128716 VPKW	**Circe** 1*Dk&Prom.dk2trB*	778 561 314					1912	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	StraitsS.S.Co.Ld.	195·7|31·6|12·4	Singapore British *WB*	T.3Cy.15",25"&42"-30" 97NH TaikooDkyd.&Eng.Co. ofHongKong.Ld		
21571 167095 GMPW	**Circe II** (*ex*Circe-40) ssRot.No.3-2,39 D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2031 1695 1111	✠100A1 5,41 BS5,41	Nwc LMC2,39	*r*	CL 2,39	1926 11mo *Lloyd*	ChantNav. Français Caen '*s.CP*	Ministry of War Transport(W. Brown,Atkinson &Co.Ld.*Mgrs.*) *CellDB*191'485*t*	269·3|39·9|17·5 P22'Q87'B50'F28' FK *Deep tanks aft* 34'2	Hull British 4*BHCem* 05*t FPT* 77*t*	T3Cy18$\frac{1}{8}$" 29$\frac{15}{16}$"&50$\frac{3}{8}$"-37$\frac{13}{16}$" 185lb (*s*) 192NH 2SB,4*cf*,GS95,HS3247 Atel.&Ch.delaLoire *APT*22*t*	19″10 s1″11$\frac{1}{2}$ 18″0$\frac{1}{4}$	
21572 163641 GRDS	**Circe Shell** TwinSc *OilEng.* D.F. ssFal.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8207 7463 4817	✠100A1 ~~6,41~~ ~~10,40~~ 12,41 DBS~~11.40~~1,42 *CarryingPetroleum in bulk*	~~Cff~~ ~~NYK~~ Gls ✠LMC CS12,39 ~~12-~~ 11,40	*c*†	CL 12,39	1931 10mo *Lloyd*	Howaldts- werkeA.G. Hamburg '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'260*t*	451·2|62·1|34·1 467·5(O.L.) P103'B35'F43' FK *DTf*32'335*t FPT*2	London British 14*BH* 25*tAPT*41*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 718NH 2DB*150lb* NVBurgerhout'sM&S,Rot	34″0 s6″8 27″6$\frac{3}{4}$	
21573 143851 GCKB	**Ciscar** ssAnt.No.3-3,32 D.F. ssAnt.No.1-36 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) *Tonnage opening closed'41*(*W.E.*)	1809 1551 986	✠100A1 *Shelter dk* *withfreeboard* 5,41 Examined 5,41	~~Bry~~ Liv ✠LMC10,36 BS5,41	*r*	CL ~~6,39~~ 5,41	1919 12mo *Lloyd*	H.&C. Grayson,Ld. Liverpool '*sA&CP*	MacAndrews&Co. Ld. *Col* *CellDB*	265·0|41·2|18·9 FK *lisionBHtoShltrdk* 224'408*t FPT*63*t A*	London British 4*BHCem* 3*BH to Ud* *PT*18*t*	T.3Cy.21",34"&56"-36" (*s* 180lb 271NH 2SB,6*cf*,GS138,HS5112 D.Rollo&Sons,Liverpool	28″10 s8″4 20″8$\frac{1}{2}$	
21574 176 OHAL	**Cisil** (*ex*Sicilia) ssAbo.4thNo.3-4.39 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1848 1663 1038	✠100A1 8,41 ~~4,39~~ ✠NB3.03 MS4.39	~~Abo~~ Skm ✠LMC ~~BS7,39~~ ~~10,40~~ 8,41	*r*	~~8,39~~ 7,41	1889 11mo	W.Pickers- gill&Sons Sunderland A&CP	RedertA/B Steam (G.B.Thordén, *Mgr.*)	280·4|37·1|17·1 270·3 P29'Q80'B100'F82' FK *CellDB*222'323*t*	Helsingfrs *Brändö* Finnish 4*BHCem* *APT*45*t*	T.3Cy.21$\frac{9}{16}$",34"&56"-39"(*r* 160lb 198NH 2SB.6*cf*,GS100,HS2990 G.Clark(Lim.),Sunderlan	19″8 s1″3$\frac{1}{2}$ 18″6$\frac{1}{2}$	
21575 148733 GMDT	**Cisneros** ssGls.No.3-6,38 D.F. 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) *Tonnage opening closed'41*(*W.E.*)	1886 1698 1079	✠100A1 *Shelter dk* *withfreeboard* 1,42 ~~2,40~~ MS6,38	~~Mlt~~ Liv ✠LMC BS~~2,40~~7,41	*s*	CL 6,38	1926 8mo *Lloyd*	Antwerp Eng.Co.S.A. Hoboken '*sA&CP*	MacAndrews&Co. Ld. *CellDBa&uE* 108'*f*113'5	281·8|40·2|18·5 FK (55*tFPT*46*tAPT*68*t*	London British 4*BHCem* *Coll to Shdk* 8 „ „ *U* „)	T.3Cy.20",33"&54"-36" (*s*) 180lb 222NH 2SB,6*cf*,GS102,HS3874 N.E.MarineEng.Co.Ld.Sl	28″1 s8″0 20″3$\frac{1}{2}$	
21576 PDKL	**Cistula** D.F. E.S.D. *OilEng.* 1*Dk*,2nd *dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8097 7238 4710	✠100A1 3,42 ~~4,41~~ *CarryingPetroleum in bulk*	~~Nwe~~ Mob ✠LMC5,39	*c*†	CL 3,42	1939 5mo *Lloyd*	N.V Wilton- Fijenoord Schiedam '*sA&CP*	N.V.Petroleum Maats."La Corona" *CellDB*	463·0|59·3|33·8 483·3(O.L.) P94'B44'F48' FK *uE*64'156*tDTf*25'2	Willemstad Dutch 17*BH* 62*tFPT*135*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 502NH DB*180lb* WerkspoorN.V.Ams. *APT*83*t*	34″0 s6″8$\frac{1}{2}$ 27″6	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built: When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c.: Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21577 221491 KFKP	**Cities Service Boston** 3Mst (*ex*Agwipond) *ss*N.Yk.No.3-7,32 *ss*Bal.No.2-40 *Mchy.Aft* *2Dks(Stl)&Shelter dk(Stl)* D.F. *&Webframes* *Longitudinal framing*	9348 7062 6785	✠100A1 *Shelter dk* *withfreeboard* ~~3,41~~ ~~12,40~~ 2,42 BS8,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,21 F.P. above 150° F*	~~Bal~~ NYk ✠LMC8,40	*a*†	CL N8,40	1921 4mo	Bethlehem S.B Corp.Ld Sparrow's Pt Md. A&CP	CitiesServiceOil Co. *CellDBuE&B80' 280t* *DTf40 518t*	468·3 485·6(O.L.) *FPT270tAPT181t*	62·7	32·0	NewYork Utd. States FK *17BHptCem* *(3 to Sh dk* *8 „ U „* *6 „ 2nd „)*	Q.4Cy.$24\frac{3}{16}$",35",51"&75"-51" 220lb (*s*) 636NHP 3SB,*9cf*, HS9315 FD BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.	39 " 6 s10"$3\frac{1}{8}$ 29 " 5¾	
21578 221002 KDNN	**Cities Service Denver** (*ex*Agwilake) *3Dks* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	9316 7058 6707					1921	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	CitiesServiceOil Co.	468·3	62·7	32·0	NewYork Utd. States	Q.4Cy.24",35",51"&75"-51" 402NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
21579 216233 KMAU	**Cities Service Empire** (*ex*Ampetco) *ss*Mob.2ndNo.3-10,39 *Mchy.Aft* D.F. *2Dks(Stl)&Shelter dk(Stl)* *&Webframes* *Longitudinal framing*	8103 8040 5020	✠100A1 *Shelter dk* *withfreeboard* 2,42 ~~1,41~~ ~~BS4,41~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 5,18 F.P. above 150° F.*	NYk BS2,42 ✠LMC10.39	*c*†	CL ~~N10,39~~ 1,42	1918 5mo	Bethlehem S.B.Corp.Ld Sparrow's Pt. A&CP	CitiesServiceOil Co. *CellDBa88'351t*	464·7 481·4(O.L.)	60·2	33·3	NewYork Utd. States FK *18BHptCem* *(14 to U dk* *4 „ 2nd „)* *DTf50'724t*	Q.4Cy.24",35",51"&75"-51' 220lb (*s*) 560NHP 3SB,*9cf*,GS180,HS7641 FD BethlehemS.B.Corp. *FPT175tAPT28t*	36 " 3 s 9 " 0 27 " 5½	
21580 214190 WHCP	**Cities Service Fuel** (*ex*Sucrosa) *ss*Mob.2ndNo.3-8,40 *Mchy.Aft* D.F. *2Dks(Stl)&Webframes*	5343 5141 3296	✠100A1 ~~6,41~~ ~~8,40~~ 2,42 6,41 BS~~10,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 12,26 F.P. above 150°F.*	~~Mob~~ ~~NYk~~ Mob ✠LMC MS3,40		CL 8,40	1916 7mo	ForeRiver S.B.Cor. Quincy,Mass. A&CP *CellDB*	CitiesServiceOil Co. *uE&Bf329' 1782t*	389·0 P106'B28'F28' *FPT217tAPT78t*	54·7	29·3	NewYork Utd. States FK *13BHCem* *(6 to U dk* *7 „ 2nd „)*	1DR GearedSteamTurbine 190lb (*s*) 517NHP 3SB,*9cf*,GS165,HS7407 GeneralElectricCo. Schenectady,N.Y.	32 " 6 s 6 " 9½ 25 " 10¾	
21581 220259 KERZ	**Cities Service Kansas** (*ex*CecilCounty) *Fitted for oil fuel* *2Dks* *Carrying Petroleum in bulk* D.F. *Mchy.Aft* *Longitudinal framing*	7641 — 4678					1920	Baltimore DD.&SB.Co BaltimoreMd	CitiesServiceOil Co.	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J		R
21582 216785 WGAO	**Cities Service Koolmotor** (*ex*Shreveport, *2Dks&Web frames* *ex*W.S.Rheem) *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing*	6762 6444 4186	✠ … 4,22 ✠				1918 8mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	CitiesServiceOil Co.	435·0 P101'B50'F42'	56·0	32·0	NewYork Utd. States FK *WB*	T.3Cy.27",47"&78$\frac{3}{16}$"-48" 426NHP BethlehemS.B.Corp.Ld. S.Fo.	33 " 6	R †
21583 220733 KDGO	**Cities Service Missouri** (*ex*ClementSmith) *2Dks* D.F. *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	7506 — 4612					1920	Baltimore D.D.&SB.Co. BaltimoreMd	CitiesServiceOil Co.	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd. States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J		R
21584 221127 KDPQ	**Cities Service Ohio** (*ex*Herman Falk,*ex*Tuxpanoil) *OilEng.* D.F. *Mchy.Aft* *2Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7245 — 4398					1921	Baltimore D.D.&S.B.Co BaltimoreMd	CitiesServiceOil Co	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd. States	2 Oil Engines 4S.C.SA geared to 1 Sc. Shaft 16Cy.18"-22½" 506NHP NE21 *fitted*27 FalkCorp.Milwaukee,Wis.		R
21585 220925 KESR	**Cities Service Oklahoma** (*ex*HamptonRoads) *2Dks* D.F. *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	7529 — 4623					1920	Baltimore DD.&SB.Co. BaltimoreMd	CitiesServiceOil Co.	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd. States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
21586 216608 WOCS	**Cities Service Toledo** (*ex*J.A.Bostwick) *ss*Mob.2ndNo.3-6,41 *Mchy.Aft* *2Dks(Stl)&Shelter dk(Stl)* D.F. GyC. *&Web frames* *Longitudinal framing* *Bottom plating renewed &* *butts electrically welded '41*	8192 7667 5128	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~7,40~~ ~~BS4,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 7,18 F.P. above 150° F.*	NYk 6,41 ✠LMC4,37	*c*†	CL ~~N8,38~~ 5,41	1918 7mo	Bethlehem S.B.Corp Ld WlmngtnDel A&CP	CitiesServiceOil Co. *CellDB88'351tDT*	465·2 *f50'228t FPT175t*	60·0	26·4 34·2	NewYork Utd. States FK *18BHptCem* *(14 to U dk* *4 „ 2nd „)* *APT28t*	Q4Cy.24¼",35",51"&75"-51" 220lb (*r*) 557NHP 3SB,*9cf*,GS531,HS7553 FD BethlehemS.B.Corp.Ld.	36 " 3 s 9 " 0 27 " 5½	
21587 165956 MMYQ	**Citrine** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	783 530 416	✠100A1 ~~8,40~~ 10,41	Irv ✠LMC2,39 ✠LMC(M)8,40	*J*	~~7,40~~ OG N10,41	1939 2mo	NVSchpsw "DeMerwede" v/h van Vliet&Co. Hardinxveld *Lloyd's A&CP*	Wm Robertson *CellDB123'*	191·9 199·6(O.L.) P49'Q79'F24' *193t FPT53tAPT*	29·2	11·4	Glasgow British FK *3BHCem* *27t*	Oil Engines 4S.C.SA 6Cy.15¾"-26" 74RHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 " 6 s 4 " 3½ 13 " 4½	
21588 156 ICQC	**Città di Agrigento** Ⓟ *OilEng.* *2Dks* *Cruiser Stern*	2480 1610 1482					1930	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon. diNav.	305·1 288·6 P&B191'F53'	40·2	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"-38⅜" 348NHP Soc.Anon.FrancoTosi Legnano		I
21589 155 ICQA	**Città di Alessandria** Ⓟ *OilEng* *2Dks* *CruiserStern*	2498 — 1427					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia"Soc. Anon. diNav.	303·1 288·6 P49'B94'F52'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"-38⅜" 348NHP Soc.Anon.FrancoTosi Legnano		I
21590 41 IBAL	**Città di Bari** Ⓟ (*ex*Egeo-34) *OilEng.* *2Dks*	3339 2175 1898					1927	Stabilmnto Tecnico Trieste	"Adriatica"Soc. Anon. diNav.	331·9 317·2 P&B222'F64'	44·7	21·8	Bari Italian *WB*	Oil Engines 2S.C.DA 5Cy.$25\frac{3}{16}$"-$45\frac{11}{16}$" 1103NHP NE37 Soc.An.'Fiat'S.G.M.Turin		I
21591 153 ICQB	**Città di Bastia** Ⓟ *OilEng.* *2Dks* *CruiserStern*	2499 1606 1428					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia"Soc. Anon.diNav.	303·1 288·6 P49'B94'F52'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"-38⅜" 348NHP Soc.Anon.FrancoTosi Legnano		I
21592 388 IBFH	**Città di Bengasi** Ⓟ *2Dks*	2813 — 1528					1917	Cant.Nav. Riuniti Ancona	"Tirrenia"Soc. Anon.diNav.	316·6 300·5 P16'B215'F41'	41·5	23·7	Naples Italian *WB*	T.3Cy.19⅝",$32\frac{1}{10}$"&55"-39⅜" 189NHP Cant.Nav.Riuniti,Ancona		I

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. Sous le Pont. Ne.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps	Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
21593 1949 IBGE	**Città di Bergamo** Ⓟ (*ex*Imber-34) *ss*Mch.No.3-4,27 *ss*Brw.No.2-34 1*Dk*(*ptIrn ptStl*) *2nd dk*(*Stl*)*in No.1 hold*	2163 1828 1187	✠ ... 7,39 ✠	Rot	*s*		1914 3mo	Swan, Hunter & Wigham Richardson, Ld Newcastle	Ing.G.Angeloni *CellDBa75'uE3*	310·5 298·4 P&B174'F76' FK *4'f128'495t FPT61t*	40·0	20·8	Genoa Italian 5*BHCem* *APT36t*	T.3Cy.22½",37"&62"-42" 370NHP 2SB,6*cf*,GS136,HS5640 Swan,Hunter&Wigham-Richardson,Ld Nwc.	22 " 3	I †
21594 43 IBIH	**Città di Catania** Ⓟ **TrpSc** 2*Dks*& *Awng dk*	3355 — 1314					1910	Ansaldo, Armstrong & Co Sestri Pnte	"Tirrenia" Soc. Anon.di Nav.	363·5 348·0 F39'	42·1	19·1	Palermo Italian *WB*	3 Steam Turbines Ansaldo, Armstrong&Co.Smp.		I
21595 154 IBSH	**Città di Genova** Ⓟ **TwinSc** *OilEng.* 3*Dks* D.F. *CruiserStern*	5413 — 2914					1930	Cant.Nav. Riuniti Palermo	"Tirrenia" Soc. Anon.di Nav.	409·1 391·0	51·0	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"-49$\frac{3}{16}$" 1815NHP S.A.FrancoTosi,Legnano		I
21596 150 IBZH	**Città di Livorno** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2471 1602 1419					1930	Cant.ed Officine Meridionali Baia	"Tirrenia" Soc. Anon.di Nav.	304·2 288·6 P190'F53'	40·1	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"-38⅜" 348NHP S.A.FrancoTosi,Legnano		I
21597 146 IBFF	**Città di Marsala** Ⓟ *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	2480 1610 1433					1929	Cant.Nav. Riuniti Palermo	"Tirrenia" Soc. Anon.di Nav.	305·1 288·6 P66'B94'F73'	40·2	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"-38⅜" 348NHP S.A.FrancoTosi,Legnano		I
21598 145 IBJH	**Città di Messina** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2472 1603 1419					1929	Cant.ed Officine Meridionali Baia	"Tirrenia" Soc. Anon.di Nav.	304·2 288·6 P190'F53'	40·1	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"-38⅜" 348NHP S.A.FrancoTosi,Legnano		I
21599 151 IBWG	**Città di Napoli** Ⓟ **TwinSc** *Ref.Mchy.* *OilEng.* D.F. *CruiserStern* 3*Dks*	5418 — 2922					1929	Cant.del Tirreno RivaTrigoso	"Tirrenia" Soc. Anon.di Nav.	410·6 391·0 B118'F52'	50·9	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"-49¼" 1820NH S.A.FrancoTosi,Legnano		I
21600 158 IBEF	**Città di Palermo** Ⓟ **TwinSc** *OilEng.* D.F. *CruiserStern* 3*Dks*	5413 2807 2914					1930	Cant.Nav. Riuniti Palermo	"Tirrenia" Soc. Anon.di Nav.	411·7 391·0	51·1	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"-49$\frac{3}{16}$" 1816NHP S.A.FrancoTosi,Legnano		I
21601 147 IBGF	**Città di Savona** Ⓟ *Ref.Mchy* *OilEng.* *CruiserStern* 2*Dks*	2500 — 1428					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia" Soc. Anon.di Nav.	303·1 288·6 P49'B94'F52'	40·1	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"-38⅜" 348NHP S.A.FrancoTosi,Legnano		I
21602 142 IBUB	**Città di Spezia** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2474 1607 1421					1929	Cant.ed Officine Meridionali Baia	"Tirrenia" Soc. Anon.di Nav.	304·3 288·6 P190'F53'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"-38⅜" 348NHP S.A.FrancoTosi,Legnano		I
21603 141 IBVI	**Città di Trapani** Ⓟ *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	2467 1607 1422					1929	Cant.del Tirreno RivaTrigoso	"Tirrenia" Soc. Anon.di Nav.	304·3 288·6 P&B204'F55'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{7}{16}$"-38⅜" 348NHP S.A.FrancoTosi,Legnano		I
21604 389 IBOH	**Città di Trieste** Ⓟ **TwinSc** *Ref.Mchy.* 3*Dks*	4658 — 2674					1915	Cant.Nav. Riuniti Palermo	"Tirrenia" Soc. Anon.di Nav.	361·9 344·5	46·1	23·3	Naples Italian *WB*	T.6Cy.21¼",34¼"&59⅝"-41¼" 452NHP Cant.Nav.Rinniti,Ancona		I
21605 392 IBPH	**Città di Tripoli** Ⓟ **TwinSc** 2*Dks* *Ref.Mchy.* D.F. *Fitted for oil fuel*	2933 — 1586					1915	Cant.Nav. Riuniti Ancona	"Tirrenia" Soc. Anon.di Nav.	316·6 300·5	41·5	21·3	Naples Italian *WB*	T.6Cy.19⅜",33⅜"&55$\frac{1}{16}$"-39⅜" 378NHP Cant.Nav.Rinniti,Ancona		I
21606 152 IBHF	**Città di Tunisi** Ⓟ **TwinSc** D.F. *OilEng.* *CruiserStern* 3*Dks*	5419 — 2923					1929	Cantieri del Tirreno RivaTrigoso	"Tirrenia" Soc. Anon.di Nav.	410·6 391·0 B118'F52'	51·0	21·9	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"-49$\frac{3}{16}$" 1815NHP S.A.FrancoTosi,Legnano		I
21607 143683 GDPX	**City of Adelaide** *ss*Liv.No.3-6,33 *ss*Npt.No.1-37 D.F. E.S.D. 2*Dks*(*Stl*) *CruiserStern*	6589 6310 4178	✠100A1 4,41 ~~10,40~~ BS6,41 ✠LMC MS4,37 ~~BS6,40~~ *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	NYk	*b*†	CL 11,39	1920 11mo	WearShipyard of W. Gray&Co. (1918),Ld. Sunderland *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	433·0 450·7(O.L.) P89 B&F308' FK *CellDB*385'1468*t*	57·4	30·2	Liverpool British 7*BHptCem* *DTa* 27'778*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb (*s*) 767NHP 3SB(Spt),*12cf*,GS230, HS8946 FD Cen.Mar.Eng.Wrks.WHpl	32 " 10 s5 " 0 28 " 0¾	
21608 164307 GZGR	**City of Agra** D.F. E.S.D. 2*Dks* *CruiserStern* *Fitted for oil fuel*	6361 5877 3866					1936	W.Denny &Bros.Ld. Dumbarton	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	445·9 P80'B197'F42'	56·2	30·6	Liverpool British *WB*	3SRgearedSteamTurbines W.Denny&Bros.Ld.Dmb.		C
21609 219571 KUBP	**City of Alma** Ⓟ 2*Dks*& *Web frames* Sub.Sig. *Fitted for oil fuel*	5446 4971 3344	✠ ... 6,20 ✠				1920 2mo	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·4	Mobile Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
21610 148152 EIKC	**City of Antwerp** (*ex*General Leman,*ex*Minna) 1*Dk*2*trB*	947 728 555					1896	J.W.Klawitter Danzig	Saorstat&ContinentalS.S.Co.Ld.	218·3 Q71'B54'F23'	30·9	13·0	Dublin British *WB*	T.3Cy.17½",27⅝"&42"-27⅝" 91RHP J.W.Klawitter,Danzig		C
21611 147227 GJVC	**City of Athens** *ss*Hpl.No.3-8,35 *ss*Gls.No.1-39 2*Dks*(*Stl*) D.F. E.S.D. *CruiserStern*	6558 6243 4187	✠100A1 8,41 ~~9,40~~ BS~~2,41~~ ✠LMC8,39 12,41 *Fitted for oil fuel* 7,28 *F.P. above* 150° F.	~~Mel~~ Bom	*b*†	CL 8,39	1923 7mo	W.Gray& Co.Ld. Sunderland *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	433·0 450·7(O.L.) P89'B&F308' FK *CellDB*379'1469*t*	57·4	30·2	Liverpool British 7*BHptCem* *DTa*27'700*t*	T.3Cy.26",45"&78"-54" (*s*) &LP.TurbinewithDRgearing&hydraulic coupling 230lb HS9255 778NH 3SB(Spt),*12cf*.GS236 FD Cen.Mar.Eng.WrksW.Hpl	32 " 10 s5 " 0 28 " 0¾	
21612 201103 WFCJ	**City of Atlanta** D.F. 3*Dks*	5269 — 3007					1904	Delaware RiverCo. Chester.Pa.	OceanS.S.Co.of Savannah	377·5	49·0	15·8 27·0	Savannah Utd.States *WB*	T.3Cy.28",46"&75"-48" 390NHP DelawareRiverCo.Chester		R
21613 143083 GBDK	**City of Auckland** (*ex*Weissenfels) D.F. E.S.D. *ss*Cal.2ndNo.3-1,38 2*Dks*(*Stl-U* teak *s*)& Sub.Sig. *Web frames*	8336 7835 5288	100A1 *with freeboard* ~~5,41~~ ~~7,40~~1,42 MS5.37	~~Bkn~~ ~~Liv~~ Cal LMC ~~BS11,39~~ 6,41	*e*†	CL ~~11,37~~ 5,41	1914	Akt.Ges. "Weser" Bremen *Intermediate*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *BH in fore&after h* *CellDBa*155'*uE*33'*f*	478·6 500·2(O.L.) P45'B140'F59' FK *olds dispensed with* 179'1458*t* '*tween dk*	62·2	33·0	Liverpool British *Cem* 6*BHonly* *tanks f*717*t*	Q.4Cy.29¼",40½",58½"&85⅜"-55" 213lb (*s*) 845NHP 4SB(Spt),*12cf*,GS238, HS10820 FD Akt.Ges."Weser,"Bremen *a*720*t* *FPT*87*t* *APT*82*t*	35 " 8 s8 " 2¼ 27 " 8½	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21614 161151 GTKR	**City of Barcelona** ssMch.No.2-38 GyC. *2Dks(Stl)&Shelter dk(Stl)* D.F. E.S.D. *Tonnage opening closed '41(W.E.)*	5787 5355 3524	✠100A1 *with freeboard* 6,41 ~~8,40~~ ~~BS9,40~~ *Fitted for carrying oil in deep tank and forward peak tank 5,30 F.P. above 150°F.*	~~Lon~~ NYk BS8,41 ✠LMC7,38	*b*†	CL 8,40	1930 5mo	Barclay, Curle&CoLd. Glasgow *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB371'1267tDT a32'789t FPT*	428·0 444·4(O.L.) F34' FK	58·2	27·3	Liverpool British *7BHCem* (*Coll to Sh dk* 6 „*2nd*„) *129tAPT35t*	T4Cy.23½",40½"&(2)50"-48" & elec. drive from LP (s) Turbine 265lb 638NHP 2SB(Spt)&1AuxB(Spt), *10cf*,GS178,HS7276 FD Barclay,Curle&Co.Ld.Gls.	37 ″ 9 s10″11½ 27 ″ 1	
21615 140594 GRCK	**City of Baroda** Ⓟ D.F. *2Dks* *Cruiser Stern*	7129 6084 4500					1918	Barclay, Curle&Co.Ld. Glasgow	HallLine,Ld.	433·4 P90'B171'F85'	57·2	30·6	Liverpool British *WB*	T.3Cy.26",44¾"&78"-54" 447NHP Barclay,Curle&Co.Ld.Gls.		C BT till ~~9,41~~ ~~5,42~~ 3,43
21616 147370 GMPY	**City of Bath** ssHul.No.3-3,39 D.F. E.S.D. *2Dks(Stl)* *Special Quality Steel* *Cruiser Stern*	5079 4788 3154	✠100A1 ~~2,40~~ 12,41 MS7,38 *Fitted for carrying oil 6,26 F.P. above 150° F. in DT*	~~Lon~~ Liv ✠LMC BS5,41	*z*	CL 12,40	1926 6mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB345'1074t DTa30'* ~~705t~~ 539t *FPT*	393·2 408·0(O.L.) P38'B&F310' FK	52·2	28·2	Liverpool British *7BHCem* 2 „ *to 2nd dk* *132tAPT49t*	Q.4Cy.21¼"30½"45"&66"-48" 265lb (s) 532NHP 3SB(Spt),*9cf*,GS168, HS7572 FD Cen.Mar.Eng.Wrks.WHpl	30 ″ 8 s4 ″ 3¼ 26 ″ 7½	
21617 223293 WFCK	**City of Birmingham** Ⓟ D.F. *4Dks*	5861 — 4343					1923	NwprtNws S.B.&D.D.Co. NewprtNews	OceanS.S.Co. of Savannah	381·8	52·1	27·0	Savannah Utd. States *WB*	T.3Cy.26",44"&76"-48" 398NHP NewportNewsSB&DD.Co.		R
21618 164342 GBGX	**City of Bombay** *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Cruiser Stern*	7140 6569 4270					1937	Barclay, Curle&Co. Ld. Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	464·3 P73'F30'	59·2	31·2	Liverpool British *WB*	3 steam turbines SR geared to 1 screw shaft 750NHP ParsonsMarineSteam TurbineCo.Ld.Nwc.		C
21619 106276 EIKG	**City of Bremen** (*ex*TeelinHead-34, *ex*Audierne,*ex*Doonass,*ex*Whimbrel) *1Dk*	903 763 370					1897	CaledonS. B.&E.Co.Ld. Dundee	Saorstat&ContinentalS.S.Co.Ld.	230·0 P&B123'F59'	32·0	15·3	Dublin British *WB*	T.3Cy.19",31"&50"-33" 144NHP CaledonSB&E.Co.Ld.Dun.		C
21620 148707 MNLW	**City of Brussels** ssAnt.No.3-6,38 *Mchy.Aft* *1Dk(Stl)pt2nd dk(Stl)* *Cargo battens not fitted in holds*	629 564 357	✠100A1 *with freeboard* 3,40 MS6,38 (SEE FOOTNOTE *)	Ant ✠LMC BS11,39	*j*	OG 3,40	1925 11mo	BurntisInd S.B.Co.Ld Burntisland *Lloyd'sA&CP*	BrusselsS.S.Co.Ld. *CellDBf70' 116tFPT54tAPT26t*	175·1 B14'F21' FK	28·6	15·9	London British *3BHptCem*	T.3Cy.15",25"&40"-27" (s) 180lb 88RHP 1SB,*3cf*,GS63,HS2030 W.Beardmore&Co.Ld.Gls.	17 ″ 0 s3 ″ 10 13 ″ 3¼	
21621 137423 GQZY	**City of Cairo** Ⓟ ssGls.2ndNo.3-2,39 D.F. E.S.D. *2Dks(Stl-Uws)* *Cruiser Stern*	8034 6263 5088	✠100A1 5,42 ~~4,41~~ ~~11,41~~ BS~~4,41~~ 5,42	~~Gls~~ ~~Liv~~ Gls ✠LMC9,38	*c*†	CL ~~11,39~~ 5,42	1915 1mo	Earle'sCo. Ld. Hull *Lloyd'sA&CP*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*) W *B=CellDBa141'v E&B84'f179 1277t DTa33'937t*	449·9 465·2(O.L.) P94'B191'F86' FK	55·7	31·3	Liverpool British *7BHCem*	Q.4Cy.26½",38",55"&80"-54" 225lb (s) 774NHP 3SB(Spt)&1AuxSB(Spt), *15cf*,GS285, HS14040 FD Earle'sCo.Ld.Hull	33″11 s6 ″ 1 28 ″ 1¼	BT till 4,42
21622 165976 GLYX	**City of Calcutta** TwinSc *2Dks,3rd dk in No.1 hold* D.F. E.S.D. *Cruiser Stern*	8063 7229 3977	✠100A1 *with freeboard* 6,41 ~~8,40~~ *Carrying cargo oil F.P. above 150° F. in deep tank* *Fitted for oil fuel 8,40 F.P. above 150° F.*	~~Bkn~~ Cal ✠LMC8,40	*e*† 2¼	CL	1940 8mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*) *Duct keel fwd. of mchy.space* *2 divisional watertight BHs in bridge superstructure* *CellDB422'1941t DTa30' 721t Tanks in way of tunnels 192tFPT88tAPT82t*	496·7 515·7(O.L.) P76'B&F351' FK	62·4	31·8	Glasgow British *8BHptCem*	6 steam turbines SR geared to 2 sc. shafts 265lb (s) 1867NHP 6SB(Spt),*24cf*,GS414, HS19800 FD CammellLaird&Co.Ld.Bkn	35 ″ 0 s6 ″ 8¼ 28 ″ 6	
21623 149651 GNLD	**City of Canberra** ssShl.No.3-10,40 *Special quality steel* *Ref.Mchy.* *2Dks(Stl)* D.F. *Cruiser Stern* E.S.D.	7484 6853 4681	✠100A1 ~~6,41~~ ~~10,40~~ 2,42 BS~~1,41~~2,42 ✠Lloyd'sRMC~~6,41~~ ~~9,41~~ 2,42 *Fitted for oil fuel 12,27 F.P. above 150° F.* *Fitted for carrying oil 12,27 F.P. above 150° F. in DT & FP*	~~Shl~~ ~~Mel~~ Mch ✠LMC MS5,40	*c*†	CL 7,38	1927 12mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	EllermanLines,Ld. (Ellerman&BucknallS.S.Co.Ld. *Mgrs.*) *Duct keel* ~~144'~~ *fwd. of boiler space* *CellDB395'1400t DTa35' 1087t FPT*	453·2 P83'B162'F89' FK	57·8	31·9	Liverpool British *7BHptCem* *125tAPT72t*	Q.4Cy.25¾",37½",54"&78½"-54"&Elec.drive from L.P. Turbine 265lb. (s) 984NHP 4SB(Spt),*16cf*,GS277, HS12052 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 6 s6 ″ 4¾ 28 ″ 4½	
21624 146325 GJQZ	**City of Canterbury** Ⓟ *2Dks* D.F. *Cruiser Stern*	8331 6415 5290					1922	Swan,Hunter&Wigham Richardson, Ld Newcastle	CityLine,Ld.	448·4 P&B295'F103'	56·4	31·4	Glasgow British *WB*	Q.4Cy.26¾",38½",55½"&80"-51"&Elec.Drive from L.P. Turbine 673NHP WallsendSlpway&E.CoLd		C BT till 5,41
21625 137520 GRBJ	**City of Canton** ssSws.No.3-12,28 D.F. E.S.D. ssLiv.No.2-36 *2Dks(Stl)*	6692 6373 4271	✠100A1 8,42 ~~3,40~~ ~~11,40~~ Examined 10,41 Lon MS4,36	~~Liv~~ ~~Cal~~ CT ✠LMC BS4,41	*h*†	CL ~~7,38~~ 11,40	1916 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*) *CellDB403'1312t DTa39'1068tFPT87t*	450·7 466·4(O.L.) P89'B192'F89' FK	56·9	31·1	Liverpool British *7BHCem* *APT40t*	2 Steam Turbines SR geared to 1 Sc. Shaft 190lb (s) 751NHP 3SB(Spt),*12cf*,GS228, HS8940 FD WallsendSlpway&E.CoLd	33 ″ 5 s5″11½ 27 ″ 8¾	
21626 164340 GBBQ	**City of Cape Town** TwinSc D.F. E.S.D. *2Dks,3rd dk in No.1 hold* *Cruiser Stern*	8046 7229 3935	✠100A1 *with freeboard* ~~7,41~~ ~~9,40~~ 3,42 BS9,41 *Carrying cargo oil F.P. above 150° F. in deep tank* *Fitted for oil fuel 10,37 F.P. above 150° F*	~~Mtl~~ ~~Cal~~ Bkn ✠LMC10,37	*e*† 2¼	CL ~~7,41~~ 3,42	1937 10mo	Cammell Laird&Co.Ld Birkenhead *Lloyd'sA&CP*	EllermanLines, Ld.(HallLine,Ld. *Mgrs.*) *Duct keel fwd. of mchy. space* *CellDB422'1947tDTa30'721t* *Tanks in way of tunnels 192tFPT*	496·7 515·5(O.L.) P76'B&F351' FK	62·4	31·3	Liverpool British *8BHptCem* *88tAPT82t*	6 steam turbines SR geared to 2 screw shafts 265lb (s) 1867NHP 6SB(Spt),*24cf*,GS414, FD HS19800 CammellLaird&Co.Ld.Bkn	35 ″ 0 s6 ″ 8½ 28 ″ 6¼	
21627 140556 GMXP	**City of Cardiff** (*ex*LangtonHall) ssLiv.No.3-7,30 D.F. E.S.D. ssBkn.No.2-38 *2Dks(Stl)* *Cruiser Stern*	5661 5383 3601	✠100A1 ~~3,41~~ ~~1,40~~ 12,41 BS5,41 MS10,38	~~Gls~~ Bom ✠LMC ~~BS4,40~~	*z*	CL 12,39	1918 1mo	Craig, Taylor&Co.Ld. Stockton *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB343'1240t DTa30'746t*	403·5 419·5(O.L.) P88'B153'F85' FK	54·4	29·8	Liverpool British *7BHCem*	T3Cy.24½",42¼"&73"-51"(s) 220lb HS7705 FD 552NHP 2SB&1AuxSB,*11cf*,GS185, NE.MarineEng.CoLdNwc	32 ″ 3 s5 ″ 1¾ 27 ″ 4	
21628 223221 WFCL	**City of Chattanooga** Ⓟ D.F. *4Dks*	5861 — 4348					1923	NwprtNws S.B.&D.D.Co NewprtNews	OceanS.S.Co. of Savannah	381·8	52·1	27·0	Savannah Utd. States	T.3Cy.26",$44\frac{5}{16}$"&$76\frac{5}{16}$"-48" 404NHP NewportNewsSB&DD.Co.		R
21629 143088 GBDY	**City of Christchurch** (*ex*Lorenzo, *ex*Aschenburg) ssNwc.No.3-6,28 D.F. E.S.D. ssGls.No.2-36 *1Dk(Stl)2nd dk(Stl)in No.1 hold*	6009 5659 3749	✠100A1 ~~7,41~~ ~~9,40~~ 1,42 ~~Examined 7,41~~ ~~BS8,40~~ 10,41	~~Bry~~ ~~Lon~~ Liv ✠LMC10,36	*d*†	CL ~~3,38~~ 7,41	1915 7mo	J.C.Tecklenborg, A.G. Wesermünde-G.	Ellerman&BucknallS.S.Co.Ld. *CellDBa160'uE40'f202' 1612tFPT*	470·5 491·0(O.L.) P62'*Upper* F52' B&F394' FK	62·1	25·3	London British *7BHCem* *120tAPT81*	Q.4Cy.$27\frac{3}{16}$"$39\frac{5}{16}$"55⅞"&$82\frac{11}{16}$"-$55\frac{1}{16}$" 213lb (r) 725NHP 4SB,*12cf*,GS225,HS10120FD J.C.TecklenborgA.G.Wsm	28 ″ 0 s3 ″ 10 24 ″ 5	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Termes assignés maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert R
21630 145882 GFMV	**City of Christiania** ssLon.No.3-10,33 D.F. E.S.D. ssGls.No.1-37 2Dks(Stl) CruiserStern	4940 4627 3031	✠100A1 8,41 ~~11,40~~ ~~BS11,40~~ ✠LMC12,37 Fitted for oil fuel 10,21 F.P. above 150° F.	Bom BS11,41	y	CL 11,40	1921 8mo Lloyd's A&CP	Earle'sCo. Ld. Hull	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB320'965tDTa27' 660t FPT72t APT69t	380·1 P85'B&F266' FK	53·0	28·5	Liverpool British 6BHptCem	T.3Cy.24",41"&71"-48" (s) 225lb 550NHP 3SB(Spt),9cf,GS184, HS7960 FD Earle'sCo.Ld.Hull	30 ″ 9 s 4 ″ 0 26 ″ 11¾	
21631 204080 WNCM	**City of Cleveland III** Ⓟ Pad (exCity of Cleveland) D.F. GyC. 4Dks	4568 — 2403					1907	Detroit S.B.Co. Wyandotte	Detroit and ClevelandNav.Co.	390·0 WB	54·2	22·3	Detroit, Mich. Utd.States	C.3Cy.54"&(2)84"-96" 1152NHP DetroitS.B.Co.Detroit		
21632 140555 GRBL	**City of Corinth** ssNwc.No.3-2,30 D.F. E.S.D. ssBkn.No.2-38 2Dks(Stl) CruiserStern	5318 5085 3424	✠100A1 ~~9,41~~ ~~1,41~~4,42 ✠LMC MS3,38 ~~BS7,40~~9,41 Carrying oil fuel F.P. above 150°F.in DB Fitted for oil fuel 5,19 F.P. above 150° F.	Liv Hul	z	CL ~~12,39~~ 4,42	1918 1mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	Ellerman Lines,Ld (HallLine,Ld. Mgrs.)	391·0 407·0(O.L.) P84'B&F274' FK CellDB347'1271tDTa25'709t	54·2	28·9	Liverpool British 7BHCem	T.3Cy.25½",42¾"&73"-51" 220lb (s) 581NHP 2SB(Spt)&1AuxSB(Spt). 11cf.GS208, HS8341 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s 4 ″ 4½ 27 ″ 3½	
21633 221006 KDNP	**City of Dalhart** Sub.Sig. OilEng. GyC. 2Dks Longitudinal framing	5878 — 3689					1921	Oscar DanielsCo. Tampa,Fla.	UnitedStates MaritimeCommission	401·9 P34'B118'F38'	54·2	31·3	Tampa,Fla Utd.States Wb	Oil Engines 2S.C.SA 6Cy.30"-52" 938NHP Busch-SulzerDiesel Eng.Co.St.Louis,Mo.		R
21634 219277 KOPV	**City of Dallas** (exLakeFillion) 1Dk2trB Sub.Sig. Fitted for oil fuel	2559 2203 1586	✠ ... 11,20 ✠				1919 11mo	Toledo S.B.Co Toledo,O	SouthernS.S.Co.	251·0 P25'B64'F23' FK	43·6	25·8	Phildlphia Utd. States WB	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
21635 148871 GLBW	**City of Delhi** ssLiv.No.3-5,37 Ref.Mchy. 2Dks(Stl) D.F. CruiserStern E.S.D.	7443 7127 4731	✠100A1 6,41 ~~10,40~~ ~~BS9,40~~ ✠LMC5,37 Lloyd'sRMC~~4,40~~ ~~8,41~~1,42 BS8,41 Fitted for oil fuel 7,25 F.P. above 150° F.	~~Mtl~~ Mel	c†	CL 10,38	1925 7mo Lloyd's A&CP	WearShipyard of W. Gray&Co.Ld. Sunderland	EllermanLines,Ld. (CityLine,Ld. Mgrs.)	450·5 P74'B&F317' FK CellDB396'1471tDTa30'845t	58·6	32·1	Glasgow British 8BHptCem 1 ,, to2nd dk	Q.4Cy.24",35",51"&74"-51" &L.P.Turbine withD.R. gearing&hydrauliccoupling 250lb (s) 845NHP 4SB(Spt),12cf,GS230, HS10960 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 9 s 5 ″ 11½ 29 ″ 0¾	
21636 146175 GFWC	**City of Derby** (exKaronga) ssNwc.No.3-5,34 ssBkn.No.1-38 D.F. 2Dks(Stl) E.S.D. CruiserStern	6616 6246 4190	✠100A1 ~~4,41~~ ~~7,40~~ 2,42 2,42 ~~BS11,40~~ ✠LMC11,38 Fitted for oil fuel 11,21 F.P. above 150° F.	~~Gls~~ ~~Cal~~Hul	b†	CL 10,38	1921 11mo Lloyd's A&CP	W.Gray& Co.(1918) Ld. Sunderland	Ellerman&BucknallS.S.Co.Ld.	433·0 P89'B&F308' FK CellDB385'1468tDTa27'778t	57·4	30·2	London British 7BHptCem	2SteamTurbinesDRgeared to1Sc.Shaft (s) 767NHP 225lb HS8946 FD 3SB(Spt),12cf,GS231. CenMarE.Wrks.Ld.W.Hpl	32 ″ 10 s 5 ″ 0 28 ″ 0¾	
21637 209571 WNCN	**City of Detroit III** Ⓟ Pad D.F. GyC. 1Dk2trB	6061 — 3328					1912	DetroitS.B Co. Wyandotte	Detroit and ClevelandNav.Co.	455·8 WB	55·5	22·5	Detroit, Mich. Utd.States	C.3Cy.62"&(2)92"-102" 1425NHP DetroitSB.Co.Detroit Mich		
21638 160254 GSVQ	**City of Dieppe** ssLiv.No.2-37 Ref.Mchy. 2Dks(Stl) D.F. E.S.D. CruiserStern	7958 7215 4850	✠100A1 4,41 ✠LMC MS6.37 ~~BS12,39~~ ✠Lloyd'sRMC~~4,41~~3,42 BS~~8,41~~12,41 Fitted for carrying oil (6,29) F.P.above 150° F. in deep tank, forepeak tank&afterpeak tank Fitted for oil fuel 6,29 F.P. above 150°F.	Gib		CL 6,38	1929 6mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	EllermanLines,Ld. (Ellerman&BucknallS.S.Co.Ld. Mgrs.) IntermediateBHdispensedwith Duct keel fwd. of mchy. space CellDB403'1455tDTa35'943t FPT394t APT93t	501·8 P84'B180'F107' len34 FK	58·2	32·2	Glasgow British 7BHCem	Q.4Cy.26¼",38",54½"&79½" -54"&LP Turbine with DR gearing & hydraulic coupling 255lb (s) 1088NHP 4SB(Spt),16cf,GS291, FD HS12792 Cen.Mar.EWrksLd.WHpl	35 ″ 0 s 6 ″ 4½ 28 ″ 11½	
21639 85157 EIJY	**City of Dublin** (exMallard) Iron ssLon.No.3-8,95 Well deck 2Dks	1095 954 667	✠ ... 10,99 ✠				1882 5mo	Gourlay Bros.&Co. Dundee	Saorstat&ContinentalS.S.Co.Ld.	225·0 P130'F36' BK8"	33·1	17·4	Dublin British WB	C.2Cy.30"&54"-36" 130NHP GourlayBros.&Co.Dundee	19 ″ 6	C †
21640 143734 GDPY	**City of Dundee** (exSandonHall) ssAnt.No.3-7,33 D.F. E.S.D. ssBkn.No.1-37 2Dks(Stl) CruiserStern	5273 4999 3309	✠100A1 ~~2,41~~ ~~8,40~~10,41 ✠LMC MS8,37 ~~BS3,40~~7,41 Fitted for oil fuel 5,21 F.P. above 150° F.	~~Lon~~ ~~1st~~Bom	z	CL 3,40	1921 3mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	406·0 423·3(O.L.) P80'B147'F78' FK CellDB349'1115tDTa27'668t	52·1	29·2	Liverpool British 8BHptCem	2SteamTurbinesDRgeared to1Sc.Shaft (s) 609NHP 220lb HS7978 FD 2SB(Spt)&1AuxSB(Spt), 10cf,GS202 Palmers'Co.Ld.Newcastle	31 ″ 8 s 5 ″ 2¾ 26 ″ 8	
21641 131464 GQZT	**City of Dunkirk** 2Dks D.F. E.S.D. Fitted for oil fuel	5861 5537 3759					1912	Barclay, Curle&Co.Ld. Glasgow	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	420·7 P82'B150'F41'	54·2	30·3	Liverpool British WB	T.3Cy.24½",42¼"&74"-48" 379NHP Barclay,Curle&Co.Ld.Gls.		C
21642 145892 GDSN	**City of Durban** ssCal.No.3-9,33 ssBkn.No.1-37 2Dks(Stl)&Shelter dk(Stl) CruiserStern	~~5850~~ ~~4949~~ ~~3672~~ 5945 4249 3667	✠100A1 Shelter dk withfreeboard 9,39 BS6,39 ✠LMC4.37 Fitted for oil fuel 1,22 F.P. above 150° F	Gls	ly	CL 3,38	1921 [illegible]mo Lloyd's A&CP	Earle'sCo. Ld. Hull	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	379·7 F40'on Shelter dk FK Collision CellDB319'938t	52·1	26·6	Liverpool British Cem BHtoSh dk 5 ,, ,, U ,,	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 225lb 607NHP 3SB(Spt).9cf,GS179, FD HS7825 Earle'sCo.Ld.Hull	36 ″ 9 s 10 ″ 4¾ 26 ″ 7½	
21643 147213 GJVB	**City of Eastbourne** ssMdb.No.3-3,35 ssHul.No.1-40 D.F. 2Dks(Stl) Cruiser Stern	5563 5300 3509	✠100A1 2,42 ~~2,41~~ ✠LMC MS4,40 ~~BS3,40~~6,41 Fitted for oil fuel 5,23 F.P. above 150° F Carrying vegetable oil in 'tween deck tanks	Lon	z	CL 3,40	1923 5mo Lloyd's A&CP	W.Gray& Co Ld. W Hartlepool	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	406·2 421·9(O.L.) P87'B&F287' FK CellDB355'1310tDTa28'1062t	54·2	28·8	Liverpool British 8BHptCem	T.3Cy.24½",42½"&74"-51"(s) Electric drive from L.P. Turbine 225lb 690NHP 3SB(Spt),11cf,GS212, FD HS8544 Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s 4 ″ 6¼ 27 ″ 1½	
21644 165945 GNGC	**City of Edinburgh** TwinSc D.F. E.S.D. 2Dks,3rd dk in No.1hold CruiserStern	8036 7229 3965	✠100A1 withfreeboard ~~2,41~~ ~~5,40~~ 1,42 ✠LMC8,38 Carrying Cargo oil F.P.above 150° F.in deep tank Fitted for oil fuel 8,38 F.P. above 150° F.	~~Bal~~ Liv	e† 2¼	CL 1,42	1938 8mo Lloyd's A&CP	Cammell Laird&Co.Ld. Birkenhead	EllermanLines,Ld. (CityLine,Ld. Mgrs.) Duct keel fwd. of mchy.space CellDB422'1941tDTa30'721t Tanks in way of tunnels192t FPT 88t APT82t	496·7 515·8(O.L.) P76'B&F351' FK	62·4	31·3	Glasgow British 8BHptCem	6 steam turbinesSRgeared to 2 screw shafts 265lb (s) 1867NHP 6SB(Spt),24cf,GS414, FD HS19800 CammellLaird&CoLd.Bkn	35 ″ 0 s 6 ″ 8½ 28 ″ 5¾	
21645 220962 KDMV	**City of Elwood** OilEng. Sub.Sig. GyC. 2Dks Longitudinal framing	6197 — 3822					1920	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5 P60'B109'F37'	55·0	31·4	N.Orleans Utd.States WB	Oil Engines 2S.C.SA 6Cy.30"-52" NE29 945NHP Busch-SulzerBros.Diesel Eng.Co.St.Louis		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard midships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
21646 127242 WTCS	**City of Erie** Ⓟ Pad	2499 — 1280					1898	DetroitDry DockCo. Detroit,Mich.	Cleveland&BuffaloTransitCo.	316·0 78'over guards	44·0	18·0	Wilmgton (Del.) Utd.States	B.C.2Cy.54"-96"&80"-144" 640NHP W.&A.FletcherCo. Hoboken,N.J.		R
21647 145980 GJNF	**City of Evansville** ssHul.No.3-3,35 ssBkn.No.1-38 D.F. E.S.D. 2Dks(Stl) CruiserStern	6528 6203 4141	✠100A1 8,41 ~~1,40~~ ✠LMC MS12,38 BS~~11,40~~ 10,41 Fitted for oil fuel10,22 F.P. above 150° F.	~~Gls~~ Bom	b†	CL N~~11,37~~ 8,41	1922 10mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld.(HallLine,Ld.Mgrs.) CellD	433·2 450·8(O.L.) P88'B&F307' FK B379'1475t DTa27'	57·3	30·1	Liverpool British 8BHptCem 715t	T.3Cy.25½",42½"&74"-51" L.P.Turbine with DRgearing&hydraulic coupling 225lb (s) 729NHP 3SB(Spt),12cf,GS230, FD HS8946 Cen.Mar.Eng.Wrks.WHpl	32 " 10 s 5 " 0½ 28 " 1¼	
21648 136297 GQZW	**City of Exeter** Ⓟ TwinSc D.F. E.S.D. 2Dks	9654 7568 6127					1914	Workman,Clark&Co.Ld Belfast	EllermanLines,Ld.(CityLine,Ld.Mgrs.)	486·7 P98'B219'F88'	58·9	32·6	Glasgow British WB	Q.4Cy.22",31½",46"&66"-45" 584NHP Wrkman,Clark&Co.LdBel		C BT till 3,42
21649 219614 KUCV	**City of Flint** 2Dks Sub.Sig. Fitted for oil fuel	4963 4598 3033					1920	American International S.B.Corp. HogIs andPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States WB	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
21650 229316 WDCI	**City of Flint 32** Ⓟ TwinSc (CarFerry) 2Dks D.F. GyC.	3327 — 762					1930	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette Rly.Co.	381·5	57·0	22·5	Ludington Mich. Utd.States	2SteamTurbines connected to Elec.Motor&Screw Shafts 1200NHP GeneralElectricCo., Schenectady,N.Y.		
21651 140559 GRCJ	**City of Florence** ssNwc.No.3-10,30 ssGls.No.2-39 D.F. E.S.D. CruiserStern 2Dks(Stl)	6862 6512 4382	✠100A1 ~~6,41~~ ~~7,40~~ 2,42 ✠LMC MS5,39 BS~~12,40~~ 1,42 Fitted for oil fuel 1,23 F.P. above 150° F.	~~Gls~~ ~~Lon~~ Gls	b†	CL ~~7,40~~ 6,41	1918 2mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld.(HallLine,Ld.Mgrs.)	448·8 P104'B171'F93' FK CellDB398'1636t	56·2	31·4	Liverpool British 7BHCem DTa24'806t	T.3Cy.26½",44½"&77"-51" 220lb (s) 621NHP 3SB(Spt),12cf,GS226, FD HS8726 Cen.Mar.Eng.Wrks.WHpl	34 " 0 s 6 " 0½ 28 " 2¼	
21652 219248 KONM	**City of Fort Worth** (exLaCrosse) 1Dk2trB Sub.Sig. Fitted for oil fuel	2606 2261 1612	✠ … 9,20 ✠				1919 11mo	McDougall DuluthCo. Duluth,Minn	SouthernS.S.Co.	251·0 P25'B64'F20' FK	43·7	25·8	Phildlphia Utd.States WB	T.3Cy.21",35"&59"-42" 352NHP McDougall-DuluthCo.	28 " 2	R †
21653 143700 GDRS	**City of Glasgow** ssNwc.No.3-6,33 ssMtl.No.1-37 Ref.Mchy. 2Dks(Stl) D.F. E.S.D. CruiserStern	5321 5086 3401	✠100A1 10,41 Examined 10,41 BS9,41 ✠LMC6,37 ✠Lloyd'sRMC~~9,41~~2,42 Fitted for oil fuel12,20 F.P. above 150° F.	~~Hul~~ NYk	z	CL ~~1,41~~ 10,41	1920 12mo	W.Gray&Co.(1918)Ld WHartlepool Lloyd'sA&CP	EllermanLines,Ld.(HallLine,Ld.Mgrs.)	391·3 P84'B&F274' FK CellDB342'1243tDTa	54·2	28·9	Liverpool British 8BHCem 25'645t	2SteamTurbinesDRgeared to 1Sc.Shaft 225lb (s) 632NHP 3SB(Spt),10cf,GS196, FD HS7952 Cen.Mar.Eng.Wrks.WHpl	31 " 5 s 4 " 4½ 27 " 3½	
21654 210065 KFIS	**City of Grand Rapids** Ⓟ Mchy.Aft 3Dks	3061 — 1572					1912	American S.B.Co. Cleveland,O.	E.E.Taylor	291·0	48·0	27·0	Chicago Utd.States	T.4Cy.26",42"&(2)51"-42" 337NHP AmericanS.B.Co.Clevelnd		R
21655 140630 GRBZ	**City of Guildford** (exRomeo) ssNpt.No.3-1,32 D.F. E.S.D. ssMch.No.1-36 2Dks(Stl) Cargo battens not fitted in 'tween dks	5157 4823 3236	✠100A1 ~~2,41~~11,41 Examined 2,41 BS11,41 ✠LMC 8,40 ~~MS12,35~~ ~~BS8,40~~	Lon Bom	z	CL N6,39	1919 6mo	W.Gray&Co.(1918)Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld.(HallLine,Ld.Mgrs.) CellDB	400·0 414·0(O.L.) P49'B219'F39' FK 345'1129t FPT129t	52·3	28·5	Liverpool British 7BHptCem APT61t	T.3Cy.27",44"&78"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 " 0 s 4 " 9¾ 26 " 5½	
21656 153423 CYJT	**City of Hamilton** D.F. Mchy.Aft 2Dks	1665 1506 972					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	230·0 F37'	38·1	20·7	Montreal British WB	T.3Cy.18",30"&50"-36" 150NHP Richardsons,Westgarth &Co.Ld.Hpl.		C
21657 137452 GMDZ	**City of Hankow** ssGls.No.3-5,27 D.F. ssGls.No.2-35 2Dks(Stl) Cruiser Stern	7360 7108 4735	✠100A1 7,41 ~~1,41~~ Examined 1,41 ✠LMC MS1,40 BS~~4,40~~ 6,41	Mch Bom	c†	CL ~~4,38~~ 6,41	1915 6mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld.(HallLine,Ld.Mgrs.) Cell DBa 168'	465·4 483·9(O.L.) P107'B171'F100' FK uE&B45'f200'1733t	58·2	31·8	Liverpool British 7BHCem DTa24'816t	Q4Cy26½",37½",54"&78"-54" & L.P.Turbine with DR gearing & hydraulic coupling (s) 853NHP 225lb HS10936 FD 3SB(Spt)&1AuxB(Spt), 15cf,GS277, Cen.Mar.Eng.WrksW.Hpl	34 " 8 s 6 " 4½ 28 " 6¾	
21658 149618 GMXC	**City of Hereford** ssBkn.No.3-1,40 D.F. E.S.D. 2Dks(Stl) CruiserStern SpecialQualitySteel	5101 4825 3215	✠100A1 10,41 ~~1,41~~ ✠LMC MS1,40 BS~~9,40~~10,41 Carrying oil fuel F.P. above 150° F. in DT	~~Shl~~ Liv	y	CL 6,38	1927 5mo	Barclay,Curle&Co.Ld Glasgow Lloyd'sA&CP	EllermanLines,Ld.(Ellerman&BucknallS.S.Co.Ld.Mgrs.) CellD	385·4 P31'B111'F37' FK B335' 976t DTa28'	51·7	30·3	Liverpool British 7BHCem 1 ,, to 2nd dk 745tFPT92t	T.3Cy.24",41¼"&72½"-48" 225lb (s) 523NHP 2SB(Spt)&1AuxSB FD (Spt),9cf,GS184,HS7183 Barclay,Curle&Co.Ld.Gls	32 " 8 s 6 " 6½ 26 " 4	
21659 147140 GJZN	**City of Hongkong** Ⓟ ssBkn.No.3-8,36 2Dks(Stl) D.F. E.S.D. CruiserStern	9606 7612 6071	✠100A1 12,41 ~~2,41~~ Examined 9,41 BS~~3,41~~ 3,42 ✠LMC9,36 Fitted for oil fuel5,24 F.P. above 150° F.	~~Liv~~ Gls	d† Cal	CL 5,39	1924 5mo	Earle'sCo.Ld. Hull Lloyd'sA&CP	EllermanLines,Ld.(CityLine,Ld.Mgrs.) CellDB412'1696tD	470·2 P40'B&F394' FK Ta36'1044tFPT60t	61·5	32·2	Hull British 9BHptCem 1 ,, to 2nddk APT80t	Q.4Cy.26½",38",55"&80"-54" &Electric drive from L.P turbine 225lb (s) 955NHP 4SB(Spt),16cf,GS311, FD HS12840 Earle'sCo.Ld.Hull	34 " 9 s5 " 11¾ 29 " 0	BT till 12,42
21660 219228 KONS	**City of Houston** (exLakeStrymon) 1Dk2trB Sub.Sig. Fitted for oil fuel	2609 2261 1610	✠ … 11,20 ✠				1919 11mo	McDougall DuluthCo. Duluth,Minn	SouthernS.S.Co.	251·0 P25'B64'F20' FK	43·6	26·2	Phildlphia Utd.States WB	T.3Cy.21",35"&59"-42" 352NHP McDougallDuluthCo	28 " 2	R †
21661 143712 GDVN	**City of Johannesburg** (exMelfordHall) 2Dks Fitted for oil fuel D.F. E.S.D. CruiserStern	5669 5394 3583					1920	Barclay,Curle&Co.Ld Glasgow	EllermanLines,Ld.(HallLine,Ld.Mgrs.)	417·2 P107'B&F287'	54·8	29·0	Liverpool British WB	2SteamTurbinesDRgeared to 1 Sc.Shaft Barclay,Curle&Co.Ld.Gls.		C
21662 219745 KUJR	**City of Joliet** D.F. 1Dk&Shelter dk&Web frames Sub.Sig. Longitudinal framing Fitted for oil fuel	6167 5630 3804	✠ … 7,21				1920 5mo	G.A.Fuller Co. Wilmington, N.Carolina	LykesBros.-SteamshipCo.Inc.	395·3 P45'B110'F38'on Shelter dk FK	55·1	31·4	Houston Texas Utd.States WB	T.3Cy.24¾",41⅛"&72"-48" 590NHP Hooven,OwensRentschlerCo.Hamilton,O.	34 " 11	R †

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ord. si ce n'est dans le L.R. Durée,Cert.B.of Trade
21663 165925 GDGS	**City of Karachi** 2*Dks* D.F. E.S.D. *Fitted for oil fuel* *Cruiser Stern*	7140 6569 4267					1937	Barclay, Curle&Co Ld. Glasgow	EllermanLines,Ld. (CityLine,Ld *Mgrs.*)	464·3 P74'B195'F31'	59·2	31·2	Glasgow British *WB*	3 steam turbinesSR geared to 1 screw shaft 750NHP ParsonsMarineTurbine Co.Ld.Nwc		C
21664 225904	**City of Keansburg** Ⓟ TwinSc 1*D*.	1038 — 551					1926	H.A.Mar- vel Newburg.NY	Delaware&New YorkSteamboatCo.	231·0	43·0	12·0	Perth Amboy,N.J Utd.States	T.6Cy.15½",26"&44"-26" NE18*refitted*26 198NHP GeneralOrdnanceCo. Denver,Cal.		
21665 143445 GCLT	**City of Keelung** (*ex*Keelung-36) 2*Dks*	5186 4817 3199					1919	Earle's Co.Ld. Hull	Ellerman&Buck- nallS.S.Co.Ld.	400·4 P116'F44'	52·2	28·5	London British *WB*	T.3Cy.27",44"&73"-48" 368NHP Earle'sCo.Ld.Hull		C
21666 147293 GKYB	**City of Khios** (*ex*RydalHall) *ss*Gls.No.3-10,37 D.F. E.S.D 2*Dks*(*Stl*) *CruiserStern*	5574 5288 3537	✠100A1 12,41 ~~4,41~~ BS~~9,40~~ 12,41 ✠LMC4,37	~~Lou~~ Hul	*z*	CL 9,40	1925 1mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*339'1114t*DTa*27'726t	400·0 417·5(O.L.) P68'B&F269' FK	55·0	29·7	Liverpool British 7*BHptCem* 1 ,, *to2ndDk*	T.3Cy ~~27¾~~".40½"&71"-48" & L.P.Turbine with D.R. gearing & hydraulic coup- ling 225lb (*s*) 550NHP 2SB(Spt),*8cf*,GS154, FD HS6284 Barclay,Curle&Co.Ld.Gls	32 ″ 0 s4 ″ 10 27 ″ 4	
21667 148579 GLCM	**City of Kimberley** *ss*Nwc.No.3-5,37 2*Dks*(*Stl*) D.F. E.S.D. *Cruiser Stern*	6169 5883 3954	✠100A1 11,41 ~~4,41~~ Examined 1,42 Gls ✠LMC MS5,37 BS~~10,40~~ 9,41 *Fitted for oil fuel* 4,25 *F.P. above* 150° F.	~~Bkn~~ CTn	*a*†	CL ~~2,39~~ 10,41	1925 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	Ellerman&Buck- nallS.S.Co.Ld. *CellDB*360'1297t*DTa*24'704t	416·1 436·5(O.L.) P68'B&F288' FK	56·3	30·2	London British *ptCem* 6 *BH to Udk* 2 ,, ,, *2nd*,,	T.3Cy.24½",42½"&74"-51"(*s*) &Electric drive from L.P. turbine 225lb 682NHP 3SB(Spt),*12cf*,GS207, FD HS8379 Cen.Mar.Eng.Wrks WHpl	32 ″ 8 s 5 ″ 1¾ 27 ″ 9¼	
21668 152837 CYJV	**City of Kingston** *Mchy.Aft* D.F. 2*Dks*	1690 1412 1018					1925	DavieS.B. &Repg Co Quebec	CanadaSteamship Lines,Ld.	230·3 F37'	38·1	23·2	Montreal British *WB*	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl		C
21669 147242 GJZV -	**City of Lancaster** *ss*Nwc.No.3-2,29 *ss*Hul.No.2-38 *Well deck* 1*Dk*(*Stl*)2nd*Dk*(*Stl*) *CruiserStern* *in Nos.1&2 holds*	3041 2774 1891	✠100A1 4,42 ~~11,40~~ Examined 4,42 ✠LMC MS~~1,38~~ 11,40 BS~~2,41~~ 4,42	~~Hul~~ Gls	*v*	CL 11,40	1924 2mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	EllermanLines,Ld. (Ellerman&Papa- yanniLines,Ld. *Mgrs.*) *CellDB*285'805t*DTf*23'462t*APT*29t	335·2 348·2(O.L.) P&B219'F41' len29 FK	45·0	22·6	Liverpool British 6*BHptCem*	T.3Cy.20",35"&60-42" (*s*) 225lb 362NHP 3SB,7*cf*,GS160,HS5198 FD Palmers'Co.Ld.Newcastle	24 ″ 10 s4 ″ 3½ 22 ″ 4¼	
21670 147349 GMDK	**City of Leicester** *ss*Ant.No.3-1,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Tonnage opening closed*'42(*W.E.*)	3351 3103 1994	✠100A1 *withfreeboard* ~~4,41~~ ~~10,40~~ 11,41 BS10,41 ✠LMC MS1,38 ~~BS10,40~~	~~Mch~~ Bom	*u*	CL ~~1,38~~ 4,41	1926 1mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*299'717t*FPT*100t*APT*163t	345·0 FK *Coll*	47·5	23·6	Liverpool British 6*BH pt Cem* *BH to Sh dk*	T.3Cy.21¼",36"&62"-45" (*s*) 220lb 389NHP 2SB,6*cf*,GS127,HS5558 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 9 s9 ″ 11½ 25 ″ 0	
21671 149672 GSLN	**City of Lille** *OilEng.* *ss*Gls.No.2-36 GvC 2*Dks*(*Stl*) D.F E.S.D. *CruiserStern*	6588 6184 4052	✠100A1 3,42 ~~10,40~~ Examined ~~7,41~~ 3,42 ✠LMC CS9,37 DBS~~10,40~~ 11,41 9,37 *Carrying oil F.P. above 150° F in lowest & intermediate DT abaft engine room, fwd DT & fore & after peaks*	~~Syd~~ ~~Avn~~ Gls	*c*†	CL 6,39	1928 7mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	EllermanLines,Ld. (HallLine Ld. *Mgrs.*) *Duct keel fwd of mchy space* *CellDB*380'1277t*DTsa*26'1316t*DTf*22'710t*FPT*130t*APT*77t	447·7 465·7(O.L.) P70'B&F312' FK	57·9	30·1	Liverpool British 8*BHptCem* 1 ,, *to2nd dk*	Oil Engines 2S.C.SA 4Cy 26¾"-107" 882NHP DB*100lb* DB*20lb* Barclay,Curle&Co.Ld.Gls	33 ″ 11 s 5 ″ 7¼ 28 ″ 7	
21672 166624 GQQQ	**City of Lincoln** TwinSc D.F. E.S.D. 2*Dks*,3*rd dk in No.*1 *hold* *Cruiser Stern*	8039 7229 3963	✠100A1 *withfreeboard* 12,40 ✠LMC12,38 *Carrying cargo oil F.P. above 150°F. in deep tank* *Fitted for oil fuel* 12,38 *F.P. above* 150° F.	Bal	*e*† 2¼	CL	1938 12mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	EllermanLinesLd. (Ellerman&Buck- nallS.S.CoLd.*Mgs*) *Duct keel forward of mchy.space* *CellDB*422'1941t*DTa*30'721t *Tanks in way of tunnels* 192t*FPT*88t*APT*82t	496·7 515·7(O.L.) P76'B&F351' FK	62·4	31·3	London British 8*BHptCem*	6steam turbines SR geared to 2 screw shafts 1867NHP 265lb HS19800 (*s*) 6SB(Spt),*24cf*,GS414, FD CammellLaird&Co.Ld Bkn	35 ″ 0 s6 ″ 8½ 28 ″ 5¾	
21673 124162 GCPX	**City of London** Ⓟ D.F. E.S.D. 2*Dks*	8956 7084 5714					1907	Workman, Clark&Co.Ld Belfast	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	491·0 P85'B203'F83'	57·8	32·5	Glasgow British *WB*	Q4Cy.31¾"45"64½"&92½"-60" 660NHP Wrkman,Clark&Co Ld Bel		C BT till 11,41
21674 149965 MNYL	— *ss*Lon.No.3-11,39 *Mchy Aft* 1*Dk*(*Stl*)*pt*2*nd dk*(*Stl*)	633 567 356	✠100A1 *withfreeboard* 3,42 ~~11,39~~ BS3,42 ~~BS1,41~~ ✠LMC11,39	~~Lon~~ Lth	*j*	OG ~~11,39~~ 3,42	1927 12mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	BrusselsS.S.Co.Ld. *CellDBf*70'116t*FPT*54t*APT*26t	175·1 B14'F22' FK	28·6	15·9	London British 3*BHCem*	T.3Cy.15",25"&40"-27" (*s*) 180lb 88RHP 1SB,3*cf*,GS63,HS1955 W.Beardmore&Co.Ld. Coatbridge	17 ″ 0 s 3 ″ 10 13 ″ 3½	
21675 127035 WRCB	**City of Lowell** TwinSc D.F. 2*Dks*	2975 — 1877					1894	BathIron Works Bath,Me	Trailerships,Inc.	322·3	49·7	17·7	NewLndon Conn. Utd.States	T.6Cy.26",40"&64"-36" 492NHP BathIronWorks,Bath,Me.		
21676 147353 GMCN	**City of Lyons** *ss*Gls.No.3-9,38 D.F. E.S.D. 2*Dks*(*Stl*) *Cruiser Stern*	7063 6795 4461	✠100A1 ~~6,41~~ ~~3,40~~ 3,42 ✠LMC MS9,38 BS~~5,40~~ 7,41 *Fitted for oil fuel* 2,26 *F.P. above* 150° F	~~Cff~~ ~~Lon~~Liv	*c*†	CL ~~3,40~~ 6,41	1926 2mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*) *CellDB*388'1337t *DTf*15'518t*DTa*30'838t*FPT*165t*APT*69t	455·5 P44'B&F309' FK	58·1	31·8	Liverpool British 9*BHptCem* (2 *to* 2*nd dk*)	3SteamTurbinesSRgeared to1Sc.Shaft (*s*) 240lb *150lb* 709NHP 3SB(Spt),*12cf*,GS228, FD HS9069 WllsndSlpwy.Co.Ld.Nwc	34 ″ 4 s 6 ″ 4 28 ″ 2¼	
21677 123657 MCLS	**City of Malines** (*ex*Prince Léopold) *ss*Yar.2ndNo.3-7,30 *ss*Yar.No.2-38 1*Dk*(*Stl*)	373 275 150	✠100A1 7,41 ~~11,39~~ BS7,41 ~~BS9,40~~ ✠LMC8,38	Yar	*f*	OG 8,38	1905 5mo *Lloyd*	Mackay Bros. Alloa '*sA&CP*	GreatYarmouth ShippingCo.Ld.	135·0 P15'Q67'F21' B *on* Q8' FK	23·6	11·9	Yarmouth British 4*BHCem* *APT*15t	T.3Cy.13",22½"&36"-24"(*s*) 160lb ~~50lb~~ *50lb* 78RHP 1SB,2*pf*,GS43,HS1379 MacColl&Pollock,Ld Sld.	12 ″ 6 s 3 ″ 4½ 11 ″ 11¾	
21678 164262 MBWW	**City of Manchester** TwinSc *ss*Bkn.No.1-39 D.F. 2*Dks*&*Shelter dk* E.S.D. GyC. 4*th dk in No.*1 *hold* *Ref.Mchy.* *CruiserStern* *Tonnage opening closed*'41 (*W.E.*)	8917 7519 5572	✠100A1 *withfreeboard* ~~8,41~~ ~~8,40~~ 12,41 ✠LMC5,39 ✠Lloyd'sRMC~~10,40~~ 6,41 *Fitted for oil fuel* 7,35 *F.P. above* 150° F. BS8,41	~~Syd~~ ~~Avn~~ Syd	*f*† 2¼	CL 5,38	1935 7mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	EllermanLines,Ld. (HallLineLd. *Mgrs.*) *Duct keel fwd of mchy.space* *CellDB*424'2168t*DTa*38'810t *Tanks in way of tunnels* 137t*FPT*114t*APT*105t	498·5 F38' FK	64·3	29·9	Liverpool British 8*BHCem* (*Coll to Shdk* 7 ,, 2*nd* ,,)	6 Steam Turbines SR geared to 2 Screw Shafts 275lb 1625NHP 5SB(Spt)&1AuxSB(Spt), 24*cf*,GS422,HS18425 FD CammellLaird&CoLd.Bkn	~~33 ″ 9~~ ~~s 5 ″ 0¼~~ ~~29 ″ 11~~ 42 ″ 3 s12 ″ 6½ 29 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert
21679 137508 GRBF	**City of Manila** ssBkn.No.3–7,29 D.F. E.S.D. ssBkn.No.2-38 2Dks(Stl) CruiserStern	7452 7196 4804	✠100A1 8,41 ~~9,40~~ BS8,41 ✠LMC MS7,37 ~~BS5,40~~ Fitted for oil fuel F. P. above 150° F. Carrying oil fuel F. P. above 150° F. in pt DB & DT	~~Gls~~ Bom	d†	CL 9,39	1916 6mo	W.Gray & Co.Ld. W Hartlepool Lloyd's A&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	475·0 P107'B180'F101' FK CellDB422'1785t	58·2	31·8	Liverpool British 8BHCem DTa24'804t	Q.4Cy.26¼",37½",54"&78"–54"&LP Turbine with DR gearing&hydraulic couplng 225lb (s) 859NH 3SB(Spt)&1Aux.B(Spt), 15cf,GS281,HS11079 FD Cen.Mar.Eng.Wrks WHpl	34 ″ 6 6 ″ 5¼ 28 ″ 3	
21680 135436 GCPY	**City of Marseilles** Ⓟ TwinSc ssGls.2ndNo.3–1,38 D.F. E.S.D. 2Dks(Stl)	8317 6742 5309	✠100A1 ~~1,41~~ 11,41 BS~~1,41~~2,42 ✠LMC4,38	~~Mch~~ Cal	c†	CL ~~2,40~~ 11,41	1913 1mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDBa126'uE	469·3 483·3(O.L.) P92'B200'F53' FK &B66'f201'1332tD	57·0	32·1	Glasgow British 7BHCem Ta36'1035t	Q8Cy20¼"29¼"42¼"&61"–45" 225lb HS12830 (s) 851NH 4SB&1AuxSB,18cf,GS375, Palmers'Co.Ld.Nwc. FD	34 ″ 8 s 6 ″ 9 28 ″ 1¼	BT till ~~1,42~~ 11,42
21681 140631 GBPR	**City of Melbourne** ssAnt.No.3–7,31 ssBkn.No.2–39 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted 'tween decks	6630 6398 4125	✠100A1 Shelter dk withfreeboard 10,41 ~~1,41~~ ✠LMC MS7,39 BS1,42 ~~BS1,41~~	~~Sou~~ Bom	a†	CL 11,40	1919 6mo	JLThompson&Sons,Ld Sunderland Lloyd's A&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB366'1364t	412·5 427·5(O.L.) F36'onShelter dk FK FPT154tAPT228t	55·5	34·4	Liverpool British ptCem 6BHtoSh dk 1 ,, ,, U ,,	T.3Cy.27⅜",44"&73"–48" (s) 180lb HS9525 597NH 3SB(Spt),12cf,GS220, FD J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	
21682 240326 WGQE	**City of Midland 41** Ⓟ TwinSc (CarFerry) D.F. GyC. 3Dks	3969 — 833					~~1940~~ 1941	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette RailwayCo.	~~388·0~~ 389·2	~~58·0~~ 58·3	~~23·6~~ 20·5	Ludington Mich. Utd. States WB	S.10Cy.25"–30" 263NHP SkinnerEng.Co.Erie,Pa.		R
21683 207362 WFCN	**City of Montgomery** D.F. 4Dks	5656 — 3029					1910	NwprtNws S.B.&D.D.Co NewprtNews	OceanS.S.Co.of Savannah	371·6	49·7	15·4 27·0	Savannah Utd. States WB	T.3Cy.26",43"&72"–48" 359NHP NewportNewsSB&DD.Co.		R
21684 153422 CYJW	**City of Montreal** Mchy.Aft 2Dks	1665 1506 972					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	230·0 F37'	38·1	20·7	Montreal British WB	T.3Cy.18",30"&50"–36" 150NHP Richardsons,Westgarth &Co.Ld.Hpl.		C
21685 200531 WDCE	**City of Munising** Ⓟ TwinSc (exPereMarquette20–38) (Ferry) D.F. 2Dks	2620 — 1546					1903	American S.B.Co. Cleveland	State of Michigan (HighwayDept.)	338·0	56·0	19·5	Lansing, Mich. Utd. States	T.6Cy.19",31"&52"–36" 324NHP AmericanSB.Co.Cleveland		R
21686 146310 GJLP	**City of Nagpur** Ⓟ ssHul.No.3–6,34 D.F. E.S.D. ssHpl.No.1–38 2Dks(StlU-ws) &Shelter dk(Stl-ws) CruiserStern	10146 8935 6280	✠100A1 Shelter dk withfreeboard 10,40 BS2,40 ✠LMC6,38 Fitted for oil fuel 9, 22 F.P. above 150° F.	Gls	e†	CL 5,38	1922 9mo	Workman, Clark&Co.Ld Belfast Lloyd's A&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDB399' 1372t D	469·9 FK Ta39'1010tFPT90t	59·3	40·0	Glasgow British ptCem 8BHtoSh dk APT120t	Q.4Cy.29",42",60"&86"–60" 230lb (s) 1038NHP 5SB(Spt),20cf,GS376, FD HS15910 Wrkman,Clark&Co Ld.Bel	42 ″ 8 s 12 ″ 7½ 30 ″ 7	BT till 10,41
21687 229268 WQDC	**City of New York** Ⓟ TwinSc OilEng. D.F. E.S.D. GyC. 3Dks Ref.Mchy.	8272 — 5025					1930	Sun S.B.& D.D.Co. Chester,Pa.	AmericanSouth AfricanLine,Inc.	450·9	61·8	24·0	NewYork Utd. States	Oil Engines 2S.C.SA 8Cy.23⅝"–79⅛" 1380NHP SunS.B.&D.D.Co. Chester,Pa		R
21688 137421 GMFB	**City of Newcastle** ssBkn.2ndNo.3–10,39 D.F. E.S.D. CruiserStern 2Dks(Stl)	6921 6616 4462	✠100A1 9,41 ~~3,41~~ BS~~11,40~~ 1,42 ✠LMC10,39	~~Lon~~ Cal	c†	CL N10,39	1915 1mo	W.Gray& Co.Ld. W Hartlepool Lloyd's A&CP	HallLine,Ld. CellDBa168'	456·5 473·1(O.L.) P104'B171'F91' FK uE&B42'f194'1668t	56·4	31·0	Liverpool British 7BHCem DTa24'730t	T.3Cy.26",44½"&77"–51" (s) 220lb 616NH 3SB(Spt),12cf,GS219, FD HS8612 Cen.Mar.Eng.Wrks WHpl	33 ″ 9 s 6 ″ 1¾ 27 ″ 10½	
21689 208414 KJFV	**City of Norfolk** Ⓟ 2Dks	2379 — 1617					1911	Maryland SteelCo. Sparro'PtMd	~~ChesapeakeS.S.Co.~~ BaltimoreSteam PacketCo.	297·5	46·5	16·2	Baltimore Utd. States	T.4Cy.24¹³⁄₁₆",40"&(2)47¼"–42" 289NHP MarylandStl.Co.Sparr'Pt.		R
21690 135479 GQZS	**City of Norwich** ssHpl.2ndNo.3–8,37 D.F. E.S.D. 2Dks(Stl) CruiserStern	6726 6115 4346	✠100A1 4,41 ~~4,40~~ Examined 10,41 Gls MS8,37 BS5,41 ✠LMC Fitted for oil fuel 11, 18 F.P above 150° F.	~~Gls~~ Alx	b†	CL 8,38	1913 7mo	W.Gray& Co.Ld. W Hartlepool Lloyd's A&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDBa1	434·4 P77'B165'F81' FK 59'uE&B42'f183'14	54·7	31·2	Liverpool British 7BHptCem 50tDTa793t	T.3Cy.24½",44½"&77"–51" 220lb (s) 606NH 3SB,12cf,GS214,HS8384 FD Cen.Mar.Eng.Wrks WHpl	33 ″ 10 s 6 ″ 2¼ 27 ″ 10½	
21691 219515 KOZB	**City of Omaha** 1Dk&Shelter dk Sub.Sig. & Web frames Longitudinal framing Fitted for oil fuel	6124 5614 3775	✠ ... 9,20				1920 3mo	GeorgeA. FullerCo. Wilmington, N.C.	LykesBros. SteamshipCo.Inc.	393·7 P45'B110'F38'on Shelter dk FK	55·1	31·4	N.Orleans Utd. States WB	T.3Cy.24⅜",41½"&72"–48" 590NHP Hooven,Owens&Rentschler Co.Hamilton,O.	34 ″ 11	R †
21692 137804 GMFC	**City of Oran** ssNwc.No.3–2,29 D.F. E.S.D. ssHpl.No.2–37 2Dks(Stl) CruiserStern	7323 7087 4728	✠100A1 9,41 ~~12,40~~ ✠LMC MS3,37 BS4,41 Fitted for oil fuel 8, 19 F.P. above 150° F.	~~Gls~~ Cal	c†	CL 11,39	1915 9mo	W.Gray& Co.Ld. W Hartlepool Lloyd's A&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDBa159'u	465·5 P107'B171'F100' FK E&B69'f194'1759t	58·1	31·7	Glasgow British 7BHCem DTa27'876t	T.3Cy.27",44½"&77"–54"& electric drive from L P. Turbine (s) 756NHP 220lb HS8726 3SB(Spt),12cf,GS225, FD Cen.Mar.Eng.Wrks WHpl	34 ″ 6 s 6 ″ 4½ 28 ″ 4¼	
21693 149600 GMRZ	**City of Oxford** ssMch.No.3–8,39 1Dk(Stl)&Shelter dk(Stl)	2759 2533 1633	✠100A1 withfreeboard 8,41 ~~11,40~~ ✠LMC MS8,39 BS~~4,41~~4,42	Liv	v	CL ~~8,38~~ 8,41	1926 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld. Mgrs.) CellDB280'689t	326·7 336·5(O.L.) FK FPT74tAPT61t	46·4	20·9	Liverpool British 6BHptCem (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.22",37"&62"–42" (s) 185lb 306NHP 3SB,8cf,GS146,HS5152 WllsndSlpwy.Co.Ld.Nwc.	23 ″ 2 s 1 ″ 5¼ 21 ″ 10¾	
21694 146256 GFQM	**City of Paris** Ⓟ ssGls.No.3–2,34 D.F. E.S.D. ssNwc.No.1–38 2Dks(Stl)&Shelter dk (Stl-ws)3rd trB in No.1 hold	10902 9423 6855	✠100A1 Shelter dk withfreeboard 9,41 ~~10,40~~ BS~~8,40~~9,41 ✠LMC3,38 Fitted for oil fuel 9,21 F.P. above 150° F.	~~PNl~~ Liv	e†	CL 9,39	1922 2mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDB425'1366t	484·7 FK DTa36'1032tFPT1	59·3	32·6	Glasgow British ptCem 8BHtoSh dk 05tAPT89t	3SteamTurbinesDRgeared to 1 Sc. Shaft (s) 225lb 1315NHP 5SB(Spt),20cf,GS392, FD HS15765 WllsndSlpwy.Co.Ld.Nwc.	43 ″ 0 s 10 ″ 10¼ 32 ″ 7	BT till ~~8,41~~ 8,42
21695 133318 GMSL	**City of Perth** (exKandahar) ssBkn.2ndNo.3–3,39 D.F. 2Dks(Stl) CruiserStern	6415 6107 4153	✠100A1 ~~7,41 8,40~~ 2,42 BS~~5,40~~ 7,41 ✠LMC3,39	~~H Kg~~ ~~Cal~~ Mch	b†	CL ~~N4,38~~ 7,41	1913 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	Ellerman&BucknallS.S.Co.Ld. CellDBa148'uE&	434·6 P90'B174'F87' FK B42'f194'1155tDT	55·6	31·5	N.Shields British 7BHCem a33'445t	T.3Cy.25½",43½"&76"–51" 220lb (s) 568NH 3SB(Spt),12cf,GS220, FD HS7676 WllsndSlpwy.Co.Ld.Nwc.	33 ″ 10 s 5 ″ 11½ 28 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu. sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où il est si ce n'est dans le L.R. Durée Cert. B. of Trade
21696 219256 KONT	**City of Philadelphia** (*ex*Lake Elsmere) *Fitted for oil fuel* Sub.Sig *1Dk*	2674 — 1663					1919	Gt.Lakes Eng.Works Ashtabula,O.	SouthernS.S.Co.	253·6|43·7|26·2 P32'B65'F24'	Phildlphia Utd.States *WB*	T.3Cy.21",35⅜"&59"-42" GreatLakes 226NHP Eng.Works,Ashtabula		R
21697 145898 GFSC	**City of Pittsburg** *ss*Hpl.No.3-12,34 *ss*Bkn.No.1-39 D.F. *2Dks(Stl)* E.S.D. *Cruiser Stern*	7377 7110 4719	✠100A1 7,41 ~~9,40~~ BS7,41 MS9,37 *Fitted for oil fuel 1,22 F.P. above 150°F.*	~~HKg~~ Cal ✠LMC ~~BS3,40~~	*d*†	CL ~~2,39~~ 7,41	1922 1mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.)* *CellD*	465·7|58·6|31·8 P98'B&F329' FK 409'1698t *DTa30'*	Liverpool British *8BHptCem* 984*t*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 225lb HS9669 759NHP 3SB(Spt),*12cf*,GS243, FD Palmers'Co.Ld.Newcastle	34 ″ 6 s5 ″ 11¼ 28 ″ 10½	
21698 165620 GDGR	**City of Pretoria** TwinSc D.F. E.S.D. *2Dks,3rd dk in No.1hold* *Cruiser Stern*	8049 7229 3977	✠100A1 *withfreeboard* ~~8,41~~ ~~3,41~~ 12,41 *Carrying cargo oil F.P. above 150° F. in deep tank* *Fitted for oil fuel 12,37 F.P. above 150° F.*	~~Bom~~ ~~Mit~~ Bkn ✠LMC12,37	*e*† 2¼	CL P3,41 s11,41	1937 12mo	Cammell Laird&Co.Ld Birkenhead *Lloyd'sA&CP*	Ellerman&BucknallS.S.Co.Ld. *Duct keel* *CellDB422'1944* *Tanks in way*	496·7|62·4|31·3 516·0(O.L.) P76'B&F351' FK *fwd. of mchy. space* *tDTa30'721t* *of tunnels192tFPT*	London British *8BHptCem* *88tAPT82t*	6SteamTurbinesSR geared to 2 Sc. Shafts 265lb (*s*) 1867NHP 6SB(Spt),*24cf*,GS414, FD HS19800 CammellLaird&Co.Ld.Bkn	35 ″ 0 s6 ″ 8½ 28 ″ 6¼	
21699 135582 GQZX	**City of Rangoon** *ss*H.Kg.No.3-9,26 D.F. E.S.D. *ss*Liv.No.2-34 *2Dks(Stl)* *CruiserStern*	6635 6305 4272	✠100A1 11,41 ~~4,41~~ Examined 4,41 BS4,41	Liv ✠LMC4,40	*b*†	CL 8,38	1914 6mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.)* *CellDBa162'*	443·0|55·3|31·2 P104'B165'F83' FK *uE&B42'f*188'1497*t*	Liverpool British *7BHCem* *DTa24'808t*	T.3Cy.25¾",44½"&77"-51"(*s*) 220lb 617NHP 3SB(Spt),*12cf*,GS216, FD HS8641 Cen.Mar.Eng.Wrks.WHpl	34 ″ 0 s6 ″ 1½ 28 ″ 1¾	
21700 211710	**City of Richmond** Ⓟ *ss*Bal.2ndNo.3-11,34 *ss*Bal.No.1-39 *1Dk(Stl-ws)&Webframes* *Longitudinal framing*	1924 1048 1127	✠ A1 *Service Chesapeake Bay* 10,41 ~~9,40~~ ✠NB11,30 MS2,39 *Fitted for oil fuel 11,30 F.P. above 150° F.*	Bal BS9,41 ✠LMC ~~BS10,40~~		CL 9,40	1913 11mo	Maryland SteelCo. Sparro'PtMd A&CP	~~ChesapeakeS.S.Co.~~ BaltimoreSteam PacketCo.	261·6|53·1|14·1 FK	Baltimore Utd.States *5BHAsp* *FPT55t*	T.4Cy.23",38"&(2)45"-36" 200lb 430NHP 4W.T.B. HS8668 MarylandStl.Co.Sparr'Pt.	16 ″ 8	
21701 139278 GRCZ	**City of Ripon** (*ex*Lepanto-34) *ss*Hul.No.3-9,27 *Ref.Mchy.* *ss*Gls.No.2-35 D.F. *2Dks(Stl)&Shelter dk(Stl)*	6368 4440 4020	✠100A1 *Shelter dk* *withfreeboard* 11,41 ~~3,41~~ Examined 3,41 BS4,41	~~Lon~~ Liv NYk ✠LMC MS10,40	*z*	CL 3,40	1915 11mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	Ellerman'sWilson Line,Ld. *CellDBa130'*	410·2|53·5|33·8 424·9(O.L.) FK *uE&B43'f*180'1290	Hull British *7BHCem* *tAPT20t*	T.3Cy.27",44"&73"-48" (*s*) 180lb NDB27 495NHP 3SB(Spt),*9cf*,GS177, FD HS7152 J.G.Kincaid&Co.Ld.Grk.	36 ″ 4 s9 ″ 5¼ 27 ″ 2	
21702 149661 GNLX	**City of Roubaix** *ss*Bkn.No3-5,40 D.F. E.S.D. *2Dks(Stl)* *CruiserStern*	7108 6754 4555	✠100A1 5,40 *Fitted for oil fuel 2,28 F.P. above 150°F.* *Fitted for carrying oil F.P. above 150°F.* *in forward & after peaks & forward & after deep tanks.*	Bkn ✠LMC5,40	*c*†	CL 5,40	1928 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.)* *Duct keel* *CellDB*	456·1|58·4|32·1 P50'B&F310' FK *fwd. of mchy.space* 385' 1287*t DTa30'*	Liverpool British *9BHptCem* *(7 „ to Udk* *2 „ 2nd „)* *854tDTf18'*	3 Steam Turbines S.R. geared to 1 Sc. Shaft (*s*) 300lb *150lb* 1029NHP 3SB(Spt)&1AuxSB(Spt), *16cf*,GS267,HS11016 FD WllsndSlpwy.Co.Ld.Nwc. *551tFPT180tAPT63t*	34 ″ 7 s6 ″ 3¼ 28 ″ 6¼	
21703 107848	**City of Sacramento** Ⓟ TwinSc (*ex*AsburyPark) (*Ferry*) *2Dks&Passenger dk*	3016 1286 1829					1903	WCramp & SonsS&EBCo Philadelphia	PugetSoundNav. Co.	297·2|50·0|15·4	S.Frncisco Utd.States	T.3Cy.23",37½"&(2)43"-30" 405NHP W.Cramp&SonsS&EBCo.		
21704 229150 WDCH	**City of Saginaw 31** Ⓟ TwinSc (*Car ferry*) D.F. GyC. *2Dks*	3327 — 762					1929	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette Rly.Co.	381·5|57·0|22·5	Ludngton, Mich. Utd.States	2 Steam Turbines connected to Elec. Motors & Sc. Shafts 1200NHP General Electric Co. Schenectady,N.Y.		
21705 207363 WFCP	**City of St. Louis** D.F. *4Dks*	5425 — 4025					1910	NwprtNws S.B.&D.D.Co. NewprtNews	OceanS.S.Co.of Savannah	371·6|49·7|15·4 27·0	Savannh Utd.States *WB*	T.3Cy.26",43"&72"-48" 359NHP NewportNewsSB&DD.Co.		R
21706 204437 WFCQ	**City of Savannah** D.F. *3Dks*	5397 — 3680					1907	Delaware RiverCo. Chester,Pa.	OceanS.S.Co.of Savannah	381·5|49·0|15·8 27·0	Savannah Utd.States *WB*	T.3Cy.28",46"&75"-48" 390NHP DelawareRiverCo.Chester		R
21707 140533 GRCF	**City of Shanghai** *ss*Mtl.No.3-6,36 *2Dks(Stl)* D.F. E.S.D. *Cruiser Stern*	5828 5521 3748	✠100A1 3,41 Examined 3 41 MS6,36	Gls Nwc ✠LMC BS840	*a*†	CL N3,41	1917 8mo	Earle'sCo. Ld. Hull *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.)*	418·5|55·0|29·4 P86'B212'F48' FK *CellDB*370'1136*t*	Liverpool British *7BHCem* *DTa30'783t*	T.3Cy.24¾",42½"&74"-51" 220lb (*s*) 565NHP 2SB(Spt)&1AuxSB(Spt), *11cf*,GS206,HS7860 FD Earle'sCo.Ld.Hull	31 ″ 9 s5 ″ 2¼ 26 ″ 10	
21708 147197 GMCY	**City of Singapore** *ss*Hpl.No.3-4,38 D.F. *2Dks(Stl)* *CruiserStern*	6555 6216 4161	✠100A1 ~~4,41~~ 11,41 MS4,38 *Fitted for oil fuel 3,23 F.P. above 150° F.*	~~Hul~~ Bom ✠LMC BS~~11,40~~ 12,41	*b*†	CL 3,41	1923 3mo	Wm.Gray &Co.Ld. WHartlepool *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.)*	433·0|57·3|30·2 450·7(O.L.) P88'B&F307' FK *CellDB*379'1475*t DTa2*	Liverpool British *8BHptCem* 775*t*	T.3Cy.24½",~~42½~~ 43¼"&74"-51" &Electric drive from L.P. Turbine 225lb (*s*) 724NHP 3SB(Spt),*12cf*,GS230, FD HS8946 Cen.Mar.Eng.Wrks.WHpl	32 ″ 10 s5 ″ 0½ 28 ″ 1¼	
21709 161144 GSFM	**City of Sydney** *ss*Hul.No.2-38 D.F. *2Dks(Stl)* *CruiserStern*	6986 6516 4326	✠100A1 2,42 ~~3,41~~ BS~~8,40~~ 7,41 *Fitted for carrying oil 5,30 F.P. above 150° F. in deep tanks aft below 2nd dk & fore & afterpeak tanks* *Fitted for oil fuel 5,30 F.P. above 150° F.*	~~Brg~~ Cal ✠LMC6,38	*c*†	CL ~~1,38~~ 2,42	1930 5mo	Workman, Clark(1928) Ld. Belfast *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.)* *CellDB* *DTs*	454·2|58·4|31·7 P58'B&F313' FK 388'1360*t* *a29'1212tFPT152t*	Liverpool British *8BH pt Cem* *APT80t*	T.4Cy.26½",46"&(2)56"-51" & L.P.Turbine with D.R gearing & hydraulic coupling 265lb (*s*) 905NHP 4SB(Spt),*16cf*,GS286, FD HS11448 Workman,Clark(1928)Ld	34 ″ 6 s6 ″ 0½ 28 ″ 8½	
21710 145886 GFMW	**City of Tokio** *ss*Mch.No 3-9,33 *ss*Bkn.No.1-37 *Ref.Mchy.* *2Dks(Stl)* D.F. E.S.D. *CruiserStern*	6993 6709 4426	✠100A1 1,41 BS11,41 MS7,37 ✠Lloyd'sRMC1,41 *Fitted for oil fuel 11,21 F.P. above 150° F.*	PNl ✠LMC ~~BS1,41~~	*c*†	CL N9,39	1921 9mo	Craig,Taylor&Co.Ld. Stockton *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.)*	442·5|59·0|31·6 463·3(O.L.) P97'B&F309' FK *CellDB*386'1475*tDT*	Liverpool British *7BHptCem* *a24'823t*	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 220lb 746NHP 3SB(Spt),*12cf*,GS244, FD HS9669 Palmers'Co.Ld.Newcastle	34 ″ 3 s5 ″ 7¼ 28 ″ 11	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* D. te when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry — Flag	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in this. Date of B. of Trade Cert.
21711 152838 CYJX	**City of Toronto** Mchy.Aft 2Dks	1688 1410 1012					1925	DavieS.B. &Repg Co. Quebec	CanadaSteamship Lines,Ld	230·2 F37'	38·1	23·2	Montreal British WB	T.3Cy.18",30"&50"-36" 150NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
21712 147890 GKCQ	**City of Venice** Ⓟ ssBkn No.3-2,37 D.F. E.S.D. 2Dks(Stl-Uptws) 3trB in No.1hold CruiserStern	8762 6757 5492	✠100A1 ~~[illegible] 2,40~~ 3,42 Examined 3,42 BS~~11,40~~ ✠LMC4,36 10,41	~~Liv~~ Liv	c†	CL 5,38	1924 4mo	Workman, Clark&Co.Ld Belfast Lloyd's A&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDB385'1381t	455·2 473·3(O.L.) P&B315'F86' FK DTa36' 1040t FPT	58·1	31·3	Glasgow British 8BHCem 156tAPT86t	Q4Cy28¼",39½",57"&82"-54" & Electric drive from L.P. Turbine 230lb (s) 972NHP 4SB(Spt),16cf,GS287, FD HS12044 Wrkman,Clark&Co.Ld.Bel	34 ″ 0 s 5 ″10 28 ″ 4½	BT till ~~11,41~~ 9,42
21713 78110 EIKL	**City of Waterford** Iron (exFairHead-34) ssBel.5thNo.3-2,38 Well deck 1Dk(Irn)2trB	1071 835 629	✠100A1 6,41 ~~1,41~~ BS4,41 ✠LMC2,38 ✠NE&B9,25	Dub	n	CL 5,40	1879 5mo	Harland& Wolff Belfast A&CP	Saorstat& ContinentalS.S.Co. Ld.	232·3 Q84'B65'F31' BK8"	31·2	17·0	Dublin British 8BHCem DBa63'f67'	T3Cy.16",26"&44"-26" (s) 180lb 122NHP 2SB,4cf,GS72,HS2086 Hawthorns&Co.Ld.Lth.	18 ″ 5 s 1 ″ 4 17 ″ 9	
21714 147340 GLQN	**City of Wellington** ssGls.No.3-8,38 D.F. E.S.D. 2Dks(Stl) CruiserStern	5733 5463 3642	✠100A1 ~~7,41 11,40~~ 1,42 BS11,41 ✠LMC MS9,37 ~~BS11,40~~ Fitted for carrying oil 11,25 F P above 150° F in FPT Carrying vegetable oil in DT forward & 'tween deck tanks aft	Liv ~~Cal~~ Bom	a†	CL 1,40	1925 11mo	Barclay, Curle&Co.Ld Glasgow Lloyd's A&CP	EllermanLines,Ld. (HallLineLd.Mgs) CellDB338'1112t DTf18'544tDT	411·3 427·5(O.L.) P68'B&F276' FK a27' 1066tFPT110t	55·0	29·7	Liverpool British 8BHptCem 1 ,, to2nd dk	T.3Cy.24",41¼"&72"-51" & Electric drive from L.P. Turbine 225lb (s) 647NHP 3SB(Spt).9cf,GS185, FD HS7737 Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s 5 ″0½ 27 ″ 1¾	
21715 140546 GRBK	**City of Winchester** ssHpl.No.3-6,29 ssLiv.No.2-37 Ref.Mchy. 2Dks(Stl) D.F. E.S.D. CruiserStern	7120 6843 4578	✠100A1 8,41 ✠LMC MS6,37 BS4,41 ✠Lloyd'sRMC3,41	Lon	c†	CL 7,38	1917 10mo	Palmers' Co.Ld Newcastle Lloyd's A&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	456·1 P99'B&F318' FK CellDB407'1480t	57·9	31·3	Liverpool British 8BHCem DTa25'806t	2SteamTurbinesSRgeared to1 Sc.shaft (s) FD 200lb 3SB(Spt)&1AuxSB,14cf, GS276,HS10382 736NHP Palmers'Co.Ld.Newcastle	33 ″10 s 5 ″8¾ 28 ″ 4½	
21716 147560 GJYR	**City of Windsor** (exKnaresbro') ssGls.No.3-8,36 D.F. E.S.D. 2Dks(Stl) CruiserStern	7218 6902 4616	✠100A1 6,41 ~~11,40~~ Examined10,41 Gls ~~BS12,39~~ ✠LMC1,36 6,41	~~Phl~~ Bom	c†	CL 11,40	1923 11mo	WearShip-yardLd Sunderland Lloyd's A&CP	Ellerman&BucknallS.S.Co.Ld	447·5 P38'B210'F92' FK CellDB393'1538t	57·8	32·1	London British 8BHptCem MT30'861t	T.3Cy.26",45"&78"-54"&LP Turbine with DR gearing& hydraulic coupling 230lb HS9225 (s) 777NHP 3SB(Spt),12cf,GS236 FD Cen.Mar.E Wrks.LdWHpl	34 ″ 8 s6 ″ 3¾ 28 ″ 7½	
21717 154463 CYJZ	— Mchy.Aft D.F. 2Dks	1905 1719 1168					1929	DavieS.B. &Repg.Co.Ld Levis,P.Q	CanadaSteamshipLines,Ld.	242·0 F37'	40·2	21·7	Montreal British WB	T 3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
21718 149638 GNJB	**City of Worcester** ssBkn.No.3-2,40 D.F. E.S.D. Special quality steel 2Dks(Stl) CruiserStern	5469 5052 3430	✠100A1 7,41 ~~11,40~~ ✠LMC MS2,40 BS~~8,40~~6,41 Fitted for carrying oil 10,27 F.P above 150° F. in FPT	Cal	z	CL 11,40	1927 10mo	Earle'sCo. Ld Hull Lloyd's A&CP	EllermanLines,Ld. (HallLineLd. Mgrs.) CellDB350'10	397·2 412·5(O.L.) P32'B&F313' FK 73tDTa30' 800t FPT	53·4	28·8	Liverpool British 7BHCem 1 ,, to2nd dk 116tAPT96t	T.3Cy23¼",40½"&70"-48"(s) 220lb 482NHP 2SB(Spt),8cf,GS157, FD HS6640 Earle'sCo.Ld.Hull	31 ″ 4 s 4 ″ 4 27 ″ 2¾	
21719 145918 GFXL	**City of Yokohama** ssLiv.No.3-4,34 D.F. E.S.D. ssLiv.No.1-38 2Dks(Stl) CruiserStern	7341 7084 4721	✠100A1 4,42 ~~6,41~~ ✠LMC MS9,38 BS6,41 Fitted for oil fuel 3,22 F.P. above 150° F	~~Gls~~ Lon	c†	CL ~~3,38~~ 3,42	1922 3mo	W.Gray& Co.(1918) Ld. WHartlepool Lloyd's A&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	465·1 P107'B171'F97' FK CellDB407'1692t	58·1	31·8	Liverpool British 7BHCem DTa27'840t	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 225lb 917NHP 3SB(Spt)&1Aux.SB,12cf, GS284,HS11372 FD W.Gray&Co,Ld.W.Hpl.	34 ″ 8 s 6 ″ 4¾ 28 ″ 6½	
21720 EAPG	**Ciudad de Algeciras** Ⓟ (exMiguelPrimoDeRivera) TwinSc ssCdz.No.3-3,41 OilEng. CruiserStern ssMga.No.2-35 1Dk(Stl)2nd dk in holds	1029 602 481	✠100A1 2,42 ~~3,41~~ ✠LMC3,41	~~Cdz~~ Mga	l	S 3,41 P2,42	1927 2mo	UnionNav. deLevanteSA Valencia	Cia.Trasmediterránea	191·1 F30' FK CellDBuE45'51t	31·7	15·1	Valencia Spanish 5BHCem FPT12t	Oil Engines 4S.C.SA 12Cy.18⅛"-24$\frac{3}{16}$" 384NHP Frd.KruppA.G.Kiel	17 ″ 0	
21721 EARI	**Ciudad de Alicante** Ⓟ TwinSc (exInfanteD.Juan) OilEng. ssCdz.No.2-39 2Dks(Stl-Weather dk-ws) 3rd dk in forward holds CruiserStern	2434 1795 1337	✠100A1 with freeboard 8,41 ~~12,39~~ ✠LMC11,39	Cdz	r	~~12,39~~ 8,41	1930 6mo	Union Naval de LevanteSA Valencia Lloyd's A&CP	Cia.Trasmediterránea CellDB175'257t way of tunnels	258·3 F39' FK Tanks in 69t DTa10'70t MT	40·9	23·5	Valencia Spanish 6BHCem (5 to W dk 1 ,, 2nd ,,) 20'166t DTf	Oil Engines 4S.C.SA 14Cy.18⅞"-27$\frac{9}{16}$" 486NHP Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg 15'76tFPT34tAPT57t	25 ″ 9 s11″ 0½ 15 ″ 2	
21722 LOGO	**Ciudad de Asunción** Ⓟ TripleSc Ref.Mchy. E.S.D. 2Dks OilEng.	2330 — 1263					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	306·4	58·5	9·4	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 18Cy.15¾"-29⅛" 431NHP Harland&Wolff,Ld.Gls.		
21723 LOFK	**Ciudad de Buenos Aires** Ⓟ TwinSc D.F. E.S.D. ssB.As.2ndNo.3-6,38 2Dks(UptStl-ws) & Shade dk(ptStl-teaks)	3754 2088 2177	✠ A1 10,41 ~~12,40~~ BS5,41 ✠LMC MS10,37 ~~BS4,40~~ For Service between Buenos Aires & Monte Video Fitted for oil fuel 12,14 F.P. above 150° F	BAs		OG 11,40	1914 11mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	Cia.Argentina de Nav.Mihanovich, Ltda. Cell	350·9 FK DBuE&B106' 216t	44·2	13·4	Bns.Aires Argentine 9BHAsp FPT18t	4SteamTurbinesSRgeared to 2 Sc.Shafts (s) 663NHP 170lb 4SB,12cf,GS263,HS9892 FD CammellLaird&Co.Ld.Bkn	15 ″ 0 s 3 ″ 0 12 ″ 6	
21724 EAOP	**Ciudad de Ceuta** Ⓟ TwinSc (exGeneralSanjurjo) OilEng. ssCdz.No.3-6,41 ~~ssMga.No.1-32~~ 1Dk(Stl)2nd dk in holds CruiserStern	879 602 326	✠100A1 with freeboard 6,41 ✠LMC7,41 For Service between Gibraltar & Ceuta	~~Val~~ Cdz	l	5,41	1928 9mo	Union Naval de LevanteS.A. Valencia Lloyd's A&CP	Cia.Trasmediterránea	191·0 B29'F30' FK CellDBuE46'43t	31·7	15·0	Valencia Spanish 5BHCem FPT12t	Oil Engines 4S.C.SA 12Cy.18⅛"-24$\frac{3}{16}$" 384NHP Frd.KruppA.G.Kiel	17 ″ 0 s5 ″ 9¼ 11 ″ 6	
21725 LOHK	**Ciudad de Colonia** Ⓟ TwinSc OilEng. D.F. E.S.D. 2Dks	814 285					1939	Cia.Arg.de Nav Mihanovich,Ld Carmelo, Uruguay	Cia.Argentina de Nav.Mihanovich Ltda	200·0	33·0	10·5	Bns.Ayres Argentine WB	2 Oil Engines 2S.C.SA 14Cy.13⅜"-22$\frac{7}{16}$" operating 2 electric motors SR geared to screw shafts 438NHP A/B Atlas-Diesel,Skm.		
21726 LOFB	**Ciudad de Concepción** Ⓟ OilEng. TwinSc CruiserStern 1Dk	545 — 195					1930	A&JInglis Ld Glasgow	Cia.Argentina de Nav Mihanovich, Ltda.	200·0 F30' Promenade167'	37·0	8·0	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 12Cy.12$\frac{3}{16}$"-21⅝" 173NHP Harland&Wolff,Ld.Gls		

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée.Cert.R.ofTrade.
21727 LOFA	**Ciudad de Corrientes** Ⓟ TrpSc E.S.D. *OilEng.* *Ref.Mchy.* 2*Dks*	2330 — 1263					1930	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	306·4	58·5	9·4	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 18Cy.$15\frac{3}{4}$″–$29\frac{1}{2}$″ 431NHP Harland&Wolff,Ld.Gls.		
21728 —	**Ciudad de Ibiza** Ⓟ TwinSc *OilEng.* *CruiserStern* 3*Dks*	2034 1347 1058					1933	UnionNav. deLevanteSA Valencia	U.S.S.R.	245·5	36·6	22·6	 Russian *WB*	Oil Engines 4S.C.SA 12Cy.$16\frac{15}{16}$″–$26\frac{3}{8}$″ 333NHP FrdKruppGermaniawf AG		V
21729 EARK	**Ciudad de Mahon** Ⓟ (*ex*General Berenguer) *OilEng.* 2*Dks*	1550 1115 1006					1930	Echevarrieta y Larrinaga Cadiz	Cia.Trasmediterránea	234·7 F46′	36·3	19·9	Barcelona Spanish *WB*	Oil Engines 4S.C.SA 8Cy.$22\frac{13}{16}$″–$33\frac{1}{16}$″ 405NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
21730 EAPS	**Ciudad de Melilla** Ⓟ (*ex*Reina Victoria) *ss*Cdz.No.2–16 2*Dks&Awng dk*	1247 720 688	✠ … 10,17 ✠				1907 11mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Cia.Trasmediterránea	247·0 F41′	31·5	20·3 BK8″	Barcelona Spanish *WB*	T.3Cy.21″,$33\frac{1}{2}$″&54″–39″ 223NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 1	V †
21731 LOGX	**Ciudad de Montevideo** Ⓟ TwinSc *ss*B.As.2ndNo.3–10,38 D.F. E.S.D. 2*Dks*(*UptStl*–ws)*Shade dk*(*ptStl*–teak s)	3754 2088 2177	✠ A1 12,41 ~~12,40~~ BS~~10,40~~ 9,41 ✠LMC10,38 *For Service between Buenos Aires & Monte Video* *Fitted for oil fuel*12,24 *F.P. above* 150° F.	BAs		OG ~~8,38~~ ~~PN8,38~~ 12,41	1915 1mo	Cammell Laird&Co.Ld Birkenhead *Lloyd'sA&CP*	Cia.Argentina de Nav.Mihanovich Ltda.	350·9 *CellDBuE&B*106′216*tFPT*18*t*	44·2	13·4 FK	Bns.Aires Argentine 9*BHptCem*	4 steam turbinesSRgeared to2Sc.Shafts (*s*) 663NHP 170lb 4SB,*12cf*,GS263,HS9892 FD CammellLaird&Co.LdBkn	15 ″ 0 s 3 ″ 0 12 ″ 6	
21732	**Ciudad de Necochea** Aux3MstSr (*ex*Necochea,*ex*Johanna Ipland,*ex*Sailing Vessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	386 338 277					1917	Geb.G.&H. Bodewes Hoogezand	Cia.deProductos Agricolas	135·2 P25′	25·2	12·4	M.Video Uruguayan	Oil Engines 2S.C.SA 4Cy.$11\frac{3}{8}$″–$16\frac{15}{16}$″ 91NHP E*made&fitted*22 Benz&Co.Mannheim		V
21733 EARG	**Ciudad de Palma** Ⓟ TwinSc (*ex*PrincipeAlfonso) *OilEng* *ss*Bcl.No.1–34 *ss*Bcl.No.3–5,41 2*Dks*(*Stl–Wthr dk* ws) 3*rd dk*(*Stl*)*inNos.*1,2&3*holds*	3959 2816 2405	✠100A1 *withfreeboard* 5,41 DBS~~5,41~~ 5,42 ✠LMC5,41	Bcl	*v*	CL 3,41	1930 4mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	Cia.Trasmediterránea *CellDB*245′658*tTanks in way of tunnels* 181*t*	332·2 F66′ *FPT*41*tAPT*113*t*	49·0	25·5 FK	Palma de Mallorca Spanish 6*BHCem* (*Coll to Wh dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.$21\frac{5}{8}$″$39\frac{3}{8}$″ 722NHP DB*100lb* StabilimentoTechnico,Tri.	27″11 s 9 ″ $4\frac{1}{2}$ 18″$11\frac{1}{2}$	
21734 EAOT	**Ciudad de Sevilla** Ⓟ TwinSc (*ex*InfantaBeatriz) *OilEng.* *Ref.Mchy.* D.F. 3*Dks*	6279 4025 3720					1927	Frd.Krupp Akt.Ges. Kiel	Cia.Trasmediterránea	393·3 B182′F82′	52·0	25·4	Valencia Spanish *WB*	Oil Engines 2S.C.SA 12Cy.$23\frac{9}{16}$″–$45\frac{1}{4}$″ 1155NHP Frd.KruppA.G.Kiel		V
21735	**Ciudad de Tarragona** Ⓟ TwinSc *OilEng.* *CruiserStern* 3*Dks*	2034 1347 1058					1933	UnionNav. deLevanteSA Valencia	U.S.S.R.	245·5 B125′F46′	36·6	22·6	 Russian *WB*	Oil Engines 4S.C.SA 12Cy.$16\frac{15}{16}$″–$26\frac{3}{8}$″ 334NHP Frd.KruppA.G.Kiel		V
21736 EARH	**Ciudad de Valencia** Ⓟ TwinSc (*ex*InfanteD.Gonzalo) *OilEng.* 3*Dks* *CruiserStern*	2497 1799 1379					1931	UnionNav. deLevanteSA Valencia	Cia.Trasmediterránea	265·8 F37′P74′	40·7	25·8	Valencia Spanish *WB*	Oil Engines 4S.C.SA 14Cy.$18\frac{7}{8}$″–$27\frac{9}{16}$″ 485NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
21737 CXAL	**Ciudad del Salto** Ⓟ TwinSc *OilEng.* 2*Dks*	1922 — 708					1928	Harland&Wolff,Ld. Glasgow	Cia.Uruguaya de Nav.Lda.	250·6	42·1	9·7	M.Video Uruguayan *WB*	Oil Engines 4S.C.SA 12Cy.$15\frac{3}{4}$″–$29\frac{9}{16}$″ 286NHP Harland&Wolff,Ld.Gls.		
21738	**Clairton** GyC. 1*Dk&Shelter dk* Sub.Sig. *&Webframes* *Longitudinal framing* *Now* **"Empire Reindeer,"** *see No.* 36290 *in Supplement*	6080 5895 3737	100A1 (*Reclassification Contemplated*)				1919 7mo	Federal S.B.Co. Kearny,N.J.		395·5 P45′B110′F38′*on Shelter dk*	55·0	31·4 FK	 British *WB*	DRgeared steam turbine GeneralElectricCo. Schenectady,N.Y.	34″11	R †
21739 148784 GJRK	**Clam** *OilEng.* *ss*Sng.No.3–6,39 D.F. E.S.D. 1*Dk*(*Stl*) Sub.Sig. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom& at deck*	7404 6761 4283	✠100A1 1,41 ✠LMC CS2,40 6,39 DBS1,41 *CarryingPetroleum in bulk*	Cff	*b*† $2\frac{1}{2}$	CL 11,37	1927 3mo	Nederl. Schps.Maats. Amsterdam *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69′317*tDTf*32′284*tFPT*	440·4 P99′B34′F58′	59·5	32·7 FK	London British 15*BHptCem* 161*tAPT*65*t*	Oil Engines 4S.C.SA 6Cy 32¼″–59″ 600NHP 2DB*180lb* NedFb.v.Wrk&Spoor,Ams	32 ″ 9 s 6 ″ $3\frac{1}{2}$ 26 ″ $7\frac{3}{4}$	
21740 141879 GQMR	**Clan Alpine** *ss*Gls.No.3–8,30 D.F. E.S.D. *ss*Grk.No.2–38 2*Dks*(*Stl*)	5442 5032 3390	✠100A1 ~~3,41~~10,41 BS3,41 ✠LMC9,38 *Carrying oil fuel F.P. above* 150° F *Fitted for oil fuel F.P. above* 150 F.	~~Lon~~ Gls	*z*	CL 9,38	1918 4mo	Greenock & Grngemouth Dkyd.Co.Ld. Greenock *Lloyd'sA&CP in DB*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *'Tween dk BH in after hold dispensed with* *Cell DB*346′ 1220*t DTa*33′ 985*t APT*45*t*	410·2 P35′B259′F41′	53·5	28·4 FK	Glasgow British *Cem* 6*BH to U dk* 1 ,, ,, *2nd dk only*	T.3Cy.27″,44″&73″–48″ (*s*) &LPturbine withDRgearing&hydraulic coupling 180lb 627NHP 3SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″ $0\frac{1}{4}$ 26 ″ 2	
21741 165929 GJGL	**Clan Buchanan** TwinSc D.F. E.S.D. GyC. 2*Dks&Shelter dk* *CruiserStern*	7266 6320 3692	✠100A1 *withfreeboard* 9,40 ✠LMC2,38 *Fitted for oil fuel* 2,38 *F.P. above* 150 F.	Gls	*d*† $2\frac{3}{16}$	CL	1938 2mo	Greenock Dockyard Co.Ld. Greenock *Lloyd'sA&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*393′1266*tMT*39′1360*tFPT*	463·7 487·6(O.L.) P31′B102′F69′ *Ductkeel fwd. of mchy.space*	63·0	29·9 FK	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) 68*tAPT*126*t*	T.6Cy.26″,42″&68″–48″& LPturbineswithDRgearing & hydraulic couplings 220lb (*s*) 1370NHP 5SB(Spt),*20cf*,GS402 HS17780 FD J.G.Kincaid&Co.Ld.Grk.	32 ″ 6 s 4 ″ $4\frac{3}{4}$ 28 ″ 4	
21742 164108 GZGK	**Clan Cameron** TwinSc D.F. E.S.D. GyC. 2*Dks&Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	7243 6318 3659	✠100A1 *withfreeboard* 11,41 ~~8,40~~ Examined11,41 BS3,41 ✠LMC2,37 *Fitted for oil fuel* 2,37 *F.P. above* 150°F.	~~Gls~~ Gls	*d*† $2\frac{3}{16}$	CL S4,39 P8,39	1937 2mo	Greenock Dockyard Co.Ld. Greenock *Lloyd'sA&CP*	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Duct keel forward of mchy.space* *CellDB*393′1266*tMT*39′1360*t FPT*68*tAPT*126*t*	463·7 484·6(O.L.) P31′B99′F69′	63·0	29·9 FK	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	T.6Cy.26″,42″&68″–48″& LPturbines withDRgearing&hydraulic couplings 220lb (*s*) 1362NHP 5SB(Spt),*20cf*,GS402, HS17780 FD J.G.Kincaid&Co.Ld.Grk.	~~32 ″ 6~~ ~~s 4 ″ $4\frac{3}{4}$~~ ~~28 ″ 4~~ 40 ″ 9 s11″11 29 ″ 1	
21743 164112 GZLT	**Clan Campbell** TwinSc 2*Dks&Shelter dk* D.F. E.S.D. GyC. *CruiserStern* *Fitted for oil fuel*	7255 6318 3662					1937	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	463·7	63·0	29·9	Glasgow British *WB*	T.6Cy.26″,42″&68″–48″& LP turbines with DR gearing & hydraulic couplings HS17780 1362NHP J.G.Kincaid&Co.Ld.Grk.		C

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21744 165907 GZYT	**Clan Chattan** TwinSc D.F. E.S.D. GyC. 2Dks & Shelter dk CruiserStern Tonnage opening closed '41 (W.E.)	7262 6320 3666	✠100A1 with freeboard ~~4,41~~ 10,41 BS10,41 Fitted for oil fuel 7,37 F.P. above 150° F.	~~Gls~~ Liv ✠LMC7,37	d† $2\frac{3}{16}$	CL 10,41	1937 7mo	Greenock Dockyard Co.Ld. Greenock Lloyd's A&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	463·7 | 63·0 | 29·9 487·6(O.L.) P31'B102'F69' FK Duct keel fwd. of mchy.space Cell DB393' 1266t MT39' 1360t FPT68t APT126t	Glasgow British 7BHptCem (Coll to Sh dk 6 „ 2nd „)	T.6Cy.26″.42″&68″–48″& LP turbines with DR gearing & hydraulic couplings 220lb (s) 1362NH 5SB(Spt),20cf,GS402, FD HS17780 J.G.Kincaid&Co.Ld.Grk.	~~32 ″ 6~~ ~~4 ″ 4¼~~ ~~28 ″ 4~~ 40 ″ 9 s11 ″ 11 29 ″ 1	
21745 142741 GPYV	**Clan Colquhoun** TwinSc (exGallic–33, exWarArgus) Ref.Mchy. 3Dks D.F. CruiserStern	7914 7581 4888	Lloyd'sRMC~~3,41~~ ~~7,41~~ 2,42				1918	Workman Clark&Co.Ld Belfast	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	450·0 | 58·5 | 37·1 P31'F43'	Glasgow British WB	T.6Cy.26½″,44″&73″–48″ 738NH Wrkman,Clark&Co.LdBel		C
21746 142695 GMCX	**Clan Farquhar** TwinSc (exDelphic–33, exMesaba, exWarIcarus) ssGls.No.3–2,33 ssGls.No.1–37 2Dks(Stl) & Shelter dk (Stl-ptws) & 3rd dk(Stl) inNo.4 hold Ref.Mchy. D.F. E.S.D. CruiserStern	7958 7632 4897	✠100A1 Shelter dk with freeboard ~~9,41~~ ~~2,41~~ 4,42 Examined 4,42 ~~BS3,41~~ ✠Lloyd'sRMC~~3,41~~ ~~8,41~~ 4,42	~~Liv~~ Liv BS4,42 ✠LMC9,37	c†	CL ~~s2,38~~ ~~11,31~~ 4,42	1918 11mo	Harland & Wolff,Ld. Belfast Lloyd's A&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	450·4 | 58·4 | 37·2 462·0(O.L.) P31'F43' on Shltr dk FK Cell DB392' 1461t FPT 119t APT76t	Glasgow British ptCem 8BHtoSh dk	T.6Cy.26½″,44″&73″–48″(s 200lb 1138NH 3DB,24cf,GS439, HS17079 FD Harland&Wolff,Ld.Gls.	40 ″ 0 s11 ″ 0¾ 29 ″ 2¾	
21747 165937 GLLJ	**Clan Ferguson** TwinSc D.F. E.S.D. GyC. 2Dks & Shelter dk CruiserStern Fitted for oil fuel	7347 6321 3563					1938	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	463·7 | 63·0 | 29·9	Glasgow British WB	T.6Cy.26″,42″&68″–48″& LP turbines with DR gearing & hydraulic couplings HS17780 1370NH J.G.Kincaid&Co.Ld.Grk		C
21748 165951 GPGB	**Clan Forbes** TwinSc D.F. E.S.D. GyC. 2Dks & Shelter dk CruiserStern	7529 6321 3524	✠100A1 with freeboard 6,41 Fitted for oil fuel 12,38 F.P. above 150° F.	Gls ✠LMC12,38		CL	1938 12mo	Greenock Dockyard Co.Ld. Greenock Lloyd's A&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) Duct keel forward	463·7 | 63·0 | 29·9 487·6(O.L.) P31'B103'F69' FK of mchy.space Cell DB393' 1266t MT30' 1076t FPT 68t APT126t	Glasgow British 7BHptCem (Coll to Sh dk 6 „ 2nd „)	T.6Cy.26″,42″&68″–48″& LP turbines with DR gearing & hydraulic couplings 220lb (s) 1370NH 5SB(Spt),20cf,GS402, HS17780 FD J.G.Kincaid&Co.Ld.Grk.	40 ″ 9 s11 ″ 11 29 ″ 1¼	
21749 165960 GPPY	**Clan Fraser** TwinSc D.F. E.S.D. GyC. 2Dks & Shelter dk CruiserStern	7529 6321 3524	✠100A1 with freeboard 10,40 Fitted for oil fuel 2,39 F.P. above 150° F.	Gls ✠LMC2,39		CL	1939 2mo	Greenock Dockyard Co.Ld. Greenock Lloyd's A&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) Duct keel forward	463·7 | 63·0 | 29·9 487·6(O.L.) P31'B103'F69' FK of mchy.space Cell DB393' 1266t MT30' 1076t FPT 68t APT126t	Glasgow British 7BHptCem (Coll to Sh dk 6 „ 2nd „)	T.6Cy.26″,42″&68″–48″& LP turbines with DR gearing & hydraulic couplings 220lb (s) 1370NH 5SB(Spt),20cf,GS402, FD HS17780 J.G.Kincaid&Co.Ld.Grk.	32 ″ 6 s4 ″ 4¼ 28 ″ 4¼	
21750 165965 GTTD	**Clan Lamont** TwinSc D.F. E.S.D. GyC. 2Dks & Shelter dk CruiserStern Fitted for oil fuel	7250					1939	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	463·7 | 63·0 | 29·9	Glasgow British WB	T.6Cy.26″,42″&68″–48″& LP turbines with DR gearing & hydraulic couplings HS17780 1370NH J.G.Kincaid&Co.Ld.Grk.		C
21751 164066 GYPG	**Clan Macarthur** TwinSc D.F. E.S.D. GyC 3Dks Ref.Mchy. CruiserStern	10528 9637 6105	✠100A1 with freeboard ~~11,41~~ ~~4,41~~ 5,42 Examined 5,42 BS5,42 ✠Lloyd'sRMC~~3,41~~ ~~11,41~~ 4,42 Fitted for oil fuel 1,36 F.P. above 150° F.	~~Gls~~ ~~Liv~~ Bkn ✠LMC1,36	f† 2¼	CL 8,39	1936 1mo	Greenock Dockyard Co.Ld. Greenock Lloyd's A&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) Duct keel fwd	477·1 | 66·2 | 40·2 498·5(O.L.) P33'B119'F69' FK of mchy.space Cell DB405' 1391t FPT 84t APT132t	Glasgow British 8BHptCem 1 „ to 2nd dk	T.6Cy.26″,42″&73″–48″&2 LP turbines with DR gearing & hydraulic couplings 220lb (s) 1552NH 5SB(Spt),24cf,GS450, HS19428 FD N.E.MarineEng CoLdNwc	43 ″ 1 13 ″ 5½ 30 ″ 1	
21752 164100 GZCS	**Clan Macaulay** TwinSc D.F. E.S.D. GyC. Ref.Mchy. 3Dks CruiserStern	10492 9637 6118	✠100A1 with freeboard ~~4,41~~ ~~4,40~~ 10,41 Examined 8,41 ✠Lloyd'sRMC7,40 ~~8,41~~ 1,42 Fitted for oil fuel 11,36 F.P. above 150° F	~~Gls~~ Bkn Syd BS8,41 ✠LMC11,36	f† 2¼	CL s11,39 P4,40	1936 11mo	Greenock Dockyard Co.Ld. Greenock Lloyd's A&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) Duct keel forward	477·1 | 66·2 | 40·2 498·6(O.L.) P33'B119'F69' FK of machinery space Cell DB405' 1391t FPT84t APT132t	Glasgow British 8BHptCem 1 „ to 2nd dk	T.6Cy.26″,42″&73″–48″&2 LP turbines with DR gearing & hydraulic couplings 220lb (s) 1585NH 6SB(Spt),24cf,GS468, HS20142 FD N.E.MarineEng CoLdNwc	43 ″ 0 s13 ″ 5½ 30 ″ 0	
21753 141876 GQMP	**Clan Macbean** ssGrk.No.3–2,31 D.F. E.S.D. ssGrk.No.2–39 2Dks(Stl)	5000 4697 3071	✠100A1 2,42 ~~4,41~~ MS2,39 Fitted for oil fuel 3,18 F.P. above 150° F.	Lon ✠LMC BS5,41	y	CL 9,38	1918 3mo	Bartram & Sons,Ld. Sunderland Lloyd's A&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	400·0 | 52·4 | 28·0 P36'B118'F40' FK Cell DBa 137' uE26' f175' 1053t FPT191t APT168t	Glasgow British 6BHptCem	T.3Cy.27½″,45⅛″&75″–48″ 180lb (s) 476NH 3SB,9cf,GS204,HS8055 J.Dickinson&Sons,Ld.Sld	30 ″ 6 s5 ″ 10¼ 24 ″ 10¼	
21754 137811 GQLY	**Clan Macbrayne** ssRot.No.3–4,28 D.F. E.S.D. ssGrk.No.2–37 2Dks(Stl)	4818 4505 2978	✠100A1 1,42 ~~5,41~~ Examined 5,41 MS11,36	Gls Lon ✠LMC BS~~2,41~~ 2,42	y	CL ~~6,37~~ 1,42	1916 4mo	Ropner & Sons,Ld. Stockton Lloyd's A&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	390·0 | 50·5 | 28·0 402·0(O.L.) P38'B115'F37' FK Cell DBa 135' uE23' f168' 1039t FPT 120t APT197t	Glasgow British 6BHptCem	T.3Cy.26″,43″&71″–48″ (s) 180lb 403NH 3SB,9cf,GS184,HS6523 Blair&Co.Ld.Stockton	30 ″ 6 s5 ″ 9¾ 24 ″ 10	
21755 165971 GCPG	**Clan Macdonald** TwinSc OilEng. D.F. E.S.D. GyC. 3Dks Ref.Mchy. CruiserStern	9653 8853 5719	✠100A1 with freeboard 12,41 ~~11,41~~ ✠Lloyd'sRMC~~5,41~~ ~~8,41~~ 3,42	~~Bkn~~ Syd ✠LMC12,39	f† 2¼	CL	1939 12mo	Greenock Dockyard Co.Ld. Greenock Lloyd's A&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) 7 divisional BHs in upper 'tween dk Duct keel fwd. of mchy. space	481·9 | 64·7 | 27·4 505·3(O.L.) 35·7 P28'B78'F72' FK Cell DB407' 1568t Centre & side tanks in way of tunnels 373t FPT78t APT161t	Glasgow British 8BHptCem (Coll to W dk 7 „ 2nd „)	Oil Engines 4S.C.SA 20Cy.29⅛″–$59\frac{1}{16}$″ 1631NH DB100lb J.G.Kincaid&Co.Ld.Grk.	41 ″ 2 s12 ″ 11¼ 28 ″ 6¼	
21756														

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade.
21757 160234 GSTB	**Clan Macdougall** *OilEng.* *Ref.Mchy.* 2*Dks&Shelter dk* D.F. E.S.D. *CruiserStern*	6843 6206 4079					1929	Greenock Dockyard Co.Ld. Greenock	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	454·0	62·3	28·9	Glasgow British *WB*	Oil Engines 4S.C.DA 8Cy.26¾"-55⅛" 1100NHP J.G.Kincaid&Co.Ld.Grk.		C
21758 146335 GDKZ	**Clan Macfadyen** *ss*Npt.No.3-9,35 D.F. 2*Dks(Stl)&Awng dk(Stl)* E.S.D. *CruiserStern*	6191 5910 3779	✠100A1 *Awng dk* *withfreeboard* 11,41 ~~12,40~~ Examined ~~12,40~~ 11,41 ~~BS12,40~~ *Fitted for oil fuel* 5,23 *F.P. above 150° F.*	~~Lon~~ Hul BS11,41 ✠LMC9,35	*z*	CL 5,39	1923 5mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB358'938t MT34'816t*	418·2 432·5(O.L.) B60'F38'*on Awng dk* FK *Collision* *FPT115tAPT14t*	53·4	33·6	Glasgow British *Cem* *BH to A dk* 6 „ „ *U* „	T.3Cy.27½",46½"&78"-54" &LPturbine withDRgearing&hydraulic coupling 215lb (*s*) 743NHP 3SB,*12cf*,GS214,HS8730 FD Dunsmuir&JacksonLd.Gls	36 ″ 0 s 8 ″ 6¼ 27 ″ 9	
21759 129596 GQLC	**Clan Macgillivray** 2*Dks&Shelter dk* D.F. *Fitted for oil fuel* E.S.D.	6464 4873 4025					1911	Armstrong Whitworth &Co.Ld. Newcastle	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	430·6	53·6	26·6	Glasgow British *WB*	T.3Cy.29",49"&80"-60" 496NHP WllsndSlpwy.Co.Ld.Nwc.		C
21760 147931 GFJP	**Clan Macilwraith** *ss*Gls.No.3-10,37 D.F. 2*Dks(Stl)* E.S.D.	4839 4449 2878	✠100A1 12,41 ~~11,40~~ BS12,41 MS7,37 *Carrying bean or similar oil in deep tank* *Fitted for oil fuel* 11,24 *F.P. above 150° F.*	~~Liv~~ Mch LMC ~~BS11,40~~	*y*	CL 8,39	1924 11mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB327'826t DTf37'980t FPT104tAPT18t*	387·4 402·0(O.L.) P45'B119'F40' FK	52·2	27·6	Glasgow British 7*BHCem*	T3Cy27⅛",44"&73"-48"&LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 653NHP NE&B17*refitted*11,24 3SB,*9cf*,HS8595 FD McKie&Baxter,Glasgow	30 ″ 0 s 5 ″ 6 24 ″ 8¼	
21761 144233 GDXN	**Clan Macindoe** *ss*Gls.No.3-3,33 *ss*Gls.No.1-38 D.F. 2*Dks(Stl)* E.S.D.	4635 4194 2775	✠100A1 9,41 ~~8,40~~ Examined 2,42 ~~BS2,41~~ 2,42 *Fitted for oil fuel* 6,21 *F.P. above 150°F.*	~~Gls~~ Gls ✠LMC9,37	*y*	CL 10,39	1920 12mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Intermediate'tween deck BH in after hold dispensed with* *CellDB331'958tDTa30'774tFPT122tAPT19t*	384·8 P49'B113'F38' FK	52·0	26·6	Glasgow British 6 *BH to U dk* 1 „ „ *2nd* „ *only*	T.3Cy.27",44"&73"-48"&LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 613NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 2¼ 24 ″ 1	
21762 141940 GCTP	**Clan Macinnes** *ss*Gls.No.3-12,32 *ss*Grk.No.2-41 ~~*ss*Grk.No.1-37~~ D.F. 2*Dks(Stl)* E.S.D.	4672 4293 2826	✠100A1 7,41 ~~5,40~~ MS~~7,36~~ 7,41	~~Gls~~ Grk ✠LMC BS~~11,40~~ 1,42	*y*	CL ~~7,38~~ 6,41	1920 1mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Intermediate'tween deck BH in after hold dispensed with* *CellDB331'984t DTa 30'774t FPT132tAPT20t*	384·8 398·0(O.L.) P49'B113'F38' FK	52·0	26·7	Glasgow British *Cem* 6 *BH to U dk* 1 „ „ *2nd* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 ″ 3 s 5 ″ 6¼ 24 ″ 0	
21763 144253 GFPY	**Clan Maciver** *ss*Gls.No.3-9,33 *ss*Gls.No.1-38 D.F. 2*Dks(Stl)* E.S.D.	4500 4165 2725	✠100A1 ~~8,41 8,40~~ 3,42 BS8,41 MS3,38 *Fitted for oil fuel* 6,21 *F.P. above 150° F.*	~~Gls~~ ~~Grk~~Hul ✠LMC ~~BS8,40~~	*y*	CL ~~11,37~~ 8,41	1921 6mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Intermediate'tween deck BH in after hold dispensed with* *CellDB329'949t DTa30'774 FPT122tAPT19t*	384·8 397·5(O.L.) P49'B113'F38' FK	52·0	26·5	Glasgow British *Cem* 6 *BH to U dk* 1 „ „*2nd* „	T.3Cy.27",44⅜"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190HS7668 FD Rankin&Blackmore,Ld. Greenock	29 ″ 0 s 5 ″ 2¼ 24 ″ 1	
21764 144259 GFNK	**Clan Macnair** *ss*Gls.No.3-8,34 *ss*GrkNo.1-38 D.F. 2*Dks(Stl)&Awng dk(Stl)* *CruiserStern*	6096 5788 3719	✠100A1 *Awng dk* *withfreeboard* 6,41 MS11,38 *Fitted for oil fuel* 10,21 *F.P. above 150° F.*	Lon BS1,42 ✠LMC ~~BS11,40~~	*z*	CL 11,38	1921 10mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB343'898t MT33'750t FPT47tAPT7t*	410·7 425·0(O.L.) B60'F44' *on Awng dk* FK *Collison*	53·3	33·4	Glasgow British *Cem* *BHto Aw dk* 6 „ „ *U* „	T.3Cy.27½",45½&75"-54" &LPTurbinewithDRgearing&hydraulic coupling 200lb (*s*) 639NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 8 ″ 6 27 ″ 9¼	
21765 146259 GFZS	**Clan Macnaughton** *ss*Grk.No.3-3,34 *ss*Grk.No.1-38 D.F. 2*Dks(Stl)&Awning dk(Stl)* E.S.D. *CruiserStern*	6088 5793 3689	✠100A1 *Awng dk* *withfreeboard* 2,42 ~~3,41~~ BS7,41 *Fitted for oil fuel* 10,21 *F.P. above 150° F.*	~~Cal~~ Liv ✠LMC3,38	*z*	CL 3,41	1921 10mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB343'897t MT34'816t*	410·5 B60'F44' *on Awng dk* FK *Collision* *FPT60tAPT7t*	53·3	33·4	Glasgow British *Cem* *BHto Aw dk* 6 „ „ *U* „	T.3Cy.27½",45½"&75"-54" L.P.TurbinewithDRgearing&hydraulic coupling 200lb (*s*) 639NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 8 ″ 6 27 ″ 9¼	
21766 146281 GFWP	**Clan Macneil** *ss*Gls.No.1-39 *ss*Gls.No.3-8,34 D.F. 2*Dks(Stl)&Awng dk(Stl)* *CruiserStern*	6111 5793 3788	✠100A1 *Awng dk* *withfreeboard* 5,42 ~~3,40~~ ~~11,41~~ MS6,38 *Fitted for oil fuel* 2,22 *F.P. above 150° F.*	~~Gls~~ Bkn ✠LMC BS~~1,41~~ 5,42	*z*	CL ~~11,39~~ 10,41	1922 2mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB343'897tMT34'816tFPT60tAPT7t*	410·5 424·8(O.L.) B60'F44' *on Awng dk* FK *Collision*	53·3	33·4	Glasgow British *Cem* *BHto Aw dk* 6 „ „ *U* „	T.3Cy.27½",45½"&75"-54" L.P TurbinewithDRgearing&hydraulic coupling 200lb (*s*) 691NHP 3SB,*9cf*,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 8 ″ 6 27 ″ 9¼	
21767 160249 GKBW	**Clan Macpherson** *ss*Gls.No.2-37 D.F. 2*Dks(Stl)&Shelter dk(Stl)* GyC. *CruiserStern* E.S.D. *Tonnage opening closed '41 (W.E.)*	6940 6280 4078	✠100A1 *withfreeboard* ~~7,41~~ ~~3,41~~ 2,42 Examined 2,42 MS5,37 *Fitted for oil fuel* 5,29 *F.P. above 150° F.*	~~Cal~~ ~~Gls~~ Liv ✠LMC BS2,42	*d*†	CL 3,41	1929 5mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd'sA&CP*	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *Duct keel fwd. of mchy. space* *CellDB365'1082t DTf30'1008t FPT134t APT41t*	454·0 472·0(O.L.) F35' FK	62·3	28·9	Glasgow British 7*BHpt Cem* (*Coll to Sh dk* 6 „ *2nd* „)	T.3Cy.30",50"&83"-54"& 1LPTurbine withDRgearing&hydraulic coupling 220lb ~~180lb~~ (*s*) 973NHP 4SB(Spt),*16cf*, HS12700 FD Rankin&BlackmoreLdGrk	~~31 ″ 6~~ ~~s 4 ″ 3¼~~ ~~27 ″ 5½~~ 39 ″ 7 s11 ″ 7¼ 28 ″ 2½	
21768 133157 GQLB	**Clan Macquarrie** 2*Dks&Shelter dk* D.F. *Fitted for oil fuel* E.S.D.	6471 4613 4007					1913	A.Stephen &Sons,Ld. Glasgow	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	429·2	53·7	26·6	Glasgow British *WB*	T.3Cy.29",49"&80"-60" 496NHP A.Stephen&Sons,Ld.Gls.		C
21769 144223 GDPV	**Clan Mactaggart** *ss*Gls.No.3-4,33 D.F. *ss*Mdb.No.1-37 E.S.D. 2*Dks(Stl)&Awng dk(Stl)* *CruiserStern*	7622 7261 4674	✠100A1 *Awng dk* *withfreeboard* 12,41 Examined 1,42 *Fitted for oil fuel* 11,20 *F.P. above 150° F.* MS3,38	~~Gls~~ Lon Lth ✠LMC BS5,41	*b*†	CL ~~8,38~~ 12,41	1920 11mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd'sA&CP*	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*) *CellDB377'968t MT45'1290tFPT69tAPT8t*	452·7 468·6(O.L.) B69'F38' *on Awng dk* FK	57·7	35·2	Glasgow British *Cem* 7*BHtoAwdk*	2 Steam Turbines DR geared to 1 Sc. Shaft 200lb (*s*) 905NHP 4SB,*16cf*,GS272,HS12120 FD Scott'sSB&Eng.Co.LdGrk	37 ″ 6 s 9 ″ 11½ 27 ″ 9¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21770 144252 GDPW	**Clan Mactavish** ssGrk.No.3–2,34 D.F. E.S.D. ssGrk.No.1–38 2Dks(Stl)&Awng dk(Stl) CruiserStern	7631 7262 4640	✠100A1 Awng dk withfreeboard 11,41 ~~12,40~~ MS11,38 Fitted for oil fuel6,21 F.P. above 150° F.	~~Sws~~ Liv ✠LMC BS~~6,40~~	b†	CL ~~10,38~~ 10,41 11,41	1921 5mo	Ayrshire Dkyd.Co.Ld. Irvine Lloyd'sA&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) CellDB377'968tMT45' 1290t FPT69t APT8t	452·6 467·8(O.L.) B69'F38'onAwng dk FK	57·7	29·6	Glasgow British Cem 7BHtoAwdk	2 Steam Turbines DR geared to 1 Sc. Shaft 200lb (s) 905NHP 4SB,16cf,GS272,HS12120FD Scotts'S.B.&E.Co.Ld.Grk.	37 ″ 6 s 9 ″ 11½ 27 ″ 9¼	
21771 142598 GDLY	**Clan Macwhirter** (exWillcasino, exHalizones, ssGrk.No.3–1,31 exYpresville) ssGrk.No.2–38 D.F. E.S.D. 2Dks(Stl) Longitudinal framing in double bottom & at decks	5941 5509 3702	✠100A1 1,42 ~~5,41~~ MS3,39	~~Gls~~ Lon ✠LMC BS5,41	a†	CL 10,40	1918 7mo	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow Lloyd'sA&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) 1 Intermediate& 2 'tween dk BHds dispensed with	424·4 437·0(O.L.) P44'B254'F44' FK	55·8	28·8	Glasgow British Cem 4BHtoUdk 2 ,, ,, 2nd ,, CellDB363'1481tAPT20t	T.3Cy.27",45"&75"–48" (s) 180lb 549NHP 3SB,9cf,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 s 4 ″ 11¼ 26 ″ 7	
21772 141896 GQMW	**Clan Matheson** ssGls.No.3–5,32 D.F. E.S.D. ssGls.No.1–37 2Dks(Stl)&Shelter dk(Stl)	5613 5348 3453	✠100A1 Shelter dk withfreeboard 3,42 ~~2,40~~ Examined 8,41 Fitted for oil fuel4,19 F.P. above 150° F.	Lon Avn ✠LMC MS1,37 BS8,41	y	CL N5,38	1919 4mo	W.Hamilton&Co.Ld. PortGlasgow Lloyd'sA&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) CellDB326' 922tMT36'876t FPT66t APT15t	397·1 410·0(O.L.) FK	51·4	34·0	Glasgow British Cem 3BHtoShdk 4 ,, ,, U ,,	T.3Cy.$26\frac{15}{16}$",44"&73"–48"(s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s 9 ″ 3¼ 27 ″ 5	
21773 141911 GQML	**Clan Murdoch** ssGls.No.3–1,32 D.F. E.S.D. ssGrk.No.1–36 2Dks(Stl)& Awng dk(Stl)	5950 5680 3638	✠100A1 Awng dk withfreeboard ~~3,41~~10,41 Examined~~3,41~~10,41 MS10,35 Fitted for oil fuel7,19 F.P. above 150° F.	~~Gls~~ Bkn ✠LMC BS3,41	z	CL ~~10,38~~ 10,41	1919 7mo	Ayrshire Dkyd.Co.Ld. Irvine Lloyd'sA&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) CellDB346'898tMT39'890tFPT46tAPT7t	409·6 426·6(O.L.) FK Coll	53·5	33·5	Glasgow British ptCem BHtoAwdk 6 ,, ,, U ,,	T.3Cy.27½",45½"&75"–54" &L.P.Turbine withDR gearing&hydraulic coupling 200lb (s) 674NHP 2SB,9cf,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 9 ″ 7¼ 26 ″ 8	
21774 141894 GQMV	**Clan Murray** 2Dks&Awng dk3trB D.F. E.S.D. Fitted for oil fuel	5954 5671 3631					1918	Ayrshire Dkyd.Co.Ld. Irvine	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	409·5	53·5	33·5	Glasgow British WB	T.3Cy.27½",45½"&75"–54" &L.P.TurbinewithSRgearing&hydraulic coupling 413NHP Dunsmuir&Jackson,LdGls		C
21775 137782 GQLF	**Clan Ogilvy** 2Dks D.F. E.S.D. Fitted for oil fuel CruiserStern	5802 5348 3581					1914	W.Doxford &Sons,Ld. Sunderland	British&South AmericanS.NavCo. Ld.(HoustonLine (London)LdMgrs)	430·0 P41'B141'F43'	54·2	29·4	Glasgow British WB	T.3Cy.27½",45½"&75"–54" 413NHP W.Doxford&Sons,Ld.Sld.		C
21776 137833 GQMF	**Clan Ranald** ssGls.No.3–7,29 D.F. E.S.D. ssGrk.No.2–38 2Dks(Stl)	5447 5093 3379	✠100A1 10,41 ~~1,41~~ BS7,40	~~Lon~~ Mch ✠LMC3,38	z	CL N7,38	1917 3mo	Napier& Miller,Ld. Glasgow Lloyd'sA&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) & 1 'tween dkB CellD	409·1 422·0(O.L.) P49'B120'F41' FK 1IntermediateBH H dispensed with B355' 1060t	54·0	28·9	Glasgow British Cem 5BHtoUdk 1 ,, ,, 2nd ,, only DTa36'1075tAPT45t	T.3Cy.27",44"&73"–48" (s) 180lb 538NHP 3SB,9cf,GS186,HS5151 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 5 s 6 ″ 1¼ 25 ″ 6	
21777 136330 GQLD	**Clan Ross** D.F. E.S.D. 2Dks CruiserStern	5897 5402 3623					1914	Swan, Hunter & Wigham Richardson. Ld.Newcastle	British&South AmericanS.Nav. Co.Ld.(Houston Line(London)Ld. Mgrs.)	430·0 P40'B135'F43'	54·3	29·4	Glasgow British WB	T.3Cy.27½",45½"&75"–54" 413NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
21778 141893 GFVM	**Clan Skene** (exHalocrates, exClanSkene) ssGls.No.3–5,31 D.F. E.S.D. ssGls.No.1–35 2Dks(Stl)	5214 4808 3233	✠100A1 11,40 Examined~~6,41~~1,42 BS5,40 6,41	~~Gls~~ Gls ✠LMC~~5,35~~ 5,39	y	CL 1,39	1919 1mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) CellDB336'1088tFPT123tAPT53t	401·0 P49'B113'F39' FK	52·3	28·5	Glasgow British 7BHptCem	T.3Cy.27",44"&73"-48"&LP Turbine withDRgearing &Hydraulic coupling 180lb (s) 599NHP 3SB,9cf,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
21779 132036 MDYJ	**Clandeboye** ssBel.2ndNo.3–7,39 Well deck Mchy.Aft 1Dk(ptStl)	648 439 241	✠100A1 ~~7,39~~12,41 MS7,39	Bel ✠LMC BS~~4,40~~ 8,41	j	CL 6,39	1913 5mo	Scott& Sons Bowling Lloyd'sA&CP	Wm.M.Barkley &Sons,Ld. (W.Clint,Mgr.) CellDBf103' 158t FPT46t APT7t	180·3 Q103'B9'F33' BK7¼"	28·2	10·8	Belfast British 3BHCem	T.3Cy.15",25½"&41"–30" (s) 180lb 85RHP 1SB,3cf,GS60,HS1938 Aitchison,Blair&Co.LdGls	13 ″ 4 s 4 ″ 5 13 ″ 7	
21780 113967 MFRF	**Clapham** (exVille d'Eu) 3Mst ssBel.3rdNo.3–3,40 Well deck Mchy.Aft 1Dk(Irn)	763 542 316	✠100A1 3,40 BS5,41	Bel ✠LMC3,40	k	CL 1,39	1901 7mo	SM'Knight &Co.Ld. Ayr Lloyd'sA&CP	JohnKelly,Ld. (W.Clint,Mgr.) CellDBf115'183tFPT70tAPT8t	200·4 Q103'B13'F27' FK	30·6 31·7	11·5	Belfast British 3BHCem	T.3Cy.17",27½"&44"–33" (s) 160lb 116NHP 1SB,3cf,GS60,HS1830 Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 8½ 13 ″ 5	
21781 107 IBQH	**Clara** ssTri.No.3–8,35 D.F. 2Dks(Stl)&Webframes Sub.Sig. *Now "Stone Street," see No. 38477 in Supplement*	6131 5022 3731	✠100A1 8,39 MS4,36 Fitted for oil fuel11,22 F.P. above 150° F. NO LATER SURVEY REPORTED	Tri ✠LMC BS8,39	z	CL 8,39	1922 11mo	Cant.Nav. Triestino Monfalcone A&CP	"Italia"Soc.Anon. diNav. CellDBa117'uB&f198'1141tMT27'816tFPT107tAPT135t	401·0 418·4(O.L.) P36'B124'F44' FK	54·2	30·2	Trieste Italian 6BHCem	T3Cy26⅜",42⅛"&$70\frac{1}{16}$"–$48\frac{1}{16}$" 180lb FD (s) 483NHP 3SB(Spt)9cf,GS148,HS7221 UnitedMachineFactories, Smichow,Prague	32 ″ 10 s 7 ″ 8¾ 25 ″ 4	
21782 OYBO	— Sub.Sig. 1Dk	1398 1070 798					1925	Howaldtswerke Kiel	D/S A/S Myren (Holm&Wonsild, Mgrs.)	246·1 P16'Q77'B95'F31'	38·0	14·4	Copnhagn Danish WB	T3Cy16½",$27\frac{3}{16}$"&$43\frac{5}{16}$"–29½" 102NHP Howaldtswerke,Kiel		G
21783 550 ILOV	— WoodAuxBk (exSailingVessel, OilEng. exElisaM.–35,exFirenze) 1Dk2trB (See Sailing Ship Register)	366 347 302					1921	Flli. Picchiotti Viareggio	U.Tomei	121·7 114·8	29·2	15·3	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"–13" 63NHP Emade&fitted36 HanseatischeMotoren Ges. Bergedorf		I
21784 OYNH	**Clara Clausen** (exChr.Matthiessen–37,exPhaliron, exThora) D.F. 1Dk&Spardk	1010 893 591					1907	A.Vuijk& Zonen Capelle/Ysel	C.Clausen	215·7 H94t	30·2	18·6	Kolding Danish WB	T.3Cy.17½",28½"&47"–33" 127NHP G.T.Grey,SouthShields		V
21785 DHEO	**Clara L.-M. Russ** CruiserStern Sub.Sig. 1Dk	1600 1280 937					1927	Flensburgr Schiffsb.Ges Flensburg	Schiffahrt-u. Assekuranz Ges.E.Russ&Co.	263·6 P16'Q84'B104' F32'	41·9	15·4	Hamburg German WB	T3Cy.$17\frac{11}{16}$",$27\frac{9}{16}$"&48"–37⅜" 141NHP FlensburgerSchiffsb.Ges.		G

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, ou ce n'est dans le L.R. Durée.Cert.B.of Trade
21786 143703 MKRS	**Clara Monks** 3Mst *ss*Bwg.No.3–2,34 *ss*Bkn.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	577 405 232	✠100A1 3,42 ~~4,41~~ BS~~3,40~~ 8,41 ✠LMC2,39	Bwg	*h*	CL ~~1,38~~ 3,42	1920 12mo *Lloyd*'*sA&CP*	AilsaS.B. Co.Ld. Ayr	JohnS.Monks,Ld.	170·2|26·1|11·7 Q94'B12'F28' BK7" *FPT*65*t*	Liverpool British 3*BHCem* *APT*30*t*	T.3Cy.14",23"&37"–30" (*s* 180lb 70RH 1SB,3*cf*,GS56,HS1872 AilsaS.B.Co.Ld.Troon	13 ″ 0 s 3 ″ 11½ 13 ″ 2½	
21787 213833 WKCB	**Clare** *ss*Bal.2ndNo.3–3,40 D.F. 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	3372 2842 2139	✠100A1 ~~6,41~~ ~~9,40~~ 1,42 BS~~3,41~~3,42 ✠LMC MS10,38 ~~BS3,40~~ *Fitted for oil fuel* 12,15 *F.P. above* 150° F.	Bal	*u*	CL ~~6,39~~ N1,42	1915 12mo A&CP	Maryland SteelCo. Sparro'Pt.Md	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*)	327·2|46·2|22·9 P35'B98'F38' FK *CellDBa*90'*uE*20'*f*146'691*tFPT*78*t*	NewYork Utd. States 5*BHCem* *APT*296*t*	T.3Cy.22",$37\frac{13}{16}$"&$60\frac{1}{16}$"–42" 190lb (*s*) 293NHP 2SB,6*cf*,GS144,HS4933 MarylandStl.Co.Sparr'.Pt.	25 ″ 6 s 4 ″ 6½ 21 ″ 1¾	
21788 133599 GWVL	**Clare Lilley** (*ex*Modig–34, *ex*Eastcliffe, *ss*Osl.No.3–5,30 *ex*Cliffside) *ss*Cff.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3738 3531 2306	✠100A1 *Shelter dk with freeboard* 1,42 ~~2,41~~ MS7,39 ✠LMC BS2,41	~~Cff~~ Mch	*w*	CL 1,41	1917 4mo *Lloyd*'*sA&CP*	J.Priestman&Co. Sunderland	ClareShippingCo. Ld.	350·0|50·9|23·5 31·5 FK *CellDB*324'862*t*	London British 6*BHCem* *APT*105*t*	T.3Cy.25",41"&67"–45" (s) 180lb 325NHP 3SB,6*cf*,GS115,HS4995 N.E.MarineEngCo.Ld.Sld.	26 ″ 0 s 2 ″ 5¾ 23 ″ 9	
21789 136345 MFSC	**Clarecastle** *ss*Bkn.2ndNo.3–10,38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	664 442 261	✠100A1 6,41 ~~11,40~~ BS~~11,40~~ 11,41 ✠LMC10,38	~~Bel~~ Dub	*j*	CL 10,40	1914 12mo *Lloyd*'*sA&CP*	Scott& Sons Bowling	A.Guinness,Son& Co.Ld.	179·9|28·6|10·8 189·4(O.L.) Q103'B9'F33' BK7¼" *Cell DBf*103'161*t FPT*46*t*	Belfast British 3*BHCem* *APT*7*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1938 Aitchison,Blair,Ld.Gls.	13 ″ 6 s 4 ″ 4½ 13 ″ 9½	
21790 215907 KJFX	**Claremont** Wood 1*Dk* *Fitted for oil fuel*	1291 — 712					1917	Mathews S.B.Co. Aberdeen, Wash.	Hart-Wood LumberCo.	225·5|43·0|16·2	S.Frncisco Utd. States	T.3Cy.14",23"&40"–30" 88NHP UnionIronWorks,San Francisco		
Now "Alwill," *see No.* 35509 *in Supplement*														
21791 127300	**Clarence A. Black** *Mchy Aft* D.F. GyC. 1*Dk*2*trB*	4150 — 2555					1898	Cleveland S.B.Co. Lorain,O.	PittsburgS.S.Co.	413·4|50·2|24·5 F46' *WB*	Duluth, Minn. Utd. States	T.3Cy.22",35"&58"–40" 213NHP CleveIndSB.Co.Cleveland,O		
21792 139099 GMXD	**Clarissa Radcliffe** (*ex*Gwent) *ss*Sld.No.3–8,28 D.F. *ss*Hul.No.2–37 1*Dk*(*ptIrn*&*ptStl*)	5754 5217 3501	✠100A1 10,39 BS10,39 ✠LMC10,37	Cff	*z*	CL N10,37	1915 11mo *Lloyd*'*sA&CP*	Craig, Taylor&Co.Ld. Stockton	WynnstayS.S.Co. Ld.&W.I.Radcliffe SSCoLd(EThomas Radcliffe&Co*Mgrs*)	415·0|55·5|26·7 P45'B&F321' FK *Cell DBa*134'*uE*&*B*46' *f*184'1723*t FPT*154*t*	London British 7*BHCem* *APT*183*t*	T.3Cy.27½",46"&75"–48" 180lb *150lb* (*s*) 470NHP 3SB,9*cf*,GS197,HS7891 Blair&Co.Ld.Stockton	28 ″ 7 s 3 ″ 9½ 25 ″ 1	
21793 PUXA	**Claudia M.** (*ex*AntoniettaAccame) *ss*Msl.No.3–11,11 *ss*Gen.No.2–20 1*Dk*(*Stl*)&*Spardk*(*Stl*)&*Web frames*	3249 2844 1982	✠ 7,24	Gen	*u*		1899 10mo	Cant.Nav. diMuggiano Muggiano	Soc.Paulista de Nav.Matarazzo, Ltda.	346·0|47·2|16·2 P37'B106'F29' 24·2 FK *DBa*94'*uE*&*B*36'*f*142'945*t*	SanPaulo Brazilian 6*BHCem* *APT*58*t*	T.3Cy.21½",35"&59"–39" 228NHP 2SB,6*cf*,GS89,HS3416 T.Richardsn&Sns,Ld.Hpl.	24 ″ 3	
21794 125100 GMYD	**Claudius Magnin** 1*Dk*	2310 1970 1253					1921	Atel.&Ch. deFrance Dunkirk	Ministry of Shipping(Stockwood, Rees&Co.Ld. *Mgrs.*)	292·6|41·0|20·9	PrtTalbot British *WB*	T.3Cy.21",33"&56"–36" 188NHP Atel.&Ch.deFrance,Dnk.		VL
21795 DALW	**Claus** 1*Dk*	302 231 153					1907	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	138·7|24·3| 9·0 P&B90'F17'	Stettin German *WB*	T.3Cy.9⅘",$16\frac{1}{10}$"&25⅗"–$17\frac{7}{10}$" 28NHP StettinerOderwerke		G
21796 DIAY	**Claus Horn** Ⓟ (*ex*MinnaHorn) *OilEng.* D.F. 2*Dks*	3177 2526 1842					1925	Reiherst'g Schiffsw. Hamburg	H.C.Horn	311·0|46·3|22·8 P75'B81'F86'	Hamburg German *WB*	Oil Engines 2S.C.DA 4Cy.23⅝"–35⅜" 778NHP NE30 Maschinenfbrk.Augsburg-Nürnberg A.G.Augsburg		G
21797 DHEE	**Claus Rickmers** Sub.Sig. D.F. 2*Dks*	5165 4708 3170					1924	Nrddtsche Werftm.b.H. Wesermünde-G.	Rickmers RhedereiA.G.	401·5|53·2|27·5 P50'B133'F42'	Hamburg German *WB*	T.3Cy.28⅛",45¼"&74"–53¼" 400NHP A.G."Weser,"Bremen		G
21798 167255 GTGW	**Clausina** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8083 7235 4786	✠100A1 3,42 ~~3,41~~ ✠LMC10,38 *Carrying Petroleum in bulk*	~~Bkn~~ Mob	*c*†	CL 3,42	1938 10mo *Lloyd*'*sA&CP*	NVRotterdamDroogd. Maats. Rotterdam	Anglo-Saxon PetroleumCo.Ld.	465·3|59·3|33·8 483·3(O.L.) P90'B43'F48' FK *CellDBuE*64'156*t* *DTf*25'262*tFPT*135*t*	London British 17*BH* *APT*83*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 8¼ 27 ″ 6	
21799 PDKR	**Clavella** *OilEng* D.F. 1*Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8097 7238 4710	✠100A1 10,41 ~~10,40~~ ✠LMC4,39 *Carrying Petroleum in bulk*	~~Shl~~ Nwc	*c*†	CL	1939 4mo *Lloyd*'*sA&CP*	N VRotterdamDroogd. Maats. Rotterdam	N.V.Petroleum Maats."La Corona"	463·0|59·3|33·9 483·3(O.L.) P94'B44'F48' FK *CellDBuE*64'156*t* *DTf*25'262*tFPT*135*t*	Willemstad Dutch 17*BH* *APT*83*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 8¼ 27 ″ 6	
21800 946 SVXS	**Cleanthis** (*ex*FramlingtonCourt) *ss*Pir 2ndNo.3–1,36 1*Dk*2*trB*	*4153* *3914* *2592*	✠100A1 8,41 ~~4,39~~ Examined 8,41 BS~~4,38~~8,41 ✠LMC1,36	~~Bry~~ Cal	*x*	CL ~~3,40~~ 7,41	1911 4mo *Lloyd*'*sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	PindosS.S.Co.Ld.	375·7|51·3|24·3 P41'B231'F36' FK *Cell DBa*114' *uE*27' *f*160' 808*t FPT*96*t*	Piræus Greek 6*BHCem* *APT*176*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 385NHP 3SB,9*cf*,GS189,HS6169 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 5½ 23 ″ 5¾	
21801 162107 GYMZ	**Clearpool** D.F. E.S.D. 1*Dk*	5404 4992 3323					1935	W.Gray& Co,Ld. WHartlepool	PoolShippingCo. (SirR.Ropner&Co. Ld.*Mgrs.*)	427·5|55·2|27·2 P62'B249'F42'	Cardiff British *WB*	2steamTurbinesDRgeared to 1 sc. shaft Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		C
21802 1635 IBGZ	**Clelia Campanella** TwinSc (*ex*Oilvigor,*ex*Olvigore,*ex*Holden Evans) *ss*Gls.3–2,29 *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3245 2955 1965	✠ ... 11,31				1917 2mo	Baltimore D.D.&S.B.Co BaltimoreMd	TitoCampanella Soc.diNav.	306·0|47·2|28·0 292·9 P76'F26' FK	Genoa Italian *WB*	T.3Cy.18",26½"&42"–27" 298NHP NE*made—fitted*27 London&GlasgowE.&S.B. Co.Ld.Gls.	28 ″ 1	I †
Now "Empire Prize," *see No.* 36400 *in Supplement*														
21803 121205 WADE	**Clemens A. Reiss** (*ex*Frank T.Heffelfinger) *Mchy Aft* D.F. GyC. 1*Dk*2*trB*	4378 — 3367					1901	Chicago S.B.Co. Chicago	ReissS.S.Co.	430·0|50·2|24·5 *WB*	Wilmgton (Del.) Utd. States	Q4Cy.15",23¾",36½"&56"–40" 198NHP ChicagoS.B.Co.Chicago		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21804 PDKX	**Cleodora** OilEng. D.F. 1*Dk*, 2nd dk clear of cargo tanks E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8026 7236 4724	✠100A1 8,41 ~~3,39~~ DBS8,41 ✠LMC7,38 *Carrying Petroleum in bulk*	~~Rot~~ NYk	c†	CL 8,41	1938 7mo *Lloyd's* A&CP	Kon.Maats "DeSchelde" Flushing	N.V.Petroleum Maats "LaCorona"	463·0|59·3|33·9 483·3(O.L.) P90'B43'F48' FK *Cell DBu E64'156t DT f25' 262t FPT 135t APT 83t*	Willemstad ~~TheHague~~ Dutch 17*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55$\frac{1}{8}$" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s6 ″ 8$\frac{1}{4}$ 27 ″ 6	
21805 7920 SDIT	**Cleopatra** OilEng. D.F. 1*Dk* *Carrying Petroleum in bulk* *Mchy.Aft* *CruiserStern*	6627 6007 3883					1933	Götaverken A/B Gothenberg	RederiA/B Transocean (G.Carlsson, *Mgr.*)	429·8|55·2|33·9 417·0	Gothenbrg Swedish *WB*	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"–59$\frac{1}{16}$" 490NHP GötaverkenA/B,Got.		N
21806 DHFW	— (*ex*Eider–35,*ex*Cleopatra) *Mchy.Aft* 1*Dk*	1305 1148 698					1920	Reiherst'g Schiffsw. Hamburg	A.Kirsten	258·6|37·7|14·7 P&B197'F37'	Hamburg German *WB*	T.3Cy.16$\frac{1}{2}$",27$\frac{1}{2}$"&43"–33$\frac{1}{2}$" 107NHP Reiherst,Maschinenf.Ham.		G
21807 149392 MNXZ	**Clermiston** (*ex*Vreewijk) *ss*Gmh.No.3–4,34 *ss*Gmh.No 1–38 1*Dk*(*Stl*) *Cargo battens not fitted*	1498 1283 828	✠100A1 1,41 BS2,40 ✠LMC9,38	Gmh	p	CL 9,38	1921 11mo	N.V.Mach &Scheeps. "DeWaal" Nijmegen A&CP	RavelstonS.S.Co. Ld.(Gillespie& Nicol,*Mgrs.*)	244·9|37·1|16·6 258·0(O.L.) P20'B60'F24' FK *CellDB*204'301t	Grngemth British 4*BHCem* *APT*30t	T.3Cy.17$\frac{15}{16}$",28$\frac{1}{2}$"&47$\frac{1}{4}$"–36" 192lb *100lb* (*s*) 171NHP 2SB,4*cf*,GS76,HS2906 N.V.Machinef "De Waal"	19 ″ 0 s2 ″ 6 16 ″ 8	
21808 145937 KMEO	**Cletus Schneider** (*ex*Thomas Adams) D.F. 1*Dk*2*trB* *Mchy.Aft*	3528 — 2665					1902	CraigS.B. Co. Toledo,O.	Schneider TransportationCo. (ClevelandCliffs IronCo.*Mgrs.*)	370·8|50·2|24·2 F40' *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20",33$\frac{1}{2}$"&55"–40" 191NHP CraigS.B.Co.Toledo		R
21809 236654 WPMR	**Clevedon** Ⓟ (*ex*Feltre–37) OilEng. D.F. *Ref.Mchy.* *ss*Pld.No.3–11,37 GyC. 3*Dks* *Tonnage opening closed* 38	7314 7026 5442	✠100A1 *with freeboard* ~~10,41~~ ~~1,40~~ 11,41 DBS~~4,40~~ 10,41 ✠LMC11,37	Sea	b†	CL 3,40	1927 2mo *Lloyd's* A&CP	Stabilmnto Tecnico Trieste	PacificAmerican Fisheries,Inc.	448·5|55·4|35·3 430·8 27·3 FK *CellDB*377'1245t*DTa*42'981t *FPT*121t*APT*40t *6 additional BH fitted in Upper 'tween dks*	Bellinghm Utd.States 8*BHptCem* (*Coll to W dk* 7 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"–59$\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	38 ″ 2 s12 ″ 0$\frac{1}{4}$ 26 ″ 4$\frac{3}{4}$	
21810 223241 KLEV	**Clevelander** (*ex*Twin Ports) TwinSc OilEng. *Mchy.Aft* 1*Dk*	1460 1388 840					1923	Gt.Lakes Eng.Wrks. Ashtabula,O.	NationalMotorshipCorp.	250·6|42·2|15·7	Wilmgton (Del.) Utd.States *WB*	Oil Engines connected to Elec.Motors&Sc.Shafts 4S.C.SA 6Cy.13"–19$\frac{1}{2}$" LombardGovernorCo. Salem,Mass. 2S.C.DA 5Cy.15"–17" *Made&fitted*31 494NHP Fairbanks,Morse,Co. Beloit,Wis.		R
21811 109684 MJBJ	**Clewbay** (*ex*G.Player) 3Mst *ss*Gls.3rdNo.3–1,41 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft*	645 464 259	✠100A1 2,41 ✠LMC2,41	Bel	i	CL 1,41	1904 7mo *Lloyd's* A&CP	AilsaS.B. Co.Ld. Troon	JohnKelly,Ld. (W.Clint,*Mgr.*)	183·0|28·6|11·1 P19'Q83'B12'F25' FK&BK1$\frac{1}{4}$" *Cell DBf*103' 162t *FPT*58t*APT*8t	Belfast British 3*BHCem*	C.2Cy.19$\frac{1}{2}$"&45"–30" (*s*) 140lb 82RHP 1SB,3*pf*GS68,HS2240 Muir&Houston,Ld.Gls.	13 ″ 9 s4 ″ 7$\frac{1}{4}$ 13 ″ 4$\frac{1}{2}$	
21812	**Clifford** (*ex*Frango–40,*ex*Golaa) *ss*Sfj.2ndNo.3–2,40 D.F. 1*Dk*(*Stl*) *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in cylindrical tanks* *Now* "**Hakko Maru**"	6035 4909 3810	✠ ... 5,41 ✠NE7,30 ✠	NYk	z		1917 5mo	ChesterS.B Co.Ld. Chester,Pa.	FrangoCorporation	401·9|54·3|30·2 P99'F27'B50' FK *CellDB*350' 1611t *FPT*115t	Panama Pnamanian 10*BH* *APT*144t	T.3Cy.27",44"&73"–48" 569NHP 3SB,9*cf*,GS176,HS8862 LilleshallEngineeringCo. Oakengates,Staffs	32 ″ 9	
21813 143740 MKRT	**Cliffville** (*ex*Isabeletta–35) *ss*Bkn.No.1–26 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	424 294 162	✠ 7,29	Bkn	f		1921 5mo	J. Crichton &Co.Ld. Chester	John S.Monks,Ld.	143·2|24·1|10·8 Q87'B9'F23' FK *DTf*15'33t *FPT*9t	Liverpool British 4*BHCem* *APT*28t	T.3Cy.13",21"&34"–24" 80NHP 1SB,3*pf*,GS49,HS1520 Hawthorns&Co.Ld.Leith	12 ″ 0	
21814 160779 GLLL	**Cliftonhall** OilEng. D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	5063 4640 2968	✠100A1 *with freeboard* 2,42 ~~10,40~~ ✠LMC5,38	~~Nwc~~ Liv	a†	CL	1938 5mo *Lloyd's* A&CP	Wm.Doxford&Sons Ld Sunderland	WestHartlepool Stm.Nav.Co.Ld.	426·2|54·3|26·1 441·5(O.L.) FK F40' *CellDB*347' 1174t *MT*29'1146t *FPT*133t*APT*177t	W.Hartlpl British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd dk*)	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"–85$\frac{1}{16}$" 449NHP 2DB*120lb* Wm.Doxford& Sons,LdSld	37 ″ 3 s10 ″ 11$\frac{1}{2}$ 26 ″ 6	
21815 HPFI	**Clio** TwinSc OilEng. D.F. E.S.D. *ss*Bmn.No.3–11,38 *Mchy.Aft* 1*Dk*(*Stl*)*Shelter dk*(*Stl*) GyC. *CruiserStern* *&Web frames* *Longitudinal framing*	~~8580~~ — ~~5175~~ 8973 8518 5436	✠100A1 *Shelter dk* *with freeboard* ~~4,41~~ ~~10,40~~ 3,42 ✠LMC CS11,38 DBS~~10,40~~3,42 ~~3,40~~4,41 *Carrying Petroleum in bulk*	~~NYk~~ ~~LAn~~ Gal	d†	CL ~~11,38~~ ~~11,38~~ 3,42	1926 2mo *Lloyd's* A&CP	Vulcan WerkeA.G Stettin	PanamaTransportCo.	470·0|63·2|35·2 489·6(O.L.) B34'F38' FK *CellDBuE*38' 131t*DTf*36'280t *FPT*190t *APT*108t	Panama Pnamanian 19*BHptCem* (13*BHto S dk* 6 ,, ,, *U* ,,)	Oil Engines 2S C SA 8Cy.25$\frac{9}{16}$"–47$\frac{1}{4}$" 910NHP 2WaterTube DB*200lb* DB*70lb* MaschfbkAugsburg- Nurnberg,Augsburg	35 ″ 6 s8 ″ 7 27 ″ 2	
21816 57 OHGI	— (*ex*Bittern) *ss*Hfs.3rdNo.3–6,35 D.F. *ss*Hfs.No.1–39 *Well deck* 1*Dk*(*Irn*) *lower dk forehold* *Web frames afterhold*	996 — 550	✠100A1 3,39 ✠NB4,23 ✠LMC3,39 NO LATER SURVEY REPORTED	Hfs	m	OG 3,39	1897 3mo *Lloyd's* A&CP	Caledon SB&E.Co Ld. Dundee	FinskaAng.Akt.	228·2|32·0|15·5 218·1 P&B121'F45' BK8" *CellDBa*46'*f*81'158t	Helsingfrs Finnish 4*BHCem*	T.3Cy.19",31"&50$\frac{5}{16}$"–33"(*s*) 160lb *125lb* NDB29 162NHP 1W.T.BoilerHS2721 CaledonSB&E.Co.Ld.Dun.	16 ″ 6 s1 ″ 5$\frac{1}{2}$ 15 ″ 9	
21817 LDFC	— 2*Dks*	556 537 298					1922	Danziger Werft Danzig	DetBergenske Dampskibsselskab	153·9|24·2|17·5 H14t	Bergen Norwegian *WB*	T.3 Cy.12$\frac{3}{5}$",20$\frac{1}{2}$"&32$\frac{1}{2}$"–22$\frac{4}{5}$" 58NHP DanzigerWerft.Danzig	19 ″ 6 s6 ″ 6$\frac{1}{4}$ 13 ″ 1$\frac{1}{2}$	
21818 PJCA	— OilEng. *Mchy.Aft* *CruiserStern* 2*Dks*	374 287 168					1935	Gebroeders Pot Bolnes	WestIndische Scheepv.Maats.	162·6|29·4|8·9 P&B126'F21'	Curaçao Dutch *WB*	Oil Engines S.C.SA 7Cy.10$\frac{13}{16}$"–18$\frac{7}{8}$" 132NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo		VI

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
21819 162646 GPXC	**Cliona** TwinSc *OilEng.* D.F. E.S.D. *ss*H.Kg.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8375 7612 4948	✠100A1 1,41 ✠LMC CS1,40 DBS1,41 5,38 *Carrying Petroleum in bulk*	NYk	*c*†	CL P12,39 S1,41	1931 10mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Glasgow	Anglo-Saxon PetroleumCo.Ld.	456·6 472·0(O.L.) P107'B34'F42' FK *CellDBuE*71'282t*DTf*32'394t*FPT*239t*APT*93t	62·0	34·1	London British 14*BH*	Oil Engines 4S.C.SA 12Cy.$27\frac{9}{16}$"–55⅛" 877NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 2 s6 ″ 8½ 27 ″ 8¼	
21820 7267 SDPK	**Clive** 1*Dk*	1068 790 591					1924	Nordsee- werkeA.G. Emden	ÅngfartygsA/B "Ostersjön" (Adolf Bratt&Co.*Mgrs.*)	213·7 P14'Q55'B54'F27' H110*t*	35·0	12·9	Gothenbrg Swedish *WB*	T.3Cy.17¾",$29\frac{1}{10}$"&$46\frac{1}{10}$"– 31½" 119NH FriedrichWilhelmsHütte, Mülheim,Ruhr		G
21821 1426 IBVH	**Clizia** (*ex*Appalachee, 3Mst *ex*Duffield) *ss*Mdb.2ndNo.3–10,19 *Mchy.Aft* D.F. *ss*Rot.No.1–23 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Webframes* *Fitted for oil fuel* *Carrying Petroleum in bulk*	3698 3391 2249	✠ 9,26 ✠	NYk	*w*		1894 1mo	TyneI.S.B. Co.Ld. Newcastle	ApeAnonima Petroliere	348·8 340·0 P81'B38'F35' FK *CellDB*68'188t*FPT*112t*APT*30t	44·2	28·4	Genoa Italian 14*BHCem*	T.3Cy.26",41"&68"–48" 349NHP 3SB,9*rf*,GS150,HS5667 WllsndSlpwy.Co.Ld.Nwc.	30 ″ 2	I †
21822 147373 EIGX	**Clonlara** *ss*Liv.No.3–10,38 *Ref.Mchy.* 1*Dk*(*Stl*)	1203 984 485	✠100A1 9,40 ✠LMC MS11,38 BS9,40	Liv	*q*	CL 9,38	1926 4mo *Lloyd*'*sA&CP*	CaledonSB &E.Co.Ld. Dundee	LimerickSS.Co.Ld. (S.J.K.Roycroft, *Mgr.*)	253·1 P64'B78'F78' FK *CellDBa&uE*71'*f*104' 308t*FPT*31t*APT*31	37·2	16·6	Limerick British 5*BHCem*	T.3Cy.20",33"&53"–39" (*r*) 185lb 239NHP 2SB,6*cf*,GS124,HS4325 CaledonSB.&E.CoLd.Dun	17 ″ 6 s1 ″ 9 16 ″ 0¾	
21823 164495 MBTM	**Clova** (*ex*Andoni-37) *OilEng.* *Mchy.Aft* *ss*Dun.No.1–39 1*Dk* *CruiserStern*	310 223 157	✠100A1 12,41 ~~1,40~~ ✠LMC CS7,40 4,40	~~Dun~~ Hul	*e*	CL ~~N,40~~ 12,41	1935 6mo *Lloyd*'*sA&CP*	GooleS.B. &Repg.CoLd. Goole	Dundee,Perth& LondonShipping Co.Ld.	140·5 P36'F15' FK *CellDB*91'114t*FPT*42t*APT*16t	24·6	7·8	Dundee British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11"–$17\frac{1}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 1 s ″ 11½ 9 ″ 2¼	
21824 160767 GQZJ	**Clumberhall** *ss*Hpl.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed'41 (W.E.)*	5198 4739 3097	✠100A1 *withfreeboard* ~~4,41~~11,41 BS~~4,41~~5,42 ✠LMC11,38	~~Lon.~~ Gls	*a*†	CL 4,41	1930 8mo *Lloyd*'*sA&CP*	W.Gray& Co.Ld. W Hartlepool	WestHartlepool Stm.Nav.Co.Ld.	425·2 438·5(O.L.) F37' FK *CellDB*373'1256t *DTa*29'1130t *FPT*178t*APT*161t	55·3	25·6	W.Hartlpl British 7*BHCem* (*Coll to Sh dk* 6 „ *2nd*„)	Q.4Cy.20",28½",41½"&61"– 48" 260lb (*s*) 441NHP 3SB(Spt),9*cf*,GS145, HS6258 FD Cen.Mar.EWrks.LdWHp.	36 ″ 10 s10 ″ 11¼ 26 ″ 1¾	
21825 160318 GNVJ	**Clunepark** *ss*Shl.No.3–11,40 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	3491 3241 2153	✠100A1 3,42 ~~4,41~~ ~~BS8,40~~ ✠LMC1,37	~~Mdb~~ Cff BS11,41	*v*	CL 11,40	1928 4mo *Lloyd*'*sA&CP*	Lithgows, Ld. Pt.Glasgow	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*)	350·0 362·6(O.L.) P30'B98'F29' FK *CellDB*301'800t*APT*99t	49·0	23·7	Greenock British 6*BHCem*	T.3Cy.22",38"&63"–42" (*s*) 200lb *100lb* 339NHP 2SB,6*cf*,GS113,HS4650 FD D.Rowan&Co.Ld.Gls.	26 ″ 0 s4 ″ 7¼ 21 ″ 7½	
21826 111148 VOBJ	**Clyde** *ss*NFL.No.1-40 *ss*NFL.3rdNo.3–5,36 1*Dk*&*Web frames &* *lower dk in Main hold*	439 342 199	✠100A1 5,41 ~~4,40~~ ✠NB5,28 ✠LMC~~5,36~~ BS~~3,41~~5,42 4,40	NFL	*g*	3,40	1900 2mo A&CP	A.&J. Inglis Glasgow	Government of Newfoundland (Newfoundland Railway-Steam- shipDept.)	154·7 166·0(O.L.) F18' BK7" ND12 *CellDBa&uE&B*47'*f*61'84t	25·1	12·6	SJhnsNFL British 4*BHCem*	T.3Cy.15",24"&40"–30" (*r*) 160lb 99RHP 1SB,3*cf*,GS51,HS1533 FD A.&J.Inglis,Glasgow	15 ″ 0 s2 ″ 1½ 13 ″ 10	
21827 166243 GMGF	**Clyde Coast** *OilEng.* D.F. E.D.S. 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	511 414 253	✠100A1 *withfreeboard* 9,41 ~~8,40~~ ✠LMC7,38	Liv	*k*	OG 7,39	1938 7mo *Lloyd*'*sA&CP*	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam	CoastLines,Ld.	195·6 201·6(O.L.) FK F27' *CellDB*122'168t *DTf*16'80t *FPT*62t*APT*24t	31·6 32·9	9·7	Liverpool British 3*BHptCem* (*Coll to Sh dk* 2 „ *2nd*„)	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP HumboldtDeutzmotoren, A.G.Köln-Deutz	11 ″ 8 s ″ 2 11 ″ 7¼	
21828 27090 JCZD	**Clyde Maru** *ss*Kob.No.3–1,33 2*Dks*(*Stl*)	5498 4996 3424	✠ ... 5,37 ✠	Osa	*z*		1920 5mo	Asano S.B.Co. Tsurumi	NanyoKaiunK.K.	400·0 P33'B124'F41' FK *CellDB*339'949t*APT*27t	53·2	29·4	Tokyo Japanese 6*BHCem*	T.3Cy.26",43¾"&72"–48" 513NHP 3SB,9*cf*,GS175,HS7376 IshikawajimaSB&ECoTok	32 ″ 0	C †
21829 147943 GKLM	**Clydebank** TwinSc *OilEng.* *ss*Liv.No.3–3,37 1*Dk*(*Stl*)& *Shelter dk*(*Stl–ws*) *Tonnage opening closed'41 (W.E.)*	5156 4768 3113	✠100A1 *withfreeboard* ~~5,41 11,40~~ 9,41 ~~DBS5,41~~ ✠LMC3,37 ✠LMC(M)1,39 *Carrying vegetable oil in deep tank*	~~Shl~~ ~~Cal~~ Lth DBS5,41	*a*†	CL S1,39 ~~P11,40~~ PN12,41	1925 1mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Glasgow	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	420·0 433·7(O.L.) FK *Coll BH to Sh dk* *6 „ „ 2nd „* *CellDB*357'1121t *DTf*32' 1067t *tanks between tunnels* 115'251t*FPT*106t*APT*132t	53·9	26·5	Glasgow British 7*BHptCem*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$37\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	~~29 ″ 1~~ ~~s3 ″ 7¼~~ ~~25 ″ 8~~ 37 ″ 2 s10 ″ 10¾ 26 ″ 8	
21830 98681 MKJG	**Clydebrae** Iron&Steel2Mst (*ex*Princess *ss*Bel.3rdNo.3–11,30 Sophia,*ex*Topaz) *ss*Bel.No.2–39 *Mchy.Aft* 1*Dk*(*ptIrn*) *Well deck* *Irn framing & Stl plating*	515 374 222	✠100A1 11,40 ✠NE8,18 ✠LMC4,39 ✠NB06 *refitted* 8,18 BS4,41	Bel	*h*	CL 11,40	1891 12mo A&CP	Scott&Co. Bowling	HughCraig&Co. Ld.	175·4 Q86'B10'F25' BK7½" *CellDB*96'120t*FPT*15t	26·7	10·7	Belfast British 3*BHCem*	T.3Cy.$14\frac{7}{16}$",23⅛"&36"–27" 180lb (*s*) 70RHP 1SB,3*pf*,GS52,HS1321 Douglas&GrantLd. Kirkcaldy	13 ″ 0 s ″ 8¼ 12 ″ 11½	
21831 149473 GSNK	**Clydefield** *OilEng.* D.F. *ss*Bom.No.3–5,41 ~~*ss*Shl.No.2–36~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7365 6578 4329	✠100A1 5,41 ~~12,39~~ ✠LMC CS4,37 DBS~~12,36~~5,41 7,36 *Carrying Petroleum in bulk*	~~Gls~~ Bom		CL 2,39	1928 7mo *Lloyd*'*sA&CP*	D&WHen- dersn&Co.Ld. Glasgow	FieldTankS.S.Co. Ld (Hunting&Son, Ld.*Mgrs.*)	450·5 P89'B41'F44' FK len 35 *CellDBuE*67'234t*DTf*32'412t*FPT*185t*APT*261t	57·8	32·7	Newcastle British 16*BHptCem*	Oil Engines 4S.C.SA 8Cy.29⅛"–$72\frac{13}{16}$" 647NHP 2DB*120lb* Harland&Wolff,Ld.Gls.	32 ″ 9 s6 ″ 5½ 26 ″ 7¼	
21832 121243 GWJM	**Clydesdale** Ⓟ 1*Dk*	401 302 155					1905	Scott& Sons Bowling	DavidMacBrayne Ld.	151·1 P&B95'F40'	26·1	12·4	Glasgow British *WB*	T.3Cy,15",25½"&41"–30" 85RHP Ross&Duncan,Glasgow		BT till 6,42
21833 93690 MKPV	**Clydevalley** (*ex*Londoner, Iron *ex*Balniel) *ss*Bel.3rdNo.3–10,23 *ss*Hfx.No.1–29 1*Dk*	460 363 223	✠ ... 7,32 ✠				1886 7mo	M'Ilwaine Lewis&Co.Ld Belfast	A.S.Publicover	174·0 Q95'F27' FK	26·1	12·6	Halifax, N.S. British *WB*	C.2Cy.22⅜"&44"–30" 80RHP M'Ilwne,Lewis&Co.LdBel	13 ″ 5	
21834 147793 GNVT	**Coalfax** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	2482 2136 1813					1927	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CoalCarriers Corporation,Ld.	253·0 F35'*Trunk*147'	43·3	25·3	Middlsbro' British *WB*	T.3Cy.16",27"&44"–33" 111NHP ShieldsE.&DD.CoLd.NShl		C
21835 160508 VGLW	**Coalhaven** (*Self-Unloader*) D.F. 1*Dk* *Mchy.Aft*	2362 2119 1370					1928	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaS.S.Lines, Ld.	252·5 F35'*Trunk*145'	43·4	22·8	Montreal British *WB*	T.3Cy.18",30"&50"–36" 150NHP Earle'sS.B.Co.Ld.Hull		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
21836 225135 WKCW	**Coamo** Ⓟ *3Dks* *Ref.Mchy.* D.F. *Fitted for oil fuel*	7057 — 4208					1925	NwprtNws S.B.&DD.Co. NewprtNews	Agwilines,Inc. ~~CoamoS.S.Corp.~~ (NewYork&Porto RicoS.S.Co.*Mgrs.*)	429·0 B250'F71'	59·5	35·0	NewYork Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft NewportNewsSB.&DDCo.		R
21837 218059 KIFQ	**Coast Banker** (*ex*PointBonita-37, *ex*BoundBrook) *ss*S.Fo.No.3-7,26 *ss*Sea.No.1-30 *1Dk2trB in fore & after holds & Web frames* *Fitted for oil fuel*	3283 3005 2000	✠ ... 1,33 ✠				1919 6mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35'	46·2	25·0 FK	Portlnd,Or Utd. States *WB*	DR GearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
21838 219585 KUCD	**Coast Farmer** (*ex*PointArena-37, *ex*RiversideBridge) *ss*N.Ns.No.3-4,28 *1Dk2trB in fore & after holds & Web frames* *Fitted for oil fuel*	3290 3005 2042	✠ ... 1,33 ✠				1920 3mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35'	46·2	25·0 FK	Portlnd,Or Utd. States *WB*	DR GearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
21839 218944 KOCN	**Coast Merchant** (*ex*PointMontara-37, *ss*N.Ns.No.3-5,27 *ex*Federal Bridge) *1Dk2trB in fore & after holds & Web frames* *Fitted for oil fuel*	3283 3005 2000	✠ ... 1,33 ✠				1919 9mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35'	46·2	25·0 FK	Portlnd,Or Utd. States *WB*	DR GearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
21840 219859 WSBK	**Coast Miller** (*ex*PointGorda-37, *ex*Neshobee) *ss*N.Ns.No.3-5,28 *1Dk2trB in fore & after holds & Web frames* *Fitted for oil fuel*	3283 3005 1996	✠ ... 1,33 ✠				1920 6mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35'	46·2	25·0 FK	Portlnd,Or Utd. States *WB*	DR GearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
21841 219758 KURD	**Coast Shipper** (*ex*PointSur-37, *ex*EastChicago) *ss*S.Fo.No.3-7,26 *ss*S.Fo.No.1-30 *1Dk2trB in fore & after holds & Web frames* *Fitted for oil fuel*	3286 3005 2030	✠ ... 1,33 ✠				1920 4mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35'	46·2	25·0 FK	Portlnd,Or Utd. States *WB*	DR GearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
21842 219588 KUCJ	**Coast Trader** (*ex*PointReves-37, *ex*HolyokeBridge) *ss*S.Fo.No.3-6,26 *ss*S.Fo.No.1-30 *1Dk2trB in fore & after holds & Web frames* *Fitted for oil fuel*	3286 3005 2030	✠ ... 1,33 ✠				1920 5mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35'	46·2	25·0 FK	Portlnd,Or Utd. States *WB*	DR GearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
21843 207187 WKCZ	**Coastwise** *Mchy.Aft* *1Dk2trB*	4015 3552 2444					1910	NewYork S.B.Co. Camden,N.J.	CoastwiseTransportationCorp.	359·0 P77'B17'F34'	49·3	23·9 30·0	Prtlnd,Me. Utd. States *WB*	T.3Cy.24¼″,38½″&64″-45″ 275NHP NewYorkSB.Co.Cmdn.NJ		R
21844	**Coaxet** Now "Empire Kingfisher," *see letter* E. *1Dk* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6038 5500 3742					1919	GMStandiferCnst.Corp Vancouver, Wash.		401·4 P48'B81'F37'	53·2	31·9	British *WB*	T.3Cy.24½″,41½″&72″-48″ 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
21845 155346 VJZR	**Cobargo** TwinSc *1Dk* *Ref.Mchy.* *CruiserStern*	860 517 352					1929	AilsaS.B. Co.Ld. Ayr	Illawarra&S Coast Stm.Nav.Co.Ld. (A.L.Miller,*Mgr.*)	190·3 Q111'B61'F35'	34·4	9·5	SydneyNSW British *WB*	T.6Cy.12½″,20″&32″-24″ 100NHP AilsaS.B.Co.Ld.Troon		C
21846 EADO	**Cobetas** (*ex*Guadalquivir, *ex*Adelina) *ss*Bbo.2ndNo.3-9,39 D.F *2Dks(Stl)*	*3948* *3706* *2461*	✠100A1 7,41~~11,40~~ BS8,41 MS8,39	~~Bbo~~ Bcl ✠LMC ~~BS6,40~~	*x*	CL 11,40	1914 4mo *Lloyd*	Russell& Co. PortGlasgow *'sA&CP*	Cia.Naviera Vascongada *CellDBa*115'*uE*	359·7 P40'B102'F46' 26'*f*145'789*t FPT*8	49·9	26·9 FK	Bilbao Spanish 6*BHCem* 2*tAPT*57*t*	T.3Cy.25″,41″&68″-45″ (*r*) 180lb *100lb* 375NHP NDB19*refitted*30 2DB,*8cf*,GS138,HS6300 Rankin&Blackmore,Grk.	29 ″ 4 s 5 ″ 2¾ 24 ″ 4	
21847 DHEG	**Cobra** Ⓟ TwinSc Sub.Sig. *2Dks3trB*	2132 1575 906					1926	Vulcan Werke,A.G. Stettin	Hamburg-Amerik.Packetf.Akt.Ges. (Ham.-Amr.Linie)	270·3	40·1	20·6	Hamburg German *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts VulcanWerke,A.G.Stettin		G
21848 DOFB	**Coburg** Ⓟ (*ex*Havel-38) 4Mst *OilEng.* D.F. E.S.D. *Ref.Mchy.* *2Dks.* Sub.Sig.	7400 6601 4521					1928	F.Schichau Danzig	Norddeutscher Lloyd	504·0 P25'B&F463' len38 UpperF56'	61·2	28·7	Bremen German *WB*	Oil Engines 2S.C.DA SR geared to 1 sc. shaft 16Cy.20⅞″-29$\frac{15}{16}$″ 2440NHP NE38 DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
21849 146705 GFPX	**Cochrane** *ss*Nwc.No.3-3,36 *ss*N.Yk.No.1-41 D.F. *Ref.Mchy.* *2Dks(Stl)*	7203 6577 4485	✠100A1 2,41 ✠LMC2,41	NYk	*b*†	CL 10,38	1923 3mo *Lloyd*	J.Brown& Co.Ld. Clydebank *'sA&CP*	ElderDempster Lines,Ld. *CellDB*	440·0 455·0(O.L.) P37'B188'F49' 378'1299*t FPT*142*t*	59·2	31·1 FK	Liverpool British 7*BHCem* *APT*40*t*	3 Steam Turbines DR geared to 1 sc. shaft (*s*) 215lb 667NHP 4SB,*12cf*,GS199,HS9035 FD J.Brown&CoLd.Clydebnk	33″11 s 7 ″ 3¼ 26 ″ 9¾	
21850	**Cockaponset** *1Dk&Shelter dk* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	5995 — 4443					1919	Pacific CoastS.B.Co. BayPoint, Cal.		402·5 P34'B80'F38'	53·0	32·0	British *WB*	DR GearedSteamTurbine KerrTurbineCo.Wellsville		R
21851 219482 KQVV	**Coelleda** *2Dks* Sub.Sig. *Fitted for oil fuel* Now "Alcoa Trader," *see No.* 35518 *in Supplement*	4986 4598 3048					1920	American International S.B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DR Geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
21852																

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade.
21853 PDKZ	**Coeta** (*ex*Spica) *OilEng.*	310 224 153					1937	Gebr.van Diepen Waterhuizen	H.Tattje	130·6	24·1	9·7	Groningen Dutch	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$"–14$\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		C
21854 165498 GZZC	**Coimbra** D.F. E.S.D. GyC. *CruiserStern* 2*Dks* *Mchy.Aft* *Longitudinalframing–bracketless system*	6768 6244 3976	✠100A1 3,41 ~~BS4,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 7,37 F.P. above 150° F.*	Lon BS5,41 ✠LMC7,37	*a*† 2	CL 4,40	1937 7mo *Lloyd*'sA&CP	Howaldts-werkeA.G. Kiel	Socony-Vacuum Transportation Co.Ld. *CellDBuE*71'210t	422·8 433·5(O.L.) P82'B35'F44' FK *DTf*28'388t *FPT*237t	60·4	32·8	London British 11*BHptCem* *ptAsp* *APT*49t	C.4Cy.(2)22$\frac{1}{16}$"&(2)47¼"–47¼" 228lb (*s*) 550NHP 3SB(Spt),9*cf*,HS8393 FD Rheinmetall-BorsigA.G. BerlinTegel	33 ″ 0 s 6 ″ 0¾ 27 ″ 1½	
21855 162135 GDKK	**Coity Castle** (*ex*Adria-39, *ex*Cottonwood-37) 3Mst *Mchy.Aft* 1*Dk*	2767 2217 1797					1919	Gt. Lakes Eng.Works Ecorse,Mich.	BranchS.S.Co.Ld.	253·4	43·7	24·5	Cardiff British *WB*	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Works,Det.		VL
21856 256 IBXH	**Col di Lana** *OilEng* D.F. *ss*Tri.No.3–7,37 2*Dks*(*Stl*)	5891 4431 3709	✠100A1 12,39 DBS8,39 NO LATER SURVEY REPORTED	Gen ✠LMC7,37	*y*	CL N7,37	1926 6mo *Lloyd*'sA&CP	Cant.Nav. Triestino Monfalcone	Nav.Gen.Gerolimich&Co.Soc.in Azioni *CellDB*325'1116t *DTa*52'1000t	416·8 400·0 P34'B261'F44' FK *FPT*94t*APT*86t	53·2	24·7	Trieste Italian 8*BHptCem* (1 *to* 2*nd dk*)	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27 ″ 10 s 3 ″ 7⅛ 24 ″ 5	
21857 220710	**Colabee** (*ex*Pagasset-37) 2*Dks* *Fitted for oil fuel*	5617 — 4019					1920	Atlantic Corp. Prtsmth,N.H	IllinoisAtlantic Corp.(Edward P. Farley&Co.Inc. *Mgrs.*)	410·5 P44'B115'F47'	54·2	27·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorp.PrtsmthNH		R
21858 128789 VJCD	**Colac** (*ex*Dinoga) *ss*Mel.No.3–1,32 *ss*Mel.No.2–40 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3341 3010 1939	✠100A1 1,42 ~~1,41~~ BS6,41	Mel ✠LMC5,40	*v*	CL ~~2,40~~ 1,42	1920 2mo	N.S.W. Govt Dckyd. Newcastle, N.S.W. A&CP	Huddart,Parker, Ld. *CellD*	331·0 341'0(O.L.) P31'B95'F30' FK B277'885t*FPT*118t	47·9	23·5	Melbourne British 5*BHCem* *APT*204t	T.3Cy.25",41"&68"–45" (*s*) 190lb 520NHP 3 Water Tube Boilers HS8289 FD Govt.Dckyd.Nwc.N.S.W.	26 ″ 1 s 4 ″ 5¾ 21 ″ 10	
21859 150421 VGBW	**Colborne** Ⓟ (*ex*Canadian Skirmisher-32) *ss*Mtl.No.3–6.33 ~~*ss*Mtl.No.1–37~~ *Ref.Mchy.* D.F. *ss*Mtl.No.2–41 2*Dks*(*Stl*)	6230 4867 3886	✠100A1 9,41 ~~8,40~~ BS~~3,41~~3,42 ✠Lloyd'sRMC4,41 *Fitted for oil fuel 4,21 F.P. above 150° F.*	Mtl ✠LMC4,37	*y*	CL ~~4,39~~ 8,41	1921 4mo *Lloyd*'sA&CP	WallaceSB &D.D.Co.Ld. Vancvr,B.C.	CanadianSkirmisher,Ld. (Canadian NationalSteamships,*Mgrs.*) *CellD*	400·0 P49'B113'F41' FK B329'920t*FPT*146t	52·4	28·7	Montreal British 6*BHCem* *APT*123t	T.3Cy.27",44"&73"–48" (*s*) 180lb 540NHP 3SB,9*cf*,GS198,HS8199 FD WallaceS.B.&D.D.Co.Ld.	31 ″ 0 s 5 ″ 3½ 26 ″ 3	
21860 ~~219547~~ ~~KUBB~~	**Cold Harbor** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5010 4598 3065					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Panama Pnamanian *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
21861 219293 KOQK	**Coldbrook** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5104 4598 3127					1919	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B121'F43'	54·2	27·8	Phildlphia Utd. States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
21862 219546 KOZZ	**Collamer** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5112 4598 3133					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd. States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
21863 146693 GJPS	**Collegian** (*ex*RoyalPrince-35, *ex*LondonCommerce) *ss*Bkn.No.3–7,35 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted inShelter 'tween dks*	7886 7362 4934	✠100A1 *Shelter dk withfreeboard* 5,41 Examined ~~7,40~~8,41 BS5,41 *Carrying vegetable oil in after deep tanks* *Fitted for oil fuel 1,23 F.P. above 150° F.*	~~Liv~~ Gls ✠LMC7,35	*c*†	CL 12,37	1923 1mo *Lloyd*'sA&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) *Duct keel in Blr. space & forward*154'	450·4 471·6(O.L.) F42' *on Shelter dk* FK *CellDB*366'1568t	58·0	38·3	Liverpool British *ptCem* *Collision BH to Sh dk* 6 „ „ *U* „ *DTf*33'967t	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 190lb 1010NHP 4SB,16*cf*,GS312,HS13314 FD Richardsons,Westgarth& Co.Ld.Mdb. *DTa*33'797t*FPT*68t*APT*82t	41 ″ 0 s11 ″ 1¼ 30 ″ 2	
21864 FONF	**Colleville** (*ex*MatelotHuguen) 1*Dk*	2012 — 1182					1922	Government Yard Cherbourg	Soc.Nav.Caennaise (G.Lamy&Cie, *Mgrs.*)	270·3	39·5	19·6	Caen French	T.3Cy.18",30"&49"–38" Etablissement 148NHP National d'Indret,Indret		V
21865 147662 VGMT	**Collier** (*ex*CollierNo.1) D.F. (*Self-Unloader*) *Mchy.Aft* 1*Dk*	1858 1633 930					1924	Vickers, Ld. Barrow	CanadaS.S.Lines, Ld.	249·2 F38'	43·2	18·3	Montreal British *WB*	C.2Cy.24"&48"–36" 110NHP VickersLd.Barrow		C
21866 147780 MNJY	**Collingdoc** (*ex*D.B.Hanna-39) *Mchy.Aft* 1*Dk*	1780 1595 1285					1925	Furness S B.Co.Ld Haverton Hill-on-Tees	PatersonSteamships,Ld.	252·5 F34'	43·2	17·8	Ft William Ont. British *WB*	T.3Cy.16",27"&44"–33" 111NHP Earle'sCo.Ld.Hull		C
21867 219778 KUKX	**Collingsworth** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5101 4598 3125					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd. States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
21868 117089 VGNZ	**Collingwood** Iron&Steel *Mchy.Aft* 1*Dk*	4529 4209 3480					1907	Collingw'd S.B.Co.Ld. Collingwood	CanadaS.S.Lines, Ld.	386·0	50·0	23·0	Collingwd British *WB*	T.3Cy.21",35"&57"–42" 211NHP CollingwoodS.B.Co.Ld.		R
21869 229 ILQN	**Colomba Lofaro** (*ex*ColombaL, *ex*MatteoVerderame,*ex*Oberon)	897 763 543					1890	Huijgens& vanGelder Amsterdam	RosarioLofaro	222·9 210·7 Q66'H45'F26'	30·6	15·6	Naples Italian *WB*	T.3Cy.15",25"&40"–36" 96NHP Maats.de"Maas,"Rot.		I
21870 PDLA	**Colombia** Ⓟ TwinSc *OilEng.* *ss*Ham.No 2–39 3*Dks*(*Stl-weather dk* teak s) *Ref.Mchy.* 4*th dk*(*Stl*)*in foreholds* D.F *CruiserStern*	10782 7649 6336	✠100A1 *withfreeboard* 9,40 DBS8,40 ✠Lloyd'sRMC2,39	NYk ✠LMC CS5,39 6,37	*d*†	OG ~~GO~~ P12,38 SN4,39	1930 10mo *Lloyd*'sA&CP	N.V.Mch. &Scheepswrf. vanP.SmitJr Rotterdam	N.V.Koninklijke Nederlandsche StoombootMy *CellDB*385'1415t *of tunnels* 61t	429·5 457·1(O.L.) P9'B169'F85' FK *Tanks in way* *DTsa*14'295t *FPT*	61·7	36·0	Amstrdam Dutch 7*BHptCem* *ptAsp* (*Coll to W dk* 6 „ 2*nd* „) 110t*APT*71t	Oil Engines 3S.C.SA 16Cy.30$\frac{11}{16}$"–55⅛" 1456NHP 2DB*115lb* Werkspoor,Amsterdam	39 ″ 6 s13 ″ 0¾ 26 ″ 8¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist. Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
21871 8196 SKDT	**Colombia** TwinSc ssBal.No.1-41 OilEng. D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. Strengthened for Navigation in Ice	5297 4171 2905	✠100A1 withfreeboard 2,42 ~~2,41~~ ✠Lloyd'sRMC1,40 No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	~~Bal~~ NYk ~~NYk~~ DBS8,41 ✠LMC8,37	a†	OG P6,39 s6,40	1937 8mo Lloyd	Götaver-kenA/B Gothenburg 'sA&CP	Rederiaktieb, Nordstjernan (A.A.Johnson, Mgr.) CellDB307'14	420·7|55·9|23·9 440·1(O.L.) F80' FK 86tTanks in way of	Stockholm Swedish 7BH (Coll to Sh dk 6 „ 2nd„) tunnels 309t	Oil Engines 4S.C.SA 16Cy.24 13/16"–51 3/16" 945NHP DB85lb GotaverkenA/B,Got FPT76tAPT52t	28″0 s2″10¾ 25″3¼	
21872	— OilEng. D.F. 1Dk CruiserStern Flush covers to No. 2 hatchway in bridge Butts of shell plating electrically welded	1176 587 626	✠100A1 2,42 ~~1,41~~ ✠LMC(M)3,41	Boa ✠LMC3,39	m	CL N2,42	1939 3mo Lloyd	Oresunds-varvet Aktiebolag Landskrona sA&CP	Cia.deNav.y Tierras "Elliot" S.A. CellD	207·5|35·3|12·5 214·7(O.L.) FK P18'Q40'B94'F22' B156'218t FPT44t	Panama Pnamanian 4BHptCem APT26t	Oil Engines 2S.C.SA 8Cy.13⅜"–22 7/16" 250NHP A/BAtlas-Diesel,Skm.	15″3 s″4¾ 14″11	
21873 LDFD	— 1Dk	794 607 456					1893	Bergens Mek.Værks. Bergen	A/SPretex (T.Evers, Mgr.)	206·2|29·7|12·0 Q57tB97tH5tF30t	Haugesnd Norwegian WB	T.3Cy.16½",26½"&43"–30" 101NHP BergensMek VærksBergen		N
21874 FNTH	**Colombie** Ⓟ TwinSc D.F. GyC. 3Dks Ref.Mchy. Fitted for oil fuel	13391 10390 7554					1931	Atel.&Ch. deFrance Dunkirk	Cie.Générale Transatlantique	488·0|66·6|42·2 B252'	Havre French WB	6steam turbinesS.R. geared to2Sc.Shafts Atel.&Chantiers dePenhoet,St.Nazaire		V
21875 1581 IBYH	**Colombo** Ⓟ TwinSc (exSanGennaro) ssGen.No.3-1,30 D.F. ssGen.No 2-39 3Dks(Stl)&Shade dk(Stl-ws)	11760 7509 6022	✠100A1 4,40 BS1,39 Fitted for oil fuel 1,30 F.P. above 150° F. NO LATER SURVEY REPORTED	Gen ✠LMC11,37	g†	CL P5,38 s12,39	1917 7mo Lloyd	Palmers' Co.Ld. Newcastle 'sA&CP	LloydTriestino Soc.Anon.diNav. CellD	536·3|64·0|24·2 518·0 32·3 B242'F56'on Shade dk FK B451'1366t DT24	Genoa Italian 8BHCem 257tFPT98t	Q.8Cy.28½",40",57"&80"–51" 220lb (s) FD 1826NHP 12SB,36cf,GS775,HS29604 Palmers'Co.Ld.Newcastle APT62t	35″0 s11″9¼ 23″9	
21876	**Colon** (exVaccares-37) 2Dks	2997 — 1742					1924	Atel.&Ch. de laSeine Marit. LeTrait(S.I.)	HanseaticaAsch-purwis&Veltjens S.A.(Hansegesell-schaftAschpurwis &Veltjens, Mgrs.)	313·6|45·9|20·1 P164'F29'	WB	T.3Cy.21⅝",36"&59"–42" 225NHP Atel.&Ch.de la SeineMar.LeTrait (S.I.)	23″3	V
21877 143420 GCKD	— ssGls.No.3-4,32 D.F. ssAnt.No.1-36 1Dk(Stl)&Shelter dk(Stl)	1803 1552 983	✠100A1 Shelter dk withfreeboard 7,39 ✠LMC11,36	Liv BS3,40	r	CL 7,39	1919 9mo Lloyd	H&CGray-son,Ld. Liverpool sA&CP	MacAndrews&Co. Ld. CollisionBHto Shelter dk CellD	265·0|41·2|18·8 FK B224'408t FPT63t	London British Cem 3BH to U dk APT18t	T.3Cy.21",34"&56"–36" (s) 180lb 271NHP 2SB6cf,GS138,HS5112 D.Rollo&Sons,Liverpool	21″0 s″10 20″4¼	
21878 127553 WDDS	**Colonel** Mchy.Aft D.F. 1Dk2trB	3597 — 2992					1901	Detroit S.B.Co. WyndtteMch	FontanaS.S.Co. (Cleveland-Cliffs IronCo. Mgrs.)	356·0|50·0|28·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.18",29"&48"–40" 146NHP DetroitS.B.Co.Detroit		R
21879 163389 MBJK	**Colonel Crompton** ssLth.No.1-38 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	1495 1119 844	✠100A1 10,41 ~~1,41~~ BS10,41	~~Lon~~ Bly ✠LMC1,41	p	CL 1,41	1933 9mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP Cell	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld.) DBuE23'f162'425t	237·0|38·2|15·9 244·2(O.L.) Q145'B16'F22' FK DTf142t FPT158t	London British 4BHptCem APT25t	T.3Cy.17",28"&46"–33" (s) 200lb 100lb 158NHP 1SB,3cf,GS62,HS2668 J.Dickinson&Sons,Ld.Sld	17″11 s5″4¾ 16″7¾	
21880 202033 WIFK	**Colonel E. M. Young** (exE.M.Young,exHoover&Mason) Mchy.Aft (Self-Unloader) D.F. 1Dk	6412 — 5362					1905	Gt.Lakes Eng.Works. Ecorse,Mich.	UnitedS.S.Co. (G.A.Tomlinson, Mgr.)	504·0|54·2|31·0 WB	Wilmgton (Del.) Utd.States	Q.4Cy.18",27",47"&63"–42" 251NHP Gt.LakesEng.Wks Detroit		R
21881 209185 WTBM	**Col. James M. Schoonmaker** Mchy.Aft D.F. GyC. 1Dk	8603 — 6650					1911	Gt.Lakes Eng.Works. Ecorse.Mich.	ShenangoFurnace Co.	590·0|64·2|34·2 F56'	Pitsbrg Pa Utd.States WB	Q4Cy22¾",33¼",48"&69"–42" 309NHP Gt.LakesEngWrksDetroit		R
21882 225394 WPBE	**Colonel James Pickands** Mchy.Aft D.F. GyC. 1Dk	8151 — 6442					1926	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co. Mgrs.)	586·0|60·0|28·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS B.Co.Lorain,O		R
21883 CSCW	**Colonial** Ⓟ (exAssyria, exYpiranga) TwinSc Ref.Mchy. 2Dks	8309 — 5218					1908	Frd.Krupp Akt.Ges. Kiel	CiaColonial deNav.	449·8|54·9|27·8 P290'F79'	Loanda Portuguese WB	Q8Cy21⅛",31⅛",45 5/16"&65⅝"–47¼" 332NHP Frd.KruppA.G.Kiel		C
21884 147355 GCRL	— ssBkn.No.3-12,38 2Dks(Stl)	5108 4747 3129	✠100A1 4,41 BS4,41	Liv ✠LMC12,38	y	CL 9,39	1926 2mo Lloyd	D&W Hen-dersn&Co.Ld Glasgow sA&CP	CharenteS.S.Co.Ld (T.&J.Harrison, Mgrs.) CellDB340'1130t DTa29'752tFPT7	396·0|52·6|28·0 407·8(O.L.) P37'B128'F40' FK 8tAPT24t	Liverpool British Cem 7 BH to Udk 1 „ „ 2nd „	T.3Cy.26",43"&73"–48" (r) 200lb 120lb 464NHP 2DB(Spt),12cf,GS210, HS7706 D.&W.Henderson&Co.Ld.	30″7 s5″9¾ 25″0	
21885 226701 KLEW	**Colonial Beacon** TwinSc Carrying petroleum in bulk OilEng Mchy.Aft 1Dk	1224 — 727					1927	SunS.B.& D.D.Co. Chester,Pa.	ColonialBeaconOil Co.	246·2|40·1|14·6	Boston Utd.States	Oil Engines 2S.C.SA 12Cy.14"–17" 413NHP FairbanksMorseCo.		R
21886 129051 CYFS	**Colony Trader** Ⓟ (exManIsle-37, exManisle-33, exSambro-33,ex Pellegrini,exSkerne) ssHav.No.3-5,20 ssHfx.No.1,25 Welldeck 1Dk(Stl)	888 696 497	✠ 9,28	Hfx	k		1909 6mo	ShortBros. Ld. Sunderland	OldColonySteam-ships,Ld. CellD Ba37'	195·7|34·1|11·5 Q92'B17'F22' FK uE15'f92'223tFPT	Halifax NS British 4BHCem 31tAPT20t	T.3Cy.15",25"&41"–27" 84RHP 1SB,3pf,GS49,HS1600 G.T.Grey,SouthShields	13″6	C †
21887 219989 KURM	**Coloradan** (exWillboro-37, exEasternAdmiral) D.F. 1Dk&Shelterdk&Webframes Longitudinal framing Fitted for oil fuel	6557 6089 4134	✠ ... 1,21	✠ ✠			1920 3mo	OsakaIron Works,Ld. Osaka	American-HawaiianS.S.Co.	414·7|55·7|31·9 P32'B148'F45' on Shelter dk FK	NewYork Utd.States WB	T.3Cy.28 1/32",45"&75"–51" 553NHP OsakaIronWrks,Ld.Osaka	34″8	R †
21888 1550 IBLH	**Colorado** (exWm.F.Herrin) ssGen.No.3-6,34 Mchy.Aft ssGen.No.1-39 D.F. 2Dks(Stl)&Webframes	5039 4510 3083	✠100A1 5,40 BS9,39 Carrying Petroleum in bulk Fitted for oil fuel 3,11 F.P. above 150° F. NO LATER SURVEY REPORTED	Gen ✠LMC6,38	y	CL 5,40	1911 3mo	NwprtNws S.B.&D DCo. Newprt News A&CP	PetroleumSoc. Anon.diNav. (G.Chiarella, Mgr) CellDB uE&B79'f56'381t	386·2|52·1|29·5 378·0 P128'B50'F45' FK FPT45tAPT109t	Genoa Italian 11BHCem (8 to U dk 3 „ M „)	T.3Cy.24¼",40"&68"–48" (r) 200lb 160lb 461NHP 4SB,12cf,GS226,HS8320 NewportNewsSB&DD.Co.	30″0	

Now "Typhoon," see No. 38662 in Supplement

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B.of Trade.
21889 219701 KJGH	**Colorado** (*ex*LakeGalisteo) 1*Dk2trB* *Ref.Mchy.* *Fitted for oil fuel*	2689 2329 1667	✠ … 10,20 ✠				1920 6mo	Manitowoc S.B.Co Manitowoc	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	253·5 P25'B65'F26' FK	43·9	25·9	NewYork Utd. States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.Co.M'lw'kee	28 ″ 4	R †
21890	— Ⓟ(*ex*Lemnos-39, **TwinSc** *ex*Amvrakikos-37,*ex*Tessie-34, *ex*Lelia,*ex*Albâtre) 1*Dk*	626 — 327					1918	Atel&Ch. de laLoire Nantes	Cia.Panamena de Remolcadores, Ltda.	182·3 P28'F26'	25·0	12·9	Panama Pnamanian	T.6Cy.12",20"&32"-19½" 90NHP EtablissemntsCochet,Paris		
21891 LDLK	**Columba** D.F. 1*Dk*	1118 826 618					1929	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskap	223·8 Q77tB89tH75tF31t	34·2	14·1	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMekVærksBergen		N
21892 ~~OZGD~~ HPVL	**Columbia** **TwinSc** Now "Sir Hu[illegible]," see No. 38475 in Supplement D.F. *OilEng* *ss*Rot.No 2-36 2*Dks* *Tonnage opening closed'38*	6049 4127 3760	✠100A1 *withfreeboard* 7,41 ~~6,39~~ ✠LMC CS12,36 DBS~~6,40~~7,41 8,38	~~Rot~~ Bal	2	CL s6,39 PN6,39	1928 12mo Lloyd'sA&CP	A/S Nak-skov.Skibs. Nakskov	~~A/S D/S Orient~~ *'Tween dkBHs exceptCollBHdispensed with* *CellDB339'1124t FPT110t APT153t*	384·7 F38' FK	54·4	24·6 32·6	Panama Pnamanian *6BHptCem* (*Coll BH to Wdk* *5 ,, 2nd ,,*)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	35 ″ 4 s9 ″ 4¼ 26 ″ 2	
21893 203813 WGCQ	— Ⓟ (*ex*Dorothy 3*Dks&Shelter dk* Alexander-38, *Fitted for oil fuel* *ex*President) D.F. *Ref.Mchy.*	5270 — 2217					1907	NewYork S.B.Co. Camden,N.J.	AlaskaS.S.Co.Inc.	391·9	48·2	19·7	NewYork Utd. States *WB*	T.3Cy.34",56"&90"-60" 601NHP NewYorkS.B.Co.		R
21894 127665	— Ⓟ 1*Dk*	968 — 549					1902	Detroit S.B.Co. Wyandotte	Bob-LoExcursion Co.	200·0	45·0	18·8	Detroit, Mich. Utd. States	T.3Cy.21½",34"&54"-36" 175NHP DetroitS.B.Co.Detroit		R
21895 33079 JPZB	**Columbia Maru** *OilEng.* *ss*Kob.No.3-7,38 2*Dks*(*Stl*)	5618 5210 3524	✠100A1 2,41 ✠LMC CS9,39 DBS2,41 9,39	Kob	2	CL 3,39	1927 7mo Lloyd'sA&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	MitsubishiShoji Kaisha,Ld. *Intermediate'tween dk BH in after hold dispensed with* *CellDB347'1215tDTa28' 735t FPT126t*	405·0 P58'B110'F41' FK	55·0	32·0	Tokyo Japanese *ptCem* *4BH to Udk* *2 ,, ,,2nd,,* *APT33t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB*100lb* MitsubishiZosenKaishaLd	32 ″ 0 s6 ″ 6⅜ 25 ″ 7¾	
21896 167259 GQGT	**Columbia Star** *OilEng.* 2*Dks*,3*rd dk except in No.5 hold* *Ref.Mchy.* D.F. *CruiserStern* E.S.D.	8293 7273 5004	✠100A1 *withfreeboard* ~~5,41 4,40~~12,41 ✠LMC5,39 ✠Lloyd'sRMC~~7,40~~ ~~10,40~~ 6,42 No. 5 upper 'tween dk. chambers for temp. ~~50°F~~ 5°F. All other chambers for temp. 15° F.	~~Lon~~ ~~Syd~~ Bry	*c*†	CL	1939 5mo Lloyd'sA&CP	Akt.Bur-meistr&Wain Copenhagen	UnionCold Storage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *Duct keel forward of mchy.space* *CellDB387' 1418t Tanks at sides of tunnel 290tFPT*	447·2 463·9(O.L.) P30'F54' FK	60·2	36·0	London British *7BHptCem* *67tAPT199t*	Oil Engines 2S.C.DA 6Cy.24 7/16"-55⅛" 1236NHP 2DB*80lb* Akt.Burmeistr&Wain,Cpn	39 ″ 0 s9 ″ 8¾ 29 ″ 9	
21897 211480 WACC	**Columbian** (*ex*SantaClara) *Fitted for oil fuel* *ss*N.Yk.No.3-10,25 D.F. *ss*Bos.No.2-34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNo.1hold only* &*Web frames* *Longitudinal framing*	4954 4330 2861	✠ … 6,34 ✠	SFo	2		1913 8mo	W.Cramp& SonsS&EBCo Philadelphia	American- HawaiianS.S.Co. *CellDBa131'uE&B49'f166'1264tDT*	404·6 FK	53·9	34·2	NewYork Utd. States *7BHCem*	Q4Cy25½",37",52½"&76"-54" 611NHP 3SB,*12cf*,GS214,HS8446 W.Cramp&SonsS&EBCo. *f27'1065tFPT78tAPT20t*	28 ″ 9	R †
21898 134943 MJGQ	**Colwith Force** *Mchy.Aft* *ss*Bkn.No.3-1,31 *Well deck* *ss*Bkn.No.2-39 *Cargo battens not fitted* 1*Dk*(*Stl*)	805 549 374	✠100A1 ~~6,41 4,40~~12,41 BS5,41 ✠LMC8,39	~~Ard~~ ~~Cff~~ Bel	*k*	CL ~~8,39~~ 11,41	1918 9mo Lloyd'sA&CP	R.William-son&Son Workington	WestCoastShippingCo.Ld. (W.S. Kennaugh&Co. *Mgrs.*)	186·3 Q116'B9'F23' FK *CellDBf112'162t*	29·4	12·4	Whitehvn British *3BHCem* *FPT40t*	T.3Cy.14",23"&38"-27" (*s*) 180lb 100NHP 2SB,*4pf*,GS65,HS1790 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s4 ″ 10¼ 14 ″ 4¼	
21899 PDLC	**Colytto** D.F. E.S.D. 1*Dk*	4408 3990 2659					1926	Rotterdam Droogd.Mij Rotterdam	N.V.Maats. Zeevaart(Hudig& Veder,*Mgrs.*)	372·2 P31'B222'F34'	54·6	24·7	Rotterdam Dutch *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDrydk.Co.Rot.		VL
21900 211319	**Comanche** *Fitted for oil fuel*	686 — 447					1913	SeattleConstruction& DryDockCo. Seattle,Wash	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	133·7	28·5	18·5	Seattle Utd. States	T.3Cy.11",18"&31"-20" 43NHP E&B*made*04*fitted*13 DetroitD.D.Co.Detroit		
21901 164067 GYRX	**Comanchee** *ss*Bel.No.1-40 *OilEng.* 1*Dk*, 2*nd dk clear of cargo tanks* D.F. GyC. *Longitudinal framing* *Mchy.Aft* *CruiserStern*	6837 6121 3967	✠100A1 9.40 DBS1,40 ✠LMC3,36 *CarryingPetroleum in bulk*	Lon	*b*† 2 1/16	OG 12,38	1936 3mo Lloyd'sA&CP	J.Brown& Co.Ld. Clydebank	Anglo-American OilCo.Ld.(R.A. Carder,*Mgr.*) *CellDB358'2677tDTf20' 615t FPT70tAPT185t*	450·2 P104'B30'F32' FK	61·2	27·4	Glasgow British *17BHAsp*	Oil Engines 2S.C.SA 4Cy.21 7/16"-91 5/16" 735NHP 1DB*200lb* 1DB(*waste heat*)*125lb* J.Brown&Co.Ld.Clydebnk	32 ″ 2 s6 ″ 0¾ 26 ″ 3¾	
21902 PUAT	**Comandante Alcidio** Ⓟ **TwinSc** (*ex*CommandanteAlcidio-40,*ex*Sirio) 1*Dk*&*Awng dk*	1858 1549 970					1905	Howaldtswerke Kiel	LloydBrasileiro	269·0	37·9	11·6	R.Janeiro Brazilian *WB*	T.6Cy.14 3/16",24 7/16"&39¾" -27 9/16" 166NHP Howaldtswerke,Kiel		
21903 1047 IBAI	**Comandante Bafile** *Mchy.Aft* 1*Dk*	1790 1339 857					1921	G.Ansaldo &Co.S.A.Ital SestriP'nente	PeninsulareSoc. Italiana diCabotaggio	273·6 263·6 P76'F27'	43·5	18·0	Genoa Italian	T.3Cy.15⅝",24"&39⅜"-27½" 81NHP Soc.Anon.Coop.diProduzione,Sampierdarena		I
21904 PUAV	**Comandante Capella** Ⓟ **TwinSc** (*ex*CommandanteCapella-40,*ex*Servulo Dourado,*ex*Saturno) 1*Dk*&*Awng dk*	1811 1543 933					1904	Howaldtswerke Kiel	LloydBrasileiro	269·0	37·9	11·6	R.Janeiro Brazilian *WB*	T.6Cy.14 3/16",24 7/16"&39¾" -27 9/16" 166NHP Howaldtswerke,Kiel		
21905	**Comandante Lyra** (*ex*Southland-40, 2*Dks*&*Web frames* *ex*Excellency-36, *Fitted for oil fuel* *ex*LibertyLand) D.F. *Ref.Mchy.* Sub.Sig.	5052 4740 3093	✠ … 9,20				1919 8mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 P39'B122'F43' FK	54·2	27·6	R.Janeiro Brazilian *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
21906	**Comandante Paolini** (*ex*Yi-Li-88,*ex*Okhotsk) 1*Dk*	1104 — 633					1908	Sunderlnd S.B.Co.Ld. Sunderland	Cia.Italiana di Nav.S.A.I(Chinese ItalianNav.Co.Ld)	193·5	29·5	17·8	Shanghai Italian	T.3Cy.14",23"&38"-27" 75NHP G.S.Grey.SouthShields		
21907	**Comandante Pessôa** (*ex*Mormacsea-40,*ex* 2*Dks*&*Shelter dk* Cliffwood-38) D.F. *Fitted for oil fuel* E.S.D. GyC. Sub:Sig.	4955 — 3103					1919	American International S.B.Corp HogIslandPa	LloydBrasileiro	390·0	54·2	27·8	R.Janeiro Brazilian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21908 PUAW	**Comandante Ripper** Ⓟ TwinSc (*ex*Commandante ssRio.No.2-14 Ripper-40,*ex*Ceara) 2*Dks*(*U Stl*-teak s) & *deep framing lower dk in Nos.1&2holds* *Fitted for oil fuel*	*3324* *2687* *2078*	✠ ... 11,17	Rio			1907 7mo	Workman, Clark&Co.Ld Belfast	LloydBrasileiro *CellDBa*88'*uE*	340·2 F67' FK&BN1¼" 36'*f*96'395*tFPT*45*t*	44·8	23·5	R.Janeiro Brazilian 6*BHCem* *APT*55*t*	T.6Cy.18",30"&49"-42" 534NHP 3SB,*12cf*,GS234,HS8754 Wrkman,Clark&Co.LdBel	26 " 0	
21909 171215 VLJP	**Comara** *Mchy.Aft* *OilEng.* *Ref.Mchy* *CruiserStern* 1*Dk*	751 502 411					1937	Harland& Wolff,Ld. Glasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	173·0 Q80'B10'F28'	35·6	9·1	SydneyNSW British *WB*	Oil Engines 2S.C.SA 6Cy.11"-$19\frac{11}{16}$" 126NHP Harland&Wolff,Ld.Gls.		C
21910 ~~233731~~ ~~WNFD~~	**Comayagua** TwinSc ssN.Os.No.3-4,33 ssBal.No.2-41 ~~ssN.Os.No.1-38~~ 1*Dk*(*Stl*)& *Shelter dk*(*Stl*-ws)	2493 2213 1536	✠100A1 *Shelter dk* *withfreeboard* ~~6,41~~ ~~2,40~~3,42 ~~BS2,40~~ *Fitted for oil*	~~NOs~~ Bal 6,41 ✠LMC~~2,38~~ *fuel* 6,	*s* 21	CL 2,40 *F.P. a*	1921 6mo *bove* 1	Newburgh ShipyardInc. Newburgh, N.Y. A&CP 50°F.	EmpresaHondur- ena de Vapores (UnitedFruitCo. *Mgrs.*) *CellDB*256'391	301·3 FK *t FPT*22*t APT*34*t*	42·3	22·7	Puerto Cortez Honduran *ptCem ptAsp* 3*BHto Sh dk* 2 „ „ *U* „	T.3Cy.18",30"&48"-33" (*s*) 185lb 492NHP 3SB,*9cf*,HS8280 FD VulcanIronWorksInc. JerseyCity,N.J.	25 " 0 s8 " 9½ 16 " 7	
21911 132042 MFYP	**Comber** *Well deck* ssAbn.2ndNo.3-3,41 *Mchy.Aft* 1*Dk*(*pt Stl*)	489 333 187	✠100A1 6,42~~3,41~~ ~~BS10,40~~4,42	~~Abn~~ Bel ✠LMC MS3,41	*h*	CL N1,41 *Lloyd*	1913 9mo	Scott& Sons Bowling '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	160·1 Q89'B9'F29' BK7¼" *DTf* 14'28*tFPT*	25·6	12·3	Belfast British 3*BHCem* 29*tAPT*19*t*	C.2Cy.18"&40"-27" (*s*) 130lb 64RHP 1SB,*3cf*,GS57,HS1778 Aitchison,Blair,Ld.Gls.	12 " 3 s4 " 3¾ 12 " 7	
21912 161119 GPTJ	**Comedian** ssLiv.No.2-38 2*Dks*(*Stl*)	5122 4721 3162	✠100A1 11,40 BS5,40	Mch ✠LMC1,38	*y*	CL N3,40 *Lloyd*	1929 10mo	Charles Connell& Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*334'1122*t* *DTa*30'762*t*	395·5 409·6(O.L.) P37'B127'F40' FK *FPT*76*tAPT*26*t*	52·5	28·0	Liverpool British *Cem* 7*BH to Udk* 1 „ „*2nd*„	T.3Cy.26",43"&73"-48" (*r*) 200lb *120lb* 464NHP 2DB,*12cf*,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 " 6 s5"10¼ 24"10¾	
21913 230424 WBEL	**Comet** ssNYk.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *CruiserStern* *Longitudinal framing-bracketless system*	9154 8594 5583	✠100A1 7,41 ~~8,40~~ BS7,41 MS2,39 *CarryingPetr* *Fitted for oil*	NYk ✠LMC ~~BS8,40~~ *oleum* *fuel*12	*e*† *in* ,30	CL ~~2,39~~ 7,41 *bulk* *F.P a*	1930 12mo *Lloyd* *bove* 1	SunS.B.& DryDockCo. Chester,Pa. '*sA&CP* 50°F.	Socony-Vacuum OilCo.Inc. *CellDBuE&*	480·5 B37'F48' *afterBridge*77' FK B87'332*t FPT*186*t*	66·0	36·8	NewYork Utd.States 17*BHptCem* (12 *to U dk* 5 „*2nd*„) *APT*127*t*	Q.4Cy.27",39",56"&82"-54" 220lb (*r*) 742NHP 3SB,*9cf*, HS10558 FD SunS.B.&DryDockCo.	37 " 0	
21914 211398 WJFN	— ssClv.No.1-40 (*ex*Cometa-34,*ex*Comet) ssMob.2ndNo.3-8,34 *Mchy.Aft* 1*Dk*&*Web frames* *Longitudinal framing*	2987 — 2324	✠100A1 4,40 ~~BS3,41~~3,42 *For service on* *CarryingPetr*	Clv ✠LMC4,40 *the Gr* *oleum*	1¾ *eat* *in*	CL 4,40 *Lakes* *bulk*	1913 7mo	American S.B.Co. Lorain,O. A&CP *CellDBa*	ClevelandTank- ers,Inc. 12"*uE&B*54'*f*30'26	322·0 P83'F53' FK len40 0*tFPT*77*tAPT*22*t*	43·2	24·9	Wilmgton (Del.) Utd.States 14*BHAsp*	T.3Cy.$19\frac{3}{16}$",31"&54"-42" 200lb (*s*) 277NHP 2SB,*6cf*,GS100,HS5052 AmericanSBCo.ClevelndO	25 " 0 s4 " 1¾ 21 " 0¾	
21915 204087 WECD	— Ⓟ TrpSc (*ex*Camden-36). 1*Dk* *Fitted for oil fuel*	2153 — 1143					1907	BathIron Works,Ld. Bath,Me.	ColonialNav.Co.	320·5	40·0	16·1	NewYork Utd.States	3 Steam Turbines BathIron Works,Ld.Bath,Me.		
21916 147937 GKLJ	**Comliebank** TwinSc *OilEng.* ssCff.No.3-7,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Tonnage opening closed* '41(*W.E.*)	5149 4768 3119	✠100A1 *withfreeboard* ~~6,41~~~~9,40~~ 9,41 ~~DBS12,40~~ ✠LM *Carrying vege*	~~Avn~~ BomL DBS12,41 ✠LMC8,37 C(M)8,39 *table o*	 v *il*	CL ~~6,38~~ ~~5,41~~ PN9,41 S5,41 *in deep*	1924 12mo *Lloyd* *tank*	Harland& Wolff,Ld, Glasgow '*sA&CP* *Cell* *T*	BankLine,Ld. (A.Weir&Co*Mgrs*) *DB*357'1121*tDTf* *anks between tunne*	420·0 434·5(O.L.) FK 32'1067*t* *ls*115'251*tFPT*106*t*	53·9	26·5	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „*2nd*„) *APT*132*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	~~29 " 2~~ ~~s8 " 7¾~~ ~~25 " 8~~ 37 " 2 s10"11¼ 26 " 8	
21917 167854 ~~PNYE~~ BPJM	**Commandant Dorise** D.F. 2*Dks*	5529 4707 3470	✠ ... 11,20	 ✠			1917 6mo	MitsuBishi Dkyd&EWks Kobe	Ministry of War Transport,The ClanLineSteamer Ld.(Cayzer,Irvine &Co.Ld.)*Mgrs.*	~~400·0~~ P38'B121'F40' 400·4 FK	54·5	~~30·0~~ 27·4	S'hampton British *WB*	T.3Cy.26½",43"&72"-48" 510NHP MitsuBishiD&E.WksKobe	30 " 0	V †
21918	**Commandant Henri Riviere** (*ex*YungNing,*ex*Camira,*ex*Clan Campbell) ssSyd.2ndNo.3-3,19 ssSyd.No.1-23 2*Dks*&*Web frames*	*2615* *2398* *1611*	✠ , ... 12,25	 ✠			1894 10mo	NavalCon. &Arm.Co.Ld. Barrow	ShiuTsingHong (FarEastShipping Co.Ld.*Mgrs.*)	312·0 P29'B62'F39' BK10"	40·2	24·7	Canton Chinese *WB*	T.3Cy.23",38"&63"-42" 317NHP NavalC.&A.Co.Ld.Brw.	26 " 2	
21919 219454 KJHT	**Commercial Trader** (*ex*DelawareRiver-39, 1*Dk*2*trB* *ex*LakeTippah) *Fitted for oil fuel*	2606 2237 1612	✠ ... 3,21	 ✠			1920 2mo	Detroit S.B.Co. Wyandotte	Moore-McCormack Lines,Inc.	251·0 P25'B64'F23' FK	43·6	26·1	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.	28 " 2	R †
21920 1782 ILQZ	**Commercio** (*ex*Nornan-33, *ex*Gunhild) 1*Dk*	766 521 445					1920	Kallund- borgSkibs- værft Kallundborg	DavideZolezzi	199·8 189·9 P12'Q55'B50'F24'	30·7	11·3	Genoa Italian *WB*	T.Cy.12⅜",$20\frac{9}{16}$"&$33\frac{9}{16}$"- $19\frac{7}{16}$" 58NHP Smith,Mygind&Hütte- meier,Copenhagen		I
21921 129291 MDKJ	**Como** 1*Dk*	1205 1077 704					1910	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	250·0 P16'B136'F31'	35·2	15·7	Hull British *WB*	T.3Cy.16½",27"&45"-33" 116NHP Amos&Smith,Ld.Hull		C
21922 LOFL	**Comodoro Rivadavia** Ⓟ (*ex*Anselm) ssLiv.No.3-10,17 1*Dk*&*Spar dk* *Ref.Mchy.* *Fitted for oil fuel*	4482 — 1698	✠ ... 8,22	 ✠			1905 3mo	Workman, Clark&Co.Ld Belfast	ArgentinaNueva CiaGeneraldeNav, S.A.(A.M.Delfino y Cia.*Mgrs.*)	400·4 P&B279'F45' 27·3 FK	50·1	19·1	Bns.Aires Argentine *WB*	T.3Cy.29½",49"&80"-60" 819NHP Wrkman,Clark&Co.LdBel	30 " 0	G †
21923 HPJD	**Comol Cuba** (*ex*Dora-38, *ex*Inspector) 2*Dks* *Fitted for oil fuel* *Carrying Molasses in bulk*	5036 4572 3076					1919	American International S.B.Corp. HogIslandPa	Commercial MolassesCorp.	390·0 P39'B121'F43'	54·2	27·6	 Pnamanian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
21924 218039 KIFJ	**Comol Rico** (*ex*Kishacoquillas-39) 2*Dks*&*Web frames* *Carrying Molasses in bulk* *Fitted for oil fuel*	5034 4572 3080	✠ ... 6,20	 ✠			1919 6mo	American International S.B.Corp. HogIslandPa	Commercial MolassesCorp.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
21925 148848 GFDT	**Comorin** Ⓟ TwinSc D.F. *Ref.Mchy.* 3*Dks*(*Stl-Weather dk* *CruiserStern* *pt* teak s)4*th dk*(*Stl*)*in* *Fitted for oil fuel* *forward holds*	15241 12248 8728	✠ 6,28 ✠Lloyd's	Lon ✠ RMC7,39	*j*†		1925 4mo	Barclay, Curle&Co.Ld Glasgow	Peninsular& OrientalStm.Nav. Co. *CellDB*443'1683*t* *at sides of tunn*	523·5 B255'F92' FK *Tanks* *Collision* *els*69'580*tFPT*171*t*	70·2	42·3	Glasgow British 9*BHptCem* *BH to W dk* *APT*117*t*	Q8Cy29½",42¼"60¾"&87"-54" &L.P.Turbines 2075NHP 3D&4SB,*40cf*,HS29298 Barclay,Curle&Co.Ld.Gls.	46 " 0	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire, — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
21926 KZEP	**Compañia de Filipinas**	784 — 445					1890	Lobnitz& Co. Renfrew	Cia.Gen.deTabacos de Filipinas	180·0 Q56'B44'F32'	29·9	12·0	Manila Utd. States *WB*	T.3Cy.15 ,25"&40"-30" 88NHP Lobnitz&Co.Renfrew		V
21927 162542	**Cia. Swift de la Plata No. 9** TwinSc *OilEng.* 2*Dks*	300 251 128					1931	G.Brown &Co. Greenock	Swift&Co.Ld.	147·6	34·6	6·2	London British *WB*	Oil Engines 4S.C.SA 12Cy.$8\frac{1}{4}$"-$12\frac{9}{16}$" 79NHP Motorenfabr."Deutz" A.G.Köln-Deutz		
21928 168259 ~~FOAS~~ BPJN	**Compiègne** Ⓟ TwinSc *Ref.Mchy* 3*Dks* D.F.	9936 — 5959					1923	Atel.&Ch. de laLoire St.Nazaire	Ministry of War Transport(Union-CastleMailS.S.Co, Ld.*Mgrs.*)	478·5 B355'F55'	59·2	27·3	London British *WB*	steam turbines DRgeared o 2 sc. shafts 966NHP Atel.&Ch.de laLoire,St.N.		V
21929 157536 VPTN	**Conakrian** *ss*Shl.No.1-42 D.F. E.S.D. 1*Dk*&*Shelter dk* *Platform dk in part No. 2 hold* *CruiserStern* *Tonnage opening closed '42(W.E.)*	4876 4344 2778	✠100A1 *withfreeboard* 3,42~~5,40~~ ✠LMC~~11,37~~ 3,42 *Fitted for oil fuel* 11,37 *F.P. above* 150° F.	~~Liv~~ Shl	*a*†	CL 1,42	1937 11mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Elmina,Ld. (UnitedAfricaCo. Ld.*Mgrs.*) *CellDB*296' 1072*tMT*25' 931*t Tanks in way of tunnel*363*t*	422·5 438·3(O.L.) F44' FK	56·7	23·6	Freetown, Sierra Leone British 7*BHptAsp* (*Coll to Sh dk* 6 ,, 2*nd*,,)	T.3Cy.23",38"&65"-45" (*s*) 220lb Rht. 456NH 2SB(Spt&FD)&1AuxSB, 8*cf*,GS142,HS7030 N.E.MarineEngCoLd Nwc *FPT*183*tAPT*139*t*	~~26 " 2~~ ~~s 2 " 4$\frac{1}{2}$~~ ~~24 " 0~~ 37 " 3 s12 " 5$\frac{1}{4}$ 25 " 0$\frac{1}{4}$	
21930 3346 PJAZ	**Conchita** TwinSc *ss*Cco.No.3-2,37 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom and at deck*	2702 1798 1481	✠100A1 12,41~~6,41~~ BS6,41 ✠LMC4,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,24 *F.P. above* 150°F.	Cco	*t*	CL s6,41 P3,39	1924 6mo *Lloyd's A&CP*	W.Beard- more&Co.Ld Glasgow	N.V.Curaçaosche Scheep.Maats.	305·0 Q87'*Trunk dk*176' F42' FK *FPT*109*t*	50·2	15·0	Willemstd Dutch 8*BHptCem* *APT*87*t*	T.6Cy.14",23"&38"-27" (*s*) 180lb 252NH 2SB,4*cf*,HS4100 FD W.Beardmore&Co.Ld.Gls.	15 " 0 s 1 " 6$\frac{1}{2}$ 13 " 7$\frac{1}{4}$	
21931 FNQC	**Condé** Ⓟ *ss*Hav.No.3-8,27 D.F. *ss*Rou.No.2-34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)	7202 6442 4537	✠100A1 *Shelter dk* *withfreeboard* 7,41~~5,40~~ BS3,39 ✠LMC3,34 SURVEYS DELAYED	~~Hav~~ Msl	*a*†	CL 2,39	1915 8mo	Forg.&Ch. de la Médit. Havre A&CP	NouvelleCie.Havraise Péninsulaire deNav. *CellDBa*84'*uE*31'*f*199'1044*t*	418·2 P43'B137'F47' *on Shelter dk* FK	53·8	26·4 34·3	Havre French 7*BHCem* *APT*31*t*	T.3Cy.$28\frac{5}{16}$",$46\frac{1}{16}$"&$77\frac{3}{16}$"- $52\frac{13}{16}$" 200lb (*s*) 645NHP 3SB,1AuxSB,11*cf*,GS217, HS9507 FD Forg.&Ch.de laMédit.Hav.	37 " 7 s10 " 11 26 " 10	
21932 EADR	**Conde de Zubiria** *ss*Bbo.No.3-4,31 *ss*Bbo.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	3256 2673 2002	✠ 2,42 ✠~~LMC7,40~~	Bbo	*u*	CL N9,38	1918 1mo *Lloyd's A&CP*	Soc. Espanola de Const.Naval Bilbao	AltosHornos de VizcayaSoc.Anon. *Cell DB*262'801*tFPT*190*tAPT*46*t*	314·0 P76'F39' FK	48·1	22·1	Bilbao Spanish 5*BHCem*	2 steam turbines SR geared to 1 sc. shaft (*s*) 200lb 261NH 2SB,6*pf*,GS120,HS4220 SocEspanola deC.N.Ferrol	24 " 4 ~~s 4 " 6$\frac{3}{4}$~~ ~~20 " 1~~	
21933 99	**Condestable Celendon** (*ex*SantaElena-36, *ss*Ply.2ndNo.3-6,12 *ex*Melmore) 1*Dk* *Well deck* *Fitted for oil fuel*	416 — 274	✠ 3,20 ✠	SFo	*g*		1892 7mo	D.J.Dun- lop&Co. Pt.Glasgow	PeruvianGovernment(Minister of Marine)	156·2 P83'F59' BK6" *FPT*29*t*	25·8	11·3	Callao Peruvian 5*BHCem* *APT*14*t*	T.3Cy.15",23"&38"-27" 75NHP 1SB,3*rf*,GS52,HS1516 D.J.Dunlop&Co.P Gls.	12 " 0	
21934 DOGK	**Condor** (*ex*Koblenz) Sub.Sig. 1*Dk*	889 708 448					1922	Atlaswerke A.G. Bremen	ArgoReederei RichardAdler&Co.	217·0 P&B124'F32'	32·7	13·0	Bremen German *WB*	T.3Cy.$18\frac{1}{8}$",$29\frac{1}{2}$"&$49\frac{3}{4}$"-$29\frac{1}{2}$" 134NH AtlaswerkeA.G.Bremen		G
21935 214 SVKF	**Condylis** (*ex*LowtherCastle-33) ~~*ss*Ant.No.3-6,27~~ *ss*Nwc.2ndNo.3-6,40 ~~*ss*Lgn.No.2-35~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	*4439* *4101* *2740*	✠100A1 *Shelter dk* *withfreeboard* ~~6,40~~10,41 ~~Examined 6,40~~ BS10,40 ~~BS12,30~~ ✠LMC MS6,40	~~Off~~ Nwc	*y*	CL 5,40	1914 5mo *Lloyd's A&CP*	Antwerp Eng.Co.Ld. Hoboken	G.N.Condylis *CellDBa*124'*uE&B*42'*f*180'1244*tFPT*66*t*	400·0 FK	51·8	24·7	Andros Greek 6*BHCem*	T.3Cy.26",43"&72"-48" (*s*) 180lb 480NHP 3SB,9*cf*,GS177,HS6910 FD Richardsons,Westgarth& *APT*52*t* Co.Ld.W.Hpl.	27 " 0 s 2 " 7 24 " 6$\frac{3}{4}$	
21936 ICLL	**Confidenza** (*ex*Ulisse,*ex*Robilante) *Now* "Troubador," *see No.* 38672 *in Supplement* *ss*Gen.No.2-28 D.F. 1*Dk*&*Shelter dk* *CruiserStern*	6458 6198 3970	✠ ... 8,32 ✠				1920 8mo	Furness S.B.Co.Ld. Middlesbro'	"Corrado" Soc. Anon.diNav.	412·4 F40'*on Shelter dk* FK	55·6	34·4	Genoa Italian *WB*	2 steam turbinesDR geared to 1 sc. shaft 678NH Richardsons,Westgarth& Co.Ld.Hpl.	38 " 1	I †
21937 149952 GCZW	**Congella** (*ex*Mindoro-33, TwinSc *ex*Sagami,*ex*Secundus) *OilEng* *ss*Rot.2ndNo.3-1,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-teak s) 3*rd dk*(*Stl*)*in No.*1 *hold*&*Web frames* *Longitudinal framing*	4533 4164 2753	✠ 100A1 *Shelter dk* *withfreeboard* ~~6,41~~~~12,40~~12,41 DBS~~6,40~~ ✠LMC1,41	Cal		CL ~~6,38~~ 12,40	1914	Blohm& Voss Hamburg	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*345' 1018*t DTf*18'434*t FPT*64*t*	399·3 FK	52·8	24·3	London British 7*BHCem* *Coll to Sh dk* *APT*123*t*	Oil Engines 4S C.SA 12Cy.$21\frac{5}{8}$"-$35\frac{7}{16}$" 545NHP W.T.DB*120lb* NE11,27 DeutscheWerkeA.G.Kiel	27 " 0 s 2 " 9$\frac{3}{4}$ 24 " 4$\frac{1}{4}$	
21938 FPAL	**Congo** (*ex*SaintMichel-38) 2*Dks*	5202 4289 3277					1914	Atel.&Ch. deFrance Dunkirk	Cie.NavaleAfrique duNord(Comptoir MaritimeFranco- Belge,*Mgrs.*)	352·9 P40'B100'F35'	52·5	28·7	Havre French *WB*	T.3Cy.26",42"&70"-48" 339NH Atel.&Chnt.deFrance,Dnk		V
21939 CSAM	— (*ex*Ingraban,*ex*ClaraMenzell) Sub.Sig. 1*Dk*&*Shelter dk*	3110 2935 2309					1905	Flensburgr Schiffsb.Ges Flensburg	Cia.Nacional de Nav.	307·7 H70'	45·3	19·0 26·1	Lisbon Portuguese *WB*	T.3Cy.$20\frac{1}{16}$",$33\frac{9}{16}$"&$55\frac{7}{8}$"- $37\frac{3}{8}$" 192NHP FlensburgerSchiffsb.Ges.		
21940 164614 MMKN	**Conida** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	413 266 218	✠100A1 ~~9,41~~ ~~1,40~~5,42 Examined 5,42 Dun ✠LMC CS6,42 5,38	~~Lon~~ ~~Dun~~	*f*	OG 1,40	1936 4mo *Lloyd's A&CP*	GooleS.B. &Repg.Co. Ld. Goole	Dundee,Perth& LondonShipping Co.Ld. *CellDB*100' 131*t FPT*32*t*	156·1 P26'Q66'*after B* *on*Q13'F18' FK	26·4	7·9	Dundee ~~London~~ British 3*BHCem* *APT*18*t*	Oil Engines 4S.C.SA 6Cy 11"-$17\frac{11}{16}$" 70NH Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 " 0 s 3 " 6 9 " 11	
21941 160706	**Coniscliffe Hall** *Mchy.Aft* 1*Dk*	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0 F35'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
21942 145470 MKWQ	**Conister** (*ex*Abington) 3Mst *ss*I.M.No.3-12,33 *ss*I.M.No.1-~~27~~37 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	411 293 171	✠100A1 10,41~~8,40~~ ~~BS3,40~~ ✠LMC12,37 7,41	Bkn	*f*	CL ~~10,38~~ 10,41	1921 11mo *Lloyd's A&CP*	Brown'sSB &D.D.Co.Ld. Hull	Isle of ManSteam PacketCo.Ld. *Cell DBf*11'15*tFPT*58*t*	145·0 Q45'B11'F25' FK	24·1	10·9	DouglasIM British 3*BHCem* *APT*9*t*	T.3Cy.$12\frac{1}{2}$",21"&34"-24" (*s*) 180lb 68RHP 1SB,2*pf*,GS35,HS1140 C.D.Holmes&Co.Ld.Hull	11 " 10 s " 10$\frac{1}{2}$ 11 " 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21943 214061 WADV	**Conneaut** (*Self-Unloader*) *Mchy.Aft* D.F. GyC. 1*Dk*	4749 — 3027					1916	Gt.Lakes Eng.Works Ecorse, Mich.	Wyandotte TransportationCo.	415·0	56·0	27·5	Wyand'tte Mich. Utd. States	Q.4Cy.19″,28″,41″&60″–42″ 233NHP Gt.LakesEng.Wks.Detroit		R
21944 237981 WNZB	**Connecticut** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & deck in centre tanks*	8684 7617 5105	✠100A1 ~~1,41~~ ~~7,40~~ ~~9,41~~ 3,42 BS~~12,40~~ 12,41 ✠LMC12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,38 *F.P. above* 150° F.	~~NYk~~ Gal	*d*† $2\frac{3}{16}$	CL 3,41	1938 12mo *Lloyd's A&CP*	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	TheTexasCompany *CellDB*	468·1 490·5(O.L.) P111′B39′F57′ FK *DTf*38′ 552*t FPT*	65·3	34·1	Wilmgton (Del.) Utd. States 14*BHptCem* 156*t APT*74*t*	2 steam turbinesDRgeared to 1 screw shaft 880NHP 2WTB450lb(Spt424lb) FD HS5236 BethlehemS.B.Corp.Ld. Quincy,Mass.	34 ″ 3	
21945 141859 VGBK	**Connector** (*ex*CanadianSapper) *ss*Hna.No.3–12,32 *ss*Boa.No.1,37 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in No.*1*hold*	1789 1442 1064	✠100A1 5,41 ~~5,40~~ BS5,41 ~~BS5,40~~ ✠LMC5,37 ✠Lloyd'sRMC~~11,40~~ 5,41 *Fitted for oil fuel* 6,29 *F.P. above* 150°F.	Boa	*q*	CL 5,39	1920 12mo *Lloyd's A&CP*	Nva.Scotia Steel&Coal Co.Ld. NewGlasgow N.S.	CanadianSapper, Ld.(Canadian NationalSteamships, *Mgrs.*) *CellD*	270·0 P28′B65′F27′ FK *B*213′466*t FPT*35*t*	38·2	17·9	Montreal British 4*BHCem* *APT*13*t*	T.3Cy.$17\frac{1}{2}$″,$28\frac{3}{4}$″&47″–33″ 185lb (*s*) 191NHP 2SB,4*cf*,GS84,HS2900 FD CanadianIngersollRand Co.Ld.Sherbrook,Que.	20 ″ 6 s 3 ″ 1 17 ″ 7	
21946 37932 LOGU	**Conquistador** (*ex*Dosina) *ss*B.As.No.3-5,34 *ss*B.As.No 1–39 *Mchy.Aft* 2*Dks*(*Stl*)3*trB*& *Web frames* *Longitudinal framing*	3911 — 2026	✠100A1 7,41 ~~6,40~~ LMC ~~BS6,40~~ 7,41 MS1,39 ✠NB(*f*)24*refitted*39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	BAs		CL ~~N11,38~~ 6,41	1922 2mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	EstrellaMaritima S.A.deNavegación yComercio *CellDBuE&B*90′ 254*tDTf*41′362*t*	400·3 P120′B28′F42′ FK *FPT*139*tAPT*52*t*	52·1	29·5	Bns.Aires Argentine 15*BHptCem* (11 *to U dk* 4 ,,2*nd* ,,)	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 482NHP 3SB,9*cf*,HS6836 FD NB(*p&s*) '29 *refitted* '40 CaledonSB.&E.Co.Ld.Dun	32 ″ 0 s 7 ″ $3\frac{1}{2}$ 25 ″ 1	
21947 DDTJ	**Constantia** (*ex*HannaLarsen, *ex*Cilondia,*ex*Anna DoretteBoog) 1*Dk*	1777 1454 1065					1909	Akt.Ges. "Neptun" Rostock	J.Jost	266·2 Q102′B106′F31′	40·3	16·7	Flensburg German *WB*	T.3Cy.$19\frac{5}{16}$″,$30\frac{1}{2}$″&50″–$35\frac{7}{16}$″ 150NHP A.G."Neptun,"Rostock		G
21948	**Constantine Svorono** TwinSc (*ex*Ekatarina) *Mchy.Aft*	449 — 312					1891	Stabilmnto Tecnico Trieste	U.S.S.R.	179·5	28·7	9·2	Rostoff Russian	C.4Cy.13″&24″–20″ 44NHP StabilimentoTecnico,Tri.		
21949 EEIR	**Constantino Candeira** Wood (*ex*SailingVessel) Aux3MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	319 — 282					1918	Armindo Sobrino Camposancos	A.&J.M.Fos Brull	145·7	30·7	15·9	Vigo Spanish	Oil Engines E *fitted*36		
21950 673 SVAX	**Constantinos H.** (*ex*Anthemis–32, *ex*Nancéen,*ex*ChristianHorn) 1*Dk&Shelter dk*	2527 2360 1602					1905	Akt.Ges. "Neptun" Rostock	I.&A.Iliopoulos (IliasIliopoulos, *Mgr.*)	291·2 B12′H27′	44·0	16·6 23·7	Piræus Greek	T3Cy.$20\frac{1}{2}$″,$35\frac{7}{16}$″&$55\frac{7}{8}$″–$37\frac{3}{8}$″ 192NHP A.G."Neptun,"Rostock		VL
21951 218 SVLC	**Constantinos Louloudis** (*ex*Vlieland–33) 2*Dks* *Fitted for oil fuel*	4697 4078 2786					1922	A.F.Smulders Schiedam	Goulandris Brothers	376·0 P38′B227′F83′	51·8	25·1	Andros Greek *WB*	T.3Cy.25″,41″&67″–45″ 301NHP A.F.Smulders,Schiedam		V
21952 1226	**Constitucion** Iron&SteelTwinSc (*ex*Draga) 1*Dk*	578 — 413					1880	………………	Cia.Naviera y Comercial deChiloé	179·7	31·2	10·5	Puerto-Montt Chilian	C.4Cy.13″&$23\frac{5}{8}$″–20″ 42NHP		
21953 165683 GCGQ	**Consuelo** D.F. E.S.D. 2*Dks&Shelter dk* *Ref.Mchy.* *CruiserStern* *Strengthened for Navigation in Ice* *Tonnage opening closed*'41(*W.E.*)	4847 4126 2686	✠100A1 *with freeboard* ~~6,41~~ ~~7,40~~ 1,42 ✠LMC10,37 BS1,42 *Carrying vegetable oil in deep tank*	~~NYk~~ ~~Gal~~Hul	*z*	CL 6,41	1937 10mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	Ellerman'sWilson Line,Ld. *CellDB*335′899*tD*	401·5 419·6(O.L.) B119′F35′ FK *Ta*28′ 706*t FPT*63*t*	55·8	25·7	Hull British 7*BHptCem ptAsp* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *APT*48*t*	T.3Cy.$26\frac{1}{2}$″,44″&73″–48″& LP turbine with DR gearing & hydraulic coupling FD (*s*) 786NHP 225lb 4SB(Spt),12*cf*, GS248,HS9870 Swan,Hunter&Wigham Richardson,Ld.Nwc	~~28 ″ 3~~ ~~s 2 ″ 10~~ ~~25 ″ 7~~ 36 ″ 3 s10 ″ $0\frac{1}{2}$ 26 ″ 5	
21954 EEIT	**Consuelo de Huidobro** (*ex*Larrasquitu) *Mchy.Aft* 1*Dk*	395 394 211					1912	Cia.Euskalduna Bilbao	R.Trujillo&Hnos	151·2	27·2	11·2	SantaCruz deTenerife Spanish	T.3Cy.12″,20″&32″–23″ 49NHP MacColl&Pollock,Ld.Sld.		
21955 5543 SDPO	**Consul Bratt** 1*Dk*	*1117* *970* *624*					1913	Trndhjms Mek.Værks Trondheim	Ångf.Aktieb.Adolf (AdolfBratt&Co., *Mgrs.*)	225·4 P22′B48′F21′	36·4	14·3	Gothenbrg Swedish *WB*	T.3Cy.17″,$27\frac{1}{2}$″&46″–30″ 116NHP TrondhjemsMVTrndheim		N
21956 DMAG	**Consul Cords** Sub.Sig. 1*Dk*	951 830 552					1920	Atlas WerkeA.G. Bremen	Partenreed des Dampfers "Consul Cords" (Aug.Cords *Mgr.*)	223·9 P29′B120′F23′	32·8	14·1	Rostock German *WB*	T3Cy$15\frac{3}{16}$″,$25\frac{1}{2}$″&$41\frac{7}{16}$″–$25\frac{3}{8}$″ 88NHP AtlasWerkeA.G.Bremen		G
21957 7385 SFIA	**Consul Corfitzon** (*ex*Mikelis, *ex*Atlantis, *ex*Fullerton) *ss*Hbg.2ndNo.3–4,38 *ss*Got.No.1–42 1*Dk*(*Stl*)	*2824* *2596* *1684*	✠100A1 ~~5,41~~ ~~5,40~~ 4,42 ~~BS5,41~~ ~~BS5,40~~ ✠LMC~~4,38~~ 4,42	~~Hbg~~ Got	*u*	CL ~~4,40~~ 5,41	1912 10mo *Lloyd's A&CP*	SirRaylton Dixon&CoLd Middlesbro'	RederiA/B. Helsingborg(O. Hillerström, *Mgr.*) *CellDBa*100′*uE&*	325·0 336·7(O.L.) P29′B196′F33′ FK *B*35′*f*144′740*tFPT*	46·9	21·3	Hlsngborg Swedish 7*BHCem* 43*tAPT*60*t*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 302NHP 3SB(Spt)9*pf*,GS154,HS4728 G.Clark,Ld.Sunderland	23 ″ 6 s 2 ″ $5\frac{3}{4}$ 21 ″ $2\frac{1}{2}$	
21958 DMCF	**Consul Hintz** (*ex*Marie Ferdinand, *ex*Thyra, *ex* Parklands) Iron *ss*Ros.4thNo.3–6,31 *ss*Kel.No.1–36 1*Dk*2*trB* *Well deck*	1547 1302 932	✠ 6,39 ✠	Hfs	*q*		1880	W.Gray& Co. WHartlepool	O.Wiggers	256·6 P35′Q68′B65′H35*t* F29′ BK9″ pt ND 01 *DB*	34·6	19·8	Rostock German 4*BHCem* *a*80′*f*94′335*t*	C.2Cy.33″&61″–33″ 159NHP 2SB,4*pf*,GS76,HS2468 T.Richardson&Sons,Hpl.	21 ″ 0	
21959 DHIY	**Consul Horn** Ⓟ TwinSc *ex*Gerolstein–39, *ex*Mamari) *ss*Lon.No.3–3,18 *ss*Lon.No.2–26 D.F. 2*Dks&deepframing&Shelterdk*	8384 6189 5135	✠ … 1,29 ✠				1904 11mo	Harland& Wolff,Ld. Belfast	H.C.Horn	453·8 FK&BK3″	56·4	30·5	Hamburg German *WB*	Q8Cy.$21\frac{1}{4}$″,$30\frac{3}{16}$″,$43\frac{1}{2}$″&62″–48″ 808NHP Harland&Wolff,Ld.Bel.	42 ″ 4	G †
21960 DHEJ	**Consul Poppe** (*ex*Amisia) 1*Dk*	1412 1083 877					1904	Nüscke& Co.Act.Ges. Stettin	JohannM.K.Blumenthal	239·0 Q83′B58′F29′	36·8	16·1	Hamburg German *WB*	T.3Cy.17″,28″&43″–32″ 104NHP Schiffs.Uebigau,Dresden		G
21961 207361 KDUB	**Consumers Power** (*ex*HarryYates–34) (*Self-Unloader*) D.F. GyC. *Mchy.Aft*	6391 — 5082					1910	Gt.Lakes Eng.Works St.Clair,Mich	AmericanS.S.Co. (Boland& Cornelius, *Mgrs.*)	504·0	56·0	26·0	Buffalo NY Utd. States *WB*	T.3Cy.23″,37″&63″–42″ 257NH Gt.LakesEng.Works		R

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre l'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
21962 ~~1347~~ ~~IBCI~~	**Conte Biancamano** Ⓟ **TwinSc** ssGen.No.3-8,37 *4Dks(Stl-Wthr dk pt* teak s) *Ref.Mchy.* *5th dk(Stl)inNo.3&after* **D.F. GyC.** *holds,5trBinNos.1&2holds* **E.S.D.**	23255 16093 13682	✠100A1 *withfreeboard* 4,40 BS11,39 ✠LMC8,37 Lloyd'sRMC1,40 *Fitted for oil fuel*11,25 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*p*†	CL s2,38 P7,38	1925 11mo *Lloyd'sA&CP*	W.Beardmore&Co.Ld Glasgow	~~LloydTriestino~~ ~~Soc.Anon.di Nav.~~ UnitedStatesMaritimeCommission *Cell DB*513'2558*t DTsf*39'990*tFPT* 122*tAPT*95*t*	650·9 625·0 B390'F90' FK	76·1 76·3	27·5 43·7	~~Genoa~~ ~~Italian~~ Utd.States 10*BHptCem* *Coll BH to W dk*	4SteamTurbinesDRgeared to 2 Sc. Shafts 4421NHP 220lb (*s*) FD 7DB(Spt)&2SB(Spt),*64cf*, GS1176,HS50240 W.Beardmore&Co.Ld.Gls.	48 ″ 1 s 5 ″ 11¼ 26 ″ 0¼	
21963 155 IBHW	**Conte di Misurata** (*ex*British Marquis,*ex*Servian) ssLon.No.3-6,18 ssFal.No.2-27 *Fitted for oil fuel* **D.F.** *2Dks&Web frames* *Carrying Petroleum in bulk*	5014 4732 3137	✠ ... 7,30 ✠				1908 5mo	SirJ.Laing&Sons,Ld. Sunderland	I.N.C.S.A. (ImpreseNav. CommercialeSoc. Anon.)	397·1 385·0 P30'B83'F40' FK	51·0	27·7	Rome Italian *WB*	T.3Cy.26½″,44″&72″-48″ 436NHP J.Dickinson&Sons,Ld.Sld.	30 ″ 2	I †
21964 1801 IBLI	**Conte di Savoia** Ⓟ **QuadSc** *Ref.Mchy.* ssGen.No.1-37 Sub.Sig. *4Dks(Stl-weather dk* **D.F.** *pt* teak s)*5thDk(Stl)in holds* *Special quality steel* *CruiserStern* **GyC.**	48502 25817 25948	✠100A1 *withfreeboard* 2,40 BS8,39 ✠LMC8,37 ✠Lloyd'sRMC11,39 *Fitted for oil fuel*11,32 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	P S	CL a12,38 a12,38 sf5,38 Pf5,38	1932 11mo *Lloyd'sA&CP*	Cantieri RiunitiDell'Adriatico Trieste	“Italia” Soc. Anon di Nav. *Cell DB inc. wing tanks in ES*677'5813*tDTs f*2086*tDTs a*865*tFPTs*276*tAPT*127*t*	814·6 778·7 B&F707' FK Bridge onB&F513' UpperBridge460' *Duct keel fwd. of mchy. space*	96·1	32·4 48·6	Genoa Italian 12*BHptCem*	12 Steam Turbines SR geared to 4 Sc. Shafts (*s*) 10WTB425lb(Spt) 22506NHP 3DB*180lb* HS134550 FD Cant.RiunitiDell'Adriatico	53 ″ 4 s14 ″ 2¾ 31 ″ 2	
21965 ~~1616~~ ~~IBDI~~	**Conte Grande** Ⓟ **TwinSc** ssGen.No.2-36 *4Dks(Stl-Weather dk* ws) **D.F. GyC.** *5th dk(Stl)in holds* *Ref.Mchy.* Now “Monticello,” *see No.* 37630 *in Supplement*	23861 16420 14076	✠100A1 *withfreeboard* 2,40 BS2,39 ✠LMC10,36 Lloyd'sRMC12,39 *Fitted for oil fuel*2,28 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*p*†	P5,39 SN5,39	1928 2mo *Lloyd'sA&CP*	Stabilmnto Tecnico Trieste	~~“Italia” Soc.~~ ~~Anon.diNav.~~ LloydBrasileiro *Duct keel forward of mchy. space* *Cell DB*507'2297*t DTf*78'991*t FPT*112*t APT*109*t*	652·2 625·0 B390'F90' FK	78·3	27·2 48·0	R.Janeiro Brazilian 10*BHCem* *Coll BHto Wdk*	4 Steam Turbines DR geared to 2 Sc. Shafts 220lb (*s*) 4512NHP 7DB(Spt)&2SB(Spt), FD HS50290 StabilimentoTecnico,Tri.	48 ″ 0 s 5 ″ 5 26 ″ 7	
21966 318 IBEI	**Conte Rosso** Ⓟ **TwinSc** ssTri.No.3-8,36 *2Dks(Stl)&Shelter dk(Stl)&* *Ref.Mchy.* *Shade dk(Stl-*teak s)*3rd dk* **D.F. GyC.** *(Stl) in holds*	17879 11201 9909	✠100A1 *withfreeboard* 4,40 MBS6,39 ✠LMC9,36 ✠NB(AuxWT)9,36 ✠NE(2Aux)9,36 BS(AuxWTB)11,39 BS(WTB)12,38 ✠Lloyd'sRMC4,40 Outboard chamber for temp. 43° F. *Fitted for oil fuel*2,22 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Ven	*l*†	CL 6,38	1922 2mo *Lloyd'sA&CP*	W.Beardmore&Co.Ld. Glasgow	LloydTriestino Soc.Anon.di Nav. *Cell DB*453'1335*t DT f* 13' 126*t FPT* 88*t APT*78*t*	588·2 570·2 B327'F50' *on Shade dk* FK	74·2	35·9	Trieste Italian *Cem* 9*BHtoSh dk*	4SteamTurbinesDRgeared to 2 Sc. Shafts (*s*) 6DB(Spt)&1SB(Spt),*52cf*, HS39143 200lb 2 AuxTurbines& 1AuxW.T.B.(Spt), HS11395 1990lb FD 6000NHP W.Beardmore&Co.Ld.Gls.	40 ″ 0 s12 ″ 5¾ 27 ″ 8¾	
21967 327 IBGI	**Conte Verde** Ⓟ **TwinSc** ssHKg.No.3-11,37 *2Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* *&Shade dk (Stl-*teak s) **D.F. GyC.** *3rd dk(Stl)in holds*	18765 11201 11527	✠100A1 *withfreeboard* 3,40 ✠LMC MS11,37 BS9,39 ✠Lloyd'sRMC3,40 *Fitted for oil fuel* 4,23 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*l*†	CL 8,39	1923 4mo *Lloyd'sA&CP*	W.Beardmore&Co.Ld. Glasgow	LloydTriestino Soc.Anon.diNav. *Cell DB*478'1468*t DT f* 15' 676*t FPT*85*t APT* 96*t*	570·2 592·3(O.L.) B327'F50' *on Shade dk* FK	74·2	35·9	Trieste Italian *Cem* 9*BHtoSh dk*	4 Steam Turbines DR geared to 2 Sc.Shafts (*s*) 200lb FD 3650NHP 6DB(Spt)&2SB(Spt),*56cf*, HS42154 W.Beardmore&Co.Ld. Gls.	40 ″ 0 s12 ″ 5¾ 27 ″ 9	
21968 HRBC	**Contessa** Ⓟ ssN.Os.No.2-38 **D.F.** *2Dks(Stl-Weather dk* teak s) *3rd & 4th dk(Stl) in holds* *Ref.Mchy.*	*5512* *4404* *3094*	✠100A1 *withfreeboard* ~~7,41~~ 2,42 ✠LMC MS3,38 BS~~12,40~~ 2,42 ✠Lloyd'sRMC~~9,40~~ 10,41 *Three lower decks for fruit cargoes* *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	NOs	*z*	OG 11,39	1930 4mo *Lloyd'sA&CP*	Barclay,Curle&Co.Ld. Glasgow	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*) *Cell DB*323'722*t Tanks in way of tunnel* 344*tFPT*35*t APT*33*t*	381·5 P36'B135'F41' FK	53·7	30·6	Ceiba Honduran 6*BHptCem*	Q.4Cy.25¾″,37″,54½″&78″- 48″ 260lb (*s*) 895NHP 4SB,*16cf*,GS307,HS13944FD Barclay,Curle&Co.Ld.Gls.	33 ″ 0 s 9 ″ 6¾ 23 ″ 8½	
21969 DHOI	**Continent** (*ex*Königsau-39) Sub.Sig. 1*Dk*	966 709 560					1921	H.C.StülckenSohn Hamburg	BugsierReed.& BergungsA.G. (Aug.Bolten,Wm. MillersNfl.*Mgrs.*)	219·1 P127'F23'	32·5	12·8	Hamburg German *WB*	T.3Cy.17¾″,29⅛″&46$\frac{1}{16}$″- 31½″ 119NHP H.C.StülckenSohn,Ham.		G
21970 165768 VOCV	— (*ex*Castor-35) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	466 305 361					1931	N.V.Schps.v/hGebrG& H.Bodewes Martenshoek	JobBros.&Co.Ld.	149·7 P36'	25·4	9·0	SJhns NFL British *WB*	Oil Engines 2S.C.SA 6Cy.11$\frac{13}{16}$″-15¾″ 147NHP NE38 NV.KromhoutMtrnfbAms		VL
21971 216538 KSOI	**Contoy** (*ex*LakeWimico) Now a Barge, *see No.* 03103 *in Supplement* 1*Dk*	1943 1646 1203	✠ ... 5,21 ✠				1918 7mo	American S.B Co. Lorain,O.		251·0 P25'B64'F23' FK	43·5	20·0	Utd.States *WB*	T.3Cy.20″,33″&54″-40″ 274NHP AmericanS.B.Co.Lorain,O	20 ″ 2	
21972 162320 GTNC	**Contractor** ssLiv.No.2-39 *2Dks(Stl)*	6004 5575 3755	✠100A1 ~~4,41~~ 11,41 ✠LMC MS6,39 BS4,41	~~Mch.~~ Cal	*a*†	CL 4,40	1930 7mo *Lloyd'sA&CP*	Cammell Laird&Co.Ld Birkenhead	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *Cell DB*362'1136*t DTa*32' 908*t FPT*62*t APT*24*t*	420·3 434·1(O.L.) P37'B137'F44' FK	54·6	30·4	Liverpool British 8*BHCem* (1 „ *to2nd dk*)	T.3Cy.27″,46″&77″-54″ (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 CammellLaird&Co.Ld.	32 ″ 7 s 6 ″ 4 26 ″ 5¾	
21973 162645 GQCB	**Conus** **TwinSc** *OilEng.* ssBry.No.2-40 *Mchy.Aft* 1*Dk(Stl)2nd dk(Stl)* **D.F. E.S.D.** *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8132 7510 4775	✠100A1 3,41 ✠LMC CS10,40 DBS10,40 8,38 *Carrying Petroleum in bulk*	Cff	*c*†	CL **N3,41**	1931 12mo *Lloyd'sA&CP*	Workman Clark(1928) Ld. Belfast	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE*64'183*t DTf*32'338*tFPT*206*tAPT*81*t*	452·4 468·7(O.L.) P103'B33'F42' FK	62·1	33·9	London British 14*BH*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″-43$\frac{5}{16}$″ 714NHP 2DB*150lb* N.E.MarineEng.CoLdNwc	34 ″ 0 s 6 ″ 7¾ 27 ″ 7¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulae; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
21974 145467 VJCF	**Coolana** *ss*Mel.No.3-3,34 *ss*Mel.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	2197 1965 1261	100A1 4,41 BS12,41 MS3,38	Mel LMC ~~BS11,40~~	*s*	CL 4,40	1921 10mo *Lloyd*	Swan,Hunter&Wigham Richardson Ld Sunderlnd '*sA&CP*	MelbourneS.S.Co. Ld. *C*	285·2 294·5(O.L.) P29'B74'F29' FK *ellDB*242'574*tFPT*	41·5	20·2	Melbourne British 4*BHCem* 95*tAPT*132*t*	T.3Cy.22",35"&58"-39" (*s*) 180lb 251NHP 2SB,6*cf*,GS130,HS4188 G.Clark,Ld.Sunderland	22 ″ 6 s 3 ″ 2 19 ″ 6	
21975 131503 VLJM	**Coolebar** (*ex*Himatangi-38, *ex*Coolebar) **TwinSc** 1*Dk*	479 320 224					1911	Ardrossan D.D.Co Ld. Ardrossan	NorthCoastSteam Nav.Co.Ld.(E.S. Crawford, *Mgr.*)	150·3 Q41'F27'	30·0	8·7	SydnyNSW British *WB*	C.4Cy.12½"&26"-18" 89RHP Dunsmuir&JacksonLd.Gls		C
21976 131537 VJJS	**Coombar** **TwinSc** *Ref.Mchy.* 1*Dk*	581 381 232					1912	Murdoch& Murray,Ld. Pt.Glasgow	W.Crosby&Co. Pty.Ld.	166·0	30·1	10·1	Melbourne British *WB*	C.4Cy.14"&30"-18" 99RHP D.Rowan&Co.Glasgow		C
21977 UOAV	**Cooperatzia** Ⓟ *OilEng.* D.F. 2*Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern*	3767 2934 2164	✠ ... 2,31 ✠				1929 12mo	Severney S.B.Yard Leningrad	U.S.S.R.	332·5 P34'B99'F41' FK	48·0	25·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"-33⅞" 692NHP RussianDieselWorks,Len.	27 ″ 9	
21978 217860 KJFB	**Coos Bay** (*ex*Lumbertown-40, *ex*CastleTown-36) 1*Dk* D.F. *Fitted for oil fuel*	3321 2750 2029	✠ ... 5,21 ✠				1919 5mo	Pusey& JonesCo. Gloucester City,N.J.	CoosBayLumber Co.	321·7 P37'B82'F31' FK	50·0	21·6	S.Frncisco Utd.States *WB*	T.3Cy.20",32½"&54¾"-36" 180NHP Pusey&JonesCo.Wil.Del.	24 ″ 9	R †
21979 ONOR	**Copacabana** Ⓟ *OilEng.* D.F. E.S.D. *Ref.Mchy.* Sub.Sig. 2*Dks&Shelter dk* *CruiserStern*	7340 5403 4350	✠100A1 *withfreeboard* 9,41 ~~10,40~~ ✠LMC5,38 ✠Lloyd'sRMC10,40	~~Avn~~ Liv	*c*†	CL 10,40	1938 5mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken '*sA&CP*	Cie.MaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale, *Mgrs.*) *CellDB*365'1864*t*	435·9 F49' FK *Wing tanks in ER* 156*tFPT*90*t*	61·5	26·8	Antwerp Belgian 8*BHptCem* *ptAsp* (*Coll to Shdk* 7 ,, *2nd* ,,) *APT*92*t*	Oil Engines 2S.C.DA 5Cy.24 7/16"-55⅛" 1028NHP DB*100lb* SocAn.J.Cockerill,Seraing	30 ″ 2 s 3 ″ 9 26 ″ 7½	
21980 147874 GJVW	**Copeland** Ⓟ 2*Dks*	1526 1150 640					1923	CaledonS. B.&E.Co.Ld. Dundee	ClydeShippingCo. Ld.	270·0 P&B176'F43'	37·2	17·4	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonSB.&E.Co.Ld.Dun		C
21981 1310 CBCP	**Copiapó** Ⓟ *ss*N.Yk.No.1-41 *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	7279 — 5155	✠100A1 *withfreeboard* 10,41 ✠LMC CS12,41 5,40 ✠Lloyd'sRMC~~10,41~~5,42 No. 3 hold & No. 3 lower 'tween dks. for temp. 10° F., all other chambers for temp. 32° F.	NYk	*a*† 2	CL 5,39	1937 12mo *Lloyd*	Nakskov SkibsA/S Nakskov '*sA&CP*	CompañiaSud Americana deVap. *CellDB*360'1373*t*	414·3 440·5(O.L.) P45'F51' FK *DTs a*154*t FPT*42*t*	58·3	29·7 21·7	Valparaiso Chilian *ptCem* 7*BH to Wdk* *APT*125*t*	Oil Engines 2S.C.DA 5Cy.24 7/16"-55⅛" 1027NHP Akt.Burmeistr&Wain,Cpn	33 ″ 9 s10 ″ 6 23 ″ 7½	
21982 149312 GSND	**Coptic** **TwinSc** *OilEng.* *Ref.Mchy.* *ss*Lon.No.2-36 D.F. E.S.D. 3*Dks* *Tonnage opening closed*'39	10629 9584 6597	✠100A1 *withfreeboard* 9,41 ~~4,41~~ Examined 7,41 ✠LMC CS3,38 DBS~~3,40~~ 9,41 1,39 ✠Lloyd'sRMC~~1,41~~ ~~7,41~~ 12,41	~~Syd~~ ~~Liv~~ Wln	*f*†	CL 2,40	1928 7mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	ShawSavill& AlbionCo.Ld. *CellDB*408'1571*t* *Upper'tween dk B*	482·6 499·5(O.L.) B173'F61' FK *FPT*109*tAPT*60*t* *Hs except CollBHdi*	64·2	30·8 39·3	S'thamptn British 8*BHptCem* (*Coll to Wdk* 7 ,,*2nd*,,) *spensed with*	Oil Engines 2S.C.SA 12Cy.31"-43" 2020NHP 2DB*100lb* WllsndSlpwy.Co.Ld.Nwc.	42″10 s13″4¼ 29″8½	
21983 1340 IBHI	**Cor Jesu** (*ex*L'Erdre) *ss*Gen.2ndNo.3-9,33 1*Dk*(*Stl*)2*trB&Webframes* D.F.	3994 3579 2474	✠ ... 10,37 ✠	Gen	*x*		1908	Atel.&Ch. de la Loire Nantes	Ang.Gazzolo fuA. *CellDBa*100'*uE*2	375·6 362·4 P34'B110'F41' FK 3'*f*148'925*tFPT*67*t*	50·5	25·6	Genoa Italian 6*BHCem* *APT*46*t*	T.3Cy.23 7/16",36"&59"-41¾" 284NHP 2SB,1AuxSB,8*cf*,GS159, HS4919 Atel.&Ch.delaLoire,Nts.	26″11	I †
21984 5 ILRZ	**Cora** **AuxSr** (*ex*Jupiter-35) *OilEng* 1*Dk* (*See Sailing Ship Register*)	349 296 256					1917	J.Th.Wilmink&Co. Groningen	GiuseppeRoggero	140·3 129·4 P29'Q39'H36*t*F21'	26·4	11·4	Imperia Italian	Oil Engines 4S.C.SA 6Cy.10⅝"-14 15/16" 66NHP NE31 HumboldtDeutzmotoren A.G.Köln-Deutz		I
21985 165561 GBGF	**Corabella** D.F. 1*Dk* *CruiserStern*	5682 5128 3373	✠100A1 ~~9,41~~ ~~12,39~~3,42 BS1,42	Bos. ~~Hpl~~ Nwc ✠LMC8,37	*z* 1 15/16	CL N4,39	1937 8mo *Lloyd*	JLThompson&Sons,Ld Sunderland '*sA&CP*	Saguenay Terminals,Ld. *CellDB*294'11	409·3 425·3(O.L.) P35'B122'F32' FK 42*tTank in way of tunnel*315*tFPT*165	57·6	29·1	London British 6*BHCem* *tAPT*190*t*	T.3Cy.22",37¾"&63"-45"(*s*) 220lb (*s*) FD 395NHP 3SB(Spt)9*cf*,GS140,HS5580 GeorgeClark(1936)Ld.Sld.	31 ″ 7 s 6 ″ 9¾ 25 ″ 0	
21986 147852 GJSZ	**Coracero** *ss*Gls.No.3-11,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in fore holds* D.F. E.S.D. *Platform dk in No.1 hold*	7252 6904 4533	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~7,40~~ Examined ~~10,40~~1,42 ✠LMC BS~~3,40~~5,41 MS7,40 ✠Lloyd'sRMC~~5,41~~ ~~8,41~~ 5,42 *Fitted for oil fuel* 5,23 *F.P. above* 150° F.	~~Gls~~ Cff ~~Avn~~ Sws	*a*†	CL 6,40	1923 5mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	DonaldsonLine, Ld.(Donaldson Bros.&Black,Ld. *Mgrs.*) *CellDBa* 112'*uE*24*uB*39'	423·6 438·8(O.L.) F37'*on Shelter dk* *Collision BH&* FK *f*189'1254*tFPT*88*t*	56·0	36·7	Glasgow British *ptCem* 4*BH to Shdk* 2 ,, ,, *U* ,, *APT*30*t*	T.3Cy.27",42"&77"-51" & exhaust turbine driving steam compressor (*s*) 200lb FD 831NHP 4SB,12*cf*,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk.	39 ″ 4 s 11″0¼ 28 ″ 6	
21987 141928 MJSF	**Coral** (*ex*CromartyFirth) *ss*Ayr.No.3-9,32 *ss*Irv.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	638 424 300	✠100A1 11,41 ~~8,40~~ MS8,40	Irv ✠LMC BS~~3,41~~2,42	*i*	CL ~~N8,40~~ 11,41	1919 10mo *Lloyd*	Ardrossan D.D.&S.B. Co.Ld. Ardrossan '*sA&CP*	Wm.Robertson	175·4 183·4(O.L.) Q100'B11'F28' FK *CellDBf*97'148*tFPT*	28·3	10·1	Glasgow British 3*BHptCem* *ptAsp* 46*tAPT*29*t*	T.3Cy.14",23"&38"-27" (*s*) 180lb 99RHP 1SB,3*pf*,GS58,HS1780 W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s 3 ″ 8 12 ″ 5½	
21988 168060 MNJC	**Coral Queen** *OilEng.* E.S.D. *Mchy.Aft* *CruiserStern*	303 190 148	✠100A1 1,41 ✠LMC1,41	Lth	*e*	OG	1941 1mo *Lloyd*	BurntisInd S.B.Co.Ld. Burntisland '*sA&CP*	BritishChannel IslandsShipping Co.Ld. *Cell*	132·0 138·0(O.L.) FK P39'Q44'F15' *DB*81'103*t FPT*35*t*	24·6 *25·7*	7·4	London British 3*BHptCem* *APT*11*t*	Oil Engines 2S.C.SA 6Cy.10½"-13½" 116NHP CrossleyBros.Ld.Mch.	9 ″ 6 s 3 ″ 5 9 ″ 6	
21989 127129	**Coralia** D.F. *Mchy.Aft*	4349 — 3264					1896	GlobeIron Works Cleveland,O.	NicholsonUniversalS.S.Co.	413·2	48·0	24·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22",39"&63"-42" 258NHP GlobeIronWorks,Clevelnd		R

1 Numero d'Ordre / Numero Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. 7isites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où ce n'est dans L.R. Durée, Cert. Ref. Trade
21990 128285 MCYW	**Corbet** (*ex*Buteman) *ss*Bel.2ndNo.3-6,32 *ss*Bel.No.1-36 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	468 334 183	✠100A1 6,40 BS8,40 ✠LMC8,36	Bel	*h*	CL 6,40	1909 6mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	AlexanderKing,Ld	160·0 Q89'B10'F26' BK7" *DBf*11'20*tFPT*	25·6	11·3	Belfast British 3*BHCem* 45*tAPT*23*t*	C.2Cy.18"&40"-27" (*s*) 130lb 98RHP 1SB,3*pf*,GS56,HS1877 Ross&Duncan,Glasgow.	12 " 3 s 4 " 3¼ 12 " 7	
21991 162662 GQJK	**Corbis** TwinSc *OilEng.* *ss*Nwc.No.2-39 D.F. E.S.D. 1*Dk*(*Stl*)2nd*dk*(*Stl*) *Mchy.Aft* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8132 7510 4776	✠100A1 10,41 ~~10,40~~ ✠LMC CS9,39 DBS~~10,40~~10,41 ~~9,39~~10,40 *Carrying Petroleum in bulk*	~~Bkn~~ NYk	*c*†	CL ~~11,38~~ 9,41	1931 12mo *Lloyd*	Workman, Clark(1928) Ld. Belfast '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'183*t*	452·4 468·6(O.L.) P103'B33'F42' FK	62·1	33·9	London British 14*BH* *DTf*32'338*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{1}{16}$"-$43\frac{5}{16}$" 714NHP 2DB150lb N.E.MarineEngCoLd.Nwc *FPT*206*tAPT*81*t*	34 " 0 s 6 " 7¾ 27 " 7¼	
21992 149973 GNLY	**Corbridge** *ss*Shl.No.2-37 Sub.Sig. *Well deck* 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	1703 1295 935	✠100A1 11,41 ~~4,41~~ Examined ~~4,41~~ 5,42 BS5,42 ✠LMC4,37	Shl ~~Sld~~ ~~Bly~~ Bly	*q*	CL 3,41	1928 1mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*207'	255·0 P22'Q150'F21' FK 440*t MTs*120*t FPT*	37·5	16·8	London British 4*BHCem* 70*tAPT*150*t*	T.3Cy.19",31"&52"-36" (*s*) 180lb 195NHP 2SB,6*cf*,GS93,HS3268 G.Clark,Ld.Sunderland	18 " 10 s 5 " 8½ 17 " 4¾	
21993 149801 GNBK	**Corchester** *ss*Shl.No.3-10,40 Sub.Sig. *Well deck* 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2374 1836 1335	✠100A1 8,41 ~~10,40~~ BS8,41 ✠LMC10,40	~~Shl~~ Nwc	*s*	CL 10,40	1927 4mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP* *CellD*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *B*234'584*t side tan*	285·0 Q165'F31' FK *ks in ER*168*tFPT*1	41·7	19·0	London British 4*BHCem* 05*tAPT*228*t*	T.3Cy.20½",35"&57"-39" (*s*) 180lb 243NHP 2SB(Spt)6*pf*,GS122,HS4060 G.Clark,Ld.Sunderland	21 " 1 s 6 " 7¾ 19 " 1½	
21994 140715 GRTJ	**Corcrest** (*ex*Hopecrest) *ss*Nwc.No.3-8,30 *ss*Shl.No.2-40 Sub.Sig. *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* E.S.D.	2373 1863 1337	✠100A1 10,41 ~~1,41~~ BS8,41 ✠LMC2,40	~~Shl~~ Nwc	*s*	CL 8,40	1918 5mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdSunderlnd '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*236'587*t*	285·3 P24'Q122'B20'F31' FK *side tanks in engin*	41·5	19·1	London British 4*BHCem* *e space* 206*t*	T.3Cy.22",35"&58"-39" (*s*) 180lb *100lb* 288NHP 2SB,6*cf*,GS107,HS4204 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc. *FPT*111*tAPT*196*t*	21 " 4 s 6 " 4½ 19 " 2	
21995 148129 GLKR	**Cordale** (*ex*Horsley-37) *ss*Shl.No.3-4,38 Sub.Sig. E.S.D. 1*Dk*(*Stl*) *Cargo battens not fitted*	2143 1853 1244	✠100A1 ~~8,41~~ ~~10,40~~ ~~11,41~~ 12,41 ✠LMC MS4,38 BS~~3,40~~8,41	~~Shl~~ ~~Sld~~ Nwc	*s*	CL ~~8,40~~ ~~8,41~~ ~~11,41~~ 12,41	1925 7mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellD*	280·0 292·2(O.L.) P24'B49'F26' FK *B*234'644*t FPT*160	41·6	20·1	London British 4*BHCem* *tAPT*117*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 228NHP 2SB,6*cf*,GS103,HS3947 Smith'sDockCo.Ld.Mdb.	22 " 3 s 3 " 2¼ 19 " 5	
21996 162332 GKFC	**Cordelia** *OilEng.* *ss*Nwc.No.2-40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	8190 7272 5005	✠100A1 ~~7,41~~ ~~1,41~~ 2,42 ✠LMC2,42 DBS~~7,41~~5,42 *Carrying Petroleum in bulk*	~~Gls~~ ~~Bkn~~ Bel	*c*†	CL ~~3,38~~ 11,41	1932 3mo *Lloyd*	Swan,Hun- ter&Wigham Richardson Newcastle '*sA&CP*	OilTankS.S.Co.Ld. (C.T.Bowring& Co.Ld.*Mgrs.*) *CellDBuE*81'197*t* *DTf*41'435*t*	460·4 P112'B30'F57' FK *Trunk in after well* *FPT*161*tAPT*128*t*	59·5	34·1	Liverpool British 18*BHptCem* (10 *to U dk* 8 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 652NHP 2DB180lb J.G.Kincaid&Co.Greenock	34 " 1 s 6 " 1½ 28 " 2¼	
21997 DHEL	— 1*Dk*	1357 1149 723					1921	Hamburgr- ElbeSchiffsw. Hamburg	A.Kirsten	244·5 P&B195'F~~31~~'	36·2	16·1	Hamburg German *WB*	T3Cy17¾",$28\frac{11}{20}$"&$47\frac{3}{10}$"-31½" GuteHoff- 126NHP nungshütte,Oberhausen		G
21998 147668 GKNL	**Cordene** *ss*Shl.No.3-7,37 Sub.Sig. E.S.D. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2345 1876 1322	✠100A1 7,41 ~~5,40~~ BS~~5,40~~ ✠LMC7,37 7,41	~~Nwc~~ Sld	*s*	CL ~~7,39~~ 6,41	1924 6mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*242'549*tM*	284·5 P20'Q164'F26' FK *Ts*14' 205*t FPT*104	42·1	19·6	London British 4*BHptCem* *tAPT*146*t*	T.3Cy.21",34"&56"-39" (*s*) 180lb 247NHP 2SB,6*cf*,GS98,HS4215 G.T.Grey&Co.Ld.S.Shl.	21 " 9 s 6 " 6¾ 19 " 4½	
21999 DJMA	**Cordillera** Ⓟ TwinSc D.F. GyC. E.S.D. *OilEng.* Sub.Sig. *CruiserStern* 3*Dks*	12055 8979 6902					1933	Blohm& Voss,K.a.A. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	497·8 B&F344'	65·9	27·9	Hamburg German *WB*	Oil Engines 2S.C.DA 16Cy.$23\frac{5}{8}$"-$35\frac{7}{16}$" 3120NHP Blohm&Voss,K.a.A.Ham.		G
22000 144239 GDRK	— *ss*Gls.No.3-10,33 *ss*Gls.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rdDk*(*Stl*)*in foreholds* D.F. E.S.D. *PlatformDk*(*Stl*)*in* *Nos.*4&5*holds*	6865 6573 4248	✠100A1 *Shelter dk* *with freeboard* ~~7,41~~ ~~9,40~~ ~~12,41~~ 4,42 ✠LMC MS3,37 BS~~5,40~~ 7,41 ✠Lloyd'sRMC~~3,41~~ ~~7,41~~ ~~1,41~~ 3,42 *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	~~Gls~~ ~~Lon~~ ~~Lth~~ Mch	*a*†	CL ~~6,39~~ 11,41	1920 10mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	DonaldsonLine,Ld. (DonaldsonBros.& Black,Ld.*Mgrs.*) *CellDB*344'1198*t*	419·0 434·9(O.L.) FK *FPT*89*tAPT*251*t*	54·8	35·7	Glasgow British *Cem* 7*BHtoSh dk*	3SteamTurbinesDRgeared to 1 sc. shaft (*s*) 200lb 862NHP 4SB,12*cf*,GS240,HS10632FD N.E.MarineEngCoLd.Nwc	38 " 3 s10 " 10¼ 27 " 8	
22001 DHXK	**Cordoba** (*ex*Taunus-37,*ex*Lisa, *ex*Galtymore) *ss*Liv.No.2-27 D.F. Sub.Sig. 2*Dks*	4611 4198 2784	✠ ... 7,32 ✠				1919 5mo	Lithgows, Ld. PortGlasgow	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	384·6 P49'B113'F38' FK	52·0	26·5	Hamburg German *WB*	T.3Cy.27",44"&73"-48" 517NHP Rankin&BlackmoreLdGrk	29 " 0	G †
22002 209655 WCCS	**Cordova** Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	2089 — 1269					1912	Harlan& Hollings- worthCor. Wlmgtn.Del.	AlaskaS.S.Co. Inc.	243·0 P&B150'F47'	41·1	17·3	NewYork Utd.States	T.3Cy.19",30"&50"-36" 150NHP Harlan&HollingswrthCor.		R
22003 147566 GJXS	**Corduff** *ss*Bly.No.3-9,36 E.S.D. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* Sub.Sig.	2345 1876 1322	✠100A1 12,40 BS8,40 ✠LMC9,36	Sld	*s*	CL 8,40	1923 12mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*242'549*tM*	284·5 P20'Q164'F26' FK *Ts*14'205*t FPT*104*t*	42·0	19·6	London British 4*BHptCem* *APT*146*t*	T.3Cy.21",34"&56"-39" (*s*) 180lb 247NHP 2SB,6*cf*,GS98,HS4215 G.T.Grey&CoLd.S.Shields	21 " 9 s 6 " 6¾ 19 " 4½	
22004 163532 GWWY	**Corfell** Sub.Sig. E.S.D. *Mchy.Aft* *CruiserStern* 1*Dk*	1802 1354 1016					1934	S.P.Austin &Son,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*)	257·0 Q150'F24'	39·5	16·7	London British *WB*	T.3Cy.16½",28"&47"-33" 127NHP N.E.MarineEng.Co.LdSld.		C
22005 167391 GCLG	**Corfen** E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	1848 1349 998					1940	J.Crown& Sons,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*)	257·2	39·5	16·7	London British *WB*	T.3Cy.16",25"&45"-33" 114NHP N.E.MarineEng.Co.(1938) Ld.Sld.		C
22006 165601 GDDW	**Corferry** *Mchy.Aft* E.S.D. 1*Dk* *CruiserStern* Sub.Sig. *Cargo battens not fitted*	1788 1344 1003	✠100A1 8,41 ~~6,40~~ ✠LMC11,37	Sld	*q*	CL ~~N8,38~~ 8,41	1937 11mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*214'500*t*	257·0 265·0(O.L.) Q150'F25' FK *MT*9'166*tFPT*158*t*	39·5	16·7	London British 4*BHCem* *APT*21*t*	T.3Cy.16",25"&45"-33" 220lb FD (*s*) 176NHP 2SB(Spt),6*cf*,GS49,HS2506 N.E.MarineEng.Co.Ld.Sld	18 " 9 s 6 " 1 17 " 4	
22007 163476 MBVN	**Corfirth** *Mchy.Aft* E.S.D. *ss*Sld.No.1-38 *Well deck* Sub.Sig. 1*Dk* *CruiserStern* *Cargo battens not fitted*	1803 1355 1016	✠100A1 ~~2,41~~ 12,41 BS5,41 ✠LMC10,36	~~Nwc~~ Lth	*q*	CL ~~4,40~~ 12,41	1934 5mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*214'492	257·0 Q150'F25' FK *tMT*9'164*tFPT*159	39·5	16·7	London British 4*BHptCem* *tAPT*15*t*	T.3Cy.16½",28"&47"-33"(*s*) 220lb 171NHP 2SB(Spt),6*cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 " 9 s 6 " 0½ 17 " 4	

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Length.	Breadth.	Depth.	Regist'd Dimensions. Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22008 163484 GWTD	**Corfleet** *ss*Sld.No.1-39 *Mchy.Aft* 1*Dk* *CruiserStern* Sub.Sig. E.S.D. *Cargo battens not fitted*	1803 1355 1015	✠100A1 3,42 ~~2,41~~ BS~~11,40~~ 4,42	Shl ✠LMC3,39	*q*	CL ~~2,41~~ 3,42	1934 6mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	**CoryColliers,Ld.** **(Wm.Cory&Son,** **Ld.***Mgrs.***)** *CellDB*214'	257·0	39·5	16·7	Q150'F25' FK 492t*MT*9'164t*FPT*	**London** British 4*BHptCem* 159t*APT*15t	T.3Cy.16½",28"&47"-33" (*s*) 220lb 171NHP 2SB(Spt),6*cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 〃 9 s6 〃 0¾ 17 〃 4	
22009 162643 GRNW	**Corfu** Ⓟ TwinSc 3*Dks*(*Stl-Weather dk ws*) *Ref.Mchy.* 4*th dk*(*Stl*)*in forward holds* D.F. E.S.D. *CruiserStern* *Fitted for oil fuel*	14170 11383 7665	✠ 9,35 ✠ ✠Lloyd'sRMC5,39	Lon	*j*†		1931 9mo	A.Stephen &Sons,Ld. Glasgow	**P.&O.Stm.Nav.Co.** *Cell*	522·5	71·4	33·1	B246'F76' FK *DB*448'2568t*FPT*7	**London** British 9 *BHptCem* *Coll,,to Wdk* 0t*APT*140t	6SteamTurbinesSRgeared to2sc.shafts 2997NHP 4WaterTubeBoilers 2DB HS25200 A.Stephen&Sons,Ld.Gls.	46 〃 0	
22010 161301 GFZB	**Corglen** *ss*Sld.No.2-38 Sub.Sig. 1*Dk*(*Stl*) *Mchy.Aft* E.S.D. *Welldeck* *Cargo battens not fitted*	2822 2201 1632	✠100A1 ~~6,41~~~~10,40~~2,42 BS~~10,40~~ 2,42	~~Shl~~ Blv ✠LMC8,38	*t*	CL ~~10,40~~ 1,42	1929 9mo *Lloyd*	Cowpen D.D.&S.B. Co.Ld. Blyth '*sA&CP*	**CoryColliers,Ld.** **(Wm.Cory&Son,** **Ld.***Mgrs.***)** *CellDB*250'747t	306·4	44·2	19·9	Q186'F30' FK *MT* 10' 347t *FPT*	**London** British 6*BHptCem* 136t*APT*17t	T.3Cy.21½",36"&60"-39" (*s*) 180lb 259NHP 2SB(Spt)8*pf*,GS128,HS4196 G.Clark,Ld.Sunderland	22 〃 0 s7 〃 0¾ 19 〃 10	
22011 163398 GWMN	**Corhampton** *Mchy.Aft* *CruiserStern* 1*Dk* E.S.D. Sub.Sig.	2495 1899 1435					1933	S.P.Austin &Son,Ld. Sunderland	**CoryColliers,Ld.** **(Wm.Cory&Son,** **Ld.***Mgrs.***)**	292·0	42·5	19·2	Q184'F28'	**London** British *WB*	T.3Cy.18",30½"&51"-36" 156NHP N.E.MarineEng.CoLd.Sld		C
22012 PDLL	**Corilla** *OilEng.* 1*Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *CruiserStern* *Mchy.Aft* *Longitudinal framing at bottom & at deck*	8096 7238 4710	✠100A1 ~~9,41~~~~6,40~~12,41 *CarryingPetroleum in bulk*	~~HKg~~ ~~Sng~~ Liv ✠LMC2,39	*c*†	CL	1939 2mo *Lloyd*	N.V. Wilton- Fijenoord Schiedam '*sA&CP*	**N.V.Petroleum** **Maats"LaCorona"** *CellDB*64'156t*D*	463·0	59·3	33·9	483·3(O.L.) P94'B44'F48' FK *Tf*25'262t*FPT*135t	Willemstad ~~TheHague~~ Dutch 17*BH* *APT*83t	Oil Engines 4S.C.SA 8Cy.25$\frac{3}{16}$"-55⅛" 502NHP DB*180lb* N.V.Wilton-Fijenoord, Schiedam	34 〃 0 s6 〃 8¼ 27 〃 6	
22013 144248 GFDJ	**Corinaldo** *ss*Liv.No.3-2,34 *ss*Gls.No.1-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in forward holds* D.F. E.S.D. *Platform dk in No.*1 *hold*	7131 6722 4417	✠100A1 *Shelter dk* *withfreeboard* 11,41~~10,40~~ ~~BS2,40~~ ✠Lloyd'sRMC~~7,41~~2,42 *Fitted for oil fuel* 5,21	~~Liv~~ Gls BS2,41 ✠LMC3,38	*a*†	CL N10,40 *F.P. above* 150° F.	1921 2mo *Lloyd*	Scotts'S.B. &Eng.Co.Ld. Greenock '*sA&CP*	**DonaldsonLineLd.** (Donaldson Bros.& Black,Ld.*Mgrs.*) *CellDB*355'1107t	414·5	55·6	36·7	28·7 FK *FPT*96t*APT*50t	**Glasgow** British *ptCem* 6*BH to S dk* 1 „ „ *U* „	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb 810NHP 4SB(Spt),12*cf*,GS229, FD HS10468 Scotts'S.B.&E.Co.Ld.Grk.	39 〃 3 s10 〃 8 28 〃 8¾	
22014 156014 MMFN	**Corinda** *ss*Syd.No.1-41 *OilEng.* D.F. *Ref.Mchy.* 2*Dks* *CruiserStern*	3376 2838 1930	✠100A1 ~~7,41~~ ~~1,41~~ 1,42 ✠LMC DBS11,40 ✠Lloyd'sRMC~~1,41~~ ~~7,41~~ 1,42	Syd CS1,41 9,38	*v*	CL 7,40	1937 4mo *Lloyd*	ShortBros. Ltd. Sunderland '*sA&CP*	**Australas'nUnited** **Stm.Nav.Co.Ld.** *CellDB*286'766t	345·6	48·3	21·0	356·8(O.L.) P33'B208'F27' FK *FPT*81t*APT*120t	**P.Adelaide** British 6*BHCem*	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" 449NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	25 〃 0 s2 〃 8½ 22 〃 6	
22015 140835 MPFX	**Corinia** *ss*Goo.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	870 586 426	✠100A1 11,40 MS11,37	Nwc ✠LMC BS11,40	*k*	CL 11,40	1928 10mo *Lloyd*	R.William- son&Son,Ld. Workington '*sA&CP*	**NorthwestShippng** **Co.Ld.**	188·3	30·2	12·4	Q116'B11'F23' FK *CellDB*114'	**Workingtn** British 3*BHptCem* 177t*FPT*44t	T.3Cy.14",24"&40"-27" (*s*) 180lb *70lb* 99RHP 1SB,3*pf*,GS52,HS1992 W.Beardmore&Co.Ld. Coatbridge	14 〃 7 s4 〃 9½ 14 〃 4¾	
22016 949 SWBA	**Corinthia** Ⓟ (*ex*OranjeNassau-39) *ss*Ams.2ndNo.3-4,35 *ss*Pir.No.1-39 2*Dks*(*Stl-Uteaks*)3*trB* D.F. *Well deck*	3879 2742 2195	✠100A1 10,39 ✠LMC10,39 *Fitted for oil fuel* 10,39	Pir	*v*	OG N3,38 *F.P. above* 150°F.	1911 6mo *Intermediate bulkheads in fore & after holds dispensed with-4BH only Asp*	Kon.Maats deSchelde Flushing *A&CP*	**HellenicMediter-** **ranean LinesCo.Ld.** *CellDB*	337·6	44·2	23·3	P&B218'F66' FK&BK2" 269'419t*APT*20t	**Piræus** Greek	T.3Cy.25",41½&68"-51"(*s*) 180lb 501NHP 3SB,9*cf*,GS186,HS7827 FD Maats.deSchelde,Flushing	26 〃 0 s2 〃 9¼ 23 〃 6	
22017 217 SVKS	**Corinthiakos** (*ex*NorthAnglia-33, *ex*Bideford) 1*Dk*	*3562* *3293* *2214*					1910	Craig,Tay- lor&Co.Ld. Stockton	**M.A.Embiricos**	362·3	51·0	21·0	P29'B232'F34'	**Andros** Greek *WB*	T.3Cy.25",42"&68"-45" 310NHP N.E.MarineEng.Co.Ld.Sld		
22018 166246 GNGD	**Corinthian** D.F. E.S.D. 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	3122 2459 1425	✠100A1 *withfreeboard* 11,40 ✠Lloyd'sRMC4,40	Hul ✠LMC8,38	*w*	CL	1938 8mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	EllermanLinesLd. (Ellerman& PapayanniLines, Ld.*Mgrs.*)	345·7	50·1	20·7	358·7(O.L.) F30' FK *CellDB*291'745t*FPT*	**Liverpool** British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd*„) 24t*APT*14t	T.3Cy.23",38"&65"-48" & LPturbine withDRgearing & hydraulic coupling 225lb (*s*) FD 606NHP 3SB(Spt)9*cf*,GS166,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 〃 3 s1 〃 3 22 〃 2½	
22019 147155 GKNW	**Corinthic** *ss*Bry.No.3-6,37 D.F. 1*Dk*(*Stl*)	4823 4513 3023	✠100A1 12,40 MS6,37	Hul ✠LMC BS3,40	*y*	CL 5,39	1924 6mo *Lloyd*	IrvinesS.B. &D.D.Co.Ld. WHartlepool '*sA&CP*	**SirW.H.Cockerline** *CellDB*	390·1	55·5	26·2	402·8(O.L.) P30'B221'F41' FK 335'1098t*FPT*120t	**Hull** British 6*BHCem* *APT*149t	T.3Cy.26",43"&72"-48" (*s*) 180lb 442NHP 3SB(Spt),9*cf*,GS182 HS7551 Richardsons,Westgarth& Co.Ld.Hpl.	28 〃 9 s4 〃 5¾ 24 〃 6	
22020 128788 VJCG	**Corio** (*ex*Delungra) *ss*Syd.No.3-2,32 *ss*Syd.No.2-40 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3346 3009 1934	✠100A1 6,41~~5,40~~ BS5,41	Syd ✠LMC5,40	*v*	5,40	1919 9mo	Govt.Dkyd Newcastle, N.S.W. *A&CP*	**Huddart,Parker,** **Ld.** *CellDB*277'885t	331·0	47·9	26·0	P31'B95'F30' FK *FPT*118t*APT*204t	**Melbourne** British 5*BHCem*	T.3Cy.25",41¾"&68"-45" (*s*) 190lb HS8289 519NHP 3 Water Tube Boilers FD Govt.Dkyd.Nwc N.S.W.	26 〃 1 s4 〃 5¾ 21 〃 10	
22021 HRDA	**Corisco** (*ex*Arwyco-34,*ex*Lancashire Coast,*ex*Annie *ss*Vcr.3rdNo.3-5,34 Hough,*ex*Delta) *Well deck* 1*Dk*(*Stl*)2*trB* *Now* "Cor[illegible]" *see No.* 35940 *in Supplement*	*1109* *931* *552*	✠ — 6,39	Mob ✠	*n*		1900 3mo	J.Scott& Co. Kinghorn	**A.Garcia** *CellDBa*44'60	225·4	34·2	15·2	P&B132'F35' FK t*FPT*50t*APT*50t	**Puerto** **Cortes** Honduran 5*BHCem*	T.3Cy.17",27"&45"-33" 124NHP 2SB,4*cf*,GS72,HS1861 J.Scott&Co.Kinghorn	16 〃 6 s1 〃 3 15 〃 5½	
22022 140362 GFCT	**Corland** (*ex*Buffs) *ss*Shl.No.3-8,30 Sub.Sig. *ss*Bly.No.2-39 E.S.D. 1*Dk*(*Stl*) *Cargo battens not fitted*	3431 3052 2001	✠100A1 2,41 BS2,41	Shl ✠LMC9,39	*v*	CL 1,41	1917 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	**CoryColliers,Ld.** **(Wm.Cory&Son,** **Ld.***Mgrs.***)** *Cell DB*253'902t*D* *FPT*223t*APT*80t	341·0	47·0	22·8	P29'B66'F24' FK *Ta*31'161t *DTinEroom port si*	**London** British 6*BHCem* *de*10'77t *star*	T.3Cy.24",40"&65"-42" (*s*) 180lb 303NHP 2SB,8*pf*,GS138,HS4740 Richardsons,Westgarth& *board*14'122t Co.Ld.Sld.	25 〃 3 s4 〃 5¾ 20 〃 11	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. — Visites Périodiques.	3 Ex-nom, s'il y a lieu. — Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
22023 135192 GRTB	**Corlock** (*ex*Corton-39)	*ss*Shi.2ndNo.3-4,39 1*Dk*(*Stl*) *Cargo battens not fitted*	3405 3028 2034	✠100A1 12,40 BS8,41 ✠NB(s)8,18	Cal ✠LMC4,39 ~~BS5,40~~	*v*	CL 11,40	1913 2mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP* *Cell*	G.E.Marden (Brown,Jenkinson&Co.Ld.*Mgrs*) *DBa114' uE&B43' f123'936t Sidetanks in ER10'&14'195tFPT190tAPT136t*	341·0 P25'B59'F28' FK	47·0	22·8	Shanghai British 6*BHCem*	T.3Cy.24",40"&65"-42" (*s*) 180lb 301NHP 2SB,4*pf*,4*cf*,GS140,HS4721 G.Clark,Ld.Sunderland	25 " 3 s4 " 5¾ 20 " 11	
22024 167356 GCNC	**Cormarsh** D.F. E.S.D. GyC. *Mchy.Aft*	1*Dk* *CruiserStern* *Cargo battens not fitted*	2848 2149 1660	✠100A1 ~~9,41~~ ~~5,41~~ 11,41 ✠LMC10,39	~~Bly~~ Shl	*t*	OG 4,41	1939 10mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	CoryCollieresLd. (Wm.Cory&Son, Ld.*Mgrs.*) *CellD*	315·0 325·7(O.L.) RQD190'F29' FK *B266'990tFPT182t*	44·5	22·2	London British 5*BHptAsp* *APT68t*	T.3Cy.18½",29"&52"-39" (*s*) 220lb 244NHP 2SB(Spt),6*cf*,GS61,HS3396 N.E.MarineEng. FD Co.(1938)Ld.Sld.	22 " 1 s7 " 3¾ 19"11¾	
22025 167369 GCLL	**Cormead** D.F. E.S.D. *Mchy.Aft*	*CruiserStern* *Cargo battens not fitted*	2848 2149 1660	✠100A1 9,41 ~~4,41~~ ✠LMC12,39	~~Sld~~ Shl	*t*	OG	1939 12mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *Cell*	315·0 325·7(O.L.) Q190'F29' FK *DB266'990tFPT182t*	44·5	19·9	London British 5*BHptAsp* *APT68t*	T.3Cy.18½",29"&52"-39"(*s*) 220lb FD 244NHP 2SB(Spt),6*cf*,GS61,HS3396 N.E.MarineEng.Co.(1938) Ld.Sld.	22 " 1 s7 " 3¾ 19"11¾	
22026 160366 GNLZ	**Corminster** *Well deck* Sub.Sig. E.S.D.	*ss*Bly.No.2-37 1*Dk*(*Stl*) *Cargo battens not fitted*	1703 1295 935	✠100A1 5,42 ~~3,41~~ Examined ~~3,41~~ 5,42 BS~~3,41~~ 4,42	~~Shl~~ ~~Bly~~ Shl ✠LMC7,37	*q*	CL 3,40	1928 2mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB207'*	255·0 P22'Q150'F25' FK *440tMTs120t FPT*	37·5	16·8	London British 4*BHCem* *70tAPT150t*	T.3Cy.19",31"&52"-36" (*s*) 180lb 195NHP 2SB,6*cf*,GS93,HS3268 G.Clark,Ld.Sunderland	18"10 s5" 8½ 17 " 4¾	
22027 149963 MNXW	**Cormorant** *Ref.Mchy.* E.S.D.	*ss*Lon.No.2-36 2*Dks*(*Stl*) *CruiserStern*	1220 1069 714	✠100A1 *withfreeboard* ~~10,41~~ ~~9,38~~ 2,42 Examined ~~11,40~~ 10,41 BS4,41 ✠LMC4,36 ✠Lloyd'sRMC~~4,41~~ 2,42	~~Lon~~ Lth Lon	*n*	CL ~~9,38~~ 9,41	1927 12mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB176'200t*	216·0 B62' BK6" *FPT27tAPT20t*	32·1	18·5	London British 5*BHCem* 1 *to2nd dk*	T.3Cy15½",25½"&42"-30"(*s*) 200lb 158NHP 2SB,4*cf*,GS79,HS3040 Earle'sCo.Ld.Hull	20 " 9 s7 " 3 14 " 0½	
22028 164700 GZBD	**Cormount** *Mchy.Aft* E.S.D. Sub.Sig.	1*Dk* *Cruiser Stern*	2841 2159 1624					1936	Burntislnd S.B.Co.Ld. Burntisland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*)	308·0 Q186'F26'	44·5	19·6	London British *WB*	T.3Cy.18½",29"&52"-39" 169NHP N.E.MarineEng,Co.Ld.Sld		C
22029 162132 MMYK	**Cornel** *Mchy.Aft*	*OilEng.* 1*Dk* *CruiserStern*	353 254 163					1938	N.V.E.J. Smit&Zoon Schpsw. Westerbroek	Lovering&Sons, Ld.	143·5 P36'F23'	25·0	8·9	Cardiff British *WB*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{1}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		VL
22030 214382 WKCC	**Cornelia** Sub.Sig. *Ref.Mchy.* D.F.	*ss*Bal.2ndNo.3-8,38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3129 2620 1944	✠100A1 1,42 ~~8,41~~ BS11,41 ✠LMC8,38 ✠Lloyd'sRMC4,41 for temp. 38° F. *Fitted for oil fuel* 8,16 *F.P. above* 150° F.	Bal	*u*	CL 6,40	1916 8mo A&CP	Bethlehem SteelCo. Sparro'PtMd	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *CellD*	327·7 P38'B94'F37' FK *B255' 662tFPT50t*	46·7	23·5	NewYork Utd.States 6*BHCem* *APT145t*	T.3Cy.24¼",41$\frac{3}{16}$"&68⅝"-48" 200lb (*s*) 487NHP 3SB,9*cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt	26 " 3 s4 " 6 21 " 11½	
22031 PDLX	**Cornelia B.** *Mchy.Aft*	*OilEng.* *ss*Hrl.No.2-39 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	400 287 264	✠100A1 2,40 ✠LMC4,39 (SEE FOOTNOTE *)	Ant	*f*	N4,39	1931 7mo *Lloyd*	N.V.Werf "Vooruit" Spaarndam '*sA&CP*	O.Bosma	147·8 P39'F15' FK *CellDB f43'65t FPT*	25·2	10·0	Groningen Dutch 3*BHptCem* *16tAPT15t*	Oil Engines 4S.C.SA 4Cy.11"-17$\frac{1}{16}$" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 " 8 s1 " 1½ 9 " 7½	
22032 OXJA	**Cornelia Mærsk** D.F.	*ss*Svb.No.3-1,38 1*Dk*(*Stl*)	1892 1683 1115	✠100A1 8,39 BS2,39 ✠LMC1,38 SEE FOOTNOTE *	Svb	*r*	CL 1,38	1925 4mo *Lloyd*	F.Schichau Danzig '*sA&CP*	A/S D/S Svendborg(A.P.Moller, Copenhagen,*Mgr*) *CellD*	280·8 293·5 (O.L.) P27'B74'F32' FK *B240' 541t FPT38t*	40·2	18·8	Kalundbrg Danish 4*BHCem* *APT79t*	T.3Cy.19$\frac{11}{16}$",32$\frac{5}{16}$"&53½"-37$\frac{7}{16}$" & L.P. turbine with reduction gearing & chain drive 200lb (*s*) 243NHP 2SB(Spt),4*cf*,GS78, HS3014 FD F.Schichau,Elbing	21 " 4 s2 " 9 18 " 8¾	
22033 127451	**Cornell** D.F. GyC. *Mchy.Aft*	1*Dk*2*tr B*	4449 — 3439					1900	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	454·0 *WB*	50·2	25·0	Duluth, Minn. Utd.States	Q.4Cy.18",26¾",41"&63"-42" 257NHP ChicagoS.B.Co.		
22034 152301 VOQB	**Corner Brook** D.F. E.S.D. Sub.Sig.	*ss*Mob.No.3-4,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice* *Tonnage opening closed'41*(*W.E.*)	5767 5244 3528	✠100A1 *withfreeboard* 7,41 Examined7,41 MS4,37 *Fitted for oil fuel* 9,25 *F.P. above* 150° F.	~~Mch~~ NYk BS7,41 ✠LMO	*b*†	CL ~~5,39~~ 7,41	1925 9mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	Bowater'sNewfoundlandPulp& PaperMills,Ld. *CellDB347'1082t* *DTa28'868t*	424·8 439·4(O.L.) F50' FK *FPT223tAPT170t*	56·3	28·6	S JhnsNFL British 8*BHptCem* (*Coll toSh dk* 6 ,, *2nd*,, 1 ,, *3rd*,,)	T.3Cy.28⅛",46"&77"-51" (*r*) 180lb 620NHP 3SB,12*cf*,GS225,HS9420 FD ArmstrongWhitworth &Co.Ld.Nwc.	~~31 " 3~~ ~~s4 " 1¾~~ ~~27 " 3½~~ 39 " 0 s10 " 10¾ 28 " 3½	
22035 LCKE	**Corneville** D.F. *CruiserStern*	TwinSc *OilEng.* 2*Dks*	4544 4202 2747					1930	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Mandeville(A.F. Klaveness&CoA/S)	391·0 *PonShelter dk*20' F27'	55·2	24·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 14Cy.23¼"-43$\frac{5}{16}$" 730NHP Akt.Burmeistr&Wain,Cpn		N
22036 222746 KJGO	**Cornish**	2*Dks* *Fitted for oil fuel*	1827 1666 1094					1923	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	EasternS.S.Lines, Inc.	233·6	40·2	24·3	Newport News Utd.States	T.3Cy.19",32"&56"-36" 187NHP Hooven,Owens&RentschlerCo.Hamilton,O.		
22037 161624 GZDK	**Cornish City** D.F.	*OilEng.* 1*Dk*&*Shelter dk* *Cruiser Stern*	4952 4642 2984					1936	Furness S.B.Co.Ld Haverton Hill-on-Tees	LeedsShippingCo. Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	426·5 F42'	56·2	25·3	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP W.Doxford&Sons,Ld.Sld.		C
22038 137210 MKNJ	**Cornish Rose** (*ex*CornishTrader) *Mchy.Aft* *Well deck*	*ss*Hul.No.3-5,33 *ss*Bly.No.1-36 1*Dk*(*Stl*) *Cargo battens not fitted*	471 319 212	✠100A1 ~~9,41~~ ~~2,41~~ 2,42 Examined 9,41 BS2,42	Sws Cff Ayr ✠LMC12,40	*f*	CL ~~2,41~~ 2,42	1920 11mo *Lloyd*	I.J.Abdela Mitchell,Ld. Queensferry '*sA&CP*	RichardHughes& Co.(Liverpool) Ld.	141·9 Q79'B9'F19' FK *FPT50t*	25·1	11·6	Liverpool British 3*BHCem* *APT15t*	O.2Cy.18"&38"-27" (*s*) 130lb 80RHP 1SB.2*cf*,GS39,HS1400 MacColl&Pollock,Ld.Sld.	12 " 7 s4 " 5½ 12 " 8½	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built: When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c.: Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22039 FPGD	**Cornouaille** (*ex*Mahagi-38) ssAnt.No.2-37 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in peaks&Nos.*1,2,4&5*holds*	3324 2947 1924	✠ ... 11,38 ✠	Ant	*v*	CL 11,38	1928 9mo	Antwerp Eng.Co.Ld. Hoboken	Cie.Delmas-Vieljeux	330·2 P34'B100'F33' FK *CellDB*280'809*t*	48·2	23·0	LaRochlle French 7*BHCem* 1 „ *to* 2*nd dk* *DTsaFPT*4	T.3Cy.24",39"&65"-42" 344NHP 3SB,9*cf*,GS159,HS5961 N.E.MarineEngCoLd Nwc 2*tAPT*21*t*	25 " 3	V †
22040 145038 GDQM	**Cornwall** TwinSc ssLiv.No.3-11,32 ssLiv.No.1-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) D.F. *Ref.Mchy.* *CruiserStern*	~~11288~~ ~~10125~~ ~~7088~~ 10605 10125 ~~6623~~	✠100A1 *Shelter dk withfreeboard* ~~8,41~~ ~~2,41~~ 2,42 Examined 11,41 ~~BS5,41~~ ✠LMC10,36 ✠Lloyd'sRMC11,41 *Adapted for oil fuel* 1,28 *F.P. above* 150°F.	Syd Avn BS5,42	*f*†	CL 2,41	1920 10mo	W.Hamilton&Co.Ld Pt.Glasgow *Lloyd*'sA&CP *Intermediate BH in fore hold dispensed with*	FederalStm.Nav.Co.Ld. *CellDB*421'1671*t DTa* 114*t FPT* 107*t APT* 103*t*	495·1 508·1 (O.L.) B185'F44'*on* FK *Shelter dk*	63·1	40·3	London British *Cem* 5*BHtoSh dk* 2 „ „ *U* „	4 Steam Turbines SR geared to 2 Sc. Shafts 180lb (*s*) 1206NHP 5SB,20*cf*,GS385HS16200 FD D.Rowan&Co.Ld.Glasgow	43 " 3 s10 " 7½ 32 " 11	
22041 VGBY	**Cornwallis** (*ex*Canadian Transporter-32) 2*Dks* *Ref.Mchy.* *Fitted for oil fuel*	5458 4895 3352					1921	J.Coughlan&Sons,Ld. Vancvr.B.C.	CanadianTransporter,Ld.(CanadianNational Steamships,*Mgrs*)	400·0 P44'B115'F47'	52·4	28·7	Vancouver British *WB*	T.3Cy.27",44"&73"-48" 370NHP J.G.Kincaid&Co.Ld.Grk.		C
22042 168008 GMSM	**Cornwood** *Mchy.Aft* D.F. 1*Dk* *CruiserStern* *Cargo battens not fitted*	2777 2096 1554	✠100A1 12,41 ~~5,41~~ ✠LMC9,40	Shl	*l*	CL 11,41	1940 9mo	S.P.Austin&Son,Ld. Sunderland *Lloyd*'sA&CP	W.France, Fenwick&Co.Ld. *CellDB*252'	311·4 321·9(O.L.) Q177'F36' FK 828*tMT*8'293*tFPT*	44·5	19·3	London British 5*BHptCem* 196*tAPT*36*t*	T.3Cy.18½",29"&52"-39"(*s*) 220lb FD 244NHP 2SB(Spt),6*cf*,GS61,HS3400 N.E.MarineEng.Co.(1938) Ld.Sld.	21 " 6 s 7 " 1 19 " 4	
22043 LCGP	**Corona** 1*Dk*	3264 2966 1952					1920	Smith's DockCo.Ld. Middlesbro'	Skibs-A/S Corona (H.M.Wrangell&Co.A/S)	334·2 P32'B102'F34' H156*t*	48·0	24·9	Haugesnd Norwegian *WB*	T.3Cy.24",39"&65"-42" 274NHP Smith'sDockCo.Ld.Mdb.		N
22044 OFAG	— (*ex*Nelly-37,*ex*Margret,*ex*IngridHorn) *Well deck* D.F. 1*Dk*	1569 — 839					1922	Lübecker Maschb.Ges. Lübeck	FinskaÅngf.A/B	273·3 263·0 P16'Q75'B114'F29'	37·7	14·1	Helsingfrs Finnish	T3Cy.21⅜",34¼"&55 1⁄16"-35⅜" 201NHP LübeckerMaschb.Ges.		G
22045	— (*ex*Yacht) ssN.Yk.2ndNo.3-7,27	304 — 133	✠ ... 1,29 ✠				1905 5mo	Hawthorns&Co.Ld. Leith	FerraroHermanos	150·5	23·2	12·5	Callao Peruvian	T.3Cy.12½",21"&34"-24" 74NHP Hawthorns&Co.Ld.		
22046 110533 VPNL	**Coronda** (*ex*Politician) 4Mst ssLth.3rdNo.3-9,35 D.F. 2*Dks*(*Stl*)&*deep framing*&*Webframes*	7503 6690 4911	✠100A1 7,41 Examined 7,41 ~~BS0,30~~ ✠LMC9,35 *Carrying whale oil or oil fuel F.P. above* 150°F. *in bulk*	~~Shl~~ Grk BS7,41	*c*†	CL ~~5,40~~ 5,41	1899 1mo	C.S.Swan&Hunter,Ld. Newcastle *Lloyd*'sA&CP	SouthGeorgiaCo.Ld.(Chr.Salvesen&Co.*Mgrs.*) *CellDBa*137'*uE&B*63'*f*204'	469·5 482·0 (O.L.) P37'B165'F38' FK	56·4	31·9	StanleyFl. British 12*BHCem* (9 *to U dk* 3 „ 2*nd* „) 1534*t FPT*	T.3Cy.27½",45½"&75"-60" 180lb (*s*) 571NH 2D&1SB15*cf*GS308HS10150 WllsndSlpwyCo.Ld.Nwc. 117*tAPT*30*t*	34 " 10 s 8 " 1 27 " 0	
22047 208330 KJPI	**Corozal** ssN.Yk.No.1-40 ssMob.2ndNo.3-11,35 2*Dks*(*Stl*)	3110 2890 1920	✠100A1 ~~3,41~~ ~~3,40~~ 3,42 ✠LMC MS9,40 ~~BS1,41~~ 12,41	~~N.Yk~~ ~~Bal~~ NYk	*u*	CL 1,40	1911 2mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	Agwilines,Inc.(NewYork&Porto RicoS.S.Co.*Mgrs.*) *CellDBa*95 *f*147'845*t*	335·0 FK '*uE&B*41 *FPT*85*tAPT*43*t*	46·8	22·7	New York Utd.States *Cem* 4*BH to Udk* 1 „ 2*nd dk*	T 3Cy.21¾",36½"&61"-42" 190lb (*s*) 309NHP 3SB,9*cf*,GS184,HS5040 NewportNewsSB&DD.Co.	25 " 0	
22048 161902 GSJL	**Corrales** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 2*Dks*	5363 4655 3316					1930	A.Stephen&Sons,Ld. Glasgow	Elders& Fyffes,Ld.	400·6 P42'B155'F41'	51·2	30·1	Glasgow British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP A.Stephen&Sons,Ld.Gls.		C
22049 KZGR	**Corregidor** (*ex*Engadine-33) TrpSc 2*Dks*&*Awng dk* *Fitted for oil fuel*	1881 — 871					1911	W.Denny&Bros. Dumbarton	Cia.Maritima (FernandezHermanosInc.*Mgrs.*)	316·0	41·1	15·8	Manila Utd.States *WB*	3 Steam Turbines Denny&Co.Dumbarton		
22050 115706 MFMF	**Corrib** (*ex*TheCountess) 3Mst ssBel.3rd No.3-8,40 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	624 428 251	✠100A1 5,42 ~~4,41~~ ✠LMC MS8,40 BS~~4,41~~ 3,42	~~Hul~~ Hpl	*i*	CL 8,40	1902 9mo	AilsaS.B.Co.Ld. Troon *Lloyd*'sA&CP	CullifordShipping Co.Ld (Culliford&Clark,Ld.*Mgrs.*)	181·4 187·1(O.L.) Q100'B9'F34' BK7½" *DBf*96'139*tFPT*	27·3	11·0	London British 3*BHCem* 59*tAPT*9*t*	O.2Cy.~~19¾~~"&44¼"-30" (*s*) 130lb 20¼" 80RHP 1SB.3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 " 7 s 4 " 6¾ 13 " 9	
22051 DOED	**Corrientes** Ⓟ (*ex*Münster-38, *ex*Nord-Friesland,*ex*Louisiana) Sub.Sig. ssOsl.No.1-25 D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4565 4221 2783	✠ ... 7,28 ✠				1921 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Hamburg-Süd-Amerik.Dampfschiffahrts-Ges.	362·6 FC8' *on shelter dk* FK	52·2	31·0	Bremen German *WB*	T.3Cy.26",43"&73"-48" 538NHP Richardsons,Westgarth&Co.Ld.Sld.	24 " 9	G †
22052 1107 ILSV	**Corriere del Tevere** IronTwinSc (*ex*GianCarlo,*ex*Tullio,*ex*Paul) 1*Dk*	423 352 226					1879	Stabilmnto Tecnico Trieste	LaLigureRomana Soc.An.diNav. Maritt.eFluviale	187·1 173·8	27·2	8·7	Genoa Italian	C.4Cy.11⅛"&23½"-18" 89NHP		I
22053 131496 VJRD	**Corrimal** 3Mst *Mchy.Aft* 1*Dk*	1140 890 682					1911	Greenock&Grangem'th DckyrdCoLd. Grangem'th	JamesPatrick&Co Pty.Ld.	230·0 Q124'B13'F25'	34·7	13·9	SydnyNSW British *WB*	T.3Cy.18",30"&48"-33" 132NHP Muir&Houston,Ld.Gls.		C
22054 146178 GFWQ	**Corsea** ssBly.No.1-40 ssShl.No.3-11,34 Sub.Sig. 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2764 2426 1596	✠100A1 5,42 ~~1,41~~ ✠LMC7,40 BS9,41	~~Nwc~~ Shl	*t*	CL 1,41	1921 11mo	S.P.Austin&Son,Ld. Sunderland *Lloyd*'sA&CP	CoryColliers.Ld.(Wm.Cory&Son,Ld.*Mgrs.*) *CellDB*236'783*tD*	312·5 322·6(O.L.) P25'B66'F28' FK *TinER*(P.10's 14') *DTa*22'117*tFPT*	45·3	20·8	London British 5*BHCem* 180*t* 170*tAPT*70*t*	T.3Cy.22½",37"&61"-42"(*s*) 180lb 268NHP 2SB,8*pf*,GS125,HS4236 Richardsons,Westgarth&Co.Ld.Sld.	23 " 1 s 3 " 9¼ 19 " 6	
22055 2147 INFR	**Corso Fougier** (*ex*Obbedire-40, *ex*Fortunata-37, ssLth.2ndNo.3-5,30 *ex*Burriana-33) ssPal.No.1-34 1*Dk*(*Stl*)&*deep framing*	1348 1214 780	✠ ... 10,38 ✠	Tri	*q*		1906 10mo	R.Duncan&Co.Ld. PortGlasgow	Dott.Ing.Cav. MarioZoboli *CellDB*	258·8 250·0 P23'B105'F29' FK *a*72'*uE&B*32'*f*110'	36·1	16·5	Genoa Italian 4*BHCem* 414*tAPT*50*t*	T.3Cy.20",33"&54"-36" 204NHP 2SB,6*cf*,GS100,HS3330 Muir&Houston.Ld.Gls.	19 " 3	I †
22056 142745 GRTF	**Corstar** (*ex*WarDart) ssShl.No 3-6,31 ssShl.No.2-40 *Well deck* Sub.Sig. 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2337 1756 1336	✠100A1 9,41 ~~1,41~~ ✠LMC8,40 BS9,41	Sld	*s*	CL 1,41	1918 12mo	CaledonS.B.&E.Co.Ld. Dundee *Lloyd*'sA&CP	CoryColliers,Ld.(Wm.Cory&Son,Ld.*Mgrs.*) *CellD*	285·0 P28'Q77'B56'F32' FK *B*228'585*tFPT*100*t*	42·0	18·9	London British 7*BHptCem* *APT*209*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 CaledonS.B.&E.Co.Ld.Dun	21 " 2 s 2 " 1½ 19 " 3	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert. B.of Trade.
22057 CSAG	**Corte Real** (*ex*Peursum-34) *ss*Rot.No.3-3,34 *ss*Ant.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2044 1809 1212	✠100A1 *Shelter dk* *withfreeboard* 6,41 6,41 BS~~6,40~~	Lis ✠LMC4,38	*s*	CL 12,40	1922 6mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	Cia.deNav. "Carregadores Açoreanos" *CellDB*240'560*t*	281·7|40·2|19·2 F29'*onShelter dk* FK *Collisio* *FPT*80*tAPT*41*t*	Ponta Delgada Portuguese *Cem* *nBHtoShdk* 3 „ „ *U* „	T.3Cy.21",35"&57"-39" (*s*) 180lb 267NHP 2SB,6*cf*,GS110,HS3812 FD Maats.deSchelde,Flushing	21 " 4 s 1 " 0¼ 20 " 6½	
22058 142505 MKNV	**Corteen** *ss*Bel.No.3-1,34 *ss*Bel.No.1-39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	530 359 211	✠100A1 9,41~~2,30~~ 7,41 ~~BS5,40~~	Bel ✠LMC2,39	*h*	CL 1,39	1920 11mo *Lloyd*	W.Simons &Co.Ld. Renfrew '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	166·9|26·6| 9·9 Q94'B9'F32' BK7½" *Bf*90'134*t FPT*47*t*	Belfast British 3*BHCem* *APT*23*t*	T.3Cy.14",24"&40"-30" (*s*) 180lb 88RHP 1SB,3*cf*,GS61,HS2009 W.Simons&Co.Ld Rnf.	12 " 8 s 4 " 3¾ 13 " 0½	
22059 238 IBXI	**Cortellazzo** *OilEng.* *ss*Tri.No.2-39 D.F. 1*Dk*&*Shelter dk 3rd dk* *in No.* 1 *hold*	5292 4147 3061	✠100A1 *withfreeboard* 3,40 ✠LMC DBS3,40 *Fitted for car* NO LATER	Tri CS10,39 1,39 *rying* SURV	*a*† *oil* EY	CL 10,39 3,31 *F.* REPO	1931 3mo *Lloyd* *F.abo* RTED	Cantieri RiunitiDell' Adriatico Monfalcone '*sA&CP* *ve* 150°F. *in de*	LloydTriestino Soc.Anon.diNav. *ep tank* *CellD*	440·6|56·2|33·2 420·0 23·5 FK F35' (*B*340'1159*tDTa*41'	Venice Italian 8*BH* *Coll to Shdk* 7 „2*nd*„) 1155*tFPT*1	Oil Engines 2S.C.SA 8Cy.29½"-49 3/16" 1219NHP DB100lb Soc.An.FiatS.G.M.Turin 33*t APT*107*t*	27 " 2 s 3 " 1½ 24 " 2¼	
22060 143354 GBXD	**Cortes** D.F. 1*Dk*	1374 1094 542					1919	CaledonS. B.&E.Co.Ld. Dundee	MacAndrews&Co. Ld.	270·6|38·1|16·2	London British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonSB&E.Co.Ld.Dun.		C
22061 144237 GFDP	**Cortona** *ss*Gls.No.3-1,34 *ss*Gls.No.1-37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*Dks*(*Stl*)*in forward holds* E.S.D. *PlatformDk*(*Stl*)*inNos.*1&4*holds*	7093 6679 4453	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~ ~~9,40~~3,42 MS8,36 ✠Lloyd'sRMC~~2,41~~ *Fitted for oil*	~~Gls~~ ~~Lon~~Liv ✠LMC BS~~3,40~~7,41 ~~7,41~~ *fuel F*	*a*† *.P.*	CL 10,39 ~~11,41~~3 *above*1	1921 3mo *Lloyd* ,42 50° F.	Vickers, Ld. Barrow '*sA&CP*	Donaldson Line, Ld. (Donaldson Bros.& Black,Ld.*Mgrs.*) *CellDB*357'1124*t* *E&Bspace*404*t*	414·4|55·7|36·8 FK (*Wingtanks* *FPT*103*tAPT*43*t*	Glasgow British *Cem* 6*BHtoShdk* 1 „ „ *U* „)	2 Steam Turbines DR geared to 1 Sc.Shaft (*r*) 200lb HS10332 804NHP 4SB(3Spt),12*cf*,GS246 FD Vickers,Ld.Barrow	39 " 3 s 10 " 8 28 " 8¾	
22062 LOHE	**Corumbá** Ⓟ (*ex*Asuncion) **Pad** 1*Dk*	630 — 252					1906	W.Denny &Bros. Dumbarton	CiaArgentina de Nav.Mihanovich, Ltda.	200·0|30·1| 8·8	Bns.Aires Argentine	T.3Cy.16¼",26½"&43"-54" 136NHP Denny&Co.Dumbarton		
22063 148568 MNDZ	**Corundum** (*ex*Balcombe) *ss*Ayr.No.3-10,37 *Mchy.Aft* *ss*Irv.No.1-42 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	929 627 496	✠100A1 ~~2,42~~ ~~3,41~~4,42 BS10,41 ~~MS10,37~~	Shl MS2,42 ✠LMC ~~BS9,40~~	*l*	CL 7,40	1925 3mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	Wm.Robertson *CellDBuB*17'	200·1|30·8|12·7 206·0(O.L.) Q139'F23' FK *f*133'223*t FPT*42*t*	Glasgow British 3*BHCem* *APT*35*t*	T.3Cy.16",28½"&45"-27" (*s*) 200lb 125NHP 2SB,4*pf*,GS66,HS1970 Gt.CenCo.-OpECoLdGms.	14 " 9 s 4 " 4¾ 14 " 6½	
22064 CSEW	**Corvo** (*ex*Martha,*ex*Comp. **TwinSc** Stm.Dva,*ex*Truma) *OilEng.* *Mchy.Aft* 1*Dk*	773 593 523					19 19/26	Pusnæs Stöperi&Mek. Verk Arendal	EmpresaInsulana deNavegaçao (Bensaude&Co. *Mgrs.*)	182·9|30·4|13·0 P48'F25'	Lisbon Portuguese *WB*	Oil Engines 2S.C.SA 8Cy.14½"-15¾" 281NHP *Emade*18*fitted*24 Atlas-DieselA/B,Skm.		
22065 200479 WDQA	**Corvus** (*ex*J.L.Weeks) D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	4551 — 3451					1903	WestBay CityS.B.Co. W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0|50·0|24·0	Wlmngton (Del) Utd.States	T.3Cy.22",35"&58"-40" 213NHP DetroitS.B.Co.Detroit		R
22066 LDFH	— D.F. 1*Dk*	1317 1092 765					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	DetBergenske Dampskibsselskab	241·4|36·2|16·2 P39*t*H72*t*F32*t*	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk&Skibsv.		VL
22067 PDMF	**Coryda** D.F. E.S.D. *OilEng.* 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8028 7238 4721	✠100A1 10,39 *CarryingPetr* (SEE FOOTN	Sch ✠LMC8,38 *oleum* OTE *	*c*† *in*)	CL *bulk*	1938 8mo *Lloyd*	NVRotter- damDroogd. Maats. Rotterdam *sA&CP*	N.V.Petroleum Maats"LaCorona" *CellDBuE*64'156	463·0|59·3|33·9 483·3(O.L.) P91'B43'F48' FK *t DTf*25'262*t FPT*	TheHague Dutch 17*BH* 135*tAPT*83*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP DB180lb WerkspoorN.V.Ams.	34 " 0 s 6 " 8¼ 27 " 6	
22068 148303 GSPV	**Coryton** *ss*Bry.No.2-36 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) D.F.	4553 4236 2796	✠100A1 *withfreeboard* 10,40 MS5,36	Hul ✠LMC BS7,40	*z*	CL 2,39	1928 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	BritishSteam ShippingCo.Ld. (J.Cory&Sons,Ld. *Mgrs.*) *CellDB*	397·5|53·0|24·7 412·5(O.L.) F32' FK (*Coll* 351'1051*t APT*129*t*	Cardiff British 6*BHCem* *BH to Shdk* 5 „ „ 2*nd*„)	T.3Cy.26",42"&70"-48" (*s*) 180lb 423NHP 3SB(Spt)9*cf*,GS184,HS7281 Cen.Mar.Eng.Wrks.WHpl	27 " 1 s2 " 11½ 24 " 4¾	
22069 172589 VTGB	**Cossipore** (*ex*Hudiksvall-40)	751 574 428					1892	Burmeister &Wain Copenhagen	IndianCoastal NavigationCo.Ld.	197·5|31·0|12·9 Q74'B53'F25'	Calcutta British *WB*	C.2Cy.25½"&46 1/16"-29¾" 97NHP Burmeister&Wain,Cpn.		V
22070 PDMM	**Costa Rica** Ⓟ **TwinSc** (*ex*Prinses *ss*Ham.2ndNo.3-6,34 Juliana) *ss*Ham.No.1-38 D.F. 2*Dks*(*Stl*)&*deep framing*& *Shelter dk*(*Stl*-teak s) *lower dk beams in No.* 1 *hold*	8672 6432 4978	✠100A1 *Shelter dk* *withfreeboard* 12,40 MS1,38 ✠NB(1SB*f*) *Fitted for oil*	Liv ✠LMC BS1,40 6,27 *fuel*9,	*c*† 30	OG 4,40 *F.P. a*	1910 9mo *Lloyd* *bove* 1	Nederl. Schps.Maats. Amsterdam '*sA&CP* 50° F.	N.V.Koninkl. Nederl.Stoomb. Maats. *CellDBa*108'*uE*	455·3|55·3|34·2 473·0(O.L.) P44'F73' *Prom.dk*273' FK *onShelter dk* 56'*f*158'881*t FPT*	Amstrdam Dutch 7*BHCem* 68*tAPT*68*t*	Q8Cy.24 7/16",34¾",47½"&70⅞" -47½" 210lb (*s*) 1192NHP 3DB&3SB(2Spt),27*cf*, FD GS444,HS18345 NedFb.v.Wrk.&SpoorAms	37 " 3 s11 " 0 26 " 5	
22071 ILUX	**Costanza** (*ex*Rina,*ex*Algethi) *ss*Hul.No.3-7,14 *ss*Hul.No.1-19 *Mchy.Aft* *Well deck* 1*Dk*	582 419 240	✠ … 5,23 ✠				1902 3mo	Ardrossan DD&SBCoLd Ardrossan	A. Alfino & Figli	170·7|27·2|10·4 167·3 Q91'C10'F24' BK7"	Catania Italian *WB*	T.3Cy.14",22½"&37"-27" 61NHP BowMcLachlan&CoLdPsy	12 " 6	
22072 CSHW	**Costeiro** (*ex*Lorient) *ss*Lis.No.3-7.33 *Mchy.Aft* *ss*Lis.No.2-40 *Well deck* 1*Dk*(*Stl*)	629 464 339	✠100A1 1,42~~12,40~~ BS7,41	Lis ✠LMC12,40	*j*	CL 12,40	1921 6mo *Lloyd*	Dibles (1918)Ld. Southampton '*sA&CP*	Soc.Geral deCom- mercioIndustria e Transportes,Ltda. *CellD*	178·5|29·0|11·3 Q102'B11'F21' FK *Bf*112'196*tFPT*78*t*	Lisbon Portuguese 3*BHCem* *APT*28*t*	T.3Cy.14",28"&39"-27" (*s*) 180lb 75NHP 2SB,4*pf*,GS58,HS1930 J.S.White&Co.Ld.Cowes	13 " 3 s 3 " 9 12 " 8	
22073 CSFV	**Costeiro Segundo** *ss*Lis.No.1-37 1*Dk* *CruiserStern*	486 393 229	✠100A1 ~~10,41~~ ~~7,40~~1,42 MS7,37	Lis ✠LMC BS~~7,40~~ 7,41	*g*	CL 7,40	1933 11mo *Lloyd*	Companhia UniãoFabril Barreiro '*sA&CP*	Soc.Geral deCom- mercioIndustria e Transportes,Ltda. *D*	154·4|27·1|12·2 P12'F14' FK *BuE*15'22*tFPT*30*t*	Lisbon Portuguese 6*BHCem* *APT*20*t*	T.3Cy.11½",20"&34"-24" 220lb (*s*) 74NHP GS40,HS1220 1 Water Tube Boiler Harland&Wolff,Ld.Bel.	12 " 7 s 1 " 6½ 11 " 2½	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22074	**Costeiro Terceiro** 1*Dk* *OilEng.* *Mchy.Aft* *CruiserStern*	~~1000~~ 1213 — 878	✠100A1 9,41 ~~(Class Contemplated)~~ ✠LMC9,41	Lis	*n*	CL	1941 9mo	Cia.União Fabril Lisbon *Lloyd's A&CP*	Soc.Geral deCommercio,Industria e Transportes,Lda.	202·8 218·2(O.L.) ~~P&B135'F25'~~ BK7½ P&B136'F24' *CellDB*81'120*t*	36·0	16·7	Lisbon Portuguese 4*BHptCem* *APT*8*t*	Oil Engines 2S.C.SA 6Cy.$11\frac{7}{16}$"–$19\frac{11}{16}$" 137NHP SulzerBros.Winterthur	19 ″ 0 s ″ 9 18 ″ 11¼	
22075	**Cotati** ssBal.2ndNo.3–9,41 ~~*Fitted for oil fuel*~~ *Ref.Mchy.* 1*Dk&Shelter dk*~~*&Web frames*~~ ~~Sub.Sig.~~ *Longitudinal framing* *Now* "Empire Avocet," *see No.* 36498 *in Supplement*	5963 5535 4885	✠100A1 *Shelter dk with freeboard* 9,41 ✠LMC9,41 ✠Lloyd'sRMC9,41 *Fitted for oil fuel* 8,19 *F.P. above* 150° F.	Bal	*z*	CL 8,41	1919 8mo	MooreS.B. Co. Oakland,Cal.	Ministry of War Transport(New ZealandShipping Co.Ld.*Mgrs.*)	402·5 P34'F39' FK (4 *to Sh dk*, 3 *to 2nd dk*) 2'*tween dk BHs dispensed with* *CellDB*48'1351*tMT*30'554*tFPT*73*tAPT*48*t*	53·0	32·0	British 7*BHptCem*	2SteamTurbinesDRgeared to 1Sc. Shaft 210lb (*s*) 637NHP 3SB(Spt)9*cf*,HS8745 FD W&AFletcherCo.Hoboken	34 ″ 6	~~R~~ ~~†~~
22076 FNXU	**Côte d'Argent** Ⓟ TwinSc 2*Dks* *CruiserStern* *Fitted for oil fuel*	3047 2485 1050					1932	Forg.&Ch. de laMéditSA Havre	Soc.Anon.de Gérance& d'Armement	325·8 B173'	45·0	26·0	Havre French *WB*	4SteamTurbinesSRgeared to2Sc.Shafts Forg.&Ch.delaMédit.S.A.		V
22077 FNXT	**Côte d'Azur** Ⓟ TwinSc 2*Dks* *CruiserStern* *Fitted for oil fuel*	3047 1549 1040					1930	Forg.&Ch. de la Médit. Havre	Soc.Anon de Gérance et d Armement	325·9 B173'	45·0	25·0	Havre French *WB*	2SteamTurbinesSRgeared to 2Sc. Shafts Forg.&Ch.de laMédit.Hav.		V
22078 149500	**Coteaudoc** *Mchy.Aft* 1*Dk*	1940 — 1160					1929	Barclay, Curle&Co.Ld. Glasgow	PatersonSteamships,Ld.	252·7 Q100'F35'	43·3	17·8	Fort William British *WB*	T.3Cy.15",25"&40"–33" 93RHP Barclay,Curle&Co.Ld.		C
22079 PDMR	**Cottica** Ⓟ ssAms.No.3–6,39 D.F. 3*Dks*(*Stl–Wthr dk* teak s) *CruiserStern*	3989 3245 2312	✠100A1 *withfreeboard* 4,41 ✠LMC MS3,39 BS~~6,40~~ 9,41 *Fitted for oil fuel* 9,27 *F.P. above* 150° F.	Boa	*v*	CL 6,39	1927 9mo	NVMach& Schpsw.van P.Smit,Jr. Rotterdam *Lloyd's A&CP*	Koninkl.Nederl. Stoomb.Maats.	315·2 FK *CellDB*262'587*t* *FPT*35*tAPT*24*t*	47·2	27·4	Amstrdam Dutch 6*BHptCem* *ptAsp* (*Coll to W dk* 5 ,, 2*nd* ,,)	T.3Cy.$22\frac{1}{16}$",$36\frac{1}{4}$"&$59\frac{1}{16}$"–$43\frac{5}{16}$" (*r*) 205lb 385NHP 2SB(Spt),6*cf*,GS165, FD HS5920 NVMch&Schps.v PSmitJr	30 ″ 6 s 9 ″ 5½ 21 ″ 1¾	
22080 165992 GNBQ	**Coulbeg** D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5237 4680 3059	✠100A1 *withfreeboard* 5,41 ✠LMC11,40	Shl	*a*†	CL	1940 11mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	DornochShipping Co.Ld.(Lambert Bros.Ld.*Mgrs.*)	432·2 447·6(O.L.) F39' FK *CellDB*370'1507*t* *FPT*122*t APT*177*t*	56·2	24·9	Glasgow British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 436NHP 2SB(Spt),8*cf*,GS134, HS5830 FD Rankin&BlackmoreLdGrk	36 ″ 10 s11 ″ 3¼ 25 ″ 9	
22081 164082 GYXC	**Coulmore** ssShl.No.1–39 D.F. 1*Dk*	3670 3393 2254	✠100A1 1,42 ~~4,41~~ MS12,39 BS4,41 ✠LMC~~6,36~~	~~BAs~~ Shl	*w*	CL N12,39	1936 6mo	Ayrshire Dkyd.Co.Ld. Irvine *Lloyd's A&CP*	DornochShipping Co.Ld.(Lambert Bros.Ld.*Mgrs.*)	352·6 P28'B113'F36' FK *CellDB*303'783*t*	50·2	23·8	Glasgow British 6*BHCem* *APT*157*t*	T.3Cy.22",38"&63"–42" (*s*) 200lb *100lb* 346NHP 2SB,6*cf*,GS118,HS4802 FD D.Rowan&Co.Ld.Gls.	26 ″ 0 s 4 ″ 2½ 21 ″ 11½	
22082 12 SVPK	**Coulouras-Xenos** (*ex*Wyndyke, *ex*HomerCity) 1*Dk*	*4914* *4533* *3051*					1915	Ropner& Sons,Ld. Stockton	Ath.Coulouras	384·9 P37'B125'F39'	53·0	27·0	Hydra Greek *WB*	T.3Cy.26",43"&71"–48" 349NH Blair&Co.Ld.Stockton		C
22083 165949 GNNZ	**Coultarn** D.F. 1*Dk&Shelter dk* *Cruiser Stern*	3759 3407 2155	✠100A1 *withfreeboard* 11,40 ✠LMC9,38	Gls	*y*	CL 12,39	1938 9mo	Lithgows Ld PortGlasgow *Lloyd's A&CP*	DornochShipping Co.Ld.(Lambert Bros.Ld.*Mgrs.*)	386·5 401·2(O.L.) F33' FK *CellDB*332'1132*t* *FPT*177*t APT*107*t*	53·2	22·8	Glasgow British 7*BHCem* (*Coll toSh dk* 6 ,, 2*nd*,,)	T.3Cy.21½",35"&62"–45"(*s*) 220lb 450NHP 2SB(Spt&FD)&1AuxSB, 9*cf*,GS148,HS7215 Rankin&BlackmoreLdGrk	25 ″ 6 s2 ″ 4¼ 23 ″ 3¾	
22084 217287 WVUA	**Courageous** *OilEng.* 1*Dk&Shelter dk&Web frames* Sub.Sig. GyC. *Longitudinalframing*	7573 7282 4826	✠ … 11,20 ✠				1918 12mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	UnitedStates Maritime Commission	456·1 P55'B63'F23' len28 FK	56·0	35·4	S.Frncisco Utd.States *WB*	Oil Engines connected to ElecMotor&sc.shaftNE28 32Cy.20"–24" 1143NHP McIntosh&Seymour Auburn,N.Yk.	38 ″ 0	R †
22085 217774 KJGT	**Covalt** *Mchy.Aft* 1*Dk*	2450 — 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	MortonSaltCo.Inc.(RobertK.Warren,*Mgr.*)	253·0 P115'F25'	43·8	25·6	Chicago Utd.States *WB*	T.3Cy.21",34½"&57"–42" 210NHP Gt.LakesEng.Wks.Detroit		R
22086 162651 GQKJ	**Cowrie** TwinSc *OilEng.* ssCff No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) D.F. E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	3197 7469 4812	✠100A1 3,42 ~~11,40~~ ✠LMC CS11,40 DBS~~11,40~~3,42 ~~6,39~~3,42 *Carrying Petroleum in bulk*	~~Bkn~~ Sld	*c*†	CL PN 1.40 S2,42	1931 10mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'24	451·2 P103'B35'F43' FK 5*tDTf*32'363*tFPT*	62·1	34·1	London British 14*BH* 223*tAPT*53*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 714NHP 2DB*150lb* N.V.Werkspoor,Ams.	34 ″ 0 s 6 ″ 7¾ 27 ″ 6½	
22087 165698 MMRJ	**Coxwold** *OilEng* 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	1124 759 629	✠100A1 ~~7,40~~12,41 ~~✠LMC3,38~~ ✠LMC CS5,42 8,41	~~Liv~~ Gls	*m*	OG 6,39	1938 3mo	GooleS.B. &RepgCo.Ld. Goole *Lloyd's A&CP*	YorkshireDaleS.S. Co.Ld.(Atkinson& PrickettLd *Mgrs.*) *CellD*	216·0 224·2(O.L.) Q158'F19' FK *B*141'280*tFPT*117*t*	33·0	13·1	Hull British 3*BHCem* *APT*11*t*	Oil Engines 2S.C.SA 4Cy.$13\frac{3}{8}$"–$22\frac{7}{16}$" 64RHP BritishAuxiliaries,Ld.Gls.	15 ″ 3 S4 ″ 11½ 14 ″ 10¼	
22088 1257 CBCQ	**Coyhaique** Ⓟ (*ex*Jamaica) ssVpo.2ndNo.3–1,34 ssVpo.No.1–37 2*Dks*(*MStl*–ws)	1099 — 647	✠ 9,39 ~~BS9,41~~ ~~BS8,40~~ ~~✠LMC11,38~~	Vpo	*n*	CL N11,38	1908 10mo	W.Harkess &Son.Ld. Middlesbro' *Lloyd's A&CP*	Soc.Industrialdel Aysen	220·0 P24'B79'F28' FK *DBf*42' 49*tFPT*	34·0	14·9	Valparaiso Chilian 4*BHCem* 47*tAPT*43*t*	T.3Cy.18",29"&48"–33" (*s*) 180lb 171NHP 2SB,4*rf*,GS83,HS3000 MacColl&Pollock,Ld.Sld.	16 ″ 0 ~~s 2 ″ 2½~~ ~~14 ″ 3½~~	
22089 148052 GCRS	**Crackshot** ssShl.No.3–3,37 1*Dk*(*Stl*) *Cargo battens not fitted*	2379 2077 1438	✠100A1 ~~8,41~~ ~~11,40~~4,42 Examined 4,42 Shl BS~~3,40~~ ✠LMC3,37 8,41	~~Nwc~~ ~~Shl~~	*s*	CL 10,40	1924 2mo	Smith's DockCo.Ld South Bank-on-Tees *Lloyd's A&CP*	Witherington & Everett *CellDB*	290·0 P23'B50'F27' FK 248' 585*t FPT*86*t A*	43·3	20·3	Newcastle British 5*BHCem* *PT*83*t*	T.3Cy.21",35"&57½"–42" (*s*) 180lb 263NHP 2SB,6*cf*,GS121,HS4462 Smith'sDockCo.Ld.	22 ″ 6 s3 ″ 3¾ 19 ″ 5	
22090 146553 GFWL	**Craftsman** (*ex*ImperialPrince–35, *ex*LondonMariner, *ex*Feliciana) ssBkn.No.3–8,35 2*Dks*(*Stl*) *& Shelter dk*(*Stl*) D.F. *CruiserStern*	8022 7377 5075	✠100A1 *Shelter dk* *withfreeboard* 8,40 Examined 8,40 BS5,40 ✠LMC8,35 *Fitted for oil fuel* 5,22 *F.P. above* 150° F. *Adapted for carrying oil* 3,29 *F.P. above* 150° F.	Liv	*c*†	CL 11,38	1922 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *Duct keel in Boiler* *in after deep tank*	450·5 472·0(O.L.) F42'*onShelterdk* FK *Collision* *space&forward*154' *CellDB*368'1596*tDT*	58·0	38·4	Liverpool British *ptCem* *nBHtoSh dk* 6 ,, ,, *U* ,, *a*33'967*t DT*	2SteamTurbinesSR geared to 1 sc. shaft (*s*) 190lb FD 1004NHP 4SB,16*cf*,GS325,HS13168 J.Brown&Co.Ld.Glasgow *a*33'790*tFPT*68*tAPT*82*t*	41 ″ 0 s11 ″ 1¼ 30 ″ 2	
22091 160756 GSMB	**Cragpool** D.F. 1*Dk*	5133 4845 3199					1928	Cowpen DD&SBCoLd Blyth	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	420·1 P34'B238'F41'	54·1	26·7	W.Hartlpl British *WB*	T.3Cy.26½",44"&73"–48" 369NHP Blair&Co.(1926),Ld.Stk.		C

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. — Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu — Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
22092 149158 MBRY	**Cragside** *Mchy.Aft*	ssBly.No.1-39 1*Dk* *Cargo battens not fitted*	496 358 223	✠100A1 3,41 BS3,41	Bly ✠LMC5,39	*g*	CL ~~5,39~~ 3,41	1935 5mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	Tyne-TeesSteam ShippingCo.Ld. *CellDBuE*1	161·2 Q37'B28'F15' FK 1'*F*97'142t*FPT*38t	27·6	10·0	Stockton British *3BHptCem* *ptAsp* *APT*27t	T.3Cy.12",20"&33"-24" (*s*) 200lb 78RHP 2SB,4cf,GS40,HS1420 N.E.MarineEng.CoLd.Sld.	12 ″ 0 s 1 ″ 0¼ 11 ″ 1¼	
22093 147922 MNBD	**Cragsman** (*ex*CromartyFirth-35) *Mchy.Aft* *Well deck*	ssArd.No.3-12,35 ssBwg.No.1-40 1*Dk*(*Stl*) *Cargo battens not fitted*	377 254 143	✠100A1 2,42 ~~11,40~~ 8,41 BS~~9,40~~	~~Bwg~~ Trn ✠LMC12,35	*e*	CL ~~8,40~~ 2,42	1924 9mo *Lloyd*	Bow,Mc- Lachlan&Co. Ld. Paisley 'sA&CP	J.Kennedy&Sons *Cell*	135·9 142.1(O.L.) Q49'B9'F23' FK *DBf*14'14t*FPT*30t	24·1 25·4	9·7	Glasgow British *3BHCem* *APT*21t	T.3Cy.11",18"&30"-22" (*s*) 180lb 67RHP 1SB,2cf,GS38,HS1316 A.Hall&Co.Ld.Aberdeen	10 ″ 9 s ″ 7½ 10 ″ 3	
22094 145420 MKTV	**Craigolive** *Mchy.Aft* *Well deck*	ssBel.No.3-5.34 ssBel.No.1-38 1*Dk*(*Stl*)	605 404 271	✠100A1 ~~11,41~~ ~~6,40~~ 5,42 MS12,37	Bel ✠LMC BS3,41	*i*	CL ~~11,39~~ 10,41	1921 8mo *Lloyd*	Taw Shipyards,Ld Barnstaple 'sA&CP	HughCraig&Co. Ld. *Ce*	174·5 Q106'B11'F26' FK *llDBf*94'144t*FPT*	28·6 29·8	10·9	Belfast British *3BHCem* 45t*APT*22t	T.3Cy.14",23"&38"-27" (*s*) 180lb 72RHP 1SB.3cf,GS52,HS1761 Aitchison,Blair,Ld. Clydebank	13 ″ 0 s 4 ″ 3½ 12 ″ 10¾	
22095 218333 WXOO	**Craigsmere** *Mchy.Aft* Sub.Sig.	1*Dk*	2496 — 1486					1919	Gt.Lakes Eng.Works Ashtabula,O.	M.&J.Tracy,Inc.	253·4	43·6	25·1	NewYork Utd.States *WB*	T.3Cy.21",34½"&57½"-42" 214NHP Gt.LakesEng.Works, Ashtabula,O.		R
22096 165376 MMCS	**Crane** E.S.D.	*OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	785 567 368	✠100A1 *withfreeboard* 2,42 ~~1.41~~ Examined 11,41	~~Liv~~ Liv ✠LMC1,37 ✠LMC(M)6,38	*n*	OG 9,39	1937 1mo *Lloyd*	AilsaS.B. Co.Ld. Troon 'sA&CP	GeneralStm.Nav. Co.Ld. *CellDB*168'206t*F*	214·3 B48' FK *PT*26t*APT*36t (*Col*	35·6 36·1	11·5	London British *5BHptCem* *lBHto Sh dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{7}{16}$" 81RHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s ″ 2 13 ″ 11½	
22097 141918 GBQS	**Cranfield** *Cargo battens not fitted*	ssCal.No.3-6,41 ~~ssCal.No.3-8,27~~ ~~ssCal.No.2-35~~ 1*Dk*(*Stl*)	5332 4808 3213	✠100A1 ~~6,41 11,30 12,40~~ 10,41 ~~BS1,41~~	Cal 6,41 ✠LMC~~11,39~~	*y*	CL ~~12,38~~ 12,40	1919 9mo *Lloyd*	W.Pickers- gill&Sons.Ld Sunderland 'sA&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0 P49'B113'F38' FK 345'1047t*FPT*132t	52·3	28·5	Glasgow British *7BHptCem* *APT*218t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9cf,GS189,HS7656 FD G.Clark,Ld.Sunderland	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
22098 219203 KOLX	**Cranford** Sub.Sig.	1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing* *Fitted for oil fuel*	6096 — 3719	✠ ... 2,21				1920 1mo	GeorgeA. FullerCo. Wilmington N.C.	LykesBros. SteamshipCo.Inc.	393·7 P45'B110'F38' *on* *Shelter dk* FK	55·1	31·4	Lake CharlesLa Utd.States *WB*	T.3Cy.24½",41½"&72$\frac{5}{16}$"-48" 363NHP Hooven,Owens&Rentsch- lerCo.Hamilton,O.	34 ″ 11	R †
22099 101755 MQTK	**Cranley** (*ex*LancasterCity-40, *ex*Penrhyn-37) *Well deck* *Mchy.Aft*	ssBng.3rdNo.3-12,33 ssLan.No.1-37 1*Dk*(*Stl*)	354 253 134	✠100A1 8,40 ✠NB4,21 BS~~9,40~~9,41	Cff ✠LMC11,37	*f*	CL 7,40	1895 8mo	Scott& Sons Bowling A&CP	CranleyShipping Co.Ld.(Samuel Stewart&Co. (London)Ld *Mgrs*)	145·0 Q54'B10'F24' BK7" *CellDBf*67	24·0	9·0	London British *3BHCem* 72t*FPT*30t	C.2Cy.18⅝"&40"-27" (*s*) 120lb 64RHP 1SB,3pf,GS45,HS1578 Ross&Duncan,Gls.	11 ″ 2 s ″ 6½ 11 ″ 3¼	
22100 161583 MBRZ	**Craster** *Mchy.Aft* E.S.D.	ssShl.No.1-41 1*Dk*&*Shelter dk* *CruiserStern*	733 557 341	✠100A1 *withfreeboard* 2,41	Shl ✠LMC2,41	*m*	CL 2,41	1935 6mo *Lloyd*	Swan,Hun- ter&Wigham- Richardson, Ld.Newcastle 'sA&CP *CellD*	Tyne-TeesSteam ShippingCo.Ld. *BuE*22'*f*118' 193t	207·9 F20' FK *FPT*14t*APT*10t	32·2	11·9	Newcastle British *3BHptCem* *Coll toSh dk* 2 „*2nd*„)	T3Cy.15¼",24½"&40"-33"(*s*) 200lb 144NHP 2SB(Spt),4cf,GS80,HS2732 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	14 ″ 3 s ″ 2 14 ″ 2½	
22101 LCKO	**Crawford Ellis** D.F.	2*Dks* *Fitted for oil fuel*	2161 1831 1138					1930	Swan,Hun- ter&Wigham Richardson, LdNewcastle	A/S Hav(Helmer Staubo&Co. *Mgrs*)	280·8 Q22tB94tH111t F35t	40·0	23·4	Oslo Norwegian *WB*	T.3Cy.23½",39"&65"-42" 274NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		N
22102 DOCQ	**Crefeld** D.F. E.S.D. Sub.Sig.	**4Mst** 3*Dks*&*Shelter dk*	8045 7457 4949					1922	Flensburgr Schiffsb.Ges Flensburg	Norddeutscher Lloyd	474·2 P82'B230'F107'	60·9	32·8	Bremen German *WB*	T3Cy32$\frac{3}{16}$",52⅝"&86⅝"-55$\frac{1}{16}$" 554NHP FlensburgerSchiffsb.Ges.		G
22103 PKEG	**Cremer** D.F.	*OilEng.* 2*Dks*	4608 3806 2770					1926	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	390·0 P16'B106'F64'	52·3	24·2	Batavia Dutch *Wb*	Oil Engines 4S.C.SA 12Cy.28¾"-51⅛" 958NHP Werkspoor,Amsterdam		V
22104 DHEN	**Cremon** D.F.	1*Dk*	935 760 538					1922	Gebr.Goed- hardtA.G. Lübeck	H.M.Gehrckens	213·8 P11'Q53'B103'F21'	33·0	13·6	Hamburg German *WB*	T.3Cy16$\frac{3}{16}$",26⅛"&43$\frac{3}{16}$"-29½" 101NHP LübeckerMaschb. A.G.Lübeck		G
22105 PDMT	**Crescendo** *Mchy.Aft*	*OilEng.* 1*Dk* *Cruiser Stern*	348 204 168					1938	Gebr.van Diepen Waterhuizen	R.Kunst	139·7 P34'Q54'F18'	24·8	7·8	Groningen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.12"-17⅛" 55NHP N.V.Motorenfb."De Industrie"Alphena/dRijn		VL
22106 127176 KGQO	**Crescent City** D.F. *Mchy.Aft*	1*Dk*2*tr*B	4109 — 3052					1897	Chicago S.B.Co. Chicago	NicholsonUniver- salS.S.Co.	406·0	48·2	24·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.17¼",24⅜",35$\frac{5}{16}$"&58"- 42" 218NHP ChicagoS.B.Co.Chicago		R
22107 LDFI	**Cresco**	1*Dk*	1270 1107 732					1916	Huiskens &vanDyk Dordrecht	E.B.AabysRederi A/S	237·9 P31'B56'F23'	36·7	16·0	Oslo Norwegian	T.3Cy.17½",29"&46"-36" 127NHP Huiskens&vanDyk,Dor.		VL
22108 144644 MKCD	**Cressado** (*ex*Cressida) *Well deck*	ssLiv.No.3-6,33 ssBkn.No.1-37 1*Dk*(*Stl*)	1228 1105 717	100A1 *withfreeboard* 6,41 ~~7,40~~ MS7,37	Liv LMC BS4,41	*p*	CL 7,40	1913 *Lloyd*	Schiffsw. v. HenryKoch Lübeck 'sA&CP	EllermanLines, Ld.(Ellerman& PapayanniLines, Ld.*Mgrs*.)	241·4 251·2(O.L.) P&B186'F34' FK *CellDBa*48'*uE* 12'*f*118'319t*FPT*	36·2	15·9	London British *4BHCem* 70t*APT*17t	T.3Cy18⅝",29$\frac{5}{16}$"&46⅛"-32½" 200lb (*s*) 154NHP 2SB4cf,GS72,HS2580 OttensenerM.Fab.G.mbH. Altona	18 ″ 1 s 1 ″ 4¾ 16 ″ 9¾	
22109 164608 GYSF	**Cressdene** D.F.	1*Dk* *CruiserStern*	4270 3905 2613	✠100A1 3,42 ~~6,41~~ Examined 5,41 ~~BS8,40~~	~~Sws~~ Npt ✠LMC~~4,36~~ 8,40	*y* Lon	CL 5,41	1936 4mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool 'sA&CP	CressdeneShip- pingCo.Ld.(Dene ShippingCo.Ld. *Mgrs*.) *CellDB*	385·5 P51'B237'F35' FK 321' 995t *FPT*116t	53·2	24·6	London British *6BHCem* *APT*104t	T 3Cy.21",33½"&58"-42" 200lb (*s*) 289NHP 2SB(Spt)6cf,GS110,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26 ″ 10 s3 ″ 2¾ 23 ″ 10½	
22110 DJZB	**Cressida** *Ref.Mchy.*	1*Dk* *CruiserStern*	1046 742 477					1939	Lübecker Maschb.Ges. Lübeck	A.Kirsten	230·9 P23'B&F201'upper F27'	34·6	11·8	Hamburg German *WB*	C.4Cy.(2)14"&(2)29$\frac{15}{16}$"- 31½" HS2368 160NHP Christiansen&Meyer, Harburg		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
22111 161289 GCVX	**Cressington Court** OilEng. ssRot.No.2–38 D.F. 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed '42 (W.E.)	4971 4591 3033	✠100A1 withfreeboard 1,42 ~~2,41~~ 1,42 DBS~~2,41~~	~~Vcr~~ Mch ✠LMC4,38	a†	CL 1,41	1929 8mo Lloyd	Nthmblnd S.B.Co. (1927)Ld. Newcastle 'sA&CP	CourtLine,Ld. (Haldin&Philipps, Ld. Mgrs.) CellDB344' 1322t M	405·5|55·5|25·1 F41' FK T25'965t FPT152t	London British 7BHptCem (Coll to Sh dk 6 „ 2nd „) APT120t	Oil Engines 2S.C.SA 3Cy.22$\frac{3}{16}$"–91¼" 482NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	~~28 ″ 6~~ ~~s8 ″ 3½~~ ~~25 ″ 2~~ 37 ″ 3 s11″3½ 26 ″ 2	
22112 204587 WNPH	**Crete** D.F. Mchy.Aft GyC. 1Dk	6030 — 4605					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co. (Pickands, Mather&Co.Mgrs)	480·0|52·0|30·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanS.B.CoCleveland		R
22113 145428 MLNB	**Crewhill** 3Mst ssBel.No.3–5,36 Well deck ssBel.No.1–41 Mchy.Aft 1Dk(Stl)	695 467 282	✠100A1 2,41 1,42 BS~~10,40~~	Bel ✠LMC MS2,41	j	CL N1,41	1923 1mo Lloyd	Scott& Sons Bowling 'sA&CP	JohnKelly,Ld. (W.Clint,Mgr.) CellDB	187·3|28·7|11·0 Q107'B9'F33' BK7¼" f110'172t FPT46t	Belfast British 3BHCem APT7t	T.3Cy.15",25½"&41"–30" (s) 180lb 85RHP 1SB,3cf,GS58,HS1938 AitchisonBlair,Ld.Clydebk	13 ″ 6 s 4 ″ 5¼ 13 ″ 8¾	
22114 142015 MKCZ	**Crichtoun** D.F. 1Dk	1097 896 457					1920	John Cran &Somerville Ld.Leith	G.Gibson& Co.Ld.	235·2|34·0|17·7 P28'B67'F31'	Leith British WB	T.3Cy.18¼",28½"&48½–28" 123NHP JohnCran&SomervilleLd.		C
22115 211044 KJGY	**Cricket** 1Dk D.F. Mchy.Aft Fitted for oil fuel	1136 993 773					1913	United Eng.Works Alameda.Cal.	Owens-Parks LumberCo.	210·0|41·0|15·4	Ls.Angeles Utd.States	T.3Cy.16",26"&44"–30" 106NHP UnitedEng.Works		
22116 PDMV	**Crijnssen** Ⓟ 3Dks D.F. Fitted for oil fuel	4282 3081 2571					1919	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	342·8|47·7|24·5 P28'B144'F61'	Amstrdam Dutch WB	T.3Cy.25",39"&67"–48" 311NHP Maats.Fyenoord,Rot.		V
22117 219103 KOJL	**Cripple Creek** 2Dks Sub.Sig. Fitted for oil fuel Longitudinal framing	6347 — 4673					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros. SteamshipCo.Inc.	402·6|54·9|32·1 P48'F42'	Tampa,Fla Utd.States WB	T.3Cy.25$\frac{5}{32}$",42"&72"–48" 359NHP Skinner&EddyCorp.Sea.		R
22118 166611 GJGY	**Crista** OilEng. D.F. E.S.D. 2Dks Mchy.Aft CruiserStern	2590 2275 1406	✠100A1 ~~11,40~~8,41 Carryingfuel	~~Sng~~ Suz ✠LMC12,38 oil F. P.	t	CL above1	1938 12mo Lloyd 50°F.i	N.V.Werf. "Gusto"v/h A.F.Smulders Schiedam 'sA&CP n deep tank	Anglo-Saxon PetroleumCo.Ld. 'Tween dk BH in forward CellDBuE55'a81'	310·5|42·0|22·3 320·7(O.L.) After bridge55' FK B28'F40' hold dispensed with f95'637tMT21'487t	London British 4BHto Udk 1 „ „2nd„ FPT175t A	Oil Engines 4S.C.SA 6Cy.19$\frac{1}{16}$"–43$\frac{5}{16}$" 223NHP DB180lb WerkspoorN.V.Ams. PT35t	26 ″ 0 s 4 ″ 0¾ 21 ″ 2¼	
22119 147357 GMPF	**Cristales** Ref.Mchy. 4Dks Sub.Sig. D.F. E.S.D.	5389 4678 3301					1926	Cammell Laird&Co.Ld Birkenhead	Elders&Fyffes,Ld.	400·3|51·4|30·4 P48'B157'F43'	Liverpool British WB	T.3Cy.27½",46½"&78"–54" 447NHP CammellLaird&Co.Ld Bkn		C
22120 EADT	**Cristina** (exLandScout, exBetzdorf) ssBbo.No.3–5,34 ssBbo.No.1–39 1Dk(Stl) Cargo battens not fitted	2421 — 1297	100A1 3,42 ~~1,41~~ MS7,39	Bbo LMC BS~~1,41~~ 3,42		OG ~~12,40~~ 2,42	1920 In	Frd.Krupp Akt.Ges. Kiel termediate Bu	Cia.Nav.Vascon- gada lkhead in forehold	288·5|44·2|20·3 P22'B80'F38' FK dispensed with 4BH CellDB231'558t	Bilbao Spanish ptCem only pt Asp DTf12'118t	T.3Cy.19$\frac{1}{16}$",32$\frac{1}{16}$"&54¾"– 39⅜" 185lb (s) 245NHP 2SB,4cf,GS86,HS3445 FD Frd.KruppA.G.Essen FPT57tAPT153t	22 ″ 6 s 3 ″ 3¾ 19 ″ 5	
22121 145934 WCCH	**Cristobal** (exTremont) TwinSc 3Dks Sub.Sig. Fitted for oil fuel D.F. GyC. Now "Phillipa," see letter P.	9604 — 7026					1902	Maryland SteelCo. Sparro'PtMd	Permanente CementCo.	489·5|58·0|28·9 B178'	NewYork Utd.States WB	T.6Cy.23¼",39¼"&63"–45" 533NHP MarylandStl.Co.Sparr.'Pt.		
22122 23879 WCOQ	— Ⓟ TwinSc 3Dks D.F. E.S.D. GyC. Fitted for oil fuel Ref.Mchy. CruiserStern	10021 — 5925					1939	Bethlehem SteelCo.S.B. Division Quincy,Mass.	PanamaRailroad Co.Inc.	474·7|64·1|38·5	NewYork Utd.States WB	4 steam turbines DR geared to 2 sc. shafts 1500NHP BethlehemSteelCo.S.B. Division.Quincy,Mass.		R
22123 FOGM	**Criton** ssAnt.No.3–4,39 D.F. 1Dk(Stl)&Shelter dk(Stl)	4564 4247 2727	✠100A1 withfreeboard 10,40 MS12,38	Msl ✠LMC BS3,40	z	CL 12,38	1927 7mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	Cie.deNavigation d'Orbigny CellDB353' 1001t	400·0|53·0|25·1 F35' FK FPT108t APT155t	LaRochlle French 6BHCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.26",43"&71"–48" (s) 180lb 439NHP 3SB,9cf,GS184,HS7590 Cen.Mar.EngWrks.WHpl	27 ″ 6 s 2″11¾ 24 ″ 9¼	
22124 131410 MDRG	**Croham** (exRisedale) ssNwc.2ndNo.3–1,38 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	391 263 154	✠100A1 ~~2,42~~ ~~5,41~~5,42 ~~MS1,38~~	~~Abn~~ Nwc ✠LMC5,41 ~~BS5,41~~ BS5,42	f	CL N5,41	1912 1mo Lloyd	J.Fullerton &Co. Paisley 'sA&CP	GeorgeW.Grace &Co.	142·4|24·1|10·5 Q81'B9'F25' BK6"	Newcastle British 3BHCem FPT25t	C.2Cy.15½"&36"–24" (s) 130lb 53RHP 1SB,2pf,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 6 s 4 ″ 1½ 11 ″ 10	
22125 164958 GZBX	**Cromarty** (exSkipsea–38) Oil Eng. D.F. 1Dk&Shelterdk CruiserStern Tonnage opening closed '41 (W.E.)	4974 4629 3031	✠100A1 withfreeboard 10,41 ~~12,40~~ Examined 10,41 Carryingvege	~~Sws~~ DBS5,41 ✠LMC9,36 ✠LMC(M)2,39 table o	il i	CL ~~1,36~~ 10,41 n deep	1936 9mo Lloyd tank	W.Doxford &Sons,Ld. Sunderland 'sA&CP	B.J.Sutherland &Co.Ld. CellDB347'117	426·8|54·2|26·1 F40' FK 4t MT1146t APT17	Newcastle British 7BHptCem (Coll to Sh dk 7t 6 „ 2nd „)	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"–85$\frac{1}{16}$" 449NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	37 ″ 3 s10″11½ 26 ″ 6	
22126 161603 MMDV	**Cromarty Firth** ssAbn.No.1–41 OilEng. 1Dk Mchy.Aft CruiserStern Cargo battens not fitted	538 367 275	✠100A1 ~~4,41~~	Abn ✠LMC2,37	h	OG 2,40	1937 2mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	NorthernCoasters, Ld. Cell	161·5|28·1|9·9 168·2(O.L.) P35'Q57'B9'F23' FK DB99'155tFPT41t	Newcastle British 3BHCem APT14t	Oil Engines 2S.C.SA 6Cy.9$\frac{3}{16}$"–16$\frac{9}{16}$" 52RHP BritishAuxiliaries,Ld.Gls.	12 ″ 4 s3 ″ 8¾ 12 ″ 2¼	
22127 DHEO	**Cronshagen** 1Dk	1787 1487 1091					1904	Act.Ges. "Neptun" Rostock	HeinrichF.C.Arp (S.Ollgaard& Thoersen)	261·1|38·1|17·5 P20'Q83'B71'F24'	Hamburg German WB	T.3Cy.18⅞"29$\frac{1}{16}$"&50"–35$\frac{7}{16}$" 149NHP A.G."Neptun,"Rostock		G
22128 140103 MBGL	**Crossbill** K ssShl.No.3–12,33 ssShl.No.1–38 Mchy.Aft 1Dk(Stl)	309 210 127	✠100A1 10,40 MS9,37	Hul ✠LMC BS~~7,40~~ 11,41	d	10,40	1920 12mo Lloyd	Crabtree& Co.Ld. GtYarmouth 'sA&CP	R.&W.Paul,Ld.	130·0|23·2|9·5 Q42'B9'F16' FK FPT28t	Ipswich British 3BHCem APT21t	C.2Cy.16"&34"–23" (s) 140lb 47RHP 1SB,2pf,GS35,HS1120 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9½ 9 ″ 10	
22129 165157 MMCB	**Crossgar** 3Mst Mchy.Aft 1Dk CruiserStern	661 435 287	✠100A1 9,41 ~~7,39~~ Examined 9,41 BS3,41	~~Bel~~ Bel ✠LMC11,36	i	CL 7,39	1936 11mo Lloyd	A&J.Inglis Ld. Glasgow 'sA&CP	JohnKelly,Ld. (W.Clint,Mgr.) Cell	176·0|27·9|15·0 29·4 FK Q105'B11'F27' DB90'126tFPT41t	Belfast British 3BHptCem APT21t	T.3Cy 13½",23"&38"–27" (s) 200lb 86RHP 1SB,3cf,GS56,HS1834 Aitchison,BlairLd. Clydebank	13 ″ 4 s 4 ″ 2¼ 13 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
22130 220039 KUSP	**Crown City** *OilEng* Sub.Sig. 2*Dks* E.S.D. GyC.	5433 — 3366					1920	LcsAngelesS.B.& D.D.Co. SanPedroCal	UnitedStates Maritime Commission	410·0 P43'B114'F46'	54·4	27·2	Ls Angeles Cal. Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.32"–60" NE26 591NHP M'Intosh&SeymourCorp. Auburn,N.Y.		R
22131 217637 KJHB	**Crudoil** (*ex*Panoil) **TwinSc** *ss*Clv.No.3–7,35 D.F. *Mchy.Aft* 1*Dk* *Longitudinal framing*	1371 1090 761	✠100A1 *ForServiceon the Great Lakes* 3,41 ✠NE&B2,21 BS~~1,41~~3,42 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,21 *F.B. above* 150°F.	Clv ✠LMC7,35		CL 1,41	1918 12mo	Alabama NewOrleans Transptn.Co Violet,La. A&CP	~~AlliedOilTransportCo.Inc.~~ ~~(ClevelandTankersInc.*Mgrs.*)~~ ClevelandTankers,Inc.	242·5 P72' FK *Trunk*128'F21' *FPT*20t*APT*45t	36·9	19·7	Wilmgton (Del.) Utd. States 10*BHptAsp*	C.4Cy.14 3/16"&32⅜"–24" (*r*) 165lb 166NHP 2SB,4*cf*,GS88,HS3414 StatenIslandS.B.Co. NewYork	19 ″ 0 s 2 ″ 7 16 ″ 7½	
22132 HPRO	**Csarda** (*ex*Vinocean,*ex*Leominster, *ex*Capelcastle) *ss*Hul.No.3–2,31 *ss*Bla.No.1–35 1*Dk*(*Stl*)	*3882* *3486* *2365*	✠100A1 ~~4,41 2,40~~ 9,41 Examined ~~2,40~~6,41 BS6,41 MS2,39	~~Cff~~ Gls Cff ✠LMC ~~BS8,39~~	*w*	CL 1,40	1917 11mo *Lloyd's A&CP*	R.Thompson&Sons,Ld Sunderland	Anglo-Hungarian ShippingCo.Ld. *CellDBa&uE*131'	360·1 371·1(O.L.) P33'B110'F33' FK *f*156'862t*FPT*153t	50·0	22·9	Panama Pnamanian 6*BHCem* *APT*124t	T.3Cy.25",42"&68"–45" (*r*) 180lb 341NHP 2SB,8*pf*,GS123,HS5302 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s4 ″ 2¾ 21 ″ 5	
	Now "Vinriver," *see No.* 38907 *in Supplement*															
22133 HPRD	**Csikós** (*ex*NorthPacific–34) *ss*Rot.2ndNo.3–2,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*3938* *3750* *2468*	✠100A1 *Shelter dk* *withfreeboard* 5,41 MS2,38	Gls ✠LMC BS~~1,40~~5,41	*x*	CL 1,40	1913 5mo *Lloyd's A&CP*	JLThompson&Sons,Ld. Sunderland	Kentships,Ld. (Craggs&Co. *Mgrs.*) *CellDBa*133'*uE&B*	379·5 393·8(O.L.) FK 38'*f*160'1139t*FPT*	53·0	22·8	Panama Pnamanian 6*BHCem* 63t*APT*80t	T.3Cy.26",42"&71"–48" (*s*) 180lb 399NHP 3SB,6*pf*&3*cf*,GS168,HS6449 J.Dickinson&Sons,Ld.Sld.	25 ″ 4 s 2 ″ 4¼ 23 ″ 2	
	~~*Now* "Vinlake," *see No.* 38911 *in Supplement*~~															
22134 XCCQ	**Cuauhtemoc** (*ex*Amolco–38) ~~*ss*Gal.2nd.No.3–10,41~~ ~~*ss*Bos.No.3–1,27~~ *ss*Gal.No.3–10,41 ~~*ss*N.Os.No.2–35~~ *Mchy.Aft* 2*Dks*~~(*Stl*)&*Web frames*~~ ~~*Carrying Petroleum in bulk*~~ ~~*Fitted for oil fuel*~~	3101 2779 1881	✠100A1 ~~9,38~~10,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,27 *F.P. above* 150°F.	~~Phl~~ Gal ✠LMC10,41	*u*	CL 9,41	1914 1mo *Lloyd's A&CP*	ForeRiver S.B.Corp. Quincy,Mass.	Petroleos MexicanosS.A. *CellDBuE&B*68' 186t	317·1 P72'F32' FK *FPT*155t*APT*60t	46·0	23·8	Tampico Mexican 12*BHCem* (9 *to Upr dk* 3 „ 2nd „)	T.3Cy.22",37"&60"–42" 180lb (*s*) 291NHP 2SB,6*cf*,GS100,HS4001 FD ForeRiverS.B.Co.Quincy	25 ″ 6 s5 ″ 1½ 20 ″ 7½	
22135 171463 BDQP	**Cuba** Ⓟ **TwinSc** 2*Dks*&*Shelter dk* ~~3*Dks*&*pt dk*~~ D.F. *Fitted for oil fuel*	11420 7874 6732					1923	Swan,Hunter&Wigham Richardson, Ld Newcastle	Ministry of War Transport(Cunard WhiteStar,Ld, *Mgrs.*)	476·0 B222'	62·3	35·1	Liverpool British *WB*	4 Steam Turbines DR geared to 2 sc. shafts Swan,Hunter&Wigham Richardson,Ld.Nwc		V
22136 CMQB	— Ⓟ **TwinSc** (*ex*PresidenteMachado, *ss*Cdz.No.2–25 *ex*SanCarlos) 1*Dk*&*Awng dk*(*Stl*–teak s) 2nd *dk*(*Stl*)*in holds* *Fitted for oil fuel*	2492 2052 1196	✠ — 8,30	Bcl ✠	*s*		1917 1mo	Soc.Española Const. Naval Cadiz	EmpresaNaviera deCubaS.A. *CellDB*213'252t	291·2 F44'*onAwning dk* FK *DTa*12'20t*FPT*14t	40·0	26·5	Havana Cuban 8*BHCem* *APT*29t	4 Steam Turbines SR geared to 2 sc. shafts 341NHP 2SB,6*cf*,GS108,HS4480 Soc.Española Const.Nav.Ferrol	27 ″ 6	
22137 221220 KDRT	— Ⓟ **TwinSc** 2*Dks*&*Shelter dk* *Cruiser Stern* *Fitted for oil fuel*	2479 — 1100					1921	W Cramp&SonsS&EBCo Philadelphia	Peninsular& OccidentalS.S.Co.	325·0	47·2	18·0	NewHaven Conn. Utd. States *WB*	T.6Cy.20½",34⅛"&56"–36" 376NHP W.Cramp&SonsS&E.B.Co		R
22138 31741 JHUB	**Cuba Maru** *OilEng.* *ss*Osa.No.3–11,39 2*Dks*(*Stl*) *Cruiser Stern*	5950 5379 3650	✠ ... 9,41 ~~DBS11,39~~	Osa ~~✠LMC CS11,39~~ ~~11,39~~	*z*	CL 7,38	1926 8mo *Lloyd's A&CP*	Kawasaki Dckyd Co.Ld Kobe	KawasakiKisen K.K. *CellDB*331'1369t*D*	405·0 P32'B166'F37' FK *T*38'1259t*FPT*162	53·0	34·0	Kobe Japanese 7*BHptCem* 2 „ *to 2nd dk* t*APT*149t	Oil Engines 2S.C.SA 6Cy.22"–66" 902NHP DB*120lb* J.Brown&Co.Ld.Gls.	34 ″ 0 s ~~7 ″ 2~~ ~~27 ″ 1½~~	
22139 CSAN	**Cubango** (*ex*Goa,*ex*Lichtenfels) *ss*Lis.3rdNo.3–4,37 1*Dk*(*Stl*)&*Webframes*& *Spar dk*(*Stl*–*pt*teak s)	5820 5353 3668	✠ ... 8,41 *Spar dk* ~~BS11,40~~	Lis ~~✠LMC4,38~~	*a*†	CL N11,40	1903 3mo *Lloyd's A&CP*	Flensburger Schiffsb.Ges. Flensburg	Cia.Nacional de Navegação *CellD*	425·0 P59'B119'F50' FK&BK2½" *Ba*138'*uE*25'*f*184'	53·0	21·2 29·4	Lisbon Portuguese 7*BHCem* 1110t *DTf*	Q.4Cy.24",34",51"&74"–54" 213lb (*s*) 506NHP 3SB,9*cf*,GS145,HS6500 FD FlensburgerSchiffsb.Ges. 31'820t*FPT*115t*APT*25t	32 ″ 2 ~~s 7 ″ 1~~ ~~25 ″ 5~~	
22140 PUAZ	**Cubatão** **TwinSc** 1*Dk*	*1808* *1670* *1080*					1907	Craig,Taylor&Co.Ld. Stockton	LloydBrasileiro	275·0 F28'	44·8	16·5	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"–24" 67NHP Blair&Co.Ld.Stockton		
22141 219905 KUPP	**Cubore** D.F. 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing*	7051 — 4385					1920	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OreS.S.Corp.	450·6 P106'B22'F39'	57·2	34·0	NewYork Utd.States	T.3Cy.24½",41½"&68"–84" 320NHP NE&B20*refitted*37 Hooven,Owens,Rentschler Co.Hamilton,O.		R
22142	**Cucuta** Ⓟ (*ex*Commercial Traveler–34, *ss*Boa.2ndNo.3–1,38 *ex*CroftonHall 2*Dks*(*Stl*)&*Webframes* –33) *Longitudinal framing* (*Naval Training Ship*)	5378 4738 3322	✠ — 3,42 ~~BS1,40~~ *Fitted for oil fuel* 7,23 *F.P. above* 150° F.	Boa ~~✠LMC1,38~~	*z*	CL 1,38	1913 3mo *Lloyd's A&CP*	W.Hamilton&Co.Ld. PortGlasgow	Colombian Government *CellDBa*109'*u*	405·2 P38'B256'F39' FK *E&B*60'*f*175'1060t	52·1	27·9	Cartagena Colombian 6*BHCem* *APT*32t	T.3Cy.27½",45"&75"–51" (*s*) 180lb 507NHP 4SB,12*cf*,GS215,HS8800 D.Rowan&Co.Glasgow	30 ″ 6 ~~s 4 ″ 4½~~ ~~26 ″ 4~~	
22143 21954 KOZR	**Culburra** **WoodTwinSc** *OilEng.* Hardwood treenails 1*Dk*2*trB* *Mchy.Aft* *Salted & specially treated*	2353 1872 1776	✠ ... 1,34	Sea ✠			1917 3mo	SloanShipyardsCorp. Olympia, Wash.	SantaCruzOilCorp.	261·7 P64'B36'F38'	46·6	21·7	Tacoma Utd.States	Oil Engines 4S.C.SA 12Cy.16"–24" 298NHP M'Intosh&Seymour, Auburn,N.Yk.	24 ″ 3	
22144 HPJO	**Culebra** (*ex*HeleniD.–39, *ex*Peebles–33) *ss*Mch.No.3–10,31 *ss*Rou.No.1–36 1*Dk*(*Stl*)	*5264* *4790* *3229*	✠100A1 2,42 Examined 11,41	~~Dub~~ Hpl Grk ✠LMC5,41	*y*	CL 5,41	1919 5mo *Lloyd's A&CP*	Richards'n Duck&CoLd. Stockton	Cia.deVapores Portobello,Ltda. *CellDB*	400·1 P49'B113'F40' FK 345' 978t *FPT*132t	52·4	28·4	Panama Pnamanian 7*BHptCem* *APT*213t	T.3Cy.27",44"&73"–48" (*s*) 180lb *100lb* 455NHP 2SB,8*cf*,GS153,HS6204 FD Blair&Co.Ld.Stockton	31 ″ 0 s 5 ″ 11¾ 25 ″ 3½	
22145 140660 GCNK	— (*ex*Riposto) D.F. 2*Dks*	3044 2818 1834					1919	Irvine'sS.B&D.D.Co.Ld. WHartlepool	RoyalMailLines, Ld.	331·0	46·8	23·1	Liverpool British	T.3Cy.25",41"&68"–45" Richardsons, 310NHP Westgarth&Co.Ld.Hpl.		C
22146 469 IBLM	**Cuma** (*ex*Nictheroy–37) 3*Dks* D.F. *Fitted for oil fuel* *CruiserStern*	8260 — 5168					1920	Workman,Clark&Co.Ld Belfast	A.Lauro	462·4 450·2 P35'F44'	58·3	37·1	Naples Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Wrkman,Clark&Co.Ld Bel		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22147 154137 GZPK	**Cumarebo** TwinSc (*ex*CriolloFiel-37) *ss*Aru.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames*	4085 2905 2001	✠100A1 ~~0,41 12,40~~1,42 BS1,42 ~~BS12,40~~ ✠LMC9,38 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel 6,34*	Aru	*w*	CL S1,42 P6,41	1934 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'s A&CP	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*)	351·3 P73'F41' *Trunk*236' FK *CellDB uE12' 19t FPT155t APT63t*	60·2	16·7	London British *7BHptCem*	T.6Cy.16",26"&43"-27" (*s*) 180lb 318NHP 2SB,6*cf*,HS5130 FD N.E.MarineEng.CoLdNwc	17 ″ 6 s 2 ″ 7 15 ″ 1½	
22148 TCAT	**Cumhuriyet** Ⓟ (*ex*Djumhouriet, *ex*QueenOlga) 3*Dks*(1*Stl*-teak s &1*ptStl*-ws)	4179 3289 2479	✠ 1,94	Grk	*w*		1894 1mo	W.Denny &Bros. Dumbarton	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	371·2 P36'B152'F40' FK *Cell DB308'356t*	45·1	27·5	Istanbul Turkish *7BHCem*	T.3Cy.28¼",47½"&76"-54" 501NHP Denny&Co.Dumbarton	30 ″ 1	
22149 CSAO	**Cunene** (*ex*Adelaide) ~~*ss*Lis.No.1-40~~ *ss*Shl.2ndNo.3-2,36 *Well deck* 2*Dks*(*Stl*)3rd *dk* *in No.1hold*	5875 5454 3688	✠100A1 2,42 ~~8,40~~ BS~~4,41~~ 5,42 ✠LMC8,40	Lis	*b*†	CL ~~N8,38~~ 2,42	1911 7mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd*'s A&CP	Soc.Geral de Com- mercioIndustria eTransportes, Ltda.	450·0 P&B385'F54' FK *Cell DBa 182' u E&B72' f 149'1501t*	58·0	27·0	Lisbon Portuguese *8BHCem*	T.3Cy.30$\frac{5}{16}$",50$\frac{9}{16}$"&84"-54" 185lb (*s*) 630NHP 3SB,9*cf*,GS198,HS8414 FD FlensburgerSchiffsb.Ges. *FPT48tAPT3t*	29 ″ 6 s4 ″ 3 25 ″ 6½	
22150 125776	**Cupid** 2*Dks*(*MStl*-teak s& *Stl*-ws aft *Wood fwd*)	611 379 243	✠ 4,09 ✠	Dun	*i*		1909 4mo	CaledonS. B.&E.Co.Ld. Dundee	Cowasjee, Dinshaw &Bros.	155·1 P23'B66'F26' FK *CellDBa36' f46' 62t FPT13t APT6t*	27·8	13·8	Bombay British *4BHCem*	T.3Cy.14",23"&38"-27" 72RHP 1SB,3*cf*,GS50,HS1334 CaledonSB.&E.Co.Ld.Dun	14 ″ 6	
22151 220489 KDCN	**Curaca** (*ex*NosaQueen-35, *ex*AtlantaofTexas) 1*Dk* D.F. *Fitted for oil fuel*	3280 3005 1997					1920	Mobile S.B.Co. Mobile,Ala.	GraceLineInc.	324·0 P41'B90'F32'	46·2	25·0	NewYork Utd. States *WB*	T.3Cy.22",37½"&60"-42" EllicottMachine 233NHP Corp:Baltimore,Md.		R
22152 PUBA	**Curityba** (*ex*Walburg, *ex*LotteMenzell) Sub.Sig. 1*Dk*& *Shelter dk*	3081 2898 2362					1905	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	301·4 H70'	45·3	26·0	R.Janeiro Brazilian *WB*	T3Cy20$\frac{1}{16}$",33$\frac{9}{16}$"&55⅞"-37⅜" 192NHP FlensburgerSchiffsb.Ges		
22153 208114 WJCA	**Currier** 3Mst Now "Victory Sword," see No. 38902 in Supplement *ss*N.Yk.No.3-9,22 *Mchy.Aft* *ss*Mob.No.2-31 1*Dk*(*Stl*)&pt2nd*Dk*(*Stl*)& *Webframes* *Fitted for oil fuel*	4750 [illegible] 2814	✠ ... 7,37 ✠	NYk	*x*		1910 12mo	ForeRiver S.B.Co. Quincy,Mass.	AmericanMarine ProductsCo. (L.B.Keplinger, *Trustee*) *Cell DB315'1819t*	370·0 P98'B26'F30' FK *FPT225t APT120t*	52·1	27·0	S.Frncisco Utd.States 13*BHCem* (8 *to U dk* 5 ,, 2*nd* ,,)	T.3Cy.23½",41"&68"-48" 448NHP 3SB,9*cf*,GS154,HS6501 ForeRiverS.B.Co.Quincy	30 ″ 0	
22154	**Curupayty** (*ex*RioChubut, *ex*Curupayti) 1*Dk*(*Stl*)	490 — 279	✠ 9,15 ✠	Bwg			1911 5mo	Scott& Sons Bowling	MartinPujol	175·6 F23' FK *FPT31t*	28·1	10·0	Bus.Aires Argentine *4BHCem* *APT3t*	T.3Cy.13½",22"&36"-24" 95NHP 1SB,3*cf*,GS57,HS1811 Ross&Duncan,Glasgow	10 ″ 6	
22155 119114 MGRR	**Cushendall** (*ex*TheEmperor) 3Mst *ss*Dub.2ndNo.3-12,30 *Well deck* *ss*Bel.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*)	626 436 248	✠100A1 6,41 BS6,41 ✠LMC2,40	Nwc	*i*	OG 1,40	1904 4mo	AilsaS.B. Co.Ld. Troon *Lloyd*'s A&CP	BrookShippingCo. Ld.(Comben Longstaff&Co.Ld. *Mgrs.*) *CellD*	185·0 Q101'B10'F34' BK7½" *Bf 99'145tFPT57t*	27·6	10·8	London British *3BHCem* *APT10t*	C.2Cy.20½"&44"-30" (*s*) 130lb 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s4 ″ 10¼ 13 ″ 8	
22156 119186 MCBY	**Cushendun** (*ex*TheSultan) 3Mst *ss*Bel.2ndNo.3-4,31 *Well deck* *ss*Bel.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*)	646 438 256	✠100A1 7,41 ~~6,40~~ BS7,41 ✠LMC6,40	~~Bel~~ Bry	*i*	OG ~~5,40~~ N7,41	1904 11mo	AilsaS.B. Co.Ld. Ayr *Lloyd*'s A&CP	BrookShippingCo. Ld.(Comben Longstaff&Co.Ld. *Mgrs.*)	184·7 Q101'B10'F34' BK7½" *CellDBf99'145t FPT57tAPT10t*	27·6	10·8	London British *3BHCem*	C.2Cy.19⅜"&44"-30" (*s*) 130lb 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s4 ″ 10¼ 13 ″ 8	
22157 149682 GSMJ	**Custodian** *ss*Liv.No.2-37 2*Dks*(*Stl*)	5881 5483 3695	✠100A1 ~~5,41 8,40~~ 10,41 Examined 9,41 Dun ✠LMC MS7,37 BS~~9,40~~ 9,41	~~Liv~~ ~~Cal~~Mdb	*a*†	CL 8,40	1928 7mo	C.Connell &Co.Ld. Glasgow *Lloyd*'s A&CP	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *Cell DB361' 1170t*	420·0 433·6(O.L.) P37'B139'F44' FK *DTa32' 911t FPT63t*	54·5	30·4	Liverpool British *8BHptCem* 1 ,, *to2nd dk* *APT26t*	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),12*cf*, GS215,HS8208 D.Rowan&Co.Ld.Glasgow	32 ″ 7 s 6 ″ 4 26 ″ 6¼	
22158 PUBB	**Cuyabá** Ⓟ (*ex*Hohenstaufen) Sub.Sig. 2*Dks*	6489 4737 4086					1906	Bremer Vulkan Vegesack	LloydBrasileiro	409·3 P&B259'F48'	52·7	28·0	R.Janeiro Brazilian *WB*	Q.4Cy.24",34½",50⅜"&72⅞" -53⅞" 387NHP BremerVulkan,Vegesack		C
22159 201012	**Cuyler Adams** (*ex*Sahara) *Mchy.Aft* 1*Dk*2*trB*	5785 — 4497					1904	American S.B.Co. Lorain,O.	GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*)	474·0 *WB*	52·0	29·0	Michigan City, Ind. Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
22160 171248 VLLJ	**Cycle** E.S.D. 2*Dks* *CruiserStern* *Cargo battens not fitted*	3952 3436 2229	✠100A1 6,41 ~~4,41~~ ✠LMC2,39	Syd	*w* 1$\frac{13}{16}$	CL	1939 2mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'s A&CP	AustralianSteam- shipsProprietary, Ld.(*Man.Agents,* HowardSmith,Ld) *CellD*	358·0 370·9(O.L.) P41'B81'F31' FK *B304' 824t FPT71t*	50·7	24·7	SydnyNSW British *6BHCem* *APT186t*	T.3Cy,22",37"&63"-45" (*s*) 220lb HS5884 409NHP 2SB(Spt),6*cf*,GS114, FD N.E.MarineEng.Co.(1938) Ld.Nwc.	27 ″ 3 s4 ″ 10¾ 22 ″ 6½	
22161 160718 VGLD	**Cyclo-Brave** (*ex*JohnIrwin-40) *ss*Mtl.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* D.F. GyC.	1926 1470 1116	✠100A1 *For Service on the Great Lakes & River St. Lawrence, also to Halifax, N.S. & St. John's, N FL, April to 30th November* 4,40 BS12,40 ✠LMC4,40 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 4,29*	Mtl		CL N4,39	1929 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'s A&CP	S.S."Cyclo-Brave" Ld.	250·0 P62'F41' *Trunk*147' FK *Middle line BH not oil tight* *CellDB uE&B40' 112t FPT133t APT48t*	43·2	18·0	Toronto British *11BHptCem*	T.3Cy.17",28"&46"-36" (*r*) 180lb 158NHP 1SB,4*cf*,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s1 ″ 11¼ 16 ″ 3	
22162 160729 VGCQ	**Cyclo-Chief** *ss*Tto.No.2-38 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2500 2033 1422	✠100A1 2,40 BS12,40 ✠LMC12,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 5,30*	Tto	*r*	CL 12,39	1930 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'s A&CP	S.S.Cyclo-Chief Ld. *Seams of centre line BH single riveted & electrically welded*	250·0 P63'*Tr'nk*148'F39' FK *CellDBuE&B40' 101t DTf16'109t*	43·3	24·2	Toronto British *11BHptCem*	T.3Cy.19",33"&54"-42" (*r*) 200lb 281NHP 2SB,6*cf*,HS5170 N.E.MarineEngCoLd.Nwc *FPT179tAPT62t*	24 ″ 6 s2 ″ 10½ 21 ″ 9¾	
22163 160731 VGMX	**Cyclo-Warrior** *ss*Tto.No.2-38 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2500 2033 1422	✠100A1 12,39 BS12,40 ✠LMC12,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 6,30*	Tto	*r*	CL 12,39	1930 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'s A&CP	S.S.Cyclo-Warrior Ld. *Seams of centre line BH single riveted & electrically welded*	250·0 P63'*Tr'nk*148'F39' FK *CellDBuE&B40' 101t DTf16'109t*	43·3	24·2	Toronto British *11BHptCem*	T.3Cy.19",33"&54"-42" (*r*) 200lb 281NHP 2SB,6*cf*,HS5170 N.E.MarineEngCoLd.Nwc *FPT179tAPT62t*	24 ″ 6 s2 ″ 10½ 21 ″ 9¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnag. Officiel Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Macn.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
22164 123978 GPZK	**Cyclops** Ⓟ TwinSc D.F. 3*Dks*	9076 8640 5786					1906	D&WHendersn&Co.Ld Glasgow	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	485·0	58·2	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 585NHP D&WHenderson&Co.Ld.		BT till 2,42
22165 148802 GKTF	**Cydonia** ssShl.No.3-2,39 D.F. 1*Dk*(*Stl*)	3517 3325 2175	✠100A1 2,42 ~~2,41~~ ~~BS4,40~~	~~Hul~~ Shl BS5,41 ✠LMC2,39	*w*	CL ~~2,41~~ 1,42	1927 1mo *Lloyd*	J.Blumer&Co.Ld. Sunderland '*sA&CP*	StagLine,Ld. (J.Robinson&Sons *Mgrs.*) *Cell*	356·3 365·0(O.L.) P34'B217'F32' FK *DB*314'814t *FPT*7	48·7	23·9	N.Shields British 6*BHptCem* 0t *APT*111t	T.3Cy.24",40"&65"-42" (*s*) 180lb ~~90lb~~ 301NHP 2SB(Spt)6*cf*,GS127,HS4690 J.Dickinson&Sons,Ld.Sld.	25″11 s 3″1¾ 22″11½	
22166 HPKY	**Cygnet** (*ex*Mirach-39) 1*Dk*	*3628* *3268* *2344*					1917	Rotterdam Droogd.Maat Rotterdam	HalcyonSteamship Co. Ld.	361·4 P24'B214'F34'	49·9	22·1	Panama Pnamanian *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats		VL
22167 200414 WDPZ	**Cygnus** (*ex*JosephC.Gilchrist) *Mchy.Aft* GyC. 1*Dk*2*trB*	4725 — 3393					1903	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0 *WB*	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clevelnd		R
22168 7155 SENA	— (*ex*Senegal,*ex*H.V.Fisker, *ex*Oaklands) ssEls.2ndNo.3-10,16 *Well deck* ssAbg.No.2-25 1*Dk*& *Web frames*	*1704* *1418* *996*	✠ … 4,29 ✠				1890 11mo	W.Gray&Co.Ld. W Hartlepool	RederiA/B Brubor (R.Brunkman, *Mgr.*)	270·0 P29'Q72'B116'F31' FK	37·0	18·3	Hlsingborg Swedish *WB*	T.3Cy.20⅛",31⅝"&53"-36" 168NHP Cen.Mar.Eng.Wrks.WHpl	20″0	V †
22169 167257 GTGV	**Cymbula** *OilEng.* D.F. 1*Dk*,*2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8082 7235 4783	✠100A1 11,41 ~~11,40~~ *Carrying Petroleum in bulk*	Bkn ✠LMC7,38	*c*†	CL	1938 7mo *Lloyd*	NVNederl. Schps. Maats Amsterdam '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*70'166t	465·3 483·3(O.L.) P91'B43'F66' FK *DTf*25'264t *FPT*1	59·3	33·8	London British 17*BHptCem* 35t *APT*83t	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams	34″0 s 6″8¼ 27″6	
22170 217871 WVAA	**Cynthia Olson** (*ex*Coquina-40) 1*Dk*	2140 1753 1281	✠ … 6,20 ✠				1919 4mo	Manitowoc S.B.Co. Manitowoc, Wis.	OliverJ.Olson&Co.	250·5 P27'B64'F26' FK	43·7	20·1	S.Frncisco Utd.States *WB*	T.3Cy.20",33"&54"-40" 269NHP ManitowocS.B.Co. Manitowoc,Wis.	23″0	R †
22171 LDSI	**Cypria** TwinSc *OilEng.* *CruiserStern* 2*Dks*	4366 3887 2603					1931	Akt.Burmeistr&Wain Copenhagen	D/SA/S Hassel(A/S RederietOdfjell, *Mgrs.*)	379·4 P65tH367tF19t	54·2	24·4	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP Akt.Burmeistr&Wain,Cpn		N
22172 165374 GZJW	**Cyprian Prince** *Ref.Mchy.* D.F. 1*Dk*& *Shelter dk* E.S.D. *CruiserStern*	1988 1432 1002	✠100A1 *with freeboard* 12,40 ✠Lloyd'sRMC4,40	Suz ✠LMC1,37	*t*	CL 10,39	1937 1mo *Lloyd*	Furness S.B.Co.Ld Haverton Hill-on-Tees '*sA&CP*	PrinceLineLd. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB*234'486t	296·5 B90'F23' FK *FPT*72t*APT*58t (	44·2	16·4	London British 5*BHptCem* *ptAsp* *Coll to Sh dk* 4 „ *2nd* „)	T.3Cy.19",31"&55"-36" 220lb HS4830 (*s*) 315NHP 2SB(Spt),6*cf*,GS121 FD Richardsons,Westgarth& Co.Ld.Hpl	19″1 s ″4¾ 18″10¾	
22173 144905 VGSK	**Cyprus** (*ex*Salam-40,*ex*Curler-34, *ex*Killowen) ~~ssNwc.No.3-3,28~~ ssAlx.No.3-8,41 ~~ssSuz.No.2-36~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	629 490 266	100A1 8,41 ~~1,40~~ BS1,41	Alx LMC~~12,36~~ MS8,41		CL 1,40	1918 *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	CyprianCoastal LineLd.(P.A.Mantovani,*Mgr.*)	172·2 B50' FK *CellDBuE*26'20t	30·0	15·7	Fmagusta British 5*BHCem* *FPT*17t	T.3Cy.16",26"&44"-26" (*s*) 200lb 116NHP NDB17*fitted*35 1SB,3*cf*,GS51,HS1850 N.E.MarineEng.Co.Ld.Sld	16″6 s 1″7½ 15″0	
22174 167445 MNZZ	**Cyril** D.F. 1*Dk*	2116 1787 1290					1925	Lübecker Maschb.Ges. Lübeck	Ministry of War Transport (HallBros.*Mgrs.*)	280·7 P20'B61'F26'	41·7	19·0	London British *Wb*	T3Cy.21⅜",34¼"&55 1/16"-35⅜" 182NHP LübeckerMaschb.Ges.		C
22175 FOOS	**Cyrnos** Ⓟ TwinSc *OilEng.* D.F. 2*Dks* *CruiserStern*	2406 — 726					1929	Akt.Ges. "Weser" Bremen	FrenchGovernment(Ministère de laMarineMarchande)(Cie.de Navigation Fraissinet,*Mgrs.*)	293·4 P62'B120'F62'	41·1	23·1	Marseilles French *WB*	Oil Engines 2 S.C.DA 12Cy.17⅜"-24⅜" 1267NHP A.G."Weser,"Bremen		V
22176 TSPB	**Cyrus** *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk* *Longitudinal framing in bottom & at decks*	435 — 210					1922	Ch.Nav. Français Caen	Association Pétrolière	150·7 P18'	25·7	12·3	Marseilles French *WB*	T.3Cy.9½",15½"&26"-18" 29NHP Cooper&Grieg,Dundee		V
22177 147699 GKQC	**Cyrus Field** TwinSc ssN.Yk.No.3-9,36 ssBos.No.1-40 E.S.D. GyC. (*Cable Vessel*) *Well deck* 2*Dks*(*Stl-U teaks*)	1288 881 453	✠100A1 *with freeboard* 10,41 ~~8,40~~ BS~~2,40~~6,41 *Fitted for oil fuel 7,24 F.P. above 150° F.*	~~Bos~~ Hfx ✠LMC MS8,40	*n*	CL 8,39	1924 7mo *Lloyd*	Ch.&Atel. deSt.Nazaire St.Nazaire '*sA&CP* *CellD*	BritishWestern Union,Ld. *Ba&uE*74'*f*72'136	223·6 P&B136'F44' FK t *DTf*24'75t *FPT*	34·2	16·6	London British 6*BHCem* 18t *APT*23t	T.6Cy.13½",22½"&37"-27"(*s*) 180lb *125lb* 207NHP 2SB,4*cf*,HS3107 FD Ch.&Atel.deSt.Nazaire	18″6 s 1″5¾ 17″1¾	
22178 SPBB	**Czestochowa** (*ex*RoburIV-40) ssGot.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern* D.F. *Strengthened for navigation in ice*	1971 1500 1067	✠100A1 7,40 BS6,40	Sld ✠LMC4,38	*q*	OG 6,40	1930 6mo *Lloyd*	Akt.Lindholmen-Motala Gothenburg '*sA&CP*	A.Falter(Wm. Cory&Son,Ld. *Mgrs.*) *CellDB*	257·3 263·7(O.L.) P72'F22' FK *Trunk*154' 206' 502t *FPT* 193t	41·1	18·8	Gdynia Polish 4*BHCem* *APT*55t	C.4Cy.(2)14 5/16"&(2)31½"-31½" 207lb (*s*) 145NHP 2SB(Spt),4*cf*,GS48, HS1940 FD Akt.Lindholmen-Motala	20″11 s 3″3½ 17″9½	

*** **Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22179 214147 WTLI	**D. G. Kerr** ssClv.No.4-2,42 ~~ssClv.No.3-12,34~~ Mchy.Aft 1Dk(Stl)&Web frames GyC. Longitudinal framing	7756 7446 6026	✠100A- For Service on the Great Lakes 2,42 ~~11,37~~	Clv			1916 6mo	American S.B.Co. Lorain,O.	PittsburghSteamshipCo. CellDBuE&B55'f	580·0 F53' 8'&inHopper FK sidetanks479'8724tFPT299tAPT59t	60·0	32·0	Duluth, Minn. Utd. States 3BH	T.3Cy.24½",41"&65"-42"(s) 180lb 414NHP 3SB,6cf,GS137,HS6405 FD American S.B.Co.Lorain,O	32 ″ 0 s10 ″ 4 21 ″ 10¾	
22180 214353 WOCA	**D. G. Scofield** ssS.Fo.No.3-1,29 Mchy.Aft 2Dks&Shelter dk &Web frames D.F. GyC. Longitudinal framing Fitted for oil fuel Carrying Petroleum in bulk	8640 — 5266	✠ ~~BS3,41~~ ... 6,32	✠LMC~~[illegible]~~ 2,42 ✠			1916 8mo	UnionIron WorksCo. SanFrancisco	StandardOilCo.of California	439·5 FK	58·0	39·1	S. Frncisco Utd. States WB	Q.4Cy.24$\frac{3}{16}$",34",51"&74$\frac{7}{16}$"-54" 407NHP UnionIronWorksCo.S.Fo.	41 ″ 0	R †
22181 151012	**D. J. Purdy 1** Ⓟ WoodTwinSc OilEng. 1Dk	582 162 396					1924	Meteghan MarineRly &S.B.Co. MeteghanNS	EasternCanada CoastalSteamships,Ltd.	143·7	25·5	6·9	S.JohnN.B. British	Oil Engines 4S.C.SA 12Cy.11"-14" 142NHP Wintore NE18 fitted24 MotorWrks,Cleveland,O.		
22182 167372 GDKD	**D. L. Harper** TwinSc OilEng. Mchy.Aft ssHam.No.3-11,35 ssSou.No.1-39 1Dk(Stl) 2nd dk(Stl) clear of cargo tanks 3rd dk(Stl) aft of cargo tanks Longitudinal framing Cruiser Stern D.F. E.S.D. GyC. Webframes	12223 11596 6571	✠100A1 ~~4,41~~ ~~10,40~~ 4,42 DBS~~11,40~~ 4,42 Carrying Petroleum in bulk	~~Cff~~ ~~NYk~~ Mob ✠LMC CS12,39 ~~12,39~~ ,41 1,42	g† ~~24~~		CL ~~3,39~~ 3,42	1933 9mo Lloyd's A&CP	Deutsche WerftAG Bet Finkenwrder Hamburg	Anglo-American OilCo.Ld. (R.A.Carder, Mgr.)	522·0 542·0(O.L.) aftB55'B40'F39' FK CellDBuE50'	70·3	38·7	London British 16BHptCem ptAsp 119t DTsf	Oil Engines 2S.C.DA 8Cy.23⅝"-35$\frac{7}{16}$" 1560NHP 4DB200lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg 53'2308tFPT290tAPT244t	38 ″ 9 s8 ″ 6½ 30 ″ 6½	
22183 214599 WTLJ	**D. M. Clemson** ssClv.No.4-2,42 ~~ssClv.No.3-9,34~~ Mchy.Aft 1Dk(Stl)&Web frames GyC. Longitudinal framing	7728 7462 6020	✠100A- For Service on the Great Lakes 2,42 ~~2,38~~ ~~BS3,41~~	Clv ✠LMC~~9,34~~ 2,42			1917 1mo	American S.B.Co. Lorain,O.	PittsburghSteamshipCo. CellDBuE&B55'2 side tanks479'872	580·0 F53' FK 30tf& in Hopper 4tFPT299tAPT59t	60·0	32·0	Duluth, Minn. Utd. States 3BH	T.3Cy.24½",41"&65"-42"(s) 180lb 414NHP 3SB,6cf,GS137,HS6405 FD AmericanSB.Co.LorainO.	32 ″ 0 s10 ″ 4 21 ″ 10¾	
22184 131048	**D. M. No. 8** TwinSc (exM.&F.No.8) 1Dk	1725 1501 1022					1906	Canadian Government Sorel,P.Q.	CanadianGovernment(Dept.of Transport)	264·0	45·8	18·3	Sorel,P.Q. British WB	T.6Cy.15",24"&39"-24" 74RHP Fleming&Ferguson,Psy.		
22185 203979	**D. O. Mills** Mchy.Aft D.F. GyC. 1Dk	6598 — 4850					1907	Gt.Lakes Eng.Works Ecorse,Mich.	InterlakeS.S.Co. (Pickands,Mather &Co. Mgrs.)	532·0 WB	58·2	32·0	Wilmgton (Del.) Utd. States	T.3Cy.24",37"&65"-42" 274NHP Gt.LakesEng.Wks.Detroit		R
22186 FOAT	**D'Artagnan** Ⓟ TwinSc 6Dks Ref.Mchy. D.F. Fitted for oil fuel	15105 — 9608					1924	Ch.&Atel. de laGironde Bordeaux	Soc.desServices Contractuelsdes MessageriesMaritimes	543·5 B310'F75'	65·0	41·4	Marseilles French WB	T6Cy.29$\frac{15}{16}$",49$\frac{9}{16}$"&84⅝"-53⅛" 1044NHP Ch.&Atel.de laGirondeBdx		V
22187 ~~FNMB~~	**D'Entrecasteaux** Ⓟ Ref.Mchy. D.F. 3Dks	7291 — 4501					1922	Forg.& Ch. de la Médit. Havre	~~ChargeursRéunis~~ Ministry of War Transport(City Line,Ld.Mgrs.)	417·8 B147'	55·3	34·5	~~Havre~~ ~~French~~ British WB	T.3Cy.27$\frac{9}{16}$",46"&76"-51$\frac{9}{16}$" 416NHP Forg.&Ch.de la Médit,Hav.		V
22188 YQSD	**Dacia** Ⓟ TwinSc 2Dks&Awng dk Fitted for oil fuel	3418 — 1364					1907	Atel.&Ch. de la Loire St.Nazaire	RoumanianState MaritimeService	356·9	41·9	27·5	Constanza Roumanian WB	T.6Cy.24⅜",38⅜"&64⅜"-39⅜" 525NHP Atel.&Ch.delaLoire,Nts.		V
22189 149657 GNMR	**Dafila** 2Dks	1940 1680 969					1927	D&W Henderson&CoLd Glasgow	British&ContinentalS.S.Co.Ld.	291·5	43·2	19·1	Liverpool British WB	T.3Cy.21",36"&59"-39" 217NHP D.&W.Henderson&Co.Ld.		C
22190 LCYT	**Dageid** TwinSc OilEng. Mchy.Aft 1Dk D.F. Cruiser Stern Carrying Petroleum in bulk	6361 5623 3782					1931	A/SAkers Mek.Værks. Oslo	A/S Ocean (JohnP.Pedersen &Sön, Mgrs.)	407·5 P220tH407tF58t	56·2	32·4	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP A/SAkersMek.Værks.Oslo		N
22191 143424 GCDQ	**Dagenham** ssShl.No.3-1,32 ssLon.No.2-41 ~~ssShl.No.1-35~~ Well deck 1Dk(Stl) Cargo battens not fitted	2178 1735 1260	✠100A1 ~~6,41~~ ~~6,39~~ 11,41 ~~Examined 6,41~~ ~~BS4,40~~	~~Shl~~ ~~Lon~~ Nwc 6,41 ✠LMC~~11,36~~	r	CL ~~6,39~~ N6,41	1919 9mo Lloyd's A&CP	Osbourne, Graham& Co.Ld. Sunderland	HudsonSS.Co.Ld. CellDB196'472t	280·0 P27'Q90'B52'F26' FK DTa38'95tFPT95t	40·5	18·5	London British 6BHptCem APT170t	T.3Cy.21",35"&58"-39" (s) 180lb 231NHP 2SB,6cf,GS118,HS3616 MacColl&Pollock,Ld.Sld.	20 ″ 9 s2 ″ 0¼ 18 ″ 11	
22192 LCXL	**Dagfred** TwinSc OilEng. D.F. 2Dks	4434 4005 2683					1930	Akers Mek.Værks. Oslo	A/S Ocean (JohnP.Pedersen &Sön, Mgrs.)	385·2 P84tH317tF28t	54·8	24·4	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 626NHP AkersMek.Værks.Oslo		N
22193 6670 SDPW	**Dagfrid** (exLionel) 1Dk	770 540 409					1921	Langesnd's MekVerkA/S Langesund	RederiA/B Ostersjön (A.Christensen, Mgr.)	181·1 Q67'B51'F19'	30·0	14·7	Trälleborg Swedish WB	T.3Cy.13½",22"&37½"-28" 75NHP LangesundsM.V.A/S		N
22194 165812 BCPP	**Daghestan** OilEng. D.F. E.S.D. Cruiser Stern For full particulars see No. 36110 in Supplement	7248 6787 5013	100A1 withfreeboard (Class Contemplated)				1941	Wm.Doxford&SonsLd Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. Mgrs.)	427·0	56·5	35·5	Newcastle British	Oil Engines 2S.C.SA 3Cy.23⅝"-91$\frac{1}{32}$" Wm.Doxford&Sons,Ld.Sld	38 ″ 1 s10 ″ 11 27 ″ 4¾	
22195 LOGU	**Daghild** TwinSc ssNNs.No.3-11,37 Mchy.Aft OilEng. D.F. 2Dks(Stl)&Web frames Cruiser Stern Longitudinal framing-bracketless system	9272 8445 5557	✠100A1 11,41 Examined 11,41 DBS11,41 ✠LMC7,37 ✠LMC(M)10,39 Carrying Petroleum in bulk	~~NYk~~ NYk	d†	CL 3,39	1927 12mo Lloyd's A&CP	Akt.Burmeistr&Wain Copenhagen	A/S Ocean (JohnP.Pedersen &Sön, Mgrs.) CellDBuE65'328tDT	471·8 P106'B30'F45' FK f43'584tFPT250t	64·2	35·0	Oslo Norwegian 16BHptCem 4 „ to2nddk APT165t	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	35 ″ 0	
22196 OHXU	**Dagmar** ssLie.3rdNo.3-4,35 ssLkr.No.1-39 D.F. 1Dk(Stl)&deep framing	2149 1721 1222	✠100A1 10,40 BS5,40 ✠LMC5,39 No later survey reported	Bal	s	OG 10,40	1900 6mo A&CP	Helsingörs Jernsk &Msk. Elsinore	RederiA/B Dagmar(A. Karlsson, Mgr.) CellDBa58'a&uE54'f1	301·7 288·2 Q16'B70'F36' FK 20'578tFPT58tAP	42·5	19·1	Mariehmn Finnish 5BHCem T44t	T.3Cy.20½",35"&57"-39" (s) 180lb 215NHP 2SB,6rf,GS76,HS3247 HelsingörsJernsk.&Mskb.	21 ″ 10 s3 ″ 2¾ 18 ″ 9	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expire. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
22197 167450 MPDD	**Dagmar** (*ex*Leonora) 1*Dk*	844 722 498	Examined LR 4,41 4,41 BS5,41(200lb)	Trn		OG 4,41	1922	N.V.Werf. Zeeland Hansweert	Ministry of War Transport (Wm. Robertson, *Mgr.*)	212·9 P41'Q37'B60'F21'	31·4	13·6	London British *WB*	T.3Cy.$14\frac{7}{16}$",22"&$35\frac{7}{8}$"-$23\frac{1}{2}$" N.V. Delftshaven 85NHP Machinefab.Rot.		G
22198 7135 SDQI	**Dagmar Bratt** (*ex*Kapela) *ss*Got.No.3-5,33 *ss*Got.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	*1424* *1144* *808*	✠100A1 3,41 BS3,42 ~~BS11,40~~ ✠LMC4,37	Hbg	*p*	OG ~~3,41~~ 3,42	1920 8mo *Lloyd*'s*AP*	Kockums M.V.Aktieb. Malmö	Ångf.A/BAdolf(A. Bratt&Co.*Mgrs.*) *Trunk dk between erections* *Cell1' b196' 364t FPT44t*	235·5 245·5(O.L.) P17'B64'F25' FK	37·7	16·5	Gothenbrg Swedish 4*BHCem* *APT59t*	T.3Cy.$18\frac{1}{8}$",$28\frac{3}{4}$"&$48\frac{3}{16}$"-$31\frac{1}{2}$" 185lb (*s*) 157NHP 2SB,4*cf*,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s1 ″ $8\frac{1}{2}$ 17 ″ $0\frac{1}{2}$	
22199 OYPQ	**Dagmar Clausen** (*ex*Brunla-36) *Mchy.Aft* 1*Dk*	677 — 366					1909	AkersMek. Værks. Oslo	C.Clausen	198·8 P68tH35tF16t	29·2	12·4	Odense Danish	T.3Cy.16",$25\frac{1}{2}$"&43"-30" 101NHP AkersMek.Værks.Oslo		V
22200 8199 SKLN	**Dagmar Salén** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*5001* *4328* *2852*	✠100A1 *with freeboard* ~~1,41 8,40~~10,41 ✠LMC9,37 *Carrying vegetable oil in DTs ER, & wing tanks in way of tunnel*	~~SFo~~ Shi	*b*†	CL 10,39	1937 9mo *Lloyd*'s*A&CP*	Öresunds-varvet Aktiebolag Landskrona	RederiA/B Pulp (SvenSalén,*Mgr.*) *CellDB328'1241t DTs inER,p66's28' 550t Tanks at sides of tunnel 635t*	442·2 453·7(O.L.) F40' FK	57·2	21·1	Stockholm Swedish 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	4 Oil Engines 2S.C.SA 24Cy.$13\frac{3}{8}$"-$22\frac{7}{16}$" with electro-magnetic slip couplings & SR gearing DB*85lb* 752NHP Atlas-DieselA/B,Skm. *FPT*110t*APT*44t	29 ″ 0 s 3 ″ $6\frac{1}{2}$ 25 ″ $6\frac{3}{4}$	
22201 OHYI	**Dagny** (*ex*Nordstjernan, *ex*Costante,*ex* Bellmore) Iron *ss*Ros.3rdNo.3-7,20 *ss*Mmo.No.2-29 *Well deck* 1*Dk*2*trB*	1115 — 597	✠ ... 1,30 ✠				1882 10mo	H.McIntyre&Co. Paisley	RederiA/BDagny (Arvid Abrahamsson)	243·2 241·3 Q116'B15'F31' FK	32·3	16·3 18·6	Mariehmn Finnish *WB*	C.2Cy.$26\frac{9}{16}$"&$52\frac{5}{8}$"-42" 135NHP Muir&Houston,Glasgow	17 ″ 6	V †
22202 7382 SDQM	— (*ex*Wawel,*ex*Karen,*ex*Hauk,*ex*Brisling, *ex*Helvitia,*ex*Natale) *Mchy.Aft* 1*Dk*	804 *690* *384*					$19\frac{06}{18}$	Soc.EsercizioBacini RivaTrigoso	RederiA/B Dagny (BrorAndrén)	185·1 H63tF26'	30·5	15·3	Säffle Swedish *WB*	T3Cy.$11\frac{13}{16}$",$18\frac{1}{2}$"&$29\frac{7}{8}$"-$21\frac{5}{8}$" 40NHP Soc.EsercizioBacini,Gen.		N
22203 LCLB	**Dagny I** (*ex*Kinderdijk) D.F. 1*Dk*	1392 1207 796					1916	L.Smit&Zoon Kinderdijk	D/S A/S DagnyI. (J.KjödeA/S)	239·5 P58tH60tF29t	36·2	16·7	Bergen Norwegian *WB*	T.3Cy.17",29"&46"-36" 127NHP L.Smit&Zoon.Kinderdijk		N
22204 113645 GRCY	**Dago** *Ref.Mchy.* D.F. 1*Dk*	1757 1392 1057					1902	CaledonSB&E.Co.Ld. Dundee	Ellerman'sWilson Line,Ld.	296·0 P175'F33' len09	37·2	17·4	Hull British *WB*	T.3Cy.20",33"&56"-39" 196NHP CaledonSB&E.Co.Ld.Dun.		C
22205 137052 GLJZ	**Dago II** (*ex*Dagö-40,*ex*Brodsworth, *ex*Elmpark) *ss*Lie.No.3-4,30 D.F. *ss*Abg.No.2-38 *Cargo battens not fitted* 1*Dk*(*Stl*)	1993 1802 1206	✠100A1 8,41~~1,41~~ BS1,41 ✠LMC2,38	~~Lon~~ Shl	*r*	CL ~~9,40~~ 8,41	1917 4mo *Lloyd*'s*A&CP*	Brys&Gylsen,Ld Glasgow	Ministry of War Transport (Harper,Hopps& Co.Ld.*Mgrs.*)*CellDB237' 567t FPT55t*	280·0 290·5(O.L.) P22'B68'F29' FK	41·8	19·2	London British 4*BHCem* *APT46t*	T.3Cy.21",35"&57"-36" (*r*) 180lb 228NHP 2SB,6*cf*,GS113,HS3734 Cooper&Greig,Ld.Dundee	20 ″ 9 s 2 ″ 11 18 ″ 1	
22206 149669 GNQX	**Dagomba** *ss*Ham.No.2-35 *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed'41*(*W.E.*)	3845 3089 2106	✠100A1 *with freeboard* 4,42~~5,41~~ Examined 4,42 ✠LMC CS9,36 DBS~~9,39~~9,41 9,36 *Carrying vegetable oil in deep tanks*	Liv	*x*	CL 9,39	1928 3mo *Lloyd*'s*A&CP*	A.McMillan&Son.Ld. Dumbarton	ElderDempster Lines,Ld. *CellDB292' 804t DT's a58'616t*	355·3 P37'F42' FK *onShelter dk* *FPT97tAPT100t*	49·2	22·4	Liverpool British 6*BHptCem* (*Coll to Sh dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	~~24 ″ 8~~ ~~s 2 ″ 2~~ ~~22 ″ 7~~ 33 ″ 5 s9 ″ $11\frac{1}{2}$ 23 ″ $7\frac{3}{4}$	
22207 LDGQ	**Dagrun** *OilEng.* D.F. 2*Dks*	4562 4027 2760					1928	Kockums M.V.Aktieb. Malmö	A/S Ocean (JohnP.Pedersen &Sön, *Mgrs.*)	381·9 P118tH320tF25t	54·0	24·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$27\frac{9}{16}$"-$55\frac{1}{8}$" 438NHP KockumsM.V.Akt.Malmö		N
22208 LJHL	**Dah Pu** Ⓟ (*ex*ClaraJebsen-36) Sub.Sig. 2*Dks*	1974 1772 1145					1922	Howaldtswerke Kiel	Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*)	270·7 P23'B70'F38'	38·9	21·0	Bergen Norwegian *WB*	T.3Cy.$20\frac{1}{16}$",$32\frac{1}{4}$"&$51\frac{3}{8}$"-$35\frac{3}{8}$" 160NHP Howaldtswerke,Kiel		G
22209 8463 SDZT	**Dahlia** 4Mst *Well deck* 1*Dk*	*1057* *764* *577*					1907	LindholmensV.A. Gothenburg	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*)	208·7 Q77'B50'F32'	33·6	13·6	Gothenbrg Swedish *WB*	T.3Cy.16",$26\frac{1}{2}$"&44"-30" 106NHP LindholmensV.A.Got.		V
22210 FNMC	**Dahomey** *Ref.Mchy* D.F. 2*Dks*	5851 — 3478					1921	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	393·6 P56'B134'F54'	55·9	29·0	Havre French *WB*	T3Cy.$25\frac{5}{8}$",$42\frac{1}{2}$"&70"-48" 340NHP Atel.&Ch.de la Loire,Nts.		V
22211 162384 GWMF	**Dahomian** (*ex*Themoni-33) *ss*Liv.No.2-37 D.F. E.S.D. 2*Dks*(*Stl*) *Longitudinal framing at bottom & at decks* *Tonnage opening closed'41*(*W.E.*)	5277 4991 3316	✠100A1 *with freeboard* 5,42 ✠LMC Examined 5,42 MS5,37 BS9,40	~~Lon~~ ~~Liv~~ Liv	*y*	CL ~~9,40~~ N7,41	1929 6mo *Lloyd*'s*A&CP*	Nthmblnd S.B.Co. (1927)Ld. Newcastle	UnitedAfricaCo. Ld. *CellDB332'1050t*	375·4 390·0(O.L.) F35' FK *FPT76tAPT135t*	53·0	32·1	Liverpool British 6*BHCem* (*Coll to Wdk* 5 „*2nd*„)	T.3Cy.25",$41\frac{13}{16}$"&70"-48"(*s*) 200lb 426NHP 3SB(Spt),9*cf*,GS167,HS7030 Richardsons,Westgarth& Co.Ld.Sld.	34 ″ 6 ~~s10 ″ 11~~ ~~28 ″ $9\frac{1}{4}$~~ s9 ″ 11 24 ″ $9\frac{1}{4}$	
22212 22676 JKLC	**Daian Maru No. 2** (*ex*Mikage MaruNo3,*ex*FukuiMaruNo3) 1*Dk*	1035 834 738					1918	Takemoto Chukichi Osaka	FujitaShinzo	195·5	31·5	18·0	Hutyu Japanese *WB*	T.3Cy.$13\frac{1}{4}$",$22\frac{1}{2}$"&$37\frac{1}{2}$"-28" 74NHP Fukushima Tekkosho,Osa.		
22213 19824 JHKB	**Daibosi Maru** (*ex*TaiseiMaru, *ex*Mintaro, *ex*Larnaca) *ss*N.S.W.No.2-97 1*Dk*(*Stl*) *Well deck* &*Web frames*	2388 — 1668	✠ 7,98 ✠	Syd	*s*		1889 4mo	Russell&Co. Greenock	HashiyaK.K. *CellDB256' 448t APT30t*	290·2 P30'Q86'B118'F31 BK10"	37·9	22·0	Hasidate Japanese 5*BHptAsp ptCem*	T.3Cy.$22\frac{1}{2}$",$35\frac{1}{2}$"&$58\frac{1}{2}$"-39" 251NHP 2SB,6*pf*,GS74,HS3452 J.Howden&Co.Glasgow	22 ″ 1	
22214 27871 JSNA	**Daibosi Maru No. 6** (*ex*Gracchus) *ss*Syd.No.2-10 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*ptStl*-teaks)	3925 3458 2408	✠ 5,13 ✠	Cal	*x*		1902 9mo	Palmers' Co.Ld. Newcastle	HashiyaK.K. *CellDBa 116' uE&B 48' f144'*	360·7 FK&BK$1\frac{3}{4}$' 849t*APT*21t	48·8	24·6	Takasago Japanese 6*BHCem*	T.3Cy.27",$45\frac{1}{2}$"&74"-48" 483NHP 3SB,9*cf*,GS151,HS6768 Palmers'Co.Ld.Newcastle	27 ″ 6	C †
22215 41175 JZUH	**Daido Maru** Ⓟ 2*Dks* *Cruiser Stern*	2962 2270 1726					1935	Uraga DockCo.Ld. Uraga	OsakaSyosenK.K.	297·7 P23'B97'F32'	45·0	23·8	Osaka Japanese *WB*	C.4Cy.(2)$11\frac{7}{16}$"&(2)$20\frac{1}{2}$"-$13\frac{3}{4}$"SRgeared&LP Turbine DR geared to Sc. Shaft 109NHP UragaDockCo.Ld.Uraga		
22216 32739 JUMB	**Daigen Maru** (*ex*Baccarat) *ss*Pld.No.1-27 1*Dk* *Fitted for oil fuel*	2221 1991 1318	✠ ... 12,28 ✠				1920 7mo	American S.B.Co. Cleveland,O.	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*)	251·8 P27'B64'F26' FK	43·6	22·0	Hutyu Japanese *WB*	T.3Cy.20",33"&54"-40" 267NHP AmericanS.B.Co.Clevelnd	24 ″ 2	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22217 32745 JUUB	**Daigen Maru No. 2** (*ex*Shoka Maru,*ex*Warawala, *ex*WarDance) 1*Dk*(*Stl*)	1999 1775 1162	✠ 9,20 ✠	Bom	*r*		1917 11mo	Pt.Arthur S.B.Co.Ld. PortArthur, Ont.	YamatoKisenK.K. (TaiyoKaiunK.K. *Mgrs.*) *CellD*	251·0 P27'B78'F27' FK B210' 581t *FPT*56t	43·8	21·6	Hutyu Japanese 4*BHCem* *APT*81t	T.3Cy.20",33"&54"-40" 256NHP 2SB,6*cf*,GS126,HS4626 Pt.ArthurS.B.Co.Ld.Pt.A	22 ″ 0	C †
22218 31734 JHJB	**Daigen Maru No. 3** (*ex*Hasshu Maru,*ex*GeorgiaC., *ex*Georgia) *ss*Kob.No.3-7,26 *ss*Kob.No.3-3,37 1*Dk*(*Stl*)&*Spar dk*(*Stl-ptws*) &*deep framing*	5256 4462 4042	✠ ... 17,41 *Spar dk* 12,39 ✠~~LMC12,39~~	Kob	*z*	CL 12,39	1908 9mo *Lloyd's A&CP*	Russell& Co. Pt.Glasgow	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*) *CellDBa*134'*u*	400·0 P78'B120'F41' FK *E&B*43'*f* 171' 1264t	52·0	18·9 27·3	Hutyu Japanese 6*BHCem* *APT*35t	T.3Cy.27¾",44"&73"-48" (*s*) 180lb 502NHP 3SB,9*cf*,GS173,HS7305 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0 ~~s5 ″ 7¼~~ ~~24 ″ 7¼~~	
22219 40631 JZGH	**Daigen Maru No. 6** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	510 — 243					1935	Namura ZosenshoK.K Osaka	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*)	160·0 P&B59'F19'	28·0	13·5	Osaka Japanese	Oil Engines 2S.C.SA 4Cy.20½"-23⅝" 295NHP NipponHatsudokiKK.Kob		
22220 44016 JSTL	**Daigen Maru No. 7**	1290 — 708					1937	Namura,G. Shipbldg.Yd. Osaka	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*)	219·3	35·8	18·5	Osaka Japanese	T.3Cy.16¾",27½"&46½"-36" 130NHP Namura,G.S.B.Yard,Osa.		
22221	**Daigen Maru No. 8** *Mchy.Aft*	1300 — —					1938	Namura Shipyd.Cc.Ld Osaka	NittoKogyoKisen K.K.	224·4	35·8	19·0	Japanese	T.3Cy.17{⅜",26{⅝"&45{⅛"-36" 126NHP NamuraShipydCoLdOsaka		
22222 15183 JPME	**Daihakuzan Maru** K (*ex*FukutomiMaruNo.2) 1*Dk*	474 433 262				*R'blt*15	1911	MitsuBishi Dkyd&EWks Nagasaki	NipponSuisanK.K.	163·0 F21'	22·4	16·6	Nishino-miya Japanese	T.3Cy.12",20"&33"-24" 53NHP MitsuBishiD&EWks.Nag		
22223 28533 JTKB	**Daiho Maru No. 3** (*ex*Hiyodori Maru-34,*ex*Polcrest,*ex*HeinzBlumberg, *ex*ElsezumBach) *ss*Cff.No.3-12,20 *ss*Nag.No.1-26 1*Dk*&*Shelter dk*	1868 1682 1320	... 7,27				1906	Schiffsw.v. HenryKoch Lübeck	HongoKisenK.K.	251·0 B26'*on Shelter dk* FK *WB*	37·2	22·2	Nishino-miya Japanese	T.3Cy.17⅛",28¾"&46"-32½" 142NHP J.F.Ahrens,Altona	24 ″ 5	C †
22224 32315 JIJB	**DaihukuMaru** (*ex*DaifukuMaru-38, *ex*Gonzaga,*ex*Luna) *ss*Gen.No.3-3,20 *ss*Gen.No.1-24 1*Dk*&*deep framing*	3194 2570 2256	✠ ... 11,26 ✠				1907 12mo	ClydeS.B. &E.Co.Ld. PortGlasgow	Daihuku-Kisen K.K.	315·1 P37'B94'F31' FK	46·5	21·0	Hutyu Japanese *WB*	T.3Cy.23",38"&61"-42" 269NHP ClydeS.B.&E.Co.Ld.P.Gl.	23 ″ 4	C †
22225 33794 JDWE	**Daikoku Maru** 1*Dk*	598 586 238					1928	Uraga DockK.K. Yokohama	Shinanogawa KaijoSeiri Timusho	175·0	35·0	13·0	Niigata Japanese	C.2Cy.		
22226 30536 JAQC	**Daikokuten Maru** Ⓟ 1*Dk*	648 516 341					1927	KobeSteel Works,Ld. Harima	IinoKisenK.K.	170·0 P17'B46'F25'	28·0	15·5	Kobe Japanese *WB*	T.3Cy.13",20⅝"&33½"-24" 54NHP OkanishiDengyo,Osaka		
22227 13189 JPCE	**Daikokuzan Maru** 1*Dk*	688 636 410					1911	Mitsubishi Zosensho Nagasaki	TakarabeShoten K.K.	188·3	26·5	18·0	Shimo-noseki Japanese	T.3Cy.12",20"&33"-24" Mitsubishi 53NHP Zosensho,Nagasaki		
22228 26773 JCQB	**Daikyu Maru** Ⓟ	1518 1256 892					1920	Nagata Sanjuro Osaka	ToaKaiunK.K.	250·0 P28'B54'F36'	35·0	21·0	Osaka Japanese *WB*	T.3Cy.18½",30½"&51½"-33" 151NHP NagataSanjuro,Osaka		
22229 28537 JCVA	**Dainiti Maru** (*ex*DainichiMaru-38, *ex*IbukisanMaru-35) *ss*Kob.No.3-10,32 *ss*Kob.No.1-37 D.F. 2*Dks*(*Stl*)& *Awng dk*(*Stl*)	5813 5514 4057	✠100A1 *Awng dk withfreeboard* 10,40 ✠LMC10,40 *Fitted for oil fuel* 4,22	Smk	*y*	CL 4,40 *F.P. above* 150° F.	1922 1mo	MitsuiBussanKaisha Ld TamaDkyd. A&CP	ItayaSyosenK.K. *CellDB*323'986t *DTa*28'62	385·0 FK 5t *FPT*119t *APT*68t *Cell*	51·0	36·0	Kobe Japanese *pt Cem* *BH to Awdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" (*s*) 200lb 488NHP 3SB,9*cf*,GS165,HS6836 FD MitsuiBussanKaisha,Ld. TamaDockyard,Uno	36 ″ 1 s9 ″ 1¾ 27 ″ 1	
22230 937 JGAB	**Dairen Maru** Ⓟ TwinSc *CruiserStern* 2*Dks*	3748 3035 2021					1925	Mitsubishi ZosenKaisha, Ld. Kobe	DairenKisenK.K.	360·0 B36'F41'	46·0	28·5	Dairen Japanese *WB*	4SteamTurbinesSRgeared to2Sc.Shafts MitsubishiZosenKaisha,Ld		
22231 21752 JJZF	**Dairyu Maru No. 2** Wood 1*Dk*	302 258 178					1917	Hirata Tameji Misato	TazakaZenshiro	129·1	23·8	13·4	Nagahama Japanese	C.2Cy.14⅜"&26⅛"-15" 22NHP OsakaIronWorks,Osaka		
22232 47590 JSWO	**Daisin Maru** (*ex*Nordhav-41, *ex*Capsa, *ex*WarKhan) *ss*Sng.No.3-6,31 *ss*Yka.No.1-34 *Longitudinal framing* 1*Dk*(*Stl*)2*trB*&*Web frames* *Fitted for oil fuel* *Carrying oil fuel in bulk*	5878 — 4323	✠ 2,41 ✠	Sng	*z*		1919 3mo	Sir J.Laing &Sons,Ld. Sunderland	OiwaTokuziro	400·0 P50'B121'F39' FK *Middle lineBulkhead* *CellDBuE&B*59'	52·4	28·5	Kobe Japanese 11*BHptCem* *not oil-tight* 251t *f*50'67t	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS189,HS7668 G.Clark,Ld.Sunderland	31 ″ 0	
22233 9742 JKHE	— Ⓟ 2*Dks*	1307 1116 748					1905	MitsuBishi Dkyd&EWks Nagasaki	OsakaSyosen K.K.	228·0 P53'B67'F32'	34·0	16·6	Osaka Japanese *WB*	T.3Cy.15½",25¾"&42½"-30" 98NHP MitsuBishiD&E.Wks.Nag		
22234	— *OilEng* *Cruiser Stern*	300 — —					1937	Urabe Zosen Tekko-sho Osaka	OsumiDenfun KogyoK.K.	120·0	23·5	11·5	Kago-shima Japanese	Oil Engines 4S.C.SA 6Cy.10⅝"-15¾" 66NHP HanshinIronWorks,Kobe		
22235 23562 JRCE	**Daisin Maru No. 1** 1*Dk*	1307 1084 745					1918	Osaka YogyoK.K Osaka	DaisinKisenK.K.	228·0 *WB*	33·0	18·7	Amaga-saki Japanese	T.3Cy.14½",24½"&40½"-30" 90NHP HirotaniSeikosho,Osaka		
22236 22664 JILC	**Daisin Maru No. 2** (*ex*ShinkoMaru-37) Wireless 1*Dk*	1147 973 665					1918	Chitose Shipyard Osaka	DaisinKisenK.K.	224·5 P15'B50'F31'	33·0	17·6	Kobe Japanese	T.3Cy.14½",24$\frac{1}{16}$"&39"-28" Takahashi 81NHP Tekkosho,Osaka		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. No. du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou cote, si ce n'est dans le L.R. Durée.Cert.B.ofTrade
22237 7571 SDQR	**Daisy** (*ex*Stokesley) **Iron** *ss*Ant.4thNo.3-4,29 *ss*Got.No.2-37 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1027 815 573	✠100A1 7,41 ~~1,40~~ ~~MBS1,40~~ ~~BS11,38~~ ✠LMC~~7,37~~6,41	Sbg Mmo	*n*	~~1,40~~ 7,41	1883 2mo	R.Craggs&Sons Middlesbro' A&CP	RederiA/B"Alicia" (H.Bratt,*Mgr*.) *CellD*	225·1 233·7(O.L.) Q88'B60'F28' BK8' *B*196'293*tFPT*40*t*	32·0	13·5	Gothenbrg Swedish 4*BHCem* *APT*48*t*	C.2Cy.26"&48½"-36" (*b* 80lb 80*lb* NDB98 110NH 1SB,3*pf*,GS48,HS1734 Westgarth,English&Co. Mdb.	16 ″ 0 s1 ″ 3 15 ″ 5	
22238 209439 KJHG	**Daisy Gadsby** **Wood** 1*Dk* *Fitted for oil fuel*	818 — 478					1911	Matthews S.B.Co. H'quiamWsh	F.Linderman	189·5	41·1	14·3	S.Frncisco Utd.States	T.3Cy.13½",22"&36"-24" UnitedEng.Wks. 64NHP Alameda,Cal.		
22239 222719 KJHH	**Daisy Gray** **Wood3Mst** 1*Dk* *Fitted for oil fuel*	1187 — 655					1922	Matthews S.B.Co. Portland,Or	S.S.Freeman	216·2	43·3	15·5	S.Frncisco Utd.States	T.3Cy.15",24"&43"-24" UnitedEng.Wks. 91NHP Alameda,Cal.		
22240 136795 GYDB	**Daisy Moller** (*ex*Wilfred-34, *ex*Huntscape,*ex*Pindos) 2*Dks*	4087 3841 3061					1911	Bremer Vulkan Vegesack	MollerLine,Ld. (Mollers'Ld. *Mgrs*.)	337·6 H126*t*F45*t*	48·2	29·2	Shanghai British *WB*	T.3Cy.23⅝",$38\frac{3}{16}$"&62"-$41\frac{5}{16}$" 245NHP BremerVulkan,Vegesack		C
22241 21209 JKAC	**Daisyō Maru** (*ex*DaishoMaru-38, *ex*KaijoMaru-34) 1*Dk*	1518 — 886					1918	Yokohama DockCo.Ld. Yokohama	SettuSyosen K.K. (OsakaSyosenK.K. *Mgrs*.)	240·0 P24'B46'F30' *WB*	33·5	22·5	Nishino-miya Japanese	T.3Cy.15½",25½"&42"-30" 97NHP YokohamaDockCo.Ld.		
22242 33211 JBCC	**Daisyu Maru** (*ex*DaishuMaru-38, *ex*Sunbank) *ss*Sld.No.2-27 1*Dk*	3322 2862 2050	✠ … 4,28				1919 10mo	Burntislnd S.B.Co.Ld. Burntisland	Daihuku KisenK.K	331·6 P32'B99'F29' FK	46·7	24·8	Hutyu Japanese *WB*	T.3Cy.25",41"&68"-45" 398NHP Douglas&Grant,Ld. Kirkcaldy	27 ″ 0	C †
22243 9677 JKGE	**Daiti Maru** Ⓟ (*ex*DaichiMaru-38) 2*Dks*	1280 1073 725					1905	Osaka IronWorks Osaka	OsakaSyosenK.K.	228·0	34·0	19·5	Osaka Japanese *WB*	T.3Cy.15½",25½"&42½"-30" 99NHP OsakaIronWorks,Osaka		
22244 24074 JTTH	**Daito Maru** Ⓟ	1233 1028 739					1918	HarimaCo. Harima	Amagasaki Kisenbu GomeiKaisha	228·0 *WB*	33·0	18·7	Aioi Japanese	T.3Cy.15½",26"&42½"-32" 102NHP TanakaEng.Works,Osaka		
22245 30455 JOFH	**Daitoku Maru** 1*Dk*	1135 966 739					1917	Tochigi ShojiK.K. Yawata	IwataShoten GoshiKaishi	209·3 P8'B51'F23'	31·0	19·0	Sasebo Japanese	T.3Cy.		
22246 7836 JOIB	**Daiya Maru** (*ex*Dai-yaMaru-38) *ss*Nag.No.3-4,12 *ss*Nag.No.2-20 1*Dk*2*trB*&*Web frames* *Cruiser Stern*	2760 2563 1680	✠ … 8,24 ✠				1902 6mo	MitsuBishi Dkyd&EWks Nagasaki	SyowaKigyoGosi Kaisya	332·1 P16'F31' FK	41·3	22·2	Tokyo Japanese *WB*	Q.4Cy.20½",29",42"&60"-45" 278NH MitsuBishiD.&E.WksNag	25 ″ 1	
22247 22944 JJGC	**Daizyu Maru** (*ex*DaijuMaru-38) 1*Dk*	1279 984 852					1918	Y'maguchi Shinichi Osaka	OiyeZenroku	217·0 *Wb*	32·0	18·9	Hutyu Japanese	T.3Cy.14",23"&38"-27" 75NHP MiharaZosensho,Osaka		
22248 26933 JKWD	**Dakar Maru** *ss*Yka.No.3-11,35 *ss*Kob.No.1-40 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	7170 6706 4384	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~5,40~~ BS5,41 ✠LMC5,40	~~Kob~~ Yka	*a*†	CL ~~1,38~~ 5,41	1920 3mo	MitsuBishi ZosenKaisha Nagasaki A&CP	NipponYusenK.K. *CellDB*358'1075*t DTa*28'1077*tFPT*108*tAPT*95*t*	420·0 *FonShelterdk*47' FK	56·0	38·5	Tokyo Japanese *Cem* 6*BHtoShdk* 2 ″ ″ *U* ″	T.3Cy.28",47"&79"-51" (*s*) 200lb 574NH 3SB.9*cf*.GS192,HS7726 F1 MitsuBishiZosenKaisha	38 ″ 6 s10 ″ 4½ 28 ″ 4	
22249 210753 WACD	**Dakotan** *ss*S.Fo.2ndNo.3-7,30 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in No.*1*hold*&*Web frames* *Fitted for oil fuel* D.F. *Longitudinal framing*	5220 4747 3154	✠ … 2,35 ✠	SFo	*a*†		1912 11mo	Maryland SteelCo. Sparro'PtMd	American-HawaiianS.S.Co. *Intermediate'tween dkBHin Coll No.*2 *hold dispensed with* *CellDBa*122'*u E*&*B*54' *f*166'1234*t DTf*30'866*t FPT*125*tAPT*52*t*	407·7 28·1 FK	53·7	36·1	NewYork Utd.States *Cem* *BHtoShdk* 5 ″ ″ *U* ″ 1 ″ ″ 2*nd* ″ *only*	Q4Cy.25½",37",53½"&78"-54 666NH 3SB,12*cf*,GS205,HS9519 MarylandStl.Co.Sparr'.Pt	39 ″ 6	R †
22250 145910 GFNB	**Dakotian** *ss*Grk.No.3-1,35 *ss*Sws.No.1-39 D.F. E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6426 6052 4065	✠100A1 *Shelter dk* *withfreeboard* 9,40 ✠LMC MS10,39 BS2,40 *Carrying vegetable oil in forward deep tank*	Mtl	*z*	CL 12,39	1922 1 mo	D&WHendersn&Co.Ld. Glasgow *Lloyd's* A&CP	DonaldsonLine,Ld. (DonaldsonBros. &Black,Ld.*Mgrs*.) *CellDB*340'963*t DTa*26' 670*t FPT*13*tAPT*30*t*	400·4 413·4(O.L.) *B*143'*onShelter dk* FK&BK2"	52·5	35·0	Liverpool British *ptCem* 6*BHtoShdk* 1 ″ ″ *U* ″	Q.4Cy.23½",34",49"&70"-51" 215lb (*s*) 626NH 4SB,12*cf*.GS240,HS9791 F1 D&W.Hendersn&CoLdGlw	37 ″ 7 s8 ″ 8½ 29 ″ 2	
22251 DHER	**Dalälfven** (*ex*Grimm,*ex*Daläfven, *ex*Steinbeis) 1*Dk*	1439 1174 879					1911	Howaldtswerke Kiel	Aug.Bolten Wm.Miller'sNchf.	240·6 87'B60'F27'	36·1	17·1	Hamburg German *Wb*	C.3Cy.18⅛"&(2)26¾"-29½" 65NHP Howaldtswerke,Kiel		V
22252 7976 SKUI	**Dalanäs** (*ex*Hulda-40,*ex*Dalanäs-40) *OilEng.* *Mchy.Aft* *ss*Skm.No.1-39 *CruiserStern* 1*Dk* *Strengthened for navigation in ice*	*462* *350* *219*	✠100A1 3,41 ✠LMC CS6,39 12,37 *Carrying Petroleum in bulk*	Skm	*g*	OG N4,40	1934 11mo	NyaVarvsaktb.Öresund Landskrona *Lloyd's* A&CP	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr*.)	155·6 P40'F25' FK	27·2	12·3	Stockholm Swedish 11*BH* *APT*16*t*	Oil Engines 2S.C.SA 6Cy.$9\frac{13}{16}$"-$16\frac{9}{16}$" 102NHP Reversiblepropeller Atlas-DieselA/B,Skm.	12 ″ 3 s1 ″ 0½ 11 ″ 3½	
22253 DKAM	**Dalbek** D.F. E.S.D. 1*Dk* *CruiserStern* *Strengthened for navigation in ice*	2819 2429 1592	✠ 7,39 ✠	Sch	*u*		1939 6mo	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl. *Intermediate BH in forward hold dispensed with* *CellDB*248*t*801*t FPT*68*t APT*71*t*	325·7 345·3(O.L.) P17'B&F304' UpperF33' FK	48·2	19·1	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)$20\frac{1}{16}$"&(2)$43\frac{5}{16}$"-$43\frac{5}{16}$" 352NH HS4926 2SB(Spt),6*cf*,GS121, Rheinmetall-BorsigA.G. BerlinTegel	21 ″ 2	
22254 161546 GBMQ	**Dalcross** *ss*Bkn.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *Tonnage opening closed* '41 (*W.L.*)	4557 4247 2799	✠100A1 *withfreeboard* ~~5,41~~ ~~10,40~~1,42 ~~BS1,40~~ 2,41 ✠LMC12,37	~~Bkn~~ ~~NYk~~ Mdb	*z*	CL 10,40	1930 1mo	Scott'sS.B.&E.Co.Ld. Greenock *Lloyd's* A&CP	UnitedSteamNav. Co.Ld.(Mungo. Campbell&Co.Ld. *Mgrs*.) (*CollBHtoShelterdk*5*BHto*2*nd dk*) *CellDBa*&*uE*148' *f*176'1065*tDTa*25' 904*t FPT*82*t APT*42*t*	406·5 420·0(O.L.) FK	54·1	24·8	Newcastle British 6*BHCem*	Q.4Cy.21½",31",45"&65"-48" 250lb (*r*) 457NHP 3SB(Spt),9*cf*,GS127, FD HS6300 Scott'sS.B.&E.Co.Ld.Grk.	35 ″ 0 s9 ″ 10 25 ″ 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22255 161550 GSDW	**Dalcroy** ssShl.No.2-38 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed '41*(*W.E.*)	4558 4247 2801	✠100A1 *withfreeboard* 3,42 ~~4,41~~ BS~~4,41~~ ✠LMC1,38 3,42	~~Shl~~ BAs	*z*	CL, 7,40	1930 3mo	Scott'sS.B. &E.Co.Ld. Greenock Lloyd'sA&CP	UnitedSteamNav. Co.Ld.(Mungo, Campbell&Co.Ld. *Mgrs.*) *CellDB*346' 1065*tDTa*	406·5|54·1|24·8 FK (*CollBH to S dk* 5*B* 25'904*t APT*42*tFP*	Newcastle British 6*BHCem* *Hto*2 *nd dk*) *T*82*t*	Q.4Cy.21½",31",45"&65"-48" 250lb (*r*) 457NH 3SB(Spt),9*cf*,GS128, FD HS6300 Scott'sS.B.&E.Co.Ld.Grk.	~~27 " 3~~ ~~s 3 " 0¼~~ ~~24 " 4~~ 35 " 0 s 9 " 10 25 " 4	
22256 161935 GRMK	**Daldorch** ssBkn.No.2-38 D.F. E.S.D. 2*Dks*(*Stl*)	5571 5232 3512	✠100A1 2,41 BS~~2,41~~ ✠LMC11,38 1,42	Hul	*z*	CL 12,38	1930 10mo	W.Beard- more&Co.Ld. Dalmuir Lloyd'sA&CP	British&Burmese SteamNav.Co.Ld. (P.Henderson&Co. *Mgrs.*) *Intermed* *in after* *CellD*	407·8|55·2|28·7 420·8(O.L.) P38'B124'F43' FK *iate 'tween dk BH* *hold dispensed with* *B*346'1251*tDTa*35'	Glasgow British *Cem* (5*BHtoUdk* 1 ,, 2*nd* ,,) 917*tAPT*36*t*	T.3Cy.25½",42"&68"-48"& L.P.Turbine with DR gear- ing & hydraulic coupling 200lb (*s*) 522NHP 3SB,9*cf*,GS154,HS6570 FD W.Beardmore&Co.Ld.	31 " 0 s 5 " 11 25 " 3	
22257 161316 GQKP	**Daleby** (*ex*KittyTaylor-34) ssShl.No.2-38 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4640 4341 2785	✠100A1 *withfreeboard* ~~5,41~~10,41 ~~BS1,40~~ ✠LMC1,38 BS~~4,41~~6,42	~~Mob~~ Bal	*z*	CL N12,40	1929 11mo	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle Lloyd'sA&CP	RopnerShipping Co.Ld. *CellDB*338'1117*t*	395·1|53·8|25·7 F37' FK *FPT*125*tAPT*249*t*	W.Hartlpl British 6*BHCem* (*ColltoShdk* 5 ,, 2*nd*,,)	T.3Cy.25½",43"&72"-48" (*s*) 180lb 419NH 3SB~~(Spt)~~9*cf*,GS192,HS6870 Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	28 " 3 s3 " 2½ 25 " 2½	
22258 140565 MJBF	**Dalegarth Force** 3Mst (*ex*Croxteth) ssShl.No.3-12,29 ssBkn.No.2-38 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	825 567 393	✠100A1 ~~2,42~~5,41 ~~12,41~~ 4,42 BS5,41 ✠LMC1,38	Shl	*k*	CL, ~~7,40~~ 2,42	1918 3mo	JFullerton &Co. Paisley Lloyd'sA&CP	WestCoastShppg. Co.Ld.(W.S.Ken- naugh&Co. *Mgrs.*) *CellDBf*114'171*tFPT*	195·0|31·2|11·8 201·6(O.L.) Q109'B13 F26' FK	Whitehvn British 3*BHCem* 60*tAPT*38*t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 95RHP 1SB.3*pf*,GS59,HS2187 Ross&Duncan,Glasgow	14 " 0 s 4 " 6 13 " 7¾	
22259 146548 GJKZ	**Dalemoor** ssShl.No.3-1,35 ssBly.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5835 5577 3631	✠100A1 *Shelter dk* *withfreeboard* 11,41~~4,41~~ BS11,41 ~~BS6,40~~ ✠LMC4,39	~~Hul~~ Lth	*y*	CL ~~3,39~~ 7,41	1922 3mo	Nthmblnd S.B.Co.Ld Newcastle Lloyd'sA&CP	MoorLine.Ld. (RuncimanShip- pingCo.Ld.*Mgrs.*) *CellDBa*140'*uE*23'*f*	399·9|52·9|32·8 414·7(O.L.) F38'*onShelter* FK *dk Collision* 166'1190*tAPT*110*t*	London British *Cem* *BHto Sh dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&75"-51" (*s*) 180lb 568NHP 3SB(2Spt),9*cf*,GS194, FD HS8478 NEMarineEngCo.LdNwc.	35 " 5 s 9 " 4½ 26 " 4	
22260 166295 GLWW	**Dalesman** 2*Dks* *CruiserStern*	6343 5848 3883	✠100A1 7,40 ✠LMC7,40	PGl	*b*†	CL	1940 7mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellDB*374'1235*t*	445·1|56·5|29·6 459·6(O.L.) P47'B144'F43' FK *DTa*34'732*tFPT*71	Liverpool British 7*BHCem* *tAPT*62*t*	T.3Cy.29",47"&81"-54"& LPturbine withDRgearing &hydraulic coupling 215lb (*r*) 867NHP 2DB(Spt)&1SB(Spt),15*cf*. GS345,HS13205 D.Rowan&Co.Ld.Gls.	32 " 2 s 6 " 6¾ 25 " 9½	
22261 162534 GLNQ	**Dalewood** ssSld.No.2-39 *Mchy.Aft* D.F. *Well dk* 1*Dk*(*Stl*) *Cargo battens not fitted*	2774 2117 1561	✠100A1 3,42~~12,39~~7,41 ✠NE3,42 ✠LMC3,42 ✠NB(Stbd)*made'41refitted*3,42	~~Sld~~ Hpl	*l*	CL N2,42	1931 2mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	W.France,Fenwick &Co.Ld. *CellDB*250'626*tM*	306·0|44·0|19·3 Q177'F35' FK *T*8' 285*t FPT*211*t*	London British 6*BHCem* *APT*44*t*	T.3Cy.20",31"&~~85~~"-39" (*s*) 200lb FD 55" 251NHP 2SB(Spt)6*cf*,GS75,HS3465 N.E.MarineEng.Co.(1938) Ld.Sld.	21 " 6 s 7 " 1½ 19 " 3¾	
22262 LCAL	**Dalfonn** TwinSc *OilEng.* *Mchy.Aft* D.F. ssFal.No.2-36 *CruiserStern* 1*Dk*(*Stl*) *CarryingPetroleum in bulk*	9860 9090 5849	✠100A1 7,41 Examined 7,41 ✠LMC CS8,37 DBS12,40 11,39	~~Liv~~ Bom	*e*†	CL 12,39	1928 12mo	Eriksbergs M.V.Aktieb Gothenburg Lloyd'sA&CP	Skibsaktieselsk Dalfonn(Sigval Bergesen) *Cell DBuE*95'226*tDT*	475·0|64·2|37·5 P107'F43' FK *f*32'555*tFPT*222*t*	Stavanger Norwegian 16*BHptCem* *ptAsp* *APT*242*t*	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 708NH 2DB150lb EriksbergM.V.Aktieb.Got	37 " 0	
22263 161554 GDYF	**Dalfram** ssRot.No.2-38 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnageopening closed'41*(*W.E.*)	4558 4247 2802	✠100A1 *withfreeboard* ~~5,41~~5,40 12,41 BS~~5,40~~ ✠LMC6,38 2,41	~~Bkn~~ ~~NYk~~ Shl	*z*	CL 5,40	1930 4mo	Scotts'S.B. &Eng.Co.Ld. Greenock Lloyd'sA&CP	UnitedSteamNav. Co.Ld.(Mungo, Campbell&Co.Ld. *Mgrs.*) *CellDB*346'1065*tD*	406·5|54·1|24·8 FK *FPT*82*t*(*Ta*25'904*tAPT*42*t*	Newcastle British 6*BHCem* *Coll to Sh dk* 5 ,,2*nd*,,)	Q.4Cy.21½",31",45"&65"-48" 250lb (*r*) 457NH 3SB(Spt),9*cf*,GS128, FD HS6300 Scotts'S.B.&E.Co.Ld.Grk.	35 " 0 s9 " 10 25 " 4	
22264 147851 GFTQ	**Dalgoma** TwinSc ssGls.No.1-41 *OilEng.* *CruiserStern* ssMdb.No.3-4,36 E.S.D. 2*Dks*(*Stl-U* teaks)	5953 5373 3571	✠100A1 9.41 ~~10,40~~ ✠LMC CS~~8,35~~ 2,42 DBS4,41 ~~7,36~~1,41	~~Bom~~ Gls	*a*†	CL 4,39	1923 6mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. *CellD*	430·0|54·7|29·7 P46'B102'F52' FK *B*364'1226*tFPT*64*t*	Glasgow British 8*BHptCem* *APT*93*t*	Oil Engines 2S.C.SA 8Cy.26¾"-43 5/16" 998NH DB100lb A.Stephen&Sons,Ld.Gls.	32 " 5 s 7 " 2½ 25 " 8	
22265 161930 GRLZ	**Dalhanna** ssBry.No.2-38 D.F. E.S.D. 2*Dks*(*Stl*)	5571 5232 3512	✠100A1 12,41~~3,41~~ ✠LMC MS2,38 BS~~12,40~~ 12,41	~~Bkn~~ Lon	*z*	CL 2,38	1930 8mo	W.Beard- more&Co.Ld Dalmuir Lloyd'sA&CP	British&Burmese SteamNav.Co.Ld. (P.Henderson&Co. *Mgrs.*) *Intermedi* *in after* *CellDB*346'1251*tD*	407·8|55·2|28·7 P38'B124'F43' FK *ate tween deck BH* *hold dispensed with* *Ta*35'917*tAPT*36*t*	Glasgow British *Cem* 5*BHto Udk* 1 ,, ,,2*nd*,,	T.3Cy.25½",42"&68"-48"& LP Turbine with DR gear- ing & hydraulic coupling 200lb (*s*) 522NHP 3SB,9*cf*,GS154,HS6570 FD W.Beardmore&Co.Ld.	31 " 0 s 5 " 11 25 " 3	
22266 7762 SITN	**Dalhem** *OilEng.* ssBal.No.2-41 ~~ssGot.No.1-36~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Strengthened for Navigation in Ice*	2992 2675 1646	✠100A1 *withfreeboard* ~~4,41~~5,40 2,42 ✠LMC CS~~5,36~~ 4,41 DBS~~8,40~~4,41 10,38	~~NNs~~ ~~Bal~~ NYk	*v*	CL ~~7,39~~ 4,41	1931 8mo	Eriksbergs M.V.Aktieb. Gothenburg Lloyd'sA&CP	Rederiaktiebo- lagetVolo (G.Myrsten,*Mgr.*) *CellDB*284'847*tFF*	341·9|48·9|20·6 333·0 FK *T*110*tAPT*166*t* *Collision B*	Slite Swedish 6*BHptCem* *including* *Hto 2nd dk*	Oil Engines 4S.C.SA 6Cy.24 13/16"-51 3/16" 355NHP DB80lb EriksbergM.V.Aktieb.Got	23 " 3 s 1 " 8 21 " 8¾	
22267 168039 GNLK	**Dalhousie** 4Mst *OilEng.* D.F. 2*Dks* *CruiserStern* *Butts of Weather deck stringer plating* *elec. welded*	7072 6603 5297	✠100A1 *withfreeboard* ~~7,41~~~~2,41~~ 3,42 ✠LMC11,40	~~Vcr~~ Gls	*a*† 2	CL 2,42	1940 11mo	Burntislnd S.B.CoLd. Burntisland Lloyd'sA&CP	DalhousieSteam &MotorshipCo.Ld *'tween dk BHs* (*except Coll* *CellDB*	415·0|56·5|35·8 431·5(O.L.) F33' FK *BH*) *dispensed with* 351'1217*tMT*30'123	London British 7*BH* (*Coll to W dk* 6 ,,2*nd* ,,) 2*t FPT* 142*t*	Oil Engines 2S.C SA 3Cy.23⅝"-91 5/16" 516NHP 2DB120lb Wm.Doxford&Sons,Ld.Sld *APT*202*t*	38 " 3 s 11 " 5¾ 27 " 0	
22268 130312 VGYQ	**Dalhousie City** Ⓟ 2*Dks*	1256 977 752					1911	Collingw'd S.B.Co.Ld Collingwood	DalhousieNavCo. Ld.	199·8|37·0|20·7	Toronto British *WB*	T.3Cy.18",29"&48"-30" 126NHP CollingwoodS.B.Co		
22269 150215 ZSDV	**Dalia** ssSyd.No.2-38 E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5188 4662 3219	✠100A1 *withfreeboard* 12,41~~1,41~~ BS~~7,40~~ ✠LMC6,38 7,41	PNl	*a*†	CL ~~1,41~~ 12,41	1931 2mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP *Intermediate*	UnionGovt.ofS. Africa(Railways& HarboursAdminis- tration.Durban) *'tween dkBH in aft* *CellDB*351'	408·0|55·0|25·8 421·0 (O.L.) F26' FK *Coll* *er hold* *dispensed with* 1067*tDTa*35'907*tA*	Durban British *Cem* *BH to Sh dk* 4 ,, ,, 2*nd* ,, 1 ,, ,, 3*rd* ,, *PT*223*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 506NH 3SB,9*cf*,GS190,HS7401 FD D.Rowan&Co.Ld.Gls.	28 " 3 s 3 " 5 25 " 0¾	

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade.
22270 FNGF	**Dalila** 1*Dk* *Well deck* D.F.	3176 — 1661	✠ … 11,23 ✠				1923 9mo	Ch.Navals Français Caen	UnionIndust.& Mar.Sté.Française d'Arm.	313·6 P15'Q90'B59'	45·9	20·5 FK	Rouen French *WB*	T3Cy18⅛",29$\frac{15}{16}$"&50⅜"-37$\frac{13}{16}$" 235NHP Schneider&Co.Havre	23 ″ 0	V †
22271 161306 GCWB	**Dallington Court** ssHul.No.3–3,41 D.F. 2*Dks*(*Stl*)	6889 6559 4329	✠100A1 *with freeboard* 3,42 ~~3,41~~ BS~~3,41~~ ✠LMC1,37 3,42	~~Hul~~ Liv	*a*†	CL 3,41	1929 10mo *Lloyd*	Nthmblnd S.B Co. (1927) Ld. Newcastle 'sA&CP	Framlington Syndicate.Ld. (Haldin&Philipps, Ld.*Mgrs.*) *Upper 'tween deck BHs except Coll BH dispensed with*	420·0 F42'	56·5	33·8 FK Coll	London British *Cem* *BH to W dk* 6 „ „ 2nd „ *Cell DB*369'	T.3Cy.27",45"&75"-51" (*r*) 180lb 568NHP 3SB,9*cf*,GS162,HS8466 FD WllsndSlpwy.Co.Ld.Nwc. 1477t*FPT*108t*APT*149t	36 ″ 4 s 9 ″ 6 27 ″ 1¼	
22272 483 IBAJ	**Dalmatia L.** Ⓟ (*ex*Dalmatia) ssTri No.3–7,19 D.F. 1*Dk&Spar dk&deck framing*	3252 2487 1891	✠ … 11,23 ✠				1903 5mo	Lloyd Austriaco Trieste	LloydTriestino Soc.Anon.diNav.	345·2 334·0 P36'B96'F64'	42·5	14·8 23·0 FK	Naples Italian *WB*	T.3Cy.24",40½"&68"-45" 394NHP LloydAustriaco,Trieste	25 ″ 4	I †
22273	**Dalmazia** Iron *Mchy.Aft* 1*Dk*(*Irn*)	342 280 195	✠ 11,84 ✠	Crk	*f*		1884 9mo	Murray Bros. Dumbarton	Cia.Argentina de Nav.Mihanovich Ltda.	141·3 Q18'B28'F19' *FPT*36t	29·1	9·7 FK	Bns.Aires Argentine 3*BHCem*	C.2Cy.20"&40"-27" 69NHP Muir&Houston,Glasgow	10 ″ 2	
22274 149428 GMNF	**Dalmore** ssShl.No.3–4,38 D.F. 1*Dk*(*Stl*)	5193 4761 3171	✠100A1 ~~11,41~~ ~~12,40~~ 5,42 BS~~6,40~~ ✠LMC5,38 5,41	~~Hul~~ ~~Hpl~~ Cff	*z*	CL 12,40	1927 4mo *Lloyd*	Scotts'S.B. &Eng.Co.Ld. Greenock 'sA&CP *Cell DBa&u*	UnitedSteamNav. Co.Ld.(Mungo Campbell&Co.Ld. *Mgrs.*) *E*158'*f*174'1009t*D*	406·9 P35'B123'F39' *Ta*25'1008t*FPT*85t	52·3	28·3 FK	Newcastle British 6*BHptCem* *ptAsp* *APT*166t	T.3Cy.26½",43"&70"-48" (*r*) 180lb *100lb* FD 449NHP 2SB(Spt)6*cf*,GS120,HS6446 Scotts'S.B.&E.Co.Ld.Grk.	30 ″ 9 s 6 ″ 1 24 ″ 10	
22275 119151 MKPT	**Dalmuir** TwinScSp *Mchy.Aft* ssGls.No.3–11,16 *Carrying Petroleum in bulk* 2*Dks* *Fitted for oil fuel*	971 914 555	✠ … 2,21 ✠				1904 8mo	W.Beardmore&Co.Ld Glasgow	Anglo-American OilCo.Ld. (R.A.Carder,*Mgr*)	234·0	38·2	13·4 FK	Glasgow British *WB*	T.6Cy.11⅛",22"&37"-24" 158NHP W.Beardmore&Co.Ld.Gls.	14 ″ 6	C †
22276 FNMD	**Dalny** (*ex*Waldeck) D.F. 3*Dks*	6672 — 4116					1914	Bremer Vulkan Vegesack	ChargeursRéunis	472·3	58·9	28·7	Havre French *WB*	T.3Cy.32$\frac{3}{16}$",52¾"&86⅜"-55" 556NHP BremerVulkan,Vegesack		V
22277 146911 MPQM	**Dalriada** Ⓟ 1*Dk 2nd dk in holds*	973 629 339	✠ … 6,29 ✠				1926 5mo	R.Duncan &Co. PortGlasgow	Clyde&Campbeltown ShippingCo. Ld.((J.M. McIntyre,*Mgr.*)	230·0 B90'F56'	34·7	14·8 FK&BK1½"	Glasgow British *WB*	T.4Cy.22",35½"&(2)40"-33" 348NHP D.Rowan&Co.Ld.Glasgow	15 ″ 6	
22278 UPLA	**Dalstroi** Ⓟ (*ex*Yagoda–39, *ex*Almelo–35) 3*Dks&Shelter dk* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	6948 6380 4191					1918	Kon.Maats deSchelde Flushing	U.S.S.R.	447·5 P31'	62·8	29·7	Nogaevo Russian *WB*	T.3Cy.31",50"&82½"-54" 500NHP Maats.de Schelde,Flushing		
22279	**Daltonhall** *For full particulars see No.* 36108 *in Supplement* *OilEng.* D.F. E.S.D. *CruiserStern*	7250 6787 5100	100A1 *with freeboard* (*Class Contemplated*)				1941	Wm.Doxford&Sons Ld Sunderland	WestHartlepool Stm.Nav.Co.Ld.	427·0	56·5	35·5	W.Hartlpl British	Oil Engines 2S C.SA 3Cy.23⅝"-91$\frac{11}{32}$" Wm.Doxford&Sons,Ld Sld	38 ″ 1 s10 ″ 11 27 ″ 4¾	
22280 LCSB	**Dalvangen** ssN.Os.No.2–40 1*Dk*(*Stl*) *Cargo battens not fitted*	2412 1993 1392	✠100A1 ~~8,41~~ ~~1,41~~ 12,41 ✠LMC MS10,39 BS12,41 *Fitted for oil fuel* 10,31	~~NOs~~ Mob	*s*	OG ~~1,41~~ 12,41 *F.P.*	1931 10mo *Lloyd above*	Internatnl S.B.&E.CoLd Danzig 'sA&CP *Intermediate BH in fore hold dispensed with* 150° F.	SkibsA/SKaraibien(Görrissen& Co.A/S,*Mgrs.*)	291·2 P28'B84'F33' *Cell DB*248'623t *FPT*61t *APT*78t	45·7	18·5 FK	Oslo Norwegian 4*BHptCem*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 206lb (*s*) 229NHP 2SB,6*cf*,GS72,HS3380 FD InternationalSB&E.CoLd. *Wing tanks in Bridge* 42t	20 ″ 6 s2 ″ 8¼ 17 ″ 11½	
22281 150318 CYGJ	**Dalwarnic** (*ex*CanadianHarvester) 2*Dks*	2394 2044 1428					1920	Pt.Arthur S.B.Co.Ld. PortArthur, Ont.	CanadaAtlantic TransitCo.(C.H. Nicholson,*Mgr.*)	251·0	43·6	23·7	Montreal British *WB*	T.3Cy.18",30"&50"-36" 150NHP PortArthurS.B.Co.Ld. PortArthur,Ont.		R
22282 644 SZNB	**Damaskini** (*ex*FofoMacri–37, *ex*PortFouad,*ex*Damas, *ex*Karaks) 1*Dk*	1196 — 512					1903	Soc.Anon. Jhn.Cockerill Hoboken	P.G.Anghelatos	221·8 Q51'B42'F27'	37·0	13·5	Piræus Greek *WB*	T.3Cy.16¾",26"&41$\frac{3}{16}$"-29½" 93NHP SocAn.J.Cockerill,Seraing		G
22283 161522	**Damia** *Mchy.Aft* 1*Dk*	1926 1627 1147					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	InlandLines,Ld. (K.A.Scott,*Mgr.*)	252·8	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP WllsndSlpwy.Co.Ld.Nwc.		C
22284 PDNJ	**Damsterdijk** Ⓟ TwinSc *OilEng.* ssRot.No.2–38 *Ref.Mchy.* D.F. 3*Dks*(*Stl*) *U-ws in after well*	10155 9039 6337	✠100A1 12,39 ✠LMC CS1,39 DBS5,39 9,38 ✠Lloyd'sRMC12,39 *Carrying Vegetable oil in deep tank* (SEE FOOTNOTE *)	Rot	*f*†	CL 5,38	1930 9mo *Lloyd*	Wilton's Eng.&Slip. Co. Rotterdam 'sA&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *Cell DB*410'1666t *Tanks in way of tunnels* 522t *DTa*36'1050t*FPT*140t*APT*165t	490·9 P40'B149'F46'	64·7	34·1 FK	Rottrdam Dutch 8*BHptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"-72$\frac{13}{16}$" 1293NHP DB*100lb* Harland&Wolff,Ld.Gls	40 ″ 0 s 9 ″ 4¾ 30 ″ 9¾	
22285 OXRS	**Dan** Ⓟ (*Ferry-Screw fore & aft*) 2*Dks*	799 719 310					1921	Orlogsværftet Copenhagen	DeDanske Statsbaner	222·9	34·5	14·1	Fredericia Danish *WB*	T.6Cy.14$\frac{9}{16}$",23½"&39⅜"-21$\frac{1}{16}$" 136NH Orlogsværftet,Copenhag'r		V
22286 125097 GMRM	**Danae II** (*ex*Danae–40) D.F. 1*Dk*	2660 1967 1393					1936	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	Ministry of War Transport (Ambrose,Davies &Matthews,Ld. *Mgrs.*)	307·5 P35'Q92'B61'	43·6	19·1	PtTalbot British *WB*	T.3Cy.21⅝",35$\frac{13}{16}$"&59"-41¾" 225NHP Atel.&Ch.de laSeine MaritimeWormsetCie.		VL
22287 8399 SMOA	**Danaholm** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *Ref.Mchy* *CruiserStern* *Strengthened for Navigation in Ice*	3643 2881 2011	✠100A1 *with freeboard* 4,41 ~~8,40~~ ✠LMC12,39 ✠Lloyd'sRMC12,39 for temp. 32° F.	~~NYk~~ Got.	*z*	CL 8,40	1939 12mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore 'sA&CP *Cell DB*289'10 61t *Tanks in way of tunnel* 210t *APT*75t	A/B Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*)	410·0 428·5(O.L.) F97	53·2	20·4 FK	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 „2nd„)	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"-55½" 1026NHP DB*85lb* Akt.Burmeistr&Wain,Cpn	25 ″ 0 s 1 ″ 10½ 23 ″ 4¾	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22288 862 SVIW	**Danapris** (exSaima-36,exClapton, exPensacola) ssShl.No.2-22 Archdeck 1Dk(Stl)	2113 1923 1274	✠ 12,27 ✠	Sld	r		1914 7mo	Osbourne, Graham&Co. Sunderland	S.Synodinos (SynodinosBros. Mgrs.) CellDBa84'uE20'	279·2|40·3|22·6 P25'F29' FK f112'475tFPT103t	Piræus Greek 4BHCem APT67t	T.3Cy.20½",33"&54"-36" 206NHP 2SB,4pf,GS82,HS3400 Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 9	C †
22289 160776 GZSQ	**Danby** D.F. 1Dk CruiserStern	4281 3905 2614	✠100A1 1,42 ~~3,41~~ Examined 1,42 BS7,41 ✠LMC6,37	~~Gms~~ Shl	y	CL 3,41	1937 6mo	W.Gray& Co.Ld. W Hartlepool Lloyd'sA&CP	RopnerShipping Co.Ld. CellD	385·5|53·2|24·6 396·4(O.L.) P51'B237'F31' FK B331'995tFPT116t	W.Hartlpl British 6BHCem APT104t	T.3Cy.21",33½"&58"-42"(s) 200lb 289NHP 2SB(Spt)6cf,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26 ″ 10 s 3 ″ 2¾ 23 ″ 10¼	
22290 159 IBCJ	**Dandolo** ssTri.No.3-3,33 ssTri.No.1-37 D.F. 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)in fore hold	4964 4425 2949	✠100A1 Shelter dk withfreeboard 1,40 BS5,39 ✠LMC5,37 Converted for oil fuel 12.31 F.P. above 150° F. NO LATER SURVEY REPORTED	Gen	z	CL 1,40	1921 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	LloydTriestino Soc.Anon.diNav. CellDB343'1057t	413·7|53·2|26·3 400·3| F48'onShltr dk FK Collision BH to S dk FPT128tAPT160t	Venice Italian ptCem 5 ,, ,, U ,,	T.3Cy.27",44"&73"-48" (s) 180lb 110lb 540NHP 3SB,9cf,GS194,HS8190 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 9 s 3 ″ 2½ 25 ″ 9¼	
22291 OYVH	**Dania** (exAlacrity-36) ssCpn.No.3-7,36 1Dk(Stl) Cargo battens not fitted	2389 2070 1429	✠100A1 10,39 ✠LMC MS6,36 BS4,39 (SEE FOOTNOTE *)	Abg	s	CL 3,40	1924 4mo	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	A/S Dampskibs- selskabetD.F.K. (DeForenede KulimportörerA/S Mgrs.) CellDB248'585tFPT	290·0|43·2|20·3 301·5(O.L.) P23'B50'F27' FK	Copnhagn Danish 5BHCem 86tAPT83t	T.3Cy.21",35"&57½"-42" (s) 180lb 263NHP 2SB,6cf,GS121,HS4462 Smith'sDockCo.Ld.Mdb.	22 ″ 6 s 3 ″ 3¾ 19 ″ 5	
22292 OYUB	— 1Dk Mchy.Aft Fitted for oil fuel Carrying Petroleum in bulk	1099 736 588					1925	Kjöbnhvns Flyd.&Skbs. Copenhagen	DetDanskePetro- leumsA/S (F.W.Kraft,Mgr.)	206·1|36·2|14·2 P156'F26'	Nyborg Danish WB	T.3Cy.18",28½"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
22293 203507 KGBD	**Daniel J. Morrell** D.F. Mchy.Aft GyC. 1Dk	7239 — 5419					1906	W.BayCity S.B.Co. West BayCityMich	CambriaS.S.Co. (Bethlehem Transptn.Corp. Mgrs.)	580·0|58·0|27·4 WB	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&65"-42" 274NHP DetroitS.B.Co.Detroit		R
22294 164586 MKYY	**Daniel M.** ssGms.No.1-40 OilEng. Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	448 319 242	✠100A1 12,41 ~~7,40~~ ✠LMC7,40	Gms	g	OG ~~5,38~~ N12,41	1936 2mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	MetcalfMotor Coasters,Ld.(T.J. Metcalf,Mgr.) CellDB55'82tFPT62t	149·5|26·2| 9·7 P35'Q53'F16' FK	London British 3BHptCem APT22t	Oil Engines 4S.C.SA 6Cy.11"-17 1/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 6 s 3 ″ 2 11 ″ 1½	
22295 112065 CYBF	**Daniel M. Munro** AuxSrBarge (exSailingVessel(Olivia) ssHam.No.1-96 OilEng. Sub.Sig. 1Dk2trB (See Sailing Ship Register)	1216 1138 888	✠ ... 8,00				1892 8mo	A.McMillan&Son,Ld Dumbarton	GypsumPacket Co.Ld.	220·7|35·0|21·0 P28'F29' BK8½"	Windsor, N.S. British WB	Oil Engines 2S.C.SA 4Cy.16½"-18⅞" 192NHP J.&C.G.Bolinders,Skm.		
22296 204416	**Daniel Willard** (exWissahickon) Mchy.Aft 2Dks	4253 — 3295					1907	BuffaloDD Co. Buffalo	GreatLakesTran- sitCorporation	350·0|46·0|30·9	BuffaloNY Utd.States WB	Q.4Cy.19",27",40"&58"-42" 218NHP DetroitS.B.Co.Detroit		
22297 LJOW	**Danio** (exBaronDalmeny-37) OilEng. ssShl.No.3-4,36 2Dks(Stl)	3538 3320 2148	✠100A1 8,41 ~~1,41~~ Examined ~~4,41~~ 2,42 ✠NE7,29 ✠LMC4,36 DBS4,41	Liv ~~Glf~~ Avn	w	CL ~~1,40~~ 8,41	1924 3mo	W.Hamilton&Co.Ld. PortGlasgow Lloyd'sA&CP	Dann'sSkibsA/S (ClemethDann) Intermediate 'tween deckBH in after hold dispensed with CellDB299'914t	348·7|50·0|24·0 354·5(O.L.) P36'B102'F39' FK	Oslo Norwegian ptCem 5BH to U dk 1 ,, ,, 2nd ,, DTa37'705t	Oil Engines 4S.C.SA 6Cy.24 13/16"-51 3/16" 355NHP DB100lb J.G.Kincaid&Co.Ld.Grk. FPT85tAPT57t	26 ″ 4 s 4 ″ 6¼ 21 ″ 11	
22298 130116 MNFV	**Danmark** TwinSc4Mst ssCpn.No.3-8,38 D.F. OilEng. 2Dks(Stl)3rd dk(Stl) inNos.1&3holds	8391 7783 5348	✠100A1 ~~2,41~~ 12,41 ✠LMC CS8,38 DBS7,40 1,40 Carrying Vegetable Oil in DTs forward	~~Cff~~ Liv	c†	CL ~~2,39~~ 12,41	1925 12mo	A/S Burmeistr&Wain Copenhagen Lloyd'sA&CP Cell tunnels	Ministry of War Transport(United BalticCorp.Ld. Mgrs.) Upper 'tween dk BHs except Coll & APBHs dispensed with DB 406' 1491t Tanks between 88t DT's f54'1210t	460·1|59·7|35·6 F43' FK FPT125tAPT136t	Liverpool British 7BH (Coll to F'cl dk AP ,, U ,, 5 ,, 2nd ,, only	Oil Engines 4S.C.SA 12Cy.29⅛"-51 3/16" 983NHP DB80lb A/SBurmeister&Wain	38 ″ 4 s 9 ″ 9¼ 28 ″ 9½	
22299 OXDS	— Ⓟ TwinSc Sub.Sig. D.F. (Ferry) Cruiser Stern 2Dks	2727 2233 1092					1922	Helsingörs Jernsk.&Msk Elsinore	DeDanske Statsbaner	333·2|51·5|21·4	Gjedser Danish WB	T.6Cy.20⅝",34 11/16"&56¼"-31½" 355NHP HelsingörsJernsk.&Mskb.		V
22300 OXDK	— AuxS (TrainingShip) OilEng. D.F. Mchy.Aft 2Dks (See Sailing Ship Register)	777 676 555					1933	Nakskov SkibsA/S Nakskov	DenDanskeStat (Ministeriet for Handel,Industriog Söfart)	188·6|33·0|17·0	Copnhagn Danish WB	Oil Engines 4S.C.SA 6Cy.9 7/16"-13⅜" 52NHP A/S Frichs,Aarhus		
22301 219262 KOPD	**Dannedaike** Mchy.Aft 2Dks&Webframes Longitudinal framing Fitted for oil fuel Carrying Petroleum in bulk	4310 3808 2520	✠ ... 9,20 ✠				1919 12mo	Baltimore D.D.&S.BCo Baltimore, Md	PacoTankersInc. (Pennsylvania ShippingCo.Mgrs)	340·1|49·2|27·1 P92'B35'F31' FK	Wilmgton (Del.) Utd.States WB	DR GearedSteamTurbine 390NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 ″ 7	R †
22302 1696 [illegible]	**Dante** (exCambrianPrincess, exGlenearn) ssAnt.No.3-4,27 D.F. 2Dks Now "[illegible]do," see No. 38328 in Supplement	4901 4555 3024	✠ ... 8,31 ✠				1914 1mo	Bartram& Sons,Ld. Sunderland	"Corrado"Soc. Anon.diNav.	402·4|50·5|28·1 390·0 P33'B115'F36' FK	Genoa Italian WB	T.3Cy.26",43"&71"-48" 401NHP J.Dickinson&Sons,Ld.Sld.	30 ″ 6	I †
22303 105198 VQSB	**Danubian** (exHaralamposP., exGileston, ssAlx.3rdNo.3-9,36 exEuston) 1Dk(Irn) 2trB Web frames 3Dkrule	2728 2576 1747	✠100A1 withfreeboard 10,36 BS7,40 ✠LMC9,36	Gtz	u	CL 10,39	1898 7mo	Ropner& Son Stockton A&CP	CyprianShipping Co.Ld. CellDBa	320·0|44·0|21·9 P29'B68'F37' FK 112'uE22'f126'583t	Famagusta British 5BHCem APT44t	T.3Cy.22",37"&61"-42" (s) 160lb 245NHP 2SB.6rf,GS100,HS3760 Blair&Co.Ld.Stockton	24 ″ 3 s4 ″ 0½ 20 ″ 5	
22304 PHCS	**Danubius** (exBasarabia-38, exLotteReith,exOttoReith,exLotte Reith,exPortimão) 1Dk&Spar dk	1489 1258 923					1899	Schiffsw.v. HenryKoch Lübeck	MatteoLevenson	245·9|35·2|18·4 B69'F29'	Galatz Roumanian WB	T.3Cy.16¾",28"&44½"-32½" 113NHP J.F.Ahrens,Altona		G

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
22305 167382 GKLZ	**Dan-y-Bryn** D.F. *1Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5117 4604 3034	✠100A1 *withfreeboard* ~~10,41~~ ~~5,41~~ 3,42 ✠LMC1,40 *Fitted for oil fuel* 1,40 *F.P. above* 150° F.	~~Hul~~ Mdb	*a*† 2	CL	1940 1mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	BrynymorSteam-shipCo.Ld. (Ambrose,Davies& Matthews,Ld. *Mgrs.*) 1336*t*	420·0 436·0(O.L.) FK *CellDB*356′ *FPT*158*tAPT*277*t*	58·0	26·3	London British 7*BHpt Cem* (*Coll toSh dk* 6 „*2nd* „)	T.3Cy.22½″,36″&65″–48″ 220lb (*s*) 458NHP 2SB(Spt&FD),&1AuxSB, *8cf*,GS159,HS6912 D.Rowan&Co.Ld.Gls.	37 ″ 10 s11 ″ 3¾ 26 ″ 9	
22306 DRBJ	**Danzig** *1Dk*	1062 820 589					1925	Schiffs.-u Dckbauwerft FlenderA.G Lübeck	MathiesReed,K.G.	220·7 P13′Q64′B92′F22′	34·6	12·5	Hamburg German *WB*	T.3Cy.16¾″,27 9/16″&43 5/16″– 27 9/16″ 98NHP Waggon-u.Maschinenbau A.G.Görlitz		G
22307 DAKM	— (*ex*Elsa) D.F. *1Dk*	797 550 476					1898	Flensburgr Schiffsb.Ges. Flensburg	Rud.Christ.Gribel	198·6 P116′F23′	29·0	12·0	Stettin German *WB*	T.3Cy.10⅞″,16⅞″&27½″–19″ NE18 34NHP GörlitzerMch.-HnstGörlitz		G
22308 OHZW	**Daphne** (*ex*Granheim–36, *ex*Avecappelle, *ss*Osl.No.3–4,33 *ex*Yselveer) *ss*Ant.No.1–38 *1Dk*(*Stl*)	1939 — 1081	✠100A1 2,41 BS2.41 ✠LMC3,38 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	NYk	*r*	OG 10,39	1920 11mo A&CP	NVSchpsb. enMachfab. "deKlop" Sliedrecht	RederiA/BDaphne (GunnarEriksson, *Mgr.*)	278·7 267·7 P26′B64′F21′ FK *CellDB*225′476*t*	42·1	18·3	Brando Finnish 4*BHCem* *APT*63*t*	T.3Cy.19⅛″,31⅞″&51″–36″ 185lb (*s*) 238NHP 2SB,*6cf*,GS110,HS3660 N.V.Scheepb.en Machfab."deKlop"	20 ″ 6 s2 ″ 10¼ 17 ″ 9½	
22309 167026 GMJM	**Daphne II** (*ex*Daphné–40, *ex*Rouennaise) *ss*Rot.No.3–6,37 *1Dk*(*Stl*)	1970 1499 1123	✠100A1 3,40 BS2,40 ✠LMC6,37	Ant	*r*	CL 2,40	1925 8mo *Lloyd'sA&CP*	Atel.&Ch. de laLoire Nantes	Ministry of War Transport(Chr. Salvesen&Co. *Mgrs.*) *CellDB*231′655*t*	277·0 P24′Q84′B57′F23′ FK *FPT*64*tAPT*75*t*	40·7	17·3	Leith British 6*BHptCem* *ptAsp*	T.3Cy.18⅛″,29 15/16″&49 3/16″ –37 3/16″ 185lb (*s*) 205NHP 2SB,*6cf*,GS112,HS3703 Atel.&Ch.de la Loire,Paris	19 ″ 6 s 1 ″ 10¾ 17 ″ 9	
22310 166494 GJGS	**Daphnella** *Mchy.Aft* *OilEng* *1Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	8078 7235 4790	✠100A1 7,41 ~~6,40~~ ✠LMC7,38 *Carrying Petroleum in bulk*	~~Fal~~ Npt	*c*†	CL 7,41	1938 7mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld.	465·3 483·3(O.L.) P91′B43′F69′ FK *CellDBuE*64′160*tDTf*25′271*t FPT*138*tAPT*86*t*	59·3	33·8	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.25 9/16″–55⅛″ 502NHP DB*180lb* Hwthrn.Leslie&CoLdNwc	34 ″ 0 s 6 ″ 8 27 ″ 7	
22311 63 SPCR	**Dar Pomorza** (*ex*Pomorze, Aux *ex*SailingVessel,*ex*Colbert, *OilEng.* *ex*Prinzess *ss*Cpn.2ndNo.3–6,30 EitelFriedrich) *ss*Dnz.No.2–38 D.F. GyC. *3Dks*(*U Stl*–teak s) (*See Sailing Ship Register*)	1561 1351 525	100A1 7,39 ✠NE6,30 ✠LMC9,38 DBS9,38 SURVEYS DELAYED	Dnz		OG 9,37	1909 *Lloyd'sA&CP*	Blohm& Voss Hamburg	PolishGovernment (Ministry ofIndus- try&Commerce)	239·2 P78′F42′ BK9″ *MT* *DTa*	41·1	20·9	Gdynia Polish 6*BHCem* (5 *to U dk* 1 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.13½″–19 11/16″ 106NHP DB*100lb* Maschfbk.Augsburg- Nürnberg,Augsburg	24 ″ 0	
22312 147220 GDRJ	**Dardanus** Ⓟ (*ex*Flintshire–39, *ex*Dardanus–35) D.F. *Ref.Mchy.* *2Dks&1pt dk*	7726 6478 4859					1923	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·5 P53′B164′F63′	58·4	32·6	Liverpool British *WB*	2 steam turbinesSR geared to 1 sc. shaft Workman,Clark&Co.Ld.		
22313 HPFA	**Darien** (*ex*LaMarea) *ss*N.Yk.No.3–7,36 *ss*N.Yk.No.1–40 Sub.Sig. *4Dks*(*Stl-Weather* ws) *Ref.Mchy.* *CruiserStern*	4281 3533 2276	✠100A1 *withfreeboard* ~~8,41~~ ~~8,40~~ 4,42 MS7,39 ✠LMC ✠NE&B6,30 ~~BS8,40 8,41~~ *Fitted for oil fuel* 6,30 *F.P. above* 150° F.	~~NYk~~ Bal BS4,42		CL 7,39	1924 4mo *Lloyd'sA&CP*	Cammell Laird&Co.Ld Birkenhead *Intermediate BHin fore hold & intermediate BH in 'tween dk in after hold dispensed with*	BalboaShppg.Co. Inc.(UnitedFruit Co.*Mgrs.*)	352·7 P34′B135′F40′ len30 FK&BK1½′ *CellDB*299′621*tFPT*52*t*	48·1	28·3	Panama Puamanian *Cem* 4*BH to Udk* 1 „ „ *3rd* „ *APT*13*t*	1Steam Turbine connected to ElectricMotor&Sc.Shaft 400lb HS8660 839NHP 2 Water Tube Boilers(Spt) DB24 *140lb* FD BritishThomson- HoustonCo.Ld.Rugby	31 ″ 9 s 9 ″ 5 22 ″ 6½	
22314 167314 GSGD	**Darina** *OilEng.* *1Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8113 7221 4755	✠100A1 ~~6,41~~ ~~6,40~~ 3,42 DBS6.41 ✠LMC8,39 *Carrying Petroleum in bulk*	~~Bkn~~ ~~NYk~~ Shl	*c*†	CL 10,39	1939 8mo *Lloyd'sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	Anglo-Saxon PetroleumCo.Ld.	464·9 482·8(O.L.) P93′B47′F51′ FK *CellDBuE*70′165*t DTf*25′297*t FPT*143*tAPT*89*t*	59·5	33·9	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.25 9/16″–55⅛″ 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
22315 165991	**Darkdale** *OilEng.* *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	8145 7225 4743	✠100A1 11,40 ✠LMC11,40 *Carrying Petroleum in bulk*	Gls	*c*† 2⅛	CL	1940 11mo *Lloyd'sA&CP*	Blythsw'd S.B.Co Ld. Glasgow	TheAdmiralty	463·2 479·3(O.L.) P94′B48′F47′ FK *CellDBuE*71′142*tDTf*22′254*tFPT*149*t*	61·2	33·1	Glasgow British 17*BHptCem*	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk. *APT*94*t*	33 ″ 3 s 6 ″ 5¼ 27 ″ 0½	
22316 164642 GYWD	**Darlington Court** *OilEng.* D.F. *1Dk&Shelter dk* *CruiserStern*	4974 4634 3014	✠100A1 *withfreeboard* 12,40 DBS7,40 ✠LMC6,36	NSW	*a*†	CL 2,39	1936 6mo *Lloyd'sA&CP*	Lithgows Ld. PortGlasgow	CourtLine.Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDB*344′1268*t* *MT*29′1183*t*	414·5 431·3(O.L.) F44′ FK *FPT*149*t APT*144*t*	56·2	25·6	London British 7*BHpt Cem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s 3 ″ 1¾ 25 ″ 1	
22317 44 SVEJ	**Darmas** (*ex*Divis,*ex*Treherbert, Iron *ex*Penarth) *ss*Shl 3rdNo.3–11,23 *Well deck* *ss*Pir.No.2–31 *1Dk*(*Stl*)&*Webframes2trB*	*1595* *1322* *907*	✠ ... 12,35 ✠	Pir	*q*		1883 4mo	Palmers' Co. Newcastle	G.N.PittasBros.& Co.	258·3 Q94′B60′F30′ FK *DB*220′365*tFPT*120*t*	36·2	17·3	Chios Greek 4*BHCem* *APT*75*t*	C.2Cy.24½″&50″–39″ 155NH 2SB,*4pf*,GS82,HS2720 Palmers'Co.Ld.Newcastle	19 ″ 2	
22318 167186 GQGB	**Daronia** *OilEng.* D.F. *1Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8139 7235 4784	✠100A1 ~~7,41~~ ~~6,40~~ 4,42 DBS6,41 ✠LMC2,39 *Carrying Petroleum in bulk*	~~Fal~~ ~~NYk~~ Liv	*c*†	CL	1939 2mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld.	465·3 483·3(O.L.) P93′B45′F50′ FK *CellDB*64′160*tDTf*25′271*tFPT*138*tAPT*86*t*	59·3	33·8	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.25 9/16″–55⅛″ 502NHP DB*180lb* Hwthrn,Leslie&CoLdNwc	34 ″ 0 s6 ″ 8½ 27 ″ 6½	
22319 EALQ	**Darro** (*ex*Lealtad–39,*ex*Darro–37) *OilEng.* *ss*Cdz.No.2–39 D.F. *2Dks*(*Weather dk–Stl*)	2610 1849 1433	✠100A1 *withfreeboard* ~~6,40~~ 10,41 ✠LMC6,39	Bbo	*s*	CL ~~6,40~~ 10,41	1931 8mo *Lloyd'sA&CP*	CiaEuskal- duna Bilbao	Cia.Maritima Frutera,S.A.	290·0 B98′F35′ FK *CellDB*248′347*t*	42·0	20·5	Cadiz Spanish 5*BHptCem* *APT*16*t*	Oil Engines 2S.C.SA 5Cy.23⅝″–41¾″ 487NHP Gebr.SulzerAG Ldwgshfn	23 ″ 3 s 5 ″ 5 18 ″ 1	
22320 162500 GTQY	**Dartford** *ss*Shl.No.2–39 E.S.D. *1Dk*(*Stl*) D.F.	4093 3698 2414	✠100A1 12,41 ~~5,41~~ 5,42 BS~~5,41~~ ✠LMC4,39	~~Cff~~ Mdb	*x*	CL 4,41	1930 10mo *Lloyd'sA&CP*	Smith's DockCo.Ld. Stockton-on- Tees	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*)	366·4 P32′B129′F39′ FK *CellDB*312′1167*tFPT*131*tAPT*184*t*	52·0	24·7	London British 6*BHptCem*	T.3Cy.23½″,40″&67″–45″(*s*) 185lb 368NHP 3SB(Spt)*9cf*,GS158,HS6173 Blair&Co.(1926)Ld.Stk.	27 ″ 0 s 4 ″ 8¼ 22 ″ 6¼	
22321 149652 GNLQ	**Daru** *OilEng.* *ss*Liv.No.2–35 *2Dks*(*Stl*)&*Shelter dk*(*Stl*)	3854 3090 2127	✠100A1 *withfreeboard* 5,41 ✠LMC CS6,36 DBS5.41 5.38 *Carrying vegetable oil in deep tanks*	Liv Lon Examined 5.41	*x*	CL 2,40	1927 12mo *Lloyd'sA&CP*	A.McMil- lan&Son,Ld. Dumbarton	ElderDempster Lines,Ld.	355·4 P37′F42′ FK (*Coll* *CellDB*292′804*t DTa*58′616*tFPT*97*tAPT*100*t*	49·2	22·4	Liverpool British 6*BHptCem* „ *toSh dk* 5 „ „*2nd*„)	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	24 ″ 8 s 2 ″ 2½ 22 ″ 7¾	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22322 151977 VPQC	**Darvel** Ⓟ 2Dks Fitted for oil fuel	1929 1411 1002					1924	Caledon S.B.&E.Co. Dundee	StraitsSteamship Co.Ld.	261·0|41·1|18·7 P&B158'F40'	Singapore British WB	T.3Cy.20½",33"&54"-36" 175NHP CaledonS.B.&E.Co.Dundee		
22323 147596 GJKL	**Dashwood** ssShl.No.3-4,37 Well deck 1Dk(Stl) D.F. Cargo battens not fitted	2154 1723 1263	✠100A1 6,41 BS1,41 ✠LMC4,37	Lon	r	OG 5,41	1924 3mo Lloyd'sA&CP	Vickers, Ld. Barrow	W.France,Fenwick &Co.Ld. CellDBa48'uE &B39'f113'43	281·2|40·2|18·8 P20'Q113'B48'F19' FK 3tDTa37'249t FPT	London British 4BHCem 50tAPT55t	T.3Cy.20",33"&54"-39" (s) 180lb 203NHP 2SB,6cf,GS110,HS3210 Vickers,Ld.Barrow	20″11 s2″1½ 18″11	
22324 82 YLCI	**Daugava** (exVera,exLjubow) ssLie 3rdNo.3-12,33 ssLie.No.1-38 Well deck 1Dk(Stl)2trb	1430 1198 748	✠100A1 6,39 BS4,40 ✠LMC5,38 No later survey reported	Lie	o	6,39	1891 5mo Lloyd'sA&CP	Helsingörs Jernsk&Msk. Elsinore	LatvianGovernment (ValstsKugu Parvalde,Mgrs.)	250·3|36·0|15·2 258·0(O.L.) Q68'B121' BK8½" F27' APT29t	Riga Latvian 4BHCem MT42'400t	T.3Cy.18",27½"&47"-33" (s) 160lb 100lb NDB12 134NHP 2SB.4rf,GS64,HS2120 HelsingörsJernsk.&Mskb.	16″9 s1″1 16″5	
22325	**Dauphine** (exShabonee-40, exLaurel-34) OilEng ssSng.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames CruiserStern Longitudinal framing	9716 8799 5284	✠100A1 1,40 ✠LMC CS11,38 DBS1,40 3,38 CarryingPetroleum in bulk SURVEYS DELAYED	SFo	e†	CL 8,37	1930 8mo Lloyd'sA&CP	Blythsw'd S.B.Co.Ld. Glasgow CellDBuE7	FrenchGovernment(Ministère de laMarine Marchande) 2'238t DTf41'446t	482·3|65·6|35·6 500·0(O.L.) P99'B32'F39' FK FPT221tAPT97t	Havre French 16BH (15 to U dk 1 „ 2nd „)	Oil Engines 2S.C.SA 7Cy.26⅜"-49⅝" 848NHP 2DB150lb AtlasDieselCo.Ld.Skm.	35″8 s7″5¾ 28″6¼	
22326 86902 MPVP	**Davaar** Ⓟ 1Dk	495 422 202	✠ ... 5,89 ✠				1885 5mo	Lon.&Gls. Co.(Lim.) Glasgow	Clyde&CampbeltownShippingCo. Ld.(J.M. McIntyre,Mgr.)	217·8|27·0|12·9 Q56'B63'F48'	Glasgow British WB	C.2Cy.29"&58"-42" 182NHP Lon.&Gls.Co.(Lim.),Gls.	13″7	
22327 210507 KJHQ	**Davenport** Wood 1Dk Mchy.Aft Fitted for oil fuel	911 742 525					1912	Kruse& Banks CoosBay,Or.	A.B.Johnson LumberCo.	200·1|40·0|14·5	S.Frncisco Utd.States	T.3Cy.13½",23"&40"-30" 88NHP UnitedEng.WorksS.Frisco		
22328 218156 WOGB	**David H. Atwater** (exW.J.Crosby-35,exCrabtree) D.F. Mchy.Aft 1Dk	2438 — 1468					1919	Gt.Lakes Eng.Works Ashtabula,O.	AtwacoalTransportationCo.	253·8|43·6|24·9 P115'P26' WB	FallRiver, Mass. Utd.States	T.3Cy 21 5/16",34½"&57"-42" Gt.LakesEng. 211NHP Works,Ashtabula,O.		R
22329 161146 GSJT	**David Livingstone** OilEng. D.F. Ref.Mchy. 3Dks	5013 4514 3032					1930	A.McMillan&Son,Ld. Dumbarton	ElderDempster Lines,Ld.	370·6|51·6|20·1 P37'F41' 28·8	Liverpool British WB	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 652NHP Harland&Wolff,Ld.Gls.		C
22330 163342 MBDK	**David M.** OilEng. ssLon.No.1-37 Mchy.Aft 1Dk(Stl)&Webframes Well deck CruiserStern	350 245 168	✠100A1 8,41 ~~6,39~~ ✠LMC7,37 ✠LMC(M)5,39	~~Bly~~ Abn	e	~~5,39~~ 8,41	1933 5mo Lloyd'sA&CP	J.Koster Hzn.Schpsw "Gideon" Groningen	MetcalfMotor Coasters,Ld.(T.J. Metcalf,Mgr.) Bottom plating	130·5|25·4|9·1 Q77' FK not cemented in hold FPT62t	London British 3BHptCem APT12t	Oil Engines 4S.C.SA 4Cy.11"-17 1/16" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9″9 s4″10½ 9″6¼	
22331 203927 WNYA	**David M. Weir** (exEdward A.Uhrig,exSheldonParks) D.F. GyC. Mchy.Aft 1Dk	6611 — 5049					1907	Superior S.B.Co. Superior,Wis.	NationalSteel Corp.(M.A.Hanna Co.Mgrs.)	532·0|56·0|31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
22332 144648 MKCY	**David McIntosh** TwinSc 1Dk	449 353 249					1920	Lytham S.B.&E.CoLd Lytham	UnitedAfrica Co.Ld.	154·1|29·1|9·9 Q44'B47'F24'	London British WB	C.4Cy.12½"&28"-18" 28NHP LythamS.B.&E.Co.Ld.		
22333 221427 KDTD	**David McKelvy** ssBal.No.3-4,33 ssBal.No.2-41 ~~ssBal.No.1-37~~ 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing D.F.	6821 6329 4242	✠100A1 4,41 ~~10,40~~ ~~BS4,40~~ ✠LMC11,37 CarryingPetroleum in bulk Fitted for oil fuel 6,21 F.P. above 150°F.	~~NYk~~ Bal 4,41	b†	CL ~~6,38~~ 3,41	1921 6mo A&CP	SunS.B.Co. Chester,Pa.	TideWater AssociatedOilCo. CellDBu E&B59'f41'40	430·0|59·2|33·4 P133'B36 F40' FK 8tFPT222tAPT57t	Wilmgton (Del.) Utd.States (17BHptCem 13 „ to Udk 4 „ „ 2nd „)	T.3Cy.27",45½"&76"-51" (r) 190lb 612NHP 3SB.9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33″3 s6″8¾ 26″9½	
22334 204238 KGBP	**David P. Thompson** (exWilpen) D.F. GyC. Mchy.Aft 1Dk	7612 — 5851					1907	Gt.Lakes Eng.Works Ecorse.Mich.	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	554·0|58·2|33·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.24",38"&65"-42" 274NHP Gt.LakesEng Wks.Detroit		R
22335 214368 WNCW	**David W. Branch** Ⓟ (exSantaOlivia-37 exEcuador) ssSea.2ndNo.3-10,39 2Dks(Stl)&Awngdk(Stl-teaks) D.F.	5544 4740 3435	✠100A1 Awngdk withfreeboard ~~5,41~~ ~~10,39~~ 11,41 BS5,41 ✠LMC5,40 Fitted for oil fuel 7,16 F.P. above 150° F.	Sea	y	CL 10,39	1915 9mo Lloyd'sA&CP	Kon.Maats deSchelde Flushing	Libby,McNeill& Libby Cell	380·6|48·7|32·6 FK DBa94'uE36'f147	S.Frncisco Utd.States 6BHCem 559tFPT93t	T.3Cy.29",47"&77"-48" (s) 180lb 624NHP 4SB,12cf,GS248,HS9660 FD Maats.deSchelde,Flushing	35″3 s10″6½ 24″11½	
22336 202931	**David Z. Norton** D.F. Gy.C Mchy.Aft 1Dk	5667 — 4250					1906	American S.B.Co. Cleveland	ColumbiaTransportationCo.(John T.Kelly,Mgr.)	480·0|52·0|30·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP AmericanS.B.CoCleveland		R
22337 1855 ILYK	**Davide Bianchi** (exOriens-34, exSiracusa-33,exUranus) 2Dks	1477 1250 869					1906	Wrf.voorh. Rijkee&Co. Rotterdam	FratelliBianchi Soc.diNav.	264·1|34·6|18·5 251·8 Q75'B69'F34'	Genoa Italian WB	T.3Cy.19",32"&51"-36" 156NHP Maats.Fyenoord,Rot.		I
22338 LCIF	**Daviken** Ⓟ ssH.Kg.No.3-4,38 Upper dk(ptStl-teaks)2nd dk(Stl) D.F.	2922 2656 1778	✠100A1 withfreeboard 10,41 ~~8,40~~ ~~BS3,40~~ ✠LMC4,38 BS5,41 10,41	HKg	t	CL ~~3,40~~ 10,41	1926 1mo Lloyd'sA&CP	W.Hamilton&Co.Ld PortGlasgow	Wallem&Co.A/S (H.J.Wallem,Mgr) CellDB250'502t	295·0|45·7|26·0 305·0(O.L.) B72'F31' FK 4 FPT88tAPT105t	Bergen Norwegian Cem BHto2nd dk 1 „ „ U „	T.3Cy.20½",34"&56 3/16"-36" 180lb (s) 244NHP 2SB,6cf,GS132,HS4302 Rankin&BlackmreLd.Grk	28″3 s9″8¼ 18″8¼	
22339 166464 GJGQ	**Davila** Oil Eng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8053 7235 4768	✠100A1 6,41 ~~6,40~~ ✠LMC5,38 CarryingPetroleum in bulk	~~Cff~~ NYk	c†	CL 6,41	1938 5mo Lloyd'sA&CP	Lithgows Ld. PortGlasgow	Anglo-Saxon PetroleumCo.Ld. CellDBuE69'162t	465·0|59·2|33·8 484·0(O.L.) P90'B42'F69' FK DTf25'281tFPT14	London British 17BH 3tAPT94t	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 503NHP DB180lb J.G.Kincaid&Co.Ld.Grk.	34″0 s6″8¼ 27″7¼	
22340 167225 MBZW	**Daxhound** (exMitra-39) ssSfj.No.2-39 Mchy.Aft CruiserStern 1Dk(Stl) Longitudinal framing in double bottom D.F. Strengthened for Navigation in ice	1127 910 526	✠100A1 4,42 ~~4,41~~ ~~BS4,41~~ 4,42 ✠LMC3,39 CarryingPetroleum in bulk Fitted for oil fuel 10,31 F.P. above 150° F	~~Nwe~~ Gmh	n	CL 3,39	1931 10mo Lloyd'sA&CP	Deutsche WerftAGBet Finkenwrder Hamburg	HadleyShipping Co.Ld. Intermediate bulk centre tanks CellDB148'299t	228·9|36·2|13·3 P78'F27' FK heads in electrically welded DTf20'37tFPT72t	London British 11BH APT32t	T.3Cy.17½",27 9/16"&45 11/16"-27 9/16" (s) 213lb FD 194NHP 2SB,4cf,GS73,HS3054 A.Borsig,Berlin-Tegel	15″9 s1″6 14″5	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté si ce n'est dans le L. R. Durée.Cert.R.ofTrade.
22341 230834 WDEJ	**Daylight** D.F. GyC. *OilEng.* *CruiserStern* ssBal.No.2–39 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing–bracketless system*	9180 8555 5599	✠100A1 ~~10,10,6,40~~ ~~5,41~~ 3,42 ✠LMC CS7,39 DBS6,40 3,42 7,39 *CarryingPetroleum in bulk*	Bal ~~N Yk~~ ~~Gal Phl~~	e†	CL ~~7,39~~ 2,42	1931 6mo Lloyd	SunS.B.& DryDockCo. Chester,Pa. 'sA&CP	Socony-Vacuum OilCo.Inc. *CellDBuE86'378t*	480·5 500·1(O.L.) B37'F48' FK *AfterBridge77'* *FPT413t APT127t*	66·0	36·8	NewYork Utd.States *16BHptCem* (*11 to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"–$91\frac{5}{16}$" 690NHP 2WT DB *200lb* SunSB&DD.Co.ChesterPa	37 ″ 0	
22342 148304 GFQT	**Dayrose** ssRot.No.2–37 *1Dk(Stl)*	4113 3929 2606	✠100A1 ~~2,41~~ 12,41 Examined 7,41 BS2,41 ✠LMC7,37	~~Bkn~~ Bry Mdb	x	CL 1,41	1928 10mo Lloyd	R.Thomp- son&Sons,Ld. Sunderland 'sA&CP	ClaymoreShipping Co.Ld. *CellDBa&*	380·2 391·8(O.L.) P34'B230'F36' FK *uE149' f163' 1065t*	53·1	24·1	Cardiff British *6BHCem* *APT135t*	T.3Cy.25",41"&68"–48" 180lb 376NHP 3SB,*9cf*,GS165,HS6174 N.E.MarineEng.Co.Ld.Sld	26 ″ 6 s 3 ″ 7¾ 23 ″ 0¾	
22343 142876 VRXW	**Dayspring** TwinSc *Mchy.Aft* *1Dk(Stl–teaks)* *CruiserStern*	1102 895 520	✠ 8,28 ✠	Nwc	m		1928 8mo	Armstrong Whitworth &Co.Ld. Newcastle	Government of Nigeria *CellDB134'24*	195·2 FK *1tMT11'100t FPT*	36·1	16·3	Lagos British *6BHAsp* *70tAPT17t*	T.6Cy.11",19"&32"–21" 110NHP 2SB,*4cf*,GS66,HS1800 ShieldsEng.Co.Ld.N.Shl.	18 ″ 6	
22344 145984 GFKQ	**Daytonian** ssLiv.No.3–11,36 *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)*	6434 6052 4066	✠100A1 *Shelter dk* *withfreeboard* 4,41 ~~6,40~~ Examined12,41 BS6,41 ✠LMC11,36	~~Mch~~ Mob Liv	z	CL 6,40	1922 10mo Lloyd	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP *963tDTa2*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *Cell DB340'* *6'670tDTf24'641t*	400·3 414·2(O.L.) B143' *on Shelter dk* FK *FPT123tAPT30t*	52·5	35·0	Liverpool British *ptCem* *6BHtoShdk* 1 „ „ *U* „	Q.4Cy.23½",$34\frac{5}{16}$",49"&70"– 51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&WHendersn&CoLdGls	37 ″ 7 s8 ″ 8¼ 29 ″ 2	
22345 FNRR	**De Grasse** Ⓟ TwinSc *Ref.Mchy.* *4Dks* D.F. GyC. *Fitted for oil fuel*	18435 13003 11053					1924	Cammell Laird&Co.Ld. Birkenhead	Cie.Générale Transatlantique	552·1 F129'B371'	71·4	42·3	Havre French *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts CammellLaird&Co.LdBkn		V
22346 PKOY	**De Klerk** *2Dks&Shade dk* *Fitted for oil fuel*	1986 1690 1200					1900	Nederl. SchpsbMaats Amsterdam	Koninkl.Paketv. Maats.	300·0 P60'H68'F61' 29·2	40·5	21·5	Batavia Dutch *WB*	T.3Cy.23",36"&60"–42" Ned.Fab. 233NHP v.Werkt.&SpoorMat.Ams.		V
22347 FNRS	**De La Salle** Ⓟ TwinSc D.F. *Fitted for oil fuel* *Cruiser Stern* *3Dks*	8400 — 5124					1921	Barclay, Curle&Co.Ld Glasgow	Cie.Générale Transatlantique	440·0 P58'B247'F46'	56·7	34·6	Havre French *WB*	T.6Cy.21½",37"&64"–48" 568NHP Barclay,Curle&Co.Ld Gls		V
22348 PDPG	**De Ruyter** (*ex*Bergendal–38) *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	458 355 291					1931	N.V.Indus- trieeleMaats. DeNoord Alblasserdam	Reed"DeNoord" (J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*)	159·6 P43'F18'	25·7	10·5	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–20" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		VL
22349 PDPF	— *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	348 211 170					1938	N.V.Schps- werf "Foxhol" Foxhol	G.deRuiter	137·0 P35'Q47'F21'	24·7	8·0	Schvningn Dutch *WB*	Oil Engines 2S.C.SA 6Cy.10¼"–$14\frac{9}{16}$" 110NHP N.V.Mchfb.Bolnes,Bolnes		
22350 217436 WJDU	**De Soto** (*ex*PanAtlantic–38, *ex*DorothyCahill–38, *2Dks* *ex*WestWauneke) *Fitted for oil fuel*	5591 5248 3457	✠ ... 4,22				1919 1mo	Columbia RiverS.B Cor Portland,Or.	WatermanS.S. Corp.	410·0 P44'B115'F47' FK	54·2	27·6	MobileAla. Utd.States *WB*	T3Cy.24½",$41\frac{11}{16}$"&$72\frac{11}{16}$"–48" NE29 352NHP Hoovens,Owens&Rent- schlerCo.Hamilton,Ohio	30 ″ 2	R †
22351 PKOZ	**De Weert** *2Dks* *Fitted for oil fuel*	1805 — 985					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P33'	40·2	17·0	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot.		VL
22352 211734 KJHY	**De Witt Clinton** Ⓟ TwinSc (*ex*Nopatin,*ex*Manhattan) *1Dk(Stl)&Web frames*	3899 3539 2246	✠ 3,14 ✠	Phl			1913 10mo	Harlan& Hollings- worthCorp. Wlmgtn,Del.	HudsonRiverDay Line *CellDb*	320·2 BK8" *a44'uE&B114'f86'*	48·1	22·0	NewYork Utd.States *7BHCem* *522t*	T.8Cy.(2)23½",(2)37½"&(4) 42"–36" 754NHP 6SB,*18cf*,GS264,HS11417 Harlan&Hollingswrth Cor		
22353 LCIG	**Dea** (*ex*Sangstad) D.F. *1Dk*	2418 2238 1459					1911	R.Thomp- son&Sons,Ld Sunderland	PartrederietDea (Th.Brövig)	299·4 H75tF36t	44·5	19·9	Farsund Norwegian *WB*	T.3Cy.21½",36"&59"–39" 217NHP N.E.MarineEng.Co.LdSld.		N
22354 464 IBNA	**Dea Mazzella** (*ex*WelshPrince–36, *ex*SyrianPrince–36) ssBkn.No.3–6,32 ssAlx.No.1–36 D.F. *1Dk(Stl)&2nddk(Stl)in holds* *Ref Mchy.*	3082 2831 1840	✠100A1 11,39 BS7,39 ✠LMC9,36 NO LATER SURVEY REPORTED	Nap	u	CL 11,39	1919 11mo Lloyd	JLThomp- son&Sons,Ld. Sunderland 'sA&CP	PasqualeMazzella *CellD*	342·5 330·4 P38'B98'F29' FK *B274'727tFPT109t*	46·8	23·2	Naples Italian *7BHCem* *APT49t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 358NHP 3SB,*9cf*,GS153,HS5817 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
22355 160387 MPBY	**Deal** TwinSc *CruiserStern* *1Dk*	691 627 267					1928	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·5 B90'F37'	33·6	14·2	London British *WB*	T.6Cy.15",25"&41"–24" 165NHP D&W.Hendrsn&CoLd.Gls.		
22356 168221 ~~HPNL~~ BCRL	**Dean Emery** (*ex*Sunshine) ssN.Yk.No.3–2,32 ssGal.No.1–36 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6664 6112 4148	✠100A1 3,42 Examined3,42NYk BS3,42 ✠LMC4,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 11.19 *F.P. above* 150° F.	Bal	b†	CL ~~11,38~~ 3,42	1919 11mo	SunS.B. Co. Chester,Pa. A&CP	PanamaTransport Co. *CellDBuE&B60'*	429·3 P133'B36'F40' FK *259tDTf552t* *FPT202tAPT57t*	59·2	31·4	London British *17BHptCem* (*13 to U dk* 4 „ *2nd* „	T.3Cy.27",$44\frac{1}{16}$"&76"–51"(*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.)	33 ″ 3 s 6 ″ 9¼ 26 ″ 8½	
22357 146343 MLZX	**Dearne** ssGoo.No.3–12,37 *Ref.Mchy* *1Dk(Stl)* D.F.	1046 818 422	✠100A1 ~~3,41~~ ~~11,40~~ 4,42 ~~BS7,40~~ ✠LMC~~12,37~~ BS4,42 8,41	~~Liv~~ Goo	o	OG 11,40	1924 9mo Lloyd	Vickers, Ld. Barrow 'sA&CP	London,Midland& ScottishRailway (AssociatedHum- berLines,*Mgrs.*) *CellDBa58'*	240·3 P38'B88'F35' FK *uE15'f90'204tFPT*	34·2	15·4	Goole British *5BHCem* *14tAPT25t*	T.3Cy.22",36"&61"–39" (*r*) 180lb 333NHP 2SB,*6cf*,GS124,HS5000 FD Vickers,Ld.Barrow	16 ″ 4 s 2 ″ 0½ 14 ″ 9	
22358 166294 GRPR	**Debrett** *OilEng.* D.F. *2Dks&Shelterdk* *CruiserStern* *Tonnage opening closed'41(W.E.)*	6244 5458 3796	✠100A1 *withfreeboard* 9,41 ~~5,40~~ ✠LMC5,40	Bel BAs	c† 2¼	CL	1940 5mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	Lamport&Holt Line,Ld. *CellDB342'1507t*	438·8 456·0(O.L.) 25·4 B71 F33' FK (*Tanks at sides of tunnel147t APT66tAPT51t*	62·3	33·9	Liverpool British *8BHptCem* *CollToShdk* 7 „*2nd*„)	Oil Engines 2S.C.DA 6Cy.20⅞"–$49\frac{3}{16}$" 898NHP 2DB *120lb* Harland&Wolff,Ld.Bel.	~~30 ″ 3~~ ~~s 3 ″ 7½~~ ~~26 ″ 10~~ 38' ″ 9 s11 ″ 1¼ 27 ″ 10	
22359 YTKD	**Dedinje** Ⓟ (*ex*Dubrovnik–38, *ex*Lovrjenac) ssSpt.2ndNo.3–12,34 ssSpt.No.1–38 *1Dk&Shelter dk*	1036 816 594	✠100A1 *withfreeboard* 12,40 ✠LMC5,38 ✠NB1,27 BS12,40 *Service in the Adriatic* NO LATER SURVEY REPORTED.	Spt	l	CL N4,38	1909 8mo	Cant.Nav. Triestino Monfalcone	Dubrovacka PlovidbaA.D *CellD*	208·9 30·8 BK6" *BuE23'80tDTsf27'*	29·2	18·7	Dubrovnik Yugoslav *6BHCem* *33tAPT12t*	T.3Cy.$18\frac{13}{16}$",29½"&48"–30" 180lb (*s*) 203NHP 2SB,*4cf*,GS80,HS3229 FD WllsndSlpwy.Co.Ld.Nwc.	13 ″ 0 s ″ 6 13 ″ 2¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of b. of Trade Cert.
22360 148166 GTDB	**Deebank** ssLiv.No.2-38 1Dk(Stl)&Shelter dk(Stl-ws) Tonnage opening closed'42(W.E.)	5060 4628 3001	✠100A1 withfreeboard 3,42 ~~4,41~~ ~~BS4,41~~ ✠LMC4,37 Carrying vegetable oil in deep tank F.P. above 150° F. Fitted for oil fuel 6,29	~~Lon~~ Liv BS3,42	a†	CL N12,39	1929 6mo	Workman, Clark(1928) Ld. Belfast Lloyd'sA&CP	BankLine,Ld. (A.Weir&Co. Mgrs.) CellDB366'1176t	421·8 DTa27'1105tFPT	56·7	26·7 FK	Belfast British 7BHptCem (Coll to Sh dk 6 „ 2nd „) 156tAPT79t	Q4Cy.22",32",46¾"&68"-48" 260lb (s) 565NHP 3SB(Spt),12cf,GS214, HS8112 FD Workman.Clark(1928)Ld.	~~29 „ 8~~ ~~s3 „ 2½~~ ~~25 „ 6~~ 36 „ 4 s10 „ 1½ 26 „ 8	
22361 139306 MGJD	**Deedon** (exMagrix-37) 3Mst Well deck ssHul.No.3-7,29 Mchy.Aft ssPet.No.2-38 1Dk(Stl)	314 220 124	✠100A1 7,41 ~~3,41~~ ✠NB11,16 ✠NE10,00 refitted16	~~Sld~~ Abn ✠LMC7,38 BS~~7,40~~7,41	e	CL ~~7,38~~ 7,41	1916 12mo	Cochrane &Sons,Ld. Selby Lloyd'sA&CP	A.M.Massie FPT39t	135·3 144·6(O.L.) Q68'BonQ9'F20'	23·1	9·5 BK7"	Aberdeen British 3BHCem	T.3Cy.10$\frac{5}{16}$",18⅜"&31½"-21" 180lb (s) 57RHP 1SB,2pf,GS29,HS1007 Hall,Russell&Co.Ld.Abn.	10 „ 6 s „ 5½ 10 „ 8	
22362 162285 MBJQ	**Deemount** ssAbn.No.1-37 Well deck CruiserStern 1Dk(Stl) Mchy.Aft Cargo battens not fitted	569 367 274	✠100A1 ~~9,41~~ ~~10,40~~ 5,42 BS9,41 MS12,37 ✠NE&Bmade31refitted33	~~Shl~~ Abn ✠LMC ~~BS10,40~~	h	CL ~~4,39~~ 5,42	1933 9mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	BorderShippingCo. Ld. CellDB104'15	165·5 Q112'BonQ9'F22' 7tFPT41tAPT20t	27·2	9·7 FK	Aberdeen British 3BHptCem ptAsp	T.3Cy.12½",21"&34"-24" (s) 180lb 70RHP 1SB,3pf,GS52,HS1779 J.Lewis&Sons,Ld.Abn.	12 „ 1 s3 „ 8 12 „ 1¼	
22363 218312 KIMD	**Deer Lodge** 2Dks Sub.Sig. Fitted for oil fuel	6187 5139 3832	✠ ... 9,20	✠			1919 7mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	PortlndOr Utd.States WB	DR Geared Steam Turbine GeneralElectric 579NHP Co.Schenectady,N.Y.	30 „ 2	R †
22364 143456 GPDQ	**Deerwood** ssSld.No.3-10,32 ssShl.No.1-37 Well deck 1Dk(Stl) D.F. Cargo battens not fitted	1914 1495 1128	✠100A1 9,40 MS8,37	Shl ✠LMC BS1,41	q	CL 7,40	1919 10mo	J.Crown& Sons,Ld. Sunderland Lloyd'sA&CP	W.France,Fenwick&Co.Ld. CellD	268·0 P24'Q82'B51'F30' B223'426tFPT105t	37·9	17·6 FK	London British 4BHptCem APT100t	T.3Cy.20",33"&54"-36" (s) 180lb 192NHP 2SB,6pf,GS97,HS2977 McColl&Pollock,Ld.Sld.	19 „ 9 s1 „ 11 18 „ 0	
22365 137459 GQNC	**Defender** ssLiv.No.3-12,27 ssBkn.No.2-37 2Dks(Stl)&3rddk(Stl) in No.1 hold	8258 7396 5280	✠100A1 3,42 ~~4,41~~ Examined ~~7,40~~11,41 MS2,37	~~Lon~~ Liv ✠LMC BS4,41	d†	CL ~~9,38~~ 2,42	1915 6mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	CharenteS.S.Co. Ld.(T&JHarrison, Mgrs.) CellDBa135'u E&B75'f210'1539t	482·3 498·6(O.L.) P54'B188'F51' DTa30'1066tFPT	58·3	33·4 FK	Liverpool British 9BHCem 101tAPT49t	Q.4Cy.25½",36½",52½"&75"-54" 220lb 720NHP 2DB&2SB,18cf,GS379, HS13788 Dunsmuir&Jackson LdGls	35 „ 10 s7 „ 7 28 „ 7	
22366 166301 GRPP	**Defoe** OilEng D.F. E.S.D. 2Dks&Shelter dk Cruiser Stern	6245 5458 3795					1940	Harland& Wolff,Ld. Belfast	Lamport&Holt Line,Ld.	438·8 B64'F38'	62·3	25·4	Liverpool British WB	Oil Engines 2S.C.DA 6Cy.20⅞"-49$\frac{3}{16}$" 896NHP Harland&Wolff,Ld.Bel.		C
22367 160370 GNQY	**Deido** OilEng. ssLiv.No.2-36 2Dks(Stl)&Shelter dk(Stl) Tonnage opening closed'41(W.E.)	3894 3132 2143	✠100A1 withfreeboard 8,41 ~~3,41~~ DBS~~7,40~~4,42 Carrying vegetable oil in deep tanks	Liv Lth Examined3,41 ✠LMC CS10,37 8,38	x	CL N3,41	1928 3mo	Ardrossan DockyardLd. Ardrossan Lloyd'sA&CP CellDB284'	ElderDempster Lines,Ld. 834tDTsa58'628t	356·6 P37'F41' FPT91tAPT100t	49·2	22·4 FK	Liverpool British 6BHptCem (CollToShdk 5 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP DB100lb J.G.Kincaid&Co.Ld.Grk.	~~24 „ 8~~ ~~s2 „ 2¼~~ ~~22 „ 7¼~~ 33 „ 5 s9 „ 11¼ 23 „ 7¼	
22368 UVBM	**Dejnev** Ⓟ 2Dks	3578 — 1734					1937	S.B.Yd. AndréMarti Leningrad	U.S.S.R.	334·6 P234'	49·2		Murmansk Russian	T.3Cy19$\frac{11}{16}$",39⅜"&63"-43$\frac{5}{16}$" 262NHP WorksAndréMarti, Leningrad		
22369 UOML	**Dekabrist** (exAnadyr, exFranche-Comté) TwinSc ssKel.No.1-27 ssKel.2ndNo.3-7,29 Sub.Sig. GyC. 2Dks&Shelter dk	7363 6654 4160	✠ ... 3,31	✠			1903 4mo	Vickers,Ss. &Maxim,Ld. Barrow	U.S.S.R.	475·8 B125'onShelter dk	54·1	32·6 FK	Odessa Russian WB	T.6Cy.27",44"&72"-48" 855NHP Vickers,Sons&Maxim,Ld.	35 „ 8	
22370	**Dekret** (exWassian,exElben, exLaboe) Iron 1Dk&Awng dk	721 683 442					1883	Gebr. Howaldt Kiel	U.S.S.R.	187·0 H15t	24·8	18·9	Archangel Russian, WB	C.2Cy.23"&37½"-27" 61NH Gebr.Howaldt.Kiel		
22371 26025 JDID	**Delagoa Maru** ssYka.No.3-1,31 ssYka.No.2-40 1Dk(Stl)&Shelter dk(Stl)	7148 6700 4373	✠100A1 Shelter dk withfreeboard ~~4,40~~7,41 BS7,41	Yka ✠LMC4,40	a†	CL 3,40	1919 10mo	Mitsubishi ZosenKaisha Nagasaki A&CP CellDB358'	NipponYusen K.K. 1160tDTa28'1127t	420·0 FonShelter dk47' FPT107tAPT95t	56·0	38·5 FK	Tokyo Japanese Cem 6BHtoShdk 2 „ „ U „	T.3Cy.28",47½"&79"-51" (s) 200lb 620NHP 4SB.12cf,GS217,HS87·8 FD MitsubishiZosenKaisha	38 „ 6 s10 „ 4½ 28 „ 4	
22372 164348 MMNW	**Delane** OilEng. D.F. 2Dks&Shelter dk CruiserStern Tonnage opening closed'41(W.E.)	6054 5458 3744	✠100A1 withfreeboard 5,41 ~~7,40~~ DBS12,41	Liv Cbo ✠LMC1,38	c† 2⅛	CL 5,41	1938 1mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	Lamport&Holt Line,Ld. CellDB350'1507t tunnel14	438·6 456·0(O.L.) B83'F32' Tanks in way of 7tFPT66tAPT53t	62·3	25·4 FK	Liverpool British 8BHptCem (Coll to Sh dk 7 „ 2nd „)	Oil Engines 2S.C.DA 6Cy.20⅞"-49$\frac{3}{16}$" 898NHP 2DB120lb Harland&Wolff,Ld.Bel.	37 „ 9 s10 „ 2¼ 27 „ 8¾	
22373 PJEH	**Delapan** (exWarVessel) TwinSc 1Dk OilEng. Carrying Petroleum in bulk	528 416 157					1915	SirR Dixon &Co Ld. Middlesbro'	N.V.Curaçaosche Scheepsv.Maats.	170·0 H90tF22t	31·2	11·5	Curaçao Dutch WB	Oil Engines 2S.C SA 8Cy.16½"-18⅞" 386NHP J&CG Bolinder'sCoLdSkm		
22374 219770 KUKP	**Delarof** Ⓟ (exMohinkis) ssS.Fo.No.3-5,30 ssS.Fo.No.2-38 2Dks(Stl)&Web frames Longitudinal framing	6021 5694 3842	100A1 withfreeboard 4,41 ~~BS12,40~~ Fitted for oil fuel 1920 F.P. above 150° F.	SFo BS2,42 LMC4,38	z	CL 3,41	1920	Pacific Coast S.B.Co. BayPoint,Cal	AlaskaPackers' Association 'Tween deck bulkheads at ends of machinery space dispensed with CellDB344'1351t	402·5 P34'F39' MT30'554tFPT73t	53·0	32·0 FK	S.Frncisco Utd.States ptCem 3BHtoWdk 4 „ „ 2nd „ APT46t	T.3Cy.24½",41½"&72"-48" 210lb 579NHP NE20fitted5,30 3SB,9cf,HS8745 FD LlewellynIronWorks, LosAngeles	34 „ 6 s8 „ 3½ 26 „ 5½	
22375 ~~634~~ ~~OHAP~~ HPKQ	**Delaware** (exNewa, exMickley) ssHbg.2ndNo.3-5,29 ssHpl.No.2-38 D.F. 1Dk(Stl)&Webframes Cargo battens not fitted Now "Puchero," see No. 38074 in Supplement	2441 2249 1424	✠100A1 11,40 Examined 10,41 MS5,38	NNs Bal ✠LMC BS1,40	t	CL 11,40	1902 11mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	A/B Helsingfors SteamshipCo.Ld. (A/BNielsen& ThordenO/Y,Mgs.) CellDB	307·8 305·3 P27'B82'F35' a94'uE&B40'f132'	43·5	20·8 FK	Panama Pnamanian 5BHCem 608tAPT18t	T.3Cy.22",36"&58"-39" (s) 160lb 233NHP 2SB,6pf,GS107,HS3840 N.E.MarineEng.CoLdNwc	23 „ 0 s3 „ 6¾ 19 „ 7	
22376 OYAA	**—** (exCopenhagen) ssEls.No.3-11,29 ssEls.No.2-39 D.F. 1Dk(Stl)&Shelter dk(Stl)	2280 2029 1333	✠100A1 Shelter dk withfreeboard 2,39 (SEE FOOT NOTE *)	Els ✠LMC2,39	u	OG 1,89	1919 12mo	A.B.Öresundsvarvet Landskrona Intermediate BH in fore hold dispensed with	DetForenede DampskibsSelsk CellDB262'548tFPT89t	310·0	44·7	19·5 FK	Copnhagn Danish Cem CollisionBHtoShdk 3 „ „ U „ APT105t	2Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb FD 250NHP 2SB(Spt).8cf,GS82,HS3533 A.B.deLavalsAngturbin, Skm.	22 „ 0 s1 „ 2 21 „ 0	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
22377 149497	**Delaware** (*ex*Imari) *Mchy.Aft* 1*Dk*	1940 1638 1158					1929	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	St.Lawrence Steamships,Ld.	252·8 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP MacColl&Pollock,Ld.Sld.		C
22378 221893 KDWQ	**Delaware Sun** *ss*Phl.No.3-5,34 *ss*Phl.No.1-38 1*Dk*(*Stl*) *Shelter dk*(*Stl*)& *Mchy.Aft* *Web frames* GyC. *Longitudinal framing*	8964 8575 5617	✠100A1 *Shelter dk* *with freeboard* 11,41 ~~10,40~~ MS7,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Phl BS10,41 ✠LMC ~~BS10,40~~	*e*†	CL ~~3,39~~ 5,41	1922 1mo	SunS.B. Co. Chester,Pa. A&CP	SunOilCo. *CellDBuE&B*74'	480·5 F44'*onShelter dk* FK *f*40'395*t FPT*186*t*	66·0	36·8	Phildlphia Utd.States 19*BHptCem* (9 *to Sh dk* 10 ,, *U* ,,) *APT*84*t*	T 3Cy.27",45½"&76"-51" (*r*) 210lb 628NHP 3SB,*9cf*,GS197,HS9198 FD SunS.B.Co.Chester,Pa.	37 " 0 s 9 " 2 28 " 1½	
22379 239616 WEWB	**Delbrasil** Ⓟ D.F. E.S.D. 2*Dks* Sub.Sig. GyC. *Fitted for oil fuel* *Ref.Mchy.*	7977 — 4522					1939	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	Mississippi ShippingCo.Inc.	468·1 B&F441'	65·7	26·7	N.Orleans Utd.States *WB*	DR geared steam turbine 1300NHP GeneralElectricCo. Lynn,Mass.		R
22380 UOWI	**Delegat** TwinSc *OilEng.* 1*Dk.*	979 — 434					1931	StatesS.B. &Eng.Wks. 'André Marti' Odessa	U.S.S.R.	229·6 P64'F32'	34·0	10·8	Rostov Russian	Oil Engines 4S.C.SA 12Cy.13 9/16"-19 11/16" 214NHP KolomenskieStateE.Wks.		
22381 2124 IBLF	**Delfin** (*ex*Camogli-35,*ex*Rovereto, *ex*WarAngler) *ss*Nap.No.3-5,31 1*Dk* D.F. *Fitted for oil fuel*	5322 4823 3233	✠ ... 3,33	✠			1918 3mo	Scotts'S.B. & Eng.Co.Ld Greenock	"Polena"Società diNavigazione	421·5 400·3 P50'B113'F39' FK	52·2	28·2	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 490NHP Scotts'S.B.&Eng.Co.Ld.	31 " 0	I †
22382 21881 KIVS	**Delfina** 1*Dk* *Fitted for oil fuel*	3480 2991 2060	✠ ... 1,21	✠			1919 7mo	Hanlon D.D.&S.B.Co. Oakland,Cal.	Baltimore InsularLine,Inc. (A.H.Bull&Co.Inc. *Mgrs.*)	320·7 P26'B79'F34' FK	46·0	24·4	Baltimore Utd.States *WB*	T.3Cy.24",39"&63"-42" 387NHP AllisChalmersMfg.Co. Milwaukee	26 " 9	R †
22383	**Delfina Mitre** TwinSc (*TrainFerry*) *OilEng.* 1*Dk*	2100 — 1525	✠ ... 9,29	✠			1928 5mo	A.&J. Inglis,Ld. Glasgow	EntreRiosRailwaysCo.Ld.	340·0 FK	57·7	17·7	Ibicuy Argentine	Oil Engines 4S.C.SA 16Cy.15¾"-29½" 383NHP Harland&Wolff,Ld.Gls.	19 " 9	
22384 LDFS	**Delfinus** D.F. 1*Dk*	1293 976 751					1912	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskibsselskab	230·1 Q82'B58'F28'	35·2	16·1	Bergen Norwegian *WB*	T.3Cy.17½",29"&48"-33" 12NHP LaxevaagsMsk.&Jrns.Bgn		N
22385 PDOC	**Delfshaven** *ss*Ant.No.2-38 D.F. 1*Dk*(*Stl*)	*5281* *4934* *3256*	✠100A1 5,42 ~~1,41~~ ~~10,41~~ BS9,41 MS6,38	~~Nwc~~ ~~Mel~~ Lon ✠LMC ~~BS10,40~~	*a*†	CL N1,41 ~~2,42~~ 5,42	1930 3mo	W.Gray& Co.Ld. Sunderland *Lloyd's*A&CP	N.V.Gebr.van Uden'sScheepv.en AgentuurMaats *CellDB*	421·2 P32'B268'F36' FK 373'1246*t FPT*117*t*	54·3	27·2	Rottrdam Dutch 7*BHCem* *APT*157t	Q4Cy.20",28½"41½"&61"-48" 260lb (*s*) FD 463NHP 3SB(Spt)*9cf*,GS151.HS6696 Cen.Mar.EWrks.LdWHpl.	29 " 8 s 4 " 8¾ 25 " 2¼	
22386 PDOD	**Delftdijk** Ⓟ TwinSc *OilEng.* *ss*Nwc.No.3-9,41 ~~*ss*Rot.No.2-38~~ 3*Dks*(*Stl U-ws in after well*) *Ref.Mchy.* D.F.	10220 9038 6385	✠100A1 ~~9,41~~ ~~6,40~~ 2,42 DBS9,41 ✠Lloyd'sRMC ~~5,40~~ 9,41 *Carrying vegetable oil in deep tank*	~~NYk~~ ~~Nwc~~Liv ✠LMC9,41	*f*†	CL ~~s6,39~~ ~~P10,39~~ 4,41	1929 10mo	Wilton'sE. &Slpway.Co. Rotterdam *Lloyd's*A&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*	490·9 P40'B149'F46' FK 410'1666*t tanks in way of tunnels*	64·7	34·1	Rottrdam Dutch 8*BHptCem* 522*t DTa*36'	Oil Engines 4S.C.SA 16Cy.29⅛"-72 13/16" 1293NHP DB*100lb* Harland&Wolff,Ld Gls. 1050*t FPT*140*t APT*165*t*	40 " 0 s 9 " 4¾ 30 " 9¾	
22387 7229 SEJA	**Delhi** TwinSc *ss*Sea.No.1-41 *OilEng.* *ss*Got.No.3-3,38 1*Dk*(*Stl*)&*Shelterdk*(*Stl-ws*) D.F. 3*rd dk*(*Stl*)*inNo.1hold*	4571 4042 2606	✠100A1 *with freeboard* ~~4,41~~ ~~12,40~~ 5,42 DBS1,41	~~Gms~~ ~~Sea~~ Hul ✠LMC CS3,38 3,38	*z*	CL ~~s9,38~~ ~~P9,39~~ 3,41	1925 10mo	A/B.Lindholmen-Motala Gothenburg *Lloyd's*A&CP	Aktieb.Svenska OstasiatiskaKomp (K.Nilsson,*Mgr.*) *CellDB*328'995*t Tanks at sides of tunnels* 19'72*t FPT*69*t APT*49*t*	391·7 409·1(O.L.) F31' FK	52·6	25·0	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-39⅜" DB*85lb* 716NHP Aktieb.Atlas-Diesel,Skm.	28 " 0 s 2 " 11½ 25 " 2	
22388 28708 JHKA	**Delhi Maru** Ⓟ 2*Dks*	2182 1915 1332					1922	OsakaIron Works, Innoshima	OsakaSyosenK.K.	270·0 B21'F28'	43·0	22·5	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" Osaka 210NHP IronWorks,Innoshima		C
22389 1144 ICLY	**Delia** (*ex*Valfiorita-35, *ex*Buckleigh) *ss*Gen.No,3-4,31 2*Dks*(*Stl*)	5406 4577 3310	✠ ... 7,35	Gen ✠	*y*		1917 7mo	A.McMillan&Son Dumbarton	GiovanniGavarone *CellDB*349'893'	413·2 400·0 P36'B129'F48' FK *DTf* 36' 873*t FPT*	52·0	27·8	Genoa Italian 6*BHCem* 82*t APT*18*t*	T.3Cy.27",44"&73"-48" 458NHP 3SB,*9cf*,GS180,HS7860 D.Rowan&Co.Glasgow	30 " 0	I †
22390 DOMS	— D.F. Sub.Sig. *Cruiser Stern* 2*Dks*	1297 899 592					1929	Atlas-WerkeA.G. Bremen	Dampfschifffahrts Ges.NeptunA.G.	237·3 F26'	37·5	13·3	Bremen German *WB*	T.3Cy.18½",29½"&49⅜"-29½" 134NHP Atlas-WerkeA.G.Bremen		G
22391 147207 GJSQ	**Delilian** *ss*Grk.No.3-7,36 *ss*Gls.No.1-40 *Ref.Mchy.* D.F. E.S.D. 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	6423 6052 4064	✠100A1 *Shelter dk* *with freeboard* 5,41 MS3,40 Lloyd'sRMC ~~5,41~~ ~~11,41~~ 6,42	Gls ✠LMC BS ~~5,41~~ 6,42	*z*	CL 4,41	1923 4mo	D&WHendersn&Co.Ld. Glasgow *Lloyd's*A&CP	DonaldsonLine,Ld. (DonaldsonBros.& Black,Ld.*Mgrs.*) *CellDB*340'963*t* *DTa*26'670*t*	400·4 412·0(O.L.) B143 *on Shelter dk* FK *FPT*123*t APT*30*t*	52·5	35·0	Liverpool British *ptCem* 6*BH to Sh dk* 1 ,, ,, *U* ,,	Q.4Cy.23½",34",49"&70"-51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&WHendersn&CoLd.Gls	37 " 7 s 8 " 8¼ 29 " 2	
22392 218980 KIVT	**Delisle** 1*Dk* *Fitted for oil fuel*	3478 2991 2064	✠ ... 6,20	✠			1919 9mo	Hanlon D.D.&S.B.Co. Oakland,Cal.	Baltimore-InsularLine,Inc. (A.H.Bull&Co.Inc. *Mgrs.*)	320·7 P26'B79'F34' FK	46·0	24·4	Baltimore Utd.States *WB*	T.3Cy.24",39"&65"-42" 397NHP AllisChalmersMfg.Co. Milwaukee,Wis.	26 " 9	R †
22393 164329 GZSY	**Delius** *OilEng.* D.F. 2*Dks*&*Shelter dk* *Cruiser Stern* *Tonnage opening closed* '41(*W.L.*)	6065 5458 3749	✠100A1 *with freeboard* ~~10,40~~ 8,41 DBS5,41	~~Npt~~ BAs ✠LMC7,37	*c*† 2½	CL ~~5,40~~ 8,41	1937 7mo	Harland& Wolff,Ld. Belfast *Lloyd's*A&CP	Lamport&Holt Line,Ld. *CellDB*350'1507*t Tanks in way of tunnel* 147*t FPT*66*t APT*55*t*	438·6 456·0(O.L.) B83'F32' FK	62·3	25·4	Liverpool British 8*BHptCem* (*Coll to Sh dk* 7 ,, *2nd*,,)	Oil Engines 2S.C.DA 6Cy.20⅞"-49 3/16" 898NHP 2DB*120lb* Harland&Wolff,Ld.Bel.	37 " 9 s10 " 2¼ 27 " 8¾	
22394 105964 VLGS	**Dellie** (*ex*Sphene-35) *ss*Mel.3rdNo.3-11,32 *ss*Syd.No.1-37 *Mchy.Aft* *Iron Floors* 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	411 274 159	✠100A1 5,41 ~~12,40~~	Syd ✠LMC12,40	*f*	CL 12,40	1895 11mo	Scott& Sons Bowling A&CP	AulcoPty.Ld.	142·5 147·8(O.L.) Q68' B on Q9'F25' BK7"	25·1	10·7	SydneyNSW British 3*BHCem* *FPT*18*t*	C.2Cy.20"&40"-27" (*s*) 110lb 65RHP 1SB.*2pf*,GS40,HS1270 Muir&Houston,Glasgow	12 " 1 s " 5¾ 12 " 3	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of TradeCert.
22395 219590 KUBZ	**Dellwood** Ⓟ 1*Dk* D.F. *Fitted for oil fuel*	3923 — 2489	✠ ... 5,22	✠			1919 12mo	Hanlon D.D.&S.B.Co Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7 P&B249'F40' FK	46·0	24·4	NewYork Utd. States *WB*	T.3Cy.24",39"&65"–42" AllisChalmers 397NHP Mfg.Co.Milwaukee,Wis.		R †
22396 143518 MKFV	**Dellwyn** (*ex*MadgeLlewellyn–38) ssGmh.No.3–6,34 — *Well deck* 1*Dk*(*Stl*)	1451 1119 886	✠ 1,38	Cff ✠	*o*		1920 9mo	J.Lewis& Sons,Ld. Aberdeen	DillwynS.S.Co.Ld. ~~(Stockwood,Rees &Co.Ld.*Mgrs.*)~~ *CellD*	234·8 244·3(O.L.) FK P16'Q67'B58'F23' *B*192' 381*t FPT*41*t*	35·7	16·6	Cardiff British 4*BHCem* *APT*46*t*	T.3Cy.18¼",28½"&48¼"–33" 86RHP 2SB,6*pf*,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 ″ 7	
	Now sailing as "Castillo Montosa," under Spanish Flag															
22397 220716 KDHJ	**Delmar** (*ex*Bibbco–35) 2*Dks* *Fitted for oil fuel*	5107 4598 3115					1920	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
22398 219292 KOQJ	**Delmundo** Ⓟ (*ex*Casey–32) 2*Dks* *Ref.Mchy.* *Fitted for oil fuel*	5032 4573 3127					1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd. States	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
22399 218002 KIDQ	**Delnorte** Ⓟ (*ex*Schoodic) 2*Dks*& *Web frames* *Ref.Mchy.* *Fitted for oil fuel*	4982 4740 3054	✠ ... 6,20	✠			1919 5mo	American International S B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd. States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
22400	**Delorleans** Ⓟ 2*Dks* *Ref.Mchy.* D.F. E.S.D. *Fitted for oil fuel* Sub.Sig. GyC.	8300					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	Mississippi ShippingCo.Inc.	465·0	65·5	39·7	N.Orleans Utd. States *WB*	DR Geared Steam Turbine 1300NHP GeneralElectricCo. Lynn,Mass		
22401 DHEU	**Delos** (*ex*Donau,*ex*Osterndorf) 1*Dk*	2589 2300 1541					1922	Akt.Ges. "Neptun" Rostock	DeutscheLevante- LinieHamburg A.G.	311·0 P&B207'F31'	45·2	19·6	Hamburg German *WB*	T.3Cy.21⅜",34⅜"&56"–37⅝" 192NHP A.G."Neptun,"Rostock		G
22402 116786	**Delos W. Cooke** (*ex*Starruca) *Mchy.Aft* 1*Dk*& *Spar dk*	3291 — 2579					1897	UnionD.D Co. Buffalo	NicholsonTransit Co.	326·5	44·0	14·9 29·3	Detroit, Mich. Utd. States *WB*	T.3Cy.22",38½"&64"–42" 265NHP KingIronWorks,Buffalo		
	Now "Steel King," *see No.* 38470 *in Supplement*															
22403 DOMV	**Delphin** Ⓟ Pad 1*Dk*	404 320 140					1905	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	190·2 B79'	23·7	9·4	Bremen German *WB*	T3Cy.19$\frac{7}{16}$",30$\frac{11}{16}$"&50⅜"–47¼" 174NHP A.G."Weser,"Bremen		G
22404 167362 GCXC	**Delphinula** *OilEng.* 1*Dk*,2*nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8120 7235 4787	✠100A1 7,41 ~~8,40~~ *CarryingPetroleum in bulk*	Shl ✠LMC12.39	*c*†	CL	1939 12mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'162*t*	465·0 483·0(O.L.) P93'B45'F51' FK *DTf*25'281*t FPT*1	59·2	33·8	London British 17*BH* 43*tAPT*94*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8½ 27 ″ 7½	
22405 6075 SDRO	**Delphinus** *Cruiser Stern* *Mchy.Aft* 1*Dk*	657 507 336					1919	Eriksbergs M.V.Akties Gothenburg	O.F.Ahlmark&Co. Eftr.A/B	180·6 P55'F22'	28·9	11·6	Karlstad Swedish *WB*	T3Cy.14$\frac{3}{16}$",22$\frac{7}{16}$"&36⅝"–24" 80NHP EriksbergM.V.Aktieb,Got		V
22406 220519 KDDE	**Delplata** (*ex*LorraineCross–36) 2*Dks* *Fitted for oil fuel*	5127 4598 3124					1920	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P50'B121'F46'	54·2	27·8	N.Orleans. Utd. States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady.N.Y		R
22407 218681 KISQ	**Delrio** (*ex*Afel–36) 2*Dks*& *Web frames* *Fitted for oil fuel*	5052 4740 3093	✠ ... 9,20	✠			1919 8mo	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd. States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady N.Y.	32 ″ 0	R †
22408 218349 KIMN	**Delsud** Ⓟ (*ex*SalvationLass) 2 *Dks*& *Web frames* *Ref.Mchy.* *Fitted for oil fuel*	4982 4740 3054	✠ ... 6,20	✠			1919 7mo	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd. States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
22409 TVGM	**Delta** (*ex*Ampat, TwinSc *ex*WarVessel) 1*Dk* *Carrying Petroleum in bulk* *Fitted for oil fuel*	494 396 128					1915	Workman, Clark&Co.Ld Belfast	Cie.Fluviale et Mar.deTransp.de Pétrole(Soc.Anon. desPétrolesJupiter *Mgrs.*)	170·0 F59*t*H105*t*	31·1	8·6	Marseilles French *WB*	T.6Cy.9",15"&24"–12" 40NHP Wrkman,Clark&Co.Ld Bel		V
22410 240124 WGJI	**Deltargentino** Ⓟ D.F. E.S.D. 2*Dks* GyC. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.*	8300					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	MississippiShip- pingCo.Inc.	465·0	65·5	39·7	N.Orleans Utd. States *WB*	DR geared steam turbine 1300NHP GeneralElectricCo. Lynn.Mass.		
22411 219184 KOLL	**Delvalle** Ⓟ (*ex*Clavarack–32) 2*Dks* *Ref.Mchy.* *Fitted for oil fuel*	5032 4573 3127					1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P50'B121'F40'	54·0	32·0	N.Orleans Utd. States	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
22412 149406 GFSW	**Demeterton** ssNwc.No.3–12,38 D.F. 1*Dk*(*Stl*)	5251 4792 3244	✠100A1 2,41 BS1,40	Bkn ✠LMC12,38	*z*	CL N2,40	1926 2mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	CarltonS.S.Co.Ld. &CambayS.S.Co. Ld.(R.Chapman &Son). *CellDB*	397·2 410·8(O.L.) P32'B122'F39' FK 343'1502*t FPT*151*t*	54·0	28·6	Newcastle British 6*BHCem* *APT*213*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb *180lb* 363NHP 2SB(Spt)8*cf*,GS155,HS5806 J.Dickinson&Sons.Ld.Sld.	31 ″ 6 s 6 ″ 1½ 25 ″ 7½	
22413 TCMC	**Demir** (*ex*Eastpool–38, *ex*Eastville–37) ssCff.No.3–3,38 D.F. 1*Dk*(*Stl*)	3709 3414 2278	✠100A1 6,41 ~~12,40~~ BS7,41 MS11,37	Ist ✠LMC ~~BS5,40~~	*v*	CL 12,40	1925 11mo *Lloyd*	J Readhead &Sons.Ld. SouthShields *'sA&CP*	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M. *CellD*	347·0 P30'B93'F35' FK *Ba* 110'*uE*23'*f*152	49·1	25·1	Istanbul Turkish 6*BHCem* 812*tAPT*54*t*	T.3Cy.24½",41"&66"–45"(*r*) 180lb *90lb* 328NHP 2SB,6*cf*,GS120,HS5173 J.Readhead&Sons,Ld.SShl	26 ″ 9 s 4 ″ 8½ 22 ″ 2½	
22414 TCAV	**Demirhisar** (*ex*Cihat–38, Iron *ex*Aydin–33,*ex*Aidin, *OilEng.* *ex*Ihsanié,*ex*Fauvette, *ex*Chrysalis,*ex*Honfleur) *Well deck*	440 — 325	✠ ...				1873 11mo	Aitken& Mansel Glasgow	MehmetKasim Basak	176·4 Q91'B11'F25'	24·1	12·3	Istanbul Turkish	Oil Engines E*fitted*36		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	12 Machines. No & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après e papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds ps	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade
22415 131435 GRPY	**Demodocus** Ⓟ *Ref.Mchy.* **D.F.** 2*Dks*	6590 5553 4173					1912	Workman, Clark&Co.Ld Belfast	**ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)**	443·0 P50'B162'F53'	52·8	32·1	Liverpool British *WB*	T.3Cy.30",50"&83"-60" 532NHP Wrkman,Clark&Co.Ld Bel		
22416 PDOO	**Dempo** Ⓟ **TwinSc** *OilEng.* Sub.Sig. **GyC.** 4*Dks* **D.F.** *CruiserStern*	17024 12119 10211					1931	Kon.Maats deSchelde Flushing	**NV.Rotterdamsche Lloyd**	551·0 F101'	70·4	41·6	Batavia Dutch *WB*	Oil Engines 2S.C.SA 20Cy.29$\frac{3}{16}$"-52¾" 3090NHP Kon.Maats.deSchelde Flushing		V
22417 226878 WQCA	**Denali** Ⓟ **TwinSc** (*ex*Caracas-38) *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 2*Dks*	3365 — 1961					1927	NwprtNws S.B.&D.D.Co. Newprt News	**AlaskaS.S.Co.Inc.**	323·0 P51'B137'F36' *WB*	51·0	22·0	NewYork Utd.States	2SteamTurbinesSR Geared to 2 sc. shafts NewportNewsSB.&DDCo.		R
22418 164312 MMDG	**Denbigh Coast** *OilEng.* *Mchy.Aft* 1*Dk* **D.F. E.S.D.** *CruiserStern*	484 367 259	✠100A1 6,42 ~~6,41~~ Examined 2,42 ✠LMC1,37	~~Mch~~ Mch	*g*	OG 3,40	1937 1mo *Lloyd*	NV.Indus- trieeleMaats. "DeNoord" Alblasserdam '*sA&CP*	**CoastLines,Ld.** *CellD*	163·7 27·5 P&B228' Q43'F23' FK *B*107' 140*t FPT*56*t*	26·4	10·0	**Liverpool** British 3*BHptCem* *APT*9*t*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{1}{16}$" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 10 s 1 ″ 1¾ 10 ″ 9	
22419 166276 GQGW	**Denbighshire** Ⓟ **TwinSc** **D.F. E.S.D.** *OilEng.* *Ref.Mchy.* *CruiserStern* 3*Dks*	8983 7791 5393					1938	NVNederl. Schps.Maats. Amsterdam	**GlenLine,Ld.**	483·1 P71'B215'F54'	66·4	38·0	Liverpool British *WB*	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"-55⅛" 2469NHP Akt.Burmeistr&Wain,Cpn		C BT till ~~11,41~~ 6,42
22420 168051	**Denbydale** *OilEng.* 1*Dk*, *2nd dk clear of cargo tanks* **D.F. E.S.D.** *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8145 7225 4743	✠100A1 1,41 ✠LMC1,41 *CarryingPetroleum in bulk*	Gls	*c*† 2⅛	CL	1941 1mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	**TheAdmiralty** *Cell*	463·2 479·3(O.L.) P94'B48'F47' FK *DBu E*71' 142*tDT f*22' 254*t FPT*149*t*	61·2	33·1	Glasgow British 17*BHptCem* *APT*94*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB150*lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s6 ″ 5¼ 27 ″ 0½	
22421 132051 MDKG	**Deneside** *Well deck* *ss*Liv.2ndNo.3-5,35 1*Dk*(*Irn*) *ss*Bel.No.1-39 *Mchy.Aft* *Cargo battens not fitted*	327 226 124	✠100A1 6,42 ~~10,40~~ BS9,41 ~~BS10,40~~ ✠LMC8,39	Bel	*d*	CL ~~9,38~~ 5,42	1910 8mo *Lloyd*	JTEltring- ham&Co. S.Shields '*sA&CP*	**LarneS.S.Co.Ld.**	133·9 Q48'B9'F21' FK *FPT*	23·1	9·3	Belfast British 3*BHCem* 33*tAPT*4*t*	C.2Cy.16"&34"-24" (*s*) 130lb 48RHP 1SB.2*pf*,GS40,HS1240 G.T.Grey,SouthShields	10 ″ 6 s ″ 7 10 ″ 0	
22422 206152 WDQD	**Denmark** *Mchy.Aft* **D.F. GyC.** 1*Dk*	5448 — 4434	✠NB10,20*refitted*1,34				1909	ToledoS.B. Co. Toledo	**GreatLakesSS.Co. Inc.**	440·0	56·0	28·0	OswegoNY Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP ToledoS.B.Co.Toledo		R
22423 26195 JDJD	**Denmark Maru** *ss*Kob.No.3-1,33 2*Dks*(*Stl*)& *Awng dk* (*Stl*)	5870 5590 4264	✠ ... 12,37 ✠	Kob	*y*		1920 1mo	Kawasaki Dkyd.Co.Ld. Kobe	**HakuyoKisenK.K.** *CellDB*334'1118*t*	385·0 FK *Collision* *FPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *Cem* *BH toAwdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" 437NHP 2SB&1AuxSB 8*cf*,GS154,HS5636 KawasakiDkydCoLdKobe	36 ″ 0	C †
22424 162328 MPXL	**Dennis Rose** *ss*Bly.No.2-38 *Mchy.Aft* *WellDeck* 1*Dk*(*Stl*)	1600 1231 946	✠100A1 ~~7,41~~ ~~7,40~~ 4,42 BS4,42 BS2,40 ✠LMC12,38	~~Bry~~ ~~Gf~~ Gls ~~BS1,41~~	*p*	CL ~~12,38~~ 6,41	1930 11mo *Lloyd*	D&WHen- dersn&Co.Ld Glasgow '*sA&CP*	**RichardHughes& Co.(Liverpool)Ld.** *CellD*	250·0 Q140'B15'F25' FK *B*169' 373*t FPT*93*t*	37·2	16·4	Liverpool British 4*BHptCem* *APT*66*t*	T.3Cy.19",31"&52"-36" (*s*) 180lb 232NHP 2SB.6*cf*,GS132,HS4366 D&W.Hendersn&CoLdGls	18 ″ 6 s5 ″ 5 17 ″ 3	
22425	**Denny** (*ex*Tuxpam-39, *ex*Honduras-34) 2*Dks* *Fitted for oil fuel*	1255 1086 704					1915	Fredrkstad Mek.Værks. Fredrikstad	**LietuvosBaltijos Lloydas**	235·0	33·6	19·9	Sventoji Lithuanian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		V
22426 160320 GNVK	**Denpark** *ss*Shl.No.2-36 **D.F.** 1*Dk*(*Stl*)	3491 3241 2153	✠100A1 3,42 ~~5,41~~ Examined ~~1,41~~ 3,42 MBS3,42 ✠LMC3,36 DBS1,41 ~~MBS5,41~~	~~Mdb~~ ~~Hpl~~ Shl	*v*	CL ~~12,39~~ 2,42	1928 5mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	**DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*)**	350·0 P30'B98'F29' FK *CellDB*301'800*t*	49·0	23·7	Greenock British 6*BHCem* *APT*99*t*	T.3Cy.22",38"&63"-42" (*s*) 200lb *100lb* 339NHP 2SB,6*cf*,GS97,HS4650 FD D.Rowan&Co.Ld.Gls.	26 ″ 0 s4 ″ 7½ 21 ″ 7½	
22427 2178 IBFP	**Dentice** (*ex*Adna-37, *ex*WarPatriot) *ss*Sba.No.3-5,30 *ss*Rot.No 1-34 1*Dk*(*Stl*) *Carrying oil fuel in bulk* *Fitted for oil fuel*	5281 4827 2784	✠ ... 6,38 ✠	Nwc	*y*		1918 4mo	Fairfield Co.Ld. Glasgow	**"Polena"Società diNavigazione** *CellDB*	413·1 400·5 P49 B112'F38' FK *Middle line Bulkhead* 345'1136*t FPT*118*t*	52·3	28·9	Genoa Italian 11*BHptCem* *not oil tight* *APT*185*t*	T.3Cy.27",44"&73"-48" 489NHP 3SB.9*cf*,GS190,HS7020 FairfieldCo.Ld.Glasgow	31 ″ 0	I †
22428 PDOY	**Deo Duce** *OilEng.* **D.F.** 1*Dk* *Mchy.Aft* *Cruiser Stern*	346 222 170					1937	D.&J.Boot Schps."De Industrie" Alphen a/d Rijn	**J.Boll**	148·4 P77'B16'F17'	25·7	7·1	Winsum Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-15¾" 70NHP D.&J.BootMtrnfb."De Industrie"Alphen a/dRijn		V
22429 PDOZ	**Depa** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	315 223 192					1935	E.J.Smit& Zoon Westerbroek	**E.H.Paap**	131·6 P37'F17'	24·2	9·0	Groningen Dutch *WB*	Oil Engines 4S C.SA 6Cy.11"-17$\frac{1}{16}$" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		V
22430 220449 KDBA	**Depere** 2*Dks* *Fitted for oil fuel*	3475 2991 2063	✠ ... 3,21 ✠				1920 2mo	HanlonDD &S.B Co. Oakland,Cal.	**AlaskaS.S.Co.Inc**	320·7 P26'B79'F34' FK	46·0	24·4	New York Utd.States *WB*	T.3Cy.24",39"&65"-42" Allis-Chalmers 397NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	R †
22431 DOCM	**Der Deutsche** Ⓟ **TwinSc** (*ex*SierraMorena-34) *Corrugated sides* **D.F.** Sub.Sig. **GyC.** 4*Dks*	11453 8270 6446					1924	Bremer Vulkan Vegesack	**DeutscheArbeits- frontG.m.b.H. (Norddeutscher Lloyd,*Mgrs.*)**	490·5 66·3 P&B380'F79'	61·8	34·3	Bremen German *WB*	T.6Cy.28⅜",46⅞"&75⅝"-51¼" 818NHP BremerVulkan,Vegesack		G
22432 220599 KDDT	**Derblay** 2*Dks* *Fitted for oil fuel*	3475 2991 2065	✠ ... 11,20 ✠				1920 7mo	HanlonDD &S.B.Co.Ld Oakland,Cal.	**AlaskaS.S.Co.Inc.**	320·7 P26'B79'F33' FK	46·0	24·4	New York Utd.States *WB*	T.3Cy.24",39"&65"-42" 397NHP Allis-ChalmersMfg.Co. Milwaukee,Wis	26 ″ 9	R †
22433 164273 GYMX	**Derbyshire** Ⓟ **TwinSc** *OilEng.* **D.F.** 3*Dks* *CruiserStern*	11660 8007 7229	✠100A1 11,39 DBS8,39 ✠LMC10,35	Gls	*g*† 2$\frac{5}{16}$	CL s10,38 P8,39	1935 10mo *Lloyd*	Fairfield Co.Ld. Glasgow *sA&CP*	**BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*)** *CellD*	482·6 P51'B265'F78' FK *B*422'1590*t FPT*36*t*	66·2	23·0	Liverpool British 8*BHptCem* *APT*101*t*	Oil Engines 2S.C.SA 16Cy.28⅜"-39" 2252NHP DB120*lb* FairfieldCo.Ld.Glasgow	36 ″ 6 s 7 ″ 5½ 29 ″ 4¾	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist's Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulae; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B of Trade Cert
22434 DHEV	**Derindje** (*ex*ChiefScout,*ex*Derindje) *ss*Gms.No.3-10,21 Sub.Sig. D.F. 1*Dk&Shelter dk*	3063 2876 1838	✠ ... 8,24				1915	Nordsee-werke Emden	DeutscheLevante-LinieHamburgAG.	336·1 F36' *on Shelter dk*	48·3	20·9 29·1 FK	Hamburg German *WB*	T.3Cy.23½",38"&62"-42" 331NHP Reiherst.Maschinenf.Ham	31 ″ 7	G †
22435 124 IBHJ	**Derna** Ⓟ 2*Dks* *Fitted for oil fuel*	1769 1259 871					1912	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon. di. Nav.	277·2 262·5 P43'B62'F38'	36·4	18·2	Palermo Italian *WB*	T.3Cy19⅜",32⅔"&55$\frac{1}{16}$"-39⅜" 191NHP N.OderofuA.StriPonente		I
22436 218888 KOBJ	**Deroche** 2*Dks* *Fitted for oil fuel* *Carrying Petroleum in bulk* *Mchy.Aft* D.F. *Longitudinal framing*	7058 — 4349					1919	Bethlehem S.B.Cpn.Ld. Alameda,Cal.	UnionOilCo.of California	435·0 P123'B50'F44'	56·0	32·0	LosAngeles Utd.States *WB*	T.3Cy.27",47"&78"-48" 594NHP BethlehemS.B.Cpn.Ld. SanFrancisco		R
22437 166384 GKGQ	**Derrymore** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnageopening closed'41*(*W.E.*)	4799 4360 2822	✠100A1 *withfreeboard* ~~2,41~~ 10,41 ✠LMC4,38	~~Gal.~~ Lon		CL 2,41	1938 4mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP*	McCowen&Gross, Ld. *CellDB*351'1441*t*	414·0 431·7(O.L.) *MT*30'1216*tFPT*14	56·9	25·7 FK (	London British 7*BIIptCem* *Coll to Sh dk* 6 ,, *2nd* ,,) 7*tAPT*262*t*	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" 449NHP 2DB*120lb* Wm.Doxford&Sons,Ld Sld	~~28 ″ 1~~ ~~s 3 ″ 0~~ ~~25 ″ 3½~~ 36 ″ 8 s10 ″ 6¾ 26 ″ 3½	
22438 166532 GNNB	**Derrynane** D.F. 1*Dk&Shelter dk* *CruiserStern*	4896 4323 2920	✠100A1 *withfreeboard* 1,41 ✠LMC8,38 *Fitted for oil fuel*	PNl *fuel* 8,	*a*† 2 38	CL *F.P. a*	1938 8mo *bove* 1	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP* 50° F.	McCowen&Gross, Ld. *CellDB*344'1200*t*	414·7 430·5(O.L.) *FPT*172*tAPT*207*t*	57·0	25·7 FK (*Coll*	London British 6*BII* *BII to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.22",37"&63"-45" (*s*) 220lb 394NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS143,HS5807 D.Rowan&Co.Ld.Gls.	28 ″ 1 2 ″ 11 25 ″ 4½	
22439 160781 GBWG	**Derwenthall** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4934 4417 2849	✠100A1 *withfreeboard* 4,40 ✠LMC4,40	Sld	*a*†	CL	1940 4mo	Wm.Dox-ford&Sons Ld Sunderland *Lloyd's A&CP*	WestHartlepool Stm.Nav.Co.Ld. *CellDB*347'1114*t* *MT*32'1252*t*	426·0 441·8(O.L.) F41' *FPT*122*tAPT*149*t*	54·3	26·1 FK (	W.Hartlpl. British 7*BIIptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.23⅝"-91$\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	28 ″ 7 s 3 ″ 3 25 ″ 6½	
22440 DHEW	**Desdemona** *Mchy.Aft* 1*Dk*	1305 1148 698					1920	Reiherst'g Schiffsw. Hamburg	A.Kirsten	258·0 P&B199'F37'	37·4	14·6	Hamburg German *WB*	T.3Cy.16½",27½"&48"-33½" 107NHP Reiherst.Maschinenf.Ham.		G
22441 161062 GSQK	**Designer** *ss*Liv.No.2-37 2*Dks*(*Stl*)	5945 5530 3720	✠100A1 10,40 ✠LMC MS10,37	Mch BS6,41	*a*†	CL 10,40	1928 9mo	D&WHen-dersn&Co.Ld. Glasgow *Lloyd's A&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB* *DTa*32'904*t*	419·8 434·0(O.L.) P37'B136'F44' 362'1181*t* *FPT*67*tAPT*22*t*	54·6	30·4 FK	Liverpool British 8*BHCem* 1 ,, *to2nd dk*	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),12*cf*,GS215, HS8208 D&WHendersn&CoLdGls.	32 ″ 7 s 6 ″ 3½ 26 ″ 6½	
22442 168811 BCWT	**Désirade** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9645 5817 6018	Lloyd'sRMC5,42				1921	Atel.&Ch. deFrance Dunkirk	Ministry of War Transport(The ClanLineSteamers,Ld.*Mgrs.*)	483·4 F56'	58·9	34·6	Liverpool British *WB*	T.6Cy.~~26⅝~~ 25½",42½"&70"-48" 679NHP Atel.&Ch.deFrance,Dnk.		V
22443 129030 MBZK	**Deslock** (*ex*Despina-38, *ex*Bournemouth, *ss*Ard.2ndNo.3-2,36 *ex*ErringtonCourt) 1*Dk*(*Stl*)2*trB&* *ss*Smk.No.1-40 *deep framing3Dk rule* *Cargo battens not fitted*	5015 4230 3201	✠100A1 12,40 ~~11,38~~ ✠LMC12,40 ~~BS9,39~~ ~~MS11,39~~ No later survey reported	Smk	*x*	CL 10,38	1909 8mo	Nthmblnd S.B.Co.Ld Newcastle *Lloyd's A&CP*	G.E.Marden (Wheelock&Co.Ld. *Mgrs.*) *CellDBa&uF*150'	380·0 P45'B96'F34' *f*167'1087*tFPT*106	52·3	25·0 FK	Shanghai British 6*BHCem* *t APT*134*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb HS7378 427NHP 2SB&1AuxSB,8*cf*,GS180 Blair&Co.Ld.Stockton	28 ″ 0 s 5 ″ 3½ 22 ″ 11	
22444 167378 GCXX	**Desmoulea** *OilEng.* 1*Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8120 7235 4788	✠100A1 8,40 ✠LMC12,39 *CarryingPetr*	Sng *oleum*	*c*† *in*	CL *bulk*	1939 12mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'	465·0 483·0(O.L.) P93'B45'F51' 162*t DTf*25'281*t F*	59·2	33·8 FK	London British 17*BH* *PT* 143*t AP*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅓" 502NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk. *T*94*t*	34 ″ 0 s6 ″ 8¼ 27 ″ 7¼	
22445 UOYX	**Desna** (*ex*Clio-34) 2*Dks*	2926 2287 1830					1910	Wrf.voorh. Rijkee&Co. Rotterdam	U.S.S.R.	326·9 Q106'B87'F40'	44·3	19·0	Leningrad Russian *WB*	T.3Cy.21½",33"&57"-39" 203NHP Maats.Feyenoord,Rot.		
22446 762 SVLS	**Despina** (*ex*AngelisCambitsis-34,*ex*DeGreve) 1*Dk&deep framing*	3016 — 1941	✠ ... 5,11	✠			1907 1mo	BlythS.B. Co.Ld. Blyth	Michalinos Maritime& CommercialCo.Ld.	330·2 P29'B168'F34'	47·2	21·8 FK	Piraeus Greek *WB*	T.3Cy.24",38"&64"-42" 287NHP N.EMarineEngCo LdNwc.	24 ″ 5	V †
22447 DOBO	**Dessau** Ⓟ (*ex*Wido-36) Sub.Sig. D.F. 2*Dks*	5933 5428 3663					1923	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	393·5 P26'B138'	54·3	31·4	Bremen German *WB*	T.3Cy.28½",47"&75¾"-51" 408NHP Frd.KruppA.G.Essen		G
22448 144046 GDNT	**Destro** *CruiserStern* 1*Dk&Shelter dk*	3553 3291 2177					1920	Dunlop, Brmnr&CoLd PortGlasgow	EllermanLines, Ld.(Ellerman& PapayanniLines Ld.*Mgrs.*)	314·0	45·2	28·7	Hull British *WB*	T.3Cy.21",36"&62"-39" Dunlop, 240NHP Bremner&Co.Ld.PGl		C
22449 138457	**Detector** Ⓟ TwinSc 1*Dk*	584 480 281					1915	Canadian Govt.Shipyrd (Dept.M.&F.) Sorel,P.Q.	CanadianGovt. (Dept.of Transport)	140·0	35·0	13·1	Sorel,P.Q. British *WB*	C.2Cy.14"&28"-21" 33RHP NewBurrellJohnsonIron Works,Yarmouth,N.S.		
22450 223349 KLFC	**Det[illegible]ter** (*ex*TwinCities) TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Ref.Mchy.*	1460 1388 840					1923	Gt.Lakes Eng.Works Ashtabula,O.	NationalMotorship Corp.	250·6	42·2	15·7	Wilmgton (Del.) Utd.States *WB*	Oil Engines connected to Elec. Motors & Sc. Shafts 4S.C.SA 12Cy.13"-19¼" Lombard 197NHP GovernorCo.Salem.Mass.		R
22451 TFDA	**Dettifoss** Ⓟ D.F. 2*Dks*	1564 1308 940					1930	Frdrkshvn Værft og Flydk. Fredrikshavn	H.F.Eimskipa- fjelagIslands	237·1 F39'	36·2	21·2	Reykjavik Icelandic *WB*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"- 35$\frac{7}{16}$" 124NHP Helsingörs Jernsk&Mskb.Elsinore		V
22452 162329 GSWR	**Deucalion** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* D.F. 2*Dks* E.S.D.	7516 6478 4647					1930	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	460·0 P44'B177'F51'	59·4	29·3	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"-59$\frac{1}{16}$" 1307NHP Akt.Burmeister&Wain, Cpn.		BT till ~~7,41~~ ~~1,42~~ 6,42

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
22453 DJNB	**Deutschland** Ⓟ TwinSc4Mst *Ref.Mchy.* E.S.D. 5*Dks* *CruiserStern* GyC. *Fitted for oil fuel* D.F. Sub.Sig. *Corrugated sides*	21046 15089 12060					1923	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·8 P185'B306'F100' len33	72·2 78·7	41·9	Hamburg German *WB*	8 Steam Turbines SR geared to 2 Sc. Shafts Blohm&Voss,Hamburg		G
22454 DSPN	— Ⓟ TwinScSr *(Ferry)* Sub.Sig. GyC. D.F. 2*Dks*	2972 2412 1095					1909	Akt.Ges. "Vulcan" Stettin	DeutscheReichs- bahnGes.,Reichs- bahnDirektion Stettin	356·1 F69' *Promenade dk*275'	51·0	20·9	Sassnitz German *WB*	T.6Cy.23",38"&63"–36" NB39 476NHP A.G."Vulcan," Stettin		G
22455 164350 GFGJ	**Devis** *OilEng.* D.F. 2*Dks&Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	6054 5458 3744	✠100A1 *withfreeboard* 9,41 ~~11,39~~ ✠LMC2,38	~~Gls~~ Cal	*c*† 2⅛	CL 8,41	1938 2mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP* *CellDB*350'	Lamport&Holt Line,Ld. *(Col* 1507*t Tanks in way*	438·6 456·0(O.L.) B83'F32' FK *lBHtoShelterdk7B* *of tunnel* 147*t FPT*	62·3	25·4	Liverpool British 8*BHptCem* *H to 2nd dk)* 66*tAPT*53*t*	Oil Engines 2S.C.DA 6Cy.20⅞"–49 3/16" 898NHP 2DB120lb Harland&Wolff,Ld.Bel.	37 ″ 9 s10 ″ 2¼ 27 ″ 8¾	
22456 139098 GLZQ	**Devon** TwinSc4Mst *ss*Liv.No.3–12,27 *ss*Npt.No.2–35 *Ref.Mchy.* 2*Dks(Stl)&Shelter* D.F. *dk(Stl–ws)* *CruiserStern*	9036 8328 5500	✠100A1 *Shelter dk* *withfreeboard* 3,41 Examined ~~11,40~~7,41 BS7,41 ✠LMC4,40 ✠Lloyd'sRMC7,41	Syd Cff-NYC	*d*†	CL 2,41	1915 7mo *Lloyd*	Atel.&Ch. deFrance Dunkirk *'sA&CP*	BritishIndiaSteam Nav.Co.Ld.	473·3 495·0(O.L.) B189'F48' *on* FK *Shelter dk* *Cell DBa*110'*uE*	59·9	36·7	London British 7*BHCem* *&B* 85'*f*193	T.6Cy.23",38½"&64½"–45" 200lb (*r*) FD 975NHP 5SB,20*cf*,GS357,HS15336 Atel.&Ch.deFrance,Dnk. 1502*tFPT*101*tAPT*75*t*	39 ″ 5 s 9 ″ 4½ 30 ″ 4	
22457 7243 SDFE	— (*ex*Aros–38) 1*Dk*	926 714 493					1925	Hlsingbrgs Varfs.Aktieb. Helsingborg	RederiA/BGertrud (M.Olows,*Mgr.*)	204·8 P29'Q50'B54'F20'	33·6	12·7	Stockholm Swedish *WB*	T3Cy16½",24¼"&42⅛"–27 9/16" 93NHP HelsingborgsVarfsAktieb.		V
22458 161620 MBKL	**Devon City** *OilEng.* D.F. 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	4928 4630 3007					1933	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	425·5 F42'	56·3	25·4	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP W.Doxford&Sons,Ld.Sld.		C
22459 164297 GYVD	**Devon Coast** *OilEng.* E.S.D. D.F. 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	646 499 244	✠100A1 *withfreeboard* 11,41 ~~9,40~~ Examined 8,41 ✠LMC8,36	~~Liv~~ Liv	*m*	OG 7,39	1936 8mo *Lloyd*	Ardrossan DockyardLd. Ardrossan *'sA&CP*	CoastLines,Ld. *CellDB*154'219*t*	199·4 209·5(O.L.) FK F23' B(*aft*)33' (*FPT*65*tAPT*28*t*	33·1 34·9	11·1	Liverpool British 3*BHCem* *Coll to Sh dk* 2 „ 2*nd*„)	Oil Engines 4S.C.SA 6Cy.19 11/16"–35 7/16" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
22460 166272 GTTV	**Devonshire** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks,Platform dk fwd.* *CruiserStern* *Cargo battens not fitted*	11275 7529 6758	✠100A1 *withfreeboard* 1,42 ~~3,41~~ ✠LMC7,39	Bom	*f*† 2 5/16	CL	1939 7mo *Lloyd*	Fairfield Co.Ld. Glasgow *'sA&CP* *CellD*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *B*423' 1449*t MTs*2	497·0 516·8(O.L.) *Shade dk* F94' FK 0'535*tTanks at sides*	63·3	30·9	Liverpool British 9*BHptCem* *of tunnels* 6	Oil Engines 2S.C.SA 16Cy.23⅝"–40 15/16" 1553NHP 2DB100lb SulzerBros.Ld.Winterthur 20*tFPT*130*tAPT*66*t*	35 ″ 1 s11 ″ 6 23 ″ 8½	
22461 127859 GRNK	**Dewsbury** Ⓟ *ss*Gms.2ndNo.3–7,34 *ss*Gms.No.1–39 1*Dk(Stl–ws)&pt deep framing* D.F. *Lower dk inNos.1&3holds*	1686 1102 947	✠100A1 11,41 ~~1,41~~ BS~~6,40~~ 9,41 ✠LMC3,39	~~Liv~~ Gls	*q*	CL 1,41	1910 6mo *Lloyd*	Earle'sCo. Ld. Hull *'sA&CP*	London&North EasternRly. *DBa*54'	265·0 P41'B115'F32' BK9" *uE*21'*f*111'295*t AP*	36·0	17·4	Grimsby British 5*BHCem* *T*33*t*	T.3Cy.22",35"&60"–42" 180lb 309NHP 2SB,6*cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s1 ″ 6¾ 17 ″ 11¾	BT till 6,41
22462 150004 VTFP	**Dhamra** Ⓟ (*ex*Rosamond) (*Screw fore&aft*) 1*Dk*	490 408 230					1910	R.I.M. Dockyard Calcutta	ChandbaliSteamer ServiceCo.Ld.	160·0	26·7	~~12·6~~ 12·1	Calcutta British *WB*	C.4Cy.12"&24"–16" 48RHP A.G.MumfordLdColchestr		
22463 166601 GJGX	**Diala** D.F. E.S.D. *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8106 7201 4781	✠100A1 7,41 ~~12,40~~ ✠LMC11,38 *CarryingPet*	~~Mch~~ Shl *roleum*	*c*† *in*	CL 7,41 *bulk*	1938 11mo *Lloyd*	Bremer. Vulkan Vegesack *'sA&CP*	AngloSaxon PetroleumCo.Ld. *CellDBuE*64'15	465·6 483·3(O.L.) P91'B48'F51 FK 0*tDTf*25'340*tFPT*	59·3	33·8	London British 17*BHptCem* *ptAsp* 139*tAPT*85*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"–55½" 502NHP DB180lb BremerVulkan,Vegesack	34 ″ 0 s6 ″ 8½ 27 ″ 6½	
22464 ONIC	**Diamant** TwinSc *Cruiser Stern* 1*Dk*	715 528 401					1919	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	213·2 Q75'B52'F34'	27·9	13·2	Antwerp Belgian	T.3Cy.16½",24½"&37½"–25¾" 71NHP SocAn.J.Cockerill.Seraing		V
22465 16 SVJW	**Diamantis** (*ex*Kostis–39, *ex*Bathurst–33) *ss*Brw.No.3–9,33 *ss*Rot.No.1–37 1*Dk(Stl)* *Cargo battens not fitted*	*5253* *4777* *3181*	✠100A1 9,41 ~~1,41~~ ✠LMC MS12,37 BS1,41	~~Pir~~ Cal	*y*	CL 1,41	1919 3mo *Lloyd*	Harland& Wolff,Ld. Greenock *'sA&CP*	P.D.Pateras *Cell*	400·1 P50'B113'F39' FK *DB*340'1051*tFPT*1	52·3	28·5	Patras Greek 7*BHptCem* 28*tAPT*220*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31 ″ 0 s6 ″ 0½ 25 ″ 3	
22466 215204 KFEG	**Diamond Alkali** (*ex*FrankH. Goodyear–39) (*Self-Unloader*) D.F. GyC. 1*Dk* *Mchy.Aft* Sub.Sig.	8417 — 6632					1917	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	580·0 F54'	60·0	27·9	Buffalo NY Utd.States *WB*	T.3Cy.24½",40"&65"–42" 274NH Gt.LakesEng.Works,Det.		R
22467 220007 KURX	**Diamond Cement** (*ex*Eastern Coast) 2*Dks* D.F. *Fitted for oil fuel*	4005 3467 2438	✠ ... 2,21 ✠				1919 12mo	Yokohama DockCo.Ld. Yokohama	PacificCoastCoal Co.	345·0 P33'B77'F41' FK	50·0	29·0	S.Frncisco Utd.States *WB*	T.3Cy.23",38"&64"–48" 343NHP YokohamaDockCoLd.Yka	29 ″ 1	R †
22468 217540 KERJ	**Diamond Head** (*ex*WestErral) 2*Dks* *Ref.Mchy.* D.F. *Fitted for oil fuel*	5434 — 3391					1919	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	MatsonNav.Co.	410·0	54·4	27·2	S.Frncisco Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
22469 302 IBIJ	**Diana** Ⓟ (*ex*Niobe) 2*Dks* D.F. *Fitted for oil fuel*	3347 2921 1929					1923	Cant.Nav. Riuniti Palermo	"Adriatica"Soc. Anon.diNav.	309·4 296·5 B84'F35'	44·5	29·5	Venice Italian *WB*	T.3Cy.22 7/10".36⅖"&61⅘"–39⅖" NE&B25 173NH Soc.Vickers-Terni,Spezia		I
22470 OHWK	— (*ex*Blenda–34,*ex*Kennington, *ex*Grantley) D.F. 1*Dk*	1892 — 1111					1908	Osbourne Graham&Co. Sunderland	RederiA/B Diana (GunnarEriksson, *Mgr.*)	289·1 279·4 P25'B60'F29'	40·0	18·0	Brandö Finnish *WB*	T.3Cy.20½",33"&54"–36" 175NHP MacColl&Pollock,Ld.Sld.		C
22471 DDUD	— (*ex*Käthe) Sub.Sig. 1*Dk*	1551 1237 906					1924	Flensburgr Schiffsb.Ges. Flensburg	FlensburgrSchiffs- parten-Vereinig. A.G.(H.Schmidt G.m.b.H.*Mgrs.*)	262·5 P20'Q81'B104' F32'	39·4	15·2	Flensburg German *WB*	T3Cy.17 11/16",29⅛"&48"–34 7/16" 135NHP FlensburgerSchiffsb.Ges.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R.C. Trade Cert.
22472 DHEZ	**Diana** 1*Dk*	1359 1149 725					1922	Hamburg ElbeSchiffsw Act.Ges. Hamburg	A.Kirsten	244·5|36·2|16·1 P&B193'F30'	Hamburg German *WB*	T.3Cy.17¾",28½"&47½"–31½" 125NHP Gutehoffnungshütte, Sterkrade		G
22473 167511 MCZZ	— *Ref.Mchy.* 1*Dk&Shelter dk* D.F.	942 689 433					1911	Kjöbnhvns Flydk.&Skbs. Copenhagen	Ministry of War Transport(Ellerman's WilsonLine, Ld.*Mgrs.*)	232·1|34·2|12·2	London British *Wb*	T.3Cy.19½",32"&53"–36" 169NHP KjbnhavnsFlydk.&Skbsv.		VL
22474 DOMU	— 1*Dk*	516 403 299					1901	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	167·6|26·1|11·7 Q49'B41'F22'	Bremen German *WB*	T3Cy12$\frac{3}{16}$",19$\frac{11}{16}$"&31½"–21⅝" 46NHP A.G."Weser,"Bremen		G
22475 222822 KFHG	**Dickenson** *Cable Vessel* *ss*HonoluluNo.3–6,35 *ss*HonoluluNo.1–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*) 2*nd dk*(*Stl*) *in No.* 1 *hold*	831 742 391	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~9,40~~ ~~BS3,40~~ ✠LMC3,39 *Fitted for oil fuel* 4,28 *F.P. above* 150° F.	Hono- lulu BS4,41	k 1½	CL ~~9,38~~ 7,41	1923 4mo	SunS.B.& D.D.Co. Chester,Pa. A&CP	CommercialPacific CableCo. *CellDBf*21'47*t* *uE*28*tDTf*8'35*t*	174·3|30·1|21·8 *Tank* FK *Collisio* *FPT*20*tAPT*26*t*	New York Utd. States *Cem* „ *BH to S dk* 5 „ „ *U* „	T.3Cy.17",25"&43"–30" (*r*) 185lb 166NHP 2SB,4*cf*,GS82,HS3303 SunS.B.&D.D.Co. Chester,Pa.	22 ″ 6 s7 ″ 9½ 15 ″ 2	
22476 113939 MFDD	**Dicky** (*ex*Hopeful,*ex*Point Clear) 3Mst *ss*Goo.3rdNo.3–8,38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	507 365 210	✠100A1 ~~10,415,41~~ 1,42 ✠NB8,17 ✠LMC8,38 BS~~8,40~~5,41	~~Goo~~ ~~Lon~~Goo	h	CL 7,40	1901 2mo	Ritson&Co Maryport A&CP	CullifordShipping Co.Ld.(Culliford& Clark,Ld.*Mgrs.*)	166·0|27·2|11·4 173·2(O.L.) Q91'B11'F21' BK7' *DBf*12'23*t*	Liverpool British 3*BHCem* *FPT*43*t*	T.3Cy.14",22½"&37"–27" (*s*) 160lb NDB17 50lb 52RHP 1SB,3*pf*.GS46,HS1366 Ross&Duncan,Glasgow	12 ″ 4 s3 ″ 11¾ 12 ″ 6	
22477 LKCR	**Dicto** *OilEng.* D.F. 1*Dk&Shelter dk* *Cruiser Stern*	5263 4589 3108					1939	A/B Göta-verken Gothenburg	E.B.Aaby'sRederi A/S	426·0|56·8|22·1 F35'	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.26¾"–59$\frac{1}{16}$" 740NHP A/B Götaverken,Got.		N
22478 144058 GDTM	**Dido** *CruiserStern* 1*Dk&Shelter dk*	3554 3291 2175					1920	Dunlop, Brmnr&CoLd PortGlasgow	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld.*Mgrs.*)	314·0|45·2|28·7	Hull British *WB*	T.3Cy.21",36"&62"–39" Dunlop, 240NHP Bremner&Co.Ld.PGl		C
22479 PJCF	— *OilEng.* 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	388 293 160					1937	NVSchpsw Gebr.Pot. Bolnes	West-Indische Scheepv.Maats.	179·7|29·9| 8·2 P12' B&F156'	Curaçao Dutch	Oil Engines 2S.C.SA 8Cy.10$\frac{13}{16}$"–18⅞" 151NHP Gbr.Stork&CoNVHengelo		VL
22480	**Dieciocho de Marzo** (18 de Marzo) *see letter* "E"													
22481 1992 IBGL	**Dielpi** (*ex*Thelma–34, *ex*Wandrahm) *ss*Gls.No.3–6,33 1*Dk*(*Stl*)&*pt Awng dk* (*Stl*)	1527 1004 901	... 11,34	Gls	o		1912	Stettiner Oderwerke Stettin	MarchesaGiulia Moncalvi ved.De la Penne&Figli *CellD*	254·4|35·6|14·4 242·5 P18'Q63'*pt Awng dk*160' FK *B*193 391*t FPT*62*t*	Genoa Italian 4*BHCem* *APT*52*t*	T.3Cy.18⅛",28⅝"&45⅝"–33½" 146NHP 2SB,4*cf*,GS67,HS2456 StettinerOderwerke	17 ″ 4	I †
22482 DHFB	**Dieter Hugo Stinnes 12** Sub.Sig. D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* 1*Dk*	2545 2048 1222					1924	Frd.Krupp Akt.Ges. Kiel	HugoStinnes ReedA.G.	277·8|44·2|20·8 P83'F29'	Hamburg German *WB*	T.3Cy.21¼",33⅞"&55"–39⅜" 190NHP Frd.KruppA.G.Kiel		G
22483 TTAA	**Dijonnais** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	389 343 185					1934	Atel.&Ch. deFrance Dunkirk	Cie.Maritime de la Seine	161·9|23·4|11·8 P47'B23'F26'	Rouen French *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"–18⅞" 81NHP ZieglerFrères,Dnk.		V
22484 UPOM	**Dikson** Sub.Sig. D.F. E.S.D. 1*Dk* *CruiserStern*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5|48·0|20·3 P32'B96'F33'	Archangel Russian *WB*	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEng.CoLdNwc		
22485 128791 VJCL	**Dilga** *ss*Syd.No.3–6,32 *ss*Syd.No.2–40 ~~*ss*Syd.No.1–36~~ 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3308 3010 1949	✠100A1 7,41~~6,40~~ BS7,41 ✠LMC6,40	Syd	v	CL ~~6,38~~ 7,41	1920 5mo	Govt. Dockyard Newcastle, A&CP N.S.W.	TheAdelaide SteamshipCo.Ld. *CellDB*277'885*t*	331·0|47·9|23·5 341·0(O.L.) P31'B95'F30' FK *FPT*118*tAPT* 204*t*	Melbourne British 5*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 190lb HS8289 519NHP 3 Water Tube Boilers FD GovernmentDockyard Nwc.N.S.W.	26 ″ 1 s4 ″ 5¾ 21 ″ 10	
22486 210008 KODX	**Dillwyn** D.F. *CarryingPetroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6913 — 4262					1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	FarrSpinning& OperatingCo.,Inc.	435·0|56·0|32·0 P123'B50'F44'	Wilmgton (Del.) Utd. States	T.3Cy.27",47"&78"–48" 594NHP BethlehemS.B.Corp.Ld. SanFrancisco		R
22487 167258 GSGC	**Diloma** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk*2*nd dk* *CruiserStern* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8146 7226 4767	✠100A1 ~~12,41~~~~12,40~~ 2,42 ✠LMC5,39 *CarryingPetroleum in bulk*	Bkn	c†	CL	1939 5mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDB*70'160*tDT*	465·3|59·3|33·8 483·3(O.L.) P93'B45'F50' FK *f*25'271*t FPT*138*t*	London British 17*BHptCem* *APT*86*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502NHP DB180lb Hwthrn,Leslie&Co.LdNwc	34 ″ 0 s6 ″ 8 27 ″ 7¼	
22488 164568 GYQV	**Dilwara** Ⓟ TwinSc D.F. E.S.D. *ss*Msl.No.1–40 *Ref.Mchy.* *OilEng* *CruiserStern* 3*Dks* *Platform dk forward* *Cargo battens not fitted*	11080 7524 6572	✠100A1 *with freeboard* 11,41~~3,41~~ DBS12,39 ✠LMC1,36	PNl	f† 2¼	CL 6,39	1936 1mo	Barclay. Curle&Co.Ld. Glasgow *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*423'1486*t* *Tanks at sides*	496·5|63·2|31·0 F61'*Shade dk* FK *of tunnels*620*tFPT*	London British *BHptCem* 121*tAPT*43*t*	Oil Engines 2S.C.SA 10Cy.22$\frac{1}{16}$"–66½" 1510NHP 2DB100lb Barclay,Curle&Co.Ld.Gls.	35 ″ 0 s11 ″ 10½ 23 ″ 4	
22489 219462 KOVJ	**Dilworth** *CarryingPetroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* 2*Dks* Sub.Sig. *Longitudinal framing*	7045 — 4351					1919	Bethlehem S.B.Cpn.Ld. Alameda, Cal.	PacoTankers,Inc. (Pennsylvania ShippingCo.*Mgrs*)	435·0|56·1|32·0 P123'B50'F44'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27",47"&78"–48" 594NHP BethlehemS.B.Cpn.Ld. SanFrancisco		R
22490 781 SVRL	**Dimitrios Chandris** (*ex*MontKemmel–34, *ex*Rendsburg) *ss*Msl.2ndNo.3–8,34 *Well deck* 2*Dks*(*Stl*)&*pt deep framing & lower dk beams in No.*1*hold only*	4643 4307 2892	✠100A1 (*Reclassification Contemplated*) Examined 6,41 1,42~~10,41~~ ✠LMC5,41	~~Rot~~ ~~Mch~~Lon NYk	z	CL ~~7,38~~ 1,42	1910 6mo	Flensburgr Schiffsb.Ges. Flensburg	J.D.Chandris *Cell*	395·9|54·0|25·3 P&B320'F47' FK *DBa* 126' *uE&B* 52'	Piræus Greek 7*BHAsp* *f*178'1211*t*	T 3Cy.28⅛",47¼"&78"–54" 185lb 594NHP 3SB.9*cf*.GS198,HS8414 FlensburgerSchiffsb.Ges.	28 ″ 0	G †

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
22491 172 SWGG	**Dimitrios G. Thermiotis** (*ex*Janeta) *ss*Pir.2ndNo.3–11,30 *ss*Pir.No.2–39 2*Dks*(*Stl*)&*deep framing*	4271 4063 2779	✠100A1 5,41 BS2,41 ✠LMC11,39	Npt	*x*	CL 10,38	1906 11mo	A.Stephen &Sons,Ld. Glasgow *Lloyd*'sA&CP	A.M.Tatakis (J.P.Hadoulis,Ld. *Mgrs.*)	385·5 P47'B113'F38' FK *Cell DBa* 121' *uE & B* 38' *f* 169'	50·0	26·0	Andros Greek 4*BH to Upper Dk* 2*BH to Middle Dk Cem*	T.3Cy.25",41"&67"–48" (*s*) 175lb 390NHP 2SB,*6cf*,GS128,HS5450 FD A.Stephen&Sons,Ld.Gls. 902*t FPT* 123*t APT* 268*t*	28 ″ 8 s 5 ″ 4 23 ″ 6	
22492 7 SVOK	**Dimitrios Inglessis** (*ex*Burutu–34, *ex*WarSwan) 2*Dks*	5275 4831 3220					1918	Sunderlnd S.B.Co.Ld Sunderland	D.InglessiFilsS.A. Nav.deSamos	400·0 P49'B112'F39'	52·4	28·4	Samos Greek *WB*	T.3Cy.27",44"&73"–48" 369NHP Blair&Co.Ld.Stockton		C
22493 745 SZIU	**Dimitrios Nomicos** (*ex*Protos–33, *ex*Anglos, *ss*Bla.2ndNo.3–5,28 *ex*Beijerland) *ss*Pir.No.1–33 *Well deck* 1*Dk*(*Stl*)&*Web frames*	1171 913 707	✠ — 7,37 ✠	Pir	*n*		1903 12mo	W.Dobson &Co. Newcastle	LoucasNomicos	230·6 Q87'B59'F24' FK *CellDBa* 69' *uE&B* 38' *f* 88 298*t FPT* 44*t*	34·0	15·0	Piræus Greek 4*BHCem* *APT* 19*t*	T.3Cy.18",29½"&48"–33" 146NHP 2SB.*4cf*,GS66,HS2352 N.E.MarineEngCoLdNwc	17 ″ 3	G †
22494 UPAI	**Dimitrov** Ⓟ (*ex*Haarlem–34) *ss*Ams.No.3–8,32 2*Dks*(*Stl*) *Fitted for oil fuel*	3689 3272 2361	✠ ... 4,34 ✠	Ams			1920 1mo	Rotterdam Droogd. Maat Rotterdam	U.S.S.R.	361·4 P25'B214'F36' FK *Cell DB* 309' 929*t FPT*	49·8	22·0	Odessa Russian 6*BHCem* 85*t APT* 127*t*	T.3Cy.26",40"&68"–45" 386NHP 3SB,*9cf*,GS157,HS5279 RotterdamDroogd.Maats.	24 ″ 6	
22495 YTFP	**Dinara** (*ex*Ruurlo–36,*ex*Unras–35, *ex*Ruurlo–32, *ss*Ams.No.3–1,28 *ex*EigenHulpII) *ss*Tri.No.2–36 D.F. 1*Dk*(*Stl*)	3192 2829 2066	✠100A1 ~~6,41~~ ~~12,40~~ 11,41 Examined 2,42 Liv BS~~4,39~~ 6,41 LMC4,36	~~Bal~~ NNs	*u*	CL 5,39	1917 8mo	Wilton'sE. &Slpwy.Co Rotterdam A&CP	Brodarsko Akcionarsko Drustvo "Oceania"	337·3 325·0 FK P24'B206'F29' *CellDB* 278' 662*t*	47·2	21·9	Susak Yugoslav 5*BHCem* *APT* 48*t*	T.3Cy.~~22¾"~~ 23½",37"&62"–39"(*s*) 180lb ~~180lb~~ *160lb* 270NHP NB*made*19*fitted*24 NDB24 2SB,*3cf*,GS132,HS4300 Wilton'sE.&Slpwy.Co.Rot	24 ″ 2 s 2 ″ 9 21 ″ 7¼	
22496 YTQY	— WoodAuxBkn (*ex*SailingVessel–39, *OilEng.* *ex*AntonioMontella–38) 1*Dk*2*trB* D.F. (*See Sailing Ship Register*)	308 — 276					1922	Salv.Russo Piano di Sorrento	S.Segaric	126·3	27·8	14·4	Ist Yugoslav	Oil Engines 4S.C.SA 7Cy.8⅛"–13" 51NHP E*made*38 *fitted*39 Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		I
22497 146991 GKTN	**Dinard** Ⓟ TwinSc E.S.D. 2*Dks* D.F. *CruiserStern* *Fitted for oil fuel*	2313 1165 939					1924	W.Denny, &Bros.Ld. Dumbarton	SouthernRailway	316·0 P58'B&F245'	41·1	13·9	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Dmb.		BT till 9,42
22498 142844 BCFL	**Dinarić** (*ex*Coatsworth–38) *ss*Nwc.No.3–11,32 *ss*Nwc.No.1–37 1*Dk*(*Stl*) D.F. *CruiserStern* *Cargo battens not fitted*	2555 2244 1418	✠100A1 ~~7,41~~ ~~4,40~~ 2,42 Examined 2,42 NYk ✠LMC MS11,37 BS~~10,40~~ 2,42	~~Dub~~ ~~Bry Gms~~	*t*	CL ~~11,38~~ 1,42	1919 9mo	Dunlop, Bremner& Co.Ld. PortGlasgow *Lloyd*'sA&CP	Ministry of War Transport(Stone &Rolfe,Ld.*Mgrs.*)	302·9 P33'B80'F32' FK *Cell1 B*260' 669*t FPT* 72*t*	42·9	20·7	Cardiff British 6*BHptCem* *APT* 170*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb *100lb* 262NHP 2SB.*6cf*.GS124,HS4426 DunlopBremnr&CoLdPGl	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
22499 1831 IBPG	**Dino** (*ex*Hendonhall,*ex*Montes, *ex*SierraBelgrano) *ss*Shl.No.2–29 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Fitted for oil fuel*	5592 5377 3428	✠ — 8,33 ✠	Hpl	*y*		1920 6mo	Nthmblnd S.B.Co.Ld. Newcastle	"Corrado"Soc. Anon.diNav.	413·5 399·6 FK F37' *on Shelter dk* *CellDB* 351' 1178*t FPT* 60*t APT* 90*t*	53·0	32·8	Genoa Italian *ptCem* 2*BHtoShdk* 5 ″ ″ *U* ″	T.3Cy.27",44"&73"–48" 517NHP 3SB,*9cf*,GS190,HS7668 Palmers'Co.Ld.Newcastle	35 ″ 5	I †
	Now "Meridian," *see No.* 37617 *in Supplement*															
22500 196 IMBP	**Dino Leoni** Ⓟ 1*Dk*	514 474 249					1930	Soc.Odero- Terni-Orlndo Leghorn	Soc.Anon.Nav. Toscana	168·4 157·4	26·3	17·6	Leghorn Italian	T.3Cy.16 9/16",26 9/16"&40⅞"–23⅝" 81NHP Odero-Terni-Orlando, S.A. Genoa		I
22501 PDPZ	**Dinteldijk** Ⓟ TwinSc *ss*Rot.No.3–12,34 *ss*Rot.No.1–38 D.F. *OilEng.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Ref.Mchy.* *Cargo battens not fitted in B&F*	9399 8534 5814	✠100A1 *Awng dk* *with freeboard* 2,39 ✠LMC CS11,38 DBS6,39 11,38 ✠Lloyd'sRMC2,40 (SEE FOOT NOTE *)	Rot	*t* †	CL P10,38 S2,39	1922 2mo	Harland& Wolff,Ld. Glasgow *Lloyd*'sA&CP	Nederl.-Amerik, Stoom.Maats. (HollandAmerika Lijn)	485·6 P40'B153'F58' *on Awng dk* FK&BK2" 1*BH dispensed with* 7*BH only, all to Awng dk* *CellDB* 422' 1667*t DT a*30' 706*t FPT* 130*t*	62·3	35·8	Rotterdam Dutch *ptCem* *APT* 75*t*	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" DB–*100lb* 1317NHP Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4½ 29 ″ 7½	
22502 145930 GCYR	**Diomed** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	10374 9323 6354					1922	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	491·0 P67'B121'F58'	62·4	39·6	Liverpool British *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Wrkman.Clark&CoLd.Bel		BT till ~~6,42~~ 4,43
22503 OFAZ	**Dione** (*ex*Småland–37,*ex*Sarmacja–36, *ex*Småland–35, *ss*Got.No.3–6,33 *ex*Gallia) *ss*Abo.No.1–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Sub.Sig. *CruiserStern*	1741 — 945	✠100A1 *Shelter dk* *with freeboard* 8,41 ~~11,40~~ BS4,40 ✠LMC4,38 No later survey reported	~~Hfs~~ Mmo	*s*	OG 3,38	1920 10mo	Eriksbergs M.V.Aktieb Gothenburg *Lloyd*'sA&CP	FinskaÅngf.A/B	299·9 302·9(O.L.) FK *Intermediate BH in fore hold dispensed with* *CellDB* 256' 540*t FPT* 29*t APT* 31*t*	43·2	23·3	Helsingfrs Finnish *Cem* 1*BHtoShdk* 3 ″ ″ *U* ″	T.3Cy.22 7/16",35 7/16"&58½"–36" 185lb (*s*) 271NHP 2SB,*6cf*,GS103,HS3840 FD KockumsM.V.A/B.Malmö	19 ″ 0 s ″ 6¾ 18 ″ 7½	
22504 57 SWGZ	**Dioni** (*ex*Lesvos,*ex*VasilissaSofia, *ex*Asgard) *ss*Pir.2ndNo.3–8,27 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*	4227 4044 2710	✠ — 11,32 ✠	Dnz	*x*		1906 9mo	Nthmblnd. S.B.Co.Ld. Newcastle	G.F.Andreadis	360·0 P31'B93'F33' 28·0 FK *CellDBa* 117' *uE&B* 41' *f* 157'	48·0	20·2	Chios Greek 6*BHCem* 860*t APT* 63*t*	T.3Cy.25",41"&69"–48" 372NHP 3SB,*9cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	31 ″ 10	G †
22505 150005 VTFN	**Dipavati** Ⓟ TwinSc *ss*Bom.No.1–40 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	840 773 439	✠ A1 *with freeboard* ✠LMC8,39 9.40 *For coasting services* *Bombay & Alleppey,* *Bombay & Bhavnagar*	Bom		OG 8,39	1936 9mo	Harland& Wolff,Ld. Glasgow *Lloyd*'sA&CP	BombayStm.Nav. Co.Ld.	224·8 *Shade dk* FK *CellDBuE&f* 118' 73*t FPT* 6*t APT* 16*t*	33·6	15·5	Bombay British 8*BHptCem* *ptAsp*	Oil Engines 2S.C SA 12Cy.13⅜"–24 7/16" 396NHP Harland&Wolff,Ld.Gls.	10 ″ 0 s1 ″ 10¾ 8 ″ 4¼	
22506 147362 GBFZ	**Director** *ss*Bkn.No.3–5,39 2*Dks*(*Stl*)	5107 4746 3128	✠100A1 ~~12,41~~ ~~12,40~~ 5,42 ✠LMC MS5,39 BS~~3,41~~ 5,42	~~Mch~~ ~~Lon~~ Mch	*y*	CL N5,39	1926 4mo	D&WHen- derson&CoLd Glasgow *Lloyd*'sA&CP	CharenteS.S.CoLd. (T.&J.Harrison, *Mgrs.*)	395·7 407·9(O.L.) P37'B128'F40' FK *CellDB* 340' 1130*t DTa* 29' 752*t FPT* 78*t APT* 24*t*	52·6	28·0	Liverpool British *Cem* 7*BH to Udk* 1 ″ ″ 2*nd* ″	T.3Cy.26",43"&73"–48" (*r*) 200lb *120lb* 464NHP 2DB(Spt),*12cf*,GS210, HS7706 D&WHendersn&CoLd.Gls	30 ″ 6 s 5 ″ 9¾ 25 ″ 0	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces; Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22507 96 SVOX	**Dirphys** (*ex*Theofano-37, *ex*Harpalion, *ss*Shl.No.3-4,31 *ex*Avonmede, *ss*Cpn.No.2-39 *ex*Cottesmore,*ex*Swindon) 1*Dk*(*Stl*) *Cargo battens not fitted*	*4240* *4020* *2661*	✠100A1 4,41 Examined 10,39 ✠LMC MS10,39 BS8,40	Dub Shl	*y*	CL 9,39	1917 3mo *Lloyd*	W.Pickersgill&Sons.Ld. Sunderland '*sA&CP*	V.J.Pateras *CellDB*	390·0 401·2(O.L.) P40′B244′F35′ FK 338′1192*t FPT*110*t*	53·3	23·5	Chios Greek 6*BHCem* *APT*77*t*	T.3Cy.25½″,45″&74″-48″(*s*) 180lb 466NHP 3SB,9*cf*,GS204,HS7917 J.Dickinson&Sons,Ld.Sld.	26 ″ 0 s 3 ″ 5¾ 22 ″ 9	
22508 7011 SKZA	**Disa** (*ex*Solvær) 1*Dk*	2002 *1674* *1091*					1918	Shanghai E S.B.&D.CoLd Shanghai	Rederi A/B Disa (E.Brodin.*Mgr.*)	266·3 P30′B66′H164*t*F25′	42·3	18·0	Stockholm Swedish *WB*	T.3Cy.18″,29½″&50″-36″ 150NHP ShanghaiE.S.B.&DDCoLd		N
22509 114675 VPNQ	**Discovery** WoodAuxBk E.S.D. 2*Dks*3*trB* (*See Sailing Ship Register*)	736 670 357					1901	Dundee Shipbuilders' CoLd.Dundee	BoyScouts' AssociationTrust Corporation	179·3 H22*t*F43*t*	34·0	18·5	London British *WB*	T.3Cy.14½″,22½″&36″-30″ 67RHP GourlayBros.&Co.Dundee		
22510 161322 VPSJ	**Discovery II** *ss*C.Tn.No.2-38 D.F. 1*Dk*(*Stl-ws*) E.S.D. 2*nd dk in holds* *Strengthened for Navigation in Ice*	1036 861 344	✠100A1 6,39 ✠LMC6,38 *Fitted for oil fuel* 11,29 *F.P. above* 150° F.	Lon		OG 6,38	1929 11mo *Lloyd*	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow '*sA&CP*	Government of the Falkland Islands *CellDB*	221·1 P16′F43′ FK *u E & B*53′*f*39′100*t*	36·2	16·6	StanleyF.I British 5*BHptCem* *APT*29*t*	T.3Cy.18″,28½″&48¼″-28″ 200lb (*s*) 221NHP 2SB,6*cf*,HS3556 FD FergusonBros.(Port Glasgow)Ld.Pt.Gls.	20 ″ 0 s 2 ″ 10½ 17 ″ 5½	
22511 OXLA	**Disko** Ⓟ *OilEng.* D.F. 2*Dks*	1496 1272 891					1927	Kjöbnhvns Flydk.&Skbs Copenhagen	GrönlandsStyrelse	221·9 F32′	36·2	21·5	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$″-35$\frac{7}{16}$″ 224NHP Akt.Burmeistr&Wain,Cpn		V
22512 233639 WKFY	**Dispatch** TwinSc (*ex*M.A.Powers-40) *OilEng.* *Electrically welded* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk* *Longitudinal framing*	464 — 341					1934	Charleston D.D.Co. Charleston, S.C.	PetroleumNav.Co. Inc.	140·8	31·0	11·0	Seattle Utd. States	Oil Engines 4S.C.SA 12Cy.9″-12″ 95NHP *Emade*29*refitted*35 Cooper,BessemerCorp. GroveCity,Pa.		R
22513 139134 GVSP	**Distol** *ss*Lth.No.3-10,36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1174 857 571	✠100A1 3,41 Examined 3,41 BS3,41 ✠LMC10,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,16 *F.P. above* 150°F.	Pts	*n*	OG 12,39	1916 7mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	TheAdmiralty *Cell DBuE&B*43′66*t*	210·1 P44′F40′ FK *Middle line Bulkhead* *DTf*30′257*tFPT*13	34·8	15·6	London British 13*BHptCem* *not oil-tight* *tAPT*32*t*	T.3Cy.16″,26″&43″-27″ (*s*) 180lb 142NHP 2SB,4*cf*,HS2174 FD N.E.MarineEngCoLdNwc	16 ″ 6 s 1 ″ 5½ 15 ″ 1½	
22514 221046 KDMZ	**District of Columbia** 2*Dks* *Mchy.Aft Fitted for oil fuel* D.F. GyC. *Carrying Petroleum in bulk* *Longitudinal framing*	7162 — 4329					1921	Baltimore D.D.&S.B.Co BaltimoreMd	StandardOilCo.of California	431·0 P123′B37′F39′	59·2	33·4	S.Frncisco Utd.States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
22515 224391 KJIA	— Ⓟ 2*Dks* *Fitted for oil fuel*	2128 — 1240					1924	ThePusey &JonesCo. Wlmgtn,Del.	Norfolk&WashingtonSteamboatCo.	297·8	51·0	16·3	Washngtn, D.C. Utd.States	T.4Cy.23½″,37″&(2)43″-42″ 239NHP Pusey&JonesCo.Wlmngtn		
22516 FOMB	**Divatte** (*ex*WarWeapon) *ss*Nts.No.3-4,31 *Well deck* D.F. *ss*Nts.No.2-39 *Cargo battens not fitted* 1*Dk*(*Stl*)	2266 1762 1292	✠100A1 3,41 ~~12,39~~ ✠LMC8,39 SURVEYS DELAYED	~~Nts~~ Msl	*s*	CL 3,41	1918 10mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	Cie.Nantaise des Chargeurs de l'Ouest *CellD*	285·0 297·6(O.L.) P25′Q72′B64′F32′ FK *B*228′568*t FPT*108*t*	42·0	19·0	Nantes French 7*BHptCem* *APT*234*t*	T.3Cy.25⅝″,41″&68″-45″ (*s*) 180lb 416NHP 2SB,8*cf*,GS150,HS5998 FD N.E.MarineEng.CoLd.Sld.	21 ″ 2 s 2 ″ 1½ 19 ″ 3	
22517 FPHA	**Divona** (*ex*SierraVerde,*ex*WarClyde) *ss*Ant.No.1-23 1*Dk*	1530 — 815	✠ … 9,26 ✠				1918 10mo	A.McMillan&Son,Ld. Dumbarton	UnionIndust.& Mar.Sté.Française d'Arm.	240·5 B52′F23′ FK	36·1	19·1	Rouen French *WB*	T.3Cy.18″,30″&50″-33″ 172NHP Rankin&BlackmreLd.Grk	21 ″ 3	V †
22518 149641 GNJQ	**Dixcove** *OilEng.* *ss*Ham.No.2-35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3790 3090 1995	✠100A1 *with freeboard* 6,41 ~~6,40~~ Examined 1,41 ✠LMC CS9,35 DBS1,41 9,38 *Carrying Vegetable oil in deep tanks*	Hul Lon	*x*	CL ~~5,38~~ 5,41	1927 10mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton '*sA&CP*	ElderDempster Lines,Ld. *CellDB*292′778*t*	355·4 367·6(O.L.) P37′F42′ FK *DTs a*58′616*t FPT*	49·2	22·4	Liverpool British 6*BHptCem* (*Coll to Sh dk* 5 „ 2*nd* „) 97*tAPT*100*t*	Oil Engines 4S.C.SA 6Cy.29⅛″-59$\frac{1}{16}$″ 489NHP DB100lb Harland&Wolff,Ld.Gls.	24 ″ 8 s 2 ″ 2½ 22 ″ 7¾	
22519 221349 KDSP	**Dixiano** 2*Dks* *Mchy.Aft Fitted for oil fuel* Sub.Sig. *Carrying Petroleum in bulk* *Longitudinal framing*	4323 — 2613					1921	StatenIsld. S.B.Co. Mariner's Harbor,N.Y.	~~AmericanSugar TransitCorp.~~ AmericanSugar RefiningCo.	360·0 P91′B37′F33′	50·2	29·2	NewYork Utd. States *WB*	T.3Cy.23″,39″&66″-42″ 282NHP StatenIslandS.B.Co.		R
22520	**Dixie** Ⓟ 3*Dks* D.F. GyC. *Fitted for oil fuel* E.S.D. *Longitudinal framing*	8188 — 4918					1927	FederalS.B &D.D.Co. Kearny,N.J.		426·6	60·2	26·0	Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalSteam TurbineCo Trenton,N.J		
22521 LJMZ	— D.F. *Mchy.Aft CruiserStern* 1*Dk*	1571 1283 888					1937	Porsgrund Mek.Værks. Porsgrunn	A/SFrank(Chr.J. Reim,*Mgr.*)	246·6 P66′F29′	37·9	18·2	Porsgrunn Norwegian *WB*	C2Cy13¾″&27$\frac{9}{16}$″-27$\frac{9}{16}$″&LP turbine with DR gearing& hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
22522 221735 KDVT	**Dixie Arrow** *ss*Mob.No.3-11,33 *ss*Mob.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	8046 7834 4960	✠100A1 *Shelter dk with freeboard* 6,41 ~~6,40~~ BS6,41 ~~BS9,39~~ ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Bal	*d*†	CL ~~11,38~~ 6,41	1921 11mo	NewYork S.B.Corp. Camden,N.J. A&CP *CellDBa*19′*u*	Socony-Vacuum OilCo.Inc. *E&B*76′436*tDTf*40 *aft*100*t*	468·3 FK ′644*t*′*tween dk tank* *FPT*229*tAPT*131*t*	62·7	32·0	NewYork Utd. States 16*BHptCem* (*Coll to Sh dk* 9 „*U*„ 6 „2*nd*„)	Q.4Cy.24″,36″,51″&75″-51″ 220lb (*r*) 625NHP 3SB.9*cf*,GS173,HS9052 FD NewYorkS.B.Corp. Camden,N.J.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
22523 218945 KOCP	**Dixie Sword** (*ex*Florida-37, *ex*PointFirmin-34, *ss*N.Ns.No.3-7,26 *ex*ContinentalBridge) 1*Dk*2*trB in fore&after holds&Web frames* *Fitted for oil fuel*	3283 3005 2000	✠ … 1,33 ✠				1919 9mo	Submarine BoatCorp. Newark,N.J.	SwordS.S.Line, Inc.	324·0 P30′B90′F35′ FK	46·2	25·0	NewYork Utd.States *WB*	DR geared steam turbine WestinghouseElectric &Mfg.Co.Essington,Pa.	28 ″ 6	R †

~~*Surveys delayed. Vessel, when last reported, in port in enemy occupation.~~

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cl'A. si ce n'est dans le L.R. Durée.Cert.B.of Trade
22524 PDQU	**Djambi** *OilEng.* *Ref.Mchy.* D.F. 3*Dks*	6984 5006 4404					1919	Maats. Fijenoord Rotterdam	N.V.RotterdamscheLloyd	445·6 P7'F58'	54·3	34·4	Batavia Dutch *WB*	Oil Engines 2S.C.DA 6Cy.$27\frac{9}{16}$"–$47\frac{3}{16}$" 1590NHP NE31 Wilton-Fijenoord,Rot.		V
22525 FNFC	**Djebel-Amour** Ⓟ 3*Dks* *Fitted for oil fuel*	2908 2431 1545					1931	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Cie.deNav.Mixte (Cie.Touache)	325·0 P35'B88'F48'	44·6	24·4	Marseilles French *WB*	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc		V
22526 FNFS	**Djebel-Aurès** Ⓟ 3*Dks* D.F. *Fitted for oil fuel*	2835 2463 1551					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	Cie.deNav.Mixte (Cie.Touache)	325·0 P35'B88'F43'	44·6	24·4	Marseilles French *WB*	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld Nwc		V
22527 FNFH	**Djebel-Dira** Ⓟ 3*Dks* D.F. *Fitted for oil fuel*	2835 2463 1551					1930	Swan,Hunter&Wigham Richardson. Ld Newcastle	Cie.deNav.Mixte (Cie.Touache)	325·0 P35'B88'F45'	44·6	24·4	Marseilles French *WB*	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
22528 FNFR	**Djebel Nador** *OilEng.* D.F. 2*Dks,3rd dk in forward holds* *CruiserStern*	3168 2764 1837	✠ ... 2,41 ✠	Msl	*u*		1938 2mo	Internatnl S.B.&E.CoLd Danzig *CellDB*267'54	Cie.deNav.Mixte (Cie.Touache) 9*t tanks at sides of*	324·8 335·0(O.L.) F43' FK *tunnel*408*tFPT*20*t*	45·6	26·5	Marseilles French 5*BHptCem* *ptAsp* *APT*61*t*	Oil Engines2S.C.DA 6Cy.23⅝"–$35\frac{7}{16}$" 1170NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	28″10	
22529 FNHX	**Djenne** Ⓟ TwinSc D.F. 3*Dks*(4*th dk inNos.*1&2*holds*) E.S.D. *CruiserStern* *Fitted for oil fuel*	8790 6156 4551					1931	Forg.&Ch. delaMéditSA LaSeyne	Cie.deNav.Paquet	426·9 B192'F80'	58·6	34·3	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de laMédit.S.A.		V
22530 PDRC	**Djirak** (*ex*CreoleJefe-33) TwinSc *ss*Bat.No.2-2,41 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	3077 2298 2164	✠100A1 12,41 ~~2,41~~ BS12,41 ✠LMC5,40 *CarryingPetr* *Fitted for oil*	~~Sba~~ Bat *oleum* *fuel* 9,	*u* *in* 28	CL N5,40 *bulk* *F.P. a*	1928 9mo *Lloyd* *bove* 1	Palmers' Co.Ld. Newcastle *'sA&CP* 50° F.	N.V.NederlandscheKoloniale TankvaartMaats. *CellDBuE&B*50'	325·0 336·7(O.L.) P73'B22'F40' FK *Trunk in wells* 149*t side tanks* 180'	55·2	16·4	Palembang Dutch 8*BHptCem* 2115*t FPT*2	T.6Cy.14½",24"&39½"-27" 180lb (s) 288NHP 2SB 6*cf*, ,HS4808 FD Palmers'Co.Ld.Newcastle 07*tAPT*126*t*	16″6 s2″0 14″8½	
22531 145982 GMSS	**Djurdjura** (*ex*PenrithCastle) D.F. 2*Dks*	3460 3238 2098	✠ ... 5,27 ✠				1922 10mo	Ardrossan DD&SBCoLd Ardrossan	Ministry of War Transport) WestbourneShipping Co.Ld.*Mgrs.*)	350·7 P42'B127'F46' FK	50·2	22·8	Manchestr British *WB*	T.3Cy.25",41"&68"-45" 375NHP J.G.Kincaid&Co.Ld.Grk.	25″1	V †
22532 UPKZ	**Djurma** (*ex*Brielle-35) 3*Dks* *CruiserStern* *Fitted for oil fuel*	6908 4716 3924					1921	NewWaterwayS.B.Co. Schiedam	U.S.S.R.	402·6 F33'	58·3	34·7	Nogaevo Russian *WB*	T.3Cy.30",48"&79"-54" 458NHP NewWaterwayS.B.Co.		
22533 UOTQ	**Dnepr** (*ex*Miltonstar,*ex*Brodhurst) *Ref.Mchy.* 1*Dk&Shelter dk*	3071 2940 1876					1914	ClydeS.B. &Eng.Co.Ld. PortGlasgow	U.S.S.R.	304·3	44·7	27·2	Vladvostk Russian *WB*	T.3Cy.23",37"&61"-42" 241NHP ClydeSB.&EngCoLd.P.Gl		
22534 UOBH	**Dneprostroi** (*ex*Dallas) 2*Dks*	4756 4268 2963	✠ ... 6,20 ✠				1919 1mo	Standard S.B.Corp. Shooter's Island,N.Y	U.S.S.R.	377·0 P25'B106'F24' FK	52·0	26·8	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 478NHP StandardS.B.Corp	29″0	
22535 UOUP	**Dnestr** 2*Dks* *Ref.Mchy.* *Fitted for oil fuel* *CruiserStern*	3580 3224 2061					1928	Deutsche Sch.-u.Mschb A.G.Seebeck Wesrmünd-G	U.S.S.R.	306·4 B83'F34'	48·0	27·3	Odessa Russian *WB*	T3Cy23"38⅝"&63"-43⅜"&LP Turbine with DR gearing& hydraulic coupling346NHP DeutscheSch.u MschbA.G Wesermünde-G		
22536 UODW	**Dobrina Nikitich** TwinSc (*Icebreaker*) 1*Dk&Awng dk* 2 *dks in fore&after holds*	*1664* *1613* *672*	✠ ... 12,21 ✠				1916 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	U.S.S.R.	200·1 FK	50·5	27·4	Vladvostk Russian *WB*	T.6Cy.21½",35½"&58"-36" 721NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	27″6	
22537	**Doce de Octubre** (12 de Octubre).		*See letter* “T”													
22538 2193 IBOW	**Docilitas** (*ex*Eider-38, *ex*Stanhill-37, *ss*Gen.3rdNo.3-5,38 *ex*Eider-36) 1*Dk*(*Stl*)&*deep framing* &*ptAwng dk*(*Stl-ptws*)	1246 910 777	✠100A1 *ptAwng dk* *withfreeboard* 5,40 BS5,40 ✠LMC5,38 NO LATER	Gen SURV	*n* EY	CL 5,38 REPO	1906 10mo RTED	Campbeltown S.B.Co Campbeltwn A&CP	AdriaticoTirreno JonioLigure (A.T.J.L.)Soc. Anon.diNav.(A. Ravano,*Mgr.*)	239·0 230·5 Q79' *ptAwng dk*151' FK *CellDBa*54'*f*94'	32·7	16·0	Genoa Italian 4*BHCem* 205*tAPT*80*t*	T.3Cy.18",27½"&45"-33" 160lb 120NHP 1SB,3*pf*,GS65,HS1871 Hutson&Sons,Ld.Glasgow	17″4 s7″2¾ 17″5	
22539 239517 WESK	**Doctor Lykes** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *ptLongitudinal framing* *CruiserStern*	7773 — 4585					1940	Federal S.B.&D.D.Co Kearny,N.J.	LykesBros.SteamshipCo.,Inc.	468·3 F42'	69·7	29·1	Tampa Utd.States *WB*	2 steam turbinesDRgeared to 1sc. shaft 1417NHP DeLavalSteam TurbineCo.Trenton,N.J.		
22540 150141 VLCP	**Doepel** WoodTwinSc *Mchy.Aft* 1*Dk*	389 314 194					1919	GE.Beattie Brisbane Water,NSW.	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	145·0 F18'	33·0	9·2	SydnyNSW British *WB*	C.2Cy.10"&20"-14" E&B*made*13 33RHP Chapman&Co.SydnyNSW		
22541 TCBB	**Dogan** (*ex*Mastrandreas-33, *ex*Highgate, *ss*Rou.No.3-10,30 *ex*Dunolly) 1*Dk*(*Stl*)2*trBd* *deep framing*	*3281* *3133* *2127*	✠ ... 12,33 ✠	Cff			1901 11mo	A.Rodger &Co. Pt.Glasgow	Barzilay& Benjamin *CellDB*	325·5 P29'B84'F30' FK *a&uE*122'*f*138'781*t*	48·2	23·8	Istanbul Turkish 6*BHCem* *APT*120*t*	T.3Cy.24",40"&65"-42" 278NHP 2SB,6*cf*,GS118,HS4240 ClydeS.B.&E.Co.Ld.PtGls	26″4	V †
22542	**Dogu** Ⓟ TwinSc Sub.Sig. D.F. E.S.D. 4*Dks* *Ref.Mchy.* GyC. *CruiserStern*	6000					1939	Blohm& Voss Hamburg	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	385·9 B16'F85'	52·5	20·5	Istanbul Turkish *WB*	T6Cy$22\frac{1}{16}$",$35\frac{7}{16}$"&$59\frac{1}{16}$"-39⅜" & LP turbines withDRgearing&hydraulic couplings HS12270 908NHP Blohm&Voss,Ham.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22543	**Dokter Wagemaker** 1Dk	374 272 169					1934	N.V. Wilton-Fijenoord Rotterdam	N.V.Texel'sEigen StoombootOnderneming	149·6	26·5	9·6	Texel Dutch	T.3Cy.11",17"&28½"-18⅜" 29NHP N.V.Wilton-Fijenoord, Rot.		V
22544	**Doktor Heinrich Wiegand,** see Dr. Heinrich Wiegand No. 22643															
22545 167358 GBZZ	**Dolabella** OilEng. D.F. E.S.D. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8142 7235 4800	✠100A1 5,42 ~~6,41~~ ✠LMC11,39 CarryingPetroleum in bulk	~~Liv~~ Fal	c†	CL	1939 11mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld.	465·3 483·3(O.L.) P93'B45'F50' FK CellDB69'23tDTf25'271tFPT138tAPT85t	59·3	33·8	London British 17BH	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP DB180lb Hwthrn,Leslie&CoLdNwc	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
22546 192 YLAO	**Dole** (exEverhope 39, exMaplegrove–33, exBenClune, ssRot.2ndNo.3–10,37 exOltul,exIriston) 1Dk(Stl)	3811 3529 2404	✠100A1 11,39 BS9,39 ✠LMC10,37 NO LATER SURVEY REPORTED,	Sch	w	CL 10,37	1912 9mo	R.Duncan &Co.Ld. Pt.Glasgow Lloyd'sA&CP	Mrs.E.Grauds	354·3 P22'B90'F36' FK CellDBa115'uE&B36'f156'9 15tAPT105t	51·1	23·8	Riga Latvian 6BHCem	T.3Cy.25",41"&67"-45" (s) 180lb 338NHP 2SB,6cf,GS130,HS5384 Rankin&Blackmore,Grk.	26 ″ 3 s 4 ″ 7½ 21 ″ 10	
22547 154133 MJQM	**Dolium** (exPresident TwinSc Bolivar–32) ssSuz.No.3–11,34 ssSuz.No.1–39 Mchy.Aft 1Dk(Stl)&Webframes	1142 730 533	✠100A1 3,41 BS3,41 LMC1,39 CarryingPetroleum in bulk Fitted for oil fuel 7,22 F.P. above 150° F.	Suz	m	CL 1,40	1922 7mo	J.Koster, Hzn.Schpsw. Gideon Groningen A&CP	Anglo-Saxon PetroleumCo.Ld.	217·1 PonQ67'Q67'F30' FK CellDBuE19'21tDTf13' 155tAPT23t	33·6	12·5	London British 10BHCem	T3Cy10 13/16"17 15/16"&28¾"-17 11/16" 199lb (s) 136NHP 2SB,4cf, ,HS2842 L.Straatman,Dordrecht	12 ″ 5 s ″ 9¾ 11 ″ 8¾	
22548 147247 GJVM	**Dolius** TwinSc OilEng. D.F. 2Dks(Stl) Fitted for oil fuel	5507 4922 3319	✠ 11,25 ✠	Liv	z		1924 4mo	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&CoMgrs)	407·0 P39'B133'F42' FK CellDB356'1200tDTa30'713tDTf30' 874tAPT52t	52·2	28·4	Liverpool British 8BHptCem	Stm.&OilEng.2S.C.DA 8Cy.22"-36" 748NHP 2Regenerators Scott'sS.B.&E.Co.Ld.Grk.	32 ″ 0	C †
22549 133937 CGSD	**Dollard** Ⓟ TwinSc 1Dk Mchy.Aft Fitted for oil fuel	761 596 323	✠ ... 7,15 ✠				1913 4mo	Kingston S.B.Co. Kingstn,Ont.	CanadianGovernment(Dept.of Transport)	178·6 F29' FK	31·9	15·3	Ottawa British WB	T.6Cy.12½",21"&34"-21" 182NHP CollingwoodS.B.Co.	15 ″ 6	
22550 DHFJ	**Dollart** 1Dk	535 433 268					1912	Stettiner Oderwerke Stettin	Bugsier,Reed.& BergungsA.-G.	165·8 P112'F22'	28·6	11·5	Brmrhavn German WB	C.2Cy.17 3/16"&31½"-21⅜" 38NHP StettinerOderwerke		G
22551 145631 WPTC	**Dolomite 2** (exThomas TwinSc Maytham–38) OilEng. Mchy.Aft 1Dk Carrying petroleum in bulk Now "Motorex," see No. 37614 in Supplement	1958 — 1447					1892	Chicago S.B.Co. Chicago	RochesterS.B. Corp.	286·0 Q60'F28' WB	41·2	18·8	Rochester, N.Y. Utd.States	OilEngines4S.C.SA 16Cy.12½"-13" 245NHP NE38 AmericanLocomotiveCo. Auburn,N.Y.		R
22552	**DoloresDeUrquiza** TwinSc (Train Ferry) OilEng. 1Dk	2082 — 1509	✠ ... 9,29 ✠				1926 10mo	A.&J. Inglis,Ld. Glasgow	EntreRiosRailwaysCo.Ld.	340·0 FK	57·7	17·7	Ibicuy Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 287NHP Harland&Wolff,Ld.Gls.	19 ″ 9	
22553 PUBV	**Dom Pedro I** Ⓟ TwinSc (exPedroI–35,exWyreema) 3Dks(Stl–U&M ws)Orlop beams forward Orlop dk(Stl) aft&Shade dk(Stl–teak s)	6370 5885 3291	✠ 11,09 ✠	Syd	a†		1908 2mo	A.Stephen &Sons,Ld. Glasgow	LloydBrasileiro	400·4 FK&BK1¾" CellDBa76'uE&B104'f148'861tFPT56tAPT57t	54·2	30·6	R.Janeiro Brazilian 7BHCem	T.6Cy.24½",40"&68"-48" 1038NHP 6SB,18cf,GS372,HS16002 A.Stephen&Sons,Ld.Gls.	33 ″ 3	V
22554 PUBW	**Dom Pedro II** Ⓟ TwinSc (exPedroII–35,exLevuka) 3Dks(Stl–U&M ws)Orlop dk (Stl)in fore & after holds & Shade dk(Stl–teak s)	6129 4587 3017	✠ 9,11 ✠	Syd	a†		1910 4mo	A.Stephen &Sons,Ld. Glasgow	LloydBrasileiro	400·4 FK&BK1¾" CellDBa92'uE&B115'f150'809tFPT45tAPT41t	55·0	30·7	R.Janeiro Brazilian 7BHCem	Q.8Cy.23",33",47"&67"-48" 1031NHP 6SB,18cf,GS354,HS15636 A.Stephen&Sons,Ld.Gls.	33 ″ 3	V †
22555 160771 GTVD	**Domby** D.F. 1Dk	5582 5194 3451					1932	W.Gray& Co.Ld. WHartlepool	RopnerShipping Co.Ld.	421·2 P30'B128'F41	55·4	28·0	W.Hartlpl British WB	T.3Cy.26",43½"&73"-48" 369NHP Cen.Mar.E.Wrks.Ld. (W.Gray&Co.Ld.)WHpl		C
22556 78 IMDX	**Dominante** (exFloreal, exLenuccia M, ssApl 2ndNo.3–2,09 exUsk) 1Dk(Stl)&Webframes Well deck	907 872 483	✠ 7,15 ✠	Sws	l		1891 5mo	Osbourne Graham&Co. Sunderland	Vincenzo Bottiglieri	208·3 200·1 P118'F53' BK7½" DBa51'67tFPT21t	29·3	15·2	Torredel Greco Italian 4BHCem	T.3Cy.16¾",26½"&43½"-30" 109NHP 1SB,3pf,GS52,HS1720 G.Clark,Ld.Sunderland	16 ″ 1	I †
22557 EGTT	**Domine** Ⓟ TwinSc ssBcl.No.1–39 D.F. OilEng. Ref.Mchy. 3Dks&superstructure dk CruiserStern	6914 4523 3866	✠100A1 withfreeboard 5,42 ~~5,41~~ DBS5,41 ~~DBS4,40~~ ✠LMC4,40 ✠Lloyd'sRMC4,40 for temp. 28° F.	Bcl	z	CL 5,41	1935 9mo	Soc.Española de Const. Naval Bilbao Lloyd'sA&CP	Cia.Trasmediterranea	391·7 FK CellDB285'741tTanks at sides of tunnels62'359tFPT77tAPT74t	53·8	29·0	Valencia Spanish 8BHCem (1 to 2nd dk)	Oil Engines 2S.C.SA 12Cy.24 7/16"-45⅓" 1240NHP DB100lb LaMaquinistaTerrestre y Maritima,Bcl.	29 ″ 0 s 7 ″ 7 21 ″ 10⅔	
22558 166828 GRGG	**Dominion Monarch** Ⓟ QuadSc OilEng. D.F. 3Dks,4th dk in forward holds E.S.D. GyC. 5th dk in No. 1 hold Ref.Mchy. Cruiser Stern Decks&butts of topside plating electrically welded	27155 18390 15813	✠100A1 withfreeboard ~~11,40~~ 12,41 DBS9,41 ~~DBS8,40~~ ✠LMC1,39 ✠Lloyd'sRMC 9,41 3,42	~~Syd~~ Sng	r† 2⅛	CL PaN 7,39	1939 1mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	ShawSavill& AlbionCo.Ld.	657·6 682·1(O.L.) B&F575'UprB397' Upr.F64' FK CellDB528'2689t Tanks in way of tunnels590tFPT136tAPT228t	84·8	44·4	S'thamptn British 10BH	Oil Engines 2S.C SA 20Cy.28 9/16"-88 9/16" 5056NHP 4DB100lb 2 by Swan,Hunter&WighamRichardson,Ld.Nwc & 2 by Wm.Doxford&Sons, Ld.Sld.	48 ″ 6 s 14 ″ 6½ 34 ″ 1½	BT till ~~11,41~~ 12,42
22559 151086	**Dominion Shipper** WoodAuxSr OilEng. 1Dk (See Sailing Ship Register)	339 264 268					1925	F.S.Burgoyne MahoneBay, N.S.	NovaScotia Shippers,Ld.	140·3	23·4	12·0	HalifaxNS British	Oil Engines 2S.C.SA 8Cy.10½"-12½" 155NHP FairbanksMorseCo.Ld. Belvedere,Mich.		
22560 218816 KIZB	**Domino** (exDelco) 1Dk Fitted for oil fuel Longitudinal framing	3170 2840 1903					1919	Bethlehem S.B.Corp.Ld. WlmngtnDel	~~AmericanSugar TransitCorp.~~ AmericanSugar RefiningCo.	327·2 P32'B94'F37'	46·2	22·9	NewYork Utd.States WB	T.3Cy.22",37½"&60"-42" 233NHP BethlehemS.B.Corp.Ld.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
22561 148423 MNDP	**Domino** *ss*Hul.No.3–8,37 1*Dk(Stl)&2nd dk at aft end of No.2* *Ref.Mchy. hold & fore part of No.3hold* *CruiserStern*	1453 1155 711	✠100A1 4,41 BS4,41 ✠LMC3,37	Liv	*q*	OG 11,40	1925 2mo *Lloyd*	NewWater-wayS.B.Co. Schiedam '*sA&CP*	Ellerman'sWilson Line,Ld.	255·3 P&B165'F48' FK *CellDB*208'332*t*	36·1	16·7	Hull British 5*BHCem* *APT*51*t*	T.3Cy.17¾",30½"&53"–36"(*s*) 225lb 280NHP 2SB,*6cf*,GS108,HS4178 FD NewWaterwayS.B.Co.	18 ″ 9 s ″ 11¾ 17 ″ 10¾	
22562 LDLU	**Don** (*ex*Dunston) *ss*Osl.No.3–4,37 1*Dk(Stl)* *Cargo battens not fitted*	2010 1709 1181	✠100A1 ~~4,41~~12,41 Examined12,41 ~~BS9,40~~ ✠LMC4,37	~~Sld~~ Nwc BS4,41	*r*	CL 9,40	1924 5mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken '*sA&CP*	A/S Don (Johannesen&FalckPedersen) *CellD*	278·7 P22'B59'F23' FK *B*238' 555*t FPT*46*t*	40·2	18·5	Oslo Norwegian 4*BHCem* *APT*68*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 214NHP 2SB,*6cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s 3 ″ 0 17 ″ 9½	
22563 UPLG	— (*ex*Manto–35) 1*Dk*	1598 1193 932					1922	Laxevaags Msk.&Jrnskb Bergen	U.S.S.R.	246·2 P18'Q71'B59'F31'	37·8	15·5	Vladvostk Russian *WB*	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk.&Jrns.Bgn.		
22564 146346 MNCD	— *ss*Goo.No.3–9,37 1*Dk(Stl)* D.F. *Ref.Mchy.*	1037 817 421	✠100A1 8,41 ~~6,40~~ 5,42 Examined 5,42 ~~BS6,40~~ ✠LMC~~5,37~~ 8,41	~~Liv~~ Goo BS5,42	*o*	OG ~~3,37~~ 7,41	1924 11mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP*	LondonMidland&ScottishRly. (AssociatedHumberLines, *Mgrs.*) *CellDBa*58'	240·3 P38'B88'F35' FK *uE*13'*f*90'204*t FPT*	34·2	15·4	Goole British 5*BHCem* 14*tAPT*25*t*	T.3Cy.22",36"&61"–39" (*r*) 180lb 333NHP 2SB,*6cf*,GS124,HS5000 FD Vickers,Ld.Barrow	16 ″ 4 s 2 ″ 0½ 14 ″ 9	
22565	— **TwinSc** (*ex*Eisvogel,*ex*Tergesteo, *ex*Istra) *OilEng.* 1*Dk* *Mchy.Aft Ref.Mchy.*	447 357 293					1920	A/S KalundborgSkb Kalundborg	U.S.S.R.	140·7 P60*t*F14*t*	30·1	10·2	Odessa Russian *WB*	Oil Engines 2S.C.SA 8Cy10½"–14⅜"NE24 154NHP Gross-Motorenwerke Hamburg-Mannheim,Ham		
22566 1221 CBDA	**Don Alberto** (*ex*Royalmoor) *ss*Vpo.No.3–3,38 *Well deck* 1*Dk(Stl)*	*1907* *1490* *1089*	✠100A1 2,42~~8,40~~ MS2,42 ~~BS3,40~~ ✠LMC~~3,38~~	~~Tal~~ Vpo BS4,41	*q*	CL N5,38	1924 11mo *Lloyd*	J.Crown&Sons,Ld. Sunderland '*sA&CP*	Cia.Carbonifera e Industrial de Lota *CellDBa&uE*	268·0 Q105'B56'F30' FK 99'*f*106'382*tFPT*86	37·8	17·6	Valparaiso Chilian 4*BHCem* *tAPT*173*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 216NHP 2SB,*6cf*,GS92,HS3594 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s 2 ″ 0 18 ″ 0¾	
22567 1230 CBDB	**Don Benjamin Squella** (*ex*Clytha) *ss*Vpo.No.3–12,36 *ss*Tal.No.1–41 1*Dk(Stl)* *Well deck Cargo battens not fitted*	2109 — 1517	✠100A1 6,41~~2,40~~ BS~~3,40~~ ✠LMC~~12,36~~ 4,41 MS6,41	~~Vpo~~ Tal	*r*	CL N1,39	1925 1mo *Lloyd*	ClydeS.B.&E.Co.Ld. PortGlasgow '*sA&CP*	Cia.Carbonifera e Industrial de Lota *CellD* *DTf*13'320	275·2 Q111'B52'F27' FK *B*229'502*t* *tDeck T*9'15 *tFPT*	41·0	18·9	Valparaiso Chilian 5*BHptCem* 83*tAPT*166*t*	T.3Cy 20",32"&54"–36" (*s*) 180lb 214NHP 2SB,*6cf*,GS100,HS3630 ClydeS.B.&E.Co.Ld.P.Gl.	21 ″ 0 s2 ″ 2½ 19 ″ 1½	
22568 88 IMDZ	**Don Bosco** (*ex*Syria–34) *ss*Goo.2ndNo.3–3,24 *ss*Goo.No.2–32 *Welldeck* 1*Dk(Stl)*	749 560 347	✠ ... 5,36 ✠	Gen	*l*		1898 11mo	Earle'sCo. Ld. Hull	Soc.Anon.Nav. "Mothia"	218·8 210·0 Q99'B20'F29' BK8" *DBa*	31·0	13·6	Trapani Italian 5*BHCem* 39'*f*50'100*t*	T.3Cy.19",32"&52"–36" 175NHP 2SB.*4cf*,GS84,HS2670 Earle'sCo.Ld.Hull	14 ″ 3	I †
22569	**Don Carlos** *Mchy.Aft* 1*Dk(Stl)*	433 324 247	✠ 7,10 ✠	Sou	*f*		1910 7mo	Day,Summers&Co.Ld. Southampton	Liebig'sExtractof MeatCo.Ld.	140·0 F23' FK *WB*=	25·1	11·6	Bns.Aires Argentine 3*BHCem* *FPT*27*t*	T.3Cy.14",22"&37"–27" 91NHP 1SB.*3cf*,GS54,HS1656 DaySummers&Co.Ld.Son.	12 ″ 6	
22570 KZDR	**Don Esteban** Ⓟ **TwinSc** *ss*HKg.No.1-41 *OilEng.* D.F. 1*Dk* *Part electrically welded including decks* *CruiserStern &butts of shell plating*	1616 — 900	✠100A1 *withfreeboard* 9,41~~12,40~~ ✠LMC OS9,41 9,41	HKg	*q*	OG ~~4,39~~ PN9,41 S9,41	1936 12mo *Lloyd*	Frd.Krupp Germaniawft A.G. Kiel '*sA&CP*	De laRamaS.S.Co. Inc.(E.H.Pirovano,*Mgr.*) *CellD*	267·1 Q22'B&F243' FK *UpperBridge*120' *Ba&uE*115'*f*81'1 71*tDTs a*114*tFPT*	37·4	14·4	Iloilo Utd.States 7*BHptCem* 10*tAPT*56*t*	Oil Engines 4S.C SA 16Cy.16⅛"–21⅝" 447NHP Fr.KruppGermaniawftAG	17 ″ 6 s 3 ″ 7 14 ″ 0½	
22571	**Don Isidro** Ⓟ **TwinSc** *OilEng.* *For full particulars see No. 36112 in Supplement* D.F. *CruiserStern*	3200	100A1 *withfreeboard* (*ClassContemplated*)				1939	Frd.Krupp Germaniawft A.G. Kiel	De laRamaS.S.Co. Inc.(E.H.Pirovano,*Mgr.*)				Iloilo Utd.States	Oil Engines 4S.C.SA 18Cy.22 7/16"–29½" Fr.KruppGermaniawftAG	20 ″ 0 s 4 ″ 1¾ 15 ″ 11¾	
22572 KZPF	**Don José** **TwinSc4Mst** (*ex*ChiefCapilano–37, *ex*Robert Dollar, *ex*Kurland) *ss*H.Kg.No.3–2,37 2*Dks(Stl)&Awng dk(Stl)* *&3rdDk(Stl)inNo.1hold*	*10893* *10044* *6791*	100A1 *Awng dk* *withfreeboard* 8,41 ~~8,41~~ BS~~5,40~~7,41 LMC2,37 *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	HKg	*g*†	CL ~~6,30~~ 8,41	1920	J.C.TecklenborgA.G. Weser-münde-G.	Madrigal&Co. *CellDB*	523·5 543·0 (O.L.) P64'B14'F44' FK *FPT*	65·7	37·5	Manila P.I. Utd.States *ptCem* 8 *BHtoAdk* 1 ,, ,, *3rd* ,, *APT*	T.6Cy.28",45¼"&74"–51¼" 200lb 1020NHP 5SB,*15cf*,GS296,HS13993 FD J.C.TecklenborgA.G.Wsm	40 ″ 3 s10 ″ 5¾ 30 ″ 1	
22573 KZCZ	**Don Juan O.** (*ex*Midget, *ex*Wiegand,*ex*Guadiana) 2*Dks*	498 429 257					19$\frac{02}{28}$	Schiffsw. v. HenryKoch Lübeck	Rio yOlabarrieta	150·0	24·6	16·2	Manila Utd.States *WB*	C.2Cy.15¾"&27⅞"–19¾" 27NHP J.F.Ahrens,Altona		
22574 928 CBDL	**Don Luis** (*ex*Teno) *ss*Tal.2ndNo.3–3,32 *ss*Vpo.No.2–39 2*Dks(Stl)&deep framing*	2629 2394 1658	✠100A1 2,42 ~~2,41~~ ~~BS10,40~~ ✠LMC10,39	~~Tal~~ Vpo BS11,41	*u*	CL ~~N6,39~~ 2,42	1906 10mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	Cia.Carbonifera e Industrial de Lota *CellDB*	340·0 P15'B72'F39' FK *a*88'*uE&B*40'*f*166'	40·2	21·5	Valparaiso Chilian 5*BHCem* 536*tAPT*13*t*	T.3Cy.23 3/16",37"&61"–42"(*s*) 170lb 270NHP 2SB,*6cf*,GS135,HS4382 Earle'sCo.Ld Hull	24 ″ 0	
22575 1170 CBDR	**Don Ricardo** (*ex*Nordvaag, *ex*Arly, *ex*Ageröen, *ex*Lebu) *ss*Vpo.2ndNo.3–11,34 *ss*Vpo.No.1–38 2*Dks(Stl)&deep framing*	2629 — 1653	✠100A1 3,42~~9,40~~ BS2,41 ✠LMC7,38	~~Tal~~ Vpo	*u*	CL ~~N9,40~~ 3,42	1906 12mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	Cia.Carbonifera e Industrial de Lota *CellDBa*88'	340·1 P15'B72'F39' FK *uE&B*40'*f*166'536*t*	40·1	21·2	Valparaiso Chilian 5*BHCem* *APT*13*t*	T.3Cy.23",37"&61"–42" (*s*) 170lb 270NHP 2SB.*6cf*,GS135,HS4382 Earle'sCo Ld.Hull	24 ″ 0	
22576 1300 CBDT	**Don Thompson** (*ex*Uskbridge–36) *ss*Sws.No.3–12,36 1*Dk(Stl)* *Cargo battens not fitted*	2658 — 1628	✠100A1 7,40 ✠LMC MS10,36 BS~~3,40~~ 5,41	Tal	*t*	CL 2,40	1924 6mo *Lloyd*	Burntislnd S.B Co.Ld. Burntisland '*sA&CP*	Cia.Carbonifera e Industrial de Lota *CellDB*251'831*t*	297·7 P25'B71'F27' FK *FPT*122*t APT*94*t*	43·9	20·8	Valparaiso Chilian 5*BHptCem*	T.3Cy.22",36"&60"–39" (*s*) 180lb 278NHP 2SB,*6cf*,GS122,HS4762 N.E.MarineEng.Co.Ld.Sld	23 ″ 6	
22577	**Doña Angela C.** (*ex*Balsieger, *ex*PrincenhageIII) *Mchy.Aft* 1*Dk*	*464* *332* *218*					1918	A.Roorda Scheepsw Sliedrecht	Soc.Anon.Angel CassanelloLda.	150·6 Q55'B9'F16'	25·0	11·1	Bns.Aires Argentine	C.2Cy.16"&30"–16" 30NHP Werf.Gusto,Schiedam		
22578	**Dona Aniceta** *OilEng.* D.F. 2*Dks* ~~1*Dk&Shelter dk*~~ E.S.D *3rd dk in No. 1 hold* *CruiserStern* *Tonnage opening closed* '41	5011 4467 2978	✠100A1 *withfreeboard* ~~9,41~~ ~~1,41~~12,41 ✠LMC1,40 *Carrying cargo oil F.P.above* 150° *F.in tanks at sides of tunnel*	~~HKg~~ Bal	*a*†	CL ~~6,40~~ 11,41	1940 1mo *Lloyd*	Cantieri RiunitiDell'Adriatico Trieste '*sA&CP*	DeLaRama S.S.Co.Inc. (E.H.Pirovano, *Mgr.*) *Upper 'tween dk BHs except* *Coll BH dispensed with* *Cell*	413·3 439·4(O.L.) F35' FK *DB*365'885*tTanks at sides of tunnel*	55·7	25·4	Iloilo Utd.States 7*BHptCem* (*Collto W. dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy.28⅜"–49 1/16" 1122NHP DB*100lb* Cant.RiunitiDell'Adriatico *nel* 620*tFPT*137*tAPT*178*t*	~~29 ″ 0~~ ~~s 8 ″ 4½~~ ~~25 ″ 10¾~~ 37 ″ 0 s10 ″ 9½ 26 ″ 5¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22579	**Dona Aurora** *Oil Eng.* D.F. E.S.D. *2Dks* ~~*1Dk&Shelterdk*~~ *3rd dk in No. 1 hold* *Cruiser Stern* *Tonnage opening closed '41*	5011 4467 2977	✠100A1 *with freeboard* 9,41 ~~10,40~~ ✠LMC10,39 *Carrying cargo oil F.P. above 150° F. in tanks at sides of tunnel*	~~HKg~~ Bal	*a*†	CL 6,40	1939 10mo *Lloyd's A&CP*	Cantieri Riuniti Dell' Adriatico Trieste	DeLaRama S.S.Co.Inc. (E.H.Pirovano, *Mgr.*) *Upper 'tween dk BHs except Coll BH dispensed with* *Cell DB365'885t Tanks at sides of tunnel 620t FPT137t APT178t*	413·3 439·4(O.L.) F35'	55·7	25·4 FK	Iloilo Utd. States *7BH pt Cem* *(Coll to W dk* *6 ,, 2nd ,,)*	Oil Engines 2S.C.SA 8Cy.28⅜"-49$\frac{3}{16}$" 1122NHP DB*100lb* Cant.Riuniti Dell'Adriatico	~~29 " 0~~ ~~8 " 4½~~ ~~25 " 10½~~ 37 " 0 s10 " 9½ 26 " 5¾	
22580 147772 MLZB	**Dona Flora** ssBly.No.3-8,36 D.F. *Mchy.Aft 2Dks* *Hatch covers & webs dispensed with in 'tween dks. Tonnage opening closed '40*	1179 1088 649	✠100A1 *with freeboard* ~~9,41~~ ~~11,40~~ 1,42 Examined 6,41 BS10,41 ✠LMC MS12,36 ~~BS11,40~~	~~Bly~~ Nwc Bly	*m* ~~Hpl~~	CL ~~11,40~~ 1,42	1924 8mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	KingdonS.S.Co.Ld. (T.H.Donking & Sons,Ld. *Mgrs.*) *Cell DB152'304t DT f14'105t*	201·0 209·1(O.L.) *FPT48t APT44t*	34·6	11·5 19·1 FK	Middlsbro' British *4BH pt Cem* *(3 to W dk* *1 ,, 2nd ,,)*	T.3Cy.16",26"&44"-30" (*s*) 180lb *100lb* 134NHP 1SB,*3cf*,GS66,HS2337 Ross&Duncan,Govan	21 " 3 s 6 " 10 14 " 6¾	
22581 147770 MLYK	**Dona Isabel** ssBly.No.1-40 ssShl.No.3-6,36 D.F. *Mchy.Aft 2Dks* *Hatch covers & webs dispensed with in 'tween dks Tonnage opening closed '40* *Cargo battens not fitted in 'tween decks*	1179 1088 649	✠100A1 *with freeboard* 9,41 ~~1,40~~ ✠LMC MS5,36 BS~~4,40~~ 6,41	Bly	*m*	CL ~~1,40~~ 9,41	1924 7mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	KingdonS.S.Co.Ld. (T.H.Donking & Sons,Ld. *Mgrs.*) *Cell DB152'304t DT f14'105t*	201·0 *FPT48t APT44t*	34·6	11·5 19·1 FK	Middlsbro' British *4BH pt Cem* *(3 to W dk* *1 ,, 2nd ,,)*	T.3Cy.16",26"&44"-30" (*s*) 180lb *100lb* 134NHP 1SB,*3cf*,GS66,HS2337 Ross&Duncan,Govan	21 " 3 s 6 " 10 14 " 6¾	
22582	**Dona Nati** *Oil Eng.* D.F. E.S.D. ~~*1Dk&Shelterdk*~~ *2Dks 3rd dk in No.1 hold* *Cruiser Stern* *Tonnage opening closed '41*	5011 4467 2978	✠100A1 *with freeboard* 10,41 ~~1,40~~ ✠LMC12,39 *Carrying cargo oil F.P. above 150° F. in tanks at sides of tunnel*	~~HKg~~ Bal	*a*†	CL 10,41	1939 12mo *Lloyd's A&CP*	Cantieri Riuniti Dell' Adriatico Trieste	DeLaRama S.S.Co.Inc. (E.H.Pirovano, *Mgr.*) *Upper 'tween dk BHs except Coll BH dispensed with* *Cell DB365'885t Tanks at sides of tunnel 620t*	413·3 439·4(O.L.) F35'	55·7	25·4 FK	Iloilo Utd. States *7BH pt Cem* *(Coll to W dk* *6 ,, 2nd ,,)*	Oil Engines 2S.C.SA 8Cy.28⅜"-49$\frac{3}{16}$" 1118NHP DB*100lb* Cant.Riuniti Dell'Adriatico *FPT137t APT178t*	37 " 0 s10 " 9½ 26 " 5¾	
22583 167349 GCMC	**Donacilla** *Oil Eng.* *1Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft Cruiser Stern* *Longitudinal framing at bottom & at deck*	8113 7221 4755	✠100A1 6,41 ✠LMC10,39 *Carrying Petroleum in bulk*	Nwc	*c*†	CL	1939 10mo *Lloyd's A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	Anglo-Saxon Petroleum Co.Ld. *Cell DBu E70'165t DT f25'297t FPT113t APT89t*	464·9 482·8(O.L.) P93' B47' F51'	59·5	33·9 FK	London British *17BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 " 0 s 6 " 8½ 27 " 6¼	
22584 165161 MMLV	**Donaghadee** 3Mst *Mchy.Aft 1Dk* *Cruiser Stern*	662 434 284	✠100A1 9,41 ~~4,39~~ BS8,41 ✠LMC9,37	Bel	*i*	CL 9,41	1937 9mo *Lloyd's A&CP*	A&J.Inglis Ld. Glasgow	JohnKellyLd. (W.Clint, *Mgr.*) *Cell DB97'139t FPT50t APT19t*	176·0 184·0(O.L.) Q105' B11' F27'	27·9 *29·4*	11·0 FK	Belfast British *3BH pt Cem* *pt Asp*	T.3Cy.13½",23"&38"-27"(*s*) 200lb 86RHP 1SB,*3cf*,GS56,HS1834 Aitchison,Blair Ld. Clydebank	13 " 5 s 4 " 2¼ 13 " 3⅜	
22585 140832 MNDS	**Donaghmore** ssBel.No.3-2,38 *Mchy.Aft 1Dk(Stl)* *Well deck*	581 401 270	✠100A1 2,40 ✠LMC MS1,38 BS11,39	Bwg	*h*	CL 1,38	1925 1mo *Lloyd's A&CP*	J.Lewis & Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint, *Mgr.*) *Cell DB f97' 125t FPT44t APT7t*	165·2 171·5(O.L.) Q94' B11' F28'	27·0	11·1 FK	Workngtn British *3BH Cem*	T.3Cy.14",24"&39"-27" (*s*) 180lb 82RHP 1SB,*3pf*,GS54,HS1883 J.Lewis&Sons,Ld.Abn.	13 " 4 s 3 " 8½ 13 " 3	
22586 202635 KDXU	**Donald B. Gillies** (*ex* Joseph G. Butler, Jr.-35) *Mchy.Aft* D.F. GyC. *1Dk*	6588 — 5174					1905	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	525·0	55·0	31·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevelnd		R
22587 147765 CYKX	**Donald Stewart** ssTto.No.1-40 ssTto.No.3-4,36 *Mchy.Aft 1Dk(Stl)* *Well deck* **Cargo battens not fitted**	1781 1483 1074	✠100A1 *with freeboard* 6,39 ✠LMC BS1,40 4,41 MS4,40 *For Service on the Great Lakes, River & Gulf of St. Lawrence & to St. John's NFL April to 21st November*	Mtl		CL 6,39	1923 5mo *Lloyd's A&CP*	Smith's Dock Co.Ld. Middlesbro'	CanadaSteamship Lines,Ld. *2 intermediate BHs in holds (lower parts WT)* *Cell DB214'673t FPT277t APT13t*	250·0 Q92' F36'	42·7	16·1 FK	Montreal British *3BH; also*	T.3Cy.16",26"&44"-33" (*s*) 180lb 179NHP 2SB,*4cf*,GS78,HS2850 FD Smith's Dock Co.Ld.Mdb.	18 " 6 s 2 " 10¼ 15 " 10	
22588 DOBR	**Donau** Ⓟ 4Mst D.F. E.S.D. *2Dks* *Ref.Mchy.* Sub.Sig. *Cruiser Stern*	9035 8138 5642					1929	Deutsche Sch.u.Mschb. A.G.Werk Vulcan Hamburg	Norddeutscher Lloyd	521·0	63·6	31·1 *WB*	Bremen German	T3Cy.34¼",52¾"&86$\frac{9}{16}$" 57⅛" and L.P. Turbine 1000NHP DeutscheSchiff.-u.Mschb. A.G.Werk,Vulcan,Ham.		G
22589 DJZL	— D.F. *1Dk* *Cruiser Stern*	2931 2526 1594					1939	Neptunwerft Rostock G.m.b H. Rostock	Flensburger Dampfercompagnie Harald Schuldt&Co.K.G.	332·1 P27' B&F298' F*on*B26'	49·0	19·1 *WB*	Hamburg German	C.4Cy.(2)16⅜"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$"&LPturbine 316NHP HS4112 NeptunwerftRostock G.m.b.H.Rostock		
22590 166493 GJGV	**Donax** *Oil Eng.* D.F. E.S.D. *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft Cruiser Stern* *Longitudinal framing at bottom & at deck*	8036 7214 4760	✠100A1 ~~8,41~~ ~~6,41~~ 3,42 DBS3,41 ✠LMC7,38 *Carrying Petroleum in bulk*	~~NYk~~ Bry	*c*†	CL 3,42	1938 7mo *Lloyd's A&CP*	Harland & Wolff,Ld. Glasgow	Anglo-Saxon Petroleum Co.Ld. *Cell DBu E70'156t DT f25' 289t FPT145t APT88t*	465·6 483·3(O.L.) P90' B41' F51'	59·5	33·9 FK	London British *17BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* Harland&Wolff,Ld,Gls.	34 " 0 s 6 " 8¼ 27 " 6½	
22591 UPTE	**Donbass** TwinSc Sub.Sig. *Mchy.Aft Oil Eng.* *Longitudinal framing 2Dks* *Carrying Petroleum in bulk*	7925 6802 4034					1935	S.B.Yard "Andre Marti" Nicolaieff	U.S.S.R.	446·0 P12' B47' F56'	56·1	35·4	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.18⅞"-35$\frac{7}{16}$" 747NHP E*made*31 Gebr.Sulzer A.G.Ldwgshfn		
22592 220137 WTBW	**Donie** (*ex* Rockland) *Fitted for oil fuel*	300 — 156					1920	Terry & Tench Co.Inc. Long Island City	DeBardeleben Coal Corp.(W.G.Coyle Co. *Mgrs.*)	146·3	20·2	10·9	N.Orleans Utd. States	C 2Cy.10"&24"-14" 18NHP		
22593 57 IBUJ	**Donizetti** Ⓟ *Oil Eng.* ssFiu.No.2-36 *2Dks(Stl)*	2428 1838 1420	✠100A1 1,40 ✠LMC CS3,37 DBS11,39 1,39 NO LATER SURVEY REPORTED	Tri	*s*	CL 2,37	1928 12mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	"Tirrenia" Soc. Anon.di Nav. *Cell DB213'404t*	294·0 281·3 P29' B84' F36' *FPT58t APT57t*	40·2	21·1 FK	Fiume Italian *6BH pt Cem* *pt Asp*	Oil Engines 4S.C.SA 6Cy.24$\frac{7}{16}$"-43$\frac{5}{16}$" 357NHP DB*100lb* Stabilimento Tecnico,Tri.	23 " 4 s 3 " 1¾ 20 " 5¾	
22594 220664 KDGN	**Donna Lane** WoodTwinSc *Oil Eng.* ssSea.-23 *2Dks* *Mchy.Aft Salted*	2185 1843 1598	✠ 8,27 ✠	Sea	*s*		1919 11mo	J.H.Price Const.Corp Seattle Wash.	~~Oceanic Fisheries Co.Inc.~~ Marine Export Corp.	245·5 P57' F37'	46·7	23·6	Seattle Utd. States	Oil Engines 4S.C.SA 12Cy.16"-24" 298NHP McIntosh&Seymour Corp.Auburn,N.Y.	26 " 10	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée, Cert. B. of Trade
22595 134015 VGQF	**Donnacona** (*ex*W.GrantMorden) *ss*Tto.No.4–6,39 1*Dk*(*Stl*)&*Webframes* *Mchy.Aft* D.F. *Longitudinal framing*	8611 8075 6086	✠100A– *For Service on the Great Lakes* 3,42 ~~6,39~~ BS~~1,41~~4,42 MS5,39	Tto ✠LMC	~~BS4,40~~	6,39	1914 5mo	WesternD. D&S B.Co.Ld P.Arthur,Ont *CellDB*	CanadaSteamship Lines,Ld. *a 55'f & side tanks*	604·0|59·0|32·0 F44' FK 510' 5546*t FPT*250*t*	Montreal British 4*BH* *APT*48*t*	T.3Cy.24",39"&65"–42" (*s*) 170lb 406NHP 2SB,6*cf*,GS132,HS6338 AmericanSBCo.Clvelnd,O.	32 " 0 11 " 2¾ 21 " 0¼	
22596 154499	**Donnacona No. 1** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	329 301 239					1928	Canadian Vickers,Ld Montreal,PQ	QuebecPaperSales &Transportation Co.Ld.	140·8|30·3| 9·3	Quebec British *WB*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{16}$"–13¾" 123NHP N.V.KromhoutMtfb.Ams.		
22597 154500	**Donnacona No. 2** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	330 302 240					1928	Canadian Vickers,Ld. Montreal, PQ	QuebecPaperSales &Transportation Co.Ld.	140·9|30·3| 9·3	Quebec British *WB*	OilEngines 2S.C.SA 4Cy.10"–12½" NE41 70NHP Fairbanks,Morse&Co. Beloit,Wis.		
22598 154984	**Donnacona No. 3** TwinSc *OilEng.* 1*Dk*	346 300 241					1929	DavieS.B. &Repg.CoLd Lauzon,P.Q.	QuebecPaperSales &Transportation Co.Ld.	143·5|30·1| 9·4	Quebec British *WB*	Oil Engines 2S.C.SA 6Cy.10$\frac{13}{16}$"–12$\frac{3}{16}$" 124NHP KromhoutMotorenfb.Ams		
22599 [illegible] BCKN	**Donovania** *For full particulars see No. 36109 in Supplement* *OilEng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinalframing at bottom&at deck*	8149 7235 4769	100A1 *ClassContemplated*) *CarryingPetroleum in bulk*				1941	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld.	465·3|59·3|33·8 P96'B48'F53'	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" Hwthrn.Leslie&CoLdNwc	34 " 0 s6 " 8½ 27 " 6½	
22600 147468 VJKN	**Doomba** (*ex*Wexford) TwinSc *ss*Dun.No.1–23 *CruiserStern* 2*Dks*	750 690 264	✠ ... 10,24				1919 10mo	W.Simons &Co.Ld. Renfrew		219·4|28·6|15·5 B31' FK	Brisbane British *WB*	T.6Cy.13¼",21¼"&34"–21" 378NHP W.H.Allen,Son&Co.Bed.	16 " 3	
22601 HPMC	**Dora** Ⓟ (*ex*Tjaldur–39,*ex*Vega) *ss*Hfs.No.1–02 1*Dk*	584 502 289	✠ ... 6,06	✠			1898 4mo	Murdoch & Murray Pt.Glasgow	Const.Atychides	199·1|30·0|11·8 P48'B80'F51' FK	Panama Panamnian *WB*	T.3Cy.18",29"&47"–33" 160NHP Rankin&Blackmore,Grk.	12 " 0	V †
22602 725 IPRW	— WoodAuxBkn (*ex*SailingVesselLuisa *OilEng* Madre–38,*ex*Mandolle) (*See Sailing Ship Register*)	336 — 251					1922	Soc.Anon. Motonautica, S.Bartolomeo delCervo	AntonioDonatelli	135·8|28·5|13·8	Viareggio Italian	Oil Engines 4S.C.SA 4Cy.10$\frac{7}{16}$"–16½" 42NHP *Emade & fitted*38 Soc.An.Ansaldo,Gen.		I
22603 DMBX	**Dora Ahrens** (*ex*FranziskaFischer, *ex*Marianne) 1*Dk*	858 706 529					1901	Akt.Ges. "Neptun" Rostock	E.Ahrens	209·6|31·8|13·0 Q65'B56'F20'	Rostock German *WB*	T.3Cy.14⅝",24¼"&38⅝"–26¾" 77NHP A.G."Neptun,"Rostock		G
22604 103 IBLJ	**Dora C.** (*ex*Dora) *ss*Tri.No.3–3,35 *ss*Tri.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5843 5039 3376	✠100A1 *Shelter dk* *withfreeboard* 9,39 MS4,39 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,22 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Ven ✠LMC BS9,39	*y*	CL 1,38	1922 8mo	Cant.Nav. Triestino Monfalcone *CellDBuE&P* A&CP	"Italia"Soc.Anon. diNav. 70'236*t DTf*34'221	408·2|53·9|29·5 389·9 P123'B36'F39' FK *t FPT*113*t APT*193*t*	Trieste Italian 13*BH Cem* (10 *to Sh dk* 3 " *U* ")	T.3Cy.26⅜",42½"&70$\frac{1}{16}$"–48" 180lb (*s*) 483NHP 3SB,9*cf*,GS148,HS7221 FD UnitedMachineFactories, Smichow	32 " 0 s 5 " 6½ 26 " 8¾	
22605 DAZG	**Dora Fritzen** (*ex*Adamastos–37, *ex*RichmondHill–37,*ex*GreatCity–36) D.F. 1*Dk*&*Shelter dk*	6888 6623 5200					1914	Ropner& Sons,Ld. Stockton	Johs.Fritzen& Sohn.vorm W.Kunstmann	419·4|56·7|34·2	Stettin German *WB*	T.3Cy.28",46"&75"–48" 390NHP Blair&Co.Ld.Stockton		
22606 DMAN	**Dora Oldendorff** (*ex*ErikLarsen–38, *ex*KarlLeonhardt, *ss*Rot.2ndNo.3–4,23 *ex*GustavSalling, *ss*Rot.No.1–28 *ex*Eskasoni,*ex*Wilhelmina) 1*Dk*2*trB*& *deepframing*	2730 2385 1672	✠ ... 3,30	✠			1896 6mo	ShortBros. Sunderland	EgonOldendorff	313·2|43·1|21·0 P27'B42'F35' FK	Lübeck German *WB*	T.3Cy.22½",37"&61"–42" 283NHP Blair&Co.Ld.Stockton	23 " 10	G †
22607 166531 GJGT	**Dorcasia** *OilEng.* 1*Dk*,2*nd dk clear of cargotanks* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8053 7235 4768	✠100A1 2,42 ~~4,41~~ DBS4,41 *CarryingPetroleum in bulk*	~~Bkn~~ PN1 ✠LMC8,38	*c*†	CL 2,41	1938 8mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'162	465·0|59·2|33·8 484·0(O.L.) P90'B42'F69' FK *t DTf*25'281*t FPT*1	London British 17*BH* 43*t APT*94*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 503NHP DB180lb J.G.Kincaid&Co.Ld.Grk.	34 " 0 s 6 " 8½ 27 " 7¼	
22608 225751 KGBG	**Dorchester** Ⓟ Sub.Sig D.F. GyC. *Fitted for oil fuel* *Ref.Mchy.* *Longitudinal framing* 4*Dks*	5649 — 3456					1926	NwprtNws S.B.&D.D.Co NewprtNews	Merchant&Miners TransportationCo.	350·0|52·0|36·0	Baltimore Utd.States *WB*	T.4Cy.25",42½"&(2)54"–48" 404NHP NewportNewsSB.&DD.Co		R
22609 PDRP	**Dordrecht** *OilEng.* *ss*Shl.No.3–10,40 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* D.F. *Longitudinalframing*	4402 3371 2515	✠100A1 8,41 ~~10,40~~ ✠LMC DBS10,40 *CarryingPetroleum in bulk*	~~Shl~~ Liv CS10,40 10,40	*w*	CL 9,40	1928 1mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen '*sA&CP*	N.V.Maats.Motor- schip"Dordrecht" (N.V.Phs.vanOm- meren'sScheepv. Bedrijf,*Mgrs.*)	351·1|50·2|24·8 P78'*Trunk*234' FK F38' *CellDBuE*52'128*t*	Rotterdam Dutch 17*BHptCem* *FPT*173*t A*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"–55⅛" 438NHP 3DB*142lb* Maats.Fyenoord,Rot. *PT*50*t*	25 " 0 s2 " 9¾ 22 " 1¾	
22610 147212 GJTL	**Dorelian** *ss*Gls.No.3–10.36 *ss*Sws No.1–40 D.F. E.S.D. 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*)	6431 6054 4069	✠100A1 *Shelter dk* *withfreeboard* ~~6,41~~ 10,41 MS3,40 Lloyd'sRMC~~1,41~~ ~~8,41~~ 2,42	Gls ✠LMC BS9,~~40~~ 10,41	*z*	CL 7,39 41 42	1923 5mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP* *CellDB*340'963*t D*	DonaldsonLine, Ld.(Donaldson Bros.&Black,Ld. *Mgrs.*)	400·4|52·4|35·0 B143'*on Shelter dk* FK *Tf*24'641*t DTa*26'6	Liverpool British *ptCem* 6 *BH to S dk* 1 " " *U* " 70*t FPT*123*t*	Q4Cy.23½",34",49"&70"–51" 215lb (*s*) 626NHP 4SB,12*cf*,GS240,HS9791 FD D&WHendersn&CoLd.Gls *APT*30*t*	37 " 7 s 8 " 8½ 29 " 2	
22611 165180 GMNQ	**Dorine** *Well deck* D.F. 1*Dk*	3176 2811 1661	✠ ... 11,23	✠			1923 5mo	Chant.Nav Français Caen	Ministry of War Transport(H. Gonneville,Ld. *Mgrs.*)	313·6|45·9|20·5 P15'Q90'B59' FK	Belfast British *WB*	T3Cy.18⅛",29$\frac{15}{16}$"&50⅝"–37$\frac{13}{16}$" 235NHP Atel&Ch.de laLoire,St.Dns	23 " 0	V †
22612 167241 GSST	**Dorington Court** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed*'42(*W.E.*)	5281 4824 3113	✠100A1 *withfreeboard* ~~7,41~~ ~~10,40~~ ~~12,41~~ 4,42	✠ ~~Shl~~ ~~Gal~~ ~~Gls~~ Hul ✠LMC5,39	*b*†	CL ~~10,40~~ 12,41	1939 5mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDB*368'	426·0|59·9|25·5 443·6(O.L.) F39' FK 1209*t* *FPT*165*t APT*175*t*	London British 7*BHCem* (*Coll to Sh dk* 6 " 2*nd* ")	T.3Cy.23",38"&65"–45" (*s*) 220lb Rht. 420NHP 2SB(Spt&FD),&1AuxSB 8*cf*,GS131,HS6211 N.E.MarineEng.Co.(1938) Ld.Nwc.	~~28 " 7~~ ~~s 8 " 3½~~ ~~26 " 5¼~~ 37 " 4 s11 " 1 26 " 5¾	
22613 259 SVJV	**Doris** (*ex*EasternCity–33) 1*Dk*&*Shelter dk*	4604 4262 2768					1917	JLThomp- son&Sons,Ld. Sunderland	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*)	400·0|53·0|24·7	Syra Greek *WB*	T.3Cy.25½",46"&75"–51" 402NHP Blair&Co.Ld.Stockton		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
22614 DAQR	**Doris** 1*Dk*	535 406 324					1901	Nuescke& Co Stettin	WernerPeters	167·2 Q49'B52'F23'	26·4	11·2	Hamburg German *WB*	C.2Cy.17¾"&30¾"-19¾" 36NH "Kette"Uebigau.Uebigau		G
22615 143 IMEV	**Doris Ursino** (*ex*Swanhild, *ex*Silvia) Iron 1*Dk*2*trB*	891 670 544					1886	Reiherst'g Schiffsw. Hamburg	FrancescoUrsino diF.	207·2 199·9 P117'F24'	30·0	14·9	Catania Italian *WB*	C.2Cy.25"&47"-33" 107NHP Reiherst,Maschinenf.Ham		I
22616 165959 GQQY	**Dornoch** D.F. 1*Dk*&*Shelter dk* *CruiserStern*	5186 4639 3075	✠100A1 *withfreeboard* ~~5,41~~ 10,41 ✠LMC2,39	~~Shl~~ Cff	*a*†	CL N10,41	1939 2mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	DornochShipping Co.Ld.(Lambert Bros.*Mgrs.*) *CellDB*370'1521*tF*	432·1 448·5(O.L.) F34' FK *PT*110*tAPT*177*t*	56·2	24·8	Glasgow British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd*,,)	T.3Cy.22½",36"&65"-48" 230lb (*s*) 482NHP 2SB(Spt)&1AuxSB,9*cf*, GS162,HS7084 FD Rankin&BlackmoreLdGrk	27 ″ 9 s3 ″ 2½ 24 ″ 9	
22617 PDRT	**Doros** 3Mst *CruiserStern* *OilEng.* 1*Dk*&*Shelter dk*	921 702 434					1939	NVBoele's Schpsw&Mch Bolnes	KoninklykeNederlandscheStoomboot Maats.	229·6 P22'B&F198	36·8	12·1	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 6Cy.14¼"-23⅝" 212NH Gbr.Stork&CoNVHengelo		VL
22618 6013 SKHA	**Dorotea** (*ex*AdolfBratt,*ex*Adolf) *ss*Skm.No 3-5,30 *ss*Got.No.2-39 1*Dk*(*Stl*)	*1818* *1621* *1068*	✠100A- 2.42 ~~4,41~~ BS10,41 ~~BS7,40~~ ✠LMC7,39	MVo		OG 4,41	1918 6mo	Lindholmens V.A. Gothenburg	Rederi A/B Fredrika(Erik Högberg,*Mgr.*)	262·0 P26'B151'F24' FK *CellDB*223'470*t*	42·7	18·1	Stockholm Swedish 4*BHCem* *APT*41*t*	T.3Cy.19¼",32"&52"-36" (*s*) 185lb FD [illegible]0NH 2SB(Spt),4*cf*,GS62,HS2700 LindholmensM.V.Got.	20 ″ 6 s1 ″ 8½ 18 ″ 11¼	
22619 216327 KMIE	**Dorothy** (*ex*CapeHenry) 2*Dks*&*Web frames* D.F. *Fitted for oil fuel* *Longitudinal framing*	4647 4214 2858	✠ ... 11,20 ✠				1918 5mo	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	376·4 P54'B94'F39' FK	52·3	27·0	NewYork Utd.States *WB*	T.3Cy.24½",41"&68"-48" 486NH BethlehemS.B.Corp.Ld.	29 ″ 6	R †
22620 218199 KIJL	**Dorothy Luckenbach** TwinSc Mst (*ex*Edellyn) D.F. *ss*Bos.No.3-4,30 *ss*Sea.No.2-37 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6370 5766 3999	✠100A1 *Shelter dk* *withfreeboard* 4,42 ~~12,40~~ ✠LMC12,37 ✠NB4,23 BS9,40 10,41 *Fitted for oil fuel* 7,19 *F.P. above* 150° F.	~~Sea~~ NYk	*b*†	CL ~~s6,39~~ P3,40 s4,42	1919 7mo	SunS.B. Co. Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. *CellDB*389' *tanks in*	448·9 37·8 FK 1831*t*'*tween dk* *E & B space* 36'405*t*	60·2	28·2	NewYork Utd.States 8*BHptCem* (*Coll* ,, *to Sdk* 7 ,, ,, 2*nd* ,,) *FPT*281*t* *APT*271*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 225lb FD 1076NHP 3SB,12*cf*,GS239,HS12780 DeLavalSteamTurbineCo. Trenton,N.J.	31 ″ 3 s4 ″ 3¼ 27 ″ 4½	
22621 216021 KJVJ	**Dorothy Philips** (*ex*PointLoma-37) 1*Dk* *Fitted for oil fuel*	2119 1746 1289	✠ ... 10,20 ✠				1918 3mo	AlbinaEng &Mach. Wrks Portland,Or.	DorothyPhilips S.S.Co.	251·0 P27'B64 F26' FK	43·5	18·1	L.Angeles Utd.States *WB*	T.3Cy.20",33"&54"-40" 279NHP AlbinaEngine&Machine Works,Inc.Portland,Or.	19 ″ 11	R †
22622 161129 MPQK	**Dorothy Rose** *ss*Shl.No.2-38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1600 1231 946	✠100A1 6,41 BS6,41 ✠LMC MS1,38 ~~BS2,40~~	Cff	*p*	CL 4,40	1929 11mo	D&WHenderson&CoLd Glasgow *Lloyd*'*sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellDB*	250·0 258·0(O.L.) Q140'B15'F25' FK 169'373*tFPT*93*tA*	37·2	16·4	Liverpool British 4*BHCem* *PT*56*t*	T3Cy.19",31"&52"-36" (*s*) 180lb 232NHP 2SB.6*cf*,GS132.HS4366 McKie&Baxter,Ld.Gls.	18 ″ 6 s5 ″ 4½ 17 ″ 3½	
22623 145985 MLDW	**Dorrien Rose** *ss*Bkn.No.3-2,28 *Mchy.Aft* *Well deck* *ss*Bly.No.2-37 *Cargo battens not fitted* 1*Dk*(*Stl*)	1039 727 563	✠100A1 12,41 ~~3,41~~ Examined ~~3,41~~ 12,41 ✠LMC MS2,37 ~~BS7,40~~ 7,41	Cff	*m*	OG 6,39	1922 11mo	JFullerton &Co. Paisley *Lloyd*'*sA&CP*	RichardHughes& Co.(Liverpool)Ld. *Cell*	210·4 Q115'B11'F26' FK *DBf*128'196*tFPT*	33·2	12·9	Liverpool British 8*BHCem* 70*tAPT*35*t*	T.3Cy.17",27½"&45"-33" (*s*) 180lb 156NHP 2SB.4*cf*,GS82,HS2800 Ross&Duncan,Glasgow	15 ″ 3 s4 ″ 10 14 ″ 7	
22624 163539 GWWL	**Dorset** TwinSc *OilEng* *ss*Gls.No.1-39 D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* 4*thDk inNos.*1&2 *holds* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	10624 9539 6298	✠100A1 *withfreeboard* ~~6,41~~ ~~1,41~~ 10,41 ✠LMC CS5,40 DBS~~5,40~~6,41 8,38 ✠Lloyd'sRMC~~4,41~~ ~~8,41~~ 12,41	~~Wln~~ ~~Syd~~ Wln	*g*† 2⅜	CL ~~s8,38~~ P6,39 s10,41	1934 11mo	Workman Clark(1928) Ld. Belfast *Lloyd*'*sA&CP*	FederalStm.Nav. Co.Ld. *Duct keel fwd.of machinery space* *CellDB*386'1697*t* *tunnels*966*t*	493·5 42·9 FK *tanks in way of* *FPT*70*tAPT*74*t*	68·6	34·5	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd*,,)	Oil Engines 2S.C.SA 16Cy.28⅜"-49$\frac{3}{16}$" 2236NHP 2DB-120*lb* SulzerBros.Winterthur	~~38 ″ 8~~ ~~s6 ″ 7~~ ~~32 ″ 6¼~~ 47 ″ 2 s14 ″ 1¾ 33 ″ 6¼	
22625 164303 GZDL	**Dorset Coast** *ss*Bry.No.1-42 *OilEng.* D.F. 1*Dk*&*Shelter dk* *Mchy.Aft* E.S.D. *CruiserStern*	646 499 244	✠100A1 *withfreeboard* 1,42 ~~1,41~~ 1,42 ✠LMC~~10,36~~	~~Cff~~ Bry	*m*	OG 1,41	1936 10mo	Ardrossan DockyardLd. Ardrossan *Lloyd*'*sA&CP*	CoastLines,Ld. *CellDB*154'219*t*	199·4 34·9 FK F23'B(*aft*)38 *FPT*65*tAPT*28*t*	33·1	11·1	Liverpool British *BHCem* (*Coll to Sh dk* 2 ,, 2*nd*,,)	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 224NHP J.G.Kincaid&Co.Ld.Grk	13 ″ 8 s ″ 2 13 ″ 7½	
22626 143659 GDKB	**Dorsetshire** Ⓟ TwinSc *ss*Drt.No.3-8,32 D.F. *OilEng.* *ss*Drt No.1-36 3*Dks*(*Stl-ws*)&*Shade dk* *Platform dk in No.*1 *hold*	9717 8694 5969	✠100A1 7,41 ~~4,40~~ ~~Examined~~ 11,41 ~~DBS6,39~~ ✠LMC8,37 DBS~~7,41~~11,41	~~Sou~~ PNl Krh	*c*†	CL 9,37	1920 8mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDBa* 1318*t*	450·3 41·6 FK 121'*uE*30'*f*212' *DTf*32' 560*t FPT*	57·3	33·7	Liverpool British 7*BHptCem* 85*tAPT*40*t*	Oil Engines 4S.C.SA 12Cy.29½"-45¼" 987NHP DB100*lb* Harland&Wolff.Ld.Gls.	36 ″ 7 s14 ″ 2½ 22 ″ 9	
22627 DHFK	**Dortmund** *ss*Ham.No 1-30 *Well deck* 2*Dks*(*Stl*) D.F. 3*rdDk*(*Stl*)*in No.* 1 *hold*	5138 4565 3047	✠ ... 10,34 ✠	Ham	*z*		1926 10mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt. Ges.(Ham.- Amer.Linie) *Cell*	406·9 P&B328'F55' FK *DB*364' 1203*t FPT*	56·0	25·7	Hamburg German 8*BHAsp* 52*tAPT*16*t*	4 Steam Turbines SR geared to 1 Sc. Shaft 639NHP 3SB,9*cf*,GS200,HS8880 Blohm&Voss,Hamburg	28 ″ 7	G †
22628 166543 GJGW	**Doryssa** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8078 7235 4790	✠100A1 12,41 ~~1,41~~ ✠LMC8,38 *Carrying Petroleum in bulk*	~~Sng~~ Sba	*c*†	CL 12,41	1938 8mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'160*t*	465·3 483·3(O.L.) P91'B43'F69' FK *DTf*25'271*tFPT*13	59·3	33·8	London British 17*BH* 8*tAPT*86*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB180*lb* Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s6 ″ 8 27 ″ 7	
22629 KZDH	**Dos Hermanos** Ⓟ Iron (*ex*AntonioMuñoz) *ss*Man.No.3-10.95 1*Dk*&*Awng dk*	838 761 541	✠ 4,00 ✠	Man	*l*		1882 6mo	R.Napier &Sons Glasgow	Gutierrez Hermanos	204·5 17·0 BK7" *CellDBa*	26·4	10·0	Manila Utd.States 4*BHCem* 22'*f*26'56*t*	C.2Cy.26"&45"-36" 102NHP R.Napier&Sons,Glasgow		
22630 164306 MMBX	**Dotterel** *CruiserStern* 1*Dk*	1385 1093 580					1936	Burntislnd S.B.Co.Ld. Burntisland	British&Continental Steamship Co.Ld.	262·0 F60'	40·0	15·7	Liverpool British *WB*	T.3Cy.17",28"&50"-33" 144NHP Rankin&BlackmoreLdGrk		C
22631 FNBP	**Douaisien** (*ex*Miliana-36, *ex*MontAigoual-34, *ss*Lth.No.3-8,21 *ex*Sunhaven,*ex*Danzig) *ss*Msl.No.2-30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Fitted for oil fuel*	2954 2664 1748	... 10,34	Msl	*v*		1920	Nordseewerke A.G. Emden	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgrs.*) *CellDB*282'926	338·7 29·1 F36'*on Shelterdk* FK *Coll* *tFPT*120*tAPT*69*t*	48·2	20·8	Dunkirk French *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.23$\frac{9}{16}$",38$\frac{3}{16}$"&62"-41⅜" 320NHP 2SB,6*cf*,GS101,HS4413 Gebr.Sachsenberg A.G.Rosslau	23 ″ 9	V †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Francbord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
22632 157552	**Douglas Houghton** *Mchy.Aft* GyC. 1*Dk3trB*	4515 — 3070					1899	GlobeIron WorksCo. Cleveland,O.	PittsburghS.S.Co.	456·0	50·0	23·9 *WB*	Duluth, Minn. Utd.States	Q4Cy18½",26½",39"&56"-42" 203NHP GlobeIrn.Wrks.C.Clvnd.O		
22633 LDFY	**Douro** (*ex*Peik) 1*Dk*	928 670 544					1921	A/S Jarlsö Værft Tönsberg	E.B.AabysRederi A/S	200·4 B54'Q63'F25'	31·9	12·7	Oslo Norwegian *WB*	T.3Cy.16",25½"&44"–30" Trondhjems 106NHP M.V.Trondheim		N
22634 OYBY	**—** 1*Dk&Awng dk*	806 477 485					1889	Burmeister &Wain, Copenhagen	DetForenede Dampskibsselsk,	181·2	28·7	23·2 19·9	Copnhagn Danish *WB*	T.3Cy.14½",23"&36"–24" 63NHP Burmeister&Wain,Cpn.		V
22635 PJCO	**—** *OilEng.* 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	388 293 160					1937	NVSchpsw Gebr.Pot. Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	179·7 P12' B&F156'	29·9	8·2	Willem-stad Dutch *WB*	Oil Engines 2S.C.SA 8Cy.10$\frac{13}{16}$"–18⅞" 151NHP Gbr.Stork&CoNVHengelo		VL
22636 141878 GQMN	**Dover Hill** (*ex*ClanMacvicar–36) *ss*Grk.No.3–8,30 *ss*Ams.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5815 5600 3621	✠100A1 *Shelter dk* *withfreeboard* 1,42~~3,40~~ ✠LMC MS10,37 ~~BS8,40~~ 5,42	~~Bry~~ PNl	*y*	CL 8,40	1918 3mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	DoverHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld.*Mgrs.*) *Cell DB* 35	400·1 F*onShelter dk*39' 0' 1300*t* *APT*110*t*	53·0	32·8 FK	Glasgow British 7*BHCem*	T.3Cy.27",45"&75"–51" (*s*) 180lb 569NHP 3SB,*9cf*,GS193,HS8478 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s 9 ″ 5¼ 26 ″ 2½	
22637 26804 JNUD	**Dover Maru** *ss*Osa.No.3–10,32 *ss*Kob.No.1–37 2*Dks*(*Stl*)	3212 2676 1975	✠100A1 12,40 ✠LMC12,40	Kob	*u*	CL 11,39	1920 3mo	Ishikawa-jimaS.B.& Eng.Co. Tokyo A&CP	Kuribayashi SyosenK.K. *CellDB*262' 587*t*	305·0 P25'B92'F30' *FPT*58*t* *APT*56*t*	43·7	27·2 FK	Okada Japanese 5*BHCem*	T.3Cy.22",37"&61"–42" (*s*) 200lb 338NHP 2SB,*6cf*,GS116,HS4837 FD IshikawajimaSB.&Eng.Co	27 ″ 3 s 4 ″ 4 23 ″ 2	
22638	**Dovrefjell** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern*	10000 9000 5800	100A1 (*Class Contemplated*) *CarryingPetroleum in bulk*				1941	Eriksbergs M.V.Aktieb. Gothenburg	A/S Dovrefjell (Olsen&Ugelstad, *Mgrs.*)	498·4 P101'B37'F48'	65·3	36·4	Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$"–47¼" EriksbergM.V.Aktieb.Got		
22639 209971 KDUH	**Dow Chemical** (*ex*Diamond Alkali–39,*ex*LouisR. Davidson) (*Self-Unloader* 1*Dk* D.F. GyC. *Mchy.Aft*	6612 — 5335					1912	Gt.Lakes Eng.Works Ashtabula,O.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	511·1 F49'	56·2	26·2	Buffalo NY Utd.States *WB*	T.3Cy.23",37"&63"–42" 257NHP Gt.LakesEng.Works, Ashtabula		R
22640 148277 MFLN	**Downleaze** (*ex*FarleighCombe–38, *ex*Southwell–36) *ss*Apl.No.3–1,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	486 309 195	✠100A1 10,40 BS8,41 ✠LMC MS1,38 ~~BS10,40~~	Brs	*g*	CL 9,40	1924 12mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole *sA&CP*	Osborn&Wallis Ld. *Ce*	156·2 Q86'B11'F23' *llDBf*89'115*t* *FPT*	25·6	9·8 FK	Bristol British 3*BHCem* 37*t* *APT*25*t*	T.3Cy.13",21"&35"–24" (*s*) 180lb 82RHP 1SB,*3pf*,GS46,HS1510 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 4 ″ 6¾ 11 ″ 9¾	
22641 148142 MNDK	**Downshire** 3Mst *ss*Bel.No.3–8,37 *Mchy.Aft* *ss*Bel.No.1-42 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	398 271 163	✠100A1 1,42 ~~5,39~~ ~~BS8,40~~ ✠LMC~~8,37~~ 8,41 MS1,42	Bel	*f*	CL ~~5,39~~ 12,41	1925 1mo *Lloyd*	Scott& Sons Bowling *sA&CP*	EastDownshire S.S.Co.Ld.	147·0 Q86'B9'F25' *FP*73*t*	24·6	10·0 FK	Belfast British 3*BHCem* *APT*4*t*	T.3Cy.12",21"&34"–24" (*s*) 180lb 59RHP 1SB,*3cf*,GS48,HS1502 Aitchison,Blair,Ld.Gls.	11 ″ 0 s 3 ″ 6½ 11 ″ 0½	
22642 28836 JOHJ	**Dozan Maru**	1679 — 975					1918	Hashimoto Kizo Kobe	HashimotoKisen K.K.	249·5	34·9	21·7	Moji Japanese			
22643 DOUR	**Dr. Heinrich Wiegand** E.S.D. 2*Dks* *CruiserStern*	1421 1197 797					1938	Nylands Verkstad Oslo	ArgoReederei RichardAdler&Co.	255·7 F20'	41·1	14·7	Bremen German *WB*	C.2Cy.16¾"&33½"–33½" & LPturbine withDR gearing & hydraulic coupling 54NHP NylandsVerksted,Oslo		GN
22644 7361 SGHN	**Drabant** (*ex*Brabant–38, *ex*Inneröy, *ex*Volendam, *ex*Narva,*ex*Alpha) *ss*Skm.3rdNo.3–6,33 *ss*Got.No.2-42 1*Dk*(*Stl*)&*deep framing&ptAwng dk*(*Irn*) *Cargo battens not fitted*	1765 1376 1032	✠100A1 *ptAwng dk* *withfreeboard* ~~4,41~~ ~~8,40~~ 4,42 ~~BS4,41~~ BS4,40 ✠LMC~~4,38~~4,42	Got	*r*	~~N8,40~~ ~~3,41~~ 4,42	1897 9mo	W.Gray& Co.Ld. WHartlepool A&CP	RederiA/B Dra-bant(L.Ringborg, *Mgr.*) *CellDB*	270·0 P17'Q86' *ptAwng dk*167' *a&uE*106'*f*112'478*t*	39·2	15·9 FK	Nrrköping Swedish 4*BHCem* *APT*69*t*	T.3Cy.19",30½"&51"–36"(*s*) 160lb 156NHP 2SB,*4rf*,GS54,HS2330 Cen.Mar.Eng.Wrks.WHpl	18 ″ 2 s ″ 7¼ 17 ″ 8½	
22645 DOMQ	**Drachenfels** Sub.Sig. 2*Dks*	6342 5834 3879					1921	Howaldts-werkeAG. Kiel	DeutscheDmpfs-fahrts.Ges.Hansa	430·3 P60'B136'F55'	56·5	30·4	Bremen German *WB*	T.3Cy28$\frac{9}{16}$"47½"&76⅜"–55$\frac{1}{16}$" & L.P. Turbine 436NHP Howaldtswerke,Kiel		G
22646 146435 GFQB	**Draco** *ss*Hul.No.3–2,34 *ss*Hul.No.1–38 *Well deck* 1*Dk*(*Stl*) *Cruiser Stern*	2018 1565 1177	✠100A1 12,38 BS5,40 ✠LMC5,38	Hul	*r*	CL 3,37	1922 1mo *Lloyd*	Hall,Rus-sell&Co.Ld. Aberdeen '*sA&CP*	Ellerman'sWilson Line,Ld. *CellDB*234'461*t*	274·7 P&B183'F51' *FPT*27*t* *APT*9*t*	39·3	18·5 FK	Hull British 5*BHptAsp ptCem*	T.3Cy.17¾",30½"&53"–36" 225lb (*r*) 291NHP 2SB.*6cf*,GS112,HS4410 FD Hall,Russell&Co.Ld.Abn.	20 ″ 9 s 1 ″ 5 19 ″ 7	
22647 PDSA	**—** *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks*	389 293 159					1938	NVSchpsw Gebr.Pot. Bolnes	Koninkl.Nederl. Stoomb.Maats.	179·7 P13'B&F155'	29·9	8·2	Amstrdam Dutch *WB*	Oil Engines 2S.C. 8Cy.10$\frac{13}{16}$"–18⅞" Gbr.Stork&CoNVHengelo		V
22648 LCAV	**Drafn** TwinSc *OilEng.* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	8205 7667 4802					1931	Cant. RiunitiDell' Adriatico Monfalcone	E.B.AabysRederi A/S	468·0 P117'B30'F56'	60·2	34·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.26¾"–43$\frac{5}{16}$" 1000NHP Soc.An.FiatS.G.M.Turin		N
22649 166618 MMYC	**Drake** *OilEng.* E.S.D. 1*Dk&Shelter dk* *CruiserStern*	531 370 175	✠100A1 *withfreeboard* 1,42 ~~12,40~~ ✠LMC12,38	~~Lon~~ Hul	*k*	CL 1,42	1938 12mo *Lloyd*	J.Koster Hzn.Schpsw. "Gideon" Groningen '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellD*	188·1 192·7(O.L.) B39' *B*133' 169*t* *DTsa*3	31·1	9·6 FK 1*t* *FPT*57*t*	London British 4*BH pt Cem* (*Coll toSh dk* 3 „ 2nd „) *APT*16*t*	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 ″ 1 s ″ 2 12 ″ 0½	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22650 139233 GKXQ	**Drakepool** *ss*Sws.No.3–5,37 D.F. 1*Dk*(*Stl*)	4838 4610 2994	✠100A1 4,41 4,42 BS4,42 ✠ ~~BS8,38~~ ✠LMC5,37	Shl	*y*	CL 2,39	1924 11mo *Lloyd*	RopnerS.B&Rpg.Co.(Stockton)Ld. Stockton '*sA&CP*	PoolShippingCo.Ld.(SirR.Ropner&Co.Ld.*Mgrs.*) *CellDBa* 126'*uE*25'*f*	390·0 402·9 (O.L.) P29'B221'F41' FK 171' 1059*t FPT*162*t*	55·5	26·4	W.Hartlpl British 6*BHCem* *APT*194*t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb ~~85lb~~ 437NHP 3SB(Spt),9*cf*,GS190,HS7526 Blair&Co.Ld.Stockton.	28 " 9 s 4 " 5 24 " 6½	
22651 143695 GDVY	**Dramatist** *ss*Bkn.No.3–8,33 *ss*Liv.No.1–38 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.1hold*	5443 5107 3423	✠100A1 1,42 ~~1,41~~ BS6,41 ~~BS6,40~~ ✠LMC3,38	~~Liv~~ Lon	*z*	CL 11,39	1920 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co.Ld.(T.&J.Harrison,*Mgrs.*) *CellDB*354'1118*t*	410·0 423·3 (O.L.) P37'B138'F52' FK *DTa*31'846*tFPT*52	52·3	30·5	Liverpool British 7*BHCem* *tAPT*22*t*	3SteamTurbinesDRgeared to1Sc Shft200lb(*s*) 600NHP 2DB&1AuxSB,15*cf*,GS284,HS9592 J.Brown&CoLdClydebank	32 " 10 s 6 " 3 26 " 11	
22652 LCIK	**Drammensfjord** (*ex*Tatjana) 2*Dks*	5339 4865 3210					1920	Canadian Vickers,Ld. Montreal	DenNorske AmerikalinjeA/S	400·9 P73*t*H227*t*	52·4	28·4	Oslo Norwegian *WB*	T.3Cy.25",41"&68"–45" 310NHP CanadianVickers,Ld.Mtl.		N
22653 YTTJ	**Drava** (*ex*EssexDruid–38, *ex*Kediri) 1*Dk*	*3508* *3258* *2139*					1919	Rotterdam DroogdMaat. Rotterdam	Jugoslavenska OceanskaPlovidba d.d.	361·4 P24'B214'F34'	49·9	21·8	Split Yugoslav *WB*	T.3Cy.25",41"&68"–45" 310NHP RotterdamDroogd.Maats.		V
22654 PDSG	**Drechtdijk** Ⓟ TwinSc *OilEng.* *ss*Rot.No.3–8,32 *ss*Rot.No.1–37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) D.F. *Cargo battens not fitted in bridge and forecastle*	9338 8549 5808	✠100A1 *Awning dk with freeboard* 8,39 ✠LMC CS8,37 2,38 DBS8,39 ✠Lloyd'sRMC1,40 *Carrying bean or similar oil in deep tank* (SEE FOOT NOTE *)	Sch	*e*†	CL N8,38	1923 3mo *Lloyd*	Harland&Wolff,Ld. Greenock '*sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*421'1619*tDT*	485·5 P40'B153'F59' *on Awng dk* FK&BK2" 1*BH dispensed with* *a*30'706*t FPT* 130*t*	62·3	35·5	Rottrdam Dutch *ptCem* 7*BHonly* *APT*75*t*	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" 1317NHP DB-100lb Harland&Wolff,Ld.Gls. *all to Awng dk*	38 " 9 s 9 " 4½ 29 " 7½	
22655 171 IBGV	**Drepanum** (*ex*Roumelian–37) *ss*Liv.No.3–8,27 D.F. *ss*Bkn.No.1–32 *CruiserStern* 2*Dks*(*Stl*)	2736 2560 1714	✠ —— 12,36 ✠	Bkn	*u*		1914 11mo	Palmers' Co.Ld. Newcastle	CountSalvatore Tagliavia *CellDBa*	324·0 312·0 P71'B103'F32' FK 95'*uE&B*45'*f*135'6	43·0	23·9	Palermo Italian 6*BHCem* 21*tAPT*15*t*	T.3Cy.20",34½"&59"–42" 331NHP 2SB,6*cf*,GS111,HS4654 Richardsons,Westgarth&Co.Ld.Mdb.	26 " 1	I †
22656 DOSL	**Dresden** Ⓟ D.F. E.S.D. *OilEng.* *Ref.Mchy.* *Cruiser Stern* 3*Dks*	5567 4414 3263					1937	Bremer Vulkan Vegesack	Norddeutscher Lloyd	431·1 P21'B&F399' *upper*F39'	56·3	23·1	Bremen German *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"–43 5/16" 1358NHP BremerVulkan,Vegesack		G
22657 139 IUKC	**Drin** WoodAuxBkn (*ex Sailing Vessel* *OilEng.* SorelleLeoni–38,*ex*Patria, 1*Dk*2*trB* *ex*AmeliaM.) (*See Sailing Ship Register*)	435 391 360					1920	A.Terrizzano ImperiaII	GiorgioNoceti& CarloLandi	145·3 127·9 P46'F14'	29·1	15·9	Savona Italian	Oil Engines 4S.C.SA 6Cy.8½"–14 3/16" 42NHP *E made*37,*fitted*38 DeutscheWerkeKielA.G. Kiel		I
22658 LDFZ	**Driva** Ⓟ 1*Dk*	325 160 182					1909	Trndhjms Mek.Værks. Trondheim	MöreFylkes Ruteselskap	136·9 F102*t*Q32*t*H31*t*	21·2	9·6	Xiansund Norwegian	T.3Cy.13¾",23"&38"–22" 68NHP TrondhjemsM.V.Trondhm		
22659 143691 GDSF	**Dromore** 1*Dk*2*trB* D.F. E.S.D. *Fitted for oil fuel*	4096 3571 2358					1920	IrvinesSB &D.D.Co.Ld. WHartlepool	JohnstonWarren Lines,Ld (Furness,Withy&Co.Ld.*Mgrs.*)	360·0 P35'B171'F32'	52·0	24·6	Liverpool British *WB*	T.3Cy.26",43"&73"–48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
22660 143836 GNWR	**Dromore Castle** *ss*N.Yk.No.3–12,31 Sub.Sig. *ss*Lon.No.2–39 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*inNo.1hold*	5242 4782 3199	✠100A1 ~~2,41~~12,41 ✠LMC MS2,39 BS~~7,40~~12,41	~~Hul~~ Lon	*y*	CL 1,41	1919 11mo *Lloyd*	Harland&Wolff.Ld. Greenock '*sA&CP*	Union-CastleMail S.S.Co.Ld. *CellDb*	400·3 412·5(O.L.) P50'B113'F39' FK 340'1051*t FPT*132*t*	52·3	28·5	London British 7*BHptCem* *APT*220*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff.Ld.Grk.	31 " 0 s 6 " 0¼ 25 " 3	
22661 166560 GJGZ	**Dromus** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8036 7214 4760	✠100A1 5,41 ✠LMC9,38 *Carrying Petroleum in bulk*	Bkn	*c*†	CL	1938 9mo *Lloyd*	Harland&Wolff,Ld. Glasgow '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDB*	465·6 483·3(O.L.) P90'B41'F51' FK *uE*70' 156*tDTf*25'2	59·5	33·9	London British 17*BH* 89*tFPT*145*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"–55½" 502NHP DB*180lb* Harland&Wolff,Ld.Gls. *APT*88*t*	34 " 0 s 6 " 8¼ 27 " 6½	
22662 OXYD	**Dronning Alexandrine** Ⓟ *CruiserStern* *OilEng.* *Ref.Mchy.* D.F. 3*Dks*	1854 1042 1090					1927	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	251·2 F33'	39·0	23·3	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy. Akt.Burmeistr&Wain,Cpn		V
22663 OXZD	**Dronning Maud** Ⓟ *Ref.Mchy.* D.F. 2*Dks*	1779 1024 860					1906	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	273·0	38·2	22·8	Esbjerg Danish *WB*	T.4Cy.25",42½"&(2)51"–42" 337NHP Akt.Burmeistr&Wain,Cpn		V
22664 LDTR	**—** Ⓟ D.F. 2*Dks*	1488 686 754					1925	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	235·8	37·7	13·8	Tr'ndheim Norwegian *WB*	T.3Cy.23⅜",37⅞"&63"–39" 284NHP FredrikstadM.V.Frdstad.		N
22665 LDGY	**Dronningen** Ⓟ 1*Dk*&*Awng dk*	661 625 400					1893	FevigJernskibsbyggeri Arendal	A/S Arendals Dampskibsselskab	186·6 H36*t*	27·0	20·1	Arendal Norwegian *WB*	T.3Cy.16½",26½"&43"–30" 101NHP BergensMek.Verkst.Bgn.		N
22666 DOCO	**Drossel** (*ex*Horneck) 1*Dk*	999 879 552					1924	F.Schichau Elbing	ArgoReederei RichardAdler & Co.	229·8 P14'B65'F31'	33·6	14·2	Bremen German *WB*	T.3Cy.15",26⅝"&38⅝"–25½" 75NHP F.Schichau,Elbing		G
22667 7434 SHDN	**Drotten** Ⓟ *CruiserStern* D.F. 2*Dks*	847 372 571					1927	Oskrshmns M.V.& SkppsdkA/B Oskarshamn	Ångf.A/B Gotland (C.E.Ekman, *Mgr.*)	183·1 H159*t*	30·8	11·0	Visby Swedish *WB*	T.3Cy.18⅜",29½"&48"–30" 126NHP OskarshamnsM.V.& Skeppsdk.Oschamn.		
22668 540 SDUG	**Drottning Sophia** Ⓟ Iron 2*Dks*&*Shelterdk*	728 401 526					1875	Bergsunds Mek.Verkst. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	184·9 H58*t*	25·0	13·1 20·3	Stockholm Swedish	C.2Cy.24"&48"–27" 100NHP BergsundsMek.Vks.Skm.		

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
22669 5044 SEBA	**Drottning Victoria** Ⓟ TwinSc Sub.Sig. (*Ferry*) D.F. GyC. 1*Dk2trB*	3190 2399 1118					1909	Swan,Hunter&Wigham Richardson, LdNewcastle	SvenskaStatens Jernvägar (E.vonFriesen)	368·3 H572*t*F64′	50·1	22·2	Trelleborg Swedish *WB*	T.6Cy.23½″,38½″&63″–36″ 476NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		G
22670 6277 SJMA	**Drottningholm** Ⓟ TrpSc (*ex*Virginian) 3*Dks* D F. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.*	*11055* *6546* *6485*					1905	A.Stephen &Sons Glasgow	A/B Svenska AmerikaLinien (A.Jonsson,*Mgr.*)	517·0 P70′B210′H1288*t* F113′	60·0	38·0	Gothenbrg Swedish *WB*	SR Geared SteamTurbines NE22 A/BDeLavalsÅngturbin. Skm.		C
22671 92866 MKTF	**Drudge** *Mchy.Aft*	418 400 272					1887	Armstrong Mitchell& Co.Ld. Newcastle	ThomasRound& Sons	125·0	35·2	12·5	London British	T.3Cy.12″,19½″&32″–20″ 52RHP WallsendSlipwayCo.Nwc.		
22672 112393 CGSW	**Druid** Ⓟ TwinSc *ss*Qbc.No.1–07 1*Dk*(*Stl–ws*) Sub.Sig.	503 367 193	✠ 4,07 ✠	Qbc	*h*		1902 7mo	Fleming& Ferguson,Ld Paisley *Cell*	CanadianGovernment(Department of Transport) *DBf*35′31*tDTa*22′	160·0 B28′F28′ *Shade dk*63′ 44*tDTf*13′27*tFPT*	30·1	12·5 FK	Ottawa British 5*BHCem* 18*tAPT*11*t*	T.6Cy.13″,21″&34″–24″ 59RHP 3SB.*6cf*,GS95,HS2580 Fleming& FergusnLd.Psy.	13 ″ 0	
22673 149997 MPRG	**Druid Stoke** *ss*Brs.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	486 352 249	✠100A1 8,39 BS~~10,40~~ ✠LMC8,37 11,41	Brs	*g*	8,39	1929 8mo	C.Hill& Sons,Ld. Bristol *Lloyd's A&CP*	Osborn&Wallis,Ld.	145·0 Q46′F16′	26·7 28·0	11·3 BK6″ *FPT*	Bristol British 3*BHAsp* 81*tAPT*36*t*	T.3Cy.12¾″,22″&34″–24″ (*s*) 180lb 66RHP 1SB.*3pf*,GS51,HS1600 Plenty&Son,Ld.Newbury	12 ″ 6 s 1 ″ 3¾ 11 ″ 8¾	
22674 148079	**Drumahoe** *Mchy.Aft* 1*Dk*	1902 1574 1126					1924	N.ofIrelnd S.B.Co.Ld. Londonderry	SarniaSteamships Ld (R.Scott Misener,*Mgr.*)	252·0 Q100′F36′	42·5	18·0	Montreal British *WB*	T.3Cy.16″,27″&44″–33″ 111NHP J.G.Kincaid&Co.Ld.Grk.		C
22675 146263 MKVT	**Drumlough** *ss*Mil.No.3–3,34 *Mchy.Aft* *ss*Lth.No.1–38 *Well deck* 1*Dk*(*Stl*)	311 206 113	✠100A1 8,41 ~~9,40~~ ✠LMC MS11,38 BS~~9,40~~ 8,41	~~Abn~~ Lth	*d*	CL ~~2,37~~ 7,41	1921 10mo	Rennie, Ritchie& Newport S.B.Co Ld. Rutherglen *Lloyd's A&CP*	W.N.Lindsay,Ld.	130·8 136·3(O.L.) Q49′B8′F28′	22·6	9·9 FK *FPT*	Leith British 3*BHCem* 33*tAPT*16*t*	C.2Cy.15″&32″–24″ (*s*) 130lb 63RHP 1SB,*2pf*,GS40,HS1240 Gauldie,Gillespie&Co.Ld. Gls.	10 ″ 6 s ″ 7 10 ″ 0	
22676 167320 GJJB	**Drupa** *Oil Eng.* 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Mchy.Aft* D.F. E.S.D. *CruiserStern*	8102 7201 4754	✠100A1 9,41 ~~9,40~~ ✠LMC8,39 *CarryingPetroleum in bulk*	~~Shl~~ Sld	*c* †	CL	1939 8mo	Deutsche WerftAG Bet Finkenwrder Hamburg *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*74′159*t*	465·7 P91′B48′F51′ *DTf*25′378*tFPT* 1	59·3	33·8 FK	London British 17*BHptCem* 34*tAPT*84*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55⅛″ 502NHP DB*180lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 ″ 0 s6 ″ 8½ 27 ″ 6¾	
22677 LJYT	**Duala** TwinSc *Oil Eng.* D.F. 1*Dk&Shelterdk* *Ref.Mchy.* *CruiserStern*	1800 1335 814					1938	A/BGötaverken Gothenburg	A/SCastillo (Chr.Gundersen& Co.*Mgrs.*)	306·7 F33′	40·4	15·6	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 541NHP A/BGotaverken,Got.		N
22678 Now "Leda," *see letter* L. YTAS	**Duba** (*ex*Collingham) *ss*Spt.2ndNo.3–5,36 1*Dk*(*Stl*)2*trB&Webframes*	*4115* *3830* *2535*	✠100A1 8,40 BS7,39 ✠LMC5,36	Phl	*w*	CL 5,38	1910 1mo	JLThompson&Sons.Ld Sunderland *Lloyd's A&CP* *Cell*	SlobodnaPlovidba Drustvo s.o.j. *DBa*121′*uE&B*4	351·7 P25′B145′F32′ 5*f*145′1006*tFPT* 1	51·0	25·7 FK	Dubrovnik Yugoslav 6*BHCem* 04*tAPT*213*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 350NHP 2SB.*6cf*,GS136.HS5415 J.Dickinson&Sons,Ld.Sld.	28 ″ 2 s4 ″ 8¾ 23 ″ 8	
22679 YTAT	**Dubac** *ss*Tri.2ndNo.3–5,26 *ss*Tri.No.1–30 1*Dk*(*ptIrn&ptStl*) *deep framing & Web frames*	2819 2623 1804	✠ ... 11,34 ✠	Spt	*u*		1901 8mo	J.Blumer &Co. Sunderland	Dubrovacka PlovidbaA.D. *CellDBa*1	319·7 P28′B91′F31′ 10′*uE*18′*f*128′749*t*	46·1	21·2 FK	Dubrovnik Yugoslav 5*BHCem* *APT*110*t*	T.3Cy.22½″,37″&61″–42″ 257NHP 2SB,*6cf*,GS118,HS4106 G.Clark,Ld.Snnderland	23 ″ 9	V †
22680	**Dublin** Ⓟ TwinSc 1*Dk* *Well deck* *Fitted for oil fuel*	1258 — 758	✠ ... 10,13 ✠				1912 10mo	CaledonS. B.&E.Co.Ld Dundee	Cia.Argentina de Nav.Mihanovich, Ltda.	250·2 Q73′B78′F26′	40·1	10·7 FK	Bns.Aires Argentine *WB*	T8Cy(2)12″,(2)20″&(4)24″-24″ 182NHP CaledonSB.&E.Co Ld.Dun	11 ″ 6	
22681 YTAU	**Dubravka** (*ex*MariaImmaculata) *ss*Tri.2ndNo.3–4,29 *ss*Spt.No.2–38 1*Dk*(*ptIrn&ptStl*)2*trB&deepframing* 3*Dk rule*	3798 3451 2396	✠100A1 9,40 ✠LMC12,41 ~~MS7,37~~ ~~BS12,39 5,41~~	Spt	*w*	CL 12,39	1905 12mo	J.Readhead&Sons SouthShields *Lloyd's A&CP*	Dubrovacka PlovidbaA.D. *CellDBa*	347·0 P41′B112′F31′ 115′*uE*21′*f*146′1008	49·1	25·2 FK	Dubrovnik Yugoslav 6*BHCem* *tAPT*148*t*	T.3Cy.24½″,41″&66″–45″ (*r*) 180lb 331NHP 2SB,*6cf*,GS126,HS5297 J.Readhead&Sons,S.Shl.	26 ″ 9 s4 ″ 2¾ 22 ″ 8	
22682 YTTD	**Dubrovnik** ~~Ⓟ~~ D.F. 1*Dk&Shelter dk* *CruiserStern*	5156 4644 3053	✠100A1 *with freeboard* 9,41 BS3,42 ✠LMC2,38 *Fitted for oil fuel* 2,38 *F.P. above* 150° F.	~~Rot~~ ~~Cal~~NNs	*a*†	CL ~~6,38~~ 9,41	1938 2mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	Dubrovacka PlovidbaA.D. *CellDB*367′1583*t* *MT*26′754*t*	432·5 448·5(O.L.) F34′ *FPT*110*tAPT*177*t*	56·2	24·8 FK (	Dubrovnik Yugoslav 7*BHptCem* *Coll to Sh dk* 6 „ 2nd „)	T.3Cy.22½″,36″&65″–48″(*s*) 230lb 503NHP 2SB(Spt)&1AuxSB,*9cf*,GS159,HS7525 FD D.Rowan&Co.Ld.Gls.	27 ″ 9 s 3 ″ 2½ 24 ″ 9	
22683 DDUB	**Duburg** (*ex*Hazelpark.*ex*Sayn) *ss*Kel.No.3–2,34 1*Dk*(*Stl*)	2675 2432 1572	... 9,38	Ham			1922 2mo	Frd.Krupp Akt.Ges. Kiel	Flensburger Dampfercompagnie HaraldSchuldt &Co.K.G. *CellD*	328 7 339·9(O.L.) P&B219′F37′ Jen34 *B*289′ 683*t FPT*56*t*	44·2	20·6 FK	Hamburg German *ptAsp ptCem* 5*BH* *APT*120*t*	T3Cy19$\frac{23}{32}$″,32$\frac{11}{16}$″&54⅞″–39⅜″ 245NHP 2SB,*4cf*,GS84,HS3445 Frd.KruppA.G.Essen	22 ″ 6	G †
22684 FNRU	**Duc d'Aumale** Ⓟ TwinSc D.F. 3*Dks*	4464 3228 1875					1912	Atel.&Ch. deProvence Marseilles	Cie.Générale Transatlantique	364·6 P57′B189′F38′	49·3	20·0 28·2	Marseilles French *WB*	T.8Cy.(2)23⅝″,(2)38⅝″&(4)47¼″–43⅜″ 589NHP Atel.&Ch.deProvence,Msl		V
22685 1911 IBVJ	**Duca degli Abruzzi** TwinSc *Oil Eng.* *Ref.Mchy.* 2*Dks*(*Stl–Wthr dk ws*) D.F. *CruiserStern*	2315 2048 1400	✠ ... 2,36 ✠	Gen	*t*		1933 9mo	Eriksbergs M.V.Aktieb. Gothenburg	ItalianGovernment(Ministero dell'AfricaItaliana RegiaAzienda MonopolioBanane) *CellDB*218′503*t* *of tunnels* 251*t*	312·8 298·6 B80′F46′ *Tanks in way* *FPT*23*tAPT*60*t*	40·7	24·6 FK (	Genoa Italian 5*BHptCem* *Coll to Wdk* 4 „2nd„)	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP EriksbergM.V.Aktieb.Got	26 ″ 9	I †
22686 121333	**Duchess of Argyll** Ⓟ TrpScSp 2*Dks*	593 445 238					1906	W.Denny &Bros. Dumbarton	CaledonianSteam PacketCo.Ld.	250·0 Q10′B&F240′	30·1	10·1	Glasgow British	3 Steam Turbines Denny&Co.Dumbarton		BT till ~~12,41~~ 10,42

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22687 160505 GNTS	**Duchess of Atholl** Ⓟ TwinSc ssLiv.No.2-36 4*Dks*(*Stl-Weather dk pt ws*)5*th dk*(*Stl*) *Ref.Mchy.* *in Nos* 2,5*&*7*holds* D.F. E.S.D. *CruiserStern*	20119 14457 11772	✠100A1 *withfreeboard* ~~8,41~~ ~~10,40~~ 2,42 Examined 8,41 BS10,40 ✠LMC11,35 *Fitted for oil fuel* 6,28 *F.P. above* 150°F.	~~PNI~~ ~~Mtl~~ NYk Gls		CL 10,40	1928 6mo	W.Beardmore&Co.Ld. Dalmuir *Lloyd's*A&CP	CanadianPacific RailwayCo.(CanadianPacific Steamships,Ld.*Mgrs.*) *CellDB*510'2696*t* *in way of tu*	582·0|75·2|41·7 B&F520' FK *Prom.dk*322' *Coll* *DTf*43'751*t Tanks* *nnels* 501*t FPT*202*t*	London British 11*BHptCem* *B H to Wdk* *APT*270*t*	6SteamTurbinesSRgeared to 2 Screw Shafts (*s*) 370lb 2DB*200lb* 3557NHP 6 Water Tube Boilers(Spt) HS30696 FD W.Beardmore&Co.Ld.	44 " 9 s17 " 6 27 " 6¾	BT till 12,42
22688 160482 GNTV	**Duchess of Bedford** Ⓟ TwinSc ssLiv.No.2-37 4*Dks*(*Stl-Weather dk pt ws*)5*th dk*(*Stl*) *Ref.Mchy.* *inNos*.2,5,*&*7*holds* D.F. E.S.D. *CruiserStern*	20123 14366 11801	✠100A1 *withfreeboard* ~~11,41~~ ~~11,40~~ 4,42 Examined 11,41 BS11,41 ✠LMC12,35 *Fitted for oil fuel* 5,28 *F.P. above* 150° F.	~~Liv~~ Liv		CL 11,39	1928 5mo	J.Brown &Co.Ld. Glasgow *Lloyd's*A&CP	CanadianPacific RailwayCo.(CanadianPacificSteamships,Ld.*Mgrs.*) *Cell DB*510'2685*t* *in way of tun*	581·9|75·2|41·7 B&F520' FK *Prom.dk*325' *Coll* *DTf*43'737*t Tanks* *nels* 496*t FPT*203*t*	London British 11*BHCem* *BHtoWdk* *APT*270*t*	6SteamTurbinesSRgeared to 2 Sc.Shafts (*s*) 370lb 2DB*200lb* 3557NHP 6 Water Tube Boilers(Spt) HS30696 FD J.Brown&Co.Ld.Glasgow	44 " 9 s17 " 6 27 " 6¾	
22689 106903 MJQF	**Duchess of Cornwall** Ⓟ Pad (*ex*Duchess of York) 1*Dk*	302 232 127					1896	Barclay, Curle&Co.Ld Glasgow	Southamptn.I.ofW &S.of Eng.Royal MailStm.PktCo.Ld	185·5|22·1|8·6	Sthampt'n British	D.2Cy.24"&45"-64" 135NHP Barclay,Curle&Co.Ld.Gls.		
22690 115767	**Duchess of Fife** Ⓟ Pad 1*Dk*	336 291 138					1903	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	210·3|25·0|8·5	Glasgow British	T.4Cy.(2)16½",35"&52"-54" 199NHP FairfieldCo.Ld.Glasgow		
22691 161968 GMLF	**Duchess of Hamilton** Ⓟ TrpSc 2*Dks*	795 542 314					1932	Harland& Wolff,Ld. Glasgow	CaledonianSteam PacketCo.Ld.	262·0|32·1|10·1	Glasgow British	3 Steam Turbines Harland&Wolff,Ld.Bel.		BT till 6,42
22692 161921 MQVV	**Duchess of Montrose** Ⓟ TrpSc 2*Dks&Promenade dk*	806 537 314					1930	W.Denny &Bros.Ld. Dumbarton	CaledonianSteam PacketCo.Ld.	262·0|32·0|10·2	Glasgow British	3 Steam Turbines W.Denny&Bros,Ld.Dmb.		BT till ~~1,42~~ 1,43
22693 160631 GSVR	**Duchess of Richmond** Ⓟ TwinSc ssSou.No.2-37 4*Dks*(*Stl-Weather dk pt ws*)5*th dk*(*Stl*) *Ref.Mchy.* *inNos*.2,5*&*7*holds* D.F. E.S.D. *CruiserStern*	20022 14366 11737	✠100A1 *withfreeboard* 9,41 Examined2,42 BS9,41 MS3,40 ✠LMC *Fitted for oil fuel* 12,28 *F.P. above* 150° F.	~~Mtl~~ ~~Liv~~ Liv		CL 10,40	1928 12mo	J.Brown& Co.Ld. Clydebank *Lloyd's*A&CP	CanadianPacific RailwayCo.(CanadianPacificSteamships,Ld.*Mgrs.*) *CellDB*510'2547*t* *in way of tu*	581·9|75·2|41·7 B&F520' FK *Prom.dk*325' *Coll* *DTf*43'700*t Tanks* *nnels*474*t FPT*193*t*	London British 11*BHptCem* *BH to Wdk* *APT*269*t*	6SteamTurbinesSRgeared to 2 Screw Shafts (*s*) 370lb 2DB*200lb* 3748NHP 6 Water Tube Boilers(Spt) HS32268 FD J.Brown&Co.Ld.Clydebnk	44 " 9 s17 " 6 27 " 6¾	
22694 104622	**Duchess of Rothesay** Ⓟ PadSk 1*Dk*	338 309 127					1895	J.&G. Thomson.Ld Clydebank	CaledonianSteam PacketCo.Ld.	225·6|26·1|8·6 H24*t* *Promenadedk* 212'	Glasgow British	C.D.2Cy.27½"&58"-54" 206NH J&GThomsonLdClydebnk		
22695 161202 GSYN	**Duchess of York** Ⓟ TwinSc ssLiv.No.2-37 4*Dks*(*Stl-weather dk pt ws*) 5*th dk*(*Stl*)*in Nos*. 2, 5, *&* 7 *holds* *Ref.Mchy.* *CruiserStern* D.F. E.S.D.	20021 14366 11722	✠100A1 *withfreeboard* 8,41 ~~1,41~~ Examined 1,42 ✠LMC MS1,37 BS~~12,39~~ 8,41 *Fitted for oil fuel* 3,29 *F.P. above* 150° F.	~~St.J~~ Liv Gls		CL 1,40	1929 3mo	J.Brown& Co.Ld. Clydebank *Lloyd's*A&CP	CanadianPacific RailwayCo.(CanadianPacificSteamships,Ld.*Mgrs.*) *Cell DB*510'2547*t D*	581·9|75·2|41·7 B&F520' FK *Promenade dk* 325' (*Co* *Tf*43'700*t Tanks in*	London British 11*BHptCem* *ll* " *to Wdk*) *way of tunn*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 3748NHP 370lb 2DB*200lb* FD 6WaterTubeBlrs.(Spt) HS32268 J.Brown&CoLdClydebank *els* 474*t FPT*193*t APT*269*t*	44 " 9 s17 " 6 27 " 6¾	
22696 ~~413~~ ~~IBRJ~~	**Duchessa d'Aosta** Ⓟ ssTri.No.3-8,33 ssTri.No.1-37 *Ref.Mchy.* 2*Dks*(*Stl*)*&* D.F. *Shelter dk*(*Stl*)	7872 6707 4953	✠100A1 *Shelter dk* *withfreeboard* 3,40 ✠LMC MS3,37 BS11,39 ✠Lloyd'sRMC3,40 *Fitted for oil fuel* 9,30 *F.P. above* 150°F. NO LATER SURVEY REPORTED	Tri	*b*†	CL 7,37	1921 5mo	Stabilmnto Tecnico Triestino Trieste A&CP	~~LloydTriestino~~ ~~Soc.Anon.diNav.~~ *CellDB*398'16	464·2|57·4|22·0 450·0| |32·4 B168'*on Shelter dk* *Collision* FK 30*t FPT*56*t APT*63*t*	~~Trieste~~ ~~Italian~~ British *Cem* *BH to Sh dk* 6 " " *U* "	T.3Cy.32",51½"&83"-54" (*s*) 180lb 681NHP 4SB(Spt).*12cf*.GS239, HS9851 FD StabilimentoTecnico,Tri.	35 " 0 8 " 4¾ 26 " 10	
22697 161136 MCTN	**Dudley Rose** ssBly.No.2-38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	1600 1231 946	✠100A1 4,40 BS2,40 ✠LMC1,38	Nwc	*p*	CL 1,39	1929 12mo	D&WHenderson&CoLd Glasgow *Lloyd's*A&CP	RichardHughes& Co.(Liverpool)Ld. *Cell D*	250·0|37·2|16·4 Q140'B15'F25' FK *B*169' 373*t FPT*93*t*	Liverpool British 4*BHCem* *APT*66*t*	T.3Cy.19",31"&52"-36" (*s*) 180lb 232NHP 2SB,*6cf*,GS132,HS4366 McKie&Baxter,Ld.Gls.	18 " 6 s 5 " 4½ 17 " 3½	
22698 EEKR	**Duero** (*ex*Urbi-39,*ex*Duero-37, *ex*Switzerland,*ex*Monassir) 2*Dks*	1332 1094 526					1920	CaledonS. B.&E.Co.Ld. Dundee	Cia.Maritima Frutera,S.A.	270·6|38·2|23·9	Cadiz Spanish *WB*	T.3Cy.21",34"&56"-39" 196NHP Dunsmuir&JacksonLd.Gls		C
22699 165760 GKKT	**Duffield** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & deck*	8516 7687 5045	✠100A1 12,40 ✠LMC3,38 *Carrying Petroleum in bulk*	Bom	*d*† 2$\frac{3}{16}$	CL	1938 3mo	Odense Staalskibsvftved A P Möller Odense *Lloyd's*A&CP	NorthernPetroleumTankS.S.Co. Ld.(Hunting&Son, Ld.*Mgrs.*) *CellDBuE*82'304*t D*	475·9|61·8|33·8 493·1(O.L.) P101'B42'F50' FK *Tf*23'395*t FPT*139*t*	Newcastle British 16*BH* *APT*86*t*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	34 " 0 s6 " 8¾ 27 " 6½	
22700 1184 IBSJ	**Duilio** Ⓟ QuadSc ssGen.No.3-3,34 D.F. GyC. ssGen.No.1-38 *Ref.Mchy.* 4*Dks*(*Stl*)*& Awng dk*(*Stl-teak s*)*& Shade dk*(*Stl-teak s*)	23635 16377 14103	✠100A1 *Awng dk* *withfreeboard* 2,40 BS3,39 ✠LMC1,38 ✠Lloyd'sRMC3,39 *Fitted for oil fuel* 10,23 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*o*†	CL Pf3,37 Pa1,39 Sf3,37 Sa1,39	1923 10mo	Ansaldo Soc.Anon. SestriPnente. *Lloyd's*A&CP	LloydTriestino Soc.Anon.diNav. *CellDB*522'2756 *Side tanks f*	635·6|76·3|46·3 602·4 FK 12*BH* 3 " *t FPT*191*t APT*120*t* 6'164*t a* 21'174*t DT*	Genoa Italian *Cem* *to Awng dk* " 2*nd* " *f* 34'236*t*	4 Steam Turbines (*s*) 200lb 4297NHP 4SB&6DB,*64cf*,GS1264, HS53840 FD G.Ansaldo&Co.Smp.	50 " 2 s20 " 5¼ 30 " 0	
22701 182 IBTJ	**Duino** Ⓟ 1*Dk& Shade dk* *Fitted for oil fuel*	1334 1178 789	✠ ... 1,26 ✠				1923 5mo	Stabilmnto Tecnico Trieste	"Adriatica" Soc. Anon.diNav.	237·2|34·4|13·7 FK	Venice Italian *WB*	2 Steam Turbines SR geared to 1 Sc. Shaft 345NHP StabilimentoTecnico,Tri.	15 " 9	I †
22702 DIBD	**Duisburg** Ⓟ Sub.Sig. *OilEng.* D.F. E.S.D. *CruiserStern* 2*Dks*	7389 6164 4375					1928	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie.)	463·6|60·1|28·0 P27'B&F426'	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"-47¼" 1585NHP AlgemeineElec.Ges.Berlin		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres. Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers No. du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
22703 DGXQ	**Duisburg** TwinSc *OilEng.* D.F. *Mchy.Aft* *CruiserStern*	1080 791 499					1936	GuteHoffnungshütte A.G. Walsum	FranzHaniel&Cie. G.m.b.H.	229·2 P56'B28'	33·6	13·0	Duisburg-Ruhrort German *WB*	Oil Engines 2S.C.SA 8Cy.$11\frac{3}{16}$"-$16\frac{9}{16}$" 196NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
22704 LDJJ	**Dukat**	1350 1136 761					1920	TheNew Eng.&S.B. Works,Ld. Shanghai	A/SArneSveens Rederi (ArneSveen *Mgr.*)	242·7 P24'B62'F24'	37·2	15·0	Oslo Norwegian	T.3Cy.18½",29"&49"-33" 138NHP TheNewEng.&Shipbdg. Works,Ld.Shanghai		N
22705 128316 GNVX	**Duke of Argyll** Ⓟ TwinSc 2*Dks*(*pt Stl*-ws) D.F. E.S.D. *CruiserStern*	3814 1998 1585	✠ 10,28 ✠	Brw			1928 4mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRailway *DTs f*18'220t*D*	349·1 P72'B170'F57' BK7" *Ts a*42'102t*FPT*49t	53·1	18·5	Lancaster British 9*BH Asp* *APT*44t	4 Steam Turbines SR geared to 2 Sc. Shafts 1628NHP 6 Water Tube Boilers GS624,HS19770 W.Denny&Bros.Ld.Dmb.	19 ″ 7	BT till ~~2,42~~ 3,43
22706 168011 GMYS	**Duke of Athens** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	5217 4685 3025	✠100A1 *with freeboard* ~~5,41~~ ~~10,40~~12,41 ✠LMC10,40	~~Sld~~ ~~Mtl~~ Npt	*a*† 2	CL	1940 10mo *Lloyd's*A&CP	Wm.Doxford&Sons,Ld Sunderland	TrentMaritimeCo. Ld. *CellDB*356' 1179t *MT*29' 1205t	427·0 442·9(O.L.) FK *FPT*134t*APT*155t	56·5	26·5	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}$"-$91\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	38 ″ 1 s11″4¾ 26″10¾	
22707 128315 GCPQ	**Duke of Lancaster** Ⓟ TwinSc 2*Dks*(*pt Stl*-ws) D.F. E.S.D. *CruiserStern*	3794 1998 1534	✠ 2,29 ✠	Brw			1928 3mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland & ScottishRailway *DTs f* 18'220t*D*	349·1 P72'B170'F57' BK7" *Ts a*42'102t*FPT*49t	53·1	18·5	Lancaster British 9*BHAsp* *APT*44t	4SteamTurbinesSRgeared to 2 Sc. Shafts 1628NHP 6WaterTubeBoilers GS624,HS19770 W.Denny&Bros.Ld.Dmb.	19 ″ 7	BT till ~~11,41~~ ~~4,42~~ 12,42
22708 128317 GNVL	**Duke of Rothesay** Ⓟ TwinSc 2*Dks*(*pt Stl*-ws) D.F. E.S.D. *CruiserStern*	3804 1999 1533	✠ 8,28 ✠	Gls			1928 6mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRailway *DTs f* 18'220t	349·0 P72'B170'F57' BK7" *DTs a* 42'102t *FPT*	53·1	18·5	Lancaster British 9*BHAsp* 49t*APT*44t	4 Steam Turbines SR geared to 2 Sc. Shafts 1628NHP 6W.T.Blrs.GS624.HS19770 W Denny&Bros.Ld.Dmb.	19 ″ 7	BT till ~~10,41~~ ~~1,42~~ 11,42
22709 168027 MLFN	**Duke of Sparta** *Tonnage opening closed '41(W.E.)* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at Shelter dk*	5397 4896 3161	✠100A1 *with freeboard* ~~5,41~~11,41 ✠LMC10,40 *Fitted for oil fuel* 10,40	~~Hpl~~ Gls	*b*†	CL 11,41 *F.P. a*	1940 10mo *Lloyd's*A&CP *bove*	W.Gray& Co.Ld. WHartlepool 150° F.	TrentMaritime Co.Ld. *CellDB*378'1479t	441·1 457·5(O.L.) F46' FK *FPT*175t*APT*218t	57·8	25·4	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, *2nd*,,)	T.3Cy.24",38"&68"-48" (*s*) 225lb FD 492NHP 3SB(Spt)*9cf*,GS145,HS7020 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	37″10 s 11″0¾ 27 ″ 0¼	
22710 128318 GYKV	**Duke of York** Ⓟ TwinSc D.F. E.S.D 2*Dks* *CruiserStern*	3743 1938 1547	✠ 5,36 ✠	Bel			1935 6mo	Harland& Wolff,Ld. Belfast	LondonMidland& ScottishRailway *CellDBuE*42'*f*86' *Tanks in way of*	339·2 P56'B172'F56' FK 164t*MTs*26'342t *tunnel* 46'150t*FPT*	52·2	17·9	Lancaster British 8*BH* 34t*APT*62t	4 Steam Turbines SR geared to 2 Sc. Shafts 1494NHP 4WTB,GS440,HS15000 Harland&Wolff,Ld.Bel.	19 ″ 6	BT till ~~9,41~~ 10,42
22711 200593	**Duluth** *Mchy.Aft* 2*Dks*	4749 — 3785					1903	Chicago S.B.Co. Chicago	GreatLakes TransitCorp.	381·6 *WB*	50·2	26·0	Buffalo, N.Y. Utd.States	Q4Cy.20¾",30",43½"&63"-42" 257NHP DetroitS.B.Co.Detroit		
22712 146327 GDNF	**Dumana** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* D.F. 2*Dks*(*Stl-U teaks*)	8427 6842 5110	✠ 8,26 ✠ Lloyd'sRMC1,39	Mdb	*c*†		1923 3mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*389'1581t *Tanks between tunnels*	450·0 P44'B153'F50' FK 122'201t *FPT*	58·3	32·9	Glasgow British 8*BHptCem* 125t*APT*73t	Oil Engines 4S.C.SA 16Cy.26½"-47" 1110NHP NBDieselEng.Wks.Ld.Gls	35 ″ 6 s8 ″ 0½ 27 ″ 11	
22713 161585 GYLT	**Dumfries** *ss*Bly.No.1-39 D.F. 1*Dk*&*Shelter dk* *CruiserStern*	5149 4720 3061	✠100A1 *with freeboard* ~~11,41~~ ~~1,41~~3,42 BS11,41 ✠LMC10,39	~~Hul~~ ~~Cal~~ Npt	*a*† 2	CL ~~N9,38~~ 11,41	1935 7mo *Lloyd's*A&CP	Hawthorn, Leslie&Co.Ld Newcastle	GdyniaAmerica ShippingLines (London)Ld. *CellDBa&u*	416·3 429·5(O.L.) F32' FK *E*160'*f*176'1284t *FPT*97t*APT*188t	55·2	26·0	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Q4Cy.23",32½",47"&68"-48" 225lb *150lb* (*s*) 442NH 3SB(Spt)*9cf*,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 5 25 ″ 5	
22714 TCAZ	**Dumlupinar** Ⓟ (*ex*Doumlou Pounar,*ex*MargaHemsoth,*ex*Croatia) Sub.Sig. 2*Dks*3*tr B*	1991 1802 1261					1888	Blohm& Voss Hamburg	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	290·7 P50'B28'H50tF45'	36·4	22·2	Istanbul Turkish *WB*	T.3Cy.22",35"&58"-39½" 211NH Blohm&Voss,Hamburg		
22715 132472 VJCQ	**Dumosa** *ss*Mel.No.3-9,32 *ss*Mel.No.2-41 ~~*ss*Mel.No.1-36~~ 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3351 3012 1941	✠100A1 ~~3,41~~ ~~1,40~~ 2,42 BS~~5,40~~ 7,41 ✠LMC~~5,36~~ MS3,41	Mel	*v*	CL 1,40 A&CP	1920 3mo	Commonwealth S.B.& Dockyard Williamstwn Victoria	J.Paterson&Co. Proprietary,Ld. *CellD*	331·0 341·2(O.L.) P31'B100'F29' FK *B*277'882t *FPT*118t	47·9	23·6	Melbourne British 5*BHCem* *APT*204t	T.3Cy.25",41"&68"-45" (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Pty.Ld.Castlemaine	26 ″ 1 s4 ″ 5¾ 21 ″ 10	
22716 146302 GFTN	**Dumra** TwinSc *ss*MombasaNo.3-2,33 *ss*MombasaNo.1-37 *OilEng.* 2*Dks*(*Stl-U* teaks) *Cruiser Stern*	2304 1893 1317	✠100A1 4,41~~3,39~~ ✠LMC CS5,37 DBS~~3,40~~4,41 5,37	Mombasa	*s*	CL 3,39	1922 5mo *Lloyd's*A&CP	C.Hill& Sons,Ld. Bristol	BritishIndiaStm. Nav.Co.Ld. *CellD*	271·7 280·0(O.L.) P37'B104'F33' FK *B*224' 295t *FPT*41t	43·6	21·3	Glasgow British 5*BHCem* *APT*86t	Oil Engines 4S.C.SA 12Cy.15"-30" 259NHP DB*100lb* N.BritishDieselE.Wks. (1922)Ld.Gls.	24 ″ 0 s 3 ″ 7¾ 20 ″ 9	
22717 136370 GNWF	**Dunaff Head** D.F. 2*Dks*	5258 4845 3278					1918	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld. *Mgrs.*)	390·4 P47'B114'F78' *WB*	51·8	29·8	Belfast British	T.3Cy.26½",44"&74"-48" 380NHP Wrkman,Clark&Co.LdBel	32 ″ 6	C
22718 70319 GFNV	**Dunara Castle** Ⓟ Iron	457 339 195					1875	Blackwood &Gordon Pt.Glasgow	McCallum,Orme &Co.,Ld.	180·4 P50'B52'F46'	24·5	12·5	Glasgow British	C.2Cy.30"&52"-30" 123NHP *Cmp.*82Blkwd&GrdnP.Gl.		
22719 YTBP	**Dunav** (*ex*Izabran-36, *ex*PolishMonarch, *ex*Polmont,*ex*Karpat) *ss*Tri.2ndNo.3-12,37 D.F. 1*Dk*(*pt Irn pt Stl*)	*4369* *3983* *2691*	✠100A1 ~~9,41~~~~11,40~~4,42 Examined 2,42 NYk BS~~11,40~~ 2,42 ✠LMC12,37	~~NYk~~ ~~Bom~~Mch	*x*	CL ~~3,39~~ 9,41	1912 10mo *Lloyd's*A&CP	W.Dobson &Co. Newcastle	BrodarskoAkcionarskoDrustvo "Oceania" *CellDBa*132'*u*	378·2 390·6(O.L.) P35'B230'F42' FK *E*21'*f*157'971t*DTa*	53·3	24·5	Susak Yugoslav 7*BHCem* 26'908t*FPT*	T.3Cy.24",39"&66"-45" (*s*) 180lb 343NHP 3SB,*9cf*,GS150,HS5658 N.E.MarineEng.CoLdNwc 151t*APT*148t	26″11 s 3″10¾ 23 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade cert.
22720 133646 MFCZ	**Duncarron** (*ex*Whinhill-33) *ss*Gmh.2ndNo.3-1,39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	478 331 194	✠100A1 11,40 ✠LMC MS1,39 BS2,41	Gmh	*h*	CL 11,40	1914 5mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd'sA&CP*	DuncarronS.S.Co Ld.(Buchan& Hogg,Ld.*Mgrs.*)	165·6 Q95'B11'F27' BK7"	25·2 26·4	9·7	Grngemth British 3*BHCem* *CellDBf*100'151*t*	T.3Cy.12",20"&34"-23" (*r*) 180lb 81RHP 1SB,3*pf*,GS46,HS1543 Hall,Russell&Co.Ld.Abn.	12 ″ 0 s 3 ″ 8¼ 12 ″ 4¾	
22721 159826 EIMT	**Dundalk** D.F. *OilEng.* E.S.D. *CruiserStern* 2*Dks*	699 535 271					1939	Ardrossan DockyardLd. Ardrossan	British&IrishStm. PacketCo.Ld.	186·2 P36'B76'F23'	35·2	12·6	Dublin British *WB*	Oil Engines 2S.C.SA 7Cy.13⅜"-22 7/16" 218NHP BritishAuxiliaries,Ld.Gls.		C
22722 145519 CYKZ	**Dundas** (*ex*Glencassie) *Mchy.Aft* 1*Dk*	1901 1573 1119					1923	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F35'	42·5	18·0	Montreal British *WB*	T.3Cy.16",26"&44"-33" 111NHP Hwthrn,Leslie&C.Ld.Nwc.		C
22723 144713 GWRS	**Dundee** *ss*Shl.No.1-38 D.F. 1*Dk*(*Stl*),*Shelter dk*(*Stl*) E.S.D. 3*rd dk*(*Stl*)*inNo.1hold* *Cruiser Stern*	1541 1178 625	✠100A1 *withfreeboard* 3,42 ~~6,41~~ ✠LMC MS10,38 BS~~7,41~~ 1,42 *Carrying fuel oil F.P above 150°F. in deep tanks &inNo.3 double bottom tank*	~~Gmh~~ ~~Hul~~ Lon	*s*	OG 6,41	1934 2mo	CaledonS.B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	Dundee,Perth& LondonShipping Co.Ld. *CellDBaguE*85'	283·8 294·0(O.L.) F24' FK&BK¾" *f*98'259*t* *MT*7'116*t* *DTa*9'119*tFPT*	42·1	15·8	Dundee British 5*BHptCem* *Coll BHto S dk* 1 ,, ,, 2nd ,, 67*tAPT*51*t*	T.3Cy.20½",35"&59"-42" (*s*) 220lb 361NHP 3SB(Spt)9*cf*,GS180,HS6651 A.Stephen&Sons,Ld.Gls.	17 ″ 0 s ″ 2 17 ″ 0	
22724 144297 GNWT	**Dundrum Castle** *ss*Gls.No.3-10,32 *ss*N.Yk.No.1-38 Sub.Sig. 2*Dks*(*Stl*)&3*rd dk* (*Stl*)*inNo.1hold*	5259 4796 3214	✠100A1 ~~10,41~~ ~~3,41~~ 4.42 ~~Examined 10,41~~ 10,41 ~~BS9,39~~ ✠LMC3,36	~~Gls~~ Lon Gls		CL 4,39	1919 12mo	Harland&Wolff,Ld. Greenock *Lloyd'sA&CP*	Union-CastleMail S.S.Co.Ld. *CellDB*	400·3 P50'B113'F39' FK 340'1051*t* *FPT*132*t*	52·3	28·5	London British 7*BHptCem* *APT*220*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 6 ″ 0¼ 25 ″ 8	
22725 136462 VJCR	**Dundula** *ss*Syd.No.3-9,32 *ss*Syd.No.2-40 ~~*ss*Syd.No.1-36~~ 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3344 3010 1936	✠100A1 6,41 ~~5,40~~ BS5,41 ✠LMC5,40	Syd	*v*	CL 5,40	1920 1mo	CommonwealthNaval Dockyard Sydney,NSW A&CP	TheAdelaide SteamshipCo.Ld. *CellD*	331·0 341·0(O.L.) P31'B95'F30' FK *B*277'882*tFPT*118*t*	47·9	23·5	Melbourne British 3*BHCem* *APT*204*t*	T.3Cy.25",41"&68"-45" (*s*) 190lb HS8289 520NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld. Castlemaine,Vic.	26 ″ 1 s 4 ″ 5¾ 21 ″ 10	
22726 164578 MKMP	**Dunedin Star** TwinSc *Tonnage opening closed '40* *OilEng.* *ss*Lon.No.1-40 1*Dk*&*Shelter dk, 3rd dk except in No.1 hold, 4th dk forward of Mchy. space* *Ref.Mchy.* *Cruiser Stern* D.F. E.S.D. GyC.	12891 11648 8020	✠100A1 *withfreeboard* 2,42 ~~4,41~~ ✠LMC CS10,40 DBS~~1,40~~4,41 1,39 ✠Lloyd'sRMC~~4,41~~ ~~9,41~~ 3,42	~~Avn~~ Liv	*i*† 2 7/16	CL 5,39	1936 2mo	Cammell,Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *CellDB*379'1347*t* *tunnels*1405*t* *Duct keel for*	530·0 551·0(O.L.) P83'B201'F70' FK *Tanks in way of* (*FPT*116*t* *APT*166*t* *ward of mchy.space*	70·4	32·3 40·7	London British 8*BHptCem* *Coll to Sh dk* 7 ,, 2nd,,)	Oil Engines 2S.C.SA 18Cy.28⅜"-49 3/16" 2516NHP 2DB100lb SulzerBros.Ld. Winterthur	43 ″ 4 s 13 ″ 0¾ 30 ″ 6½	
22727 160763 GNTJ	**Dunelmia** *ss*Hpl.No.2-38 D.F. 1*Dk*(*Stl*)	5207 4929 3220	✠100A1 3,42 ~~4,41~~ ~~BS6,40~~ ✠LMC7,38	~~Npt~~ Hul BS7,41	*z*	CL 5,39	1929 10mo	W.Gray&Co.Ld. WHartlepool *Lloyd'sA&CP*	MetcalfeShipping Co.Ld(Metcalfe, Son&Co.Ld.*Mgrs*) *CellDB*	421·3 434·0(O.L.) P30'B240'F43' FK 371'1413*tFPT*175*t*	54·2	27·2	W.Hartlpl British 8*BHCem* *APT*167*t*	T.3Cy.26",43"&71"-48" (*s*) 180lb 494NHP 3SB,9*cf*,GS162,HS7356 FD Cen.Mar.EWrks.LdWHpl	30 ″ 1 s 5 ″ 0½ 25 ″ 3¼	
22728 165552 GBBR	**Dunera** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks,Platform dk forward* *Ref.Mchy.* *Cruiser Stern* *Cargo battens not fitted*	11162 7524 6634	✠100A1 *withfreeboard* ~~2,41~~ 11,41 ✠LMC8,37	~~Bom~~ PN1	*f*† 2¼	CL 11,41	1937 8mo	Barclay,Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*423'148	496·5 516·8(O.L.) F61'*Shadedk* FK 6*t Tanks at sides of*	63·2	31·0	London British 9*BHptCem* *tunnels*620*t*	Oil Engines 2S.C.SA 10Cy.22 1/16"-66⅛" 2DB100lb 1510NHP Barclay,Curle&Co.Ld.Gls. *FPT*121*tAPT*43*t*	35 ″ 0 s 11 ″ 10½ 23 ″ 4	
22729 135580 MFDB	**Dungrange** (*ex*Yewbank-37, 3Mst *ex*Okehampton, *ss*Bwg.2ndNo.3-10,37 *ex*Aberdale) *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	621 413 265	✠100A1 1,42 ~~11,40~~ ~~BS5,41~~ ✠LMC12,36	~~PGl~~ Cff BS4,42	*i*	CL 11,40	1914 5mo	J.Fullerton&Co. Paisley *Lloyd'sA&CP*	DungrangeS.S. Co.Ld.(Buchan& Hogg,Ld.*Mgrs.*) *CellD*	175·0 Q96'B9'F32' BK6" *B f*95'137*tFPT*51*t*	28·1	10·4	Grngemth British 3*BHCem* *APT*44*t*	T.3Cy.14",24"&40"-27" (*s*) 180lb 90RHP 1SB,3*pf*,GS54,HS1848 Fishers,Ld.Paisley	13 ″ 0 s 4 ″ 1¾ 13 ″ 1¼	
22730 164118 GZQQ	**Dunkeld** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed '41*(*W.E.*)	4944 4558 2994	✠100A1 *withfreeboard* ~~5,41~~ ~~10,40~~ 12,41 DBS5,41 ✠LMC5,37 *Carrying vegetable oil in deep tank*	~~Mel~~ ~~Sng~~ Mch	*a*† 2	CL 10,40	1937 5mo	Barclay Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	LomondShipping Co.Ld.(Robt.J. Dunlop,*Mgr.*) *CellDB*360'1393*tMT*32'1284	418·2 431·8(O.L.) F40' FK (*tFPT*119*tAPT*95*t*	55·2	25·5	Glasgow British 7*BHptCem* *Coll to Sh dk* 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 387NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	37 ″ 7 s11 ″ 1½ 26 ″ 8½	
22731 FPDV	**Dunkerque** (*ex*Duc de Brabant-38) *ss*Ant.No.3-10,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2477 2293 1466	✠ ... 1,42 *withfreeboard* ~~BS9,38~~ ~~✠LMC10,37~~ SURVEYS DELAYED	Rou	*u*	CL 8,38	1925 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	LesCargos AlgériensSoc. Anon. *CellDBa*93'*uE*21	315·9 FK (*f*142'595*tAPT*57*t*	45·1	20·6	Algiers French 5*BHptCem* *Coll to Sh dk* 4 ,, 2nd ,,)	T.3Cy.22",37"&61"-42" (*s*) 180lb 283NHP 3SB,6*cf*,GS135,HS4662 Wllsnd.Slpwy.Co.Ld.Nwc.	22 ″ 10 ~~s1 ″ 6~~ ~~21 ″ 5¼~~	
22732 FNWD	**Dunkerquois** *ss*Dnk.No.1-24 2*Dks*	3145 2919 1971	✠ ... 6,25 ✠				1920 11mo	Ardrossan DD&SBCoLd Ardrossan	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgs*)	331·2 P29'B170'F39' FK	47·3	22·1	Dunkirk French *WB*	T.3Cy.24",40"&65"-45" 308NHP J.G.Kincaid&Co.Ld.Grk.	24 ″ 6	V †
22733 163853 MBTV	**Dunkerton** Ⓟ *ss*Brs.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	505 366 182	✠100A1 11,41 ~~7,40~~ BS~~7,40~~ ✠LMC8,38 12,41	Cff Brs	*g*	CL ~~7,40~~ 11,41	1934 4mo	AilsaS.B.Co.Ld. Troon *Lloyd'sA&CP*	BristolSand& GravelCo.Ld.(F.E. Peters,*Mgr.*) *Cell*	148·0 Q56'B9'F24' FK *DB*81'105*tFPT*67*t*	28·1	11·4	Bristol British 4*BHCem* *APT*44*t*	T.3Cy.13½",21"&35"-26"(*s*) 180lb 62RHP 1SB,3*cf*,GS55,HS1560 AilsaS.B.Co.Ld.Trn.	13 ″ 3 s ″ 9½ 12 ″ 6½	
22734 149636 GNFK	**Dunkwa** *OilEng.* *ss*Drt.No.2-35 3*Dks* *Tonnage opening closed'39*	4752 4055 2841	✠100A1 *withfreeboard* 7,40 Examined 11,40 ✠LMC CS11,35 DBS5,40 1,38 *Carrying vegetable oil in deep tanks*	Npt Lon	*x*	CL 4,38	1927 8mo	A.McMillan&Son,Ld. Dumbarton *Lloyd'sA&CP* *CellDB*292'77	ElderDempster Lines,Ld. 8*tDTsa*58'616*tFP*	355·3 367·5(O.L.) P37'F42' FK (*T*97*tAPT*100*t*	49·2	22·4 31·2	Liverpool British 6*BHptCem* *Coll to W dk* 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 489NHP DB100lb Harland&Wolff,Ld.Gls.	33 ″ 5 s10 ″ 11½ 22 ″ 7¾	
22735 117530 MDGZ	**Dunleary** *ss*Liv.2ndNo.3-8,30 *Mchy.Aft* *ss*Ard.No.2-39 *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	480 335 193	✠100A1 6,41 BS6,41 ✠LMC1,39	Abn	*h*	CL 6,41	1905 12mo	A&J.Inglis Ld. Glasgow *Lloyd'sA&CP*	North ofScotland &Orkney&Shetland Steam.Nav. Co.Ld. *Cell*	159·9 Q86'B11'F32' BK7" *DBf*84'96*tFPT*40*t*	26·1	10·4	Aberdeen ~~Irvine~~ British 3*BHCem* *APT*5*t*	C.2Cy.20"&42"-30" (*s*) 130lb 96RHP 1SB,3*pf*,GS55,HS1619 A.&J.Inglis,Ld.Glasgow	12 ″ 9 s 3 ″ 11 12 ″ 11	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
22736 129046 MDBZ	**Dunmoir** (*ex*Lowick-36, *ex*Continental Trader,*ex* Steersman) *ss*Mdb.2ndNo.3-10,34 *ss*Gmh.No.1-38 *Welldeck* 1*Dk*(*Irn*) *Mchy.Aft* *Cargo battens not fitted*	562 384 254	✠100A1 ~~10,41~~ ~~4,40~~ 5,42 ✠LMC MS11,38 BS~~3,41~~3,42	~~Gmh~~ Lth	*i*	CL ~~4,40~~ 10,41	1909 10mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle '*sA&CP*	**DunmoirS.S.Co. Ld.(Buchan& Hogg,Ld.*Mgrs.*)**	170·2 177·1(O.L.) Q80'B14'F22' FK *DBf*102'	27·5	10·7	Grngemth British 3*BHCem* 124*tFPT*34*t*	T.3Cy.15½",25"&41"-27" (*s*) 180lb 98RHP 1SB,3*cf*,GS54,HS1912 N.E.MarineEng.CoLdNwc	13 〃 0 s 〃 6¾ 12 〃 6¾	
22737 145344 MKYD	**Dunnet Head** (*ex*St.Senan) *ss*Lth No.3-4,33 *ss*Lth.No.2-40 ~~*ss*Lth.No.1-37~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	515 347 223	✠100A1 2,42 ~~12,40~~ ~~11,41~~ 11,41 MS12,40 BS~~8,40~~ ✠LMC4,37 ✠NB12,18*refitted*6,21	~~Lth~~ Abn	*g*	CL 10,40	1921 6mo *Lloyd*	JIThornycroft&Co.Ld. Southampton '*sA&CP*	A.F.Henry& MacGregor,Ld.	155·7 161·0(O.L.) Q86'B11'F25' FK *FPT*48*t*	26·2	11·4	Leith British 3*BHCem* *APT*20*t*	T.3Cy.$13\frac{13}{16}$",22"&35"-27"(*s*) 185lb 70RHP 1SB.3*cf*,GS51,HS1832 FD JIThornycroft&CoLdSou.	12 〃 6 s 3 〃 8½ 12 〃 5	
22738 164637 GYVM	**Dunnottar Castle** Ⓟ **TwinSc** *Oil Eng.* 3*Dks*,4*th dk except in after hold* *Ref.Mchy.* Sub.Sig. *CruiserStern* D.F. E.S.D.	15007 11585 9181	✠100A1 *with freeboard* 9,39 DBS2,39 ✠LMC6,36	Nwc	*j*† $2_{\frac{1}{16}}$	CL	1936 6mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *CellDB*417'	Union-CastleMail S.S.Co.Ld. 1818*t Tanks at sides*	540·0 560·0(O.L.) B234'F96' FK *of tunnels* 25' 196*t*	71·9	37·8	London British 9*BHptCem* (*Coll to W dk* 8 „ 2*nd* „) *FPT* 98*t*	Oil Engines 2S.C.DA 18Cy.$17\frac{11}{16}$"-47¼" 1931NHP 2DB*100lb* Harland&Wolff,Ld.Bel. *APT*230*t*	43 〃 6 s15〃6¾ 28 〃 2	
22739 161013 GJYN	**Dunsley** *ss*Cff.No.2-38 1*Dk*(*Stl*)	3862 3481 2317	✠100A1 ~~3,41~~ ~~3,41~~ 4,42 ✠LMC1,38 DBS8,40 MBS2,41	~~NYk~~ ~~Bkn~~ Grk	*w*	CL 8,40	1929 9mo *Lloyd*	R.Thompson&Sons,Ld. Sunderland '*sA&CP*	Headlam&Son's S.S.Co.Ld. (Headlam&Son, *Mgrs.*)	360·2 P31'B217'F36' FK *CellDB*307'939*t*	50·0	23·1	Whitby British 6*BHCem* *APT*147*t*	T.3Cy.25",42"&68"-45" (*s*) 180lb *180lb* 340NHP 2SB,8*cf*,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25 〃 5 s 3 〃 1¾ 22 〃 5¾	
22740 147297 GYFK	**Dunstan** (*ex*A.D.Bordes-35, *ex*SaintOswald) *ss*Liv.No.3-9,37 2*Dks*(*Stl*)	5149 4804 3266	✠100A1 11,40 BS3,41 ✠LMC10,36	Liv	*y*	CL 7,38	1925 2mo *Lloyd* *CellDB*3	R.Duncan &Co.Ld. PortGlasgow *sA&CP* 48' 1152*t DTa*	BoothS.S.Co.Ld. *Intermediate 'tween dk BH in after hold dispensed with* 30'860*tAPT*102*t*	404·9 419·0(O.L.) P38'B119'F39' FK	53·0	27·6	Liverpool British *Cem* 5*BHtoU Dk* 1 „ „2*nd*„	T.3Cy.27",44"&73"-48" (*s*) 180lb 477NHP 3SB,9*cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow *only*	30 〃 0 s 5 〃 8¼ 24 〃 7	
22741 149981 GCSD	**Dunster Grange** **TwinSc** *OilEng.* *ss*Lon.No.2-36 3*Dks*(*Stl-Uws*)4*th dk*(*Stl*) *Ref.Mchy.* D.F. *in holds* *CruiserStern*	9494 7548 6011	✠100A1 1,42 ~~3,41~~ Examined ~~12,40~~1,42 ✠LMC CS5,37 DBS~~12,40~~1,42 5,36 ✠Lloyd'sRMC~~6,41~~ ~~12,41~~ 4,42 ~~1,42~~	~~Liv~~ Gls	*d*†	CL SN5,38 P4,39	1928 1mo *Lloyd*	Fairfield SB.&E.Co.Ld Glasgow '*sA&CP*	HoulderLine,Ld. (HoulderBrothers &Co.Ld.*Mgrs.*) *Duct keel fwd. of mchy.space* *CellDB*369'1672*t Tanks in way of tunnels* 466*t*	431·3 B250'F82' FK	64·5	35·4	London British 8*BHptCem*	Oil Engines 2S.C.SA 12Cy.28½"-39" 1708NHP 3DB*125lb* FairfieldS.B.&E.CoLd.Gls. *FPT*78*tAPT*113*t*	38 〃 2 s 7 〃 4½ 31 〃 0¾	
22742 159556 VLFI	**Duntroon** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. *ss*Syd.No.1-39 *Ref.Mchy.* 3*Dks* *CruiserStern*	10346 6378 6137	✠100A1 *withfreeboard* 7,41 ~~12,40~~ ✠LMC CS8,39 DBS~~3,41~~2,42 10,40 ~~11,39~~	Syd	*e*† 2¼	CL 12,40	1935 8mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	MelbourneSteamshipCo.Ld. *CellDB*345' *Tanks at sides of*	455·0 B&F438' FK 617*t* *tunnel*242*tFPT*74*t*	65·2	30·2	Melbourne British 7*BHCem* *APT*217*t*	Oil Engines 2S.C.DA 12Cy.$17\frac{11}{16}$"-47¼" 1288NHP DB*75lb* J.G.Kincaid&Co.Ld.Grk.	36 〃 0 s10 〃 8 25 〃 6	
22743 6752 MPQY	**Dunvegan** (*ex*Spray-32) **Iron** *ss*Abn.5thNo.3-9,28 *ss*Bkn.No.2-37 *Cargo battens not fitted* 1*Dk*(*ptStl*)	632 506 875	✠90A1 7,40 ✠NB7,90 LMC MS8,36 BS5,40	Liv	*j*	CL 2,40	1872 6mo	Hall,Russell&Co. Aberdeen A&CP	KyleShipping Co.Ld.(Monroe Bros.*Mgrs.*)	181·1 Q65' BK7½	28·0	14·5	Aberdeen British 4*BHCem* *DBa*37'70*t*	C.2Cy.28"&45¾"-30" (*s*) 80lb NDB01 90RHP 1SB,3*pf*,GS60,HS1359 Hall.Russell&Co.Abn.	15 〃 4 s 1 〃 5½ 14 〃 9	
22744 141941 MJXN	**Dunvegan Head** (*ex*Alouette-36, *ex*PentlandFirth) *ss*Lon.No.3-3,33 *ss*Lth.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	638 424 296	✠100A1 4,42 ~~4,41~~ Examined 4,42 BS~~4,41~~ ✠LMC12,36 4,42	Lth Lth	*i*	CL ~~6,38~~ 3,42	1920 1mo *Lloyd*	Ardrossan D.D.&S.B Co.Ld. Ardrossan '*sA&CP*	A.F.Henry& MacGregor,Ld. *CellD*	175·4 180·4(O.L.) Q100'B11'F28' FK *Bf*97' 148*t FPT*46*t*	28·3	10·1	Leith British 3*BHCem* *APT*29*t*	T.3Cy.14",23"&38"-27" (*s*) 180lb 99RHP 1SB.3*pf*,GS58,HS1780 W.Beardmore&Co.Ld. Coatbridge	12 〃 6 s 3 〃 8 12 〃 5½	
22745 FNMG	**Dupleix** Ⓟ *Ref.Mchy.* D.F. 2*Dks*	7135 6506 4427					1914	Atel.&Ch. delaLoire Nantes	ChargeursRéunis	417·9 B148'	54·0	37·6	Havre French *WB*	T3Cy$27\frac{23}{32}$",$46\frac{1}{16}$"&76"-$51\frac{11}{32}$" 416NHP Atel.&Ch.delaLoire,Nts.		V
22746 PUBC	**Duque de Caxias** Ⓟ (*ex*Benevente,*ex*RioGrande) Sub.Sig. 2 *Dks*	4556 3580 2879					1904	J.C.TecklenborgA.G. Wesermünde-G.	LloydBrasileiro	361·2 P236'F29'	46·7	26·2	R.Janeiro Brazilian	T.3Cy.$22\frac{13}{16}$",$38\frac{15}{16}$"&65¾"-48" 300NHP J.C.TecklenborgAG.Wsm		V
22747 220418 KDBT	**Durango** *Mchy.Aft* *Carrying petroleum in bulk* D.F. *Longitudinal framing* 2*Dk* *Fitted for oil fuel*	6986 — 4301					1920	Bethlehem S.B.Corp.Ld Alameda,Cal	~~FarrSpinning& OperatingCo.Inc.~~ DurangoSSCorp.	435·4 P123 B50'F33'	56·1	33·8	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B Corp.S.Fo.		R
22748 DHFC	**Durazzo** Ⓟ 1*Dk*& *Shelterdk*	1153 809 556					1922	J.L.Meyer Schf w&Msch Papenburg	Hamburg-Amerik. Packetf.-Act.Ges. (Ham.Amr.Linie)	227·5 B66'F31'	34·5	12·5	Hamburg German *WB*	T.3Cy.17¾",29½"&46"-3½' 118NHP J.L.Meyer,Papenburg		G
22749 166617 GPGI	**Durban Castle** Ⓟ **TwinSc** *Ref.Mchy.* *OilEng.* D.F. E.S.D. GyC. *Cruiser Stern* Sub.Sig. 3*Dks*,4*th dk except in after hold* *Weather dk pt electrically welded*	17388 13385 10435	✠100A1 *withfreeboard* ~~7,41~~ ~~12,40~~5,42 ✠LMC12,38.	~~Gls~~ ~~Bom~~ Liv	*l*† $2\frac{11}{16}$	CL	1938 12mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Union-CastleMail S.S.Co.Ld. *CellDB*435'1944*t* *tunnels*25'212*t*	570·7 594·6(O.L.) B283'F110' FK *Tanks at sides of* *FPT*137*tAPT*301*t*	76·4	39·5	London British 9*BHptCem* (*Coll to W dk* 8 „ 2*nd* „)	Oil Engines 2S.C.DA 16Cy.$24\frac{7}{16}$"-55⅛" 3284NHP 3DB*100lb* Harland&Wolff,Ld.Bel.	45 〃 6 s 16〃6¾ 29 〃 2	BT till ~~11,41~~ 7,42
22750 264311 JKQD	**Durban Maru** *ss*Yka.No.3-12,31 *ss*Yka.No.2-40 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	7164 6700 4383	✠100A1 *Shelter dk* *withfreeboard* 1,41 BS2.41 ✠LMC1,40	Yka	*a*†	CL 12,38	1919 11mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP *CellDB*365' 1163*tDT*	NipponYusen K.K.	420·0 F47' FK *a*28'1128*t FPT*108*t*	56·0	38·5	Tokyo Japanese *Cem* 8*BHtoSh dk* *APT*95*t*	T.3Cy.28",47"&79"-51" (*s*) 200lb 574NHP 3SB,9*cf*,GS192,HS7726 FD MitsubishiZosenKaishaLd	38 〃 7 s10〃4½ 28 〃 5	
22751 146312 GFSL	**Durenda** **TwinSc** *ss*Mdb.No.3-12,34 *ss*Fal.No.1-38 *OilEng* 2*Dks*(*Stl*)	7241 6795 4454	✠100A1 2,41 ✠LMC CS5,38 DBS9,40 4,38	Liv	*c*†	CL 4,38	1922 9mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP* *CellDB*386' 1519*t FP*	BritishIndiaStm. Nav.Co.Ld.	450·1 P45'B149'F41' FK *T*149*tAPT*75*t*	58·3	32·8	Glasgow British 7*bHptCem*	Oil Engines 4S.C.SA 16Cy.$26\frac{5}{16}$"-47" 1070NHP DB*100lb* NBDieselEng.Wks.Ld.Gls	35 〃 6 s 7 〃 11 27 〃 10½	
22752 163522 GWWK	**Durham** **TwinSc** *OilEng.* *ss*Liv.No.1-38 *Ref.Mchy.* 2*Dks*& *Shelter dk* D.F. 4*th dk inNos.*1&2 *holds* E.S.D. *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	10893 9539 6261	✠100A1 *withfreeboard* 4,41 ✠LMC CS10,39 DBS11,40 4,39 ✠Lloyd'sRMC6,41	Syd		CL 11,40	1934 9mo *Lloyd*	Workman Clark(1928) Ld. Belfast '*sA&CP*	FederalStm.Nav. Co.Ld. *Duct keel for* *CellD*	493·5 513·0(O.L.) 43·0 FK *ward of mchy.space* B386' 1697*t tanks*	68·6	34·5	London British 8*BHptCem* (*Coll to Sh dk* 7 „ 2*nd* „) *in way of tunnels* 966*t FPT*70*t APT*74*t*	Oil Engines 2S.C.SA 16Cy.28¾"-$49\frac{3}{16}$" 2236NHP 2DB*120lb* WorkmanClark(1928)Ld.	47 〃 2 s14〃1¾ 33 〃 6¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22753 131864 MDRK	**Durham Coast** (*ex*NewAbbotshall) *ss*Bkn.2ndNo.3-1,36 *Well deck Mchy.Aft* 1*Dk*(*Stl*) D.F. E.S.D.	783 605 328	✠100A1 6,42 ~~3,41~~ Examined2,42 ✠LMC MS1,36 BS~~8,40~~11,41 ✠NB16*refitted*5,37	Lth Lon	*m*	CL 5,41	1912 2mo *Lloyd's*A&CP	GooleS.B. &Repg.Co.Ld Goole	**CoastLines,Ld.**	215·0 Q68'B26'F91' FK *CellDBf*131'145*tFPT*	32·0	12·3	**Liverpool** British 3*BHCem* 17*tAPT*33*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 191NHP 1SB,4*cf*,GS84,HS2881 FD Richardsons,Westgarth&Co.Ld.Mdb.	14 " 6 s " 2½ 14 " 4¾	
22754 YTAV	**Durmitor** (*ex*Plutarch) *Now* "Radwinter," *see No.* 38306 *in Supplement* 2*Dks*	5623 — 3581					1913	Russell& Co Pt.Glasgow	**Dubrovacka PlovidbaA.D.**	423·5 P38'B123'F48'	56·0	28·7	**Dubrovnik** Yugoslav *WB*	T.3Cy.27",44"&73"-48" 369NHP J.G.Kincaid&Co.Ld.Grk.		C
22755 149400 MNCX	**Durward** E.S.D. *OilEng.* D.F. *CruiserStern* 2*Dks*	419 288 165					1940	Grngemth Dkyd.Co.Ld. Grngemouth	**G.Gibson&Co.Ld.**	174·0	30·1	8·5	**Grngemth** British *WB*	Oil Engines 2S.C.SA 7Cy.$9\frac{3}{16}$"-$16\frac{9}{16}$" 117NHP BritishAuxiliaries,Ld.Gls.		
22756 275 HSAE	**Dusit** TwinSc *ss*Bgk.2ndNo.3-2,35 *ss*Bgk.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*)	476 — 243	✠100A1 7,41 ~~3,41~~ BS7,41 ~~BS7,40~~ ✠LMC8,39	Bgk	*g*	CL 7,40	1911 4mo *Lloyd's*A&CP	G.Brown & Co. Greenock	**A/SDet Östasiatiske Kompagni**	160·0 B7'F21' FK *WB*=*FPT*	26·1	11·4	**Bangkok** Thai 3*BHCem* 53*tAPT*27*t*	C.4Cy.12"&24"-15" (*s*) 130lb 58NHP 1SB,2*pf*,GS39,HS1192 Gauldie,Gillespie&Co.Gls.	12 " 3 s 1 " 6 10 " 10	
22757 DJQA	**Düsseldorf** TwinSc *OilEng.* 1*Dk* Sub.Sig. *CruiserStern*	1217 979 639					1935	Lübecker Flender- WerkeA.G. Lübeck Siems	**Schiffahrt-u. Assekuranz-GesE.Russ&Co.**	242·4 Q123'F29'	36·2	14·3	**Hamburg** German *WB*	Oil Engines 4S.C.SA 12Cy.$13\frac{3}{4}$"-$19\frac{11}{16}$" 220NHP Linke-Hofmann-Werke A.G.Breslau		G
22758 LIVK	**Dux** D.F. *CruiserStern* 1*Dk*	1590 1324 943					1934	Trndhjms Mek.Værks. Trondheim	**A/S Dux(V.L. Schage,*Mgr.*)**	244·2 P45*t*H178*t*	40·2	16·9	**Oslo** Norwegian *WB*	C.4Cy.(2)$12\frac{13}{16}$"&(2)$27\frac{9}{16}$"-$27\frac{9}{16}$" 66NHP TrondhjemsMVTrondheim		N
22759 PKQL	**Duymaer van Twist** 1*Dk*	1030 712 538					1925	Wilton's E. &SlipwayCo. Rotterdam	**Koninkl.Paketv. Maats.**	230·1 P35'B80'F29'	38·2	10·4	**Batavia** Dutch *WB*	C.4Cy.(2)$12\frac{3}{4}$"&(2)$27\frac{9}{16}$"-$27\frac{9}{16}$" 67NHP Gebr.Stork&Co.Hengelo		V
22760 UOAM	**Dvina** (*ex*Svane) 1*Dk*	1773 1351 1026					1922	OuseS.B. Co.Ld. Hook, nr.Goole	**U.S.S.R.**	255·6 P18'Q82'B57'F21'	40·1	16·1	**Vladvostk** Russian *WB*	T.3Cy.19½",31"&53"-36" 169NHP Earle'sCo.Ld.Hull		
22761 UNLE	**Dvinoles** *OilEng.* 1*Dk*	3946 3527 2194					1931	StatesS.B. Yd."Marti" Leningrad	**U.S.S.R.**	347·6 P29'B53'F30'	51·5	24·9	**Odessa** Russian	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{4}$"-$47\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
22762 DHFP	**Dwarssee** (*ex*Hannaburg,*ex*Hannah Hölken,*ex*Louisa) 1*Dk*	552 403 287					1920	Gebr.van Diepen Waterhuizen	**W.Schuchmann**	157·9 P55'H49'F22'	27·1	11·4	**Brmrhavn** German *WB*	T.3Cy.12½",$19\frac{7}{10}$"&31½"-22" 47NHP CäsarWollheim,Breslau		G
22763 144044 MJXY	**Dynamo** *ss*Lon.No.3-3,33 *ss*Lon.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	809 548 377	✠100A1 4,12 ~~4,41~~ Examined2,42 ✠LMC MS5,37 BS~~8,40~~7,41	~~Yar~~ Bly Lon	*k*	CL 3,41	1920 5mo *Lloyd's*A&CP	R.William- son&Son Workington	**Ellerman'sWilson Line,Ld.**	186·3 Q116'B9'F23' FK *CellDBf*112'162*t*	29·4	12·4	**Hull** British 3*BHptCem* *FPT*40*t*	T.3Cy.14",24"&39"-27" (*s*) 180lb ~~90lb~~ 76RHP 1SB,3*pf*,GS58,HS1809 McKie&Baxter,Glasgow	14 " 7 s 4 " 10½ 14 " 4	
22764 LDLY	**Dyröy** Ⓟ (*ex*Dyrö-36) 2*Dks*	372 341 201					1915	Trndhjms Mek.Værks. Trondheim	**A/STromsFylkes Dampskibsselskab**	138·2	23·1	16·1	**Tromsö** Norwegian *WB*	T.3Cy.12",20"&33"-21" 49NHP TrondhjemsM.V.Trondhm		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1	2 3	4	5 Détails de la Classification.	6	7	7*	8 Construit.	9	10	11 Dimensions d'après la Douane. Superstructures, &c.			12	13	14	15
Numero d'Ordre Numero Officiel. Signaux	**Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. — Sous le Pont. — Net.	Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	**Machines.** No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
22765 204664 WDQB	**E. A. S. Clarke** (*ex*H.P.Bope) D.F. GyC. *Mchy.Aft* 1*Dk*	5750 — 4422					1907	Superior S.B.Co. Superior,Wis	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	540·0	56·0	30·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"- 42" 282NHP SuperiorS.B.Co.Superior		R
22766 200666	**E. C. Collins** (*ex*EdwinF.Holmes) D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	4132 — 3517					1904	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	420·0	50·0	28·0	Duluth Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.CoCleveland		
22767 136192 KJIF	**E. C. Pope** **3Mst** (*Self-Unloader*) *Mchy.Aft* D.F. GyC. 1*Dk*2*trB*	2787 — 1887					1891	Detroit DryDockCo. Wyandotte	NicholsonTransit Co.	317·2	42·2	20·5 *WB*	Detroit (Mich.) Utd.States	T.3Cy.22",35"&56"-44" 208NHP DetroitDryDockCo.Wynd.		R
22768 228588 WTVC	**E. G. B. Riley** (*ex*Seabord No.1) *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	442 — 285					1929	Bethlehem S.B.Corp.Ld. Quincy,Mass	E.G.B.Riley TransportationCo.	160·3	32·2	10·3	Baltimore Utd.States	Oil Engines 2S.C.SA 6Cy.11"-15" 127NHP WintonEngineCo.		
22769 107738 WDDP	**E. G. Mathiott** (*ex*D.E.Callender-37, *ex*HowardP.Eells.Jr.-34,*ex*S.B.Way, *ex*C.B.Nienaber,*ex*Sargent, 1*Dk* *ex*A.G.Brower) (*Self-Unloader*) *Mchy.Aft* GyC.	3582 — 2778					1902	Chicago S.B.Co. Chicago	ColumbiaTranspn. Co.(Oglebay, Norton&Co. *Mgrs.*)	346·0	48·2	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",33½"&53"-40" 178NHP ChicagoS.B Co.		R
22770 217173 WROO	**E. G. Seubert** (*ex*F.H.Wickett, *ex*E.L.Doheny ~~ssN.Yk.No.3-11,30~~ Third) ~~ssBal.No.2-39~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. ssN.Yk.2ndNo.3-9,41& *Web frames* *Longitudinal framing* *Bottom plating renewed '41*	9181 — 6746	✠100A1 *Shelter dk* *with freeboard* 3,42 ~~2,41~~ ~~MS12,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 11,18 F.P. above 150° F.*	~~Bal~~ ~~N.Yk~~ Gal BS3,42 ✠LMC9,41 ~~BS1,41~~	*d*†	CL ~~7,39~~ N8,41	1918 11mo	New York S.B.Corp. Camden,N.J. A&CP	StandardOilCo.of NewJersey *Cell DBa23'uE&B*	467·6 76'463t*DT f*40'441t	62·7	32·0 36·3 FK (*Coll*	Wilmgton (Del.) Utd.States 17*BHpt Cem* *BH to Sh dk* 10 ,, ,, *U dk* 6 ,, ,, *2nd*,,)	Q.4Cy.24",35",51"&75"-51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkSB Corp,Camden	39 ″ 6 s10 ′ 3½ 29 ′ 5¾	
22771 127944 MCWT	**E. Hayward** ssLiv.2ndNo.3-9,34 *Well deck* ssLiv.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*-pt teak s)	444 355 161	✠100A1 5,42 ~~6,38~~ ~~BS8,40~~	Liv BS9,41 ✠LMC6,39	*g*	OG ~~5,38~~ 4,42	1908 11mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Ayr	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *Cell*	157·0 Q50'B10'F28' BK7" *DB f*81' 120t*FPT*	26·2	10·5	Liverpool British 3*BHCem* 54t*APT*6t	C.2Cy.18"&40"-27" (*s*) 130lb 64RHP 1SB,*3pf*,GS53,HS1842 AilsaS.B.Co.Ld.Troon	13 ″ 1 s ″11¾ 12 ″ 9	
22772 238988 WDGD	**E. J. Henry** D.F. E.S.D. 1*Dk*&2*nd dk fwd* GyC. *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* *Electrically welded* *Cruiser Stern* *Longitudinal framing-bracketless system*	11615 — 7240					1939	SunS.B.& DryDockCo Chester,Pa.	AtlanticRefining Co.	523·5 P104'B35'F64'	70·2	39·7	Phildlphia Utd.States	1 steam turbine connected to elec. motor & sc.shaft GeneralElectricCo. Lynn,Mass.		R
22773 224662 WDDL	**E. J. Kulas** Ⓟ (*ex*WilliamC.Atwater-36) D.F. GyC. E.S.D. 1*Dk* *Mchy.Aft*	7768 — 6281					1925	Gt.Lakes Eng.Works RiverRouge, Mich.	TheWilsonTransit Co.	589·2	60·0	27·7	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",40"&65"-42" 274NHP Gt.LakesEng.Wks.Detroit		R
22774 221181 KGAC	**E. J. Sadler** (*ex*Vancolite) **TwinSc** ssN.Os.No.3-12,33 ssN.Yk.No.1-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. & *Web frames* *Longitudinal framing*	9639 — 6014	✠100A1 *Shelter dk* *with freeboard* 8,41 ~~1,41~~ ~~BS8,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 4,21 F.P. above 150° F.*	Gal BS8,41 ✠LMC9,38	*f*†	CL 1,41	1921 4mo	Federal S.B.Co. Kearny,N.J. A&CP	StandardOilCo.of NewJersey *Cell DB uE&B*	500·3 68'199t*DTf*54'646t *FPT*258t*APT*142t	68·0	30·5 FK	Wilmgton (Del.) Utd.States 19*BHpt Asp* *pt Cem* (4 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd* ,,)	T.6Cy.20½",35"&60"-42" (*s*) 210lb 676NHP 3SB,*12cf*,HS9618 FD FederalSB.Co.KearnyN.J	38″10 s10 ″ 3 28 ″ 11	
22775 225482 KGAB	**E. M. Clark** (*ex*Victolite) **TwinSc** ssN.Yk.No.3-6,33 ssGal.No.2-41 ~~ssN.Yk.No.1-38~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. & *Web frames* *Longitudinal framing*	9647 — 6020	✠100A1 *Shelter dk* *with freeboard* ~~5,41~~ ~~11,40~~ 11,41 ~~BS10,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 7,21 F.P. above 150° F.*	~~Mob~~ Gal BS11,41 ✠LMC9,37	*f*†	CL PN 10,39 s10,40	1921 7mo	Federal S.B.Co Kearny,N.J. A&CP	StandardOilCo.of NewJersey *CellDBuE&B*68'	499·2 199t *DT f*54'646t *FPT*258t *APT*142t	68·1	30·5 FK	Wilmgton (Del.) Utd.States 19*BHptAsp* *ptCem* (4 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd* ,,)	T.6Cy.20½",35"&30"-42" (*s*) 210lb 676NHP 3SB,*12cf*,HS9618 FD FederalSB.Co.Kearny,N.J.	38″10 s10 ″ 3 28 ″ 11	
22776 OYIE	**E. M. Dalgas** *Now* "War Admiral," *see No.* 39002 *in Supplement* D.F. 1*Dk*	2836 [illegible] 1702					1930	Helsingörs Jernsk.&Msk. Elsinore	Dampskibs.Vendila (Svendsen& Christensen,*Mgrs*)	326·8 P22'B217'F30'	48·3	19·8	Copnhagn Danish *WB*	C.4Cy.(2)18$\frac{5}{16}$"&(2)39⅜"- 39⅜" 162NHP HelsingörsJernsk.&Mskb.		C
22777 221107 KDQD	**E. R. Kemp** *Longitudinal framing* 2*Dks* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	4887 — 2847					1921	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wlmngtn Del	SinclairRefining Co.Inc.	375·2 P94'B37'F39'	53·2	28·1	NewYork Utd.States *WB*	T.3Cy.25",41"&68"-48" 320NHP BethlehemS.B.Corp.Ld. (HarlanPlnt)WlmngtnDel		R
22778 DHFQ	**E. Russ** 1*Dk*	993 789 573					1919	Stettiner Oderwerke Stettin	ErnstRuss	210·8 P12'Q59'B55'F22'	33·9	13·4	Hamburg German *WB*	T.3Cy.15¾",25⅛"&41$\frac{5}{16}$"-29½" 92NHP StettinerOderwerke		G
22779 164036 VRBS	**E. Sang** Ⓟ (*ex*HaiHeng-38) ssH.Kg.No.1-38 D.F. E.S.D. 2*Dks*	3370 2715 2001	✠100A1 *with freeboard* 10,41 BS10,41	~~HKg~~ ~~Cal~~ HKg ✠LMC6,38	*u* $1\frac{11}{16}$	CL ~~10,40~~ ~~7,41~~ 10,41	1934 9mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	Indo-ChinaStm. Nav.Co.Ld. *CellDB*275'575t	329·3 P35'B125'F45' FK *DTa*23'435t*FPT*42	47·2	23·2	HongKong British 6*BHptCem* t*APT*43t	T.3Cy.22",36"&60"-42" (*s*) 200lb *100lb* FD 388NHP 2SB(Spt)*6cf*,GS138,HS6042 Barclay,Curle&Co.Ld.Gls.	25 ″ 0 s7 ″ 8 17 ″ 6¾	
22780 221269 KDSB	**E. T. Bedford** **TwinSc** *OilEng.* ssN.Yk.No.3-7,33 ssNYk.No.2-41 ~~ssN.Yk.No.1-38~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	9563 — 5978	✠100A1 *Shelter dk* *with freeboard* ~~3,41~~ ~~8,40~~ 5,41 ~~10,41~~ 3,42 ✠NE12,26 *Carrying Petroleum in bulk*	~~N.Yk~~ ~~N.Ns~~ ~~Mob~~ NYk ✠LMC CS4,38 DES3,42 ~~4,38~~ 3,41 ~~DES2,40~~ ~~3,41~~	*f*†	CL ~~P1,40~~ s8,40 PN5,41	1921 6mo	Federal S.B.Co. Kearny,N.J. A&CP	StandardOilCo.of NewJersey *CellDBuE&B*68' 199t*DTf*54'646t	499·2 516·5(O.L.) *FPT*258t*APT*142t	68·1	38·7 FK 19*BH*	Wilmgton (Del.) Utd.States *ptCemptAsp* (4 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd*,,)	Oil Engines 2S.C.SA 8Cy.30"-42" 1162NHP 2W.T.DB26-*250lb* Busch-SulzerDiesel EngineCo.St.LouisMo.	38″10 s10 ″ 3 28 ″ 11	
22781 221210 KDRN	**E. W. Sinclair** *Longitudinal framing* 2*Dks* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Now* "Daniel Pierce," *see Supplement*	4887 — 2847					1921	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel	SinclairRefining Co.Inc.	375·2 P94'B37'F39'	53·2	28·1	NewYork Utd.States *WB*	T.3Cy.25",41"&68"-48" 320NHP BethlehemS.B.Corp.Ld.		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22782 EEKV	**Ea** (*ex*Corburn,*ex*Harborne) *ss*Bbo.3rdNo.3–2,28 *Well deck* *ss*Bbo.No.1–32 1*Dk*(*Irn*)& *Web frames*	1269 — 758	✠ —— 3,35 ✠	Bbo	*n*		1896 9mo	S.P.Austin &Son Sunderland	Cia.Marit.Elanchove *CellDBa57'uE&*	235·1|34·1|14·3 P26'Q56'B46'F25' FK *B35'f96' 370t FPT*	S.Sebast'n Spanish 4*BHCem* *22tAPT46t*	T.3Cy.18½",30"&49"–33" 147NHP 1SB,*4pf*,GS69,HS2350 J.Dickinson&Sons,Ld.Sld.	17 ″ 3	G †
22783 214921 WSCL	**Eagle** (*ex*Peerless,*ex*Eagle) *ss*N.Yk.No.3–11,30 *ss*N.Yk.No.2–39 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	6003 5483 3715	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~8,40~~ BS7,41 ~~BS8,40~~ ✠LMC10,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	NYk	*a*†	CL 10,39	1917 4mo	Union Iron WorksCo. SanFrancisco A&CP	Socony-Vacuum OilCo.Inc. *CellD*	410·0|56·0|29·0 FK *BuE&B48'207tDT*	NewYork Utd.States 15*BHpt Asp* *in way of tun*	T.3Cy.27⅜",47"&78"–48" (*s*) 220lb 594NHP 3SB,*9cf*,GS165,HS8130 FD UnionIronWorksCo.S.Fo. *nel 223tFPT80tAPT200t*	32 ″ 0 s 3 ″ 5½ 28 ″ 8¾	
22784 118052 VOLZ	— (*ex*Sophie) **WoodSc** 1*Dk2trB*	677 545 458					1902 rblt. 1908	Christensen Sandefjord	BowringBros.Ld.	176·2|29·8|15·1	SJhnsNFL British	T.3Cy.18",30"&49"–33" NE05 NB31 82RHP J.S.Vaux&Co.Ld.Sld.		
22785 129495	**Eagle III.** Ⓟ **PadSp** 2*Dks*	441 317 186					1910	Napier& Miller,Ld. Glasgow	Williamson-Buchanan Steamers (1936)Ld.	215·0|25·1| 8·1	Glasgow British	D.1Cy.52"–72" 176NHP A.&J.Inglis,Ld.Gls.		
22786 160707	**Eaglescliffe Hall** *Mchy.Aft* 1*Dk*	1900 1701 1204					1928	Smith's DockCo.Ld Middlesbro'	HallCorporation ofCanada	253·0|44·1|18·5 F35'	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Smith'sDockCo.Ld.Mdb.		C
22787 132500	**Earl Thorfinn** Ⓟ 1*Dk*	345 306 130	✠ ... 10,31 ✠				1928 5mo	Hall,Russell&Co.Ld. Aberdeen	OrkneyStm.Nav. Co.Ld.	150·7|27·2|11·5 B51'F35' FK	Kirkwall British *WB*	T.3Cy.12½",21"&34"–27" 69RHP Hall,Russell&Co.Ld.Abn.	12 ″ 0	BT till ~~9,41~~ 9,42
22788 165251 MPMX	**Earl of Zetland** Ⓟ *OilEng.* E.S.D. 1*Dk* *CruiserStern*	548 285 267	✠100A1 4,41 ✠LMC8,39	Abn	*h*	OG	1939 8mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd'sA&CP*	N.ofScotland& Orkney&Shetland Stm.Nav.Co.Ld. *CellDB*	154·9|29·1| 9·8 *30·8* 166·2(O.L.) BK7½" F37'P&B90' *uE20' f43' 65t DTf*	Aberdeen British 7*BHptCem* *16' 21t tanks*	Oil Engines 2S.C.SA 6Cy.13⅜"–22 7/16" 187NHP BritishAuxiliaries,Ld.Gls. *at side of tunnel 23tFPT9t*	12 ″ 0 s 2 ″ 4½ 10 ″ 3½	
22789 140511 MGRW	**East Anglian** (*ex*Kylebank–39, *ex*SuffolkCoast–39) *ss*Bkn.No.3–7,29 E.S.D. *ss*Liv.No.2–38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	870 622 419	✠100A1 ~~10,40~~11,41 BS~~10,40~~ 11,41 ✠LMC7,37	~~Nwc~~ Shl	*k*	CL ~~10,40~~ 11,41	1917 5mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd'sA&CP*	George W. Grace &Co. *CellDB*	198·0|30·7|12·5 Q111'B13'F25' FK *f118'166tFPT103t*	Lowestoft British 3*BHCem* *APT31t*	T.3Cy.16",27"&44"–30" (*s*) 180lb *75lb* 97RHP 1SB,*3pf*,GS59,HS2060 McColl&Pollock,Ld.Sld.	14 ″ 5 s 4 ″ 3 13 ″ 11¾	
22790 143127 MJPC	**East Coaster** K (*ex*BorderFirth–39, *ss*Abn.No.3–8,30 *ex*Challacombe, *ss*Shl.No.2–39 *ex*WarTamar) 1*Dk*(*Stl*) *Mchy.Aft*	469 343 250	✠100A1 12,40 BS~~12,40~~ 1,42 ✠LMC12,39	Cff	*g*	CL 9,38	1919 4mo	Swan,Hunter& Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	BritishIsles Coasters,Ld.	157·2|26·1|11·0 Q57'F25' FK *CellDBf39'*	London British 3*BHCem* *53tFPT61t*	T.3Cy.12",20"&34"–24" (*s*) 180lb 69NHP 1SB,*2pf*,GS33,HS1175 ShieldsEng.&D.D.Co.Ld.	12 ″ 0 s ″ 10½ 11 ″ 3	
22791 216802 WGEI	**East Indian** **TwinSc** *OilEng.* E.S.D. *ss*N.Yk.No.3–12,37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) GyC.	8159 7815 5160	✠100A1 *Shelter dk* *withfreeboard* ~~10,41~~,~~41~~ 1,42 DBS10,41 ✠LMC CS9,38 3,37 ~~DBS10,40~~ ✠NE1,26	NYk	*c*†	CL s1,41 PN1,41	1918 7mo	Uraga DockCo.Ld. Uraga A&CP	FordMotorCo. *CellDB382'1369t*	445·0|58·0|29·0 40·0 FK *Coll* *FPT105tAPT35t*	Dearborn Utd.States *Cem* *BH to Sh dk* 7 ,, ,, *U* ,,	Oil Engines 2S.C.SA 8Cy.21¼"–85" 1112NHP DB*150lb* SunS.B.&D.D.Co. Chester,Pa.	40 ″ 2 s11 ″ 9½ 28 ″ 8	
22792 148287 GLKS	**East Wales** *ss*Bry.No.3–1,38 D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	4358 4085 2633	✠100A1 *withfreeboard* ~~4,41~~ 9,40 11,41 ✠LMC1,38 DBS9,40 MBS11,40	~~Bly~~ ~~Bry~~ Cal	*z*	CL 8,40	1925 8mo	W.Dobson &Co. Newcastle *Lloyd'sA&CP*	WestWalesS.S.Co. Ld.(Gibbs&Co. *Mgrs.*) *CellDB348'1059t*	400·1|53·0|25·3 412·0(O.L.) FK *Coll* *FPT118tAPT198t*	Cardiff British 6*BHCem* *BH to Sh dk* 5 ,, ,, *2nd* ,,	T.3Cy.25½",45"&75"–48" (*s*) 180lb *100lb* 490NHP 3SB,*12cf*,GS228,HS8460 N.E.MarineEngCoLd.Nwc	27 ″ 10 s3 ″ 2¾ 24 ″ 9½	
22793 165860 GBRB	**Eastern City** D.F. *OilEng* 1*Dk*&*Shelter dk* *CruiserStern*	5185 4676 3028					1941	Wm.Doxford&SonsLd Sunderland	LeedsShippingCo. Ld.(SirW.R. Smith&Sons,Ld, *Mgrs.*)	415·0|55·1|24·5 *F on Shelter dk* 38'	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91⅓" 687NHP Wm.Doxford&Sons,LdSld.		
22794 145938 GWNV	**Eastern Coast** *ss*Liv.No.3–4,35 *ss*Liv.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D.	1223 988 568	✠100A1 *Shelter dk* *withfreeboard* 4,42 ~~3,41~~ BS2,42 ✠LMC MS8,39 ~~BS3,41~~	Liv	*p*	CL ~~7,39~~ 4,42	1922 5mo	A.&J. Inglis,Ld Glasgow *Lloyd'sA&CP*	CoastLines,Ld. *CellD* *Bu E37'f144'351t*	240·0|36·1|14·6 FK *Collisio* *FPT74tAPT25t*	Liverpool British *Cem* *nBHtoShdk* 3 ,, ,, *U* ,,	T.3Cy.18",30"&50"–36" (*s*) 180lb 204NHP 2SB(Spt)*6cf*,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	17 ″ 0 s ″ 2 16 ″ 11½	
22795 219870 KUNQ	**Eastern Crown** *ss*Bos.No.3–5,39 D.F. 1*Dk*(*Stl*)	5241 4292 3266	✠100A1 5,41 ~~6,40~~ BS5,41 ✠LMC5,39	~~Bos~~ NNs	*z*	CL 6,40	1920 1mo	Mitsubishi ZosenKaisha, Ld. Nagasaki A&CP	~~NewEngland& SouthernS.S.Co.~~ CoastwiseTransportationCorp. *CellDB347'1243t*	400·0|54·5|30·0 P39'B121'F40' FK *DTa 11' 387t FPT*	Boston Utd.States 6*BHCem* *133tAPT89t*	T.3Cy.26½",44¾"&75"–48"(*s*) 200lb 494NHP 3SB,*9cf*,GS172,HS6584 MitsubishiZosenKaisha, *Wing tanks925t* Nagasaki	30 ″ 0	
22796 219597 KUCN	**Eastern Guide** D.F. Sub.Sig. 2*Dks*	3704 3467 2267	✠ ... 5,21 ✠				1919 10mo	Yokohama DockCo. Yokohama	PrudentialS.S. Corp.	345·0|50·0|29·1 P33'B77'F41' FK	NewYork Utd.States *WB*	T.3Cy.23¼",38"&64"–48" 343NHP YokohamaDockCo.Yka.	29 ″ 1	R †
22797 161243 GSXV	**Eastern Prince** Ⓟ **TwinSc** *OilEng.* *ss*N.Yk.No.2–37 *Ref.Mchy.* 3*Dks*(*Stl–weather dk pt–ws*) GyC. *Cruiser Stern* D.F. E.S.D.	10926 9388 6499	✠100A1 *withfreeboard* 5,41 ~~3,40~~ ✠LMC CS8,38 DBS~~7,40~~12,41 6,39 ✠Lloyd'sRMC5,41 *Carrying vegetable oil in deep tanks*	~~Lon~~ Liv	*f*†	CL ~~s4,38~~ ~~P8,38~~ 4,41	1929 6mo	Napier& Miller,Ld. Glasgow *Lloyd'sA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel fwd* *CellDB416'1*	496·2|64·8|35·4 516·4(O.L.) F47' FK *of mchy. space* *804t tanks in way of*	London British 9*BHptCem* (*6 to W dk* *3* ,, *2nd* ,,) *tunnels 374t*	Oil Engines 4S.C.DA 16Cy 26¾"–55⅛" 2200NHP 2DB*120lb* J.G.Kincaid&Co.Ld.Grk. *FPT120tAPT213t*	41 ″ 0 s15 ″ 0¾ 26 ″ 6	BT till 5,42
22798 216706	**Eastern Queen** (*ex*TofukuMaru) 2*Dks*& *Awngdk*	5834 5586 4417	✠ ... 6,21 ✠				1918 2mo	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates Maritime Commission	385·0|51·0|36·0 FK	Seattle Utd.States *WB*	T.3Cy.26",43½"&72"–48" 444NHP KawasakiDkydCoLdKobe	36 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Lurée.Cert.B.of Trade
22799 217291	**Eastern Shore** 2Dks&Shelter dk	6731 6507 5124	✠ … 2,21 ✠				1918 9mo	Harima Dckyd.Co. Harima	UnitedStates Maritime Commission	425·0	53·6	37·6 FK	Seattle Utd. States WB	T.3Cy.27",45"&75"–51" 547NHP KobeSteelWorks,Kobe	37 ″ 6	
22800 LCJA	**Eastern Star** (exMabuhayIII–38, exEir–37, ssStn.No.1–23 exCamillaGilbert–38) 1Dk&Shelter dk Fitted for oil fuel	5659 5453 3532	✠ … 1,28 ✠				1920 4mo	Nthmblnd S.B.Co.Ld. Newcastle	JohanGran's RederiA/S(Johan Gran, Mgr.)	399·5 F37′ on Shelter dk	53·0	32·8	Bergen Norwegian WB	T.3Cy.27",44"&73"–48" 517NHP Palmers'Co.Ld.Newcastle	35 ″ 5	N †
22801 136981 WTCB	**Eastern States** Ⓟ Pad D.F. GyC.	3077 — 1566					1902	DetroitS. B.Co. Wyandotte,Mich.	Detroit and ClevelandNav.Co.	350·0	44·0	19·9	Detroit, Mich. Utd. States	C.3Cy.52"&(2)72"–84" 792NHP DetroitS.B.Co.Detroit		
22802 229853 KGQB	**Eastern Sun** OilEng GyC. ssPhl.No.2–38 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing–bracketless system	9100 8521 5523	✠100A1 ~~4,41~~ ~~11,40~~1,42 ✠LMC CS5,38 DBS~~5,40~~4,41 ~~5,38~~1,42 Carrying Petroleum in bulk	Phl	e†	CL ~~11,~~ 4,41	1930 6mo	SunS.B. &DryDockCo Chester,Pa. Lloyd'sA&CP	MotorTankship Corp.	480·6 P79′F48′ Cell D Bu E76′f40′488tFPT186tAPT84t	66·0	36·8 FK	Wilmington Del. Utd.States 17BHptCem (13 to U dk 4 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"–$91\frac{5}{16}$" 690NHP 2WTDB217lb&200lb(upr.) SunS.B.&DryDockCo. Chester,Pa.	37 ″ 0	
22803 220803 KDKB	**Eastern Sword** 1Dk&Awng dk Fitted for oil fuel	3735 3252 2286	✠ … 10,23 ✠				1920 8mo	Uraga DockCo.Ld. Uraga	SwordS.S.LineInc.	330·3 P17′B84′F39′	46·1	27·6 FK	NewYork Utd. States WB	T.3Cy.24¾",41"&69"–48" 419NHP KubotaIronWorks,Kobe	30 ″ 0	R †
22804 168003 GPSD	**Eastgate** OilEng. D.F. 1Dk&Shelter dk CruiserStern Cargo battens not fitted Tonnage opening closed'42(W.E.)	5032 4338 2933	✠100A1 withfreeboard 4,42 ~~2,41~~ ~~10,41~~ ✠LMC9,40	~~Cff~~ ~~Phl~~ Npt	a† 2	CL	1940 9mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.Ld.Mgrs.) CellDB354′1267tMT33′1349tFPT89tAPT255t	424·2 441·0(O.L.)	57·0	26·2 FK Collision	London British 7BHptCem BH to Sh dk 6 „ „ 2nd „	Oil Engines 2S.C.SA 3Cy.23⅝"–$91\frac{5}{16}$" 516NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	38 ″ 10 s12 ″ 1½ 26 ″ 11½	
22805 148057 GCKY	**Eastlea** 2Dks	4267 3998 2582					1924	J.Priestman&Co. Sunderland	CliffsideShppg. Co.Ld.(J.Morrison &Son,Mgrs.)	365·0	51·6	25·2	Newcastle British WB	T.3Cy.23½",41"&69"–48" 330NHP Richardsons,Westgarth& Co.Ld.Sld		N
22806 146582 GJMT	**Eastmoor** ssShl.No.3–8,35 ssBly.No.1–38 1Dk(Stl)&Shelter dk(Stl)	5812 5578 3667	✠100A1 Shelter dk withfreeboard 2,42 ~~4,41~~ ~~12,41~~ BS12,41 ~~BS11,40~~ ✠LMC12,38	~~Hul~~ ~~NYk~~ Gls	y	CL ~~N7,40~~ 2,42	1922 6mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	MoorLine,Ld. (RuncimanShipping Co.Ld.Mgrs.) CellDBa140′uE23′f166′1190tAPT110t	399·8 414·5(O.L.) F38′ onShelter dk	52·9	32·8 FK Collision	London British Cem BHto Sh dk 5 „ „ U dk	T.3Cy.27",45"&75"–51" (s) 180lb 569NHP 3SB(2Spt),9cf,GS194, HS8478 FD N.E.MarineEngCoLdNwc	35 ″ 5 s9 ″ 4¼ 26 ″ 4	
22807 132069	**Easton** Mchy.Aft 1Dk	1757 1478 1129					1912	Sunderlnd S.B.Co.Ld. Sunderland	ColonialSteamships,Ld.(R.Scott Misener,Mgr.)	250·0 Q97′F37′	42·6	16·4	Toronto British WB	T.3Cy.17",28"&46"–33" 122NHP N.E.MarineEng.Co.Ld.Sld		R
22808 138870	**Eastrich** (exLaSalle) 3Mst (Self-Unloader) Mchy.Aft 1Dk	2027 1854 1214					1890	Cleveland S.B.Co. Cleveland,O	J.Richardson& Sons,Ld.	266·0	38·0	19·9	P.Arthur, Ont. WB British	T.3Cy.17",29"&47"–36" 133NHP ClevelandS.B.Co.Clevelnd		R
22809 144887 MKBC	**Eastwick** ssNwc.No.3–7,33 ssSld.No.1–38 Mchy.Aft 1Dk(Stl) Welldeck	526 382 261	✠100A1 7.41 ~~8,40~~ Examined 7,41 BS6,41 ✠LMC2,38 Carrying Petroleum in bulk	~~Shl~~ ~~Cf~~	g	CL 3,39	1920 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	Anglo-American OilCo.Ld.(R.A. Carder,Mgr.) CellDBf7′6tMT5′60t	157·9 Q104′F21′	26·2	12·3 FK	Newcastle British 14BHptCem FPT70t	T.3Cy.12",20"&34"–23" (s) 180lb 77RHP 1SB,3cf,GS46,HS1415 W.Beardmore&Co.Ld. Coatbridge	13 ″ 0 s3 ″ 2¾ 12 ″ 7¾	
22810 147680 GBVN	**Eastwood** (exTaunton–33) ssBly.No.3–7,37 D.F. ssHul.No.1–42 1Dk(Stl) Welldeck Cargo battens not fitted	1551 1161 905	✠100A1 4,42 ~~3,41~~ ~~3,41~~ ✠LMC4,42 ~~MS7,37~~ ~~BS1,41~~	~~Lon~~ Hul	p	CL ~~12,40~~ N4,42	1924 7mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	W France,Fenwick &Co.Ld. ~~CellDB206′432tFPT104tAPT97t~~ CellDBa&uE90′173tf102′224tFPT104tAPT97t	244·0 Q184′F28′	36·7	15·8 FK	London British 4BHCem	T.3Cy.17½",29"&48"–33" (s) 180lb 163NHP 2SB,4cf,GS70,HS2792 N.E.MarineEng.Co.Ld.Sld	18 ″ 1 s4 ″ 10 17 ″ 0½	
22811 DHFR	**Eberhard** (exArnoldKoepke) 1Dk	749 593 423					1913	Nüscke& Co. Stettin	ArthurSommer (Joh.Ick,Mgr.)	202·2 Q62′B46′F22′	30·4	12·6	Hamburg German WB	T.3Cy.13⅗",21⅗"&35⅘"–23⅗" Christiansen 61NHP &Meyer,Harburg		G
22812 DHFS	**Eberstein** (exMaldonado, exThuringia,exCalifornia) D.F. 2Dks	5226 4911 3215					1904	Blohm& Voss Hamburg	ErnstKomrowski Reederei	410·8 P&B250′F63′	50·9	28·5	Hamburg German WB	Q.4Cy.24⅘",35½",50⅘"&72⅘" –54" 390NHP Blohm&Voss,Hamburg		
22813 40188 JFQJ	**Ebisu Maru** (exYebisuMaru–38) OilEng. 1Dk	490 — 340					1935	Kasado Dk.K.K. Suitake Minami	KobeSanbashi K.K.	161·5	28·5	13·0	Kobe Japanese	Oil Engines		
22814 140439 GVSZ	**Ebonol** Sp ssPts.No.3–1,31 ssH.Kg.No.2–39 Mchy.Aft 1Dk(Stl)&Webframes	1158 854 501	✠100A1 4,41 ~~5,40~~ BS5,41 ~~BS4,40~~ ✠LMC5,39 Carrying Petroleum in bulk Fitted for oil fuel 12,17 F.P. above 150° F.	HKg	n	CL ~~3,38~~ 4,41	1917 12mo	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow Lloyd'sA&CP	TheAdmiralty CellDBuE&B43′74tDTf30′260tFPT37tAPT33t	210·1 P45′F40′	34·7	15·6 FK	London British 12BHptCem	T.3Cy.16",26"&43"–27" (s) 180lb 99RHP 2SB,4cf,HS2254 FD ClydeS.B.&Eng.Co.Ld.	16 ″ 6 s1 ″ 4½ 15 ″ 2½	
22815 EAEB	**Ebro** (exAniene–39,exEbro) OilEng. Ref.Mchy. ssBbo.No.3–11,40 2Dks(Udk–Stl	2522 1849 1375	✠100A1 withfreeboard 1,42 ~~11,40~~ ✠LMC6,40	~~Bbo~~ Bcl	s	CL 11,40	1928 8mo	CiaEuskalduna de Const Bilbao Lloyd'sA&CP	Cia.Maritima Frutera,S.A. CellDB248′347tAPT16t	290·0 B98′F35′	42·2	21·0 FK	Cadiz Spanish 5BH	Oil Engines 2S.C.SA 5Cy.23⅝"–41¾" 487NHP Gebr. SulzerA.G.Ludwigshafen	23 ″ 3 s5 ″ 5 17 ″ 11¾	
22816 167438 MNYN	— 1Dk&Shelter dk D.F. Fitted for oil fuel Ref.Mchy.	1547 1429 932					1920	Hall,Russell&Co.Ld. Aberdeen	Ministry of War Transport(Ellerman'sWilsonLine, Ld.Mgrs.)	237·2	36·1	21·1	London British WB	T.3Cy.18",29"&48"–33" 132NHP Hall,Russell&Co.Ld.Abn.		VL
22817 168069	**Echodale** D.F. E.S.D. OilEng. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8150 7235 4788	✠100A1 4,42 ~~3,41~~ ✠LMC3,41 Carrying Petroleum in bulk	~~Nwc~~ NOs	c†	CL 4,42	1941 3mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	TheAdmiralty CellDBuE70′23tDTf25′271tFPT138tAPT85t	465·3 483·3(O.L.) P93′B45′F50′	59·3	33·8 FK	London British 17BH	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–55½" 502NHP DB180lb Hwthrn,Leslie&CoLdNwc	34 ″ 0 s6 ″ 8½ 27 ″ 6½	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. Date of R. of Trade Cer.
22818 137227 VJCS	**Echunga** ssN.S.W.No.3–9,33 ssSyd.No.1–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Cargo battens not fitted Web frames* *Longitudinal framing*	3362 3017 1924	✠100A1 *Shelter dk* *withfreeboard* ~~4,41~~ ~~9,40~~12,41 ✠LMC MS8,37 BS5,40	Syd ~~NSW~~ Syd	*v*	~~5,39~~ 4,41	1922 3mo	Walkers Ld. Maryborough A&CP	InterstateSteamshipsProprietary, Ld. *CellDB*277'882	332·5 341·0(O.L.) FK *FPT*118t*AP T*204t	47·9	23·5	SydneyNSW British *Cem* *Collision BHtoShdk* 4 „ „ *U* „	T.3Cy.25",41"&68"–45" (*s*) 185lb HS8289 517NHP 3 Water Tube Boilers FD Walkers,Ld.Maryborough, Queensland	26 ″ 1 s 2 ″ 4 23 ″ 11¾	
22819 154063 GMZP	**Eclipse** ssBom.No.2–39 *Mchy.Aft CruiserStern* D.F. 2*Dks*(*Stl*)3rd *dk*(*Stl*)in GyC. *Engine space& Web frames* *Longitudinal framing–bracketless system*	9767 9191 5860	✠100A1 11,41~~11,40~~ BS11,41 ✠LMC MS3,39 ~~BS11,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,31 *F.P. above* 150° F.	~~Sws~~ Bal	*e*†	CL 11,40	1931 8mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd'sA&CP*	Socony-Vacuum Transportation Co.Ld. *CellDBuE&B*90'3 *DT f*23'756t	484·7 500·0(O.L.) *After bridge*84' B37'F50' FK 61*t* *FPT*477t *APT*162t	66·0	36·9	London British 16*BHptCem* (12 „ *to U dk* 4 „ *2nd* „)	Q.4Cy.27",39",56"&82"–54" 220lb (*r*) 755NHP 3SB,9*cf*,HS10848 FD Scotts'S.B.&E.Co.Ld.Grk.	37 ″ 0 s 7 ″ 7¾ 29 ″ 6¾	
22820 8409 SMUN	**Ecuador** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *Strengthened for Navigation in Ice*	6980 4169 4065	✠100A1 *withfreeboard* 5,41~~9,40~~ ✠LMC3,40 ✠Lloyd'sRMC3,40 No. 3 lower 'tween dks. for temp. 10° F., all other chambers for temp. 31° F.	~~Pld~~ Got	*a*†	OG	1940 3mo	A/BGötaverken Gothenburg *Lloyd'sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*307'14	420·8 440·1(O.L.) F85' FK 86*t Tanks in way of*	55·9	24·0	Stockholm Swedish 7*BHtoW dk* *tunnels* 309*t*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 945NHP DB85lb A/BGötaverken,Got. *FPT*76t*APT*52t	37 ″ 6 s11 ″ 5⅝ 26 ″ 2½	
22821 PDUQ	**Edam** Ⓟ ssRot.No.3–2,35 ssRot.No.1–39 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*–ws)	8871 7898 5412	✠100A1 *Shelter dk* *withfreeboard* 12,41~~12,41~~ ✠LMC MS12,39 BS~~5,40~~3,41 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	~~Liv~~ NYk	*c*†	CL ~~3,40~~ ~~5,41~~ 12,41	1921 7mo	Kon.Maats deSchelde Flushing *Lloyd'sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*367' *MT*27'714t*L*	450·4 B81'F50' *on Shelter dk* FK 1544*t* *Tq*30'682*tFPT*172*t*	58·2	37·1	Rottrdam Dutch *ptCem* 8*BHtoSh dk* *APT*86*t*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb FD 880NHP 4SB(Spt),12*cf*,GS247, HS11308 J.Brown&Co.Ld.Clydebnk	40 ″ 0 s10 ″ 2¾ 30 ″ 3¼	
22822 187 IBAK	**Edda** ssTri.No.3–1,37 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	6107 5195 3883	✠100A1 *Shelter dk* *withfreeboard* 1,40 BS1,39 ✠LMC1,37 ✠Lloyd'sRMC10,39	Gen	*z*	CL 3,39	1924 11mo	StabilmntoTecnico Trieste *Lloyd'sA&CP*	LloydTriestinoSoc. Anon.di Nav. *CellDB*348'1334*t*	414·5 404·9 B134 F36' FK *FPT*102*tAPT*34*t*	53·9	30·2	Venice Italian *Cem* 6*BHtoSh dk* 1 „ „ *U* „	2 Steam Turbines DR (*s*) geared to 1 Sc Shaft 180lb FD 480NHP 3SB(Spt) 9*cf*,GS178,HS7041 StabilmentoTecnico,Tri.	33 ″ 3 s 8 ″ 2¼ 25 ″ 3	
22823 3170 SHIR	— (*ex*Utlängan–39, *ex*Wilton–38) Iron ssKel.4thNo.3–1,23 ssGot.No.3–2,28 *Well deck* 1*Dk2trB*	1587 1272 950	NO LATER SURVEY REPORTED ✠ ... 9,32				1878 4mo	W.Gray&Co. WHartlepool	RederiA/B Edda (Arnold de Champs)	260·8 Q100'B62'F34' BK9"	34·2	19·6	Stockholm Swedish *WB*	C.2Cy.32¼"&61"–33" 178NHP T.Richardson&Sons,Hpl.	21 ″ 0	V †
22824 TFCB	— (*ex*Amstelstroom–34,*ex*Merwede) 2*Dks*	1451 1183 792					1919	Haarlem-scheScheepsb Mij.Haarlem	Eimskipafjelagid "Isafold"h/f (G. Gudjonsson, *Mgr*)	271·7 P42'B97'F26'	36·7	17·5	Reykjavik Icelandic *WB*	T.3Cy.21½",33"&57"–39" 206NHP Maats.Fyenoord,Rot.		V
22825 DANY	**Eddi** 1*Dk*	1121 921 647					1904	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	224·1 Q75'B98'F27'	35·4	14·7	Stettin German *WB*	T.3Cy.17",28"&43"–32" 104NHP StettinerOderwerke		G
22826 160177 GNJK	**Eddystone** Ⓟ 2*Dks*	1550 1146 667					1927	D&WHendersn&Co.Ld Glasgow	ClydeShppg.Co.Ld	270·5 P&B177'F43'	37·1	17·2	Glasgow British *WB*	T.3Cy.21",34"&56"–33" 180NHP D&W.Hendersn&CoLdGls		C
22827 FOHP	**Edea** 4*Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F. *CruiserStern*	3747 3453 2149					1936	Ch.&Atel. deProvence S.A. Port deBouc	Cie.Générale de Navigation à VapeurCyp. Fabre (FabreLine)	330·8 B92'	47·9	22·0 30·3	Marseilles French *WB*	T.3Cy.20$\frac{5}{16}$",32⅜"&53$\frac{13}{16}$"–39⅜" & LP Turbine with DR gearing & hydraulic coupling 410NHP Ch.&Atel.deProvence,Msl.		V
22828 160787 MLXW	**Edencrag** 1*Dk* *CruiserStern Cargo battens not fitted*	1592 1369 937	✠100A1 10,41~~11,40~~ ✠LMC12,40	~~Lth~~ Nwc	*q*	CL 10,41	1940 12mo	BurntislndS.B.Co.Ld. Burntisland *Lloyd'sA&CP*	HartlepoolsS.S. Co.Ld.(Magee,Son &Co.*Mgrs.*) *CellD*	264·3 273·3(O.L.) P21'B71'F27' FK *B*216'476*t FPT*36*t*	40·3	16·2	W.Hartlpl British 4*BHptCem* *APT*40*t*	T.3Cy.16",27"&45"–33" (*s*) 220lb FD 185NHP 2SB(Spt),4*cf*,GS65,HS2720 Aitchison,Blair,Ld.Gls.	18 ″ 3 s 2 ″ 3 16 ″ 2	
22829 156307 VSRN	**Edendale** (*ex*VanSwoll) 2*Dks*&*Shade dk*	1659 1327 1002					1897	Wigham-Richrdsn&Co Newcastle	HeapEngMohS.S. Co.Ld.	278·5 P54'F60'	36·7	18·4	Singapore British *WB*	T.3Cy.22",34"&57"–42" 211NHP WighmRchrdsn&Co.Nwc.		V
22830 144833 MKRC	**Edenside** ssHul.No.3–4,34 ssNwc.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	366 264 148	✠100A1 4,42 ~~6,41~~ ✠LMC MS3,38 BS~~8,40~~10,41	Sld	*e*	CL ~~N6,41~~ 4,42	1921 6mo	J.&D. Morris,Ld. Newcastle *Lloyd'sA&CP*	RoseLine,Ld. (T.Rose,*Mgr.*)	135·2 Q44'B8'F18' FK *FPT*25*t*	23·6	10·0	Sundrland British 3*BHCem* *APT*12*t*	C.2Cy.17"&34"–24" (*s*) 130lb 48RHP 1SB,2*pf*,GS36,HS1180 G.T.Grey&Co.Ld.Shl.	11 ″ 0 s ″ 9½ 10 ″ 4	
22831 217336 KECB	**Edenton** 3*Dks* *Fitted for oil fuel* Sub.Sig.	6958 6643 5437					1918	Skinner& EddyCorp Seattle,Wash	UnitedStates Maritime Commission	409·6	54·2	27·1	Seattle Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22832 130064 EILF	**Edenvale** ssDub.No.1–41 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	444 345 243	✠100A1 ~~9,41~~ ~~5,41~~ ~~11,41~~ 3,42 ✠LMC5,41	Dub	*g*	OG ~~4,41~~ ~~9,41~~ ~~10,41~~ 3,42	1936 5mo	N.V.IndustrieeleMaats "DeNoord" Alblasserdam *Lloyd'sA&CP*	WexfordSteamshipsCo.Ld. *CellD*	163·4 Q43'F23' *B*107'140*t FPT*56*t*	26·4	10·3 27·6 FK	Wexford British 3*BHCem* *APT*9*t*	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{1}{16}$" 94NHP Humboldt-Deutzmotoren A.G.,Köln-Deutz	11 ″ 10 s 1 ″ 1¾ 10 ″ 9	
22833 375 ICPS	**Edera** (*ex*MistyLaw,*ex*Zuiderdijk, *ex*Sharistan) ssCff.No.3–1,25 D.F. ssCff.No.1–29 2*Dks*	5254 4793 3259	✠ ... 2,33 ✠				1912 7mo	W.Gray& Co.Ld. WHartlepool	A.Lauro	412·3 400·0 P30'B124'F49' FK	53·5	27·2	Naples Italian *WB*	T.3Cy.28",46"&77"–48" 603NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 7	I †
22834 143710 MKLY	**Edern** 3Mst ssBkn.No.3–2,34 *Mchy.Aft* ssBkn.No.1–37 *Well deck* 1*Dk*(*Stl*)	466 321 192	✠100A1 1,39 BS4,41 ✠LMC11,37	Bkn		CL 12,38	1921 1mo	Cochrane& Sons,Ld. Selby *Lloyd'sA&CP*	~~OvertonS.S.Co.Ld.~~ ~~(R.R.Clark,*Mgr.*)~~ Williamstown ShippingCo.Ld. (CombenLongstaff &Co.Ld.*Mgrs.*)	152·0 158·0(O.L.) Q86'B9'F25' FK *FPT*48*t*	25·2	10·8	Liverpool British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"–24" (*s*) 180lb 85RHP 1SB,3*pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8½ 11 ″ 10½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert.B.of Trade
22835	**Edgefield** Now "Empire Ibex," see No. 36262 in Supplement 3Dks Sub.Sig. *Fitted for oil fuel*	6990 6781 5511					1918	Skinner& EddyCorp. Seattle,Wash		409·6	54·2	27·1	British *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22836 [illegible] KETP	**Edgemont** Now "American Sailor," see No. 35561 in Supplement 2Dks Sub.Sig. *Fitted for oil fuel*	6865 [illegible] 5257					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6	54·2	27·0	Seattle Utd. States *WB*	DRGeared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
22837 230960 WNGP	**Edgewater** TwinSc ssClv.No.2–40 GyC. *1Dk(Stl)&Web frames* *Mchy.Aft*	1819 1819 1129	✠100A1 *withfreeboard* 8,40 BS2,41 ✠LMC1,40 *ForService between New York & Great Lakes via New York State BargeCanal, also between New York and Norfolk& Boston via Long Island Sound & Cape Cod Canal* *Fitted for oil fuel 7,31 F.P. above 150° F.*	Clv		CL 8,40	1931 7mo	Gt.Lakes Eng.Works Ecorse,Mich. *Lloyd*'sA&CP	~~FordMotorCo.~~ FordNav.Co. *CellDB234'780t FPT223tAPT49t*	292·0	43·0	20·0 FK	Detroit Utd.States 5*BH*	6 Steam Turbines DR (*s*) geared to 2 Sc. Shafts 425lb FD 376NHP 2WTB(Spt425lb), HS3480 WestinghouseElec.&Mfg. Co.Phl.	20 ″ 0 s 7 ″ 8 12 ″ 6	
22838 LOGB	**Edimburgo** Ⓟ TwinSc *1Dk(Stl)* *Welldeck* *Fitted for oil fuel*	1258 — 758	✠ 11,12 ✠	Dun			1912 11mo	CaledonS. B.&E.Co.Ld. Dundee	Cia.Argentina de Nav.Mihanovich Ltda.	250·2 Q33'B78'F26'	40·1	10·7 FK *FPT*	Bns.Aires Argentine 5*BHCem* 57*tAPT*23*t*	T.8Cy.(2)12"(2)20"&(4)24" -24" 182NHP 2SB,4*cf*,GS78,HS2892 FD CaledonS.B.&E.Co.LdDun	11 ″ 6	
22839 167022 MQGM	**Edina** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	489 299 231	✠100A1 11,41 ~~6,40~~ ✠LMC11,39 ✠LMC(M)11,41	Lth	*g*	OG	1939 11mo	Henry -Robb,Ld. Leith *Lloyd*'sA&CP	CurrieLine,Ld.	162·7 169·1(O.L.) P46'Q57'F26'	27·2	8·3 FK *CellD*	Leith British 3*BHptCem* *ptAsp* *B105'131t F*	Oil Engines 2S.C.SA 6Cy.9³⁄₁₆"–16⁹⁄₁₆" 101NHP BritishAuxiliaries,Ld.Gls. *PT49tAPT14t*	10 ″ 6 s 3 ″ 8 10 ″ 4¾	
22840 GLVR	**Edinburgh Castle** Ⓟ TwinSc ssSou.No.3-10,31 *Ref.Mchy.* ssSou.No.1–36 D.F. 4*Dks*(*Stl–U*teaks)	13329 10682 7358	✠100A1 8,39 BS8,38 ✠LMC6,35	Sou	*j*†	CL P5,37 .S6,38	1910 4mo	Harland& Wolff,Ld. Belfast *Lloyd*'sA&CP	*CellDBa127'u*	570·2 P83'B115'F116' FK&BK3" *E&B186'f168'1783t*	64·7	38·7	British 9*BHCem* *FPT181t*	Q 8Cy.32",46",66½"&96"–60" 220lb (*s*) HS38982 2174NHP 6D&4SB,52*cf*,GS1019 Harland&Wolff,Ld.Bel.	42 ″ 5 s11 ″ 8¼ 31 ″ 5	
22841 431 OFEH	**Edit H** (*ex*AristidesL.Goulandris–39, *ex*Calimeris, ssPir.2ndNo.3–5,30 *ex*Harlech) ssGot.No.2–39 1*Dk*(*ptIrn&ptStl*)&*deep framing*	3606 — 2487	✠100A1 8,40 BS8,40 ✠LMC7,39 NO LATER SURVEY REPORTED.	NNs	*w*	CL 8,40	1905 10mo	W.Gray& Co.Ld. W Hartlepool *Lloyd*'sA&CP	ReposaarenLaiva O/Y (Werner Hacklin,*Mgr.*) *CellDBa*	342·0 P23'B210'F34' *111'uE&B40'f148'*	49·5	22·7 FK	Pori Finnish 6*BHCem* *899tAPT42t*	T.3Cy.25½",40½"&67"–45" 180lb (*s*) 316NHP 2SB,6*rf*,GS118,HS4733 Cen.Mar.Eng.Wrks.WHpl	25 ″ 2 s 3 ″ 2¼ 22 ″ 1¾	
22842 213472 WKCD	**Edith** D.F. ssBal.2ndNo.3–3,40 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	3382 2846 2121	✠100A1 ~~4,41 8,40~~ 3,42 BS4,41 ✠LMC3,40 *Fitted for oil fuel 7, 15 F.P. above 150°F.*	~~Bal~~ ~~NYk~~ Bal	*u*	CL ~~N6,39~~ 3,42	1915 7mo	Maryland SteelCo. Sparro'PtMd A&CP	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*) *CellDBa90' uE20'*	~~320·8~~ 327·2 P35'B98'F38' *f146'691t*	~~45·2~~ 46·2	22·9 FK *FPT78t*	NewYork Utd.States 5*BHCem* *APT296t*	T.3Cy.22",37½"&60⅝"–42" 190lb (*s*) 293NHP 2SB,6*cf*,GS143,HS4933 MarylandStl.Co.Sparr'Pt.	25 ″ 6 s 4 ″ 6½ 21 ″ 1¾	
22843 7449 SDUR	— (*ex*N.F.Höffding) 1*Dk*	*1466* *1216* *823*					1903	Helsingörs Jernsk.&Msk. Elsinore	Rederi A/B Signe (AugAndersson, *Mgr.*)	246·1 Q90'B108'F27'	37·0	15·8	Hlsngborg Swedish *WB*	T.3Cy.18",32"&53"–36" 169NHP HelsingörsJernsk.&Mskb.		V
22844 OUKL	— (*ex*RitaMærsk–39) 1*Dk*	953 681 515					1925	F.Schichau Elbing	PoseidonShipping Co.A/S(V. Tholander,*Mgr.*)	222·6 P25'B94'F28'	32·5	11·7	Copnhagn Danish *WB*	T.3Cy.15",24⅘"&38⅗"–25⅕" 75NHP F.Schichau,Elbing		V
22845 DDTQ	**Edith Howaldt** (*ex*Most, *ex*JuliusZelck,*ex*Wangard, *ex*Ingo,*ex*ElsaMenzell) 1*Dk&deep framing* D.F.	2067 1891 1248					1903	Akt.Ges. "Neptun" Rostock	B.Howaldt	291·3 P17'B172'F34'	41·2	18·8	Flensburg German *WB*	T.3Cy.19¹¹⁄₁₆",35⅜"&55⅛"-35⅜" 180NHP A.G."Neptun,"Rostock		V
22846 172953 MNMP	**Edith Moller** (*ex*Iloilo–39, *ex*Sugbo) *Fitted for oil fuel*	645 517 190					1898	J.&K. Smit's Scheepswrvn Kinderdijk	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	165·0	29·0	16·0	Shanghai British *WB*	T.3Cy.18",28"&46"–36" 127NHP J.&K.Smit'sMchfbrk,Kdk		
22847	**Editor** Now "Empire Dunlin," see letter E. 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6326 5872 3972					1919	Skinner& EddyCorp. Seattle,Wash		402·6 P27'B61'F19'	54·8	32·1	British *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens&Rent-schlerCo.Hamilton,O.		R
22848 LEMB	**Edle** (*ex*Mona–35,*ex*Kolsaas, *ex*Spero) *Mchy.Aft* 1*Dk*	654 527 366					1916	LarvikSlip &Verksted Larvik	D/S A/S Asta (A.Salvesen,*Mgr.*)	179·0 P44*t*H27*t*F16*t*	30·2	12·4	Oslo Norwegian *WB*	T.3Cy.14",23"&38"–27" 75NHP FredrikstadM.V.Frdstad.		N
22849 122856 CYKB	**Edmonton** *Mchy.Aft* 2*Dks*	1983 1846 1341					1906	R.Stephen-son&Co.Ld. Newcastle	CanadaS.S.Lines, Ld.	249·2 F36'	42·7	20·6	Montreal British *WB*	T.3Cy.17",28"&46"–33" 122NHP N.E.MarineEng.CoLdNwc		C
22850 204815 KDVS	**Edmund P. Smith** (*ex*HarryYates–39,*ex*Consumers Power–34,*ex*G.N.Wilson, 1*Dk* *ex*JacobT.Kopp) D.F. GyC. *Mchy.Aft*	6035 — 4530					1907	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	480·0	54·2	31·2	Buffalo NY Utd.States *WB*	T.3Cy.22½",36"&60"–42" 233NHP Gt.LakesEng.Wks.Detroit		R
22851 208762 WCUY	**Edmund W. Mudge** (*ex*QuincyA.Shaw) ssClv.No.4–11.35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC. *Longitudinal framing*	6336 — 5013	✠100A– 1,37 BS3,42 ~~BS4,41~~ ✠LMC11,35 *ForService on the Great Lakes*	Clv			1911 6mo	American S.B.Co. Lorain,O.	NationalSteel Corp.(M.A.Hanna Co.*Mgrs.*) *Cell DB & Side tanks f410'4471t CellDBuE&B48'297tFPT247tAPT47t*	504·0 F48'	54·0	30·0 FK	Wilmgton (Del.) Utd.States 4*BH*	T.3Cy.23½",38"&63"–42" (*s*) 180lb FD 349NHP 2SB,6*cf*,GS115,HS5086 AmericanS.B.Co.Clevelnd.	30 ″ 0	
22852	**Edna** (*ex*KwangYuan–41, 3Mst *ex*EdnaChristenson–37,*ex*SantaAlicia, *ex*JohnA.Hooper) 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	2244 1938 1321					1912	Harlan& Hollings-worthCor. Wlmgtn.Del.	W.R.Carpenter OverseaShipping, Ld.	283·3 P55'F33'	44·0	22·5	Panama Pnamanian	T.3Cy.21",34"&56"–42" 203NHP Harlan&Hollingswrth Cor		
22853 LDLZ	— (*ex*Kjell, *ex*Anund, ssBgn.2ndNo.3–7,29 *ex*Chr.Gylstorff) ssBgn.No.2–37 1*Dk*(*Stl*)& *Well deck* *deep framing*	915 659 494	✠100A1 7,39 BS10,39 ✠LMC3,37 (SEE FOOTNOTE*)	Bgn	*l*	OG 7,39	1905 5mo	Sunderlnd S.B.Co.Ld Sunderland A&CP	DetBergenske Dampskibsselskab *CellDBa42' uE&B*	195·0 202·1(O.L.) P14'Q46'B81'F21' *31'f86'203t*	32·0	13·5 FK *FPT26t*	Bergen Norwegian 4*BHCem* *APT31t*	T.3Cy.15⅝",26"&43"–30" (*s*) 180lb 123NHP 2SB,4*cf*,GS60,HS2064 N.E.MarineEng.CoLd.Sld.	15 ″ 8 s ″ 9 15 ″ 0½	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22854 43646 JWOL	**Edo Maru** (*ex*YedoMaru-38) *Mchy.Aft* 1*Dk*	1299 — 717					1937	Osaka ZosenK.K. Osaka	KonanKisenK.K. (HinodeKisenK.K. *Mgrs.*)	219·3	35·8	18·5	Tokyo Japanese	T.3Cy.$17\frac{11}{16}$",$29\frac{15}{16}$"&$49\frac{3}{16}$"–$35\frac{7}{16}$" 145NHP OsakaChuzosho		
22855 WDET	**Edouard Jéramec** TwinSc (*Cable Vessel*) D.F. E.S.D. 2*Dks*	2316 1980 1116					1913	Forg.&Ch. de laMédit. Havre	AllAmericaCables, Inc.	289·2 B94'	41·1	23·7	NewYork Utd. States *WB*	T.6Cy.15",24"&37"–28" 290NHP Forg.&Ch.de la Médit.Hav.		V
22856 OZXB	**Edouard Suenson** (*Cable Vessel*) *ss*Cpn.No.3–6,35 *ss*Cpn.No.1–39 1*Dk*(*Stl*-ws)&*Awngdk* (*Stl*-ws) *CruiserStern*	1552 1432 646	✠100A1 *Awng dk with freeboard* 8,39 ✠LMC8,39 *Fitted for oil fuel* 10,22 *F P. above* 150° F. (SEE FOOTNOTE*)	Cpn	*p*	CG 6,39	1922 10mo	Orlogs-værftet Copenhagen A&CP	A/S DetStore NordiskeTelegraf Selskab. *CellDBa*27'20*t uE*24'39*tf*56'99*t DTf*31'79*tFPT*19*t APT*78*t* *Tank on starboard side of tunnel* 18'30*t*	244·6 FK&BK$1\frac{3}{8}$" *Collision BH to A dk*	35·2	21·8	Copnhagn Danish 6*BHCem*	T.3Cy.$16\frac{15}{16}$"$28\frac{3}{8}$"&$45\frac{11}{16}$"-31½" 185lb 100*lb* (*s*) 204NHP 2SB(Spt),4*cf*,GS90, HS3337 FD Orlogsværftet,Cpn.	24 ″ 2 s8 ″ 6 16 ″ 1	
22857 DAPL	**Eduard Geiss** (*ex*Brünhilde, *ex*Brilliant) 1*Dk*&*Spar dk*	1456 1325 863					1903	Nylands Værksted Oslo	C.E.Geiss	231·7 H90*t*	35·2	14·7 20·4	Stolpmnde German *WB*	T.3Cy.16½",27"&44"–32" 109NHP NylandsVærksted,Oslo	21 ″ 9	G
22858 167427 GQFZ	**Edv. Nissen** (*ex*Thorsdal) *ss*Ard.No.1–25 D.F. 1*Dk*	2062 1845 1221	✠ ... 1,29 ✠				1921 7mo	PPhStuhrs Msk.&Skbs. Aalborg	Ministry of War Transport (Witherington& Everett,*Mgrs.*)	282·5 P16'B172'F32' FK	42·7	19·0	London British *WB*	T.3Cy.21",33"&55"–36" 222NHP A/S Frichs,Aarhus	21 ″ 5	
22859 161156 GJXT	**Edward Blyden** *OilEng.* 3*Dks*	5003 4514 3024					1930	Harland& Wolff,Ld. Glasgow	ElderDempster Lines,Ld.	370·6 P37'F43'	51·6	28·8	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
22860 206229	**Edward Chambers** (*ex*NorthSea) *Mchy.Aft* 2*Dks*	4113 — 3045					1909	Gt.Lakes Eng.Works Ecorse,Mich.	GreatLakesTransitCorporation	351·2 F32'	46·2	31·0	Buffalo NY Utd. States *WB*	Q.4Cy.19",27½",40"&58"–42" 218NHP Gt.LakesEng Wks.Detroit		
22861 227207 KLFG	**Edward F. Farrington** *OilEng* 1*Dk*	492 — 295					1928	Bethlehem SteelCorp. Quincy,Mass.	Norfolk-Baltimore &CarolinaLine,Inc	130·0	30·0	11·3	Norfolk Va Utd. States	Oil Engines 2S.C.SA 5Cy.12"–15" NE41 127NHP Fairbanks,Morse&Co. Beloit,Wis.		
22862 165487 GZYM	**Edward F. Johnson** *OilEng.* 1*Dk*,2*nd dk except in Nos.* 1,2,8&9*cargo tanks* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing* *Mchy.Aft*	10452 9642 6055	✠100A1 8,41 ~~9,40~~ Examined 8,41 DBS8,41 ✠LMC6,37 *Carrying Petroleum in bulk*	~~Avn~~ NYk	*f*† 2¼	CL 5,39	1937 6mo	NVRotter-damDroogd. Maats. Rotterdam *Lloyd's* A&CP	Oriental Trade& TransportCo.Ld. *CellDBuE*89'170*t DTf*24'628*tFPT*196*tAPT*169*t*	490·1 506·6(O.L.) P107'B39'F35' FK	70·0	37·0	London British 16*BH*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"–$49\frac{3}{16}$" 912NHP 2DB200*lb* DB213*lb* Fr.KruppGermaniawft. A.G.Kiel	37 ″ 0 s7 ″ 4½ 29 ″ 10¾	
22863 230184	**Edward G. Seubert** 1*Dk* D.F. GyC. *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing*	4432 — 2724					1930	Manitowoc S.B.Corp. Manitowoc, Wis.	StandardOilCo. (Indiana)	400·6	53·2	27·0	Whiting, Ind. Utd. States	T.3Cy.23½",38"&63"–42" 257NHP ManitowocS.B.Corp.		R
22864 224139 KFTY	**Edward J. Berwind** D.F. GyC. *Mchy.Aft* 1*Dk*	8318 — 6517					1924	Gt.Lakes Eng.Works Michigan	FranklinS.S.Corp. (TheM.A.Hanna Co.*Mgrs.*)	590·0	60·0	32·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.25½",41"&67"–42" 291NHP Gt.LakesEng.Works		R
22865 212683 WPCP	**Edward L. Doheny** *ss*Gal.2ndNo.3–8,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *ss*N.Os.No.1–40	5871 5785 4326	✠100A1 ~~7,~~ ~~12,40~~ 1,42 ✠NB7,41 ✠LMC12,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,13 *F.P. above* 150° F.	~~NOs~~ ~~Phl~~ Gal BS1,42	*z*	CL ~~2,40~~ 1,42	1913 9mo	Swan,Hunter& Wigham Richardson. Ld Newcastle A&CP	StandardOilCo. ofNewJersey *CellDBuE* 235*tDTf*45'430*t*	415·0 P88'B26'F42' FK †*B*61' *FPT*130*t APT*20*t*	54·0	32·7	Wilmgton (Del.) Utd. States 17*BHCem* (9 *to Udk* 8 „ 2*nd* „)	T.3Cy.27",45"&75"–48" ~~(r)~~ 180lb HS6052 (*s*) 456NHP 2SB,6*cf*,~~GS139,HS6038~~ FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 ″ 0 s6 ″ 4 26 ″ 10¼	
22866 223641 KFSE	**Edward L. Shea** (*ex*Priscilla) 2*Dks*&*Web frames* *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	6746 — 4243	✠ ... 1,27 ✠				1924 4mo	NewYork S.B.Corp. Camden, N.J.	TideWater AssociatedOilCo.	419·5 P104'B36'F34' FK	56·6	33·3	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45"&75"–51" 649NHP NewYorkS.B.Corp.	33 ″ 4	R †
22867 214560 WLCB	**Edward Luckenbach** *ss*N.Ns.No.3–6,30 *ss*Sea.No.2–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *CruiserStern*	7934 7749 5041	✠100A1 *Shelter dk with freeboard* ~~12,40~~11,41 ~~BS12,40~~ ✠LMC2,38 *Fitted for oil fuel* 11,16 *F.P. above* 150° F.	Sea BS11,41	*b*†	CL ~~9,38~~ 8,41	1916 11mo	ForeRiver S.B.Corp. Quincy,Mass. A&CP	LuckenbachS.S. Co.Inc. 1*BH in fore hold dispensed with* *CellD B*383' 1651*t 'tween deck tanks in E&B space*51'598*t*	436·6 FK	57·2	37·6	NewYork Utd.States *ptCem* 6*BHonly*	1DR GearedSteamTurbine 195lb (*r*) 824NHP 3SB,12*cf*,HS10640 FD Gen.Elec.Co Schenectady, N.Y. *FPT*196*tAPT*319*t*	41 ″ 7 s10 ″ 2¾ 31 ″ 7	
22868 205106 KFSW	**Edward N. Saunders, Jr.** (*ex*W.H.Becker–33,*ex*Alexis W.Thompson) 1*Dk* *Mchy.Aft* GyC. D.F.	6436 — 4670					1908	WestBay CityS.B.Co. W.BayCity	MidlandS.S.Line, Inc.	504·0	55·0	26·7	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.Detroit		R
22869 212756 KMOU	**Edward Peirce** *ss*N.Yk.No.3–5,27 D.F. *ss*Bal.No.1–30 *Mchy.Aft* 1*Dk*	4388 3900 3228	✠ ... 4,32 ✠				1914 11mo	NwprtNws S.B.&D.D.Co. NewprtNews	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*)	354·2 P94'B19'F31' FK	49·0	27·4	Boston Utd.States *WB*	T.3Cy.23",37¾"&66¼"–45" 295NHP NewportNewsSB&DD.Co.	30 ″ 0	R †
22870 203980 WOKW	**Edward S. Kendrick** (*ex*H.P.McIntosh-34) *Mchy.Aft* GyC. D.F. 1*Dk*	6294 — 4910					1907	WestBay CityS.B.Co. W.BayCity	TheWilsonTransit Co.	520·0	54·0	26·2	Wilmgton (Del.) *WB* Utd. States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
22871 203449 KGBE	**Edward Y. Townsend** D.F. GyC. *Mchy.Aft* 1*Dk*	7438 — 5673					1906	Superior S.B.Co. Superior,Wis	CambriaS.S.Co. (Bethlehem Transptn.Corp. *Mgrs.*)	580·0	58·0	32·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.24",39"&65"–42" 274NHP Detroit S.B.Co.Detroit		R
22872 215654 WLCN	**Edwin B. De Golia** (*ex*William Isom) *ss*Mob.2nd No.3–4,40 *Longitudinal framing* *Mchy.Aft* E.S.D.	3322 2994 2032	✠ ... 5,42 ~~BS4,41~~ ~~LMC4,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,17 *F.P. above* 150° F.	LAn	*t*	CL 4,40	1917 11mo	Baltimore SB&DDCo. Baltimore A&CP	HillconeS.S.Co.Ld. *CellDBuE*22'42*t*	292·3 P76'F26' FK *FPT*78*tAPT*112*t*	47·2	26·9	S.Frncisco Utd.States 11*BHptCem* (7 *to U dk* 4 „ 2*nd* „)	2 Steam Turbines SR (*s*) geared to 1 Sc.Shaft 160lb 241NHP NB17*refitted*9,24 2WaterTubeBoilers HS3964 W&AFletcherCo.Hoboken	28 ″ 1 ~~s4 ″ 6¼~~ ~~23 ″ 9~~	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grèement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée.Cert.B.of Trade
22873 215948 WCCG	**Edwin Christenson** (*ex*West Wind) 2*Dks* *Fitted for oil fuel*	5670 6268 3514	✠ ... 11,20				1918 2mo	Northwest SteelCo. Portland,Or.	ChristensonS.S. Co.Inc.	410·0 P47'B115'F44' FK	54·2	27·5	S. Frncisco Utd. States *WB*	T.3Cy.24¼",41½"&72"-48" *E made*21 *fitted*26 359NH CanadianAllisChalmers Co.Ld.	30 ″ 2	R †
22874 146334	**Edwin T. Douglass** *Mchy.Aft* 1*Dk*	1749 1594 1275					1923	Napier& Miller Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·5 F35' *WB*	43·2	17·0	S Cathrnes Ont. British	T.3Cy.16",27"&44"-43" 111NHP D.Rowan&Co.Glasgow		C
22875 166409 GLGC	**Edwy R. Brown** *OilEng.* D.F. 1*Dk, 2nd dk clear of cargo tanks* E.S.D. GyC. *CruiserStern* *Mchy.Aft* *Longitudinal framing*	10455 9637 6068	✠100A1 1,41 ✠LMC4,38 *Carrying Petroleum in bulk*	NYk	*f*†	CL	1938 4mo *Lloyd's A&CP*	Cantieri RiunitiDell Adriatico Monfalcone	OrientalTrade& TransportCo.Ld. *Cell DBuE89'175tD*	490·2 506·6(O.L.) P107'B41'F35' FK *Tf24'647tFPT196t*	70·0	37·0	London British 16*BH pt Asp* *APT169t*	Oil Engines 2S.C.SA 8Cy.26¾"-43$\frac{5}{16}$" 1003NHP 2DB*200lb* Soc An"Fiat"S.G.M.Turin	37 ″ 0 s 7 ″ 4¼ 29 ″ 10¼	
22876	**Eelbeck** Now "Empire Bunting," *see letter* **E.** 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6318 5976 4726					1919	Skinner& EddyCorp. Seattle,Wash		401·7 P48'F42'	54·8	32·5	British *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
22877 2801 PDUZ	**Eem** *ss*Ams.No.3-4,33 *ss*Rot.No.1-38 1*Dk*(*Stl*)	1316 1130 738	✠100A1 3,39 ✠LMC MS1,38 BS8,39 (SEE FOOTNOTE *)	Rot	*o*	CL 3,39	1920 8mo *Lloyd's A&CP*	Verschure &Co'sSchpsw & Machinfab. Amsterdam	N.V.Houtvaart (Vinke&Co. *Mgrs.*) *Cell*	238·7 P24'B56'F23' FK *DB194'394tFPT49t*	36·6	15·7	Rottrdam Dutch 4*BH Cem* *APT63t*	T.3Cy 17½",29"&46"-36"(*s*) 180lb 169NHP 2SB,4*cf*,GS86,HS3025 Verschure&Co.'sSchpsw.& Machinfab.Amsterdam	18 ″ 0 s 2 ″ 2 16 ″ 0	
22878 PDVL	**Eemland** Ⓟ (*ex*Linden) 3*Dks*	4188 3928 2624	Examined L.R. ~~7,41~~ 1,42 1,42 ~~7,41~~ ~~BS12,40(180lb)~~ BS1,42(180lb)	Hul		CL 10,40	1906	Flensburgr Schiffs.Ges. Flensburg	N.V.totVoortzetting van den KoninklijkenHollandschenLloyd	375·5 P&B309'F46'	48·8	27·3	Amstrdam Dutch	T.3Cy.27¾",46¼"&76"-48" 3SB 400NHP FlensburgerSchiffsb.Ges.		G
22879 842 ESCM	**Eestirand** (*ex*Glenbeath-32, *ex*HaroldDollar, *ex*Strathardle) D.F. 2*Dks*	4444 4123 2754					1910	A.McMillan&Son,Ld. Dumbarton	T.Liimann&others	376·5 P36'B100'F39'	52·2	25·5	Tallinn Estonian *WB*	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Glasgow		C
22880	**Efes** Ⓟ **TwinSc** *OilEng.* *CruiserStern* 2*Dks*	518 331 224					1938	Atlas-WerkeA.G. Bremen	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	145·5	26·5	9·2	Izmir Turkish	Oil Engines 4S.C.SA 12Cy.11"-16$\frac{9}{16}$" 142NHP FrKruppGermaniawftA.G		G
22881 OYCA	**Effie Mærsk** *ss*Svb.No.3-7,37 1*Dk*(*Stl*)	1308 1086 772	✠100A1 12,39 BS8,39 ✠LMC7,37 (SEE FOOTNOTE *)	Cpn	*o*	OG 12,39	1925 1mo *Lloyd's A&CP*	Odense Staalskibsvft Odense	A/S D/S Svendborg(A.P.Möller, Copenhagen, *Mgr.*) *Cell*	233·3 244·2(O.L.) P12'B50'F26' FK *DB196'407t FPT*	37·3	15·9	Aalborg Danish 4*BH Cem* 50*t APT22t*	T.3Cy16⅛",25$\frac{9}{16}$"&42⅛"-29½" 185lb (*s*) 120NHP 2SB(Spt),4*cf*,GS67,HS2028 A/S Smith,Mygind& Hüttemeier,Cpn.	18 ″ 2 s 1 ″ 9½ 16 ″ 6	
22882 219207 KOLT	**Effingham** 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6421 5872 4677					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros. SteamshipCo.Inc.	402·1 P48'F42'	54·8	32·1	N.Orleans Utd. States *WB*	T.3Cy.24¾",42⅜"&72½"-48" 364NHP Skinner&EddyCorp.Sea.		R
22883	**Effna** 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6461 5872 4702					1919	Skinner& EddyCorp. Seattle,Wash		402·6 P48'F42'	54·8	32·1	British *WB*	T.3Cy.25",42"&72"-48" 359NHP Skinner&EddyCorp.Sea.		R
22884 131844 MDKF	**Effra** (*ex*Broompark) *ss*Shl.2ndNo.3-7,34 *Well deck* *ss*Shl.No 1-38 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	1446 1130 847	✠100A1 2,40 BS6,40 ✠LMC8,38	Hul	*p*	CL N8,38	1910 9mo *Lloyd's A&CP*	Greenock& Gr'ngemouth Dkyd.Co.Ld. Greenock	SouthMetropolitanGasCo. *Cell*	243·8 Q83'B60'F27' BK8¼" *DBa61' f92'263t*	37·2	16·3	London British 6*BH Cem* *APT38t*	T.3Cy.18",27½"&45"-33"(*r*) 160lb 132NHP 1SB,3*cf*,GS66,HS2227 Dunsmuir&JacksonLd.Gls	17 ″ 5 s 1 ″ 6 16 ″ 8	
22885 95 IMHP	**Efisia Serra** **WoodAuxSr** (*ex*SailingVessel) *OilEng* 1*Dk* (*See Sailing Ship Register*)	354 308 208					1921	Cantiere Francesco Serra CervoLigure	Soc.Anon.Italiana Importazione Carboni eNavig.	138·5 115·1	29·1	13·5	Savona Italian	Oil Engines 4S.C.SA 6Cy.8$\frac{11}{16}$"-14$\frac{3}{16}$" 44NHP *E made & fitted*35 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
22886 237 SVII	**Efthalia Mari** (*ex*Amarna-35) *ss*Liv.No.3-8,31 D.F. *ss*Shl.No.2-39 1*Dk*	*4195* *3945* *2600*	✠100A1 ~~5,40~~12,41 BS8,41 ✠LMC12,39	~~Liv~~ PNl	*x*	CL 11,39	1919 3mo *Lloyd's A&CP*	N.ofIrelnd S.B.Co.Ld. Londonderry	N.Maris *Cell DB316' 1048t D*	370·4 P32'B218'F34' FK *Ta28'660tFPT107t*	51·2	25·8	Andros Greek 6*BH Cem* *APT108t*	2 steam turbinesDRgeared to 1 sc. shaft (*s*) 180lb FD 506 ~~500~~ NHP 3SB(2Spt),9*cf*,GS160, HS6831 WestinghouseCo.Manchstr	28 ″ 2 s 4 ″ 4¼ 24 ″ 0	
22887 46 IBEK	**Egadi** Ⓟ 1*Dk*	861 — 440					1929	Soc.Ital.ErnestoBreda Mestre	"LaMeridionale" Soc.Anon.diNav.	205·7 192·9 P&B123'F24'	29·7	13·1	Trapani Italian *WB*	C.4Cy.(2)12$\frac{13}{16}$"&(2)27$\frac{9}{16}$"-27$\frac{9}{16}$" 66NHP SocItalErnstoBreda,Milan		I
22888 136655 GQCM	**Egba** *ss*Liv.No.3-8,26 *Ref.Mchy.* *ss*Brw.No.2-34 3*Dks* *Tonnage opening closed '40*	6681 6044 4851	✠100A1 *Shelter dk withfreeboard* ~~4,41~~ 10,41 Examined ~~11,40~~ 10,41 BS~~11,40~~ ✠LMC12,34 3,42	~~Lon~~ ~~Liv~~ Lon	*z*	CL 11,38	1914 4mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	ElderDempster Lines,Ld. *Upper'tween dk BHs except Coll* *Cell DBa 124' uE28'*	405·9 P31'B82'F48' FK *on Shelter dk* (*BH dispensed with* *f176'961tFPT116t*	54·3	23·5 32·7	Liverpool British 7*BH Cem* *Coll to Sh dk* 6 ,, 2*nd* ,,) *APT65t*	T.3Cy.26",44"&74"-51" (*s*) 205lb 574NHP 3SB,9*cf*,GS186,HS8295 FD Harland&Wolff.Ld.Gls.	35 ″ 5 s 10 ″ 6½ 25 ″ 1	
22889 LKLF	**Egda** D.F. E.S.D. *OilEng* *Mchy.Aft* *CruiserStern* 1*Dk* *pt Longitudinal framing* *Carrying Petroleum in bulk*	**10068** **9288** **6055**					**1940**	Odense Staalskibsvft vedAPMöller Odense	A/S J.Ludwig MowinckelsRederi	**505·5** P101'B34'F35'	**66·1**	**35·9**	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1360NHP KockumsM.V.Akt.Malmö		
22890 TCBC	**Ege** Ⓟ (*ex*Tabanan) 3*Dks*	5275 3866 3246					1908	Kon.Maats deSchelde Flushing	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	400·5 P81'B177'F78'	49·2	27·4	Istanbul Turkish *VB*	T.3Cy.30",51"&88"-60" 598NHP Maats.deSchelde,Flushing		

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
22891 125099 GMTQ	**Egee** *1Dk*	2667 1967 1395					1940	Atel.&Ch. de la Seine Maritime WormsetCie LeTrait,S.I.	Ministry of War Transport(J.T. Duncan&Co.Ld. *Mgrs.*)	307·5 P35'Q92'B61'F21'	43·6	19·1	P.Talbot British *WB*	T.3Cy.$21\frac{5}{8}$",$35\frac{3}{16}$"&59"-$41\frac{3}{4}$" 225NHP Atel.&Ch.de la Seine MaritimeWormset Cie.		V
22892	**Egemen** Ⓟ TwinSc D.F. E.S.D. *3Dks* *Ref.Mchy.* GyC. *CruiserStern* Sub.Sig.	6000					1939	Blohm& Voss Hamburg	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	385·9 B16'F85'	52·5	20·5	Istanbul Turkish *WB*	T.6Cy.$22\frac{1}{16}$",$35\frac{7}{16}$"&$59\frac{1}{16}$"-$39\frac{3}{8}$"&LP turbines with DR gearing & hydraulic couplings HS12270 908NHP Blohm&Voss,Hamburg		
22893 300 IBEH	**Egeo** Ⓟ (*ex*Città diBari-34) D.F. *OilEng.* *2Dks*	3311 2139 1877					1927	Stabilmnto Tecnico Trieste	"Adriatica"Soc. Anon.diNav.	331·7 314·9 P&B222'F55'	44·8	21·3	Venice Italian	Oil Engines 2S.C.DA 5Cy.$25\frac{3}{16}$"-$45\frac{1}{16}$" 1103NHP NE38 SocAn."Fiat"S.G.M.Turin		I
22894 DOMW	**Egeria** *1Dk&Hur dk*	627 617 382					1898	Bremer Vulkan Vegesack	Dampfschiffahrts Ges.Neptun	171·2	27·2	16·4	Bremen German *WB*	T.3Cy.$13\frac{3}{8}$",$21\frac{5}{8}$"&$34\frac{5}{8}$"-$23\frac{5}{8}$" 58NHP BremerVulkan.Vegesack		G
22895 DCJE	**Egerland** WoodAux3MstSr (*ex*Maj-39,*ex*ViisOde-35, *OilEng.* *ex*FünfSchwestern, *1Dk* *ex*Noatun) *Mchy.Aft* (*See SailingShip Register*)	330 291 254					1919	Skrubbens Værft Kragerö	WilhelmSchneider	135·1 Q29'F15'	28·5	12·4	Kiel German	Oil Engines 2S.C.SA 2Cy.$16\frac{1}{4}$"-$18\frac{9}{10}$" 96NHP J&CGBolinder'sCoLdSkm		
22896 LDIQ	**Egerö** *OilEng.* *ss*Fal.No.2-38 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	7590 7099 4525	✠100A1 8,41 ~~8,40~~ ✠LMC CS8,38 DBS8,41 1,40 *Carrying Petroleum in bulk*	~~PNl~~ Bom	*c*†	CL 12,39	1929 5mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle *'sA&CP*	SkjelbredsRederi A/S(Kr.Knudsen, *Mgr.*) *CellDBuE82'* *258tDTf38'461t*	450·8 P106'B30'F56' FK *FPT156tAPT139t*	61·0	33·2	Xiansand Norwegian *15BHptCem* (*10 to U dk* *5 ,, 2nd ,,*)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	33 ″ 3 s6 ″ $5\frac{1}{4}$ 27 ″ 0	
22897 OYCE	**Egholm** *2Dks*	1317 1137 754					1924	Frdrkshvn Skibs.&Flydk Fredrikshavn	DetForenede Dampskibsselsk.	254·6	37·2	16·0	Copnhagn Danish *WB*	DR Geared Steam Turbine A/SAtlas,Copenhagen		V
22898 482 SDVI	**Egil** Ⓟ (*ex*SamuelGustaf Hermelin) Iron *1Dk&Awng dk*	749 419 542					1876	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	174·4 H42*t*	25·5	14·4 21 6	Stockholm Swedish	2Cy.$27\frac{1}{4}$"&$49\frac{1}{2}$"-$29\frac{1}{4}$" 110NHP MotalaCo.Motala		
22899 307 IBCK	**Egitto** Ⓟ *OilEng.* *2Dks*	3329 — 1850					1927	Stabil. Tecnico Trieste	"Adriatica"Soc. Anon.diNav.	331·9 314·9 P&B222'F55'	44·8	21·8	Venice Italian *WB*	Oil Engines 2S.C.DA 5Cy.$25\frac{3}{16}$"-$45\frac{1}{16}$" 1103NHP NE39 SocAn."Fiat"S.G.M.Turin		I
22900 1352 IPJO	**Egle** (*ex*Ligure-37,*ex*Iris) *2Dks*	1143 958 711					1893	Rijkee& Co. Katendrecht	Dott.Ing.Cav. MarioZoboli	238·9 227·9 H55'F27'	32·1	15·6	Genoa Italian *WB*	T.3Cy.$17\frac{1}{2}$",28"&45"-36" 121NHP Maats "DeMaas."Rot.		I
22901 ESES	**Egon** (*ex*Largo-39,*ex*Falster) *1Dk*	608 443 334					1902	Hlsingbrgs Varfs.Aktieb. Helsingborg	A.Utow	164·5 Q55'B29'H27*t*F18'	28·4	11·0	Tallinn Estonian *WB*	C.2Cy.17"&35"-$26\frac{1}{2}$" 53NHP HelsingborgsVarfsAktieb.		V
22902 3555 SDVK	— (*ex*Skulda) *1Dk*	*531* *376* *291*					1899	Stavanger Stöberi&Dok Stavanger	RederiA/B Egon (S.M.Stjerna)	151·2 Q44'B46'H30*t*F20'	25·8	13·5	Malmö Swedish *WB*	T.3Cy.$13\frac{1}{2}$",22"&34"-27" 60NHP LaxevaagsMsk&Jrns.Bgn		V
22903 135588 MNMJ	**Egorlock** Ⓟ (*ex*Egori-39) *ss*Shi.2ndNo.3-8,39 *Ref Mchy* *2Dks(Stl)&* D.F. *Shelter dk(Stl-ws)*	4998 4329 3023	✠100A1 *Shelter dk withfreeboard* 1,41 ~~8,39~~ BS2,41 ✠LMC1,39	Shi Cal	*z*	CL ~~8,39~~ 1,41	1914 6mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP*	G.E.Marden (Wheelock&CoLd. *Mgrs.*)	405·6 P31'B82'F48' *onShelter dk* FK *CellDBa124*	54·3	23·5 32·7	Shanghai British *7BHCem* *,, E28' f176*	T.3Cy.26",44"&74"-51" (*s*) 205lb 574NHP 3SB,*9cf*,GS186,HS8295 FD Harland&Wolff,Ld.Gls. 961*tFPT*116*tAPT*65*t*	26 ″ 2 s2 ″ $9\frac{1}{2}$ 23 ″ 7	
22904 129570 GCSF	**Egra** Ⓟ TwinSc *ss*Cal.2ndNo 3-7,36 D.F. *ss*Cal.No.1-39 *2Dks(U Stl-ws)&* *Shade dk(Stl-teak s)*	5108 3725 2345	✠100A1 *Shade dk* ~~5,41~~ ~~5,40~~ 1,42 BS11,40 ✠LMC9,39	Cal Bom	*z*	CL ~~S5,40~~ PN5,40 S12,40	1911 8mo *Lloyd*	Workman, Clark&Co.Ld Belfast *sA&CP* *Cell DBa76'u*	BritishIndiaStm. Nav.Co.Ld. *E&B108' f156'732*	410·0 B *on Shade dk* 158' FK *tFPT58tAPT44t*	52·8	24·7	Glasgow British *7BHCem* (*5BHtoUdk* *2 ,, 2nd ,,*)	T.6Cy.$24\frac{1}{2}$",41"&69"-48" (*s*) 200lb *100lb* FD 1062NHP 2DB&2SB,*24cf*,GS390, HS16302 Wrkman,Clark&Co.Ld Bel	27 ″ 3 s4 ″ 4 23 ″ 4	
22905	**Egremont** *2Dks(Stl)&Shelter dk* Sub.Sig. *Fitted for oil fuel* *Now* "Calobre," *see Supplement*	6864 6613 5256					1919	Skinner& EddyCorp. Seattle,Wash	NorthAtlantic TransportCo.Inc.	410·1	54·2	35·1	Panama Pnamanian *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"-48" 359NHP Hooven,Owens,Rentschler,Hamilton,O.		R
22906 164316 MMFC	**Egret** *1Dk&Shelter dk* *CruiserStern*	1391 1100 583					1937	Burntislnd S.B.Co.Ld. Burntisland	British&ContinentalSteamshipCo. Ld.	264·0 F60'	40·0	15·7	Liverpool British *WB*	T.3Cy.17",28"&50"-33" 144NHP Rankin&BlackmoreLdGrk		C
22907 161025 MMRX	**Egton** D.F. E.S.D, *1Dk* *Cruiser Stern*	4363 3981 2536	✠100A1 12,41 ~~1,41~~ ✠LMC4,38	~~Npt~~ Sld	*y*	CL 12,41	1938 4mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland *'sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *CellD*	398·0 412·2(O.L.) P33'B245'F42' FK *B336'942tFPT132t*	53·8	24·1	Whitby British *6BHCem* *APT221t*	T.3Cy.$21\frac{1}{2}$",$36\frac{1}{2}$"&63"-42" 220lb (*s*) 403NHP 2SB(Spt&FD)1AuxSB, *8cf*,GS144,HS6154 GeorgeClark(1936)Ld Sld.	26 ″ 3 s3 ″ $3\frac{1}{2}$ 23 ″ 3	
22908 43550 JMOL	**Eguti Maru No. 6** *OilEng.* *1Dk*	499 — 274					1937	Kosaki DockK.K Kosaki	EgutiKisenK.K.	145·0	28·0	14·0	Shimonoseki Japanese	Oil Engines		
22909	**Eguti Maru No. 7** *OilEng.* *CruiserStern* *1Dk*	500 — 270					1938	Saisaki DockK.K. Saisaki	EgutiKisenK.K.	145·0 B40'Q115'F24'	28·0	14·0	Shimonoseki Japanese	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{4}$"-$20\frac{7}{8}$" 127NHP HanshinIronWorks,Kobe		
22910 OREA	**Egypte** (*ex*Mars) *1Dk&Shelter dk*	*2568* *2408* *1601*					1905	Eiderwerft Akt.Ges. Tönning	CieNationaleBelge deTransp.Marit. (ArmementDeppe. *Mgrs.*)	283·4	41·9	24·9	Antwerp Belgian *WB*	T.3Cy.$20\frac{1}{2}$",$34\frac{1}{2}$"&$55\frac{1}{2}$"-$35\frac{1}{2}$" 180NHP EidrwrftAkt.Ges.Tönning		V

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où ce n'est dans le L.R. Durée, Cert. B. of Trade
22911 143646 GDNY	**Egyptian** 2*Dks* *Cruiser Stern*	2868 2700 1794					1920	W.Harkess &Son.Ld. Middlesbro'	Ellerman Lines,Ld (Ellerman&Papa-yanniLines,Ld. *Mgrs.*)	316·3 P72'B102'F73'	44·1	23·3	Liverpool British *WB*	T.3Cy.20½",35¼"&60"-42" Richardsons, 233NHP Westgarth&Co.Ld.Mdb.		C
22912 146667 GFXY	**Egyptian Prince** *ss*.Mch.No.3-10,34 *ss*Mdb.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *Cruiser Stern* *Tonnage opening closed '41* (*W.E.*)	3490 2911 1804	✠100A1 *Shelter dk* *withfreeboard* 10,41 ~~11,40~~ ~~BS11,40~~ ✠LMC7,38	~~Mch~~ NYk BS12,41	*x*	CL ~~7,38~~ 10,41	1922 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	PrinceLine.Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	363·3 F68'*onShelter dk*	52·2	22·0	London British	T.3Cy.26",43"&73"-48" (*s*) 180lb 538NHP 3SB,*9cf*,GS195,HS8151 FD Richardsons,Westgarth& Co.Ld.Mdb.	33 " 6 s10 " 1½ 23 " 7¼	
							Lloyd's A&CP			FK *Collision BH to Sh dk*			*Cem*			
			Fitted for oil fuel 12,22 F.P. above 150° F.						*Duct keel in Blr space & forward 143'*				6 " " *U* "			
			Carrying oil fuel F.P. above 150° F. in Deep Tank aft							*CellDB* 294' 1141t *DTa*22' 645t *FPT*56t *APT*46t						
22913 OZCH	**Egyptian Reefer** (*ex*Francine-37) *Now* "Baurufoide," *see No. 35750 in Supplement* *OilEng.* D.F. *Ref.Mchy.* *Mchy.Aft* *Cruiser Stern*	3159 2680 1819					1936	Odense Staalskibsvft vedAPMöller Odense	J.Lauritzen	345·6 F89'	48·7	24·4	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 10Cy.19 11/16"-35 7/16" 673NHP Akt.Burmeistr&Wain,Cpn		V
22914 25094 JAXD	**Ehime Maru** Ⓟ (*ex*YehimeMaru-38) *ss*Kob.No.3-12,31 *ss*Kob.No 1-35 2*Dks*(*Stl*)	4654 3927 3367	✠ … 3,39 ✠	Kob	*x*		1920 1mo	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K.	360·0 P20'B91'F35' FK *CellDB*291'919t*FPT*	51·2	28·5	Kobe Japanese 6*BHCem* 114t*APT*46t	T.3Cy.22",36½"&61"-48" 358NHP 2SB,*6cf*,GS126,HS5067 UragaDockCo.Ld.Uraga	28 " 6	C
22915 8689 JJTE	— Ⓟ (*ex*YehimeMaru-38) 2*Dks*	638 — 339					1903	Kawasaki DkyrdCo. Ld. Kobe	TyukaMinkoku RinsenKohun YugenKosi	178·1	25·3	16·0	Tokyo Japanese	T.3Cy.15",24"&40"-27" 83NHP KawasakiDockyardCo. Ld		
22916 DORF	**Ehrenfels** *OilEng.* *Ref.Mchy.* D.F. E.S.D. 2*Dks* Sub.Sig. *Cruiser Stern*	7752 7040 4763					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6 P64'B207'F66'	61·2	31·1	Bremen German *WB*	2 Oil Engines 2 S.C.DA each6Cy.20⅞"-29 15/16" SR geared to 1 Sc. Shaft 1830NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
22917 228 JYLA	**Eian Maru** (*ex*YeianMaru-38, *ex*Oswestry) *ss*Shl.No.3-8,19 *ss*Kob.No.1-24 1*Dk*(*ptIrn*&*ptStl*)1*ptDk*(*Stl*) &*deep framing*	3826 3439 2401	✠ 9,28 ✠	Drn	*w*		1905 11mo	JLThompson&Sons,Ld. Sunderland	DairenKisenK.K.	352·0 P34'B100'F35' FK *CellDBa*115'*uE*23' *f*154'	49·7	24·6	Dairen Japanese 6*BHCem* 824t*APT*36t	T.3Cy.24⅞" 40"&67"-45" 328NHP 3SB,*9pf*,GS129,HS5090 Richardsons,Westgarth& Co.Ld.Hpl.	27 " 2	
22918 PDWG	**Eibergen** D.F. 1*Dk*	4801 4520 2969					1914	W.Pickersgill&Sons.Ld Sunderland	ZuidHolland-scheScheepvMaats N.V.	385·0 P36'B119'F41'	52·1	27·2	Rotterdm Dutch *WB*	T.3Cy.25",40"&68"-48" 320NHP Richardsons,Westgarth& Co.Ld.Sld.		C
22919 LJXV	**Eidanger** E.S.D. *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing* *Cruiser Stern* *Carrying Petroleum in bulk*	9432 8796 5686					1938	SirJ.Laing &Sons,Ld. Sunderland	Westfal-Larsen& Co.A/S	483·6 P102'F34'	68·3	36·2	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.28⅝"-49 3/16" 978NHP WallsendSlpwy.&E.Co.Ld Wallsend		N
22920 DORY	**Eider** *OilEng.* D.F. E.S.D. 1*Dk* *Cruiser Stern*	3288 2622 1804					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8 P30'B313'F22'	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA each 6Cy.20½"-27 9/16" SR geared to 1 Sc. Shaft 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
22921 LIVR	**Eidsvold** *OilEng.* *Cruiser Stern* 1*Dk*&*Shade dk* D.F.	4184 3602 2368					1934	Götaverken A/B Gothenburg	SkibsA/S Eidsiva (SverreDitlev-Simonsen&Co. *Mgrs.*)	382·3 P92tH382tF20t	55·2	22·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP GotaverkenA/B,Got.		N
22922 DOFF	**Eifel** (*ex*Rheingold) 1*Dk*	1429 1158 810					1924	F.Schichau Elbing	Rabien&Stadt-lander	237·4 Q76'B108'F32'	37·6	16·0	Bremen German *WB*	T3Cy.16½",26⅝"&41 9/16"-27⅜" 90NHP F.Schichau,Elbing		G
22923 XCSG	**18 de Marzo** (*ex*SanRicardo-39) *ss*Mob.2ndNo.3-3,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6439 — 3995	✠100A1 9,40 BS9,40 ✠LMC3,39	Mob	*z*	CL N6,37	1913 6mo	Armstrong Whitworth &Co.Ld. Newcastle	Petroleos MexicanosS.A. *CellDBa*	420·1 432·5(O.L.) P103'B26'F43' FK	54·7	32·6	Tampico Mexican 17*BH* (9 *to U dk* 8 " 2*nd* ")	Q4Cy.24",35",50½"&73"-51" 220lb (*r*) 554NHP 3SB,*9cf*,GS187,HS7740 FD WllsndSlpwy.Co.Ld.Nwc.	32 " 8	
			Carrying Petroleum in bulk				*Lloyd's A&CP*		43'70t*DTf*33'405t*FPT*36t*APT*35t							
			Fitted for oil fuel 9,16 F.P. above 150°F.													
22924 28704 JHAA	**Eiho Maru** Ⓟ (*ex*YeihoMaru-38) 2*Dks*	741 599 424					1922	Namura Gennosuke Osaka	ShiotaShojiK.K.	180·0 P21'B53'F22'	27·5	17·0	Osaka Japanese	T.3Cy.13½",23½"&39⅜"-28" 81NHP		
22925 22940 JFGD	**Eihuku Maru** Ⓟ (*ex*YeifukuMaru-38) *ss*Yka.No.3-12,30 *ss*Yka.No.2-39 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5866 5586 4292	✠100A1 *Awng dk* *withfreeboard* 6,41 ~~5,40~~ ✠LMC~~5,40~~ 6,41	~~Kob~~ Inn	*y*	CL 3,39	1918 8mo	Kawasaki Dkyd.Co.Ld. Kobe	TodaiKisenK.K. (YamashitaKisen K.K.*Mgrs.*)	385·0 FK	51·0	36·0	Kobe Japanese *Cem*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 444NHP 2SB,*6cf*,GS126,HS5809 FD KawasakiDkydCoLdKobe	36 " 0 s9 " 1½ 27 " 1	
							Lloyd's A&CP			(*Coll BH to Awdk* 5 " *to U* ")						
									*CellDB*333'1118t*FPT*126t*APT*98t							
22926 45694 JZXM	— 2*Dks*	3520 — 2067					1939	Mitsubishi JukogyoK.K Yokohama	NipponYusenK.K.	341·2 P26'B80'F34'	48·2	27·9	Tokyo Japanese *WB*	T.3Cy.20 11/16",34 7/16"&57 1/16"-43 5/16" HS5083 294NHP MitsubishiJukogyoK.K. Yka.		
22927 28949 JCGA	— Ⓟ (*ex*YeifukuMaru-38) 1*Dk*	756 616 428					1923	Namura Gennosuke Osaka	KitaNipponKisen K.K.	183·8 P18'B50'F20'	27·5	17·0	Hakodate Japanese	T.3Cy.13 9/16",22 11/16"&37½"-28" 74NHP		
22928 LDOD	**Eikhaug** (*ex*Brio) D.F. 1*Dk*&*Spar dk*	1436 1349 842					1903	Nylands Værksted Oslo	EikhaugsRederi A/S(KnutKnutsen,O.A.S*Mgr.*)	231·6 H78t	35·1	20·4	Haugesund Norwegian *WB*	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R.; Date of R. of Trade Cert.
22929 44035 JSXL	**Eiko Maru** Ⓟ *CruiserStern*	3026 — 1762					1937	OsakaIron Works,Ld. Innoshima	OsakaSyosen Kaisha	303·0	45·3	24·4	Osaka Japanese	1DRgeared steam turbine IshikawajimaS.B.&E.Co. Ld.Tokyo		
22930 8788 JHUA	— Ⓟ (*ex*YeikoMaru–38) 1*Dk*&*Spar dk*(*Stl*–teaks) &*deep framing*	1843 1585 1066	✠ 2,07 ✠	Yka	r		1903 9mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	262·0 P31′B82′F40′ 21·3 FK *Cell DBa*59′*uE*&*B*54′*f*94′361*tFPT*	35·5	14·1	Tokyo Japanese 5*BHCem* 40*tAPT*26*t*	T.3Cy.21$\frac{5}{16}$″,35″&58″–36″ 263NHP 2SB,4*cf*,GS82,HS3690 MitsuBishiD.&E.Wks.Nag	23″10	
22931 1112 JEMG	— Ⓟ (*ex*YeikoMaru–38, *ex*SapporoMaruNo.2, *ex*HakodateMaru) 1*Dk*	1164 986 804					1918	Hakodate DockyardCo Hakodate	TyosenYusen K.K.	215·0 B49′F29′	31·5	18·5	Zinsen Japanese	T.3Cy.13½″,22½″&37½″–28″ 74NHP TakedaTekkosho,Osaka		
22932 149396 MLZL	**Eildon** Sub.Sig. 1*Dk* *CruiserStern* *Mchy.Aft.* D.F. E.S.D. *OilEng.*	1447 1077 812					1936	Grngemth Dkyd.Co.Ld. Grngemouth	G.Gibson&Co.,Ld.	250·0 Q140′F25′	37·2	14·4	Grngemth British *WB*	Oil Engines 2S.C.SA 6Cy.13⅜″–22⅞″ 187NHP BritishAuxiliaries,Ld.,Gls.		C
22933 166434 MMSS	**Eileen-M.** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *CarryingPetroleum in bulk*	323 225 134					1938	Scheepswrf Waterhuizen J.Pattje Waterhuizen	MetcalfMotor Coasters,Ld.(T.J. Metcalf,*Mgr.*)	131·6 P46′F15′	25·3	9·5	London British *WB*	Oil Engines 4S.C.SA 6Cy.11″–17$\frac{1}{16}$″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
22934 DQOV	**Eilenau** (*ex*Garthorpe, *ex*ThomasHolt) *ss*Liv.No.3–1–23 *ss*Liv.No.1–27 1*Dk*&*Webframes*&*Shelter dk* *Longitudinal framing*	1404 1217 767	✠ ... 2,30 ✠				1910 8mo	W.Hamilton&Co.Ld. Pt.Glasgow	Bugsier-Reed undBergungsA.G.	249·5 P18′B32′ FK	38·0	16·1	Hamburg German *WB*	T.3Cy.18″,30″&50″–33″ 183NHP D.Rowan&Co.Glasgow	18″3	G †
22935 132894 MFQK	**Eilian Hill** 2Mst (*ex*CardiganCoast–37, *ex*Patricia) *ss*Bkn.2ndNo.3–6,39 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	781 557 342	✠100A1 1,42 ~~4,41~~ BS7,41 ✠LMC6,39	~~Bry~~ Npt	k	CL ~~3,41~~ 1,42	1913 10mo *Lloyd's A&CP*	Dublin Dkyd.Co.Ld. Dublin	W.Thomas&Sons	192·7 Q115′B9′F29′ BK7″ *Cell DBf*113′148*t FPT*	30·6	12·5	Liverpool British 3*BHCem* 52*tAPT*13*t*	C.2Cy.21½″&46″–30″ (*s*) 135lb 87RHP 1SB,3*cf*,GS69,HS2370 Ross&Duncan,Glasgow	14″9 s4″4¾ 14″11½	
22936 LCIO	**Einar Jarl** D.F. 1*Dk*	1858 1616 1091					1921	A/SSörlandetsSkibs. Fevig	DetNordenfjeldske Dampskibsselskab	265·3 P81*t*H94*t*	42·1	17·9	Trndheim Norwegian *WB*	T.3Cy.21″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad.		N
22937 LCWE	**Einvik** (*ex*Rendal–34,*ex*Femund, *ex*Cormount,*ex*WarTaurus) 1*Dk*	2000 1800 1161					1918	PolsonIron WorksCo.Ld. Toronto	Skibs.A/S Einvik (BjarneTetlie)	250·9 P62*t*H99*t*F21*t*	43·4	20·9	Trndheim Norwegian	T.3Cy.20½″,33″&54″–36″ 175NHP PolsonI.W.Co.Ld.Toronto		N
22938 104 SVAO	**Eirini Kyriakides** *ss*Pir.No.3–12,34 *ss*Cff.No.1–40 1*Dk*(*Stl*)	3781 3488 2311	✠100A1 2,41 ✠LMC MS2,39 BS11,39	Npt	w	CL 2,39	1922 5mo *Lloyd's A&CP*	R.Thompson&Sons,Ld. Sunderland	The heirs of the late N.G.Kyriakides	360·1 P33′B217′F36′ FK *CellDB*306′927*tFPT*153*t*	50·0	22·9	Andros Greek 6*BHCem* *APT*158*t*	T.3Cy.25″,42″&68″–45″ (*r*) 180lb *100lb* 340NHP 2SB,8*cf*,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25″5 s3″1½ 22″6¾	
22939 33217 JEMI	**EiryuMaru** Ⓟ (*ex*YeiruMaru–38) 1*Dk*	758 647 440					1928	Yendo Hidekichi Osaka	SanrikuKisenK.K.	175·0 P11′B45′F22′	27·0	19·0	Tokyo Japanese			
22940 DOFI	**Eisenach** Ⓟ (*ex*Alda–36) 2*Dks* Sub.Sig. D.F. *CruiserStern*	4323 3886 2593					1921	Akt.Ges. “Vulcan” Stettin	Norddeutscher Lloyd	388·5 P43′B109′F63′ len39	51·0	26·1	Bremen German *WB*	2Steam turbinesDRgeared to1Sc.Shft. 1068NHP HS5780 NE&B39 DeutscheSchiff-u,Maschb-A.G.,WerkA.G.Weser. Bremen		G
22941 34540 JFAC	**Eiyo Maru** TwinSc (*ex*YeiyoMaru–39) *ss*Nag.No.3–4,36 *Mchy.Aft* 2*Dks*(*Stl*) *Fittedfor oil fuel* *Carrying Petroleum in bulk*	8674 8037 5102	✠ ... 7,39 ✠	Yka			1929 8mo	Yokohama DockCo.Ld. Yokohama	KantoTankerK.K.	460·9 P141′B33′F38′ FK *CellDBuE*&*B*93′*f*52′ 500*tFPT*133*tAPT*130*t*	60·0	37·5	Tokyo Japanese 15*BHptCem* (12 *to U dk* 3 „ 2*nd* „)	T.6Cy.25⅛″,42″&70″–51″ 975NHP 5SB,15*cf*, HS13825FD YokohamaDockCo.LdYka	37″6	C †
22942 18657 JPVE	**Eizan Maru** (*ex*YeizanMaru–38, *ex*TaiunMaruNo.10–37) *ss*Osa.No.3–2,27 1*Dk*&2*nd dk in No.*1*hold*	1682 1396 1002	✠ ... 5,31 ✠				1915 12mo	Kawasaki Dkyd.Co.Ld. Kobe	Turumaru Hirotaro	249·0 Q14′B59′F31′ FK	37·5	20·9	Nishinomiya Japanese *WB*	T.3Cy.17½″,28″&46″–36″ 172NHP KawasakiDkydCoLd.Kobe	20″11	
22943 29712 JSHB	**Eizyu Maru** (*ex*DaishinMaru No.5–38,*ex*Ribe,*ex*GeorgiosB. Panoutsos, *ss*Kob.2ndNo.3–5,24 *ex*Cresyl) 1*Dk*&*Web frames*	2455 2144 1829	✠ ... 1,27 ✠				1897 12mo	W.Gray&Co.Ld. W Hartlepool	KiharaSyosen KogyoK.K.	302·0 P25′B69′F29′ FK	43·1	19·7	Tokyo Japanese *WB*	T.3Cy.22″,35″&59″–39″ 227NHP Cen.Mar.Eng.Wrks.WHpl	22″3	
22944 186 JKWA	**Eizyun Maru** (*ex*YeijunMaru–38, *ex*UragaMaru) 1*Dk*	2156 1886 1284					1916	Uraga DockCo.Ld. Uraga	DairenKisenK.K.	268·0 P13′B58′F27′	40·7	23·6	Dairen Japanese *WB*	T.3Cy.19″,31½″&52″–39″ 169NHP UragaDockCo.Ld.Uraga	23″6	
22945 LCIP	**Ek** 1*Dk*	995 707 578					1911	Akers Mek.Værks. Oslo	D/S A/S Ganger Rolf(Fred.Olsen& Co.*Mgr.*)	220·0 F12*t*B121*t*Q84*t* H70*t*	34·6	13·7	Oslo Norwegian *WB*	T.3Cy.16½″,27″&45″–33″ 116NHP AkersMek.Værks.Oslo		N
22946 836 SVIA	**Ekaterini Coumantarou** (*ex*Talabot–35) *ss*Rot.No.3–11,29 D.F. *ss*Rot.No.2–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) & *Web frames* *Tonnage opening closed*'39 *Longitudinal framing*	7777 7418 5912	✠100A1 *Shelter dk* *with freeboard* 8,41 ~~5,40~~ ~~[illegible]~~ ✠LMC1,38 *Fitted for oil fuel* 1,17 *F.P. above* 150° F.	~~Bdx~~ Cal BS9,41	a†	CL ~~12,37~~ 8,41	1917 1mo	Union Iron WorksCo. Alameda,Cal A&CP	Coumantaros Bros. (Th.&N.Coumantaros,Ld.*Mgrs.*)	410·0 38·5 FK *CellDB*355′1297*t MT*25′792*t DTa*30′	56·2	29·5	Piræus Greek 7*BH* 223*tFPT*50*t*	T.3Cy.27″,47¼″&78″–48″(*s*) 220lb 600NHP 3SB(Spt),9*cf*,GS165, HS8265 FD UnionIronWorksCo.S.Fo. *APT*200*t*	41″0 s10″8½ 30″6	
22947 164520 MKKV	**Eketian** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	1005 739 506	✠ ... 11,37 ✠	Ham			1935 9mo	HowaldtswerkeA.G. Hamburg	UnitedAfricaCo. Ld.	197·5 Q53′F22′ FK *CellDBuMT*22′57*tMT*22′241*tFPT*	34·7	11·3	London British 5*BHAsp* 97*tAPT*31*t*	Oil Engines 4S.C.SA 12Cy.11″–17$\frac{1}{16}$″ 70RHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13″6	
22948 140 JLUG	**Ekisin Maru** (*ex*YekishinMaru–38)	993 — 559					1918	....	DairenKisenK.K.	208·0	31·0	18·5	Dairen Japanese			

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cela n'est dans le L.R. Durée.Cert.B.of Trade.
22949 132999 GCSJ	**Ekma** Ⓟ TwinSc ssBom.No.1-41 ssCal.2ndNo.3-7,36 D.F. 2Dks(UStl-ws) &Shade dk(Stl-teaks)	5108 3724 2356	✠100A1 Shade dk ~~12,40~~ ~~7,40~~ 12,41 ~~Examined 12,40~~ ✠LMC BS~~12,40~~1,42 MS8,40	~~Cal~~ ~~Cal~~ Bom	z	CL ~~P12,39~~ S6,40 ~~P12,40~~ P12,41	1911 12mo Lloyd	Workman, Clark&Co Ld. Belfast 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDBa 108' f156' 732t	410·0 BonShade dk158' 76'uE&B FK FPT58t APT44t	52·6	24·7	Glasgow British 7BHCem (5 to Udk 2 „ 2nd „)	T.6Cy.24½",41"&69"-48" (s) 200lb 100lb 1062NHP 2D&2SB,24cf,GS390, HS16302 FD Wrkman,Clark&Co.Ld Bel	27 " 3 s4 " 4 23 " 5	
22950 6858 SGIA	**Eknaren** OilEng. ssGot.No.3-4,34 ssGot.No.1-38 D.F. 1Dk(Stl)&Shelterdk(Stl)	5243 4656 3112	✠100A1 Shelter dk withfreeboard ~~9,41~~ ~~12,40~~ 3,42 DBS9,41 ✠LMC CS3,38 ~~DBS10,40~~ 7,39	~~N.Yk~~ ~~Bos~~ Bal	a†	CL ~~11,39~~ N3,42	1922 9mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	Rederiaktieb. Transatlantic (G.Carlsson, Mgr.) CellDB364'1299t	420·0 433·7(O.L.) F41' on Shelter dk FK Collision FPT105t APT127t	54·0	25·0	Gothenbrg Swedish pt Cem BH to Sh dk 6 „ „ U „	Oil Engines 2S.C.SA 4Cy.$22\frac{13}{16}$"-91¼" DB100lb 640NHP W.Doxford&Sons,Ld.Sld.	29 " 0 s3 " 7½ 25 " 7½	
22951 149885 GNBZ	**El Aleto** TwinSc OilEng. D.F. E.S.D. ssBkn.No.3-11,39 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	7203 6706 4249	✠100A1 ~~6,41~~ ~~3,41~~ 9,41 1,42 ✠LMC CS7,40 ~~DBS10,40~~ 9,41 3,39 Carrying Petroleum	~~Mch~~ ~~Bkn~~ ~~Hon~~ Fal oleum	b† in	CL S12,41 ~~P6,40~~ P8,41 bulk	1927 8mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP C	LobitosOilfieldsLd (C.T.Bowring&Co. Ld. Mgrs.) ellDBuE25'182t D	440·8 454·9(O.L.) P98'B32'F46' FK Tf40'386t FPT128t	57·5	34·1	London British 18BHptCem 7 to 2nd dk APT131t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	33 " 11 s6 " 7¼ 27 " 7	
22952 ~~216417~~ ~~WICB~~	**El Almirante** 3Dks Fitted for oil fuel	5248 3566 3920					1917	NwprtNws S.B.&D.D.Co. Newprt News	~~SouthernPacific S.S.Lines~~ United States Maritime Commission	364·0	51·2	23·8	Panama Pnamanian WB	T.3Cy.24½",41½"&72"-48" 359NHP NewportNewsSB&DD.Co.		
22953 149736 GMSC	**El Amin** Ⓟ OilEng. Mchy.Aft 1Dk&Shelter dk	746 496 334					1926	Bow.McLachlan&Co Ld. Paisley	HalalShippingCo. Ld.	191·1	32·9	10·8	London British WB	Oil Engines 2S.C.SA 5Cy.16½"-$28\frac{3}{16}$" 237NHP AtlasDieselCo.Ld.Skm.		C
22954 10 SUAK	**El Amira Fawzia** TwinSc 2Dks Fitted for oil fuel	1881 1541 888	✠ … 10,31 ✠				1929 8mo	Swan,Hunter&Wigham Richardson, LdNewcastle	EgyptianGovernment(CoastGuard &Fisheries Service)	275·2 B110'F63' FK	38·2	22·4	Alexndria Egyptian WB	T8Cy.(2)17"(2)28"&(4)32"-27" 348NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 " 6	
22955 160405 GNQD	**El Argentino** TwinSc OilEng. ssLon.No.2-36 Ref.Mchy 3Dks(StlU-ws) 4th dk(Stl)in holds D.F. CruiserStern	9501 7548 6023	✠100A1 3,42 ~~4,41~~ Examined 3,42 ✠LMC CS9,37 DBS~~12,39~~1,41 3,39 ✠Lloyd'sRMC~~4,41~~ 3,42 ~~10,41~~ ~~8,41~~	Bkn	d†	CL 2,40	1928 4mo Lloyd Ce	Fairfield Co.Ld. Glasgow 'sA&CP ll DB369' 167	Furness,Withy&Co.Ld.(Furness-HoulderArgentine Lines,Ld. Mgrs.) Duct keel forw 2t Tanks in way of	431·3 453·2(O.L.) B250'F82' FK ard of machy.space tunnels 466t FPT78t	64·5	35·4	London British 8BHpt Cem APT113t	Oil Engines 2S.C.SA 12Cy.28½"-39" 1708NHP 3DB125lb FairfieldCo.Ld.Glasgow	38 " 2 s7 " 4½ 31 " 0¾	
22956 FNFP	**El-Biar** Ⓟ D.F. 2Dks	4678 3303 2464					1927	Forg.&Ch. de la Médit. LaSeyne	Cie.deNav.Mixte (Cie.Touache)	381·0 P50'F55' len35	49·4	26·6	Marseilles French WB	T.3Cy.$33\frac{7}{8}$",$53\frac{9}{16}$"&85"-45¼" &LPturbine 486NHP Forg.&Ch.de la Médit.Msl.		V
22957 ~~216887~~ ~~WICF~~	**El Capitan** 3Dks Fitted for oil fuel	5255 3553 3915					1917	NwprtNws S.B.&D.D.Co. NewprtNews	~~SouthernPacific S.S.Lines~~ United States Maritime Commission	364·0	51·2	23·6	Panama Pnamanian WB	T.3Cy.24½",41½"&72"-48" 359NHP NewportNewsSB&DD.Co.		
22958 218284 KILP	— (exMeriden) 1Dk Fitted for oil fuel	2227 1963 1340					1919	AlbinaEng &Mch.Works Portland,Or.	E.K.WoodLumber Co.	289·0 P26'B148'F32'	44·1	19·2	S.Frncisco Utd. States WB	T.3Cy.22",$36\frac{21}{32}$"&60"-42" 256NHP AlbinaEng.&Mch.Works		R
22959 EELF	**El Caudal** 1Dk	847 682 621					1921	Astilleros deGijon Gijon	A.Lajusticia	201·7 B43'F30'	29·8	13·9	Bilbao Spanish WB	T.3Cy.13",21"&34"-26" 59NHP A.SanjurjoBadia,Vigo		V
22960 217605 WVOE	**El Cedro** (exCouparle) 1Dk Mchy.Aft Fitted for oil fuel	2512 — 1527					1919	Gt.Lakes Eng.Works Ecorse,Mich.	J.Griffiths&Sons, Inc.	253·5 P115'F25' WB	43·5	27·5	Seattle Utd.States	T.3Cy.21",34½"&57"-42" 210NHP Gt.LakesEng.Wks.Detroit		
22961 146706 GFKD	**El Ciervo** (exTricentrol) ssFal.No.3-4,36 ssHfx.No.1-40 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing D.F. E.S.D.	5841 5228 3542	✠100A1 3,42 ~~3,41~~ BS3,42 ✠LMC6,40 Carrying Petroleum Fitted for oil	~~Npt~~ Nwc oleum fuel 3,	z in 23	CL N5,40 bulk F.P. a	1923 3mo Lloyd bove 1	Armstrong Whitworth &Co.Ld Newcastle 'sA&CP 50° F.	LobitosOilfields,Ld (C.T.Bowring&Co. Ld.Mgrs.)	407·4 420·0(O.L.) P105'B37'F60' FK CellDBuB26'57t	52·2	31·4	London British 15BHptCem (10 to Udk 5 „ 2nd „) APT30t	T.3Cy.27",45"&75"-48" (r) 180lb 551NHP 3SB,9cf,GS201,HS8217 FD Armstrong,Whitworth& Co.Ld.Nwc	31 " 6 s5 " 3¾ 26 " 5	
22962 EAQE	**El Condado** 1Dk	3472 — 2219					1920	W.Hamilton&Co.Ld. Pt.Glasgow	Cia.General de Naveg.(A.Navajas Mgr.)	330·2 P27'B98'F34'	48·7	24·0	Bilbao Spanish WB	T.3Cy.23",38"&63"-45" 266NHP Dunlop,Bremner&Co.Ld. Pt.Glasgow		C
22963 ~~224284~~ ~~WICH~~	**El Coston** (exBienville) 3Dks Fitted for oil fuel Longitudinal framing	7286 — 4509					1924	ToddD.D. &Const.Corp. Tacoma	~~SouthernPacific S.S.Lines~~ United States Maritime Commission	426·9	57·0	26·6	~~New York~~ ~~Utd. States~~ Panama Pnamanian	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalStm.Turb.Co. Trenton,N.J.		
22964 136916 WICI	**El Dia** (exRoanoke,exElDia) Now "Pan York," see No. 38078 in Supplement 2Dks&Awngdk Fitted for oil fuel	4504 — 2798					1901	NwprtNws S.B.&D.D.Co. Newprt News	Pan-AtlanticS.S. Corp.	391·7	48·3	26·0 33·8	NewYork Utd. States	T.3Cy.32",52"&84"-54" 518NHP NewportNewsSB&DD.Co.		
22965 FNFV	**El Djezaïr** Ⓟ TwinSc 3Dks D.F. E.S.D. Fitted for oil fuel Ref.Mchy. CruiserStern	5790 3224 2407					1934	Forg.&Ch. de laMéditSA LaSeyne	Cie.deNav.Mixte (Cie.Touache)	390·0 P289'BonP221' F82'	53·8	23·8	Marseilles French WB	6 Steam Turbines SR geared to 2 Sc. Shafts Forg.&Ch de la Médit.S.A.		V
22966 HPXG	**El Estero** 3Dks Fitted for oil fuel	4219 — 2557					1920	Downey S.B.Corp. StatenIsland	UnitedStates MaritimeCommission	334·6	47·1	23·1	Panama Pnamanian WB	T.3Cy.24½",41½"&72"-48" 359NHP DowneyS.B.Corp.		
22967 83 SUBX	**El Fath** (exAndréeEddé-35, exCigogne,exLoriot) 1Dk	331 247 147					1918	Forg.&Ch. delaMédit LaSeyne	FahimAyad	131·4 F26'	24·1	11·2	Alexndria Egyptian	C.2Cy.18"&36"-24" 53NHP Forg.&Ch.delaMédit.Msl.		V
22968 146230 GFBV	**El Grillo** ssShl.No.3-4,35 ssNwc.No.1-39 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing D.F. E.S.D.	7264 6702 4267	✠100A1 ~~7,41~~ ~~4,41~~ 3,42 3,42 BS~~3,41~~ ✠LMC4,39 Carrying Petroleum Fitted for oil	Bkn ~~Sou~~ Fal oleum fuel 1	b† in ,22	CL 4,41 bulk F.P. a	1922 1mo Lloyd bove 1	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP 50° F. CellD	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld.Mgrs.) BuE&B32'90t DT	440·5 P92'B32'F46' FK f45'439t FPT125t	57·5	34·0	London British 18BHptCem (11 to U dk 7 „ 2nd „) APT38t	T.3Cy.29",48"&81"-54" (r) 180lb 678NHP 3SB12cf,GS246,HS10065 FD Armstrong,Whitworth &Co.Ld.Nwc.	33 " 11 s6 " 8½ 27 " 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke.—Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces: Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Register in which classed, if not in L.R. Date of B. of TradeCert.
22969 161327 GJCL	**El Hak** Ⓟ *OilEng.* *Mchy.Aft* 1*Dk&Shelter dk*	1022 689 511					1929	Hawthorn, Leslie&Co.Ld Newcastle	HalalShippingCo. Ld.	231·6	35·2	11·1	London British *WB*	Oil Engines 2S.C.SA 6Cy.16$\frac{9}{16}$"–28⅜" 287NHP AtlasDieselCo.Ld.Skm.		C
22970 172583 VWJN	**El Hind** Ⓟ D.F. 2*Dks* *CruiserStern*	5314 4658 3197	✠100A1 9,41 ~~11,40~~ ✠LMC6,38 *Fitted for oil fuel* 6,38	Bom	z $1\frac{1}{12}$	CL 11,40 *F.P. above* 150° F.	1938 6mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	ScindiaSteamNav. Co.Ld. *CellD*	400·0 414·7(O.L.) P37'B146'F33' FK *B343'1128tFPT78t*	52·0	28·0	Bombay British *7BHptCem* *APT47t*	T.3Cy.24½",41"&70"–48"(r) 220lb FD 524NHP 3SB,*9cf*,HS7563 J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 5 ″ 6½ 25 ″ 2	
22971 ~~220979~~ ~~WICK~~	**El Isleo** 3*Dks* *Fitted for oil fuel*	*4154* *2793* *2503*					1920	Downey S.B.Corp. StatenIsland, N.Y.	~~SouthernPacific S.S.Lines~~ United StatesMaritime Commission	334·6	47·1	23·1	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"–48" 359NHP DowneyS.B.Corp.		
22972 FNFT	**El Kantara** Ⓟ TwinSc 3*Dks* *Fitted for oil fuel* E.S.D. *CruiserStern*	5079 3011 2317					1932	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.deNav.Mixte (Cie.Touache)	381·7	53·8	23·4	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
22973 ~~221014~~ ~~WICL~~	**El Lago** 3*Dks* *Fitted for oil fuel*	*4227* *2793* *2549*					1920	Downey S.B.Corp. StatenIsland	~~SouthernPacific S.S.Lines~~ United StatesMaritime Commission	334·6	47·1	23·1	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"–48" 359NHP DowneyS.B.Corp.		
22974 EELK	**El Leon** *OilEng.* 1*Dk* *Carrying Petroleum in bulk*	329 255 242					1926	Corcho Hijos Santander	Compania Arrendataria del Monopolio de Petroleos, S.A.	124·6 F14'	23·5	10·9	Barcelona Spanish	Oil Engines 4S.C.SA 3Cy.11"–17¾" 35NHP GasMfbkDeutzKölnDeutz		V
22975 PDXD	**El Libertador** Ⓟ TwinSc 1*Dk* *CruiserStern* *Fitted for oil fuel*	1713 959 750	Cco Examined LR ~~10,40~~11,41 ~~5,41~~ 11,41 ~~5,41~~ BS5,41				1929	Internat'nl S.B.&E.Co. Ld. Danzig	Koninkl.Nederl. Stoomb.Maats. N.V.	240·6 B122'F41'	40·2	12·3	Amstrdam Dutch *WB*	T.6Cy.14⅝",24"&39⅜"–26⅜" 2SB 200lb 160NHP InternationalSB.&E.CoLd		G
22976 159610 VWJL	**El Madina** Ⓟ TwinSc ssBom.No.1–41 2*Dks* *CruiserStern*	3962 2660 1628	✠100A1 10,41 ~~1,41~~ ✠LMC~~11,37~~ 10,41	Bom	w $1\frac{1}{12}$	CL 1,41	1937 11mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	ScindiaSteam Nav.Co.Ld. *CellDB* 295'609t *DTa*26'31	359·8 374·4(O.L.) *Shade dk.* Fon FK *Shade dk*44' 6t*DTf*12'205t *FPT*	50·2	22·0	Bombay British *6BHCem* 52t*APT*60t	T.6Cy.20",31½"&53"–36"& LP turbines withDR gearing & hydraulic couplings 220lb (s) 916NHP 4SB(Spt).*16cf*,GS320 HS13144 FD Barclay,Curle&Co.Ld.Gls.	24 ″ 0 s 3″10½ 20 ″ 6	
22977 FNFU	**El Mansour** Ⓟ TwinSc D.F. 3*Dks* E.S.D. *CruiserStern* *Fitted for oil fuel*	5818 3225 2435					1933	Forg.&Ch. de laMéditSA LaSeyne	Cie.deNav.Mixte (Cie.Touache)	387·1	54·0	23·8	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch. de laMédit.S.A.		V
22978 162487 GTPQ	**El Mirlo** *OilEng.* D.F. ssBkn No.2–38 E.S.D. 2*Dks*(*Stl*)*& Web frames* *Mchy.Aft* *Longitudinal framing*	8092 7421 4928	✠100A1 11,41 ~~4,41~~ ✠LMC CS8,38 3,40 DBS4,41 *CarryingPetroleum in bulk*	~~Bkn~~ Mch	c†	CL 3,40	1930 9mo	Blythsw'd S.B.Co Ld. Glasgow *Lloyd'sA&CP*	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld. *Mgrs.*) *CellDBuE43'* 183t*DTf*36'427t	459·7 P94'B32'F42' FK *FPT*247t*APT*65t	60·0	34·5	London British 17*BHptCem* (12 *to* *U dk* 5 ,, 2nd,,)	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 652NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 4 s 6″10½ 27 ″ 9¾	
22979 EAQF	**El Montecillo** 1*Dk* *Fitted for oil fuel*	*3031* *2857* *1918*					1920	Dunlop, Bremner&Co LdPt.Glasgw	Cia.General de Naveg.(A.Navajas *Mgr.*)	329·2 P27'B98'F34'	48·9	24·3	Bilbao Spanish *WB*	T.3Cy.23",38"&63"–45" 266NHP Dunlop,Bremner&Co.Ld.		C
22980 ~~207948~~ ~~WICM~~	**El Mundo** 3*Dks* *Fitted for oil fuel*	6008 — 3747					1910	NwprtNws S.B.&D.D.Co. Newprt News	~~SouthernPacific S.S.Lines~~ United StatesMaritime Commission	405·6	53·1	27·4	Panama Pnamanian *WB*	T.3Cy.34½",57"&96"–60" 714NHP NewportNewsSB&DD.Co.		
22981 EEJG	**El Neptuno** (*ex*Chatton–34) ssNwc.No.1–30 1*Dk*(*Stl*)	3569 — 2135	✠ … 8,34 ✠	Bkn	w		1925 10mo	W.Dobson &Co. Newcastle	Cia.Anon. Maritima "Union" (M.Urruchua, *Mgr.*) *CellD*	360·0 P30'B225'F33' 23·6 FK *B313'892tFPT105t*	50·0	26·0	Bilbao Spanish 6*BHCem* *APT*111t	T.3Cy.25",41"&68"–45" 370NHP 3SB,*9cf*,GS165,HS6165 NEMarineEngCo.Ld.Nwc.	26 ″ 0	C †
22982 58 SUBQ	**El Nil** Ⓟ (*ex*Tjerimai–33, TwinSc *ex*Wadai,*ex*Marie,*ex*MarieWoermann) D.F. 2*Dks&Shelter dk* *Fitted for oil fuel*	7775 6470 4719					1916	Reiherst'g Schiffsw. Hamburg	SociétéMisr. deNavigation Maritime	426·3	55·9	27·4	Alexndria Egyptian	Q8Cy.22½",33½",49⅛"&71¾"–49⅞" 720NHP ReiherstiegMaschf.Ham.		V
22983 ~~208164~~ ~~WICP~~	**El Occidente** 3*Dks* *Fitted for oil fuel*	6008 — 3747					1910	NwprtNws S.B.&D.D.Co. NewportNws	~~SouthernPacific S.S.Lines~~ United StatesMaritime Commission	405·6	53·1	27·4	Panama Pnamanian *WB*	T.3Cy.34½",57"&96"–60" 714NHP NewportNewsSB&DD.Co.		
22984 ~~224406~~ ~~WICO~~	**El Oceano** *Fitted for oil fuel*	6767 4514 4172					1925	FederalS.B &D.D.Co Kearny,N.J.	~~SouthernPacific S.S.Lines~~ United StatesMaritime Commission	415·0	56·1	29·1	Panama Pnamanian	DR GearedSteamTurbines DeLavalSteam TurbineCo.Trenton,N.J.		
22985 ~~208086~~ ~~WICQ~~	**El Oriente** 3*Dks* *Fitted for oil fuel*	6008 — 3747					1910	NwprtNws S.B &D.D.Co. Newprt News	~~SouthernPacific S.S.Lines~~ United StatesMaritime Commission	405·6	53·1	27·4	Panama Pnamanian *WB*	T.3Cy.34½",57"&96"–60" 714NHP NewportNewsSB&DD.Co.		
22986 221121	**El-Petrolero** *Carrying Petroleum in bulk* *Mchy.Aft*	617 — 352					1921	Downey S.B.Corp. StatenIsland, N.Y.	Pan-AmericanOil ExportCorporation	170·0 F28'	35·0	10·5	M.Video Uruguayan	T.3Cy.13",22"&36"–24" 87NHP DowneyS.B.Corp.Staten Island,N.Y.		
22987 LOHP	**El Rioplatense** *OilEng.* D.F. ssB.As.No.1–38 *Mchy.Aft* 1*Dk* *CruiserStern*	1178 — 604	✠100A1 10,41 ~~1,41~~ ✠LMC CS10,38 4,40 *CarryingPetroleum in bulk*	BAs	r	CL 4,40	1934 12mo	Nakskov Skibs.A/S Nakskov *Lloyd'sA&CP*	"LaRioplatense" Cia.deNavegacion yTransportes,S.A. *CellDB*	260·1 P64'B28'F25' *Trunk*140' FK *uE*57' *f*28' 119t*DT*	41·1	16·9	Bns.Aires Argentine 11*BH* *inER*4'17t*F*	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn *PT*26t*APT*41t	18 ″ 0	
22988 EAEZ	**El Saturno** (*ex*Guipuzcoa–35, *ex*Bergsdalen) 1*Dk*	3450 3197 2002					1921	Burntislnd S.B.Co.Ld. Burntisland	Cia.AnonimaMaritimaUnion(M. Urruchua, *Mgr.*)	331·9 P94tH121t	48·7	25·1	Bilbao Spanish *WB*	T.3Cy.24",40"&65"–42" 274NHP Cooper&Greig,Ld.Dundee		C

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franco-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
22989 210635 HPJN	**El Segundo** ssS.Fo.No.3-7,25 ssS.Fo.No.1-29 2 *Dks& Web frames* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk*	3664 3168 2228	✠ ... 6,32	✠			1912 12mo	NewYork S.B.Co. Camden,N.J.	BalboaTransport Corporatior	321·7 P116'B30'F43' FK	46·2	27·5	Panama Pnamanian *WB*	T.3Cy.21",35"&58"–42" 318NHP NewYorkSB.Co.CamdnNJ	27 ″ 0	R †
22990 [illegible] WICS	**El Valle** Now "Pan Crescent," see No. 30076 in Supplement 2Dks& Awng dk *Fitted for oil fuel*	4605 — 2896					1901	NwprtNws S.B.&D.D.Co. NwportNews	Pan-AtlanticS.S. Corp.	391·7	48·3	26·0 33·8	NewYork Utd.States •	T.3Cy.32",52"&84"–54" NB12 518NHP NewportNewsSB&DD.Co.		
22991 149919 GNJV	**Elax** *OilEng.* Sub.Sig. *Mchy.Aft* ssFal.No.3-3,40 D.F. E.S.D. *CruiserStern* 1*Dk(Stl)* *Longitudinal framing at bottom & at deck*	7403 6761 4273	✠100A1 1,42 ~~2,40~~ ✠LMC CS 3,42 DBS ~~1,41~~ 3,42 ~~8,39~~ 3,42 *Carrying Petroleum in bulk*	Bkn	*b*† 2½	CL ~~8,39~~ N1,42	1927 10mo	Nederl. Schps.Maats. Amsterdam *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'317*t*	440·4 456·5(O.L.) P99'B34'F58' FK *DTf*32' 284*t FPT*	59·5	32·7	London British 15*BHptCem* 161*tAPT*65*t*	Oil Engines 4S.C.SA 6Cy.32¼"–59" 602NHP 2DB130lb Werkspoor,Amsterdam	32 ″ 9 s 6 ″ 3¼ 26 ″ 8	
22992 204727 WNWN	**Elba** D.F. GyC. *Mchy.Aft* 1*Dk*	4671 — 3365					1907	American S.B.Co. Cleveland,O.	InterlakeS.S. Co.(Pickands, Mather&Co.*Mgrs*)	420·0 *WB*	52·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.Clevel'nd		R
22993 187 IMIT	**Elbano Gasperi** Ⓟ	742 704 344					1928	Cant.Nav. OderoS.A. Genoa	Soc.Anon.Navi-gazioneToscana	194·4 184·2	28·3	19·5	Leghorn Italian *WB*	T.3Cy.16",26½"&43"–30" 101NHP CantieriNavaliOderoS.A.		I
22994 DCHF	**Elbe** Ⓟ TwinSc (*ex*WenatcheeStar-34, *OilEng.* *ex*SudExpreso) 2*Dks* *Ref.Mchy.* *CruiserStern* D.F. E.S.D.	9179 8630 5694	✠ ... 2,34				1929 7mo	Deutsche Werke Kiel	Norddeutscher Lloyd	487·3 len34 B31'F52' FK	60·6	39·6	Bremen German *WB*	Oil Engines 2S.C.DA 14Cy.23⅝"–43$\frac{5}{16}$" 2720NHP NE34 Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G †
22995 DHGB	— 4Mst *Mchy.Aft* 1*Dk* Sub.Sig.	1197 992 641					1921	Werft. Nobiskrug G.m.b.H. Rendsburg	Bugsier,Reed.& BergungsA.G.	250·0 P&B194'F27'	37·5	12·8	Hamburg German *WB*	T.3Cy.17$\frac{7}{16}$",28½"&45$\frac{3}{16}$"–29½" 110NHP OttensenerMaschf.Altona		G
22996 202014	**Elbert H. Gary** D.F. GyC. *Mchy.Aft* 1*Dk*	6331 — 4988					1905	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	557·8	56·0	26·5	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65"–42" NB36 274NHP AmericanS.B.Co.Clevelnd		R
22997 DJXI	**Elbhof** (*ex*Chusan) 2*Dks*	1253 1025 757					1922	Shanghai Dck&ECo.Ld Shanghai	Dr.AdoNolte, RudolfLaurenz& GustavRöhreke (Carlowitz&Co. *Mgrs.*)	205·0	33·0	19·0	Shanghai German *WB*	T.3Cy.16",28"&48"–33" 120NHP ShanghaiDck.&E.Co.Ld.		
22998 DHBK	**Elbing** (*ex*Arcadia-34) D.F. E.S.D. 1*Dk*	1441 1152 747					1922	Deutsche WerftA.G. Hamburg	Kohlen-Import u. PoseidonSchiffahrt A.G.	234·5 P30'B54'F22'	36·8	17·9	Königsbrg German *WB*	C.4Cy.(2)13"&(2)27$\frac{9}{16}$"–27$\frac{9}{16}$" NE35 67NHP F.SchichauG.m.b.HElbing		G
22999 DGXO	**Elbing I** (*ex*Fintel-33,*ex*Fritz Reichel,*ex*Elbing I) 1*Dk*	466 400 251					1893	F.Schichau Elbing	A.Zedler	164·4 B38'F10'	27·7	11·9	Elbing German *WB*	T.3Cy.12½",20½"&31½"–19¾" 44NHP F.Schichau,Elbing		G
23000 DGWF	**Elbing II** (*ex*Rhenania-35,*ex*Krusau, *ex*Rhenania) 1*Dk*	826 716 480					1894	Flensburgr Schiffsb.Ges. Flensburg	A.Zedler	205·5 Q18'B44'F21'	33·9	12·9	Elbing German *WB*	T.3Cy.14",23"&37"–24" NB24 69NHP FlensburgerSchiffsb.Ges.		G
23001 DAHN	**Elbing III** 1*Dk*	315 253 186					1898	F.Schichau Elbing	A.Zedler	144·8 Q37'B30' len08	22·2	9·7	Elbing German *WB*	T.3Cy.10⅗,"16½"&24"–11⅘" 20NHP F.Schichau,Elbing		G
23002 DAHO	**Elbing IV** 1*Dk*	314 254 185					1899	F.Schichau Danzig	A.Zedler	144·8 Q34'B30' len07	22·4	9·7	Elbing German *WB*	T.3Cy.10⅗",16½"&24"–11⅘" 20NHP F.Schichau,Elbing		G
23003 DHSU	**Elbing VII** (*ex*Ottilie-36,*ex*Thalia) 1*Dk*	465 458 286					1896	Act.Ges. "Weser" Bremen	A.Zedler	150·6 Q38'B80'F17'	24·0	16·2	Elbing German *WB*	C.2Cy.16$\frac{5}{16}$"&30$\frac{11}{16}$"–20½" 36NHP A.G."Weser,"Bremen		G
23004 DCGF	**Elbing VIII** (*ex*Heinrich Grammerstorf-37,*ex*Elsa) 1*Dk*	590 492 335					1911	Nüscke& Co.Act.Ges. Stettin	A.Zedler	186·1 Q43'B67'F20'	30·2	11·1	Elbing German *WB*	T3Cy.12⅘",20½"&33½"–22$\frac{1}{16}$" 53NHP OttensenerMaschb.Altona		G
23005 DOLC	**Elbing IX** (*ex*Themis-39) *Mchy.Aft* 1*Dk*	467 338 274					1891	G.Evers Lübeck	A.Zedler	159·1 Q40'B39'F21'	23·9	11·0	Elbing German *WB*	C.2Cy.17¾"&32¾"–22" Masch. NB07 42NHP BuckauA.G.Magdeburg		G
23006 UOJS	**Elborus** 1*Dk*	970 817 546					1898	Howaldts-werke Kiel	U.S.S.R.	220·7 Q18'B42'F30'	35·0	12·7	Odessa Russian *WB*	T.3Cy.17⅛",27⅝"&43⅜"–25" 94NHP Howaldtswerke,Kiel		
23007	**Elcano** Ⓟ *OilEng.* 1*Dk* *CruiserStern*	1406 919 1002	✠100A1 12,38 ✠LMC12,38 No later survey reported	HKg	*o*	CL	1938 12mo	HongKong &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	LaNaviera FilipinaInc. *CellDB*	218·8 228·0(O.L.) F31' *Bridges* *Promenade dk* FK *uE*21'*f*19'94*t FPT*	38·6	13·5	Cebu,P.I. Utd.States 4*BIICem* 36*tAPT*60*t*	Oil Engines 4S.C.SA 8Cy.16$\frac{9}{16}$"–23⅝" 213NHP Humboldt-Deutzmotoren, A G.Koln-Deutz	16 ″ 6 s 2 ″ 3¼ 14 ″ 4½	
23008 217994 KEVG	**Eldena** 2*Dks& Shelter dk* Sub.Sig. *Fitted for oil fuel*	6900 6884 5321					1919	Skinner& EddyCorpn. Seattle,Wash	UnitedStates Maritime Commission	409·6	54·2	27·1	Seattle Utd.States	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23009 140314 GVVZ	**Elderol** ssPly.No.3-12,29 ssGls.No.2-39 *Mchy.Aft* 1*Dk(Stl)& Web frames* *Longitudinal framing*	1170 854 497	✠100A1 ~~7,40~~12,41 Examined 12,41 BS12,41 ~~BS7,40~~ ✠LMC1,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,17 *F.P. above* 150° F.	~~Sou~~ Sou	*n*	CL 1,39	1917 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	TheAdmiralty *CellDBuE&B*39'62*t*	210·0 P44'F40' FK *DTf*30' 240*t FPT*	34·8	16·6	London British 12*BHptCem* 30*tAPT*28*t*	T.3Cy.13½",22"&36"–30" (*s*) 180lb 135NHP 2SB,4*cf*,HS2316 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	16 ″ 6 s 1 ″ 6½ 15 ″ 0¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23010	**Eldorado** *Mchy.Aft* 2*Dks* *Fitted for oil fuel*	2180 — 1289					1918	LngBeach S.B.Co. LongBeach, Cal.	J.H.Hansen	245·6	42·0	24·1	Panama Pnamanian	T.3Cy.19",35"&46"-26" 108NHP E*made*06*refitted*18 Watt&Hinds,NewYork		
23011 166370 MMRF	**Eleanor Brooke** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1037 739 571	✠100A1 ~~7,41~~ ~~11,40~~ 5,42 ✠LMC3,38	~~Nwe~~ Sld	*m*	CL ~~3,40~~ ~~6,41~~ 5,42	1938 3mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	StephensonClarke &Associated Companies,Ld.	211·3 220·5(O.L.) Q120'B11'F22' FK *CellDBuE16'f142'440tFPT90t*	34·2	13·4	London British 3*BHCem* *APT30t*	T.3Cy.14½",24"&41"-30"(*s*) 200lb *100lb* FD 141NHP 1SB(Spt),3*cf*,GS48,HS2113 N.E.MarineEng.CoLd.Sld	15 ″ 4 s4 ″ 7½ 14 ″ 7	
23012 DOHA	**Electra** (*ex*Douro,*ex*Ella) Sub.Sig. *Mchy.Aft* 1*Dk*	654 — 349					1919	Werft Nobiskrug Rendsburg	Dampfsch.Ges. "Neptun"	175·6	30·7	12·5	Bremen German *WB*	T.3Cy.13⅛",20 3/10"&32 7/10"-22" Steen& 50NHP Kauffman,Elmshorn		G
23013 3855 PJAS	**Elena** TwinSc *ss*Cco.No.3-1,41 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2609 1728 1147	✠100A1 11,41 ~~1,41~~ ~~10,41~~ ✠LMC4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,28	Cco	*t*	CL P4,39 S11,41	1928 11mo	Howaldts-werkeA.G. Kiel *Lloyd'sA&CP* *F.P. above* 150°F.	N.V.Curaçaosche Scheepvaart Maats.	305·5 P87'*Trunk*189'F29' FK *FPT*	50·3	15·1	Willmstad Dutch 9*BHptCem* 135*tAPT*80*t*	T.6Cy.12⅜",20½"&34 1/16"-24 7/16" 180lb (*s*) 238NHP 2SB,4*cf*,GS ,HS4168 FD Howaldtswerke,A.G.Kiel	15 ″ 0 s1 ″ 6½ 13 ″ 7	
23014 55 SVBL	**Eleni** (*ex*Polamhall,*ex*RhodeIsland) 2*Dks*	5655 5292 3530					1918	Napier& Miller,Ld. Glasgow	A.Th.Callinicos	420·7 P48'B129'F46'	54·2	29·0	Ithaca Greek *WB*	T.3Cy.26½",44"&73"-51" 381NHP J.Brown&Co.Ld.Clydebnk		C
23015 507 SZIY	— (*ex*Tschernomore) *ss*Oda.No.2-11 1*Dk*(*Stl*)&*Spar dk*&*Web frames* *Fitted for oil fuel*	1441 1325 987	✠ 12,13 ✠	Oda	*q*		1903 4mo	Soc.Anon. Jhn.Cockerill Hoboken	G.M.Embiricos	245·3 P49'B59'F44' FK *CellDBa67' uE&B*	33·1	13·8 19·9	Piræus Greek 5*BHCem* 98'*f*42'246*t*	T.3Cy.22 7/16",35 13/16"&57½"-43 5/16" 300NHP 2SB,6*cf*,GS122,HS4576 SocAn.J.Cockerill,Seraing	23 ″ 0	
23016 114947 VQSJ	— TwinSc (*ex*Quillebeuf-34,*ex*Verrier) *Mchy.Aft* 1*Dk*	996 659 597					1921	Ch.&Atel. Aug.Normnd Havre		219·0	34·5	12·5	Famag'sta British *WB*	T6Cy.12⅝",19 7/16"&31½"-16½" 80RHP Ch.&Atel.Aug.Normand		V
23017 595 SZJP	**Eleni Canavarioti** (*ex*Heraclis-39, *ex*Maria-34,*ex*Alster,*ex* Nacka,*ex*LuiseBlume, *ex*Spetsopoula,*ex*Federation) *ss*Goo.No.3-3,99 *ss*Hpl.No.2-07 1*Dk*	797 601 426	✠ ... 7,09 ✠				1886 10mo	S.P.Austin &Son Sunderland	S.E.Canavariotis	216·7 P39'B66'H19*t*F29' BK7"	30·7	12·3	Piræus Greek *WB*	T.3Cy.19",31"&51"-33" 161NHP N.E.MarineEng.Co.Ld.Sld	14 ″ 5	
23018 452 SZJB	**Eleni Kanellopoulou** TwinSc (*ex*Casanovas,*ex*Vania, *ex*Mina) 1*Dk*	464 — 242	✠ ... 10,08 ✠				1904 9mo	J.Meyer ZaltBommel	C.N.Papageorgiou &D.M.Lionetis	184·0 FK	28·0	9·0	Piræus Greek	C.4Cy.11½"&22½"-16" 33NHP VauxhallI.W.Co.Ld.Lon.	9 ″ 6	
23019 130118 VQRM	**Eleonora Mærsk** *OilEng.* D.F. 1*Dk*,2*nd dk in mchy. space* *Mchy.Aft* *Longitudinal framing at bottom & at deck in centre tanks* *CruiserStern*	10694 9731 6529	✠ 2,41 ~~BS12,40~~ ✠~~LMC12,38~~ *Carrying Petroleum in bulk*	PN1	*f*†	CL N3,40	1936 12mo	Deutsche WerftAG Bet Finkenwrder Hamburg *Lloyd'sA&CP*	~~Ministry of War Transport (Athel Line,Ld. *Mgrs.*)~~	504·3 P115'B29'F62' FK *CellDBuE43'67t*	68·7	34·1	Colombo British 17*BHptCem* *DTf32'679t*	Oil Engines 2S.C.DA 7Cy.23⅝"-43 5/16" 1356NHP 2DB*180lb* DB(W.T.)*180lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg *FPT254tAPT106t*	36 ″ 4 ~~s7 ″ 5¾~~ ~~20 ″ 2½~~	
23020 MKXM	**Eleth** (*ex*Black Rock) Steel&Iron3Mst *ss*Liv.4thNo.3-4,40 *Well deck Mchy.Aft* 1*Dk*(*Irn*) *Stl plating & Irn framing* Now "Empire Lethe," *see No. 36362 in Supplement*	368 270 140	✠100A1 4,40 ✠NB1,29 ✠LMC MS5,38 BS4,40	Liv	*f*	CL 2,38	1891 10mo	R.Williamson&Son Workington		152·3 Q84'B10'F20' BK7"	23·6	8·7	British 3*BHCem* *DBf80'100t*	C.2Cy.18"&36"-24" (*s*) 100lb 71RHP 1SB,2*cf*,GS39,HS1400 Dunsmuir&Jackson,Gls.	11 ″ 3 s2 ″ 9 11 ″ 3	
23021	**Elettra** (*ex*Sonderburg, *ex*Agdestein) TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	493 — 395					1920	Kalund-borgSkibsv Kalundborg	FelixFresone	146·6 P56*t*F13*t*	30·1	10·9	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 8Cy.12 3/16"-12" 117NHP Frederikshvn.Jerns.&Msk.		
23022 DGRP	**Elfriede Charlotte Becker** 3Mst (*ex*Charlotte,*ex*Leckwith, *ex*MariaPeulen) 1*Dk* *Mchy.Aft*	750 551 386					1921	NV Schps. v/hA.Baars &Zonen Sliedrecht	Johs.Thode	186·6 Q109'B11'F21'	28·2	12·3	Altona German *WB*	T.3Cy.15",25"&40"-24" 78NHP N.V.Mchfbk.deBiesbosch Dordrecht		G
23023 LCKU	**Elg** *OilEng.* *CruiserStern* 1*Dk*	4014 3587 2350					1930	Götaver-kenA/B Gothenburg	Dampskibsslsk. "Björn"(Thorvald Hansen,*Mgr.*)	357·4 P77*t*H207*t*F29*t*	51·2	23·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24 13/16"-51 3/16" 354NHP GotaverkenA/B.Got.		N
23024 145518 CYLB	**Elgin** (*ex*Glengeldie) *Mchy.Aft* 1*Dk*	1906 1577 1123					1923	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F36'	42·5	18·0	Montreal British *WB*	T.3Cy16",26½"&44"-33" 111NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
23025 170 SYRF	**Elias** (*ex*Zetta, *ex*JamesG.Joy) WoodAux3Mst *OilEng.* 1*Dk* (*See Sailing Ship Register*)	370 333 148					1918	N'vaScotia SB&Tr'nsptn Co.Ld. Liverp'l.N.S	S.Kaltsos (G.H.Kokotos, *Mgr.*)	136·4	33·0	12·5	Piræus Greek	Oil Engines 2S.C.SA 4Cy.10½"-12½" 78NHP Fairbanks-MorseCo.Ld. ThreeRivers,Mich		
23026 223087 KJIZ	**Elias F. Wilcox** Wood 1*Dk*	329 — 164					1923	R.Palmer&Son Noank,Conn.	H.W.Smith	139·1	24·0	11·6	NewYork Utd.States			
23027 934 SVXI	**Elias G. Kulukundis** D.F. E.S.D. 1*Dk*&*Shelter dk* *Longitudinal framing at bottom & at decks* *CruiserStern* "*Arcform*"	5548 4933 3234	✠100A1 *with freeboard* 1,42 ~~11,40~~ ✠LMC5,38 *Fitted for oil fuel* 5,38	~~SFo~~ Bat	*a*† 2	CL ~~1,39~~ 1,42	1938 5mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP* *F.P. above* 150°F.	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*)	420·6 433·5(O.L.) FK *CellDB350'1101tMT14'615tFPT171tAPT303t* 1 *Intermediate BH dispensed with Coll BH to Sh dk* 5 ,, ,, 2*nd* ,,	60·5	26·3	Piræus Greek *ptCem*	T.3Cy.23½",38"&66"-45"(*s*) 220lb 426NHP 2SB(Spt&FD)&1AuxSB 8*cf*, ,HS6254 NE.MarineEng.CoLd.Nwc	28 ″ 9 s3 ″ 0½ 25 ″ 11½	
23028 118502 MCFQ	**Elidir** *ss*Liv.3rdNo.3-4,41 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*)	398 300 152	✠100A1 ~~1,42~~ ~~4,41~~ 5,42 ✠LMC4,41	Liv	*g*	2,41	1903 10mo	AilsaS.B. Co.Ld. Ayr *Lloyd'sA&CP*	~~W.W.Vivian(O.T. Williams,*Mgr.*)~~ CoppackBros.&Co.	151·6 159·1(O.L.) Q55'B13'F28' BK7½" *CellDBf77'99tFPT43t*	25·1	9·9	Carnarvon British 3*BHCem* *APT8t*	T.3Cy.14½",22½"&37"-27" 170lb (*r*) 91RHP 1SB,3*cf*,GS50,HS1640 Ross&Duncan,Glasgow	12 ″ 6 s ″ 10 12 ″ 4	
23029 OXLB	**Elie** *ss*Cpn.No 3-6,34 *ss*Cpn.No.1-38 1*Dk*(*Stl*)	1873 1674 1112	✠100A1 9,39 BS8,39 ✠LMC6,38 (SEE FOOTNOTE *)	Cpn	*r*	OG 9,39	1921 4mo	Antwerp Eng.Co.Ld Hoboken *Lloyd'sA&CP*	A/S Dampskslsk. Dania(Chr. Andresen,*Mgr.*)	279·0 289·4(O.L.) P22'B60'F30' FK *CellDB288'555tFPT*	40·2	18·2	Esbjerg Danish 4*BHCem* 46*tAPT*68*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,6*cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s3 ″ 0½ 17 ″ 9	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréements, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où le ... ce n'est dans le L.R. Durée, Cert. R. of Trade
23030 FOYV	**Elima** (*ex*Ingeborg,*ex*Progress) D.F. 2*Dks*	5264 4881 3941					1920	Schiffsw.v. H.KochA.G. Lübeck	Cie.Fluviale et Marit.de l'Ouest Africain(L.Corblet&Cie,*Mgrs.*)	386·7 Q191'F45'	52·6	29·9	Havre French *WB*	T.3Cy.27½",43¾"&67"-47¼" Ottensener 309NHP Mch.G.m.b.H.Altona		V
23031 DOMZ	**Elin** 1*Dk*2*trB*	596 463 348					1903	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·7 Q52'B43'F22'	27·2	11·9	Bremen German *WB*	T.3Cy.18",20½"&33$\frac{1}{16}$"-21⅝" 51NHP A.G."Weser,"Bremen		G
23032 167515 GLKB	— WoodAux3MstSr (*ex*Fortuna-33,*ex*Else-33) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	317 296 265					1919	N.A.Nielsen Thurö	Ministry of War Transport(F.T. Everard&Sons,Ld. *Mgrs.*)	120·5	28·2	13·7	London British	Oil Engines 2Cy.14"-16⅝" *Emade & fitted*33 A/S Völund,Cpn.		V
23033 LJHZ	**Elin K.** *ss*NYk.No.1-41 *OilEng.* D.F. E.S.D. 1*Dk & Shelter dk* *CruiserStern*	5214 4542 3021	✠100A1 *with freeboard* 3,42 ~~4,41 10,41~~ ✠LMC1,37 *Carrying vegetable oil in deep tank*	~~NYk~~ ~~Ver~~ Bkn	*a*†	CL 3,41	1937 1mo *Lloyd*	Bremer Vulkan Vegesack *'sA&CP* *CellDB*348'	A/S Inger (JacobKjøde,A/S, *Mgrs.*) '1408*t MT* 20' 783*t*	434·5 *FPT*197*t APT*65*t*	55·8	25·2 FK (	Bergen Norwegian 7*BHptCem* *ptAsp* *CollToSh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.DA 5Cy.23⅝"-43$\frac{5}{16}$" 972NHP BremerVulkan,Vegesack	27″10 s2″10½ 25″2	
23034 167446 MPCC	**Elisabeth** 1*Dk*	945 833 528	Shl Examined LR 12,40 BS8,40(200lb)				1920	F.Schichau Elbing	Ministry of War Transport(Wm. Dickinson&Co.Ld. *Mgrs.*)	224·3 P14'B59'F29'	33·6	13·5	London British *WB*	T 3Cy.15",24¾"&38⅝"-25½" 75NHP F.Schichau,Elbing		G
23035 DHZS	— (*ex*Werra-35) 1*Dk*	663 497 363					1920	Howaldts- Werke Kiel	R.J.Rühr(Aug. BoltenWm.Millers Nachf.*Mgr.*)	176·8 P16'Q38'B46'F23'	29·4	13·4	Hamburg German *WB*	T.3Cy.14⅜",23¼"&33$\frac{3}{16}$"-19$\frac{1}{16}$" 65NH Howaldtswerke,Kiel		G
23036 PDWU	— TwinSc (*ex*Eland-40,*ex*Andilette, *OilEng.* *ex*DiegoRusso, 1*Dk* *ex*Daraghiati i Tret.*ex*QuoVadis)	348 260 188	PGl Examined LR 3,42 3,42			2,41	1918	Wed.J.de Yong Ruischerbrug	Rotterdamsche KustvaartCentrale N.V.	130·7	22·5	10·7	Rottrdam Dutch	Oil Engines 4S.C.SA 4Cy.11"-17¾" NE27 47NH Motorenfabr."Deutz" A.G.Köln-Deutz		G
23037 LJJX	**Elisabeth Bakke** *ss*Got.No.1-40 *OilEng.* D.F. 1*Dk & Shelter dk* 3*rd dk in* *Ref.Mchy.* *Nos.*1 & 3 *holds* *CruiserStern*	5450 4729 3262	✠100A1 *with freeboard* 8,41 ✠LMC CS1,42. 10,40 ✠Lloyd'sRMC11,41	~~Got~~ Bom	*b*†	CL ~~9,38~~ 9,41	1937 3mo *Lloyd*	Götaverken A/B Gothenburg *'sA&CP*	D/S A/S Jeanette Skinner(Knut KnutsenO.A.S. *Mgr.*) *CellDB*306' *DTa*42'310	435·9 453·2(O.L.) F36' 1313*t DTf*19'70*t* *tFPT*53*t APT*150*t*	58·8	26·0 FK (	Haugesnd Norwegian 7*BH* *Coll toShdk* 6 „ 2*nd* „)	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55⅛" 1236NHP GotaverkenA/B,Got.	28″6 s3″2 25″6½	
23038 DOBP	**Elisabeth Bornhofen** (*ex*Konya-39,*ex*Angora-37, *ex*ElsbethKimme) Sub.Sig. 1*Dk*	2289 2011 1369					1923	J.Frerichs &Co.A.G. Einswarden	RobertBornhofen	296·2 P15'Q36'B182'F33'	42·8	19·6	Hamburg German *WB*	T.3Cy.21⅝",35⅜"&55⅞"-35⅜" J.Frerichs&Co. 185NHP A.G.Einswarden		G
23039 DGLM	**Elisabeth Hendrik Fisser** (*ex*Dunrobin-37) *ss*Bkn.No.3-3,37 2*Dks*(*Stl*)	5145 4759 3179	✠ 7,39 ✠	Ant	*y*		1924 8mo	R.Duncan &Co.Ld. PortGlasgow	HendrikFisser A.G.(Fisser&v. Doornum,*Mgrs.*) *Intermediate'tween dkBHn after* *CellDB*348'	403·0 426·9(O.L.) P38'B119'F43' *hold dispensed with* 1143*t DTa*30'860*t*	33·0	27·8 FK	Emden German *Cem* 5*BH to U dk* 1 „ „2*nd* „ *APT*102*t*	T.3Cy.25⅛",42¼",70¼"-48" 410NHP 3SB,9*cf*,GS181,HS6900 D.Rowan&Co.Ld.Glasgow *only*	30″0	
23040 129079 GNFP	**Elisabeth Lensen** (*ex*Monkswood-35, *ss*Rot.2ndNo.3-9,36 *ex*Maresfield) D.F. 1*Dk*(*Stl*)	4212 3970 2633	✠100A1 7,41 ~~3,40~~ Examined 11,41 Shl BS5,41 ✠LMC3,40	~~Sws~~ StJ	*x*	CL 3,40	1910 3mo *Lloyd*	JLThompson&Sons,Ld Sunderland *'sA&CP*	ElisabethLensen Navigation,Ld. (A.C.Lensen,*Mgr*) *Cell*	365·0 P23'B234'F31' *DBa*125'*uE & B*43'*f*	51·4	25·9 FK	London British 6*BHCem* 151'992*t FP*	T.3Cy.26",42½"&70"-48"(*s*) 180lb 395NHP 3SB,9*cf*,GS162,HS6440 Richardsons,Westgarth& *T*87*t APT*130*t* Co.Ld.Sld.	28″4 s3″9¾ 24″9	
23041 OXLC	**Elisabeth Mærsk** *ss*Cpn.No.3-5,38 D.F. 1*Dk*(*Stl*)	1892 1683 1116	✠100A1 5,39 MS4,38 ✠LMC BS11,39 (SEE FOOTNOTE *)	Cpn	*r*	CL 4,38	1925 5mo *Lloyd*	F.Schichau Danzig *'sA&CP*	Dampskibsselsk. af 1912(A.P.Möller, Copenhagen,*Mgr*) *Ce*	280·8 293·0(O.L.) P27'B74'F32' *llDB*240'541*t FPT*	40·2	18·8 FK	Kalundbrg Danish 4*BHCem* 38*t APT*79*t*	T.3Cy.20½",32$\frac{7}{16}$"&53⅛"-37$\frac{7}{16}$" &L.P.Turbine with reduction gear&chain drive 200lb (*s*) 245NHP 2SB(Spt),4*cf*,GS78,HS3014 F.Schichau,Elbing FD	21″4 s2″9 18″8¾	
23042 OSBA	**Elisabeth van Belgie** (*ex*Elisabeth von *ss*Ant.2ndNo.3-9,34 Belgien) *ss*Ant.No.1-39 2*Dks*(*Stl*) & *deep framing* D.F. *lower dk in Nos.*1 & 3*holds*	4241 3933 2607	✠100A1 7,41 ~~1,40~~ BS4,40 ✠LMC2,39 3,41	Ant. Lon	*y*	CL 1,40	1909 1mo *Lloyd*	Flensburgr Schiffsb. Ges. Flensburg *'sA&CP*	Cie.RoyaleBelgo-Argentine (AgenceMaritime InternationaleS.A. *Mgrs.*) *Cell*	387·0 P&B312'F50' *DBa*122'*uE & B*41'	51·0	25·2 FK	Antwerp Belgian 7*BHAsp* *f*175'1040*t*	T.3Cy.27¾",46¼"&76"-48" 180lb (*s*) 473NHP 3SB,9*cf*,GS147,HS6255 FD FlensburgerSchiffsb.Ges.	27″9 s3″3½ 24″8½	
23043 OPEA	**Elisabethville** Ⓟ TwinSc *ss*Ant.No.3-12,33 *ss*Ant.No.1-38 *Ref.Mchy.* 2*Dks*(*Stl-Uws*) & D.F. *Shelter dk*(*Stl*-teak s)	8351 6427 4869	✠100A1 *Shelter dk* *with freeboard* 11,41 ~~9,40~~ BS7,41 ~~BS6,40~~ ✠LMC1,38 Lloyd'sRMC2,40 Centre aft chamber for temp. 30° F.	~~Bry~~ PNl	*c*†	CL 7,40	1921 11mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken *'sA&CP*	Cie.Maritime Belge(Lloyd Royal)SA(Agence MaritimeInternationale,*Mgrs.*) *CellDB*377'1312*t* *Tanks at sides of*	439·1 P55'F89'*on Shelter dk* *tunnel*78*t FPT*90*t*	57·0	34·1 FK	Antwerp Belgian *Cem* 7*BHtoSh dk* *APT*45*t*	Q.8Cy.23",23",47"&67"-48" 215lb (*s*) 964NHP 6SB(Spt),18*cf*,GS345, FD HS14100 Soc.An.JCockerill,Seraing	37″0 s11″11 25″7	
23044 65 SVDB	**Elisavet** (*ex*Elisabeth) *ss*Pir.No.3-4,35 *ss*Pir.No.1-39 1*Dk*(*Stl*) & *Shelter dk*(*Stl*)	3553 3263 2159	✠100A1 *Shelter dk* *with freeboard* ~~12,40~~ 9,41 BS7,41 ~~BS6,40~~ ✠LMC5,39	~~Ver~~ Cal	*w*	CL ~~3,40~~ 9,41	1922 9mo	NVBurgerhoutsM.&S. Rotterdam CP	A.&C.Mazaraki *CellDB*308'978*t*	360·3 373·8(O.L.) *FPT*63*t APT*73*t*	50·3	22·0 FK *Collisio*	Argostoli Greek *Asp* *nBHtoShdk* 5 „ „ *U* „	T.3Cy.25$\frac{9}{16}$",41$\frac{5}{16}$"&66$\frac{15}{16}$"-45½" (*s*) 180lb 345NHP 3SB,9*cf*,GS150,HS5565 NVBurgerhoutsM&S.Rot.	24″6 s2″1¾ 22″7	
23045 LDRT	**Elise** *OilEng.* *ss*Sch.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*) & *Web frames* D.F. *CruiserStern* *Longitudinal framing*	7910 7269 4719	✠100A1 11,40 DBS8,40 ✠LMC7,39 *Carrying Petroleum in bulk*	Wln	*c*†	CL 6,39	1931 4mo *Lloyd*	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle *'sA&CP*	BechsRederiA/S (AlexanderBech, *Mgr.*) *CellDBuE*59'214*t*	461·0 475·0(O.L.) P108'B29'F40' *DTf*38'387*tFPTs*2	59·8	33·9 FK	Tvedstrnd Norwegian 17*BHptCem* (11 „ *to Udk* 6 „ 2*nd* „) 16*t APT*179*t*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 2DB150*lb* 776NHP Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	33″7 s7″10 25″11½	
23046 865 SVIZ	— (*ex*Kamsa-36,*ex*Sara, *ex*Prairial,*ex*Shouragallus, *ex*WarRacoon) 1*Dk* Now sailing as "Tropique"	1986 1741 1183					1919	British American S.B.Co. Welland,Ont.	A.G.Pappadakis	250·5 P25'B68'F20'	43·1	22·4	Piræus Greek *WB*	T.3Cy.21",33"&54"-40" 184NHP CanadianAllisChalmers, Ld.Toronto		V

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last secn.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15
23047 1007 ESRC	**Elise** (*ex*Industria-35, *ss*Hbg.4thNo.3-4,30 *ex*Nils,*ex*Winnie) *ss*Tln.No.2-39 *Well deck* 1*Dk*(*Irn*)& *Web frames* *Now "Evelyn B," see letter* E.	1716 1506 994	✠100A1 8,39 ✠NB5,08 ✠LMC8,39 BS7,40	Tln	*r*	CL 8,39	1889 6mo	Grngemth DockyardCo. Grngemouth A&CP	A.Laane& F.Baltser *CellDB*228'387*t*&	270·3|36·9|17·1 277·8(O.L.) P25'Q78'B114'F33' BK9½" *FPT*74*tAPT*45*t*	Pärnu Estonian 4*BHCem*	T.3Cy.19¾",31$\frac{11}{16}$"&51⅞"-36" 160lb 167NHP 2SB,4*cf*,GS68,HS2680 Hutson&Corbett,Glasgow	19 " 5 s 1 " 4½ 19 " 1½	
23048 DGBE	**Elise Schulte** (*ex*Rounton Grange-34) 1*Dk*	4613 4239 2853					1913	Nthmblnd S.B.Co.Ld. Newcastle	"Atlas"Reed.A.G.	384·1|52·2|27·0 P35'B119'F37'	Emden German *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
23049 168240 ~~HPNN~~ BCSB	**Elisha Walker** *Mchy.Aft* 2*Dks*& *Web frames* D.F. GyC. *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7007 6470 4346	✠ ... 9,24 ✠				1920 9mo	SunS.B. Co. Chester,Pa.	PanamaTransport Co.	430·0|59·2|33·4 P133'B36'F40' FK	~~Panama~~ ~~Panamanian~~ London British *WB*	T.3Cy.27",45½"&76"-51" 612NHP SunS.B.Co.Chester,Pa.	33 " 3 s6 " 8¼ 26 " 9¾	R †
23050 167820 GNVQ	**Elizabete** (*ex*Kurzeme-34,*ex*Valka, *ex*Kiowa) *ss*Rot.No.3-4,29 *ss*Rga.No.2-38 1*Dk*(*Stl*)	2039 1678 1265	✠100A1 2,42 ~~4,40~~ Examined 12,41 Nwc BS5,41 ✠LMC4,38	~~Bly~~ Sld	*r*	CL ~~4,40~~ 12,41	1917 7mo	American S.B.Co. Cleveland,O. A&CP	Ministry of War Transport(HudsonS.S.Co.Ld. *Mgrs.*) *CellD*	251·0|44·0|20·0 261·7(O.L.) P27'B64'F26' FK *B*222' 478*t FPT*67*t*	Cardiff British 4*BHCem* *APT*77*t*	T.3Cy.20¼",33"&54"-40" (*s* 180lb 272NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Clevelnd	20 " 2 s 2 " 7½ 17 " 8¾	
23051 216220 KJII	**Elizabeth** (*ex*Floridian-36, *ex*Muscatine) 2*Dks* *Ref.Mchy.* *Fitted for oil fuel*	4727 — 2993	✠ ... 11,20 ✠				1918 3mo	Standard S.B.Corp. ShootersIsld. N.Y.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	377·0|52·0|26·8 P25'B106'F37' FK	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 340NHP StandardS.B.Corporation	29 " 0	R †
23052 200554 KJJA	— Ⓟ Wood *Mchy.Aft* 1*Dk*	415 — 280					1903	W.F.Stone SanFrancisco	Hobbs,Wall&Co.	142·0|35·8|9·9	S.Frncisco Utd.States	C.2Cy.12½"&27"-24" 30NHP FultonIronWorksS.Frsco.		
23053 219899 KUPK	**Elizabeth Kellogg** (*ex*Darden) D.F. *Mchy.Aft* 2*Dks*& *Web frames* Sub.Sig. *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	5189 4521 3156	✠ ... 8,23 ✠				1920 5mo	TerryS.B. Corp. Savannah,Ga	KelloggS.S.Corp.	391·9|51·0|28·5 P99'B34'F44' FK	NewYork Utd.States *WB*	T.3Cy.24⅞",41$\frac{13}{16}$"&72"-48" 550NHP Hooven,Owens,Rentschler Co.Hamilton,O	30 " 2	R †
23054 166439 MMSJ	**Elizabeth Lysaght** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1037 739 572	✠100A1 6,42 ~~6,41~~ ✠LMC5,38	Sld	*m*	CL 6,41	1938 5mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDBuE*16'	211·3|34·2|13·4 220·5(O.L.) Q120'B11'F22' FK *f*142' 440*t FPT*90*t*	London British 3*BHCem* *APT*30*t*	T 3Cy.14½",24"&41"-30"(*s*) 200lb *100lb* FD 141NHP 1SB(Spt),3*cf*,GS48,HS2113 N.E.MarineEng.Co.Ld.Sld	15 " 4 s 4 " 7½ 14 " 7	
23055 162690 GBRM	**Elizabeth Massey** (*ex*Reaveley-39, ~~*ss*Shl.No.3-5,41~~ *ex*EssexNoble-33,*ex*Juliet) 1*Dk*(*Stl*) D.F.	4323 4004 2598	✠100A1 5,41 ✠LMC5,41 ~~BS4,40~~ ~~MS5,41~~	Shl	*r*	CL 5,41	1929 7mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	W.A.Massey& Sons,Ld. *CellDB*	370·5|51·7|25·4 P30'B225'F34' FK 319'880*tFPT*133*tA*	Hull British 6*BHCem* *PT*168*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 385NHP 2SB(Spt)&1AuxSB,9*cf*, GS167.HS6582 N.E.MarineEng.Co.Ld.Sld	27" 9 s 3 " 9½ 24 " 2	
23056 121341 GQKY	**Elizabeth Moller** (*ex*Torbeath, *ex*Strathfillan) *ss*Mch.No.3-8,19 *ss*Lth.No.2-28 1*Dk*& *Spar dk*& *deep framing*	4353 4063 2816	✠ ... 7,32 ✠				1906 6mo	W.Hamilton&Co.Ld. PortGlasgow	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	369·8|52·2|17·5 P25'B92'F40' 25·5 FK	Shanghai British *WB*	T.3Cy.25",41"&68"-48" 367NHP D.Rowan&Co.Gls.	28 " 0	C †
23057 161282	**Elkhound** *ss*Gmh.No.3-9,34 *ss*Hfx.No,1-39 *Mchy.Aft* 1*Dk*	729 478 301	✠100A1 ~~6,41~~ ~~4,40~~ 4,42 ✠LMC4,39 ✠NE&B9,34 BS~~4,41~~ 1,42 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,34 *F.P. above* 150°*F.*	Hfx	*j*	CL ~~3,39~~ ~~6,41~~ 4,42	1929 10mo	C.Hill& Sons,Ld. Bristol *Lloyd'sA&CP*	IrvingSteamships, Ld. *DTf*11'4	180·5|31·6|10·2 185·3(O.L.) P62'F18' *Trunk in well* 100' len34 FK 8*tFPT*46*tAPT*40*t*	StJohnNB British 10*BHptCem* *ptAsp*	T.3Cy.14",23"&38"-24" (*s*) 180lb 83RHP 1SB,3*cf*,GS59,HS2040 Aitchison,Blair,Ld. Clydebank	11 " 0 s " 8½ 10 " 5½	
23058 7536 SELN	**Ella** (*ex*Norburn) 1*Dk*	*2034* *1861* *1177*					1908	Craig,Taylor&Co.Ld. Stockton	RederiA/B Majviken(C.A.Berglund, *Mgr.*)	281·0|43·8|18·4 P26'B68'F29'	Gothenbrg Swedish *WB*	T.3Cy.22",35"&58"-39" E*made*91*refitted*08 210NHP Cen.Mar.Eng.Wks.W.Hpl		C
23059 ESXD	— (*ex*Krusaa-37,*ex*Loke-34, *ex*I.D.S.Adolph) D.F. 1*Dk*	1522 1266 869					1904	Helsingörs Jernsk&Msk. Elsinore	KäsmuLaeva Omanikud(O. Tiedemann,*Mgr.*)	249·1|37·5|15·9 P16'Q73'B106'F27'	Käsmu Estonian *WB*	T.3Cy.19",32"&53"-36" 169NHP HelsingörsJernsk.&Mskb.		V
23060 7348 SDXE	— (*ex*Querida) *ss*Hbg.2ndNo.3-5,34 D.F. *ss*Hbg.No.1-38 1*Dk*(*Stl*)& *deep framing* *Cargo battens not fitted*	*1205* *1052* *657*	✠100A1 ~~8,40~~11,41 ~~BS4,40~~ 1,41 ✠LMC~~3,38~~ 11,41	~~Lkr~~ Hbg	*o*	CL 8,40	1909 9mo	Swan,Hunter& Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	S.Banck *CellD*	230·0|36·5|16·0 237·4(O.L.) P16'B60'F27' FK	Helsingbrg Swedish 4*BHCem* *Ba*70'*uE&B*	T.3Cy.17",28"&46"-33" (*s*) 180lb 145NHP 2SB,4*cf*,GS63,HS2404 N.E.MarineEng.CoLdNwc 32 *f*94'400*tFPT*45*tAPT*40*t*	18 " 2 s 2 " 4 16 " 0	
23061 DGWJ	**Ella Halm** TwinSc 1*Dk*	984 709 544					1929	N.V.Mch. &Scheepswrf vanP.SmitZn Rotterdam	KölnerReederei A.G.	216·1|33·2|12·4 Q78'B50'F25'	Cologne German *WB*	T.6Cy 11⅜",17⅜"&28⅜"-16⅝" 66NHP N.V.Mch.&Scheepswerf vanP.Smit,Zn.Rot.		G
23062 145491 VJCT	**Ellaroo** (*ex*AslaugHaaland) *ss*Mel.No.3-6,33 *ss*Mel.No.1-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	4655 3605 2846	✠100A1 9,41 ~~9,40~~ ✠LMC 8,41 MS5,37 BS9,40 *Fitted for oil fuel* 1,21 *F.P. above* 150°*F.*	Mel	*x*	CL 9,40	1921 4mo	JLThompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	MelbourneS.S.Co. Ld. *CellD*	364·5|52·8|24·3 378·9(O.L.) P28'Q118'B68'F29' FK *B* 307'852*t FPT*70*t*	Melbourne British 6*BHptCem* *APT*221*t*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 347NHP 3SB,9*cf*,GS189,HS6156 Armstrong,Whitworth& Co.Ld.Nwc.	26 " 8 s3 " 10½ 23 " 1	
23063 536 OFDR	**Ellen** Iron (*ex*Hathersage) *ss*Osc.4thNo.3-6,29 *ss*Got.No.2-37 1*Dk*(*Irn*)2*trB* *Well deck* *Cargo battens not fitted*	1588 — 893	✠100A1 12,40 BS10,40 ✠LMC11,37 No later survey reported	Sbg	*q*	OG 10,40	1878 12mo	W.Gray& Co. WHartlepool A&CP	RederiA/BEllen (F.H.Andersson, *Mgr.*) *DBa*	256·9|34·6|18·9 266·3(O.L.) Q100'B61'F27' ptND04 BK9" 34'*f*90'330*t*	Raumo Finnish 4*BHCem*	C.2Cy.30"&61"-33" 75lb 178NHP 2B,GS80 T.Richardson&Sons,Hpl.	20 " 7 s 1 " 10 19 " 7	
23064 DHGC	— (*ex*Granitz,*ex*HansCords) 1*Dk*	565 441 268					1921	Union GiessereiA.G. Königsberg	MathiesReed,K.G.	165·6|28·7|11·9 P112'H9'F21	Hamburg German *WB*	T.3Cy.13",20¼"&33"-22¼" 52NHP UnionGiesserei A.G.		G
23065 230816 KLFJ	**Ellen Bushey** 1*Dk* *OilEng.* *Mchy.Aft* *Carrying oil in bulk* *Electrically welded*	373 — 253					1931	I.S.Bushey &Sons,Inc. BrooklynNY	DieselTankerEllen Bushey,Inc.	144·5|26·0|10·0 len37	NewYork Utd.States	Oil Engines C.SA 4Cy.10"-12½" 70NHP FairbanksMorse&Co. Beloit,Wis.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	1re Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	14 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
23066 DMAW	**Ellen Larsen** (*ex*Erik,*ex*Erik II.) *ss*Ham.No.3–5,39 1*Dk*(*Irn*)&*deep framing*	1938 1684 1160	✠ 5,39 ✠	Ham	*r*		1900 10mo	W.Gray& Co.Ld. WHartlepool	E.Larsen(Erich Ahrens,*Mgr.*) *Cell DBa*	279·1 289·5(O.L.) P25'B69'F29' 88'*u E* 20'*f* 118'541*t*	40·1	18·2 FK	Rostock German 4*BHCem* *APT* 35*t*	T.3Cy.21",33"&56"–36" 194NHP 2SB,4*rf*,GS70,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6	
23067 129543 GCSL	**Ellenga** Ⓟ **TwinSc** *ss*Cal.2ndNo.3–12,37 D.F. 2*Dks*(*Stl*–ws)&*Shade dk* (*Stl*–teak s)	5196 3692 2558	✠100A1 *Shade dk* ~~4,41~~ ~~10,40~~ 1,42 BS3,41 ~~BS4,40~~ ✠LMC12,37	Cal	*z*	CL P4,40 S4,41	1911 3mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell DBa*77' *f* 165' 781*t*	410·0 B on *Shade dk*157' *u E&B* 121' *FPT*37*t* *APT*47*t*	52·4	24·7 FK (	Glasgow British 7*BHCem* 5*BHtoUpdk* 2 ,, ,, 2*nd* ,,)	T.6Cy.24½",41"&69"–48" (*s*) 200lb 100*lb* 1078NHP 2DB&2SB,18*cf*,GS385, HS16668 FD A.Stephen&Sons,Ld.Gls.	27 ″ 3 s 4 ″ 3½ 23 ″ 6	
23068 689 SZJH	**Ellenis** Ⓟ (*ex*Molfetta) 1*Dk*2*tr B*&*Shelter dk*	876 — 470					1902	Flli. Orlando Leghorn	LakonikiS.N.Co. Ld.	188·0 P35'B39'F41'	26·7	15·5	Piræus Greek *WB*	T.3Cy.16",26½"&43"–30" 101NHP Flli.Orlando,Leghorn		I
23069 219715 KUGX	**Ellenor** (*ex*MasonCity) *ss*Bal.No.3–8,34 *ss*N.Yk.No.1–38 Sub.Sig. 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	3483 2817 2112	100A1 ~~5,41~~ ~~10,40~~ 3,42 BS~~1,41~~ 1,42 ~~BS12,39~~ LMC2,38 *Fitted for oil*	~~N.Yk~~ ~~Bal~~ NYk *fuel* 4,	*u* 20	CL 10,40 *F.P. a*	1920 *bove* 1	Bethlehem S.B.Corp.Ld. WlmngtnDel A&CP 50° F.	A.H.BullSteam- shipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *Cell D*	328·0 P26'B98'F37' *B*232' 666*t* *FPT*78*t*	46·2	22·9 FK	NewYork Utd.States 7*BHptCem* *APT*282*t*	T.3Cy.22",37½"&60"–42" (*s*) 190lb 292NHP 2SB,6*cf*,GS144,HS4933 BethlehemS.B.Corp.Ld.	25 ″ 6	
23070 OYCL	**Ellensborg** 1*Dk*	1259 948 729					1919	PPhStuhrs Msk.ogSkbs. Aalborg	A/S D/S Dannebrog (C.K.Hansen,*Mgr*)	238·7 P14'Q71'B94'F29'	36·2	13·4	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP A/S"Frichs,"Aarhus		V
23071 928 SZNS	**Elli** (*ex*Relay–37) **TwinSc** *ss*N.Yk.4thNo.3–7,22 *ss*Boa.No.1–26 *Mchy.Aft* 2*Dks*&*Awng dk*	1114 — 520	✠ ... 2,31 ✠				1890 3mo	R.Thomp- son&Sons Sunderland	YannoulatosBros. (China)	240·0 ND13	32·2	14·2 21·5 BK8"	Piræus Greek *WB*	T.6Cy.16½",26½"&43½"–30" 193NHP G.Clark(Lim.),Sld.	24 ″ 10	
23072 746 SVKT	**Ellinico** (*ex*Luchana–33) *ss*Gls.2ndNo.3–11,29 *ss*Pir.No.2–39 1*Dk*(*Stl*)&*deep framing*	*3059* *2861* *1975*	✠100A1 11,40 BS11,40 ✠LMC11,39	Mch	*v*	CL 11,40	1904 10mo *Lloyd*	Grngem'th &Greenock DockyardCo. Greenock '*sA&CP*	Sardi,Andrea- daki&Stavridi (T Papadimitriou, *Mgr.*)	331·0 P28'B96'F35' *Cell DBa*	48·0	22·0 FK	Piræus Greek 5*BHCem* 98'*u E&B*40'	T.3Cy.24½",40"&65"–42" (*s*) 160lb 90*lb* NDB20 285NHP 2SB,6*cf*,GS97,HS4454 D.Rowan&Co.Glasgow *f*140'898*t* *FPT*78*t* *APT*77*t*	24 ″ 4 s 3 ″ 10¾ 20 ″ 8	
23073	**Ellinor** (*ex*Hilda–39,*ex*Chersones) 1*Dk*	*1071* *840* *454*					1903	Soc.Anon. Jhn.Cockerill Hoboken	RederiA/B Strim (HelgeNorlander, *Mgr.*)	224·7 Q42'H55'F27'	37·0	12·9	Stockholm Swedish *WB*	T.3Cy.16¾",26"&41½"–29½" 93NHP SocAn.J.Cockerill,Seraing		V
23074 150841 VCQL	**Elmbay** (*ex*Mantes, **TwinSc** *ex*Perceur) D.F. *Mchy.Aft* 1*Dk*	1217 814 601					1919	Ch.&Atel. deSt.Nazaire St.Nazaire	TreeLineNav.Co. Ld.(J.D.Calvin, *Mgr.*)	218·6 P74'F30'	34·2	13·1	Montreal British *WB*	C.4Cy.16"&30"–19" 77NHP Ch.&Atel.deSt.Nazaire		V
23075 165808 BCGR	**Elmdale** 1*Dk*&*Shelter dk* *Cruiser Stern* *Tonnage opening closed* '41(*W.E.*)	4872 4295 2810	✠100A1 *with freeboard* 7,41 ~~3,41~~ ✠LMC4,41 *Fitted for oil*	~~Lth~~ Shl *fuel* 4	*a*† 2 ,41	CL *F.P. a*	1941 4mo *Lloyd* *bove* 1	Burntislnd S.B.Co.Ld. Burntislnd '*sA&CP* 50 F.	MorrisonS.S.Co. Ld.(J.Morrison& Son.*Mgrs.*) *Cell DBa&u E*138 *u B&f* 209'889*t*	424·2 441·0(O.L.) 452*t* *FPT*197*t* *APT*242*t*	57·0	25·8 FK (	Newcastle British 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.22½",36"&65"–48" 220lb (*s*) 451NHP 3SB(Spt)9*cf*,GS142,HS6501 FD Rankin&BlackmoreLdGrk	38 ″ 9 s12 ″ 0½ 26 ″ 10¾	
23076 167371 GCQC	**Elmdene** D.F. E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern* *Longitudinal framing on Shelter dk* *Tonnage opening closed* '41(*W.E.*)	4853 4205 2875	✠100A1 *with freeboard* 5,41 ✠LMC12,39 *Fitted for oil*	Shl *fuel* 1	*a*† 2 2,3	CL 9 *F.P.*	1939 12mo *Lloyd* *above*	W.Gray& Co.Ld. W Hartlepool '*sA&CP* 150° F.	ElmdeneShipping Co.,Ld (~~Dene~~ ~~ManagementCo.,~~ ~~Ld.Mgrs.)~~ (DeneShippingCo. Ld.*Mgrs.*)	416·0 431·5(O.L.) F40' *Cell DB*358'1329*t*	56·1	23·9 FK (	London British 7*BHCem* *Coll to Sh dk* 6 ,, 2*nd* ,,) *MT*28'1060*t*	T.3Cy.23½",36½"&65"–48" 200lb (*s*) 397NHP 2SB(Spt),6*cf*,HS5530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl *FPT*122*t* *APT*174*t*	36 ″ 4 s10 ″ 7 26 ″ 0½	
23077 147331 MNKX	**Elmfield** *ss*Liv.No.3–4,38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	450 320 175	✠100A1 9,39 ✠LMC MS5,38 ~~BS1,40~~	Liv 2,41	*g*	CL N9,39	1925 10mo *Lloyd*	LythamSB &Eng.Co.Ld. Lytham '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 Q85'B9'F23' *DTf*19'48*t* *FPT*	25·9	11·5 BK6½"	Liverpool British 4*BHCem* 12*t* *APT*21*t*	C.2Cy.17"&38"–24" (*s*) 140lb 58RHP 1SB,3*pf*,GS52,HS1496 LythamS.B.&Eng.Co.Ld.	12 ″ 6 s 3 ″ 11 12 ″ 11	
23078 140340 GVTM	**Elmol** *ss*Lon.No.3–6,30 *Mchy.Aft* *ss*Gmh.No.2–39 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1170 854 496	✠100A1 11,41 ~~5,41~~ ~~BS5,41~~ ✠LMC3,39 *Carrying Petr* *Fitted for oil*	Gmh BS2,42 *oleum,* *fuel* 8,	*n* *in* 17	CL ~~N2,40~~ 11,41 *bulk* *F.P. a*	1917 8mo *Lloyd* *bove* 1	Swan,Hun- ter&Wigham Richardson. Ld Newcastle '*sA&CP* 50° F.	TheAdmiralty *Cell DBuE&B*39' 62	210·0 P44'F40' *t DTf*30' 240*t* *FPT*	34·8	16·6 FK	London British 12*BHptCem* 30*t* *APT*28*t*	T.3Cy.13½",22"&36"–30" (*s*) 180lb 135NHP 2SB,4*cf*,HS2316 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	16 ″ 6 s 1 ″ 6¼ 15 ″ 0¾	
23079 220793 KJHM	**Elna** (*ex*DanF.Hanlon–35) 1*Dk* D.F. *Mchy.Aft* *Fitted for oil fuel*	1435 1158 791					1924	Hanlon D.D &S.B.Co Oakland,Cal.	J.Ramselius	240·0 P36'F32'	40·0	17·5	S.Frncisco Utd.States *WB*	T.3Cy.19",32"&56"–36" Hooven,Owens& 188NHP RentschlerCo.Hamilton,O		
23080 OHZI	— **WoodAux3MstSr** (*ex*Omar–36,*ex*Mars–33,*ex*Stella, *ex*Chr.Schierloh, 1*Dk* *Oil Eng.* *ex*AlbertMou,*ex*Solstraalen) (*See Sailing Ship Register*)	339 279 250					1919	Middlefart Skibsværft Middlefart	LaivaO/YElna (Yrjänen& Kumpp)	141·9 118·4 Q26'	29·9	13·2	Raumo Finnish	Oil Engines 4S.C.DA 2Cy.13"–13¾" 66NHP NE36 J.&C.G.Bolinders,Skm.		V
23081 149750 GNWG	**Elna II** (*ex*Elna–40,*ex*Lennuk–35, *ex*Remenham, *ss*Cpn.3rdNo.3–6,30 *ex*Arlon, *ss*Tln.No.2–39 *ex*Carol 1er) *Spar dk*(*Stl*)2*tr B*& *deep framing*	3221 2963 1990	✠100A1 *Spar dk* *with freeboard* 8,41 ~~7,40~~ ~~BS4,40~~ ✠LMC5,39	~~Lon~~ Shl BS6,41	*v*	CL ~~5,39~~ 5,41	1903 8mo *Lloyd*	Sir Raylton Dixon&CoLd Middlesbro' '*sA&CP*	Ministry of War Transport(Dene ShippingCo.Ld. *Mgrs.*) *Cell DBa*96'	325·0 P30'B88'F34' *u E&B*36' *f* 144'690*t*	47·3	23·6 FK	London British 6*BHCem* *APT*100*t*	T.3Cy.24½",42½"&69½"–45" 180lb (*s*) 356NHP 3SB,9*cf*,GS159,HS5622 N.E.MarineEng.CoLdNwc	26 ″ 0 s 4 ″ 7 21 ″ 7¾	
23082 LDTH	**Elna E.** D.F. 1*Dk*	1174 1017 659					1925	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Forto (LeifErichsen, *Mgr.*)	230·0 P47*t*H68*t*	36·5	14·8	Bergen Norwegian *WB*	T.3Cy.16¾",25¼"&43"–30" 101NHP LaxevaagsMsk&Jrns,Bgn		N
23083 164574 GYQY	**Elona** *ss*Sld.No.1–42 *Oil Eng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	6192 5496 3630	✠100A1 7,41 ~~4,41~~ 5,42 ~~Examined 1,41~~ ✠LMC CS4,40 DBS~~4,40~~ 5,42 *Carrying Petr*	~~Nwe~~ ~~Lon~~ Sld ~~2,39~~ 4,41 *oleum in*	*a*†	CL ~~2,39~~ 5,42 *bulk*	1936 1mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE*61'132	430·3 446·3(O.L.) P87'B37'F48' *t DTf*25' 261*t* *FPT*	54·5	30·7 FK	London British 16*BH* 106*t* *APT*59*t*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–55⅛" 377NHP DB180*lb* Hwthrn,Leslie&CoLd.Nwc	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
23084 PKQM	**Elout**	1797 1336 987					1910	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P&B175'F33'	40·2	16·9	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165 NHP Maats.Fyenoord,Rot.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
23085 850 SZOD	**Elpis** (*ex*Bramwell-35, *ss*Cff.No.3-4,32 *ex*LlanthonyAbbey-34, *ss*Pir.No.1-37 *ex*Ochilbrae,*ex*Chaldon) 1*Dk*(*Stl*) *Cargo battens not fitted*	1492 1333 810	✠100A1 2,41 ~~7,40~~ BS8,40 ✠LMC5,37	~~Bom~~ Suz	*p*	CL ~~6,38~~ 5,41	1919 12mo *Lloyd*	Dundee S.B.Co.Ld. Dundee *'sA&CP*	A.M.Printezis C	240·0 B52'F23' FK *llDB*198'295*t FPT*	36·2	19·2	Piræus Greek 4*BHCem* 77*tAPT*66*t*	T.3Cy.18",30"&50"-33" (s 180lb 172NHP 2SB,6*cf*,GS97,HS2886 Cooper&Greig,Ld.Dundee	21 ″ 3 s 2 ″ 10 18 ″ 7	
23086 LCJB	**Elsa** *OilEng.* *ss*Osl.No.3-10,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	5381 4795 3177	✠100A1 1,42 ~~4,41~~ ✠LMC CS4,37 DBS8,40 1,38 *CarryingPetroleum in bulk*	~~Syd~~ Mel	*y*	CL 4,41	1928 4mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow *'sA&CP*	A/SOljefartII. (HarryBorthen& Co.A/S) *CellDBuE*64' 195*tDTsf*41'540	389·0 P85'B27'F45' FK *tFPT*66*tAPT*34*t*	52·7	30·7	Oslo Norwegian 14*BH* (10 *to U dk* 4 ,, *2nd dk*)	Oil Engines 2S.C.SA 3Cy.22⅞"-91⅜" 482NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	30 ″ 6	
23087 DJXK	**Elsa Essberger** *OilEng.* D.F. 1*Dk*,2*nd dk in Nos.*1&3*holds*&*in* E.S.D. *CruiserStern mchy.space* *Butts of keel electrically welded*	6103 5156 3476	✠ 5,39 ✠	Rot	*c*†		1938 9mo	Howaldts- werkeA.G. Hamburg	JohnT.Essberger *CellDB*	446·4 476·7(O.L.) P29'B&F410' FK *Upper*E35' 384' 1323*t FPT* 122	61·3	23·8	Hamburg German 7*BHptAsp* *tAPT*192*t*	Oil Engines 2S.C.SA 8Cy.25 9/16"-47¼" 910NHP HowaldtswerkeA.G.Kiel	27 ″ 4	
23088 783 OHYL	**Elsa S.** (*ex*Alhama-36, *ex*Weser,*ex*Anna) *ss*Gls.2ndNo.3-4,34 *Well deck* *ss*Hfs.No.1-38	1220 — 704	✠100A1 12,39 BS4,39 ✠LMC4,38	Abo	*o*	CL 6,38	1910 7mo *Lloyd*	Campbel- townS.B.Co. Campbltown *'sA&CP*	RederiSohnA/B (O/Y.ErnstSohn Ld.*Mgrs.*) *CellDB*	239·3 229·5 Q79'B58'F28' FK a54'*uE*&*B*33'*f*102	34·9	16·0	Helsingfrs Finnish 4*BHCem* '315*tAPT*95	T.3Cy.18",27½"&45"-33" (s) 180lb 136NH 2SB,4*cf*,GS72,HS2228 *t*J.G.Kincaid&Co.Ld.Grk.	18 ″ 4 s 1 ″ 7¼ 16 ″ 11	
	Now "Albula," see No. 35568 in Supplement		No later survey reported													
23089 OYTB	**Else** (*ex*Kotonia-35) D.F. 1*Dk*&*Shelterdk*	1970 1786 1165					1906	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	281·7	42·1	17·9	Esbjerg Danish *WB*	T.3Cy.20",32"&53"-36" 192NH HelsingörsJernsk.&Msbk.		V
23090 OHEH	— (*ex*Siwi,*ex*Aggersborg,*ex*Curt Retzlaff,*ex*Thuringia) 1*Dk* D.F.	1360 — 749					1900	Nüscke& Co. Stettin	O/YElse(A.K. Seppinen)	248·3 238·0 Q71'B59'F25'	37·4	16·0	Rauma Finnish *WB*	T.3Cy.17",27½"&43"-31½" 104NHP Kette,Uebigau,Dresden		V
23091 DHGF	**Else Hugo Stinnes 15** *Mchy.Aft* 1*Dk* Sub.Sig. D.F. E.S.D. *CruiserStern*	3291 2619 1687					1927	Nüscke& Co.Akt.Ges. Stettin	HugoStinnes Reed.A.G.	302·6 P89'F27'	47·7	22·4	Hamburg German *WB*	C.4Cy.(2)18 11/16"&(2)39⅜" -39⅜" 194NHP A.Borsig,G.m.b.H.Berlin		G
23092 LCOB	**Else-Marie** (*ex*Gungner-33, *ex*AngeSchiaffino, *ss*Nwc.No.3-10,29 *ex*Cleveland) *ss*Bgn.No.2-38 D.F. 1*Dk*(*Stl*)	1885 1672 1099	✠100A1 7,40 BS4,39 ✠LMC6,38 (SEE FOOTNOTE*)	Bgn	*r*	6,38	1917 3mo	Superior S.B.Co. Superior,Wis A&CP	A/S Schanches Rederi(S. Schanche,*Mgr.*) *CellDBa*&*uE*102'	251·1 P28'B65'F27' FK *f*96'514*t FPT* 68*tA*	43·8	18·2	Bergen Norwegian 4*BHCem* *PT*77*t*	T.3Cy.20",33"&54"-40" (s) 180lb 266HP 2SB,6*cf*,GS132,HS5060 DetroitS.B.Co.Detroit	20 ″ 3 s 2 ″ 6 17 ″ 11¼	
23093 DHGG	**Else Müller** (*ex*FredCleeves) 1*Dk*	1598 1323 649					1921	W.Harkess &Son.Ld. Middlesbro'	OttoA.Müller	254·9 Q76'P25'B56'F24'	39·0	17·1	Hamburg German *WB*	T.3Cy.21½",35"&59"-39" Richardsons, 217NHP Westgarth&Co.Ld.Mdb.		
23094 282 SVFH	**Elsi** Ⓟ (*ex*LadyHudson-Kinahan) *ss*Pir.2ndNo.3-2,16 *ss*Pir.No.1-20 2*Dks*(*UStl*-ws)	1433 1030 649	✠ 4,25 ✠	Pir	*p*		1891 10mo	AilsaS.B. Co. Troon	JohnToyiasS.S.Co.	273·5 P67'B94'F50' FK9" *CellDB*103'	34·1	16·6	Piræus Greek 5*BHCem* 157*tFPT*22*t*	T.3Cy.25",40"&65"-42" NDB12 284NHP 2DB,8*cf*,GS130,HS4408 Dunsmuir&Jackson,Gls.	17 ″ 6	
23095 OXWH	**Elsie** (*ex*ElisabethMærsk,*ex*Tyskland) 1*Dk*	1420 1172 854					1906	Howaldts- werke Kiel	OveSkou	241·2 P13'Q73'B105'F29'	36·1	16·5	Copenhgn Danish *WB*	T 3Cy.16¾",26 9/16"&42⅛"-29½" 96NHP Howaldtswerke,Kiel		
23096 DOEN	**Elster** (*ex*Freiburg) D.F. Sub.Sig. 2*Dks*	1136 956 655					1922	Schffb.Ges. Unterweser m.b.H.Weser -münde-L.	ArgoReederei RichardAdler&Co.	230·6 P31'B64'F26'	34·5	14·4	Bremen German *WB*	T.3Cy.17¼",27⅝"&45⅝"-30¼" 114NHP A.BorsigG.m.b.H.Berlin		G
23097 144893 GDQV	**Elswick Park** *ss*Shl.No.3-10,32 *ss*Shl.No.1-36 1*Dk*(*Stl*)	4188 3942 2579	✠100A1 ~~7,41~~ ~~10,40~~ 1,42 Examined 7 41 ~~BS6,40~~ ✠LMC12,36	~~Cff~~ Shl Grk BS12,41	*x*	CL 6,40	1920 7mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth *'sA&CP*	ElswickStm.Ship- ping Co. Ld.(Weid- ner,Hopkins&Co. *Mgrs.*) C	364·0 P30'B219'F37' FK *ellDB*314'929*tFPT*	51·0	26·3	Newcastle British 6*BHCem* 83*tAPT*109*t*	T.3Cy.26",43"&72"-48" (s) 180lb 474NHP 3SB,9*cf*,GS156,HS6780 FD N.E.MarineEngCoLd.Nwc	28 ″ 9 s 4 ″ 0¼ 24 ″ 11	
23098 UPLH	**Elton** (*ex*Miraflores-35, *ex*Eidsfjeld, *Fitted for oil fuel* *ex*OlofBrodin)	1799 1604 1052					1919	Fredrkstad Mek.Værks. Fredrikstad	U.S.S.R.	264·6 P22'B71'F29'	42·6	17·5	Odessa Russian *WB*	T.3Cy.18½",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		
23099 202859 KGBO	**Elton Hoyt II.** (*ex*WilliamP. Snyder) D.F. GyC. *Mchy.Aft* 1*Dk*	6939 — 5492					1906	Gt.Lakes Eng.Works Ecorse,Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	530·0	56·2	32·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½",37"&63"-42" 257NHP GtLakesEngWrks,Detroit		R
23100 515 SZIX	**Elvira** Ⓟ (*ex*Greta,*ex*Yacht) *ss*Sou.No.3-8,09 1*Dk*(*ptStl*-teaks)2*trB*	372 — 215	✠ 6,20 ✠	Bkn			1898 4mo	Scott&Co. Greenock	EpirotikiS.Nav.Co. George Potamianos	165·0	22·8	12·0	Piræus Greek 4*BHCem*	T.4Cy.12¼",20"&(2)23"-26" 77NHP 1B,3*cf*,GS52,HS1473 Scott&Co.Greenock		
23101 185 IRTY	**Elvira Vaselli** (*ex*Paola Beverini-36,*ex*Alumine, *ex*B.A.H.W.No.11) 1*Dk* *Mchy.Aft*	647 487 357	✠ ... 7,14 ✠				1912 5mo	C.H.Wal- ker&Co.Ld Sudbrook	Soc.Anon.Italiana LavoriEdili e Marittimi	177·0 171·0 Q62'*BonQdk*17' FK F24'	30·1	11·4 11·1	Rome Italian *WB*	T.3Cy.13",22"&34"-22½" 79NHP Plenty&Son,Ld.Newbury	12 ″ 3	I †
23102																
23103																

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote si ce n'est dans le L.R. Durée Cert.B.of Trade
23104 215878 WPCS	**Elwood** (*ex*D.J.Moran-36, *ex*ChesterSun) ssPhl.No.3-5,29 D.F. ssGal.No.2-37 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	7098 6112 4426	✠100A1 4,415,~~40~~ ~~BS5,40~~ ✠LMC11,37 BS4,41 *CarryingPetroleum in bulk* *Fitted for oil fuel 1,18 F.P. above 150° F.*	Bal ~~Gal~~	b†	CL ~~5,40~~ 3,41	1918 1mo	SunS.B. Co. Chester,Pa. A&CP	Chas.Kurz&Co. Inc.(Pennsylvania ShippingCo.*Mgrs*) *CellDBuE&B60'2*	429·3|59·2|31·4 P133'B36'F40' FK *59t* *DTf40'552tFPT222tAPT57t*	Wilmgton (Del.) Utd. States *17BHptCem* *(13 to Udk* *4 ,, 2nd ,,)*	T.3Cy.27",$45\frac{15}{16}$"&$76\frac{15}{16}$"-51" 190lb (*s*) 532NHP 3SB,*9cf*,HS7331 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 10 26 ″ $7\frac{3}{4}$	
23105 128224 GCYM	**Elysia** Ⓟ *2Dks* *Fitted for oil fuel*	6757 5560 4211					1908	D&WHen- dersn&Co.Ld Glasgow	AnchorLine,Ld.	440·5|53·3|29·7 P47'B157'F48'	Glasgow British *WB*	T.3Cy.$29\frac{1}{2}$",49"&81"-54" NB(1)19 482NHP D&W.Hendersn&CoLdGls		C BT till ~~1,42~~ 10,42
23106 XCMR	**Emancipacion** Ⓟ (*ex*Trujillo-37,*ex*LakeOgden) *1Dk* *Fitted for oil fuel*	2114 1646 1282	✠ ... 10,20 ✠				1918 4mo	American S.B.Co. Lorain,O.	Transportes Maritimos y Vias FluvialesS.C.M. deR.L.	251·0|43·5|20·0 P25'B64'F23' FK	VeraCruz Mexican *WB*	T.3Cy.20",33"&54"-40" 274NHP AmericanS.B.Co.Lorain,O	20 ″ 2	
23107 OYCM	**Emanuel** *1Dk*	1290 831 784					1907	Helsingörs Jernsk&Msk. Elsinore	D/S A/S Emanuel (Alfr.Petersen)	226·3|34·9|12·4 P11'Q59'B105'F27'	Marstal Danish *WB*	T.3Cy.$16\frac{1}{2}$",$26\frac{1}{2}$"&44"-30" 106NHP Helsingörs Jernsk.&Mskb.		V
23108 UOUS	**Emba** (*ex*Embaneft-34) TwinSc *OilEng.* *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing* *CarryingPetroleum in bulk*	7886 6786 4550	✠ — 12,33 ✠	Ham	b†		1929 9mo	Nicolaieff StateS.B.Yd. 'AndreMarti' Nicolaieff	U.S.S.R. *CellDBuE61'142t*	437·9|58·5|32·3 P106'B44'F60' FK *DTf29'353tFPT230tAPTs102t*	Tuapse Russian *18BH* *(1 to 2nd dk)*	Oil Engines 2S.C.SA 12Cy.$21\frac{1}{4}$"-$35\frac{7}{16}$" 944NHP Maschfbk.Augsburg- Nürnberg,Augsburg	34 ″ 2	
23109 161587 GYMW	**Embassage** D.F. *1Dk&Shelter dk* *CruiserStern*	4954 4449 2912	✠100A1 *withfreeboard* 3,41 Examined ~~8,40~~8,41 BS3,40 ✠LMC9,35	NYk ~~Shl~~ Hul	z	CL 3,41	1935 9mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland *sA&CP*	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*) *CellDB349'1114t*	409·2|57·6|24·0 F39' FK *FPT204tAPT168t*	Newcastle British *6BHCem* *(Coll to Sh dk* *5 ,, 2nd ,,)*	T.3Cy.$21\frac{1}{2}$",37"&62"-42"(*s*) 220lb 353NHP 2SB(Spt&FD)&1Aux.SB, *8cf*,GS122,HS5087 N.E.MarineEng.Co LdSld.	27 ″ $0\frac{1}{2}$ s 2 ″ $8\frac{3}{4}$ 24 ″ $6\frac{1}{4}$	
23110 131994 MBQN	**Embassy** Ⓟ Pad (*ex*Duchess of Norfolk-37) *1Dk*	381 303 154					1911	D&WHen- dersn&Co.Ld Glasgow	Cosens&Co.Ld.	190·0|26·1| 8·7	Wymouth British	C.D.2Cy.27"&51"-54" 159NHP D&W.Hendersn&CoLdGls		
23111 4931 SDXW	**Embla** *1Dk*	*1040* *891* *578*					1908	Lindhol- mensV.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	227·2|33·6|14·1 H72tB60'F28'	Stockholm Swedish *WB*	T.3Cy.$14\frac{1}{2}$",24"&40"-27" 83NHP LindholmensV.A.Got.		VL
23112 DHGJ	**Emden** *1Dk*	709 498 415					1907	Stettiner Oderwerke Stettin	Bugsier,Reed,& BergungsA.-G.	181·4|29·0|12·2 Q51'P11'B46'F21'	Hamburg German *WB*	T.3Cy.$12\frac{4}{5}$",$20\frac{1}{2}$"&$33\frac{1}{2}$"-$23\frac{3}{5}$" 55NHP StettinerOderwerke		G
23113 TCBK	**Emek** (*ex*Gazi-35,*ex*Ghazi,*ex*Mersine, *ex*Cossack) ssOda.No.1-94 *Well deck* *1Dk(Irn)*	777 — 425	✠ 6,00 ✠	Oda	k		1890 4mo	Wood, Skinner&Co. Newcastle	HayikKeleşyan	200·5|30·0|12·6 Q64'B53'F25' FK *CellDBa42'53tFPT18tAPT12t*	Istanbul Turkish *4BHCem*	T.3Cy.$14\frac{1}{2}$",$23\frac{1}{2}$"&39"-27" 85NHP 2SB,*4pf*,GS46,HS1378 N.E.MarineEng.CoLdNwc	13 ″ 8	
23114 119153 MCBD	**Emerald** 3Mst ssTrn.2ndNo.3-2,29 ssShl.No.2-37 *Well Deck* *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	736 532 305	✠100A1 10,38 ✠NB2,29 ✠LMC MS6,37 BS3,40	Irv	k	CL 5,37	1904 8mo *Lloyd*	A.Rodger &Co. Pt.Glasgow *sA&CP*	Wm.Robertson *CellDBa*	195·0|30·1|11·2 202·1(O.L.) Q103'B11'F32' BK7" *57'f59'170tFPT75t*	Glasgow British *3BHCem* *APT10t*	T.3Cy.$16\frac{5}{16}$",$27\frac{1}{2}$"&44"-33" 160lb (*s*) 99RHP 1SB,*3cf*,GS56,HS1902 A.Rodger&Co.Glasgow	13 ″ 6 s 4 ″ $5\frac{1}{4}$ 13 ″ $8\frac{1}{2}$	
23115 165464 MMGX	**Emerald Queen** *OilEng.* *Mchy.Aft* *1Dk* D.F. E.S.D. *CruiserStern*	481 366 258	✠100A1 ~~7,4~~ ~~5,40~~ 3,42 Examined3,42 Hpl ✠LMC~~5,37~~ 3,42	~~Gmh~~ ~~Gms~~	g	OG ~~5,40~~ 9,41	1937 5mo *Lloyd*	N V.Indus- trieeleMaats. “DeNoord” Alblasserdam *sA&CP*	BritishChannel IslandsShipping Co.Ld. *CellDB109'141tFPT*	163·8|26·4|10·0 *27·5* 169·1(O.L.) FK Q43'F23'	London British *3BHptCem* *56tAPT12t*	Oil Engines 4S.C.SA 8Cy.11"-$17\frac{1}{16}$" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 10 s 1 ″ $1\frac{3}{4}$ 10 ″ 9	
23116 ONJC	**Emeraude** (*ex*RioPardo,*ex*Gaucho, *ex*SanLorenzo) ssRio.No.3-2,15 *1Dk(Stl)&Awng dk*	613 — 297	✠ 9,16 ✠	Rio	k		1903 12mo	Craig, Taylor&Co. Stockton	Soc.Anon.John Cockerill *CellDB*	195·4|28·9|13·0 FK *a48'uE15'f84'159t*	Antwerp Belgian *4BHCem* *APT24t*	T.3Cy.18",30"&48"-33" 158NHP 2SB,*4pf*,GS78,HS2644 N.E.MarineEng.Co.Ld.Sld	20 ″ 0	V †
23117 221460 KDTJ	**Emidio** (*ex*Hammac) D.F. *2Dks* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing* *CarryingPetroleum in bulk*	6912 — 4309					1921	Bethlehem S.B.Corp.Ld SanFrancisco	Socony-Vacuum OilCo.Inc.	435·0|56·2|33·5 P122'B47'F43'	NewYork Utd. States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
23118 FOGR	**Emile Baudot** TwinSc *(CableVessel)* *2Dks*	1149 1049 441					1917	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	FrenchGovern- ment(Postes& Télégraphes)	222·5|32·2|19·2	LaSeyne s/Mer French *WB*	T.6Cy.$12\frac{1}{2}$",20"&33"-24" 107NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
23119 6 OPFB	**Emile Francqui** D.F. *Ref.Mchy.* *CruiserStern* *2Dks3trB*	*5859* *5503* *3504*					1929	Flensburgr Schiffsb.Ges. Flensburg	Cie.Maritime Belge(Lloyd Royal)SA.(Agence MaritimeInter- nationaleS.A. *Mgrs.*)	443·7|57·2|26·7 P94'F49'	Antwerp Belgian *WB*	Q.4Cy.$27\frac{1}{6}$",39",$55\frac{9}{10}$"&$79\frac{9}{10}$" -$35\frac{9}{10}$" 383NHP FlensburgerSchiffsb.Ges.		VG
23120 216466 KREA	**Emilia** (*ex*CapeRomain) *2Dks&Web frames* D.F. *Longitudinal framing*	4719 4213 2918	✠ ... 11,20 ✠				1918 6mo	Bethlehem S.B.Corp. Sparro'PtMd	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	376·4|52·3|27·0 P54'B94'F39' FK	NewYork Utd. States *WB*	T.3Cy.24",41"&68"-48" BethlehemS.B. 486NHP Corp.Sparrow'sPt.Md.	29 ″ 6	R †
23121														

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Surv.
23122 555 IMML	**Emilia Guidi** Aux3MstSr (*ex*DueAmici,*ex*Giovanna *OilEng.* Verderame) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	472 420 362					1920	Gebr.G.& H.Bodewes Martenshoek	Ang.Guidi fuP.	160·4|26·7|12·9 147·6	Viareggio Italian	Oil Engines 4S.C.SA 4Cy.12⅕″–13⅘″ 58NHP BronsMotorenfabriek, Appingedam		I
23123 1395 IMMX	**Emilio Morandi** (*ex*Sara) 1*Dk*&*Spar dk*	1523 988 886					1904	Howaldtswerke Kiel	Federazione Italiana deiConsorziAgrari	246·0|36·0|13·2 241·3 19·6 P49'F29'	Genoa Italian *WB*	T.3Cy.17½″,27½″&45¼″–27½″ 117NHP Howaldtswerke,Kiel		I
23124 3147 ~~OHWB~~ SHXM	**Emily** (*ex*Mongolia, Iron *ex*Thornycroft) *ss*Hbg.4thNo.3–1,32 *Well deck* *ss*Skm.No.2–41 *Cargo battens not fitted* 1*Dk*(*Irn*)	*1567* *1309* *900*	✠100A1 ~~11,41~~ 4,12 BS11,41 ✠LMC3,40 ~~MS10,36 BS1,39~~	~~Got~~ ~~Seg~~Got	*q*	CL 9,38 11,41	1882 8mo	W.Gray& Co. WHartlepool A&CP	~~RederiA/BEmily (A.Andersson)~~ AndersSmith	266·2|35·7|18·9 257·1 Q98'B66'F30' BK9' *DB*	Stockholm Swedish 4*BHCem* *a*82'*f*92'316*t*	C.2Cy.28″&60″–39″ 80lb *70lb* NDB16 167NHP 2SB,4*cf*,GS68,HS2602 Blair&Co.Ld.Stockton	20 ″ 2 s 1 ″ 6½ 19 ″ 5	
23125 DKAI	**Emily Sauber** E.S.D. *CruiserStern* 1*Dk*	2485 1882 1323					1939	Flensburger Schiffsb.Ges. Flensburg	Sauber&Co.	276·4|44·5|19·3 P26'Q83'B62'F25'	Hamburg German *WB*	T.3Cy22$\frac{1}{16}$″,34⅝″&56$\frac{5}{16}$″–37⅜″ HS4198 292NHP FlensburgerSchiffsb Ges.		G
23126 ~~211442~~ ~~WCGN~~	**Emma Alexander** Ⓟ TwinSc (*ex*Nanking,*ex* 4*Dks*&*Shelter dk* Congress) *Fitted for oil fuel* D.F. *Ref.Mchy.* Now "Empire Woodlark," see No.35442 in Supplement	7793 — 4428					1913	NewYork S.B.Co. Camden,N.J.	~~PacificS.S.Lines, Inc.~~	423·8|54·9|17·4	~~S.Francisco~~ ~~Utd. States~~ British *WB*	T.6Cy.28½″,46½″&78″–54″ 894NHP NewYorkS.B.Co.Camden, N.J.		R
23127 LJMI	**Emma Bakke** TwinSc (*ex*Sveadrott-37) *OilEng.* *ss*Got.No.2–37 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNos.*1&3*holds* D.F. *Ref.Mchy.*	4721 4153 2831	✠100A1 *withfreeboard* ~~5,41~~ ~~8,40~~ 4,42 ✠LMC10,37 ✠Lloyd'sRMC~~7,40~~1,42	~~Vcr~~ Bkn	*z*	CL SN8,40 ~~8,40~~ P1,42	1929 8mo	Kockums M.V.Aktieb. Malmö *Lloyd*'sCP	Skibs.A/S Hilda Knudsen(Knut Knutsen,O.A.S. *Mgr.*) *CellDB*343'1400*t tanks in way of tunnels*74*t*	397·0|54·7|24·9 414·5(O.L.) P32'F40' FK *FPT*105*tAPT*114*t*	Haugesnd Norwegian 7*BHptCem* (*Coll toSh dk* 6 „*2nd*„)	Oil Engines 4S.C.SA 16Cy.22$\frac{7}{16}$″–39⅜″ 778NHP Kockums M.V.Akt.Malmö	28 ″ 10 s 3 ″ 2½ 25 ″ 9½	
23128 OYZA	**Emma Mærsk** TwinSc *OilEng.* D.F. *ss*H.Kg.No.2–36 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinalframing-bracketless system* Now "Salvator," see No.38461 in Supplement	8278 7800 5064	✠100A1 11,39 ✠LMC CS6,36 4,37 DBS1,39 *CarryingPetroleum in bulk*	Gal	*f*†	CL 8,39	1928 2mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'sA&CP	A/SD/S Svendborg &D/Saf1912A/S (A.P.Möller, Copenhagen,*Mgr.*) *CellDBuE*48'205*t D*	466·3|61·8|34·2 P101'B34'F39' FK *Tj*38'640*t FPT*185*t*	Nyborg Danish 12*BHptCem* *APT*100*t*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	36 ″ 3 s 8 ″ 4¾ 28 ″ 1½	
23129 DHGL	**Emma Sauber** Sub.Sig. 1*Dk*	2548 2234 1473					1922	Deutsche WerftA.G. Hamburg	Sauber&Co.	291·8|44·3|22·7 P33'B54'F25'	Hamburg German	DR geared steam turbine AllgemeineElecGes.Berlin		G
23130 OFCC	**Emmi** (*ex*Soutra-37,*ex*Cairnavon) *ss*Gmh.2ndNo.3–2,31 *ss*Gmh.No.1–35 D.F. 1*Dk*(*Irn*)&*deepframing* *Cargo battens not fitted*	1592 — 921	✠100A1 6,39 ✠LMC MS3,35 BS4,38 NO LATER SURVEY REPORTED	Sbg	*q*	CL 5,39	1905 6mo	ShortBros. Ld. Sunderland *Lloyd*'sA&CP	O/Y Wildfart,Ld. (H.Liljestrand, *Mgr.*) *CellDBa*82'*uE*&*B*34'	259·0|36·9|18·0 270·0(O.L.) P21'B62'F26' FK *f*102' 418*t FPT*46*t*	Munksnäs Finnish 4*BHCem* *APT*39*t*	T.3Cy.19″,30″&48″–36″ (*s*) 160lb *80lb* 151NHP 1SB,3*cf*,GS63,HS2463 Blair&Co.Ld.Stockton	20 ″ 4 s 2 ″ 9 17 ″ 8	
23131 112 SVJP	**Emmy** (*ex*Tsiropinas-37, *ex*Wolverton) *ss*H Kg.2ndNo.3–11,37 1*Dk*(*Stl*)	3895 3687 2474	✠100A1 4,42 ~~4,41~~ BS11,41 ~~BS7,40~~ ✠LMC11,37	~~Sws~~ Lon	*x*	CL 5,40	1914 1mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'sA&CP	A.Vergottis *Cell DBa*120' *uE*&*B*39'	372·5|52·3|23·9 360·4 P22'B221'F46' FK *f*155'1015*t FPT*55'	Argostoli Greek 7*BHCem* *APT* 65*t*	T.3Cy.25″,40″&67″–45″ (*s*) 180lb 332NHP 3SB,9*pf*,GS174,HS5182 G.Clark,Ld.Sunderland	26 ″ 5 s 3 ″ 6¼ 23 ″ 0¾	
23132 214318 KFKL	**Emory L. Ford** *Mchy.Aft* D.F. GyC. 1*Dk*& *Webframes* *Longitudinal framing*	7986 7670 6226	✠ ... 10,22 ✠				1916 8mo	American S.B.Co. Lorain,O.	FranklinS.S.Corp. (TheM.A.Hanna Co.*Mgrs.*)	580·0|60·0|32·0 F53' FK	Wilmgton (Del.) Utd. States	T.3Cy.24½″,41″&65″–42″ 414NHP American S.B.Co.Lorain,O	32 ″ 0	R †
23133 126654 VGQK	**Emperor** D.F. *Mchy.Aft* 1*Dk*	7031 6780 5408					1910	Collingwd. S.B.Co. Collingwood	CanadaSteamship Lines,Ld.	525·0|56·1|27·0 *WB*	Midland, Ont. British	T.3Cy.23″,38½″&63″–42″ 257NHP CollingwoodS.B.Co.		R
23134 119739	**Emperor of India** Ⓟ Pad (*ex*PrincessRoyal) 2*Dks*&*Promenade dk*	482 326 206					1906	JI.Thornycroft&Co.Ld Southampton	Cosens&Co.Ld.	217·2|25·1|8·5 Q23' len07 *Prom.dk*133'	Wymouth British	C.2Cy.30″&57″–60″ 210NHP J.I.Thornycroft&CoLdSou		
23135 167423 GQJY	**Empire Ability** (*ex*Uhenfels-40) E.S.D. 2*Dks* Sub.Sig. *CruiserStern*	7603 6728 4570					1931	Deutsche Sch-u-Mschb. A.G.Weser Bremen.	Ministry of War Transport(Elder DempsterLines,Ld. *Mgrs.*)	503·9|62·2|27·7 P67'B&F421' *Upper*F32'	London British *WB*	T.3Cy.30¾″,49¼″&78¾″–55⅛″ &LP turbine with DR gearing & hydraulic coupling 672NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		C
23136 140659 GQXX	**Empire Activity** *ss*Imm.No.3–2,41 (*ex*AmeliaLauro-41, ~~*ss*Liv.No.2–28~~ *ex*Belgian-34) 2*Dks*(*Stl*) D.F.	5329 4819 3203	✠100A1 ~~(*Reclassification Contemplated*)~~ ~~Examined 2,41~~ 2,42 ~~2,41~~ LMC2,41 BS2,42	~~Gmy~~ ~~Imm~~ Cff	*y*	CL 10,40	1919 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Ministry of War Transport(Galbraith,Pembroke&Co.Ld.*Mgrs.*) *CellDB*	400·3|52·4|28·4 P49'B113'F40' FK 345'1025*t FPT*130*t*	London British 7*BHptCem* *APT*204*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 11½ 25 ″ 3⅝	
23137 143102 GLYJ	**Empire Advocate** (*ex*Angelina Lauro-40, *ss*N.Yk.No.3–7,25 *ex*BowesCastle, *ss*N.Yk.No.1–29 *ex*Solfels) 2*Dks* D.F.	5787 5420 3634	✠100A1 (*Reclassification Contemplated*) Examined ~~7,40~~ 7,41 ~~7,41~~ ~~7,40~~ 1,42 BS~~7,40~~ 8,41 ✠	~~Bkn~~ Bel Bal		1,42	1913 5mo	J.C.TecklenborgA.G. Wesermünde-G.	Ministry of War Transport(Galbraith,Pembroke&Co.Ld.*Mgrs.*)	418·5|56·1|29·8 P60'B136'F54' FK	London British *WB*	T.3Cy.28¾″,46¾″&75½″–54″ 192lb 520NHP J.C.TecklenborgA.G.Wsm	32 ″ 4 s 6 ″ 4¾ 26 ″ 2¼	
23138 168090 GNLE	**Empire Albatross** (*ex*Hoxie-41) D.F. Sub.Sig. 2*Dks* *Longitudinal framing* Now "Belgian Fisherman," see No.35743 in Supplement	4714 4269 2812					1918	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	Ministry of War Transport(Dene ShippingCo.Ld. *Mgrs.*)	377·0|52·3|27·0 P41'B94'F38'	London British *WB*	T.Cy.24½″,41½″&68″–48″ 320NHP BethlehemS.B.Corp.Ld.		R
23139 164848 BCPL	**Empire Amethyst** D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck* For full particulars see No.38330 in Supplement	8032 7197 4676	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Ministry of War Transport (HadleyShipping Co.Ld.*Mgrs.*)	463·5|61·2|33·0 P105'B44'F38'	Middlsbro' British	T.3Cy27″,44″&76″–51″ Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 3 s 6 ″ 5 27 ″ 1¼	
23140 168807 BCSZ	**Empire Atoll** 3Mst *OilEng.* *Mchy.Aft.* 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	~~686~~ 692 500 247	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 1,42 ✠LMC1,42	Ard	*m*	06	~~1941~~ 1942 1mo	Ardrossan DockyardLd. Ardrossan *Lloyd*'sA&CP	Ministry of War Transport(Coast Lines,Ld.*Mgrs.*)	201·3|33·2|11·1 209·6(O.L.) F23' FK ~~B33'~~Ba35' *CellDB*150'214*t FPT*30*t APT*30*t*	Liverpool British 4*BHptAsp* *ptCem* (*Coll to Sh dk*3 *to 2nd dk*)	Oil Engines 2S.C.SA 7Cy.13⅜″–22$\frac{7}{16}$″ 218NHP BritishAuxiliaries.Ld.Gls.	13 ″ 8 s ″ 2 13 ″ 7½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote si ce n'est dans le L.R. Durée. Cert. R. of Trade.
23141 146266 GDMV	**Empire Attendant** TwinSc (exDomala-40) OilEng. D.F. ssSou.No.3-10,40 Ref.Mchy. 2Dks Cargo battens not fitted	7524 6850 4529	✠100A1 7,41~~10,40~~ DBS~~9,40~~ ✠LMC9,40 11,41	~~Sou~~ Hul	c†	CL	1921 6mo Cel Lloyd	Barclay Curle&Co.Ld. Glasgow lDB389'1591t 'sA&CP	Ministry of War Transport(A.Weir &Co.Mgrs.) Tanks between tu	450·0 P44'B88'F50' nnels122'201t FPT	58·3	32·9 FK	Glasgow British 8 BHpt Cem 125t APT73t	Oil Engines 4S.C.SA 16Cy.26⅜"-47" 1085HP DB100lb N.Brit.DieselEng.WrksLd	35 " 6 s8 " 3¼ 27 " 5¾	
23142 156145 GLZX	**Empire Audacity** Ⓟ (exSinbad-40,exHannover-40) OilEng. D.F. E.S.D. 2Dks CruiserStern	5725 4397 3350	100A1 (ClassContem Examined 7,40 Lon 2,41	Bly plated)		CL 11,40	1939	Bremer Vulkan Vegesack	Ministry of War Transport (Cunard WhiteStar,Ld. Mgrs.)	450·3 P22'B&F405' UpperF38'	56·3	23·1	London British	Oil Engines 2S.C.DA 7Cy23⅝"-43 5/16" 1357HP BremerVulkanVegesack	27 " 9	
23143 168073 GNPP	**Empire Barracuda** (exBlack Heron-41, 2Dks& Webframes exSacandaga-32) Fitted for oil fuel D.F. E.S.D.	4972 4580 3045	✠100A1 (Reclassificat Contemplated) Examined 1,41 10,41~~1,41~~ BS1,41 ✠	NYk ion Gls	z	CL 12,40	1919 1mo	American International S.B.Corp. HogIslandPa	Ministry of War Transport (StanhopeS.S.Co. Ld.Mgrs.)	391·9 P39'B122'F43'	54·2	28·0 FK	London British WB	DR geared steam turbine 600NHP 3WTB200lb HS8706 GeneralElectricCo. SchenectadyN.Y.	32 " 0	
23144 160786 GNFX	**Empire Bay** 1Dk Mchy.Aft CruiserStern Cargo battens not fitted	2824 2123 1576	✠100A1 7,41~~11,40~~ ✠LMC11,40	~~Hpl~~ Cff	l	CL	1940 11mo Lloyd	W.Gray & Co.Ld. WHartlepool 'sA&CP	Ministry of War Transport(Joseph ConstantineS.S. Line,Ld.Mgrs.) CellDB260'	310·6 321·0(O.L.) Q175'F37' Intermediate BHdi 839tMT8'259tFPT	44·4	19·4 FK	W.Hartlpl British 4BHpt Cem spensed with 217tAPT37t	T 3Cy.20",31"&55"-39" 200lb (s) 255NHP 2SB,6cfGS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21 " 6 s 7 " 1 19 " 4¼	
23145 167611 GLSJ	**Empire Beaver** (exEmpireSambar-41, 2Dks exWaban-40) Fitted for oil fuel D.F. Sub.Sig. Longitudinal framing Now "Norhauk," see No. 37821 in Supplement	6086 5632 3750	100A1 (Classification Contemplated) Examined 6,41 ~~6,41~~11,41 BS~~7,40~~8,41	~~[illegible]~~ NYk Gls		CL 4,40	1919	GMStandi- ferCnst.Corp. Vancouver, Wash.	Ministry of War Transport(Runci- nan(London)Ld. Mgrs.)	401·4 P34'F38'	53·2	31·9	London British WB	T.3Cy.24½",42¼"&72⅜"-48" 210lb 553NHP 3SB(Spt),9cf,HS8112 FD Hooven,Owens,Rentsch- ler,Co.Hamilton,O.	34 " 6 s8 " 2 26 " 6½	
23146 90925 GQTP	**Empire Bond** (exRavelston-41) ssGmh.2ndNo.3-4,34 ssGmh.No.1-38 1Dk(ptIrn&ptStl)&deep framing Cargo battens not fitted	2088 1935 1293	✠100A1 3,42~~5,41~~ ✠LMC MS10,38 BS~~2,41~~ 3,42	~~Shl~~ Bry	s	CL ~~4,39~~ 2,42	1906 8mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP Intermediate	Ministry of War Transport (Gillespie&Nicol, Mgrs.) bulkhead in foreho CellDBa	288·0 298·5(O.L.) P29'B76'F31' ld dispensed with &uE116'f122'629t	43·1	18·8 FK	Grange- mouth British Cem 4BHonly APT71t	T.3Cy.21½",34"&57"-39"(s) 160lb 219NH 2SB,6pf,GS92,HS3532 Cen.Mar.Eng.WrksWHpl	21 " 2 s 3 " 0¾ 18 " 4	
23147 168662 GPFP	**Empire Breeze** 2Dks CruiserStern	7457 7033 4517					1941	JLThomp- son&Sons,Ld Sunderland	Ministry of War Transport(J.&J. Denholm,Ld. Mgrs.)	426·0	59·9	35·0	Sundrland British WB	T.3Cy.25",41"&68"-45" 310NHP GeorgeClark(1938)Ld.Sld		C
23148 166323 BCMP	**Empire Bridge** CruiserStern For full particulars see No. 36298 in Supplement	343 249 149	100A1 (ClassContem	plated)			1941	W.J.Yar- wood&Sons (1938)Ld. Northwich	Ministry of War Transport(Lady of the IslesS.S.Co. Ld,Mgrs.)	127·2	24·7	9·9	Liverpool British	T.3Cy.10½",17½"&29"-19" 60RHP W J.Yarwood&Sons,Ld. Northwich		
23149 168646 GMYV	**Empire Bronze** OilEng 1Dk,2nd dk clear of cargo tanks Longitudinal framing at bottom & at deck Mchy.Aft D.F. E.S.D. CruiserStern	8142 7235 4770	✠100A1 ~~3,41~~ ~~11,40~~3,42 ✠LMC11,40 CarryingPetr	~~Nwc~~ ~~Mtl~~ Npt oleum in bulk	c†	CL	1940 11mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	Ministry of War Transport(A.Wei &Co.Mgrs.) CellDBuE70'23	465·3 483·3(O.L.) P93'B45'F50' tDTf25'271tFPT1	59·3	33·8 FK	S.Shields British 17BH 38tAPT85t	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP DB180lb Hwthrn,Leslie&CoLdNwc	34 " 0 s6 " 8½ 27 " 6½	
23150 160793 BCKF	**Empire Brook** 1 Dk D.F. CruiserStern Mchy. Aft. Cargo battens not fitted	2852 2123 1580	✠100A1 ~~5,41~~11,41 ✠LMC5,41	~~Hpl~~ Sld	t	CL	1941 5mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	Ministry of War Transport (W.France,Fen- wick&CoLdMgs) CellDB260'	310·6 321·0(O.L.) Q175'F37' IntermediateBHdi 839tMT8'259tFPT	44·4	19·4 FK	WHartlepl British 4BHptCem spensed with 217tAPT37t	T.3Cy.20",33"&55"-39" (s) 200lb 255NHP 2SB,6cf,GS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21 " 6 s 7 " 1 19 " 4¼	
23151 168918 BCPJ	**Empire Bruce** D.F. 2Dks Cruiser Stern	7459 7047 4497					1941	SirJ.Laing &Sons,Ld. Sunderland	MinistryofWar Transport (LarrinagaS.S.Co. Ld.Mgrs.)	423·8	59·9	35·0	Sunderlnd British WB	T.3Cy.24",39"&68"-48" 320NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		
23152 168018 GLRR	**Empire Buffalo** (exEglantine-40) 2Dks Sub.Sig. Fitted for oil fuel Longitudinal framing	6404 5958 4618	100A1 (Classificatio Contemplated) Examined ~~10,40~~8,41 ~~12,40~~11,41 BS~~10,40~~11,41	Bal n ~~[illegible]~~ Jck Mch		CL 6,40	1919	Skinner& EddyCorp. Seattle,Wash	Ministry of War Transport(Lyle ShippingCo.Ld. Mgrs.)	402·6 P48'F42'	54·8	32·1	London British WB	T.3Cy.25",42¼"&72"-48" 210lb 480NHP 3SB,6cf,HS8052 Hooven,OwensRent- schlerCo.Hamilton,O.	34 " 6 s8 " 1 26 " 7	
23153 168163 GNKN	**Empire Bunting** (exEelbeck-41) 2Dks Sub.Sig. Fitted for oil fuel Longitudinal framing	6448 5955 4711					1919	Skinner& EddyCorp. SeattleWash.	Ministry of War Transport(Head- lam&Son,Mgrs.)	401·7 P48'F42'	54·8	32·1	London British WB	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton.O.		R
23154	**Empire Burton** For full particulars see No. 36304 in Supplement D.F: Cruiser Stern	6950 6529 4930	100A1 (ClassContem	plated)			1941	Short Bros.Ld. Sunderland	MinistryofWar Transport (CommonBros.Ltd. Mgrs.)	427·5	57·0	34·3	Sunderlnd British	T.3Cy.24",39"&68"-48" N.E.MarineEng.Co.(1938) Ld.Nwc.		
23155 168929 BCPM	**Empire Cabot** D.F. 2Dks CruiserStern	~~6770~~ ~~6293~~ ~~4910~~ 6715 6293 4836	✠100A1 withfreeboard ~~(ClassContem plated)~~ 3,42~~9,41~~ ✠LMC9,41	~~Hpl~~ Hul	a†	CL	1941 9mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	Ministry of War Transport (Glen &Co.Ld.Mgrs.) 6 Divisional W.T.BHs in CellDB365'1202tFPT198t	419·2 431·7(O.L.) F36' (CollBHtoWdk6BHto2nd dk)	56·7	33·9 FK	W.Hartlpl British 7BHptCem 'tween dks APT190t	T.3Cy.22½",36"&65"-48" 220lb (s) 505NHP 2SB&1AuxSB,11cf, GS178,HS7706 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	36 " 4 s10 " 0 26 " 7	
23156 [illegible] BCLN	**Empire Cape** OilEng Mchy.Aft CruiserStern For full particulars see No. 36296 in Supplement	872 586 458	100A1 (ClassContem	plated)			1941	Scott& Sons Bowling	Ministry of War Transport(Wm. Robertson,Mgr.)	203·0 Q121'F30'	33·2	11·7	Glasgow British	Oil Engines 2S.C.SA 5Cy.13⅜"-22 7/16" BritishAuxiliaries,Ld.Gls.	13 " 10 s 4 " 2½ 13 " 5¼	
23157 168041 GMJT	**Empire Cheetah** (exKalani-40, exHelenWhittier-38, 2Dks exWestLianga) Fitted for oil fuel Now "Hobbema," see No. 36918 in Supplement	5507 5057 3413	100A1 (Classification Contemplated) Examined~~5,41~~2,42 9,41 BS~~1,41~~2,42	~~Npt~~ Bry Bos		CL 9,40	1918	Skinner& EddyCorp. Seattle,Wash	Ministry of War Transport(SirR. Ropner&Co.Ld. Mgrs.)	409·6 P43'B115'F47'	54·2	27·1	London British WB	DR geared steam turbine 210lb (r) 3SB(Spt),9cf,HS8085 GeneralElectricCo. Schenectady,N.Y.	29 " 9 s5 " 10½ 24 " 1¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders — Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade cert
23158 164908 MLPK	**Empire Cliff** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	873 553 459	✠100A1 12,40 ✠LMC12,40	Goo	*k*	OG	1940 12mo *Lloyd*	GooleS.B. &RepgCo.Ld Goole '*sA&CP*	Ministry of War Transport (F.T. Everard &Sons,Ld. *Mgrs.*)	197·7|30·2|11·6 202·8(O.L.) P50′Q120′F20′ FK *CellDB*127′194*tFPT*	Goole British 3*BHCem* 69*tAPT*67*t*	Oil Engines 2S.C.SA 7Cy.9$\frac{13}{16}$″–16$\frac{5}{16}$″ 61RH BritishAuxiliaries,Ld. Gls.	13 ″ 6 s4 ″ 1¼ 13 ″ 2¼	
23159 168668 BCGC	**Empire Cloud** D.F. *CruiserStern* 2*Dks*	5969 5578 3546					1941	W.Pickersgill&Sons,Ld Sunderland	Ministry of War Transport (Allan, Black&Co.*Mgrs.*)	401·0|54·0|33·2 F39′	Sundrland British *WB*	T.3Cy.23½″,38″&66″–45″ 292NH GeorgeClark(1938)Ld.Sld		
23160 166996 GPFU	**Empire Comet** *OilEng.* D.F. 2*Dks* *CruiserStern*	6914 6487 4162	✠100A1 *withfreeboard* ~~6,41~~11,41 ✠LMC2,41	~~Bos~~ Bom	*a*†	CL	1941 2mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	Ministry of War Transport (Dodd, Thomson&Co.Ld. *Mgrs.*) 5 *Divisional W*	432·7|56·2|34·3 447·6(O.L.) F39′ FK *TBHs in 'tween dks* *CellDB*370′1186*tMT*26′1036*t FPT*1	Greenock British 7*BH* (*Coll to W dk* 6 ,, 2*nd* ,,) 22*tAPT*185*t*	Oil Engines 4S.C.SA 6Cy.29½″–59$\frac{1}{16}$″ 490NH 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	36 ″ 10 s10 ″ 8¼ 26 ″ 4	
23161 168167 BCJN	**Empire Condor** (*ex*AlmeriaLykes–41) 2*Dks*&*Shelter dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *CruiserStern* *pt welded pt Longitudinal framing* *Now* "Almeria Lykes," *see No.* 35584 *in Supplement*	7773 6877 4586					1940	Federal S.B.&D.D.Co Kearny,N.J.	Ministry of War Transport (Donaldson Bros.& Black,Ld.*Mgrs.*)	469·0|69·6|29·2 F38′	London British *WB*	2 steam turbines DR geared to 1 sc. shaft 1417NH DeLavalSteam TurbineCo.Trenton,N.J		R
23162 156144 GLCC	**Empire Confidence** Ⓟ (*ex*Poland–40,*ex*Düsseldorf–40) *OilEng.* *Ref.Mchy* *CruiserStern* 2*Dks* D.F. E.S.D.	5023 — 2943	100A1 (*Class Contemplated*) Examined 6,41 9,41 ~~6,41~~ ✠Lloyd'sRMC~~6,41~~11,41 for temp. 32° F.	Lon Sea DBS~~6,41~~4,42		9,41	1935	Bremer Vulkan Vegesack	Ministry of War Transport (Royal MailLines,Ld. *Mgrs.*)	415·0|54·7|21·9 P20′B&F378′	London British *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–43$\frac{5}{16}$″ 1164NH *80lb* BremerVulkan,Vegesack	26 ″ 7 s2 ″ 8 24 ″ 1¼	
23163 168669 BCJG	**Empire Coral** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8602 7501 4837	✠100A1 11,41~~4,41~~ ✠LMC4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,41 *F.P. above* 150° F.	~~Sld~~ NYk	*d*†	CL	1941 4mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Ministry of War Transport (Eagle Oil&ShippingCo. Ld.*Mgrs.*)	474·6|62·1|33·8 493·8(O.L.) P111′B36′F56′ FK *CellDBuE&B*93′498*tDTf*36′942*tFPT*34	Sundrland British 12*BH* 5*tAPT*184*t*	T.3Cy.27″,44″&76″–51″ (*s*) 220lb Rht 674NH 3SB(Spt),9*cf*,HS10020 FL N.E.MarineEng.Co.(1938) Ld.Nwc	34 ″ 0 s6 ″ 6½ 27 ″ 9	
23164 168086 GNFF	**Empire Cormorant** (*ex*WesternMaid–41) ~~Sub.Sig.~~ 2*Dks* *ss*N.Ns.2ndNo.3–1,41	5821 5236 3538	✠100A1 ~~1,41~~ ~~3,21~~ ~~4,41~~ 2,42 BS3,42 ✠LMC1,41	~~NN~~ ~~NYk~~ Bkn	*z*	CL 11,40	1918 8mo	Northwest SteelCo. Portland,Or. A&CP	Ministry of War Transport (R.Chapman&Son, *Mgrs.*)	411·9|54·2|27·7 423·8(O.L.) P47′B115′F44′ FK *CellDB*356′1139*tFPT*128*tAPT*143*t*	London British *WB* 7*BHptCem*	DR geared steam turbine 210lb (*r*) 594NHP 3SB,9*cf*,GS165,HS8055 FD DeLavalSteam TurbineCo.Trenton,N.J.	30 ″ 2 s6 ″ 4½ 23 ″ 11¾	~~R~~ +
23165 168183 MNSF	**Empire Crag** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	332 244 153	✠100A1 ~~7,41~~ 6,41~~9,41~~ 1,42 ✠LMC6,41	~~Lon~~ ~~Lth~~ Abn	*e*	OG N1,42	1941 6mo *Lloyd*	J.Pollock, Sons&Co.Ld. Faversham '*sA&CP*	Ministry of War Transport (T.J. Metcalf,*Mgr.*)	130·2|25·2| 9·0 136·0(O.L.) P37′F19′ FK *CellDB*77′113*t FPT*	London British 3*BHptCem* 50*tAPT*25*t*	Oil Engines 2S.C.SA 6Cy.10½″–13½″ 116NH CrossleyBros.Ld.Mch.	10 ″ 9 s1 ″ 0¾ 9 ″ 10	
23166 168087 MNZP	**Empire Creek** *Oil Eng* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	332 244 153	✠100A1 7,41~~4,41~~ ✠LMC4,41	~~Lon~~ Abn	*e*	OG	1941 4mo *Lloyd*	J.Pollock Sons&Co.Ld Faversham '*sA&CP*	Ministry of War Transport (GeneralStm.Nav Co.Ld.*Mgrs.*)	130·2|25·2| 9·0 136·0(O.L.) P37′F19′ FK *CellDB*77′113*t FPT*	London British 3*BHptCem* 50*tAPT*25*t*	Oil Engines 2S.C.SA 6Cy.10½″–13½″ 116NH CrossleyBros.Ld.Mch.	10 ″ 9 s1 ″ 0¾ 9 ″ 10	
23167 167408 MNDN	**Empire Crocus** (*ex*Dr.Colijn–40) *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	341 237 152					1936	N.V.Noord Nederlndsch Schpswerven Groningen	Ministry of War Transport (T.H. Donking&Sons,Ld. *Mgrs.*)	133·3|23·1| 9·5 P41′F15′	London British *WB*	Oil Engines 4S.C.SA 6Cy.10$\frac{13}{16}$″–15¾″ 68NH BenzMtrn.Werke MannheimA.G.		VI.
23168 168177 MLNP	**Empire Crossbill** (*ex*WestAmargosa–41) 2*Dks* Sub.Sig. *Fitted for oil fuel*	5463 4995 3401					1919	LsAngeles SB.&D.D.Co SanPedro,Cal	Ministry of War Transport (J. Morrison&Son, *Mgrs.*)	410·0|54·4|27·2 P43′B115′F47′	London British	T.3Cy.28½″,47″&78″–48″ LosAngelesS.B. 422NH &D.D.Co.SanPedro,Cal		R
23169 16 169 BCJP	**Empire Curlew** (*ex*RobinDoncaster–41) 2*Dks* D.F. E.S.D. GyC. *CruiserStern* *Ref.Mchy* *Fitted for oil fuel* Sub.Sig. *Now* "Robin Doncaster," *see No.* 38354 *in Supplement*	7101 5846 4259					1941	Bethlehem SteelCo.S.B Division Sparrow's Pt. Md.	Ministry of War Transport (Donaldson Bros.& Black,Ld.*Mgrs.*)	452·5|66·2|29·4 F96′	London British *WB*	DR geared steam turbine 1050NH BethlehemSteelCo.S.B. Division,Quincy,Mass.		
23170 16[illegible] GNSN	**Empire Dabchick** (*ex*Kisnop–41) 2*Dks* *For full particulars see No.* 36302 *in Supplement*	5995 5105 4549	100A1 (*Class Contemplated*)				1919	Atlantic Corporation Portsmouth, N.H.	Ministry of War Transport (J. Morrison&Son, *Mgrs.*)	410·5|54·2|27·0 P60′B115′F47′	London British *WB*	T.3Cy.24½″,41½″&72″–48″ 359NH AtlanticCorporation, Taunton,Mass.		
23171 167513 MNRR	**Empire Daffodil** (*ex*CaribeII–40) *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk* *CruiserStern*	398 255 112	✠100A1 *withfreeboard* 7,41~~5,41~~ ✠LMC3,40	Cff	*i*	5,41	1940 3mo *Lloyd*	Gebr.van DiepenN.V Waterhuizen '*sA&CP*	Ministry of War Transport (Gt.Yarmouth Shipping Co. Ld.*Mgrs.*) *Side tanks in way of hold* 101′ 229*tDTf*5′24*t*	180·3|27·8| 7·6 188·0(O.L.) FK *FPT*52*tAPTs*12*t*	London British 3*BHCem* (*Coll to Sh dk* 2 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 7Cy 11″–17$\frac{11}{16}$″ 82NH E*made*6,39*fitted*3,40 Klöckner-Humboldt-DeutzA.G.Köln-Deutz	9 ″ 4 s ″ 2 9 ″ 3	
23172	**Empire Darwin** D.F. *CruiserStern* *For full particulars see No.* 36293 *in Supplement*	6710 [illegible] 4870	100A1 *withfreeboard* (*Class Contemplated*)				1941	W.Gray& Co.Ld. WHartlepool	Ministry of War Transport	419·0|56·7|33·9 F36′	WHartlpl. British	T.3Cy.22½″,36″&65″–48″ Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	36 ″ 4 s10 ″ 0 26 ″ 7	
23173 168667 BCGD	**Empire Dawn** *OilEng.* D.F. 2*Dks* *CruiserStern*	7241 6787 5066	✠100A1 *withfreeboard* ~~6,41~~ ~~4,41~~ ~~1,42~~ 2,42 ✠LMC4,41	Sld ~~Hul~~~~Mch~~ Bkn	*a*†	CL	1941 4mo *Lloyd*	Wm.Doxford&SonsLd Sunderland '*sA&CP*	Ministry of War Transport (RuncimanShippingCo. Ld.*Mgrs.*) 6 *Divisional W*	428·8|56·5|35·5 442·9(O.L.) FK *TBHs in 'tween dks* *CellDB*356′1182*tMT*29′1205*t FPT*1	Sundrland British 7*BHptCem* (*Coll to W dk* 6 ,, 2*nd* ,,) 34*tAPT*155*t*	Oil Engines 2S.C.SA 3Cy.23⅝″–91$\frac{5}{16}$″ 516NH 2DB*120lb* Wm.Doxford&SonsLd.Sld	38 ″ 1 s10 ″ 11 27 ″ 4¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
23174	**Empire Day** *For full particulars see No. 36294 in Supplement* *OilEng.* D.F. *CruiserStern*	7250 6787 5100	100A1 *withfreeboard* (*ClassContemplated*)				1941	Wm.Doxford&SonsLd Sunderland	Ministry ofWar Transport Stephens,Sutton, Ld.*Mgrs.*)	428·8	56·5	35·5	Sundrland British	Oil Engines 2S.C.SA 23⅝"–91$\frac{11}{32}$" Wm.Doxford&Sons,LdSld		
23175 143916 GWLG	**Empire Defiance** (*ex*Erica–40, *ex*Wasaborg–35, *ss*Ham.No.1–13 *ex*UnionCity, *2Dks(Stl)& deepframing* *ex*Iserlohn) *lower dk inNos.1&3holds* D.F. *Welldeck*	4632 4375 2897	✠100A1 (*Reclassification Contemplated*) Examined ~~7,40~~ ~~4,41~~ 9,41 1,42 ~~4,41~~ ~~BS7,40~~ ✠ BS4,41	~~Liv~~ ~~Cal~~ Liv Cal	*z*		1909 9mo	Reiherst'g Schiffsw. Hamburg	Ministry ofWar Transport(Thos.& Jno.Brocklebank, Ld.*Mgrs.*)	399·2 P&B329'F52' FK *CellDBa124'uE&B47'*	54·0	25·0	London British *7BHCem* *f182'1288t*	T.3Cy.26",47⅝"&76¾"–48" 200lb 597NHP 3SB,*9cf*,GS192,HS8490 Reiherst.Machinenf.Ham.	28 ″ 0 s3 ″ 9¼ 24 ″ 5	
23176 167004 BCMD	**Empire Dell** D.F. *For full particulars see No. 36299 in Supplement* *CruiserStern*	7065 6617 5168	100A1 *withfreeboard* (*ClassContemplated*)				1941	Lithgows Ld. PortGlasgow	Ministry ofWar Transport(G.Nisbet&Co.*Mgrs.*)	432·2 F39'	56·2	34·2	Greenock British	T.3Cy.23½",37½"&68"–48" Rankin&BlackmoreLdGrk	36 ″ 10 s10 ″ 9½ 26 ″ 3	
23177 166993 GPFM	**Empire Dew** D.F. *2Dks* *CruiserStern*	7005 6617 5135	✠100A1 *withfreeboard* 5,41 ✠LMC1,41	Nwc	*a*†	CL	1941 1mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	Ministry ofWar Transport(R.Chapman&Son,*Mgrs.*) *5 Divisional WT* *CellDB370'1215t*	432·0 447·6(O.L.) F39' FK *BHs in'tweendks* *FPT122tAPT172t*	56·2	34·2	Greenock British *7BHptCem* (*Coll to Wdk* 6 ,, 2*nd*,,)	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 436NHP 2SB,*8cf*,GS130,HS5830 FD Rankin&BlackmoreLdGrk	36 ″ 10 s10 ″ 9½ 26 ″ 3	
23178 148786 GFRY	**Empire Diplomat** TwinSc (*ex*BritishDiplomat–40) *OilEng.* *Mchy.Aft* *ss*Nwc.No.2–33 Modified special survey–40Shl D.F. *2Dks(Stl)&Webframes* E.S.D. *Longitudinalframing*	6498 5820 4521	✠100A1 7,40 DBS8,40 ✠LMC8,40 *Carrying homogeneous oilfuel cargo in bulk F.P. above 150° F.*	Shl	*a*†	CL 6,40	1926 7mo	J.Brown& Co.Ld. Clydebank *Lloyd'sA&CP*	Ministry ofWar Transport(British TankerCo.Ld. *Mgrs.*) *CellDBuE58'232tDTf34'388t*	420·2 P95'B35'F47' FK *FPT195tAPT177t*	54·4	32·7	London British *18BHptCem* (*12 to Udk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP 2DB*120lb* J.Brown&Co.Ld. Clydebank	32 ″ 8 s6 ″ 2 26 ″ 8¾	
23179 168017 GLZK	**Empire Dorado** (*ex*Tolosa–40) *2Dks* Sub.Sig. *Fitted for oil fuel*	5595 5105 3373					1920	Atlantic Corp. Portsmouth, N.H.	Ministry ofWar Transport(Runciman(London),Ld. *Mgrs.*)	411·2 P44'B115'F47'	54·2	27·0	London British *WB*	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorp. Portsmouth,N.H.		RC
23180 168161 GNLL	**Empire Dunlin** (*ex*Editor–41) *2Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6412 5958 4059					1919	Skinner& EddyCorp. Seattle,Wash	Ministry ofWar Transport(J.A. Billmeir&Co.Ld *Mgrs.*)	402·6 P27'B61'F19'	54·8	32·0	London British	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
23181 167576 GLJM	**Empire Eagle** (*ex*Indianan–40, *ex*Willhilo–37, *ex*GoldenRod–34, *2Dks* *ex*WestIslip) D.F. *Now "Norjerv," see No. 37825 in Supplement*	5582 5175 3468	100A1 (*ClassContemplated*) Examined 5,41 Lon 7,41 ~~2,40~~ LMC7,40 BS~~7,40~~(210lb) 7,41 *Fitted for oil fuel'19 F.P. above 150° F.*	Phl		CL ~~2,40~~ 7,41	1919	AmesS.B. & D.D.Co. Seattle,Wash	Ministry ofWar Transport(Runciman(London),Ld. *Mgrs.*)	409·8 P44'B119'F47'	54·2	29·2	London British *WB*	T.3Cy.26",43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle	31 ″ 10 s 6 ″ 3¾ 25 ″ 9	
23182 168168 BCJQ	**Empire Egret** (*ex*Nightingale–41) *2Dks&Shelterdk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	7248 5403 4233					1939	NwprtNws S.B.&D.D.Co NewprtNews	Ministry ofWar Transport(Royal MailLines,Ld. *Mgrs.*)	439·0 P23'B77'F41'	63·2	27·5	London British *WB*	2 steam turbinesDRgeared to 1sc.shaft 1100NHP NewportNewsSB&DD.Co.		R
23183 168044 GLXD	**Empire Eland** (*ex*WestKedron–40) *ss*N.Ns.No.3–8,40 Sub.Sig. *2Dks*	5613 5084 3520	100A1 11,40 BS9,41 LMC8,40 *Fitted for oil fuel'20 F.P. above 150° F.*	Hul	*z*	CL 6,40	1920	LongBeach S.B.Co. LongBeach, Cal.	Ministry ofWar Transport(Douglas&Ramsey, *Mgrs.*) *CellDB362'1287t*	410·5 427·0(O.L.) P44'B115'F47' FK *T29'713t FPT134t*	54·3	27·2	London British *7BHptCem* *APTs284t*	T.3Cy.24½",41½"&72"–48" 210lb (*r*) 552NHP 3SB,*9cf*,HS8112 FD LlewellynIronWorks, LosAngeles	29 ″ 9 s5 ″ 10½ 24 ″ 0½	
23184 168026 GLTL	**Empire Elk** (*ex*Condor–40, *ex*Rotarian) *2Dks* *Ref.Mchy.* *Fitted for oil fuel* *Longitudinal framing* *Now "Norvarg," see No. 37822 in Supplement*	4748 4274 2936					1920	ToddD.D. &Const.Corp. Tacoma, Wash.	Ministry ofWar Transport(LarrinagaS.S.Co.Ld. *Mgrs.*)	380·3 P52'B102'F41'	53·1	27·0	London British *WB*	T.3Cy.24",40"&70"–48" 339NHP ToddD.D.&Const.Corp. Tacoma,Wash.		RC
23185 167601 GLWY	**Empire Energy** (*ex*Gabbiano–40, *ex*Grete–34) *ss*Ham.No.2–31 D.F. *2Dks(Stl)* Sub.Sig.	6589 6094 3954	✠100A1 (*Reclassification Contemplated*) Examined ~~7,40~~ 9,41 BS5,41 ✠	~~Liv~~ Mdb	*h*†	CL 7,40	1923 7mo	Akt.Ges. "Neptun" Rostock	Ministry ofWar Transport(E.R. ManagementCo. Ld.*Mgrs.*) *IntermediateBH in forehold dispensed with* *CellDBa151'uE25'f191'1355t DTa32' 115t*	440·0 P57'B144'F39' FK	57·1	29·5	London British *Asp* *6BHonly* *FPT134t* *APT116t*	T.3Cy.29½",48"&78¾"–51$\frac{3}{16}$" &LP Turbine with DR gearing & hydraulic coupling 214lb 720NHP 3SB,*9cf*,GS198,HS9041 A.G."Neptun,"Rostock	32 ″ 2 s 6 ″ 7½ 25 ″ 9¼	
23186 168912 BCLM	**Empire Eve** D.F. *2Dks* *CruiserStern*	5979 5578 3583					1941	W.Pickersgill&Sons,Ld Sunderland	Ministry ofWar Transport(J.A. Billmeir&Co.Ld. *Mgrs.*)	401·0 F38'	54·0	~~38·2~~ 33·2	Sundrland British *WB*	T.3Cy.23½",38"&66"–45" 292NHP GeorgeClark(1938)Ld.Sld		
23187 168678 BCJK	**Empire Faith** *OilEng.* D.F. *CruiserStern* *2Dks*	7061 6551 4194					1941	Barclay, Curle&Co.Ld Glasgow	Ministry ofWar Transport(EllermanLines,Ld. *Mgrs.*)	418·0 F29'	57·4	34·2	Glasgow British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{7}{16}$" 688NHP Barclay,Curle&Co.Ld.Gls.		
23188 168079 GNCN	**Empire Falcon** Ⓟ (*ex*Quistconck–41) *2Dks&Webframes* D.F. Sub.Sig. *Fitted for oil fuel*	5494 4573 3264	✠ ... 7,20				1918 11mo	American International S.B.Corp. HogIslandPa	Ministry ofWar Transport(Headlam&Son,*Mgrs.*)	390·0 P39'B122'F43' FK	54·2	27·9	London British *WB*	DR geared steam turbine 416NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
23189 166688 BCLW	**Empire Firth** *OilEng* *Mchy.Aft* *Cargo battens not fitted* *CruiserStern*	~~370~~ 315 227 ~~145~~	✠100A1 8,41 ~~(*ClassContemplated*)~~ ✠LMC8,41	Lwt	*d*		1941 8mo	Richards IronworksLd Lowestoft *Lloyd'sA&CP*	Ministry ofWar Transport (C.Rowbotham &Sons,*Mgrs.*)	~~130·0~~ 131·5 137·0(O.L.) FK P36' ~~B16~~ F13' *FPT*	~~24·5~~ 24·6	~~9·6~~ 8·8	Lowestoft British *3BHCem* *36tAPT20t*	Oil Engines 2S.C.SA 6Cy.10¼"–13¼" 116NHP CrossleyBros.Ld.Mch.	9 ″ 8 s ″ 10¼ 8 ″ 10⅛	
23190 166321 BCLF	**Empire Flame** 3Mst D.F. *CruiserStern* *For full particulars see No. 36332 in Supplement*	7069 6617 5194	100A1 *withfreeboard* (*ClassContemplated*)				1941	Cammell Laird&Co.Ld Birkenhead	Ministry ofWar Transport (Booth S.S.Co.Ld.*Mgrs.*)	432·2	56·2	34·2	Liverpool British	T.3Cy.23½",37½"&68"–48" CammellLaird&CoLd.Bkn	36 ″ 10 s10 ″ 9¼ 26 ″ 3	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assign'd now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft in.	15 Registers in which classed if not in L.R. Date of B. of Trade Cert.
23191 168084 BCFG	**Empire Flamingo** (*ex*Jolee-41) 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	5519 4598 3280					1920	American International S.B.Corp. HogIslandPa	Ministry of War Transport(G.Nisbet&Co.*Mgrs.*)	390·0|54·2|27·9 P50'B121'F40'	London British *WB*	DR geared steam turbine 416NHP GeneralElectricCo. Schenectady,N.Y.		R
23192 165814 BCKS	**Empire Flint** *Mchy.Aft* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck* 1*Dk.2nd dk clear of cargo tanks*	~~8280~~ ~~7236~~ ~~4700~~ 8129 7204 4630	✠100A1 ~~(*ClassContemplated*)~~ 8,41 ✠LMC8,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,41 *F.P. above*	Nwc	*c*†	CL	1941 8mo *Lloyd's A&CP* 150° F.	Swan,Hunter&Wigham Richardson, Ld Newcastle	Ministry of War Transport(Anglo-SaxonPetroleum Co.Ld. *Mgrs.*) ~~*CellDB*91'28~~ *CellDBuE&B*91'287*t*	468·4|59·4|33·8 483·1(O.L.) P112'B46'F40' FK ~~t~~*DTf*36'628*tFPT*1	London ~~Newcastle~~ British 16*BH* 56*tAPT*87*t*	T.3Cy.26½",44"&73"-48" 220lb (*s*) FD 629NHP 3SB(Spt)9*cf*, HS9555 Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0 s6 ″ 8 27 ″ 6¾	
23193 165810 BCKC	**Empire Foam** 2*Dks* D.F. *CruiserStern*	7047 6589 5178	✠100A1 *withfreeboard* 9,41 ~~5,41~~ ✠LMC5,41	~~Nwc~~ Mch	*a*†	CL	1941 5mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	Ministry of War Transport(F.Carrick&Co.Ld.*Mgrs*) 5 *Divisional W* *Cell*	432·5|56·2|34·2 447·5(O.L.) F39' FK *TBHs in 'tween dks* *DB*370'1299*tFPT*	Newcastle British 7*BH pt Cem* (*Coll to Wdk* 6 ,, 2*nd* ,,) 122*tAPT*172*t*	T.3Cy.23",39"&66"-45"(*s*) 220lb FD 433NHP 2SB,8*cf*GS154 HS6080 Swan,Hunter&Wigham Richardson,Ld.Nwc	36 ″ 10 s10 ″ 9½ 26 ″ 3	
23194 164909 BCFH	**Empire Foreland** *OilEng.* *Mchy.Aft* *Cargo battens not fitted* *CruiserStern*	873 553 459	✠100A1 3,41 ✠LMC3,41	Goo	*k*	OG	1941 3mo *Lloyd's A&CP*	GooleS.B. &RepgCo.Ld. Goole	Ministry of War Transport(F.T. Everard&Sons, Ld.*Mgrs.*) *CellDB*127'1	197·7|30·2|11·6 202·8(O.L.) P50'Q120'F20' FK 94*tFPT*69*tAPT*67*t*	Goole British 3*BHCem*	Oil Engines 2S.C.SA 7Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 61RHP BritishAuxiliaries,Ld.Gls.	13 ″ 6 s4 ″ 10½ 13 ″ 2¼	
23195 168649 BCMB	**Empire Franklin** 2*Dks* D.F. *CruiserStern*	7292 6912 5111	✠100A1 *withfreeboard* ~~5,41~~ ~~6,41~~ 5,42 ✠LMC6,41	~~Shl~~ ~~Liv.~~ Mch	*b*†	CL	1941 6mo *Lloyd's A&CP*	J.Readhead&SonsLd SouthShields	Ministry of War Transport(Hall Bros.~~S.S.Co.Ld.~~ *Mgrs*). 6 *Divisional W* *Cell*	432·4|56·7|34·7 449·0(O.L.) FK *TBHs in'tween dks* *DB*371'1555*tFPT*	S.Shields British 7*BH* (*Coll to Wdk* 6 ,, 2*nd* ,,) 150*tAPT*225*t*	T.3Cy.25",42"&71"-48"(*s*) 220lb FD 435NHP 2SB,6*cf*,GS120,HS5486 J.Readhead&SonsLd.S.Shl	37 ″ 10 s10 ″ 9¾ 27 ″ 3	
23196 166306 GMJG	**Empire Fusilier** (*ex*Mincio-40) 1*Dk* D.F.	5408 4563 3240					1921	Soc.Anon. Cantieri Cerusa Voltri	Ministry of War Transport(Watts, Watts&Co.Ld. *Mgrs.*)	379·2|51·9|27·5	Liverpool British *WB*	T.3Cy.26",42½",&69⅞"-48" 337NHP G.Fossati&Co Sestri Ponente		C
23197 167737 GNFZ	**Empire Gale** 3Mst 2*Dks* D.F. *Cruiser Stern* *Butts of shell & dk plating elect. welded*	7089 6619 5225	✠100A1 *withfreeboard* ~~6,41~~ ~~6,41~~ 5,42 ✠LMC6.41	~~Brw~~ ~~Mch~~ Cff	*a*†	CL	1941 6mo *Lloyd's A&CP*	Vickers-Armstrongs. Ld Barrow	Ministry of War Transport(J. Morrison&Son. *Mgrs.*) 6 *Division* *Cell*	433·0|56·2|34·4 447·6(O.L.) F39' FK *al WTBHs in'tween* *DB*370'1299*tFPT*	Barrow British 7*BHptCem* *dks* (*Coll to Wdk* 6 ,, 2*nd* ,,) 122*tAPT*172*t*	T3Cy23½",37½"&68"-48"(*s*) 220lb FD (*s*) 435NHP 2SB,8*cf*,GS134,HS5830 FullertonHodgart& Barclay,Psy.	36 ″ 10 s10 ″ 9½ 26 ″ 1¾	
23198 167439 GQJG	**Empire Gannet** (*ex*Louisianan-40, *ex*GoldenFleece-37, 2*Dks* *ex*Dewey) *Fitted for oil fuel* D.F.	5672 5169 3445	100A1 (*ClassContem* Examined 10,40 1,42 ~~10,40~~ BS2,41	Liv *plated*) 5,42 Bos		CL 10,40	1919	J.F.Duthie &Co. Seattle,Wash	Ministry of War Transport(Runciman(London)Ld. *Mgrs.*)	409·8|54·3|28·1 P44'B115'F47'	London British *WB*	T.3Cy.24⅞",41½"&72"-48" 210lb (*s*) 550NHP 3SB,9*cf*,GS168,HS8112 FD Hooven,Owens,Rentschler Co.Hamilton,O.	30 ″ 2 s6 ″ 4¾ 24 ″ 0	
23199 168674 MNWK	**Empire Gat** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	871 586 465	✠100A1 1,42 ~~1,41~~ ✠LMC4,41	~~Gls~~ Bwg	*l*	OG 1,42	1941 4mo *Lloyd's A&CP*	A&J.Inglis Ld. Glasgow	Ministry of War Transport(J&A. Gardner&Co.Ld. *Mgrs.*) *CellDB*121'208	203·0|33·1|11·7 211·0(O.L.) Q123'F25' FK *tDTf*12'44*tFPT*47	Glasgow British 5*BHptCem* *tAPT*25*t*	Oil Engines 2S.C.SA 5Cy.13⅜-22$\frac{7}{16}$ 156NHP BritishAuxiliaries,Ld.Gls	13 ″ 10 s4 ″ 2½ 13 ″ 5⅝	
23200 168691 BCNV	**Empire Gem** 1*Dk 2nd dk clear of cargo tanks* *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	~~8100~~ 8139 7234 4743	✠100A1 ~~(*ClassContem*~~ 1,42 ~~10,41~~ ✠LMC10,41 *CarryingPetr*	Mdb ~~*plated*~~ *oleum*	*c*† 2⅛ *in*	CL *bulk*	1941 10mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	Ministry of War Transport(British TankerCo.Ld. *Mgrs.*) *CellDBa*71'156*t*	463·2|61·2|33·1 479·4(O.L.) ~~P94~~'B48'F47' FK P95' *DTf*22'261*tFPT*146	Glasgow British 17*BHptCem* *tAPT*100*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{3}{16}$"-55⅛" 502NHP 2DB150lb Harland&Wolff,Ld.Gls.	33 ″ 3 s6 ″ 5¼ 27 ″ 0⅛	
23201 168016 GLTG	**Empire Gemsbuck** (*ex*SanFelipe-40, 2*Dks* *ex*Willwello, *Fitted for oil fuel* *ex*WesternGlen)	5626 5138 3524	✠100A1 (*Reclassificat* *Contemplated* Examined 11,40 ~~BS7,40~~ ✠	Cff *ion*) BS7,41		CL 8,40	1919 6mo	AmesS.B. &D.D.Co. Seattle,Wash	Ministry of War Transport(W.A. Souter&Co.Ld. *Mgrs.*)	410·0|54·2|29·2 P44'B119'F47 FK	London British *WB*	T.3Cy.28½",48"&80"-48" 200lb 639NHP AmesS.B &D.D.CoSeattle	31 ″ 1 s6 ″ 4½ 25 ″ 9¼	
23202 168685 BCNF	**Empire Glade** D.F. 2*Dks* *CruiserStern* *OilEng.*	7006 6551 4209					1941	Barclay, Curle&Co.Ld Glasgow	Ministry of War Transport(Blue StarLine Ld.*Mgs.*)	418·0|57·4|~~34·1~~ 34·2 F29'	Glasgow British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{7}{16}$" 688NHP Barclay,Curle&Co.Ld.Gls.		
23203	**Empire Glen** *For full particulars see No. 36300 in Supplement* D.F.	6327 595 4592	100A1 *withfreeboard* (*ClassContem*	*plated*)			1941	C.Connell &Co.Ld. Glasgow	Ministry of War Transport	407·0|54·7|33·2 F32'	Glasgow British	T.3Cy.23½",37½"&68"-48" D.Rowan&Co.Ld.Gls.	36 ″ 6 s10 ″ 2½ 26 ″ 6½	
23204 164843 GNJG	**Empire Gold** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8028 7197 4678	✠100A1 9,41 ~~1,41~~ ✠LMC1,41 *CarryingPetr* *Fitted for oil*	~~Mdb~~ Avn *oleum* *fuel* 1,	*c*† 2⅛ *in* 41	CL *bulk* *F.P. a*	1941 1mo *Lloyd's A&CP* *bove* 1	Furness S.B.Co.Ld. Haverton Hill-on-Tees 50° F.	Ministry of War Transport (CommonBros.Ld. *Mgrs.*) *CellDBuE&*85' *B*374	463·5|61·2|33·0 479·0(O.L.) P105'B43'F38' FK *tDTf*32'664*t FPT*	Middlsbro' British 16*BHptCem* 140*tAPT*78*t*	T.3Cy 27",44"&76"-51" (*s*) 220lb 674NHP ~~3SB(Spt)~~,9*cf*,HS10020 FD 3SB(P&S-Spt) Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 3 s6 ″ 5 27 ″ 1½	
23205 168624 BFVX	**Empire Governor** Ⓟ TwinSc (*ex*Esquilino-41) *OilEng* D.F. GyC. *ss*Gen.No.3-5,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in forward holds*	8657 6733 5355	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~2,41~~ ✠LMC CS1,39 DBS2,41	~~Bom~~ Fal 2,41 ~~5,39~~	*c*†	CL S4,39 P9,39	1925 6mo *Lloyd's A&CP*	Cant.San Rocco,S.A SanRocco	Ministry of War Transport(P.&O. Stm.Nav.Co. *Mgrs.*)	450·0|57·2|32·4 B185'F75' FK *CellDB*3	Cardiff British *ptCem* 9*BHtoShdk* 93' 1510*tFP*	Oil Engines 4S.C.SA 12Cy.29⅛"-47¼" 984NHP DB100lb StabilimentoTecnico,Tri. *T*172*tAPT*91*t*	35 ″ 0 s7 ″ 11¼ 27 ″ 3½	BT till 8,42
23206 164844 BCDP	**Empire Granite** DF. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8028 7197 4677	✠100A1 7,41 ~~3,41~~ ✠LMC3,41 ✠NE&B*made26refitted*41 *CarryingPetr* *Fitted for oil*	Mdb ~~Avn~~ *oleum* *fuel* 3,	*c*† 2⅛ *in* 41	CL *bulk* *F.P. a*	1941 3mo *Lloyd's A&CP* *bove* 1	Furness S.B.Co.Ld. Haverton Hill-on-Tees 50°F.	Ministry of War Thansport(Hadley ShippingCo.Ld. *Mgrs.*)	463·5|61·2|33·0 479·0(O.L.) P105'B43'F38' FK *CellDBuE&B*85'374*tDTf*32'66	Middlsbro' British 16*BHptCem* 4*t FPT* 140*t APT*78	T.3Cy.28",46"&76"-51" (*s*) 180lb 567NHP 3SB,9*cf*,HS8317 FD PalmersCo.Ld.Nwc.	33 ″ 3 s6 ″ 5 27 ″ 1½	

1 Numero l'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où cote, si ce n'est dans le L. R. Durée.Cert.B.of Trade
23206A 168174 GPDY	**Empire Grebe** (*ex*WestWauna–41) 2*Dks* Sub.Sig. ~~*Fitted for oil fuel*~~ *ss*Mob.No.3-2,41	5736 5139 3558	✠100A1 5,42~~11,41~~ ✠LMC2,41 *Fitted for oil fuel*1,19*F.P.above*150°F.	~~Mdb~~ Mch	*z*	CL 2,41	1918 12mo	Northwest SteelCo. Portland,Or.	Ministry of War Transport(G.Heyn &Sons,Ld.*Mgrs.*) *CellDB*	410·4 P44'B115'F47' FK 356'1139*tFPT*132*t*	54·2	27·7	London British ~~*WB*~~ 7*BHptCem* *APT*143*t*	DR geared steam turbine 210lb (*r*) 583NHP ~~1SB~~(Spt),9*cf*,GS180, 3SB HS8112 FD GeneralElectricCo. Schenectady,N.Y	30 ″ 2 s6 ″ 4¾ 24 ″ 0¾	
23207 168164 GNRN	**Empire Guillemot** (*ex*WestCaddoa–41) 2*Dks* Sub.Sig. *Fitted for oil fuel*	5720 5146 3376					1919	Western Pipe&SteelCo SanFrancisco	Ministry of War Transport(W.A. Souter&Co.Ld. *Mgrs.*)	410·5 P46'B112'F46'	54·2	27·1	London British *WB*	T.3Cy.24½",41¾"&72$\frac{9}{16}$"–48" Joshua 359NHP HendyCo.SanFrancisco		R
23208 168095 GNFG	**Empire Gull** (*ex*BraveCoeur–41) 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6408 5958 4728					1919	Skinner& EddyCorp. Seattle,Wash	Ministry of War Transport (StanhopeS.S.Co. Ld.*Mgrs.*)	402·6 P48'F42'	54·8	32·1	London British *WB*	T.3Cy.25",42"&72"–48" 359NHP Skinner&EddyCorp.		R
23209 121282 GLYY	**Empire Gunner** (*ex*Moscardin–40, *ex*Danaos–39, *ss*Bly.2ndNo.3–6,30 *ex*KostantisLemos, *ss*Pir.No.1–35 *ex*Constantinos, 1*Dk*(*Stl*)&*Spar dk* *ex*Strathearn) (*Stl*)&*deep framing*	4492 4106 2826	✠ … 5,39 ✠	Rot	*x*		1906 1mo	Grngem'th &Greenock DockyardCo. Greenock	Ministry ofWar Transport (J.Morrison&Son, *Mgrs.*) *CellDBa*114'*uE*	370·0 384·0(O.L.) P25'B92'F41' FK	52·2	25·5	Leith British 5*BHCem* &*B*44' *f*162'	T.3Cy.25",41"&68"–48" 353NHP 3SB,9*cf*,GS199,HS5510 J.G.Kincaid&Co.Greenock 1115*tAPT*123*t*	28 ″ 0	C †
23210 166995 BCDG	**Empire Hail** D.F. 2*Dks* *CruiserStern*	7005 6617 5134	✠100A1 *withfreeboard* 12,41~~2,41~~ ✠LMC2,41	~~PG1~~ Lth	*a*†	CL	1941 2mo *Lloyd*	Lithgows Ld. PortGlasgow *sA&CP*	Ministry of War Transport (LarrinagaS.S.Co. Ld.*Mgrs.*) 5 *divisional WTB* *CellDB*370'1215*t*	432·2 447·6(O.L.) F39 FK *Hs in'tween dks* *FPT*122*tAPT*172*t*	56·2	34·2	Greenock British 7*BHptCem* (*Collto W dk* 6 ,, 2*nd* ,,)	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 436NHP 2SB,8*cf*,GS130,HS5830 FD Rankin&BlackmoreLdGrk	36 ″ 10 s10 ″ 9½ 26 ″ 3	
23211 168068 GNBS	**Empire Hartebeeste** (*ex*WestGambo–41) 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	5676 5169 3406					1918	Skinner& EddyCorp. Seattle,Wash	Ministry ofWar Transport (Watts, Watts&Co.Ld. *Mgrs.*)	409·6 P43'B115'F47'	54·2	27·1	London British *WB*	DR geared steam turbine GeneralElectricCo.416NHP Schenectady,N.Y.		RC
23212 168078 GNQN	**Empire Hawk** (*ex*BlackTern–41, *ex*CoahomaCounty–32) 1*Dk*&*Shelter dk* D.F. E.S.D. *Fitted for oil fuel*	5033 4580 3066					1919	American International S.B.Corp. HogIslandPa	Ministry ofWar Transport (Cunard WhiteStarLd. *Mgrs.*)	391·9 P50'B121'F40'	54·2	28·0	London British *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
23213 167434 GQYZ	**Empire Hawksbill** (*ex*Delawarean–40, *ex*GoldenCoast–37, *ex*WestNivaria) 2*Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel*	5724 5084 3571	100A1 (*ClassContemplated*) Examined ~~3,41~~3,42 3,42~~3,41~~ BS~~5,40~~3,42	~~Shl~~ Cff		CL 5,40	1920	S.Western S.B.Co. SanPedro,Cal	Ministry ofWar Transport (Runci- man(London)Ld. *Mgrs.*)	410·5 P46'B112'F46'	54·3	27·2	London British *WB*	T.3Cy.24⅝",41½"&72"–48" 210lb 576NHP 3SB,9*cf*,HS8640 FD LlewellynIronWorks, LosAngeles,Cal	29 ″ 9 s5 ″ 10¾ 24 ″ 0½	
23214 165818 BCSB	**Empire Head** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	489 313 250	✠100A1 ~~(*ClassContemplated*)~~ 3,42~~10,41~~ ✠LMC9,41	Nwc	*g*	OG 3,42	1941 10mo *Lloyd*	Clelands (Succssrs)Ld Willington Quay onTyne *sA&CP*	Ministry of War Transport(T.E. Evans&Co.Ld. *Mgrs.*)	164·7 169·6(O.L.) P29'Q60'*BonQ*11' F16' FK *CellDB*106'148*tFPT*	26·6	8·8	Newcastle British 3*BHCem* 7*tAPT*19*t*	Oil Engines 2S.C.SA 6Cy.10½"–13½" 116NHP CrossleyBros.Ld.Mch.	11 ″ 0 s3 ″ 10¾ 10 ″ 7¼	
23215 168909 BCKG	**Empire Heath** D.F. 2*Dks* *CruiserStern*	6643 6283 4797					1941	Bartram& Sons,Ld. Sunderland	Ministry ofWar Transport(Mark Whitwill&Son, Ld.*Mgrs.*)	416·8	56·6	34·0	Sundrland British *WB*	T.3Cy.23½",38"&66"–45" 292NHP N.E.MarineEng.Co.(1938) Ld.Sld.		
23216 168158 GNFN	**Empire Heron** (*ex*Mosella–41) 1*Dk*&*Shelter dk* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6023 5600 4424					1920	Moore S.B.Co. Oakland,Cal.	Ministry ofWar Transport(A. Weir&Co.*Mgrs.*)	402·6 P34'F38'	53·0	32·2	London British	2 steam turbinesDR geared to 1 sc. shaft W.&A.FletcherCo. Hoboken,N.J		R
23217 168506 BCPC	**Empire Hope** TwinSc *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	12688 11295 7640	100A1 *withfreeboard* (*ClassContemplated*) ✠Lloyd'sRMC10,41				1941	Harland& Wolff,Ld. Belfast	Ministry ofWar Transport (ShawSavill &AlbionCo.Ld. *Mgrs.*)	~~521·1~~ 521·4 P64'B195'F68'	~~70·3~~ 70·4	~~40·7~~ 40·5	Belfast British	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"–55⅛" Harland&Wolff,Ld.Bel.	43 ″ 5 s12 ″ 5¾ 31 ″ 1½	
	For full particulars see No. 36382 in Supplement															
23218 168913 BCMF	**Empire Hudson** D.F. GyC. 2*Dks* *CruiserStern*	7465 7047 4526					1941	JLThomp- son&Sons,Ld Sunderland	Ministry ofWar Transport(Stanley &JohnThompson, Ld.*Mgrs.*)	423·8	59·9	35·0	Sunderlnd British *WB*	T.3Cy.24",39"&68"–48" 320NHP N.E.MarineEng.Co.(1938) Ld.Sld.		
23219 160795	**Empire Hurst** D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2852 2123 1580	✠100A1 6,41 ✠LMC6,41	Hpl	*t*	CL	1941 6mo *Lloyd*	W.Gray& Co,Ld. WHartlepool '*sA&CP*	Ministry of War Transport(Smith, Hogg&CoLd(*Mgs*) *Intermediate* *CellDB*260'839*tM*	310·6 321·0(O.L.) Q175'F37' FK *BH dispensed with* *T*8'259*tFPT*217*t A*	44·4	19·4	W.Hartlpl British 4*BHptCem* *PT*37*t*	T.3Cy.20",33"&55"–39"(*s*) 200lb FD 255NHP 2SB,6*cf*,GS84,HS3530 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	21 ″ 6 s7 ″ 11 19 ″ 4¼	
23220 168063 MLJX	**Empire Impala** (*ex*Oakman–41, *ex*ClemenceC.Morse, *ss*N.Os.No.3–11,40 *ex*Boshbish) 1*Dk*&*Shelter dk* Sub.Sig. (*Longitudinal framing*	6116 5593 3791	✠100A1 *ShelterDeck* *withfreeboard* 8,41~~11,40~~ BS11,41 ✠LMC11,40 *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	~~NOs~~ Jck	*z*	CL 10,40	1920 3mo	Virginia S.B.Corp. Alexandria, Va.	Ministry ofWar Transport(Sun ShippingCo.Ld. *Mgrs.*) *CellDB*349'1360*t*	403·3 P34' F38'*onShelter dk* FK *MT*30'587*tFPT*73*t*	53·2	32·0	London British 7*BH* (3 *to Sh dk* 4 ,, 2*nd* ,,) *APT*46*t*	T.3Cy.24½",~~41½~~"&72"–48" 190lb 41¾" 359NHP 3SB. Hooven,Owens,Rent- schlerCo.Hamilton,O.	34 ″ 6 s8 ″ 1½ 26 ″ 6½	
23221 167106 BCMN	**Empire Isle** *OilEng.* *Mchy.Aft* *CruiserStern*	402 298 183	100A1 *withfreeboard* (*ClassContemplated*)				1941	Henry Scarr,Ld. Hessle	Ministry ofWar Transport(Free TradeWharfCo.Ld. (*Mgrs.*)	143·6 3·6 P43'F16'	26·1	9·9	Hull British	Oil Engines 2S.C.SA 7Cy.10½"–13½" CrossleyBros.Ld.Mch.	11 ″ 0 s1 ″ 0 10 ″ 0¾	
	For full particulars see No. 36318 in Supplement															
23222 [illegible] BCML	**Empire Jet** *OilEng.* D.F. E.S.D. *Longitudinal framing at bottom&at deck* *Mchy.Aft* *CruiserStern*	8134 7212 4728	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	Blythsw'd S.B.Co.Ld. Glasgow	Ministry of War Transport (BritishTanker Co.Ld.*Mgrs.*)	463·2 P94'B48'F47'	61·2	~~33·1~~ 33·0	Glasgow British	Oil Engines 4 S.C.SA. 6Cy.29⅛"–59$\frac{1}{16}$" J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s6 ″ 5¼ 27 ″ 0¼	
	For full particulars see No. 36333 in Supplement															
23223 167429 MNFF	**Empire Jonquil** (*ex*Begonia–40, *ex*Venus–40) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	369 221 193					1939	Schpsw. 'Volharding' GebrBodewes Foxhol	Ministry ofWar Transport (MonroeBros. *Mgrs.*)	140·0 P39'Q43'F33'	24·7	8·4	London British *WB*	Oil Engines 4S.C.SA 6Cy.10⅝"–19$\frac{11}{16}$" 65NHP WerkspoorN.V.Ams.		VL
23224 167612 GPBW	**Empire Kestrel** (*ex*TexasTrader–40, *ex*LakeEllithorpe–32) 1*Dk*2*trB* *Ref.Mchy.* *Fitted for oil fuel*	2689 2287 1618					1919	Gt.Lakes Eng.Works. Ecorse, Mich.	Ministry ofWar Transport (SirW.R.Smith& Sons,Ld.*Mgrs.*)	254·0 P25'B65'F26'	43·9	25·9	London British *WB*	T.3Cy.21",35"&59¾"–42" 232NHP Gt.LakesEng.Wks.Detroit		RC

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Register Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built: When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions (Length, Breadth, Depth), Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, not in L.R. Date of R. of Pres.
23225 168082 GNDT	**Empire Kingfisher** (*ex*Coaxet-41) Sub.Sig. 1*Dk* *Fitted for oil fuel* *Longitudinal framing*	6082 5632 3717					1919	GMStandiferCnst.Corp Vancouver, Wash.	Ministry of War Transport(Crosby, Son&Co.Ld. *Mgrs.*)	402·5|53·2|31·9 P48'B81'F37'	London British *WB*	T.3Cy.24½",41½"&72"-48" 359NH Hooven,Owens&RentschlerCo.Hamilton,O		R
23226 167627 GLCL	**Empire Kittiwake** (*ex*ForbesHauptman-40, *ex*WesternAlly) 2*Dks* Sub.Sig D.F.	5675 5312 3556	✠100A1 (*Reclassification Contemplated*) Examined ~~1,41~~ 1,42 8,41 ~~1,44~~ BS8,41 ✠LMC7,40	~~Cff~~ Hul Liv		CL 12,40	1919 1mo	AmesS.B. &D.D.Co. Seattle, Wash	Ministry of War Transport(SirR. Ropner&Co.Ld. *Mgrs.*)	409·8|54·2|29·2 P44'B120'F47' FK	London British *WB*	T.3Cy.28 9/16",46"&80½"-48" 200lb (*s*) 639NH 3SB,*12cf*,GS235,HS9273 FD AmesS.B &D.D.Co.Seattle	32″0 s6″4¼ 25″10¼	
	Now "Norfalk," *see No.* 37828 *in Supplement*													
23227 168074 GNBR	**Empire Kudu** (*ex*Duquesne-41) *ss*Mob.No.3-12,40 Sub.Sig. 1*Dk&Shelter dk&* *Web frames* *Longitudinal framing*	6622 5705 4082	✠100A1 *ShelterDeck withfreeboard* 12,40 BS3,41 ✠LMC MS12,40	~~Lth~~ Mob	*z*	CL 11,40	1919 3mo	Federal S.B.Co. Kearny,N.J.	Ministry of War Transport(Watts, Watts &Co.Ld. *Mgrs.*)	395·5|55·0|31·4 P45'B110'F38'*on Shelter dk* FK *CellDB*331'1512*tFPT*187*tAPT*175*t*	London British *Cem* *WB* *7BHtoSh dk*	DR geared steam turbine 210lb (*s*) 619NH 3SB,*9cf*,HS8934 FD GeneralElectricCo. Schenectady,N.Y.	34″11	
			*Fitted for oil fuel*2,19 *F.P. above* 150° F											
23228 166319 MBFG	**Empire Kyle** *OilEng.* *Mchy.Aft*	321 230 146	100A1 (*ClassContemplated*)				1941	I. Pimblott &Sons,Ld. Northwich	Ministry of War Transport (NewcastleCoal& ShippingCo.Ld. *Mgrs.*)	131·7|24·7|8·6 P35'F16'	Liverpool British	Oil Engines 2S.C.SA 6Cy.11½"-13½" H.Widdop&Co.Ld.Kghley		
	For full particulars see No. 36295 *in Supplement*													
23228A 168792 BCGV	**Empire Lagoon** *Mchy.Aft* 1*Dk* *CruiserStern*	2013 1456 1083					1941	Grngemth Dkyd.Co.Ld Grngemouth	Ministry of War Transport(F.L. Dawson&Co.Ld. *Mgrs.*)	272·0|40·0|17·2 Q163'F26'	Grngemth British *WB*	T.3Cy.17",27"&48"-36" 138NH N.E.MarineEng.Co.(1938) Ld.Nwc		
23229 160791 BCFR	**Empire Lake** D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2852 2123 1580	✠100A1 10,41~~3,41~~ ✠LMC3,41	~~Hpl~~ Bry	*t*	CL	1941 3mo	W.Gray& Co.Ltd. WHartlepool *Lloyd's A&CP*	Ministry of War Transport (Constants(South Wales)Ld.*Mgrs.*) *IntermediateBH*	310·6|44·4|19·4 321·0(O.L.) Q175'F37' FK *dispensed with* *CellDB*260'839*t MT*8'259*tFPT*217*t*	W. Hartlpl British *4BHptCem* *APT*37*t*	T.3Cy.20",33"&55"-39" (*s*) 200lb (*s*) 255NHP 2SB,*6cf*,GS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21″6 s7″1 19″4¼	
23230 163093 MLNQ	**Empire Lapwing** (*ex*BlackCondor-41, *ex*Ala-35) 2*Dks& Web frames* D.F. *Fitted for oil fuel*	5403 5002 3390	✠100A1 (*Reclassification Contemplated*) Examined ~~1,41~~12,41 3,42 BS12,41	~~Gal~~ ~~Gal~~ Hul	*z*	CL ~~12,40~~ 1,42	1921 2mo	Merchant S.B.Corp. Harriman,Pa	Ministry of War Transport~~(Cairn Line of Steamships Ld. Mgrs.)~~ (HallBros,*Mgrs.*)	401·6|54·2|30·2 P36'B124'F44' FK	London British *WB*	2 steam turbinesDRgeared to 1 sc. shaft 661NH 3WTB200lb HS8700 FD WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10 s7″8½ 25″3¾	
	~~*Now* "Belgian Fighter," *see No.* 35742 *in Sup*~~ *Now* "Belgian Fighter," *see No.* 35742 *in Supplement*													
23231 168919 BCNC	**Empire Lawrence** D.F. GyC. *CruiserStern* 2*Dks*	7457 7047 4521					1941	JLThompson&SonsLd. Sunderland	Ministry of War Transport(Crosby, Son&Co.Ld. *Mgrs.*)	423·8|59·9|35·0	Sunderlnd British *WB*	T.3Cy.24",39"&68"-48" 320NH GeorgeClark(1938)Ld.Sld		
23232 168052 GMJQ	**Empire Leopard** (*ex*Onomea-40, *ex*MarianOtis Chandler-38, *ex*WestHaven) D.F. 2*Dks* *Fitted for oil fuel*	5676 5172 3522	✠100A1 (*Reclassification Contemplated*) Examined ~~9,40~~11,41 ~~11,41~~ ~~2,41~~ 1,42 BS5,41 ✠	~~Shl~~ NYk ~~Bal~~ Hul		CL N8,40	1917 12mo	Skinner& EddyCorp. Seattle,Wash	Ministry of War Transport(MaritimeShipping& TradingCo.Ld. *Mgrs.*)	411·2|54·1|27·1 423·8(O.L.) P44'B115'F47' FK	London British *WB*	T.3Cy.25",42"&72"-48" 549NH PugetSound Mchy.Depot,Seattle	29″9 s5″10½ 24″0½	
23233 163055 GNJJ	**Empire Lightning** D.F. 2*Dks* *CruiserStern*	6942 6529 4935	✠100A1 *withfreeboard* ~~6,41~~~~12,40~~ 2,42 ✠LMC12,40	~~Sld~~ ~~Lon~~ Hpl	*a*† 2	CL	1940 12mo	Short Bros. Ld. Sunderland *Lloyd's A&CP*	Ministry of War Transport(Charlton,McAllum&Co. Ld. *Mgrs.*) 6*Divisional W.T.BHs in'tween dks* *CellDB*	427·5|57·0|34·3 439·8(O.L.) FK *Coll* 358'1313*t FPT*100*t*	Sundrland British *7BHCem* *BH to W dk* *;* „ „ *2nd* „ *APT*240*t*	T.3Cy.24",39"&68¼-48" (*s*) 220lb 430NH 2SB,*6cf*,GS135,HS5716 FD N.E.MarineEng.Co.(1938) Ld.Sld.	36″10 s10″4 26″9¼	
23234 140364 GLCG	**Empire Lotus** (*ex*StarofRamleh-40,*ex*Alness-33) D.F. 1*Dk&Shelter dk*	3696 3420 2204					1920	RopnerS.B &Repg.Co. (Stn.)Ld. Stockton	Ministry of War Transport(Glover Bros.(London)Ld. *Mgrs.*)	346·7|51·0|24·1	London British *WB*	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		C
23235 160788 GNJN	**Empire Lough** 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2824 2123 1576	✠100A1 ~~8,41~~~~12,40~~1,41 ✠LMC12,40	~~Hpl~~ ~~Sln~~ Sld	*l*	CL	1940 12mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	Ministry of War Transport(W. France,Fenwick& Co.Ld. *Mgrs.*) *CellDB*260	310·6|44·4|19·4 321·0(O.L.) Q175'F37' FK *IntermediateBHdis* '839*tMT*8'259*tFPT*	W.Hartpl. British *4BHptCem* *pensed with* 217*tAPT*37*t*	T.3Cy.20",31"&55"-39" (*s*) 200lb 255NHP 2SB,*6cf*,GS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21″6 s7″1 19″4¼	
23236 168922 BCNT	**Empire Lugard** *OilEng* D.F. 2*Dks* *CruiserStern*	7241 6787 5048	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 4,42~~9,41~~~~11,41~~ ✠LMC9,41	~~Sld~~ Liv	*a*† 2	CL	1941 9mo	Wm.Doxford&SonsLd Sunderland *Lloyd's A&CP*	Ministry of War Transport(Stott, Mann&Fleming, Ld. *Mgrs.*) *CellDB*356	428·8|56·5|35·5 442·9(O.L.) FK (*CollBHtoWdk* 6*Divisional W.T.BHs* '1182*tMT*29'1205*tFPT*	Sunderland British *7BHptCem* *&BHto2nd dk*) *in'tween dks* 134*tAPT*155*t*	Oil Engines 2S.C SA 3Cy.23⅝"-91 5/16" 516NHP 2DB*120lb* Wm.Doxford&Sons.LdSld	38″1 s10″11 27″4¾	
23237 168056 GPFB	**Empire Lynx** (*ex*Maine-40) *ss*Bal.No.3-12,29 2*Dks(Stl)&Web frames* *Longitudinal framing* *Fitted for oil fuel*	6379 5572 4034	✠100A1 (*Reclassification Contemplated*) Examined ~~3,41~~4,42 ~~3,41~~10,41 BS11,41 ~~BS3,41~~ ✠	~~Nbl~~ Liv Gls	*z*		1917 10mo	TexasS.S. Co. Bath,Me.	Ministry of War Transport(Glover Bros.(London) Ld. *Mgrs.*) *CellDB*343'1114*tDT*	402·5|54·2|31·2 P35'B120'F39'*on Shelter dk* FK 32" 1075*t FPT*108*t*	London British *6BHCem* *APT*63*t*	T.3Cy.26",44"&74"-51" 190lb (*s*) 555NHP 3SB,*9cf*,HS8118 FD H.G.TroutCo.BuffaloNY.	33″11 s7″1½ 27″0	
23238 168185 GNXG	**Empire Magpie** (*ex*Bellemina-41) 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6085 5579 3752	✠ ...				1919 10mo	Federal S.B.Co. Kearny,N.J.	Ministry of War Transport(CanadianPacificSteamships,Ld.*Mgrs.*)	395·5|55·2|31·4 P45'B110'F38'*on Shelter dk* FK	London British *WB*	2 steam turbinesDRgeared to 1 sc. shaft 416NHP MidWestEngineCo. Indianapolis,Ind.	34″11	
23238A 168081 GNBT	**Empire Mahseer** (*ex*LibertyBell-41) 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	5087 4598 3072					1920	American International S.B.Corp. HogIslandPa	Ministry of War Transport(Sun ShippingCo.Ld. *Mgrs.*)	390·0|54-2|28·0 P50'B121'F40'	London British *WB*	DR geared steam turbine 416NHP GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cert., si ce n'est dans le L.R. Durée.Cert.B.of Trade.
23239 168162 GQXY	**Empire Mallard** (*ex*Anacortes-41) *ss*NNs.No.3-2,41 Sub.Sig. 2*Dks*&*Web frames* *Longitudinal framing*	4957 4438 3475	✠100A1 2,41 ✠LMC2,41	NNs	*y*	CL 11,40	1918 9mo	ToddD.D& Const.Corp Tacoma,Wsh	Ministry of War Transport (H. Hogarth&Sons, *Mgrs.*)	381·4 P39'B102'F42' FK	53·2	27·0	London British 7*BHCem*	T.3Cy.24",40"&70"-48" 190lb (*s*) 472NH 3SB,9*cf*,GS169,HS6831 FD SeattleConst. &DryDockCo.Seattle	29 ″ 4 s5 ″ 7¼ 23″11¾	
									*Cell D*334' 1090*t FPT*91' *APT*318*t*							
23240 167412 GRDZ	**Empire Mariner** (*ex*Rheingold-40 *ex*Schwarzwald-35) 2*Dks*&*Shelter dk* D.F. Sub.Sig. *Fitted for oil fuel* *CruiserStern*	4957 4472 2926					1922	Deutsche WerftA.G Hamburg	Ministry of War Transport (H. Hogarth&Sons, *Mgrs.*)	401·6 F41'	54·4	27·4	London British *WB*	2 steam turbines DR geared to 1 sc. shaft 467NH AllgemeineElecGes.Berlin		C
23241 168661 GNMN	**Empire Meteor** D.F. *CruiserStern* 2*Dks*	7457 7033 4517					1940 6mo	JLThompson&Sons,Ld Sunderland	Ministry of War Transport (Mungo Campbell&Co.Ld. *Mgrs.*)	426·0 F39'	59·9	35·0	Sundrland British *WB*	T.3Cy.24",39"&68"-48" 320NH GeorgeClark(1938)Ld.Sld.		
23242 164846 BCLJ	**Empire Mica** 1*Dk.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8032 7197 4676	✠100A1 4,42 ~~6,41~~ ✠LMC6,41	~~Mdb~~ Avn	*c*† 2⅛	CL	1941 6mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Ministry of War Transport (Anglo-AmericanOilCo. Ld. *Mgrs.*)	463·5 479·0(O.L.) P105'B43'F38' FK	61·2	33·0	Middlsbro' British 16*BHptCem*	T.3Cy.27",44"&76"-51" (*s*) 220lb FD 674NH 3SB(Spt),9*cf*,HS10020 Richardsons,Westgarth& Co.Ld.W.Hpl.	33 ″ 3 s 6 ″ 5 27 ″ 1½	
								*Cell DBu E&B*85'374*t DTf*32'664*t FPT*140*t APT*78*t*								
			Carrying Petroleum in bulk *Fitted for oil fuel* 6,41 *F.P. above* 150°F.													
23243 168664 GPJC	**Empire Mist** *OilEng.* D.F. 2*Dks* *CruiserStern*	7241 6787 5069	✠100A1 *withfreeboard* ~~4,41~~ ~~3,41~~ 12,41 ✠LMC3,41	~~Sld~~ ~~NTY~~	*a*† Liv	CL	1941 3mo *Lloyd's A&CP*	Wm.Doxford&SonsLd Sunderland	Ministry of War Transport (Haldin &Philipps,Ld. *Mgrs.*)	427·0 442·9(O.L.) FK	56·5	35·5	Sundrland British 7*BHptCem* (*Coll to Wdk* 6 ,, 2*nd* ,,	Oil Engines 2S.C.SA 3Cy.23⅝"-91$\frac{5}{16}$" 2DB*120lb* 516NH Wm.Doxford&Sons,LdSld	38 ″ 1 s10 ″11 27 ″ 4¾	
									6 *Divisional WT BHs in'tween dks*							
								*CellDB*356'1182*tMT*29'1205*t FPT*134*tAPT*135*t*)								
23244 167000 BCKD	**Empire Moat** 1*Dk.* D.F. *Mchy.Aft* *CruiserStern*	2922 2186 1640	✠100A1 6,41 ✠LMC6,41	PGl	*t*	CL	1941 6mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	Ministry of War Transport (Watts, Watts&Co.Ld. *Mgrs.*)	315·2 325·8(O.L.) Q193'F29' FK	44·4	19·9	Greenock British 4*BHptCem*	T.3Cy.18½",31"&52"-39"(*s*) 200lb FD 240NH 2SB,6*cf*,GS101,HS3434 D.Rowan&Co.Ld.Gls.	22 ″ 1 s7 ″ 4¼ 19 ″ 11	
									Intermediate BH dispensed with							
								*CellDB*266'708*t MT*9'296*tFPT*172*tAPT*63*t*								
23245 168906 BCJB	**Empire Moon** *CruiserStern* 2*Dks*	7472 7033 4452					1941	JLThompson&Sons,Ld Sunderland	Ministry of War Transport (Headlam&Son, *Mgrs.*)	426·0	59·9	35·0	Sundrland British *WB*	T.3Cy.24",39"&68"-48" 320NH GeorgeClark(1938)Ld.Sld		
23246 172784 VRFK	**Empire Moonbeam** D.F. 2*Dks* ~~1*Dk(Stl)&Shelterdk*~~ *CruiserStern*	~~6580~~ 6349 6438 4932					1941	HongK'ng &Whampoa DockCoLd HongKong	Ministry of War Transport	~~432·6~~ F42' 429·7	56·7	~~23·8~~ 33·5	HongKong British *WB*	T.3Cy.23½",39½"&66"-45" 292NH HongKong&Whampoa DockCo.Ld.HongKong		
23247 168171 GPJJ	**Empire Moorhen** (*ex*West *ss*N.Os.2ndNo.3-2,41 Totant-41) 2*Dks* *Tonnage opening closed*'41(*W.E.*)	5617 5144 3463	✠100A1 ~~2,41~~12,41 ✠LMC2,41	~~NOs~~ Gls	*z*	CL 2,41	1919 4mo	Columbia RiverSBCorp Portland,Or.	Ministry of War Transport (Booth S.S.Co.Ld. *Mgrs.*)	411·5 P44'B115'F47' FK	54·2	27·6	London British 7*BHptCem*	DR geared steam turbine 210lb (*r*) 579NH 3SB,9*cf*,GS180,HS8007 FD GeneralElectricCo. Schenectady,N.Y.	30 ″ 2 s 6 ″ 4¾ 24 ″ 0	
									*CellDB*355'1139*tMT*29'745*tFPT*132*tAPT* 143*t*							
			Fitted for oil fuel 5,19 *F.P. above* 150°F.													
23248 167633 GQLW	**Empire Mouflon** (*ex*Memnon-40) 1*Dk* *Fitted for oil fuel*	3234 2959 1976	✠ ... 3,21 ✠				1921 2mo	Hanlon D.D.&S.B.Co Oakland,Cal.	Ministry of War Transport (SirR. Ropner&Co.Ld. *Mgrs.*)	320·8 P26'B79'F33'	46·2	24·4	London British	T.3Cy.24",39"&65-42" AllisChalmers 274NH Mfg.Co.Milwaukee,Wis		C †
23249 166998 BCGY	**Empire Ness** D.F. 1*Dk* *Mchy.Aft* *Cargo battens not fitted* *CruiserStern*	2922 2186 1640	✠100A1 5,41 ✠LMC5,41	PGl	*t*	CL	1941 5mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	Ministry of War Transport ~~W.H.~~ (Witherington& Everett,*Mgrs.*)	315·2 325·8(O.L.) Q193'F27' FK	44·4	19·9	Greenock British 4*BHptCem*	T.3Cy.18½",31"&52"-39"(*s*) 200lb 240NH 2SB,6*cf*,GS101,HS3434 FD D.Rowan&Co.Ld.Gls.	22 ″ 1 s 7″ 4¼ 19 ″ 11	
									Intermediate BH dispensed with *CellDB*266'708*tMT*9'296*tFPT*172*tAPT*63*t*							
23250 160794 BCJX	**Empire Ocean** 2*Dks* D.F. *CruiserStern*	6765 6293 4907	✠100A1 *withfreeboard* ~~10,41 6,41~~ 3,42 ✠LMC6,41	~~Hpl~~ ~~CB~~NYk	*a*†	CL 3.42	1941 6mo *Lloyd's A&CP*	W.Gray& Co Ld. WHartlepool	Ministry of War Transport (Wing Line,Ld. *Mgrs.*)	419·2 431·7(O.L.) F36' FK	56·7	33·9	W.Hartlpl British 7*BHpt Cem* (*Col to Wdk* 6 ,, 2*nd* ,,)	T.3Cy.22½",36"&65"-48"(*s*) 225lb FD 461NH 3SB,9*cf*,GS155,HS6681 Cen.Mar.E.Wks. (W.Gray&Co.Ld)W.Hpl	36 ″ 4 s10 ″ 0 26 ″ 7	
									6 *Divisional WT BHs in'tween dks*							
								*CellDB*365'1202*t FPT*198*tAPT*190*t*								
23251 164845 BCGZ	**Empire Oil** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom&at deck*	8029 7197 4677	✠100A1 12,41 ~~5,41~~ ✠LMC5,41	~~Mdb~~ Gal	*c*† 2⅛	CL	1941 5mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Ministry of War Transport (Anglo-AmericanOilCo. Ld. *Mgrs.*)	463·5 479·0(O.L) P105'B43'F38' FK	61·2	33·0	Middlsbro' British 16*BHptCem*	T.3Cy.27",44"&76"-51" (*s*) 220lb 674NH 3SB(Spt),9*cf*,HS10020 FD Richardsons,Westgarth& Co.Ld.Hpl	33 ″ 3 s 6 ″ 5 27 ″ 1½	
									*CellDBuE&B*85'374*tDTf*32'664*tFPT*140*t APT*78*t*							
			Carrying Petroleum in bulk *Fitted for oil fuel* 5,41 *F.P. above* 150° F.													
23252 168910 BCLY	**Empire Opal** D.F. E.S.D. 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern*	9811 8895 5798					1941	SirJ.Laing &Sons,Ld. Sunderland	Ministry of War Transport (Gow, Harrison&Co. *Mgrs.*)	484·0 P111'F33'	68·3	36·1	Sundrland British *WB*	T.3Cy.27",44"&76"-51" -414NH N.E.MarineEng.Co.(1938) Ld.Nwc.		
23253 168160 GNDD	**Empire Ortolan** (*ex*Labette-41) D.F. Sub.Sig. 2*Dks*&*Webframes* *Fitted for oil fuel*	4970 4573 3046	✠100A1 (*Reclassification contemplated*) Examined10,41 Sws 10,41	~~Gal~~	*z*	CL N12,40	1919 9mo A&CP	American International S.B.Corp. HogIslandPa	Ministry of War Transport (J.A. Billmeir&Co.Ld. *Mgrs.*)	390·0 P39'B122'F43' FK	54·2	27·6	London British *WB*	DR geared steam turbine 200lb (*s*) 416NH 3WTB(Spt),HS8700 FD GeneralElectricCo. Schenectady,N.Y.	32 ″ 0 s7 ″ 5¾ 24 ″ 8¾	
Now "Empire Robin," see No. 36415 in Supplement 23254 168032 GLNY	**Empire Oryx** (*ex*WestHarshaw-40) 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	5704 5124 3465	✠				1919	Columbia RiverSBCorp Portland,Or.	Ministry of War Transport (A.Weir &Co. *Mgrs.*)	410·0 P43'B114'F47'	54·2	27·6	London British *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		RC
23255 168031 GLPB	**Empire Panther** (*ex*West Quechee-40) *ss*N.Os.2ndNo.3-8,40 Sub.Sig. 2*Dks*	5600 5144 3390	✠100A1 3,42 ~~4,41~~ BS5,41 ✠LMC8,40	~~Lon~~ Liv	*z*	CL 8,40	1919 5mo A&CP	Columbia RiverSBCorp Portland,Or.	Ministry of War Transport (StannopeS.S.Co. Ld.*Mgrs.*)	410·0 P44'B115'F47' FK	54·2	27·6	London British 7*BHptCem*	DR geared steam turbine 210lb (*s*) 579NH 3SB,9*cf*, HS8007 FD GeneralElectricCo. Schenectady,N.Y.	30 ″ 2 s6 ″ 5½ 24 ″ 0	
									*CellDB*355'1139*tMT*29'745*tFPT*132*tAPT*143*t*							
			Fitted for oil fuel,5,19 *F.P. above* 150° F.													

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard midship Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
23256 168172 GNLG	**Empire Pelican** (*ex*Stanley–41) *2Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6463 5959 4656					1919	Skinner& EddyCorp. Seattle,Wash	Ministry of War Transport (StanhopeS.S.Co. Ld. *Mgrs.*)	401·7|54·8|32·1 P34'F43'	London British *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent-schlerCo.Hamilton,O.		R
23257 167476 GQJL	**Empire Penguin** (*ex*Tennessean–40, *2Dks* *ex*GoldenStar–37, *Fitted for oil fuel* *ex*Elkridge) *Longitudinal framing* *Now* "Van de Velde," *see No.* 38912 *in Supplement*	6389 5955 3991	100A1 (*ClassContemplated*) Examined 7,41 7,41 ~~BS5,40(210lb)~~ BS7,41	~~Gls~~ NYk		~~7,41~~ CL 7,41	1919	Skinner& EddyCorp. Seattle.Wash	Ministry of War Transport(Runciman(London)Ld. *Mgrs.*)	402·0|54·8|32·0 P48'F42'	London British *WB*	T.Cy.24¾",41½"&72"-48"(*s*) 210lb 478NHP 3SB,*9cf*,HS8052 Hooven,Owens,Rent-schlerCo.Hamilton,O.	34 ″ 6 s 8 ″ 1 26 ″ 7	
23258 168189 GNDN	**Empire Plover** (*ex*Janelew–41) *1Dk&Shelter dk* *Fitted for oil fuel* *Longitudinal framing* *For full particulars, see No.* 36379 *in Supplement*	6109 5600 4391	100A1 (*Classification Contemplated*) Examined 12,40	NOs			1920	MooreS.B. Co. Oakland,Cal.	Ministry of War Transport(Mungo Campbell&Co.Ld. *Mgrs.*)	402·6|53·0|32·2 P34'F38'	London British *WB*	2 steam turbines DRgeared to 1 sc. shaft W.&A.FletcherCo. Hoboken,N.J.	34 ″ 6 s8 ″ 1½ 26 ″ 6½	
23259 168687 BCQF	**Empire Pride** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *3Dks&platform dk* *Ref.Mchy.* *CruiserStern*	~~9200~~ 9248 7212 5154	✠100A1 9,41 ✠LMC9,41 ✠Lloyd'sRMC9,41	Gls	*e*† 2¼	CL	1941 9mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	Ministry of War Transport(Bibby Bros.&Co.*Mgrs.*)	473·4|64·3|34·4 495·0(O.L.) 25·9 P43'B198'F82' FK *Upper*F69' *CellDB*390'1500*t DTf*63'980*t Tanks in way of tunnels* 481*t FPT*69*t APT*73*t*	Glasgow British 7*BH*	Oil Engines 2S.C.SA 8Cy.26⅜"–91$\frac{5}{16}$" 1721NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	37 ″ 3 s11 ″ 11½ 25 ″ 5¾	
23260 142320 GLZZ	**Empire Progress** (*ex*Mugnone–40, *ex*Andrea–38, *ss*Tri.No.3–1,39 *ex*Anomia, 1*Dk*(*Stl*) *ex*WarExpert) *Cargo battens not fitted*	5249 4767 3204	✠100A1 7,41 ~~5,41~~ BS~~1,40~~ 5,41 ✠LMC1,39	~~Gls~~ Squ	*y*	CL 1,39	1918 3mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	Ministry of War Transport(H. Hogarth&Sons, *Mgrs.*)	400·6|52·3|28·5 413·2(O.L.) P49'B112'F38' FK *CellDB*345'1136*tDTa*28'1200*t FPT*118*t*	Newcastle British 8*BHCem* *APT*185*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s5 ″ 11½ 25 ″ 4	
23261 168077 BCFM	**Empire Ptarmigan** (*ex*Abercos–41) *1Dk&Shelter dk2trB* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing* *Now* "Norelg," *see No.* 37829 *in Supplement*	6013 5632 3729					1920	GMStandiferCnst.Corp. Vancouver, Wash.	Ministry of War Transport(SirR. Ropner&Co.Ld. *Mgrs.*)	404·0|53·2|31·9 P48'B81'F37'	London British *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens&Rent-schlerCo.Hamilton,O.		R
23262 167590 GQJP	**Empire Puma** (*ex*EthanAllen–40) *2Dks&Web frames* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	7777 7339 4954	✠100A1 *Shelter dk withfreeboard* (*Reclassification Contemplated*) Examined ~~P41~~ 1,42 ~~3,41~~ ~~4,40~~ 1,42 BS4,40 ✠	~~NOs~~ Liv		CL 4,40	1920 3mo	Pusey& JonesCorp Gloucester City,N.J.	Ministry of War Transport(Lyle ShippingCo.Ld. *Mgrs.*)	439·6|60·2|33·7 P41'B134'F46'*on Shelter dk*	London British *WB*	Q4Cy25½",37",52½"&76"–54" 220lb 643NHP W.CrampS.&E.B.Co.Phl.	36 ″ 8 s8 ″ 5½ 28 ″ 5½	
23263 168647 GNTQ	**Empire Rain** D.F. *2Dks* *CruiserStern*	7290 6912 5123	✠100A1 *withfreeboard* 2,42 ~~5,41~~ ✠LMC1,41	~~Mdb~~ NYk	*b*†	CL	1941 1mo	J.Readhead&SonsLd SouthShields *Lloyd'sA&CP*	Ministry of War Transport(ThompsonSteamShipping Co.Ld.*Mgrs.*) 6 *Divisional W*	432·4|56·7|31·7 449·0(O.L.) FK *TBHs in 'tween dks* *CellDB*371'1555*t FPT*150*t*	S.Shields British 7*BHptCem* (*Coll to Wdk* 6 ,, *2nd* ,,) *APT*225*t*	T.3Cy.25",42"&71"–48" 220lb (*s*) 435NHP 2SB,*6cf*,GS120,HS5486 FD J.Readhead&SonsLd.S Shl	37 ″ 10 s10 ″ 9¾ 27 ″ 3	
23264 166999 BCGG	**Empire Rainbow** *OilEng.* *2Dks* D.F. *CruiserStern*	6942 6487 4160	✠100A1 *withfreeboard* ~~9,41~~ ~~5,41~~ ~~2,42~~ 4,42 ✠LMC5,41	~~Grk~~ ~~Bkn~~ Mch	*a*†	CL	1941 5mo	Greenock Dockyard Co.Ld. Greenock *Lloyd'sA&CP*	Ministry of War Transport(SirR. Ropner&Co.Ld. *Mgrs.*) 5 *Divisional W*	432·2|56·2|34·3 447·2(O.L.) F39' FK *TBHs in 'tween dks* *CellDB*370'1122*t MT*26'1032*t FPT*122*t*	Greenock British 7*BH* (*Coll to Wdk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk. *APT*185*t*	36 ″ 10 s10 ″ 8¼ 26 ″ 4¼	
23265 168925 BCPF	**Empire Raleigh** *OilEng* D.F. *2Dks* *CruiserStern*	7240 6787 5048	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 11,41 ~~10,41~~ ✠LMC10,41	~~Sld~~ NYk	*a*† 2	CL	1941 10mo	Wm.Doxford&Sons,Ld Sunderland *Lloyd'sA&CP*	Ministry of War Transport(West HartlepoolStm. Nav.Co.Ld.*Mgrs.*)	428·8|56·5|35·5 442·9(O.L.) FK *6Divisional W.T.BHs in 'tween dks* *CellDB*356'1182*t MT*29'1205*t FPT*134*t APT*155*t*	Sundrland British 7*BHptCem* (*ColltoWdk,6to2nd dk*)	Oil Engines 2S.C.SA 3Cy.23⅝"–91$\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	38 ″ 1 s10 ″ 11 27 ″ 4¾	
23266 167003 BCFT	**Empire Ray** *OilEng.* *2Dks* *CruiserStern*	~~6900~~ 6919 6461 4151					1941	Greenock Dockyard Co.Ld. Greenock	Ministry of War Transport (J.Chambers&Co. *Mgrs.*)	~~431·6~~|56·2|~~34·2~~ F39' |33·2 432·2|	Greenock British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP Barclay,Curle&Co.Ld.Gls.		
23267 167622 GLMG	**Empire Razorbill** (*ex*EasternTrader–40, *2Dks* *ex*EricaReed–39, *Fitted for oil fuel* *ex*ConnessPeak–38) D.F. Sub.Sig.	5118 4598 3124	100A1 (*Classification Contemplated*) Examined ~~6,40~~ 9,41 2,42 ~~2,41~~ BS7,41	~~Hfx~~ Sws ~~NYk~~ Hul		CL 2,41	1920	American InterntlCorp. HogIslandPa	Ministry of War Transport (Douglas& Ramsey,Ld *Mgrs.*)	390·0|54·2|27·8 P39'B121'F43'	London British *WB*	DR geared steam turbine 200lb 3WTB(Spt) GeneralElectricCo. Schenectady,N.Y.	32 ″ 0 s7 ″ 5¾ 24 ″ 8¾	
23268 168170 GPFF	**Empire Redshank** (*ex*Braddock–41) *ss*Mob.No.3–2,41 Sub.Sig. *1Dk&shelter dk & Web frames* *Longitudinal framing*	6615 5705 4124	✠100A1 *Shelter dk withfreeboard* 3,42 ~~2,41~~ ✠LMC~~2,41~~ 12,41 *Fitted for oil fuel* 3,19 *F.P. above* 150°F.	~~Mob~~ Bly	*z*	CL 1,41	1919 4mo	Federal S.B.&D.Co. Kearny,N.J.	Ministry of War Transport (DonaldsonBros.& Black,Ld.*Mgrs.*)	395·5|55·0|31·4 411·5(O.L.) P45'B110'F38'*on Shelter dk* FK *CellDB*331'1512*t FPT*187*t APT*175*t*	Glasgow British *Cem* 7*BHtoSh dk*	DRgeared steam turbine 210lb (*s*) 619NHP 3SB(Spt),*9cf*,HS8934 FD GeneralElectricCo. Schenectady,N.Y.	34 ″ 11 s7 ″ 11 27 ″ 2½	
23269 165993 MJZG	**Empire Resistance** (*ex*Libano–40,*ex*Ottar–35) *2Dks* *Cargo battens not fitted* *Hatch covers dispensed with in 'tween dks*	1631 1438 960	✠100A1 (*Reclassification Contemplated*) BS10,41 Examined ~~1,41~~ 10,41 3,42 ~~10,41~~ ✠LMC10,40	Bel Shl		OG ~~10,40~~ 9,41	1908 9mo	Fevigs Jernskibsbyg Fevig	Ministry of War Transport(R.W. Jones&Co. *Mgrs.*)	252·6|37·1|19·2 P15'B69'F29' FK	Glasgow British *WB*	T.3Cy.20",33"&54"–36" 180lb (*r*) 192NHP 2SB,6*cf*,GS90,HS2978 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 6 s2 ″ 10½ 18 ″ 9	
23270 146679 GCLK	**Empire Rowan** TwinSc (*ex*Lochgoil–40) *OilEng.* *ss*Rot.No.3–11,34 *2Dks*(*Stl*)*&Awngdk*(*Stl*) D.F. E.S.D. *ss*Sch.No.1-38 *Cargo battens not fitted in B & F*	9545 8534 5751	✠100A1 *Awng dk withfreeboard* ~~7,41~~ ~~11,40~~ 6,42 ✠LMC7,41 ~~✠LMC CS3,36~~ ~~10,38~~ DBS~~9,39~~ 7,41 *Carrying bean or similar oil in deep tank*	~~Grk~~ ~~Gls~~ Cff	*e*†	CL 8,40	1922 12mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	Ministry of War Transport(Royal MailLines,Ld. *Mgrs.*) 1*BH dispensed with, 7BH only, all to Awngdk*	485·6|62·3|35·8 501·8(O.L.) P41'B153'F60' *on Awngdk* FK&BK2" *CellDB*409'1598*t DTa*30'706*t FPT*130*t APT*75*t*	London British *ptCem Awngdk*	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" 1317NHP DB*100lb* Harland&Wolff,Ld.Gls.	38 ″ 9 s9 ″ 4½ 29 ″ 8½	

1 Numero d'Ordre. Numero Officiel. Signaux	3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
23271 168971 BCLL	**Empire Ruby** OilEng. Mchy.Aft CruiserStern 1Dk Carrying Petroleum in bulk	~~650~~ 667 482 312					1941	G.Brown &Co. (Marine)Ld Greenock	Ministry of War Transport (ElderDempster Lines.Ld.Mgrs.)	176·7|30·7|11·6 ~~176·6|30·6|11·7~~ P51'F33'	Greenock ~~London~~ British WB	Oil Engines 2S.C.SA 6Cy.12⅝"-16¾" 167NHP NewburyDieselCo.Ld. Newbury		
23272 168024 GMQG	**Empire Sailor** (exCellina-40) OilEng. Ref.Mchy. ssTri.No.3-10,37 D.F. 2Dks(Stl)&Shelter dk(Stl)	6140 5356 3691	✠100A1 withfreeboard ~~?,41~~ ~~3,41~~ 3,42 DBS3,42 ✠NE10,37 ✠Lloyd's RMC~~2,41~~4,42	~~Shl~~ ~~Lth~~ Liv ✠LMC10,37 ~~DBS2,41~~		CL 2,41	1926 5mo	StabilmntoTecnico Trieste Lloyd'sA&CP	Ministry of War Transport(Cairn Line of Steamships. Ld.Mgrs) CellDB377'1245t DTa30'748t	430·0|55·5|27·6 FK (Coll FPT121tAPT39t	London British 8BHpt Cem BH to Sh dk 6 „ 2nd „ 1 „ 3rd „)	Oil Engines 2S.C.DA 6Cy.25$\frac{3}{16}$"-45$\frac{11}{16}$" 1323NHP DB25refitted37-100lb Soc.Anon.“Fiat”S.G.M., Turin	30 " 2 s4 " 0¼ 26 " 4	
23273 164847 BCNB	**Empire Sapphire** *For full particulars see No. 36303 in Supplement* D.F. E.S.D. Longitudinal framing at bottom & at deck Mchy.Aft CruiserStern	~~8028~~ ~~4137~~ ~~4678~~ 8031 7197 4693	100A1 (ClassContemplated) Carrying Petroleum in bulk				1941	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Ministry of War Transport (BritishTanker Co.Ld.Mgrs.)	463·5|61·2|33·0 P105'B44'F38'	Middlsbro' British	T.3Cy.27",44"&76"-51" Richardsons,Westgarth& Co.Ld.Hpl	33 " 3 s6 " 5 27 " 1½	
23274 168650 BCNK	**Empire Scott** D.F. 2Dks CruiserStern	6150 5738 4186	✠100A1 withfreeboard ~~(ClassContemplated)~~ ~~8,41~~10,41 ✠LMC8,41	~~Shl~~ NYk	z 1$\frac{1}{12}$	CL	1941 8mo	J.Readhead&SonsLd SouthShields Lloyd'sA&CP	Ministry of War Transport(A. Crawford&Co.Ld. Mgrs.) 6 Divisional WTBHs in'tween dks CellDB346'1335tFPT130tAPT200t	405·8|53·5|32·8 421·3(O.L.) FK (Coll BH to W dk, 6 BH to 2nd dk)	S.Shields British 7BHptCem	T.3Cy.24",40"&68"-45" 220lb (s) 415NHP 2SB,6cf,GS120,HS5486 FD J.Readhead&SonsLd.S.Shl	35 " 10 s9 " 11 26 " 2¼	
23275 167395 GQFC	**Empire Scout** (exEilbek-40) D.F. 1Dk CruiserStern Strengthened for navigation in ice	2229 1660 1309	✠100A1 5,42 ~~5,41~~ Examined ~~5,41~~5,42 BS5,42 ✠LMC5,36	~~Stl~~ Sws	s	CL 8,39	1936 5mo	Lübecker Maschb.Ges. Lübeck Lloyd'sA&CP	Ministry of War Transport(Capper, Alexander&Co. Mgrs.) Cell	283·7|44·1|16·7 P15'Q81'B126'F32' FK DB244'573tFPT37t	London British 4BHptCem ptAsp APT61t	C4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 214lb (s) 221NHP 2SB,4cf,GS72,HS3144 FD Rheinmetall-BorsigA.G. Berlin-Tegel	19 " 0 s1 " 1¼ 18 " 0½	
23276 168021 GMSG	**Empire Seal** TwinSc (exEmpireKite-40, OilEng exCalifornian-40) ssS.Fo.No.2-30 D.F. 1Dk(Stl)&Shelter dk(Stl) GyC. 2nd dk(Stl)in forward holds	7965 7580 4945	✠100A1 (Reclassification Contemplated) Examined ~~7,40~~12,41 5,41 ~~DBS10,40(150lb)~~ DBS12,41(150lb)	~~Mob~~ NYk Gls		CL s4,41	1922 5mo	Merchant S.B.Corp. Chester,Pa.	Ministry of War Transport(Runciman(London)Ld. Mgrs.) CellDB380'1493t	447·1|59·8|36·4 FK Coll FPT231tAPT185t	London British ptCem BH to Sh dk 6 „ „ U „ 1 „ „2nd„	Oil Engines 4S.C.SA 12Cy.29⅛"-45¼" 987NHP Wm.Cramp&SonsS.& E.B.Co.Philadelphia	39 " 0 s10 " 7¾ 28 " 7	
23277 [illegible] [illegible]	**Empire Sedge** *For full particulars see No. 36297 in Supplement* D.F. Mchy.Aft CruiserStern	2852 ~~[illegible]23~~ 1580	100A1 (ClassContemplated)				1941	W.Gray& Co.Ld. WHartlepool	Ministry of War Transport	310·6|44·4|19·4 Q175'F36'	W.Hartlpl British	T.3Cy.20",33"&55"-39" Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	21 " 6 s7 " 1 19 " 4¼	
23278 167632 GLRC	**Empire Shearwater** (exClearwater-40) 2Dks Fitted for oil fuel	4970 4532 3046	100A1 (Classification Contemplated) Examined ~~?,41~~2,42 5,41 ~~6,40~~ BS7,41	~~Mob~~ ~~Liv~~ Hpl Phl		CL 6,40	1920	American International S.B.Corp. HogIslandPa	Ministry of War Transport Douglas& Ramsey,Mgrs.)	390·0|54·2|27·8 P50'B121'F40'	London British WB	DR geared steam turbine 200lb 3SB, GeneralElectricCo. Schenectady,N.Y.	32 " 0 s7 " 5¾ 24 " 8¾	
23279 168680 BCGJ	**Empire Shoal** OilEng 1Dk Mchy.Aft CruiserStern	878 587 460	✠100A1 1,42 ~~6,41~~ ✠LMC6,41	~~Gls~~ Bry	l	OG	1941 6mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	Ministry of War Transport(W.A. Wilson,Mgr) CellDB121'207t	203·0|33·2|11·7 211·0(O.L.) Q121'F28' FK DTf12'44tFPT42t	Glasgow British 5BHptCem APT24t	Oil Engines 2S.C.SA 8Cy.11"-19$\frac{11}{16}$" 169NHP Harland&Wolff,Ld.Gls.	13 " 10 s4 " 2½ 13 " 5½	
23280 168663 BCDD	**Empire Silver** 1Dk D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom&deck	8602 7501 4843	✠100A1 ~~6,41~~ ~~3,41~~ 4,42 ✠LMC5,41 Carrying Petroleum in bulk Fitted for oil fuel3,41 F.P. above 150° F.	~~Sld~~ ~~NYk~~ Avn	d†	CL	1941 3mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	Ministry of War Transport(J.I. Jacobs&Co.Ld. Mgrs.) CellDBuE&B93'	474·6|62·1|33·8 493·8(O.L.) P111'B36'F56' FK DTf36'942tFPT345t	Sundrland British 12BH APT184t	T.3Cy.27",44"&76"-51" (s) 220lb (Rht) 674NHP 3SB(Spt),9cf,HS10020 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	34 " 0 s6 " 6½ 27 " 9	
23281 168015 GLNN	**Empire Simba** (exWestCohas-40) 2Dks D.F. Sub.Sig. Fitted for oil fuel	5691 5169 3403					1919	Skinner& EddyCorp. Seattle,Wash	Ministry of War Transport(Hadley ShippingCo.Ld. Mgrs.)	409·6|54·2|27·1 P43'B115'F47'	London British WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		RC
23282 168916 BCKJ	**Empire Sky** CruiserStern 2Dks	7455 7033 4493					1941	JLThompson&Sons,Ld Sunderland	Ministry of War Transport(Claymore Shipping Co.Ld.Mgrs.)	~~426·6~~|59·9|35·0 426·0	Sundrland British WB	T.3Cy.23½",37½"&68"-48" 320NHP JohnBrown&Co.Ld. Clydebank		
23283 167585 GNVM	**Empire Snipe** (exTexasRanger-40, exLakeGaither-32) Ref.Mchy. 1Dk2tr.B	2497 2284 1504	✠100A1 (Reclassification Contemplated) Examined ~~6,40~~6,41 1,42 ~~6,41~~ ✠LMC BS~~3,40~~5,41 MS6,40	~~Cff~~ Brs Liv		CL 3,40	1919 11mo	Manitowoc S.B.Co. Manitowoc	Ministry of War Transport(Sir W.R.Smith&Sons, Ld.Mgrs.)	253·6|43·9|25·9 P25'B65'F26' FK	London British WB	T.3Cy.21",35"&59"-42" 185lb 326NHP NordbergMfgCo.M'lw'kee	28 " 5 s4 " 0 21 " 6¾	
23284 165999 GPJN	**Empire Snow** D.F. 2Dks	6327 5955 4592	✠100A1 withfreeboard ~~3,41~~ ~~2,41~~ 9,41 ✠LMC2,41	~~Gls~~ ~~NOs~~ Mob	z 1$\frac{1}{12}$	CL 9,41	1941 2mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	Ministry of War Transport(Joseph ConstantineSteamshipLine,Ld Mgrs) 5 Divisional WTBHs in'tween dks CellDB344'1298tFPT169tAPT210t	407·0|54·7|33·2 420·0(O.L.) F33' FK (Coll	Glasgow British 7BHCem BHtoW dk 6 „ 2nd„)	T.3Cy.23½",37½"&68"-48" 220lb (s) 439NHP 2SB,8cf,GS133,HS5920 FD D.Rowan&Co.Ld.Gls.	36 " 6 s10 " 2½ 26 " 6½	
23285 167514 MNSM	**Empire Snowdrop** (exCaribe-40) OilEng Mchy.Aft 1Dk&Shelter dk CruiserStern	399 255 116	✠100A1 withfreeboard 6,41 ~~4,40~~ ✠LMC11,39	~~Lon~~ Lth	i		1939 11mo	Gebr.van DiepenN.V Waterhuizen Lloyd'sA&CP	Ministry of War Transport(British ChannelIslands ShippingCo.Ld. Mgrs.) Side tanks in way of hold101'229t DTf5'24tFPT52tAPTs12t	180·5|27·8|7·6 188·0(O.L.) EK (	London British 3BHCem Coll to Sh dk 2 „ 2nd„)	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	9 " 4 s " 2 9 " 3	

1 No. in Book Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
2 286 1 3991 QDR	**Empire Soldier** (*ex*KonsulHendrik ssSld.No.2-36 Fisser-40, 1*Dk*(*Stl*) *ex*Aelybryn-37) D.F.	4539 4202 2743	✠100A1 ~~9,41~~ ~~2,41~~ 3,42 Examined 8,41 BS3,42 ✠LMC MS7,36 ~~BS6,41~~	~~Hul~~ Gls Mdb	*y*	CL ~~5,38~~ 2,42	1928 8mo	Lithgows Ld. PortGlasgow Lloyd's*A&CP*	Ministry of War Transport(Wm. Cory&Son,Ld. *Mgrs.*)	385·0|52·0|26·1 P29'B238'F44' FK *Cell D* B329'954*tFPT*116*t*	London British 6*BHptCem* *APT*140*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,*9cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk	28 ″ 6 s 4 ″ 0 24 ″ $8\frac{3}{4}$	
23287 168689 BCLX	**Empire Spinney** *OilEng* *Mchy.Aft* 1*Dk* *CruiserStern*	871 586 465	✠100A1 ~~(*ClassContemplated*)~~ 9,41 ✠LMC9,41	Gls	*l*	OG	1941 9mo	A&J.Inglis Ld. Glasgow Lloyd's*A&CP*	Ministry of War Transport(General Stm.Nav.Co.Ld. *Mgrs.*)	203·0|33·1|11·7 211·0(O.L.) Q123'F25' FK *CellDB*121 208*tDTf*12'44*tFPT*47*tAPT*25*t*	Glasgow British 5*BHptCem*	Oil Engines 2S.C.SA 5Cy.$13\frac{3}{8}$"-$22\frac{7}{16}$" 156NHP BritishAuxiliaries,Ld.Gls.	13 ″ 10 s4 ″ $2\frac{1}{2}$ 13 ″ $5\frac{3}{4}$	
23288 168907 BCKL	**Empire Spray** *OilEng* D.F. GyC. 2*Dks* *CruiserStern*	7242 6787 5053	✠100A1 *withfreeboard* 9,41 ~~5,41~~ ✠LMC5,41	~~Sld~~ NYk	*a*†	CL	1941 5mo	Wm.Doxford&Sons,Ld Sunderland Lloyd's*A&CP*	Ministry of War Transport(W. HartlepoolStm. Nav.Co.Ld.*Mgrs.*)	428·8|56·5|35·5 442·9(O.L.) FK *CellDB*356'1182*tMT*29'1205*t FPT*134*tAPT*155*t* 6*divisionalWTBHs in'tweendks*	Sundrland British 7*BHptCem* (*Coll to W dk* 6 „ *2nd*„)	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}$"-$91\frac{5}{16}$" 516NH 2DB*120lb* Wm.Doxford&SonsLdSld.	38 ″ 1 s10 ″ 11 27 ″ $4\frac{3}{4}$	
23289 167002	**Empire Spring** *OilEng* D.F. 2*Dks* *CruiserStern*	6946 6487 4147	✠100A1 *withfreeboard* 12,41 ~~6,41~~ ✠LMC6,41	~~PGl~~ Liv	*a*†	CL	1941 6mo	Lithgows Ld. PortGlasgow Lloyd's*A&CP*	Ministry of War Transport(DonaldsonBros.&Black, Ld.*Mgrs.*)	432·2|56·2|34·3 447·6(O.L.) F39' FK 5*DivisionalWTBHs in'tweendks* *CellDB*370'1186*tMT*26'1036*tFPT*122*tAPT*185t	Greenock British 7*BH* (*Coll to Wdk* 6 „ *2nd*„)	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" ~~490HP~~ 2DB*150lb* 490NHP J.G.Kincaid & Co.Ld.Grk.	36 ″ 10 s10 ″ $8\frac{1}{4}$ 26 ″ $4\frac{1}{4}$	
23290 167570 GJKP	**Empire Springbuck** (*ex*SanAngelo-40, *ex*Willanglo,*ex*Westmead) 2*Dks* *Fitted for oil fuel*	5591 5146 3483	✠100A1 (*Reclassification Contemplated*) Examined 12,40 5,41 ~~4,40~~ ~~BS6,40~~✠	~~NYk~~ Phl Nwc BS6,41		CL 4,40	1918 10mo	AmesS.B.&D.D.Co. Seattle,Wash	Ministry of War Transport(W.A. Souter&Co.Ld. *Mgrs.*)	409·5|54·2|27·4 P44'B115'F47' FK	London British *WB*	T.3Cy.26",43"&73"-48" 200lb 543NH AmesS.B.&D.D.Co.Seattle	30 ″ 2 s 6 ″ $4\frac{1}{2}$ 24 ″ $0\frac{1}{4}$	
23291 168967 BCNJ	**Empire Stanley** *OilEng.* D.F. 2*Dks* *CruiserStern*	~~6900~~ 6921 6461 4117					1941	Greenock Dockyard Co.Ld. Greenock	Ministry of War Transport (R.S. DalglieshLd*Mgs*)	~~431·6~~|56·2|~~34·2~~ 33·2 F39' 432·7	Greenock British *WB*	Oil Engines 2S.C.SA 4Cy $23\frac{5}{8}$"-$91\frac{5}{16}$" 688NH Barclay,Curle&CoLd.Gls.		
23292 163219 MKMN	**Empire Star** TwinSc D.F. E.S.D. *OilEng* GyC. 2*Dks* ssLon.No.1-40 *Ref.Mchy.* *3rd dk except in No.1 hold* *CruiserStern* *4th dk forward of* *Tonnage opening closed*'40 *Mchy. space*	12656 11397 9187	✠100A1 *withfreeboard* 3,41 ✠LMC CS10,40 DBS1,40 3,39 ✠Lloyd's RMC ~~6,41~~ ~~11,41~~ 5,42	Avn	*i*† $2\frac{7}{16}$	CL 12,38	1935 12mo	Harland&Wolff,Ld. Belfast Lloyd's*A&CP* *Upper'tween*	FrederickLeyland &Co.Ld. *Duct keel forward dk BHs except Co*	524·2|70·4|32·3 543·0(O.L.) 40·8 P64'B193'F72' FK *of Mchy. space* *llBHdispensed with* *CellDB*328'2273*t FPT*95*t APT*157*t*	Belfast British 8*BHptCem* (*Coll to Wdk* 7 „ *2nd* „)	Oil Engines 2S.C.DA 12Cy.$24\frac{7}{16}$"-$55\frac{1}{8}$" 2DB*100lb* 2463NH Harland&Wolff,Ld.Bel.	43 ″ 5 s12 ″ 9 30 ″ 10	
23293 228732 WTDT	**Empire State** TwinSc *OilEng* ssNYk.No.2-38 D.F. GyC. 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	1692 1375 1355	✠ A1— *withfreeboard* 4,41 ~~1,38~~ LMC2,37 LMC(M)4,39 *For Service between New York, Chicago & Quebec,via Canals Also between Boston, Mass. & Norfolk, Va. with a freeboard corresponding to an extreme draught of 12 feet*	NYk		CL ~~1,38~~ N2,41	1929 7mo	St Lawrnce MarineRepair DockCorp. Ogdensburg, N.Y. Lloyd's*A&CP*	FederalMotorship Corp.(Geo.D.Macdonald,*Mgr.*)	244·5|43·5|14·7 P40'*Trunk*168' F38' FK *Wing & deep tanks f*64*tFPT*26*tAPT*27*t*	Buffalo NY UtdStates 10*BH*	Oil Engines 4S.C.SA 12Cy.$12\frac{1}{2}$"-18" 182NH NE26-*refitted*7,29 NewLondonS.&E.Co. NewLondon,Conn.	16 ″ 0 s 4 ″ $1\frac{1}{2}$ 12 ″ 0	
23294 166313 BCDJ	**Empire Steel** *OilEng.* D.F. E.S.D. 1*Dk2nd dk clear of cargo tanks* *CruiserStern* *Mchy.Aft* *Longitudinal framing at bottom & at deck*	8138 7218 4774	✠100A1 9,41 ~~5,41~~ ✠LMC3,41 *CarryingPetroleum in bulk*	~~Avn~~ NYk	*c*†	CL	1941 3mo	Cammell Laird&Co.Ld Birkenhead Lloyd's*A&CP*	Ministry of War Transport (A.Weir &Co.*Mgrs.*)	465·3|59·3|33·8 483·3(O.L.) P93'B45'F50' FK *CellDBuE*70 ~~*CellDB*70~~ 60*tDT* F25' 271*t FPT*138*t APT*86*t*	Liverpool British 17*BHptCem*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-$55\frac{1}{8}$" 502NH 2DB*150lb* Harland&Wolff,Ld.Bel.	34 ″ 1 s 6 ″ 8 27 ″ $7\frac{3}{4}$	
23295 168009 GLSX	**Empire Steelhead** (*ex*PatrickHenry-40) D.F. 1*Dk & Shelter dk* Sub.Sig. *2nd dk & Web frames* *Longitudinal framing* *Fitted for oil fuel*	7744 7339 4931	✠100A1 (*Reclassification Contemplated*) Examined ~~4,41~~ 10,41 2,42 ~~6,40~~ BS6,41	~~NOs~~ Lon ~~Sld~~ Jck ✠LMC8,40		CL N6,40	1920 4mo	ThePusey &JonesCo. Gloucester City,N.J.	Ministry of War Transport(Lyle ShippingCo.Ld. *Mgrs.*)	439·6|60·2|33·7 P41'B134'F46'*on shelter dk* FK	London British *WB*	Q4Cy.$25\frac{1}{2}$",37",$52\frac{1}{2}$",&76"-54" ~~200lb~~ ~~643NH~~ ~~W.CrampS.&E.B.Co.Phl.~~ 220lb (*r*) 643NHP 3SB.*9cf*.GS197,HS9198 W.CrampS.&E.B.Co.Phl.	36 ″ 8 s 8 ″ $5\frac{1}{2}$ 28 ″ $5\frac{1}{4}$	
23296 160789 GNJR	**Empire Strait** 1*Dk* D.F. *CruiserStern* *Mchy.Aft* *Cargo battens not fitted*	2824 2123 1575	✠100A1 5,42 ~~5,41~~ ✠LMC12,40	Hpl	*t*	CL	1940 12mo	W.Gray&Co.Ld. WHartlepool Lloyd's*A&CP*	Ministry of War Transport (Connell &Grace,Ld.*Mgrs.*)	310·6|44·4|19·4 321·0(O.L.) Q175'F37' FK *IntermediateBHdispensed with* *CellDB*260'839*tMT*8'259*tFPT*217*tAPT*37*t*	W.Hartlpl British 4*BHptCem*	T.3Cy.20",33"&55"-39" 200lb (*s*) 255NH 2SB,*6cf*,GS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21 ″ 6 s 7 ″ 1 19 ″ $4\frac{1}{4}$	
23297 166994 GQXJ	**Empire Stream** 1*Dk* D.F. *CruiserStern* *Mchy.Aft* *Cargo battens not fitted*	2922 2186 1638	✠100A1 8,41 ~~2,41~~ ✠LMC2,41	~~PGl~~ Bry	*t*	CL	1941 2mo	Lithgows Ld. PortGlasgow Lloyd's*A&CP*	Ministry of War Transport(J.S. Stranaghan&Co. Ld.*Mgrs.*)	315·2|44·4|19·9 325·8(O.L.) Q193'F29' FK *IntermediateBHdispensed with* *CellDB*266'708*tMT*9'296*tFPT*172*tAPT*63*t*	Greenock British 4*BHptCem*	T.3Cy.$18\frac{1}{2}$",31"&52"-39" 200lb (*s*) 240NH 2SB,*6cf*,GS101,HS3434 FD D.Rowan&Co.Ld.Gls.	22 ″ 1 s 7 ″ $4\frac{1}{4}$ 19 ″ 11	
23298 167430 GQFW	**Empire Success** (*ex*Ixia-40, *ex*Hagen-40) ssHul.2ndNo.3-5,40 D.F. 2*Dks* *Sparred dk in No.1 hold*	6009 5502 3646	100A1 11,41 ~~2,40~~ BS6,41	~~Hul~~ Lon LMC5,40	$2\frac{7}{16}$	CL 4,40	1921	Vulcan-Werke Hamburg	Ministry of War Transport(Union CastleMailS.S.Co. Ld.*Mgrs.*)	451·5|58·2|26·8 469·2(O.L.) P&B365'F65' FK *CellDB*405'1456*tFPT*63*t APT*40*t*	London British 8*BHptAsp ptCem*	T3Cy.$31\frac{1}{2}$",$52\frac{1}{2}$"&$84\frac{3}{8}$"-$59\frac{13}{16}$" &LP turbine withDR gearing & hydraulic couplings 206lb HS11970 (*s*) 820NHP 4SB(Spt)*12cf*,GS264, FD Vulkan-Werke,Hamburg	29 ″ 6 s4 ″ 1 25 ″ $7\frac{3}{4}$	

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7 Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. B.of Trade
23299 168670 BCDF	**Empire Summer** D.F. 2*Dks* *CruiserStern*	6949 6529 4915	✠100A1 *withfreeboard* 4,41 ✠LMC5,41	Sld	*a*† 2	CL	1941 5mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	Ministry of War Transport(Haldin &Philipps,Ld. *Mgrs.*) 6 *divisional WTB* *CellDB*358'1313*t*	427·5|57·0|34·3 439·8(O.L.) FK *Hs in'tween dks* *FPT*100*t APT*240*t*	Sundrland British 7*BHCem* (*Coll to W dk* 6 „ 2*nd*„)	T.3Cy.24",39"&68"–48" (*s*) 220lb 430NHP 2SB,6*cf*,GS135,HS5716 FD N.E.MarineEng.Co.(1938) Ld.Sld.	36″10 s10″3¾ 26″9½	
23300 168908 BCJY	**Empire Sun** D.F. GyC. 2*Dks* *CruiserStern*	6952 6529 4933	✠100A1 *withfreeboard* 8,41 ~~6,41~~ ✠LMC6,41	~~Sld~~ Gls	*a*† 2	CL	1941 6mo	Short Bros. Ld. Sunderland *Lloyd'sA&CP*	Ministry of War Transport(John Cory&Sons,Ld. *Mgrs.*) 6 *Diviisonal WTB* *CellDB*358'1313*t*	427·5|57·0|34·3 439·8(O.L.) FK *Hs in'tween dks* *FPT*100*t APT*240*t*	Sunderlnd British 7*BHCem* (*Coll to W dk* 6 „2*nd*„)	T.3Cy.24",39"&68"–48" (*s*) 220lb 431NHP 2SB,6*cf*,GS135,HS5730 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	36″10 s10″3¾ 26″9½	
23301 160792 GPFS	**Empire Sunbeam** D.F. 2*Dks* *CruiserStern*	6711 6293 4871	✠100A1 *withfreeboard* ~~5,41~~ ~~4,41~~ 1,42 ✠LMC4,41	~~Hpl~~ ~~Mel~~ NYk	*a*†	CL	1941 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Ministry of War Transport (SirW.R Smith&Sons,Ld. *Mgrs.*) 6*divisional W* *CellDB*365'1202*t*	419·2|56·7|33·9 431·7(O.L.) F36' FK *TBHs in'tween dks* *FPT*198*tAPT*190*t*	W.Hartlpl. British 7*BHptCem* (*Coll to W dk* 6 „2*nd*„)	T.3Cy.22½",36"&65"–48"(*s*) 225lb 461NHP 3SB,9*cf*,GS154,HS6681 FD Cen Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	36″4 s10″0 26″7	
23302 168665 BCFV	**Empire Sunrise** 2*Dks* *CruiserStern*	7459 7033 4516					1941	JLThomp- son&Sons,Ld Sunderland	Ministry of War Transport(Law- ther,Latta&Co.Ld. *Mgrs.*)	426·0|59·9|35·0	Sundrland British *WB*	T.3Cy.24",39"&68"–48" 320NHP George Clark(1938)Ld.Sld.		
23303 168666 BCFS	**Empire Surf** D.F. 2*Dks* *CruiserStern*	6641 6283 4794					1941	Bartram& Sons,Ld. Sunderland	Ministry of War Transport(Saint Line,Ld.*Mgrs.*)	416·8|56·6|34·0	Sundrland British *WB*	T.3Cy.23½",38"&66"–45" 292NHP N.E.MarineEng.Co.(1938) Ld.Sld.		
23304 167635 GMQC	**Empire Swan** TwinSc (*ex*Missourian–40) *OilEng.* *ss*Bos.No.2–30 D.F. GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in forward holds* *Tonnage opening closed* '40 ~~Now "Belgian Freighter," see No. 35744 in Supple~~ *Now* "Belgian Freighter," *see No.* 35744 *in Supplement*	7964 7580 4933	✠100A1 *Shelter dk* *withfreeboard* (*Reclassification* *Contemplated*) Examined ~~2,41~~1,42 4,41 DBS2,41 ✠	NYk ~~Bel~~ Avn		~~1,41~~ CL 4,41	1922 6mo	Merchant S.B.Corp. Chester,Pa. *CellDB*380'1	Ministry of War Transport(Runci- man(London)Ld. *Mgrs.*) 493*tDTf*28'874*t F*	447·1|59·8|36·3 FK *PT*231*tAPT*185*t*	London British 7*BHptCem* (6 *to Sh dk* 1 „ *U* „)	Oil Engines 4S.C.SA 12Cy.29⅛"–45¼" 987NHP DB *100lb* W.Cramp&SnsS&EBCPhl	39″0 s10″7¾ 28″7	
23305 168057 GDXX	**Empire Tarpon** (*ex*Harpoon–40, *ex*Hopatcong) D.F. 2*Dks*&*Shelter dk* Sub.Sig. *Longitudinal framing*	6085 5612 3748	✠100A1 (*Reclassification* *Contemplated*) Examined ~~2,41 Sh~~5,42 5,42 ~~5,40~~ LMC1,41 ✠NB9,41(WTB) *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	~~NYk~~ Gal	*z*	CL 4,42	1920 12mo	Groton IronWorks GrotonConn.	Ministry of War Transport(Doug- las&Ramsey, *Mgrs.*)	402·6|53·1|32·0 P34'F37'	London British *WB*	2steam turbinesDRgeared to 1 sc.shaft 704NHP 225lb 3WTB,HS9960 FD VulcanIronWorks,Inc. JerseyCity	34″6 s8″3¼ 26″5¾	
23306 167594 GNKV	**Empire Tern** (*ex*TexasBanker–40, *ex*LakeInglenook–32) *ss*Cff.No.3–7,40 *Ref.Mchy.* 1*Dk*2*trB*	2479 2259 1502	✠100A1 ~~11,11,41~~ 2,42 BS6,41 ✠LMC7,40	~~Liv~~ ~~Cff~~ Bry	*s*	CL 3,40	1919 12mo	Detroit S.B.Co. Wyandotte	Ministry of War Transport (SirWR Smith&Sons,Ld. *Mgrs.*) *CellDB*204'47	251·0|43·6|26·1 P25'B64'F23' FK 2*tDTa*12'89*t FPT*7	London British 4*BHptCem* 2*tAPT*107*t*	T.3Cy.21",35"&59"–12" (*r*) 185lb 352NHP 2SB,6*cf*,GS115,HS5467 FD DetroitS.B.Co.Detroit	28″2 s4″0 24″4½	
23307 168969 BCNP	**Empire Tide** *OilEng.* D.F. Gy.C. 2*Dks* *CruiserStern*	~~6900~~ 6978 6487 4147	✠100A1 *withfreeboard* ~~(Class Contemplated)~~ ~~11,41~~ ~~10,41~~ 5,42 ✠LMC10,41	Npt	*a*†	CL	1941 10mo	Lithgows Ld. Port Glasgow *Lloyd'sA&CP*	Ministry of War Transport(Royal MailLines,Ld. *Mgrs.*) 5*Divisional W.T.BH* *CellDB*370'	432·7|56·2|34·3 447·6(O.L.) F39' FK (*Coll to W* 1186*tMT*26'1036*tFPT*	Greenock British 7*BH* *dk* 6 *to* 2*nd dk*) *s in'tween dks* 122*tAPT*185*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–$59\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	36″10 s10″8¼ 26″4½	
23308 124507 GMJK	**Empire Trader** Ⓟ TwinSc (*ex*Tainui–40) *ss*Lon.2ndNo.3–1,33 *ss*Nwc.No.1–37 *Ref.Mchy.* 2*Dks*(*Stl*-*MwsLptws*)*deep* D.F. E.S.D. *framing*&*Awng dk*(*Stl*-ws)	9990 9014 6356	✠100A1 *Awng dk* *withfreeboard* ~~6,41~~ ~~8,40~~9,41 Examined1,42 BS6,41 ~~BS12,39~~ ✠LMC11,36 ✠Lloyd'sRMC~~6,41~~ 1,42	~~Syd~~ ~~Bls~~ Syd Cff	*e*†	CL 4,40	1908 10mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	Ministry of War Transport(Shaw Savill&AlbionCo. Ld.*Mgrs.*) *CellDBa*	477·8|61·1|31·0 139·3 F49' FK&BK1¾" 90*uE*&*B*86'*f*241'14	London British 8*BHCem* 90*t*	T.6Cy.25",41½"&70"–48"(*s*) 205lb 1080NHP 6SB,24*cf*,GS400,HS16308FD Wrkman,Clark&CoLd Bel	42″6 s12″0¼ 31″1	
23309 168006 GLXJ	**Empire Trooper** Ⓟ TwinSc (*ex*CapNorte–40, 3*Dks*&*Shade dk* *ex*SierraSalvada–34, *CruiserStern* *ex*CapNorte–32) *Fitted for oil fuel* D.F. GyC. Sub.Sig.	13994 10182 8502					1922	Vulkan Werke Hamburg	Ministry of War Transport (British India Stm.Nav.Co. Ld.*Mgrs.*)	499·5|64·0|38·6 B&F402'	London British *WB*	T.6Cy.$26\frac{7}{16}$",$43\frac{5}{16}$"&71"– $51\frac{3}{16}$"&2 LP Turbines 1200NHP VulcanWerkeA.G.Ham.		BT till 9,41
23310 165998 GQXQ	**Empire Trust** TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *CruiserStern* *Now* "Rembrandt," *see No.* 38344 *in Supplement*	~~8126~~ ~~5203~~ ~~4660~~ 8126 5212 4669	✠100A1 9,41~~2,42~~ ✠LMC1,41	Gls	*e*† 2¼	CL	1941 2mo	Barclay, Curle&Co.Ld Glasgow *Upper* *Lloyd'sA&CP*	Ministry of War Transport (Thos.& Jno.Brocklebank, *Mgrs.*) *'tween dkBHamids* *CellDB*390'1518	471·7|64·3|34·4 492·5(O.L.) P43'B166'F41' FK *hips dispensed with* *tFPT*69*tAPT*73*t*	Glasgow British 7*BH* (6*BHtoUdk* 1 „ „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.26⅜"–$91\frac{5}{16}$" DB100lb 1721NHP Barclay,Curle&Co.Ld.	37″3 s7″8¼ 29″9¼	
23311 171328 BCFQ	**Empire Union** Ⓟ (*ex*Myrica–41, *ex*Sistiana–40, *ss*Gen.No.3–4,40 *ex*Salvore) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* D.F.	5952 5062 4068	✠100A1 *Shelter dk* *withfreeboard* 12,41~~3,41~~ BS9,41 ✠LMC MS11,39 ~~BS4,40~~ ✠Lloyd'sRMC~~2,41~~8,41 No. 5 upper 'tween dk chambers for temp. 22°F.	~~Gls~~ Lon	*y*	CL 7,39	1924 5mo	Stabilmnto Tecnico Trieste *Lloyd'sA&CP*	Ministry of War Transport (CanadianPacific Steamships,Ld. *Mgrs.*) *CellDB*338'1309*tDTa*33'852	390·8|54·0|29·6 B128'*onShelter dk* F36' FK *tFPT*102*tAPT*201*t*	Glasgow British *Cem* 6*BHtoShdk* 1 „ „ *U* „	T.3Cy 27¼",42"&68"–48"(*s*) 180lb 465NHP 3SB(Spt),9*cf*,GS158, HS7023 FD StabilimentoTecnico,Tri.	32″0 s6″7¼ 25″7	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23312 167396 GLJF	**Empire Unity** (*ex*Biscaya–40) *OilEng.* D.F. E.S.D. ssHam.No.3–8,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6386 5775 3670	✠100A1 ~~7,41~~ ~~2,40~~ 4,42 ✠LMC CS8,39 DBS~~2,40~~/~~4,41~~5,42 2,40 *Carrying Petroleum in bulk*	~~Shl~~ ~~NYk~~	z Shl	CL ~~4,37~~ 6,41	1927 4mo	Act.Ges. "Weser" Bremen Lloyd's*A&CP*	Ministry of War Transport (Hunting&SonLd. *Mgrs.*)	P123'B28'F41' FK *CellDBuE64'142*	414·3 | 55·3 | 32·9		London British 18*BHptCem* 6 „ *to 2nd dk* *tDTf25'164*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"–55⅛" 438NHP 2DB(WT)*200lb* 1DB*71lb* A.G."Weser," Bremen *tFPT171tAPT151t*	32 ″ 9 s6 ″ 8¼ 26 ″ 3½	
23313 165990 GNFL	**Empire Voice** D.F. 2*Dks* *CruiserStern*	6828 6147 3977	✠100A1 *withfreeboard* ~~8,41~~ ~~11,40~~10,41 ✠LMC11,40	~~Gls~~ ~~Lon~~ Cal	*a*† 2	CL	1940 11mo	Barclay, Curle&Co,Ld Glasgow Lloyd's*A&CP*	Ministry of War Transport(British IndiaStm.Nav.Co. Ld.*Mgrs.*) Cell	427·9 42·5(O.L.) P38'B136'F35' FK *DB370'1360tFPT1*	57·5	32·1	Glasgow British 7*BH* 39*tAPT*118*t*	T.Cy.22½",37½"&63"–45"& LPturbine withDRgearing &hydraulic coupling 250lb (*s*) 630NHP 4SB,*12cf*,GS208,HS8344 FD Barclay,Curle&Co Ld Gls.	34 ″ 6 s9 ″ 1½ 25 ″ 6	
23314 168178 GNFC	**Empire Waterhen** (*ex*Manatee–41) 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6004 5518 3795					1920	O.Daniels Co. Tampa,Fla.	Ministry of War Transport (R.Chapman&Son. *Mgrs.*)	401·9 P34'B118'F38'	54·2	31·3	London British *WB*	T.3Cy.24½",41½"&72"–48" HardyTyne 359NHP Mfg.Co.Birmingham,Ala.		R
23315 168911 BCLG	**Empire Wave** 2*Dks* *CruiserStern*	7463 7047 4501					1941	JLThomp- son&Sons,Ld. Sunderland	Ministry of War Transport(Barr, Crombie&Co.Ld. *Mgrs.*)	423·8	59·9	35·0	Sundrland British *WB*	T.3Cy.24"39"&68"–48" 320NHP GeorgeClark(1938)Ld.Sld		
23316 168194 GPFJ	**Empire Whale** (*ex*WinonaCounty–41) Sub.Sig. ~~1*Dk*&*Shelter dk*&*Web frames*~~ 2*Dks* *Longitudinal framing* ssN.Ns.2ndNo.3–4,41	6159 5705 3667	✠100A1 ~~(*Reclassification*~~ ~~*Contemplated*)~~ 1,42 ~~6,41~~ ✠LMC4,41 *Carrying oil fuel F.P. above 150°F. in peak tanks*	~~Nwe~~ Phl	z	CL 1,41	1919 9mo	Federal S.B.Co. Kearny,N.J. *A&CP*	Ministry of War Transport(Donald- sonBros.&Black, Ld.*Mgrs.*) Cell	395·5 P45'B110'F38' ~~*onShelter dk*~~ FK *DB331'1512tFPT1*	55·0	31·4	London British 7*BH* ~~*WB*~~ *ptCem* 87*tAPT*175*t*	2 steam turbinesDRgeared to 1 sc. shaft 645NHP 210lb HS8934 (*s*) 3SB(Spt)*9cf*,GS181 FD MidWestEng.Co. Indianapolis,Ind.	34 ″ 11 s7 ″ 11 27 ″ 2½	~~R~~ ~~✠~~
23317 168166 BCJR	**Empire Widgeon** (*ex*Exemplar–41) 2*Dks*&*Shelter dk* D.F. E.S.D. *Fitted for oil fuel* GyC. *Now "Exemplar," see No. 36496 in Supplement*	6737 5784 3996					1940	Bethlehem SteelCo.S.B. Division Quincy, Mass.	Ministry of War Transport (RoyalMailLines, Ld.*Mgrs.*)	451·9	66·1	29·2	London British *WB*	2 steam turbinesDR geared to 1 sc. shaft 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
23318 168064 GNKK	**Empire Wildebeeste** (*ex*WestEkonk–41) 2*Dks* Sub.Sig. *Fitted for oil fuel*	5631 5034 3455					1918	Skinner& EddyCorp. Seattle,Wash	Ministry of War Transport(G. Nisbet&Co.*Mgrs.*)	409·6 P43'B115'F47'	54·2	27·1	London British *WB*	DR geared steam turbine GeneralElectricCo.416NHP Schenectady,N.Y.		RC
23319 167602 GQYW	**Empire Woodcock** (*ex*WestCape–40) ssN.Yk.No.3–5,40 D.F. 2*Dks*	5572 5095 3484	✠100A1 ~~(*Reclassification*~~ ~~*Contemplated*)~~ ~~Examined 11,40~~ ~~5,41~~12,41 ~~BS6,41~~ ✠LMC6,41	~~Liv~~ ~~Bal~~ Hul	z	CL 5,41	1918 11mo	AmesS.B. &D.D.Co. Seattle,Wash	Ministry of War Transport(SirR. Ropner&Co.Ld. *Mgrs.*) Cell	410·5 P44'B115'F47' FK *DB349'1180tFPT1*	54·3	27·2	London British 7*BH* ~~*WB*~~ *Cem* 36*tAPT*44*t*	T3.Cy.26",43$\frac{3}{16}$"&73"–48" 200lb (*r*) 543NHP 3SB,*9cf*,GS193,HS7956 FD AmesS.B.&D.D.Co.Seattle	30 ″ 2 s6 ″ 4½ 23 ″ 11½	
23320 168675 BCGP	**Empire Zephyr** D.F. 2*Dks*	6327 5955 4592	✠100A1 *withfreeboard* ~~7,41~~ ~~4,41~~4,42 ✠LMC4,41	~~Gls~~ ~~Bal~~ Hfx	z 1$\frac{1}{16}$	CL	1941 4mo	C.Connell &Co.Ld. Glasgow Lloyd's*A&CP*	Ministry of War Transport(Kaye, Son&Co.Ld.*Mgrs.*) *5 Divisional WT* *CellDB344'1298t*	407·0 420·0(O.L.) F33' FK *BHs in 'tween dks* (*FPT*169*t APT*210*t*	54·7	33·2	Glasgow British 7*BHptCem* *Coll to W dk* 6 „ *2nd* „)	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 439NHP 2SB,*8cf*,GS133,HS5920 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s10 ″ 2½ 26 ″ 6½	
23321 167397 MQXM	**Empire Zest** (*ex*Zeester–40, *ex*Amsterdam) 1*Dk*	316 231 164					1918	Gebr. Fikkers Muntendam	Ministry of War Transport(JohnS. Monks,Ld.*Mgrs.*)	121·0 P38'F16'	22·6	10·5	London British *WB*	C.2Cy.12¾"&25½"–14¾" 21NHP L.Schaatman,Dordrecht		
23322 135226 VGKT	**Empress of Asia** Ⓟ QuadSc ssH.Kg.2ndNo.3–3,37 D.F. *CruiserStern* 4*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*–teak s)	16909 12545 8883	✠100A1 9,41 ~~1,41~~ BS4,41 ✠LMC3,37	~~Ver~~ NYk	*k*†	CL Pf1,39 Pa3,40 Sf3,40 Sa N1,41	1913 5mo	Fairfield Co.Ld. Glasgow Lloyd's*A&CP*	CanadianPacific Rly.Co.(Canadian PacificSteam- ships,Ld.*Mgrs.*)	570·1 590·0(O.L.) B&F394' *on Shelter* *dk* FK&BK3" Cell	68·2	42·0	Vancouver British 12*BHCem* *DBa63'uE&*	4 steam turbines (*s*) 190lb HS5425 3720NHP 6D&4SB,*64cf*,GS1344, FD FairfieldCo.Ld.Glasgow *B295'f100'1548t FPT160t*	46 ″ 0 s17 ″ 5½ 29 ″ 0	
23323 145300 GFSB	**Empress of Australia** Ⓟ TwinSc (*ex*Empress of China,*ex*Tirpitz) ssGls.No.3–6,27 D.F. ssSou.No.2–36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–*pt* ws)3rd *dk*(*Stl*) *in holds*&*cross bunker 4th dk*(*Stl*) *Ref.Mchy.* *in forward*&*after holds*	21833 14149 12177	100A1 *withfreeboard* Examined 1,41 ✠LMC1,35 8,41 ~~1,41~~ ✠NE&B6,27 BS12,40 *Fitted for oil fuel 5,22 F.P. above 150°F.*	Liv		CL 10,37	1914	Vulcan- werkeA.G Stettin Lloyd's*A&CP*	CanadianPacific Rly.Co.(Canadian PacificSteam- ships.Ld *Mgrs.*) *CellDB*	589·9 B *on Shltr dk* 3' F *on Shltr dk* 113' *Prom.dk*238' FK *UpprProm.dk*280' 467'2210*t FPT*183*t*	75·2	41·5	London British *Cem* 6*BHtoShdk* 5 „ „ *U* „ *APT*238*t*	6 steam turbine SRgeared to 2 sc.shafts (*r*) 220lb 3603NHP 6D(Spt)&1SB(Spt),*40cf*, HS38075 FD FairfieldSB&E.Co.Ld.Gls.	46 ″ 2 s17 ″ 3 29 ″ 3	
23324 146215 GFXQ	**Empress of Canada** Ⓟ TwinSc ssH.Kg.No.3–1,34 ssH.Kg.No.1–38 *Ref.Mchy.* 4*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*–*pt*ws) Sub.Sig. *CruiserStern*	21517 15170 12811	✠100A1 *Shelter dk* *withfreeboard* ~~6,41~~ ~~7,40~~ 2,42 Examined 2,42 ✠NE8,29 ✠LMC~~1,37~~ BS~~7,40~~3,42 7,40 *Fitted for oil fuel 5,22 F.P. above 150°F.*	~~Liv~~ ~~PNl~~ NNs	*o*†	CL ~~7,40~~ SN2,42 P2,42	1922 5mo	Fairfield Co.Ld. Glasgow Lloyd's*A&CP*	CanadianPacific Rly.Co.(Canadian PacificSteam- ships,Ld.*Mgrs.*) *CellD*	627·0 B&F529'*onShelter* *dk* FK *Promenade dk*405' *Collision* „ „ *F* „ *B530'3020t Freshwater Tanks in way of tunnels*	77·9	42·2	London British *ptCem* 9*BH toShdk*	6 steam turbinesSRgeared to 2 sc.shafts (*r*) 210lb HS49320 4592NHP 8DB(7Spt)&4SB(2Spt), 60*cf*,GS1250, FD FairfieldSB&ECo.Ld.Gls. 96'560*tFPT*109*tAPT*228*t*	45 ″ 2 s15 ″ 5 30 ″ 0	
23325 161430 GMLV	**Empress of Japan** Ⓟ TwinSc ssH.Kg.No.2–38 3*Dks*(*Stl*-*Weather dk* teak–s)4*thDk*(*Stl*)*in holds* *Ref.Mchy.* 5*thDk*(*Stl*)*inNos.*1&2*holds* D.F. E.S.D. GyC. *CruiserStern*	26032 17737 15725	✠100A1 *withfreeboard* ~~9,41~~ ~~12,40~~ 4,42 9,41 BS~~12,40~~ ✠LMC2,38 *Fitted for oil fuel 6,30 F.P. above 150°F.*	~~Bel~~ ~~Ver~~Liv	*r*†	CL 12,40	1930 6mo	Fairfield Co.Ld. Glasgow Lloyd's*A&CP*	CanadianPacific Rly.Co.(Canadian PacificSteam- ships,Ld.*Mgrs.*) *CellD*	644·0 B&F578' UprB443' FK *B541'3273t Tanks in way of tunnels &*	83·8	44·5	London British 10*BHptCem* *Engine Room* 2006*tFPT*148*t APT*219*t*	6 steam turbinesSRgeared to2sc.shafts (*s*) 6475NHP 6WTB(Spt425lb) 2DB*200lb*,HS52950 FD FairfieldCo.Ld.Glasgow	48 ″ 6 s18 ″ 2½ 30 ″ 7½	
23326 135197 VGKW	**Empress of Russia** Ⓟ QuadSc ssH.Kg.2ndNo.3–1,37 *Ref.Mchy.* *CruiserStern* 4*Dks*(*Stl*)& D.F. *Shelterdk*(*Stl*–teak s)	16810 12557 8789	✠100A1 1,42 ~~2,41~~ Examined 3,42 BS~~4,41~~3,42 ✠LMC2,36	~~Ver~~ PNl Liv	*k*†	CL Pa1,41 Sa N1,41 Pf2,40 Sf2,40	1913 3mo	Fairfield Co.Ld. Glasgow Lloyd's*A&CP*	CanadianPacific Rly.Co.(Canadian PacificSteam- ships,Ld.*Mgrs.*)	570·2 590·0(O.L.) B&F*onShltr dk* 394' FK&BK3" Cel	68·2	42·0	Vancouver British 12*BHCem* *DBa69'uE&*	4 steam turbines (*s*) 190lb HS54251 3720NHP 6D&4SB,*64cf*,GS1344 FD FairfieldS.B.&E.Co.LdGls *B295' f100' 1548tFPT160t*	46 ″ 0 s17 ″ 5½ 29 ″ 0	

1 Numer l'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
23327 166047 GLVZ	**Empress Queen** Ⓟ **TwinSc** *2Dks* D.F. *Fitted for oil fuel* *CruiserStern*	1781 796 679					1940	AilsaS.B. Co.Ld. Troon	P.&A.Campbell, Ld.	281·9 B122′	37·7	11·6	Bristol British	4 steam turbinesSRgeared to 2 sc. shafts 650NHP Harland&Wolff,Ld.Bel.		
23328 DOSC	**Ems** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	3287 2621 1842					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8 P30′F313′Upr.F22′	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA each6Cy.20½″–27$\frac{9}{16}$″SR geared to1sc.shaft 885NHP Maschinenfbrk.Augsburg- NurnbergA.G.Augsburg		G
23329 DBRQ	**Emsgatt** (*ex*Erika-39,*ex*Käthe, *ex*HansHenning) *Mchy.Aft* 1*Dk*	1046 834 643					1905	Nüscke& Co. Stettin	Kauffahrtei Seereed,Adolf Wiards&Co.	218·1 Q81′B51′F26′	34·7	13·9	Hamburg German *WB*	T.3Cy.15″,24″&38″–27″ 75NHP Schiffsw,Uebigau,Dresden		G
23330 DJMD	**Emshörn** (*ex*Karin-36,*ex*Antje Catharina-33, *ss*Bmn.2ndNo.3–6,38 *ex*Trevethoe) D.F. 1*Dk*(*ptIrn ptStl*)	4301 4038 2718	✠ 6,38 ✠	Bmn	*x*		1913 2mo	JReadhead &Sons,Ld. South Shields	Kauffahrtei Seereed,Adolf Wiards&Co. *CellD*	369·6 P33′B226′F34′ FK *Ba*119′*uE*26′*f*163′	51·1	25·5	Hamburg German 6*BHCem* 987*tAPT*62*t*	T.3Cy.26″,42″&69″–48″ 385NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8	
23331 DGCV	**Emsland** (*ex*HeinrichHugo Stinnes7,*ex*DrottningSophia) *Trunk deck* D.F. Sub.Sig. 1*Dk*	5170 4222 3249					1901	Howaldts- werke Kiel	Kauffahrtei Seereed,Adolf Wiards&Co.	405·3 P28′H326*t*F38′	52·4	23·1	Hamburg German *WB*	T.3Cy.26½″,42″&69″–43″ 312NHP Howaldtswerke,Kiel		G
23332 DJPK	**Emsriff** (*ex*Jolanthe-36, *ex*Finchley-35, *ss*Ham.2ndNo 3–6,36 *ex*Westra,*ex*Nantwen) 1*Dk*(*Irn*) D.F. E.S.D.	4935 4547 3055	✠ 12,37 ✠	Rot	*x*		1912 3mo	Richardsn, Duck&Co.Ld. Stockton	Kauffahrtei Seereed,Adolf Wiards&Co. *CellDBa*130′*u*	379·0 P34′B111′F31′ FK *E&B*45′*f*168′1117*t*	47·7	27·8	Hamburg German 6*BHCem* *APT*126*t*	T.3Cy.26″,42″&70″–48″ 385NHP 3SB,9*cf*,GS173,HS6169 Blair&Co.Ld.Stockton	30 ″ 4	
23333 DGCU	**Emsstrom** (*ex*FritzHugoStinnes-5, *ex*OscarFredrik) D.F. Sub.Sig. 1*Dk&Trunk dk&Web frames*	4517 3770 2820					1900	Howaldts- werke Kiel	Kauffahrtei Seereed,Adolf Wiards&Co.	388·9 P28′H180*t*F31′	52·1	21·8	Hamburg German *WB*	T.3Cy.26½″,42″&69″–43″ 312NHP Howaldtswerke,Kiel		G
23334 PDXQ	**Ena** *OilEng.* *ss*Sng.No.1–40 D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	6229 5539 3589	✠100A1 ~~12,40~~ 11,41 ✠LMC CS12,40 ~~DBS4,40~~ 2,38 *CarryingPetroleum in bulk* DBS11,41	~~Sng~~ Cal	*a*†	CL 7,39	1936 6mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd*'sA&CP	N.V.Petroleum Maats."La Corona" *Cell DBuE* 66′ 132*t DT*	428·0 446·3(O.L.) P87′B38′F51′ FK *f*25′257*t FPT* 103*t*	54·5	30·9	Willemstad ~~The Hague~~ Dutch 16*BH* *APT*55*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$″–55⅛″ 377NHP DB180*lb* WerkspoorN.V.Ams.	31 ″ 0 s 5 ″ 7¼ 25 ″ 8	
23335 LDTU	— **WoodAux3MstSr** (*ex*JoyceFrench,*ex*MaryTamplin, *ex*FrancesHyde) 1*Dk* (*See Sailing Ship Register*)	785 652 526					1905	Kelley- SpearCo. Bath,Me.	Brödr.Anda	183·4 Q70*t*H54*t*	39·4	12·5	Stavanger Norwegian	C.2Cy.13″&27″–20″ 27NHP Kelley-SpearCo.Bath,Me.		V
23336 226 JTRB	**Endai Maru** (*ex*YendaiMaru-38, *ex*CanadianSettler, *ss*Drn.No.3–6,31 *ex*Portmore, *ss*Drn.No.1–36 *ex*CanadianSettler) 1*Dk*(*Stl*)	3461 2867 2070	✠ … 1,38 ✠	Drn	*v*		1919 12m	Tidewater Shipbldrs,Ld. ThreeRivers, P.Q.	DairenKisenK.K.	331·3 P33′B98′F33′ FK *CellDB*266′674*tFPT*	46·8	22·9	Dairen Japanese 6*BHCem* 95*tAPT*73*t*	T.3Cy.25″,41″&68″–45″ 470NHP 3SB,9*cf*,GS156,HS7275 Goldie,McCulloch,Ld. Galt,Ont.	25 ″ 6	C
23337	**Enderta** (*ex*LungShan-38 *ex*Maud) *ss*Mob.No.1–11 1*Dk*(*Stl*)*&deep framing*	2278 — 1319	✠ 2,16 ✠	Rot	*s*		1907 2mo	Fevigs Jernskibsbyg Fevig	Cia.Italiana di NavS.A.I.(Chinese ItalianNav.CoLd.) *Intermediate BH in fore* *Cell DBa&uE*112′	298·9 289·1 P26′B76′F29′ FK *hold dispensed with* *uB*12′*f*116′564*t APT*49*t*	42·0	19·4	Shanghai Italian 4*BHonly*	T.3Cy.22″,36″&59″–39″ 230NHP 2SB,6*pf*,GS111,HS3454 Richardsons,Westgarth &Co.Ld.Mdb.	21 ″ 9	
23338 OYCO	**Energi** 1*Dk&Web frames*	990 796 575					1898	Flensburgr Schiffsb.Ges Flensburg	A/S H.C.Christen- sensDamp-og SeilskibsRederi (Alfr.Petersen, *Mgr.*)	219·8 Q68′B58′F25′	34·9	12·6	Marstal Danish *WB*	T.3Cy.16″,26″&43″–33″ 93NHP FlensburgerSchiffsb,Ges.		V
23339 160692 MPFQ	**Energie** **TwinSc** *OilEng.* *Mchy.Aft* *ss*Hul.No.2–36 *Well deck* 1*Dk*(*Stl*)*&Web frames*	501 300 313	✠100A1 3,41 Examined ~~3,41~~ 5,42 ✠LMC3,36 ✠LMC(M)4,38 *CarryingPetroleum in bulk*	Sou	*g*	3,41	1928 9mo	I.J.Abdela &Mitchell (1925),Ld. Queensferry *Lloyd*'sA&CP	Shell-Mex&B.P. Ld.	150·2 P&B79′ FK F22′ *Trunk in well*	27·6 27·9	10·2	Rochester British *SBH* *APT*22*t*	Oil Engines 4S.C.SA 8Cy.11″–17$\frac{11}{16}$″ 94NHP Motorenfabr."Deutz" A.G.Köln-Deutz	10 ″ 9 s ″ 2¾ 10 ″ 7½	
23340 PDYF	**Enggano** *ss*Ams.No.3–9,33 *ss*Ams.No.1–37 2*Dks*(*Stl*)*&Shltr dk*(*Stl*)	5412 4899 3187	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~[illegible]~~ BS5,41 ~~BS1,40~~ ✠LMC10,37	~~Bom~~ Sba	*a*†	CL 9,40	1920 4mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd*'sA&CP	N.V.Stoomv. Maats. "Nederland" *CellDB*369′1270*t*	425·0 FK *FPT*124*t APT*205*t*	55·0	26·6	Batavia Dutch *Cem* (*CollBHtoSh dk* 6 ,, ,, *U* ,,)	T.3Cy.28″,46½″&78″–54″(*s*) 180lb 629NHP 4SB,12*cf*,GS268,HS11670 Blair&Co.Ld.Stockton	29 ″ 0 s 3 ″ 6¼ 25 ″ 8½	
23341 OZTE	**England** Ⓟ **TwinSc** *OilEng.* D.F. *ss*Els.No.1–37 *Ref.Mchy.* 2*Dks*(*Weather dkStl*–ws) Sub.Sig. *3rd dk in holds*	2767 2337 1543	✠100A1 *withfreeboard* 5,39 ✠LMC CS2,36 DBS9,38 3,37 (SEE FOOTNOTE *)	Lon	*u*	OG P2,38 S3,37	1932 4mo	Helsingörs Jernsk&Msk. Elsinore *Lloyd*'sA&CP	DetForenede Dampskibs.Selsk. *CellDB*238′364*t*	306·3 323·7(O.L.) F39′ FK *FPT*56*tAPT*70*t*	44·2	25·9	Esbjerg Danish 6*BH pt Cem* (2 ,, *to2nddk*)	Oil Engines 4S.C.SA 12Cy.21$\frac{11}{16}$″–35$\frac{7}{16}$″ 545NHP DB75*lb* Akt.Burmeistr&Wain,Cpn	28 ″ 6 s10 ″ 8¼ 18 ″ 2	
23342 26173 JAGD	**England Maru** *ss*Osa.No.3–2,36 *ss*Kob.No.1–40 2*Dks*(*Stl*)*&Awng dk*(*Stl*)	5830 5590 4170	✠100A1 *Awng dk* *withfreeboard* 1,41 ✠LMC4,40	Osa	*y*	OG 12,38	1919 11mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	Yamashita KisenK.K. *CellDB*334′1118*t*	385·0 FK *FPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *Cem* (*CollBHto Aw dk* 5 ,, ,, *U* ,,)	T.3Cy.26″,43½″&72″–48″(*s*) 200lb 437NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
23343 XNCU	**Englee** (*ex*Selun) 1*Dk&Spar dk*	1394 1297 863					1901	Nylands Værksted Oslo	ChingKeeS.N.Co. Ld.	231·3 H86*t*	35·1	20·4	Chefoo Chinese *WB*	T.3Cy.16½″,27″&44″–32″ 109NHP NylandsVærksted,Oslo		

*** Surveys delayed. Vessel, when last reported, in port in enemy occupation.**

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23344 129345 VWCG	**Englestan** Ⓟ (*ex*Intaba) *ss*Cal.2ndNo.3–11,33 *ss*Bom.No.2-41 ~~*ss*Cal.No.1-37~~ 2*Dks*(*Stl*–*U*teak s)& *Web frames* *Longitudinal framing*	4808 3907 2966	✠100A1 12,41 ~~10,40~~ ~~BS10,40~~ ✠LMC 12,41 ~~3,37~~	~~Cal~~ Bom	*y*	CL ~~10,39~~ 12,41	1910 10mo *Lloyd*	Hall,Russell&Co.Ld Aberdeen '*sA&CP*	BengalBurma SteamNav.Co.Ld.	386·1|48·2|27·1 P62′B145′F40′ FK&BK2½″ *CellDBa*114′*uE&B*	Calcutta British 6*BHCem* 70′*f*145′796*t*	T.3Cy.$27\frac{1}{16}$″,$45\frac{5}{8}$″&75″–48″ 180lb (*r*) 510NHP 5SB,15*cf*,GS300,HS9055 Hall,Russell&Co.Ld.Abn.	29 ″ 7 s5 ″ 1⅝ 25 ″ 0½	
23345 163446 GWPT	**English Trader** (*ex*Arctees-36) *ss*Shl.No.1–37 *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & decks* D.F. *& Bridge sides "Arcform"* *Locked steel interchangeable hatches*	3953 3666 2382	✠100A1 4,41 ✠LMC MS10,37 BS4,41	BAs	*x*	CL 4.41	1934 3mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	TraderNav.Co.Ld. *CellD*	362·5|57·5|23·6 374·0(O.L.) P33′B226′F31′ FK B303′704*t* *FPT*75*t* New fore end 37	London British 6*BHptCem* *APT*123*t*	T.3Cy.21½″,37″&62″–42″ (*s*) 220lb 357NHP 2SB(FD)&1AuxSB,8*cf*, GS113,HS5209 N.E.MarineEngCoLd.Nwc	25 ″ 9 s2 ″ 9½ 23 ″ 1½	
23346 143539 MKQV	**Enid Mary** *ss*Apl.No.3–9,34 *ss*Shl.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	582 404 291	✠100A1 3,41 BS9,41 ✠LMC MS10,38 ~~BS5,40~~	Shl	*i*	CL 10,38	1921 5mo *Lloyd*	TawShipyards,Ld. Barnstable '*sA&CP*	BritishIsles Coasters,Ld.	174·5|28·6|10·9 29·9 Q100′B11′F26′ FK *CellDBr*94′144*t* *FPT*	Cardiff British 3*BHCem* 45*t* *APT*123*t*	T.3Cy.14″,23″&38″–27″ (*s*) 180lb 72RHP 1SB,3*cf*,GS52,HS1761 AitchisonBlairLd.Clydbnk	13 ″ 0 s4 ″ 3½ 12 ″ 10¾	
23347 UOYQ	**Enisei** (*ex*Hillegom-34) 1*Dk*	2139 1737 1179					1916	A.F.Smulders Schiedam	U.S.S.R.	268·9|42·1|18·1 P27′B78′F24′	Leningrad Russian *WB*	T.3Cy.20″,32″&52″–39″ 169NHP A.F.Smulders,Schiedam		
23348 25286	**Enmyo Maru No. 1** **Wood** 1*Dk*	354 296 195					1918	Hiroshima Seisakusho Nihoshima	Hiroshima SeisakushoK.K.	137·0|26·0|13·4 P32′F14′	Niho Japanese	C.2Cy.11½″&23″–14″ 16NHP HiroshimaSeisakusho,Niho		
23349	**Enna** (*ex*Ming-Shin–38, **TwinSc** *ex*LuenHo–35, 1*Dk*& *Spar dk*3*trB* *ex*Li-Mao) *Promenade dk*& *Shade dk*	2868 2270 1735					1905	Atel.&Ch. deFrance Dunkirk	Cia.Italiana di Nav.S.A.I(Chinese ItalianNav.Co.Ld)	278·2|42·9|24·8	Shanghai Italian *WB*	T.6Cy.15″,24″&39″–20″ 136NHP Caillard&Co.Havre		
23350 168196	**Ennerdale** D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck* *For full particulars see No. 36305 in Supplement*	~~8280~~ ~~7230~~ ~~4700~~ 8219 7204 4719	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	Swan,Hunter&Wigham Richardson, Ld.Newcastle	TheAdmiralty	~~467·5~~ 468·4|59·4|33·8 P111′B38′F36′	~~Newcastle~~ ~~British~~ London British	T.3Cy.26½″,44″&73″–48″ Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0 s6 ″ 8¼ 27 ″ 6½	
23351 2195 IMOP	**Ennio** (*ex Yacht* Tenax–38, *ex*Goujon) *OilEng.* *ss*Rot.No.3–6,28 *ss*Msl.No.2–35 1*Dk* *Carrying oil in bulk*	464 321 205	... 1,36	Msl			1917	Ch.&Atel. Aug.Normnd Havre	DavideZolezzi	163·0|25·1|10·9 150·0 B45′F31′ BK6½″ *CellDB*59′78*t*	Genoa Italian 6*BHCem*	Oil Engines 4S.C.SA 6Cy.16⅛″–21⅝″ 152NHP Ch.&Atel.Aug.Normnd Hav		I †
23352 624 SZJ1	**Enossis** (*ex*Bruna,*ex*Sava, **Iron** *ex*Venezia, *ss*Fiu.3rdNo.3–12,20 *ex*Ardgowan) *ss*Fiu.No.3–5,24 *Well deck* 1*Dk*(*ptIrn*) *Mchy.Aft*	317 213 107	✠ 9,25 ✠	Fiu			1883 1mo	Abercorn S.B.Co. Paisley	D.Kerambos&Co.	137·5|21·5|10·6 145·0|21·5|10·1 Q54′B18′F20′ ptND02 BK7″	Piræus Greek 4*BHCem* *FPT*20*t*	C.2Cy.18″&34″–28″ 53NHP 1SB,2*pf*,GS40,HS963 W.Lockhead&Co.Gls.		
23353 460 IMOU	**Enotria** (*ex*MaréchalFoch–34, *ex*Delta,*ex*Maréchal *ss*Cff.No.1–11 Foch,*ex*Constitucion, 1*Dk*(*Stl*) *ex*Zeebrugge,*ex*Arizona) *Well deck*	852 767 483	✠ 7,11 ✠	Cff	*i*		1907 7mo	R.Thompson&Sons,Ld Sunderland	A.Lauro	182·5|29·7|17·4 176·6 Q85′B17′F23′ FK *LDBa*33′*f*41′116*t* *FPT*	Naples Italian 4*BHCem* 23*t* *APT*10*t*	T.3Cy.15½″,25″&41″–27″ 95NHP 2SB,4*pf*,GS56,HS1558 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 0	I †
23354 2099 IAGU	**Enrichetta** (*ex*Presto–33, *ex*AlbertoFassini–32, *ss*Pal.No.3–11,22 *ex*KossuthFerencz) *ss*Ant.No.1–27 1*Dk*(*ptIrn*&*ptStl*)2*trB* *deep framing*& *Web frames*	4652 4019 2979	✠ 7,33	Rot	*x*		1907 6mo	JLThompson&Sons,Ld Sunderland	ItalianNavy (operated bySoc. Anon.Cooperativa diNav.Garibaldi) *CellDBa*135′*uE&B*	386·0|50·2|24·5 378·0 P23′Q119′F30′ FK 44′*f*155′1055*t* *FPT*	Genoa Italian 6*BHCem* 127*t* *APT*27*t*	T.3Cy.26″,42″&68″–48″ 392NHP 2SB,8*cf*,GS143,HS6650 Blair&Co.Ld.Stockton	27 ″ 1	I
23355 709 IMPO	**Enrichetta Maddalena** **AuxBkn** (*ex*EnricoBeraldo–37, *OilEng.* *exSailingVessel* *ss*Hul.2ndNo.3–8,19 Norge–35,*ex*Bellmore, 1*Dk* *ex*Maracaibo) (*See Sailing Ship Register*)	357 309 212	✠ 5,25	Hul	*i*		1892 6mo	Grngemth DkydCo. Grngemouth	FrancescoTomei	147·9|27·1|10·8 141·4 F17′ BK7″	Viareggio Italian 3*BHCem*	Oil Engines 4S.C.SA 6Cy.8¼″–12⅝″ 40NHP E*made*30*fitted*35 Motorenfbr."Deutz"A.G. Köln-Deutz	11 ″ 11	I †
23356 1825 IBKO	**Enrico** (*ex*Ginetto–37, *ex*Capri–33) *ss*Lth.No.3–7,21 *ss*Shl.No.2–29 2*Dks*(*Stl*)	1817 1641 1083	... 5,34	Lon	*r*		1909	Akt.Ges. "Neptun" Rostock	Dani&C. *CellDB*217′492*t*	286·2|39·1|19·8 273·9 P29′B75′F37′ *FPT*26′ FK	Genoa Italian 4*BHCem*	T.3Cy.20⅛″,33½″&55⅞″–37½″ 235NHP 2SB,4*cf*,GS89,HS3948 A.G."Neptun,"Rostock	22 ″ 6	I †
23357 1974 IBIQ	**Enrico Costa** (*ex*Cerasus–34) *ss*Hul.No.1–31 D.F. 1*Dk*(*Stl*)	4080 3829 2508	✠ ... 12,36 ✠	Gen	*x*		1928 4mo	Burntislnd S.B.Co.Ld. Burntisland	G.Costa fuAndrea *CellD*	380·8|51·4|25·1 370·0 P29′B224′F34′ FK B318′1126*t* *FPT*77*t*	Genoa Italian 6*BHCem* *APT*189*t*	T.3Cy.25″,41″&68″–48″ 387NHP 3SB,9*cf*,GS173,HS6504 D.Rowan&Co.Ld.Glasgow	27 ″ 6	I †
23358 162149 GMTS	**EnseigneMarie Saint-Germain** *Well Deck* 1*Dk* D.F.	3139 2494 1636	✠ ... 5,25 ✠				1923 2mo	Chant.Nav Français Caen	Ministry ofWar Transport(SirW.R Smith&Sons,Ld. *Mgrs.*)	313·6|45·9|20·5 P15′Q90′B59 F29′ FK	Newport Mon. British *WB*	T3Cy.18⅛″,$29\frac{15}{16}$″&50⅜″–$37\frac{13}{16}$″ 234NHP Soc.Mot.Chaleassiere St.Etienne	23 ″ 0	VL †
23359 167809 GMQQ	**Enseigne Maurice Prechac** D.F. 1*Dk*	4577 3539 2549					1924	Atel.&Ch. de laGironde Harfleur	Ministry ofWar Transport(Evan ThomasRadcliffe &Co.*Mgrs.*)	363·2|49·1|23·1 P231′F28′	Cardiff British *WB*	T.3Cy.24″,$38\frac{9}{16}$″&$65\frac{1}{10}$″–44″ 281NHP Schneider&Co.Havre		VL

1 Numero d'Ordre / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel / Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. / Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. / Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
23360 XCEK	**Ensenada** Ⓟ *OilEng.* *ss*L.An.No.1-41 *Mchy.Aft* 1*Dk* *CruiserStern*	417 235 240	✠100A1 1,41 ✠LMC1,41	LAn	*f*	1,41	1936 7mo *Lloyd*	Gute Hoffnungshütte A.G. Walsum *'sA&CP*	AbelardoL. Rodriguez *CellDB94'*	132·4 P48'F29' FK 39*tDTf*13'25*tFPT*	26·0	9·6	Ensenada Mexican 3*BH* 18*t APT* 41*t*	Oil Engines 2S.C.SA 6Cy.$11\frac{13}{16}$"–$16\frac{9}{16}$" 147NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	11 ″ 6 s ″ 7½ 11 ″ 2½	
23361 165394 GZLP	**Ensis** *ss*Hfx.No.1-41 *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	6207 5501 3594	✠100A1 10,41 ~~12,40~~ ✠LMC CS10,41 DBS10,41 12,39 *CarryingPetroleum in bulk*	~~Bkn~~ Hfx	*a*†	CL ~~12,39~~ 9,41	1937 2mo *Lloyd*	NVRotterdamDroogd. Maats. Rotterdam *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*63'13	432·1 446·3(O.L.) P87'B38'F48' FK 2*tDTf*25'257*tFPT*	54·6	30·8	London British 16*BH* 103*tAPT*55*t*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–55⅛" 377NHP DB*180lb* Gbr.Stork&Co.N.V. Hengelo	31 ″ 0 s 5 ″ 6¾ 25 ″ 8½	
23362 220275 KUZS	**Ensley City** *ss*Bal.No.3-7,32 *ss*Mdb No.2-40 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	6157 5705 3801	✠100A1 *Shelter dk* *with freeboard* 2,42 ~~12,40~~ ✠LMC MS3,40 BS~~9,40~~6,41 *Fitted for oil fuel* 7,20 *F.P. above* 150°F.	Bal	*z*	CL 12,40	1920 7mo	Chickasaw S.B.&CarCo. Chickasaw, Ala. A&CP	IsthmianS.S.Co. *CellDB*	395·5 P45'B110'F38'*on* *Shelter dk* FK 331'1508*t FPT*187*t*	55·0	31·4	NewYork Utd.States *ptCem* 6 *BH to S dk* *APT*175*t*	T3Cy 24½",41½"&72"-48"(*s*) 210lb 587NHP 3SB,9*cf*,GS181,HS8919 FD Hooven,Owens,Rentschler Co.Hamilton,O.	34 ″ 11 s 7 ″ 10¾ 27 ″ 2¾	
23363 1258 IBNK	**Entella** (*ex*Berta,*ex*Livietta) *ss*Gen.No.3-9,12 1*Dk*&*Awng dk*	2691 2595 1673	✠ ... 2,17 ✠				1899 11mo	N.Odero fu A. SestriPnente	L.Mangiarotti &E.Ravano	311·6 299·9 FK	40·9	18·2 25·2	Genoa Italian *WB*	T.3Cy.20½",33½"&55"-39" 224NHP N.Odero fnA.SestriPnente	27 ″ 6	I †
23364 DHGM	**Entrerios** Sub.Sig. 2*Dks*	5179 4798 3142					1923	F.Schichau Danzig	Hamburg-Süd- Amerik.DampfschifffahrtsGes.	386·4 P30'F31'	52·7	29·9	Hamburg German *WB*	T.3Cy.25⅗"$43\frac{3}{10}$"&$70\frac{9}{10}$"-47⅕" 344NHP F.Schichau,Danzig		G
23365 142873 VRXN	**Enugu** 4Mst *Mchy.Aft* 1*Dk*	1425 1060 784					1920	W.Harkess &Son,Ld. Middlesbro'	Government of Nigeria	235·4 P16'Q36'B138'	36·1	15·7	Lagos British *WB*	T.3Cy.18",30"&50"-33" Richardsons, 144NHP Westgarth&Co.Ld.Mdb.		
23366	**Enzyu Maru** (*ex*Miraflores-41, *ex*OnassiSocratis-39, *ss*Bly.No.3-11,33 *ex*CanadianMiller-33) *ss*Pir.No.1-39 2*Dks*(*Stl*)	*5764* *4912* *3589*	✠ ... 4,41 ✠	Sws			1919 9mo	Canadian Vickers,Ld. Montreal	OkadaGumiK.K. *CellDB*	400·3 P49'B113'F39' FK 333'1025*t FPT* 149	52·3	28·5	Osaka Japanese 6*BHptCem* *tAPT*133*t*	T.3Cy.27",44"&73"-48" 520NHP 3SB,9*cf*,GS108,HS7743 CanadianVickers,Ld.Mtl.	31 ″ 1 s 5 ″ 11¾ 25 ″ 3½	
23367 159416 GMZZ	**Eocene** (*ex*Schulau-35,*ex*Vacoil, *ex*FortMcHenry) *ss*Ham No.3-2,35 D.F. *ss*Pal.No.1-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4216 3777 2367	✠100A1 ~~6,41 10,38~~ 12,41 ~~BS10,39~~ ✠LMC10,38 BS~~10,40~~ 12,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	~~Pal~~ ~~Lst~~ Alx	*w*	CL ~~10,38~~ 6,41	1922 8mo	Bethlehem S B.Corp.Ld. Baltimore A&CP	Socony-Vacuum Transportation Co.Ld. *CellDBuE&B*62'184*t*	340·0 P92'B35'F31' FK *FPT*95*tAPT*187*t*	49·2	28·6	London British 12*BHpt Asp* (9 *to U dk* 3 „ *2nd* „)	T.3Cy.23",39"&65"-42" (*s*) 200lb 395NHP 2SB,6*cf*, ,HS5704 FD Ellicott MachineCorp.Balt	28 ″ 7 s 4 ″ 5¾ 24 ″ 3½	
23368 EALO	**Eolo** (*ex*Statira-36,*ex*Tynemouth-32) *ss*Bbo.No.3-7,39 1*Dk*(*Stl*)	4409 — 2723	✠100A1 4,42 ~~3,41~~ BS~~9,40~~ ✠LMC7,39 10,41	~~Cdz~~ Bcl	*y*	CL ~~6,39~~ 4,42	1929 11mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle *'sA&CP*	Cia.Anon. Maritima"Union" (M.Urruchua, *Mgr.*)	390·6 403·0(O.L.) P35'B243'F36' FK *CellDB*343'1265*tFPT*	54·5	23·6	Bilbao Spanish 6*BHCem* 77*tAPT*136*t*	Q.4Cy.21",29½",42&61"-42" 225lb (*s*) 357NHP 2SB&1AuxSB,8*cf*,GS149, HS6228 N.E.MarineEng.CoLdNwc	25 ″ 9 s 3 ″ 4 22 ″ 7¾	
23369 35 IBII	— Ⓟ 2*Dks* *Fitted for oil fuel* *CruiserStern*	704 571 268					1936	Cant.Nav. Riuniti Palermo	"Eolia"Soc.Anon. diNavigazione	194·0 178·0 F28'	29·9	16·3	Messina Italian *WB*	T.3Cy.$17\frac{11}{16}$",$28\frac{9}{16}$"&$45\frac{11}{16}$"-$33\frac{1}{16}$" 121NHP CantieriNavaliRiuniti,Anc		I
23370 193 SVLZ	**Epaminondas C. Embiricos** (*ex*Benton) *ss*Pir.No.2-36 1*Dk*(*Stl*)	*4385* *4008* *2582*	✠100A1 6,41 ~~8,40~~ Examined 6,41 BS7,41 ✠LMC8,36	~~Bcl~~ HKg	*x*	CL ~~7,38~~ 6,41	1927 11 mo *Lloyd*	W.Pickersgill&Sons,Ld Sunderland *'sA&CP*	C.E.Embiricos *CellDB*	373·2 P32'B224'F35' FK 320'1011*tFPT*110*t*	52·7	25·8	Andros Greek 6*BHCem* *APT*240*t*	T3Cy25½",42½"&69"-48" (*s*) 180lb 387NHP 3SB,9*cf*,GS189,HS6363 G.Clark,Ld.Sunderland	28 ″ 0 s 3 ″ 11½ 24 ″ 3¼	
23371 749 OHVD	**Equator** (*ex*Atlanta-39, *ex*Shahristan-34, *ss*Gls.No.3-12,33 *ex*Ninive, *ss*Hfs.No.1-37 *ex*Turkistan) D.F. 2*Dks*(*Stl*)	4595 — 2701	✠100A1 5,39 ✠LMC MS10,37 BS1,39 No later survey reported *Fitted for oil fuel* 4,23 *F.P. above* 150°F.	Abo	*x*	CL 5,38	1911 11 mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	A/B Finland- AmerikaLinjen O/Y(B.Krogius, *Mgr.*)	385·7 373·0 P25'B120'F38' FK *CellDBa*119'*uE*23'*f*162' 975*t DTa* 34' 86	50·0	27·4	Helsingfrs Finnish 6*BHCem* 0*tAPT*36*t*	T.3Cy.28",46"&77"-48" (*s*) 180lb 616NHP 3SB,12*pf*,GS213,HS9469 FD Cen. Mar. Eng Wks.WHpl	30 ″ 0 s 5 ″ 7 24 ″ 7¾	
23372 673 IMQP	**Equità** WoodAuxBkn (*ex*SailingVessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	409 — 321					1918	E.Picchiotti Viareggio	GiuseppeTomei	139·4 119·1	29·4	16·9	Viareggio Italian	Oil Engines 4S.C.SA 4Cy.$9\frac{7}{16}$"-15¾" 36NHP *Emade&fitted36* SocAn"Fiat"S.G.M.Turin		I
23373 132480 VJCW	**Era** *ss*Syd.No.3-11,33 *ss*Syd.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	3148 2857 1891	✠100A1 6,41 ~~4,40~~ ~~BS5,40~~ ✠LMC~~9,37~~ ~~4,41~~ 6,41	Syd	*v*	CL 4,39	1921 8mo *Lloyd*	W.Hamilton&Co.Ld Port Glasgow *'sA&CP*	AustralianSteamshipsProprietary, Ld.(*Man.Agents*, HowardSmith Ld.)	330·8 343·0(O.L.) P31'B98'F30' PK *CellDB*287'887*t*	48·9	22·1	Melbourne British 5*BHCem* *APT*83*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb 323NHP 3SB,9*cf*,GS156,HS5205 D.Rowan&Co.Ld.Gls.	24 ″ 3 s 3 ″ 11¼ 20 ″ 7	
23374	**Erato** (*ex*ChinaExporter-38, *ex*CowdenLaw-33,*ex*Scottish Monarch) D.F. 2*Dks*	5904 — 3636					1918	Napier& Miller Glasgow	J.Scarlatides	419·6 P48'B129'F46'	54·5	29·0	Piræus Greek *WB*	T.3Cy.26½"44"&73"-51" 381NHP Dunsmuir&Jackson,LdGls		C
23375 147108 MLQZ	— *ss*Hul.No.3-10,36 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1335 1066 735	✠100A1 *Shelter dk* *with freeboard* 2,41 BS3,41 ✠LMC12,35	Liv	*p*	CL 6,40	1923 10 mo *Lloyd*	J.Duthie TorryS.B.Co. Aberdeen *'sA&CP*	Ellerman'sWilson Line,Ld. *CellDB*209'	247·3 FK 358*tFPT*24*tAPT*4*t*	36·2	14·6	Hull British *Cem* 5*BHtoSh dk*	T.3Cy.15½",26½"&46"-33" 225lb (*s*) 207NHP 2SB,4*cf*,GS77,HS3120 FD W.Beardmore&Co.Ld. Coatbridge	16 ″ 10 s ″ 2 16 ″ 10	
23376 380 IBPK	**Ercole**(*ex*Waaldijk,*ex*Gramsbergen, *ex*Acara) *ss*Rot.2ndNo.3-4,30 2*Dks*(*Stl*) D.F. & *deep framing*	5027 4739 3146	✠ ... 11,33 ✠	Hul			1904 3mo	Palmers' Co.Ld. Newcastle	A.Lauro *Cell DBa*131'*uE*& *B*48'*f*169'1081*t*	415·0 400·0 P30'B144'F41' FK *DTa*38'1016*tFPT*1	50·2	29·4	Naples Italian 6*BHCem* 32*tAPT*54*t*	T.3Cy.26½",43"&71"-48" 317NHP 2SB,6*cf*,GS115,HS3223 Palmers'Co.Ld.Newcastle	32 ″ 3	I †
23377 DOGC	**Erfurt** Ⓟ D.F. *OilEng.* Sub.Sig. 2*Dks*	4201 3770 2554					1923	Vulcan WerkeA.G. Stettin	Norddeutscher Lloyd	360·7 P43'B109'F42'	51·0	26·0	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.28¾"-49⅕" 480NHP VulcanWerkeA.G.Ham.		G
23378 869 OHGD	**Ergo** (*ex*Frano-34,*ex*Senegal-32, *ex*I.P.Justesen, *ss*Hfs.3rdNo.3-7,34 *ex*DavidMainland) *ss*Osc.No.1-38 *Well deck* 1*Dk*(*Irn*)&*Web frames* D.F. *Cargo battens not fitted*	1928 1499 1097	✠100A1 11,40 ✠LMC11,40	Dub	*r*	CL ~~7,40~~ 6,41	1893 10mo	W.Gray& Co.Ld. WHartlepool A&CP	RederiA/BErgo (A.Villamo,*Mgr.*)	276·0 266·2 P27'Q74'B116'F27' FK *DBa* 84'*f*106' 463*t*	37·0	18·4	Helsingfrs Finnish 4*BHCem* *APT*25*t*	T.3Cy.19",31⅓"&51"-36" (*s*) 160lb 156NHP 2SB,4*rf*,GS48,HS2330 Cen.Mar.Eng.Wrks WHpl	19 ″ 6 s 1 ″ 3 18 ″ 5	

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23379 154097 ZSCB	**Erica** *ss*Syd.No.3–7,37 E.S.D. 2*Dks*(*Stl*)	5112 4804 3209	✠100A1 6,41 ~~1-40~~ ✠LMC MS7,37 BS~~2,40~~ 9,41	PN1	*y*	CL ~~5,38~~ 6,41	1926 1mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd'sA&CP*	UnionGovt.of SouthAfrica(Railways&Harbours Administration C.Tn.) *Intermediate 'tween dk BH in after hold dispensed with*	404·9 P35'B128'F41' FK *CellDB*350' 1040*t DTa* 30' 860*t*	53·0	27·6	Cape Town British *ptCem* *5BH to U dk* 1 „ „2nd„ *APT*200*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 477NHP 3SB,9*cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s 5 ″ 7¾ 24 ″ 7½	
23380 LDUF	— (*ex*Kvernaas,*ex*Kaparika) D.F. 1*Dk*	1592 1177 914					1919	Laxevaags Msk.&Jrnskb Bergen	DampskA/SForto (LeifErichsen)	245·7 P39*t*Q108*t*B126*t* H69*t*F40*t*	37·9	15·5	Bergen Norwegian *WB*	T.3Cy.18⅔",29"&49"-33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N
23381 155862 GKJN	**Erica Moller** (*ex*Commercial Pathfinder,*ex*Osage, *ex*Serapis) *ss*Ham.No.1-11 2*Dks*(*Stl U-ptws*) *&deep framing* *Fitted for oil fuel*	4683 4344 3082	✠ 11,15 ✠	Ham	*y*		1906 4mo	Swan,Hunter &Wigham Richardson, Ld.Newcastle *CellDBa*125'*u*	MollerLineLd. (Mollers'Ld. *Mgrs.*) *E&B*42'*f*175'1050*t*	396·7 P38'B112'F49' FK *DTa*31'775*tFPT*75	49·7	27·4	Shanghai British *7BHCem* *tAPT*45*t*	T.3Cy.27",43½"&73"-48" 448NHP 2SB,6*cf*,GS128,HS6040 Swan,Hunter&Wigham Richardson,Ld.Nwc.	29 ″ 9	
23382 86 IBBN	**Erice** (*ex*Lanital-38,*ex*Isobel-37, *ex*IsobelWeems, *ex*Chappell) *ss*Gen.2ndNo.3-5,37 1*Dk*(*Stl*)	2350 1974 1412	100A1 5,40 LMC MS4,37 BS6,39 NO LATER SURVEY REPORTED	Nap	*r*	CL 4,38	1919	M'Dougall DuluthCo. Duluth,Minn. *Lloyd'sA&CP*	GiuseppeD'Ali&C.	261·0 250·9 P25'B64'F23' FK *CellDB*208'535*tFPT*	43·5	22·4	Trapani Italian *4BHCem* 60*tAPT*85*t*	T.3Cy.20",33"&54"-40" (*s*) 185lb 262NHP 2SB 4*cf*,GS100,HS3828 FD McDougallDuluthCo.	24 ″ 2	
23383 136624	**Ericsson** Ⓟ 1*Dk*	681 — 547					1897	Neafie& LevyCo. Philadelphia	PortServiceCorp.	198·2	23·3	9·2	Wilmgton (Del.) Utd. States	T.3Cy.14",21"&36"-26" 66NHP Neafie&LevyCo.Phl.		
23384 OHHK	**Ericus** *CruiserStern* 1*Dk*	2214 1945 1268					1919	Osbourne, Graham&Co. LdSunderlnd	A/B OhlsonS.S. Co.Ld.(A/B Nielson&ThordenO/Y, *Mgrs.*)	296·7 290·6 P23'B70'F32'	43·4	19·7	Helsingfrs Finnish *WB*	T.3Cy.21",35"&50"-39" 156NHP MacColl&Pollock,Ld.Sld.		C
23385 FOAU	**Eridan** Ⓟ TwinSc *OilEng.* D.F. *CruiserStern*	9928 6738 5701					1928	Soc.Provençale de Cnst.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	445·4 P56'B177'F46'	61·1	35·0	Dunkirk French *WB*	Oil Engines 2S.C.SA 16Cy.23⅝"-41¾" 1555NHP Cie.deConstr.Méc. (ProcédéSulzer),St.Denis		V
23386 1701 ICEN	**Eridano** (*ex*Risano,*ex*Zvir, *ex*Monviso,*ex*Zvir) *ss*Gen.2ndNo.3-6,35 D.F. 1*Dk*(*Stl*)	3586 3276 2124	✠100A1 9,38 BS6,39 ✠LMC7,35 ✠NB(Aux.)10,25 NO LATER SURVEY REPORTED	Mdb	*w*	CL 8,39	1912 5mo	R.Thompson&Sons,Ld Sunderland *Lloyd'sA&CP*	"Ave"Soc.Anon. di Nav. *CellDBa*106 *uE*25	352·9 363·4 P35'B215'F36' FK *f*152'866*t FPT* 93*t*	50·8 50·9	21·6 21·0	Genoa Italian *6BHCem* *APT*155*t*	T.3Cy.24½",40"&66"-45" (*s*) 180lb HS6004 355NHP 2SB&1Aux.SB,8*cf*,GS156 N.E.MarineEng.CoLd.Sld.	24 ″ 0 s 3 ″ 0 21 ″ 4	
23387 122555	**Erie Isle** Ⓟ (*exSteamer*Waubic-38) (*Wood bottom*) TwinSc *OilEng.* 1*Dk* *Now* "Prince Nova," *see letter* P.	451 183 297					1909 *pt.reconstructed*	Collingw'd S.B.Co.Ld. CollngwdOnt '38	J.E.McQueen	135·3	25·0	8·2	Amherstburg,Ont. British	Oil Engines 2S.C.SA 12Cy.10"-12½" 210NHP Fairbanks-Morse NE38 &Co.Beloit,Wis.		
23388 27078 JELD	**Erie Maru** *ss*Kob.No.3-5,32 2*Dks*(*Stl*)	5493 4996 3409	✠ ... 5,37 ✠	Yka	*z*		1920 4mo	AsanoS.B. Co. Tsurumi	NanyoKaiunK.K.	400·0 P33'B124'F41' FK *CellDB*339'949*t*	53·2	29·4	Tokyo Japanese *6BHCem* *APT*27*t*	T.3Cy.26",43½"&72"-48" 513NHP 3SB,9*cf*,GS175,HS7376 IshikawajimaS.B.&E.Co. Ld.Tokyo	32 ″ 0	C †
23389 OUSC	**Erik** (*ex*Taurus,*ex*Snapp) Sc *OilEng.* *Mchy.Aft* 1*Dk*	300 249 163					1908	Oskrshmns M.V.Aktieb Oskarshamn	A/S De Danske Sukkerfabrikker	120·7 Q20'H14*t*F11' len28	22·8	11·3	Odense Danish *WB*	Oil Engines 2S.C.SA 4Cy.7⅞"-12$\frac{9}{16}$" 43NHP Akt.Diesel's Motorer,Skm.		V
23390 DGAN	**Erika Fritzen** (*ex*Dampfen, *ex*Hogland,*ex*Ryton) *Turret deck* D.F. 1*Dk*2*trB*	4169 3961 2630					1905	W.Doxford &Sons,Ld. Sunderland	Johs.Fritzen& Sohn vormLexzau Scharbau&Co.	349·0 P86*t*H116*t*	50·9	24·0	Emden German *WB*	T.3Cy.26",42"&68"-45" 310NHP W.Doxford&Sons,Ld.Sld.		V
23391 DHYJ	**Erika Hendrik Fisser** (*ex*UrsulaSiemers-36) Sub.Sig. D.F. 1*Dk*	3347 2534 1930					1923	Nordseewerke Emden	HendrikFisser A.G.(Fisser&v. Doornum,*Mgrs.*)	332·7 P29'B87'F33'	46·5	20·6	Emden German *WB*	T.3Cy.24⅜",38$\frac{1}{16}$"&62"-41⅜" Ottensener 248NHP Mch.G.m.b.H.Altona		G
23392 DAVY	**Erika Schünemann** (*ex*Iris,*ex* EngineerAvdakov, *ex*Washington) *ss*Fln.2ndNo.3-4,13 1*Dk*(*Irn*)2*trB* *Well deck* Sub.Sig.	1177 915 722	✠ 11,15	Hpl	*n*		1889 5mo	StrandSlpwayCo.Ld. Sunderland	E.HaubussSchiffahrtsges.m.b.H.	225·9 P27'Q61'B46'F30' BK8" *CellDB*182'368*t FPT*	34·2	15·0	Stettin German *4BHCem* 44*tAPT*25*t*	T 3Cy.18",29"&50"-30" NB25 NDB97 137NHP N.E.MarineEng.CoLd.Sld	17 ″ 7	G †
23393 7108 SDZG	**Eriksborg** (*ex*Fylgia,*ex*Danebod, *ex*Else,*ex*Lynton) ~~ssHbg 3rdNo.3-4,26~~ *ss*Mmo.4thNo.3-5,41 ~~ssHbg No.2-37~~ *Well deck* 1*Dk*(*Irn*)& *Web frames* *Cargo battens not fitted*	*1464* *1197* *839*	✠100A1 5,41 ~~9,39~~ ~~BS9,38~~ ✠LMC~~7,36~~ 5,41	~~Sbg~~ Mmo	*q*	OG 8,39	1890 8mo	J.Blumer &Co. Sunderland A&CP	A/B J.Leonards Rederi&Skeppsmäkleri (J.Leonard,*Mgr.*)	250·0 259·3(O.L.) P24'Q64'B110'F33' FK *Cell*	35·1	17·0	Landskrna Swedish *4BHCem* *DB*200'345*t*	T.2Cy.18½",30"&49"-33"(*s*) 160lb 135NHP 2SB,4*rf*,GS66,HS1984 G.Clark,Ld.Sunderland	19 ″ 4 s 1 ″ 2 18 ″ 4	
23394 161884 GRXC	**Erin** *ss*Avn.No.1-36 D.F. 2*Dks*(*Stl–weather dk*–teak s) E.S.D. *3rd & 4th dks* (*Stl*) *in holds* *Ref.Mchy.* *Cruiser Stern*	5780 4999 2754	✠100A1 *withfreeboard* 12,40 ✠LMC MS12,39 BS3,40 ✠Lloyd'sRMC9,40 for temp. 20° F. *Three lower decks for fruit cargoes* *Fitted for oil fuel* 5,32 *F.P. above* 150° F.	Liv	*z*	CL 1,41	1932 5mo	Workman Clark(1928). Ld.Belfast *Lloyd'sA&CP*	MorantS.S.Co.Ld. (M.A.Kerwin, *Mgr.*) *CellDB*341'935*t* *Tanks in way*	415·0 P34'B133'F42' FK *of tunnel* 393*t FPT*	54·7	30·4	Belfast British *7BHptCem* 75*tAPT*159*t*	T4Cy.28½",47½"&(2)57"-51"&electric drive from LP Turbine 260lb (*s*) 1084NHP 5SB(4Spt)20*cf*,HS14270 FD WorkmanClark(1928)Ld.	33 ″ 6 s8 ″ 9¾ 24 ″ 11¼	
23395 OYCR	**Erindring** 1*Dk*	747 641 425					1921	HC.ChristensensStaalskibsbyggeri Marstal	A/S H.C.ChristensensDampSeilskibsreder(A. Petersen,*Mgr.*)	201·2	32·7	12·5	Marstal Danish	T.3Cy.16",25½"&39½"-29½" 83NHP A/S Smith&Mygind,Cpn.		V
23396 PDYN	**Erinna** *ss*Bat.No.1-40 *OilEng.* E.S.D. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing at bottom & at deck*	6233 5540 3591	✠100A1 7,41 ~~8,40~~ ✠LMC CS8,40 DBS8,40 4,38 *CarryingPetroleum in bulk*	~~Bat~~ CTn	*a*†	CL 8,40	1936 7mo	N.V.Koninklijk Maats. "DeSchelde" Flushing *Lloyd'sA&CP*	N.V.Petroleum Maats."La Corona." *Cell DBuE*63' 132*t DT*	428·1 P87'B38'F48' FK *f*25'257*t FPT* 103*t*	54·5	30·9	Willemstad ~~Curacao~~ Dutch 16*BH* *APT*55*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB*180lb* WerkspoorN.V.Ams.	31 ″ 0 s 5 ″ 7½ 25 ″ 7	

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou cote, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
23397 132998 GJWN	**Erinpura** Ⓟ TwinSc *ss*Cal.No.3-5,39 D.F. 2*Dks*(*U Stl*) *&Shade dk*(*Stl*-teak s)	5143 3725 2730	✠100A1 *Shade dk* ~~7,41~~ ~~12,40~~ 1,42 BS5,41 ~~BS5,40~~ ✠LMC5,39	~~Sng~~ Cal	*z*	CL ~~4,30~~ 1,42	1911 12mo *Lloyd*	W.Denny &Bros. Dumbarton '*sA&CP* *CellDBa*89'	BritishIndiaStm. Nav.Co.Ld. *uE&B*116'*f*160'74	411·0 *B on Shade dk* 177' new fore end23 FK 0*tFPT*95*tAPT*63*t*	52·5	24·7	Glasgow British 7*BHCem* (6 „ *to U dk* 1 „ *2nd* „)	T 6Cy.24½",41"&69"-48" (*s*) 200lb *100lb* 1059NHP 2D&2SB,*18cf*,GS381, HS16280 FD Denny&Co.Dumbarton	27 ″ 3 s 4 ″ 3¼ 23 ″ 5	
23398 397 IBRK	**Eritrea** Ⓟ (*ex*Rodi,S,*ex*Rodi, *ex*WarBarrage) *ss*Gen.No.1-22 D.F. *Fitted for oil fuel*	2517 — 1485	✠ ... 4,26 ✠				1918 5mo	BlythS.B. &D.D.Co.Ld. Blyth	LloydTriestino Soc.Anon.diNav.	295·7 285·0 FK	42·0	19·2	Naples Italian *WB*	T.3Cy.25",41"&68"-45" 417NHP N.E.MarineEngCoLd Nwc	21 ″ 2	I †
23399	**Erivan** Ⓟ 2*Dks*	2692 1762 1511					1913	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·1 B95'	40·7	26·6	Vladvostk Russian	T.3Cy.20",32"&52"-39" 169NHP NevskyS.B.&Mch.Works		
23400 DOAJ	**Erlangen** D.F. E.S.D. Sub.Sig. 2*Dks*	6101 5402 3654					1929	Blohm& Voss Hamburg	Norddeutscher Lloyd	449·6 P26'F412'	57·6	26·8	Bremen German *WB*	1SRgearedSteamTurbine Blohm&Voss,Hamburg		G
23401 LJRR	**Erling Brövig** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk,2nd dk in mchy.space* *CruiserStern Part electrically welded*	9970 9191 5909	✠100A1 ~~8,41 2,41~~ 1,42 ✠LMC12,37 DBS(WTB)3,39 *CarryingPetr*	~~Sba~~ Syd *oleum*	*e*† *in*	CL 2,41 *bulk*	1937 12mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	Partrederiet "Brövigtank" (Th.Brövig. *Mgr.*) *CellDBuE*75' 222*tD*	492·9 510·7(O.L.) Q113'F75' FK *Tf*43'714*tFPT*164	66·1	36·4	Farsund Norwegian 12*BHptCem* *ptAsp* *APT*258*t*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1167NHP 2DB*170lb* DB(WT)*170lb* BremerVulkan,Vegesack	35 ″ 11 s 7 ″ 10 28 ″ 4½	
23402 LDUL	**Erling Lindöe** 1*Dk*	1281 1122 751					1917	N.V.Werf deNoord Alblasserdam	A/S D/S Erling Lindöe(F.Lindöe& Co.A/S)	236·9 P32'B65'F23'H76*t*	36·4	16·1	Haugesnd Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP AlblasserdamMsch.Fab.		N
23403 UNZO	**Ermack** TrpSc (*Icebreaker*) 3*Dks*	4955 2423 2357					1898	SirW.G. Armstrong, Whitworth &Co.Ld. Newcastle	U.S.S.R.	320·0	71·5	42·5	Leningrad Russian *WB*	T.9Cy.25",39"&64"-42" NB27 796NHP WllsndSlipwyCo.Ld.Nwc.		
23404 424 IUWV	**Erminia** (*ex*Tirana-38, TwinSc *ex*Mariu,*ex*Carlin,*ex*Fridius, *OilEng.* *ex*Vivien) 1*Dk*	501 — 406					1921	A/S Mar- stalSkibs. Marstal	Soc.Anon.Agricola Industriale per la Produzione Italiana diCellu- losa(S.A.I.C.I.)	145·5 141·0	30·0	10·5	Trieste Italian *WB*	Oil Engines NE38 Soc.Anon.Ansaldo,Genoa		I
23405 510 ICIV	**Erminia Mazzella** (*ex*Mazic-38, *ex*Patrician-38, *ss*Nap.2ndNo.3-6,39 *ex*SaintJerome) 2*Dks*(*Stl*) Now "Agulhas," *see No.* 35552 *in Supplement*	5644 5291 3568	✠100A1 5,40 BS12,39 ✠LMC10,38 NO LATER SURV	Cal EY	*a*†	CL 9,38 *One inter* REPO	1917 10mo *Lloyd* RTED	Russell& Co. Pt.Glasgow '*sA&CP* *mediate BH*	P.Mazzella *and one 'tween dk* *CellDB*360'	421·7 437·2(O.L.) P38'B123'F53' FK *BH dispensed with* 1181*t DTa*36' 1109	55·9	28·8	Naples Italian *Cem* 5 *BH to Udk* 1 „ „ *2nd* „ *tAPT*31*t*	T.3 Cy.27⅛",45"&74"-51" (*r*) 180lb 561NHP 3SB,9*cf*,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk. *only*	31 ″ 4 s 6 ″ 0¾ 25 ″ 6	
23406 DIBJ	**Ermland** Ⓟ TwinSc D.F. *OilEng.* Sub.Sig. 2*Dks*	6528 6121 3802					1922	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·1 P&B371'F65'	58·4	25·6	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.28⅖"-51⅕" 935NHP Blohm&Voss,Hamburg		G
23407 DHGP	**Erna** Sub.Sig 1*Dk*	865 690 491					1922	Howaldts- werke Kiel	ErnstRuss	194·6 P12'Q43'B53'F24'	32·9	13·9	Hamburg German *WB*	T.3Cy14⅜",23¼"&38$\frac{3}{16}$"-25⅗" 73NHP Howaldtswerke,Kiel		G
23408 DAXX	— (*ex*Prosper-33) *Mchy.Aft* 1*Dk&deep framing*	751 643 404					1904	Schömer& Jensen Tönning	Reederei"Erna" (F.Ivers&Co. G.m.b.H.*Mgrs.*)	206·2 P155'F27'	31·0	13·0	Stettin German *WB*	T.3Cy.15",24¾"&40½"-28" 85NHP Schömer&Jensen,Tonning		G
23409	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	361 206 167					1940	Zaanland scheScheeps. Mij.Werf "CzaarPeter" Zaandam	J.J.Janssen& E.J.Hendriks	136·1 P53'Q42'B43'F22'	24·0	8·3	Haarlem Dutch *WB*	Oil Engines 2S.C.SA 4Cy.11$\frac{13}{16}$"-15¾" 97NHP NV.KromhoutMtrnfbAms		C
23410 OYYV	— WoodAux3MstSr (*ex*SailingVessel-39, *OilEng.* *ex*Pepita-39) (*See Sailing Ship Register*)	319 270 250					1911	L.Tranche- mer LaRichardais	ErikB.Kromann	123·9	28·0	11·6	Marstal Danish	Oil Engines 2S.C.SA 2Cy.15$\frac{5}{16}$"-16⅛" 82NHP NE39 A/SVölund,Cpn.		V
23411 167609 GLYR	**Erna III** (*ex*Erna-40) D.F. 1*Dk*	1590 1212 941	Examined LR 4,41 4,41 BS2,41	Sld		OG 9,40	1930	Helsingörs Jernsk&Msk Elsinore	Ministry of War Transport(Joseph ConstantineS.S Line,Ld.*Mgrs.*)	253·5 P16'Q80'B96'F33'	39·1	15·4	London British *WB*	C.4Cy.(2)14¾"&(2)31½"- 31½"&LPTurbine 184NHP HS2350 HelsingörsJernsk.&Mskb.		
23412 DJMQ	**Erna Gaulke** (*ex*Hartmut, Comp *ex*Björnö) *OilEng.* 1*Dk*	400 318 204					1919	A/S Frams Skibsbygger Larvik	ErnstGaulke& KarlernstGaulke	145·1 P43'F22'	26·6	12·2	Hamburg German	Oil Engines 4S.C.SA 4Cy.11"-16$\frac{9}{16}$" 46NHP NE38 DeutscheWerkeKielA.G.		N
23413 DMAV	**Erna Oldendorff** (*ex*Lena Petersen-39, *ss*Ros No.1-27 *ex*Svend,*ex*SvendII) *ss*Nwc.No.3-6,37 D.F. 1*Dk&Webframes*	2095 1899 1270	✠ ... 3,29 ✠				1900 12mo	J.Priest- man&Co. Sunderland	EgonOldendorff	289·8 P27'B68'F29' FK	42·2	20·4	Lübeck German *WB*	T.3Cy.21",35"&58"-39" 205NHP N.E.MarineCo.Ld.Sld.	21 ″ 7	G †
23414 1735 IBOK	**Ernani** (*ex*Valacia,*ex*Luceric) *ss*Lon.No.3-2,23 D.F. *ss*Liv.No.1-27 2*Dks&deepframing&Shelter dk*	6619 5981 4113	✠ ... 2,32 ✠				1910 10mo	Russell& Co. Pt.Glasgow	GiovanniGavarone	476·4 460·0 FK	57·0	28·9	Genoa Italian *WB*	T.3Cy.28½",47"&78"-54" 690NHP Rankin&Blackmore,Grk.	31 ″ 6	I †
23415 165159 GZKZ	**Ernebank** *OilEng* D.F. E.S.D. *ss*Gls.No.1-41 1*Dk&Shelter dk* *3rd dk in No.*1 *hold* *Tonnage opening closed*'41(*W.E.*) *CruiserStern*	5388 4983 3323	✠100A1 *withfreeboard* 8,41 ~~3,41~~ DBS1,41 ✠LMC1,41 *Carrying oil fuel* *Carrying cargo oil*	~~Gls~~ Cal *F.P.* *F.*	*b*† *P.*	CL ~~11,30~~ 8,41 *above* *above*	1937 2mo *Lloyd* 150° F 150°	Harland& Wolff,Ld. Belfast '*sA&CP* *. in after peak* *F. or latex in*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*360'1191*t* *tank APT*198*t* *deeptanks aft & f*	431·7 448·4(O.L.) FK *FPT*92*t* *DTsa*30'1228*t* *ore peaktank*	57·3	24·9	Belfast British 8*BH* (*Coll to Sh dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB*120lb* Harland&Wolff,Ld.Bel.	~~29 ″ 10~~ ~~8 ″ 7~~ ~~26 ″ 5~~ 38 ″ 8 s11 ″ 8 27 ″ 5	
23416																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23417 222830 WOZC	**Ernest T. Weir** (*ex*WorrellClarkson-36) *Mchy.Aft* D.F. GyC. Sub.Sig. 1*Dk*	8203 — 6789					1923	ToledoS.B. Co. Toledo,O.	NationalSteelCorp (M.A.HannaCo. *Mgrs.*)	588·0 *WB*	60·2	27·4	Wilmgton (Del.) Utd. States	T.3Cy.25¾",41"&65"-42" 274NHP ToledoS.B.Co.Toledo,O.		R
23418 27 IBIF	**Ernesto** (*ex*Arendskerk-35, *ex*St.Alban'sAbbey, *ss*Rot.No.3-2,27 *ex*Totmes) *ss*Rot.No.1-31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*in No.*1 *hold*	7272 6740 4564	 5,34	Rot	*d*†		1914	Akt.Ges. "Neptun" Rostock	Soc.Italiana ErnestoBreda *CellDB*424'1698*t FPT*90*tAPT*22*t*	489·0 473·9 F50' *on Shelter dk* FK *Collision*	61·1	28·6	Venice Italian *Cem* *BHtoShdk* 8 " " *U* "	T.3Cy.30¾",48⅞"&81"-55" 748NHP 4SB,*12cf*,GS240,HS11128 A.G."Neptun,"Rostock	31 ″ 3	I †
23419 LOFM	**Ernesto Tornquist** (*ex*KommandörenI, *ss*N.Yk.2ndNo.3-11,21 *ex*Hampstead *ss*Osl.No.1-24 Heath, *ex*Craftsman) (*WhaleOilFactory*) 2*Dks*&*deepframing*&*Webframes* *Fitted for oil fuel*	6547 5865 4028	✠ ... 11,27 ✠				1897 7mo	C.Connell &Co. Glasgow	Cia.Argentina de Pesca	450·0 P35'B158'F34' FK	52·5	30·7	Bns.Aires Argentine *WB*	T.3Cy.27½",45½"&75"-60" 583NHP Dunsmuir&Jackson,Gls.	33 ″ 9	N †
23420 DAQS	**Ernst** Iron (*ex*Wolf) *ss*Ham.No.2-92 1*Dk*(*Irn*)	558 406 340	✠ 6,97	Ham	*h*		1884 4mo	Kon. Maats deSchelde Flushing	WernerPeters	170·8 BK7" *DBa*24'80*tFTP*	25·3	13·2	Stettin German *Cem* 38*tAPT*15*t*	C.2Cy.20½"&38⅛"-$29\frac{7}{16}$" NB04 66NHP Maats.deSchelde, Flushing	14 ″ 1	G †
23421 DMBY	**Ernst Brockelmann** Sub.Sig. D.F. *CruiserStern*	1900 1562 1120					1927	Akt.Ges. "Neptun" Rostock	EricAhrens	266·7 P26'Q92'B110'F30'	42·2	16·9	Rostock German *WB*	T.3Cy.$19\frac{5}{16}$"31½"&$51\frac{3}{16}$"- $35\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
23422 DHGQ	**Ernst Hugo Stinnes 11** 3Mst Sub.Sig. D.F. *Mchy.Aft* E.S.D. *CruiserStern* 1*Dk*	3295 2619 1715					1928	Nüscke& Co.Akt.Ges. Stettin	HugoStinnesReed A.G.	302·6 P89'F27'	47·7	22·4	Hamburg German *WB*	C.4Cy.(2)$18\frac{11}{16}$"&(2)39⅜"- 39⅜" 195NHP A.BorsigG.m.b.H.Berlin		G
23423 DJSX	**Ernst L.-M. Russ** D.F. 1*Dk* *CruiserStern*	2957 2628 1667					1937	Flensburg Schiffsb.Ges. Flensburg	Schiffahrt und Assekuranz Ges.E.Russ&Co.	341·3 P27'B&F308' *Upper*F28'	52·7	18·2	Hamburg German *WB*	T.3Cy.$22\frac{1}{16}$",34⅝"&$56\frac{5}{16}$"- 37⅜"&L.P.turbine with DRgearing&hydraulic coupling HS4844 365NHP FlensburgerSchiffsb.Ges.		G
23424 165410 GZLQ	**Erodona** D.F. E.S.D. *OilEng* *Mchy.Aft* 1*Dk*,2*nd dk clear of* *CruiserStern cargo tanks* *Longitudinal framing at bottom & at deck*	6207 5501 3594	✠100A1 8,40 ✠LMC3,37 *CarryingPetroleum in bulk*	Bkn	*a*†	CL N8,39	1937 3mo *Lloyd'sA&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*63' 132*tD*	432·1 446·3(O.L.) P87B'38'F48' FK *Tf*25'257*tFPT*103*t*	54·6	30·8	London British 16*BH* *APT*55*t*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"-55⅛" 377NHP DB*180lb* WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 6¾ 25 ″ 8½	
23425 TCGC	**Erol** (*ex*Tello-35,*ex*Troja) *ss*Osl.No.2-28 1*Dk*(*Stl*)	2483 2224 1490	✠ 7,31 ✠	Dnz	*s*		1918 6mo	Dominion S.B.Co.Ld. Toronto,Ont.	SirketiHayriye (BosphorusS.N. Co.) *CellDBa*76'*u*	251·0 P25'B68'F20' FK *E*26'*f*96'482*t FPT*	43·5	25·8	Istanbul Turkish 4*BHCem* 72*tAPT*94*t*	T.3Cy,20",33½"&55"-40" 253NHP 2SB,6*cf*,GS126,HS4534 JohnInglisCo.Ld.Toronto	28 ″ 2	I †
23426 163222 GYSB	**Eros** *Ref.Mchy.* 2*Dks*,3*rd*&4*th dks in holds* D.F. E.S.D. *CruiserStern*	5888 5042 2979	✠100A1 *withfreeboard* 10,40 ✠LMC4,36 ✠Lloyd'sRMC~~5,40~~ 6,42 for temp. 20° F. *Three lower decks for fruit cargoes* *Fitted for oil fuel* 4,36 *F.P. above* 150° F.	Bkn	*a*† 2	CL 2,39	1936 4mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	MorantS.S.Co.Ld. (M.A.Kerwin, *Mgr.*) *CellDB*344'945*t Tanks in way* *of tunnel* 378*tFPT*70*t*	415·4 431·5(O.L.) P34'B133'F41' FK	54·8	30·4	Belfast British 7*BHptCem* *APT*158*t*	T.4Cy28½",47½"&(2)57"-51" &elec.drive fromLPturbine 260lb (*s*) FD 1084NHP 5SB(Spt),20*cf*,GS357, HS14270 Harland&Wolff,Ld.Bel.	33 ″ 6 s8 ″ 8½ 24 ″ 10¾	
23427 5531 SDNT	— (*ex*Vessman, *ss*Got.3rdNo.3-2,36 *ex*Enon,*ex*Biarritz, *ex*RoyalExchange) 1*Dk*(*ptIrn*& D.F. *ptStl*)&*deepframing*	*2151* *1944* *1282*	✠100A1 3,40 BS4,39 ✠LMC2,36 (SEE FOOTNOTE *)	Osl	*s*	CL 3,40	1898 8mo	R.Craggs &Sons Middlesbro' A&CP	Rederiet"Belos" (O.Hillerström, *Mgr.*) *CellDBa*88'*uE*&*B*36'*f*114'607*t*	292·0 P27'B56'F33' FK	43·2	18·	Hlsngborg Swedish 5*BHCem* *APT*48*t*	T.3Cy 21½",36"&58½"-39" 160lb *100lb* NDB14 233NHP 2SB(Spt)6*pf*,GS112,HS3786 Furness,Westgarth&Co. Ld.Mdb.	21 ″ 4 s3 ″ 5¼ 18 ″ 1	
23428 LDUM	— 1*Dk*	974 686 560					1922	Pusnæs Stöperi&M.V Arendal	RasmusF.Olsens RederiA/S (RasmusF.Olsen)	210·7 P37*t*Q80*t* B97*t*H47*t*	33·2	13·7	Bergen Norwegian *WB*	T.3Cy.15",25"&40"-30" 88NHP PusnæsStöperi&Mek.Verk		N
23429 27 IMQY	— WoodAuxScSr (*ex*NuovaItalia-34) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	499 469 367					1920	Co.-op. NinoBixio Castellmmre	A.Zerauschek	180·4 154·7	31·0	15·5	Zara Italian	Oil Engines 4S.C.SA 8Cy.$8\frac{11}{16}$"-$14\frac{3}{16}$" NE35 52NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
23430 DOET	**Erpel** D.F. E.S.D. Sub.Sig. 2*Dks* *CruiserStern*	1771 1439 817					1927	Akt.Ges. "Neptun" Rostock	ArgoReederei Richard Adler&Co.	276·1 P15'B&F255'	42·1	15·6	Bremen German *WB*	T.C3y.21⅝,35"&$57\frac{1}{16}$"-37⅜" & 1 LP Turbine 223NHP A.G."Neptun,"Rostock		G
23431 173049 GNRM	**Erria** Ⓟ TwinSc4Mst *OilEng.* *Ref.Mchy.* *ss*Cpn.No.1-36 D.F. E.S.D. 2*Dks*(*Stl*)3*rdDk*(*Stl*)*in* *Nos.*1 & 3 *holds* 3*rdDk for fruit cargoes in Nos.*2&4 *holds*	8786 6886 5596	✠100A1 *withfreeboard* 12,41~~6,39~~ Examined ~~2,41~~ 3,42 ✠LMC CS12,36 DBS~~6,40~~9,41 9.37 ✠Lloyd'sRMC12,40 No. 4 'tween dk. chambers for temp. 14° F, all other chambers for temp. 32° F.	~~Cpn~~ Liv Bom	*d*†	CL 6,39	1932 1mo *Lloyd'sA&CP*	Nakskov Skibs.A/S Nakskov	Ministry of War Transport (United Baltic Corporation, Ld.*Mgrs.*) *CellDB*378' 1384*t tanks in way of tunnels* *DTa*12'280*tFPT*80*t*	440·3 463·0(O.L.) P31'B225'F70' FK	62·2	33·7	Liverpool British 7*BH* *APT*100*t*	Oil Engines 2S.C.DA 12Cy.$17\frac{11}{16}$"-47¼" DB*120lb* 1283NHP Akt.Burmeistr&Wain,Cpn	37 ″ 3 s10 ″ 0½ 27 ″ 4½	BT till ~~8,41~~ ~~1,42~~ 9,42
23432 148611 GLMS	**Errington Court** *ss*Cff.No.3-3,37 D.F. 1*Dk*(*Stl*)	4913 4560 2988	✠100A1 ~~9,41~~ ~~10,40~~4,42 Examined ~~3,41~~ 1,42 BS~~6,41~~ ✠LMC2,37 4,42	~~Jck~~ Npt Shl	*y*	CL ~~12,39~~ 4,42	1925 6mo *Lloyd'sA&CP*	Workman Clark&Co.Ld Belfast	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDB*345'1057*tFPT*98*t*	396·6 410·8 (O.L.) P46'B119'F41' FK	53·1	26·5	London British 6*BHCem* *APT*174*t*	T.3Cy.26",42"&70"-48" (*r*) 180lb 414NHP 3SB,9*cf*,GS198,HS7017 Wrkman,Clark&CoLd.Bel	29 ″ 0 s5 ″ 6¼ 23 ″ 8	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. Numero Officiel. Signaux.	2 3 Nom du Navire Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. R. of Trade.
23433 164716 MLYM	**Errol** (*ex*Kestor-39) *OilEng* *Mchy.Aft* 1*Dk* *CruiserStern*	311 199 164	✠100A1 9,41 ~~3,39~~ Examined 9,41 ✠NE~~1,38~~ ✠LMC1,38 1,38	~~Shl~~ Shl	*e*	OG 3,39	1936 9mo *Lloyd*	GooleS.B. &Repg.Co. Ld. Goole '*sA&CP*	Dundee,Perth& LondonShipping Co.Ld. *Cell*	135·0 P34'Q47'F15' FK *DB*84'104*t* *FPT*28*t*	24·6	7·7	Dundee British 3*BHCem* *APT*15*t*	Oil Engines 4S.C.SA 6Cy.11"–$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	9 ″ 8 s 3 ″ 5 9 ″ $6\frac{3}{4}$	
23434 54 IMRQ	**Ersilia** **WoodAuxBkn** (*exSailingVessel* *OilEng* Sant'Jacopo-35) 1*Dk*2*trB* (*See Sailing Ship Register*)	370 343 302					1920	G.Pic- chiotti Forte dei Marmi	GiacomoDelfino	138·7 121·3	30·1	13·9	Spezia Italian	Oil Engines 4S.C.SA 6Cy.$6\frac{11}{16}$"–$12\frac{5}{8}$" 26NHP *Emade&fitted*35 SocAn"Fiat"S.G.M.Turin		I
23435 LCIT	**Erviken** *ss*Shi.No.3-12,33 *ss*H.Kg.No.1-39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6595 6297 4134	✠100A1 *Shelter dk* *withfreeboard* 5,41 BS3,41 ✠LMC1,39 *Fitted for oil fuel*5,21 *F.P. above* 150° F.	Gms		CL 11,40	1921 5mo *Lloyd*	WDoxford &Sons,Ld. Sunderland '*sA&CP* *Intermediate BHinforehold dispensed with*	Wallem&Co.A/S (H.J.Wallem, *Mgr.*) *CellDB*360'1165*t* *FPT*105*t* *APT*127*t*	420·0 FK	54·0	34·4	Bergen Norwegian *ptCem* 1*BHtoSh dk* 5 „ „ *U* „	T.3Cy.26",$44\frac{1}{2}$"&75"–54" (*s*) 180lb 577NHP 3SB,9*cf*,GS189,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ $11\frac{1}{2}$ 28 ″ 4	
23436 TCBD	**Erzurum** Ⓟ (*ex*Souirah,*ex*Zafiro) *ss*H.Kg.No.3-11,13 1*DkSpar dk&Web frames*	2539 — 1569	✠ … 10,16 ✠				1901 9mo	DJDunlop &Co. Port Glasgow	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	294·6 P23'B121'F41' FK	40·8	15·3	Istanbul Turkish *WB*	T.3Cy.$22\frac{1}{2}$",37"&60"–45" 340NHP D.J.Dunlop&Co.P.Gls.	25 ″ 1	
23437 OXCE	**Esbjerg** Ⓟ **TwinSc** *OilEng* D.F. *ss*Els.No.2-37 *Ref.Mchy.* 2*Dks*(*Weather dkStl*-ws) Sub.Sig. 3*rd dk in holds*	2762 1519 1553	✠100A1 *withfreeboard* 5,39 ✠LMC CS6,37 DBS6,39 6,37 (SEE FOOT NOTE *)	Lon	*u*	OG 5,39	1929 4mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore '*sA&CP*	DetForenede Dampskibsselsk. *CellDB*233' 367*t wing tanks*9' 52*t* *FPT*56*t*	306·3 F38' FK	44·2	25·9	Esbjerg Danish 6*BHCem* 2 „ *to* 2*nd dk* *APT*70*t*	Oil Engines 4S.C.SA 12Cy.$21\frac{11}{16}$"–$35\frac{7}{16}$" 545NHP DB75*lb* Akt.Burmeistr&Wain,Cpn	28 ″ 6 s 11 $0\frac{1}{4}$ 17 ″ 10	
23438 OFBG	**Esbjörn** (*ex*Maderas,*ex*Richard) *ss*Got.2ndNo.3-5,30 *ss*Got.No.2-39 D.F. 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1905 — 1021	✠100A1 1,41 ✠LMC MS5,39 BS1,41	NYk	*r*	CL 5,39	1904 8mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton '*sA&CP* *CellDBa* 90'*uE*16'*f* 116″406*t* *FPT*79*t* *APT*87*t*	RederiA/B Esbjörn (O/YKnudsen& LindforsA/B*Mgs.*)	278·2 289·6(O.L.) P26'B72'F28' FK	38·2	18·2	Helsingfrs Finnish 4*BHptCem* *ptAsp*	T.3Cy.19",31"&51"–33" (*s*) 180lb NDB23 167NHP 2SB,4*pf*,GS74,HS2654 N.E.MarineEng.CoLd.Sld	20 ″ 7 s2 ″ $11\frac{1}{2}$ 17 ″ 10	
23439 ONXH	**Escaut** *OilEng.* *Mchy.Aft* 1*Dk&Shelter dk* D.F. *CruiserStern*	*1087* 936 529	✠100A1 *withfreeboard* 12,40 ✠LMC5,38	Suz	*o*	CL 4,40	1938 5mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken '*sA&CP* *CellD BuE*32'*f* 157' 370*t* *FPT*48*t* *APT*59*t* (*Coll to Sh dk* 3 „ 2*nd* „)	Cie.Nationale BelgedeTransports Maritimes(L.Dens &Co.Ld.*Mgrs.*)	230·0 246·7(O.L.) F18' FK	36·3	13·3	Antwerp Belgian 4*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 6Cy.$13\frac{3}{4}$"–$24\frac{7}{16}$" 198NHP DB75*lb* Soc.An.J.CockerillSeraing	15 ″ 6 s ″ 2 15 ″ $5\frac{1}{4}$	
23440 PDYY	— *OilEng* *Mchy.Aft* 1*Dk* *CruiserStern*	348 285 234					1929	N.V.Schpw v.J.Smit,Czn Alblasserdam	W.H.Müller&Co. N.V.	145·0 P36'F13'	24·5	10·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–$19\frac{3}{4}$" 70NHP Motorenfabr."Deutz" A.G.Köln-Deutz		G
23441 DRCS	**Eschenburg** (*ex*Silvia,*ex*Sestri, *ex*Slien,*ex*Edna,*ex*PrésidentCorty) 1*Dk*	1000 806 598					1909	Flensburgr Schiffsb.Ges. Flensburg	Lübeck-Wyburger Dmpsfahrts.Ges.	209·8 P22'Q47'B45'F21'	34·2	13·9	Lübeck German *WB*	T.3Cy.15",$25\frac{5}{8}$"&$44\frac{1}{8}$"–$29\frac{1}{2}$" 106NHP FlensburgerSchiffsb.Ges.	15″11	G
23442 EAOL	**Escloano** Ⓟ 3*Dks*	3058 — 2248					1919	Soc. Españ- oladeCst.Nav Carthagena	Cia.Trasmediter- ranea	310·0	43·4	29·0	Valencia Spanish	T.3Cy.24",40"&65"–45" 283NHP Soc.EspañoladeCnst.Nav.		V
23443	**Esja** Ⓟ **TwinSc** D.F. E.S.D. *OilEng* *Ref.Mchy.* *CruiserStern* 2*Dks*	1347 995 740					1939	Aalborg VærftA/S Aalborg	Government of Iceland(Skipaut- gerdRikisins)	214·0 B84'F35'	35·5	21·4	Reykjavik Icelandic *WB*	Oil Engines 2S.C.SA 12Cy.$13\frac{3}{8}$"–$22\frac{7}{16}$" 376NHP A/B Atlas-Diesel,Skm.		C
23444 164117 GZRJ	**Eskbank** *OilEng.* 1*Dk&Shelter dk* 3*rd dk in No.* 1 *hold* D.F. E.S.D. *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5137 4697 3039	✠100A1 *withfreeboard* 10,41 ~~8,41~~ ✠LMC(M)5,39 *Carrying cargo oil F.P. above* 150° *F. in deep tank* *Carrying latex in fore peak tank*	Ddn DBS4,41 ✠LMC4,37	*a*†	CL 8,40	1937 4mo *Lloyd*	Wm.Dox- ford&SonsLd Sunderland '*sA&CP*	InverTransport &TradingCo.Ld. (A.Weir&Co. *Mgrs.*) *CellDB*347' 1311*t* *DTa*29' 1132*t* *FPT*150*t* *APT*190*t*	423·2 438·6(O.L.) FK	55·5	24·7	Glasgow British 8*BH* (*Coll to Sh dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 687NHP 2DB120*lb* Wm.Doxford&Sons,LdSld	~~28 ″ 8~~ ~~s 8 ″ $3\frac{3}{4}$~~ ~~25 ″ $6\frac{1}{4}$~~ 37 ″ 2 s11″$1\frac{1}{2}$ 26 ″ $6\frac{1}{4}$	
23445 137262 MGTX	**Eskburn** (*ex*Northwick) *ss*Shl.No.3-10,33 *Well deck* *ss*Shl.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	472 339 226	✠100A1 11,41 ~~12,40~~ ✠LMC11,41 ~~MS3,38~~ ~~BS3,40~~	~~Nwc~~ Shl	*g*	CL ~~11,40~~ 10,41	1917 6mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdSunderlnd '*sA&CP*	~~BritishIsles~~ ~~Coasters,Ld.~~Efford ShippingCo.Ld.	158·2 Q57'F24' FK	26·1	10·8	Middlsbro' British 3*BHCem* *FPT*69*t*	T.3Cy.12",20"&34"–23" (*s*) 180lb 70RHP 1SB,2*pf*,GS42,HS1303 W.Beardmore&Co.Ld.Gls.	11 ″ 9 s 1 ″ 0 10 ″ 10	
23446 161403 GFYL	**Eskdalegate** *ss*Cff.No.2-38 D.F. 1*Dk*(*Stl*)	4250 3927 2634	✠100A1 5,42 BS5,42 ✠LMC7,38	~~Lth~~ Nwc	*x*	CL ~~6,39~~ 12,41	1930 4mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*) *Cell DB*317'1116*t* *FPT*95*t* *APT*141*t*	372·0 383·3(O.L.) P48'B226'F32' FK	52·4	25·2	London British 6*BHptCem*	T.3Cy.23",39"&65"–45" (*s*) 200lb HS5851 354NHP 2SB&1AuxB,8*cf*,GS167 D Rowan&Co.Ld.Gls.	27 ″ 6 s 3 ″ $4\frac{1}{2}$ 24 ″ $4\frac{3}{4}$	
23447 UOET	**Eskimos** Ⓟ (*ex*EasternBelle) 2*Dks*	3108 2676 1870	✠ … 5,21 ✠				1919 12mo	Ishikawa- jimaS.B.&E. Co.Ld.Tokyo	U.S.S.R.	305·1 P25'B92'F30' FK	43·7	25·2	Vl'divostk Russian *WB*	T.3Cy.22",37"&61"–42" 338NHP IshikawajimaSB&ECo.Ld.	27 ″ 3	
23448 128813 MDPW	**Eskwood** *ss*Apl.2ndNo.3-5,35 *ss*Liv.No.1-39 *Mchy.Aft* 1*Dk*(*ptIrn&ptStl*) *Well deck* *Cargo battens not fitted*	791 562 370	✠100A1 ~~9,41~~ ~~10,40~~ ~~11,41~~ 3,42 ✠LMC MS7,39 BS~~4,40~~~~5,41~~ 4,42	~~Liv~~ ~~Shl~~ ~~Bly~~ Hpl	*k*	CL ~~6,39~~ 9,41	1911 8mo *Lloyd*	W.Harkess &Son,Ld Middlesbro' '*sA&CP*	MerseyPorts StevedoringCo.Ld. *Cell DBf*117'158*t* *FPT*79*t* *APT*3*t*	195·0 201·8(O.L.) Q109'B13'F24' FK	30·0	11·6	Goole British 3*BHCem*	T.3Cy.16",27"&44"–30" (*s*) 180lb ~~75lb~~ 131NHP 1SB,3*pf*,GS60,HS2262 Blair&Co.Ld.Stockton	13″10 s 4 ″ $0\frac{3}{4}$ 13 ″ $4\frac{1}{2}$	
23449																
23450																

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23451 140654 GDTF	**Esneh** (*ex*WesternCoast) *ss*Liv.No.3-5,32 *ss*Liv.No.1-37 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	1931 1620 955	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~12,40~~ Examined ~~12,40~~2,42 BS2,42 ✠LMC12,40	Liv Bkn	*s*	CL ~~12,30~~ 7,41	1919 9mo	Swan,Hunter&Wigham Richardson, LdSunderlnd Lloyd's*A&CP*	MossHutchison Line,Ld. *CellDB*248'501*t* *FPT*31*t* *APT*39*t*	290·0	42·5	18·8 FK	Liverpool British *ptCem* 2 *BH to S dk* 1 ,, ,, *U* ,,	T.3Cy.22",36"&59"–39" (*s*) 180lb 324NHP 3SB,6*cf*,CS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld	~~21 " 2~~ ~~s 1 " 4~~ ~~19 " 11~~ 27 " 10 s7 " 4 20 " 8	
23452 OTUA	**Espagne** (*ex*Turin) 1*Dk*	*1759* *1560* *1030*					1911	Akt.Ges. "Neptun" Rostock	Cie NationaleBelge deTransp.Marit. (ArmementDeppe, *Mgrs.*)	287·1 P&B226'F31'	41·1	16·9	Antwerp Belgian *WB*	T.3Cy.$22\frac{1}{8}$",$35\frac{7}{16}$"&$55\frac{3}{8}$"–$37\frac{7}{16}$" 192NHP A.G."Neptun,"Rostock		V
23453 DHGT	**España** Ⓟ 2*Dks*&*Shelter dk* Sub.Sig. *Corrugated sides* D.F. *Ref.Mchy.* *Fitted for oil fuel*	7465 5135 4532					1921	Howaldtswerke Kiel	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	413·3 F43'H- 60·2	55·2	36·2	Hamburg German *WB*	T.3Cy.$28\frac{1}{10}$",$45\frac{3}{10}$"&$74\frac{1}{20}$"–$55\frac{3}{20}$"&1LPTurbine 585NHP Howaldtswerke,Kiel		G
23454 EAEJ	**España No. 3** (*ex*Roma) New "Castillo Figueras," *see No.*35922 *in Supplement* D.F. 1*Dk*&*Spar dk*	2188 1985 1594					1906	Akt.Ges. "Neptun" Rostock	SpanishGovernment	260·1 H26'	38·3	22·5	Carthagna Spanish *WB*	T3Cy.$20\frac{1}{10}$",$32\frac{3}{10}$"&52"–$35\frac{2}{5}$" 160NHP A.G."Neptun,"Rostock		
23455 212606 KDAO	**Esparta** Sub.Sig. 3*Dks*&*Shelter dk* D.F. *Ref.Mchy.* *Fitted for oil fuel*	3365 3095 1927					1904	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	330·6	44·5	28·9	NewYork Utd. States *WB*	T.3Cy.25",41"&68"–48" 320NHP Wrkman,Clark&Co.LdBel		C
23456 174209 ZNAJ	**Espérance** Ⓟ 2TwinMsts (*ex*SaintLuc, *ss*Lon.No.1-27 *ex*Kohistan) 2*Dks* D.F. *Fitted for oil fuel*	5072 3949 3026	✠ ... 12,31 ✠				1923 6mo	W.Gray& Co.Ld. WHartlepool	Ministry of War Transport (British IndiaStm.Nav. Co.Ld *Mgrs.*)	351·5 P30'B215'F35'	52·4	26·7 FK	Aden British *WB*	T.3Cy.26",42"&70"–48" 515NHP Cen.Mar.Eng.Wks. WHpl	29 " 4	V †
23457 151802 GSMP	**Esperance Bay** Ⓟ TwinSc (*ex*HobsonsBay-36) *ss*Lon.No.3-5,34 *ss*Lon.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*)3*rd dk* *Ref.Mchy.* (*Stl*) *in forward holds* D.F. E.S.D.	14204 11883 8572	✠100A1 *Shelter dk* *withfreeboard* 11,41 ~~11,39~~ BS11,41 ✠LMC MS10,37 ~~BS7,38~~ ✠Lloyd'sRMC~~7,39~~ ~~11,41~~ 6,42 *Fitted for oil fuel*	~~PNl~~ Lon 1,22	*i* †	CL s9,37 P7,38 *F.P. above* 1	1922 1mo 50° F.	Vickers, Ld. Barrow Lloyd's*A&CP*	Aberdeen&CommonwealthLine, Ld.(ShawSavill& AlbionCo,Ld, *Mgrs.*) *CellDB*458'2228*t* *MT*24'1016*t* *Tanks between Tunnels* 51'195*t* *FPT*128*t* *APT*142*t*	530·6 549·0(O.L.) B208'F78' *onSheltr dk*	68·3	39·9 FK	London British *ptCem* 9*BH toShdk*	4SteamTurbinesDRgeared to2Sc.Shafts (*r*) 220lb HS25923 FD 1977NHP 3DB(Spt)&2SB(Spt),32*cf* GS663 Vickers,Ld.Barrow	43 " 6 s10 " 8½ 33 " 1¾	BT till 11,42
23458 1499 IBUK	**Esperia** Ⓟ TwinSc 4*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	11398 6643 5963					1918	Soc.EsercizioBacini RivaTrigoso	"Adriatica"Soc. Anon.diNav.	527·9 493·9 P29'	61·9	31·0	Genoa Italian *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts N.Odero fuA. Sestri P.		I
23459 FOJW	**Espiguette** (*ex*Dobesa-38, (*ex*Walborg-36, *Fitted for oil fuel* *ex*Miranda-36,*ex*Ouezzan, 1*Dk* *ex*GertrudSchünemann,*ex*Helmo Hemsoth)	1109 821 663					1920	N. V. Wilh. Hemsoth's Schps.enMch Delfzijl	Cie.France-NavigationS.A. (*in liq.*)(Worms &Cie.*Mgrs.*)	212·6 P12'Q45'B65'F31'	33·9	14·1	Marseilles French *WB*	T.3Cy.16¾",$26\frac{2}{5}$"&$43\frac{3}{10}$"–$27\frac{3}{5}$" 100NHP DresdnerMsch.&Schiffsw. UbigauA.G.		V
23460	**Esquel** (*ex*Cruz delSud, *ex*Cesare,*ex*Oistein, *OilEng.* *ex*Steady, *ss*B.As.2ndNo.3-12,35 *ex*Cornelis) 1*Dk*(*Stl*)	330 — 275	✠100A1 2,42 ~~12,37~~ DBS~~11,40~~ LMC~~12,35~~ 2,42 11,41 ~~LMC(M)6,36~~	BAs	*g*	OG ~~N7,39~~ 11,41	1910 11mo	J.Meyer's S.B.Co. ZaltBommel A&CP	PeiranoHermanos *CellDBf*97'124*t* *FPT*21*t*	154·8 F14'	26·9	10·6 FK	Bns.Aires Argentine 3*BHCem*	Oil Engines 2S.C.SA 4Cy.13⅜"–21¼" 125NHP NDB27–*100lb* NE*made*20*refitted*26 Cant.Off.Savoia,Genoa	12 " 6 s1 " 7½ 11 " 1	
23461	**Essen** Ⓟ *ss*Ham.No.2-31 *Well deck* 2*Dks*(*Stl*)3*rd trB* D.F. *in No.* 1 *Hold*	5158 4478 3093	✠ ... 2,35 ✠	Ham	*a*†		1923 2mo	Blohm& Voss Hamburg	*CellDB*353'924*t* *FPT*51*t* *APT*16*t*	407·0 P&B329'F53'	56·0	25·9 FK	8*BHAsp*	4 Steam Turbines SR geared to 1 Sc. Shaft 634NHP 3SB,9*cf*,GS200,HS8880 Blohm&Voss,Ham.	28 " 6	G †
23462 165362 MMBD	**Essex** TwinSc *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* 4*th dk in forward holds* *Cruiser Stern*	11063 10026 6521	✠100A1 *withfreeboard* 6,40 ✠LMC12,36 ✠Lloyd'sRMC12,40	Avn	*i*† $2\frac{7}{10}$	CL 12,39	1936 12mo	J'hnBrown &Co.Ld. Clydebank Lloyd's*A&CP*	P.&O.Stm.Nav.Co. *Duct keel forward of mchy.space* *CellDB*437'1834*t* *Tanks at sides of tunnels*939*t* *FPT*93*t* *APT*150*t*	532·2	70·4	34·6 43·1 FK	London British 9*BH* (*Coll to Sh dk* 7 ,,2*nd*,, 1 ,,3*rd*,,)	Oil Engines 2S.C.SA 10Cy.$28\frac{9}{16}$"–$88\frac{9}{16}$" 2528NHP 2DB*120lb* JohnBrown&Co.Ld. Clydebank	39 " 0 s6 " 8 32 " 6¾	
23463 136138 WMCS	— Iron Sub.Sig. D.F 3*Dks*&*Hur dk*	3018 — 2155					1890	W.Cramp &Sons Philadelphia	WhitePearl ShippingCorp.	295·0 len06	40·0	23·7 30·7	Baltimore Utd. States	T.3Cy.24",39"&59"–48" 241NHP WCramp&Ss.Philadelphia		
23464 142684 GPFR	**Essex Lance** (*ex*Glensanda, *ex*WarCourage) *ss*Sld.No.3-7,30 *ss*Shl.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing bevelled bilge* *Cargo battens not fitted in Shelter 'tween dks*	6625 6299 ~~4100~~ 4097	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~12,40~~ ~~BS11,40~~ ✠LMC~~11,39~~ 8,41	~~Hul~~ Shl	*a*†	CL ~~11,40~~ 7,41	1918 10mo	Armstrong Whitworth &Co.Ld Newcastle Lloyd's*A&CP*	EssexLine,Ld. (Meldrum&Swinson,Ld.*Mgrs.*) *CellDB*308'1460*t* *DTa*31'1060*t* *FPT*141*t* *APT*144*t*	412·2	55·8	34·2 FK	London British *ptCem* 6*BHtoSh dk* 2 ,, ,, *U* ,,	T.3Cy.27",44"&73"–48" (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 " 1 s10 " 1½ 28 " 2	
23465 108220 MOYB	**Essex Queen** Ⓟ Pad (*ex*WaltonBelle) 1*Dk* *Fitted for oil fuel*	389 350 162					1897	W.Denny &Bros. Dumbarton	NewMedwayStm. PacketCo.Ld. (SJShippick,*Mgr*)	230·0 *Promenade dk*104'	26·2	9·2	London British	T.3Cy.20½",30"&43"–60" NB*made*29*fitted*35 143NHP Denny&Co.Dumbarton		
23466																
23467																

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où cote, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
23468 HPHB	**Essi** (*ex*Sturmsee-37, *ex*Amanda, *ex*IsabelHarrison, *ex*Pollcrea, *ex*Grahamland, *ex*Josephina) *ss*Rot.No.3-7,11 *ss*Npt.No.2-20 1*Dk&deepframing*	1192 1110 719	✠ … 2,24 ✠				1899 12mo	R.Duncan &Co.Ld. Port Glasgow	Wallem&Co.	233·1 P34'B63'F28' FK	34·7	16·5	Panama Pnamanian *WB*	T.3Cy.$18\frac{13}{16}$",30"&49"-33" 141NH Hall-BrwnButtery&CoGls	18 ″ 9	G †
23469 231080 WDEK	**Esso Aruba** (*ex*PanBolivar-36) *ss*NYk.No.2-39 D.F. GyC. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	8773 — 5582	✠100A1 6,41 ~~12,40~~ BS6,41 ~~BS6,40~~ ✠LMC6,39 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 7,31 F.P. above 150° F.*	NYk	*e* †	CL 6,40	1931 7mo	Swan,Hunter & Wigham Richardson, Ld.Newcastle	StandardOilCo.of NewJersey *CellDBuE&B83'265t DTf45'623t FPT227tAPT184t*	484·2 P117'B42'F50' FK	65·5	36·8	Wilmgton (Del.) Utd. States 16*BHpt Cem* (*12 to U dk* (*4 ,, 2nd ,,*)	T3Cy.27½",45½"&76"-51"(*s*) &LPturbine with DR gearing & hydraulic coupling 220lb 713NHP 3SB(Spt),*12cf*,HS8640 FD WallsendSlpwy&E.Co.Ld.	36 ″ 9 *s*8 ″ 3½ 28 ″ 8¼	
23470 240029 WTKC	**Esso Augusta** *OilEng.* D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *Electrically welded* *CruiserStern* *Longitudinal framing* *Carrying Petroleum in bulk*	11237 10650 6804					1940	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of NewJersey	524·6 P103'B35'F48'	70·2	39·8	Wilmgton (Del.) Utd. States	Oil Engines 2S.C.SA 5Cy.32"-95" 915NHP SunSB&DD.Co.ChesterPa		R
23471 HPNF	**Esso Balboa** *OilEng.* D.F. E.S.D. 1*Dk,2nd dk in mchy.space* *Mchy.Aft* *CruiserStern* *Butts of shell&deck plating electrically welded*	9554 8912 6000	100A1 ~~8,41~~ ~~12,40~~ 3,42 LMC10,39 *Carrying Petroleum in bulk Lloyd's A&CP*	~~Bal~~ ~~LAn~~ NNs	*e* †	CL	1939 10mo	Deutsche Werft AGBet Finkenwrder Hamburg	PanamaTransport Co. *CellDBuE75'210tDTf36706tFPT163tAPT*	489·5 P114'F69' FK	66·0	36·3	Panama Pnamanian 12*BH*	Oil Engines 2S.C.DA 6Cy.23⅝"-$43\frac{5}{16}$" 1167NHP 2DB*170lb*DB(WT)*170lb* Machinenfbrk.Augsburg-NürnbergA.G.Augsburg	35 ″ 11 *s*7 ″ 10 28 ″ 4	
23472 237367 WPKI	**Esso Baltimore** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded*	7949 6995 4711	100A1 10,41 ~~4,41~~ BS10,41 ~~BS9,40~~ LMC9,38 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 9,38 F.P. above 150° F.*	Gal		CL 10,41	1938 9mo	Bethlehem S.B. Corp.Ld. Sparrow's Pt. Md.	StandardOilCo.of NewJersey *CellDBuE66'63tDTf24'635tFPT361tAPT180t*	445·4 463·0(O.L.) P92'B35'F40' FK	64·2	34·9	Wilmgton (Del.) Utd. States 14*BH*	2 steam turbines DRgeared to 1 Screw Shaft (*s*) 450lb HS9856 985NHP 2WTB(Spt 424lb) FD BethlehemS.B.Corp.Ld. Quincy,Mass.	34 ″ 10	
23473 237082 WPKJ	**Esso Baton Rouge** D.F· E.S.D. GyC. 1*Dk* Sub.Sig. *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded*	7989 7036 4738	100A1 6,41 ~~7,40~~ BS~~7,40~~6,41 LMC7,38 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel 7,38 F.P. above 150° F.*	~~NYk~~ NOs		CL 6,41	1938 7mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	StandardOilCo.of NewJersey *CellDBuE66'63tDTf24'635tFPT361tAPT180t*	445·4 463·0(O.L.) P92'B35'F40' FK	64·2	35·2	Wilmgton (Del.) Utd. States 14*BH*	2 steam turbines DRgeared to 1 Screw Shaft 985NHP 450lb (*s*) HS9856 2WTB(Spt 424lb) FD BethlehemS.B.Corp.Ld. Quincy,Mass.	34 ″ 10	
23474 236723 WPKA	**Esso Bayonne** *ss*Gal.No.1-41 D.F. E.S.D. GyC. 1*Dk* *Mchy Aft* *CruiserStern* *Longitudinal framing—pt electrically welded* "*Arcform*"	7698 6943 4654	100A1 10,41 ~~4,41~~ BS10,41 ~~BS10,40~~ LMC9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,37 F.P. above 150° F.*	Gal		CL 4,41	1937 9mo	Federal S.B,&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB72'166tDTf30'781tFPT232tAPT247t*	440·0 450·0(O.L.) P87'B33'F36' FK	66·8	34·3	Wilmgton (Del.) Utd. States 12*BH*	2 steam turbines DRgeared to 1 Screw Shaft 912NHP 450lb (*s*) FD 2WTB(Spt424lb), HS9190 DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
23475 236900 WPKK	**Esso Baytown** D.F. E.S.D. GyC. *ss*Gal.No.1-42 1*Dk, 2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system* *Part electrically welded*	7991 — 4774	100A1 ~~6,41~~ ~~12,40~~ 1,42 BS1,42 ~~BS12,40~~ LMC11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 11,37 F.P. above 150° F.*	~~NYk~~ ~~NOs~~ Gal		CL ~~12,40~~ 12,41	1937 11mo	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of NewJersey *CellDBuE69'102tDTf26'738t FPT351tAPT152t*	444·1 462·3(O.L.) P93'B35'F40' FK	65·3	35·1	Wilmgton (Del.) Utd. States 14*BH*	2 steam turbines DRgeared to 1 screw shaft 852NHP 475lb (*s*) FD 2WTB(Spt448lb),HS7192 WestinghouseElec.&Mfg.Co.Phl.	35 ″ 0	
23476 236844 WPKL	**Esso Bayway** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded* "*Arcform*"	7699 6943 4654	100A1 ~~7,41~~ ~~12,40~~ 12,41 BS12,41 ~~BS12,40~~ LMC11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 11,37 F.P. above 150° F.*	~~NYk~~ Gal		CL 7,41	1937 11mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB72'166tDTf30'781t FPT232tAPT247t*	440·0 450·0(O.L.) P87'B33'F36' FK	66·8	34·3	Wilmgton (Del.) Utd. States 12*BH*	2 steam turbines DRgeared to 1 screw shaft 912NHP 450lb (*s*) FD 2WTB(Spt424lb),HS9190 DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
23477 ~~HPQL~~ OSVA	**Esso Belgium** TwinSc *ss*N.Yk.No.1-41 *OilEng.* D.F. 1*Dk, 2nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. GyC. *CruiserStern* *Longitudinal framing-*"*Arcform*"	*10568* *9675* *5557*	✠100A1 3,42 ✠LMO CS3,42 DBS3,42 2,40 *Carrying Petroleum in bulk Lloyd's A&CP*	~~NYk~~ NYk	*f* †	CL ~~3,39~~ 3,42	1937 1mo	Akt.Burmeistr&Wain Copenhagen	StandardAmericanPetroleumCo. S.A. *CellDBuE85'134tDTf16'448tFPT320tAPT228t*	488·2 P108'B40'F36' FK	74·9	37·2	Antwerp Belgian 16*BH*	Oil Engines 2S.C.SA 14Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 946NHP 2DB*200lb* DB(C)*214lb* Akt.Burmeistr&Wain,Cpn	37 ″ 0 *s* 7 ″ 3¾ 29 ″ 10¼	
23478 933 HPGV	**Esso Bolivar** *ss*N.Yk.No.1-42 D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft* 1*Dk, 2nd dk except in Nos. 1,2,3,8&9tanks* *Longitudinal framing* *CruiserStern*	10389 9365 6081	✠100A1 2.42 ~~2.41~~ ✠LMC CS2,42 DBS2,42 7,40 *Carrying Petroleum, in bulk Lloyd's A&CP*	NYk	*f* †	CL 7,40	1937 7mo	Frd.Krupp Germaniawft A.G. Kiel	PanamaTransportCo. *CellDBuE86'175tDTf24'214tFPT196tAPT215t*	488·4 506·6(O.L.) P107'B50'P35' FK	70·0	37·0	Panama Pnamanian 16*HptCem ptAsp*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-$49\frac{3}{16}$" 912NHP 2DB*200lb* Fr.KruppGermaniawftAG	37 ″ 0 *s* 7 ″ 3¼ 29 ″ 11¾	
23479 237037 WPKM	**Esso Boston** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing-*"*Arcform*" *Part electrically welded*	7699 6943 4654	100A1 4,41 BS4,40 LMC3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,38 F.P. above 150° F.*	Gal		CL 4,41	1938 3mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB72'166tDTf30'781tFPT232tAPT247t*	440·0 450·0(O.L.) P87'B33'F36' FK	66·8	34·3	Wilmgton (Del.) Utd. States 12*BH*	2 steam turbines DRgeared to 1 screw shaft 912NHP 450lb (*s*) FD 2WTB(Spt424lb),HS9190 DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
23480	**Esso Campana** TwinSc (*ex*Criollo Fiel-38, *ex*PuntaBenitez-37) *ss*M.Vo.No.3-7,40 1*Dk*(*Stl*) *Mchy.Aft*	*2394* *1743* *1243*	✠100A1 1,42 ~~7,40~~ ✠LMC MS7,40 BS~~4,41~~2,42 *Carrying Petroleum, in bulk Lloyd's A&CP* *Fitted for oil fuel 3,28 F.P. above 150° F.*	M Vo	*l*	CL P1,42 SN1,42	1928 3mo	Harland& Wolff,Ld. Belfast	Cia.Transportadora de Petroleos S.A. *Wing tanks f286t a 356t FPT60tAPT75t*	305·7 P67'F34' FK *Trunk 204'*	50·2	14·3	Bns.Aires Argentine 7*BHptCem*	T6Cy.13½",23½"&36"-27"(*s*) 180lb 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0	
23481																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
23482	**Esso Caracas** (*ex*NormanBridge–40) *ss*Bal.2ndNo.3–3,40 D.F. 2*Dks(Stl)&WebFrames* *Mchy.Aft Longitudinal framing*	4323 4021 2673	✠100A1 9,41~~3,41~~ BS3,41 ✠LMC3,40 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 4,13 *F.P. above* 150° F.	~~Bal~~ NNs	*w*	CL ~~2,40~~ 9,41	1913 4mo	Swan, Hunter&Wigham Richardson, Ld.Newcastle	Cia.dePetroleo Lago — *Cell DBuE&B*53'213*tFPT*81*t APT*27*tDTf*48'244*t*	365·4 P88'B25'F41' FK	50·3	28·6	Caripito Venezuelan 15*BHCem* (9 *to Upr dk* 6 „ 2*nd* „)	T.3Cy.23½",39"&66"–45" 180lb FD (*r*) 341NH 2SB,6*cf*,GS224,HS4473 Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 9 s6 ″ 1¾ 22 ″ 10	
23483 237933 WPKN	**Esso Charleston** 1*Dk* D.F. E.S.D. GyC. *CruiserStern* *Mchy.Aft Longitudinal framing* *Part electrically welded*	7949 6995 4711	100A1 ~~5,41~~ ~~10,40~~11,41 ~~BS10,40~~ *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 10,38 *F.P. above* 150° F.	~~NYk~~ ~~NNs~~ Gal BS11,41 LMC10,38		CL 11,41	1938 10mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt Md.	StandardOilCo.of NewJersey *Cell DBuE*66'63*tDTf*24'635*tFPT*361*tAPT*180*t*	445·4 463·0(O.L.) P92'B35'F40' FK	64·2	34·9	Wilmgton (Del.) Utd. States 14*BH*	2 steam turbinesDRgeared to 1 sc. shaft (*s*) 450lb FD 985NHP 2WTB(Spt424lb),HS9856 BethlehemS B.Corp.Ld. Quincy,Mass.	34″10	
23484	**Esso Columbia** TwinSc D.F. E.S.D. GyC. 1*Dk CruiserStern* Sub.Sig. *Fitted for oil fuel* *Mchy.Aft. Longitudinal framing* *Carrying Petroleum in bulk*	11316 — 6600					1940	NwprtNws S.B.&D.D.Co NewprtNews	StandardOilCo.of NewJersey	528·9 P138'B428'F68'	75·3	38·9	Utd. States *WB*	4 steam turbinesDRgeared to 2 screw shafts 2250NHP NewportNewsSB&DD.Co		
23485 239816 WSOA	**Esso Concord** 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Longitudinal framing "Arcform"* *CruiserStern* *Part electrically welded* *Mchy.Aft Carrying Petroleum in bulk*	7698 6943 4654					1940	Federal S.B.&D.D.Co Kearny,N.J	StandardOilCo.of NewJersey	440·0 P87'B33'F36'	66·7	34·2	Wilmgton (Del.) Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 912NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
23486 1040 HPKP	**Esso Copenhagen** TwinSc *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing–bracketless system*	9245 8624 5811	✠100A1 1,42 ~~3,41~~ *Carrying Petroleum in bulk Lloyd's A&CP*	~~Bal~~ NNs ✠LMC6,39	*d*†	CL	1939 6mo	Akt.Burmeistr&Wain Copenhagen	PanamaTransport Co. *Cell DBuE*76'329*tDTf*43'600*t FPT*97*t APTs*175*t*	479·7 501·1(O.L.) P101'B31'F44' FK	65·4	35·3	Panama Pnamanian 12*BHptCem*	Oil Engines 2S.C.SA 14Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 943NHP 2DB–*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 4 s7 ″ 2¼ 28 ″ 4¾	
23487 223537 KLHO	**Esso Delivery No. 10** (*ex*PetroliaNo.10–38, *OilEng.* *ex*J.H.Senior) 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	1155 — 728					1924	NwprtNws S.B.&D.D.Co NewprtNews	StandardOilCo.of NewJersey	207·5	38·1	16·0	Wilmgton (Del.) Utd. States	2 Oil Engines connected to electric motor&screw shaft 12Cy 13"–18" 4S.C.SA McIntosh& 197NHP Seymour,Auburn,N.Y.		
23488 236994	**Esso-Delivery No. 11** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Electrically welded* *Longitudinal framing at bottom & at deck*	1707 — 966					1938	NwprtNws S.B.&D.D.Co NewprtNews	StandardOilCo.of NewJersey	251·8 P60'B24'F20'	43·6	18·2	Baltimore Utd. States *WB*	Oil Engines 4S.C.SA connected to electric motors and sc. shaft 16Cy.12½"–13" 245NHP AmericanLocoCo. Auburn,N.Y.		R
23489 221129 KDQS	**Esso Dover** 3Mst (*ex*Cerro-Ebano–40) 1*Dk&Shelter dk&* D.F. *Web frames* *Mchy.Aft Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	8880 8572 5543	✠ ... 3,22	✠			1921 3mo	SunS.B. Co. Chester,Pa.	StandardOilCo.of NewJersey	480·5 F44'*on Shelter dk* FK	66·0	36·8	Wilmgton (Del.) Utd. States *WB*	Q4Cy.26",38¼",56"&82"–54" 819NH SunS.B.Co.Chester,Pa.	37 ″ 0	R †
23490 LOIV	**Esso Formosa** TwinSc (*ex*CriolloLindo–38, ~~ssB.As.No.2-37~~ *ex*CreoleLindo–33) 1*Dk(Stl)&* *Mchy.Aft* ssAru.No.3–6,41 *Web frames* *Longitudinal framing–bracketless system*	3109 2298 1772	✠100A1 6,41~~3,41~~ BS~~6,40~~6,41 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 10,28 *F.P. above* 150° F.	Aru ✠LMC MS12,40	*u*	CL s4,39 P3,41	1928 10mo	Palmers' Co.Ld. Newcastle	Cia.Transportadora dePetroleos S.A. *CellDBuE&B*50'149*t*	325·0 P73'B22'F40' FK *Trunk in wells side tanks* 180'2115*t*	55·2	16·4	Bns.Aires Argentine 8*BHptCem* *FPT*207*t APT*126*t*	T.6Cy14½",24"&39½"–27"(*s*) 180lb 288NHP 2SB,6*cf*,HS4808 FD Palmers'Co.Ld. Newcastle	16 ″ 6	
23491 236960 WPKO	**Esso Houston** *ss*Gal.No.1–42 D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft CruiserStern* *Longitudinalframing "Arcform"* *Part electrically welded*	7699 6943 4654	100A1 3,42 ~~2,41~~ ~~BS2,41~~ *Carrying Petroleum in bulk, Lloyd's A&CP* *Fitted for oil fuel* 1,38 *F.P. above* 150° F.	Gal LMC1~~,38~~ 3,42		CL N2,41	1938 1mo	Federal S.B.&D.D.Co Kearney,N.J.	StandardOilCo.of NewJersey *CellDB*72'166*tDTf*30'781*tFPT*232*t APT*247*t*	440·0 450·0(O.L.) P87'B33'F36' FK	66·8	34·3	Wilmgton (Del.) Utd. States 12*BH*	2 steam turbinesDRgeared to 1 screw shaft 912NHP 450lb (*s*) FD 2WTB(Spt424lb),HS9190 DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
23492 240254 WSOB	**Esso Little Rock** *OilEng.* D.F. E.S.D. GyC. 1*Dk CruiserStern* *Longitudinal framing-bracketless system* *Electrically welded* *Mchy.Aft Carrying Petroleum in bulk*	11237 10178 6804					1940	SunS.B.& DryDockCo Chester,Pa.	StandardOilCo.of NewJersey	524·6 P114'B42'F51'	70·2	39·7	Wilmgton (Del.) Utd. States	Oil Engines 2S.C.SA 5Cy.32"–95" 915NHP SunSB&DD.Co.ChesterPa		
23493 239817 WSOD	**Esso Montpelier** 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Longitudinal framing "Arcform"* *Part electrically welded CruiserStern* *Mchy.Aft Carrying Petroleum in bulk*	7698 6943 4654					1940	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey	440·0 P87'B33'F36'	66·7	34·2	Wilmgton (Del.) Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 912NHP DeLavalSteam TurbineCo Trenton,N.J.		R
23494 239914 WSOG	**Esso Nashville** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft Fitted for oil fuel* *pt.welded Longitudinal framing* *CruiserStern Carrying Petroleum in bulk*	7943 6995 4697					1940	Bethlehem SteelCo.S.B. Division Sparrow's Pt. Md.	StandardOilCo.of NewJersey	445·4 P92'B35'F40'	64·2	34·9	Wilmgton (Del.) Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 985NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
23495 148116 GNNV	**Esso Panama** (*ex*Motatan–39, *ex*Paraguaná–38) *ss*N.Yk.No.3–4,37 *Mchy.Aft* 1*Dk(Stl)&Web frames* *Longitudinal framing*	1964 1540 1150	✠100A1 ~~6,41~~ ~~11,40~~ ~~11,41~~ 3,42 BS~~4,40~~ 6,41 *Carrying Petroleum in bulk Lloyd's A&CP* *Fitted for oil fuel* 12,24 *F.P. above* 150° F.	Boa ✠LMC4,37	*s*	CL 5,39	1925 1mo	Palmers' Co.Ld. Newcastle	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *CellDBuE&B*43'83*t FPT*149*t APT*58*t*	280·0 P69'B22'F31' FK	47·2	16·2	London British 10*BHptCem*	T.3Cy.19",30"&49"–36" (*s*) 180lb 186NHP 2SB,4*cf*,HS3279 MacColl&Pollock,Ld.Sld.	16 ″ 6 s2 ″ 1¼ 14 ″ 7¼	
23496																

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	Registres ou cote, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
23497 221144 KDQY	**Esso Providence** 3Mst (*ex*Cerro-Azul-40) D.F. 1*Dk*&*Shelter dk*&*web frames* *Mchy.Aft* *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	9059 8572 5665	✠ ... 3,22 ✠				1921 4mo	SunS.B. Co. Chester,Pa.	StandardOilCo. ofNewJersey	480·5 F44'*onShelter dk* FK	66·0	36·8	Wilmngtn (Del.) Utd. States *WB*	Q.4Cy 26″,38¼″,56″&82″–54″ 819NHP SunS.B.Co.Chester,Pa.	37 ″ 0	R †
23498 LOHH	**Esso Salta** TwinSc ~~*ss*B.As.No.2-37~~ (*ex*CrielloBueno-38, *ex*CreoleBueno) 1*Dk*(*Stl*)& *Mchy.Aft* *Web framing* *Longitudinal framing–bracketless system* *ss*B.As.No.3-12,41	3109 2298 1772	✠100A1 3,41 ~~1,40~~ BS ~~2,41~~1,42 MS12,41 ~~BS1,40~~ ✠LMC~~1,37~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 11,28 F.P. above 150° F.*	BAs	*u*	CL ~~8,39~~ 3,41	1928 11mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	Cia.Transportadora dePetroleos S.A. *CellDBuE&B50'*	325·0 P73'B22'F40' FK *Trunk in wells* 149*t side tanks* 180'	55·2	16·4	Bns.Aires Argentine 8*BHptCem* 2115*t FPT*	T.6Cy.14¾″,24″&39½″–27″ 180lb (*s*) 288NHP 2SB,6*cf*,HS4808 FD Palmers'Co.Ld.Newcastle 207*tAPT*126*t*	16 ″ 6 s 2 ″ 6 14 ″ 4¼	
23499	**Esso Tracto** (*ex*Petracto-38, *ex*MinistroSalaberry) *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	353 — 191					1916	Montaldo &Cia. SanFernando	Cia.Transportadora dePetroleos S.A.	164·0	29·5	10·0	Bns.Aires Argentine	Oil Engines 2S.C.SA 6Cy.10″–12½″ 105NHP NE26 FairbanksMorse&Co. Beloit,Wis.		
23500 240572 WTKJ	**Esso Williamsburg** D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *MetalArcWelded* *Longitudinal framing* *Carrying Petroleum in bulk*	11237 — 6804					1941	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo. ofNewJersey	524·6 P114'B42'F51'	70·2	39·7	Wilmngtn (Del.) Utd. States	Oil Engines 2S.C.SA 5Cy.32″–95″ 869NHP SunSB&DD.Co.Chester Pa		
23501 OYZI	**Essodan** *OilEng* D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Strengthened for navigation in ice*	350 250 131	✠100A1 6,39 ✠LMC1,39 *CarryingPetroleum in bulk* **(SEE FOOTNOTE*)**	Abg	*f*	OG	1939 1mo *Lloyd'sA&CP*	Aalborg VærftA/S Aalborg	DetDanske PetroleumsA/S (F.W.Kraft, *Mgr.*) *CellDBuE*13'8*tF*	142·2 154·4(O.L.) P49'F17' *Trunk*65' *PT*25*tAPT*18*t*	25·1	9·9	Nyborg Danish 14*BHptCem*	Oil Engines 2S.C.SA 6Cy.$8\frac{11}{16}$″–$14\frac{9}{16}$″ 79NHP DB*114lb* Akt.Burmeistr&Wain,Cpn	10 ″ 6 s ″ 8½ 9 ″ 10¾	
23502	**Essolene** (*ex*Transoil-38) *ss*B.As.No.3-9,41 ~~*ss*M.Vo.No.2-38~~ *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*)&*web frames, wing cofferdam* *Longitudinal framing at bottom & at deck*	1572 1369 923	✠100A1 9,41 ~~6,39~~ ✠LMC CS10,38 6,39 ~~11,38~~ *CarryingPetroleum in bulk* *For service on River Plate & to Bahia Blanca*	BAs		CL ~~N6,39~~ ~~8,41~~ 11,41	1930 2mo *Lloyd'sA&CP*	Cant.Nav. Triestino Monfalcone	Cia.Transportadora dePetroleos S.A. *CellD*	255·8 F26' FK *BuE*24'33*tFPT*92*t*	40·1	16·3	Bns.Aires Argentine 7*BH pt Cem* *APT*12*t*	Oil Engines 2S.C.SC 4Cy.15¾″–$19\frac{11}{16}$″ 175NHP Fiat Stab.GrandiMotori, Turin	16 ″ 6 s 2 ″ 9 13 ″ 10¼	
23503	**Este** Ⓟ *ss*Bmn.No.2-38 D.F. E.S.D. 2*Dks*(*Stl*) Sub.Sig. *Ref.Mchy.* *CruiserStern*	7915 7119 4883	✠ 7,38 ✠NB8,30	Bmn			1930 8mo	Deschimag Akt.Ges. "Weser" Bremen	*CellDB*430'1980	495·7 P25'B&F458' *Upper*F37' FK *tDTa*18'885*tFPT*9	63·9	28·9	10*BHptCem* *pt Asp* 8*tAPT*73*t*	T.4Cy.$34\frac{7}{16}$″,$56\frac{5}{16}$″&(2)65⅜″- $59\frac{1}{16}$″&LPTurbine with DRgearing&hydraulic coupling NE26*refitted*30 1250NHP 5SB(Spt),*15cf*,GS350, HS16146 Bremer,Vulcan,Vegesack	33 ″ 0	
23504 OXEH	**Ester** (*ex*Fredericia) 1*Dk*	1250 949 725					1917	P.Ph. Stuhr'sMsk& Skbs.Aalborg	A/SChristiansholmsFabriker	238·7 P14'Q71'B94'F29'	36·3	13·4	Copenhagn Danish *WB*	T.3Cy.15″,24″&40″–27″ 106NHP Akties."Frichs,"Aarhus.		V
23505 174443 ~~OFBC~~ VSJP	**Ester Thordén** (*ex*C.G.Thulin) D.F. 1*Dk*	1940 — 1093					1921	Fredrkstad Mek.Værks. Fredrikstad	Ministry of War Transport(Elders &Fyffes,Ld.*Mgrs*)	271·8 264·7 P30'B71'F29'	42·1	17·6	Trinidad B.W.I. British *WB*	T.3Cy.18″,29½″&50″–36″ 150NHP FredrikstadM.V.Frdstad.		N
23506 FPAV	**Esterel** *OilEng.* D.F. E.S.D. 1*Dk*&*Awning dk* *Ref.Mchy.* *Cruiser Stern* *Part electrically welded*	3100 — —					1937	Götaverken A/B Gothenburg	Cie.Générale D'Armements Maritimes	315·0 F50'	46·0	28·8	LeHavre French *WB*	Oil Engines 2S.C.SA 9Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 608NHP GotaverkenA/B,Got.		V
23507 20 ILKR	**Esterina** (*ex*LuciaBottiglieri-40, *ex*Cervinia-39,*ex*JulesHauzeur-37, *ex*Porvenir,*ex*Candelaria, 2*Dks* *ex*Jan vanRijswijck)	1213 934 706					1900	Rijkee&Co Rotterdam	SebastianoTuillier	243·4 231·5 B60'F30'	34·6	15·4	Lusinpiclo Italian *WB*	T.3Cy.17½″,28″&45″–36″ 122NHP Maats.Fyenoord,Rot.		IV
23508 ~~HPNX~~	**Estero** (*ex*PointEstero-39, *ex*NelsonTraveler-36, *ss*S.Fo.No.3-4,33 *ex*Commercial *ss*Sea.No.1-36 Traveler, 2*Dks*(*Stl*)&*web frames* *ex*RedHook) *Longitudinal framing*	4743 — 2946	✠100A1 7,40 BS5,40 ✠LMC5,37 *Fitted for oil fuel 8,20 F.P. above 150° F.*	PN1	*y*	CL N4,38	1920 8mo	ToddD.D. &Const.Corp. TacomaWash CP	*CellDB*328'1069*t*	380·3 395·4(O L.) P38'B102'F42' KK *MT*24'666*tFPT*91*t*	53·1	27·0	Japanese 6*BHptCem* *APT*318*t*	T.3Cy.24″,40″&70″–48″ (*s*) 190lb 472NHP 3SB,9*cf*,GS169,HS6831 FD ToddD.D.&Const.Corp.	29 ″ 4 s5 ″ 10 23 ″ 9	
23509 131136 CGST	**Estevan** Ⓟ TwinSc 1*Dk*	1161 846 607					1912	CollingwoodSBCoLd Collingwood	CanadianGovernment(Dept.of Transport)	212·0	38·0	15·3	Ottawa British	T.6Cy.15″,25½″&42″–26″ 188NHP CollingwoodS.B.Co.Ld.	17 ″ 6	
23510 OZCY	**Esther** (*ex*Hinry-39, *ex*Johanne te Velde) *OilEng.* *Mchy.Aft* 1*Dk*	319 270 248					1921	Gebr. Niestern Delfzijl	P.Jörgensen& others	133·9 Q23'F15'	25·4	10·7	Aalborg Danish *WB*	Oil Engines 4S.C.SA 6Cy.10⅝″–13⅜″ 66NHP E*made*29 Humboldt-Deutzmot.A.G. Köln-Deutz		G
23511 223313 KJJG	**Esther Johnson** Wood 1*Dk* *Fitted for oil fuel*	1104 — 611					1923	G.F. Matthews Portland,Or.	A.B.Johnson LumberCo.	208·4	43·6	15·2	S,Frncisco Utd. States	T.3Cy.15″,24″&43″–24″ 91NHP United.Eng.Wks.S.Fo.		
23512																
23513																

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built: When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c.: Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade C.
23514 OYCT	**Estland** 1*Dk*	1253 948 724					1918	PPhStuhrs Maskinog Skibsbyggeri Aalborg	A/S DetDansk-FranskeD/S(A.N. Petersen&E.Hahn-Petersen, *Mgrs.*)	238·7	36·2	13·4	Copenhgn Danish *WB*	T.3Cy.15",24"&40"-27" 106NH A/SFrichs,Aarhus		V
23515 1055 ESRI	**Estonia** Ⓟ (*ex*KongGudröd-36) 2*Dks*	1181 1052 697					1910	Trndhjms Mek.Værks. Trondheim	PärnuLaevaA/S	215·3 H37*t*	30·9	21·8	Pärnu Estonian *WB*	T.3Cy.17",$28\frac{1}{2}$"&48"-33" 132NH TrondhjemsMV.Trndheim		N
23516 220924 KDMG	**Estrada Palma** Ⓟ TwinSc 1*Dk* (*CarFerry*) *Fitted for oil fuel*	2639 — 1340					1920	WCramp&SonsS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.Inc.	336·7	57·0	18·5	NewYork Utd. States *WB*	T.6Cy.20",33"&55"-36" 181NH W.Cramp&SnsS&EBC Phl		
23517 LCIU	**Estrella** (*ex*Athene) TwinSc *OilEng.* *CruiserStern* 2*Dks*	3888 3501 2296					1920	Wrf.voorh. Rijkee&Co. Rotterdam	A/SNyeKristian-borg(A/SRederiet Odfjell)	375·7 P101*t*H262*t*F24*t*	51·5	22·7	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{20}$"-$39\frac{6}{20}$" 563NH Werkspoor,Amsterdam		N
23518 OXJH	**Estrid** Now sailing as "St. Guillaume" D.F. 1*Dk* *Ref.Mchy.* *CruiserStern*	1397 1225 794					1933	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*)	262·2 P&B208′F35′	39·7	15·5	Copnhagn Danish *WB*	C.4Cy.(2)$14\frac{3}{4}$"&(2)$31\frac{1}{2}$"-$31\frac{1}{2}$"&L.P.Turbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
23519 165444 GZPX	**Esturia** (*ex*Apache-37, *ex*LaHabra-36) ssAnt.2ndNo.3-1,40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	6968 6366 4382	✠100A1 12,41 ~~11,40~~ ~~BS3,41~~ BS3,42 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 3,14*	~~Gls~~ Nwc ✠LMC1,40	*a*†	CL ~~1,40~~ N12,41	1914 3mo *Lloyd*	Sir J.Laing &Sons,Ld. Sunderland '*sA&CP*	Harris& Dixon,Ld. *CellDB uE&B55′142tDTf 38′518t APT53t* *Topside tanks aft 128t*	425·1 P101′B28′F40′ FK	57·0	33·1	London British 15*BHptCem* (9 to *U dk* 6 „ 2*nd*„)	T.3Cy.27",45"&74"-54" (*s* 180lb 555NHP 4SB,*12cf*,GS196,HS8150 FD G.Clark,Ld.Sunderland	33 ″ 0 s6 ″ 2 27 ″ $0\frac{3}{4}$	
23520 24286 JHPD	**Esutoru Maru** (*ex*Yesutoru Maru-38,*ex*KibiMaruNo.6)	3295 2747 2041					1918	Bingo Dck. Co. Bingo	OtaniMokunosuke	305·0	44·5	27·3	Tokyo Japanese	T.3Cy.22",37"&61"-42" *Emade*98*refitted*18 241NHP KobeSteelWorks,Kobe		C
23521 5411 SDZW	**Ethel** (*ex*Malta) Iron *Well deck* ssLkr.4thNo.3-11,33 ssHbg.No.1-38 1*Dk*(*Irn*)2trB *Cargo battens not fitted* Now "Gunny," see No. 36773 in 2nd Supplement	*1511* *1223* *908*	✠100A1 ~~5,41~~ ~~6,40~~ 10,41 BS3,41 MS1,38	~~Ose~~ ~~Lkr~~ Got ✠LMC ~~BS9,39~~	*q*	OG 9,39	1882 9mo	JReadhead &Co. SouthShields A&CP	RederiÅ/B Strömsholmen	259·0 266·9(O.L.) BK9″ Q136′B26′F32′ *DBa*78′*f*72′340*t*	36·0	17·5	Stockholm Swedish 4*BHCem*	C.2Cy.$26\frac{13}{16}$"&58"-36" 80lb 161NHP 2SB,*4pf*,GS71,HS2706 J.Readhead&Co.S.Shields	18 ″ 7 s5 ″ $5\frac{1}{2}$ 17 ″ 11	
23522 8356 SFRG	— WoodAux3MstSr (*exSailingVessel* *OilEng.* PèrePierre-38) 1*Dk* (*See Sailing Ship Register*)	*339* *289* *238*					1920	Ch.&Atel. deSt.Malo St.Malo	IvarHermanson&others	128·7	28·6	13·4	Skärhamn Swedish	Oil Engines 2S.C.SA 4Cy.9"-$15\frac{3}{4}$" 56NHP NE39 A/SFredrikshavnsJernst.&Mask.		V
23523	**Ethel Edwards** (*ex*Marcie, 3Mst *ex*HelaNaval,*ex*Sneekermeer, *OilEng.* *ex*Ubbekarspel) 1*Dk* *Mchy.Aft*	395 361 209					1919	Gebr.G&H Bodewes Martenshoek	SmithNav.Co.	144·3	25·4	12·5	Manila Utd. States	Oil Engines 2S.C.SA 4Cy.$10\frac{1}{4}$"-$14\frac{9}{16}$" 74NHP *Emade*21*fitted*25 MtrnWerkeMannheimAG.		
23524 145097 GDVX	**Ethel Radcliffe** ssCff.No.3-6,33 D.F. E.S.D. ssShl.No.1-36 1*Dk*(*Stl*)	5673 5209 3456	✠100A1 10,40 MS10,36	Liv ✠LMC BS1,41	*z*	CL 9,40	1920 11mo *Lloyd*	Craig,Taylor&Co.Ld Stockton '*sA&CP*	AnthonyRadcliffe S.S.Co.Ld.&Ethel RadcliffeS.S.Co.Ld (EvanThomasRadcliffe&Co.*Mgrs.*) *CellDB*360′1707*t* *FPT*135*t* *APT*183*t*	415·2 P45′B&F321′ FK	55·5	26·6	London British 7*BHCem*	T.3Cy.28",46"&75"-48" (*s*) 180lb *180lb* 471NHP 3SB,*9cf*,GS198,HS7917 Blair&Co.Ld.Stockton	28 ″ 7 s3 ″ $9\frac{1}{2}$ 25 ″ 1	
23525 146293 GFTR	**Ethiopia** Ⓟ TwinSc ssCal.No.3-1,30 ssCal.No 2-38 2*Dks*(*UStl*-ws)&*Shade dk* (*Stl*-teaks)	5574 3832 2371	✠100A1 *Shade dk* 11,41 ~~2,41~~ BS ~~3,40~~ 3,41 ~~BS3,39~~	Bom ✠LMC2,38	*a*†	CL ~~2,39~~ 11,41	1922 6mo *Lloyd*	W.Denny&Bros.Ld. Dumbarton '*sA&CP* *CellDBa&uE&bunker178′f152′633t* *Tank between tunnels 28′70t*	BritishIndiaStm. Nav.Co.Ld.	410·6 FK B182′ *onShade dk* *FPT*98*t* *APT*58*t*	53·4	24·7	Glasgow British *ptCem* *Collision BHtoShdk* 8 „ „ *U* „	4 Steam Turbines DR (*s*) geared to 2 sc. shafts 200lb FD 1152NH 6SB,*18cf*,GS372,HS14274 W.Denny&Bros.Ld.	27 ″ 3 s4 ″ $4\frac{3}{4}$ 23 ″ 3	
23526 164279 GYRP	**Ethiopian** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	5424 4447 3203	✠100A1 *withfreeboard* 1,40 Examined 6,40 *Carrying vegetable oil in deep tank F.P. above 150° F.* *Fitted for oil fuel 10,37*	Hul Liv ✠LMC3,36	*a*† $2\frac{1}{16}$	CL 4,38	1936 3mo *Lloyd*	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G '*sA&CP*	UnitedAfricaCo. Ld. *Cell DB*337′1058*t* *DTa*25′830*t* *FPT*226*t* *APT*205*t*	417·5 433·0(O.L.) F43′ FK	57·7	23·6	Liverpool British 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.$21\frac{5}{8}$",$35\frac{7}{15}$"&$57\frac{1}{16}$"-$39\frac{3}{8}$"& LP Turbine with DR gearing & hydraulic coupling FD 220lb (*s*) 350NHP 2SB(Spt)6*cf*,GS100,HS4476 DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.	25 ″ 8 s1 ″ $11\frac{1}{4}$ 23 ″ $10\frac{3}{4}$	
23527 145183 MKQB	**Ethylene** ssSld.No.3-5,34 ssSld.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	936 746 489	✠100A1 6,41 BS3,42	Sld ✠LMC11,40	*m*	CL 6,41	1921 5mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle '*sA&CP*	GasLight&CokeCo. (StephensonClarke &AssociatedCompaniesLd. *Mgrs.*) *CellDBuE*19′*f*126′252*t* *MT*9′137*t* *FPT*114*t*	217·3 224·7(O.L.) Q106′B17′F25′ FK	32·0	13·4	London British 4*BHCem*	T.3Cy.16",26"&43"-27" (*s*) 180lb *100lb* 116NH 1SB,*3cf*,GS57,HS2000 N.E.MarineEngCo.LdNwc	15 ″ 6 s1 ″ $9\frac{1}{4}$ 13 ″ 11	
23528 TCEA	**Eti** (*ex*Sürmene-36,*ex*HaciHuseyin-34, *ex*AgiosSpyridon-33,*ex*Rita Chandris-33,*ex*Johannes Bernhardt,*ex*Hamlet) 2*Dks*	*1209* *1075* *647*					1889	Helsingörs Jernsk&Msk. Elsinore	YakupSükrü Uzuner	226·2 B57′	32·2	18·7	Istanbul Turkish	T.3Cy.18",$27\frac{1}{2}$"&47"-33" 127NHP HelsingörsJernsk.&Mskb.		
23529 1404 IBYF	**Etiopia** (*ex*CapoMele-36,*ex* Francisca,*ex*Asp) D.F. 1*Dk*	2153 1855 1269					1918	PolsonIron WorksCo.Ld. Toronto	A.T.Rosasco	261·8 250·9	43·6	21·1	Genoa Italian *WB*	T.3Cy.$20\frac{1}{2}$",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		I
23530 18188 JIDB	**Etizen Maru** TwinSc (*ex*YetsuzenMaru-38,*ex*PalingMaru-33, *ex*TamoshimaMaru,*ex*Sui-Mow) 2*Dks*	2425 — 1676					1907	W.Hamilton&Co.Ld. Pt.Glasgow	KitaNipponKisen K.K.	294·4	44·0	13·3	Hutyu Japanese *WB*	T.6Cy.16",$26\frac{1}{2}$"&43"-30" 202NHP Muir&Houston,Ld.Gls.		
23531 6044 SDXA	**Etna** (*ex*Arcturus) ssSkm.No.3-4,39 1*Dk*(*Stl*)	*2619* *2344* *1537*	100A1 ~~4,41~~ ~~10,40~~ 11,41 ✠NE8,27 BS~~2,40~~11,41	~~NNs~~ ~~PK~~ NNs LMC4,39	*t*	CL 2,40	1918 *Lloyd*	Fredrkstad Mek.Værks. Fredrikstad '*sCP*	A/B Transmarin (S.Redig,*Mgr.*) *CellDBa&uE*124′*f*118′661*t* *APT*114*t*	300·4 311·3(O.L.) P31′B160′F31′ FK	47·2	20·8	Hlsngborg Swedish 5*BHCem*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$"-$35\frac{7}{16}$" 213lb (*s*) 179NHP 2SB,*4cf*,GS56,HS2246 FD A.Borsig,Berlin	23 ″ 1	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou cote, ce n'est dans le L.R. Cert.B.of Trade
23532 211715 WMCG	**Etolin** Ⓟ (*ex*Matsonia-37) *ss*S.Fo.2ndNo.3-6,38 *Mchy.Aft* D.F. GyC. 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk* (*Stl*-ws)	9476 9102 6061	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~8,40~~ ✠LMC MS6,38 BS~~5,40~~7,41 *Fitted for oil fuel* 1,13 *F.P. above* 150°F.	SFo	*e*†	CL ~~5,39~~ 6,41	1913 11mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	AlaskaPackers Association *Intermediate 'tween dk BH in fore hold dispensed with* *CellDBuE&B*117' *f*222' 1586*t DT f* 68'	480·0|58·1|36·5 FK	S.Frncisco Utd. States *Asp* 1*BHtoShdk* 6 „ „ *U* „ 1 „ „2*nd* „	T.4Cy.35",62"&(2)81"-66" 250lb (*s*) 1580NHP 3SB&6Water tube boilers HS26400 NewportNewsSB&DD.Co *only* 706*tFPT*115*tAPT*166*t*	45 " 0 s14 " 11¾ 30 " 6¼	
23533 PDZP	**Etrema** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk clear of cargo* *Mchy.Aft* *CruiserStern* *tanks* *Longitudinal framing at bottom & at deck*	6236 5540 3606	✠100A1 1,40 ✠LMC5,36 *CarryingPetroleum in bulk* (SEE FOOTNOTE*)	Sch	*a*†	CL 10,39	1936 5mo	NVRotter-damDroogd Maats. Rotterdam *Lloyd'sA&CP*	N.V.Petroleum Maats."La Corona" *CellDBuE*63'132*t*	428·1|54·5|30·9 P87'B38'F48' FK	TheHague Dutch 16*BH* *DTf*25'247*t*	Oil Engines 4S.C.SA 5Cy.25 9/16"-55⅛" 377NHP DB*180lb* WerkspoorN.V.Ams. *FPT*103*tAPT*55*t*	31 " 0 s 5 " 7¼ 25 " 7	
23534 140639 GDTC	**Etrib** (*ex*BritishCoast) *ss*Liv.No.3-7,31 *ss*Liv.No.2-40 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	1943 1633 966	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~9,40~~ ✠LMC MS12,39 BS~~12,40~~11,41	~~Liv~~ Hul		CL 8,40	1919 7mo	Swan,Hunter&Wigham Richardson, LdSunderlnd *Lloyd'sA&CP*	MossHutchison Line,Ld. *DB*248' 501*tFPT*51*tAPT*39*t*	290·0|42·5|18·8 FK	Liverpool British *ptCem* 2*BHtoShdk* 4 „ „ *U* „	T.3Cy.22",36"&59"-39" (*s*) 180lb 324NHP 3SB,6*cf*,GS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld.	27 " 10 s7 " 4 20 " 8	
23535 308 IBXK	**Etruria** (*ex*Este,*ex*Eger) 1*Dk*&*Awng dk*	2633 2481 1632					1906	Flensburgr Schiffsb.Ges. Flensburg	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchie Salvataggi	302·6|44·0|16·6 291·4 23·7 H—	Trieste Italian *WB*	T.3Cy.20 1/16",33½"&55⅞"- 37½" 192NHP FlensburgerSchiffsb.Ges.		I
23536 TCLR	**Etrüsk** Ⓟ TwinSc D.F. E.S.D. 3*Dks* *CruiserStern*	2992 2200 1630					1938	Neptun-werftRostock G.m.b.H. Rostock	T.C.Münakalât VekâletiDevlet Denizyollari Isletme U.M.	306·6|43·7|21·7 B123'F71'	Istanbul Turkish *WB*	T.6Cy.16⅛",26"&41 5/16"- 27 9/16" & LP turbines with DR gearing & hydraulic couplings HS4973 328NHP NeptunwerftRostock G.m.b.H.Rostock		G
23537 1698 IBIL	**Ettore** (*ex*Collington, *ex*Fairwater, *ss*Ant.No.3-4,23 *ex*Penthaw,*ex*Flixton) *ss*Cff.No 1-27 D.F. 1*Dk*	4270 4007 2669	✠ ... 7,32 ✠				1912 8mo	W.Gray& Co.Ld. WHartlepool	Soc.Anon.Naviga- zioneDeGregori &Schiaffino	391·9|51·0|24·9 380·0 P27'B241'F37' FK	Genoa Italian *WB*	T.3Cy.26",42"&70"-48" 404NHP Gen.Mar.Eng.WrksWHpl	27 " 3	I †
23538 166625 GQGL	**Ettrick** Ⓟ TwinSc *OilEng.* D.F. *CruiserStern* 3*Dks* E.S.D. *Platform deck forward* *Ref.Mchy.* *Cargo battens not fitted*	11279 7524 6709	✠100A1 *withfreeboard* 4,42 ~~0,41~~ ✠LMC12,38	~~Liv~~ Gls	*f*† 2¼	CL	1938 12mo	Barclay, Curle&CoLd. Glasgow *Lloyd'sA&CP*	P.&O.Stm.Nav.Co. *CellDB*423'1486*t*	496·5|63·2|31·0 516·8(O.L.) *Shade dk*F61' FK *Tanks at sides of tunnels*620*tFPT*	London British 9*BHptCem* 121*tAPT*43*t*	Oil Engines 2S.C.SA 10Cy.22 1/16"-66⅛" 1510NHP 2DB*100lb* Barclay,Curle&Co.Ld.Gls.	35 " 0 s 11 " 10½ 23 " 4	BT till 11,42
23539 165920 GDDS	**Ettrickbank** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* 3*rd dk in No.* 1 *hold* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5138 4697 3040	✠100A1 *withfreeboard* 9,41 ~~1,41~~ ✠LMC11,37 DBS9,41 ✠LMC(M)10,39 *Carrying cargo oil F.P. above* 150° *F.in deep tank* *Carrying latex in fore peak tank*	~~Cal~~ Sws	*a*†	CL ~~12,38~~ 9,41	1937 11mo	Wm.Doxford&SonsLd Sunderland *Lloyd'sA&CP*	InverTransport& TradingCo.Ld. (A.Weir&Co. *Mgrs.*) *CellDB*347' 1311*tDTa*29'1132*t FPT*150*t*	423·2|55·5|24·7 438·6(O.L.) FK	Glasgow British 8*BH* (*Coll to Shdk* 7 „ 2*nd* „) *APT*190*t*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	~~28 " 7~~ ~~s 3 " 3¾~~ ~~25 " 6¾~~ 37 " 2 s11 " 1½ 26 " 6¼	
23540 206147 WTLK	**Eugene J. Buffington** D.F. GyC. *Mchy.Aft* 1*Dk*	7528 — 5839					1909	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0|58·0|32·0	Dul'th,Min Utd. States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Lorain,O		R
23541 229306 WORJ	**Eugene P. Thomas** *Mchy.Aft* D.F. GyC. 1*Dk*	7360 — 6201					1930	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghS.S.Co.	580·0|60·8|28·0	Dul'th,Min Utd. States *WB*	T.3Cy.24½",40"&65"-42" Gt.LakesEng. 274NHP Works,RiverRouge,Mich		R
23542 220907 KDMA	**Eugene V. R. Thayer** *ss*NYk.No.3-2,33 *ss*N.Os.No.2-41 ~~*ss*NOs.No.1-37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* Sub.Sig *Longitudinal framing*	7138 6509 5111	✠100A1 7,41 ~~10,40~~ ~~BS10,40~~ ✠LMC 7,41 *CarryingPetroleum- in bulk* *Fitted for oil fuel* 12,20 *F.P. above* 150°F	NOs	*b*†	CL 11,39	1920 12mo	Bethlehem S.B.Corp.Ld. Wilmington, A&CP Del.	SinclairRefining Co.Inc. *CellDBuE&B*62' 200*tDTf*40'588*t*	430·2|59·2|32·8 P134'B36'F40' FK *FPT*228*tAPT*72*t*	Wilmingtn Del. Utd.States 17*BHptCem* (13 *to U dk* 4 „ 2*nd* „)	T.3Cy.26½",44"&74 1/16"-51" 200lb (*s*) 593NHP 3SB,9*cf*,HS8829 FD BethlehemS.B.Corp.Ld.	33 " 3 s 6 " 8¼ 26 " 10	
23543 214747 WTLL	**Eugene W. Pargny** *ss*Cgo.No.3-35 *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *Longitudinal framing*	7724 7559 6020	✠100A1- *For Service on the Great Lakes* 2,40 BS2,42 ~~BS5,41~~ ✠LMC9,35	Clv		N9,35	1917 4mo	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co. *CellDBuE&B*55'	580·0|60·0|32·0 F53' FK 230*tf & in hopper side tanks*479'	Dul'th,Min Utd. States 3*BH*	T.3Cy 24½",41"&65"-42" (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD AmericanS.B.Co.Lorain,O 8724*tFPT*299*tAPT*59*t*	32 " 0 s 10 " 4 21 " 10¾	
23544 129 SVUF	**Eugenie Livanos** *ss*Shi.No.1-40 D.F. 1*Dk*&*Shelter dk* *CruiserStern*	*4816* *4379* *2839*	✠100A1 *withfreeboard* 8,41 ~~10,40~~ ✠LMC10,40	~~Shi~~ Bom	*a*†	CL 10,40	1936 8mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	TheofanoMaritime Co.Ld.(N.G. Livanos,*Mgr.*) *CellDB*365'1202*t*	419·2|56·7|25·3 F36' FK *FPT*198*tAPT*200*t*	Chios Greek 7*BHCem* (*Coll to Shdk* 6 „ 2*nd* „)	T.3Cy.22½",39"&65"-45" (*s*) 225lb 460NHP 2SB(FD)&1AuxB,9*cf*, GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 " 10 s 3 " 0 25 " 1	
23545 91 SWUS	**Eugenie S. Embiricos** *ss*Pir.No.3-9,32 *ss*Rot.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4882 4535 2946	✠100A1 *Shelter dk* *withfreeboard* 6,41 ✠LMC11,37 Examined 10,41 *Fitted for oil fuel* 7,20 *F.P. above* 150°F.	~~NYk~~ Bom NYk BS2,41	*z*	CL 2,41	1920 7mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	S.G.Embiricos *CellDB*	419·5|53·8|25·0 FK *Collision* 360'1512*t FPT*180*t*	Andros Greek *Cem* *BH to Shdk* 6 „ „ *U* „ *APT*252*t*	T.3Cy.25½",43"&72"-48" (*s*) 180lb 449NHP 3SB,9*cf*,GS204,HS7745 J.Dickinson&Sons,Ld.Sld.	27 " 7 s 3 " 1 24 " 8¾	
23546 659 IMTP	**Eugenio** (*ex*Liesbet, Aux3MstSr *ex*Carmen,*ex*Jeannette, *OilEng.* *ex*HarryFrater) 1*Dk* (*See Sailing Ship Register*)	333 — 250					1917	J.Smit& Zoon Foxhol	U.Tomei	134·5|26·4|11·7 124·6 P29'	Viareggio Italian	Oil Engines 2S.C.SA 3Cy.11 11/16"-16 9/16" 68NHP NE37 HanseatischeMotorenGes. Bergedorf		I
23547 1960 IBEL	**Eugenio C.** (*ex*Cedrus-34) *ss*Hul.No.1-31 D.F. 1*Dk*(*Stl*)	4078 3829 2509	✠ ... 12,36 ✠	Gen	*x*		1928 10mo	Burntislnd S.B.Co.Ld Burntisland *Lloyd'sA&CP*	G.Costa fuAndrea *CellDB*	380·8|51·4|25·2 370·0 P29'B224'F34' FK B318'1126*tFPT*77*t*	Genoa Italian 6*BHCem* *APT*189*t*	T.3Cy 25",41"&68"-48" 387NHP 3SB,9*cf*,GS173,HS6504 D.Rowan&Co.Ld.Glasgow	27 " 6	I †
23548														

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
23549 165402 GZLR	**Eulima** *OilEng.* *ss*Nwc.No.1-41 D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	6207 5501 3594	✠100A1 3,42 ~~1,41~~ ~~DBS1,41~~ ✠LMC2,37 *Carrying Petroleum in bulk*	~~Nwc~~ NYk DBS3,42	*a*†	CL ~~3,40~~ 3,42	1937 2mo *Lloyd'sA&CP*	N.V. Wilton-Fijenoord Schiedam	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*63'132*t* *DTf*25'257*t* *FPT*103*t* *APT*55*t*	432·1|54·6|30·8 446·3(O.L.) P87'B38'F48' FK	London British 16*BH*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"-$55\frac{1}{8}$" 377NHP DB*180lb* N.V.Wilton-Fijenoord	31″0 s 5″$6\frac{3}{4}$ 25″$8\frac{1}{2}$	
23550 HPPY	**Eureka** (*ex*Glendoyle) 1*Dk* *Fitted for oil fuel*	2243 — 1313					1919	Albina Eng &Machine Works Portland,Or.	Transpacific SteamshipCo.S.A.	289·0|44·1|19·2 P26'B148'F32'	Panama Pnamanian	T.3Cy.22",$36\frac{1}{2}$"&60"-42" 313NHP AlbinaEng.& Mach.Wks.Portland,Or.		R
23551 210334 KJJL	— Wood 1*Dk*	471 — 306					1912	Kelly SpearCo. Bath,Me.	BostonSand& GravelCo.	149·8|35·0|12·5	Boston Utd.States	T.3Cy.15",22"&36"-24" 63NHP PortlandCo Bath,Me.		
23552 1376 IBZK	**Euro** D.F. 1*Dk&Shelter dk*	4687 4375 2957					1926	Cant.Nav. Riuniti Palermo	Soc.Ligure diArmamento	406·4|51·7|34·6 388 8 P14'F38'	Genoa Italian *WB*	T.3Cy.26",$42\frac{1}{2}$"&$69\frac{7}{10}$"-48" 335NHP Cant.Nav.Riuniti,Palermo		I
	New "**Bateau**," *see No.* 35724 *in Supplement*													
23553 DKAF	**Eurofeld** (*ex*Stanbridge-39, *ex*Ch.N.Kahan-37, *ss*Kel.No.3-9,29 *ex*Limicana, *ss*Shl.No.2-37 *ex*Beechleaf) 1*Dk*(*Stl*)*&Shelter dk* *Mchy.Aft* (*Stl*)*&Web frames* *Carrying petroleum in bulk* *Fitted for oil fuel*	5947 5490 3440	✠ *Shelter dk* 6,39 ✠	Rot	*y*		1917 3mo	Richardsn, Duck&CoLd Stockton	Europäische Tankreederei G.m.b.H. *CellDBuE&B*79'239*t* *DTf*36'465*t* *FPT*136*t* *APT*102*t*	380·8|51·0|32·7 P98'B27'F49' FK	Hamburg German 15*BHptCem*	T.3Cy.26",42"&70"-48" 395NHP 3SB,9*cf*,HS6435 Blair&Co Ld.Stockton	35″4	
23554 DOAJ	**Europa** Ⓟ QuadSc 5*Dks* D.F. GyC. *Fitted for oil fuel* Sub.Sig. E.S.D. *CruiserStern*	49746 31125 20425					1928	Blohm& Voss Hamburg	Norddeutscher Lloyd	890·2|102·1|48·0 B&F842'	Bremen German *WB*	12 steam turbines SR geared to4Sc.Shafts Blohm&Voss,Hamburg		G
23555 DGCM	— (*ex*Trude, *ss*Hpl.2ndNo.3-8,19 *ex*Greylight, *ss*Sws.No.1-23 *ex*Bessarabia, 1*DkCell side tanks* *ex*Selenga, *amidships,deep framing* *ex*Claudius) 2*trBat ends*	3767 3486 2190	✠ ... 3,25 ✠				1899 4mo	W.Gray &Co.Ld. W Hartlepool	AtlasReederei Akt.Ges.	338·5|51·0|24·4 P37'B130'F42' FK	Emden German *WB*	T.3Cy.$25\frac{1}{2}$",$40\frac{1}{2}$"&67"-45" 312NHP Cen.Mar.Eng.WrksWHpl	26″11	G †
23556 PDZV	— *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	339 241 160					1936	N.V.Noord Nederlndsch Schpswerven Groningen	T.Tammes	133·7|22·9|9·6 P41'F14'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$10\frac{13}{16}$"-$15\frac{3}{4}$" 68NHP BenzDieselMotorenfb. Mannheim		V
23557 LIWT	**Europe** *OilEng.* *ss*N.Yk.No.1-38 D.F. *Mchy.Aft* E.S.D. 1*Dk* *Longitudinal feaming at bottom & deck in* *CruiserStern centre tanks*	8371 7611 5134	✠100A1 7,41 ~~10,40~~ ✠LMC DBS10,40 *Carrying Petroleum in bulk*	~~Gal~~ Bom CS11,38 ~~11,38~~	*c*†	CL 10,40 10, 40	1934 12mo *Lloyd'sA&CP*	Odense Staalskibsvft vedAPMöller Odense	TheTexasCo. (Norway)A/S H.C.Mathiesen, *Mgr.*) *CellD Bu E*68'227*t* *DTf*22'1110*t* *FPT*134*t* *APT*70*t* *UpperAPTs*119*t*	471·3|62·3|34·1 P99'B37'F36' FK	Oslo Norwegian 14*BH*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 490NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	34″3 s 7″$6\frac{1}{2}$ 26″$11\frac{1}{2}$	
23558 135488 GQBJ	**Euryades** (*ex*Indra) *ss*Gls.2ndNo.3-8,36 2*Dks*(*Stl*) *Carrying oil fuel F.P.above* 150°*F.inDB*	5801 5311 3591	✠100A1 12,41 ~~2,41~~ Examined12,41 ✠LMO MS11,40	~~NYk~~ Bkn BS12,41	*a*†	CL 8,39	1913 8mo *Lloyd'sA&CP*	C.Connell &Co.Ld. Glasgow	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) *CellDBa* 118'*uE&B*75'*f*195'1260*t* *FPT*98*t* *APT*58*t*	430·0|54·0|30·4 443·7(O.L.) P80'B153'F80' FK	Liverpool British 7*BHCem*	T.3Cy.$26\frac{7}{8}$",45"&75"-54" (*r*) 200lb *110lb* 592NHP 2DB,12*c,f*GS216,HS10730 Dunsmuir&Jackson,LdGls	33″1 s 5″$9\frac{1}{4}$ 27″7	
23559 149668 GKBS	**Eurybates** Ⓟ TwinSc *OilEng.* D.F. 2*Dks* *Fitted for oil fuel*	6276 5419 3879	✠ ... 7,30 ✠				1928 4mo	Scott's S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	431·9|54·8|29·1 P43'B150'P48' FK	Liverpool British *WB*	Steam & Oil Engines 10OilCy.27"-45" 2S.C.SA 4SteamCy.24"-45" 1408NHP 1Regenerator Scott'sS.B.&E.Co.Ld.Grk.	32″9	BT till ~~4,41~~ ~~8,42~~ 6,42
23560 PEAC	**Euterpe** 2*Dks*	897 676 543					1903	Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	213·4|30·5|13·3 Q69'B48'F26'	Amstrdam Dutch *WB*	T.3Cy.15",25"&40"-36" 96NHP Maats.Fijenoord,Rot.		V
23561 197 SVPW	**Euthalia** (*ex*Marken) 2*Dks*2*trB*	3553 3398 2029					1918	Rotterdam Droogd.Maat Rotterdam	C.D.Coumarianos (GoulandrisBros. *Mgrs.*)	377·6|51·6|25·1 P27'B223'F34'	Andros Greek *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V
23562 OHZP	**Eva** (*ex*Elsborg-36,*ex*OveGjedde) 1*Dk*	1492 — 837					1907	Howaldts-werke Kiel	RederiA/B Eva (AndersOström)	251·3|36·3|16·6 242·0 P13'Q73'B105'F29'	Mariehmn Finnish *WB*	T 3Cy$16\frac{3}{4}$",$29\frac{9}{16}$"&$42\frac{1}{8}$"-$29\frac{1}{2}$" 96NHP Howaldtswerke,Kiel		V
23563 160232 VQSC	**Evagoras** (*ex*Darshiel) *ss*Ant.No.2-37 2*Dks*(*Stl*)	5197 4911 3282	✠100A1 8,41 ~~6,40~~ BS10,39 ✠LMC2,37	PNl	*y*	CL 6,40	1929 1mo *Lloyd'sA&CP*	W.Hamilton&Co. (1928)Ld. PortGlasgow	TroodosShipping Co.Ld. *Intermediate 'TweendkBHinafterhold dispensed with* *Cell DB* 350' 1025*t* *DTa*35'955*t* *APT*178*t*	405·0|52·4|27·5 418·0(O.L.) P36'B133'F40' FK	Famag'sta British *ptCem* 5 *BHto Udk* 1 ,, ,, 2*nd* ,,	T.3 Cy.26",44"&73"-48" (*s*) 200lb 523NHP 3SB,9*cf*GS181,HS7503 FD D.Rowan&Co.Ld.Glasgow	29″10 s 5″$6\frac{3}{4}$ 24″6	
23564														

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade
23565 ESXV	**Evald** (*ex*Christian-38) 1*Dk*	957 720 556					1894	Akt.Ges. "Neptun" Rostock	M.Utow	206·3|31·2|13·9 Q63'B52'F26'	Tallinn Estonian *WB*	T.3Cy.13¾",22½"&36½"-27½" 70NHP A.G."Neptun,"Rostock		V
23566 226690 KGAZ	**Evangeline** Ⓟ TwinSc 2*Dks* D.F E.S.D. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	5043 — 2714					1927	W.Cramp &SonsCo. Philadelphia	EasternS.S.Lines, Inc.	365·4|55·7|26·8 B&F354' *WB*	Boston Utd.States	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Cramp&SonsCo.Phl.		R
23567 240 SYBN	**Evangelistria** (*ex*Agioi Anargyroi-39,*ex*Korydallos-34, *OilEng.* *ex*MariaSophion, 1*Dk* *ex*Evangelistria,*ex*Chardonneret)	321 270 179					1918	Ford.&Ch. de la Médit. LaSeyne	Mme.Marg.P. Protopappa	132·3|24·0|11·9	Piræus Greek	Oil Engines 2S.C. 4Cy. A/B Bolinder-Munktell, Skm.		
23568 LCIV	**Evanger** 1*Dk*&*Shelter dk* *Fitted for oil fuel*	3869 3522 2326					1920	Irvine's SB&DDCoLd WHartlepool	Westfal-Larsen &Co.A/S(County Line)	365·4|52·2|23·7 P90*t*F39*t*H219*t*	Bergen Norwegian *WB*	T.3Cy.26",42"&70"-48" 340NHP Richardsons,Westgarth& Co.Ld.Hpl		N
23569 249 SVUV	**Evanthia** (*ex*Algenib-37) 1*Dk*	3551 3263 2170					1915	Rotterdam Droogd.Maat Rotterdam	Heirs of the late PetrosJ. Goulandris	361·4|49·9|22·1 P24'B214'F34'	Andros Greek *WB*	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		V
23570	**Evdokia** 1*Dk*	706 347 266	✠ … 1,33	✠			1928 4mo	Werft Nobiskrug G.m.b.H. Rendsburg	Soc.Commerciale Bulgare deNav.à Vap.	168·2|28·7|11·3 P&B108'F46' *UpperB*51' FK	Varna Bulgarian *WB*	T.3Cy.17⅛",27⅜&45$\frac{11}{16}$"-29½" 183NHP Christiansen&Meyer, Harburg	12 ″ 0	V †
23571 142500 MKFD	**Eveleen** *ss*Bel.No.3-9,32 *ss*Bel.No.2-41 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	498 323 190	✠100A1 12,41~~1,41~~ BS4,42	Bel ✠LMC1,41	*g*	CL 1,41	1920 8mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	A.Milligen&Cc.Ld. *CellD*	.160·4|25·1| 9·7 167·0(O.L.) *26·7* Q95'B9'F21' BK7" *Bf*84' 108*t FPT*40*t*	Belfast British 3*BHCem* *APT*26*t*	T 3Cy.13",21"&35"-24" (*s*) 180lb 62RHP 1SB,3*cf*GS51,HS1610 AitchisonBlair&Co.Ld.Gls	11 ″ 8 s 3 ″ 8 12 ″ 1½	
23572 210004 WKCE	**Evelyn** *ss*Bal.No.1-41 *ss*Bal.2ndNo.3-10,36 Sub.Sig. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3141 2759 2443	✠100A1 ~~4,41~~~~6,40~~ 9,41 ~~BS6,40~~ 4,41 *Fitted for oil fuel*11,22 *F.P. above* 150° F.	~~Bal~~ ~~NYk~~Bal ✠LMC~~10,36~~ 6,40	*u*	CL ~~6,40~~ 9,41	1912 6mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	A.H.Bull SteamshipCo.Inc. (A.H.Bull&Co.Inc. *Mgrs.*) *CellDBa*100'*u*	313·6|46·1|22·9 P36'B94'F31' FK *E*20'*f*136'679*tFPT*	NewYork Utd.States 5*BHCem* 78*tAPT*248*t*	T.3Cy.22",37"&60"-42" (*s*) 180lb 280NHP 2SB,6*cf*,GS138,HS4680 NewportNewsSB&DD.Co	25 ″ 6 s 4 ″ 5½ 21 ″ 3	
23573 88907 VCWK	**Evelyn B.** (*ex*Elise-41, *ex*Industria-35, *ss*Hbg.4thNo.3-4,30 *ex*Nils,*ex*Winnie) *ss*Tln.No.2-39 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1870 1462 1119	✠100A1 3,41 ✠NB5,08 BS3,41	StJ ✠LMC8,39	*r*	CL 3,41	1889 6mo	Grngemth DockyardCo. Grngemouth A&CP	DominionShipping Co.Ld. *CellDB*228'387*t*&	270·3|36·9|17·1 277·8(O.L.) P25'Q78'B114'F33' BK9½" *FPT*74*tAPT*45*t*	Halifax, N.S. British 4*BHCem*	T.3Cy.19¾",31$\frac{11}{16}$"&51⅞"-36" 160lb 167NHP 2SB,4*cf*,GS68,HS2680 Hutson&Corbett,Glasgow	19 ″ 5 ~~s 1 ″ 4½~~ ~~19 ″ 1½~~ s1 ″ 4¼ 18″10¾	
23574 181 YLCA	**Everagra** (*ex*Curonia-39, *ex*Glensloy) *ss*Shl.2ndNo.3-11,37 D.F. 1*Dk*(*Stl*)	3702 3449 2342	✠100A1 ~~2,41~~12,41 BS2,41	~~NYk~~ NOs MS12,41 ✠LMC~~11,37~~	*w*	CL ~~N2,39~~ 11,41	1911 11mo *Lloyd*	A.Rodger &Co. Pt.Glasgow '*sA&CP*	F.Grauds	360·3|49·6|23·5 P28'B93'F41' FK *CellDBa* &*uE*137'*f*160'8	Riga Latvian 6*BHCem* 79*t APT*78*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb 318NHP 2SB,6*cf*GS120,HS5196 A.Rodger&Co.Glasgow	26 ″ 0 s 4 ″ 5 21 ″ 9	
23575 183 YLDB	**Everalda** (*ex*Mokta-32) *ss*Lie.2ndNo.3-12,37 *Cargo battens not fitted* 1*Dk*(*Stl*)	3950 3617 2452	✠100A1 12,41~~3,41~~ MS12,41 ~~BS6,40~~	~~Bal~~ Mob BS6,41 ✠LMC~~12,37~~	*w*	CL ~~3,41~~ 11,41	1912 11 mo *Lloyd*	W.Gray &Co.Ld. WHartlepool '*sA&CP*	F.Grauds *CellDBa*	350·0|50·0|27·9 P30'B67'F34' FK 113' *uE*23'*f*154'10	Riga Latvian 6*BHCem* 35*tAPT*105*t*	T.3Cy.24⅛",38"&64"-42" (*s*) 180lb 312NHP 2SB,6*cf*,GS102,HS4142 FD Cen.Mar Eng.Wrks.WHpl	27 ″ 8 s 5 ″ 2 22 ″ 9	
23576 170 YLCO	**Everanna** (*ex*Disciplina,*ex*Amilcare Cipriani,*ex*Stamboul) *ss*Gen.No.3-9,21 1*Dk*&*deep framing*	2880 2435 1624	✠ … 8,23	✠			1908 11 mo	WoodSkin- ner&Co,Ld. Newcastle	Mrs.E.Grauds	313·3|45·0|23·0 P27'B96'F29' FK	Riga Latvian *WB*	T.3Cy.23",37½"&61½"-39" 276NHP N.E MarineEng.CoLdNwc	23 ″ 0	CI †
23577 YLGK	**Everasma** (*ex*Antonios Stathatos-39) *ss*Bry.No.3-8,32 *ss*Mob.No.2-41~~*ss*Shl.No.1-36~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	3644 3428 2260	✠100A1 12,41~~10,39~~ ~~MS1,36~~ ~~*Fitted for oil fuel*11,20 *F.P. above* 150° F.~~	~~Lie~~ Mob ✠LMC12,41 ~~BS10,38 1,41~~	*w*	CL ~~5,40~~ ~~5,41~~ 11,41	1920 11 mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP*	F.Grauds	364·9|51·5|22·6 P27·B219'F39' FK *CellDB*313'948*t*	Riga Latvian 6*BHCem* *APT*63*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 391NHP 3SB,6*cf*,GS177,HS6801 D.Rowan&Co.Ld.Glasgow	25 ″ 0 s 3 ″ 2¾ 22 ″ 0	
23578 217 YLGD	**Everelza** (*ex*CapeWrath-37, *ex*Cycle-36) *ss*Syd.No.3-3,34 *ss*Lie.No.1,39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	4520 3583 2713	✠100A1 ~~2,41~~~~1,40~~ 11,41 BS2,41 *Fitted for oil fuel*10,21 *F.P. above* 150°F.	~~Mob~~ ~~Bal~~ Mob ✠LMC4,39	*x*	CL ~~4,39~~ 11,41	1921 6mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	Mrs.E.Grauds *CellD*	364·5|52·8|24·3 P28'Q118' B68'F29' FK *B*309' 944*t FPT*70*t*	Riga Latvian 6*BHCem* *APT*221*t*	T.3Cy.23½",38"&64"42" (*s*) 180lb 347NHP 3SB,6*cf*,GS189,HS6156 Armstrong,Whitworth &Co.Ld.Nwc.	26 ″ 8 s 3″11¼ 23 ″ 0	
23579 204579 WJCQ	**Everett** 3Mst *Mchy.Aft* Sub.Sig. 1*Dk*	5065 — 3097					1907	ForeRiver S.B.Co. Quincy,Mass	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*)	373·2|52·7|29·8	Boston Utd.States *WB*	T.3Cy.25",44⅛"&73"-48" 369NHP ForeRiverS.B.Co.Quincy		R
23580 YLGJ	**Everiga** (*ex*RitaChandris-39, *ex*HelenMoller-33, *ex*EgyptianTransport-33) 1*Dk*	*4648* *4380* *2923*					1914	Irvine'sSB &D.D.Co.Ld WHartlepool	F.Grauds	385·0|52·0|27·0 P36'B119'F36'	Riga Latvian *WB*	T.3Cy.25",40"&68"-48" 320NHP Richardsons, Westgarth&Co.Ltd.Hpl.		G
23581 194 YLBF	**Everita** (*ex*Ethelaric-32) *ss*Nwc.No.3-8,29 *ss*Lie.No.2-38 1*Dk*(*ptIrn*&*ptStl*)	3251 3011 1976	✠100A1 5,38 MS5.38 No later survey reported	Lie ✠LMC BS3.39	*v*	CL 5,38	1917 2mo *Lloyd*	Ropner& SonsLd Stockton '*sA&CP*	Mrs.E.Grauds *CellDBa*	335·0|48·1|23·4 P31'B100'F35' FK 110'*uE*22'*f*145'812*t*	Riga Latvian 5*BHCem* *APT*96*t*	T.3Cy.23½",39"&64"-42" (*s*) 180lb 278NHP 2SB,6*cf*,GS119,HS4142 Blair&Co.Ld.Stockton	24″10 s 4 ″ 0¼ 21 ″ 0	
23582 161347 GLSV	**Everleigh** *ss*Bry.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41 (*W.E.*)	5222 4819 3153	✠100A1 *withfreeboard* 1,42 ~~1,41~~ MS5,37	~~Lth~~ Lon ✠LMC BS4,41	*a*†	CL 1,39	1930 1mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	AtlanticShipping &Trading Co.Ld. (W.J.Tatem,Ld. *Mgrs.*) *CellDBa*& 1387*t*	406·3|56·0|26·9 F33' FK *uE*134'*f*188' (*FPT*139*t APT*104*t*	London British 6*BHCem* (*Coll to Shdk* 5 ,, *2nd* ,,)	T.3Cy.26",43"&73"-48" (*s*) 200lb 527NHP 3SB,9*cf*,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Sld.	37″11 s11″3½ 26″10½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
23583 128049 ~~YLGM~~ BFXV	**Everoja** (exBrightWings-39, exDelia-34, ssRot.2ndNo.3-5,35 exMiddleham ssLie.No.1-39 Castle) 2Dks(Stl)& Longitudinal framing Webframes	4530 4176 ~~2878~~ 2889	✠100A1 8,41 ~~1,40~~ MS8,39 ✠NB28refitted35	~~Rot~~ Cff ✠LMC BS~~4,40~~8,41	y	CL 3,40	1910 6mo Lloyd	W.Hamilton&Co.Ld. PortGlasgow 'sA&CP	Ministry of War Transport(CountiesShipManagementCo.Ld.Mgrs.)	380·0|50·0|26·9 P35'B113'F42' FK CellDBa119'u E&B36'f170'1000t	Cardiff British 6BHCem APT27t	T.3Cy.25½",42"&70"-48" (s) 180lb NDB24 414NHP 2SB,6cf,GS125,HS5595 FD D.Rowan&Co.Ld.Glasgow	29 ″ 6 s 5 ″ 4¼ 24 ″ 4	
23584 193 YLAD	**Everolanda** (exBerkdale-33, exWotan,exOswiga, ssCff.No.3-9,20 exSt.Johann) ssCff.No.2-29 1Dk(Stl)2trB&deep framing & Web frames	3379 3170 2090	✠ —— 4,34	Shl ✠	v		1908 6mo	Chant.Nav Anversois Hoboken	Mrs.E.Grauds	347·0|48·1|23·1 P31'B180'F31' FK CellDBa108'uE&B42'f152'788tFPT108tAPT81t	Riga Latvian 6BHCem	T.3Cy.24,40"&66"-45" 320NHP 3SB,9cf,GS129,HS4986 N.E.MarineEng.Co.Ld.Sld	25 ″ 7	V †
23585 178 YLCX	**Everonika** (exTottenham,exApsley, exDonCesar) ssNpt.No 3-7,19 ssNpt.No.2-28 1Dk(ptIrn&ptStl)2trBdeep framing & Web frames	3743 3454 2340	✠ —— 12,32	Hul ✠	w		1906 6mo	JLThompson&Sons,Ld. Sunderland	Mrs.E.Grauds	350·0|50·3|23·2 P46'B94'F33' FK CellDBa119'uE23'f148'864tFPT74tAPT100t	Riga Latvian 6BHCem	T.3Cy.25",41"&67"-45" 322NH 2SB,6cf,GS124,HS4900 Blair&Co.Ld.Stockton	25 ″ 9	V †
23586 214 YLFW	**Evertons** (exFaxen-36,exOvidia) ssGot.No.3-8,32 ssBkn.No.1-37 D.F. 1Dk(Stl)	4107 3759 2537	✠100A1 11.38 MS7,37 No later survey reported	Lie ✠LMC BS7,40	w	OG 11,38	1919 6mo Lloyd	LindholmensV.A. Gothenburg s'sA&CP	Mrs.E.Grauds	355·6|50·6|28·2 P18'B91'F39' FK CellDB304'865t	Riga Latvian 6BHCem APT100t	T.3Cy.26",42"&69"-45" (s) 185lb 389NHP 3SB,9cf,GS120,HS5205 FD LindholmensV.A.Got.	28 ″ 2 s 5 ″ 4¾ 23 ″ 0	
23587 PEAD	**Evertsen** (exFlyingScotsman-38) OilEng. Mchy.Aft 1Dk CruiserStern	392 291 230					1929	N.V. Industrieele DeNoord Alblasserdam	Reed."DeNoord" (J.Vermaas' Scheepvaart Bedrijf,Mgrs.)	148·8|25·3|9·2 P41'F17'	Rottrdam Dutch WB	Oil Engines 4S.C.SA 4Cy.$11\frac{3}{16}$"-$17\frac{11}{16}$" 54NHP Motorenfabr."Deutz" A.G.Köln-Deutz		VL
23588 744 SVKN	**Evgenia Chandris** (exStadsdijk-32, ssRot.No.3-3,33 exRockyMaru) 2Dks(Stl)&Shelter dk (Stl)	5317 4885 3166	✠ —— 5,38	Rot ✠	a†		1920 3mo	Harima Dkyd.Co. O Harima	J.D.Chandris	425·1|54·0|26·7 FK Coll CellDB371'1139t FPT148t APT225t	Piræus Greek Cem BH to Sh dk 6 „ „ U „	T.3Cy 27",47"&79"-51" 552NHP 2SB&1AuxSB,11cf, GS192,HS7227 KobeSteelWorks,Ld.Kobe	29 ″ 0	G †
23589 137 SVXB	**Evi Livanos** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4839 4379 2870	✠100A1 withfreeboard 7,41 ~~10,40~~	~~Bal~~ Syd ✠LMC11,37	a†	CL	1937 11mo Lloyd	W.Gray&Co.Ld. WHartlepool s'sA&CP	N.G.Livanos	419·2|56·7|25·3 431·1(O.L.) F35' FK (CellDB365'1200tFPT217t	Chios Greek 7BHCem Coll to Sh dk 6 „ 2nd „) APT200t	T.3Cy.22½",39"&65"-45" 225lb (s) 460NHP 2SB(Spt&FD)&1AuxSB, 9cf,GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 ″ 10 s2 ″ 11¾ 25 ″ 1½	
23590 LDNQ	**Evina** OilEng. ssAnt.No.2-38 D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing ProgressiveSurvey of oil tanks	6121 5402 3570	✠100A1 2,40 DBS2,40 CarryingPetroleum in bulk (SEE FOOTNOTE *)	CTn ✠LMC CS6,39 4,38	z	CL 3,38	1930 5mo Lloyd	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle s'sA&CP	A/S Hansen-Tangen'sRederi II. (H.E.Hansen-Tangen,Mgr.)	396·2|55·1|32·3 P97'B29'F36' FK Trunk238' CellDBuE56'171tDTf34'347tFPT135t	Xiansand Norwegian 14BHptCem (9 to U dk 5 „ 2nd „) APT121t	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB180lb ArmstrongWhitworth&Co.(Engineers)Ld.Nwc.	32 ″ 0	
23591 122 SVFB	**Evinos** (exWaihemo-34) ssAuk.No.3-2,32 ssPir.No.1-36 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted	5627 5448 3540	✠100A1 Shelter dk withfreeboard 5,42 ~~6,41~~ Examined ~~6,41~~5,42 MS5,36 Carrying oil fuel F.P. above 150° F. in DB	~~Gls~~ ~~Npt~~ Sld ✠LMC BS~~7,40~~5,42	y	CL ~~N2,39~~ 3,42	1919 12mo Lloyd	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP	LivanosMaritime Co.Ld.(N.G.Livanos,Mgr.)	399·5|53·0|32·8 F on Shelter dk 38' FK Cell DB351'1290t FPT60tAPT80t	Chios Greek ptCem CollisionBHtoShdk 6 „ „ U „	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD NE.MarineEng.Co.LdNwc	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
23592 LCGV	**Evita** (exDagland-36) TwinSc OilEng. Mchy.Aft CruiserStern 1Dk D.F. Crarying Petroleum in bulk	6346 5529 3773					1927	A/B Götaverken Gothenburg	A/S Ugland's Rederi(J.M.Ugland,Mgr.)	408·3|55·3|32·0 P367tH370tF81t	Grimstad Norwegian WB	Oil Engines 4S.C.SA 11Cy.21⅝"-38⅜" 543NHP A/B Gotaverken,Got.		N
23593 106 SVLN	**Evros** (exEthelfreda-33, exWarTulip) ssNwc.No.3-9,31 ssAlx.No.2-39 Cargo battens not fitted 1Dk(Stl)	5283 4804 3205	✠100A1 6,41 ~~8,40~~ MS11,39	~~Pir~~ Cff LMC BS3,40	y	CL 8,40	1918 9mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	J.G.Livanos (J.Livanos&Sons,Ld.Mgrs,)	400·3|52·3|28·4 P49'B113 F39' FK CellDB340'1081tFPT134tAPT212t	Chios Greek 7BHCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11¾ 25 ″ 3½	
23594 LDUO	**Evviva** (exEdvardGrieg) D.F. 1Dk	1597 1194 942					1921	Laxevaags Msk.&Jrnskb Bergen	SkibsA/SWilliam HansensRederi (W.Hansen,Mgr.)	245·9|37·9|15·5 P59tQ108tB127t H76t	Bergen Norwegian WB	T.3Cy.17¾",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn.		N
23595 218195 KICN	**Ewa** (exTacoma-37,exEldridge) 2Dks&Shelter dk D.F. Fitted for oil fuel	7001 6749 5482					1919	Skinner&EddyCorpn. Seattle,Wash	MatsonNavigation Co.	409·5|54·2|27·1	S.Frncisco Utd. States WB	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23596 148788 MNQZ	**Ewell** ssShl.No.3-6,38 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	1350 1062 727	✠100A1 withfreeboard 1,42 ~~5,41~~ BS6,41	~~Hul~~ Shl ✠LMC6,38	o	CL ~~4,41~~ 1,42	1926 7mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	Wandsworth&DistrictGasCo.	226·0|36·4|16·5 241·0(O.L.) Q128'B15'F22' FK CellDBuE18'f142'551t FPT90tAPT8t	London British 4BHptCem	T.3Cy.17",28"&46"-33" (s) 180lb 156NHP 1SB,4cf,GS73,HS2738 N.E.MarineEng.CoLdNwc	18 ″ 6 s6 ″ 11½ 15 ″ 8½	
23597 219481 KOVT	**Examelia** (exCoeurD'Alene) 2Dks Fitted for oil fuel	4981 — 3093					1920	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0|54·2|27·8 P50'B121'F40'	NewYork Utd. States WB	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23598														
23599														

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Greement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres ou coté, ce n'est dans le L.R. Cert. B. of Trade
23600 220621 KDFB	**Exbrook** (*ex*NewOrleans–40) *OilEng.* Sub.Sig GyC. 2*Dks* *Longitudinal framing* *Now* "New Orleans," *see No.* 37823 *in Supplement*	6172 — 3834					1920	Doullut& Williams S.B. Co.Inc. NewOrleans	~~AmericanExport Lines,Inc.~~ United StatesMaritime Commission	395·5 P45'B109'F38'	55·0	31·4	NewYork Utd. States *WB*	Oil Engines 2S.C.DA 4Cy.27½"–47¼" 1053NH NE29 Hooven,Owens,Rentschler&Co.Hamilton.O.		R
23601 230363 KGWT	**Excalibur** Ⓟ *Ref.Mchy.* 2*Dks* D.F. GyC. *Fitted for oil fuel*	9359 — 5627					1930	NewYork S.B.Co. Camden,N.J.	AmericanExport Lines,Inc.	450·0 B197'	61·6	42·3	NewYork Utd. States *WB*	S RGearedSteamTurbine NewYorkSBCo. CamdnNJ		R
23602 230991 WEEY	**Excambion** Ⓟ *Ref.Mchy.* 2*Dks* D.F. GyC. *Fitted for oil fuel*	9360 — 5628					1931	NewYork S.B.Co. Camden,N.J.	AmericanExport Lines,Inc.	450·0 B197'	61·6	42·3	NewYork Utd. States *WB*	1SRGearedSteamTurbine NewYorkS.B.Co.Camden.N.J		R
23603 220420 KDBW	**Excellency** Ⓟ (*ex*Sawokla–40) *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	5882 — 3667					1920	Oscar DanielsCo. Tampa,Fla.	~~AmericanExport Lines,Inc.~~ United StatesMaritime Commission	401·9 P34'B122'10"F38'	54·2	31·3	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 6Cy.30"–52" NE27 938NH Busch-Sulzer DieselEngCo StLouis,Mo.		R
23604 219077 KOJD	**Excello** (*ex*Examiner–41, *ex*Sinsinawa) 2*Dks* *Fitted for oil fuel*	4969 4572 3037					1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P39'B121'F43'	54·2	27·6	NewYork Utd. States *WB*	DR Geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
23605 21994(KUQP	**Excelsior** Ⓟ (*ex*Unicoi–40) *OilEng.* Sub.Sig. GyC. 2*Dks*	5873 — 3667					1920	Oscar DanielsCo. Tampa,Fla.	~~AmericanExport Lines,Inc.~~ United StatesMaritime Commission	401·9 P34'B122'10"F38'	54·2	31·3	NewYork Utd. States *WB*	Oil Engines 2S.C.DA 4Cy.28"–40"NE27 1096NH WorthingtonPump&Mchy Corp.Buffalo,N.Y.		R
23606 239263 WDVF	**Exchange** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.*	6736 — 3996					1940	Bethlehem SteelCo.S.B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9	66·2	28·9	NewYork Utd. States *WB*	2DRgeared steam turbines BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
23607 220552 KDDM	**Executive** (*ex*Carenco) 2*Dks* *Fitted for oil fuel*	4978 — 3068					1920	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P50 B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DR Geared steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23608 240104 WGIW	**Executor** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel*	6736 — 3957					1940	Bethlehem SteelCo.S.B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9	66·1	29·2	NewYork Utd. States	2steam turbines DRgeared to 1 sc. shaft 1333NH BethlehemSteelCo.S.B. Division,Quincy,Mass.		
23609 230755 WCEZ	**Exeter** Ⓟ *Ref.Mchy.* 3*Dks* D.F. GyC. *Fitted for oil fuel*	9360 — 5628					1931	NewYork S.B.Co. Camden,N.J.	AmericanExport Lines,Inc.	450·0 B197'	61·6	42·3	NewYork Utd. States *WB*	1 SR Geared Steam Turbine NewYorkS.B.Co. Camden, N.J.		R
23610 218991 KJJV	**Exford** (*ex*Express–40,*ex*HogIsland) 2*Dks* *Fitted for oil fuel*	4969 — 3037					1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P39'B121'6"F42'7"	54·2	27·6	NewYork Utd. States *WB*	DRGeared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23611 239997 WGBL	**Exhibitor** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel*	6736 — 3996					1940	Bethlehem SteelCo.S.B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9	66·1	29·2	NewYork Utd. States	2 steamturbinesDRgeared to 1 sc. shaft 1333NH BethlehemSteelCo.S B. Division,Quincy,Mass.		R
23612 218136 KJJQ	**Exilona** (*ex*Exchange–39,*ex*Blair) 2*Dks& Web frames* *Fitted for oil fuel*	4971 4740 3080	✠ … 9,20 ✠				1919 6mo	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P39'B122'F43'	54·2	27·6 FK	NewYork Utd. States *WB*	DRGeared Steam Turbine GeneralElectricCo Schenectady,N.Y.	32 ″ 0	R †
23613 218595 KJQV	**Exiria** (*ex*Corson) 2*Dks& Web frames* *Fitted for oil fuel* *Now* "Exchester," *see No.* 36454 *in Supplement*	4999 4740 3074	✠ … 9,20 ✠				1919 8mo	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P39 B122'F43'	54·2	27·6 FK	NewYork Utd. States *WB*	DRGeared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
23614 217938 KJJT	**Exminster** (*ex*Saugus) 2*Dks& Web frames* *Fitted for oil fuel*	4985 4740 3048	✠ … 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P39'B122'F43'	54·2	27·6 FK	NewYork Utd. States *WB*	DRGeared Steam Turbine 600NH GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
23615 219396 KJJW	**Exmoor** (*ex*Extavia–41,*ex*City of St.Joseph) 2*Dks* *Fitted for oil fuel*	4986 — 3096					1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DRGeared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23616 219712 KUGS	**Exmouth** (*ex*BlueTriangle) 2*Dks* *Fitted for oil fuel*	4979 — 3068					1920	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DRGeared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
23617 230435 WBEF	**Exochorda** Ⓟ *Ref.Mchy.* 2*Dks* D.F. GyC. *Fitted for oil fuel*	9359 — 5627					1931	NewYork S.B.Co. Camden,N.J.	AmericanExport Lines,Inc.	453·0 B197'	61·7	38·6	NewYork Utd. States *WB*	1SRGeared SteamTurbine NewYorkSBCo.CamdnNJ		R
23618																
23619																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard midship Corresponding draught ft. in.	15
23620 FOAW	**Explorateur Grandidier** Ⓟ D.F. 4*Dks* TwinSc *Ref.Mchy.* *Fitted for oil fuel*	10268 — 5708					1924	Ch.&Atel. dePenhoët St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	455·8|60·7|38·0	Marseilles French *WB*	T.6Cy.27$\frac{9}{16}$″,43$\frac{5}{8}$″&73″–47¼″ 733NHP Ch.&Atel.dePenhoët		V
23621 239103 WDLD	**Explorer** Ⓟ 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref Mchy.*	6736 5784 3996					1939	Bethlehem SteelCo.S.B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9|66·1|29·2	NewYork Utd. States *WB*	2DRGeared Steam Turbines 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
23622 164257 GYJX	— *ss*Liv.No.1–40 2*Dks* *CruiserStern*	6235 5810 3842	✠100A1 ~~8,41~~8,40 ~~5,41~~ 4,42 ✠LMC ~~BS6,39~~8,41 MS5,40	~~Mch~~ ~~Gls Mch~~ Hul	*a*†	CL ~~10,38~~ 7,41	1935 5mo *Lloyd'sA&CP*	Swan.Hunter&Wigham Richardson, Ld.Newcastle	CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) *CellDB*365′126	437·2|56·0|29·5 454·4(O.L.) P45′B144′F43′ FK 7*tDTa*32′850*tFPT*	Liverpool British 7*BHCem* 93*tAPT*69*t*	T.3Cy.28″,46″&81″–54″ (*r*) 215lb *120lb* 588NHP 2DB(Spt),*12cf*,GS272, HS9212 WallsendSlpwy&E.Co.Ld.	32 〃 0 s6 〃 5¾ 25 〃 8½	
23623 PEAO	**Export** *ss*Rot.No.3–7,30 *Mchy.Aft* *ss*Rot.No.2–38 *Well deck* 1*Dk*(*pt Wood pt Stl*)	760 513 345	✠100A1 3,40 ✠LMC MS7,38 BS3,40 Surveys delayed	Rot	*j*	OG 3,40	1918 7mo A&CP	NVScheeps H.H.Bodewes Millingen	N.V.Rotterdam LondonStoomv. Maats. *Cell D*	181·3|28·2|12·4 Q52′B64′F19′ FK *Bf*103′137*tFPT*46*t*	Rottrdam Dutch 3*BHCem* *APT*45*t*	T.3Cy.15¾″,25⅝″&41⅜″–27⅝″ 180lb (*s*) 117NHP 2SB,*4cf*,GS67,HS2060 NVBurgerhout MaschRot.	14 〃 6 s 〃 5 14 〃 2¼	
23624 239017 WDGB	**Exporter** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.*	6736 5784 3996					1939	Bethlehem SteelCo S.B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9|66·1|29·2	NewYork Utd. States *WB*	2DR Geared Steam Turbines 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
23625 217730 WCDK	**Expositor** (*ex*Exhibitor–40, *ex*Saucon) 2*Dks & Web frames* *Fitted for oil fuel*	4959 — 3076	✠ ... 6,20 ✠				1919 3mo	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0|54·2|27·6 P39′B122′F43′ FK	NewYork Utd. States *WB*	DR GearedSteamTurbine 600NHP GeneralElectricCo. Scehnectady,N.Y.	32 〃 0	R †
23626 239422 WEPO	**Express** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.*	6736 — 3996					1940	Bethlehem SteelCo.S B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9|66·2|28·9	NewYork Utd. States *WB*	2DR Geared Steam Turbines Beth'ehemSteelCo.S.B. Division,Quincy,Mass		R
23627 3724 SEAM	**Express I** Ⓟ (*ex*Express) Sp 1*Dk*	362 162 203					1900	W.LindbergsM.V. Stockholm	VaxholmsNya Angf.Aktieb.(O. F.Ekebohm,*Mgr.*)	144·6|26·6| 7·6 B68′H79*t*	Vaxholm Swedish	T3Cy15$\frac{5}{16}$″,25$\frac{5}{16}$″&41⅜″–25⅜″ 86NHP W.LinbergsM.V.Skm.		
23628 5010 SEAO	**Express II** Ⓟ (*ex*Brevik) 1*Dk*	395 167 251					1909	Eriksbergs Mek.Værks Gothenburg	VaxholmsNya Angf.Aktieb.(O. F.Ekebohm,*Mgr.*)	123·1|25·4| 9·3 B84′H96*t*	Vaxholm Swedish *WB*	T.3Cy.13″,17½″&35″–24$\frac{7}{16}$″ 61NHP EriksbergsM.V.Gothnbrg.		
23629 221111 KDQB	**Exton** Ⓟ (*ex*Ward–40) *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	6167 — 3835					1921	Doullut& Williams S.B.Co.Inc. NewOrleans	~~AmericanExport Lines,Inc.~~ United StatesMaritime Commission	395·5|55·0|31·4 P44′9″B109′F38′	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 6Cy.30″–52″ NE29 941NHP Busch-SulzerBros.Diesel Eng.Co.		R
23630 2207 IMVB	**Ezilda Croce**(*ex*Aar–38,*ex*Adler–38) *Ref.Mchy.* Sub.Sig. 2*Dks*	1230 1002 696					1900	Bremer Vulkan Vegesack	F.ItaloCroce	246·8|31·1|19·0 235·5 P31′B114′F25′	Genoa Italian *WB*	T3Cy18⅞″30$\frac{11}{16}$″&49$\frac{3}{16}$″–31½″ 136NHP BremerVulkan,Vegesack		I
23631														
23632														

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres ou coté, si ce n'est dans L.R. Durée.Cert.B.of Trade.
23633 237903 WTIV	**F. A. Verdon** *Mchy.Aft. Electrically welded* *OilEng* *Carrying Petroleum in bulk* 1*Dk* D.F. *Longitudinal framing*	768 — 654					1938	J.H.Mathis Co. Camden,N.J.	DieselTanker 'F.A.Verdon,"Inc.	205·1 P10'F20'	31·5	13·0	NewYork Utd.States	Oil Engines 2S.C.SA 6Cy.12"-15" 152NHP Fairbanks,Morse&Co. Beloit,Wis.		
23634 107 IMVL	**F. D. Guerrazzi** Ⓟ 2*Dks*	637 368 328					1912	Fratelli Orlando&Co. Leghorn	Soc.Anon.Nav. Toscana	184·7 171·9 P33'B41'F30'	24·4	13·7	Leghorn Italian *WB*	T.3Cy.16",26½"&43"-30" 100NHP FratelliOrlando&Co.		I
23635 353 KZES	**F. Escaño** Ⓟ (*ex*Panglima) Comp 1*Dk*	452 353 244					1911	.... Sandakan, Borneo	LaNaviera Filipina,Inc.	180·0	27·0	12·0	Cebu,P.I. Utd.States	C.2Cy.20"&38"-26" 61NHP		
23636 HPFN	**F. H. Bedford, Jr.** TwinSc *OilEng* D.F. E.S.D. GyC. *ss*Ham.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing-bracketless system*	10844 — 6641	✠100A1 ~~7,41 1,41~~ 1,42 ✠LMC CS1,40 DBS~~1,42~~2,42 1,39 *CarryingPetroleum in bulk*	NYk	*h*†	CL 12,39	1930 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	PanamaTrans- portCo. *CellDBuE65'163t DTsf48'1951t FPT 245t APT196t*	521·4 542·5(O.L.) *After*B65'B37'F41' FK 4	70·2	38·7	Panama Pnamanian 17*BHptCem* *ptAsp* *BHto2ndDk*	Oil Engines 2S.C.SA 12Cy.26¾"-51$\frac{3}{16}$" 1496NHP 2 Water TubeDB*200lb* 2DB*100lb* Frd.KruppA.G.Kiel	38 ″ 9 s 8 ″ 9 30 ″ 3¾	
23637 221695 KDVK	**F. H. Hillman** TwinSc 2*Dks*&*Shelter dk* D.F. GyC. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	10837 — 7724					1921	Bethlehem S.B.Corp Ld. Alameda,Cal.	StandardOilCo.of California	500·0	68·2	30·0	S.Frncisco Utd.States *WB*	T.6Cy.24¼",39"&65¼"-42" 552NHP BethlehemS.B.Corp.Ld.		R
23638 215668 WLCC	**F. J. Luckenbach** TwinSc *ss*Bos.No.3-8,30 D.F. GyC. *ss*Sea.No.2-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	7821 5391 4951	✠100A1 *Shelter dk* *withfreeboard* ~~7,41 12,40~~ 9,41 ✠LMC MS11,38 BS3,41 *Fitted for oil fuel* 11,17 *F.P. above* 150° F.	~~SFo~~ Sea	*b*	CL ~~P2,39~~ s12,40 P9,41	1917 11mo	Bethlehem SBCorp(Fore RiverPlant), Quincy,Mass A&CP	LuckenbachS.S. Co.Inc. *1BH in forward hold dispensed with* *CellDB356' 1631t* *DTa30'165t 'tween dk tanksin E&Bspaces 24'445t FPT220t APT240t*	 B61' FK	56·1	27·8	NewYork *Utd.States* *pt.Cem* 6*BHonly*	2SteamTurbinesDRgeared to 2 Sc. Shafts 1008NHP 4 Water Tube boilers (*s*) 225lb HS15520 FD Fore RiverS.B.Cor.Quincy	40 ″ 8 s10 ″ 4¾ 30 ″ 6	
23639 167373 GDKG	**F. J. Wolfe** *ss*NYk.No.2-41 TwinSc *OilEng.* ~~ssHam.No.1-30~~ *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of* D.F. *cargo tanks* 3*rd dk*(*Stl*)*aft of* E.S.D. GyC. *cargo tanks* *Web frames* *Craiser Stern* *Longitudinal framing*	12190 11594 6569	✠100A1 9,41 ~~12,39~~ ✠LMC CS9,41 DBS9,41 11,40 *CarryingPetroleum in bulk*	~~Sou~~ NYk		CL P6,39 ~~s8,38~~ s11,40	1932 8mo	Bremer Vulkan Vegesack *Lloyd'sA&CP*	Anglo-American OilCo.Ld. (R.A.Carder,*Mgr*) *CellDBuE78118tDTsf53'2307t FPT295tAPT249t*	522·0 542·0(O.L.) *Aft*B55'B40'F39' FK	70·4	38·7	London British 16*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 8Cy.23⅝"-35$\frac{7}{16}$" 1560NHP 2DB(*a*)*200lb* 2DB(*f*) *100lb* BremerVulkan,Vegesack	38 ″ 9 s 8 ″ 6½ 30 ″ 5¼	
23640	**F. N. P.** (*ex*GetåII, *ex*AktivI,*ex*Stjerne, *OilEng.* *ex*Angeline) *Mchy.Aft* 1*Dk*	362 286 204					1910	Zeeland Yard Hansweert	FabricaNacional dePapel	138·9 Q43'H35*t*	25·4	10·6	M.Video Uruguayan	Oil Engines 2S.C.SA 2Cy.14$\frac{13}{20}$"-16$\frac{3}{20}$" 79NHP KromhoutWorks,Ams.		
23641 214873 WOCN	**F. Q. Barstow** TwinSc *ss*N.Yk.2ndNo.3-4,41 ~~ssN.Yk.No.3-3,29~~ ~~ssN.Yk.No.2-37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	9003 — 5616	✠100A1 *Shelter dk* *withfreeboard* 10,41 ~~10,40~~ ~~BS4,41~~ ~~BS10,40~~ ✠LMC 4,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	NNs	*f*†	CL ~~s7,39~~ P10,40 s10,41	1917 4mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	StandardOilCo. ofNewJersey *CellDBuE&B59'184tf17'71tDTf54'673tFPT243tAPT127t*	500·0 FK	68·2	35·5	Wilmgton (Del.) Utd.States 19*BHptCem* (15 ,, *toUdk* 4 ,, *2nd*,,)	T.6Cy20½",35½"&60"-42"(*s*) 200lb 628NHP 3SB,*12cf*,GS213,HS8700 FD Newport NewsSB&DD.Co.	38 ″ 3 s10 ″ 0½ 28 ″ 6	
23642 204464 KJKB	**F. S. Loop** WoodSc (*ex*Steamer-37) *OilEng.* *Mchy.Aft* 1*Dk*	794 642 445					1907	Kruse& Banks Marshfield, Or.	~~MarineTradingCo.~~ Dr.W.J.RossCo.	193·0	39·0	13·6	~~L. Angeles~~ ~~Utd.States~~ SanPedro, Cal. Utd.States	Oil Engines 4S.C.SA 12Cy.5"-7" 29NHP NE17*refitted*37 AutoEngineeringWorks, St.Paul,Minn.		
23643 160720 MPKB	**F. V. Massey** *Mchy.Aft* 1*Dk*	1895 1705 1190					1929	Smith's DockCo.Ld. Middlesbro'	FooteTransitCo. Ld.	253·0 F31'	44·1	18·5	Middlsbro' British *WB*	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
23644 220687 KDGZ	**F. W. Abrams** (*ex*Nora-34) *ss*L.An.No.3-2,31 *Mchy.Aft* *ss*Gal.No.2-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* D.F. *Longitudinal framing*	9310 — 6894	✠100A1 *Shelter dk* *withfreeboard* 11,41 ~~1,41~~ ✠LMC MS7,38 BS~~10,40~~ 11,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	~~Gal~~ NYk	*d*†	CL 1,41	1920 10mo	New York S.B.Corp. Camden,N.J. A&CP	StandardOilCo. ofNewJersey *CellDBuE&B71'283tFPT229tAPT131t*	467·6	62·7	31·3 39·5 FK	Wilmgton (Del.) Utd.States 16*BHptCem* (2 *to Sh dk* 8 ,, *U* ,, 6 ,, *2nd*,,)	Q.4Cy.24",36",51"&75⅛"-51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkS.B Corp. Camden,N.J.	39 ″ 6 s10 ″ 3½ 29 ″ 5¾	
23645	**Fabio Filzi** *OilEng.* D.F. E.S.D. *Ref.Mchy.* GyC. *Longitudinal framing at decks*	6500	100A1 *withfreeboard* (*ClassContemplated*) NO LATER SURVEY REPORTED				1940	Cantieri RiunitiDell' Adriatico Monfalcone	LloydTriestino Soc.Anon.diNav.	463·9 F40'	62·3	25·4	Trieste Italian	Oil Engines 2S.C.DA 9Cy.25$\frac{3}{16}$"-45$\frac{11}{16}$" Cant.RiunitiDell'Adriatico		
23646 UNJW	**Fabritzius** (*ex*Saïda,*ex*Emmy Friederich,*ex*Antigone) *ss*Rot.No.3-9,20 *ss*Kel.No.2-29 1*Dk*(*Stl*)&*deep framing*	2434 2211 1456	✠ 8,29 ✠	Rot	*t*		1906 9mo	Craig, Tay- lor&Co.Ld. Stockton	U.S.S.R *Cell DBa94'uE18'f132'569tAPT86t*	306·1 P26'B186'F29' FK	44·3	19·7	Odessa Russian 5*BHCem*	T.3Cy.22",36"&59"-39" 239NHP 2SB,*6pf*,GS100,HS3924 N.E.MarineEng.Co.Ld.Sld	22 ″ 6	
23647 LCIY	**Facto** (*ex*Octo) 1*Dk*	1522 1319 883					1921	LarvikSlip &Værks.A|S Larvik	A/S D/S Facto (B.Stolt-Nielsen& Sönner A/S)	244·8 P64*t*H70*t*F5*t*	39·5	17·1	Haugesnd Norwegian *WB*	T.3Cy.18",29½"&49"-33" 138NHP LarvikSlip&VærkstedA/S		N
23648 LDUT	**Fagerborg** (*ex*Emil) *Mchy.Aft* 1*Dk*	398 285 192					1915	Johs.Berg Delfzijl	HansStoraas *Cell*	139·2 P60*t*F16*t*	23·5	11·4	Bergen Norwegian	T.3Cy.12⅗",20"&31½"-21$\frac{7}{10}$" 46NHP Johs.Berg,Delfzijl		G
23649 LDUU	**Fagerbro** 1*Dk*	994 862 572					1923	Hölens Verksted Larvik	D/SA/SFagerbro (Rob.Nilson&A. Nyquist)	214·2 P38*t*H62*t*	34·3	14·2	Oslo Norwegian *WB*	T.3Cy.15",25"&40"-27" 83NHP Swan,Hunter&Wigham Richardson,Ld Nwc		N
23650 LIYT	**Fagerfjell** *OilEng.* *Cruiser Stern* *ss*Osl.No.1-39 *Mchy.Aft* D.F. 2*Dks* *Longitudinal framing-bracketless system*	8072 7423 4758	✠100A1 ~~1,41~~10,41 DBS1,41 ✠LMC3,39 *CarryingPetroleum in bulk*	~~NOs~~ NYk	*c*†	CL 1,41	1935 6mo	Kockums M.V.Aktieb Malmö *Lloyd'sA&CP*	Akties.Dovrefjell (Olsen&Ugelstad, *Mgrs.*) *CellDBuE69'186tDTf36'535tFPT147tAPT168t*	461·6 P102'B37'F41' FK	59·8	34·6	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1162NHP 2DB*171lb* Kockums M.V.Akt.Malmö	34 ″ 7 s 7 ″ 5 27 ″ 4½	

1 No. in Book. / Official No. / Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofR.ofTradeCert
23651 LCIZ	**Fagersten** (*ex*FrithjofI) 1*Dk*	2342 2116 1412					1921	Eltringhams,Ld.WillingtonQuay	SkipsA/SAkershus (Rob.Nilson&A. Nyquist,*Mgrs.*)	290·0|44·0|20·8 P25'B88'F32'	Oslo Norwegian *WB*	T.3Cy.21",34½"&57"–39" 203NHP Eltringhams,Ld.		N
23652 5243 SLMA	**Fagervik** (*ex*Gloria,*ex*Rossija) *ss*Osc.2ndNo.3–5,27 *ss*Got.No.2–36 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	*1912* *1668* *1084*	✠100A1 5,39 MS12,35 ✠LMC BS4,39 (SEE FOOTNOTE *)	Rot	*r*	CL 5,39	1901 10mo	Osbourne,Graham&Co. Sunderland A&CP	RederiA/BNovator (E.Nilsson,*Mgr.*)	275·0|40·2|17·8 284·4 (O.L.) P34'B66'F29' FK *CellDBa*86'*uE*&*B*34'*f*108'491*t*	Nrrköpng Swedish 4*BHCem* *APT*45*t*	T.3Cy.20",32½"&53"–36"(*s*) 160lb 180NHP 2SB,4*pf*GS61,HS2865 N.E.MarineEng.Co.Ld.Sld	20 ″ 2 s2 ″ 7¾ 17 ″ 9	
23653 124004 GPQN	**Fair Head** (*ex*Zealand–35) *ss*Brs.No.3–2,40 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deepframing*	1719 1536 888	✠100A1 *Spar dk* 4,41 BS4,41 ✠LMC2,40	Bel	*r*	CL 2,40	1906 10mo	Barclay,Curle&Co.Ld Glasgow Lloyd'*sA&CP*	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*)	260·0|36·0|14·7 B73'F33' 22·2 FK&BK1½" *CellDBa*58'*uE*21'*f* 116'258*t* *FPT*	Belfast British 4*BHCem* 48*t APT*25*t*	T3Cy20½",34"&55"–42"(*r*) 180lb 247NHP 2SB,6*cf*,GS113,HS4288 Barclay,Curle&Co.Ld.Gls.	24 ″ 6 s3 ″ 7¼ 21 ″ 1¼	
23654 225957 KGCF	**Fairfax** Ⓟ *Ref.Mchy.* 4*Dks* *Fitted for oil fuel* D.F. GyC. *Longitudinal framing*	5649 — 3456					1926	NwprtNws S.B.&D.D.Co NewprtNews	Merchant&Miners Transptn.Co.	350·0|52·0|36·0	Baltimore Utd. States *WB*	T.4Cy.25",42½"&(2)54"-48" 40NHP NewportNewsSB&DD.Co.		R
23655 221143 KDPY	**Fairfield City** 2*Dks*3*trB* GyC. *Fitted for oil fuel*	5686 5082 3450					1921	Chickasaw S.B.&CarCo. Chickasaw	IsthmianS.S.Co.	424·2|56·2|26·5 P58'B&F350'	NewYork Utd. States *WB*	2 Steam Turbines DR geared to 1Sc. Shaft W&AFletcherHobokenNJ.		R
23656 161520	**Fairlake** 1*Dk*	1940 1634 1160					1929	Barclay,Curle&Co.Ld Glasgow	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·7|43·3|17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
23657 68808 CYLD	**Fairmount** (*ex*Metcalfe) *Mchy.Aft* 1*Dk*	1851 1652 1302					1923	Ayrshire DkydCo.Ld. Irvine	CanadaSteamship Lines,Ld.	252·0|43·1|17·3 F37'	Montreal British *WB*	T.3Cy.16",26½"&44"–33" 111NHP Bow,McLachln&CoLd.Psy		C
23658 161524	**Fairriver** 1*Dk*	1940 1634 1160					1929	Barclay,Curle&Co.Ld Glasgow	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·7|43·3|17·8 Q100'F35'	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
23659 96684 KJKD	**Fairview** Ⓟ Wood (*ex*StonyCreek, *ex*Huntingdon) 1*Dk*&*Saloon dk*	345 — 316					1903	R.Palmer &SonS.B.Co. Noank, Conn.	NewarkSteamboat Co.	120·4|28·0| 9·8	Newark N.J. Utd. States	C.2Cy.15"&30"–24" 37NHP J.W.Sullivan,NewYork		
23660 148300 GLYW	**Fairwater** *ss*Bkn.No.2–36 1*Dk*(*Stl*)	4108 3929 2604	✠100A1 ~~7,41~~ ~~10,40~~ 11,41 Examined 7,41 MS10,36 ✠LMC BS~~9,40~~11,41	~~Bry~~ Hpl Gls	*x*	CL 10,40	1928 8mo	R.Thompson&Sons,Ld. Sunderland Lloyd'*sA&CP*	FairwaterShippingCo.Ld.	380·2|53·1|24·1 391·9(O.L.) P34'B230'F36' FK *CellDBa*&*uE*149'*f*163'1065*t*	Cardiff British 6*BHCem* *APT*135*t*	T.3Cy.25",41"&68"–48" 180lb 376NHP 3SB,9*cf*,GS165,HS6174 N.E.MarineEng.Co.Ld.Sld	26 ″ 6 s3 ″ 7¾ 23 ″ 0¾	
23661 142470 MJBV	**Falavee** K *ss*Bel.No.3–5,30 *ss*Bel.No.2–38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	338 245 120	✠100A1 4,41 MS2,38 ✠LMC BS10,40	Bel	*e*	CL 4,41	1918 4mo	A.Jeffrey&Co.Ld. Alloa Lloyd'*sA&CP*	Howdens,Ld.	136·9|23·2| 9·8 *24·3* Q49'B10'F27' FK *FPT*50*t*	Belfast British 3*BHCem* *APT*10*t*	C.2Cy.16½"&36"–27" (*s*) 135lb 75RHP 1SB,3*pf*,GS47,HS1370 A.Jeffrey&Co.Ld.Alloa	10 ″ 9 s ″ 6¾ 10 ″ 4	
23662 218427 KIND	**Falcon** (*ex*RockIsland) 2*Dks* *Ref.Mchy.* *Fitted for oil fuel*	2966 2459 1760	✠ ... 11,20 ✠				1919 7mo	ThePusey &JonesCo. Wlmgtn, Del.	GraceLine,Inc.	300·0|44·1|22·9 P37'B76'F29' FK	Wilmgton (Del.) *WB* Utd. States	T.3Cy.19¾",31½"&54¼"–36" 332NHP Pusey&JonesCo.Wlmngtn	25 ″ 0	R †
23663 149946 MNXL	— *ss*Lon.No.3–12,40 *Ref.Mchy.* 1*Dk*&*Shelter dk* E.S.D. *CruiserStern*	1025 641 433	✠100A1 *withfreeboard* 12,40 ~~7,40~~ BS12,41 ✠LMC12,40 Lloyd'sRMC~~12,40~~10,41	Lon	*n*	CL 7,40	1927 11mo	AilsaS.B.Co.Ld. Troon Lloyd'*sA&CP*	GeneralStm.Nav. Co.Ld.	213·9|35·7|11·6 19·6 B40' FK *CellDB*176'220*t* *FPT*22*t APT*15*t*	London British 5*BHCem* (3 to *Sh dk* 2 „ *2nd* „)	T3Cy.17½",28½"&47"–30"(*s*) 200lb 196NHP 2SB,6*cf*,GS121,HS3780 AilsaS.B.Co.Ld.Troon	13 ″ 9 s ″ 2 13 ″ 8¼	
23664 DAMU	**Falk** 1*Dk*	1459 1027 853					1911	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·9|36·4|15·0 Q75'B101'F25'	Stettin German *WB*	T3Cy$16\frac{9}{10}$"$27\frac{3}{5}$"&$43\frac{3}{10}$"–$31\frac{1}{10}$" 104NHP StettinerOderwerke		G
23665 DOBY	**Falke** (*ex*Düsseldorf,*ex*Poldorf, *ex*Düsseldorf, *ss*Wsm.No.1–14 *ex*Toreador) Sub.Sig. 1*Dk*(*Stl*) D.F.	997 832 480	✠ 1,17 ✠	Gst	*o*		1909 8mo	Bremer Vulkan Vegesack	ArgoReederei RichardAdler&Co.	239·3|33·4|12·7 P27'B&F186' FK *CellDBa*69'*uE*15'*f*102'284*tFPT*	Bremen German 4*BHCem* 32*t APT*42*t*	T.3Cy.15⅜",$25\frac{19}{32}$"&$43\frac{5}{16}$"–29½" 160HP 2SB,4*cf*,GS84,HS3014 BremerVulkan,Vegesack	14 ″ 9	G †
23666 LDSN	**Falkefjell** TwinSc *OilEng.* D.F. *Mchy.Aft* *ss*HKg.No.2–38 *CruiserStern* 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing–bracketless system*	7927 7338 4603	✠100A1 ~~7,41~~ ~~9,40~~ 11,41 DBS~~7,39~~ 7,41 ✠LMC3,38 *CarryingPetroleum in bulk*	~~Syd~~ Sba	*c*†	CL ~~8,38~~ 6,41	1931 4mo	Kockums M.V.Aktieb. Malmö Lloyd'*sA&CP*	Akties.Falkefjell (Olsen&Ugelstad)	462·0|59·7|34·3 P105'B39'F41' FK *CellDBuE*65'242*t* *DTf*36'540*t* *FPT*148*t APT*241*t*	Oslo Norwegian 16*BHptCem* (10 *to Udk* 6 „ *2nd*„)	Oil Engines 4S.C.SA 16Cy.$22\frac{7}{16}$"–39⅜" 778NHP 2DB171*lb* KockumsM.V.Akt.Malmö	34 ″ 7 ~~s8 ″ 9½~~ ~~26 ″ 0~~ s7 ″ 5¼ 27 ″ 4¼	
23667 577 SFWI	**Falken** (*ex*Orion–34,*ex*Falken) *ss*Hbg 4thNo.3–4,39 *Well deck* 1*Dk*(*Irn*)&*Webframes* *Cargo battens not fitted*	*1303* *1014* *697*	✠100A1 4,42 ~~10,40~~ BS~~10,40~~ 11,41 ✠LMC4,39	~~Got~~ Hbg	*o*	OG 1,40	1893 5mo	Craig,Taylor&Co. Stockton A&CP	RederiA/BFalken (N.M,Thore,*Mgr.*)	237·0|34·5|15·3 243·4(O.L.) Q89'B58'H65*t*F29' FK *CellDB*190'273*tFPT*109*t*	Jonstorp Swedish 4*BHCem* *APT*100*t*	T.3Cy.18½",30"&49"–33"(*s*) 160lb 136NHP 2SB,4*pf*,GS68,HS2000 N.E.MarineE.Co.Ld.Sld.	17 ″ 9 s1 ″ 7 16 ″ 4	
23668 OXME	— Ⓟ 1*Dk*	369 253 159					1911	Helsingörs Jernsk&Msk. Elsinore	Det.Forenede DampskibsSelsk,	160·9|26·1| 9·6 P96'F24'	Rudköbing Danish *WB*	T.3Cy.13½",22"&36"–24" 63NHP HelsingörsJernsk.&Mskb.		V
23669 5115 SEAW	— Sp *Mchy.Aft* 1*Dk*	*368* *286* *173*					1910	LindholmensM.V. Gothenburg	ÅngbåtsA/B Hallands(Harry Trapp,*Mgr.*)	145·3|24·7|11·2 P44'F21'H8*t*	Gothenbrg Swedish *WB*	T.3Cy.12",20"&33"–21" 50NHP LindholmensM.V.Got.		V
23670 DOCR	**Falkenberg** (*ex*Cavalla–39, *ex*Frankfurt) 2*Dks*	1570 1413 954					1912	Bremer Vulkan Vegesack	Aug.Bolten,Wm. Miller'sNachfl.	260·5|37·1|19·5 B69'F33'	Hamburg German *WB*	T.3Cy.23⅗",38⅕"&61⅘"–$41\frac{3}{10}$" 245NHP BremerVulcan,Vegesack		G

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Macn.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
23671 DOFM	**Falkenfels** Sub.Sig. *2Dks*	6318 5812 3852					1921	Act.Ges. "Weser" Bremen	DeutscheDmpfs-fahrts.Ges.Hansa	431·6 P64'B135'F52'	56·4	30·4	Bremen German	T.3Cy.29$\frac{5}{8}$",47$\frac{5}{16}$"&76$\frac{7}{16}$"–54"&L.P turbine 607NH A.G."Weser,"Bremen		G
23672 3453 SEBG	**Falkvik** (*ex*Nordstjernan) 1*Dk*	*1216* *1031* *631*					1899	Howaldts-werke Kiel	RederiAktieb. Falkvik(Th. Carlsson)	236·8 Q17'B64'H86*t*F23'	35·2	15·9	Sölvesborg Swedish *WB*	T.3Cy.17",27½"&43½""–24¾" 95NH Howaldtswerke,Kiel		VL
23673 219654 KJKE	**Falmouth** (*ex*LakeFloravista) 1*Dk2trB* Sub.Sig. *Fitted for oil fuel*	2606 2261 1612	✠ ... 10,20 ✠				1920 4mo	McDougall DuluthCo. Duluth, Minn	EasternS.S.Lines, Inc.	251·0 P25'B64 F20 FK	43·7	25·8	Portsmth, N.H. *WB* Utd. States	T.3Cy.21",35"&59"–42" 352NH McDougallDuluthCo.	28 ″ 2	R †
23674 7226 SEOA	**Falsterbo** *OilEng.* *ss*Got.No.3–2,39 1*Dk*(*Stl*)	*4085* 3651 2353	✠100A1 ~~11,40 7,40 8,41~~ 2,42 ✠LMC CS2,39 DBS3,41 2,39	Lon ~~N.Y.~~Cal	*w*	CL ~~2,39~~ 10,40	1925 9mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP* *Inter*	Angb.Aktieb Ferm (T.E.J:son Broström,*Mgr.*) *mediateBHinafter*	349·5 365·0(O.L.) P31'B120'F35' FK *hold dispensed with* *CellDB*297' 972*tFPT*	50·6	25·3	Krstnhmn Swedish 5*BHptCem* 55*tAPT*40*t*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NH DB80*lb* EriksbergM.V.Aktieb.Got	28 ″ 0 s 4 ″ 10 23 ″ 3½	
23675 170 IMWJ	**Famiglia** (*ex*Wylam,*ex*Zorroza, *ex*Wylam) *ss*Nap.2ndNo.3–10,13 *Beams&CellDBIrn*1*Dk*(*Irn*)	813 651 496	✠ 2,20 ✠	Nap	*l*		1888 6mo	Sunderlnd S.B.Co.Ld. Sunderland	AlfioNapoli	217·4 209·8 Q103'B15'F22' BK8" *Cell*	30·1	13·5	Catania Italian 4*BHCem* *DB*163'207*t*	T.3Cy.16¾",26"&43"–30" 99NH 1SB,3*cf*,GS51,HS1498 N.E.MarineEng.CoLd.Sld	15 ″ 9	I †
23676 918 IMXF	**Famiglia Merica** WoodAux (*exSailingVessel* MaddalenaBeraldo–35) 3MstSr *OilEng.* 1*Dk2trB* (*See Sailing Ship Register*)	443 415 313					1920	M.Tappani Chiavari	ErnestoLena	151·7 136·1 P29'F13'	30·2	15·4	Genoa Italian	Oil Engines 2S.C.SA 4Cy.10¼"–17¾" 73NH E*made&fitted*–36 Soc.An.FiatS.G.M.Turin		I
23677 LKGR	**Fana** 1*Dk&Shelter dk* *Cruiser Stern* *Fitted for oil fuel*	1375 1104 760					1939	Nylands Verksted Oslo	SkibsA/SVilhelm TorkildsensRederi (V.Torkildsen, *Mgr.*)	250·9	41·3	14·8	Bergen Norwegian *WB*	C2Cy16¾"&33$\frac{7}{16}$"–33$\frac{7}{16}$"&LP turbine with DR gearing & hydraulic coupling 54NH Nylands Verksted, Oslo		N
23678 168503 GNQQ	**Fanad Head** D.F. E.S.D. 1*Dk&Shelterdk* *CruiserStern*	5038 4432 3002					1941	Harland& Wolff,Ld. Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons,Ld. *Mgrs.*)	407·3 P25'F37'	58·9	24·8	Belfast British *WB*	T.3Cy.22",37"&61"–45"&LPturbine with SR gearing & chain drive Harland&Wolff,Ld.Bel.		
23679 DCCU	**Fanal** (*ex*Rhenus-24) 1*Dk*	540 516 299						....	Ivers-Linie,Kommandit Ges. (Paulsen&Ivers,*Mgrs.*)	187·7 H–	23·1	13·4	Kiel German *WB*	C.2Cy.13"&30"–12" 26NH P.vanSmit,Jr.Rotterdam		G
23680 LJOL	**Fanaraaken** Ⓟ 2*Dks&Shelterdk* *CruiserStern*	590 284 346					1937	A/SBergns Mek.Værks Bergen	Fylkesbaatane i Sogn&Fjordane	157·1	26·5	13·2 20·2	Bergen Norwegian *WB*	C.4Cy.(2)11$\frac{5}{8}$"&(2)27$\frac{3}{16}$"–25$\frac{3}{16}$" 62NH FredrikstadM.V.A/S Fredrikstad		
23681 LDVC	**Fanefjeld** D.F. 1*Dk*	1354 1179 766					1920	C.Van der Giessen& Zonen Krimpen a/d Ysel	D/SA/S Storfjeld (H.Grieg Martens,*Mgr.*)	239·7 P51*t*H74*t*F16*t*	36·2	16·2	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"–36" 126NH Pannevis&Zoon,Utrecht		N
23682 146 SVPU	**Faneromeni** (*ex*Thetis,*ex*Rooke, *ex*Slawentzitz) *ss*Pir.2ndNo.3-10,33 *ss*Pir.No.1–38 1*Dk*(*Stl*)2*trB&deep framing & Web frames*3*Dk rule* *Cargo battens not fitted*	3404 3192 2130	✠100A1 11,41 ~~10,39~~ BS11,39 ✠LMC10,38	~~Cff~~ PNl	*v*	CL 10,39	1908 1mo *Lloyd*	Chant. Nav Anversois Hoboken '*sA&CP*	N.Th.Bulgaris	345·9 P31'B180'F31' FK *CellDBa*1	48·1	23·0	Andros Greek 6*BHCem* 08'*uE&B*42	T.3Cy.24",40"&66"–45" (*s*) 180lb 320NH 3SB,9*cf*,GS129,HS4986 N.E.MarineEngCo.Ld.Sld *t*152'788*tFPT*108*tAPT*81*t*	25 ″ 7 s3 ″ 2½ 22 ″ 6½	
23683 241 IBOL	**Fanny Brunner** *ss*Tri.No.3–7,37 2*Dks*(*Stl*)	2366 1944 1409	✠100A1 3.40 ✠LMC MS11,37 BS7,39 NO LATER	Pla SURV	*s* EY	CL 7,39 REPO	1925 10mo *Lloyd* RTED	Cant.Nav. Triestino Monfalcone '*sA&CP*	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	303·5 290·0 P27'B97'F31' FK *CellDB*251'452*t*	41·7	20·6	Trieste Italian 5*BHCem* *APT*10*t*	T.3Cy.20¼",34⅝"&55$\frac{15}{16}$"–36" 200lbHS4137 FD (*s*)279NH 1SB&1Aux.SB,5*cf*,GS97 StabilimentoTecnico,Tri	22 ″ 9 s 3 ″ 0 19 ″ 10⅜	
23684 167462 GLDT	**Fanö** D.F. 1*Dk*	1889 1691 1096					1922	DeHaan& Oerlemans Heusden	Ministry of War Transport(W.A. Souter&Co.Ld. *Mgrs.*)	268·1 P24'B69'F25'	42·2	17·9	London British *WB*	T.3Cy.20",32"&51½"–35½" 159NH N.V.BurgerhoutsM&S,Rot		VL
23685 147598	**Fantiman** TwinSc 1*Dk*	647 492 402					1924	LythamSB &Eng.Co.Ld. Lytham	UnitedAfricaCo. Ld.	180·0 P38'B62'F26'	32·1	10·7	London British *WB*	T.6Cy.11",17¼"&29"–22" 84RHP LythamS.B &Eng.Co.Ld.	11 ″ 3	
23686 LDVF	**Fantoft** 1*Dk*	964 1680 555					1921	Pusnæs Stob.&M.V Arendal	RasmusF.Olsens RederiA/S(R.F. Olsen)	210·6 P37*t*Q76*t*B73*t*H49*t*	33·2	13·7	Bergen Norwegian *WB*	T.3Cy.15",25"&40"–30" 88NH PusnæsStob&MV.Arendal		N
23687 LCVU	**Far** (*ex*Ravnefjell–37) D.F 1*Dk*	2475 2191 1420					1921	ForthS.B. Co.Ld. Newcastle	A/S Skibsfart (Jac.Salvesen, *Mgr.*)	295·5 P86*t*H255*t*	43·7	22·5	Farsund Norwegian *WB*	T.3Cy.20½",33"&54"–39" 182NH G.T.Gray&Co.Ld.S.Shl.		N
23688 145696 MKSX	**Farfield** 3Mst *ss*Bkn.No.3–4,34 *ss*Bkn.No.1–39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	468 321 192	✠100A1 2,41 BS10,40 ✠LMC7,39	Cff	*g*	CL 2,41	1921 7mo *Lloyd*	Cook,Welt'n&Gemmell Ld. Beverley '*sA&CP*	Coppack Bros.&Co.	152·0 Q86'B9'F25' FK *FPT*48*t*	25·2	10·8	Chester British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"–24" (*s*) 180lb 85RHP 1SB,3*pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8½ 11 ″ 11	
23689	**Farida** (*ex*Kotkas–41,*ex*Oise, *ex*WarTimiskaming) 1*Dk*	2160 1805 1263					1919	PolsonIron Works,Ld. Toronto	Mrs.M.Krönström&others	251·0 P25'B68'F20'	43·5	22·1	Panama Pnamanian *WB*	T.3Cy.20½",33"&54"–36" 188NH PolsonI.W.Co.Ld.Toronto		V

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
23690 7593 SFTR	**Fårösund** Ⓟ (*ex*Norrköping-38) *ss*Skm.No.2-38 1*Dk*(*Stl*) *Strengthened for navigation in ice*	537 291 322	✠100A1 7,41 ~~3,41~~ BS~~6,40~~ 7,41 ✠LMC2,38	Skm	*g*	CL 3,41	1930 1mo *Lloyd*	Hlsingbrgs Varfs&Svets-ungsAktieb. Helsingborg *'sA&CP*	SliteCement-och KalkA/B	142·6 Q44'B&F94' BK6½" *CellDBuE* 18'*f*28'60*t FPT*11*t*	26·9	12·0	Slite Swedish 4*BHCem* *APT*11*t*	T.3Cy$12\frac{3}{16}$",$20\frac{31}{32}$"&32¼"-24" 200lb (*s*) 84NH 1SB,2*cf*,GS52,HS1620 FD HelsingborgsVarfs& SvetsningsA/B	19″8 s7″5 13″0½	
23691 161526 VCFG	**Farrandoc** *Mchy.Aft* 1*Dk*	1925 1627 1143					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	PatersonSteamships,Ld.	252·9 Q100'F35'	43·4	17·8	Ft William British *WB*	T.3Cy.15",25"&40"-33" 92NH Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
23692	**Farrapo** TwinSc *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2926 2629 1694	✠100A1 1,42 ~~✠LMC12,37~~ ~~✠Lloyd'sRMC1,41~~	Rio	*u*	OG	1937 12mo *Lloyd*	NVSchpsb. enMachfab. "DeKlop" Sliedrecht *'sA&CP*	LloydBrasileiro	322·5 336·3(O.L.) P33'B90'F30' FK *CellDB*238'647*t FPT*	47·4	21·3	R.Janeiro Brazilian 6*BHCem* 66*tAPT*88*t*	Oil Engines 2S.C.SA 14Cy.13¾"-23⅝" 463NH Gbr.Stork&CoNVHengelo	24″0 ~~s3″8~~ ~~20″5½~~	
23693 DORO	**Fasan** *Ref.Mchy.* D.F. 2*Dks*	1275 848 622					1936	Howaldtswerke A.G. Kiel	Argo-Reederei RichardAdler &Co.	245·2 P44'B&F195' *Upr.*B71'*Upr.*F30'	38·5	12·4	Bremen German *WB*	C.2Cy.$17\frac{11}{16}$"&$35\frac{7}{16}$"-$35\frac{7}{16}$"& LPturbine withDRgearing &hydraulic coupling DeutscheSchiff.u Mschb.A.G.Weser,Bmn 116NH		G
23694 160191 GNRD	**Fastnet** Ⓟ *Ref.Mchy.* 2*Dks*	1415 1045 582					1928	CaledonS. B.&E.Co.Ld Dundee	ClydeShippingCo. Ld.	249·8	37·2	17·2	Glasgow British *WB*	T.3Cy.20",33"&53"-39" 175NH CaledonSB.&E.Co.Ld.Dun		C
23695 CSCH	**Fatima** WoodAux3MstSr (*ex*Algarve5°-35, *ex*SailingVessel) *OilEng* 1*Dk* (*See Sailing Ship Register*)	331 316 252					1923	J.P.de Sousa Portimão	JoséBrazAlves	135·7	32·5	11·6	Faro Portuguese	Oil Engines 2Cy.15⅜"-$16\frac{1}{16}$" *Emade&fitted*35 A/S Volund,Copenhagen		
23696 154085 MBKW	**Fatshan** Ⓟ TwinSc 2*Dks* *CruiserStern*	2639 863 1575					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	241·0	45·7	10·9	London British *WB*	T.4Cy.16",25"&(2)29"-18" 71NH TaikooD.&E.Co. ofH.Kg.Ld.H.Kg		
23697 PEBE	**Fauna** 1*Dk&Shelter dk*	1254 1081 728					1912	N.V.Werf Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats.NV	251·5	36·2	16·0	Amstrdam Dutch *WB*	T.3Cy.19½",31"&50"-36" 150NH Maats.Fyenoord,Rot.		VL
23698 394 IMXN	— Iron *ss*Liv.3rdNo.3-10,17 *ss*Gen.No.2-26 (*ex*FratelliTesta-32,*ex*Palmaria, *ex*Dubrovnik,*ex*King'sLynn) 1*Dk*2*trB*	575 450 334	✠ ... 1,30 ✠				1880 8mo	R.Craggs& Sons Middlesbro'	E.Milano&Co.	187·5 180·6 Q88'B11'F23' BK7½"	25·6	13·7	Trieste Italian *WB*	C.2Cy.23½"&44"-30" 93NH Blair&Co.Ld.Stockton	14″10	I †
23699 159510 MPMQ	**Faunus** (*ex*Selene-39) TwinSc *OilEng* *Mchy.Aft* *ss*Rot.2ndNo.3-5,33 D.F. *ss*Ams.No 1-36 2*Dks*(*Stl*)&*Web frames*	3800 3339 2706	✠100A1 5,41 ~~4,40~~ Examined 5,41 DBS6,41 ✠LMC12,36 *CarryingPetroleum in bulk*	~~Suz~~ Sus	*v*	CL 4,39	1914 6mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee *'sA&CP*	Anglo-Saxon PetroleumCo.Ld.	344·8 P73'F34' FK *CellDBuE* 44'56*tFPT*70*tAPT*37*tDTf*32'234*t*	46·2	25·5	London British 14*BHCem* (11 *to Udk* 3 „ 2*nd* „ *only*)	Oil Engines 4S.C.SA 12Cy.20½"-$35\frac{7}{16}$" 488NH DB*120lb* Ned.Fab.&Werk.Ams.	27″7 s4″11¼ 22″9¾	
23700 146179 VPDR	**Fausang** *ss*Shi.No 3-4,34 E.S.D. *ss*H.Kg.No.1-38 2*Dks*(*StlU*-teaks)	2256 1861 1232	✠100A1 5,41 ~~4,40~~ BS~~4,40~~ 5,41 ✠LMC6,38	HKg	*s*	CL ~~5,39~~ 5,41	1921 11mo *Lloyd*	Dunlop, Bremner& Co.Ld. Pt.Glasgow *'sA&CP*	IndoChinaStm. Nav.Co.Ld.	285·0 299·0(O.L.) P33'B104'F38' FK *CellDB*237'489*tDTa* 20'278*t FPT*	42·6	20·0	HongKong British 4*BHCem* 33*tAPT*46*t*	T.3Cy.21",34"&47"-42" (*s*) 180lb *100lb* 298NH 2SB,6*cf*,GS105,HS4435 FD Dunlop,Bremner&Co.Ld.	22″3 s2″8¾ 19″11	
23701 220[illegible] ICA[illegible]	**Fausto** (*ex*Nedon-38, *ex*Heathfield,-33,*ex*Briarwood, *ex*WarMallow) 1*Dk* *Now "Maldonado," see No. 37626 in Supplement*	5285 4773 3498					1919	Ropner& Sons,Ld. Stockton	HugoTrumpy	413·1 402·0 P49'B113'F40'	52·3	28·4	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 490NH Blair&Co.Ld.Stockton		I
23702 163558 MBBT	**Fauvette** TwinSc *OilEng.* *ss*Lon.No.1-39 *Mchy Aft* 1*Dk&Shelter dk* E.S.D. *CruiserStern*	614 410 218	✠100A1 *withfreeboard* 4,42 ~~5,40~~ ✠LMC8,38	~~Lon~~ Gib	*k*	CL 7,39	1935 1mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	GeneralStm.Nav. Co.Ld. *DB in ER*11*t*	183·2 *DTf*10'45*t FPT*31*tAPT*46*t*	33·7 34·7	10·7	London British FK 3*BHptCem* (*Coll to Shdk* 2 „ 2*nd* „)	Oil Engines 2S.C.SA 10Cy.13⅜"-$22\frac{7}{16}$" 312NH BritishAuxiliaries,Ld.Gls.	11″9 s″2 11″8	
23703	**Fauzon** D.F. 1*Dk&Shelter dk*	4376 3889 2553	✠100A1 *withfreeboard* 12,41 ~~2,41~~ ✠LMC12,38	Msl	*z*	CL 12,41	1938 12mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'sA&CP*	Cie.deNavigation d'Orbigny	410·8 425·1(O.L.) F37' FK *CellDB*354'1024*t FPT*108*t*	55·0	22·7	La Rochlle French 7*BHCem* (*Coll to Shdk* 6 „ 2*nd* „) *APT*107*t*	T.3Cy.24½",42"&70"-48"(*s*) 220lb 553NH 3SB,9*cf*,GS172,HS8220 FD Cen.Mar.E.Wks, (W.Gray&Co.Ld.)W.Hpl.	25″0 s2″3½ 23″0¾	
23704 LKKB	**Favør** Now sailing as "Ste.Rosaline" 2*Dks* *CruiserStern*	1323 1059 709					1940	Langes'nds MekVerkA/S Langesund	S.UgelstadsRederi A/S(S.Ugelstad, *Mgr.*)	251·2	41·7	14·8	Oslo Norwegian *WB*	C.2Cy.$16\frac{11}{16}$"&33½"-33½"& LTturbine with DRgearing &hydraulic coupling Langesund's MekVerk A/S		N
23705 1864 IBTR	**Favorita** (*ex*Kossuth-33) *ss*Tri.No.3-4,19 D.F. *ss*Shl.No.2-27 1*Dk*2*trBWebframes&deepframing*	3576 3326 2228	✠ ... 3,32 ✠				1906 8mo	R.Craggs& Sons,Ld. Middlesbro'	I.N.S.A.(Industrie NavaliSoc.Anon.)	349·8 P31'B100'F33' FK	49·8	23·0	Genoa Italian *WB*	T.3Cy.23½",39"&66"-45" 322NH N.E.MarineEngCo.LdNwc	25″10	I †
23706	**Favorita Clara Primera** TwinSc (*ex*Jupiter,*ex*Tillie Godmann,*ex*Longston, *ex*FavoritaClara) *ss*Cff.No.3-4,18 *ss*Npt.No.1-21 1*Dk*	460 — 262	... 2,24				1907	G.Seebeck Akt.Ges. Bremerhaven	Viuda deSantiago Ferrandoe Hijos	154·0 P15'B37'F21' BK6½"	29·7	11·5	Bns.Aires Argentine *WB*	C.4Cy.11"&20"-15¾" 26NH G.SeebeckA.G.Bremerhvn	11″7	
23707																

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
23708	**Favorito Don Santiago** TwinSc 1*Dk*	498 — 284					1911	G.Seebeck Akt.Ges. Weser- münde-G.	Viuda deSantiago Ferrando eHijos	164·0	31·2	12·1	Bns.Aires Argentine *WB*	C.4Cy.$14\frac{3}{4}$"&$22\frac{4}{5}$"–$15\frac{3}{4}$" 34NHP G.SeebeckA.G. Wesermünde-G.		
23709	**Favorito Santos Cosme y Damian** (*ex*Marga, *ex*Rochefort,*ex*Belgica,*ex*Alemania, *ex*Kurt) TwinSc 1*Dk*	490 — 279					1898	J.C.Teck-lenborgA.G. Weser- münde-G.	Vidua deSantiago Ferrando eHijos	204·0 B20'F24'	32·4	9·7	Bns.Aires Argentine *WB*	T.6Cy.$10\frac{1}{4}$",$16\frac{1}{2}$"&$26\frac{3}{4}$"–18" 61NHP J.C.Tecklenborg AGWsm.		
23710 128889 MGCJ	**Faxfleet** *ss*Goo.No.3–10,28 *ss*Goo.No.2–37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	863 588 425	✠100A1 8,41 ~~3,41~~ ✠LMC MS6,37 BS3,41	~~Hul~~ Goo	*k*	2,41	1916 6mo *Lloyd*	JFullerton &Co. Paisley '*sA&CP*	OuseS.S.Co.Ld. (A.W.Atkinson, *Mgr.*) *Cell*	195·1 Q99'B11'F24' FK *DBf*116'195*t FPT*	31·1	11·6	Goole British 3*BHCem* 57*t APT*45*t*	T.3Cy.16",26"&44"–33" (*s*) 180lb 96RHP 2SB,4*pf*,GS72,HS2246 Ross&Duncan,Glasgow	14 " 3 s 4 " $9\frac{3}{4}$ 13 " 7	
23711 207345 WEDF	**Fayette Brown** (*ex*Charles L. Hutchinson) Sub.Sig. *Mchy.Aft* D.F. GyC. 1*Dk*	6377 — 4860					1910	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	504·0 *WB*	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy,$23\frac{1}{2}$",38"&63"–42" 257NHP AmericanS B.Co. Clevelnd		R
23712 160703	**Fealtie** *OilEng.* 1*Dk*	351 282 271					1928	N.V.Indus-trieeleMaats. DeNoord Alblasserdam	MedwayOil& StorageCo.Ld.	152·7	24·2	8·9	Rochester British *WB*	Oil Engines 4S.C.SA 3Cy.11"–$17\frac{11}{16}$" 35NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
23713 DHLO	**Fechenheim** (*ex*Hessen-35) 4Mst D.F. E.S.D. *Ref.Mchy.* Sub.Sig. 2*Dks*	8116 7397 4887					1922	Bremer "Vulkan" Vegesack	Unterweser ReedereiA.G.	468·7 P55'B224'F41'	58·3	32·7	Bremen German *WB*	T.3Cy.$32\frac{1}{4}$",$52\frac{3}{4}$"&$86\frac{5}{8}$"–$55\frac{1}{8}$" 560NHP BremerVulkan,Vegesack		G
23714 127452 MPLL	**Feddy** (*ex*Newburn,*ex*Sirius,*ex*Peter Pan,*ex*Harlingen) D.F. 1*Dk*	938 829 546					1909	Osbourne, Graham&Co. Sunderland	Ministry of War Transport (Wm. Cory&Son,Ld. *Mgrs.*)	210·0 P16'B65'F24'	33·2	14·1	London British *WB*	T.3Cy.16",27"&44"–30" Richardsons, 106NHP Westgarth&Co.Ld.Sld		C
23715 512 IBJU	**Fede** Now "Poza Rica," *see No.* 38053 *in Supplement* D.F. E.S.D. *OilEng.* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing at bottom& at deck*	7884 — 4459					1938	Cantieri RiunitiDell' Adriatico Trieste	AchilleLauro	483·3 465·2 P93'B47'F48	59·2	33·8	Naples Italian *WB*	Oil Engines 2S.C.SA 8Cy.$26\frac{3}{4}$"–$43\frac{5}{16}$" 1000NHP Soc. An"Fiat"S.G.M.Turin		I
23716 130908 KDWY	**Federal** (*ex*Northwestern) 1*Dk&Spar dk* D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying oil fuel in bulk*	2881 2482 2159					1901	Chicago S.B.Co. Chicago	~~Petroleum~~ ~~NavigationCo.~~ American RepublicsCorp	303·2 len22	42·2	23·2	Wilmington, Del. Utd.States *WB*	T.3Cy.20",33"&54"–40" 184NHP ChicagoS.B.Co.		V
23717 1730 IMYF	**Federico** (*ex*Ilos,*ex*Emmapark) 2*Dks*	1466 1304 865					1920	Bremer Vulkan Vegesack	G.Costa fu Andrea	247·3 238·2	33·9	19·4	Genoa Italian *WB*	T.3Cy.$16\frac{1}{3}$",$26\frac{3}{5}$"&$44\frac{1}{10}$"–$29\frac{1}{2}$" 106NHP BremerVulkan,Vegesack		I
23718 1213 CBFS	**Federico Schwager** (*ex*Jutland, *ex*MaindyBridge) *ss*Vpo.No.3–5,33 *ss*Vpo.No.2–40 1*Dk*(*Stl*)	2593 — 1569	✠100A1 3,42 ~~8,40~~ BS8,41 ✠LMC7,40	~~Tal~~ Vpo	*t*	CL ~~2,39~~ 3,42	1920 9mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow '*sA&CP*	CiaCarbonifera y deFundicion Schwager *C*	299·8 P25'B85'F34' FK *ellDB*255'602*tFPT*	45·1	20·2	Valparaiso Chilian 5*BHCem* 61*tAPT*89*t*	T.3Cy.$22\frac{5}{16}$",$35\frac{3}{4}$"&$59\frac{3}{8}$"-39" 180lb *100lb* (*r*) 266NHP 2SB,6*cf*,GS123,HS4502 ClydeS.B.&E.Co.Ld.P.Gls	22 " 6 s 3 " 4 19 " 6	
23719 YTBF	**Federiko Glavic** *ss*Spt.No.3–5,37 1*Dk*(*Stl*)*Shelter dk*(*Stl*) *3rd dk in No.1hold* *Now* "Radport," *see No.* 38305 *in Supplement*	*5269* *4899* *3286*	✠100A1 *withfreeboard* 10,40 ✠LMC MS5,37 BS2,40	NNs	*a*†	CL 2,40	1925 2mo *Lloyd*	Workman, Clark&Co.Ld Belfast. '*sA&CP*	Dubrovacka PlovidbaA.D. *CellDB*369'1484*t*	420·6 F38' FK *APT*131*t* (	54·7	25·0	Dubrovnik Yugoslav 7*BHptCem* *Collto Sh dk* 6 ,, 2nd ,,)	T.3Cy.$25\frac{9}{16}$",$42\frac{1}{2}$"&70'-51" 180lb (*s*) 484NHP 3SB,9*cf*,GS177,HS7104 FD Wrkman,Clark&Co.Ld.Bel	28 " 7 s 3 " $7\frac{3}{4}$ 25 " $1\frac{3}{4}$	
23720 171162 MBZJ	**Federlock** (*ex*Federal-38) *ss*Osa.2ndNo.3–5,38 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6607 5614 3921	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~5,40~~ BS5,41 ~~BS5,40~~ ✠LMC5,38	Smk	*z*	CL ~~5,38~~ 5,41	1918 11mo	Federal S.B.Co. Kearney,N.J.	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*) *CellD*	397·0 P'45'B110'F38'*on* *Shelter dk* FK *B*331'1512*t FPT*18	55·2	31·1	Shanghai British *Cem* 7*BHtoWdk* 7*t APT* 175*t*	DR geared steam turbine 210lb (*s*) 619NHP 3SB(Spt),9*cf*.GS175, HS8934 FD GeneralElectricCo. Schenectady,N.Y.	34"11 s7"$10\frac{3}{4}$ 27"$2\frac{3}{4}$	
23721 UNYZ	**Fedor Litke** TwinSc (*ex*Canada,*ex*EarlGrey) (*Icebreaker*) *ss*Nwc.No.3–11,18 2*Dks*(1*DkStl*–ws &*UptStl*–ws)3*trB*	2216 1668 375	✠ 7,21 ✠	Shl	*t*		1909 8mo	Vickers,Ss. &Maxim,Ld. Barrow *CellDBu&* *D*	U.S.S.R. *B*97'*f*54'266*tDTf* *tanks between tunn*	250·0 B128'F36' FK 20'87*t* *els*37'108*t*'*tween dk*	47·9	24·0	Archangel Russian 4*BHCem* *tank aft*27' 1	T.6Cy.$27\frac{1}{2}$",43"&70"–39" 956NHP 2D&2SB18*cf*GS396HS15024 VickersSs.&MaximLd.Brw 71*tFPT*17*tAPT*108*t*	26 " 6	
23722 1098 ICME	**Fedora** (*ex*Vallescura-35, *ex*Cloutsham) D.F. 1*Dk*	5016 4301 3072					1910	W.Doxford &Sons,Ld. Sunderland	GiovanniGavarone	387·4 378·4 P67'B113'F37'	51·7	27·6	Genoa Italian *WB*	T.3Cy.$25\frac{1}{2}$",43"&71"–45" 338NHP W.Doxford&Sons,Ld.Sld.		I
23723 166558 MMWT	**Felania** (*ex*Artemis-38) TwinSc *OilEng.* *Mchy.Aft* *ss*Tri.2ndNo.3–7,33 *ss*Tri.No.1–38 D.F 2*Dks*(*Stl*)&*Web frames*	3882 3328 2212	✠100A1 1,41 ✠LMC CS9,38 DBS5,40 10,37 *CarryingPetroleum in bulk*	Suz	*v*	CL 8,38	1914 1mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBa*41'50*tAP*	346·5 360·0(C.L.) P74'F36' FK *T*53*tDTf*27'440*t*	46·7	25·3	London British 14*BHCem* (11 *to U dk* 3 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.$20\frac{1}{2}$"–$35\frac{7}{16}$" 488NHP DB*120lb* Ned.Fabriek vanWerk- tuigen,Amsterdam	27 " 5 s 4"$9\frac{1}{2}$ 22 " $9\frac{3}{4}$	
23724	**Felce** (*ex*Hadiotis,*ex*Freienfels) *ss*Lon.No.3–6,23 *ss*Nap.No.2–31 D.F. 2*Dks*(*Stl*–I|teak s) *Now* "Empire Defender," *see No.* 36343 *in Supplement*	5639 5351 3518	✠ ... 3,34 ✠	Ams			1910 11mo	J.C.Teck-lenborgA.G Weser- münde-G. *in fore* *Cell DBa*141'*u E*24'		435·4 421·8 P60'B124'F51' FK *Intermediate BHd* *hold dispensed with* *f*183'1225*t' tween d*	55·1	28·6	British 6*BHonly* *ktanks a* 42'	Q4Cy.$24\frac{1}{64}$",,$34\frac{21}{32}$",$50\frac{25}{64}$"& $74\frac{1}{32}$"–$53\frac{15}{16}$" 517NHP 3SB,9*cf*,GS161,HS6780 J.C.TecklenborgA.G Wsm 451*tf*40'496*tFPT*85*t*	31 " 3	I †
23725 3484 PJBD	**Felipa** TwinSc *ss*Cco.No.3–1,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2683 1804 1472	✠100A1 2,42 ~~2,41~~ Examined 2,42 BS2,42 ✠LMC~~1,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*10,25 *F.P. above*	~~Cco~~ Wmd	*t*	CL 2,41	1925 10mo *Lloyd*	A.F.Smul-ders Schiedam '*sA&CP* 150° F.	N.V.Curaçaosche Scheepv.Maats.	305·0 *Trunk dk*189'Q87' F29' FK	50·2	15·1	Willmstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy$12\frac{3}{4}$",$20\frac{1}{2}$"&$33\frac{7}{8}$"–$21\frac{7}{16}$" *180lb* (*s*) 236NHP 2SB,4*cf*,HS4168 FD A.F.Smulders,Schiedam	15 " 0 s 1"$6\frac{1}{4}$ 13 " $7\frac{1}{2}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
23726	**Felippe Camarão** (*ex*Ten-41, *ex*LakeGiltedge-35) 1*Dk2trB* *Fitted for oil fuel*	2664 2283 1654	✠ ... 3,21 ✠				1919 9mo	Detroit S.B.Co. Wyandotte	LloydBrasileiro	251·0|43·6|26·1 P25′B64′F23′ FK	R.Janeiro Brazilian *WB*	T.3Cy.21⅛″,35″&59″–42″ 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
23727 LCAC	**Felix** *Mchy.Af* 1*Dk*	2047 1855 1054	✠				1907	W.Dobson &Co. Newcastle	A/S Inger(Jacob KjödeA/S,*Mgrs.*)	290·5|42·0|19·4 P68*t*H37*t*F36*t*	Bergen Norwegian *Wb*	T.3Cy.22″,36″&60″–39″ 225NHP N.E MarineEng.CoLd Nwc	21″10	N
23728 UOAT	**Felix Dzerjinsky** Ⓟ *OilEng* *Ref.Mchy.* Sub.Sig. 2*Dks* *CruiserStern*	3767 2934 2164	✠ ... 1,31 ✠				1929 9mo	Severney S.B.Yard Leningrad	U.S.S.R.	332·5|48·1|25·6 Q37′B100′F41′ FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25^{5}″–33^{7}″ 692NHP RussianDieselWorks,Len.	27 ″ 9	
23729 UOJK	— Ⓟ IronPad (*ex*Dzerjinsky,*ex*NestorLetopisetz, *ex*GrafTotleben 1*Dk*	727 520 399					1880	Samuda London	U.S.S.R.	210·6|25·0|13·4 P61′B69′F20′	Odessa Russian	C.2Cy.35″&65$\tfrac{3}{16}$″–51″ 253NHP Maudslay Sons&Field,Lon.		
23730 FNAW	**Felix-Henri** 3*Dks* *Ref.Mchy.* *Fitted for oil fuel*	2526 2208 1477					1933	Fredrkstad Mek.Værks. Fredrikstad	Mme.Nicolardot (L.Martin,S.àr.l. *Mgrs.*)	300·9|46·6|22·5 P23′F23′	Nantes French *WB*	C.4Cy.(2)15⅜″&(2)37⅜″– 34$\tfrac{7}{16}$″ 138NHP FredrikstadM.V.Frdstad		V
23731 DACW	**Felix Heumann** (*ex*B.A.Sanne-33, *ex*England,*ex*Thorhild) D.F. E.S.D. 1*Dk*	2468 2213 1422					1921	Livingstne &Cooper,Ld Hessle	Kohlen-Import undPoseidon- SchifffahrtA.G.	294·4|43·6|20·3 P38′B88′F30′	Königsbrg German *WB*	T.3Cy.20⅕″,33⅗″&54″–39″ 182NHP Earle'sCo.Ld.Hull		G
23732 174211 VWJR	**Felix Roussel** Ⓟ TwinSc *OilEng.* D.F. 3*Dks*6*trB*	17083 12965 9400					1930	Atel.&Ch. de laLoire St.Nazaire	Ministry of War Transport(Bibby Bros.&Co.*Mgrs.*)	575·1|68·3|44·0 B333′F75′ len36	Aden British *WB*	Oil Engines 2S.C.SA 20Cy.26¾″–47¼″ 2500NHP Cie.Const.Mecan.St.Denis		VL
23733 14726 WJCR	**Felix Taussig** *ss*Bal.2ndNo.3-11,40 D.F. 2*Dks*(*Stl*)	5965 5418 3736	✠100A1 ~~11,40~~11,41 BS11,41 ✠LMC11,40 *Fitted for oil fuel* 10,23 *F.P. above* 150°F.	Bal	*z*	CL N10,40	1917 2mo A&CP	Nwprt Nws S.B.&D.D.Co Newprt News	EasternGas&Fuel Associates(State of Massachusetts *Trustees*) *CellDB*	395·0|55·1|31·0 P27′B117′F37′ FK 326′1711*t FPT*316*t*	Boston Utd.States *BHCem* *APT*334*t*	T.3Cy.24½″,41½″&72″–48″(*s*) 180lb 467NHP 3SB,*12cf*,GS240,HS8235 Newport News SB&DD.Co.	34 ″ 6 s 7 ″ 9 27 ″ 1	
23734 *ou* 190[illegible] MJQB	**Felixstowe** “Colchester,” see No. 35937 in Supplement 1*Dk*	892 [illegible] 360	✠ ... 1,23 ✠				1918 11mo	Hawthrns &Co Ld. Leith	London&North EasternRailway	215·1|33·2|16·0 P49′B64′F59′ FK	Harwich British *WB*	T.3Cy.21″,33″&54″–36″ 248NHP Hawthorns&Co.Ld.Leith	17 ″ 0	
23735 200091 KJKK	**Fellowcraft** (*ex*Brignogan, *ex*AlbertM.Marshall) *Mchy.Aft* GyC. 1*Dk2trB*	1640 — 987					1903	Detroit S.B.Co. Wyandotte	NicholsonTransit Co.	241·0|41·1|18·8 RQD98′F36′	Detroit Utd.States *WB*	T.3Cy.15″,25″&42″–30″ 97NHP DetroitS.B.Co.Detroit		R
23736 128199 MCVJ	**Felspar** *ss*Gls.2ndNo.3-6,34 *Well deck* *ss*Irv.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	799 580 331	✠100A1 ~~10,41~~ ~~11,40~~5,42 BS10,41 ~~BS11,40~~ ✠LMC6,38	~~Grk~~ ~~Trn~~ Bry	*k*	CL 11,40	1908 6mo *Lloyd*'*sA&CP*	A.Rodger &Co. Pt.Glasgow	Wm.Robertson	199·0|30·1|11·3 206·0(O.L.) Q110′B11′F35′ BK8″ *Cell DB f*117′175*t FPT*	Glasgow British 3*BHCem* 63*t APT* 12*t*	T.3Cy.17″,27½″&44″–33″ (*s*) 160lb 99RHP 2SB,4*pf*GS79,HS2468 A.Rodger&Co.Glasgow	13 ″ 7 s4 ″ 5¼ 13 ″ 10	
23737 147949 MNDL	**Fendris** *ss*GlsNo.3-4,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D.	1018 785 471	✠100A1 *withfreeboard* 4,41 BS8,41 ✠LMC MS4,37 ~~BS~~	Gls	*n*	CL 7,40	1925 2mo *Lloyd*'*sA&CP*	A&JInglis, Ld. Glasgow	MossHutchison Line,Ld. *CellDBuE*24′	220·3|34·3|20·6 228·0(O.L.) 13·6 F26′ FK *After peak* 27*t*DB*f*28′64*tFPT*	Glasgow British 3*BHCem* *BHto2nd dk* 84*tAPT*18*t*	T.3Cy 16″,27″&44″–33″ (*s*) 180lb 145NHP 2SB,4*cf*,GS84,HS2570 A.&J.Inglis,Ld.Glasgow	14″11 s ″ 2 14″10½	
23738 XNBM	**Feng-Lee** (*ex*Pin-Samud,*ex*Samsen, *ex*EllenRickmers) 1*Dk*&*Spar dk*	2061 1494 1257					1902	Rickmers Act.Ges. Bremerhaven	ChingKeeS.N.Co. Ld.	253·1|37·4|19·6 P&B161′F16′	Tientsin Chinese *WB*	T.3Cy.18⅞″,30$\tfrac{11}{16}$″&49$\tfrac{3}{16}$″– 33$\tfrac{7}{16}$″ 140NHP OttenserMasch.Ottensen		
23739 18186 JBJE	**Feng Yang Maru** Ⓟ TwinSc 4*Dks*	3977 1680 2803					1915	OsakaIron Works Osaka	ToaKaiunK.K.	320·0|47·0|14·7	Tokyo Japanese	T.6Cy.15½″,26″&43″–30″ 202NHP OsakaIronWorks,Osaka		
23740 2163 IBPM	**Fenicia** (*ex*LakeFife) 1*Dk2trB* D.F. *Fitted for oil fuel*	2584 2214 1578	✠ ... 11,20 ✠				1919 9mo	Toledo S.B.Co. Toledo,O.	“Adriatica”Soc. Anon.diNav.	260·9|43·8|25·4 251·1 P25′B64′F23′ FK	Genoa Italian *WB*	T.3Cy.22″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo	28 ″ 2	I †
23741 OHZV	**Fenix** (*ex*Phönix-36) D.F. 1*Dk*&*Awng dk*	1852 1679 1056					1916	Helsingörs Jernsk&Msk. Elsinore	RederiA/B Fenix (PaulKahre)	291·3|41·5|17·9 280·1	Mariehmn Finnish *WB*	T.3Cy.20″,32″&53″–36″ 168NHP HelsingörsJernsk.&Mskb.		VL
23742 LKIX	**Fenja** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Butts of shell & deck plating elec.welded*	8268 7571 4922	✠100A1 ~~11~~ ~~7,40~~9,41 ✠LMC11,39 *CarryingPetroleum in bulk*	~~NYk~~ ~~Bal~~NYk	*c*†	CL	1939 11mo *Lloyd*'*sA&CP*	A/B Göta- verken Gothenburg	D/S A/S Stokke (N.Chr.Evensen, *Mgr.*) *CellDBuE*224*tD*	465·1|59·4|35·9 483·8(O.L.) P101′B38′F60′ FK *Tf*22′356*t FPT*79*t*	Oslo Norwegian 9*BH* *APT*151*t*	Oil Engines 4S.C.SA 8Cy.29⅛″–59$\tfrac{1}{16}$″ 653NHP 2DB150*lb* A/B Götaverken,Got.	35 ″ 6 s7″10½ 27″10	
23743 165756 MMNY	— 1*Dk*	847 652 463					1924	Hlsingbrgs VarfsAktieb Helsingborg	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	204·4|32·8|12·7 B20′B50′F21′	Newcastle British *WB*	T.3Cy.16½″,24¼″&42″–27½″ 93NHP HelsingbrgsVarfs,Aktieb.		VL
23744 LJHR	**Fenris** *ss*N.Yk.No.1-41 *OilEng.* *Mchy.Aft.* D.F. 1*Dk* E.S.D. GyC. *CruiserStern*	9804 9029 5937	✠100A1 8,41~~7,40~~ ~~Examined 1,41~~ 8,41 DBS8,41 ✠LMC~~12,36~~ *CarryingPetroleum in bulk*	~~Sws~~ ~~Sng~~ NYk	*e*†	CL ~~10,38~~ 7,41	1936 12mo *Lloyd*'*sA&CP*	Götaver- kenA/B Gothenburg	SkibsA/SLampas (N.Chr.Evensen, *Mgr.*) *CellDBuE*87′373*t*	488·2|64·5|37·5 P95′F59′ FK *DTf*22′345*t FPT*1	Oslo Norwegian 11*BHptCem* 62*tAPT*390*t*	Oil Engines 2S.C.DA 8Cy.17$\tfrac{11}{16}$″–47¼″ 861NHP 2DB150*lb* GötaverkenA/BGot.	37 ″ 0 s 8 ″ 9½ 28 ″ 5¾	
23745 8460 SDWT	— *OilEng* D.F. 1*Dk*&*Shelter dk* *Butts of shell plating electrically welded* *CruiserStern* *Strengthened for navigation in ice*	1904 1466 1004	✠100A1 *withfreeboard* 3,41 ✠LMC1,41	Skm	*t*	CL	1941 3mo *Lloyd*'*sA&CP*	Finnboda VarfAkt. Stockholm	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*) *CellD*	314·0|44·2|15·9 322·3(O.L.) F29′ FK *B*259′534*t FPT*55*t*	Stockholm Swedish 6*BH* (*Coll to Sh dk* 5 „ *2nd* „) *APT*46*t*	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 14Cy.13⅜″–22$\tfrac{7}{16}$″ 438NHP DB114*lb* A/BAtlas-Diesel,Skm.	19 ″ 3 s 0 ″ 7¼ 19 ″ 10	
23746														

1 Numero l'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux ur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. B. of Trade
23747 OXJS	**Fenris** Ⓟ (*ex*Jylland) (*Icebreaker&Ferry*) D.F. 1*Dk*	760 721 297					1894	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	180·0	36·0	17·9	Korsör Danish *WB*	C.2Cy.30½"&57"-33" 156NH Burmeister&Wain,Cpn.		
23748 DHHV	**Feodosia** D.F. Sub.Sig. 1*Dk&Shelter dk*	397 2781 1775					1922	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7 B42'	48·3	20·9	Hamburg German *WB*	T.3Cy.23⅝",38 3/16"&62"-41 5/16" 246NH A.G."Neptun,"Rostock		G
23749 8113 SLAK	**Ferm** *ss*Got.No.1-40 *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *Strengthened for Navigation in Ice*	*1026* *621* *469*	✠100A1 4,42 ~~11,40~~ ✠LMC CS4,41 8,40	Got	*m*	OG 10,40	1936 10mo *Lloyd's*A&CP	A/S Aalbrg Msk.ogSkibs. Aalborg	Ångb.Aktieb Ferm (T.E.J:son Broström,*Mgr.*)	209·0 P52'Q83'F28' FK *CellDB*165'268*t FPT*83*t APT*33*t*	33·1	12·5	Krstnhmn Swedish 4*BHCem*	Oil Engines 2S.C.SA 5Cy.13⅜"-22 7/16" 157NHP Atlas-DieselA/B,Skm.	14 ″ 6 s 4 ″ 3 14 ″ 4½	
23750 EAEO	**Fernando L. de Ybarra** *ss*Bbo.No.3–10,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing in double bottom* D.F. *Cargo battens not fitted*	3308 2673 1997	✠100A1 1,42 ~~1,40~~ BS~~11,39~~ ✠LMC9,38 8,41	Bbo	*u*	CL ~~8,38~~ 1,42	1919 10mo *Lloyd's*A&CP	Soc. Espanola deConst Naval Bilbao	AltosHornos de VizcayaSoc.Anon.	314·0 P88'F44' FK *CellD B*267'801*t FPT*268*t APT*88*t*	48·1	22·1	Bilbao Spanish 5*BHCem*	T.3Cy.22",35"&58"-39" (*s*) 190lb ~~100lb~~ HS5528 304NHP 2 Water Tube Boilers Swan,Hunter&Wigham-Richardson,Ld.Nwc.	24 ″ 4 s 4 ″ 5¼ 20 ″ 2	
23751	**Fernando Poo** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy. CruiserStern* 2*Dks,3rd dk in holds* (*SUNK BY GUNFIRE 10,36*)	6914 4523 3866	✠ 9.35 ✠	Bbo	*z*		1935 9mo	Cia Euskalduna Bilbao	Cia.Trasmediterranea	391·7 P39'F68'.*connected by shade dk* FK *CellD B*285'755*t* *tanks at sides of tunnels* 62'364*t FPT*78*t APT*75*t*	53·8	29·0	Valencia Spanish 8*BHCem* 1 ,, *to2nd dk*	Oil Engines 2S.C.SA 12Cy.24 7/16"-45¼" 1240NHP LaMaquinistaTerrestre y Maritima, Bcl.	29 ″ 0	
23752 LCJD	**Fernbank** F.D. *OilEng.* *CruiserStern* 2*Dks*	4333 3920 2493					1924	Deutsche Werft A.G Hamburg	A/SGlittre(Fearnley&Eger,*Mgrs.*)	382·7 P101*t*H285*t*F24*t*	53·4	24·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 493NHP AlgemeineElec.Ges.Berlin		N
23753 LDQA	**Fernbrook** TwinSc D.F. *OilEng* *CruiserStern* 1*Dk&Shelter dk*	4633 4188 2667					1932	Akt.Burmeistr&Wain Copenhagen	A/SGlittre(Fearnley&Eger,*Mgrs.*)	391·4 P105*t*H326*t*F14*t*	55·2	24·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-43 5/16" 625NHP Akt.Burmeistr&Wain,Cpn.		N
23754 LJEG	**Ferncastle** *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	9940 9191 5986					1936	Deutsche Werft AGBet Finkenwrder Hamburg	A/SGlittre(Fearnley&Eger,*Mgrs.*)	492·9 P130'F75'	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" 1165NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
23755 LCJE	**Ferncliff** D.F. *OilEng* *CruiserStern* 2*Dks*	4333 3921 2493					1924	Deutsche Werft A.G Hamburg	A/SGlittre(Fearnley&Eger,*Mgrs.*)	382·7 P101*t*H285*t*F24*t*	53·4	24·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 493NHP AlgemeineElec.Ges.Berlin		N
23756 LJYK	**Ferncourt** *OilEng.* D.F. E.S.D. GyC. *Mchy.Aft* 1*Dk* *CruiserStern CarryingPetroleum in bulk*	9918 9191 5973					1938	Deutsche Werft AGBet Reihstgwrft Hamburg	SkibsA/SMarina (Fearnley&Astrup *Mgrs.*)	492·9 P113'B74'	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" 1163NHP Maschinenfbrk.Augsburg-NürnburgA.G.Augsburg		N
23757 LCJF	**Ferndale** D.F. *OilEng.* *CruiserStern* 2*Dks*	4302 3846 2450					1925	Deutsche Werft A.G. Hamburg	A/SGlittre(Fearnley&Eger,*Mgrs.*)	382·7 P112*t*H317*t*F24*t*	53·4	24·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29 1/16"-47⅓" 493NHP Algemeine Elec.Ges.Berlin		N
23758 141395	**Fernfield** (*ex*R.W.Hendry) Wood 1*Dk*	335 276 188					1921	B.N. Melanson P.Gilbert,NS	A.BryantHarding	132·2	28·4	11·2	SJhnsNFL British	T.3Cy.12½",19⅝"&30⅞"-2.," NewBurrell 50RHP JohnsonIrnCoYarmthNS		
23759 LJDU	**Fernglen** *OilEng* D.F. 1*Dk&Shelter dk* *CruiserStern*	5206 4503 3121					1936	GötaverkenA/B Gothenburg	A/SGlittre(Fearnley&Eger,*Mgrs.*)	425·6 F35'	56·8	21·6	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.17 11/16"-47¼" 856NHP GotaverkenA/B,Got.		N
23760 LCJG	**Fernhill** *OilEng.* D.F. 2*Dks*	4116 3718 2454					1926	Kockums M.V.Aktieb. Malmö	A/SGlittre(Fearnley&Eger,*Mgrs.*)	377·6 P112*t*H262*t*F24*t*	54·0	22·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16"-55⅛" 438NHP Kockums M.V.Akt.Malmö		N
23761 154461 CYKD	**Fernie** D.F. *Mchy.Aft* 2*Dks*	2419 2233 1455					1929	Midland S.B.Co.Ld. Midland,Ont	CanadaSteamship Lines,Ld.	250·6 F36'	42·9	24·3	Montreal British *WB*	T.3Cy.20",33"&54"-40" E&B*made*21 *fitted*29 PortArthurS.B. 184NHP Co.Ld.PortArthur,Ont.		C
23762 164569 GYPS	**Fernmoor** *OilEng* *ss*Bkn.No.1-39 1*Dk&Shelter dk* *CruiserStern*	4972 4580 3018	✠100A1 *withfreeboard* 3,41 ✠LMC12,39	Hpl	*a*†	CL 10,38	1936 1mo *Lloyd's*A&CP	W.Doxford &Sons,Ld. Sunderland	~~Runciman ShippingCo.Ld.~~ W.Runciman& Co.Ld.	412·2 FK *CellDB*346'1174*t MT*1236*t APT*191*t*	54·2	26·1	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* W Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6¼	
23763 LDGP	— TwinSc *OilEng* 2*Dks*	4268 3854 2498					1928	Akt.Burmeistr&Wain Copenhagen	A/SGlittre(Fearnley&Eger,*Mgrs.*)	381·4 P61*t*B81*t*H251*t* F21*t*	53·8	23·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-43 5/16" 624NHP Akt.Burmeistr&Wain,Cpn		N
23764 LKIH	**Fernplant** *OilEng* 1*Dk&Shelter dk* *CruiserStern*	5274 4608 3125					1939	Akt.Burmeistr&Wain Copenhagen	Dampskintsk Garonne (Fearnley &Eger,*Mgrs.*)	424·7	56·4	26·3	Oslo Norwegian	Oil Engines 2S.C.SA 9Cy.24 7/16"-45¼" 935NHP Akt.Burmeistr&Wain,Cpn		N
23765 LCKR	**Fernwood** TwinSc D.F. *OilEng* *CruiserStern* 2*Dks*	4695 4238 2727					1930	A/SNakskovSkibs. Nakskov.	A/SGlittre(Fearnley&Eger,*Mgrs.*)	390·5 P83*t*H352*t*F22*t*	55·2	25·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-43 5/16" 625NHP Akt Burmeistr&Wain,Cpn		N
23766																
23767																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23768 147556 GBKS	**Fernwood** ssBly.No.3-9,36 Well deck D.F. 1Dk(Stl) Cargo battens not fitted	1892 153 109	✠100A1 7,41 ~~2,40~~ Examined 7,41 ✠LMC MS9,36 BS~~3,41~~3,42	~~Shl~~ Shl	q	OG 4,39	1923 11mo	Sir J.Laing &SonsLd. Sunderland Lloyd'sA&CP	W.FranceFenwick &Co.Ld. CellDBa48'100t ~~CellDB188'374t~~	268·0|37·8|18·1 276·5(O.L.) P21'Q85'B51'F22' f108'202t FK DTa36'195t FPT70tAPT65t	London British 4BHCem	T.3Cy.20½",33"&54"–39"(s) 180lb 199NHP 2SB,6cf,GS94,HS3096 G.ClarkLd.Sld.	20 ″ 3 s 2 ″ 0 18 ″ 5	
23769 DOHR	**Feronia** (exTejo,exHans) Mchy.Aft 1Dk	651 534 343					1919	Werf. Nobiskrug Rendsborg	Dampfsch.Ges. "Neptun"	175·6|30·7|12·5 P&B116'F22'	Bremen German WB	T.3 Cy.13½",20 9 "&32$\frac{7}{10}$"22" 50NH Steen& Kauffmann,Elmshorn		G
23770 16330 MKFF	**Ferranti** ssLth.No.1-37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1317 98 729	✠100A1 7,41 ~~9,40~~ Examined1,42 Bly BS~~7,40~~ 7,41 ✠LMC6,37	~~Bly~~ Shl	o	CL 6,40	1932 11mo	Burntislnd S.B.Co.Ld Burntisland Lloyd'sA&CP	LondonPowerCoLd StephensonClarke &AssociatedCompanies,Ld.Mgrs.)	227·0|36·4|15·4 235·0(O.L.) Q138'B16'F21' FK CellDBuE25'f151'369tDTf109tFPT132tAPT27t	London British 5BHCem	T.3Cy.17",28"&46"–33" (s) 200lb 100lb 143NH 1SB,3cf,GS59,HS2254 D.Rowan&Co.Ld.Gls.	17 ″ 5 s4″11¼ 16 ″ 1	
23771 OHYO	**Ferrum** (exStadZalt-Bommel-36) Now "Eva," see No. 36483 in Supplement D.F. Sub.Sig. 1Dk	2089 — 1174					1918	J.Meyer's Scheepsb.Mij. Zalt-Bommel	LemlandsRederi A/B(Albert Jansson,Mgr.)	293·7|41·3|19·1 281·5 P18'B69'F32'	Mariehmn Finnish WB	T.3Cy.$20\frac{4}{5}$",$32\frac{3}{5}$"&55"–$35\frac{2}{5}$" 80NH Werkspoor,Amsterdam		G
23772 49 INGM	**Fertilia** (exFrancescaR.-37, exTosca-34, ssSld.No.2-02 exSaraMinnola, exMaréchalLyautey, 1Dk&Web frames exGloria,exBelgica,exWearmouth) Well deck	98 73 585	✠ … 12,03 ✠				1894 12mo	Strand SlipwayCo. Sunderland	RaffaeleRomano	220·1|32·0|13·2 211·6 P22'Q46'B42'F28' BK7'	Naples Italian WB	T.3Cy.17",28"&46"–30" 120NH N.E.MarineEng.Co.Ld.Sld	15 ″ 7	I †
23773 635 INBO	**Fiammetta** WoodAux3MstSr OilEng 1Dk (See Sailing Ship Register)	393 321 306					1922	Cant.Nav. Riuniti Ancona	M.Vannucci	155·1|30·8|13·3 129·6 P53'F10'	Viareggio Italian	Oil Engines 2S.C.SA 3Cy.$18\frac{11}{16}$"–14½" 40NH NE33 Akt.Burmeister&Wain, Cpn		I
23774 1495 IBYI	**Fianona** (exItal.NavyPola) 2Dks D.F. Fitted for oil fuel	6660 5729 3371					1915	Stabilmnto Tecnico Trieste	Soc.Anon.Coop.di Nav."Garibaldi"	449·6|57·3|31·1 430·5 P64'B20'F70'	Genoa Italian WB	T.3Cy.26",43½"&73"–48" 370NH StabilimentoTecnico,Tri.		I
23775 164907 MJJY	**Fiddown** OilEng Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	319 201 163	✠100A1 9,40 ✠LMC7,40	Liv	e	OG	1940 7mo	GooleS.B. &RepgCo.Ld Goole Lloyd'sA&CP	SamuelMorris,Ld.	133·8|24·7| 7·5 139·3(O.L.) P34'Q47'F18' FK CellDB86'105tFPT27tAPT15t	Goole British 3BHCem	Oil Engines 2S.C.SA 6Cy.10½"–13½" 115NH CrossleyBros.Ld.Mch.	9 ″ 8 s 3 ″ 5 9 ″ 6¾	
23776 LCKN	**Fidelio** 1Dk	1843 1618 1095					1930	Burntislnd S.B.Co.Ld. Burntisland	A/S Fidelio (M.Hansen,Mgr.)	265·8|43·0|18·0 P59tH83t	Xiansand Norwegian WB	T.3Cy.18½",30"&49"–36" 144NH MacColl&Pollock,Ld.Sld.		N
23777 2239 ICEI	**Fidelitas** (exBoltonCastle-39) ssGen.2ndNo.3-5,39 2Dks(Stl)&Web frames Longitudinal framing	5740 5398 3595	✠100A1 1,40 ✠LMC5,39 Carrying oil fuel F. P. above 150° F in DB NO LATER SURVEY REPORTED	NNs	a†	CL 6,38	1914 5mo	W.Hamilton&Co.Ld. Pt.Glasgow Lloyd'sA&CP	Soc.Anon.diNav. "MareNostrum" Intermediate 'tween dk BH in No. 3 hold dispensed with	439·4|53·0|29·9 423·5 P36'B145'F48' FK CellDB a124'uE&B43'f194'1231tDTa27'756tFPT64tAPT124t	Genoa Italian Cem 6BH to U dk 1 ,, 2nd dk only	T.3Cy.$28\frac{5}{16}$",45"&75"–51"(s 180lb FD 568NHP 3SB(Spt)9cf,GS161,HS8490 D.Rowan&Co.Glasgow	32 ″ 6 s 6 ″ 4¾ 26 ″ 3½	
23778 LDLD	**Fido** (exLakeBenton) 1Dk	1857 1616 1079	✠ … 4,22 ✠				1918 6mo	American S.B.Co. Lorain,O.	A/S Fido (M.Hansen,Mgr.)	251·3|43·7|18·1 P61tH91tF29t FK	Xiansand Norwegian WB	T.3Cy.20",33"&54"–40" 274NH American S.B. Co.Lorain,O	20 ″ 2	N †
23779 OHUK	**Fidra** (exEidsfos,exLisaBrodin) Now "Tambour," see No. 38668 in Supplement D.F. 1Dk	1827 1066					1917	Fredrkstad Mek.Værks Fredrikstad	RederiA/B Europa	277·5|42·1|17·7 264·5 P57tH80t	Åbo Finnish WB	T.3Cy.18½",29½"&5 "–36" 150NH FredrikstadM.V.Frdstad.		N
23780 164090 MLVL	— 3Mst E.S.D. CruiserStern 1Dk	1574 1346 912					1936	Burntislnd S.B.Co.Ld. Burntisland	ScottishNav.Co. Ld. (Glen&Co.Ld, Mgrs.)	265·0|40·5|16·3 P17'Q41'B110'F30'	Glasgow British WB	T.3Cy.15",25½"&44"–33" 111NH D.Rowan&Co.Ld.Gls.		C
23781 8336 SLMN	— OilEng D.F. 1Dk&Shelter dk CruiserStern Butts of shell plating elec. welded Strengthened for navigation in ice	1479 1114 777	✠100A1 with freeboard 3,42 ~~12,30~~ ✠LMC4,39	~~Got~~ Skm	r	OG 3,42	1939 4mo	Finnboda VarfAkt. Stockholm Lloyd'sA&CP	StockholmsRederi A/B Svea(Eman. Högberg,Mgr.)	279·8|39·6|14·8 287·3(O.L.) F29' FK CellDB227'405tFPT48tAPT55t	Stockholm Swedish 4BHptCem (Coll to Sh dk 3 ,, 2nd ,,)	Oil Engines 2S.C.SA with electro-magnetic slip couplings&SRgearing 10Cy.13⅜"–$22\frac{7}{16}$" 312NH DB100lb A/B Atlas-Diesel,Skm.	18 ″ 0 s ″ 2¾ 17 ″ 10¼	
23782 OHYW	**Figge** (exWilhelm) 1Dk	733 — 366					1904	F.Schichau Danzig	O/YMerenneito (A.K.Seppinen, Mgr.)	204·5|30·8|10·9 196·3 Q57'B55'H23tF22'	Rauma Finnish WB	T.3Cy.15",24¾"&38½"–$25\frac{1}{5}$" 75NH F.Schichau,Danzig		V
23783 160584 GSQY	**Filleigh** 1Dk&Shelter dk	4856 4462 2936					1928	W.Pickersgill&Sons,Ld Sunderland	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld Mgrs.)	395·5|55·4|25·9 F34'	London British WB	T.3Cy.25",42"&70"–48" 339NH G.Clark,Ld.Sunderland		C
23784 142009 ~~HPIM~~ BCPW	**Fina** (exPatria-38,exVirginia-38, exNaukratousa-38, exStanmore-37, 1Dk exMorna-37) Mchy.Aft	1383 1053 804					1919	ForthS.B. &Eng.Co.Ld. Alloa	~~MargitS.S.Co.Inc.~~ Ministry of War Transport(BurnettS.S.Co.Ld. Mgrs.)	235·6|36·2|15·6 Q136'B16'F30'	~~Panama~~ ~~Pnamanian~~ London WB British	T.3Cy.18",30"&50"–33" 144NH ForthS.B.&Eng.Co.Ld.		C
23785 115763 MGDG	**Findhorn** 2Dks	1064 844 398					1903	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·3|33·0|16·2 P151'F47'	Glasgow British WB	T.3Cy.19",32"&53"–42" 183NHP D.Rowan&Co.Glasgow		C
23786														

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
23787 LCJM	**Fingal** 1*Dk*	2137 1848 1244					1923	A/SMoss Værft Moss	D/S A/S International (A.F.Klaveness&Co. *Mgrs.*)	276·1 P73*t*H119*t*F21*t*	43·7	18·9	Oslo Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP A/SMossVærft,Moss		N
23788 FNWP	**Finistère** (*ex*Teessider) 1*Dk* *Fitted for oil fuel*	1158 833 482					1909	Irvine's SB &D.D.Co.Ld. W Hartlepool	Soc. Algérienne de Nav. Pour l'Afrique du Nord (Ch. Schiaffino&Cie. *Mgrs.*)	250·7 P&B144′F44′	34·5	13·9	Algiers French *WB*	T.3Cy.23½″,38″&64″–42″ 265NHP Richardsons,Westgarth& Co.Ld.Hpl.		V
23789 DOCZ	**Fink** (*ex*Hornburg) Sub.Sig. 1*Dk*	1004 883 556					1924	F.Schichau Elbing	ArgoReederei Richard Adler&Co	229·9 P14′B65′F31′	33·5	14·2	Bremen German *WB*	T.3Cy.15″,26⅖″&38⅗″–25⅕″ 75NHP F.Schichau,Elbing		G
23790 DQOY	**Finkenau** (*ex*Cattaro) 2*Dks*	916 774 473					1923	Memeler Schiffsw. Lindenau&Co Memel	Bugsier,Reed.& BergungsA.G.	227·2 B66′H21′F33′	34·3	12·5	Brmrhavn German *WB*	T.3Cy-15¾″,26″&$43\frac{3}{16}$″–27⅗″ 98NHP Vulcan-WerkeA.G.Ham.		G
23791 202960	**Finland** (*ex*HarryCoulby) D.F. GyC. *Mchy.Aft* 1*Dk*	6495 — 4939					1906	Detroit S.B Co. Wyandotte	GreatLakesS.S. Co.Inc.	549·0	56·1	32·0	Oswego, N.Y. *WB* Utd. States	T.3Cy.24″,39″&65″–42″ 274NHP DetroitS.B.Co.Detroit		R
23792 OYTE	— *ss*Abg.No.2–39 *Well deck* D.F. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	2302 1754 1345	✠100A1 12,39 BS7,39 ✠LMC MS12,39 (SEE FOOTNOTE *)	Abg	*s*	CL 12,39	1930 10mo *Lloyd*	SirJ Priestman&Co. Sunderland '*sA&CP*	A/S D/S Finland (O.H.Christensen)	283·8 294·5(O.L.) P26′Q85′B55′F28′ FK *CellD* *B*236′611*t* *FPT*74*t*	42·0	17·8	Copnhagn Danish 4*BHptCem* *APT*145*t*	T.3.Cy.20″,32″&53″–36″ (*s*) 180lb 198NHP 2SB,4*cf*,GS67,HS3272 F.Clark,Ld.Sunderland	20 ″ 4 s 1 ″ 11 18 ″ 7¼	
23793 144579 MJYZ	— (*ex*Mahmoudieh) D.F. 2*Dks*	1333 1094 552					1920	CaledonS. B.&E.Co.Ld. Dundee	CurrieLine,Ld.	270·6	38·1	16·1	London British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP Dunsmuir&JacksonLd.Gls		C
23794 OHGK	**Finlandia** 4Mst 1*Dk*	1146 944 628					1920	Maskinoch Brobyg.Akt. Helsingfors	FinskaAngfartygsA/B	226·0 217·2 P21′B62′F26′	34·5	13·9	Helsingfrs Finnish *WB*	T.3Cy.15¾″,26″&41″–27½″ Msk&Brbyggnads 87NHP A/BHelsingfors		N
23795 LDVK	**Finmarken** Ⓟ 1*Dk*& *Awng dk*	1119 988 659					1912	Trndhjms Mek.Værks Trondheim	A/S Vesteraalens Dampskibsselskab	214·2 H129*t*	31·7	20·2	Stokmarknaes *WB* Norwegian	T.3Cy.19½″,30½″&″52″–33″ Trondhjems 155NHP M.V.Trondheim		N
23796 6394 SDCA	**Finn** TwinSc *OilEng.* *Mchy.Aft* D.F. 2*Dks*	*1572* *1266* *857*					1920	A/BFinnboda Varf. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	271·3	41·1	15·6	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.15¾″–28⅜ 345NHP Aktiebolaget Atlas-Diesel. Stockholm		V
23797 LCAH	**Finnanger** TwinSc *OilEng.* *Mchy.Aft* D.F. 2*Dks.* *Longitudinal framing at bottom& at deck* *Carring Petroleum in bulk*	9551 8842 5714					1928	Nederl. Schps. Maats. Amsterdam	Westfal-Larsen& Co.A/S	474·4 P513*t*H181*t*F14*t*	64·5	36·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜″–47¼″ 806NHP Werkspoor,Amsterdam		N
23798 LDTA	**Finse** (*ex*Snar) D.F. 1*Dk*	1618 1177 939					1916	Bergens Mek.Værks. Bergen	J.M.Johannesen's RederiA/S (J.M.Johannesen, *Mgr.*)	244·5 P32*t*Q105*t*B150*t* F35*t*H87*t*	37·6	15·7	Bergen Norwegian *WB*	T.3Cy.17¾″,29″&49″–33″ 138NHP BergensMekVærksBergen		N
23799 142444 GMXZ	**Fintra** (*ex*Carcavellos,*ex*Tutshill) *ss*Gmh.No.3–4,31 *ss*Shl.No.2–39 D.F. 1*Dk*(*Stl*)	2089 1865 1283	✠100A1 3,42~~1,41~~ ~~BS4,41~~ 3,42 ✠LMC6,39	~~Lth~~ Shp		CL N7,40	1918 5mo *Lloyd*	E.Finch& Co.(1916)Ld. Chepstow '*sA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	284·8 P29′B78′F28′ FK *CellDB*244′	41·7	19·4	Leith British 4*BHCem* 576*tAPT*87*t*	T.3Cy.21½″,35″&53″–39″ (*s*) 180lb 259NHP 2SB,6*cf*,GS110,HS4300 Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 6 s2 ″ 10¾ 18 ″ 10	
23800 142499 MJZC	**Finvoy** K *ss*Bel.No.3–8,32 *ss*Irv.No.2–40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	374 272 132	✠100A1 9,40 BS12,41 ✠LMC9,40	Irv	*c*	CL 7,38	1920 6mo *Lloyd*	ForthS.B. Eng.Co.Ld. Alloa '*sA&CP*	HowdensLd.	145·3 Q49′B9′F26′ BK7″ *FPT*54*t*	23·2	9·8	Belfast British 3*BHCem* *APT*9*t*	C.2C.y.16½″&36″–27″ (*s*) 135lb 75RHP 1SB,3*pf*GS44,NS1298 Forth S.B.&E.Co.Ld.Alloa	10 ″ 9 s ″ 8½ 10 ″ 8	
23801 157604 VJPS	**Fiona** *ss*Syd.No.2–41 ~~*ss*Syd.No.1–37~~ *Mchy Aft* 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Tonnage opening closed '42*(*W.E.*)	2198 1833 1148	✠100A1 *withfreeboard* ~~9,41~~ ~~2,41~~ 2,42 BS2,42 ✠LMC2,41 *Carrying Molasses in cantilever-framed side tanks and below 2nd dk.*	Syd	*t*	CL ~~1,39~~ 2,42	1933 4mo *Lloyd*	CaledonS. B.&E.Co.Ld Dundee '*sA&CP*	ColonialSugar RefiningCo.Ld.	286·3 299·0(O.L.) F30′ FK *CellD* *B*241′507*t* *FPT*116	44·1	19·1	SydnyNSW British 5*BHCem* (*Coll to Sh dk* 4 „ 2*nd* „) *tAPT*97*t*	T.3Cy.20½″,33½″&57″–39″ 200lb (*s*) 258NHP 2SB(Spt),4*cf*,GS66, HS3386 N.E.MarineEng.CoLdNwc	~~21 ″ 4~~ ~~s ″ 10¾~~ FD ~~20 ″ 7~~ 29 ″ 5 s8 ″ 6¾ 21 ″ 0	
23802 OZKB	**Fionia** Ⓟ TwinSc4Mst *OilEng.* *ss*Nvk.2ndNo.3–6,39 D.F. 1*Dk*(*Stl*)& *Awng dk* (*Stl*-teaks)	5219 4227 3337	✠100A1 *Awng dk* *withfreeboard* 6,39 ✠LMC CS6,39 DBS3,39 5,38 (SEE FOOTNOTE *)	Nkv	*y*	CL P6,39 SN6,39	1914 3mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	A/S DetÖstasiatiskeKompagni	394·4 414·3(O.L.) P26′B168′F37′ *onAwng dk* FK *CellDBa*68′*u* *E*46′*f*213′988*tFPT*	53·2	27·0	Copnhagn Danish 6*BHptCem* 75*tAPT*97*t*	Oil Engines 4S.C.SA 12Cy 29⅛″–$43\frac{5}{16}$″ 988NHP DB–*80lb* Akt.Burmeistr&WainCpn.	30 ″ 0 s 5 ″ 11 24 ″ 6	
23803 LDVO	**Firda** Ⓟ 1*Dk*3*trB*	589 554 344					1900	Fevigs Jernskibsbyg Arendal	Fylkesbaatane i Sogn og Fjordane	162·2 H34*t*	24·4	13·5 20·6	Bergen Norwegian	T.3Cy.16½″,27″&44″–30″ SirCFurness. 106NHP Westgarth&Co.Ld.Mdb.		
23804 145595 MKTR	**Fire Queen** (*ex*Arclight-33) *ss*P.Gl.No.3–9,33 *ss*Bkn.No.1–37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	650 433 249	✠100A1 9,40 BS1,42 ~~BS10,40~~ ✠LMC4,37	Liv	*i*	CL 10,40	1921 10mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	GilchristsTraders (Steamships)Ld. (R.Gilchrist&Co. *Mgrs.*)	175·2 182·0(O.L.) BK7¼″ Q100′B9′F33′ *CellD* *Bf*93′129*t* *FPT*78*t*	28·2 *29·5*	11·2	Liverpool British 3*BHCem* *APT*33*t*	T.3Cy.15″,24½″&40″–30″ (*s*) 180lb 81RHP 2SB,4*cf*,GS71,HS2398 AilsaS.B.Co.Ld.Troon	13 ″ 6 s 4 ″ 4½ 13 ″ 8¾	
23805 149359	**Firecrest** *ss*Shl.No.2–38 *Well deck* *Mchy.Aft.* 1*Dk*(*Stl*)	538 343 259	✠100A1 9,40 ~~BS1,40~~ ✠LMC2,38 BS ~~1,41~~ 5,42	Nwc	*h*	CL N9,40	1929 9mo *Lloyd*	John Lewis &Sons,Ld. Aberdeen '*sA&CP*	R.&W.Paul,Ld.	160·2 Q113′B9′F23′ FK *CellDB*95′121*tFPT*42*tAPT*19*t*	26·6	9·9	Ipswich British 3*BHptCem* *ptAsp*	T.3Cy.12″,21″&34″–24″ (*s*) 200lb 65RHP 1SB,2*cf*,GS40,HS1484 JohnLewis&Sons,Ld.Abn.	12 ″ 0 s 3 ″ 8 11 ″ 11½	

*** Surveys delayed. Vessel, when last reported, in port in enemy occupation.**

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
23806 148642 MNJT	**Fireglow** *ss*Shl.No.3–7,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1261 966 675	✠100A1 10,41~~4,41~~ BS1,41 ✠LMC7,38	~~Lon~~ Sld	*n*	CL 2,41	1925 8mo *Lloyd*	S.P.Austin &Son,Ld Sunderland '*sA&CP*	GasLight&CokeCo. (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *Cell*	225·0|36·0|15·3 233·0(O.L.) Q127′B16′F24′ FK *DBuE20′f137′335t*	London British 5*BHCem* *DT f9′* 154	T.3Cy.$18\frac{1}{16}$",30"&49"–33"(*s*) 180lb *100lb* 158NHP 1SB,4*cf*,GS74,HS2550 N.E.MarineEngCo.Ld.Sld *tFPT*133*tAPT*23*t*	17 ″ 3 5 ″ 2 15 ″ 8	
23807 396 IBBM	**Firenze** Ⓟ (*ex*Roma) TwinSc 2*Dks*3*trB* D.F. *Fitted for oil fuel*	3952 — 2328					1912	Soc.Esercizio Bacini RivaTrigoso	“Tirrenia”Soc. Anon.diNav.	360·9|44·6|24·5 344·6 P69′B72′F46′	Naples Italian *WB*	T6Cy.$21\frac{1}{4}$",$34\frac{1}{4}$"&$59\frac{7}{16}$"–$41\frac{3}{8}$" Soc.Escerzio 454NH Bacini,Genoa		I
23808 121266 MCJT	**Firethorn** (*ex*Virago–36, 3Mst *ex*Javelin) *ss*Liv.2ndNo.3–3,33 *Well deck* *ss*Bel.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*)	321 223 125	✠100A1 1,41 Examined 1,42 BS7,41 ✠LMC MS3,37 ~~BS2,40~~	Liv Bel	*f*	CL 2,40	1905 10mo *Lloyd*	JFullerton &Co. Paisley '*sA&CP*	~~S.WilliamCoe&Co.~~ ~~Ld.(W.J.Ireland,~~ ~~*Mgr.*)~~ Cranbrook ShippingCo.Ld.	141·0|23·8| 9·7 *24·0* 147·0(O.L.) FK Q78′B9′F30′ *FPT*	Liverpool British 3*BHCem* 35*tAPT*7*t*	C.2Cy.18"&40"–27" (*s*) 130lb 85RHP 1SB,3*pf*,GS51,HS1461 Ross&Duncan,Glasgow	10 ″ 10 s 4 ″ 2 10 ″ 9	
23809 216565 WQCF	**Firmore** 3Mst *ss*Bal.No.3–9,30 *ss*Bal.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing* *Cargo battens not fitted*	7117 6365 4431	✠100A1 9,41~~1,41~~ BS9,41 ✠LMC MS1,39 ~~BS1,41~~ *Fitted for oil*	Bal *fuel* 9,	*c*† 19	CL N1,41 *F.P.*	1918 7mo A&CP *above*	Bethlehem S.B.Corp.Ld Sparro Pt.Md *CellDBuE&B* 58′*f*3 150° F.	OreS.S.Corp. *2 Intermediat* 20′1622*t* *side tanks*	449·1|57·2|34·3 P106′F39′ FK *eBHds dispensed w* *Nos* 1,2&3*P*&*S*1950	NewYork Utd.States *Cem* *ith5BHonly* *tFPT*395*t A*	1DR geared steam turbine 200lb (*s*) 556NHP 3SB,9*cf*,GS185,HS7877 FD GeneralElectricCo. *PT*213*t* Schenectady,N.Y.	37 ″ 0	
23810 FOYM	**Firuz** 2*Dks* D.F. *Mchy.Aft* *Fitted for oil fuel* E.S.D. *Longitudinal framing* *Carrying Petroleum in bulk*	7327 6666 4005					1929	Chant.Nav. Français Caen	Association Pétrolière	446·8|56·9|33·8 P120′B32′F53′	Dunkirk French *WB*	T.3Cy.26",44"&74"–51" 391NHP N.E.MarineEngCoLd.Nwc		V
23811 21694 KMWZ	**Fish Hawk** WoodSr (*ex*Trawler–39) *OilEng.* 1*Dk*	338 — 170					1918	Portland S.B.Co. Portland, Me.	W.J.Townsend	139·4|24·4|13·1 F30′	NewYork Utd. States	Oil Engines 4S.C.SA 8Cy.13"–18" 132NHP *Emade*19,*refitted*29 Winton,Cleveland,O.		
23812 234179 WOFX	**Fisherman II** (*ex*Kallisto) TwinSc *OilEng.* *Ref.Mchy.* 1*Dk*	446 — 362					1921	Frd.Krupp Germaniawft A.G. Kiel	Wm.R.Dobbs	183·0|28·5|16·0	L.Angeles Utd.States	Oil Engines 12Cy.$10\frac{1}{4}$"–$11\frac{1}{2}$" *Emade*30		
23813 226004	**Fishers Island** Ⓟ 1*Dk*	862 — 536					1926	Bethlehem S.B.Corp.Ld Wlmngtn Del	FishersIsland Nav.Co.	150·1|40·1|14·4	N.Lndn.Cn Utd.States *WB*	T.3Cy.17",25"&43"–30" 101NHP VulcanI.Wks.JerseyCy.NJ		
23814 160785 GNDG	**Fishpool** *OilEng.* *CruiserStern* D.F. E.S.D. 1*Dk*&*Shelter dk*	4950 4417 2815					1940	Sir J.Laing &Sons,Ld. Sunderland	PoolShippingCoLd (SirR.Ropner& Sons,Ld.*Mgrs.*)	418·0|58·8|25·8	W.Hartpl. British *WB*	Oil Engines 4S.C.SA 7Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 413NHP J.G.Kincaid&Co.Ld.Grk.		C
23815 161827 VPRZ	**Fitzroy** (*ex*Lafonia–36) *ss*StanleyF.I.No.2–39 1*Dk*(*Stl*)2nd *dk*(*Stl*) *Well deck* *inNo.1hold*	768 457 344	✠100A1 11,41~~3,39~~ ~~BS11,40~~ ✠LMC3,39	~~Stanley~~ ~~F.I.~~ MVo BS11,41		CL ~~9,38~~ 11,41	1931 9mo *Lloyd*	H.Robb Ld. Leith '*sA&CP*	FalklandIslands Co.Ld. *CellDBa*&	165·8|32·7|11·7 P&B109′F18′ FK *uE39′f69′128tFPT*	Stanley, F.I. British 5*BHCem* 18*tAPT*25*t*	T.3Cy.14",24"&40"–27" (*s*) 180lb 91RHP 2SB,4*cf*,GS74,HS2209 W.Beardmore&Co.Ld. Coatbridge	13 ″ 6 s ″ $2\frac{3}{4}$ 13 ″ $4\frac{3}{4}$	
23816 308 IBTM	**Fiume** Ⓟ (*ex*Calitea–32, *ex*PrestolonaslednikPeter) 2*Dks* *Fitted for oil fuel*	662 564 386					1926	Lübecker Masch.Ges Lübeck	“Adriatica”Soc. Anon.diNav.	164·9|25·7|17·7 158·0	Venice Italian *WB*	T.3Cy.$16\frac{1}{8}$",$24\frac{13}{16}$"&$41\frac{5}{16}$"– $23\frac{5}{8}$" 83NHP LübeckerMasch.Ges.		I
23817 PBBY	**Fivel** *Oil Eng.* D.F. *Mchy.Aft* 1*Dk* *Cruiser Stern*	306 195 153					1936	J.Koster Hzn.Schpsw “Gideon” Groningen	J.Bont	127·4|24·0| 8·1 P73′F20′	Loppersum Dutch *WB*	Oil Engines 2S.C.SA 5Cy.$10\frac{1}{4}$"–$14\frac{9}{16}$" 92HP N.V.Mchfb.Bolnes, Bolnes		VL
23818 LDAD	**Fjeld** (*ex*Tela–36,*ex*TotaiMaru) *ss*Rot.No.3–6,29 *ss*Cpn.No.2–38 1*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	2960 2719 1834	✠100A1 11,39 ✠LMC10,38 (SEE FOOTNOTE *)	Mdb	*t*	CL 11,39	1916 5mo *Lloyd*	OsakaIron Works,Ld Osaka '*sA&CP*	A/SD/S Fjeld (A.Meidell,*Mgr.*) *Cell*	305·3|44·0|25·0 P19′B82′F32′ FK *DB*255′ 519*t FPT*	Bergen Norwegian 5*BHCem* 76*tAPT*20*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWorks,Ld.	27 ″ 3 s 4 ″ 3 23 ″ 2	
23819 LJXT	**Fjeldberg** TwinSc (*ex*Nieuwendam–39,*ex*Schelde, *OilEng.* *ex*Rijnveer,*ex*Nereus)	332 245 169					1919	Gebr.v.d. Windt Vlaardingen	A/S Fjeldöy (Th.Joh.Kyvik,jr. *Mgr.*)	132·1|23·1| 9·3 P46*t*H7*t*F15*t*	Haugesnd Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.13"–$14\frac{3}{16}$" 119HP NE39 DeFor.MotorplekA/S		NG
23820 LEOW	**Fjord** (*ex*Orla–37) *ss*Shl.No.3–6,27 1*Dk*	4032 3833 2536	✠ … 1,29 ✠				1914 5mo	TyneI.S.B. Co.Ld. Newcastle	A/SD/S Fjeld (A Meidell,*Mgr.*)	355·3|50·8|24·9 P32′B102′F34′ FK	Bergen Norwegian *WB*	T.3Cy.25",41"&68"–45" 355NHP N.E.MarineEngCoLd.Nwc	27 ″ 4	N †
23821 LDSQ	**Fjordaas** TwinSc *Oil Eng.* *ss*Rot No.2–39 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	7361 6916 4360	✠100A1 ~~10,40~~~~12,40~~12,41 ~~DBS5,40~~ ✠LMC1,38 *CarryingPetr*	~~Rio~~ NYk DBS10,41 *oleum*	*b*† *in*	CL P12,40 S6,40 *bulk*	1931 5mo *Lloyd*	Deutsche WerkeKiel A.G. Kiel '*sA&CP*	Mörland's TankrederiA/S (A.J Mörland, *Mgr.*) *C*	424·2|60·2|34·6 P92′B28′F35′ FK *ellDBuE60′207t D*	Arendal Norwegian 12*BHptCem* *Tf*34′224*t FPT*244	Oil Engines 4S.C.SA 16Cy.$21\frac{5}{8}$"–$35\frac{7}{16}$" 726NHP 2DB*114lb* DeutscheWerkeKielA.G. *tAPT*189*t*	~~34 ″ 0~~ 34 ″ 1 s7 ″ $0\frac{3}{4}$ 27 ″ $2\frac{3}{4}$	
23822 LDOR	**Fjordheim** *ss*Stv.No.2–38 D.F. 2*Dk*(*Stl*)	4115 3721 2497	✠100A1 ~~4,41~~~~7,40~~3,42 BS~~7,40~~ ✠LMC5,38 9,41	~~NNs~~ ~~Bal~~ Avn	*x*	CL ~~4,38~~ 4,41	1930 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd '*sA&CP*	A/S Theologos (N.Rögenæs, *Mgr.*) *Intermediate BHs* *in fwd.&after h* *Ce*	374·8|51·5|23·7 386·8(O.L.) P38′B106′F28′ FK *olds dispensed with* *llDB*316′956*t FPT*	Haugesnd Norwegian 4*BHptCem* 85*tAPT*121*t*	T.3Cy.$22\frac{1}{2}$",37"&60"–42"& LP Turbine with DR gearing & hydraulic coupling 180lb (*s*) 363NHP 2SB,6*cf*,GS105,HS4342 FD N.E.MarineEng.Co.Ld.Sld	26 ″ 0	
23823 DIBM	**Flachsee** (*ex*KapitänRuge) TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	757 566 355					1927	Howaldtswerke A.G. Kiel	W.Schuchmann	181·4|32·1|12·1 P44′F23′	Hamburg German *WB*	Oil Engines 2S.C.SA 4Cy.$12\frac{3}{16}$"–$16\frac{1}{2}$" 45NHP Gebr.Sulzer,Ludwgshfn.		G
23824 DOAU	**Flamingo** (*ex*Reiher–38) D.F. 1*Dk*	975 750 402					1909	Bremer Vulkan Vegesack	ArgoReederei Richard Adler&Co.	220·6|32·4|13·6 P&B138′F23′	Bremen German *WB*	T.3Cy.$21\frac{1}{4}$",$34\frac{7}{16}$"&$54\frac{1}{2}$"– $35\frac{7}{16}$" 179NHP BremerVulcan,Vegesack		G

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où l'on est dans le Durée.Cert.Ref.Trade.
23825 140521 GRBV	**Flaminian** 2*Dks* *Cruiser Stern*	2711 2526 1663					1917	W.Harkes &Son,Ld. Middlesbro'	EllermanLines,Ld. (Ellerman&Papa-yanniLines,*Mgrs*)	315·0 P73'B140'F33'	42·4	23·6	Liverpool British *WB*	T.3Cy.20¼",34½"&59"–42" Richardsons, 226NHP Westgarth&Co.Ld.Mdb		C
23826 162665 MQDJ	**Flathouse** *ss*Shl.No.2–40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1546 1152 837	✠100A1 10,41 ~~4,41~~ BS10,41	Sld ✠LMC9,40	*p*	CL ~~4,41~~ 10,41	1931 12mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, Ld.Sunderlnd '*sA&CP*	StephensonClarke &Associated Companies,Ld. *Cell DB*19	244·0 Q145'F28' FK 8'413t*MT*186t*FPT*	36·5	16·0	London British 4*BHCem* 93t*APT*35t	T.3Cy.19",31"&51"–36" (*s* 180lb 179NHP 2SB,6*cf*,GS101,HS2888 Swan,Hunter&Wigham, Richardson,Ld.Nwc.	18 ″ 0 *s* 5 ″ 5½ 16″10½	
23827 77587	**Fleetwood** (*ex*Wiarton–34, *ex*Glenvegan,*ex*Cicoa,*ex*JohnSharples) *Mchy.Aft* GyC. 1*Dk*2*tr*B	1593 — 1124					1903	Superior S.B.Co. W.Superior	NicholsonTransit Co.	246·7 Q88'F36'	41·2	15·7	Detroit, Mich. *WB* Utd.States	T.3Cy.14",25"&42"–30" 97NHP SuperiorS.B.Co		R
23828 PECI	**Flensburg** 3Mst D.F. 2*Dks*	6421 5836 3515	Examined LR ~~7,41~~3,42 1,42 ~~3,41~~ BS3,41	NYk Cff			1922	Flensburger Schiffsb,Ges. Flensburg	Halcyon-LijnN.V.	454·9	60·1	27·8	Rottrdam Dutch *WB*	T.3Cy.28¾",46⅔"&76"–48" 3SB 185lb 400NHP FlensburgerSchiffsb.Ges		
23829	— *OilEng.* *CruiserStern* 1*Dk* Sub.Sig.	5450					1939	Flensburger Schiffsb,Ges. Flensburg	HugoStinnes G.m.b.H.	419·0 P25'B&F375' *Upper*F33'			Hamburg German *WB*	Oil Engines 2S.C.SA 16Cy.20½"–27$\frac{9}{16}$" 1178NHP Maschinenfbrk.Augsburg- NürnbergA.G Augsburg		
23830 102470 MCZV	**Fleswick** 3Mst *ss*Bkn.3rdNo.3–1,39 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)	610 438 241	✠100A1 ~~8,40~~12,41 ~~BS4,41~~ MS2,39	~~Liv~~ Gls BS12,41 ✠LMC ~~BS2,40~~	*i*	CL 1,39	1900 3mo *Lloyd*	AilsaS.B. Co. Troon '*sA&CP*	~~KyleShippingCo.~~ ~~Ld.(MonroeBros.~~ ~~*Mgrs.*)~~ CullifordShipping Co.Ld.(Culliford &Clark.Ld.*Mgrs.*)	179·3 Q101'B10'F35' FK&BK1" *DBt*94'137t*FPT*	28·0	11·2	Belfast British 3*BHCem* 65t*APT*8t	C.2Cy.21"&47"–33" (*s*) 130lb 90RHP 1SB,3*pf*,GS73,HS1730 McKie&Baxter,Glasgow	13″10 *s* 4 ″ 5¾ 13 ″ 7¾	
23831 153063 VGXD	**Fleurus** Ⓟ 2*Dks* *Fitted for oil fuel*	1122 976 652					1926	At.&Ch.de laSeineMarit LeTrait	AnticostiShipping Co.	189·8	33·0	20·8	Quebec British *WB*	T.3Cy.18⅛",29⅞"&50"–33$\frac{1}{16}$" Atel.&Ch.de la 143NHP SeineMaritime,LeTrait		V
23832 PJCS	**Flevo** *OilEng.* *Mchy.Aft* 2*Dks* *CruiserStern*	389 293 59					1939	NVSchpsw Gebr.Pot. Bolnes	West-Indische Scheepvaart Maats	179·7 P13'B&F155'	29·7	8·2	Curacao Dutch *WB*	Oil Engines 2S.C. 8Cy.10$\frac{13}{16}$"–18⅞" Gbr.Stork&CoNVHengelo		V
23833 148584 GKNF	**Flimston** *ss*Mdb.No.1-41 *ss*Cff.No.3–1,38 D.F. E.S.D. 1*Dk*(*Stl*)	4674 4272 2794	✠100A1 3,42~~1,41~~ ~~10,41~~ ~~MS11,36~~	~~Bal~~ ~~Mdb.~~ ✠LMC10,41 ~~BS11,40~~	*y* Liv	CL ~~7,40~~ 10,41	1925 5mo *Lloyd*	Bartram& Sons.Ld. Sunderland '*sA&CP*	PictonS.S.Co.Ld. (E.ThomasRad-cliffe&Co.*Mgrs.*) *CellDB*	385·4 P39'B&F306' FK 342'1110t *FPT*116t	52·0	26·0	London British 7*BHCem* *APT*174t	T3Cy.26⅛",44¼"&73"–48" (*s* 180lb *180lb* 451NHP 3SB(Spt)9*cf*,GS194,HS7650 Blair&Co.Ld.Stockton	27″10 *s* 3 ″ 1½ 24″10¼	
23834 LCTM	**Flint 2** (*ex*ElginCounty,*ex*Flint2, *ex*Atlantis,*ex*Sierra *ss*Gen.No.2–27 Quemada) 2*Dks*	5614 5094 3345	✠ ... 5,29 ✠NE7,24✠				1918 9mo	JCoughlan &Sons Vancouver. B.C.	D/S A/S Flint (WillyKubon)	410·5 P59'B115'F47' FK	54·2	27·4	Bergen Norwegian *WB*	T.3Cy.27",44"&73"–48" 512NHP McKie&Baxter,Gls.	29 ″ 9	N †
23835 219269 KOPL	**Flomar** (*ex*Corvus) *ss*Bal No.3–11,32 D.F. *ss*Bal.No.2–40 2*Dks*(*Stl*)	5551 5144 3422	✠100A1 ~~6,41~~ ~~12,40~~12,41 BS3,41 *Fitted for oil*	~~Bal~~ ~~NYk~~ Bal ✠LMC MS12,40 *fuel*12,19	*z*	CL 5,40 *F.P. a*	1919 11mo *bove* 1	Columbia RiverSBCorp Portland,Or. A&CP 50° F.	CalmarS.S.Corp. *Intermediate BH* *hold&intermediate* *in fore hold & aft* *CellDB*355'1139	410·0 423·8(O.L.) P44'B115'F47' FK *in after* *'tween dk B Hs* *hold dispensed with* *MT*29'745t *FPT*13	54·2	27·5	NewYork Utd.States *ptCem* 5*BH to U dk* 1 ,, ,, 2*nd* ,, 9t*APT*143t	T.3Cy.24½",41½"&72"–48" 210lb (*s*) 582NHP 3SB,9*cf*,GS196,HS8780 FD LlewellynIronWorks, LosAngeles,Cal	30 ″ 3 *s* 6 ″ 5 24 ″ 0¾	
23836 7658 SIBN	**Flora** *ss*Lkr.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice* *Cargo battens not fitted*	*1781* *1589* *1003*	✠100A1 *withfreeboard* 4,41~~7,40~~ ~~BS1,40~~	Skm BS4,41 ✠LMC5,38	*r*	CL ~~5,40~~ 2,41	1930 7mo *Lloyd*	Fredrkstad Mek.Værks Fredrikstad '*sA&CP*	A/B Transmarin (S.Redig,*Mgr.*) *CellDB*212'54	269·0 FK 5t*FPT*35t*APT*80t	42·2	17·6	Hlsngborg Swedish 4*BHCem* (*Coll BH to Sh dk* 3 ,, ,, 2*nd* ,,)	T.3Cy.18½",29½"&50"–36" 190lb (*s*) 188NHP 2SB,6*cf*,GS60,HS2545 FD FredrikstadM.V.Frdstad	20 ″ 0 *s* ″ 8¾ 19 ″ 4¾	
23837 PECR	— *CruiserStern* 2*Dks* *Ref.Mchy.* *Fitted for oil fuel*	1417 1172 824					1921	H.teVeld-huis Papendrecht	N.V.Koninklijke NederlStoomboot Maats.	265·8	39·2	14·8	Amstrdam Dutch *WB*	T.4Cy.20",31"&50"–36" 150NHP J.&K.Smit,Kinderdijk		V
23838 DONA	— 1*Dk*	344 284 196					1891	Eriksbergs Mek.Werks Gothenburg	TobisFilmkunst- Gesellschaft m.b.H.	140·9 Q31'B24'F12' len93	22·4	11·9	Hamburg German	C.2Cy.13⅛"&26$\frac{5}{16}$"–17½" 24NHP EriksbergsMek.Wrks.Got.		G
23839 7542 SKJ1	— **WoodAux3MstSr** (*ex*SailingVessel) *OilEng* *Mchy Aft* 1*Dk* (*See Sailing Ship Register*)	*308* *277* *232*					1919	J.Ph.Jör-gensen Thurö	J.Jönsson	126·5 Q26'H9t	29·2	12·6	Brantevik Swedish	Oil Engines 2S.C.SA 2Cy.13¾"–16⅛" 67NHP *Emade&fitted*33 JönköpingsMotorfbrk		V
23840 6755 GLRX	**Flora II** Ⓟ (*ex*Flora–40) D.F. 2*Dks* *Ref.Mchy.*	1218 1040 657					1909	Akt.Bur-meistr&Wain Copenhagen	Ministry of War Transport(Eller-man'sWilsonLine, Ld.*Mgrs.*)	253·5 P19'B104'F25'	34·6	16·8	London British *WB*	T.3Cy.21",35"&60"–39" 225NHP Akt.Burmeistr&Wain,Cpn		VL
23841 OHVJ	**Flora H.** (*ex*Jupiter–34) *ss*Fln.No 3–5,09 D.F. Sub.Sig. *ss*Ams.No.1–12 1*Dk&deep framing&pt Awngdk*	2025 1374 1212	✠ ... 10,13 ✠				1899 2mo	Flensburger Schiffsb.Ges Flensburg	WernerHacklin	284·0 267·0 P16'Q84' *ptAwngdk*168' FK	39·5	23·5 16·0	Björnebrg Finnish *WB*	T.3Cy.19",31½"&51"–63" 170NHP FlensburgerSchiffsb.Ges.	18 ″ 2	G †
23842																
23843																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23844 788 SVOM	**Flora Nomicos** (exNicolasJean-34, exDéputéPaulProust) 1Dk	1783 1586 1054					1921	Ministère de la Marine Cherbourg	LoucasNomicos	266·4|39·4|23·0 P19′B55′F23′	Piræus Greek WB	T3Cy.18$\frac{3}{4}$″,29$\frac{1}{16}$″&49$\frac{1}{4}$″-37$\frac{1}{2}$″ Establissements 147HP d'Indret,Indret		G
23845	**Floreana** (exStart, Aux3MstSr exOlga,exSailingVessel OilEng Vigilant) 1Dk (See Sailing Ship Register)	410 333 319	✠ ... 12,98				1895 5mo	Cumming &Ellis Inverkeithng	CompañiaFloreana Soc.Anon.	150·0|27·2|11·3 Q70′F16′	Callao Peruvian	Oil Engines 4S.C,SA 6Cy. NEfitted35 Motorenfbr."Deutz"A.G. Köln-Deutz	12 ″ 2	
23846 KZAY	**Florence D.** (exLakeFarmingdale) 1Dk2trB Fitted for oil fuel	2638 2261 1518	✠ ... 6,21 ✠				1919 7mo	Superior S.B.Co. Superior,Wis.	Cadwallader-GibsonLumberCo.	247·4|43·3|25·6 P25′B64′F23′ FK	Manila P.I. Utd.States WB	T.3Cy.21″,35″&59″-42″ 352NHP DetroitS.B.Co.Detroit	28 ″ 3	R †
23847 210587 WLCL	**Florence Luckenbach** (exDamara) ssSea.2ndNo.3-7,34 D.F. ssSea.No.1-38 2Dks(Stl)	5049 — 3217	✠100A1 ~~2,41~~ ~~2,40~~ 10,41 BS10,41 ✠LMC MS4,38 ~~BS11,40~~ Fitted for oil fuel 12,13	~~Sea~~ NYk	y	CL 2,40 F.P. above 150° F.	1910 5mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	LuckenbachS.S. Co.Inc. CellDBa131′uE&B42	401·8|52·2|27·3 415·4(O L.) P45′B125′F38′ FK f181′994tFPT141t	NewYork Utd.States 6BHCem APT265t	T.3Cy.25″,41″&67$\frac{5}{16}$″-51″(s) 175lb 425NHP 3SB,9cf,GS150,HS6144 FD A.Stephen&SonsLd.Gls.	29 ″ 10 s 5 ″ 9$\frac{1}{2}$ 24 ″ 3	
23848 210812 KJKN	**Florence Olson**(exParaiso)TwinSc Mchy.Aft 1Dk Fitted for oil fuel	1437 — 891					1912	CraigS.B. Co. Long Beach,Cal.	OliverJ.Olson&Co.	216·5|40·2|14·1	S. Frncisco Utd.States WB	C.4Cy.13″&30″-24″ 74NHP CraigS.B.Co		
23849 147861 MLPB	**Florence Reynolds** 3Mst (exConiscrag-33) ssFoy.No.3-2,38 Mchy.Aft Well deck 1Dk(Stl)	397 263 152	✠100A1 3,42 ~~10,40~~ BS3,42 ✠LMC MS2,38 ~~BS10,40~~	~~Cff~~ Bry	f	CL ~~9,40~~ 2,42	1923 5mo	Pitcher's Ld. Gt.Yarmouth Lloyd'sA&CP	BeynonShipping Co.Ld.	142·2|24·1|10·3 Q48′B9′F26′ FK FPT	Ipswich British 3BHCem 45tAPT20t	T.3Cy.12″,21″&34″-24″ (s) 180lb 66RHP 1SB,2pfGS34,HS1090 Amos&SmithLd.Hull	11 ″ 0 s ″ 8$\frac{3}{4}$ 10 ″ 4$\frac{1}{2}$	
23850 LOEB	**Florentino Ameghino** 2Dks Mchy.Aft Fitted for oil fuel Carrying Petroleum in bulk Cruiser Stern Longitudinal framing	6948 6341 4429	✠ ... 10,28 ✠				1925 7mo	Fairfield Co.Ld. Glasgow	Argentine Government (Yacimientos Petroliferos Fiscales)	431·2|57·0|33·2 P104′B32′F49′ FK	Bns.Aires Argentine WB	T.3Cy.27″,45″&75″-54″ 632NHP FairfieldCo.Ld.Glasgow	33 ″ 6	
23851 LDWD	**Flores** 1Dk&Spar dk3trB	3610 3430 2813					1899	Nederl. Schp.Maats. Amsterdam	Skibs A/S "Parana" (J.JürgensenMgr)	339·6|44·7|28·5 B78′F45′	Oslo Norwegian WB	T.3Cy.23″,38″&62″-42″ 249NHP Ned.Fab.v.Werk.Mat.Ams		
23852 FNBG	**Florida** Ⓟ TwinSc D.F. CruiserStern 3Dks4trB Ref.Mchy. Fitted for oil fuel	9331 6659 5515					1926	Atel.&Ch. de la Loire St.Nazaire	Soc.Gén.deTransp. Mar.àVap.	468·9|60·6|31·6 P52′B232′F57′	Marseilles French WB	4 Steam Turbines DR geared to 2 Sc.Shafts Atel.&Ch. de laLoire,St.N.		IV
23853 236769 WPNJ	— ssPhl.No.1-42 OilEng. D.F. E.S.D. 1Dk Longitudinal framing at bottom & deck in Mchy.Aft CruiserStern centre tanks	8580 — 5082	✠100A1 ~~6,41~~ ~~6,40~~ ~~12,40~~ 1,42 DBS~~9,40~~ 9,41 ✠LMC~~10,37~~ 1,42 Carrying Petroleum in bulk	~~NYk~~ Phl	d† $2\frac{3}{16}$	CL ~~12,40~~ 6,41	1937 10mo	SunS.B.& DryDockCo Chester,Pa Lloyd'sA&CP	TheTexasCompany CellDB	468·1|65·3|34·3 490·5(O.L.) P111′B39′F61′ FK uE82′277tFPT141t	Wilmgton (Del.) Utd States 14BH APT115t	Oil Engines 2S.C.SA 4Cy.31″-86″ 1197NHP 3DB(WT)227lb SunSB&DD.Co.ChesterPa	34 ″ 3	
23854	— OilEng. D.F. E.S.D. 2Dks CruiserStern	6150 — 3450					1939	Bremer Vulkan Vegesack	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	454·8|59·3|23·5 P38′B34′	Bremen German WB	Oil Engines 2S.C.SA 8Cy.26$\frac{3}{4}$″-47$\frac{1}{4}$″ 985NHP BremerVulkan,Vegesack		G
23855 230773 KGWR	— Ⓟ TwinSc D.F. 6Dks Fitted for oil fuel	4945 — 2689					1931	NwprtNws S.B.&D.D.Co Newprt News	Peninsular& OccidentalS.S.Co.	365·0|56·5|28·5	NewHaven Utd.States WB	2SteamTurbinesSRgeared to 2 Sc. Shafts NewportNewsSB&DD.Co.		R
23856	— (exSigne-40,exP.Madsen-39) D.F. 1Dk	1807 1624 1054					1924	A/S Aal-borgSkbsv. Aalborg	EstodurasSteam-shipCo.Inc.	276·8|42·1|17·8 P18′B169′F33′ WB	Puerto Cortes Honduran	T.3Cy.21″,33″&55″-36″ 181NHP A/SFrichs,Aarhus		C
23857 1491 IBOM	**Florida II** (exFortunatoTerzo, exNicolaos ssGen.2ndNo.3-10,28 Pateras, ssGen.No.1-32 exTideway,exTyphoon, 1Dk(Irn)& exTwilight) D.F. deep framing	3313 3069 2072	✠ ... 9,36 ✠	Gen	u		1905 10mo	W.Gray& Co.Ld. W Hartlepool	A.T.Rosasco CellDBa108	329·5|47·5|22·8 P29′B88′F33′ FK uE&B40′f140′828t	Genoa Italian 5BHCem APT39t	T.3Cy.24″,38″&64″-42″ 283NHP 2SB,6cf′GS109,HS4304 Cen.Mar.Eng.Wks.WHpl	24 ″ 9	I †
23858 30522 JAIB	~~Florida Maru~~ **Florida Maru** OilEng. ssKob.No.3-11,38 2Dks(Stl)	5845 5333 3651	✠ ... 11,41 ✠~~LMC CS8,36~~ ~~DBS5,40~~ ~~5,40~~	Kob	z	CL 4,40	1925 3mo	Kawasaki Dkyd.Co.Ld. Kobe Lloyd'sA&CP	KawasakiKisen K.K. CellDB	405·0|53·0|34·0 P28′B116′F31′ FK 338′1452tFPT104t	Kobe Japanese 6BH APT55t	Oil Engines 2S.C.SA 6Cy.22″-66″ 902NHP DB120lb J.Brown&CoLdClydebank	34 ″ 0 ~~7 ″ 4$\frac{1}{4}$~~ ~~26 ″ 1$\frac{1}{4}$~~	
23859 221227 KDXD	**Floridian** (exStuartDollar-36, exMandarin) 3Dks&Shelter dk D.F. Fitted for oil fuel	6998 — 4319					1920	Kiangnan Dk&EngWks Shanghai	American-HawaiianS.S.Co.	429·0|52·2|26·6	NewYork Utd.States WB	T.3Cy.27$\frac{5}{16}$″,44″&74$\frac{1}{4}$″-48″ 384NHP KiangnanDock&Eng.Wks		R
23860 160549 GSPW	**Floristan** ssSou.No.3-8,40~~ssMdb.No.2-36~~ D.F. 2Dks(Stl)	5478 5065 3483	✠100A1 1,42 ~~5,41~~ ✠LMC MS8,40 BS5,41 Fitted for oil fuel8, 28	~~Gls~~ Mch	z	CL 7,40 F.P. above 150° F.	1928 8mo	JReadhead &Sons,Ld. SouthShields Lloyd'sA&CP	StrickLine (1923) Ld.(F.C.Strick& Co.Ld.Mgrs.) CellDB	415·3|54·2|27·6 P31′B126′F52′ FK 365′1192tDTa37′9	London British 7B Hpt Cem 62tFPT110t	T.3Cy.28″,46″&77″-48″ (r) 200lb 630NHP 3SB,12cf,GS191,HS9411 FD J.Readhead&Sons,Ld.SShl APT24t	30 ″ 1 s 6 ″ 0$\frac{3}{4}$ 24 ″ 3	
23861 TCAH	**Florya** (exResit-40,exAdalet-38, exRiad,exSanRemo, ssLth.No.3-2,01 exCoronel,exTarapaca, ssPly.No.1-05 exInca,exMonteBlanco, 1Dk&Spar dk exRimac,exMonteBlanco, &Webframes exNorse,exNorseman) Fitted for oil fuel	1334 — 762	✠ 7,20 ✠	Ply	o		1893 2mo	Ramage& Ferguson,Ld. Leith	Zonguldak Vapurculuk ve Kömürcülük LimitetSirketi CellDBuE36′40tf86′	236·3|31·2|14·2 22·2 BK8″	Istanbul Turkish 6BHCem 62tAPT21t	T.3Cy.22″37″&62″-39″ 217NHP 1SB,3cf,GS75,HS2560 Ramage&Fergusn,Ld.Lth.	23 ″ 3	
23862 DHHZ	**Flottbek** ssHam.No.3-6,38 D.F. 1Dk(Stl)	1930 1728 1128	✠ 7,39 ✠	Ham	r		1926 2mo	F.Schichau Danzig	Knöhr&Burchard, Nfl. CellD	279·7|40·2|19·1 293·2(O.L.) P27′B74′F32′ FK B240′541tFPT38t	Hamburg German 4BHCem APT78t	T.3Cy.19$\frac{11}{16}$″,32$\frac{3}{4}$″,&53$\frac{1}{2}$″-37$\frac{7}{16}$″- 223NHP 2SB(Spt),4cf,GS78,HS3014 F.Schichau,Elbing	21 ″ 4	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade
23863 143815 GBRW	**Flowergate** (*ex*Schildturm) *ss*Nwc.2ndNo.3-8,35 2*Dks*(*Stl-U*teak s)	5156 4837 3226	✠100A1 10,41~~8,40~~ Examined ~~8,40~~ BS3,41 MBS10,41	~~Lon~~ Nwc 10,41 ✠LMC8,35	*z*	CL 8,40	1911 6mo *Lloyd*	J.C.Tecklenborg A.G. Weser-münde-G. 'sA&CP	C.Strubin&Co.Ld. *Cell DB*133' *uE*22' '*Tween dk tanks*	400·8|53·6|28·5 P50'B124'F52' FK *f*172'1029*t* *a*46'*f*42'903*t FTP*5	London British 6*BHCem* 7*t APT*53*t*	T.3Cy.26¼",45¼"&74"-53⅜" 192lb *121lb* (*r*) 474NHP 3SB(Spt),9*cf*,GS129, FD HS6120 J.C.TecklenborgA.G.Wsm	31 ″ 0 s 5″10¼ 25 ″ 4½	
23864 148864 MNGW	**Fluor** *ss*Tn.No.3-11,37 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	914 638 453	✠100A1 5,41 ~~BS10,40~~	Irv BS10,41 ✠LMC11,37	*l*	CL 10,40	1925 6mo *Lloyd*	AilsaS.B. Co.Ld. Troon 'sA&CP	Wm.Robertson *Cel*	199·0|32·6|13·2 207·0(O.L.) Q117'B9'F32' FK *lDBf*122'190*t FFT*	Glasgow British 3*BHCem* 61*t APT*35*t*	T.3Cy.16",26"&42"-30" (*s*) 180lb 90RHP 2SB,4*cf*,GS74,HS2400 AilsaS.B.Co.Ld.Troon	15 ″ 0 s 4 ″ 7¼ 14 ″ 6¼	
23865 218596 KIQX	**Fluor Spar** 2*Dks*& *Web frames* Sub Sig. *Fitted for oil fuel*	5055 4740 3095	✠ ... 6,20	✠			1919 7mo	American International S.B.Corp. HogIslandPa	SouthAtlantic SteamshipLine	390·0|54·2|27·6 P39'B122'F43' FK	Savannh,G Utd. States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
23866 1627 INFA	**Fluvior** TwinSc *OilEng.* *Mchy.Aft* *ss*Tri.No.2-38 1*Dk*(*Stl*)& *Web frames*	389 281 191	✠100A1 10,39 ✠LMC *CarryingPetr* NO LATER	Pal CS3,38 4,37 *oleum* SURV	*f* *in* EY	CL N10,39 *bulk* REPO	1930 2mo *Lloyd* RTED	Cant. Fedl. perCostruzioniNavali PietraLigure 'sA&CP	"LaColumbia" Soc.Marit.per Trasporto diPetrolio eDerivati	157·5|25·6| 9·7 148·6 P44'F24 FK *APT*22*t*	Genoa Italian 9*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy 10¼"-17$\frac{1}{16}$" 146NHP Soc.Anon.Fiat,Turin	10 ″ 3 s 1 ″ 1½ 9 ″ 2½	
23867 165793 GMWM	**Flynderborg** *ss*Els.No.2-38 D.F. 1*Dk*(*Stl*)	2022 1774 1203	✠100A1 ~~11,40~~10,41 ~~BS8,40~~	~~Shl~~ St.J BS10,41 ✠LMC7,38	*r*	OG 9,39	1930 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	Ministry of War Transport(Hall Bros.*Mgrs.*)	280·1|40·0|19·2 289·6(O.L.) P22'B85'F27' FK *CellDB*240'	Newcastle British 4*BHCem* 515*t APT*75*t*	T.3Cy.20",31½"&53"-36" (*s*) 180lb 194NHP 2SB(Spt),4*cf*,GS79,HS3134 Cen.Mar.E.WrksLd WHpl	21 ″ 4 s 2 ″ 8¾ 18 ″ 9½	
23868 145716 MLDX	**Foam Queen** (*ex*RiverExe) *ss*Goo.No.3-4,35 *Mchy.Aft* *ss*Lon.No.1-40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	811 577 404	✠100A1 2,42~~10,40~~ BS3,41	~~Lon~~ Bly ✠LMC4,40	*k*	CL ~~10,40~~ 1,42	1922 10mo *Lloyd*	London& MontroseS.B. &R.Co.Ld. Montrose 'sA&CP	BritishChannel IslandsShipping Co:Ld. *Cell*	189·2|30·3|12·5 Q109'B11'F24' FK *DBf*119'171*t FPT*	London British 3*BHCem* 60*t APT*5*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb 79RHP 1SB,3*cf*,GS59,HS2102 W.Beardmore&Co.Ld. Coatbridge	14 ″ 7 s 4 ″ 2½ 14 ″ 2¼	
23869 139289 MGCD	**Foamville** (*ex*PollyBridge) *ss*Lan.No.3-7,29 *Mchy.Aft* *ss*Apl.No.2-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	403 291 163	✠100A1 8,41 ~~4,41~~ MS8,37	Liv ✠LMC BS9,40	*f*	CL 3,41	1916 5mo *Lloyd*	J.P.Rennoldson&Sns. Ld.S.Shields 'sA&CP	JohnS.Monks,Ld.	143·1|24·4|10·4 147·7(O.L) Q47'B9'F19' FK *FPT*34*t*	Liverpool British 4*BHCem* *APT*16*t*	C.2Cy.17"&36"-24" (*s*) 130lb 75RHP 1SB,3*pf*,GS46,HS1400 J PRennoldsn&SnsLdSShl	11 ″ 9 s ″10½ 11 ″ 0	
23870 HPIQ	**Foch** (*ex*Ha-ven-38,*ex*Maréchal Foch-36,*ex*BudaII) *ss*Fiu.No.2-14 1*Dk*(*Stl*)& *Spar dk*(*Irn*) & *deep framing*	2894 — 1791	✠ 9,16	Fiu ✠	*t*		1905 3mo	Napier& MillerLd. Glasgow *Cell*	Wallem&Co. *DBa*108'*uE&B*34'	314·1|41·9|13·3 P40'B104' F34'21·3 FK *f*134' 633*t FPT* 17*t*	Panama Pnamanian 6*BHCem* *APT*21*t*	T.3Cy.20¼",35"&59½"-42" 257NHP 2SB,6*f*,GS116,HS3898 D.Rowan&Co.Glasgow	23 ″ 9	C †
23871 145960 MLBT	**Foch Rose** *ss*Goo.No.3-3,35 *ss*Bly.No.1-39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	1135 801 616	✠100A1 1,42 ~~5,40~~ MS1,39	~~Npt~~ Gls ✠LMC BS~~5,40~~	*n* 4,41	CL ~~5,40~~ 12,41	1922 7mo *Lloyd*	JFullerton &Co. Paisley 'sA&CP	RichardHughes& Co. (Liverpool) Ld. *Cell*	220·2|34·2|13·2 226·4(O.L.) Q108'B15'F28' FK *DBf*136'215*t FPT*	Liverpool British 3*BHCem* 80*t APT*34*t*	T.3Cy.16",26"&44"-33" (*s*) 180lb 96RHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Glasgow	15 ″ 6 s 1 ″ 1 14 ″ 7¼	
23872 695 SZNA	**Fokion** Ⓟ (*ex*Lussino,*ex*Sarajevo) *ss*Tri.No.3-2,18 *ss*Tri.No.1-22 1*Dk*& *Shade dk*	1158 794 527	✠ ... 11,23	✠			1910 2mo	Cant.Nav. Triestino Monfalcone	EpirotikiSteamshipNav.Co. "GeorgePotamianos"	224·3|33·2|15·1 FK	Piræus Greek	T.3Cy.21",35"&56"-36" 247NHP Barclay,Curle&Co.Ld.Gls.	16 ″ 5	
23873 145981 MLFR	**Folda** (*ex*Aintree,*ex*Atlas) D.F. *ss*Lth.No 3-11,34 *Well deck* *ss*Gmh.No.1-39 *Cargo battens not fitted* 1*Dk*(*Stl*)	1165 872 594	100A1 9,41~~10,40~~ MS1,39	~~Gmh~~ Shl LMC BS~~1,41~~	*n* 1,42	CL 4,39	1920 *Lloyd*	J.S.White &Co. Cowes 'sA&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDB*165'291	221·0|34·2|14·6 230·5(O.L.) Q119'B13'F21' FK *t FPT*22*t APT*15*t*	Leith British 4*BHptCem*	T3.Cy.15½",29"&49"-33" (*s*) 180lb 157NHP 2SB,4*cf*,GS72,HS2530 J.S.White&Co.Ld.Cowes	16 ″ 6 s 4 ″ 10 15 ″ 7½	
23874 HPRL	**Folozu** (*ex*HellenicCity-40, *ex*WinOn-39, *ex*LakeGeorge-37) *ss*Ant.2ndNo.3-3,38 1*DkTopside tanks* *Mchy.Aft* *Cargo battens not fitted*	2486 2046 1782	✠100A1 12,40 BS3,40 No later	Shi ✠LMC11,37 survey	*s* re	CL 7,40 ported	1917 11mo *Lloyd*	Gt.Lakes Eng.Works Ashtabula, O 'sA&CP *CellD*	Wallem&Co. *B*209'600*t Topside*	253·0|43·5|27·5 P115'F26' FK *tanks*124'330*t FPT*	Panama Pnamanian 4*BHCem* 180*t APT*50*t*	T.3Cy.21",34 "&57"-42" 175lb (*s*) 284NHP 2SB,6*cf*GS104,HS4160 FD Gt.LakesEWks,Ashtabula	27 ″ 6 s 4 ″ 1 23 ″ 7¾	
23875 200948 KFTW	**Fontana** (*ex*FrankSeither, *ex*R.W.England) (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*2*trB*	3887 3680 2935					1904	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	362·8|50·2|29·0 F46'	Buffalo, N.Y. Utd. States *WB*	T.3Cy.18⅞",32$\frac{1}{16}$"&54⅛"-42" NB18*refitted*35 189NHP E*made*74*Tpd*89*fitted*04 S.F.Hodge&Co.Detroit		R
23876 XNCS	**Foo Lee** (*ex*Fri) 1*Dk*& *Spar dk*	1398 1302 857					1900	Nylands Værkstad Oslo	ChingKeeS.N.Co. Ld.	231·5|35·0|20·4 H74*t*	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"-32" NB29 109NHP NylandsVerks.Oslo		C
23877 118365 VPBY	**Foo Shing** 1*Dk*(*Stl*)& *Spar dk*(*Stl*-teak s) & *deep framing*	2284 2126 1423	✠ 12,03	Nwc ✠	*t*		1903 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Indo-ChinaSteam Nav.Co.Ld. *CellDBa* 399*t DTf* 18' 256*t*	290·8|42·1|15·5 300·0(O.L.) B67'F38' 22·7 FK 84'*uE*22'*f*108' *DT a* 24' 374*t FPT*	Hong Kong British 5*BHCem* 56*t APT*25*t*	T 3Cy.21",34"&56"-42" 226NHP 1SB,4*rf*,GS76,HS2912 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	25 ″ 0 s 9 ″ 4½ 20 ″ 10	
23878 153566	**Fook On** *OilEng.* 2*Dks*	738 533 560					1924	QuanLee HongKong	LauWaPing	160·6|27·1| 8·4	Hong Kong British	Oil Engines 2S.C.SA 8Cy.14½"-15" 297NHP VickersPetters,London		
23879	**Fook Sing** Ⓟ Wood 2*Dks*	332 153 222					1909	.... Canton		114·8|20·8| 6·7	Chinese	C.2Cy.12"&24"-16" 19NHP KwangSing,HongKong		
23880														

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. *Late Name if any.* Special Surveys.	Material, Rig, &c. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of R. of TradeCert.
23881 148929 VPJC	**Forafric** (*ex*Landvard,*ex*Songvaar, *ex*Landvard, *ex*Chumpon)	ssH.Kg.No 3-8,40 *Oil Eng.* 1*Dk*(*Stl*)&*deep framing*& *Awng dk*(*Slt*-teaks)	3475 3170 2187	✠100A1 *Awng dk* *with freeboard* 9,41 ~~8,40~~ ✠NE1,15 ✠LMC CS8,40 DBS~~7,40~~9,41 4,39	HKg	*v*	CL 7,40	1909 2mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow *'sA&CP*	WingNingS.S.Co. Ld.(Williamson& Co.*Mgrs.*)	330·1 P31'B65'F37' alt.15 FK *CellDBa*106'*uE*16'*f*146'702*t FPT*	47·3	25·7	HongKong British 5*BHCem* 20*tAPT*12*t*	Oil Engines 4S.C.SA 6Cy.26⅜"-39⅜" 405NHP NDB31 *120lb* Burmeister& WainOilEng.Co.Gls.	28 ″ 0 s 7 ″ 1¾ 21 ″ 1	
23882 166300 GMJR	**Forbin** Ⓟ *Ref.Mchy.* D.F.	3*Dks*	7291 6713 4501					1922	Forg.&Ch. de la Médit. Havre	Ministry of War Transport(Bibby Bros.&Co.*Mgrs.*)	417·7 B45'	55·2	34·6	Liverpool British *WB*	T.3Cy.28",46"&76"-52" 417NHP Forg.&Ch.de la Medit.Hav.		V
23883 LDWJ	**Force** (*ex*Mallin-32,*ex*Nicolas) *Well deck*	ssBkn.No.3-7,19 ssBkn.No.1-24 1*Dk*	499 375 248	✠ ... 6,27 ✠				1906 9mo	VanVliet &Co.Ld. Hardinxveld	D/S A/S Force (M.Clausen)	159·2 Q82'B14'F18' FK	26·2	11·3	Haugesnd Norwegian *WB*	T.3Cy.13",21"&34"-24" 75NHP G.T.Grey,SouthShields	12 ″ 0	N †
23884 139633 MJDS	**Ford Fisher** (*ex*JollyDiana, *ex*HanilIV,*ex*B.A.H.W.No.15) *Mchy.Aft.*	ssFlt.2ndNo.3-2,41 1*Dk*(*Stl*)	449 342 222	✠100A1 2,41 BS5,42 ✠LMC2,41 *For Coasting Service Great Britain & Ireland & North European Ports*	Flt	$1\frac{1}{16}$	CL 11,40	1913 2mo	CHWalker &Co.Ld. Sudbrook	British Iron&Steel Corporation (Salvage)Ld. (A.H.Turner, *Mgr.*)	158·0 164·3(O.L.) Q56'*BonQdk*13' FK F20' *FPT*38*t*	29·7 *30·8*	8·3	Barrow British 3*BHCem* *APT*8*t*	C.2Cy.15"&30"-20" (*s*) 125lb 52RHP 1SB,2*pf*,GS36,HS1054 Plenty&Son,Ld.Newbury	9 ″ 4 s ″ 11¼ 8 ″ 6	
23885 160891 GCSY	**Forde** Ⓟ (*ex*Ford)	TwinSc *CruiserStern* 2*Dks*	829 689 303					1919	Dunlop, Bremner&Co. Ld.PortGlas.	TownsendBros. (Ferries),Ld.	219·7 B&F165'	28·6	15·5	Hull British *WB*	T.6Cy.13¼",21¼"&34"-21" 106NHP AilsaS.B.Co.Ld.Troon		C
23886 151988 GSMW	**Fordsdale** *Ref.Mchy.* E.S.D.	TwinSc ssLon.No.3-6,36 3*Dks*,4*th dk in* No.1*hold* *Tonnage opening closed*'39 *Cruiser Stern*	11023 9198 6741	✠100A1 *Shelter dk* *with freeboard* ~~8,41~~ 3,41 4,42 Examined ~~6,41~~ 4,42 BS1,42 ~~BS5,41~~ ✠LMC12,35 ✠Lloyd'sRMC~~2,41~~ ~~10,41~~5,42 *Fitted for oil fuel* 3,24, *F.P. above* 150° F.	~~Cff~~ ~~Gls~~ Sws ~~Wlg~~	*f*†	CL ~~8,38~~ P8,41 SN8,41	1924 3mo *Lloyd*	Common- wealthDkyd Sydney NSW *'sA&CP*	Shaw,Savill& AlbionCo.Ld.	500·0 520·0(O.L.) F83' FK *4'tween dkBHs dispensed with* 5*BHto2nddk* 4*BH*(*includingColBH*) *to Wdk* *CellDB*409'1734*t FPT*199*t APT*178*t*	63·2	37·4 41·2	London British *Cem*	Q8Cy24½",34",48½"&70"-54" 220lb (*s*) FD 1205NHP 6SB24*cf*,GS437,HS18150 CommonwealthDkyd,Syd	44 ″ 0 s13 ″ 5¼ 30 ″ 9¾	
23887 167324 GSZF	**Foreland** D.F. *Mchy.Aft* *Cargo battens not fitted*	1*Dk* *Cruiser Stern*	1870 1365 1023	✠100A1 1,42 ~~12,40~~ ✠LMC9,39	~~Nwc~~ Shl	*q*	OG 1,42	1939 9mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	Shipping&CoalCo. Ld.	265·0 276·0(O.L.) Q155'F26' FK *CellDB*221'480*t MT*9'169*t FPT*135*t APT*20*t*	39·5	16·9	London British 4*BHptCem* *ptAsp*	T.3Ty.17½",29"&48"-33"(*s*) 220lb 216NHP 2SB,6*cf*,GS99,HS3206 FD D.Rowan&Co.Ld.Gls.	18 ″ 11 s 6 ″ 0½ 17 ″ 6½	
23888 143795 MJSV	— (*ex*Montazah) D.F.	2*Dks*	1331 1094 524					1919	CaledonS. B.&E.Co.Ld. Dundee	CurrieLineLd.	270·6	38·1	16·1	London British *WB*	T.3Cy.21",34"&56"-39" 196NHP Caledon SB&E.Co.Ld.Dun		C
23889 162124 GCGS	**Forest** D.F. E.S.D. GyC.	*OilEng.* 1*Dk*&*Shelter dk* *Cruiser Stern*	4998 4634 3027	✠100A1 *with freeboard* 3,42 ~~8,41~~ ✠LMC10,37	~~Bry~~ Gls	*a*† 2	CL 9,40	1937 10mo *Lloyd*	Wm.Dox- ford&SonsLd Sunderland *'sA&CP*	NolisementS.S. Co Ld.(Morel,Ld. *Mgrs.*)	424·0 439·2(O.L.) *CellDB*347'1174*t* *MT*29'1146*t FPT*134*t APT*177*t*	54·2	26·1 FK	Cardiff British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" 449NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	28 ″ 8 s 3 ″ 4 25 ″ 6½	
23890 174326 ~~VPVQ~~ BDPD	**Formigny** (*ex*FridaHorn,*ex*Stettin)	2*Dks*	2166 — 1305					1915	Nüscke& Co.A.G. Stettin	Ministry of War Transport (Stockwood,Rees &Co.Ld.*Mgrs.*)	310·8 P35'B44'F35'	42·5	~~26·1~~ 18·5	Glasgow British *WB*	T.3Cy.22⅘",37"&57$\frac{1}{10}$"-35⅖" Christiansen 194NHP &Meyer,Harburg		V
23891 6722 SDMN	**Formosa** D.F.	TwinSc ssGot.No.3-5,33 ssMmo.No.1-38 *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)	*5656* *5104* *3430*	✠100A1 *Shelter dk* *with freeboard* 7,41 ~~2,41~~ ✠NE12,38 ✠LMC12,38 *Carrying vegetable oil in deep tank*	NYk	*a*†	OG P2,41 S8,40	1921 2mo *Lloyd*	Atk.Bur- meistr&Wain Copenhagen *'sA&CP*	Aktieb.Svenska Ostasiatiska Komp ~~(G.Borin,*Mgr.*)~~ (K.Nilsson,*Mgr.*)	425·4 442·5(O.L.) F35' FK *Collision* *CellDB*370'1250*t PT*84*t APT*80*t* *DT*35'1026*t*	55·1	27·4 35·4	Gothenbrg Swedish *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,,	4Oil Engines 2S.C.SA 28Cy.13⅜"-22$\frac{7}{16}$"with electro-magnetic slip couplings and S.R.gearing NDB38-*100lb* 876NHP Atlas Diesel A/B. Skm.	30 ″ 6 s3 ″ 11¾ 26 ″ 9½	
23892 LOHM	— Ⓟ (*ex*Porvenir)	Pad 1*Dk*&*Promenade dk* *Fitted for oil fuel*	739 — 280	✠ 12,11 ✠	Dun			1911 12mo	Dundee S.B.Co.Ld. Dundee	Cia.Argentina de Nav.Mihanovich, Ltda.	215·0 P58'F48' FK	32·1	8·6	Bens.Aires Argentine 5*BHAsp*	T.3Cy.18½",30"&50"-60" 232NHP 2SB,4*cf*,GS79,HS3087 Bow,McLachln&CoLdPsy	9 ″ 0	
23893 FNMK	**Formose** Ⓟ D.F, *Ref.Mchy.*	TwinSc 3*Dks*	9975 — 6136	✠ Lloyd'sRMC5,40				1921	Forg.&Ch. de la Médit LaSeyne	ChargeursRéunis	483·4 B266'F56'	58·9	34·5	Havre French *WB*	T.6Cy.26",42½"&70"-48" 676NHP Forg.&Ch.de la Medit.		V
23894 148857 GLMN	**Forresbank**	TwinSc ssShl.No.3-3,37 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Tonnage opening closed* '42(*W.E.*)	5155 4768 3115	✠100A1 *with freeboard* ~~2,41~~10,41 DBS10,41 ~~DBS8,40~~ ✠LMC3,37 ✠LMC(M)4,39 *Carrying vegetable oil in deep tank*	~~Liv~~ Sws	*a*†	CL ~~P10,38~~ S2,41 P10,41	1925 6mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP*	BankLineLd.(A. Weir&Co.*Mgrs.*)	420·1 FK *Coll* *CellDB*357'112*t* *DTf*32'1067*t tanks'tweentunnels* 115'251*t FPT*106*t APT*132*t*	53·9	26·5	Glasgow British 7*BHptCem* *BH to Sh dk* 6 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	~~29 ″ 2~~ ~~s 3 ″ 7½~~ ~~25 ″ 8¼~~ 37 ″ 2 s10 ″ 11 26 ″ 8¼	
23895 6058 SECU	**Forshult** *Mchy.Aft*	*CruiserStern* 1*Dk*	*658* *507* *337*					1918	Eksbergs V.Aktieb. Gothenburg	UddeholmsAktieb. (FritiofOlsson, *Mgr.*)	180·6 P53'H54*t*F23'	29·0	11·6	Uddeholm Swedish *WB*	T.3Cy14$\frac{3}{16}$",22$\frac{7}{16}$"&36⅝"-24" 65NHP Eriksbergs MVAktieb.Got		V
23896 6178 SECW	**Forsvik** (*ex*Hildegard) *Now* "Skandia," *see letter* S.	1*Dk*	*1248* *1019* *698*					1919	A/BOre- sunds varvdt Landskrona	Ångbåts-A/B Ferm(T.E. J:sonBroström, *Mgr.*)	232·0 P20'B60'F22'	37·2	15·0	Krstnhmn Swedish *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft A/BDeLavalsAngturbin, Stockholm		V
23897 164573 GYPM	**Fort Amherst** Ⓟ D.F. E.S.D. GyC. *Ref.Mchy.*	ssN.Yk.No.1-40 2*Dks*,3*rd dk in forward holds* *CruiserStern*	3489 2476 1946	✠100A1 *with freeboard* ~~3,41~~ ~~10,40~~10,41 BS10,41 ~~BS10,40~~ ✠LMC4,40 ✠Lloyd'sRMC~~4,40~~ ~~3,41~~10,41 *Fitted for oil fuel* 1,36 *F.P. above* 150° F.	NYk	*u* $1\frac{11}{16}$	CL ~~11,38~~ 10,41	1936 1mo *Lloyd*	Blythsw'd &Co.Ld. Glasgow *'sA&CP*	FurnessWithy& Co.Ld.	314·9 P&B200'F47' FK *CellDB*247'435*t FPT*23*t*	45·1	24·5	London British 7*BHptCem* (2 ,, *to2nd dk*) *APT*64*t*	T.3Cy.22",35"&63"-39"& exhaust turbine driving steam compressor 220lb (*s*) 456NHP 2SB,6*cf*, HS6100 FD D.Rowan&Co.Ld.Gls.	27 ″ 1 s 8 ″ 6¾ 18 ″ 8¾	

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu sur Quill Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou cote, ce n'est dans le L. R. Cert. B. of Trade
23898 FNMZ	**Fort Archambault** (*ex*Ariano, *ex*WarPython) *ss*Qns.No.2-26 D.F. 2*Dks*	5549 4677 3288	✠ ... 8,29 ✠				1918 1mo	Harland&Wolff,Ld. Belfast	ChargeursReunis	399·0 P49'B113'F40' FK	52·3	28·4	Havre French *WB*	T.3Cy.27",44"&73"–48" 518NHP Harland&Wolff,Ld.Bel.	31 〃 0	V †
23899 140858 BFTN	**Fort Binger** (*ex*CornishCity) D.F. 2*Dks*	5671 4822 3409	✠ ... 9,20 ✠				1919 6mo	Craig,Taylor&Co.Ld Stockton	Ministry of War Transport(SirW.R.Smith&Sons,Ld. *Mgrs.*)	400·1 P49'B113'F40' FK	52·3	28·4	London British *WB*	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 〃 0	V †
23900 FNML	**Fort de Douaumont** (*ex*WarDeer) D.F. 2*Dks*	5266 — 3142					1918	W.Doxford&Sons,Ld. Sunderland	ChargeursReunis	399·9 P49'B112'F39'	52·2	28·5	Havre French *WB*	T.3Cy.27",44"&73"–48" 369NHP W.Doxford&Sons,Ld.Sld.		V
23901 FOLJ	**Fort de France** TwinSc *OilEng* D.F 3*Dks* *Ref.Mchy.* *Sparred dk in forward holds* *CruiserStern*	4279 3968 2560	✠ ... 10,41 *withfreeboard* ✠~~LMC11,35~~ ✠~~Lloyd'sRMC11,40~~ ~~for temp. 33° F.~~	Rou	*w*	CL s1,37 PN7,38	1935 11mo *Lloyd*'s*A&CP*	Odense Staalskibsvft ved APMöller Odense	Compagnie Générale Transatlantique *CellDBE&f163'401tDTsa669tFPT51tAPT59t*	343·5 FK Coll	48·6	24·5 32·4	Havre French 5*BH* *BH to W dk*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP Akt.Burmeistr&Wain,Cpn	34 〃 9 ~~14 10¼~~ ~~20 〃 3~~	
23902 FNMM	**Fort de Souville** (*ex*WarFinch) D.F. 2*Dks*	5229 — 3129	✠ ... 7,23 ✠				1918 10mo	Craig,Taylor&Co.Ld. Stockton	ChargeursReunis	400·0 P49'B113'F40' FK	52·2	28·5	Havre French *WB*	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 〃 0	V †
23903 142755 BCZX	**Fort de Troyon** (*ex*WarRider) D.F. 2*Dks*	5181 4727 3152	✠ ... 8,23 ✠				1919 1mo	J.Brown&Co.Ld. Clydebank	Ministry of War Transport(HGonneville,Ld.*Mgrs.*)	400·0 P49'B113'F43' FK	~~52·2~~ 52·3	28·5	Bristol British *WB*	T.3Cy.27",44"&73"–48" 490NHP J.Brown&Co.Ld.Clydebnk	31 〃 0	V †
23904 FNMO	**Fort de Vaux** (*ex*WarGnat) D.F. 2*Dks*	5186 — 3151					1918	Ropner&Sons,Ld. Stockton	ChargeursReunis	400·0 P49'B113'F39'	52·2	28·5	Havre French *WB*	T.3Cy.27",44"&73"-48" 369NHP Blair&Co.Ld.Stockton		V
23905 139637 GMQD	**Fort Lamy** (*ex*Portfield) *ss*Bry.No.2-27 D.F. 2*Dks*	5242 4815 3219	✠ ... 3,29 ✠				1919 8mo	Craig,Taylor&Co.Ld. Stockton	Ministry of War Transport(J.Cory &SonsLd.*Mgrs.*)	400·1 P49'B113'F40' FK	52·3	28·4	Newport British *WB*	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 〃 0	VL †
23906 174322 BFVZ	**Fort Richepanse** TwinSc *OilEng.* D.F. E.S.D. *Ref.Mchy.* 2*Dks&Shelter dk* *Sparred dk in forward holds* *CruiserStern*	3485 2859 1826	✠100A1 *withfreeboard* 8,41~~1,40~~ ✠LMC12,35 Examined 7,41 ✠Lloyd'sRMC6,41 for temp. 33° F.	~~Hav~~ Bel Mtl	*w*	CL ~~s6,38~~ PN6,38 ~~s6,41~~ SN7,41	1936 1mo *Lloyd*'s*A&CP*	Odense Staalskibsvft vedAPMöller Odense	Ministry of War Transport (CanadianPacific Steamships,Ld. *Mgrs.*) *CellDBuE&f163'401tDTsa669tFPT51tAPT59t*	343·5 FK Coll	48·6	24·5	Belfast British 5*BH* *BH to Sh dk*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP GotaverkenA/B,Got.	26 〃 10 s6 〃 9¼ 20 〃 3½	
23907 ~~FOLQ~~	**Fort Royal** TwinSc *OilEng.* *ss*Msl.No.1-40 D.F. *Ref.Mchy.* 2*Dks&Shelter dk* *Sparred dk in forward holds* *CruiserStern*	3485 2859 1826	✠[illegible] 10,41 *withfreeboard* ✠~~LMC CS11,40~~ ~~1,40~~ ✠~~Lloyd'sRMC11,40~~ ~~for temp. 33° F.~~	Msl	*w*	CL s7,38 PN7,38	1935 12mo *Lloyd*'s*A&CP*	GötaverkenA/B Gothenburg	~~Compagnie Générale Transatlantique~~ UnitedStates Maritime Commission	343·5 FK Coll *CellDBuEf163'416tDTsa687tFPT52tAPT59t*	48·6	24·5	Panama Pnamanian 5*BH* *„ to Sh dk*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP GotaverkenA/B,Got	26 〃 10 ~~6 〃 9¼~~ ~~20 〃 3½~~	
23908 164593 GYPN	**Fort Townshend** Ⓟ *ss*N.Yk.No.1-40 2*Dks,3rd in forward holds* D.F. E.S.D. GyC *CruiserStern* *Ref.Mchy.*	3489 2476 1944	✠100A1 *withfreeboard* ~~5,41~~~~12,40~~10,41 BS10,41 ✠LMC4,40 ✠Lloyd'sRMC~~12,40~~~~5,41~~10,41 *Fitted for oil fuel* 4,36 *F.P.above* 150° F	NYk	*u*	CL ~~12,38~~ 10,41	1936 4mo *Lloyd*'s*A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	Furness,Withy &Co.Ld. *CellDB247'435tFPT23tAPT64t*	314·9 P&B200'F47' FK	45·1	24·5	London British 7*BHptCem* 2 „ *to 2nd dk*	T.3Cy.22",35"&63"–39"& exhaust turbine driving steam compressor (s) 220lb 456NHP 2SB,6*cf*, HS6100 FD D.Rowan&Co.Ld.Gls.	27 〃 1 s8 〃 6¾ 18 〃 8¾	
23909 153114 VGXZ	**Fort Willdoc** (*ex*Regulus, *ex*JohnJ.Albright) *Mchy Aft* Sub.Sig. 1*Dk2trB*	4542 4332 3055					1900	American S.B.Co. Cleveland,O.	PatersonSteamships,Ld.	422·1	50·2	23·7 *WB*	Ft.William Ont. British	T.3Cy.23",37½"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
23910 149391 MNYB	**Forth** 2*Dks*	1058 978 410					1928	ClydeS.B.&E.Co.Ld. PortGlasgow	TheCarronCo.	240·0 P&B152'F57'	36·2	16·0	Grngemth British *WB*	T.3Cy.22",36"&59"–42" 226NHP ClydeS.B.&E.Co,Ld.P.Gls.		C
23911 148169 GJQX	**Forthbank** *ss*Bkn.No.2-39 1*Dk(Stl)&Shelter dk(Stl-ws)* *Tonnage opening closed '42(W.E.)*	5057 4628 3001	✠100A1 *withfreeboard* 10,41~~5,41~~ BS1,41 ✠LMC3,38 BS1,42 *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 12,29 *F.P. above* 150° F.	~~Lth~~ Cal ~~BS1,41~~	†	CL 7,40	1929 12mo *Lloyd*'s*A&CP*	Workman,Clark(1928) Ld. Belfast	BankLineLd.(A.Weir&Co.*Mgrs.*) *CellDB366'1176tDTa27'1105tFPT156tAPT79t*	421·8 FK	56·8	26·7	Belfast British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Q.4Cy.22",32",46¾"&68"–48" 260lb HS8112 (s) 565NHP 3SB(Spt),12*cf*,GS214, FD Workman,Clark(1928) Ld.	~~29 〃 3~~ ~~s8 〃 9¼~~ ~~25 〃 8~~ 36 〃 4 s10 〃 1¼ 26 〃 8	
23912 140341 GVNT	**Fortol** *ss*Pts.No.3-1,30 D.F. *ss*Ply.No.2-39 2*Dks(Stl)&Web frames* *Longitudinal framing* *CruiserStern*	2629 2195 1202	✠100A1 5,40 BS5,40 ✠LMC10,38 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,17 *F.P. above* 150° F.	Bom		CL 4,40	1917 9mo *Lloyd*'s*A&CP*	A.McMillan&Son,Ld Dumbarton	TheAdmiralty *CellDBuE&B68'148tDTf24'93tFPT53tAPT36t*	320·0 P46'B107'F45' FK	41·6	23·1	London British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	T.3Cy.26",42½&70"–45" (s) 200lb 562NHP 3SB,9*cf*,HS8865 FD D.Rowan&Co.Glasgow	25 〃 6 s 3 〃 4 22 〃 4¼	
23913 DHMK	**Fortuna** (*ex*Imbros-33,*ex*Isar, *ex*Helene,*ex*Erika) D.F. 1*Dk&Spar dk*	2700 2535 1651					1906	Akt.Ges. "Neptun" Rostock	E.Behnke ("Orion"Schiffahrts-G.m.b.H. *Mgrs.*)	291·1	44·0	16·6 23·8	Hamburg German *WB*	T.3Cy20½",$35\frac{7}{16}$"&$55\frac{7}{8}$"-37⅜" 191NHP A.G."Neptun,"Rostock		G
23914 KZDF	— TwinSc *OilEng.* 1*Dk*	527 390 297					1923	Howaldtswerke Kiel	Rio y Olabarrieta	151·1 P&B87'F33'	27·5	12·6	Manila P.I. Utd. States *WB*	Oil Engines NE29 J&CGBolindersCoLdSkm		
23915 DOMY	— 1*Dk*	513 385 304					1893	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	159·1 Q44'B38'F21'	25·9	11·9	Bremen German *WB*	C.2Cy.18⅝"&31½"–21⅝" 38NHP A.G."Weser,"Bremen		G
23916 702 INFU	**Fortunato Pio** Aux3MstSr (*ex*Fimmo-34) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	468 — 3267					1917	F.Lemm Boitzenburg	UmbertoTomei	168·2 147·6 Q41'F23'	26·9	12·3	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.16½"–$18\frac{9}{16}$" 96NHP J&C.G.BolindersMVSkm		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23917 2271 IBHM	**Fortunstella** (*ex*Eboe-39) *ss*Bkn.No.3-11,34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws) Now "Rio Tercero," see No. 38332 in Supplement	4864 4239 2934	✠100A1 *Shelter dk withfreeboard* 1,38 BS12,39 ✠LMC11,34 NO LATER SURVEY REPORTED	Lon	*z*	CL 1,38	1912 12mo	Palmers' Co.Ld. Newcastle *Lloyd*'*sA&CP*	FratelliRizzuto	405·1 | 54·1 | 23·5 P31'B78'F47' FK *onShelterDk* *CellDBa*125'*uE*28'*f*172'1016*tFPT*	Genoa Italian 7*BHCem* 120*tAPT*80*t*	T3Cy26",44"-&74"-51" (*s*) 205lb 566NHP 3SB,9*cf*,GS191,HS8100 FD Palmers'Co.Ld.Newcastle	26 ″ 0 s 2″ 9¼ 23 ″ 5	
23918 LDPW	**Fosna** TwinSc *OilEng.* *ss*Got.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*)	8202 7534 4855	✠100A1 ~~10,41~~ ~~12,38~~ 2,42 ✠LMC(M)10,41 DBS12,41 ✠LMC12,38 *CarryingPetroleum in bulk*	LAn	*c*†	CL 9,41	1930 11mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd*'*sA&CP*	A/S.J.Ludwig Mowinckels Rederi	451·1 | 59·2 | 35·9 P96'F37' FK *CellDBuE*70'279*tDTf*29'470*tFPT*114*t*	Bergen Norwegian 10*BHptAsp* *APT*248*t*	Oil Engines 4S.C.S.A 14Cy.21⅝"-39⅜" 633NHP 2DB*150lb* GotaverkenA/B,Got	35 ″ 6	
23919 160730 GDRD	**Foss Beck** (*ex*Beldagny-38, *ex*PortAlfred) *ss*Mdb.No.2-38 D.F. *CruiserStern* 1*Dk*(*Stl*) *Cargo battens not fitted*	4918 3912 3174	✠100A1 5,42 ~~6,41~~ ~~BS6,41~~ ✠LMC~~10,38~~ 5,42	~~Gls~~ Cff		CL ~~9,38~~ 1,42	1930 5mo	Smith's DockCo.Ld Middlesbro' *Lloyd*'*sA&CP*	FossBeck Shipping,Ld.(A.C. Lensen,*Mgr*.)	336·0 | 60·2 | 24·9 Q89'B72'F25' *Trunk in well* FK *CellDB*297'1270*tFPT*174*tAPT*177*t*	London British 5*BHCem*	T.3Cy.25",39"&70"-48" &exhaust turbine driving steam compressor 200lb FD (*s*) 522NHP 3SB(Spt)9*cf*,GS148HS6626 Smitb'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 7¾ 22 ″ 10½	
23920 34522 JBCE	**Fou Ling Maru** Ⓟ TwinSc 1*Dk*	621 349 259					1929	Kiangnan Dk&E.Co. Shanghai	ToaKaiunK.K.	148·0 | 29·0 | 8·5 B111'	Tokyo Japanese	T.6Cy.11⅞",17¼"&27¾"-16" 62NHP KiangnanDock&E,Co.		
23921 145531 GCQF	**Fouadieh** Ⓟ (*ex*Hadrian-35) D.F. *ss*Alx.No.3-6,35 *ss*Alx.No.1-39 2*Dks*(*Stl*)& *Shelter dk*(*Stl*-*pt* ws)	1853 1092 784	✠100A1 *withfreeboard* ~~6,41~~ ~~8,40~~ 11,41 BS~~8,40~~ 11,41 ✠LMC6,39 *Fitted for oil fuel* 6,35 *F.P. above* 150° F.	Alx	*s*	CL 5,39	1923 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	KhedivialMailS.S. &GravingDockCo. Ld.(*in liq.*) Lord. E.Hamilton,*Mgr*.)	280·2 | 40·2 | 16·3 B108'F29' FK *CellDBa*62'*uE*30'*f*96'180*tAPT*35*t*	London British 5*BHCem* (2 *to Sh dk* 3 „ 2*nd* „)	Q.4Cy 24",33",48"&71"-45" 210lb (*s*) 534NHP 3SB,9*cf*,GS186,SH7953 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	17 ″ 7 s ″ 8½ 17 ″ 1	
23922 FNMQ	**Foucauld** Ⓟ (*ex*Hoedic) TwinSc 3*Dks* D.F. *Fitted for oil fuel*	11028 — 6599					1922	Forg.&Ch. de la Médit. LaSeyne	ChargeursRéunis	483·4 | 58·9 | 34·9 B266'F56'	Havre French *WB*	T.6Cy.25⅜",42½"&70"-48" 679NHP Forg.&Ch.de la Médit.Msl.		V
23923 98579 CGSP	**Foundation Aranmore** Ⓟ Iron (*ex*Aranmore) *Well deck* 2*Dks*	1156 919 502	✠ ... 10,94 ✠				1890 9mo	WBThmpson&Co(Lim) Dundee	Foundation Maritime,Ld.	241·5 | 34·8 | 15·7 P150'B25'F36'	HalifaxNS British *WB*	T.3Cy.23",38"&61"-48" 258NHP WBThompson&CoLdDun	18 ″ 0	
23924 146387 MLRY	**Fowey Rose** (*ex*CornishMerchant) *ss*Bly.No.3-7,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	470 317 183	✠100A1 8,40 BS12,40 ✠LMC7,36	Npt	*f*	CO 5,39	1923 11mo	I.J.Abdela &Mitchell,Ld Queensferry *Lloyd*'*sA&CP*	RichardHughes& Co(Liverpool)Ld.	142·1 | 25·0 | 11·6 Q79'B9'F23' FK *FPT*45*t*	Liverpool British 3*BHCem* *APT*24*t*	C.2Cy.18"&38"-27" (*s*) 130lb 74RHP 1SB,2*cf*,GS39,KS1400 I.J.Abdela&Mitchell,Ld. Brimscombe	12 ″ 7 s 4 ″ 5 12 ″ 2½	
23925 161870 GTQM	**Foylebank** TwinSc *ss*Bel.No.2-39 *OilEng* *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-*pt*ws)	5582 4959 3439	✠100A1 *withfreeboard* 10,39 DBS11,39 ✠LMC11,39 ✠Lloyd'sRMC10,39 for temp. 20° F. *Carrying vegetable oil in deeptanks and in tanks between tunnels*	Bel	*b*†	CL 9,39	1930 11mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs*.)	426·8 | 57·3 | 25·8 FK *CellDB*351'1108*t Tanks in way of tunnels* 206*tMTs*57'2102*tFPT*64*t APT*	Belfast British 7*BHptCem* (*Collto Sh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 16Cy.23¼"-47¼" 830NHP DB*120lb* Harland&Wolff,Ld.Bel. 127*t*	29 ″ 10 s 3 ″ 7½ 26 ″ 4½	
23926 798 SZJA	**Fragiscos** (*ex*Evangelos Georgiou-40,*ex*Eleni-37, *ex*Kyril-34,*ex*Devonia) *ss*Cpl.No.2-12 1*Dk*	441 — 211	3,16 ✠	Cpl	*h*		1903 2mo	Grandes Chaud.d'Anvers,Hobokn	SigalasBrothers	172·5 | 27·7 | 10·3 P21'B70'F26' FK *DTf*3'25*tFPT*	Piræus Greek 5*BHAsp* 22*tAFT*35*t*	T.3Cy.16",26½"&43"-30" 123NHP 2SB,4*cf*,GS,74,HS2174 SocAnonMt.d'AnversAnt	10 ″ 10	
23927 LCJR	**Fram** 1*Dk*	2930 2584 1764					1907	TyneI.S.B. Co.Ld. Newcastle	SkibsA/SCorona H.M.Wrangell &Co.A/S,*Mgrs*).	313·0 | 47·1 | 20·5 H77*t*F44*t*P76*t*	Haugesnd Norwegian *WB*	T.3Cy 23",38"&62"-42" 249NHP N.E.MarineEngCoLd.Nwc		N
23928 147622 GKCP	**Framlington Court** *ss*Cff.No.3-4,36 D.F. *ss*Mch.No.1-40 1*Dk*(*Stl*)	4888 4527 2989	✠100A1 1,42 ~~4,41~~ BS4,41 ✠LMC3,40	~~Shl~~ Lon	*y*	CL 4,41	1924 5mo	Napier& Miller,Ld. Glasgow *Lloyd*'*sA&CP*	CourtLine,Ld. Haldin& PhilippsLd *Mgrs*.)	396·7 | 53·3 | 26·7 P46'B119'F38' FK *CellDB*348'1139*t FPT*81*tAPT*143*t*	London British 6*BH*	T.3Cy.26",42"&70"-48" (*r*) 180lb 411NHP 3SB,9*cf*,GS194,HS6915 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 5¼ 23 ″ 8½	
23929 LDWX	**Framnæs** Ⓟ Iron 1*Dk*	307 181 163					1858	A.Denny Dumbarton	Fylkesbaatane i Sogn og Fjordane	134·9 | 21·0 | 11·1 Q15*t*B49*t*H17*t*F30*t*	Bergen Norwegian *WB*	T.3Cy.11",18"&29"-20" 38NHP AkersM.V.Oslo		
23930 7784 SEFD	**Framnäs** 1*Dk*	721 *572* *361*					1931	Framnæs Mek.Værks A/S Sandefjord	Ång.Aktieb,Ferm (T.E.J:sonBroström,*Mgr*.)	181·8 | 30·1 | 12·6 P20'B57'F28'	Krstnhmn Swedish *WB*	T.3Cy.14",23"&38"-27" 75NHP FredrikstadM.V.Frdstad.		N
23931 PUXB	**Franca M.** (*ex*Chézine,*ex*Luise) *ss*Rot.No.3-5,13 *ss*Nts.No.2-21 *Spar dk*	3383 3061 2122	✠ ... 2,23 ✠				1900 11mo	W.Hamilton&Co. Pt.Glasgow	Soc.Paulista de Nav.Matarazzo, Lda.	330·6 | 45·7 | 16·2 23·9 P31'B118'F39' FK	SaoPaulo Brazilian *WB*	T.3Cy.24",40"&65"-42" 302NHP D.Rowan&Co.Glasgow	26 ″ 6	
23932 TTUZ	**Francaise II** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	584 461 229					1935	Forg.&Ch. delaMéditSA LaSeyne	Cie.Nav.des Pétroles	190·2 | 25·9 | 12·1 P30'F35'	Marseilles French	Oil Engines 2S.C.SA 4Cy.14 3/16"-18⅛" 141NHP Forg.&Ch.de la Médit.S.A. LeHavre		V
23933 26168 JAJD	**France Maru** *ss*Nag.No.3-4,36 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Fitted for oil fuel*	5828 5590 4241	✠ ... 6,38 ✠	Nag	*y*		1919 11mo	Kawasaki DckydCo.Ld Kobe	TochikiShojiK.K.	385·0 | 51·0 | 36·0 FK *CellDB*334'1118*t FPT*126*tAPT*93*t*	Kobe Japanese *ptCem* *Coll BHto Aw dk* 5 „ *U* „	T.3Cy.26½",43½"&72"-48" 437NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 KawasakiDkydCoLd Kobe	36 ″ 0	C
23934														

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 egistres ou cote, d ce n'est dans le L.R. Durée.Cert.R.of Trade
23935 145527 GFRZ	**Frances Dawson** (*ex*Steelville–37) *ss*Nwc.No.3–7,35 D.F. 1*Dk*(*Stl*) Now "Empire Tyne," see No. 36375 in Supplement	3724 3436 2300	✠100A1 9,40 Examined 9,40 ✠LMC MS7,35 BS9,40	Hul Sws	*v*	CL 9,40	1923 5mo *Lloyd*	J.Read- head&Sons. Ld. S.Shields '*sA&CP*	Ministry of War Transport(Frank S.Dawson,Ld. *Mgrs.*) *CellDBa*	347·0 | 49·1 | 25·1 P31'B93'F34' FK 110'*u*E23'*f*152'810*t*	Newcastle British 6*BHptCem* *APT*54*t*	T.3Cy.24½",41"&66"–45" (*r* 180lb ~~90lb~~ 328NH 2SB,6*cf*,GS120,HS5173 J.Readhead&Sons,Ld.	26 〃 8 s 4 〃 8¼ 22 〃 3	
23936 218832 KJNY	**Frances Salman**(*ex*JamesRiver–39, *ex*LakeFlambeau) 1*Dk*2*tr*B *Fitted for oil fuel*	2609 2261 1610	✠ .. 9,20 ✠				1919 10mo	McDougall DuluthCo. Duluth,Minn.	CanadianGulf Line Ld.Inc.	251·0 | 43·7 | 25·8 P25'B64'F20' FK	Houston, Tex. Utd. States *WB*	T.3Cy.19½",34½"&59"–42" 352NH McDougallDuluthCo.		R †
23937	**Francesco Barbaro** *OilEng.* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing at decks*	6342	100A1 *withfreeboard* (*ClassContemplated*) NO LATER SURVEY REPORTED				1940	Cantieri RiunitiDell' Adriatico Monfalcone	Soc.Italiana di Armamento "Sidarma"	451·3 | 60·7 | 26·0 F36'	Fiume Italian	Oil Engines 2S.C.DA 6Cy.$25\frac{3}{16}$"–$45\frac{11}{16}$" Soc.An"Fiat"S.G.M.Turin		
23938 1438 IBJM	**Francesco Crispi** Ⓟ TwinSc D.F. 2*Dks* *Ref.Mchy.* *Fitted for oil fuel*	7600 — 4295					1925	Ansaldo SanGiorgio Muggiano	LloydTriestino Soc.Anon.diNav.	447·1 | 52·9 | 26·8 429·3 F51'	Genoa Italian *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts S.A.Ansaldo,Samp.darena		I
23939 700 INHW	**Francesco Garrè** Aux4MstSr (*ex*NiniPodestà–34,*ex*Drogden) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	395 351 212					1917	Svendborg Skibs.&Msk. Svendborg	RiccardoGarrè	151 2 | 29·7 | 11·2 132·9 Q24'	Viareggio Italian *WB*	Oil Engines 4S.C.SA 4Cy.$11\frac{4}{5}$"–$16\frac{3}{5}$" 54NH H.Christoffersen,Holeby		I
23940 223 IBQM	**Francesco Morosini** Ⓟ TwinSc *OilEng.* D.F. 3*Dks*	2423 — 1016					1928	Stabilmnto Tecnico Triestino Trieste	"Adriatica"Soc. Anon.diNav.	292·1 | 41·5 | 17·1 275·6	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.20½"–$32\frac{5}{16}$" 880NH Soc.An"Fiat"S.G.M.Turin		I
23941 167812 GMVS	**Franche-Comté** (*ex*Loosdrecht–39) *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Longitudinal framing at bottom&deck* D.F. *in centre tanks* *CarryingPetroleum in bulk*	9314 8653 5592	✠ ... 2,39 ✠	Rot	*e*†		1936 8mo	Odense Staalskibsvft vedAPMöller Odense	Ministry of War Transport(J.I. Jacobs&Co.Ld. *Mgrs.*)	483·9 | 65·3 | 35·8 P98'B34'F37' FK *CellDBuE*81'329*t*	Cardiff British 14*BH* *DTf*26'443*t*	Oil Engines 4S.C.SA 7Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 572NH Akt.Burmeistr&Wain, Cpn *FPT*167*tAPTs*230*t*	35〃10	VL †
23942 ONQT	**Francine** *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	*544* *417* *266*					1938	Beliard Crighton&Co (Belgium)SA Ostend	Armement Alexander	177·2 | 28·6 | 12·4 P47'Q45'F19'	Antwerp Belgium *WB*	Oil Engines 4S.C.SA 6Cy.12"–18½" 84NH Soc.d'Elec&Mec(Thomson -Houston&Carels)Ghent		V
23943 203917 WTLM	**Francis E. House** (*ex*WilliamB. Kerr) Sub.Sig. D.F. GyC. *Mchy.Aft* 1 *Dk*	7769 — 6376					1907	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	605·0 | 60·0 | 32·0	Dulth,Min. Utd. States *WB*	T.3Cy.22¼",37½"&65"–42" NB35 274NH AmericanSB.Co.Cleveland		R
23944 221868 KFIG	**Francis E. Powell** (*ex*MacyWillis) Sub.Sig. 2*Dks*&*Web frames* *Mchy.Aft* *CarryingPetroleum in bulk* GyC. *Fitted for oil fuel* *Longitudinal framing*	7096 6500 4325	✠ ... 2,24				1922 2mo	Baltimore DryDocksCo Baltimore	AtlanticRefining Co.	431·0 | 59·2 | 33·4 P123'B37'F39' FK	Phildlphia Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 593NH W.&A.FletcherCo. Hoboken,N.J.		R †
23945 163396 MBGN	**Francis Fladgate** *ss*Bly.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2268 1663 1280	✠100A1 9,41 ~~4,41~~ BS9,41 ~~BS8,40~~ ✠LMC9,38	Bly	*r*	CL 4,41	1933 10mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd*Mgs*) *CellDBuE*	275·0 | 41·0 | 18·8 Q168'F27' FK &*B*38'*f*193'609*tDT*	London British 4*BHCem* *f*267*tFPT*1	T.3Cy.20",33"&54"–36" (*s*) 200lb 218NH 2SB,6*cf*,GS107,HS3600 D.Rowan&Co.Ld.Gls. 60*tAPT*30*t*	21 〃 0 s 7 〃 4¾ 19 〃 3¼	
23946 FNZA	**Francis Garnier** (*ex*Henli,*ex*Joan Craig, *ex*Bentinck) *ss*Nwc.No.1–08 *Well deck* 1*Dk*&*Webframes*	1243 1143 815	✠ ... 8,12 ✠				1903 6mo	WoodSkin- ner&Co.Ld. Newcastle	Cie.Côtière de l'Annam	229·3 | 33·1 | 17·3 Q120'B10'F25' FK	Saïgon French *WB*	T.3Cy.18½",30"&49"–33" 151NH N.E.MarineEng.CoLdNwc	16〃10	V †
23947 HRBJ	**Francis R. Hart** D.F. E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7623 — 4013					1939	Bremer Vulkan Vegesack	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	448·7 | 60·3 | 34·5 P116'B21'F37'	Tela Honduran *WB*	T.3Cy.27⅝",42¼"&67"–47¼" &LPTurbine 480NH BremerVulkan,Vegesack		R
23948 DOCY	**Franciska Hendrik Fisser** (*ex*Lerche–35,*ex*Ilmar, 2TwinMsts *ex*Menkar) 1*Dk* *Well deck* *Mchy.Aft*	1128 866 657	✠ ... 7,21				1918 3mo	Wilton's E. &Slipwy.Co. Rotterdam	HendrikFisser Aktiengesellschaft (Fisser&v.Door- num,*Mgrs.*)	229·5 | 34·7 | 13·2 Q132'B13'F34' FK	Emden German *WB*	T.3Cy.15½",25½"&41"–36" 124NH Wilton'sE.&SlpwyCo.Rot.	16 〃 0	C †
23949 IBKA	**Franco Martelli** *OilEng.* 1*Dk*&*pt2nd dk* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk* *Longitudinal framing-bracketless system*	10535 9327 6242					1939	Cant.Nav. Riuniti Palermo	AziendaGenerale ItalianaPetroli	491·1 | 68·3 | 36·4 P153'B53'F61'	Genoa Italian	Oil Engines 2S.C.DA 6Cy.$25\frac{3}{16}$"–$45\frac{11}{16}$" 1323NH Soc.An"Fiat"S.G.M.Turin		
23950 FNLK	**Francois L.D.** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *CruiserStern* Now "Cephee," see No. 35945 in Supp	5800 — —					1938	Atel.&Ch. de laSeine Maritime Worms etCie LeTrait,S.I.	Louis-Dreyfus& Cie.	440·0 | 57·0 | 37·6 F40'	Dunkirk French *WB*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"–$51\frac{3}{16}$" 656NH Schneider-Creusot, Creusot		V
23951 143491 MJXQ	**Francois Tixier** (*ex*LittleEvy–35 *ex*Mona–32,*ex*Orpen, *ss*Ant.No.3–2,30 *ex*Ualan, *se*Rot.No.2–38 *ex*Slikkerveer) *OilEng.* 1*Dk*(*Stl*)	499 346 230	100A– 9,41 ~~10,40~~ ~~DBS3,40~~ LMC7,38 10,41 LMC(M)3,40	~~Brs~~ Bry		~~3,30~~ 9,41	1918 5mo	N.V.Schps. "DeMass" Slikkerveer	Ministry of War Transport(Ald ShippingCo.Ld. *Mgrs.*) *CellDBuE*9'*f*96'11	155·4 | 25·0 | 10·3 P49'B13'F20' FK 5*tFPT*22*tAPT*20*t*	Belfast British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.$12\frac{3}{16}$"–$17\frac{11}{16}$" 87NH NE3,35 NDB35 *100lb* MtrnWerkeMannheimAG	12 〃 8 s 〃 10 12 〃 0	
23952 140441 GVNY	**Francol** *ss*H.Kg.No.3–6,30 *ss*H.Kg.No.2–38 2*Dks*(*Stl*)&*Web frames* *CruiserStern*	2607 2187 963	✠100A1 4,41 ~~3,40~~ ~~BS3,40~~ ✠LMC5,38 4,41 *For Government Service* *CarryingPetroleum in bulk* *Fitted for oilfuel12,17F P. above* 150° F.	~~H.Kg~~ Sng	*t*	CL 3,40	1917 12mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	TheAdmiralty *CellDBuE*&*B*69'135	320·0 | 41·5 | 23·1 335·0(O.L.) P46'B106'F40' FK *tDTf*24'90*tFPT*48	London British 16*BHptCem* (12 *to U dk* 4 „ 2*nd* „) *tAPT*30*t*	T.3Cy.26¼",45"&76"–45" (*s*) 200lb 603NH 3SB,9*cf*,HS9075 FD Earle'sCo.Ld.Hull	25 〃 6 s 3 〃 3½ 22 〃 5	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23953 147216 GBRQ	**Franconia** Ⓟ TwinSc *ss*Sou.No.3-12,35 *ss*Bkn.No.1-40 D.F. *2Dks(Stl)&Shelter dk* *Ref.Mchy.* *(Stl-ptws)&Shade dk* Sub.Sig. *(Stl-ptws)3rd dk(Stl)in holds except No.4* E.S.D. GyC.	20175 14266 12010	✠100A1 *Shelter dk with freeboard* 1,42 ~~1,41~~ BS9,41 ✠LMC MS12,38 ~~BS7,40~~ Lloyd'sRMC8,40 *Fitted for oil fuel 5,23 F.P. above 150° F.*	~~Phl~~ PNl	*n*†	CL PN1,40 ~~s12,37~~ s12,41	1923 6mo *Lloyd's A&CP*	J.Brown & Co.Ld. Glasgow	CunardWhite Star,Ld. *CellDB517'2585t* *DTf47'1620t*	601·3 *Prom dk419'* *(Collision BH* 9 ,, *Tanks at sides & between tunnels*	73·7	40·6	Liverpool British FK 10*BHCem* *to Shade dk* ,, *Shelter* ,,)	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb 2562NHP 3D&3SB,*36cf*,HS29163 FD J.Brown&Co.Ld.Glasgow 598t*FPT*117t*APT*67t	45 " 0 s12 " 9½ 32 " 7	BT till ~~8,41~~ 1,43
23954 142539 GKVX	**Françunion** *ss*Fal.No.3-5,34 *ss*Sou.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*)	737 668 472	✠ A1 *with freeboard* 12,41 Examined12,41 BS7,41 ✠LMC7,39 *For Coasting services Dunkirk to Cherbourg also Southampton to Rouen* *Carrying Petroleum in bulk* *Fitted for oil fuel 5,21 F.P. above 150° F*	~~Fal~~ Bkn		CL 6,39 *Dover to Falmouth*	1921 4mo *Lloyd's A&CP*	Harland & Wolff,Ld. Glasgow	Anglo-American OilCo.Ld.(R.A. Carder,*Mgr.*) *Middle line bulkhead not oil tight*	180·0 F30'	40·1	12·2	London British FK 9*BHptCem*	C.2Cy.13½"&27"-18" (*s*) 100lb 74RHP 1SB,*3cf*,HS1654 FD A.&J.Inglis,Ld.Gls.	12 " 9 s 2 " 11 9 " 11	
23955	**Françunion V** 3Mst (*ex*Comanchee-33) *ss*Nwc.No.3-10,24 *Mchy.Aft* *ss*Liv.No.1-29 *2Dks(Stl)&Webframes* *Carrying Petroleum in bulk* *(FuelDepotShip)* *Fitted for oil fuel*	5805 4939 3929	✠ ... 12,33	Shl ✠			1912 6mo	Armstrong Whitworth &Co.Ld. Newcastle	Cie.Venture-Weir, S.A. *CellDBuB43'89t* *DTf49'500tFPT54tAPT22t*	392·7 P107'B26'F42'	51·8	29·1	Algiers French FK 17*BHptCem* (12 *to U dk* 5 ,, *2nd* ,,)	Q.4Cy.23",32½",47"&68"-48" 505NHP 3SB,*9cf*,GS163,HS7377 N.E.MarineEngCoLd Nwc	30 " 9	
23956	**Françunion VI** (*ex*Winnebago-35) *ss*Nwc.No.3-8,30 *Mchy.Aft* *2Dks(Stl)&Webframes* *Longitudinal framing* *Carrying Petroleum in bulk* *(FuelDepotShip)* *Fitted for oil fuel*	4667 4069 2749	✠ ... 9,35	Bel ✠	*x*		1915 11mo	SirJ Laing &Sons,Ld. Sunderland	Cie.Venture-Weir, S.A. *CellDBuE&B59'171tDTf30'233tFPT102tAPT121t*	370·0 P103'B35'F43'	50·1	28·5	Algiers French FK 15 *BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.25½",41"&68"-48" 413NHP 2SB,*8cf*,GS136,HS5826 G.Clark,Ld.Sunderland	28 " 6	
23957 147854	**Frank B. Baird** *Mchy.Aft* 1*Dk*	1748 1594 1276					1923	Napier & Miller,Ld. Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·5 *WB*	43·2	17·9	S Cathrnes Ont. British	T.3Cy.16",27"&44"-33" 111NHP D.Rowan&Co.Ld.Glasgow		C
23958 207284 KDXM	**Frank Billings** (*ex*Champlain) *Mchy.Aft* D.F. GyC. 1*Dk*	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	440·0 F48' *WB*	56·2	31·0	Wilmgton (Del.) Utd. States	T3Cy.22½",36"&60"-42" 233NHP GtLakesEngWrks.Detroit		R
23959 ~~200097~~	**Frank C. Osborne** 3Mst *Mchy.Aft* 1*Dk*	681 — 345					1912	American S.B.Co. Cleveland,O.	~~ErieSand&Gravel Co.~~	155·0	37·0	10·5	~~Erie,Pa.~~ ~~Utd. States~~ British	C.2Cy.17½"&38½"-30" 68NHP AmericanS.B.CoCleveland		
23960 204799 WOQC	**Frank E. Taplin** (*ex*Charles W.Kotcher) *Mchy.Aft* D.F. GyC. 1*Dk*	4650 — 3446					1907	American S.B.Co. Lorain,O.	TheWilsonTransit Co.	427·2	52·2	24·2	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"-42" AmericanS.B.Co. 218NHP Cleveland,O.		R
23961 221147 KDQZ	**Frank G. Drum** *ss*S.Fo.No.3-9,33 *ss*S.Fo.No.1-37 *Mchy Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	7156 6412 4349	✠100A1 3,41 ~~7,40~~ MS8,37 ✠LMC BS11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,21 F.P. above 150° F.*	SFo	*b*†	CL ~~8,38~~ 3,41	1921 4mo A&CP	Bethlehem S.B.Corp.Ld. Alameda,Cal.	TideWater AssociatedOilCo. *CellDBuE&B62'* *197tDTf50'884tFPT104tAPT70t*	435·0 P106'B50'F42'	56·2	33·5	S.Frncisco Utd. States FK 13*BH pt Asp* (9 *to U dk* 4 ,, *2nd* ,,)	T.3Cy.27⅝",47"&78¼"-48" 220lb (*s*) 600NHP 3SB,*9cf*,HS8235 FD BethlehemS.B.Corp.Ld.	33 " 6	
23962 [illegible] KJQL	**Frank J. Peterson** (*ex*Crathorne) Now "Atlantic Trader," *see No.* 35556 *in Supplement* GyC. 1*Dk*	2241 [illegible] 1349					1918	Gt.Lakes Eng.Works Ashtabula,O.	SaginawDock& TerminalCo.	253·6 *WB*	43·5	22·5	Wilmgton (Del.) Utd. States	T.3Cy.19",32"&54"-40" 184NHP GtLakesE.Wks.Ashtabula		
23963 LGJA	**Frank Seamans** 1*Dk*	4271 3899 2635					1928	SirJ.Priestman&Co. Sunderland	RederiA/S Nidaros (Geo.Hansen, *Mgr.*)	352·0 P90*t*H127*t*	60·0	22·2	Oslo Norwegian *WB*	T.Cy.23½",39"&65"-45" 283NHP N.E.MarineEng.Co.Ld.Sld		N
23964 DOIS	**Frankfurt** Sub.Sig. D.F. E.S.D 2*Dks*	5522 4918 3304					1929	Bremer Vulkan Vegesack	Norddeutscher Lloyd	440·6	56·2	25·9	Bremen German *WB*	T.3Cy.29⅞",48⅜"&78"-55⅛" &L.P.Turbine 627NHP BremenVulkan,Vegesack		G
23965 DHID	— TwinSc 1*Dk*	1186 1017 687					1914	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz Ges.E Russ&Co.	241·9 B45'F26'	35·6	11·9	Hamburg German *WB*	T.Cy.11⅗",17⁷⁄₁₀"&26⅘"-18½" 62NHP StettinerOderwerke		G
23966 233238 WIFV	**Franklin** *OilEng.* *Mchy.Aft* 1*Dk* *Electrically welded* *Longitudinal framing* *Carrying Petroleum in bulk*	602 538 355					1934	SunS.B.& DryDockCo. Chester,Pa.	AtlanticRefining Co.	194·5 P38'	34·1	11·3	Phildlphia Utd. States	Oil Engines 4S.C.SA connected to electric motor &Sc.Shaft 6Cy.9½"-10½" 53NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
23967 220865 KDLH	**Franklin K. Lane** *2Dks&Webframes* *Mchy.Aft* *Longitudinal framing* D.F. *Fitted for oil fuel* *Carrying Petroleum in bulk*	6589 — 4091	✠ ... 3,22	✠			1920 11mo	Bethlehem S.B.Corp. Ld Alameda,Cal.	StandardOilCo. ofNewJersey	435·0 P106'B50'F42'	56·0	32·0	Wilmgton (Del.) FK Utd. States *WB*	T.Cy.27",47"&78"-48" 600NHP BethlehemS.B.Corp.Ld.	33 " 6	R †
23968 161593 VGYP	**Franquelin** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Electrically welded* *Cargo battens not fitted* *ss*Tto.No.1-41	2097 1970 1597	✠ A1 7,40 ✠LMC5,36 *For Service on the Great Lakes & Gulf of St.Lawrence (from April to 31st Oct.) at an extreme draught of 14'* *Carrying cargo oil F.P. above 150° F. in side tanks aft*	Mtl		CL 7,40	1936 5mo *Lloyd's A&CP*	SwanHunter&Wigham Richardson, Ld.Newcastle	Quebec&Ontario TransportationCo. Ld. *DB214'493t Side ballast tanks 198'342tFPT166tAPT58t*	251·3 P37'F31'	43·9	20·2	Montreal British FK 6*BH*	Oil Engines 2S.C.SA 12Cy.11³⁄₁₆"-15¾" 294NHP SulzerBros.Ld.Winterthur	22 " 0 s 6 " 8 15 " 5	
23969																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
23970 SEDK	**Frans** Now “Baltia,” *see No.* 35719 *in Supplement* 1*Dk*	*1169* *1010* *668*					1924	Skiens VerkstedA/S Skien	Rederi-A/B Sylvia (Alb.Billner,*Mgr.*)	222·9|36·8|16·1 P23'B50'F27'	Gothenbrg German *WB*	T.3Cy.16",25"&42"–30" 97NHP SkiensVerksted.Skien		N
23971 8194 SKCT	**Frans Gorthon** *ss*Skm.No.1-41 D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	~~1824~~ ~~1437~~ ~~932~~ 1822 1437 936	✠100A1 *withfreeboard* ~~4,41~~~~10,40~~ 4,42 ✠LMC~~8,37~~ 4,41 *Fitted for oil fuel* 8,37 *F.P. above* 150° F.	~~Hbg~~ ~~Skm~~ Got	*t*	CL ~~1,40~~ 3,41	1937 8mo *Lloyd'sA&CP*	Fredrkstad MekVrksA/S Fredrikstad	RederiA/B Gylfe (Joh.Gorthon *Mgr*) *Intermediate BH in forward hold dispensed with Coll& Aft pk BHstoSh dk* *Cell DB*242'535*t FPT*80*tAPT*70*t* 2 „ „ 2*nd*„	304·4|44·2|15·6 315·3(O.L.) F26' FK	Hlsngborg Swedish	C.4Cy.(2)15⅝"&(2)37 13/16"–34 7/16" 220lb (*s*) 277NHP 2SB(Spt)6*cf*,GS98, FD HS4120 FredrikstadM.V.A/S Fredrikstad	19 ″ 1 s ″ 4¾ 18 ″ 9	
23972 DOVH	**Franz E. Schütte** D.F. E.S.D. 2*Dks* Sub.Sig. *Ref.Mchy.* *CruiserStern*	2042 1398 1112					1939	Rickmers Werft Wesrmünd-G	ArgoReederei RichardAdler&Co.	299·8|42·8|14·6 P25'B71'F31'	Bremen German *WB*	C.4Cy.(2)14 9/16"&(2)31½"–31½"&LPturbine with DR gearing & hydraulic coupling HS3660 266NHP OttensenerMch.G.m.b.H. Altona		G
23973 DHIE	**Franz Haniel** (*ex*Cornwood) *ss*Ham.2ndNo.3–5,36 *Well deck* 1*Dk*(*Irn*)	2188 1683 1336	✠ 4,39 ✠	Ham	*r*		1911 9mo	J.Blumer &Co. Sunderland	Haniel G.m.b.H. *Intermediate BHd in forehold dispensed with–4BHonly* *Cell DBa*88'*uE&B*38'*f*120'602*tFPT*46*tAPT*112*t*	287·0|41·0|17·2 P20'P114'B56'F26' FK	Hamburg German *Cem*	T.3Cy.21½",36"&59"–39" 246NHP 2SB,6*cf*,GS101,HS3922 N.E.MarineEng.CoLd.Sld.	19 ″ 9	
23974 DAWK	**Franz-Jürgen** (*ex*Vasco, *ex*Brandenburg) *ss*Kel.2ndNo.3–3,34 D.F. *ss*Stn.No.1–38 1*Dk*(*Stl*)	2166 1854 1233	3,38	Stn	*r*		1910	Stettiner Oderwerke Stettin	F.L.Nimtz *CellDB*229'546*tFPT*144*tAPT*71*t*	283·6|41·2|18·8 P24'B66'F30' FK	Stettin German 5*BH Asp*	T.3Cy.21¼",34¼"&55⅝"–39½" 235NHP 2SB,6*cf*,GS118,HS4080 StettinerOderwerke	21 ″ 6	
23975 HPFY	**Franz Klasen** TwinSc *ss*N.Yk.No.2–40 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*clear of* D.F. *cargo tanks* 3rd *dk*(*Stl*)*aft of* GyC. E.S.D. *cargo tanks Web frames* *CruiserStern Longitudinal framing*	11194 — 6912	✠100A1 8,41~~1,41~~ ✠LMC CS1,41 DBS~~7,40~~8,41 1,41 *Carrying Petroleum in bulk*	NYk		CL 6,40	1932 7mo *Lloyd'sA&CP*	Deutsche WerftAGBet Finkenwrder Hamburg	PanamaTrans- portCo *Cell DBuE*50'119*t DTsf*53'2308*tFPT*290*tAPT*244*t*	521·4|70·4|38·7 542·0(O.L.) *Aft*B55'B40'F39' FK	Panama Pnamanian 16*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 8Cy.23⅝"–35 7/16" 1560NHP 4DB*200lb* Maschinenfbrk.Augsburg. NürnbergA.G.Augsburg	38 ″ 9 s 8 ″ 6½ 30 ″ 6¼	
23976 UONZ	**Franz Mering** Ⓟ (*ex*Ekaterina *ex*Mavis) *ss*Rot.No.3–5,14 1*Dk*(*Stl–ws*)&*pt2nd dk*& *Shelter dk*(*Stl–ws*) *Fitted for oil fuel*	1573 855 950	✠ 8,19 ✠	Rot	*p*		1912 1mo	Ailsa/S.B. Co.Ld. Troon	U.S.S.R. *CellDBa*54'*uE&B*51'*f*96'310*tFPT*17*t*	244·9|34·5|21·3 B *on shelter dk*64' BK7½"	Odessa Russian 5*BHCem*	T.3Cy.23",37½"&62"&39" 359NHP 2SB,9*cf*,GS148,HS5504 AilsaS.B..Co.Ld.Troon		
23977 DHSM	**Franz Ohlrogge** (*ex*Orion–38, *ex*Jo.*ex*Kristofa,*ex*Soesterberg) *Well deck* 1*Dk*(*Stl*)	647 468 350	✠ 9,22 ✠	Rot	*g*		1917 6mo	E.J.Smit &Zoon Hoogezand	KarlGross *CellDBa*34'*uE*11'*f*54'110*tFPT*18*tAPT*11*t*	191·1|26·1|11·2 Q53'B44'F21' len39 FK	Brake German 4*BHCem*	T.3Cy.12¼",19 5/16"&32 11/16"–17 11/16" 72NHP 1SB,2*cf*,GS41,HS1399 EJ.Smit & Zoon,Hoogeznd.	13 ″ 0	G †
23978 DAVS	**Franz Rudolf** (*ex*Veratyr) 1*Dk*	1419 1163 850					1906	Howaldts- werke Kiel	F.L.Nimtz	240·6|36·0|16·7 P13'Q71'B63'F30'	Stettin German *WB*	T.3Cy.16¾",26 9/16"&42⅞"–29½" 96NHP Howaldtswerke,Kiel		V
23979 3552 PJAI	**Frasca** TwinSc *ss*Cco.No.3–9,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2602 1715 1131	✠100A1 ~~5,41~~~~10,40~~11,41 BS~~10,40~~ ✠LMC9,38 11,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,26 *F.P. above* 150° F.	Cco	*t*	CL ~~10,40~~ P10,40 S5,41	1926 10mo *Lloyd'sA&CP*	A.F.Smul- ders Schiedam	N.V.Curacaosche Scheepv.Maats.	305·0|50·2|15·1 Q87'F29' FK *Trunk*189'	Wilemstad Dutch 9*BHptCem* *APT*81*t*	T.6Cy.12¾"20½"&33⅞"–24 7/16" 180lb (*s*) 236NHP 2SB4*cf*,GS87,HS4168 FD A.F.Smulders,Schiedam	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
23980 502 INKH	**Fratelli Bertolli** WoodAuxBkn (*ex*Sailing Vessel) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	429 400 365					1920	L.Pegollo PietraLigure	Comm.EliaBertolli	140·3|28·9|15·7 137·8	Viareggio Italian	Oil Engines 4S.C.SA 6Cy.8¼"–12⅝" 40NHP E*made&fitted*33 Humboldt Deutzmotoren A.G.Köln-Deutz		I
23931 641 INKZ	**Fratelli Garrè** Aux3MstSr (*ex*Annen) *OilEng.* Sub.Sig. 1*Dk* (*See Sailing Ship Register*)	413 336 299					1920	Frd.Krupp Akt.Ges. Kiel	RiccardoGarrè fu F.	155·8|29·6|12·5 147·6 Q37'F17'	Viareggio Italian *WB*	Oil Engines 4S.C.SA 6Cy.10¼"–14⅝" 60NHP Maschf.Augsburg. Nürnberg,Augsburg		I
23982 147039 MNKW	**Fratton** TwinSc *CruiserStern* 1*Dk*&*pt dk*	757 624 305					1925	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·3|33·6|14·1 B90'F37'	S'thamptn British *WB*	T.6Cy.15",25"&41"–24" 165NHP D.&W.Henderson & Co.Ld.		
23983 DOIA	**Frauenfels** Sub.Sig. 2*Dks*	7487 7040 4679					1920	J.C.Teck- lenborgA.G. Weser- münde-G.	DeutscheDmpfs- fahrts.Ges.Hansa	468·7|58·5|32·4 P82'B138'F59'	Bremen German *WB*	T3Cy31½"50⅜"&82 7/16"–55 1/16" &1 L.P.Turbine 692NHP J.C.TecklenborgAG.Wsm		G
23984 697 SVPB	**Fred** (*ex*Hartington) *ss*Hul No.3–9,29 *ss*Rot.No.2–37 1*Dk*(*ptIrn&ptStl*) & *deep framing*	*4043* *3815* *2500*	✠100A1 9,41~~9,40~~ Examined 2,42 BS3,41 ✠LMC10,37	~~Cal~~ Bom Cal	*x*	CL ~~9,37~~ 8,41	1907 7mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	Exors. of the late C.D.Calafatis (D.A.Psychoyos, *Mgr.*) *CellDBa*117'*uE*27'154'1051*tFPT*158*tAPT*191*t*	360·0|50·0|25·7 P31'B227'F35' FK	Piræus Greek 6*BHCem*	T.3Cy.26",42"&70"–45" (*r*) 180lb *90lb* NDB26 358NHP 2SB,6*cf*,GS134,HS5542 Cen.Mar.Eng.WrksW.Hpl	28 ″ 4 s 3 ″ 10 24 ″ 9	
23985 141256	**Fred B.** (*ex*BernardM, Wood *ex*Trawler) 1*Dk*	370 305 194					1920	H.T.Le Blanc Wedgeport N.S.	C.K.Stewart	143·1|26·3|12·4	Halifax British	T.3Cy.14",22"&36"–24" 66RHP NewBurrellJohnson IronCo.Yarmouth,N.S		
23986 222641 KFKJ	**Fred G. Hartwell** *Mchy.Aft* D.F. GyC. 1*Dk*	9144 — 7108					1922	American S.B.Co. Lorain,Ohio	FranklinS.S.Corp. (TheM.A.Hanna Co.*Mgrs.*)	602·8|64·2|28·5	Wilmgton (Del.) *WB* Utd.States	T.3Cy.25½",41"&67"–42" 291NHP AmericanS.B.Co.Lorain,O.		R
23987 ~~217055~~ ~~WNAI~~ 168262 BDQY	**Fred W. Green** (*ex*Craycroft) (*Self-Unloader*) GyC. Sub.Sig. 1*Dk*	2292 1884 1367					1918	Gt.Lakes Eng.Works Ecorse,Mich.	Ministry of War Transport (Furness,Withy& Co.Ld.*Mgrs.*)	253·5|43·8|20·4 P27'B66'F26'	~~Charlevoix~~ ~~Mich.~~ ~~Utd.States~~ London British	T.3Cy.21",35"&59"–42" 226NHP Gt.LakesEng.Wks.Detroit		R

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
23988 202625	**Fred W. Sargent** (*ex*Delaware) *Mchy.Aft* 2*Dks*	3901 — 3250					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Gt.LakesTransit Corp.	350·0	46·2	30·2	Buffalo NY Utd.States *WB*	Q.4Cy.19″,27″,40″&58″–42″ 218NHP GtLakes EngWrks.Detroit		
23989 215847 WOCO	**Fred W. Weller** TwinSc ssN.Yk.No.3–10,29 ssN.Nk.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter* D.F. GyC. *dk*(*Stl*)&*Web frames* *Longitudinal framing*	9485 7820 5899	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~10,40~~ 10,41 ~~BS10,40~~ ✠LMC5,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,17 *F.P.above* 150° F.	~~NNs~~ ~~Gal~~ NNs BS11,41	*f*†	CL ~~PN~~ ~~12,38~~ s10,40 ~~PI,41~~ PI,42	1917 12mo	Bethlehem S.B.Corp. SanFrancisco A&CP	StandardOilCo. ofNewJersey *CellDBinE & B85′*	500·0 374*t DTf*54′ 626*tF*	68·0	35·8 FK	Wilmgton (Del.) Utd.States 19*BHpt Asp* (14*BHtoUdk* 5 „ „ 2*nd* „ *PT* 200*t AP*	T.6Cy.$20\frac{1}{2}$″,35″&60″–42″ (*r*) 200lb 638NHP 3SB,12*cf*,HS8943 FD BethlehemS.B.Corp.S.Fo.) *T*164*t*	38 ″ 0 s9 ″ 7 28 ″ 8	
23990 5995 SEDR	**Fredborg** (*ex*ElsieMary) 1*Dk*	*904* *716* *485*					1918	Hlsingbgs Varf.Aktieb. Helsingborg	RederiA/B Ragne (RagnarNilsson)	205·1 Q64′B54′F19′	33·6	12·7	Västervik Swedish *WB*	T3Cy.$17\frac{3}{4}$″,$29\frac{5}{16}$″&$46\frac{7}{8}$″–$27\frac{1}{2}$″ 110NHP Helsingborgs Varf.Aktieb.		V
23991 7586 SEDU	**Freden** D.F. 1*Dk*	*1172* *1010* *652*					1924	A/S Moss Værft Moss	RederiA/BFerlef (And.Smith,*Mgr.*)	224·6 P23′B51′F27′	36·7	15·2	Stockholm Swedish *WB*	T.3Cy.16″,25″&42″–30″ 97NHP A/SMossVærft.Moss		N
23992 DJYG	**Fredenhagen** (*ex*Elsa–39) *OilEng.* *Mchy.Aft* D.F. E.S.D. 1*Dk* *CruiserStern*	750 563 376					1938	D.W.KremerSohn Elmshorn	LübeckLinieA.G.	188·9 P45′E23′	31·2	12·0	Rostock German *WB*	Oil Engines 4S.C.SA 6Cy.$14\frac{9}{16}$″–$20\frac{1}{2}$″ 124NHP DeutscheWerkeKielA.G. Kiel		G
23993 ONFU	**Frederic** (*ex*Takis–40,*ex*AnnaS.–39, *ex*Neraida–38, *ex*Amazon, *ex*Scarpa,*ex*Wilster) ssRou.2ndNo.3–1,32 ssPir.No.1–37 *Spar dk*(*Irn*)2*trB* &*deep framing*	*2742* *2560* *1663*	✠100A1 *Spar dk* *withfreeboard* 4,40 ✠LMC MS2,37 BS12,39 SURVEYS DELAYED	Ant	*u*	CI N3,40	1903 10mo	Irvine'sSB &D.D.Co.Ld WHartlepool *Lloyd's A&CP*	Soc.Anon.dePont Brûlé *CellDBa98′uE22′*	320·0 P30′B96′F30′ *f*140′ 736*t FPT*80	46·0	21·3 FK	Vilvorde Belgian 5*BHCem* *tAPT*75*t*	T.3Cy.23″,$38\frac{3}{16}$″&$62\frac{1}{2}$″–42″ 160lb *100lb* (*s*) 278NHP NDB16 2SB,6*cf*,GS120,HS4530 Blair&Co.Ld.Stockton	23 ″ 7 s3 ″ $8\frac{1}{2}$ 20 ″ 1	
23994 215424 WPCE	**Frederic R. Kellogg** *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	7127 6564 4418	✠ ... 3,22 ✠				1917 8mo	Moore& ScottIron Works Oakland,Cal.	StandardOilCo. ofNewJersey	425·8 P97′B40′F41′	57·0	31·4 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27″,$45\frac{1}{2}$″&76″–51″ 575NHP SunShipbuildingCo. Chester,Pa.	33 ″ 0	R †
23995 OYEE	**Fredericia** Ⓟ D.F. *OilEng.* 1*Dk*	693 463 389					1930	Frdkshvns. Værft& FlydedokA/S Frederikshvn	DetForenede DampskibsSelsk.	189·4	31·5	10·9	Kolding Danish *WB*	Oil Engines 4S.C.SA 6Cy. Burmeister&Wain,Cpn.		V
23996 239334 WDYU	**Frederick Lykes** (*ex*SeaHound–40) 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *pt Longitudinal framing* *CruiserStern*	7773 — 4585					1940	Federal S.B.&D.D.Co Kearny,N.J.	LykesBros.S.S.Co. Inc.	469·0 F42′	69·6	29·2	N Orleans Utd.States *WB*	2 steam turbines DRgeared to 1 sc. shaft 1417NHP DeLavalSteam TurbineCo.Trenton,N.J.		
23997 PEDY	**Frederik** (*ex*Arend–38, *exLighter*RasmII) *OilEng.* 1*Dk* *Mchy.Aft*	363 313 199					1921	Gebr.van Diepen Waterhuizen	G.Reumer	132·8 P22′F15′	24·7	11·2	Zwartsluis Dutch	Oil Engines 4S.C.SA 4Cy.$12\frac{3}{16}$″–$13\frac{3}{4}$″ 58NHP E*made*31 AppingedammerBrons Motorenfb,N.V.		V
23998 133214 GPJM	**FrederikaLensen**(*ex*Trevaylor–34) ssRot.2ndNo.3–12,37 D.F. 1*Dk*(*pt Irn pt Stl*)	4367 4016 2717	✠100A1 5,40 BS2,40 ✠LMC12,37	Mdb	*x*	CL 3,39	1912 12mo	JReadhead &Sons.Ld. SouthShields *Lloyd's A&CP*	AustinFriars SteamShippingCo. Ld. *CellD*	369·9 P33′B226′F34′ *Ba*119′*u E*26′*f*163′	51·1	26·1 FK	London British 6*BHCem* 987*tAPT*62*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb 385NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&Sns.Ld S.Shl	27 ″ 8 s3″$10\frac{1}{2}$ 24 ″ $1\frac{1}{4}$	
23999 OXSB	**Frederiksborg** 4Mst 1*Dk*	1816 1600 1106					1916	AktiesSörlandetsSkibs. Fevig	A/SDmpskselsk Dannebrog(C.K. Hansen,*Mgr.*)	265·0 P22′B71′F29′	42·2	17·6	Copnhagn Danish *WB*	T.3Cy.$20\frac{1}{2}$″,35″&56″–36″ 188NHP FredrikstadM.V.Frdstad.		N
24000 7452 SFPA	**Fredhem** (*ex*Grekland, *ex*HeinzHorn) *Well deck* Sub.Sig. D.F. 1*Dk*	*2172* *1881* *1252*					1923	Schiffsw. v. H.KochA.G. Lübeck	RederiA/B Manhem(E. Hogberg,*Mgr.*)	290·6 P14′B209′F31′	42·6	18·2	Stockholm Swedish *WB*	T.3Cy.$22\frac{1}{8}$″,$34\frac{1}{4}$″&$58\frac{1}{4}$″–$39\frac{3}{8}$″ Lübecker 212NHP MaschinenGes.Lübeck		G
24001 6282 SEDW	**Fredman** (*ex*Pandion,*ex*Thisted) Sub.Sig. 1*Dk*	*1018* *787* *545*					1917	DeHaan& Oerlemans Heusden	RederiA/B Ostenia(Olga Ahlsiö,*Mgr.*)	216·2 P19′Q51*t*B57′ H109*t*F25′	34·6	13·0	Västervik Swedish	T.3Cy.15″,25″&40″–27″ 83NHP Kuypers,Rotterdam		V
24002 216032 WBCI	**Freeman** D.F. ssN.Ns.No.3–9,30 *Mchy.Aft* Sub.Sig. ssN.Ns.No.2–38 *Cargo battens not fitted* 1*Dk*(*Stl*)	3350 2710 1949	✠100A1 6,41 ~~7,40~~ ~~BS7,40~~ ✠LMC6,38	Bos BS6,41	*v*	CL N7,40	1918 4mo	NewYork S.B.Corp. Camden,N.J. A&CP	PocahontasS.S.Co. *CellDB*269′ 1254*tDT*13′412*t*	318·5 P79′B18′F31′ *FPT*293*tAPT*92*t*	49·5	24·2 FK	Wilmgton (Del.) Utd.States 7*BHCem*	T.3Cy.$21\frac{13}{16}$″,$35\frac{1}{4}$″&58″–42″ 200lb (*r*) 318VHP 2SB,6*cf*,GS110,HS4643 FD NYorkSBCorp Camden NJ	27 ″ 6	
24003 OYLS	**Freia** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern* *Strengthened for Navigation in Ice*	1429 1007 616	✠100A1 *Ferry Service Great Belt–Kattegat & Skagerak* 10,39 ✠LMC9,36 (SEE FOOTNOTE *)	Cpn		OG 9,37	1936 9mo	A/S Aalbrg Msk.ogSkibs Aalborg *Lloyd's AP*	DeDanskeStatskaner *CellDB*	240·4 *Promenade dk & frcle* 190′ 150′152*tDTf*30′65*tDTa*22′60*t SideTanksin ER*56*t*	40·9	15·7 BK8″	Korsor Danish 7*BH pt Cem*	Oil Engines 4S.C.SA 16Cy.$15\frac{3}{4}$″–$29\frac{1}{2}$″ 382NHP 2DB85*lb* Akt.Burmeistr&Wain,Cpn.	18 ″ 0	
24004 DHIG	**Freiburg** Ⓟ ssHam.No.2–31 D.F. *Well deck* 2*Dks*(*Stl*)3*rd trB* *inNo.1hold*	5165 4478 3097	✠ ... 3,35 ✠	Ham	*a*†		1923 3mo	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie) *CellD*	407·0 P&B329′F53′ B353′ 924*t FPT* 51*t*	56·0	25·9 FK	Hamburg German 8*BHAsp* *APT* 16*t*	4 SteamTurbinesSRgeared to 1 Sc.Shaft 634NHP 3SB,9*cf*,GS200,HS8880 Blohm&Voss,Hamburg	28 ″ 6	G †
24005 LELP	**Freidig** (*ex*Mesna–37,*ex* Melsomvik–33,*ex*Freidig,*ex*Haraldshaug *ex*Gerd) 1*Dk*&*deep framing*	1333 1101 788	✠ ... 4,08 ✠				1903 3mo	WoodSkinner&Co.Ld. Newcastle	A/S Rona(Trygve Skogland,*Mgr.*)	237·0 P20′B29′F29′	35·2	16·0 FK	Haugesnd Norwegian *WB*	T.3Cy.$18\frac{1}{2}$″,30″&49″–33″ 146NHP N.E.MarineEngCoLd Nwc	18 ″ 6	N †
24006																

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où cote. al ce n'est dans le L.R. Durée.Cert.B.of Trade.
24007 DOH1	**Freienfels** Sub.Sig. *Ref.Mchy.* 2*Dks* E.S.D. *CruiserStern*	7563 6688 4589					1929	Deutsche Sch-u-Mschb AG."Weser" Bremen	DeutscheDampfs. Ges."Hansa"	506·4 F51′	62·2	27·9	Bremen German *WB*	T.3Cy.30¾″,49¼″&78¾″–55⅛″ &L.P.Turbine 785NHP A.G."Weser,"Bremen		G
24008 616 OHKB	**Frej** (*ex*Vladimir) *ss*Hfs.3rdNo.3–7,37 D.F. 1*Dk*(*Stl*)	561 438 251	✠100A1 10.40 ✠LMC MS7,37 BS10,40 No later survey reported	Hfs	*h*	CL 8.38	1900 2mo	A.McMillan&Son,Ld Dumbarton A&CP	FinskaÅngf.A/B	177·1 168·3 B53′F23′ BK5″ *FPT*	26·0	13·3	Helsingfrs Finnish 4*BHCem* 62t*APT*38t	T.3Cy.15″,25″&40⅛″–27″(*s*) 160lb *100lb* NDB29 102NHP 1SB,3*pf*,GS63,HS1800 McKie&Baxter,Glasgow	14 ″ 0 s1 ″ 4½ 13 ″ 0½	
24009 8288 SLKN	**Freja** *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk* D.F. *CruiserStern* *Strengthened for navigation in ice* *Butts of shell plating electrically welded*	*1486* *1114* *774*	✠100A1 *withfreeboard* ~~2,41~~10,41 DBS10,41 ✠LMC9,38	NYk	*r*	OG 1,41	1938 9mo *Lloyd*	A.B. Finnboda Varf. Stockholm '*sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *CellD*	279·8 287·3(O.L.) F27′ FK B227′405t*FPT*48t	39·6	14·8	Stockholm Swedish 4*BHptAsp* (*Coll toSh dk* 3 „ 2*nd* „) *APT*55t	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings&SRgearing 10Cy.13⅜″–22$\frac{7}{16}$″ 312NHP DB*100lb* Atlas-DieselA/B,Skm.	18 ″ 0 s ″ 2¾ 17 ″ 10¼	
24010 OYXA	— (*ex*Salvator) 1*Dk*	347 317 122					1915	Akties MossVærft Moss	A/S Em.Z.Svitzers BjergningsEnterprise	148·8	24·1	12·4	Copnhagn Danish *WB*	T.3Cy.14″,23″&38″–27″ 75NHP MossVærft,Moss		
24011 OZBA	**Frem** Ⓟ *OilEng.* D.F. 2*Dks*	1176 537 720					1924	Akt.Burmeistr&Wain Copenhagen	A/SDampskslsk, paaBornholm af1866(Thorkil Lund,*Mgr.*)	230·2 len38	35·2	10·7	Rönne Danish	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 225NHP Akt.Burmeistr&Wain,Cpn		V
24012 1150 CBFR	**Fresia** Ⓟ (*ex*Guatemala) TwinSc 2*Dks*	3848 2359 1708					1899	Caird&Co. Ld. Greenock	Soc.Marit.yComercialR.W.James yCia.	359·3 P34′F59′	43·3	19·1	Valparaiso Chilian *WB*	T.6Cy.19¾″,32″&52″–36″ 324NHP Caird&Co.Ld.Greenock	22 ″ 3	
24013 216455	**Fresno** 1*Dk*&*Shelter dk*&*Webframes* *Longitudinal framing*	6002 5551 4492	✠ … 1,21 ✠				1918 6mo	MooreS.B. Co Oakland,Cal.	UnitedStates Maritime Commission	402·5 P34′F39′*onShltrdk* FK	53·0	32·0	S.Frncisco Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 618NHP W.&A.FletcherCo. Hoboken,N.J.	34 ″ 6	
24014 141930 GCFK	**Fresno Star** (*ex*Woodarra) TwinSc *ss*Nwc.No.3–10,32 *ss*Nwc.No.1–36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern*	7998 7599 5020	✠100A1 *Shelter dk* *withfreeboard* 8,41 BS11,40 Examined 8,41 MS9,36 ✠LMC ✠Lloyd'sRMC~~5,41~~8,41	~~Liv~~ Liv	*c*†	CL S8,38 PN8,38	1919 11mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	FrederickLeyland &Co.Ld. *CellDB*	449·5 P31′F43′*onShelter* *dk* FK 386′1275t *FPT*125t	58·2	37·1	London British *Cem* 8*BHtoSh dk* *APT*80t	T.6Cy.26½″,44″&73″–48″(*s*) 200lb 1162NHP 2D&2SB,24*cf*,GS440, FD HS17604 BarclayCurle&Co.Ld.Gls.	40 ″ 0 s11 ″ 0¼ 29 ″ 3	
24015	**Fresone** (*ex*Frensham) *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	744 — 424	✠ 9,26 ✠	BAs	*f*		1922 7mo	CHWalker &Co.Ld. Sudbrook	F.Fresone *CellDB*113′2	180·0 Q111′F22′ FK 01t*FPT*45t*APT*21t	32·2	10·8	Bns.Aires Argentine 3*BHptCem* *pt Asp*	T.3Cy.13″,22″&34″–22½″ 83NHP 1SB,3*pf*,GS50,HS1610 Plenty&Son,Ld.Newbury	12 ″ 11	
24016 5246 SEGD	**Frey** *Well deck* 1*Dk*	*1090* *864* *606*					1911	Oskrshmns M.V.Aktieb Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	223·1 P18′Q59′B106′ H90*t*F27′	35·3	13·3	Stockholm Swedish *WB*	T.3Cy.17½″,29″&48″–30″ 126NHP OskarshamnsM.V.Aktieb.		VL
24017 OYDG	**Freya** 1*Dk*	1207 921 719					1924	A/SNakskovSkibs Nakskov	DampskslskTorm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*)	235·4 P13′Q65′B102′F30′	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15¾″,25⅝″&41⅜″–26¾″ Ottensener 89NHP Mch.G.m.b.H.Altona		C
24018 DIBO	**Frida** (*ex*Frida Horn–40) *OilEng.* Sub.Sig. 2*Dks.*	3184 2552 1903					1925	Flensburgr Schiffsb.Ges. Flensburg	H.C.Horn	306·5 P25′B100′F33′	45·8	22·8	Hamburg German *WB*	Oil Engines 2S.C.SA 4Cy.25$\frac{9}{16}$″–47¼″ 453NHP Maschfbk.Augsburg-Nürnberg.Augsburg		G
24019 OZBH	— *Now trading as* "Rapel," *see No.* 38334 *in Supplement* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	1700 1263 973					1936	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	292·0	41·7	16·4	Esbjerg Danish *WB*	C.3Cy.(2)15¾″&39⅜″–37⅜″& LP Turbine with reduction gear&chain drive 234NHP HelsingörsJernsk.&Mskb.		G
24020 6488 SEGK	— 1*Dk*	677 *510* *356*					1920	KalundborgSkibs Kalundborg	Rederi-A/B Simrishamn (O.Modén,*Mgr.*)	185·2 P12′B57′F23′	30·7	11·3	Simrishmn Swedish *WB*	T.3Cy.13⅝″,20⅞″&33⅞″–19⅝″ Smith, 51NHP Mygind&Hüttemeier,Cpn.		V
24021	**Friderun** Ⓟ D.F. Sub.Sig. 1*Dk*	2464 2011 1470					1922	J.Frerichs &Co.A.G. Einswarden		296·2 P&B233′F37′	42·8	19·6	*WB*	T.3Cy.20″,31½″&53¼″–36″ NE28 190NHP N.V.Verschure&Co.'s Scheepsbw.&Machf.Ams.		G
24022 DIBP	**Frieda** (*ex*SailingVessel) *OilEng.* 1*Dk*	352 301 206					1912	F.Lemm Boizenbourg	J.A.Reinecke	132·3	27·9	9·9	Hamburg German	Oil Engines 2S.C.SA 4Cy.12⅕″–16½″ 104NHP E*made*25,*fitted*27 Gebr.SulzerA.G. Ludwigshaven		G
24023 DIZJ	**Frieda Peters** (*ex*L.M.G.) *OilEng.* 1*Dk*	465 414 249					1920	Lübecker Maschb.Ges Lübeck	H.Peters	150·4	27·4	11·5	Hamburg German	Oil Engines 4S.C.SA 6Cy.11″–17¾″ 70NHP E*made*&*fitted*34 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
24024 DCRX	**Frieda Rehder** (*ex*Altenwerder, *ex*Alexanderpolder) *Mchy.Aft* 1*Dk*	705 530 341					1918	Wortelboer &Co. Westerbroek	CarstenRehder	180·3 P25′Q89′B11′	26·9	12·4	Altona German *WB*	T.3Cy.14⅖″,23⅖″&38⅗″–26⅘″ N.V.Machfab. 77NHP H.J.Koopman,Dordrecht		G
24025 DOTD	**Friedenau** (*ex*Adrar–37) *Ref.Mchy* 2*Dks*	5219 4811 3165					1920	Atel.&Ch. de laLoire, St.Nazaire	Bugsier-, Reederei-u. Bergungs-A.G.	393·3 P56′B123′F50′	56·1	29·0	Brmrhavn German *WB*	T.3Cy.25⅗″,42½″&70″–48″ 340NHP Atel.&Ch.de laLoire.Nts.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of TradeCert.
24026 DJRR	**Friedrich Breme** *Oil Eng.* D.F. 1*Dk,2nd dk clear of cargo tanks* E.S.D. GyC. *CruiserStern* *Mchy.Aft Longitudinal framing* *Carrying Petroleum in bulk*	10397 9527 5762	✠ 8,39 ✠	Ham	*f*†		1936 8mo	Deutsche Sch-u-Mschb. A.G."Weser" Bremen	Deutsch-Amerikanische Petroleum Ges. *CellDBuE*86'184*t D*	487·3|69·9|37·1 P107'B39'F35' FK *Tf*16'540*t FPT*370	Hamburg German 16*BHptCem* *ptAsp* *tAPTs*210*t*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"–$47\frac{1}{4}$" 909NHP A.G."Weser,"Bremen	37 ″ 0	G †
24027 UOBK	**Friedrich Engels** *Oil Eng.* Sub.Sig. 2*Dks*	3972 3537 2261					1930	Severney S.B.Yard Leningrad	U.S.S.R.	347·3|48·7|27·1 P14'B52'F38'	Odessa Russian *WB*	Oil Engines 2S.C.DA 4Cy.$23\frac{5}{8}$"–$35\frac{7}{16}$" 390NHP Maschfbk.Augsburg-Nürnberg,Augsburg		
24028 DMXL	**Friedrich Karl** D.F. 1*Dk* *CruiserStern*	1262 1008 589					1938	Neptun-werftRostock G.m.b.H. Rostock	Reederei Wendenhof G.m.b.H.	236·3|35·5|15·1 P17'B64'F32'	Wismar German *WB*	T.3Cy.$16\frac{1}{8}$",26"&$41\frac{5}{16}$"–$27\frac{9}{16}$" HS2583 167NHP NeptunwerftRostock G.m.b.H.Rostock		G
24029 DOSH	**Friesenland** TwinSc (*Aeroplane Service Ship*) *Oil Eng.* D.F E.S.D. GyC. 2*Dks*	5434 4143 2065					1937	Howaldts-werkeA.G. Kiel	Deutsche Lufthansa,A.G.	427·0|54·3|37·0 B&F358'	Bremen German *WB*	Oil Engines 2S.C.SA 18Cy.$20\frac{1}{2}$"–$27\frac{9}{16}$" 1328NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
24030 PEEK	**Friesland** *ss*Rot.No.2-39 D.F. *Mchy.Aft Well deck* 1*Dk*(*Stl*)	2662 1952 1532	✠100A1 4,41 BS4,41 ✠LMC1,39	Bly	*s*	OG 4,41	1930 1mo	Cowpen D.D.&S.B. Co.Ld. Blyth *Lloyd'sA&CP*	Scheepvaart en SteenkolenMaats. N.V. *CellDB*210'569*tM*	295·2|44·0|18·9 P69'Q108'F30' FK *Trunk in well & on Q dk* *T*10'295*t FPT*130*t*	Rottrdam Dutch 6*BHptCem* *APT*16*t*	T.3Cy.20",$33\frac{1}{2}$"&57"–39" (*s*) 200lb 270NHP 2SB,6*cf*,GS112,HS4640 NE.MarineEng.CoLdNwc	21 ″ 0 s6 ″ 4 19 ″ $5\frac{1}{2}$	
24031	— (*ex*Slotholm, *ss*Osl.2ndNo.3-5,28 *ex*Avessac, *ss*Kel.No.2-37 *ex*Cratloe,*ex*Wellpark) *Well deck* 1*Dk*(*Stl*)&*Webframes*	1029 775 585	✠ ... 7,38	Kel	*n*		1904 12mo	G.Brown& Co. Greenock	A.H.Schwedersky Nachf. *DB*	229·8|31·6|12·4 221·3 Q154'B*on*Q18'F29' BK7" *a*55' *f* 50'194*tFPT*	Memel German 4*BHCem* 50*tAPT*22*t*	T.3Cy.16",26"&44"–33" 122NHP NB23*refitted*37 1SB,3*cf*,GS51,HS1987 Ross&Duncan,Glasgow	15 ″ 6	G †
24032 4790 SDYE	**Frigg** (*ex*EmilR.Boman–34, *ex*Coranian) *ss*Hbg.2ndNo.3-4,27 1*Dk*&*deep framing*	*1248* *865* *706*	✠ ... 4,32 ✠				1901 11mo	W.Harkess &Son Middlesbro'	ÅngfartygsA/B Kjell(H.Jeansson, *Mgr.*)	223·4|35·1|14·0 Q85'B55'RFD85' F21'H90*t* FK	Stockholm Swedish *WB*	T.3Cy.17",$28\frac{1}{2}$"&46"–33" 131NHP MacColl&Pollock,Sld.	16 ″ 6	V †
24033 DHIJ	**Frigga** 1*Dk* *Mchy.Aft* Sub.Sig. *CruiserStern*	5831 4922 3394					1924	Brückenbu FlenderA.G. Lübeck	Seereederei "Frigga"A.G.	401·4|53·3|26·9 P79'F41'	Hamburg German *WB*	T3Cy$27\frac{9}{16}$",$43\frac{5}{16}$"&$70\frac{7}{8}$"–$47\frac{1}{4}$" 346NHP OttenserMchGmbHAltona		G
24034 167533 MBVJ	— D.F. *Ref.Mchy.* 2*Dks*	1095 868 574					1922	Frdrkshvn Skibs&Flydk Fredrikshavn	Ministry of War Transport(Ellerman'sWilsonLine, Ld.*Mgrs.*)	236·2|35·7|14·2	London British *WB*	T.3Cy.18",30"&50"–36" HelsingforsJernsk.150NHP &Mskb.Elsinore		VL
24035 DARJ	— Ⓟ (*ex*Deutschland) 1*Dk*	557 468 220					1925	Nüscke& Co.A.G. Stettin	StettinerDampfs. Ges.J.F.Braeun-lichG.m.b.H.	188·7|28·1|12·7 B136'F17'	Stettin German *WB*	T.3Cy.$18\frac{1}{8}$",$29\frac{1}{2}$"&$47\frac{1}{4}$"–$31\frac{1}{2}$" 125NHP Waggon&MschAGGorlitz		G
24036	**Frigorifico Gualeguaychu No.1** (*ex*Faraon, TwinSc *ex*Ibera) 1*Dk OilEng.* *Mchy.Aft Ref.Mchy.*	732 340 565	Lloyd'sRMC~~10,40~~ ~~7,41~~ 2,42				1929	D.W.Kre-merSohn Hamburg	Frigorifico Gualeguaychu Soc.Anon.	191·3|36·0|9·8	Gualeguay-chu Argentine	Oil Engines 4S.C.SA 12Cy.$7\frac{7}{8}$"–$11\frac{13}{16}$" 72NHP Mot.WerkeMannheim		
24037 FOTG	**Frimaire** 1*Dk* *Mchy.Aft* Sub.Sig. *Longitudinal framing* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk*	9242 8322 6447					1929	Deutsche WerftAGBet Reihsgwrft Hamburg	CieNationale de Nav.	468·0|61·8|36·4 P107'B36'F39'	Rouen French *WB*	C.4Cy.(2)$22\frac{1}{16}$"&(2)$47\frac{1}{4}$"–$47\frac{1}{4}$" 256NHP DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.		V
24038 8 SYGA	**Frinton** Ⓟ (*ex*Kilkenny) *ss*Ant.2ndNo.3-1,27 *ss*Pir.No.1-31 2*Dks*(*U dkStl*-ws)	*1361* *1034* *576*	... 6,35	Pir	*q*		1903	ClydeS.B. &E.Co.Ld. Pt.Glasgow	D.InglessiFils S.A.Nav.deSamos *CellDB f*56' 90*t DTs*	269·7|36·2|16·3 P&B182'F72' BK8" *f*33'212*tAPT*35*t*	Samos Greek 8*BHCem* 2 ,, *to2nd dk*	T.3Cy.$26\frac{9}{16}$",43"&69"–42" 542NHP 2DB,12*cf*,GS258,HS8813 ClydeS.B.&E.Co.Ld.P.Gl.	17 ″ 3	
24039 1321 IBKM	**Frisco** (*ex*W.S.Porter) 3Mst *Mchy.Aft* *ss*Gen.2,No.3-3,31 D.F. *ss*Gen.No.1-37 2*Dks*(*Stl*)&*Webframes* *Carrying Petroleum in bulk* *Fitted for oil fuel*	4610 4370 2699	✠ ... 2,40 ✠	Pal	*x*		1906 11mo	NwprtNws S.B.&DD.Co. NewprtNews	PetroleumSoc. Anon.diNav. (G.Chiarella*Mgr.*) *CellDB*	395·3|49·6|28·0 385·0 P69'B97'F34' FK *uE&B*65'168*tFPT*	Genoa Italian 12*BHCem* 88*tAPT*62*t*	T.3Cy.28",44"&74"–54" 497NHP 3SB,12*cf*,GS266,HS8502, NewportNewsSB&DD.Co.	30 ″ 3	I †
24040 LKGV	— D.F. *Mchy.Aft CruiserStern* 1*Dk*	1582 1283 890					1939	Porsgrund Mek.Værks. Porsgrunn	Chr.J.Reim	246·6|37·9|18·2 P66'B14'F29'	Porsgrunn Norwegian *WB*	C.2Cy.$13\frac{3}{4}$"&$27\frac{9}{16}$"–$27\frac{9}{16}$"& LPturbine withDRgearing &hydraulic coupling63NHP PorsgrundM.V.Porsgrunn		N
24041 5056 SEGM	**Frisia** (exKarlsborg) *ss*Got.2ndNo.3-7,35 1*Dk*(*Stl*)&*deep framing*	*1059* *874* *583*	✠100A1 8,39 ✠LMC MS2,35 BS8,38 SURVEYS DELAYED	Got	*n*	OG 7,38	1909 7mo	Bergens Mek.Værks. Bergen A&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDBa*69'	222·8|35·0|13·5 236·3(O.L.) P24'B62'H92*t*F24' FK *uE*13'*f*88'209*tFPT*	Gothenbrg Swedish 4*BHCem* 77*tAPT*29*t*	T.3Cy.17",$26\frac{1}{2}$"&46"–30" (*s*) 180lb 139NHP 2SB,4*cf*,GS65,HS2317 BergensMekVærksBergen	15 ″ 10 s1 ″ 11 14 ″ 2	
24042 PEEU	— (*ex*Daxhound-38, *ex*CorneliaS.-37) TwinSc *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	953 729 581	✠100A1 7,39 ✠LMC12,36 ✠LMC(M)4,38 *CarryingPetroleum in bulk* (SEE FOOT NOTE*)	Rot	*l*	3,38	1936 12mo	Werft Nobiskrug G.m.b.H. Rendsburg *Lloyd'sA&CP*	N.V.Maats. Zeeschip"Frisia" (N.V.Phs.van Ommeren'sScheepv Bedrijf.*Mgrs.*) *CellDBuMchy*	196·0|33·0|15·4 P54'F27' FK *Trunk*116' *space*28'33*t FPT*80	Rottrdam Dutch 12*BHptCem* *tAPT*31*t*	Oil Engines 4S.C.SA 14Cy.$11\frac{1}{4}$"–$16\frac{9}{16}$" 172NHP DB*170lb* Maschinenfab.Augsburg-NürnbergA.G.Augsburg	15 ″ 1 s1 ″ $3\frac{1}{4}$ 13 ″ $11\frac{1}{4}$	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
24043	**Frisia** (*ex*Advance-37, *ex*Argonaut-34) *OilEng.* 1*Dk* *Mchy.Aft*	561 463 310					1930	Deutsche WerkeA.G. Kiel		173·0|30·1|10·5 P46*t*F12*t*	*WB*	Oil Engines 2S.C.SA 6Cy.11"–15" 127NHP NE34 Akt.Burmeistr&Wain,Cpn		G
24044 DGCE	**Frisia I.** Ⓟ TwinSc 2*Dks*	504 322 208					1928	J.L.Meyer Papenburg	A.G.Reederei Norden-Frisia	170·9|28·2| 9·0 P115′F25′	Norderney German *WB*	T.6Cy.9⅞",16½"&26¾"–15¾" 56NHP J.L.Meyer,Papenburg		G
24045 DGJJ	**Frisia X** TwinSc *OilEng.* 1*Dk* *CruiserStern*	331 204 136					1935	Jos.L. Meyer Papenburg a.d.Ems	A.G.Reederei Norden-Frisia	135·4|24·9| 7·5 B57′	Norderney German *WB*	Oil Engines 4S.C.SA 12Cy.8$\frac{7}{16}$"–14$\frac{3}{16}$" 83NHP DeutscheWerkeA.G.Kiel		G
24046 91 INMD	**Frisio** Ⓟ (*ex*Posilipo) 1*Dk*	354 272 103					1912	Cant.Nav. Riuniti Ancona	Soc.Partenopea Anon.diNav.	175·1|24·7|11·0 165·4	Naples Italian	T.3Cy.11⅘",18$\frac{1}{10}$"&30"–21⅔" 42NHP Cant.Nav.Riuniti,Ancona		I
24047 OFCV	**Fritz S.** (*ex*Biscaya-38) 1*Dk*	1475 — 855					1907	Nylands Værksted Oslo	RederiSohnA/B (O/Y ErnstSohn, Ld.*Mgrs.*)	258·6|37·3|16·9 P8′B144′F29′	Pori Finnish *WB*	T.3Cy.19",31"&51½"–33" 152NHP NylandsVærksted,Oslo		N
24048 DAAR	**Fritz Schoop** Sub.Sig. D.F. E.S.D.	1598 1294 903					1925	Nuescke& Co.A.G. Stettin	KohlenImport-u. PoseidonSchiffahrt A.G.	250·9|37·8|17·0 Q81′B67′F25′	Königsbrg German	C4Cy(2)14¾"&(2)31½"-31½" 93NHP A.Borsig,G.m.b.H.Berlin		G
24049 OXUC	**Frode** *Now* "Omaha," *see No.* 37958 *in Supplement* D.F. 1*Dk*	2140 1909 1285					1918	Nylands Værksted Oslo	DetForenede DampskibsSelsk	289·7|44·2|18·9 P25′B144′F32′	Copnhagn Danish *WB*	T.3Cy.21½",34½"&60"–39" 225NHP NylandsVærksted,Oslo		N
24050 7458 SDLW	— (*ex*Bravo-34, *ex*E.M.Dalgas) ssLkr.3rdNo.3-12,33 ssOsc.No 1-38 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	*1535* *1335* *862*	✠100A1 ~~7,415,40~~ 8,41 ✠LMC MS5,38 BS~~4,40~~ 2,41	~~Got~~ Osc	*q*	OG 4,39	1898 5mo *Lloyd*'*sA&CP*	Grngemth DockyardCo. Grngemouth	RederiA/BFrode (H.Selander) *CellDBa&uE94′u*	254·0|36·8|18·1 P25′B62′F25′ FK *B*16′*f*94′391*t FPT*	Stockholm Swedish 4 *BHCem* 41*t APT* 17*t*	T.3.Cy.19",31"&51"–36" 160lb 160NHP NDB06*refitted*39–*100lb* 1SB,3*cf*,GS62,HS2451 Hutson&Son,Glasgow	20 ″ 4 s2 ″ 7½ 17 ″ 11	
24051 LDXQ	— (*ex*HollandiaI.) ssRot.No.1-22 *Well deck Mchy.Aft* 1*Dk*	750 *509* *337*	✠ … 6,25 ✠				1917 10mo	NVScheep. DeMerwede Hardinxveld	RederiA/S Steinmann(Ottar Holter *Mgr.*)	180·3|28·2|12·1 Q100*t*B22*t*F17*t* H20*t* FK	Sarpsborg Norwegian *WB*	T.3Cy.13½,22½"&36"–27" 100NHP Penn&Bauduin,Dordrecht	14 ″ 6	N †
24052 TSUS	**Fronsac** *Mchy.Aft* 1*Dk*2*trB*	518 355 174					1906	Scott of Kinghorn,Ld. Kinghorn	Worms&Co.	160·0|26·1|11·5 P106′F27′	Havre French *WB*	T.3Cy.12",19"&33"&24" 53NHP Scottof Kinghorn,Ld.Kgn.		V
24053 223078 KFLJ	**Frontenac** *Mchy.Aft* D.F. 1*Dk*	8158 7828 6531					1923	Gt.Lakes Eng.Works RiverRouge, Mich.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgrs.*)	580·0|60·0|32·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½",40"&65"–42" 274NHP GreatLakesEngineering Works,Detroit,Mich.		R
24054 LCTA	— ssN.Yk.No.3-12,39 ~~ssFal.No.2-35~~ *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	7350 6777 4397	✠100A1 ~~4,41~~ ~~7,40~~ 4,42 BS~~4,41~~4,42 MS12,39 ~~BS12,39~~ ✠~~LMC2,35~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	~~Mtl~~ ~~NYk~~ Mob	*b*†	CL ~~2,39~~ 3,42	1928 12mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	D/S A/S Baltimore (Halle&Peterson, *Mgrs.*) *CellDBuE&B66′*	440·9|58·4|33·7 P105′B30′F40′ FK 254*tDTf*34′551*t* *FPT*126*t*	Oslo Norwegian 16*BHptCem* (11 *to U dk* 5 ,, 2*nd*,,) *APT*174*t*	T3Cy.27$\frac{3}{16}$",45"&75"–54"(*s*) 180lb 605NHP 3SB,12*cf*, GS226,HS9186 FD WllsndSlpwy.Co.Ld.Nwc.	33 ″ 9	
24055 6883 SEGW	**Frost** TwinSc D.F. *OilEng.* *Mchy.Aft* 1*Dk*&*Shelterdk*	*1573* *1265* *834*					1922	A/B Finnboda Varf Stockholm	Stockholms RederiaktiebSvea (Eman.Högberg, *Mgr.*)	270·9|41·1|15·6 H82*t*	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.15¾"–28⅜" 345NHP Akt.Atlas-Diesel,Skm.		V
24056 8412 SMVN	**Froste** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1050* *720* *468*	✠100A1 ~~5,40~~ 11,41 ✠LMC4,40	Got	*n*	CL	1940 4mo *Lloyd*'*sA&CP* *Completed by* Eriksbergs M.V.A/B,Got	Crichton-VulcanA.B. Åbo	A/BSvenska Ostasiatiska Kompaniet (K.Nilsson,*Mgr.*)	215·3|35·5|13·7 222·9(O.L.) P20′Q52′B50′F32′ *CellDB*160′ FK 248*tFPT*	Gothenbrg Swedish 4*BHptCem* 76*tAPT*78*t*	Oil Engines 2S.C.SA 8Cy.13⅜"–22$\frac{7}{16}$" 250NHP A/B Atlas-Diesel,Skm.	15 ″ 7 s ″ 7¼ 15 ″ 0¾	
24057 LDXS	**Fröya** Ⓟ 2*Dks*	324 300 165					1912	Trndhjems Mek.Værks. Trondheim	FosensAktie-Dampskibsselskab	132·3|21·1|15·6 H24*t* len26	Tr'ndheim Norwegian *WB*	T.3Cy.12",20"&33"–21" 50NHP TrondhjemsM.V.Trondhm		
24058 161547 GPNL	**Frumenton** ssSld.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6675 5992 4059	✠100A1 *withfreeboard* 7,41 ~~5,41~~	~~Nwc~~ NYk	*c*†	CL 5,41	1930 2mo *Lloyd*'*sA&CP*	ShortBros. Ld. Sunderland	CarltonS.S.Co.Ld. &Cambay SSCoLd. (R.Chapman&Son) *Cell DB*369′ 1904*t F*	436·3|60·3|29·0 452·9(O.L.) FK *PT*305*tAPT*340*t*	Newcastle British 8*BHCem* (*Coll to Shdk* 7 ,, 2*nd* ,,)	T.3Cy.23½",40¾"&70½"–48" 220lb *220lb* (*s*) 451NHP 2SB(Spt),8*cf*,GS147, FD HS5898 J.Dickinson&Sons,Ld.Sld.	32 ″ 0 s4 ″ 5¾ 27 ″ 8¾	
24059 EEON	**Frutero** Steel&Iron3Mst (*ex*Normand, *ex*BellRock) ssHav.2ndNo.3-11,18 *Well deck* 1*Dk* *Mchy.Aft Irn framing Stl plating*	341 273 205	BS10,40 ✠LMC5,38 ✠ … 1,23 ✠				1893 12mo	R.William-son&Son, Workington	J.Llovet	153·8|23·6| 9·8 Q84′B10′F20′ BK7"	Valencia Spanish *WB*	C.2Cy.19"&38"–27" 68NHP Dunsmuir&Jackson,Gls.	11 ″ 3	
24060 8289 SDIE	**Fryken** *OilEng.* D.F. 1*Dk* *Mchy.Aft CruiserStern* *Strengthened for Navigation in Ice*	*1024* *621* *464*	✠100A1 ~~6,41~~ ~~9,40~~ 12,41 ✠LMC8,38	Skm	*m*	OG ~~1,39~~ 12,41	1938 8mo *Lloyd*'*sA&CP*	Aalborg VærftA/S Aalborg	Ångb.AktiebFerm (T.E.J : son Broström,*Mgr.*) *Cell DB*166′268*tFPT*	208·0|33·1|12·5 216·3(O.L.) P52′Q83′F28′ FK	Krstnhmn Swedish 4*BHptCem* 83*t APT*33*t*	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{7}{16}$" 157NHP Atlas-DieselA/B,Skm.	14 ″ 5 s4 ″ 2¾ 14 ″ 4½	
24061	**Fu Hai** (*ex*Wuchow-37, *ex*RobertLebaudy) TwinSc	358 — 207					1909	Kwong SangLung HongKong	WahNamS.S.Co.	123·6|22·0| 8·0	Canton Chinese	C.4Cy.10"&20"–14" 25NHP KwongSangLungH.Kg.		
24062 146547 MKYT	**Fu-Kwang** TrpSc *OilEng.* ssShi.No.3-2,34 D.F. ssShi.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*)&*pt*2*nd dk*(*Stl*) &*Webframes*	1559 1238 792	✠100A1 ~~5,41~~ ~~8,40~~ 1,42 ✠LMC(M)5,41 ✠~~NE1,39~~ ✠~~LMC1,39~~ ~~DBS~~ 5,41 *CarryingPetroleum in bulk*	~~Shi~~ Sng	*p*	OG 5,40	1922 4mo A&CP	Rotterdam Droogd.Maat Rotterdam	AsiaticPetroleum Co.(NorthChina) Ld.	257·8|37·4|15·6 B54′F27′ FK *FPT*100*t*	Shanghai British 11*BHptCem* *APT*48*t*	Oil Engines 4S.C.SA 18Cy.12½"–15" *165lb* 275NHP NDB13*refitted*22 Ruston&Hornsby,Ld. Lincoln	17 ″ 0 s3 ″ 5 13 ″ 9½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of B of Trade Cert.
24063 219302 KJKW	**Fueloil** TwinSc 1*Dk*& *Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying petroleum in bulk*	1370 1090 760	✠ ... 3,22				1919 5mo	National S.B.Co. Violet,La.	~~NantucketSound-Transport~~ Standard Oil Co. of New Jersey	242·5 P72'F21'	36·9	19·7 FK	Wilmington (Del.) Utd.States *WB*	C.4Cy.16⅝"&32"-24" 194NHP StatenIslandS.B.Co.N.Yk	19 ″ 0	R †
	Now "Esso Costa Rica," *see No. 32484 in Supplement*		✠													
24064 EAEP	**Fuerteventura** Ⓟ *ss*LaP.2ndNo.3-12,36 *ss*Cdz.No.1-41 1*Dk*& *Shelter dk*(*Teak*)	~~478~~ ~~270~~ ~~187~~ 484 — 259	✠100A1 *Shelter dk* *withfreeboard* 12.41~~12,40~~ ✠LMC12,41 ~~MS12,36~~ ~~BS2,40~~	~~Mga~~ Cdz	*h*	CL ~~1,40~~ 10,41	1912 4mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' *'sA&CP*	Cia.Trasmediterranea *CellDBa33'*	160·0 *uE14'f66'87tFPT*	25·9	10·4 FK	L.Palmas Spanish 4*BHCem* 10*tAPT*10*t*	T.3Cy.13",22"&36"-26" (*s*) 180lb 100NHP 1SB,3*cf*,GS57,HS1940 Smith'sDockCo.Ld.Mdb.	11 ″ 0 s ″ 3 11 ″ 0	
24065 151712 MNMF	**Fuh Wo** TwinSc *ss*Shi.No.3-5,37 1*Dk*(*Stl*)	955 528 502	A1 *For River Service* 1,41~~6,40~~ BS~~3,40~~1,41 ✠LMC5,37 *Fitted for oil fuel* 3,29	Sng		OG 3,40 *F.P. above* 150° F.	1922 *Lloyd*	Yarrow,& Co.Ld. Glasgow *'sA&CP*	Indo-China Steam Nav.Co.Ld. *MT*18'170*t*	211·4 217·4(O.L.) F25' len38 *Tank between tunnels* 84*t*	33·1	10·0 FK	Shanghai British 8*BHAsp*	T.6Cy.18",26"&39½"-18" (*s*) 225lb HS8253 446NHP 2WaterTubeBoilers FD Yarrow&Co.Ld.Gls.	10 ″ 6	
24066	**Fuhsing** (*ex*WanTai-36, *ex*ChuseiMaru-34, *ex*SeiunMaruNo.10) 2*Dks*	696 — 476					1910	G.S.K. HaradaShoko Osaka	ShawHsingS.S. Co.Ld.	171·9	25·7	18·6	Lungkow Chinese	T.3Cy.13¼",21¾"&36¼"-24" 64NHP G.S.K.HaradaShokoOsaka		
24067 DOBS	**Fulda** Ⓟ TwinSc D.F. *Corrugated sides* *OilEng.* E.S.D. GyC. Sub.Sig. 4*Dks*	7744 6840 4138					1924	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	458·8 B139'F45'	57·6 62·3	31·3	Bremen German *WB*	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" 1493NHP Gebr.Sulzer,Ludwigshafen		G
24068 1097 IBMM	**Fulgor** *ss*Pal.No.3-6,34 *ss*Pal.No.1-38 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing* D.F. Sub.Sig.	6504 5636 3546	✠100A1 10,39 ✠NB1,29 ✠LMC8,38 BS10,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,22 NO LATER SURVEY REPORTED	Pal	*z*	CL 10,39 *F.P. above* 150° F.	1922 6mo	Cant.Nav. dellaSpezia Spezia A&CP	"LaColumbia"Soc. Marit.perTrasporto diPetrolio e Derivati *CellD*	420·2 401·9 P105'B30'F36' *BuE&B58' 200t DTf29'365t FPT290*	55·1	30·9 FK	Genoa Italian 17*BHptCem* (14 *to U dk* 3 ,, 2*nd* ,,) *tAPT*290*t*	Q4Cy.21",29½",43"&62"-45" 230lb *120lb* (*s*) 399NHP 3SB,9*cf*,GS135,HS5679 FD Mackie&Baxter,Glasgow	31 ″ 3 s5 ″ 4 26 ″ 1¾	
24069 164572 MKVK	**Fulham** *ss*Shl.No.1-40 *Mchy.Aft* 1*Dk* E.S.D. *Cargo battens not fitted*	1599 1202 879	✠100A1 *withfreeboard* ~~8,41~~ ~~4,41~~ 4,42 BS~~8,41~~ 4,42 ✠LMC2,36	~~Nwc~~ Shl	*p*	OG 11,39	1936 2mo *Lloyd*	Burntislnd S.B.Co.Ld Burntisland *'sA&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*)	238·1 Q145'B16'F22' *CellDBuE24'f159'* *Deck tank a*	38·3	16·5 FK	London British 4*BHptCem* '571*t* *mids* 56*t FP*	T.3Cy.16½",27½"&46"-33" 200lb *100lb* (*r*) 185NHP 1S.B,3*cf*,GS59,HS2750 FD N.E.MarineEng.Co.Ld.Sld *Ts*167*tAPT*12*t*	18 ″ 6 s6 ″ 3¼ 16 ″ 7¾	
24070 164639 MLSM	**Fulham II** *ss*Sld.No.1-41 *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	1596 1202 877	✠100A1 *withfreeboard* ~~11,41~~ ~~1,41~~ 2,42 ✠LMC11,41 ~~MS6,40~~ ~~BS1,41~~	~~Sld~~ ~~Nwc~~ Lon	*p*	OG ~~6,40~~ ~~9,41~~ 2,42	1936 8mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*)	238·1 Q145'B16'F22' *CellDBuE24'f159'* *Deck tank a*	38·3	16·5 FK	London British 4*BHptCem* *ptAsp* 571*t* *mids* 56*t FP*	T.3Cy.16½",27½"&46"-33" 200lb *100lb* (*r*) 185NHP 1SB,3*cf*,GS59,HS2750 FD N.E.MarineEng.CoLd.Sld *Ts*167*tAPT*12*t*	18 ″ 6 s6 ″ 3¼ 16 ″ 7¾	
24071 165452 MMFZ	**Fulham III** *Mchy.Aft* 1*Dk* E.S.D *Cargo battens not fitted*	1594 1201 874	✠100A1 *withfreeboard* ~~7,41~~ ~~6,41~~ ~~11,41~~ 5,42 Examined 5,42 BS~~6,41~~ 5,42 ✠LMC4,37	~~Nwc~~ ~~Shl~~ ~~Nwc~~ Shl	*p*	OG 5,41	1937 4mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*) *Dec*	238·3 245·3 Q145'B16'F22' *CellDBuE24' f159'*	38·3	16·5 FK	London British 4*BHptCem* *ptAsp* '571*t* *k tank amid*	T.3Cy.16½",27½"&46"-33" 200lb *100lb* (*r*) 185NHP 1SB,3*cf*,GS59,HS2750 FD N.E.MarineEng.Co.Ld.Sld *s*56*t FPTs*167*tAPT*12*t*	18 ″ 6 s6 ″ 3½ 16 ″ 7¾	
24072 167157 MMYB	**Fulham IV** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1562 1179 902	✠100A1 *withfreeboard* 8,41 ~~7,40~~ ✠LMC1,39	~~Lon~~ Nwc	*p* $1\frac{11}{16}$	OG	1939 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (StephensonClarke & Associated Companies,Ld. *Mgrs.*) *CellDBuE*	247·5 265·8(O.L.) Q149'B16'F27'	39·6	16·6 FK	London British 4*BHptAsp* 24'*f*168'615*t*	T.3Cy.16½",27½"&47"-33" 200lb *100lb* (*r*) 196NHP 1SB,3*cf*,GS65,HS2952 FD N.E.MarineEng.Co.(1938) Ld.Sld. *MT*58*tFPTs*154*tAPT*18*t*	18 ″ 6 s5 ″ 11 16 ″ 9	
24073 168029 GMSJ	**Fultala** *OilEng.* D.F. 1*Dk*& *Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	5051 4417 2828	✠100A1 *withfreeboard* 11,41~~3,41~~ ✠LMC10,40	Cal	*a*†	CL	1940 10mo *Lloyd*	Wm.Doxford&Sons,Ld Sunderland *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*347'108	426·0 441·8(O.L.) F40' (*Coll* 9*tMT*21'829*tFPT*1	54·3	26·1 FK	London British 7*BHptCem* *BH to Sh dk* 6 ,, ,, 2*nd* ,,) 22*tAPT*149*t*	Oil Engines 2S.C.SA 3Cy.23⅝"-91$\frac{5}{16}$" 2DB*120lb* 516NHP Wm.Doxford&Sons,LdSld	~~28 ″ 7~~ ~~s8 ″ 8~~ ~~25 ″ 6¼~~ 37 ″ 7 s11 ″ 3½ 26 ″ 6½	
24074 LDXT	**Fulton** (*ex*Hardanger) 1*Dk*	1109 974 655					1905	Bergens Mek.Værks. Bergen	RasmusF.Olsens RederiA/S (RasmusF.Olsen)	226·8 P12*t*H45*t*F31*t*	35·2	15·9	Bergen Norwegian *WB*	T.3Cy.16",25"&43"-30" 106NHP BergensMekVærksBergen		N
24075	**Funchalense** (*ex*Everhard) *OilEng.* *Mchy.Aft* 1*Dk*	374 298 193					1927	Gebroeders Bos Groningen	Empresa de Navegaçao Madeirense Ltda.	142·4 Q38'F15'	23·2	10·7	Funchal Portuguese *WB*	Oil Engines 4S.C.SA 6Cy.11"-19$\frac{11}{16}$" 70NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
24076	**Furiere Consolini** (*ex*Heng-Shan-38,*ex*Vale, *ex*Girasol,*ex*Roumanier, *ex*LakeDuane) *ss*Rio.No.2-25 1*Dk*	1922 — 1146	✠ ... 4,30				1917 12mo	Detroit S.B.Co Wyandotte	Cie.Italiana di Nav.S.A.I. (ChineseItalian Nav.Co.Ld.)	260·9 251·0 P24'B64'F23'	43·6	18·5 FK	Shanghai Italian *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
24077 TCBE	**Furuzan** Ⓟ (*ex*Kephalinia, Iron *ex*Argostoli, *ss*Cpl.2ndNo.3-10,06 *ex*PolisMyteline, 2*Dks* *ex*Ville deCette)	1074 937 686	✠ ✠ ... 9,09 ✠				1880 9mo	Hodgson& Soulsby Blyth	SadikogluNazim	221·5 P36'B52'F29'	31·3	18·3 BK8"	Istanbul Turkish *WB*	C.2Cy.29½"&55"-36" 141NHP Black,Hawthorn&Co.Gts.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Periodiques.	3 Matériaux, Gréement, etc. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres ou cote, si ce n'est dans le L. R. Durée.Cert. B.of Trade.
24078 298 IBVM	**Fusijama** D.F. *Ref.Mchy.*	TwinSc *OilEng* *ss*Tri.No.2–38 2*Dks*(*Stl*)	6244 5025 3907	✠100A1 4,40 ✠LMC CS5,38 DBS11,39 10,38 Lloyd'sRMC4,40 for temp. 43° F. NO LATER SURVEY REPORTED	Tri	*a*†	CL 10,38	1929 3mo	Stabilmnto Tecnico Trieste *Lloyd'sA&CP*	LloydTriestino Soc.Anon.diNav.	448·3 430·0 P36'B283'F44' FK *Cell DB*365'1026*t* *FPT*114*t* *APT*47*t*	55·4 55·4	27·7 27·7	Trieste Italian 8*BHptCem*	Oil Engines 4S.C.SA 12Cy.29⅛"–47¼" 986NH DB*100lb* StabilimentoTecnico,Tri.	30 ″ 2 s 4 ″ 6⅗ 25 ″ 9	
24079 137086 GKSR	**Fylingdale**	*ss*.Cff.No.3–2,37 1*Dk*(*Stl*)	3918 3499 2322	✠100A1 4,42 ~~5,41~~ Examined 4,42 ✠LMC MS2,37 BS4,41	~~Npt~~ Bkn	*x*	CL ~~6,40~~ 4,42	1924 12mo	JLThompson&Sons,Ld Sunderland *Lloyd'sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	364·5 378·9(O.L.) P33'B222'F33' FK *CellDB*320'962*t* *FPT*68*t* *APT*194*t*	51·5	22·7	Whitby British 6*BHCem*	T.3Cy.25",42"&68"–45" (*s*) 180lb *150lb* 345NH 2SB,6*cf*,GS126,HS5423 Richardsons,Westgarth&Co.Ld.Sld	25 ″ 0 s 3 ″ 0½ 22 ″ 2	
24080 167569 MCCT	**Fylla**	*ss*Cpn.2ndNo.3–4,29 *ss*Svb.No.2–37 1*Dk*(*ptIrn&ptStl*)&*deepframing*	792 677 449	✠100A1 2,42 ~~5,41~~ Examined 6,42 BS6,42 ✠LMC5,41	~~Sou~~ Cff Sws	*l*	OG 4,41	1906 5mo	Kjöbnhvns Flydk &Skbs. Copenhagen *Lloyd'sA&CP*	Ministry of War Transport(J.T. Duncan&Co.Ld. *Mgrs.*)	211·2 P13'B59'F28' FK *CellDB*&*uE*68*f*88'237*t* *FPT*39*t* *APT*26*t*	30·7	13·1	London British 4*BHCem*	T.3Cy.14",22½"&37"–24" (*s*) 180lb 79NH 2SB,4*cf*,GS40,HS1300 Kjbnhavns.Flydk.&Skbsv.	15 ″ 6 s 1 ″ 7½ 14 ″ 0	

* * * Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig. &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade
24081 206423	**G. A. Boeckling** Pad 1Dk	328 — 157					1909	Gt.Lakes Eng.Works Ecorse	BayTransportation Co.	155·2|30·0| 9·1	Sandusky Utd. States	C.2Cy.25½"&44½"-72" Emade—refitted09 140NH		
24082 206623 KDXJ	**G. A. Tomlinson** Mchy.Aft D.F. GyC. 1Dk	6361 — 4862					1909	American S.B.Co. Lorain,Ohio	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	504·0|54·0|30·0 WB	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"-42" 257NH Americ'nS.B.Co.Lorain,O.		R
24083 LCPW	**G. C. Brövig** TwinSc ssRot.No.2-38 Sub.Sig. OilEng Mchy.Aft 1Dk(Stl) D.F. ProgressiveSurvey of Oil tanks CruiserStern	9718 8987 5860	✠100A1 ~~7,41~~~~7,40~~ 5,42 ✠LMC CS10,38 DBS~~11,39~~7,41 11,39 CarryingPetroleum in bulk	~~Gls~~ ~~Fal~~ Grk	e†	CL 10,39	1930 10mo Lloyd	GötaverkenA/B Gothenburg 'sA&CP	Th.Brövig CellDBu E71'304t	475·6|64·2|37·8 P103'F40' FK DTf33'622tFPT19	Farsund Norwegian 10BHptCem 6tAPT310t	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 2DB180lb 724NH GotaverkenA/B,Got.	37 ″ 3	
24084 141783 WDDZ	**G. G. Post** (exJohnAnderson-32, exLuzon) 1Dk2trB D.F. GyC (Self Unloader) Mchy.Aft	3582 — 2778					1902	Chicago S.B.Co. Chicago	ColumbiaTransportationCo.(John T.Kelly,Mgr.)	346·0|48·2|24·0	Wilmgton (Del.) Utd. States WB	T.3Cy.20",33½"&55"-40" 191NH ChicagoS.B.Co.Chicago		R
24085 230210 KGRY	**G. Harrison Smith** Mchy.Aft 2Dks D.F. E.S.D. GyC. Fitted for oil fuel Longitudinal framing CarryingPetroleum inBulk	11752 11387 7328					1930	Federal S.B.&D.D.Co Kearny,N J.	StandardOilCo. ofNewJersey	525·0|74·3|40·5 B36'F40'	Wilmgton (Del.) Utd. States WB	2 Steam TurbinesDR geared to 1 Sc. Shaft DeLavalSteamTurbineCo. Trenton,N.J		R
24086 11193 VGQY	**G. R. Gray** (exTraveller) Wood 2Dks	438 388 248					1871	A.Stokes Sheboygan, Wis.	AbitibiPower& PaperCo.Ld.(in liq.)	140·0|24·0|12·0	Toronto British	C.2Cy.25"&45"-36" Emade98 145NH F.W.Wheeler, WestBayCity,Mich		
24087 136 SVVU	**G. S. Livanos** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4835 4379 2867	✠100A1 withfreeboard 5,39 ✠LMC10,37	Rot	a†	CL	1937 10mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	LivanosMaritime Co.Ld.(N.G. Livanos,Mgr.) CellDB	419·2|56·7|25·3 431·1(O.L.) F35' FK 365' 1200t FPT217	Chios Greek 7BHCem (Coll toSh dk 6 ,, 2nd ,,) tAPT200t	T.3Cy.22½",39"&65"-48"(s) 225lb 466NH 2SB(Spt&FD)&1AuxSB, 9cf,GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 ″ 10 s2 ″ 11¾ 25 ″ 1½	
24088 159441 GMYJ	**G. S. Walden** ssGls.No.1-40 D.F. E.S.D. GyC. OilEng. Mchy.Aft 2Dks Longitudinal framing-bracketless system CruiserStern "Arcform"	10627 9704 6292	✠100A1 ~~1,41~~10,41 ✠LMC CS2,40 DBS~~7,39~~10,41 1,41 CarryingPetroleum in bulk	NYk		CL 6,38	1935 8mo Lloyd	NVRotterdamDroogd Maats. Rotterdam 'sA&CP	OrientalTrade& TransportCo.Ld. CellDBu E86'157t	489·1|75·1|37·0 505·2(O.L.) P107'B33'F51' FK DTf31'895t FP T282tAPT130t	London British 16BH (12 to U dk 4 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.25⅝"-49¼" 908NH 3DB200lb Fr.KruppGermaniawftAG Kiel	37 ″ 0 s6 ″ 11¼ 30 ″ 4¼	
24089 PEFF	**Gaasterkerk** (exGaasterdijk) ssRot.No 3-4,35 ssRot.No.1-39 2Dks(Stl)&Shelter dk(Stl)	8679 8170 5444	✠100A1 Shelter dk withfreeboard 5,41 ~~6,40~~ ✠LMC MS6,39 BS~~6,40~~ 7,41 Fitted for oil fuel10,22 F.P. above 150° F.	~~Lon~~ Mob		CL ~~8,38~~ 5,41	1922 10mo Lloyd	NewWater-wayS.B.Co. Schiedam 'sA&CP	N.V.Vereenigde Nederlandsche scheepvaartmaatschappij(Directie enAgentuur Maats.Holl'ndOost AzieLijnN.V.Mgs.)	493·3|58·2|37·2 |28·5 F56' on Shelter dk FK len32 CellDB393'1574t MT27'1255t	TheHague Dutch 8BHptCem (Coll to Sh dk 7 ,, U ,,) DTa30' 682t	3steamturbinesDRgeared to 1 Sc. Shaft (s) 215lb 965NH 4SB(Spt) 12cf, HS11308 FD J.Brown&CoLdClydeb'nk FPT158tAPT100t	31 ″ 4 s4 ″ 7½ 26 ″ 11½	
24090 PEFK	**Gaasterland** OilEng. D.F. Ref.Mchy. 1Dk&Shelter dk Mchy.Aft. CruiserStern Butts of shell&deck plating elec.welded	397 306 180	✠100A1 withfreeboard 3,40 ✠LMC3,40 ✠Lloyd'sRMC2,40 for temp. 32° F. (SEE FOOTNOTE *)	Rot	k	OG	1940 3mo Lloyd	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel 'sA&CP	Scheepvaart en SteenkolenMaats. N.V. CellD	199·6|29·7| 8·0 208·0(O.L.) FK B127' 193t FPT22t	Rottrdam Dutch 4BHptCem (Coll to Shdk 3 ,, 2nd ,,) APT11t	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{7}{16}$" 157NHP A/B Atlas-Diesel,Skm.	11 ″ 0 s0 ″ 2 10 ″ 11	
24091 LIXN	**Gabon** (exRose-36, exSunnanvik-34) TwinSc ssMsl.No.2-39 OilEng. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)inNo.1 hold	4651 4207 2796	✠100A1 withfreeboard 12,39 ✠LMC CS3,40 1,39 Surveys delayed Carrying vegetable oil in midship deep tanks	Phl	z	CL 4,38	1931 4mo Lloyd	Nya Varvsaktb.Öresund Landskrona 'sA&CP	Skibsaksjeselskapet av 1939 (A/SRederiet Odfjell,Mgrs.) CellDB328'1145t of tunnels 741t	391·0|54·7|25·6 408·5(O.L.) F30' FK Tanks in way MTs2400t FPT94t	Bergen Norwegian 8BH pt Cem (Coll to Sh dk 7 ,, 2nd,,) APT104t	Oil Engines 4S.C.SA 14Cy.21⅜"-39⅜" 633NHP NDB36-100lb GotaverkenA/B,Got.	28 ″ 6 s3 ″ 0½ 25 ″ 7½	
24092 FNGE	**Gabriel Guist'hau** (exGorgona, exGiuseppinaIlardi, exWarPlatoon) ssMes.No.2-28 1Dk Well deck D.F.	2352 1759 1306	✠ ... 10,29 ✠				1918 12mo	ForthS.&E Co.Ld. Alloa	ConsortiumCommercial de TransportsMaritimes (UnionIndustrielle &Mar.Soc.Française d'Arm.Mgrs)	284·6|41·9|19·1 P28' Q69' B64'F32' FK	Rouen French WB	T.3Cy.25",41"&68"-45" 310NH MacColl&Pollock,Ld.Sld.	21 ″ 3	V †
24093 150183 VJNJ	**Gabriella** ssWln.No.3-11,32 ssWln.No.2-41 1Dk(Stl) Cargo battens not fitted	1587 1338 946	✠100A1 2,42 ~~2,41~~ BS11,41 ✠LMC2,41	Wln	p	OG ~~12,38~~ 2,42	1920 5mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	UnionS.S.Co. NewZealand,Ld. CellDB210'429tFPT	252·0|38·2|17·4 P22'B59'F26' FK	SydneyNSW British 4BHCem 65tAPT24t	T.3Cy.20,"33"&54"-36" (s) 180lb 207NH 2SB,6cf,GS100,HS,3438 N.E.MarineEng.CoLdNwc	19 ″ 6 s 2 ″ 5 17 ″ 3	
24094 4681 PEFM	**Gadila** ssRot.No.1-39 Mchy.Aft OilEng. D.F. 1Dk,2nd dk clear of cargo tanks CruiserStern Longitudinal framing at bottom& at deck	7999 7235 4762	✠100A1 1,41 ✠LMC CS6,39 DBS6,39 4,40 CarryingPetroleum in bulk	Sba	c†	CL 9,38	1935 4mo Lloyd	HowaldtswerkeA.G. Kiel 'sA&CP	N.V.Petroleum Maats. "La Corona" CellDBuE64'137t	463·0|59·3|33·9 P93'B47'F48' FK DTf25'247t FPT1	Willemstad Dutch 15BHptCem ptAsp 50tAPT118t	Oil Engines 4S.C.SA 8Cy.25$\frac{5}{16}$"-55⅛" 502NH DB180lb HowaldtswerkeA.G.Kiel	34 ″ 0 s6 ″ 8¾ 27 ″ 6	
24095 140302 GNXC	**Gaelic Star** (exGaelicstar, exMontilla) ssNwc.No.3-9,29 D.F. E.S.D. ssNwc No.2-38 Ref.Mchy. 2Dks(Stl)&Shelter dk (Stl-ptws) CruiserStern	5596 5187 3527	✠100A1 Shelter dk withfreeboard 9,41 ~~9,40~~ ✠LMC MS3,38 BS~~9,40~~9,41 ✠Lloyd'sRMC~~3,41~~~~7,41~~~~4,42~~6,42 Fitted for oil fuel1,20 F.P. above 150° F.	~~Hul~~ Lon	y	CL 2,38	1917 8mo Lloyd	Russell& Co. Pt.Glasgow 'sA&CP	UnionColdStorage Co.Ld.(BlueStar LineLd.,Mgrs.) CellD	389·8|53·2|32·9 F on Shelter dk 50' FK B342' 912t FPT48t	London British 6BHCem APT24t	T.3Cy.24½",41½"&70"-48" 200lb (s) 548NH 3SB,9cf,GS150,HS8433 FD D.Rowan&Co.Glasgow	36 ″ 0 s 9 ″ 1¼ 27 ″ 1¼	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou si on n'est dans le L.R. Durée.Cert.R.of Trade.
24096 493 IBRP	**Gaeta** (*ex*Benwell Tower–37) *ss*Shl.No.2–36 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4457 — 2707	✠ ... 11,38 ✠	Avn	*z*		1927 7mo	Hawthorn, Leslie&Co.Ld Newcastle	Angelo Scinicariello *CellDB*348'1072*t*	401·0 414·5(O.L.) F41' FK *FPT*126*t APT*209*t*	53·2	25·0	Naples Italian 6*BHCem* (*Coll to S dk* 5 „ 2*nd* „	T.3Cy.25½",42"&70"–48" 426NHP 2SB&1AuxSB9*cf*,GS192 HS7350 N.E.Marine Eng CoLdNwc	27 ″ 6	CI †
24097 74 YLCQ	**Gaida** (*ex*Maria,*ex*Orrik) Iron 1*Dk*&*Awng dk*	460 274 258					1885	Jernsk.og. Maskinbygg Elsinore	KugniecibasSabiedriba "Gaida" (A.Behrsin,*Mgr.*)	141·0	23·8	10·8 17·5	Riga Latvian *WB*	C.2Cy.19⅘"&35⅘"–22" 50NHP HelsingörsJernsk.&Mskb.		V
24098 129 YLCD	**Gaisma** (*ex*Marietta,*ex*Penare) *ss*Lie.3rdNo.3–5,39 1*Dk*(*Irn*)2*trB*&*Webframes*3*Dk rule* *Cargo battens not fitted*	3077 2862 1906	✠100A1 *withfreeboard* 5,40 BS5,40 ✠LMC5,39 No later survey reported	Lie	*u*	CL 4,40	1900 11mo	Ropner& Son Stockton A&CP	"Jura" Shipping Co.Ld.(Fr.Karklins,*Mgr.*) *CellDB*	323·9 P29'B166'F36' FK *a*&*uE*124'*f*136'626*t*	48·1	21·7	Ventspils Latvian 5*BHCem* *APT*104*t*	T.3Cy.23½",39"&64⅜–42" 160lb (*s*) 273NHP 2SB,6*rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 3 s 3 ″ 5 21 ″ 0	
24099 154 INOC	**Gala** (*ex*Lovart) *ss*Gmh.3rdNo.3–4,31 *ss*Nap.No.1–35 *Well deck* 1*Dk*(*Stl*)&*Web frames*	1029 772 591	✠ ... 7,39 ✠	Gen	*n*		1897 5mo	Crmichael. Maclean&Co. Greenock A&CP	S.Spampinato *CellDB*	225·7 235·7(O.L.) Q77'B52'F27' FK *a*50'*f*88'215*t FPT*	34·1	13·1	Catania Italian 4*BHCem* 36*t APT*24*t*	T.3Cy.17⅞",27½"&44"–33" 110NHP 1SB,3*rf*,GS55,HS1660 Muir&Houston,Ld.Gls.	15 ″ 3	I †
24100 133263 MFYW	**Galacum** 3Mst *Well deck* *ss*Nwc.2ndNo.3–9,39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	585 391 243	✠100A1 ~~12,40~~10,41 BS10,41	Nwc	*h*	CL ~~9,39~~ 9,41	1915 11mo	R.William-son&Son Workington Lloyd's*A&CP*	Northwest ShippingCo.Ld.	165·7 Q100'B9'F21' FK *CellDBf*97'123*t*	26·6	11·0	Workngtn British 3*BHCem* *FPT*38*t*	T.3Cy 13",21½"&35"–27" (*s*) 170lb 86RHP 1SB,3*pf*,GS50,HS1598 Ross&Duncan,Glasgow	13 ″ 2 s 4 ″ 8½ 12 ″ 10	
24101 1553 INOF	**Galata** (*ex*Leaside, *OilEng.* *ex*Kildavin) *ss*Cws.No.3–10,21 *ss*Shl.No.1–26 1*Dk*	618 487 350	~~BS10,40~~ ✠LMC9,39 ... 12,28				1918	Smith's DockCo.Ld. Middlesbro'	TitoCampanella Soc.diNav.	176·6 170·2 B35'F25' FK	30·0	15·6	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.13⅜–21¼" NE29 Cant Offic. 125NHP SavoiaCornigliano	16 ″ 6	I †
24102 TCCC	**Galatasaray** (*ex*Kismet–36,*ex*Ourla, *ex*Kydaris,*ex*Ortensia,*ex*Giacomo Grasso,*ex*Rescuer,*ex* 1*Dk*2*trB* Breidablik) *Well deck*	724 — 405	✠ ... 9,94 ✠				1890 7mo	Bergens Mek. Værks Bergen	~~SadikogluAslan~~ ~~Kaptan~~ SadikogluAslan ve Mahdumu	201·1 Q51'B55'F30'	31·8	11·6	Istanbul Turkish *WB*	T.3Cy.15½",25"&40"–27" 92NHP BergensMekVærksBergen	13 ″ 9	
24103 LDYD	**Galatea** 1*Dk*	1152 997 671					1912	Laxevaags Msk.&Jrnskb Bergen	A/S D/S Galatea (Th.Gjesdahl)	228·2 P10*t*H49*t*F32*t*	35·2	15·9	Bergen Norwegian *WB*	T.3Cy.16",25½"&43"–30" 101NHP LaxevaagsMsk&Jrns.Bgn		N
24104 120924 MCLR	— Ⓟ TwinSc *ss*Liv.2ndNo.3–5,34 *ss*Bkn.No.1–38 D.F. Sub.Sig. 2*Dks*(*UptStl*–teak s)	569 475 221	✠100A1 11,40 BS5,40 ✠LMC5,38	Liv	*i*	CL 11,40	1906 2mo	J.P.Rennoldson&Sns. SouthShields Lloyd's*A&CP*	MerseyDocks& HarbourBoard	170·0 182·0(O.L.) BK7" *DTf*15'60*t*	30·3	13·8	Liverpool British 4*BHCem*	T.6Cy.12¼",21"&33"–24" (*s*) 180lb 137NHP 2SB,4*cf*,GS71,HS2415 J.P.Rennoldsn&Sns,S.Shl.	15 ″ 0 s 4 ″ 8 11 ″ 2	
24105 EAET	**Galdames** (*ex*Aldam–38, *ex*Galdames–38) *ss*Bbo.No.3–4,40 1*Dk*(*Stl*) *Cargo battens not fitted*	3333 — 1974	✠100A1 ~~5,41~~ ~~10,40~~4,42 BS~~3,40~~ ✠LMC10,38 5,41	~~Bbo~~ Bcl	*u*	CL 10,40	1918 9mo	Soc.Anon. Astilleros del Nervion Bilbao Lloyd's*A&CP*	Auxiliar MaritimaS.A.	325·7 P31'B80'F39' FK *CellDB*280'818*t*	47·1	22·5	Bilbao Spanish 6*BHCem* *FPT*130*t*	T.3Cy.24",40"&65"–45" (*s*) 180lb *85lb* ~~*100lb*~~ 295NHP 2SB,6*cf*,GS121,HS4374 Astilleros del Nervion,Bbo	24 ″ 11 s 4 ″ 4¼ 20 ″ 9	
24106 132428 ZMLY	**Gale** 3Mst *ss*Ddn.No.1–40 *OilEng.* *Mchy.Aft* 1*Dk*	622 419 314	✠100A1 9,40 ✠LMC CS9,40 DBS9,39 7,40	Ddn	*j*	CL 9,40	1935 9mo	Scott& Sons Bowling Lloyd's*A&CP*	Canterbury SteamShipping Co.Ld. *CellDB*115'190*t*	175·0 *31·6* Q99'B11'F30' FK *FPT*44*t APT*43*t*	30·1	10·3	Lyttelton, N.Z. British 3*BHCem*	Oil Engines 2S.C.SA 5Cy.13⅜"–22 7/16" 156NHP DB*100lb* BritishAuxiliariesLd.Gls.	12 ″ 6 s 3 ″ 11 12 ″ 4¾	
24107 EAES	**Galea** *ss*Bbo.No.3–3,30 *ss*Bbo.No.2–38 1*Dk*(*Stl*) *Cargo battens not fitted*	3333 3062 1974	✠100A1 ~~5,41~~ ~~1,40~~ 11,41 ✠LMC MS9,38 ~~BS1,40~~ 5,41	Bbo	*u*	CL ~~8,38~~ 11,41	1918 4mo	Soc.Anon. Astilleros del Nervion Bilbao Lloyd's*A&CP*	Cia.Naviera Guipuzcoana	325·7 P31'B80'F39' FK *CellDB*280'818*t*	47·1	22·5	S. Sebast'n Spanish 6*BHCem* *APT*130*t*	T.3Cy.24",40"&65"–45" (*s*) 180lb *80lb* 295NHP 2SB,6*cf*,GS121,HS4374 Astilleros del Nervion,Bbo	24 ″ 11 s 4 ″ 4¼ 20 ″ 9	
24108 YTFT	**Galeb** (*ex*PerseveranzaG.–35, *ss*Cff.No.3–12,17 *ex*Chrysallis, *ss*Npt.No.1–22 *ex*Freja,*ex*Svanen,*ex*Ester) *Well deck* D F. 1*Dk*	440 340 253	✠ ... 11,26 ✠				1904 9mo	Thorskogs Mek.Verks. Thorskog	MarinFeric	154·5 Q49'B33'F20' FK	25·3	11·2	Split Yugoslav *WB*	C.2Cy.15 9/16"&24⅜"–17½" 32NHP ThorskogsM.V.Thorskog	13 ″ 9	V †
24109 5127 SEQO	**Galeon** (*ex*Hafsten–34, Iron *ex*Alassio) *ss*Got.4thNo.3–11,34 D.F. *ss*Hbg.No.1–38 *Well deck* 1*Dk*(*Irn*)&*Web frames*	*1175* *923* *643*	✠100A1 5,41 ~~5,40~~ BS4,42 ~~BS6,41~~ ~~BS5,40~~ ✠LMC3,38	Hbg	*n*	CL 3,39	1883 9mo	Strand SlipwayCo. Sunderland A&CP	Rederi A/B Galeon(Torsten Hillerstrom)	224·1 232·3(O.L.) Q81'B46'F27' FK *DBa*57'*f*90'	34·9	15·8	Malmö Swedish 4*BHCem* 338*t APT*20*t*	C.2Cy.26½"&52"–36" 80lb *80lb* NDB02 135NHP 1SB,3*pf*,GS57 N.E.MarineEng.Co.Nwc.	17 ″ 4 s 1 ″ 4¼ 16 ″ 2	
24110	**Galicia** 1*Dk*&*Shelterdk* *CruiserStern*	1350					1940	Langes'nds MekVerkA/S Langesund	Dampskintsk Garonne(Fearnley &Eger, *Mgrs.*)	250·0	42·0		Oslo Norwegian	C.2 Cy. 16¾" & 33½"– 33½" & 1 L.P. turbine with gearing & hydraulic coupling to propeller shaft LangesundsMek.Verks. Langesund		
24111 87 ICBZ	**Galilea** Ⓟ (*ex*Pilsna–35) TwinSc *ss*Tri.No.3–9,31 *ss*Tri.No.2–40 2*Dks*(*StlU*–ws) D.F. &*Shelter dk*(*Stl*–ws)	8040 6050 4829	✠100A1 *Shelter dk* *withfreeboard* 4,40 ✠LMC8,39 *Fitted for oil fuel* 9,22 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Tri	*b*†	CL PN 12,38 s10,39	1918 4mo	Cantiere SanRoccoS.A SanRocco A&CP	"Adriatica" Soc. Anon.diNav. *CellDB*	443·6 432·7 FK B213'F83'*on* *Shelter dk* 368'1073*t APT*57*t*	53·1	24·9 33·9	Trieste Italian 7*BHCem* (*Coll to Sh dk* 6 „ *U* „)	T6Cy.25½",40½"&66"–48"(*r*) 180lb 853NHP 5SB,15*cf*GS314,HS12735 Stabilimento FD TecnicoTriestino,Tri	36 ″ 11 s11 ″ 5¼ 25 ″ 11	
24112 DHIN	— 2*Dks* Sub.Sig.	1927 1669 1092					1922	Schiffs-u. Dockbauwerft Flender A.G. Siems/ Lübeck	Deutsche Levante-LinieHamburg A.G.	287·7 H71'F33'	41·7	17·5	Hamburg Gelman *WB*	T·3Cy.21¼",34⅝"&55⅛"–37⅜" 191NHP A.G."Neptun," Rostock		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
24113 237 INOT	**Galiola** (exCarloMartinolich-35, exCarlo,exStella ssTri.No.3-10,37 Capella,exMaasveer, 1Dk(Stl) exYselmonde)	1428 1142 814	100A1 12,38 BS11,39 LMC12,36 NO LATER SURVEY REPORTED	Tri	o	CL 12,38	1917	N.V.Schps. Werf "Baanhoek" Sliedrecht	Nav.Carlo MartinolichS.a.g.l CellDBa&	247·7 238·1 P28'B56'F20' FK uE81'f88'333tFPT	36·9	15·6	Trieste Italian 4BHCem 41t APT65t	.T3Cy.18",29"&46⅛"-36" (s) 180lb 181NHP 2SB,4cf,GS86,HS3360 Penn&Bauduin,Dordrecht	18 ″ 0 s 2 ″ 2 15 ″ 11½	
24114 LKFJ	**Gallia** TwinSc D.F. E.S.D. OilEng. Mchy.Aft 1Dk,2nd dk in Mchy. space Longitudinal framing at bottom&deck in CruiserStern centre tanks Butts of shell&deck plating elec. welded	9974 8921 5798	✠100A1 6,41~~10,40~~ ✠LMC6,39 Carrying Petroleum in bulk	~~NY~~ Gal	c †	CL 3,40	1939 6mo	Deutsche WerftAGBet Finkenwrder Hamburg Lloyd'sA&CP	TheTexasCo. (Norway)A/S (H.C.Mathiesen, Mgr.) CellDBuE79'261t	503·8 522·0(O.L.) P123'B38'F60' FK DTf27' 338t FPT1	67·4	34·3	Oslo Norwegian 17BHptCem 29tAPT96t	Oil Engines 2S.C.SA 16Cy.20½"-35 7/16" 1166NHP 2DB171lb&2DB(WT)171lb Maschinenfbrk.Augsburg NürnbergA.G.Augsburg	34 ″ 2 s 6 ″ 8½ 27 ″ 8	
24115 7037 SLYA	— ssCpn.2ndNo.3-10,22 1Dk&deep framing	*1855* *1682* *1084*	✠ ... 4,27 ✠				1897 2mo	W.Gray& Co.(Ld.) WHartlepool	RederiA|BViken (Fänge&PPåhls- sonsRederier, Mgrs.)	278·4 P17'B72'F29' FK	40·1	18·0	Viken Swedish WB	T.3Cy.20",31½"&53"-36" 188NHP Cen.Mar.E.Wrks.W.Hpl.	20 ″ 6	V †
24116 7763 SEIK	— (exOrion) 1Dk	*1436* *1089* *794*					1926	Howaldts- werke Kiel	RederiA|B SvenskaLloyd(K. R.Bökman,Mgr.)	245·9 P28'Q71'B100'F30'	37·9	14·6	Gothenbrg Swedish WB	T3Cy.16½",27⅕"&43 3/10"-29½" 101NHP Howaldtswerke,Kiel		G
24117 138 IBGN	**Gallipoli** Ⓟ 2Dks	1049 799 612					1898	Flli. Orlando Leghorn	"Tirrenia"Soc. Anon.diNav.	224·3 215·8 P&B122'F35'	29·0	17·0	Palermo Italian WB	T.3Cy.17⅘",26¾"&45¾"-33" 120NHP Flli.Orlando,Leghorn		I
24118 FOPS	**Gallium** ssRot.No.3-4,37 D.F. 1Dk(Stl) Well deck Cargo battens not fitted	1775 1286 880	✠100A1 ~~6,39~~10,41 BS10,41 ✠LMC4,37 ~~SURVEYS DELAYED~~	~~Cff~~ Msl	q	CL 5,39	1924 7mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd'sA&CP	SociétéNavale Caennaise(G. Lamy&Cie. Mgrs.) CellDB180' 381tD	260·2 PonQ22'Q100'B54' F24' FK Ta37'118tFPT114t	37·3	16·4	Caen French 4BHptCem APT110t	T.3Cy.21",34"&56"-36" (s) 190lb 244NHP 2SB,6cf,GS105,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s 1 ″ 7 17 ″ 1¾	
24119 133590 GMFM	**Gallois** (exLordAberconway, exTynemouth) ssNwc.No.3-8,29 D.F. ssGms.No.2-38 Well deck 1Dk(Stl) Cargo battens not fitted	2684 2150 1611	✠100A1 7,41~~12,40~~ ~~BS10,40~~ ✠LMC~~3,38~~ 7,41	Nwc	t	CL ~~6,40~~ 7,41	1917 1mo	WoodSkin- ner&Co.Ld. Newcastle Lloyd'sA&CP	Ministry of War Transport(Trede- garAssociatedColl- ieries&Shipping Co.Ld.Mgrs.) IntermediateBHinfore hold dispensed with	321·2 Q186'B63'onRQD F32' FK	43·2	19·5	London British Cem 4BH only CellDB	T.3Cy.24",40"&65"-42" (s) 180lb 329NHP 2SB,8cf,GS149,HS5524 N.E.MarineEngCo.LdNwc 263'695tFPT130t APT151t	21 ″ 9 s 7 ″ 0½ 19 ″ 2	
24120 LIYJ	**Gallus** (exDalaskär) Wood OilEng. 1Dk	338 269 210					1919	Dalaskär VarvaA/B Bergkvara	A|S M|S Gallus (L.H.Torkildsen)	133·7 P41tF13t	25·8	11·3	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15"-16⅓" 159NHP J.&C.G.Bolinders,Skm.		V
24121 LDYE	**Galtesund** Ⓟ (exSkandiaII) 1Dk&Awng dk	623 557 293					1905	Akt.Bur- meistr&Wain Copenhagen	A|SArendals Dampskibsselskab	170·1	27·6	18·2	Arendal Norwegian WB	T.3Cy.14½",24"&40"-24" 78NHP Akt.Burmeistr&Wain,Cpn		N
24122 221110 KDQE	**Galveston** OilEng. GyC. 2Dks Sub.Sig. Longitudinal framing	6173 — 3820					1921	Doullut& WilliamsS.B. Co.Inc. NewOrleans	UnitedStates MaritimeCom- mission	395·5 P60'B109 F37'	55·0	31·4	N.Orleans Utd.States WB	Oil Engines 4S.C.DA 5Cy.32"-52" NE29 992NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
24123 139074 MPMF	**Galway Coast** (exGalway-39, exLadyWimborne-38) ssDub.No.3-3,28 ssDub.No.2-36 1Dk(Stl)&Shelter dk(Stl)	1431 1062 588	✠100A1 Shelter dk withfreeboard 5,42 ~~1,41~~ Examined ~~1,41~~5,42 ~~BS7,40~~ ✠LMC4,36	Liv BS8,41	r	CL ~~1,41~~ 4,42	1915 8mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow Lloyd'sA&CP	CoastLines,Ld. CellDB	260·0 271·0(O.L). B88'F33'onShelter dk FK f117'uE&B40'284t	38·2	14·6	Liverpool British 5BHCem DTa56' 220t	T.3Cy.19¼",31"&52"-36" (s) 180lb 216NHP 2SB,6cf,GS116,HS3896 ClydeS.B.&E.Co.Ld.P.Gls. FPT79tAPT20t	17 ″ 0 s ″ 2¾ 16 ″ 10¾	
24124 141943 GCZF	**Gamaria** ssCal.No.3-12,31 ssCal.No.2-41 2Dks(Stl)	5255 4766 3232	✠100A1 ~~3,41~~10,41 BS2,42 ✠LMC1,41	Cal	y	CL 1,41	1920 2mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB	399·5 P49'B113'F39' FK 345'1112tFPT122t	52·2	28·5	Glasgow British 7BHCem APT174t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s5 ″ 11½ 25 ″ 3¼	
24125 157532 VPTL	**Gambian** OilEng. D.F. E.S.D. 1Dk&Shelter dk pt 3rd dk in No. 2 hold CruiserStern Now sailing as "St. Gabriel"	5452 4388 3106	✠100A1 withfreeboard 1,40 ✠LMC6,37 DBS(WTB)8,38 Carrying vegetable oil in deep tank SURVEYS DELAYED	Lon	b†	CL	1937 6mo	Deutsche Sch-u-Mschb A.G.Seebeck. Wesrmünd-G Lloyd'sA&CP CellDB349'	ElminaLd. (UnitedAfricaCo. Ld.Mgrs.) 1404t MTs23'845t	423·6 438·9(O.L.) F45' FK FPT206t APT165t	56·7	23·7	Freetown SrraLeone British 7BHptAsp Coll toSh dk 6 ,, 2nd ,,)	2 Oil Engines SR geared to 1 sc. shaft 2S.C.SA 12Cy.16 9/16"-22 13/16" 577NHP DB100lb 2DB(WTB)100lb DeutscheSchiff.-Mschb. A.G.Weser,Bmn.	26 ″ 2 s 2 ″ 4 24 ″ 0½	
24126 ESIE	**Gamma** (exBrilliant-39) 3Mst ssBwg.2ndNo 3-5,27 Mchy.Aft ssGls.No.2-35 Well deck 1Dk(Irn) Cargo battens not fitted	696 477 260	✠100A1 2,39 ✠LMC MS3,35 BS2,39 ✠NB5,20refitted10,31 NO LATER SURVEY REPORTED	Sou		CL 3,38	1901 12mo	Scott& Sons Bowling Lloyd'sA&CP	K.H.Kopf&others	185·0 192·5(O.L.) Q99'B11'F35' BK7½" CellDBf104'	29·2	10·8	Tallinn Estonian BHCem 160tFPT60t	T.3Cy.15",25"&40"-27" (s) 160lb 95NHP 1SB,3pf,GS58,HS1600 Muir&Houston,Ld.Gls.	13 ″ 0 s 4 ″ 3¾ 13 ″ 4	
24127 CSGK	**Gamo** WoodAux3MstSr (exSailingVessel, OilEng. exFernando) 1Dk (See Sailing Ship Register)	318 295 237					1921	L.Basilio Funchal	ParceriaGeral de Pescarias(Ben- saude&Co.Mgrs.)	129·8	30·8	12·8	Lisbon Portuguese	Oil Engines 4Cy.7⅞"-10¼" Emade&fitted33 SulzerBros.Winterthur		
24128 157932 ZSFB	**Gamtoos** Mchy.Aft 1Dk CruiserStern	794 540 380	✠100A1 10,41~~2,41~~ ✠LMC11,37	PNl	k	CL 2,41	1937 11mo	Scott& Sons Bowling Lloyd'sA&CP	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. Mgrs.) CellD	192·0 199·1(O.L.) Q105'B15'F35' FK B112' 184t FPT66t	30·9	12·1	Durban British 3BHCem APT36t	T.3Cy.15",25½"&41"-30" (s) 200lb 100lb 127NHP 1SB,3cf,GS63,HS2224 Aitchison,Blair,Ld. Clydebank	14 ″ 1 s 4 ″ 1 13 ″ 9¾	
24129 161511	**Ganandoc** Mchy.Aft 1Dk	1924 1627 1144					1929	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	PatersonSteam- ships,Ld.	252·8	43·4	17·8	FtWilliam British WB	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
24130																

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds ps.	15 Registres ou coté, ce n'est dans le L.R. Durée Cert. B.of Trade
24131 CSFW	**Ganda** (*ex*City of Milan,*ex*Plauen) *ss*Ham.No.1–11 2*Dks*(*Stl*)&*deep framing lower dk in Nos.*1&3*holds*	4333 3966 2704	✠ 6,16 ✠	Ham	*y*		1907 4mo	Flensburgr Schiffsb.Ges. Flensburg	Cia.Colonial de Navegaçao	387·8 | 51·0 | 25·2 P&B315'F50' FK Cell *DBa* 122'*uE&B* 42'	Loanda Portuguese 7*BHCem* *f*175'1040*t*	T.3Cy.27¾",46¼"&76"–48" 473NHP 3SB,9*cf*,GS147,HS6255 FlensburgerSchiffsb.Ges.	27 " 9	C †
24132 141925 GCMR	**Gandara** *ss*Cal.No.3–2,32 *ss*Cal.No.2–40 ~~*ss*Cal.No.1–35~~ 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5281 4823 3190	✠100A1 7,41~~10,40~~ BS5,41 ✠LMC2,40	Cal	*y*	CL ~~N2,40~~ 7,41	1919 10mo Lloyd's A&CP	Craig,Taylor&Co.Ld. Stockton	BritishIndiaStm. Nav.Co.Ld.	400·0 | 52·4 | 28·4 P49'B113'F40' FK CellDB336' 1015*tFPT*128*t*	Glasgow British 7*BHCem* *APT*207*t*	T.3Cy.27",44¼"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 " 0 s5 " 11¼ 25 " 4	
24133	**Gandia** Ⓟ TwinSc (*ex*Königstein–40, *ex*Arawa) *ss*Lon.No.3–5,20 *ss*Lon.No.2–28 D.F. 2*Dks*&*deep framing*&*Shelter dk*	9626 8624 5912	✠ ... 1,29 ✠				1907 2mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Ets.VanHeyghen FrèresS.A.(Cie. MaritimeBelge (LloydRoyal)S.A. *Mgrs.*)	459·0 | 59·9 | 31·1 F48' 39·2 FK&BK1¾"	Antwerp Belgian *WB*	T.6Cy.23¼",38⅝"&66"–48" 899NHP WllsndSlpwy.Co.Ld.Nwc.	34 " 1	GC †
24134 162497 GQZM	**Ganges** Ⓟ *ss*Cal.No.2–38 D.F. 2*Dks*(*Stl–U*teak s)	6246 5613 3912	✠100A1 ~~7,41~~ ~~3,41~~ 3,42 ✠LMC MS2,38 BS~~3,41~~ 4,42 *Fitted for oil fuel* 10,30 *F.P. above* 150° F.	~~Liv~~ Cal	*a*†	CL 8,40	1930 10mo Lloyd's A&CP	Harland&Wolff,Ld. Glasgow	JamesNourse,Ld.	424·6 | 56·0 | 28·8 P43'B159'F40' FK CellDB358'1265*t* DT*a*40'1024*t* *FPT*107*tAPT*22*t*	London British 9*BHptCem ptAsp* 2 *BHto2nd dk*	T.3Cy.26½",44½"&74"–54"& LP Turbine with DR gearing & hydraulic coupling 230lb (*s*) 864NHP 3SB,12*cf*,HS10194 FD D&W.Hendersn&CoLdGls	31 " 4 s6 " 1 25 " 7¾	
24135 23336 JEPD	**Ganges Maru** Ⓟ *ss*Osa.No.3–11,30 *ss*Osa.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4382 3677 2733	✠ ... 8,39 ✠	Osa	*w*		1918 8mo	OsakaIron Works,Ld. Innoshima	OsakaSyosenK.K.	345·0 | 49·8 | 28·1 P30'B99'F34' *on Shelter dk* FK CellDB298'1095*t FPT*115*tAPT*29*t*	Osaka Japanese *Cem* 3*BHtoSh dk* 3 " " *U* "	T.3Cy.24",41"&67"–48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWorksLdOsaka	28 " 2	
24136 LDYH	**Gann** Ⓟ (*ex*Sandnæs) 1*Dk*&*Awng dk*	433 381 251					1903	Stavanger Stöberi&Dok Stavanger	SandnæsDampskslskA/S	143·1 | 23·5 | 17·6 B37*t*H16*t*	Sandnes Norwegian *WB*	T.3Cy.14¼",23"&38"–26" 74NHP StavangerStöberi&Dok		
24137 146190 MKWP	**Gannet** *ss*Lon.No.3–2,34 *ss*Lon.No.1–38 *Ref.Mchy.* 1*Dk*(*Stl*)& *Mchy.Aft* *Shelter dk*(*Stl–ws*) E.S.D.	1336 982 619	✠100A1 *Shelter dk with freeboard* 2,42 ~~4,41~~ BS9,41 ~~BS10,40~~ ✠LMC1,38 Lloyd'sRMC~~10,39~~~~8,41~~ 3,42	Lth	*p*	CL ~~4,40~~ 2,42	1921 12mo Lloyd's A&CP	Bow,McLachlan&Co. Ld. Paisley	GeneralStm.Nav. Co.Ld.	250·2 | 37·2 | 14·0 FK CellDB*f*161'255*t FPT*20*tAPT*18*t*	London British 4*BHCem* (2 *to Sh dk* 2 " *2nd* ")	T.3Cy.22",35"&57"–39" (*s*) 180lb 273NHP 2SB,6*cf*,GS126,HS4939 Bow,McLachln&CoLdPsy	16 " 6 s " 2 16 " 5½	
24138 LDYG	**Gansfjord** 1*Dk*	1087 918 602					1913	Stavanger Stöberi&Dok Stavanger	A/S D/SGansfjord (K.Olsen)	237·5 | 33·1 | 15·2 P12*t*H48*t*F36*t*	Stavanger Norwegian *WB*	T.3Cy.19",30½"&51"–33" 149NHP StavangerStöberi&Dok		N
24139 DOGV	**Ganter** Sub.Sig. *ss*Bmn.No.1–31 D.F. E.S.D. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	1770 1406 785	✠ ... 4,34 ✠	Bmn			1927 10mo	G.Seebeck A.G. Wesermünde-G.	ArgoReederei RichardAdler&Co.	276·9 | 42·1 | 14·8 P15'B&F257' FK CellDB217'503*t FPT*63*tAPT*73*t*	Bremen German 5*BHptCem ptAsp*	T.3Cy.23⅝",$38\frac{5}{16}$"&62"–$41\frac{5}{16}$" 344NHP 2SB,6*cf*,GS110,HS4844 G.Seebeck,A.G.Wsm.	17 " 6	G †
24140 PEFQ	**Ganymedes** 3*Dks* *Fitted for oil fuel* *CruiserStern*	2682 2319 1551					1917	J.&K.Smit Kinderdijk	Koninkl.Nederl. Stoomb.Maats. N.V.	347·9 | 48·2 | 18·3	Amstrdam Dutch *WB*	T.3Cy.23",37"&61"–45" 249NHP Werkspoor,Amsterdam		VL
24141 6062 SEIU	**Gapern** (*ex*Gunborg,*ex*TorleifHugo) 1*Dk*	906 718 482					1919	Hlsingbrg VarvsAktie. Helsingborg	O.F.Ahlmark&Co. Eftr.A/B	208·2 | 32·3 | 12·4 Q64'B56'F20'	Karlstad Swedish *WB*	T3Cy.17¾",$29\frac{5}{16}$"&46⅞"-27½" 110NHP HelsingborgsVarvsAktieb		V
24142 LJZZ	**Gard** *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Butts of shell&upper deck plating electrically welded*	8259 7562 4959	✠100A1 8,41~~10,40~~ ✠LMC11,38 *Carrying Petroleum in bulk*	NYk	*c*†	CL 1,40	1938 11mo Lloyd's A&CP	Eriksbergs M.V.Aktieb. Gothenburg	SkibsA/SCorona (H.M.Wrangell& Co.A/S,*Mgrs.*)	469·2 | 61·1 | 34·5 486·3(O.L.) P92'B28'F41' FK CellDB*uE*58'170*t DTf*23'497*t*	Haugesnd Norwegian 12*BHptCem* *APT*141*t*	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"–47¼" 644NHP 2DB*142lb* EriksbergM.V.Aktieb. Got	34 " 0 s7 " 5 26 " 9½	
24143 6649 SKJW	**Gärd** WoodAuxBkn (*ex*SailingVessel) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	316 279 236					1921	C.A.Ederström Djursvik	J.A.Mårtensson	126·3 | 28·7 | 12·8	Bergkvara Swedish	Oil Engines 2S.C.SA 2Cy.14¼"–15¾" 40NHP *Emade&fitted*33 SkandiaverknA/B,Lysekil		V
24144 148092 GBFP	**Garesfield** (*ex*BelleMarie–37) *ss*Nwc.No.3–7,37 1*Dk*(*Stl*) D.F. *Cargo battens not fitted* *Well deck*	2168 1706 1211	✠100A1 ~~8,41~~~~11,40~~5,42 Examined 4,42 Shl ✠LMC MS7,37 BS~~9,40~~ 8,41	~~Shl~~ ~~Shl~~ Lon	*r*	CL ~~11,40~~ ~~11,41~~ 5,42	1924 10mo Lloyd's A&CP	W.Pickersgill&Sons,Ld. Sunderland	ConsettIron Co.Ld. (WilliamDickinson &Co.Ld.*Mgrs.*)	279·2 | 40·6 | 18·7 291·0(O.L.) Q159'F27' FK CellDB228'580*tMT*159*tFPT*81*t*	Newcastle British 4*BHCem* *APT*250*t*	T.3Cy.21".35"&58"–39" (*s*) 180lb ~~80lb~~ *80lb* 243NHP 2SB,6*cf*,GS113,HS3952 Richardsons,Westgarth& Co.Ld.Sld.	20 " 9 s6 " 8½ 18 " 9½	
24145 138277 VGKC	**Gargantua** Wood 1*Dk*	381 241 259					1923	Toronto D.D.Co.Ld. Toronto	AbitibiPower& PaperCo.Ld. (*in liq.*)	130·0 | 32·1 | 15·4	Toronto British *WB*	T.3Cy.17",25"&43"-30" Filer&StowellCo. 75RHP Milwaukee,Wis		
24146 221070 KDPE	**Gargoyle** *ss*Phl.No.3–12,32 *ss*NYkNo.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	7003 6433 4303	✠100A1 6,41 ~~7,40~~ Examined 6,41 ✠LMC MS1,37 BS~~7,40~~ 6,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	~~NYk~~ NYk	*a*†	CL ~~N8,38~~ 6,41	1921 2mo A&CP	MooreS.B. Co. Oakland,Cal.	Socony-Vacuum OilCo.Inc.	425·0 | 57·2 | 33·1 419·0(O.L.) P106'B50'F41' FK CellDB*uE&B*61'143*t* D*Tf*35'948*tAPT*122*t*	NewYork Utd.States 16*BHptAsp* (9 *to U dk* 7 " *2nd* ")	T.3Cy.$27\frac{13}{16}$",46"&78"–51" 220lb (*s*) 680NHP 3SB,9*cf*,HS9900 FD Hooven,Owens,RentschlerCo.Hamilton,O.	33 " 0 s5 " 10¾ 27 " 4	
24147 402 IBPN	**Garibaldi** Ⓟ TwinSc (*ex*Virginia) *Ref.Mchy.* 2*Dks*&*Shelter dk*4*trB* D.F.	5278 4580 3040					1906	Soc.EsercizioBacini RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	381·4 | 48·1 | 26·0 372·0	Naples Italian	T.6Cy.22½",37⅖"&61⅖"–40" 477NHP G.Ansaldo,Armstrong& Co.Sampierdarena		I
24148 142319 GQTF	**Garlinge** (*ex*Petworth) *ss*Cff.No.3–10,30 *ss*Cff.No.2–39 1*Dk*(*Stl*) *Cargo battens not fitted*	2012 1850 1224	✠100A1 11,41~~2,41~~ ✠LMC MS10,39 BS5,41	~~Shl~~ Hpl	*s*	CL 2,41	1918 3mo Lloyd's A&CP	E.Finch& Co.(1916) Ld. Chepstow	Constants(South Wales)Ld.(H. Constant,*Mgr.*)	284·3 | 41·7 | 19·4 293·9(O.L.) P29'B78'F28' FK CellDB244'576*tAPT*87*t*	London British 4*BHCem*	T.3Cy.21½",35"&59"–39" (*s*) 180lb 259NHP 2SB,6*cf*,GS110,HS4300 Richardsons,Westgarth& Co.Ld.Sld	21 " 6 s2 " 10¾ 18 " 10	

1 No. in Book. / Official No. / Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Date of B. of Trade Cert.
24149 5375 SEIW	**Garm** *ss*Skm.2ndNo.3-5,37 *Well deck* 1*Dk*(*Stl*)	*1231* *1008* *709*	✠100A1 8,41 ~~1,41~~ ✠LMC MS5,37 BS~~7,40~~8,41	~~Lis~~ Hfx.	o	CL 8,40	1912 9mo *Lloyd*	Campbeltown S.B.Co Campbeltwn *'sA&CP*	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)	230·0|35·8|15·6 Q79'B58'F28' FK *CellDBa56'f102'318t*	Stockholm Swedish *4BHCem* *APT85t*	T.2Cy.18½",27½"&45"-33" 180lb (*s*) 136NH 2SB,*4cf*,GS70,HS2228 J.G.Kincaid&Co.Ld.Grk.	17 ″ 7 1 ″ 2 16 ″ 7	
24150 144203 GCZJ	**Garmula** *ss*Cal.No.3-4,32 *ss* Bom.No.2-40 2*Dks*(*Stl*)	5254 4766 3234	✠100A1 9,41 ~~2,41~~ ✠LMC MS1,40 BS~~9,40~~ 10,41	Cal	y	CL N12,39	1920 5mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	BritishIndia SteamNav.Co Ld.	400·0|52·3|28·5 P49'B113'F39' FK *CellDB 345'1112t FPT122t*	Glasgow British *7BHptCem* *APT174t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NH 3SB,*9cf*,GS190,HS7668 Palmers'Co.Ld.Newcastle	31 ″ 0 5 ″ 11 25 ″ 3¼	
24151 LDYK	**Garnes** D.F. 1*Dk*	1559 1361 888					1930	Bergens Mek.Værks. Bergen	A/S Kr.Jebsens Rederi(Kr. Jebsen,Jr.*Mgr.*)	250·6|39·3|17·4 P60*t*H81*t*	Bergen Norwegian *WB*	T 3Cy.17¼",29"&49"-33" 138NH BergensMekVærksBergen		N
24152 220256 KUZQ	**Garnet Hulings** (*ex*Salina) 2*Dks& Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk* D.F. *Fitted for oil fuel*	7036 — 4363	✠ … 4,21				1920 6mo	MooreS.B. Co. Oakland, Cal.	ContinentalS.S.Co	425·8|57·0|33·1 P106'B40'F41' FK	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½",41½"&72"-48" 579NH LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
24153 PEFV	**Garoet** 3*Dks* D.F. *CruiserStern*	7118 6745 4550					1917	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd	446·6|54·3|34·3 B75'F57'	Batavia Dutch *WB*	SRgeared steam turbines Maats.deSchelde, Flushing		VI
24154 LDRO	**Garonne** TwinSc *OilEng* 1*Dk*(*Stl*)&2nd *dk*(*Stl*)*clear of cargo tanks, Web frames* D.F. *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk*	7113 6340 4211	✠ … 5,35 ✠	Rot	b†		1931 3mo	Akt.Burmeistr&Wain Copenhagen	Dmpskibsinteresk Garonne(Fearnley &Eger)	427·6|58·8|33·2 P92'B33'F39' *Trunk in Wells* FK *CellDBuE70'345tDTf43'522tFPT137t*	Oslo Norwegian *11BHCem* *APT137t*	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 625NH Akt.Burmeistr&Wain.Cpn.	33 ″ 3	N †
24155 ONKC	— (*ex*Peterhoff) 1*Dk*	*1234* *1015* *694*					1911	Stettiner Oderwerke Stettin	Cie.Nationale Belge deTransp. Marit. (L.Dens& Co.Ld.*Mgrs.*)	230·6|36·5|15·0 Q75'B101'F29'	Antwerp Belgian *WB*	T3Cy.16$\frac{3}{10}$",27½"&45$\frac{3}{10}$-31½" 105NH StettinerOderwerke		VI
24156 147339 GLXS	**Gascony** *Longitudinal framing* *OilEng.* D.F. 2*Dks& Shelter dk*	4716 3975 2616					1925	A.McMillan&Son,Ld Dumbarton	RoyalMailLines, Ld.	385·4|53·2|25·5 P38'F33' *on Shelter dk*	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NH Harland&Wolff,Ld.Gls.		C
24157 164730 GZCT	**Gasfire** *ss*Sld.No.1-41 *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	3001 2269 1753	✠100A1 5,41 ✠LMC5,41 ✠NE*made*22*refitted*41	Sld	t	CL N2,41	1936 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDB* 262'1065*t Midship*	318·4|45·7|20·0 Q188'F32' FK *dk tank55tFPT240t*	London British *5BHCem* *APT57t*	T.3Cy 21",36"&59"-39" 200lb (*s*) FD 278NH 2SB(Spt)*6cf*,GS82,HS3732 Richardsons,Westgarth& Co.Ld.Sld	22 ″ 2 7 ″ 3¾ 19 ″ 10½	
24158 144696 GDSZ	**Gaslight** *ss*Sld.No.3-8,33 *ss*Shl.No.1-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1696 1309 997	✠100A1 ~~8,41~~ ~~12,40~~ ~~12,41~~ 4,42 Examined 4,42 ~~BS8,40~~ ✠LMC7,37 BS~~4,41~~4,42	~~Nwc~~ ~~Shl~~ ~~Sld~~ Sld	q	CL ~~7,39~~ 8,41	1920 8mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle *'sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellD*	260·6|37·7|16·4 Q153'B*on*Q52'F29' FK *B214' 448t FPT92t*	London British *4BHCem* *APT150t*	T.3Cy.18¼",31"&51"-36"(*s*) 180lb 180NH 2SB,*4cf*,GS73,HS2900 N.E.MarineEng.CoLdNwc	18 ″ 7 s5 ″ 7 17 ″ 2	
24159 151049 CYFT	**Gaspe County** (*ex*Tondern, *ex*ThoraFredrikke) TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	491 376 364					1919	Kalundbrg Skibsværft Kalundborg	EllisShippingCo. Ld.(1929)	140·9|30·5|10·5 P48'F18'	Montreal British *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18$\frac{9}{10}$" 192NH J&CGBolindersCoLd.Skm		
24160 144625 VGFK	**Gaspesia** Ⓟ (*ex*Arbroath, *ex*Alexandra) *ss*Qbc.2ndNo.3-5,34 *ss*Qbc.No.1-38 *Well deck* 1*Dk*(*Stl*)	1014 683 520	100A1 5,41 ~~5,40~~ ~~BS5,41~~ LMC~~5,38~~ 3,42	Mtl	m	CL ~~5,40~~ 5,41	1909 *Lloyd*	Akt.Ges. "Neptun" Rostock *'sA&CP*	ClarkeS.S.Co.Ld.	214·6|32·1|13·7 P&B130'F25' FK *CellDB176'279t FPT25t*	Quebec British *5BHCem* *APT18t*	T.3Cy 17¼"27$\frac{9}{16}$"&46⅞"-31½" 200lb 182NH 2SB,*4cf*,GS76,HS3337 A.G."Neptun,"Rostock	16 ″ 3 1 ″ 3½ 15 ″ 3	
24161 142840 MQJM	**Gasray**(*ex*Springfal-40,*ex*Uhti-39, *ex*Whitworth-36) *Mchy.Aft* 1*Dk*	1406 1058 740					1919	W.Harkess &Son,Ld. Middlesbro'	GasLight&Coke Co.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*)	235·4|36·2|15·5 Q138'B16'F30'	London British *WB*	T.3Cy.18",30"&50"-33" Richardsons, 144NH Westgarth&Co.Ld.Mdb.		C
24162 45139 JPDL	**Gassan Maru** D.F. 2*Dks* *CruiserStern*	4515 — 2604					1938	Uraga DockCo.Ld. Uraga	NipponkaiKisen K.K.	356·5|49·2|28·9 P51'B131'F36'	Tokyo Japanese *WB*	4Cy.(2)13"&(2)23⅝"-15¾"& LPturbine withDRgearing HS6071 350NH UragaDockCo.Ld.Uraga		
24163 LDYL	**Gaston Micard** (*ex*Spero-33, *ex*Sjöspröit,*ex*Dorothea, *ex*Rövær) D.F 1*Dk*	982 862 568					1917	Hölens Værks Akties Larvik	SigurdS.Aarstads RederiA/S	214·4|34·2|14·2 P39*t*H52*t*	Bergen Norwegian *WB*	T.3Cy.15½",25"&42"-30" 97NH MossVærft,Moss		N
24164 143040 MJNL	**Gateshead** (*ex*ThePresident-33, *ex*CatherineAnnie) *ss*Shl.No.3-8,31 *Mchy.Aft* *ss*Nwc.No.2-39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	744 506 323	✠100A1 ~~7,41~~ ~~6,39~~ ~~12,41~~ 5,42 BS~~7,40~~ ✠LMC6,39 7,41	~~Nwc~~ ~~Bly~~ Lon	j	CL ~~6,39~~ ~~6,41~~ 5,42	1919 2mo *Lloyd*	ForthS.B. &Eng.Co.Ld. Alloa *'sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *Cell*	190·9|29·2|11·5 Q105'B9'F23' BK7½' *DBf114'173t FPT*	Newcastle British *3BHCem* *50tAPT37t*	T.3Cy.16",26½"&44"-30" (*s*) 180lb 127NH 2SB,*4cf*,GS66,HS2128 ForthSB&Eng.CoLd.Alloa	13 ″ 8 4 ″ 2½ 13 ″ 10	
24165 220623 KDFD	**Gateway City** 2*Dks& Web frames* D.F. Sub.Sig. *Fitted for oil fuel*	5432 4971 3335	✠ … 3,22 ✠				1920 9mo	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7|54·2|30·2 P36'B124'F44' FK	Mobile Utd. States *WB*	2 steam turbinesDRgeared to 1 Screw Shaft 661NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
24166 167852 ~~TVYZ~~ BCWW	**Gatinais** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk*	389 343 185					1933	Ziegler Frères Dunkirk	~~CompagnieMaritime de laSeine~~ Ministry of War Transport (W.G.James& Sons,*Mgrs.*)	161·9|23·5|11·8 Q42'B&F49'	S'hampton British *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{3}{16}$"-18⅞" 80NHP ZieglerFrères,Dnk.		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
24167 HRBG	**Gatun** Ⓟ ssN.Os.No.1-41 ssPhl.No.3-11,37 2Dks(Stl) Wthr dk (teak s)& Ref.Mchy. 2 lower dks sparred for fruit cargo	*3362* *2970* *2143*	✠100A1 withfreeboard 10,41 ~~8,40~~ ✠LMC10,41 ~~3,41~~ ~~MS10,37~~ ~~BS2,40~~ ✠Lloyd'sRMC ~~8,40~~ 10,41 for temp. 50° F. Lower dks for fruit cargoes Fitted for oil fuel 10.25 F.P. above 150°F.	~~NNs~~ NOs	u	OG ~~5,39~~ 8,41	1925 10mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	StandardNavCorp (StandardFruit& S.S.Co., *Mgrs.*) *Intermediate BH infore hold dispensed with* *CellDB255' 362t FPT49t APT84t*	315·6|45·2|29·4 F33' FK	Celba Honduran 4*BHptCem*	Τ.3Cy.23",39"&66"-45" (*s*) 200lb 525NHP 3SB,*12cf*,GS216,HS8448 Wrkman,Clark&Co.LdBel	31 ″ 6 s11 ″ 9¼ 20 ″ 1	
24168 1 YLCZ	**Gauja** (*ex*Norburg,*ex*Marie) 1*Dk*	1408 1214 829					1899	Atk.Ges. "Neptun" Rostock	Government of Latvia(Valsts KuguParvalde, *Mgrs.*)	241·5|36·1|16·9 P24'B58'F26'	Riga Latvian *WB*	T.3Cy.18",30½"&48"-33⅓" 133NHP A.G."Neptun,"Rostock		V
24169 LISZ	**Gausdal** TwinSc (*ex*HöeghTrader-36, ssOsl.No.2-38 *ex*Guldborg-33) *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4795 4271 2871	✠100A1 withfreeboard ~~6,41~~ 12,40 ~~2,42~~ 3,42 ~~DBS7,39~~ ✠LMC2,38 DBS4,41 *Fitted for carrying oil 2,30 F.P. above 150° F. in deep tank*	~~Phl~~ ~~Osl~~ ~~Gls~~ NYk	z	CL ~~12,40~~ ~~2,42~~ PN2,42 S3,42	1930 2mo Lloyd	Odense, Staalskibsvft Odense 'sA&CP	Skibs A/S "Gausdal"(Boe& Pedersen,*Mgrs.*) *CellDB338'*	386·3|54·3|25·7 P30'F33' FK 1138*t* *Tanks inwayof Tunnels81tMT27*	Oslo Norwegian 7*BH* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP DB*90lb* Akt.Burmeistr&Wain,Cpn 1085*tFPT*135*tAPT*140*t*	28 ″ 0 s2 ″ 11¼ 25 ″ 3¼	
24170 DOHJ	**Gauss** *OilEng.* Sub.Sig. 1*Dk* *CruiserStern*	1236 955 592					1925	Deutsche Werke,A.G Kiel	Dmpfschifffarhts Ges.Neptun	232·6|36·1|14·3 P&B151'F28'	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"$37\frac{7}{16}$" 224NHP DeutscheWerkeA.G.Kiel		G
24171	**Gaviota** (*ex*Haabet, Aux3MstSr *ex*Gideon) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	*394* *340* *293*					1918	J.Th.Wilmink&Co. Gideon	J.Boccardo	144·6|26·3|11·6 P29'F14'	Bluefields Nicaraguan	Oil Engines 2S.C.SA 2Cy.15⅖"-$16\frac{7}{10}$" 83NHP N.V.Steywal-Motorenfab. Overschie		
24172 EABD	**Gayarre** (*ex*Arichachu-39) ssBbo.No.3-4,39 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3812 — 2802	✠100A1 9,41 ~~5,40~~ BS9,41 ~~BS6,40~~ ✠LMC6,38	Bbo	v	CL ~~6,38~~ 8,41	1920 12mo Lloyd	Echevarrieta y Larrinaga Cadiz 'sA&CP	A.Alvarez González *CellDB284'872tFPT63t*	331·0|48·0|23·3 P31'B91'F32' FK	Aviles Spanish 5*BHCem* *APT*175*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb *90lb* 411NHP 2SB,*8cf*,GS148,HS5882 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 8 s4 ″ 0¼ 21 ″ 10	
24173 CSAR	**Gaza** (*ex*Hof) ssAnt.2ndNo.3-8,37 2*Dks*(*Stl*)&*lower dk* *Well deck beams in No.1 hold*	6037 4333 3802	✠100A1 9,40 ✠LMC MS8,37 BS3,41	Bal	z	CL N9,40	1914 3mo Lloyd	Akt.Ges. "Neptun" Rostock 'sA&CP	Soc.Geral deCommercio Industria e Transportes, Ltda. *CellDBa121'uE&B56'f178'1254tFPT85tAPT5t*	400·0|53·9|26·0 P&B321'F54' FK	Lisbon Portuguese 7*BHCem*	T.3Cy.28¾",47⅝"&77⅛"-48" 213lb (*s*) 653NHP 3SB,*9cf*,GS261,HS9688 FD A.G."Neptun,"Rostock	28 ″ 6 s3 ″ 5¾ 25 ″ 2	
24174 144192 GCYZ	**Gazana** ssCal.No.3-5,32 ssCal.No.1-36 2*Dks*(*Stl*)	5284 4821 3191	✠100A1 ~~6,41~~ ~~2,41~~ 9,41 Examined 2,41 BS10,41 ✠LMC MS11,39 ~~BS8,40~~	Bom PN1	y	CL 2,41	1920 3mo Lloyd	Craig, Taylor&Co.Ld. Stockton 'sA&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB336'1015tFPT128t*	400·0|52·4|28·4 412·3(O.L.) P49'B113'F40' FK	Glasgow British 7*BHCem* *APT*207*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s5 ″ 11¼ 25 ″ 4	
24175 172749 ~~POZM~~ BCWY	**Gazcon** ssMsl.No.2-40 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed '42* (*W.E.*)	4131 3746 2439	✠100A1 withfreeboard 1,42 ~~12,40~~ ✠LMC BS3,40 MS12,41	~~Msl~~ Gls	y	CL 9,38	1932 7mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	Ministry of War Transport (E.R. ManagementCo. Ld.*Mgrs.*) *CellDBa&UE152'f180'939t*	~~394·5|53·0|22·7~~ 394·7|53·1|22·8 F34' FK *FPT77tAPT124t*	Glasgow British 6*BHCem* (*Coll toSh dk* 4 ,, *2nd*,,)	T.3Cy.24",41"&68"-48" (*s*) 210lb 493NHP 2SB&1Aux.SB,*9cf*,GS165 HS7511 FD A.Stephen&Sons,Ld.Gls.	34 ″ 1 s10 ″ 3¾ 24 ″ 0	
24176 SPAG	**Gdansk** Ⓟ 1*Dk*	538 350 234					1927	Intrnationl S.B.&E.CoLd Danzig	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*)	170·6|30·4|11·7 B29'F19'	Gdynia Polish *WB*	T.3Cy.15⅓"25⅕"&$41\frac{7}{16}$"-26" International 89NHP S.B.&Eng.Co.Ld.Danzig		V
24177 SPEA	**Gdynia** Ⓟ TwinSc Should be "Kosciuszko," see No. 37304 in Supplement (*ex*Kosciuszko-40, ssDnz.No.3-12,28 *ex*Lituania, D.F. ssDnz.No.2-37 *ex*Czaritza) 2*Dks*(*Stl-U dk teak s*& *Ref.Mchy. 2nd dk-ws*)*Shade dk*(*Stl-ws*)	6852 4843 4207	✠100A1 *Shade dk* 11.40 ✠LMC MS8,37 BS1,41	Ply	b†	CL P10,38 SN 10,38	1915 5mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	Gdynia-America ShippingLines,Ld. *CellDBa104' uE46' f182'*	440·0|53·4|29·3 FK 705*tDTa*33' 184*tDTf*18'337*tF*	Gdynia Polish 10*BHCem*	Q8Cy21½",30¾",44"&63"-48" 215lb (*s*) FD 889NHP 6SB,*18cf*,GS332,HS13302 Barclay,Curle&Co.Ld.Gls. *PT51tAPT21t*	32 ″ 0 s7 ″ 9¾ 24 ″ 4	
24178 7980 SFDA	— Ⓟ ssGot.No.1-39 *Ref.Mchy.* *OilEng.* *CruiserStern* 1*Dk*&*Shelter dk* D.F. *Strengthened for navigation in ice* E.S.D.	*1636* *1207* *750*	✠100A1 withfreeboard 3,42 ~~2,41~~ ✠LMC CS4,39 DBS~~3,40~~6,41 1,41 ✠Lloyd'sRMC~~6,40~~ ~~9,41~~ 3,42	~~Liv~~ Mch	s	CL 4,39	1934 12mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB240'446tFPT23tAPT27t*	284·3|41·2|15·2 293·5(O.L.) FK	Gothenbrg Swedish 5*BHCem* (*Coll toSh dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 7Cy.23⅝"-$43\frac{5}{16}$" 377NHP DB*40lb* KockumsM.V.Akt.Malmö	18 ″ 0 s ″ 2 17 ″ 11¼	
24179	— Ⓟ 1*Dk*	538 353 236					1927	Intrnationl S.B.&E.CoLd Danzig	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*)	164·0|30·4|11·7 B94'F18'	Gdynia Polish *WB*	T.3Cy.15⅓",25⅕"&$41\frac{7}{10}$"-26" International 89NHP S.B.&E.Co.Ld.Danzig		V
24180 DJLT	**Gedania** 2*Dks*&*Shelter dk* *Fitted for oil fuel* E.S.D. *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	8923 7884 5101					1919	Howaldtswerke Kiel	WariedTankschiff Rhederei G.m.b.H.	499·0|64·1|31·7	Hamburg German *WB*	Q.4Cy.25⅜",36⅗",52"&74⅘"-52"&L.P.Turbine 462NHP Howaldtswerke,Kiel		G
24181 160564 GSQM	**Geddington Court** ssLon.No.2-36 2*Dks*(*Stl*)	6903 6562 4333	✠100A1 withfreeboard 5,42 ~~3,41~~ Examined ~~7,41~~ 4,42 ~~BS8,40~~ ✠LMC10,36 BS ~~7,41~~ 4,42	~~Mdb~~ Npt Avn	a†	CL 3,41	1928 9mo Lloyd	Nthmblnd S.B.Co. (1927),Ld. Newcastle 'sA&CP	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *Upper 'tween dk collision* *CellDB369'1477t*	420·1|56·5|33·8 F42' FK *BH except Coll BH dispensed with* *FPT108tAPT149t*	London British *Cem* *BH to W dk* 6 ,, ,, *2nd* ,,	T.3Cy.27",45"&75"-51" (*r*) 180lb 569NHP 3SB,*9cf*,GS162,HS8487 FD WllsndSlpwy.Co.Ld.Nwc.	36 ″ 4 s9 ″ 6 27 ″ 1¼	
24182 LJUX	**Gefion** ssN.Yk.No.1-41 *OilEng.* D.F. 1*Dk*,*2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded including butts of shell, upper dk & longitudinal bulkhead plating*	9475 8793 5562	✠100A1 8,41 ~~9,40~~ DBS8,41 ✠LMC3,38 *CarryingPetroleum in bulk*	~~SFo~~ NYk	e† 2¼	CL 3,41	1938 3mo Lloyd	Kockums M.V.Aktieb Malmö 'sA&CP	Tankrederiet GefionA/S(Eivind Evensen) *CellDBuE70'180tD*	505·4|63·1|36·4 523·4(O.L.) P97'B41'F67' FK *Tf34'469t FPT143*	Oslo Norwegian 11*BHptCem* *tAPT342t*	Oil Engines 2S.C.DA 7Cy.23⅝"-$43\frac{5}{16}$" 1361NHP 2DB*171lb* DB(WT)*171lb* KockumsM.V.Akt.Malmö	36 ″ 7 s8 ″ 5½ 28 ″ 3¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
24183 5440 SEJI	**Gefion** ssSkm.2ndNo.3–12,37 *Well deck* 1*Dk*(*Stl*)	*640* *441* *260*	✠100A1 6,41 ~~8,30~~ 2,42 BS~~2,41~~ ✠LMC12,37	~~Skm~~ Got.	*i*	~~8,30~~ 6,41	1913 2mo *Lloyd*	VanVliet &Co. Hardinxveld '*sA&CP*	Stockholms Rederiaktieb.Sev: Eman.Högberg, *Mgr.*)	169·3 Q89'B15'F24' FK *DBa*33'35*t FPT*	28·3	12·3	Stockholm Swedish 4*BHCem* 44*tAPT*18*t*	T.3Cy.13⅞",23"&37"–24" (*s*) 180lb *100lb* 94NH 1SB,3*pf*,GS51,HS1750 ShieldsEng.Co.Ld.N Shl.	13 ″ 4 ″ 4½ 13 ″ 1½	
24184 DOBE	**Geier** D.F. E.S.D. 1*Dk*	1174 887 614					1924	Akt.Ges. "Neptun" Rostock	ArgoReederei RichardAdler&Co.	221·5 P14'Q65'B52'F26'	34·9	14·2	Bremen German *WB*	T3Cy17$\frac{9}{16}$",29$\frac{1}{16}$"&47$\frac{1}{5}$"–31½" 125NH A.G."Neptun,"Rostock		G
24185 DOKU	**Geierfels** E.S.D. 2*Dks* Sub.Sig. *CruiserStern*	7605 6728 4575					1930	Deutsche Sch-u.Mschb. A.G.Weser Bremen	DeutscheDmpfs Ges."Hansa"	503·8 P63'B&F421' *Upper*F32'	62·2	27·7	Bremen German *WB*	T.3Cy.30¾",49¼"&78¾"–55⅛" &LPTurbine withDR gearing & hydraulic coupling 672NH DeutscheSch-uMschbA.G. Weser,Bremen		G
24186 LCJZ	**Geisha** TwinSc *OilEng.* *Ref.Mchy.* D.F. 2*Dks*	5113 4751 3125					1921	Nederl. Schps.Maats. Amsterdam	SkibsA/SPacific (KnutKnutsen O.A.S.,*Mgr.*)	375·8 B59'H331*t*F41'	51·4	30·7	Haugesund Norweigan *WB*	Oil Engines 4S.C.S.A. 12Cy.26⅜"–39⅜" 810NH Werkspoor,Amsterdam		N
24187 147915 MLYZ	**Gem** 3Mst ssAyrNo.3–10,36 *Mchy.Aft* ssIrv.No.1–40 *Well deck* 1*Dk*(*ptStl*) *Cargo battens not fitted*	640 428 289	✠100A1 ~~8,41~~ ~~4,41~~ 5,42 5,42 ✠LMC BS~~8,40~~ ~~8,41~~ ✠MS11,40	Irv	*i*	CL ~~8,40~~ 5,42	1924 8mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	Wm.Robertson	175·3 182·0(O.L.) *27·8* BK7' Q101'B11'F27' *CellDBf*105'141*tFPT*	27·6	11·0	Glasgow British 3*BHCem* 34*tAPT*8*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 72RH 1SB,3*cf*,GS58,HS1830 Aitchison,Blair,Ld. Clydebank	13 ″ 4 s 4 ″ 4 13 ″ 7½	
24188 135316 VRBQ	**Gemlock** (*ex*HaiYu–38, *ex*Kelsomoor–37, ssSmk.2ndNo.3–2,39 *ex*Kelsomead, *ex*Kelsomoor) 1*Dk*(*Stl*)	3194 2986 2022	✠100A1 3,41 11,41 BS~~11,40~~ ✠LMC10,39	HKg	*u*	CL 3,41	1914 1mo *Lloyd*	J.Blumer& Co. Sunderland '*sA&CP*	G.E.Marden (Brown,Jenkinson&Co.Ld.*Mgrs*)	331·2 P27'B95'F29' FK *CellDBa* 112'*uE*24'*f*136'830*t*	47·7	22·5	Shanghai British 5*BHCem* *APT*182*t*	T.3Cy.24",39"&65"–42" (*s*) 180lb NDB30 291NH 2SB,6*cf*,GS111,HS4400 N.E.MarineEng.Co.Ld.Sl	24 ″ s 3 ″ 8 21 ″ 0	
24189 166359 GKGC	**Gemstone** D.F. 1*Dk*& *Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4986 4463 2941	✠100A1 *withfreeboard* ~~1,41~~ ~~10,40~~ 2,42 ✠LMC2,38	~~Shl~~ ~~Lon~~ NYk	*z*	CL ~~N4,39~~ 1,42	1938 2mo *Lloyd*	Sir J.Laing &Sons,Ld Sunderland '*sA&CP*	AlvaS.S.Co.Ld. (Navigation&Coal TradeCo.Ld. *Mgrs.*)	412·5 428·0 (O.L.) F39' FK *CellDB*349'1114*t* *FPT*204*t APT*168*t*	57·7	24·0	London British 5*BHCem* (*Coll to Sh dk* 5 ,, ,, 2*nd*,,)	T.3Cy.21½",37"&62"–42" (*s*) 220lb 353NH 2SB(Spt&FD)&1AuxSB, 8*cf*,GS122,HS5087 N.E.MarineEng.Co.Ld.Sl	~~27 ″ 0~~ ~~2 ″ 8~~ ~~24 ″ 6~~ 35 ″ 3 s10 ″ 2¾ 25 ″ 3½	
24190 31340 JCWB	**Genbu Maru** Ⓟ 1*Dk*2*nd dk in forward hold*& *Web frames* *Longitudinal framing*	1872 1615 1141	✠ ... 3,28 ✠				1925 12mo	OsakaIron Works,Ld. Osaka	NipponYusenK.K.	255·0 P17'B66'F28' FK	39·0	22·7	Tokyo Japanese *WB*	T.3Cy.18",30"&50"–36" 211NH OsakaIronWrks,Ld.Osaka	22 ″ 9	
24191 TCIU	**Genç** (*ex*MiralayNazimBey–38, *ex*Coribri,*ex*RougeGorge) 1*Dk*	322 — 179					1920	Forg.&Ch. de la Médit LaSeyne	Ali veZiya	132·3	24·0	11·9	Istanbul Turkish	C.2Cy.18"&36"–24" 53NH Forg.&Ch.de laMédit.Msl		
24192 PKFV	**Generaal Michiels** 1*Dk*	1282 1031 716					1928	Wilton's E. &Slpwy.Co. Rotterdam	Koninkl.Paketv. Maats.	230·2 P&B140'F23'	38·7	15·0	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"– 31½" 93NH Gebr.Stork&Co.Hengelo		V
24193 PKFX	**Generaal v. d. Heyden** 1*Dk*	1213 988 640					1928	N.V.Haarlemsche Schpsb Maats Haarlem	Koninkl.Paketv. Maats.	230·7 P&B152'F35'	38·2	14·8	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"– 31½" 93NH Gebr,Stork&Co.Hengelo		V
24194 PKFU	**Generaal van Geen** 1*Dk*	1290 1031 719					1928	Wilton's E. &SlpwyCo. Rotterdam	Koninkl.Paketv. Maats.	230·2 P&B140'F34'	38·8	14·1	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"– 31½" 111NH Gebr.Stork&Co.Hengelo		V
24195 PKFW	**Generaal van Swieten** 1*Dk*	1300 1031 654					1928	Wilton's E. &SlpwyCo. Rotterdam	Koninkl.Paketv. Maats.	230·2 P&B144'F33'	38·7	15·0	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"– 31½" 111NH Gebr.Stork&Co.Hengelo		V
24196 PKFY	**Generaal Verspijck** 1*Dk*	1213 988 640					1928	Haarlem- scheScheepsb MijHaarlem	Koninkl.Paketv. Maats.	230·8 F33'*ptAwng dk*140'	38·2	14·9	Batavia Dutch *WB*	C4Cy(2)14½"&(2)31½"–31½" 93NH Gebr.Stork&Co.Hengelo		VI
24197 225327	**General** *OilEng.* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	571 545 364					1925	Bethlehem S.B.Corp.Ld. SanFrancisco Cal.	GeneralPetroleum Corpn.ofCalifornia	170·0	32·0	14·0	SFrancisco Utd.States	Oil Engines connected to electric motor&screw shaft 4S.C.SA. 12Cy.11½"–15" 154NH AtlasImperialEng.Co.		
24198 LOFP	**General Alvear** Ⓟ Pad (*ex*CaboCorrientes) 1*Dk*(*Teak*) & *Promenade dk* *Fitted for oil fuel*	1717 — 655	✠ 2,18 ✠	BBl			1914 1mo	A&J.Inglis Ld. Glasgow	CiaArgentina de Nav.Mihanovich Lda	320·4 FK	40·1	12·3	Bns.Aires Argentine 7*BH Asp*	T.3Cy.31",52"&78"–84" 597NH 4SB,8*cf*,GS188,HS7260 FD A.&J.Inglis,Ld.Glasgow	13 ″ 0	
24199 DHIO	**General Artigas** Ⓟ (*ex*Westphalia) 3*Dks*& *Shelter dk* D.F. GyC. *Fitted for oil fuel* Sub.Sig.	11254 9874 6613					1923	Howaldtswerke Kiel	Hamburg-Südamerik.Dampfschiff.Ges.	473·6 B148'	60·7	41·9	Hamburg German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Brown,Boveri&Co.Mnnhm		G
24200 LOGW	— Ⓟ Pad (*ex*CaboSantaMaria) 1*Dk*(*Teak*)& *Promenade dk* *Fitted for oil fuel*	1717 — 655	✠ 11,17 ✠	Gls			1913 10mo	A&J.Inglis Ld. Glasgow	CiaUruguaya de Nav.Lda.	320·0 FK	40·1	12·3	Bns.Aires Argentine 7*BH Asp*	T.3Cy.31",52"&78"–84" &L.P.Turbine 834NH 4SB,8*cf*GS188,HS7260 A.&J.InglisLd.Glasgow	13 ″ 0	
24201 FOOE	**Général Bonaparte** Ⓟ D.F. 2*Dks* *Mchy.Aft* *Fitted for oil fuel*	2796 — 1004					1922	Ch.&Atel. deProvence Port deBouc	Cie.deNavigation Fraissinet	315·4 P56'B121'F79'	44·6	24·5	Marseilles French *WB*	T.4Cy.27⅝",45$\frac{11}{16}$"&(2)55"– 51¼" 434NH Ch.&Atel.deProvence,Msl		V
24202 FNDJ	**Général Gassouin** *OilEng.* D.F. GyC. 2*Dks* *Mchy.Aft* *Longitudinal framing* *Carrying oil in bulk*	5011 4399 1966					1926	Ch.&Atel. de laGironde Bordeaux	StandardFrançaise desPétroles	377·7 P110'B35'F39'	52·6	28·9	Rouen French *WB*	Oil Engines 2S.C.SA. 4Cy.26¾"–47½" 498NH SulzerBros.Winterthur		V

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Ouvré Cert.B.of Trade.
24203 211610 WFDP	**General Markham** (*ex*Radiant) *ss*Clv.2ndNo.3–4,40 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	2487 2137 1258	✠100A1 2,41 BS2,41 ✠LMC4,40 *For service on the Great Lakes* *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,13 *F.P. above* 150° F.	Clv		CL 3,40	1913 9mo	American S.B.Co. Cleveland,O. A&CP	ClevelandTankers,Inc. *CellDBa*12'*uE&B*	250·0 P83'F53' FK 54'*f*30'260*t*77*FPT*	43·0	26·0	Wilmgton (Del.) Utd. States 11*BHAsp* *APT*22*t*	T.3Cy.19",31&54"–42" (*s*) 200lb 277NH 2SB,6*cf*,GS100,HS5052 AmericanSBCo.Clvelnd,O.	25 ″ 0 s3 ″ 3¼ 21 ″ 11¼	
24204 FOAY	**Général Metzinger** Ⓟ TwinSc (*ex*Sobral,*ex*CapVilano) D.F. *Ref.Mchy.* 2*Dks*	9312 6498 5492					1906	Blohm& Voss Hamburg	Soc.desServices Contractuels des Messageries Maritimes	476·6 P&B376'F80'	55·2	30·8	Marseilles French *WB*	Q.8Cy.24$\frac{4}{5}$",35$\frac{2}{5}$",50$\frac{4}{5}$"&74"–54" 805NHP Blohm&Voss,Hamburg		V
24205 86501	**General Orlando M. Poe** *Mchy.Aft* GyC. 1*Dk*2*trB*	4835 — 3705					1900	American S.B.Co. Cleveland,O.	PittsburghS.S.Co.	470·0	50·0	29·0	D'luth,Min Utd. States *WB*	Q.4Cy.17",25",38½"&60"–42" NB29 233NH AmericanS.B.Co.Clevelnd		
24206 DIBR	**General Osorio** Ⓟ TwinSc D.F. GyC. *OilEng.* Sub.Sig. *Ref.Mchy.* *CruiserStern* 3*Dks*	11590 8274 6750					1929	Bremer Vulkan Vegesack	Hamburg-Südamerik.Dampfschiff.Ges.	498·5 B&F492'*Uppr.*F62'	66·0	32·8	Hamburg German *WB*	OilEngines 2S.C.DA 12Cy.23$\frac{3}{5}$"–35$\frac{3}{5}$" 2335NHP BremerVulkan,Vegesack		G
24207 DHIR	**General San Martin** Ⓟ (*ex*Thuringia) 3*Dks*& *Shelter dk* *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. Sub.Sig.	11251 7882 6585					1922	Howaldtswerke Kiel	Hamburg-Südamerik.Dampfschiff.Ges.	473·6 B148'	60·7	41·9	Hamburg German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Brown,Boveri&Co. Mannheim		G
24208 215110 WQCZ	**General W. C. Gorgas** Ⓟ (*ex*Prinz Sigismund) ~~*ss*Sea.2ndNo.3–5,26~~ ~~*ss*Sea.No.2–36~~ 2*Dks*(*Stl Weather dk*–ws) *ss*Sea.3rdNo.3–5,39	4636 3602 2723	100A1 *withfreeboard* 5,41 ~~5,39~~ BS6,41 ✠NB5,38 LMC5,39	Sea	*x*	CL 5,39	1902	Akt.Ges. "Neptun" Rostock	Libby,McNeill& Libby	370·1 P&B244'F51' FK *CellDB*	45·3	26·8	S.Frncisco Utd. States 8*BHAsp* 305'750*t*	Q4Cy.22$\frac{7}{16}$",32¼",47¼"&68$\frac{1}{16}$"–47¼" 522NHP 2 WTB210lb,GS224,HS9880 A.G."Neptun,"Rostock	29 ″ 6 s 5 ″ 2¾ 24 ″ 5¾	
24209 EAOQ	**Generalife** (*ex*EspañaNo.2, *ex*Javorina) 1*Dk*2*trB deep framing*& *Web frames*	3387 3189 2138	✠ ... 10,12 ✠				1908 8mo	Chant.Nav Anversois Hoboken	Cia.Trasmediterranea	345·9 P31'B180'F31' FK	48·1	23·0	Barcelona Spanish *WB*	T.3Cy.24",40"&66"–45" 317NHP N.E.MarineEngCoLd Nwc	25 ″ 7	
24210 161600 GZJB	**Generton** *ss*Nwc.No.1–40 D.F. 1*Dk*& *Shelter dk* *CruiserStern*	4797 4274 2800	✠100A1 *withfreeboard* ~~2,6,41~~ 2,42 ✠LMC10,40	~~Cff~~ ~~Shl~~ Bel	*z*	CL 8,40	1936 12mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP* *CellDB*322' 1391*tDTf*26'310'*tFPT*78*tAPT*270*t*	CarltonS.S.Co.Ld. &CambayS.S.Co. Ld.(R.Chapman &Son)	426·5 F22' FK	54·0	23·7	Newcastle British 7*BHCem* (*Coll to Shdk* 6 ,, *2nd* ,,)	T.3Cy.21½",36½"&63"–45" 220lb (*s*) *220lb* 359NHP 2SB(Spt.),6*cf*,GS110, HS4784 FD George Clark(1936)Ld.Sld	26 ″ 7 s2 ″ 7¾ 24 ″ 1¾	
24211 218718 KITP	**Genevieve Lykes** (*ex*Lake Gadsden) 1*Dk*2*trB* *Fitted for oil fuel*	2659 — 1772	✠ ... 11,20 ✠				1919 9mo	Manitowoc S.B.Co. Manitowoc	LykesBros. SteamshipCo.Inc.	253·5 P125'B65'F26'	43·9	25·9	Galveston Utd. States *WB*	T.3Cy.21$\frac{15}{16}$",35"&59¾"–42" 228NHP NordbergMfg.CoM'lw'kee	28 ″ 5	R †
24212 45324 JXPM	**Genkai Maru** 2*Dks*	3851 — 2244					1939	TamaS.B. Co.Ld. Tama	SimataniKisen K.K.	340·4 P29'B100'F31'	48·2	26·2	Kobe Japanese	T.3Cy.22$\frac{7}{16}$",33$\frac{7}{16}$"&59$\frac{1}{16}$"–44⅞" & exhaust turbine driving steam compressor 232NHP TamaS.B.Co.Ld.Tama		
24213 20604 JBND	**Genmei Maru** *ss*Kob.No.1–21 2*Dks*	3181 2674 1941	✠ ... 9,23 ✠				1917 8mo	Mitsubishi Dkyd&EWks Kobe	NipponYusenK.K.	305·0 P25'B94'F33' FK	43·7	27·2	Tokyo Japanese *WB*	T.3Cy.19",32"&54"–48" 270NHP Mitsubishi D&E.WksKobe	27 ″ 3	
24214 1419 INQY	**Gennargentu** Ⓟ (*ex*Maddalena) 1*Dk*& *Shelter dk*	491 — 202					1910	Soc.EsercizioBacini RivaTrigoso	"Tirrenia" Soc. Anon.diNav.	167·3 155·3	26·6	13·3	Genoa Italian	T.3Cy.13⅕",21⅔"&35⅚"–23⅝" 61NHP Soc.EsercizioBacini		I
24215 25752 JSLD	**Genoa Maru** *ss*Yka.No.3–7,30 *ss*Kob.No.2–40 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	6785 6491 4894	✠100A1 *Shelter dk* *withfreeboard* 4,41 BS4,41 ✠LMC1,43	Yka	*a*†	OG 4,41	1919 6mo	Mitsubishi Zosen Kaisha,Ld Nagasaki *Lloyd'sA&CP*	NipponYusen K.K. *Collision* *CellDB*349'1091*t*	425·0 FK *FPTt*156*APT*229*t*	53·6	37·5	Tokyo Japanese *Cem* *BH to Shdk* 6 ,, ,, *U* ,,	T.3Cy.26½",44½"&75"–48⅛" 200lb (*s*) 518NHP 3SB,9*cf*GS196,HS7104 FD MitsubishiZosenKaisha Ld	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
24216 2136 IBGP	**Genoano** (*ex*Oyleric–37, *ex*Barneson) *ss*Fal.2ndNo.3–4,37 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* *Now* "Faja de Oro," *see No.* 36603 *in Supplement*	6067 5767 3664	✠100A1 1,40 BS1,40 ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,14 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Pal	*a*†	CL 4,37	1914 2mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	DittaG.M.Barbagelata *CellDBuB*41'116*t* *DTf*42'510*t*	433·5 420·3 P99'B26'F45' FK *FPT*83*tAPT*38*t*	54·6	32·4	Genoa Italian 17*BHCem* (9 *to Udk* 8 ,,*2nd* ,,)	T.3Cy.27",45&74"–48" (*s*) 180lb 536NHP 3SB,9*cf*,GS180,HS7983 FD Hwthrn,Leslie&C.Ld Nwc.	32 ″ 8 s 5 ″ 11¾ 26 ″ 10½	
24217 PEHL	**Genota** *OilEng* *ss*Sba.No.1–40 1*Dk*,*2nd dk clear of cargo tanks* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing at bottom*& *at deck*	7987 7233 4754	✠100A1 11,41 ~~11,40~~ ✠LMC CS2,40 DBS~~2,39~~11,41 2,40 *Carrying Petroleum in bulk*	~~Sng~~ Sba	*c*†	CL 2,40	1935 4mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd'sA&CP*	N.V.Petroleum Maats."La Corona" *CellDBuE*64'137*tDTf*25'270*tFPT*136*t*	463·0 P93'B47'F48' FK	59·3	33·9	Willemstad Dutch 15*BHptCem* *APT*83*t*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"–56⅛" 502NHP DB*180lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
24218	**Genova** Ⓟ TwinSc *OilEng.* 1*Dk*	1507 — 859					1930	Harland& Wolff,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·0 Q24'B46'F28'	43·1	11·7	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 288NHP Harland&Wolff Ld.Gls.	26 ″ 10	
24219 EEPJ	**Genoveva-F.** (*ex*CaboSan Martin–32,*ex*La Giralda) *ss*Bbo.2ndNo.3–4,17 *ss*Bbo.No.2–25 2*Dks*(*Stl*)& *Awng dk*	1861 1799 1201	✠ —— 4,31 ✠	Bbo	*q*		1892	Bartram, Haswell&Co. Sunderland	FedericoG.Fierro	252·1 BK9" *CellDB*198'268*t*	36·0	17·1 24·6	Seville Spanish 6*BHCem*	T.3Cy.19½",31½"&53"–36" 168NHP 1SB,3*pf*,GS60,HS2500 J.Dickinson,Sunderland		
24220 DHIS	**Genua** D.F. E.S.D. *CruiserStern* 2*Dks*	1949 1597 1130					1930	Flensburger Schiffsb.Ges. Flensburg	R.M.Sloman,Jr.	296·4 P21'F268'	42·7	16·2	Hamburg German *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"–39⅜" 162NHP B.Borsig,G.m.b.H.Berlin		G
24221 44520 JCZM	**Genyo Maru** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* *CruiserStern*	10019 — 5900					1937	Kawasaki DkydCo.Ld Kobe	AsanoBussanK.K.	500·0	65·0	37·1	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"–47¼" 2250NHP KawasakiDkydCoLdKobe		C
24222 44614 JLWM	**Genzan Maru** (*ex*PeiPing–38, (*ex*DušanSilni–35, *ex*Cape St.Martin, *ex*Rotenfels) *ss*Spt.2ndNo.3–8,33 *ss*Kob.No.1–38 1*Dk*(*Stl*)& *Spar dk*(*Stl-pt* teaks)& *Web frames*	5709 5279 3584	✠100A1 *Spar dk* 12,40 ✠LMC12,40	Smk	*a*†	CL 6,38	1906 11mo	J.C.TecklenborgA.G. Wesermünde-G. *Lloyd'sA&CP*	MiyachiKisenK.K. *CellDBa*1	421·0 P58'B125'F51' FK&BK2" 36'*uE*29*f*181'1049*t*	55·1	20·3 28·3	Kobe Japanese 6*BH only Cem* *FPT*85*t*	Q.4Cy.24",34⅝",50⅜"&74"–53$\frac{15}{16}$" 213lb (*s*) 504NHP 3SB,9*cf*,GS156,HS6456 FD J.C.TecklenborgA.G.Wsm	31 ″ 2 s 6 ″ 5¾ 25 ″ 0¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
24223 OFDX	**Georg** (*ex*China) Iron *ss*Sbg.5thNo.3-4,39 *Well deck* 1*Dk*	478 — 247	✠100A1 10,40 ✠NB84 LMC4,39 No later survey reported	Abo	*h*	OG 4,39	1877 10mo	J.Readhead&Co. S.Shields A&CP	RederiA/B Georg (J.Lindblom, *Mgr.*)	169·6|25·7|12·2 Q77'B14'F19'BK7"	Abo Finnish 5*BHCem* *DBa*30'*f*52'	C.2Cy.22$\frac{5}{16}$"&40"-27" (*s*) 80lb NDB05 *80lb* 80NH 1SB,*2pf*,GS36,HS1600 J Readhead&Co.S.Shields	13 ″ 0 s 1 ″ 1$\frac{1}{2}$ 12 ″ 9	
24224 DJXT	**Georg L-M. Russ** D.F. E.S.D. 1*Dk* *CruiserStern*	2980 2627 1662					1938	Flensburger Schiffsb.Ges. Flensburg	Schiffahrt und Assekuranz, Ges.E.Russ&Co.	341·4|52·7|18·2 P27'F305' *Upr.*F28'	Hamburg German *WB*	T.3Cy.22$\frac{1}{16}$",34$\frac{5}{8}$"&56$\frac{5}{16}$"-37$\frac{3}{8}$"&LP Turbine with DR gearing & hydraulic coupling HS4844 366NH FlensburgerSchiffsb.Ges.		G
24225 86671	**George B. Leonard** D.F. *Mchy.Aft* 1*Dk2trB*	4037 — 2844					1902	Chicago S.B.Co Chicago	GreatLakesS.S.Co. Inc.	380·0|50·0|23·6 F48'	OswegoNY Utd.States *WB*	T.3Cy22",35"&58"-40" 213NH ChicagoS.B.Co.Chicago		R
24226 165460 MMGV	**George Balfour** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1570 1153 918	✠100A1 5,42 ~~6,41~~ Examined 5,42 MBS1,41 ✠LMC5,37	~~Bly~~ Shl	*p*	CL 4,40	1937 5mo *Lloyd's*A&CP	S.P.Austin &Son,Ld. Sunderland	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*)	239·0|38·7|16·2 246·7(O.L.) Q147'B16'F21' FK *CellDBuE*23'*f*164' 600*tMT*100*tFPT*	London British 4*BHptCem* *ptAsp* 150*tAPT*10*t*	T.3Cy.16$\frac{1}{2}$",27$\frac{1}{2}$"&46"-33" 200lb *100lb* (*s*) 193NH 1SB,*3cf*,GS59,HS2952 FD NE.MarineEng.Co.Ld.Sld	18 ″ 3 s 5 ″ 5 16 ″ 11$\frac{1}{2}$	
24227 207792	**George D. Dixon** (*ex*Allegheny) *Mchy.Aft* 2*Dks*	4090 — 3159					1910	Detroit S.B.Co. Wyandotte	GreatLakes TransitCorpn.	350·0|46·0|31·0	Buffalo NY Utd. States *WB*	Q.4Cy.19",27$\frac{1}{2}$",40"&58"-42" 218NH DetroitS.B.Co.Detroit		
24228 204225 WTOB	**George F. Baker** D.F. GyC. *Mchy.Aft* 1*Dk*	7210 — 5459					1907	Superior S.B.Co. Superior, Wis	PittsburghS.S.Co.	586·0|58·0|25·5	D'luth,Min Utd. States *WB*	T.3Cy.24",38"&65$\frac{1}{16}$"-42" 274NH AmericanS.B.Co.Clevel'nd		R
24229 208396 KFCT	**George F. Rand** (*ex*WilliamC. Agnew) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*	6533 — 4985					1911	American S.B.Co. Lorain,O.	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	532·0|58·0|31·0 F48'	Buffalo NY Utd. States *WB*	T.3Cy.23$\frac{1}{2}$,38"&63"-42" 257NH AmericanS.B.Co.Clevel'nd		R
24230 204251 WTLN	**George G. Crawford** (*ex*LeGrand S.deGraff) D.F. GyC *Mchy.Aft* 1*Dk*	7699 — 6376					1907	American S.B.Co. Lorain	PittsburghS.S.Co.	585·0|60·2|27·4 *WB*	Duluth, Minn. Utd.States	T.3Cy.22$\frac{1}{4}$",37$\frac{1}{2}$"&65"-42" NB36 274NH AmericanS.B.Co.Clevel'nd		R
24231 HPQO	**George G. Henry** 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *CarryingPetroleum in bulk* *Fitted for oil fuel*	6265 — 3849	✠ ... 3,22 ✠				1917 6mo	Union Iron WorksCo. S.Francisco	PanamaTransportCo.	435·0|56·0|32·0 P106'B50'F42' FK	Panama Pnamanian *WB*	T.3Cy.27",45$\frac{1}{2}$"&76"-51" 574NH SunS.B.Co.Chester,Pa.	33 ″ 6	R †
24232 81747 KFTO	**George H. Ingalls** (*ex*WilliamL. Brown) D.F. *Mchy.Aft* 1*Dk2trB*	4904 — 3879					1901	ChicagoS. B.Co. Chicago	Automotive TradesS.S.Co.	430·0|50·2|24·4 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23",38"&64"-40" 259NH ChicagoS.B.Co.		R
24233 168219 ~~HPNB~~ BCQT	**Geo. H. Jones** 3Mst *ss*Bal.No.3-11,32 *ss*Bal.No.2-40 ~~*ss*NYk.No.1-36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	6914 6133 4273	✠100A1 ~~5,41~~ ~~10,40~~ 1,42 BS5,41 ✠LMC ~~11,40~~ 4,40 ~~MS5,37~~ ~~BS4,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 9.19 *F.P. above* 150° F.	~~Bal~~ NNs	*b*†	CL 4,40	1919 9mo	TheSun S.B.Co. Chester,Pa. A&CP	Panama Transport Co	429·3|59·2|31·4 P133'B36'F40' FK *Cell DBuE*&*B*60'259*tDT*40'552*t* *FPT*222*tAPT*57*t*	London British 17*BHptCem* (13 *to U dk* 4 „*2nd* „)	T3Cy.27$\frac{5}{8}$",45$\frac{1}{2}$"&76"-51"(*r*) 190lb 612NH 3SB,*9cf*,GS207,HS9198 FD TheSun S.B.Co.Chester,Pa	33 ″ 3 s 6 ″ 9 26 ″ 8	
24234 111855	**George Hindman**(*ex*Brookton-40, *ex*Dornoch,*ex*Colorado, *ex*TheIroquois, 1*Dk* *ex*Tadenac) *Mchy.Aft*	2286 2022 1694					1902	BertramE. WorksCo.Ld Toronto	DiamondS.SCo. Ld.(G.Hindman, *Mgr.*)	252·5|43·2|22·3 *WL*	OwenS'nd Ont. British	T.3Cy.16$\frac{1}{2}$",28"&45"-36" 127NH BertramE.W.Co.Ld,Trnto		R
24235 SVUS	**George J. Goulandris** (*ex*Lyminge-37, *ss*Cff.No.3-9,35 *ex*Portloe-35,*ex*Nigaristan) 1*Dk*(*Stl*)	*4345* *4042* *2736*	✠100A1 12,40 Examined 8,40 BS5,38 ✠LMC9,35	Npt Sws	*x*	CL 12,40	1913 11mo *Lloyd's*A&CP	W.Gray &Co.Ld. WHartlepool	Goulandris Brothers *CellDBa*	365·2|50·8|26·0 377·0(O.L.) P27'B10' F36' FK 119'*u*1.26*f*'159'966*t*	Andros Greek 6*BHCem* *APT*109*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 371NH 2SB,*8cf*GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s 5 ″ 4 23 ″ 3	
24236 160717	**George L. Eaton** *Mchy.Aft* 1*Dk*	1895 1705 1184					1929	Smith's DockCo.Ld Middlesbro'	HallCorporation ofCanada	25 · |44·1|18·5 F31'	Montreal British *WB*	T.3Cy.15",25"&40"-33" 95RH Smith'sDockCo.Ld.Mdb.		C
24237 215007 KJRB	**George L. Olson** Wood3Mst (*ex*Gabriel, 1*Dk2trB* *ex*RyderHanify) *Fitted for oil fuel*	1428 — 814					1917	F.Stone Oakland,Cal.	Oliver J.Olson&Co.	225·0|43·0|17·0	S. Frncisco Utd. States	T.3Cy.15$\frac{1}{2}$",26"&43"-33" 106NH F.Stone,Oakland,Cal.		
24238 149070	**George L. Torain** *Mchy.Aft* 1*Dk*	1754 1603 1126					1926	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0|43·2|17·8 F35' *WB*	S Cathrnes Ont. British	T.3Cy.17",28"&46"-33" 122NH Earle'sCo.Ld.Hull		C
24239 103 SWFS	**George M. Embiricos** *ss*Nwc.No.3-8,3 *ss*Ant.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*5728* *5272* *3445*	✠100A1 *Shelter dk* *withfreeboard* ~~4,41~~ ~~11,40~~ 1,42 Examined 2,42 BS ~~11,40~~ 2,42 ~~BS11,39~~ ✠LMC2,37 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	~~NYk~~ ~~Sng~~ Bal NYk	*b*†	CL 11,39	1921 9mo *Lloyd's*A&CP	ShortBros. Ld. Sunderland	S.G.Embiricos *CellDB*379'1641*t* *MT*32'1232'*t*	441·5|56·3|28·2 FK *Collision* *FPT*134*tAPT*219*t*	Andros Greek *Cem* *BHtoSh dk* 6 „ „ *U* „	T.3Cy.28",46$\frac{1}{2}$"&77"-51"(*s*) 180lb 522NH 3SB,*12cf*,GS234,HS8902 J.Dickinson& Sons,Ld Sld	30 ″ 9 s 4 ″ 0 26 ″ 10	
24240 226276 ~~WHIJ~~ WHIU	**George M. Humphrey** *ss*Clv.No.2-40 GyC. *MchyAft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing at bottom&at deck* *Cargo battens not fitted*	8004 7643 6311	100A- 8,41 ~~5,40~~ BS ~~4,41~~ 3,42 LMC5,40 *ForService on the Great Lakes*	Clv			1927	American S.B.Co.Ld. Lorain,O.	KinsmanTransit Company(G.M. Steinbrenner, *Mgr.*) *CellDBuE*&*B*56'242*tCell DB*	586·3|60·2|27·9 F48' FK & *side tanks in way*	Wilmgton (Del.) Utd. States 3*BH* *of holds*471'	T.3Cy.24$\frac{1}{2}$",41"&65"-42"(*r*) 185lb 450NH 3SB,*6cf*,GS148,HS7155 FD American SB.Co.Lorain,O. 7934*tFPT*471*tAPT*68*t*	32 ″ 0 s10 ″ 5$\frac{1}{4}$ 21 ″ 9$\frac{1}{4}$	

1 Numero d'Ordre Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creu ur Quill Franc-bord au ailieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. R of Trade
24241 140 SVXP	**George. M. Livanos** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Longitudinal framing at upper dk*	5482 4974 3209	✠100A1 *withfreeboard* 9,41 ~~11,39~~ ✠LMC8,38 *Fitted for oil fuel* 11,39 *F.P. above* 150°F	~~Ams~~ Vcr	*b*†	CL 9,41	1938 8mo	W.Gray&Co.Ld W.Hartlepool *Lloyd'sA&CP*	LivanosMaritime Co.Ld.(NGLivanos *Mgr.*) *CellDB*	441·1 456·8(O.L.) F48' 378'1313*t FPT*254*t*	57·7	26·7 FK	Chios Greek 7*BHCem* (*Coll toSh dk* 6 ,, *2nd* ,,) *APT*218*t*	T.3Cy.24",40"&68"-48" (*s*) 225lb 492NH 3SB(Spt),9*cf*.GS145, HS7020 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W Hpl.	29 ″ 4 s3 ″ 6¾ 26 ″ 0	
24242 203377 WNXF	**George R. Fink** (*ex*J.J.Turner, *ex*J.Q.Riddle) D.F. GyC. *Mchy.Aft* 1*Dk*	6832 — 5376					1906	American S.B.Co. Lorain,O.	NationalSteel Corp.(M.A.Hanna Co.*Mgrs.*)	532·0	56·0	31·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"-63 11/32"-42" 259NH AmericanSB.Co.Cleveland		R
24243 86367 WDGN	**George Stephenson** *Mchy.Aft* 1*Dk2trB*	3884 — 3503					1896	F.W. Wheeler&Co. W.BayCity	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	407·4	49·3	23·8 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.21",36"&60"-44" 239NH F.W.Wheeler&Co.		R
24244 216388 KMUI *Bottom*	**George W. Barnes** ~~ssN.Yk.No.3-7,30~~ ~~ssGal.No.2-33~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *ss*N.Yk.2ndNo.3-12,41 *plating in way of cargo tanks renewed*'41	6214 5917 3804	✠100A1 ~~9,41~~ ~~10,40~~12,41 ✠NB8,41 ✠LMC12,41 ~~MS10,38~~ ~~DBS4,41~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,18 *F.P. above* 150°F.	~~Bal~~ NYk	*a*†	CL ~~10,38~~ 12,41	1918 6mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	StandardOilCo. ofNewJersey *CellDB u E&B*50' 200*tDTf*420*t*	416·8 P107'B35'F33' *FPT*229*tAPT*130*t*	56·1	31·1 FK	Wilmgton (Del.) Utd. States 16*BHptCem* (12 *to U dk* 4 ,, *2nd* ,,)	T.3Cy.26½",44"&74"-51" (*s*) 210lb 642NHP 2WTB HS9748 FD BethlehemS.B.Corp.Ld. Quincy	32 ″ 9 s6 ″ 5¾ 26 ″ 5¾	
24245 166870 GCQM	**Geo. W. McKnight** TwinSc D.F. *ss*Bmn.No.1-37 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear* GyC. *of cargo tanks*3*rd dk*(*Stl*)*aft of* E.S.D. *cargo tanks Web frames* *CruiserStern Longitudinal framing*	12502 11787 ~~6769~~ 7009	✠100A1 ~~9,41~~ ~~7,40~~4,42 Examined 4,42 Bel ✠LMC CS1,38 DBS4,42 11,39 *Carrying Petroleum in bulk*	~~Sou~~ ~~NYk~~		CL 7,40	1933 1mo	Frd.Krupp Germaniawft A.G. Kiel *Lloyd'sA&CP*	Anglo-American OilCo.Ld.(R.A. Carder,*Mgr.*) *Cell DBuE*77'228*t DT*	522·0 *aft*B55'B40'F39' *sf*53'2318*tFPT*285*t*	70·2	38·7 FK	London British 16*BHptCem* *pt Asp* *APT*230*t*	Oil Engines 2S.C.SA 12Cy.23⅝"-45¼" 1165NHP 2DB(*a*)200*lb* 2DB(*f*)100*lb* FrKruppGermaniawftAG	38 ″ 9 s8 ″ 6½ 30 ″ 5¼	
24246 201802	**George W. Mead** (*ex*FrancisL.Robbins) D.F. *Mchy.Aft* 1*Dk*	4222 — 3036					1905	American S.B.Co. Cleveland	T.J.McCarthy S.S.Co.	380·0	50·0	28·0 *WB*	Detroit, Mich. Utd. States	T.3Cy.18",30"&52"-40" E*made*88 *fitted* 05 171NH ClevelandS.B.Co.Clevelnd		R
24247 202166	**George W. Perkins** *Mchy.Aft* D.F. GyC. Sub.Sig. 1*Dk*	6406 — 4922					1905	Superior S.B.Co. Superior Wis.	PittsburghS.S.Co.	558·2	56·0	26·5 *WB*	Duluth, Minn. Utd. States	T.3Cy.24",39"&65"-42" NB36 274NHP AmericanSB.Co.Cleveland		R
24248 224216 WECJ	**George Washington** Ⓟ Sub.Sig. 4*Dks* D.F. GyC. *Fitted for oil fuel*	5184 — 3167					1924	NwprtNws SB&D.D.Co. Newprt News	EasternS.S. Lines, Inc.	375·5	54·0	17·2	NewYork Utd. States *WB*	2 steam turbinesSR gear'd to 1 Sc. Shaft NewportNewsSB&DD.Co.		R
24249 214587 WODP	**Georgeanna** (*ex*Georgeanna Weems) *ss*N.Ns.No.3-10,29 D.F. *ss*N.Ns.No.1-33 *Well deck* 2 *Dks*(*Stl*)	2089 1273 1556	✠ … 6,39 ✠	Bal	*q*		1916 11mo	Harlan& HollingsworthCor. Wlmgtn.Del.	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	242·2 P&B191'F41' *FPT*32*t*	39·0	18·0 FK	Baltimore Utd. States 4*BHCem* *APT*11*t*	T.3Cy.17",27"&44"-30" 150NH 2SB,4*cf*,GS87,HS2793 Harlan & HollingswrthCor	19 ″ 4	
24250 ~~229161~~ ~~WODY~~	**Georgene** (*ex*Przemysl) *OilEng.* 1*Dk*	446 — 267					1921	Wortelboer &Co. Delfzijl	~~EasternTankers Corp.~~	142·9 P28'H20'	26·3	12·2	~~Boston~~ ~~Utd. States~~ British	Oil Engines E*fitted* 30 StandardGasEng.Co.		
24251 UOXQ	**Georgi Dimitrov** (*ex*Azbassein-36, *ex*Kostis-34, *ex*Thysa,*ex*Aden, *ex*Craigmore) *ss*Bla.2ndNo.3-7,26 *ss*Pir.No.1-30 *Spar dk* (*Stl*) 2*trB&deep framing*	2482 2309 1485	✠ 10,31 ✠	Msl	*t*		1905 2mo	A.Rodger &Co. Pt.Glasgow	U.S.S.R. *CellDB*	313·0 P29'B82'F30' *a&uE*118'*f*136'623*t*	43·0	20·7 FK	Rostov Russian 5*BHCem* *APT*67*t*	T.3Cy.21",35"&57"-39" 248NH 2SB,6*cf*,GS110,HS4210 A.Rodger&Co.Glasgow	23 ″ 3	
24252 OXOD	**Georgia** (*ex*Yokohama) *ss*Cpn.No.3-5,32 D.F. *ss*Els.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	2272 2029 1327	✠100A1 *Shelter dk* *withfreeboard* 8,39 BS8,39 ✠LMC8,36	Cpn	*u*	OG N8,37	1920 5mo	Aktieb. Öresunds-varvet Landskrona	DetForenede DampskibsSelsk *Intermediate BH in fore hold dispensed with* *CellDB*262'543*t FPT*89*t*	310·0 320·0(O.L.)	44·7	19·5 FK *Collision*	Copnhagn Danish *Cem* *BH to Shdk* 3 ,, ,, *U* ,, *APT*105*t*	2 steam turbinesDR (*s*) geared to 1 Sc. Shaft 200lb 364NHP 2SB(Spt),6*cf*.GS82, HS3533 FD DeLavals Angturbin,Skm	22 ″ 0 s 1 ″ 2 21 ″ 0¼	
Now	"Aristides," *see No.* 35539 *in Supplement*															
24253 1280 INRW	— *ss*Gen.No.1-25 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Fitted for oil fuel*	797 627 450	✠ 6,26 ✠	Gen	*k*		1920 10mo	W.C.Boele &Zonen Slikkerveer	Soc.Anon.Ilva *CellDBuB*30'*f*	200·0 Q122'B11'F23' 121'252*tFPT*38*t*	30·2	12·9 FK	Genoa Italian 4*BHCem* *HPT*8*t*	T.3Cy.15",25"&40"-27" 121NH 2SB,4*cf* HS2282 Verschure&Co.Amsterdam	15 ″ 0	I †
24254 219628 WACY	**Georgian** (*ex*Willsolo,*ex*Cajacet) 2*Dks&Shelter dk* D.F. *Fitted for oil fuel*	5825 5479 3608	✠ … 6,20 ✠				1920 2mo	SunS.B. Co. Chester,Pa.	American-HawaiianS.S.Co.	434·3	57·7	27·2 FK	NewYork Utd. States *WB*	T.3Cy.27",45½"-76"-51" 612NHP SunS.B.Co.Chester,Pa.	30 ″ 3	R †
24255 141863 CYMR	— Ⓟ TwinSc (*ex*CapeEternity-35, *ex*Rochester) 1*Dk2trB*	2484 1949 1407					1910	DetroitS.B. Co. Wyandotte	LakewayLines,Ld.	246·8	42·3	15·9	Montreal British *WB*	T.8Cy.(2)16",(2)25"& (4)31"-22" 180NHP DetroitS.B Co.Detroit		
24256 162365 GRLJ	**Georgic** Ⓟ TwinSc *ss*Liv.No.1-36 *OilEng.* D.F.GyC. 4*Dks*(*Stl-Weather dk-ws*) *Ref.Mchy.* 5*th dk*(*Stl*)*in holds,except* Sub.Sig. *aftermost hold* 6*th dk*(*Stl*) *in* *CruiserStern Nos.*1,2&3*holds*	27759 21122 16716	✠100A1 *withfreeboard* 7,40 Examined 1,41 ✠LMC CS8,37 DBS1,41 11,38 Lloyd'sRMC1,41 Nos. 2 & 3 lower dks & No. 2 orlop dk. for temp. 33° F. *Carrying vegetable oil in after centre forward deeptank*	Liv		CL S7,40 PN7,40	1932 6mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	CunardWhiteStar, Ld.	683·6 B327'F114' *Upper*B243' FK&BK2½" *CellDB*585*t*3374*tD*	82·4	48·6	Liverpool Bristol 12*BHCem* *Tsf* 56'2013*t*	Oil Engines 4S.C.DA 20Cy.33 1/16"-63" 4214NH 2DB150*lb*4DB(*Upr*)100*lb* Harland&Wolff,Ld.Bel. *FPT*181*tAPT*231*t*	52 ″ 10 s18 ″ 4¾ 35 ″ 0¼	BT till 7,41
24257 UNAD	**Georgij Sedow** (*ex*Beothic) *ss*Liv.No.3-1,20 1*Dk*(*Stl*)*Shelter dk*(*Stl*) &*deep framing*	1538 1420 598	✠ 7,21 ✠	Liv	*p*		1909 2mo	D&WHendersn&Co.Ld. Glasgow	U.S.S.R. *Cell DBa*65'*uE*	240·4 &*B*40'*f*94'331*tFPT*	35·8	24·5 FK	Archangel Russian 5*BHCem* 32*tAPT*49*t*	T.3Cy.22",36"&59"-39" 328NH NB34 D&W.Hendersn&CoLdGls	19 ″ 2	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist' Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cer
24258 160 SVBP	**Georgios G.** (*ex*Kurdistan) *ss*Rot.No.3–1,31 *ss*Ant.No.2–39 1*Dk*(*Stl*)	*4289* *4035* *2682*	✠100A1 11,41 ~~2,41~~ ~~DBS5,39~~ ✠LMC MS12,39 ~~MBS12,39~~	~~Dub~~ Cal BS2,41	*y*	CL 11,39	1918 3mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	D.J.Dambassis	380·1 P27'B230'F36' FK *CellDB*317'1172*t*	53·5	24·1	Andros Greek 6*BHCem* *APT*130*t*	T.3Cy.24",41"&68"–48" (*s*) 180lb *100lb* 437NHP NDB31 *refitted*37 2SB,8*cf*,GS160,HS6381 FD Cen.Mar.Eng.Wks.WHpl	26 ″ 8 s3 ″ 9½ 23 ″ 0½	
24259 577 SVGT	**Georgios P.** (*ex*CrosbyHall) 2*Dks*	4052 *3799* *2597*					1903	C.S.Swan& Hunter,Ld. Newcastle	D.G.Coucoumbanis (T.N.Epiphaniades *Mgr.*)	365·0 P31'B94'F38'	46·7	27·3	Piræus Greek *WB*	T.3Cy.23½",39"&68"–48" 320NHP Wllsnd.Slpwy.Co.Ld.Nwc		C
24260 738 SVKM	**Georgios Potamianos** (*ex*Petros *ss*Ams.2ndNo.3–5,39 Nomikos–39, 1*Dk*(*Stl*)&*Shelter dk* *ex*Amasis–33, (*ptIrnptStl*)&*Webframes* *ex*Glenrazan) *Longitudinal framing*	4044 3719 2561	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~8,40~~ ✠LMC MS6,38 BS~~7,40~~ 7,41	~~NYk~~ Sng	*x*	CL 8,40	1913 9mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken '*sA&CP* *CellD*	EpirotikiSteam- shipNav.Co. "GeorgePota- mianos" *Ba*115'*uE*24'*f*167'	370·4 P22'F36' *onShelter dk* FK 1038*tAPT*140*t*	51·9	24·3	Piræus Greek 7*BHCem*	T.3Cy.25",41"&68"–48" (*s*) 180lb 374NHP 3SB,9*cf*,GS177,HS6116 G.Clark,Ld.Sunderland	26 ″ 9 s2 ″ 9¾ 24 ″ 1	
24261 431 SZIS	**Georgios S. Krinis** (*ex*Isidoros Condoyannis–33,*ex*Marmaras, *ex*Heerengracht) 1*Dk*	365 290 184					1918	J.W.Boer- ma Martinshoek	GeorgiosS.Krinis	138·8 P38'F17'	23·1	11·1	Piræus Greek	T.3Cy11⅔",17¾"&29 9/16"–17¾" Machinefab. 37NHP Fulton,Hoogezand		
24262 747 SZHB	**Georgos** (*ex*Agia-Marina–39, 3Mst *ex*Seagull–34) *ss*Nwc.2ndNo.3–2,25 *ss*Nwc.No.1–30 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	*667* *464* *270*	✠ ... 2,34 ✠	Nwc			1902 12mo	R.William- son&Son, Workington	G.Ch.Vlassis	182·9 Q103'B11'F22' BK7" *DBf*96'134*t*	27·8	14·5	Piræus Greek 3*BHCem* *FPT*50*t*	T.3Cy.14",22½"&37"–27" 96NHP 1SB,3*pf*,GS56,HS1826 Ross&Duncan,Glasgow	13″11	
24263 DHIW	**Gera** Ⓟ D·F. *ss*Ham.No.2–31 2*Dks*(*Stl*)3*rd trBinNo*.1 *hold* *Well deck*	5155 4478 3100	✠ ... 5,35 ✠	Ham	*a*†		1923 6mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	407·0 P&B329'F53' FK *CellDB*353'924*t FPT*	56·0	25·9	Hamburg German 8*BHAsp* 51*tAPT*16*t*	4SteamTurbinesSRgeared to 1 Screw Shaft 634NHP 3SB,9*cf*,GS200,HS8880 Blohm&Voss,Hamburg	28 ″ 6	G †
24264 1151 IBWN	**Gerarchia** (*ex*Nazareno,*ex*Luigi Rizzo,*ex*Ferrara,*ex*Sturmfels) D.F. *ss*Nap.No.2–22 2*Dks*	5342 — 3306	✠ ... 8,23 ✠				1912 11mo	J.C.Teck- lenborgA.G. Weser- münde-G.	Soc.Anon.Coopera- tiva diNav. Garibaldi	439·1 421·2 P78'B124'F54' FK	55·5	28·6	Genoa Italian *WB*	Q.4Cy.24",34⅝",50⅜"&74"– 53½" 510NHP J.C.TecklenborgAG.Wsm	31 ″ 3	I †
24265 113 SVXE	**Gerassimos Vergottis** (*ex*ParisCity–38) D.F. 2*Dks*	*6343* *6057* *3959*					1920	Craig,Tay- lor&Co.Ld Stockton	Possidon Steamship& TradingCo.Ld.	412·2 F35'	55·0	33·5	Argostoli Greek *WB*	T.3Cy.28",46"&75"–51" 402NHP Blair&Co.Ld.Stockton		C
24266 OXZH	**Gerd** Now sailing as "St. Raymond" D.F. 1*Dk* *CruiserStern*	1700 1492 961					1935	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm A/S(A.Schmie- gelow&A.Kampen, *Mgrs.*)	292·3 P&B222'F37'	41·7	16·8	Copnhagn Danish *WB*	C.3Cy.(2)15¾"&39⅜"–37⅜" &LPTurbine with reduc- tion gear and chain drive HS3337 234NHP HelsingörsJernsk&Mskb.		V
24267 OYDQ	**Gerda** D.F. 1*Dk*	1151 929 675					1921	Schiffb.Ges Unterweser m.b.H.Weser -münde-L.	J.Lauritzen	231·5 P25'B56'F33'	34·6	14·1	Esbjerg Danish *WB*	T.3Cy.15",24"&40"–27" NE26 105NHP KjbnhavnsFlydk. &Skbsv.Cpn.		G
24268 OYLU	— **WoodAux4MstSr** (*ex*SailingVessel–36) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	334 304 264					1919	Frdrkssnd Skibsværft Fredrikssund	RederiA/SGerda (A.E.Sörensen)	136·3	29·3	12·7	Svendborg Danish	Oil Engines 2S.C.SA 3Cy.13"–16½" NE36 89NHP A/SVölund,Cpn.		V
24269 FPHZ	**Gerda Toft** *ss*Cpn.No.2–38 1*Dk*(*Stl*) Now sailing as "St. Alain"	1960 1778 1167	✠100A1 5,40 BS~~5,40~~ ✠LMC4,38 9,41	Bdx	*s*	CL N6,39	1930 6mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken '*sA&CP*	*IntermediateBH in fwd. hold dispensed with*	294·9 306·5(O.L.) P27'B165'F34' FK *CellDB*243'624*t FPT*	43·7	18·0	4*BHCem* 53*tAPT*58*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 204NHP 2SB(Spt),6*cf*,GS73,HS3344 N.E.MarineEng.Co.Ld.Sld	20 ″ 4 s1 ″ 9 18 ″ 9¾	
24270 DDUH	**Gerda Vith** (*ex*Gerda–33, *ex*GerdaVith–33,*ex*Merkator, *ex*GustavSalling, 1*Dk*&*deep framing* *ex*Hollandia,*ex*Henner, *ex*CarlMenzell) D.F.	1312 1087 771					1903	Flensburgr Schiffsb.Ges. Flensburg	H.P.Vith	245·6 P20'Q58'B112'F27'	35·5	15·3	Flensburg German *WB*	T3Cy.15",25⅝"&43 5/16"–34 7/16" 110NHP FlensburgerSchiffsb.Ges.		G
24271 LKLP	**Gerdmor** *OilEng* *Mchy.Aft* *CruiserStern* *Carrying oil in bulk*	800					1940	Sarpsborg Mek.Verkst. Sarpsborg	SkibsA/SGerdmor (Rich.Jacobsen)	203·0	32·0		Oslo Norwegian	Oil Engines 2S.C.SA 5Cy.13⅜"–22 7/16" 156NHP A/BAtlasDiesel,Skm		
24272 DHIX	**Gerhard** (*ex*ClausHorn,*ex*Immo) 1*Dk*	661 522 335					1921	J.Frerichs &Co.A.G. Einswarden	Mathies Reed,K.G.	184·8 P66'F19'	29·7	11·8	Hamburg German *WB*	T.3Cy.15 3/16",24"&39⅜"–26¾" 80NHP J.Frerichs&Co.A.G. Osterholz-Scharmbeck		G
24273 LJLW	**Germa** (*ex*Adderstone–37, *ex*Boswell–34) *ss*Nwc.No.3–3,34 D.F. *ss*Smk.No.1–38 2*Dks*(*Stl*)	5282 4808 3116	✠100A1 8,41 ~~11,40~~ ✠NE3,34 ✠LMC4,39 BS~~4,40~~ 8,41 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	~~HKg~~ Cbo	*y*	CL 3,39	1920 11mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	SkibsA/SGerma (JohanGerrard, Jr.*Mgr.*) *CellDB*335'1051*t D*	400·5 413·0(O.L.) P40'B128'F47' FK *Ta*26'587*tFPT*111*t*	52·4	28·4	Kristinsnd Norwegian 6*BHCem* *APT*215*t*	C.4Cy.(2)12"&(2)22¼"–15" SR geared & LP Turbine DR geared to sc. shaft 200lb *120lb* (*s*) 399NHP 2SB,6*cf*,HS5112 FD White'sMarineECoLdNwc	31 ″ 0 s5 ″ 10½ 25 ″ 4	
24274 DJWF	**Germania** *OilEng.* D.F. 1*Dk*,2*nd dk in mchy.space* *Mchy.Aft* *CruiserStern* *Carrying Petroleum in bulk*	9851 9165 5885	✠ 5,39 ✠	Ham	*e*†		1938 4mo	Deutsche WerftAGBet Finkenwrder Hamburg	OelfabricGross Gerau-Bremen (Schiffahrts& Speditionskontor "Elbe"G.m.b.H. *Mgrs.*) *CellDBuE*75'227*t D*	490·0 510·7(O.L.) P114'F69' FK *Tf*36'724*tFPT*167*t*	65·9	36·3	Hamburg German 12*BHptCem* *APT*262*t*	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5/16" 1163NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35″11	
24275 115333 MCVP	**Gertie** *ss*Apl.2ndNo.3–9,32 *ss*Bwg.No.2–40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	341 264 132	✠100A1 6,41 ✠LMC7,40 BS11,41	Liv	*f*	CL 6,40	1902 11mo *Lloyd*	Dublin DockyardCo. Dublin '*sA&CP*	JohnS.Monks,Ld.	150·0 155·7(O.L.) Q54'B14'F28' BK7"	24·2	10·2	Liverpool British 3*BHCem* *FPT*47*t*	C.2Cy.20"&42"–27" (*s*) 130lb 94RHP 1SB,3*pf*,GS52,HS1621 Ross&Duncan,Glasgow	11 ″ 8 s ″ 7½ 11 ″ 8	

1 Numero d'Ordre umero fficiel gnaux	2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Matériaux, Gréement, etc. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✛ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade
24276 OYYV	**Gertrud** Now "Vagrant," see No. 38905 in Supplement D.F.	Oil Eng. 1*Dk&pt Shelter dk* *CruiserStern*	2282 1933 1285					1938	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm A|S(A.Schmiegelow&A.Kampen, *Mgrs.*)	326·8 F76′	45·8	18·4	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 3Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 540NHP HelsingörsJernsk.&Mskb.		C
24277 DHIZ	—	1*Dk*	373 302 176					1922	Union Giesserei Königsberg	MathiesReed,K.G.	137·8 P&B98′F21′	25·2	11·3	Hamburg German *WB*	C.2Cy.13$\frac{2}{5}$"&23¼"–17¾" 19NHP UnionGiesserei, Königsberg		G
24278 DAXI	**Gertrud Fritzen** (*ex*ArthurKunstmann–38, *ex*Sortehavet, *ex*St.Andrews)	*ss*Kel.2ndNo.3–5,32 *ss*Lbc.No.1–36 1*Dk(ptIrn&ptStl)&deep framing*	2999 2745 1843	✛ 4,36 ✠	Lbc	*u*		1906 1mo	J.Blumer&Co. Sunderland	Johs.Fritzen&Sohn.verm W.Kunstmann *CellDBa*	324·0 P28′B90′F31′ FK *&uE*138′ *f*128′688*t*	46·7	21·3	Stettin German 5*BHCem* *APT*175*t*	T.3Cy.23½",39"&64"–42" 288NHP 2SB,*4pf,2cf*,GS120,HS4652 G.Clark,Ld.Sunderland	23 ″ 10	
24279 OYDA	**Gertrud Rask** Ⓟ D.F. (*See Sailing Ship Register*)	WoodAux 4MstSr 1*Dk*	662 455 378					1923	A/S Nakskov.Skibs. Nakskov	Grönlands Styrelse	155·5 P93′F27′	34·5	14·5	Copnhagn Danish	T.3Cy.12½",21"&34½"–24" Helsingörs 58NHP Jernsk.&Msk.Elsinore		V
24280 220306 KDEV	**Gertrude Kellogg** (*ex*Gladysbe) *Mchy.Aft* D.F. Sub.Sig.	2*Dks&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	5159 4522 3170	✛ … 3,24 ✠				1920 9mo	TerryS.B. Corp. Savannah,Ga	SpencerKellogg &Sons,Inc.	391·9 P99′B34′F44′ FK	51·0	28·5	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72¼"–48" 562NHP IngersollRandCo. Phillipsburg,N.J.	30 ″ 2	R †
24281 OYFE	**Gertrude Mærsk** D.F Now "Cavalcade," see No. 35925 in Supplement	TwinSc *OilEng.* *ss*H.Kg.No.2–37 1*Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl)in No.* 1 *hold* *CruiserStern*	5038 4622 3155	✛100A1 *withfreeboard* 11,39 ✠LMC CS12,37 DBS3,41 6,38 *Fitted for carrying oil* 5,30 *F.P. above* 150° F. *in deep tanks* *Carrying cargo oil F.P.above* 150° *F.orGlycerine in tanks aboveFPT*	HKg	*a*†	CL 9,37	1930 5mo *Lloyd*'s*A&CP*	Odense Staalskibsvft Odense	A/SD/S Svendborg &D/S af 1912 A/S (A.P.Möller, Copenhagen, *Mgr.*) *CellDB*371′1266*t*	418·9 437·5(O.L.) F38′ FK *Tanks in way of tunnels* 25*tDTa*	54·7	25·4	Svendborg Danish 8*BH* (*Coll toSh dk* 7 „ 2*nd* „) 11′281*t MT*	Oil Engines 4S.C.SA 12Cy.24$\frac{3}{16}$"–51$\frac{3}{16}$ 709NHP DB*100lb* Akt.Burmeistr&Wain,Cpn 27′1068*tFPT*148*t APT*248*t*	28 ″ 7 s 3 ″ 2½ 25 ″ 7	
24282 94 IBMI	**Gerusalemme** Ⓟ (*ex*Cracovia–34) D.F.	TwinSc *ss*Tri.No.3–7,33 *ss*Tri.No.1–37 2*Dks(Stl–U* ws)& *Shelter dk(Stl*–ws)	8052 6050 4566	✛100A1 *Shelter dk* *withfreeboard* 12,39 ✠LMC MS7,37 BS3,39 *Fitted for oil fuel* 9,23 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Tri	*b*†	CL SN4,39 P4,39	1920 11mo *Lloyd*'s*A&CP*	Cant.San RoccoS.A. S.Rocco	"Adriatica"Soc. Anon.diNav. *CellDB*	443·6 430·0 B213′F83′ *on Shelterdk* FK *Collision* 368′1110*tAPT*57*t*	53·1	24·9 133·9	Trieste Italian *Cem BHtoShdk* 6 „ „ *U* „	4 Steam Turbines SR geared to 2 Sc.Shafts (*r*) 180lb 904NHP 5SB,*15cf*,GS314,HS12735FD StabilimentoTecnico,Tri.	36 ″ 11 s 3 ″ 7½ 25 ″ 2¾	
24283 168173 BCKT	**Ger-y-Bryn** D.F.	1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* 41 (*W.E.*)	5108 4602 3015	✛100A1 *withfreeboard* ~~8,41~~ ~~5,41~~ 5,42 ✠LMC5,41 *Fitted for oil fuel* 5,41 *F.P. above* 150° F.	~~Lth~~ ~~Mch~~ Gls	*a*† 2	CL	1941 5mo *Lloyd*'s*A&CP*	Burntislnd S.B.Co.Ld. Burntisland	BrynmorSteamshipCo.Ld. (Ambrose,Davies&Matthews,Ld. *Mgrs.*) *CellDB*	420·0 436·0(O.L.) FK 356′1336*t FPT*158*t*	58·0	26·3	London British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „) *APT*277*t*	T.3Cy.22½",36"&65"–48" (*s*) 220lb 458NHP 2SB(Spt&FD)&1AuxSB 8*cf*,GS159,HS6912 D.Rowan&Co.Ld.Gls.	37 ″ 10 s 11 ″ 3¾ 26 ″ 9	
24284 LCLC	**Gezina** (*ex*LakeErie) D.F.	*ss*Qns.No.3–5,20 1*Dk*	1828 1585 1054	✛ … 7,24 ✠				1917 10mo	Detroit S.B.Co. Wyandotte	Partrederie Gezina (Th.Brövig)	251·0 P25′B64′F23′ FK	43·8	18·5	Farsund Norwegian *WB*	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	N †
24285 141926 GCDP	**Gharinda**	*ss*Cal.No 3–10,26 *ss*Cal.No.3–2,39 2*Dks(Stl)*	5306 4844 3212	100A1 10,41 ~~12,40~~ ~~BS1,41~~	~~Syd~~ Cal BS1,42 LMC7,38	*y*	CL ~~1,39~~ ~~8,41~~ 10,41	1919 *Lloyd*'s*A&CP*	Sunderlnd S.B.Co.Ld. Sunderland	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0 P50′B113′F40′ FK 338′1113*t FPT*118*t*	52·4	28·4	Glasgow British 7*BHCem* *APT*203*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD N.E.MarineEng.Co Ld. Sld	31 ″ 0 s 5 ″ 11½ 25 ″ 3	
24286 46 SUDU	**Gheorghia** (*ex*SaintGeorges–40, *ex*ElZagazig–34,*ex*Zagazig)	IronTwinSc	336 310 152					1888	Lobnitz& Co.Ld. Renfrew	MichelKh. Cattaros	134·3	25·0	10·6	Alexandria Egyptian	C.4Cy.14"&28"–24" 64NHP		
24287 2028 IBSN	**Giacomo C.** (*ex*GeneralePetitti–36) D.F.	*ss*Lgn.No.3–4,33 2*Dks(Stl)*	4638 — 2849	✛ … 12,36 ✠	Pal	*y*		1920 5mo	Cantiere SanRocco Trieste	G.Costa fuAndrea *CellDB*326′	396·3 382·8 P34′B247′B39′ FK 1092*t DTa*35′ 248*t*	52·2	25·5	Genoa Italian 6*BHCem* *APT*37*t*	T.3Cy.26",42"&70"–48" 411NHP 2SB,*6cf*,GS118,HS5534 Kincaid&Co.Ld.Grk.	27 ″ 10	I †
24288 320 INUK	**Giampaolo** (*ex*Chryssula, *ex*Aldebaran,*ex*Wm.Minlos2,*ex*Hebron)	1*Dk*	358 311 196					1920	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	IndustriaMarmifera-Impresa di Costruzione e Trasporti	147·6 139·6 B34′F21′	22·5	11·5	Trieste Italian *WB*	C.3Cy.14$\frac{5}{4}$"&22$\frac{4}{5}$"–15¾" 17NHP SeebeckA.G. Wesermunde-G.		I
24289 1988 IBMP	**Gianfranco** (*ex*Ouderkerk–34, *ex*Orsino,*ex*Gera) D.F. Now "Rio Salado," see No. 38320 in Supplement	4Mst *ss*Hul.No.3–7,21 2*Dks&3rd dk* *in No.* 1 *hold*	8181 7267 5163	… 10,22				1915	Bremer Vulkan Vegesack	Soc.Anon.CompagniaItaliana Trasporti Marittimi	493·2 476·1 P28′B140′F87′ FK	60·7	32·8	Genoa Italian *WB*	T.3Cy.32$\frac{5}{16}$",52$\frac{13}{16}$"&–86$\frac{11}{16}$"–55⅛" 819NHP BremerVulkan,Vegesack	35 ″ 6	I †
24290 156345 VSRP	**Giang Ann** (*ex*Gouverneur GeneraalDaendels)	1*Dk&Shade dk*	1063 817 560					1902	Nederl. Schps.Maats. Amsterdam	HeapEng.Moh. S.S.Co.Ld.	222·7 P58′F50′	36·2	14·0	Singapore British	T.3Cy.17",27"&46"–36" 127NHP NedFb.v.Wrk&Spoor,Ams		V
24291 157902 VSPV	**Giang Bee** (*ex*Reijniersz–39)	1*Dk*	1646 1330 999					1908	Maats. Fyenoord Rotterdam	HeapEng.Moh. S.S.Co.Ld.	270·4 P33′B73′F30′	40·2	16·9	Singapore British *WB*	T.3Cy.19",31½"&51½"–39" 165NHP Maats,Fyenoord,Rot.		VL
24292 156342 VSRQ	**Giang Seng** (*ex*Mossel)	2*Dks&Shade dk* *Fitted for oil fuel*	1811 1473 1085					1899	N.V.Maats voorSch.en Werk "Fyenoord" Rotterdam	HeapEng.Moh. S.S.Co.Ld.	291·8 P12′B61′F58′	37·9	17·4	Singapore British	T.3Cy.22",34"57"–42" 211NHP N.V.Maats.voorSch.en Werk "Fyenoord"Rot.		VL

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When	9 Built. By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
24293 142 IBAC	**Gianna M.** (*ex*Wotan) *Now "Empire Control," see No. 36377 in Supplement* *ss*Ham.No.3–11,27 *Mchy.Aft* *ss*Gen.No.2–35 D.F. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	5719 4926 3396	✠ ... 12,38	Ven	*y*		1913 8mo	Reiherst'g Schiffsw. Hamburg *CellDBuE*65'	" C.I.T.O.M." Cia. ItalianaTrasporto OliiMinerali 285*t DTƒ*31'390*tF*	420·0 405·0 P104'B33'F35' FK *PT*210*tAPT*70*t*	52·7	26·8	Genoa Italian *Cem* 11*BHtoUdl* 4 ,, 2*nd* ,,	T.3Cy.$26\frac{9}{16}$",$43\frac{5}{16}$"&$71\frac{5}{16}$"–$47\frac{1}{4}$" 480NH 3SB,9*cf*,GS165,HS6889 Gutehoff- NE&B11,27 nungshütte,Oberhausen	29 ″ 6	I †
24294	**Gibara** (*ex*Cecil) 1*Dk* *Fitted for oil fuel*	1288 994 721					1906	Fredrkstad Mek.Værks. Fredrikstad	EmpresaNaviera deCuba,S.A.	230·3 P22*t*H83*t*F32*t*	36·1	14·4	Havana Cuban *WB*	T.3Cy.16½",27"&44"–32" 109NH FredrikstadM.V.Frdstad.		
24295 99941 VQYD	**Gibel Dersa** TwinSc (*ex*Duchess of Devonshire) 2*Dks*	1226 970 498					1897	NavalCon. &Arm.Co.Ld. Barrow	M.H.Bland&Co.Ld	300·0 P68'B131'F60'	35·1	15·7	Gibraltar British *WB*	T.6Cy.21",32"&50"–30" 273NH NavalCon.&Arm Co.Ld.	15 ″ 0 ~~s 4 ″ 4¼~~ ~~12 ″ 8¾~~	
24296 148928 VQYJ	**Gibel Dris** (*ex*CaidKébir–34, 3Mst *ex*Northfield,*ex*Dido, *ss*Shl.No.3–2,30 *ex*Aug.Borremans) *ss*Gib.No.2–38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Now "Jon," see No. 37201 in Supplement*	744 526 340	✠100A1 9,38 ✠LMC MS10,38 BS10,39	Gib	*j*	CL 6,37	1917 6mo	W.C.Boele &Zonen Slikkerveer A&CP *Cell*	M.H.Bland&Co.Ld	181·0 Q105'B11'F23' FK *DBf* 103'140*t FPT*	28·2	12·5	Gibraltar British 3*BHCem* 65*tAPT*6*t*	T.3Cy.15",24"&$40\frac{3}{16}$"–24" 192lb (*s*) 109NH 2SB,4*cf*,GS60,HS1943 N.V.Mchfb.Bolnes,Bolnes	14 ″ 6 s 4 ″ 5¾ 14 ″ 1¼	
24297 108375 VQYK	**Gibel Kebir** (*ex*Canisbay, *ex*Antverpia, *ss*Gib.3rdNo.3–4,26 *ex*Engalia) *ss*Gib.No.2–34 *Well deck* 1*Dk*(*Irn*)	551 439 331	✠ — 4,40 ✠	Gib	*i*		1887 11mo	R.Dixon& Co. Middlesbro' *CellD*	W.B.P.Smithson (PetrosM.Nomikos Ld.*Mgrs.*)	175·0 Q105'F22' BK7½" *Ba*37'*f*66'10	26·6	12·3	Gibraltar British 4*B HptAsp* 2*t ptCem*	T.3Cy.15",25"&40"–30" 80RH 1SB,2*cf*,GS36,HS1497 Blair&Co.Ld.Stockton	14 ″ 5	
24298 475 INVL	**Giglio** (*ex*Jug–37, 3Mst *ex*DéputéFrédéricChevillon, *ex*CommandantLeFauve, 1*Dk* *ex*CommandantLefebre)	1339 — 789					1918	KibiShip- pingCo.Ld. Osaka	A.Lauro	232·3 223·4 B52'F24'	32·9	19·2	Naples Italian *WB*	T.3Cy.14½",24"&40"–30" Hashimoto 88NH IronWorks,Osaka		I
24299 436 IJMI	**Gigliola** (*ex*RinaCroce–37, *ex*Alvernia–36, *ss*Lon.No.3–5,21 *ex*Giannina–35, *ss*Shl.No.2–29 *ex*Lancing–33, *Mchy Aft* 1*Dk*(*Stl*) *ex*Ravonia) *Well deck*	734 516 291	✠ ... 10,33 ✠	Sld			1908 3mo	R.William- son&Son Workington	MarioVeronesi	188·0 182·7 Q101'B11'F22' FK *DBf*101'	27·9	12·5	Trieste Italian 3*BHCem* 138*tFPT*53*t*	T.3Cy.14",25½"&41"–30" 93NH 1SB,3*pf*,GS58,HS2048 Ross&Duncan,Glasgow	14 ″ 7	I †
24300 28218 JOHB	**Gihu Maru** (*ex*GifuMaru–38) 2*Dks*	2933 2670 1753	✠ ... 5,24 ✠				1921 12mo	Toba Shipyard Toba	NipponYusenK.K.	305·0 P22'B92'F32' FK	43·7	27·2	Tokyo Japanese *WB*	T.3Cy,23",38"&64"–48" 350NH KubataIronWorks,Osaka	27 ″ 3	
24301 UPTH	**Gijiga** TwinSc *OilEng.* 1*Dk*	987 760 462					1932	S.B.Yard "André Marti" Odessa	U.S.S.R.	229·6 P64'F32'	34·0	10·8	Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.$13\frac{9}{16}$"–$19\frac{11}{16}$" 214NH KolomenskieStateE.Wks.		
24302 942 CBGI	**Gilda** (*ex*FoamQueen,*ex*Boreas) *ss*Lon.No.1–11 *Well deck* 1*Dk*(*Stl*)	518 367 234	✠ 1,13 ✠	Lon	*g*		1906 7mo	VanVliet &Co. Hardinxveld	FontbonayCordero Ltda.	159·0 Q82'B14'F18' FK *FPT*56*t*	26·3	11·2	Valparaiso Chilian 4*BHCem* *APT*58*t*	T.3Cy.13",21"&34"–24" 76NH 1SB,3*pf*,GS44,HS1377 G.T.Grey,South*S*hields	12 ″ 0	G †
24303 UOFM	**Giliak** (*ex*EasternPilot) Sub.Sig. 2*Dks*	3148 2650 1886	✠ ... 11,20 ✠				1920 1mo	Teikoku S.S.Co.Ld. OHarima	U.S.S.R.	305·1 P23'B102'F33' FK	43·8	25·2	Vladvostk Russian *WB*	T.3Cy.22",37"&61"–42" 298NH KobeSteelWorks,Kobe	27 ″ 3	
24304 DOAP	**Gillhausen** Sub.Sig. D.F. 1*Dk*	4339 3798 2350					1921	Frd Krupp Akt.Ges. Kiel	FriedKruppA.G. (FriedKrupp's Reederij en Trans- portbedrijfN.V. *Mgrs.*)	380·1 P41'B115'F47' len32	47·4	26·4	Bremen German *WB*	DRGearedSteamTurbines Frd.KruppA.G.Kiel		G
24305 1384 IMEJ	**Gimma** (*ex*Doride–37,*ex*Stralsund, *ex*Tanger) 1*Dk*& *Spar dk*	1542 1339 913					1897	Schiffs.v. HenryKoch Lübeck	ServizioItalo- PortogheseSoc Anon.diNav.	255·0 245·9 B67'F28'	35·2	18·3	Genoa Italian *WB*	T.3Cy.16½",28"&44"–27½" 101NH H.Paucksch,Landsberg		I
24306 2142 IOVN	**Ginetto** (*ex*IrmaCalzi–37, TwinSc *ex*Spadaccino–35,*ex*TamazerI–34, *ex*Neufchâtel,*ex*Tisserand) 1*Dk* *Mchy.Aft*	1126 817 558					1920	Soc.Anon. Chantiers Dubigeon Nantes	Cap.LuigiMonta	229·6 217·7 P74'F30	34·2	12·7	Genoa Italian *WB*	C.4Cy.$16\frac{1}{8}$"&$30\frac{3}{8}$"–$19\frac{5}{16}$" 68NH Ateliers&Chantiers de la Loire,St.Denis		I
24307 DOSG	**Ginnheim** D.F. E.S.D. 1*Dk*& *Shelter dk* *CruiserStern*	4797 4386 2938	✠ 5,38 ✠	Ham	*z*		1937 5mo	Burntislnd S.B.Co.Ld. Burntisland *CellDB*348'1346*t*	Unterweser ReedereiA.G.	408·4 422·0(O.L.) FK *FPT*136*tAPT*159*t*	55·6	25·4	Bremen German 6*B HptCem* (*Collto Sh dk* 5 ,, 2*nd*,,)	T.3Cy.21½",35"&62"–45" 377NH 2SB(Spt&FD)&1Aux.SB, 8*cf*,GS143,HS5537 D.Rowan&Co.Ld.Gls.	28 ″ 0	G †
24308 TTVL	**Ginouse** 1*Dk* *OilEng* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing*	688 607 472					1931	Soc.Pro- vencale de Cnst.Nav. LaCiotat	Soc.Auxiliaire des Consommateurs de ProduitsPétroli- fères	224·0	29·6	10·6	Marseilles French *WB*	Oil Engines 4S.C SA 4Cy.17¾"–$11\frac{1}{16}$" 47NH Motorenfbr."Deutz"A.G. Köln-Deutz		
24309 28181 JBLA	**Ginyō Maru** Ⓟ TwinSc *ss*Kob.No.3–10,33 *ss*Yka.No.1–38 2*Dks*(*Stl*)& *Shelter dk* (*Stl*–ws) *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	8613 7884 6128	✠100A1 *Shelter dk* *withfreeboard* 4,41 BS4,41 ✠LMC 12,38	Yka	*c*†	CL 12,38	1921 8mo	Asano S.B.Co. Tsurumi A&CP *CellDB*	NipponYusenK.K. 386'1562*tDT a*15'3	445·0 F49'*onShelter dk* FK 93*tMT*15'430*tFPT*	58·0	40·0	Tokyo Japanese *Cem* 7*BHtoSh dk* 84*tAPT*66*t*	4 Steam Turbines DR geared to 2 Sc. Shafts 200lb (*s*) 965NH 4SB(Spt),12*cf*,GS242, HS10844 FD MidwestE.Co.Indianapolis	40 ″ 0 s12 ″ 5½ 28 ″ 0	
24310 1461 IBMO	**Giorgio** (*ex*Sun) *ss*Phl.No.3–5,26 2*Dks*& *Web frames* *Mchy.Aft* *CarryingPetroleum in bulk* D.F. *Fitted for oil fuel*	4887 — 2977	✠ ... 8,30				1907 4mo	NwprtNws B.B.&D.D.Co Newprt News	" C.I.T.O.M." Cia. ItalianaTrasporto OliiMinerali	400·6 389·3 P77'B25'F33' FK	49·9	30·8	Genoa Italian WB	T.3Cy.24½",43½"&72"–48" 416NH NewportNewsSB&DD.Co.	30 ″ 3	I †

1 Numero d'Ordre Numero Officiel Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. BHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
24311 2244 ICEF	**Giorgio Fassio** (*ex*AtlanticSun-39) *ss*Phl.No.3-4,32 *ss*Phl.No.1-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *Now* "Panuco," *see No.* 38052 *in Supplement*	6212 6038 4146	✠100A1 1,40 ✠LMC1,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,20 *F.P. above* 150° F NO LATER SURVEY REPORTED	Gen	*b*†	CL 1,40	1920 4mo	SunSB. Co. Chester,Pa. A&CP	Villain&Fassio Soc.Anon.Italiana diNav.Mercantile *CellDBuE&B60 259tFPT222tAPT57t*	429·3|59·2|31·4 P133'B36'F40' FK	Genoa Italian 17*BHptCem* (13 *to U dk* 4 „ 2*nd* „)	T.3Cy.27",45½"&76"-51"(*r*) 190lb 612NH 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 8½ 26 ″ 10	
24312	**Giotto** (*ex*Feng-Pu-38, (*ex*Thong-Samud,*ex*Patani) 1*Dk*&*deep framing*	1911 — 1172					1907	Schiffsw.v. HenryKoch Lübeck	Cia.Italiana di Nav.S.A.I (Chinese ItalianNav.Co.Ld)	265·8|40·0|16·5 P36'B75'F38'	Shanghai Italian *WB*	T.3Cy.17½",28¾"&46⅛"-32½" 121NH J.F Ahrens,Altona		
24313 88 IBWL	**Giovanni Boccaccio** (*ex*Makala-38, *ss*Ant.No.3-6,32 *ex*European, *ss*Ant.No.1-37 *ex*Panagis) 2*Dks* D.F.	3141 2791 1861	✠100A1 6,39 BS6,39 ✠LMC2,37 NO LATER SURVEY REPORTED	Gen	*u*	CL 3,38	1919 12mo	Shanghai Dk&E.Co.Ld. Shanghai *Lloyd'sA&CP*	"Tirrenia"Soc. Anon.diNav. *CellDB284'745tFPT110tAPT45t*	342·6|46·7|23·2 330·7 P33'B100'F29' FK	Fiume Italian 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 434NH 3SB,*9cf*,GS153,HS6420 FD Shanghai Dk.& Eng.Co.Ld	25 ″ 6 s 4 ″ 0¼ 21 ″ 8	
24314 73 INZO	**Giovanni Bottiglieri** (*ex*Giovanni-39,*ex*Lyngstad-34, *ex*Magna,*ex*Siegrune,*ex*Livingstone) 1*Dk*	990 763 586					1905	Stavanger Stöberi&Dok Stavanger	Michele Bottiglieri	230·9|32·1|12·5 221'0 Q115*t*B58*t*H14*t* F33*t*	Torre del Greco Italian *WB*	T.3Cy.16",26"&43½"-30" 103NH StavangerStöberi&Dok		I
24315 IAJM	**Giove** TwinSc *Now* "Empire Trophy," *see No.* 364[illegible] *in Supplement* *Longitudinalframing* *Carrying oil in bulk* *Mchy.Aft* *Fitted for oil fuel*	5211 [illegible] 2857					1916	Cantieri Navali Riuniti Palermo	ItalianNavy (Operated by Soc. Anon.Cooperativa diNav.Garibaldi)	416·7|51·2|28·3 398·6 P59'B104'F56'	Genoa Italian	T.6Cy.23⅗",38⅗"&63⅘"-35⅖" 484NH Cant.Riuniti,Ancona		I
24316 238 IBRO	**Giovinezza** *ss*Tri.No.3-8,37 2*Dks*(*Stl*)	2362 1944 1410	✠100A1 3,40 ✠LMC MS10,37 BS8,39 NO LATER SURVEY REPORTED	Pla	*s*	CL 3,40	1925 8mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	303·5|41·7|20·6 290·0 P27'B97'F31' FK *CellDB251'548tAPT10t*	Trieste Italian 5*BHCem*	T.3Cy.20¼",34⅝"&55¹⁵⁄₁₆"-36" 200lb HS4137 (*s*) 279NH 1SB&1Aux.SB,*5cf*,GS97,FD StabilimentoTecnico,Tri.	22 ″ 9 s 3 ″ 0 19 ″ 10¾	
24317 ONRA	**Gironde** *ss*Ant.No.3-1,33 *ss*Ant.1-37 2*Dks*(*Stl*)	*1770* *1562* *1039*	✠100A1 9,41 ~~8,40~~ Examined 1,42 Liv ✠LMC MS2,37 BS ~~12,40~~ 1,42	~~Cff~~ Ard	*q*	CL 8,40	1920 11mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd'sA&CP*	CieNationale Belge deTransportsMarit (L.Dens&Co.Ld. *Mgrs.*)	249·3|38·2|19·7 P23'B60'F27' FK *CellDB209'439tAPT12t*	Antwerp Belgian 4*BHCem*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NH 2SB,*6cf*,GS92,HS3632 N.E.MarineEng.CoLd.Sld.	22 ″ 3 s 3 ″ 0 19 ″ 5	
24318 DHJI	**Gisela** (*ex*GretchenMüller-38) Sub.Sig. 1*Dk*	1422 1098 720					1909	Akt.Ges. "Neptun" Rostock	EmderDampfer- kompagnieA.G. (Wilh.Nübel,*Mgr*)	256·1|35·7|14·7 Q94'B59'F30'	Emden German *WB*	T.3Cy.17⅛",27⁹⁄₁₆"&46⅞"-31½" 124NH A.G."Neptun,"Rostock		G
24319 DHJB	**Gisela L.-M.-Russ** *Mchy.Aft* 1*Dk*	1175 1106 628					1922	Stettiner Oderwerke Stettin	ErnstRuss	230·9|36·4|14·6 P&B180'F27'	Hamburg German *WB*	T 3Cy.17⅓",27⅗"&43³⁄₁₀"-31½" 105NH StettinerOderwerke		C
24320 DRDI	**Gisela Oldendorf** (*ex*Peter Benoit-32) *ss*Mdb.No.3-2,19 1*Dk*&*deep framing*	1361 1245 824	✠ … 10,23 ✠				1902 5mo	Soc.Anon. Chant.Naval Anversois Hoboken	EgonOldendorff	253·3|36·2|16·3 B50'F26' FK	Lübeck German *WB*	T.3Cy.19",31"&51"-33" 158NH N.E.MarineEng.CoLdNwc	19 ″ 2	V †
24321 144082 GFQC	**Gitano** *CruiserStern* D.F. 2*Dks*	3956 2561 2453					1921	GooleS.B. &RepCo.Ld. Goole	Ellerman'sWilson Line,Ld.	333·0|46·6|29·0	Hull British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Earle'sCo.Ld.Hull		C
24322 [illegible] ICMK	**Giuan** (*ex*Valprato-35,*ex*NicolòII) *Now* "Gallant Fox," *see No.* 36756 *in Supplement* D.F. GyC. 1*Dk*	5473 4664 3384					1918	N.Odero &Co. Genoa	Giovanni Gavarone	382·9|51·8|27·5 378·0 P37'B113'F33'	Genoa Italian *WB*	T.3Cy.26",42½"&69⁷⁄₁₀"-48" 337NH N.Odero&Co.Genoa		I
24323 2150 IBVO	**Giulia** *ss*Gen.No.3-10,38 *OilEng* 2*Dks*(*Stl*)*Weather dk-ws* D.F. *Ref.Mchy.*	5921 4955 3737	✠100A1 3,40 ✠LMC CS10,38 DBS6,39 6,39 ✠Lloyd'sRMC1,40 *Fitted for carrying oil F.P. above* 150° F.*in deep tank* NO LATER SURVEY REPORTED	Gen	*z*	CL 3,40	1926 1mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	"Italia"Soc.Anon. di Nav. *CellDB335'1135tDTa38'1010tFPT108tAPT30t*	407·7|53·9|29·1 389·4 P38'B137'F39' FK	Genoa Italian 7*BHptCem* (1 *to* 2*nd dk*)	Oil Engines 4S.C.SA (*s*) 8Cy.29⅛"-59¹⁄₁₆" 652NH 2DB*100lb* NDB(S)27 StabilimentoTecnico,Tri.	32 ″ 0 s 6 ″ 1¾ 26 ″ 0½	
24324 1111 IBWO	**Giulio Cesare** Ⓟ QuadSc *ss*Gen.No.3-2,34 *ss*Gen.No.1-39 4*Dks*(*Stl*)&*Awng dk*)*Stl*-teaks)& *Shade dk*(*Stl*-teaks)&*Webframes* *CruiserStern* D F. GyC. *Ref.Mchy.*	21900 16326 12966	✠100A1 *Awng dk* *withfreeboard* 2,40 BS2,39 ✠LMC2,38 ✠Lloyd'sRMC7,39 *Fitted for oil fuel* 3,32 *F.P. above* 150°F. NO LATER SURVEY REPORTED	Gen	*o*†	P*f* 2,38 OG P*a*4,37 CL S*f* 2,40 S*a* 2,40	1921 11mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	LloydTriestinoSoc. Anon.di Nav. *CellDB488'2591tDTf24'281t* *DTa14'68tside tanks a26' 216tFPT153tAPT29t*	634·0|76·1|46·3 602·4 76·5 FK	Genoa Italian *Cem* 12*BHtoAwdk* 3 „ „ 2*nd* „	4SteamTurbinesSRgeared to 4 Sc.Shafts (*s*) 220lb HS41034 3620NH 6D&4SB,*48cf*,GS1020, FD Wllsnd.Slpwy.Co.Ld. Nwc	50 ″ 2 s 20 ″ 3 30 ″ 2	
24325 IBKG	**Giulio Giordani** *OilEng* D.F. E.S.D. 1*Dk* *CruiserStern* *Longitudinal framing at bottom & at deck* *Mchy.Aft* *Carrying Petroleum in bulk*	10000					1939	Soc.Anon. Ansaldo Genoa-Sestri	AziendaGenerale ItalianaPetroli	499·3|68·6|36·6 P116'B44'F55'	Genoa Italian *WB*	Oil Engines 2S.C.DA 6.Cy.25³⁄₁₆"-45¹¹⁄₁₆" 1323NH SocAn"Fiat" S.G.M.Turin		
24326 406 IOFA	**Giuseppe** WoodAuxSr *ex*SailingVessel-38, *OilEng* *ex*Saint-Mathieu,*ex*Rothesay) 1*Dk* (*See Sailing Ship Register*)	328 — 247					1904	JW.Phipps Belliveau's Cove,N.S.	GiuseppeGionta	143·0|31·6|10·4 123·0	Gaeta Italian	Oil Engines 2S.C.SA 4Cy.10½"-12⅝" 77NH E*made—fitted*38 FairbanksMorse&Co. Beloit,Wis.		I
24327 42 IOGQ	**Giuseppe Dormio** (*ex*Julius, *ex*Italia) 1*Dk*	1008 903 610					1904	Napier Miller,Ld. Glasgow	DittaGius.Dormio	245·4|36·2|14·2 212·1 B61'F27'	Bari Italian *WB*	T.3Cy.18½",30"&50"-33" 144NH D.Rowan&Co.Glasgow		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24328 1577 IOGW	**Giuseppe Leva** (*ex*BalillaI.-32, *ex*Alto,*ex*Tees) *ss*Shl.No.3-3,20 *Well deck* *ss*Nwc.No.1-25 1*Dk*(*Stl*)&*deep framing*	1430 1095 815	✠ 4,29 ✠	Nwc	*o*		1907 4mo	J.Crown& Sons,Ld. Sunderland	Lucio&LuigiLeva *CellDBa*65'*u*	239·5|36·0|15· P24'Q59'B50'F26' FK *E*17'*f*104'350*tFPT*	Genoa Italian 4*BHCem* 54*tAPT*92*t*	T.3Cy.19$\frac{5}{16}$",31$\frac{5}{16}$"&51"-36" 170NH 1SB,4*pf*,GS66,HS2746 N.E.MarineEng.Co.Ld.Sl	17 ″ 9	I †
24329 63 IOGZ	**Giuseppe Magliulo** *ex*Damocle-33,*ex*AnnaB,*ex*Industria, *ex*KishiniMaruNo.3) 1*Dk*	846 — 473					1917	Matsuda KisenK.K. Osaka	Giuseppe Magliulo	207·8|35·0|15· 199·9 P27'B50'F21'	Torre del Greco Italian *WB*	T.3Cy.14½",24"&40"-30" 88NH OkamotoKosakushoOsak		I
24330 1121 IBYO	**Giuseppe Mazzini** Ⓟ **TwinSc** D.F. 3*Dks*&*Shelter dk* *Ref.Mchy.* *Fitted for oil fuel*	7669 — 4398					1926	Ansaldo SanGiorgio Spezia	LloydTriestinoSoc. Anon.diNav.	447·2|52·6|27·9 429·3	Genoa Italian *WB*	6 Steam Turbines DR geared to 2 Sc.Shafts Soc.Anon.Ansaldo,Smp.		I
24331 2196 ILAA	**Giuseppe Messina** (*ex*Barion-38, *ex*Jarl-36,*ex*Ida *ss*Osc.2ndNo.3-1,26 Zschimmer, *ss*Ham.No 2-34 *ex*Cambrian) *Well deck* 1*Dk*(*Stl*)	863 614 484	✠ … 6,36 ✠	Ham	*l*		1900 4mo	Mackie& Thomson Glasgow	MarcelloMessina	219·1|30·6|12·5 207·4 Q63'B64'F22' FK *CellDB*	Genoa Italian 4*BHCem* 169'225*t*	T.3Cy.16⅞",29"&48"-33" 158NH 2SB,4*cf*,GS71,HS2686 A.Stephen&Sons,Glasgow	14 ″ 9	I †
24332 223 IOHG	**Giuseppe Orlando** Ⓟ **TwinSc** *Oil Eng* 1*Dk*&*Shelter dk*	838 772 469					1936	Odero Terni OrlandoS.A Leghorn	Soc.Anon.Naviga- zioneToscana	211·0|32·8|18·9 193·5	Leghorn Italian *WB*	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{16}$"-23⅝" 280NH OderoTerniOrlandoS.A. Genoa-Sestri		
24333 37 IRLE	**Giuseppina** (*ex*Occident-37) 1*Dk*	735 610 487					1889 6mo	Flensburger Schiffsb.Ges Flensburg	GiovanniMusicò fuMichele	200·1|30·4|13·3 191·9 Q64'B52'F26'	Messina Italian *WB*	T.3Cy.14",23"&40½"-27" 85NH FlensburgerSchiffsb.Ges.		I
24334 28 IKQM	— **WoodAuxBkn** (*exSailingVessel*Basilio-38, *OilEng* *ex*Fidente) 1*Dk*2*trB* (*See Sailing Ship Register*)	392 366 316					1922	E.Gottuzo Chiavari	FratelliLuxardo, R.Scopini&M.Nesi	136·4|29·2|14·2 119·7	Zara Italian	Oil Engines 4S.C.SA 4Cy.11"-16$\frac{9}{16}$" 47NH *Emade*&*fitted*38 DeutscheWerkeKielA.G. Kiel		I
24335 906 IOJE	**Giuseppina D.** **WoodAuxBkn** *ex*SailingVessel-39) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	431 392 327					1920	Cantiere Pegollo Pietra Ligure	A.Dell'Acqua	140·3|28·9|15·6	Genoa Italian	Oil Engines 4S.C SA 4Cy.10$\frac{7}{16}$"-16⅛" 42NH *Emade*38 *fitted*39 Soc.An.Ansaldo,Gen.		I
24336 1078 IOJN	**Giuseppina V.** **WoodAux4Mst** (*ex*Carina-34,*ex*Dana) *OilEng* 1*Dk* (*See Sailing Ship Register*)	367 315 301					1919	Nakskov Skibsverft Nakskov	PietroRossetti	144·6|31·1|18·9 137·7 Q39*t*	Genoa Italian	Oil Engines 2S.C.SA 3Cy.14⅕"-15½" 106NH TuxhamA/SCopenhagen		I
24337 44846 JQYM	**Giyu Maru** *OilEng.*	878 — 611					1938	Mihara S.B.Yd. Osaka	MunakataKisen K.K.	185·0|31·0|17·0	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.12$\frac{13}{16}$"-19$\frac{11}{16}$" 95NH NipponHatsudokiKKKob.		
24338 HPRS	**Glacier** Ⓟ (*ex*PortChalmers) 2*Dks*(1*Stl*)&*Upt*(*Stl*)3*trB* *Well deck* *Fitted for oil fuel* *Now* "Carbella," *see Supplement*	4140 — 2527	✠ 6,96 ✠	Syd			1891	JLThomp- son&Sons, Sunderland	CarbellaS.S.Co.	371·0|46·1|27·7 P&B218'F49'	Panama Pnamanian *WB*	T.3Cy.30",48"&78"-54" 459NH 3DB,18*pf*,GS246,HS7050 J.Dickinson,Sunderland	29 ″ 0	R
24339 164905 GWGZ	**Gladonia** *cs*Nwc.No.3-12,41 *OilEng* *Mchy.Aft* 1*Dk* E.S.D. *CruiserStern*	360 227 178	✠100A1 ~~12,41~~ ~~2,41~~ 2,42 4,42 ✠LMC~~7,39~~ 12,41	~~Lon~~ ~~Nwc~~ Goo	*e*	OG ~~2,41~~ 12,41	1939 7mo *Lloyd*	GooleS.B. &Repg.Co.Ld Goole *'sA&CP*	J.Wharton (Shipping),Ld. *CellDB*91'114*tFP*	143·9|24·7| 7·9 149·5(O.L.) P27'Q42'B11'F16' *T*42*tAPT*16*t* FK	Goole British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 71NH Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 1 s 3 ″ 7 9 ″ 9¾	
24340 VSBF	**Gladys** *ss*Sng.No.3-1,22 1*Dk*	358 236 173	✠ … 1,26 ✠				1910 1mo	GooleS.B. &RepgCo.Ld. Goole	SarawakS.S.Co. Ld.	150·5|25·1| 8·2 P13'F63'F31' FK	Kuching Sarawak *WB*	C.2Cy.18"&36"-24" Richardsons, 53NH Westgarth&Co.Ld.Mdb.	9 ″ 0	
24341 124139 MMZL	**Gladys Moller** **2TwinMasts** (*ex*EthaRickmers-38, *ex*Bito, *ss*Ham.2ndNo.3-2,33 *ex*Centurion, *ss*Ham.No.1-37 *ex*Crown of Galicia) 2*Dks*(*Stl Upt* ws)	5285 4707 3294	✠100A1 10,41 ~~5,40~~ Examined 10,41 10,41 LMC MS~~7,37~~ BS1,40	~~Shi~~ Shi	*y*	CL ~~6,37~~ 10,41	1906 *Lloyd*	A.Stephen &Sons,Ld. Glasgow *'sA&CP*	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellD*	400·0|52·0|27·1 P34'B173'F42' FK B355'1113*tFPT*99*t*	Shanghai British 6*BHCem* *APT*34*t*	T.3Cy.26½",42"&70"-54"(*s*) 180lb (*s*) 481NH 3SB,9*cf*,GS173,HS6915 FD A.Stephen&Sons,Ld.Gls.	29 ″ 9 s 5 ″ 4 24 ″ 8	
24342 161012 GJYL	**Glaisdale** *ss*Bry.No.2-37 1*Dk*(*Stl*	3777 3407 2262	✠100A1 1,42 ~~3,41~~ BS6,41 ✠LMC10,37	Liv Sld	*w*	CL 8,39	1929 9mo *Lloyd*	Sir J.Laing &Sons,Ld. Sunderland *'sA&CP*	Headlam&Son's S.S.Co.Ld. (Headlam&Son, *Mgrs.*)	360·5|49·9|23·1 P32'B219'F37' FK *CellDB*320'928*t*	Whitby British 6*BHCem* *APT*135*t*	T.3Cy.25",42"&68"-45" (*s*) 180lb *180lb* 341NH 2SB,8*cf*,GS150,HS5304 G.Clark,Ld.Sunderland	25 ″ 5 s 3 ″ 1¼ 22 ″ 6¼	
24343 144717 GZDN	**Glamis** *OilEng* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	555 444 280	✠100A1 *withfreeboard* 9,41 ~~11,39~~ Examined 9,41 ✠LMC10,36	~~Sou~~ Bkn	*i*	OG 11,39	1936 10mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee *'sA&CP*	Dundee,Perth& LondonShpg.CoLd *CellD*	167·9|30·1|11·8 *31·4* 176·0(O.L.) FK Q41'F21' B112'142*t FPT*64*t*	Dundee British 4*BHpt Cem* *APT*6*t*	Oil Engines 2S.C.SA 4Cy.13⅜"-22$\frac{7}{16}$" 125NH BritishAuxiliaries,Ld.Gls.	14 ″ 0 s 3 ″ 6¾ 10 ″ 6	
24344 143533 MPZZ	**Glamorgan Coast** (*ex*Finola-39) *ss*Dub.No.3-3,34 *ss*Ard.No.1-39 *Mchy.Aft* *Well deck* 1*Dk* (*Stl*)	879 621 374	✠100A1 6,41 ~~5,40~~ ~~BS5,40~~ ✠LMC3,38	~~Bkn~~ Liv BS5,41	*l*	CL 5,39	1921 2mo *Lloyd*	Dublin Dykd.Co.Ld. Dublin *'sA&CP*	CoastLines,Ld. *CellDBu B*32'	200·0|30·8|13·2 *32·6* 207·6(O.L.) BK7" Q128'F28' *f*102'161*tFPT*123*t*	Liverpool British 3*BHCem* *APT*49*t*	T.3Cy.17½",27½"&45"-33" 180lb (*s*) 155NH 2SB,4*cf*,GS79,HS2784 Ross&Duncan,Glasgow	15 ″ 3 s 4 ″ 1½ 15 ″ 2¾	
24345 8477 SEBT	**Glan** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Strengthened for navigation in ice* *Deck& butts of shell plating elec. welded*	~~650~~ ~~496~~ ~~356~~ *640* *489* *362*	✠100A1 ~~(*ClassContemplated*)~~ 7,41 ✠LMC7,41 *CarryingPetroleum in bulk*	Skm	*i*	OG	1941 7mo	Ekensbrgs Varf.Akt. Liljeholmen	RederiA/BTrans- ocean(G.Carlsson, *Mgr.*) *CellD*	176·2|29·6|14·6 181·7(O.L.) P40'F18' FK *BuE*15'12*tFPT*29*t*	Gothenbrg Swedish 11*BH* *APT*18*t*	Oil Engines 2S.C.SA 4Cy.~~13¾"~~-22$\frac{7}{16}$" 125NH 13⅜" DB*114lb* A/BAtlas-Diesel,Skm.	14 ″ 6 s 1 ″ 6¼ 13 ″ 1	
24346														

umér. d'ordr umer. fficiel ignaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonna. Officiel Total Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port l'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 ur Fra bord milie nav Tir d'e corr pond pds.
24347 161543 GLJP	**Glanton** ssShl.No.2–37 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2822 2378 1662	✠100A1 9,41 ~~11,40~~ BS~~11,40~~ 12,41 ✠LMC12,37	~~Sld~~ Shl	*l*	CL 11,40	1929 11mo *Lloyd'sA&CP*	Smith's DockCo.Ld. Middlesbro'	SharpS.S.Co.Ld. (Sharp&Co.*Mgrs*) *CellDB*205'681*t*	305·0 P23'B50'F23' FK *Trunk in wells* *DTa* 56'255*t FPT*164*t*	45·5	21·3	Newcastle British 6*BHCem* *APT*100*t*	T.3Cy.21",35"&57½"–42"(*s*) 180lb 266NH 2SB,6*cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ s 3 ″ 20 ″
24348 LDGO	**Glarona** TwinSc *OilEng.* D.F ssCTn.No.3-9,41 ~~ssGot.No.2-37~~ *Mchy.Aft CruiserStern* 1*Dk*(*Stl*)	9912 9003 5921	✠100A1 ~~9,41 12,40~~ 3,42 ~~Examined 9,41~~ ✠LMC CS3,42 3,42 DBS3,42 *Carrying Petroleum in bulk*	~~PNl~~ ~~CTn~~ NYk	*e*†	CL 7,39	1928 12mo *Lloyd'sA&CP*	A.B.Göta-verken Göthenburg	HenryTschudis TankrederiA/S (Tschudi&Eitzen, *Mgrs.*) *CellDBuE*71'304*t*	475·4 P103'F39 FK *DTf*33'624*t FPT*196*t*	64·2	37·5	Oslo Norwegian 10*BHptCem* *APT*310*t*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅝" 2DB*150lb* 724NH A.B.Götaverken,Göt.	37 ″
24349	**Glasgow** Ⓟ TwinSc *OilEng.* 1*Dk*	1507 — 859					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·1 P37'B46'F29'	43·2	12·3	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 287NH Harland&Wolff,Ld.Gls.	
24350 24780 JSGD	**Glasgow Maru** ssNag.No.3–12,30 ssSmk.No.2–38 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5831 5586 4227	✠100A1 *Awng dk with freeboard* 6,41 ~~5,40~~ ✠LMC~~5,40~~ 6,41 *Fitted for oil fuel* 6,23 *F.P. above* 150° F.	Smk	*y*	OG 3,39	1919 4mo A&CP	Kawasaki Dkyd.Co.Ld. Kobe	KokusaiKisen K.K. *Collision BH to Awng dk* *CellDB*	385·0 FK 334'1118*t FPT*126*t*	51·0	36·0	Kobe Japanese *Cem* 5*BH to U dk* *APT*93*t*	T.3Cy.26",43½"&72"–48"(*s*) 200lb 437NH 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkyd.Co.Ld. Kobe	36 ″ s 9 ″ 1 27 ″ 1
24351 DHJC	**Glattesee** (*ex*MartaSchröder, *ex*Farmsum) 1*Dk*	590 417 344					1921	Johs.Berg Delfzijl	W.Schuchmann	165·9 Q54'B42'F22'	25·8	11·8	Brmrhven German *WB*	T.3Cy.12⅝",20"&31"–22" 45NH Johs.Berg,Delfzijl	
24352 145852 GDYZ	**Glaucus** Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	7586 6300 4783					1921	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	459·5 P53'B162'F57'	56·3	32·5	Liverpool British *WB*	DR Geared Steam Turbine 1000NH Hwthrn,Leslie&C.Ld.Nw	
24353 HPSG	**Glen** (*ex*Argos-40,*ex*Fredrika-39, *Now "Visut Kasatri Nawa," see No 38903 in Supplement* *ex*Holmengra, ssGot.2ndNo.3-6,31 *ex*Elfsborg, ssSkm.No.1–35 *ex*G.P.Braathen, 1*Dk*(*Stl*) *ex*HelenHeidtmann) *Well deck*	1857 140[illegible] 1078	100A1 5,41 ~~1,41~~ Examined 1,41 BS1,41 LMC2,36	NYk Bos	*q*	CL 3,39	1904 *Lloyd'sA&CP*	Schiffsw.v. HenryKoch Lübeck	HampusCompania deNavegacionS.A. *CellDB*2	264·4 P15'Q59'B68'F21' FK 25'543*t FPT*81*tAP*	38·4	16·7	Panama Pnamanian 4*BHCem* *T*67*t*	T.3Cy.19¾",32⅛"&51¼"–32½" 185lb (*s*) 187NH 2SB(Spt), 4*cf*,GS90,HS3164 J.F.Ahrens,Altona	19 ″ 9 s 2 ″ 1 17 ″ 10
24354 161584 MBXB	**—** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	471 371 234	✠100A1 2,42 ~~4,40~~ Examined ~~4,41~~ 1,42 ✠LMC~~7,35~~ 1,42	~~Bel~~ Bly	*h*	CL ~~4,40~~ 12,41	1935 7mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Tyne-TeesSteam ShippingCo.Ld. *CellDB*	165·2 171·0(O.L.) P45'F22' FK 106'152*t FPT*	27·1	10·4	Newcastle British 3*BHptCem* 65*tAPT*11*t*	Oil Engines 4S.C.SA 7Cy.11"–17¹⁄₁₆" 82NH Humboldt-Deutzmotoren, A/G.Köln-Deutz	12 ″ 4 s 1 ″ 2 11 ″ 3¼
24355 129325 MKJS	**Glen Avon** Ⓟ PadSk 2*Dks*	509 351 203					1912	AilsaS.B. Co.Ld. Troon	P&A.Campbell,Ld.	220·0 *Promenade dk*205'	27·1	8·9	Bristol British	C.D.2Cy.26½"&52"–54" 165NH AilsaS.B.Co.Ld.Troon	
24356 145953 MLBV	**Glen Gairn** (*ex*Allerton, *ex*Acklam) ssLth.No.3–12,34 D.F. ssLth.No.1–38 *Well deck Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	904 638 410	✠100A1 8,41 ~~10,40~~ ✠LMC MS12,38 BS~~3,40~~ 8,41	~~Gls~~ Lth	*l*	CL 6,40	1922 6mo *Lloyd'sA&CP*	J.S.White &Co.Ld. Cowes	BrookShippingCo Ld.(Comben Longstaff&Co.Ld. Mgrs.) *CellD*	198·3 205·1(O.L.) Q120'B13'F27' FK *Bf*130'227*t FPT*46*t*	30·7	12·2	Aberdeen British 3*BHCem* *APT*46*t*	T.3Cy.16⅛",27"&44"–30"(*s*) 180lb 127NH 2SB,4*cf*,GS68,HS2122 J.S.White&Co.Ld.Cowes	14 ″ 5 s3 ″ 11¾ 14 ″ 2½
24357 143976 GFNT	**Glen Gower** Ⓟ Pad D.F. 1*Dk*&*Promenade dk*	553 387 215					1922	AilsaS.B.& E.Co.Ld. Troon	P&A.Campbell,Ld.	235·1	28·5	9·1	Bristol British	C.2Cy.26"&55"–54" *Emade*93*fitted*21 184NH J.&G.Thomson,Ld.Gls.	
24358 127971 GMWJ	**Glen Head** (*ex*Penthames–37, *ex*Comtesse deFlandre,*ex*Neva) E.S.D. 1*Dk*&*Shelter dk*	2011 1717 1084					1909	ClydeS.B. &E.Co.Ld. Port Glasgow	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*)	295·3	42·1	17·6	Belfast British *WB*	T.3Cy.22",35"&59"–39" 217NH ClydeS.B.&E.Co.Ld.P.Gl.	
24359 138873 MJDG	**Glen Helen** (*ex*MaryAiston) K ssLiv.No.3–7,31 ssSws.No.2–40 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	315 211 131	✠100A1 4,42 ~~4,40~~ BS5,42 ~~BS4,41~~ ✠LMC11,38 *Fitted for carrying & pumping Sand in bulk*	Sws	*d*	OG ~~10,38~~ 4,42	1918 7mo *Lloyd'sA&CP*	Crabtree& Co.Ld. Gt.Yarmouth	SouthWalesSand& GravelCo.Ld. (R.A.Bevan,*Mgr.*)	130·5 137·8(O.L.) Q44'B9'F16' FK *FPT*22*t*	23·2 *24·4*	9·5	Swansea British 5*BHCem* *APT*30*t*	C.2Cy.16"&33"–22" (*s*) 130lb 45RH 1SB,2*pf*,GS37,HS1261 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9 9 ″ 10
24360 145864 MLPD	**Glen-Mary** ssLon.No 3–1,34 ssLon.No.1–38 *Well deck Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	394 281 148	✠100A1 ~~6,41 11,40~~ 1,42 BS~~10,40~~ 9,41 ✠LMC1,38	~~Abn~~ Lth	*f*	OG 2,40	1921 8mo *Lloyd'sA&CP*	Crabtree& Co.Ld. Gt.Yarmouth	G.Couper&Co.Ld.	143·2 Q50'B9'F19' FK *FPT*39*t*	24·6	10·5	London British 3*BHCem* *APT*12*t*	T.3Cy.13",21"&35"–24" (*s*) 180lb 61RH 1SB,3*pf*,GS46,HS1540 Crabtree&Co.Ld.Gt.Yar.	11 ″ 6 s ″ 10½ 10 ″ 9
24361 148858	**Glen Sannox** Ⓟ TrpSc 2*Dks*	664 465 267					1925	W.Denny& Bros.Ld. Dumbarton	CaledonianSteam PacketCo.Ld.	249·9 Q18'	30·1	10·1	Glasgow British	3 Steam Turbines W.Denny&Bros.Ld.Dmb.	B til ~~3,4~~ 2,4 C
24362 134723 MJWS	**Glen Tilt** (*ex*Goodwill ofBristol) *Mchy.Aft* D.F. 1*Dk*	871 628 426					1920	W.Harkess &Son,Ld. Middlesbro'	SouthGeorgiaCo. Ld.)Chr.Salvesen &Co.*Mgrs.*)	198·0 Q112'B13'F25'	30·6	12·5	Bristol British *WB*	T.3Cy.16",27"&44"–30" Richardsons, 106NH Westgarth&Co.Ld.Mdb.	
24363 135796 GFNS	**Glen Usk** Ⓟ Pad 2*Dks*	524 367 209					1914	AilsaS.B. Co.Ld. Troon	P.&A.Campbell,Ld	224·3 *Promenade dk* 212'	28·1	8·9	Bristol British	C.2Cy.26½"&52"–54" 165NH AilsaS.B.Co.Ld.Troon	
24364 216529 KSIE	**Glen White** ssBos.No.3–7,30 D.F. ssBos.No.2–38 1*Dk*(*Stl*)&*Webframes* *Cargo battens not fitted*	5438 4795 3349	✠100A1 9,41 ~~10,40~~ BS~~10,40~~ 9,41 ✠LMC9,38	Bal	*y*	CL ~~N9,38~~ 9,41	1918 7mo A&CP	NewYork S.B.Corp. Camden, N.J	EasternGas&Fuel Associates(State ofMassachusetts, *Trustees*) *CellDB*	368·6 P27'B72'F31' FK 320'1832*t FPT*220*t*	55·2	30·5	Boston Utd.States 7*BHC*em *APT*201*t*	T3Cy24½",41½"&70"–49"(*r*) 195lb 462NH 3SB,9*cf*,GS154,HS6624 FD NewYork S.B.Corporation	34 ″ 5 s 7 ″ 10 27 ″ 0
24365 143674 GDPS	**Glenaffaric** Ⓟ (*ex*Machaon–35) D.F. 2*Dks* *Ref.Mchy.*	7782 6370 4906					1920	Caledon SB&E.Co.Ld. Dundee	GlenLine,Ld.	459·2 P54'B164'F65'	56·3	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"–60" 571NH CaledonSB&E.Co.Ld.Dun	BT till 9,41

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'r Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Length.	Breadth.	Depth.	Regist'd Dimensions. Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24366 140469 EIDV	**Glenageary** ssDub.No.3–9,32 Mchy.Aft ~~ssArd.No.1–80~~ ssArd.No.2–41 1Dk(Stl) Well deck Cargo battens not fitted	446 318 170	✠100A1 8,41 ~~8,40~~ BS8,41 ✠LMC8,40	Ard	g	CL N8,39	1920 5mo	Lytham S.B.&Eng. Co.Ld. Lytham Lloyd'sA&CP	Alliance&Dublin ConsumersGasCo.	142·0	25·8	11·5	Q85'B9'F21'BK6½" DTf19'48t FPT12t	Dublin British 4BHCem APT21t	T.3Cy.14",22"&38"–24" (s) 180lb 88NHP 1SB,3pf,GS49,HS1520 LythamS.B.&Eng.Co.Ld.	12 ″ 6 s3 ″ 11 12 ″ 11	
24367 144230 GDXT	**Glenapp** TwinSc OilEng. ssKob.No.3–5,32 ssHKg.No.2–40 Ref.Mchy 2Dks(Stl)&Awng dk(Stl) Cargo battens not fitted in bridge & forecastle	9503 8534 5802	✠100A1 Awng dk withfreeboard 1,42 ~~9,41~~ DBS4,42 ✠LMC CS6,37 ~~DBS7,407,41~~ 10,38 ✠Lloyd'sRMC~~12,40~~ 1,42 ~~7,41~~	~~HKg~~ Sng	e †	CL 3,41	1920 12mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	GlenLine,Ld.	485·6	62·3	35·8	P40'B153'F58' on Awng dk FK&BK2" 1BH dispensed with 7BHonly,all to Awng dk CellDB422'166t DT a 30' 706t FPT 130 APT75t	Glasgow British ptCem	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" 1317NHP DB100lb Harland&Wolff,Ld.Gls.	38 ″ 9 s9 ″ 4¼ 29 ″ 8¼	
24368 166297 GBLG	**Glenartney** Ⓟ TwinSc OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	9795 7791 5944					1940	CaledonS. B.&E.Co.Ld. Dundee	GlenLine,Ld.	483·1	66·4	31·3	P47'B216'F51'	Liverpool British WB	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"–55⅛" 2460NHP Akt.Burmeistr&Wain,Cpn		BT till ~~9,41~~ 8,42
24369 147907 GKLC	**Glenbank** TwinSc OilEng. ssLiv.No.3–12,36 1Dk(Stl)&Shelter dk(Stl–ws) Tonnage opening closed'41(W.E.)	5151 4768 3116	✠100A1 withfreeboard 1,42 ~~11,40~~ Examined 12,41 DBS10,41 ✠LMC12,36 ✠LMC(M)12,38 Carrying vegetable oil in deep tank	~~Hul~~ Sws Avn	a†	CL ~~6,38~~ 12,41	1924 6mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	BankLine,Ld. (A.Weir&CoMgrs)	420·4	53·9	26·5	FK CellDB357' 1121t tanks 'tween tunnels 115'251t DTf32' 1067t FPT106t APT132t	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" DB110lb 717NHP Harland&Wolff,Ld.Gls.	~~29 ″ 2~~ ~~s8 ″ 7¾~~ ~~25 ″ 8~~ 37 ″ 2 s10 ″ 11¼ 26 ″ 8	
24370 146292 GBZK	**Glenbeg** TwinSc ssHul.No.3–1,35 Ref.Mchy. ssAnt.No.1–39 OilEng. 2Dks(Stl)&Awng dk(Stl) Cargo battens not fitted in bridge & forecastle	9461 8534 5789	✠100A1 Awng dk withfreeboard 8,41 ~~1,41~~ ✠LMC CS5,40 DBS~~5,40~~ 5,41 10,37 ✠Lloyd'sRMC5,41	HKg	e †	CL 12,39	1922 4mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	GlenLine,Ld.	485·6	62·3	35·8	P40'B153'F58' on Awng dk FK&BK2" 1BH dispensed with 7BHonly,all to Awng dk CellDB422'1667t DTa30'706tFPT130t APT75t	Glasgow British ptCem	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" 1317NHP DB100lb Harland&Wolff,Ld.Gls.	38 ″ 9 s9 ″ 4¼ 29 ″ 8¼	
24371 143608 MJTZ	**Glenbride** (exMorion–39, exJessieSummerfield) K ssIrv.No.3–3,32 ssArd.No.2–40 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	423 314 162	✠100A1 10,41 ~~5,41~~ BS5,41 ✠LMC6,40	~~Bry~~ Dub	f	CL 2,39	1919 12mo	AilsaS.B. Co.Ld. Ayr Lloyd'sA&CP	MohochangExplorationCo.Ld.(J. Galbraith,Mgr.)	143·2 149·0(O.L.)	25·1 26·3	12·0	P48'B10'P23' BK7" FPT36tAPT4t	Glasgow British 3BHCem	C.2Cy.18"&36"&27" (s) 130lb 54RHP 1SB,3pf,GS53,HS1827 AilsaS.B.Co.Ld.Troon	12 ″ 9 s ″ 10 12 ″ 6	
24372 111142 VOLS	**Glencoe** ssNFL.No.1-41 ssNFL.3rdNo.3–8,36 2Dks&Webframes	767 682 336	✠100A1 5,41 ~~4,39~~ BS3,42 ✠NB10,28 ✠LMC~~8,36~~ 5,41 ~~BS4,40~~	NFL	l	CL 3,39	1899 12mo	A&JInglis Glasgow A&CP	Government of Newfoundland (Newfoundland RailwaySteamship Dept.)	208·0	30·1	16·7	F29' BK8" ND24 CellDBa28' u E& B39' f71' 135t FPT17tAPT8t	SJhns NFL British 5BHCem	T.3Cy.18",30"&50"–36" 160lb (r) FD 185NHP 2SB,4cf,GS76,HS2614 A.&J.Inglis,Glasgow	19 ″ 0 s2 ″ 11½ 17 ″ 1	
24373 159301 EIKR	**Glencree** ssArd.No.1–39 Mchy.Aft 1Dk Cargo battens not fitted	481 320 187	✠100A1 10,41 ~~11,40~~ BS~~11,40~~ 10,41 ✠LMC7,39	Dub	g	CL ~~3,38~~ 10,41	1934 12mo	Dublin DydCo.(Vickers,Ireland) Ld. Dublin Lloyd'sA&CP	Alliance&Dublin ConsumersGasCo.	142·0	26·0 27·0	11·5	Q81'B11' F22'BK7" DTf18'45tFPT10t APTs22t	Dublin British 3BHCem	T.3Cy.13½",23"&38"–27"(s) 200lb 77RHP 1SB,3cf,GS50,HS1617 Aitchison,Blair,Ld. Clydebank	12 ″ 6 s4 ″ 2 12 ″ 11½	
24374 144974 EIKD	**Glencullen** ssArd.No.3–9,33 Well deck ssArd.No.1–37 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	448 319 176	✠100A1 9,41 ~~7,40~~ BS~~7,40~~ 9,41 ✠LMC8,37	Ard	g	CL ~~7,40~~ 8,41	1921 10mo	LythamSB &Eng.Co.Ld. Lytham Lloyd'sA&CP	Alliance&Dublin ConsumersGasCo.	142·7 149·3(O.L.)	26·0 27·3	11·5	BK6½" Q85'B9'F23' DTf19'48tFPT12t APT21t	Dublin British 4BHCem	T.3Cy.14",22"&38"–24" (s) 180lb 71RHP 1SB,3cf,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 ″ 6 s3 ″ 11 12 ″ 11	
24375 165155 GZCF	**Glendalough** 3Mst Mchy.Aft CruiserStern 1Dk	868 597 456					1936	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,Mgr.)	197·7	30·7	12·1	Q112'B11'F31'	Belfast British WB	T.3Cy.14½",25"&41"–30" HS2357 131NHP J.Lewis&Sons,Ld.Abn.		C
24376 161015 GLTX	**Glendene** ssAms.No.2–38 D.F. 1Dk(Stl)	4412 4056 2726	✠100A1 ~~[illegible]~~ ~~4,41~~ 2,42 BS9,41 ~~BS10,40~~ ✠LMC1,38	~~Npt~~ Mch	y	CL 5,39	1929 11mo	W.Gray& Co.Ld. Sunderland Lloyd'sA&CP	Glendene Shipping Co.Ld. (Dene ShippingCo.Ld. Mgrs.)	387·5	52·5	24·8	P55'B241'F31' FK CellDB340'1087tFPT109tAPT83t	Whitby British 6BHCem	T.3Cy.24½",40"&65"–42" (s) 180lb(Spt) 360NHP 3SB,9cf,GS154,HS6402 Cen.Mar.EWrksLd.W.Hpl	27 ″ 2 s3 ″ 7¼ 23 ″ 9¾	
24377 145456 GCKQ	**Glendinning** (exBramwell–40, exSheafGarth–37) ssBly.No.3–12,34 D.F. ssCff.No.1–39 Arch deck CruiserStern 1Dk(Stl) Cargo battens not fitted	1927 1665 1077	✠100A1 ~~12,41~~ ~~1,40~~ 4,42 BS12,41 ✠LMC MS6,39 ~~BS8,41~~	~~Gmh~~ Bly	q	OG ~~1,41~~ ~~12,41~~ 3,42	1921 9mo	BlythS.B. &D.D.Co.Ld Blyth Lloyd'sA&CP	G.Gibson&Co.Ld.	260·5 271·8(O.L.)	38·7	22·3	P19'F19' FK CellDB220'523t side tanks in ER20'95tFPT40t APT72t	Leith British 4BHCem	T.3Cy.22½",37"&62"–39" (s) 180lb 314NHP 2SB,8pf,GS148,HS5581 MacColl&Pollock,Ld.Sld.	24 ″ 7 s6 ″ 7¼ 18 ″ 2¼	
24378 152643 VGQW	**Gleneagles** D.F. Mchy.Aft 1Dk Longitudinal framing at bottom&at deck	8233 7627 4780					1925	Midland S.B.Co.Ld. Midland, Ont.	CanadaSteamship Lines,Ld.	582·0	60·2	28·2	P50'F44'	Midland, Ont. British WB	T3.Cy.24½",41½"&72"–48" Emade18 359NHP Hooven,Owen&Rentschler Co.Hamilton,O.		CR
24379 166254 GPGC	**Glenearn** Ⓟ TwinSc OilEng. Ref.Mchy. D.F. E.S.D. 2Dks&pt dk CruiserStern	9784 7814 5907					1938	CaledonS. B.&E.Co.Ld. Dundee	GlenLine,Ld.	483·1	66·4	31·3	P47'B216'F51'	Liverpool British WB	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"–55⅛" 2469NHP Akt.Burmeistr&Wain,Cpn		
24380 150237 VGFX	**Glenelg** (Self-Unloader) D.F. Mchy.Aft 1Dk	2099 1929 1200					1923	Midland S.B.Co. Midland, Ont.	CanadaSteamship Lines,Ld.	252·0	43·1	23·3	F36'	Midland, Ont. British WB	T.3Cy.17",25"&43"–30" Emade18 92RHP C.&G.CooperCo. MountVernon,O.		C
24381 137536 GRQD	**Glenfinlas** Ⓟ (exElpenor–35) Ref.Mchy. 2Dks	~~7572~~ ~~6298~~ ~~4811~~ 7479 6298 4720					1917	Hawthorn, Leslie&Co.Ld Newcastle	GlenLine,Ld.	455·3	56·3	32·5	P53'B162'F60'	Liverpool British WB	T.3Cy.31",51½"&86"–60" NB41 572NHP N.E.MarineEng.CoLdNwc		BT till ~~3,42~~ 11,42

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnag. Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pas. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
24382 165154 GZCG	**Glengarriff** 1 *Dk* *Mchy.Aft* *Cargo battens not fitted* *Cruiser Stern*	868 597 456	✠100A1 ~~10,41~~~~2,39~~4,42. Examined 9,41 ~~BS5,40~~ ✠LMC~~8,39~~ 5,40	~~Bel~~ Sld ~~Lon~~ Gms	*k*	CL ~~2,39~~ 10,41	1936 8mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	JohnKelly,Ld.(W. Clint,*Mgr.*) *CellDB*125'200t	197·7 32·0 Q112'B11'F30' FK *FPT*73t*APTs*26t	30·7	12·1	Belfast British 3*BHptCem* *pt Asp*	T.4Cy.14½",25"&41"–30" (*s*) 200lb 131NH 1SB, 3*pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 4 s 4 ″ 5¾ 13 ″ 11¼	
24383 GBMB	**Glengarry** TwinSc *OilEng.* *Ref.Mchy.* 3*Dks* *CruiserStern*	7100					1939	Akt.Bur- meistr&Wain Copenhagen	GlenLine,Ld.	475·0	66·0	38·0	British	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"–55⅛" 2469NH Akt.Burmeistr&Wain,Cpn		
24384 166293 GBMZ	**Glengyle** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	9919 7802 6054					1939	CaledonS. B.&E.Co.Ld Dundee	GlenLine,Ld.	483·1 P47'B216'F51'	66·4	31·3	Liverpool British *WB*	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"–55⅛" 2469NH Akt.Burmeistr&Wain,Cpn		
24385 139052 GPFN	**Gleniffer** Ⓟ TwinSc ssH.Kg.2ndNo.3–10,39 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *Ref.Mchy.* *in No.6 hold*	9559 8712 6045	✠100A1 3,41 BS3,41 ✠LMC9,35 ✠Lloyd'sRMC~~3,41~~10,41	Liv	*f*†	CL 10,39	1915 6mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	GlenLine,Ld. *CellDB*	500·1 P60'B192'F88' FK&BK2½' *a*132'*uE*45'*f*195'15	62·3	34·6	London British 8*BHCem* 16t*EPT*174t	T.Cy.24",40½"&68"–48" (*r*) 200lb 988NHP 5SB,20*cf*,GS380,HS14775FD WllsndSlpwy.Co.Ld.Nwc. *APT*49t*DTa*33'1170t	37 ″ 6 s 8 ″ 0¾ 29 ″ 9½	BT till 3,42
24386 161557 GSML	**Glenlea** ssHul.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	4252 3945 2541	✠100A1 *withfreeboard* ~~7,41~~~~4,41~~ 10,41 Examined 4,41 BS6,41 ✠LMC MS5,38 ~~BS4,40~~	Shl Npt	*x*	CL ~~4,41~~ ~~7,41~~ N10,41	1930 8mo	SirJPriest- man&Co. Sunderland Lloyd'sA&CP	MorrisonS.S.Co. Ld.(J.Morrison& Son,*Mgrs.*) *CellDB*315'994t	367·5 380·0(O.L.) F38' FK (*FPT*134t *APT*247t	51·5	25·1	Newcastle British 6*BHCem* *Coll toSh dk* 5 ,, 2*nd* ,,)	T.3Cy.25",41"&69"–48" (*s*) 180lb 375NH 1SB,9*cf*,GS174,HS6009 G.Clark,Ld.Sunderland	~~27 ″ 6~~ ~~s 2 ″ 10~~ ~~24 ″ 10½~~ 35 ″ 0 s9 ″ 4½ 25″10½	
24387 136361 MGNS	**Glenmaroon** 3Mst ssBel.No.3–8,30 *Mchy.Aft* ssBel.No.2–39 *Well deck* 1*Dk*(*Stl*)	716 502 293	✠100A1 7,40 ✠LMC MS4,39 BS4,41	Bel	*k*	CL 10,38	1917 4mo	J.Fuller- ton&Co. Paisley Lloyd'sA&CP	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	190·0 Q99'B9'F31' FK *Bf*109'164t*FPT*48t	29·6	11·2	Belfast British 3*BHCem* *APT*40t	T.3Cy 16",25$\frac{5}{16}$"&44"–33" 180lb (*s*) 144NH 2SB,4*cf*,GS75,HS2540 Ross&Duncan,Glasgow	13 ″ 9 s 4 ″ 7 13 ″ 3¾	
24388 144217 GDQW	**Glenogle** TwinSc *OilEng.* *Ref.Mchy.* ssHul.No.3–7,32 ssH.Kg.No.2–40 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Cargo battens not fitted* *in Bridge & Forecastle*	9513 8539 5826	✠100A1 *Awng dk* *withfreeboard* 5,41~~10,40~~ ✠LMC CS2,41 DBS~~9,40~~ 1,42 6,39 ✠Lloyd'sRMC~~2,41~~8,41	~~HKg~~ Syd	*e*†	CL P12,39 SN4,40	1920 8mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	GlenLine,Ld. 1*BHdispensed wi* *CellDB*422' 1667t *D*	485·8 P40'B153'F58' FK&BK2' *th* 7*BH only, all to* *Ta*30'706t*FPT*130t	62·3	35·8	Glasgow British *ptCem* *Awning dk* *APT*75t	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" DB*100lb* 1317NH Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4¼ 29 ″ 8¼	
24389 172760 GSGQ	**Glenorchy** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	8982 7778 5383					1939	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	GlenLine,Ld.	483·0 P70'B217'F54'	66·4	31·2	Liverpool British *WB*	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"–55⅛" 2469NH Akt.Burmeistr&Wain,Cpn	38 ″ 0 s 7 ″ 8¼ 30 ″ 5½	BT till ~~10,41~~ 8,42
24390 166939 GCBB	**Glenpark** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	5136 4637 3057	✠100A1 *withfreeboard* ~~6,41~~~~9,40~~ 12,41 ✠LMC11,39	~~Lon~~ ~~Bal~~ Npt	*a*†	CL	1939 11mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*) *CellDB*370'1503t*F*	431·9 447·5(O.L.) F39' FK (*PT*110t*APT*177t6	56·2	24·8	Greenock British 7*BHCem* *ColltoSh dk* ,, ,, 2*nd* ,,)	T.3Cy.22½",36"&65"–48"(*s*) 230lb 469NHP 2SB(Spt&FD)&1AuxSB, 9*cf*,GS162,HS7084 Rankin&BlackmoreLdGrk	36 ″ 9 s11″3¼ 25 ″ 9	
24391 213369 WOCP	**Glenpool** (*ex*Hagen) TwinSc ssN.Yk.2ndNo.3–5,37 ~~ssN.Yk.No.3–5,37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC ssN.Yk.No.1–41	5444 — 3333	✠100A1 11,41 ~~1,41~~ ✠LMC~~6,37~~ 11,41 ✠NE&B8,19 ~~BS6,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,19 *F.P. above* 150° F.	~~NOs~~ NYk	*z*	OG SN6,39 P6,39	1913 3mo	Frd.Krupp Akt.Ges. Kiel Lloyd'sA&CP	StandardOilCo.of NewJersey *CellDBuE*87' 214t	400·0 P107'B42'F44' FK *DTf*36'308t *FPT*1	53·2	30·0	Wilmgton (Del.) Utd.States 14*BHCem* 59t*APT*72t	T.6Cy18$\frac{5}{16}$",30"&51"–36"(*s*) 190lb 474NHP 3SB,9*cf*,GS189,HS7200 FD StatenIslandS.B.Co.	32 ″ 4	
24392 148134 CYJK	**Glenross** ssClw.No.3–6,39 *Mchy.Aft* 2*Dks* *Cargo battens not fitted* *Now* "Battleford," *see No.* 35705 *in Supplement*	2357 2089 1851	✠100A1 *withfreeboard* 6,39 ✠LMC6,39 *ForService on the Great Lakes*	Clw		CL 6,39	1925 8mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	Canada Steamship Lines,Ld. *CellD*	248·1 len26shortened to orig.dim.39 F42' FK *B*220'562t*FPT*133t	43·7	22·9	MidlndOnt British 3*BHptCem* *APT*8t	T.3Cy.18",30"&49"–36" (*s*) 200lb 185NHP 1SB,6*cf*,GS98,HS3126 McColl&Pollock,Ld.Sld.	25 ″ 0 s 5 ″ 3½ 19 ″ 10¼	
24393 166256 GPPN	**Glenroy** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	9809 7805 5875					1938	Scotts'S.B. &Eng.Co.Ld. Greenock	GlenLine,Ld.	483·0 P43'B204'F49'	66·4	31·3	Liverpool British *WB*	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"–55⅛" 2469NH Akt.Burmeistr&Wain,Cpn	38 ″ 0 s 7 ″ 8 30 ″ 5¾	
24394 145439 GKLN	**Glenshiel** TwinSc *OilEng.* D.F. ssMdb.No.3–12,35 ssLon.No.1–40 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	9415 8505 5769	✠100A1 *Awng dk* *withfreeboard* 7,41 ~~1,41~~ ✠LMC CS4,40 DBS5,41 7,39 ✠Lloyd'sRMC~~5,41~~ 11,41	~~HKg~~ Syd	*e*†	CL S8,39 P7,40	1924 5mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	GlenLine,Ld. *CellDB*421' 1718t *DTa*30' 686t	485·7 501·7(O.L.) P40'B153'F58' *on* *Awng.dk* FK&BK2" 1*BHdispensed with* 7 ,, *only, all to Au* *DTf*28'864t *FPT*	62·2	35·5	Belfast British *Cem* *ng dk* 130t*APT*78t	Oil Engines 4S.C.SA 56Cy.29⅛"–45¼" 1317NH DB*100lb* Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4¼ 29 ″ 8¼	
24395 146283 GCXD	**Glenstrae** TwinSc (*ex*Glengarry–39) *OilEng.* ssMdb.No.3–12,33 ssAnt.No.1–37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Cargo battens not fitted* *in Bridge & Forecastle*	9460 8534 5772	✠100A1 *Awng dk* *withfreeboard* ~~3,41~~ ~~1,41~~11,41 DBS3,42 ✠LMC CS7,38 ~~DBS[illegible]~~ ~~11,41~~ ~~7,38~~3,40 ✠Lloyd'sRMC~~10,40~~ ~~7,41~~ 3,42	~~HKg~~ Sng	*e*†	CL ~~7,38~~ 2,41	1922 2mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	GlenLine,Ld. 1*BH dispens* *CellDB*422'1667t	485·6 P40'B153' *on Awng* *dk*F58' FK&BK2" *ed with* 7*BHonly,al* *DTa*30'706t*FPT*13	62·3	35·2	Glasgow British *ptCem* *l to Awng dk* 0t*APT*75t	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" 1316NHP DB*100lb* Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4¼ 29 ″ 8¼	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24396 167415 GTKL	**Glenwood** 1*Dk*& *Shelter dk* D.F. E.S.D. *CruiserStern* *Tonnage opening closed* 41 (*W.E.*)	4897 4355 2756	✠100A1 *withfreeboard* 4,42~~3,41~~ ✠LMC4,40	~~Mdb~~ Gls	*a*†	CL	1940 4mo Lloyd's*A&CP*	Sir J.Laing &Sons,Ld. Sunderland	JohnI.Jacobs&Co. Ld. *CellDB28 9'975t Tanks at sides of tunnel 390t FPTs 324t APT 145t*	415·1 431·8(O.L.) F36' FK	58·2	24·8	London British 6*BHCem* (*ColltoSh dk* 5 ,, 2*nd* ,,)	T.3Cy.23",38"&65"-42" (*s*) 220lb Rht. 365NHP 2SB(Spt.&FD)&1AuxSB, 8*cf*,GS117,HS5075 N.E.MarineEng.Co.(1938) Ld.Nwc	36 ″ 4 s10″$6\frac{3}{4}$ 26 ″ 0	
24397 8393 SMKN	**Glimmaren** TwinSc *OilEng* D.F. E.S.D. 1*Dk*& *Shelter dk* *CruiserStern* *Upper'tween dk in way of fwd. hold* *Butts of shell&deck plating elec. welded* *Strengthened for navigation in ice*	*3173* *2642* *1731*	✠100A1 *withfreeboard* ~~8,41~~ ~~7,40~~11,41 ✠LMC11,39	~~Sea~~ Got	*x*	OG	1939 11mo Lloyd's*A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Rederi.A/B Transatlantic (G.Carlsson,*Mgr.*) *Duct keel forward of mchy.space* *CellDB305' 1070t tanks at sides of tunnels 65t FPT 46t APT 133t*	368·1 380·7(O.L.) FK	51·7	20·2	Gothenbrg Swedish 7*BH* (*Coll to Shdk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 810NHP EriksbergM.V.Aktieb.Got	25 ″ 6 s1 ″ 11 23 ″ $8\frac{1}{2}$	
24398 7628 SEKU	**Glitt** (*ex*Ture,*ex*Ferlo,*ex*Dich-taoo) 1*Dk*	*1124* *908* *596*	✠ ... 7,10 ✠				1907 5mo	Hawthorn, Leslie&Co.Ld Newcastle	RederiA/B Malmöhus(Ture Hillerstrom,*Mgr*)	242·4 Q29'B42'F42' FK	35·0	12·7	Malmö Swedish *WB*	T.3Cy.16",26"&44"-33" 143NHP Ross&Duncan,Glasgow	14″10	V †
24399 OFPQ	**Glittertind** (*ex*Oddersjaa) Wood *OilEng.* 1*Dk*	429 411 276					1920	Otterdals Interessen-skabsSkibs-byggeri, Xiansand	ÅboFiskeriA/B (E.M.Lundell, *Mgr.*)	145·6 Q26*t*H14*t*	28·6	15·7	Åbo Finnish	Oil Engines 2S.C.SA 4Cy.$15\frac{3}{4}$-$17\frac{1}{3}$" 175NHP LysekilsMek.Verksted A/B,Lysekil		N
24400 LCEB	**Glittre** TwinSc *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	6409 5587 3788					1928	Akt.Götaverken Gothenburg	SmedvigsTankrederiA/S(Peder Smedvig,*Mgr.*)	408·3 P358*t*H383*t*F82*t*	55·3	32·3	Stavanger Norwegian *WB*	Oil Engines 4S.C.SA 12Cy,$21\frac{5}{8}$"-$39\frac{3}{8}$" 543NHP Akt.Götaverken,Got.		N
24401 PEJC	**Globe** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	314 200 151					1937	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	Joh.Beck	126·8 P32'Q40'F16'	24·7	8·3	Groningen Dutch *WB*	Oil Engines 2S.C.SA 3Cy.$9\frac{7}{16}$"-$14\frac{3}{16}$" 47NHP AppingedammerBrons Motorenfb.N.V.		C
24402 8442 SDOA	**Glomdal** *OilEng.* D.F. E.S.D. 1*Dk* *Butts of shell&deck plating elec. welded* *Mchy.Aft* *Cruiser Stern*	*3856* *3322* *2170*	✠100A1 ~~6,40~~ ~~2,41~~ 2,42 ✠LMC7,40 ✠NE*made*32*fitted*7,40 *CarryingPetroleum in bulk*	~~Lkr~~ ~~Skm~~ Lkr	*v*	CL	1940 7mo	Öresundsvarvet Aktiebolag Landskrona	RederiA/BDalen (J.Dalman,*Mgr.*) *CellDBu E48'55t DTf29'289tFPT126t APTs197t*	360·5 367·8(O.L.) P75'B34'F52' FK	47·7	26·5	Gothenbrg Swedish 11*BH*	Oil Engines 2S.C.SA 6Cy.$18\frac{7}{8}$"-$35\frac{7}{16}$" 373NHP 2DB*150lb* SulzerBros.Ld.Winterthur	26 ″ 4 s4 ″ $0\frac{3}{4}$ 22 ″ $4\frac{1}{2}$	
24403	**Gloria** (*ex*Milena-41,*ex*Chincha-39) *ss*Bal.No.3-5,23 *ss*Bal.No.1-27 *Fitted for oil fuel* 2 *Dks&Shelterdk* *Longitudinalframing*	6348 4574 3983	✠ ... 1,31 ✠				1912 9mo	JLThompson&Sons,Ld. Sunderland	Cia.deVapores AraucoPanamena	403·0 FK	52·3	26·8	Panama Pnamanian *Wb*	Q.4Cy.24",$34\frac{1}{2}$",49"&71"-48" 480NHP N.E.MarineEngCoLd Nwc	37 ″ 1	R †
24404 2137 IBIS	**Gloriastella** Ⓟ (*ex*Gloriastar-36,*ex*Klipfontein-35) 3*Dks*	5490 4750 2941					1922	Rotterdam Droogd.Maat Rotterdam	FratelliRizzuto	419·0 402·4 F37'	58·3	26·4	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc Shaft Met.VickersElecCoLdMch		I
24405	**Glorioso** TwinSc (*exSail*Irmgard,*ex*Ostlinie 2) *OilEng.* 1*Dk*	889 — 689					1921	Deutsche WerftA.G. Hamburg	Cia.Argentina de Nav.Mihanovich Ltda.	219·1 len28	31·5	11·8	Bns.Aires Argentine	Oil Engines 2S.C.SA 8Cy$10\frac{5}{8}$"-$14\frac{2}{5}$"NE28 158NHP SulzerBros.Ld.Winterthur		
24406 PEJI	**Glory** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	323 181 148					1939	Bodewes Schpswerven v/hGebr.G.& H.Bodewes Martenshoek	K.Veema	127·5 P34'Q49'F17'	24·1 ...	8·0	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy. N.V.Mchfb.Bolnes,Bolnes		C
24407 168192 BCKK	**Gloucester** *OilEng.* *Ref.Mchy.* *CruiserStern* D.F. E.S.D. *For full particulars see No.* 36754 *in Supplement*	~~8130~~ 6476 5506 3669	100A1 *withfreeboard* (*ClassContemplated*)				1941	A.Stephen &Sons,Ld. Glasgow	~~NewZealand~~ ~~ShippingCo.Ld.~~ FederalSteam Nav.Co.Ld.	~~458·5~~ 457·5 F40'	~~60·2~~ 60·3	~~25·9~~ 25·8	London British	Oil Engines 2S.C.SA 6Cy $26\frac{3}{8}$"-$91\frac{5}{16}$" Barclay,Curle&Ld.Gls.	39 ″ 6 s12″$3\frac{1}{2}$ 27 ″ 5	
24408 132592 GLWP	**Gloucester Castle** Ⓟ TwinSc *ss*Lon.2ndNo.3-2,39 *Ref.Mchy.* 2*Dks*(*Stl-U*teak s& Sub.Sig. 2*nd dk-ws*)&3*rd dk*(*Stl*)*in* D.F. *Nos.*1,3,4&5 *holds*	8006 6196 4880	✠100A1 ~~6,41~~ ~~11,40~~12,41 BS~~8,40~~ 6,41 ✠LMC11,37	~~Liv~~ ~~Gls~~ Liv	*c*†	CL 2,40	1911 8mo Lloyd's*A&CP*	Fairfield Co.Ld. Glasgow	Union-Castle MailS.S.Co Ld. *CellDBa85'u E87'f191'1103tFPT 75tAPT80t*	452·7 P&B272'F68' FK&BK2"	56·2	30·7	London British 8*BHCem*	Q8Cy$19\frac{3}{4}$",28",41"&60"-48" 220lb (*s*) 722NHP 2D&1SB*15cf*GS325HS12570 FairfieldCo.Ld.Glasgow	33 ″ 9 s6 ″ $8\frac{1}{2}$ 27 ″ 4	BT till 6,42
24409 142842 GCMT	**Gloucester City** (*ex*CyprianPrince-36) *ss*Liv.No.3-9,31 *Ref.Mchy.* *ss*Mch.No.1-35 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in holds*	3071 2831 1853	✠100A1 11,41 ~~10,40~~ Examined ~~10,40~~6,41 ✠LMC MS8,35 BS~~3,40~~6,41	Brs	*u*	CL 10,40	1919 9mo Lloyd's*A&CP*	J.Blumer& Co. Sunderland	BristolCityLine of Steamships,Ld. (C.Hill&Sons, *Mgrs.*) *CellDB276'734tFPT 105tAPT42t*	331·3 342·2(O.L.) P33'B98'F28' KF	46·8	23·2	Bristol British 7*BHCem*	T.Cy.25",41"&68"-45" (*s*) 180lb 358NHP 3SB,*9cf*,GS153,HS5817 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s3″$11\frac{3}{4}$ 21 ″ 9	
24410 139896 GDWB	**Gloxinia** *ss*Shl.No.1-41 *ss*Shl.No.3-1,37 1*Dk*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	3336 3038 1961	✠100A1 3,42~~4,41~~ ✠LMC BS8,41 MS3,42 *Carrying oils in bulk F.P.above 150° F.* *also Molasses in bulk* *Fitted for oil fuel* 3,21 *F.P. above 150° F.*	~~Gls~~ Shl	*v*	CL 6,40	1920 9mo Lloyd's*A&CP*	Tyne I.S.B. Co.Ld. Newcastle	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*) *CellDBa19'uE&B39'f58'351tFPT82t APT163t*	331·5 P34'B98'F29' FK	47·9	23·0	N.Shields British 12*BHptCem*	T.3Cy.$22\frac{1}{2}$"$36\frac{1}{2}$"&62"-42"(*s*) 180lb 289NHP 2SB,*6cf*,GS124,HS4724 N.E.MarineEngCoLdNwc	25 ″ 6 s 3 ″ 9 21 ″ $11\frac{1}{4}$	
24411 DMDR	**Glückauf** (*ex*Ilves-39, *ex*Edenhurst-37) *ss*Hfs.No.2-39 1*Dk*(*Stl*)	1635 1432 927	✠ 4,39 ✠	Hfs	*p*		1930 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	"Glückauf" Kohlenhandelsgesellschaftm.b.H. *CellDB173'464t DTa36'176tAPT57t FPT32t*	244·5 P23'F28' FK	39·4	19·0	Rostock German 4*BHptCem*	T.3Cy.18",30"&50"-33" 182NHP 2SB,*4cf*,GS74,HS3152 Blair&Co.(1926)Ld.Stk.	21 ″ 1	
24412 DCGU	— (*ex*GeheimratMahn,*ex*JohnS.Calvert, *ex*Eider,*ex*Gertrude, 1*Dk* *ex*Marianne) *Well deck*	1061 852 609					1907	Nüscke& Co. Stettin	Zerssen&Co.	218·1 Q74'B51'F29'	34·7	13·8	Kiel German *WB*	T.3Cy.$14\frac{13}{16}$",$23\frac{5}{8}$"&$38\frac{3}{16}$"-$27\frac{5}{8}$" 77NHP DresdenMch.Sch.Uebigau, Dresden		G

1 Numero d'Ordre Numero Officiel. Signau	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la derniere Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu ur Quill Franc-bord au nilieu du navire. Tirant d'eau correspondant. pds. p
24413 DONF	**Glückauf** Ⓟ TwinSc (exBubendey) Sub.Sig. 1Dk	981 552 434					1913	Stettiner Oderwerke Stettin	Norddeutscher Lloyd	213·7|40·1|12·3 B94'F20'	Bremen German WB	T.6Cy.14⅕",22½"&36⅕"–25⅗" 133NHP StettinerOderwerke	
24414 165158 MMCG	**Glynn** (exSvint-36,exFlaks-34, exEnare, ssN.Yk.No.3-8,30 exRingfond,exMargitSiemers, 1Dk(Stl) exGraafAdolf) Well deck Mchy.Aft	1134 853 660	✠ ... 8,34 ✠	Cgo	n		1918 5mo	Wilton'sE. &SlipwayCo. Rotterdam	ShamrockShippingCo.Ld. (W.C Lawson,Mgr.) CellD BuE	229·9|34·2|12·8 Q131'B13'F24' FK 23'f152' 389t FPT	Belfast British 4BHCem 88tAPT48t	T.3Cy.15½",25½"&41"–36" 120NHP 1SB,3cf,GS67,HS1991 Wilton'sE&SlpwyCo.Rot	16 ″ 0
24415 DOQY	**Gneisenau** Ⓟ TwinSc Fitted for oil fuel D.F. E.S.D. Sub.Sig. 3Dks GyC. Ref.Mchy. CruiserStern	18160 13618 10713					1935	Deutsche Sch-u-Mschb A.G.Weser Bremen	Norddeutscher Lloyd	625·6|74·1|41·4 B251'F52'	Bremen German WB	2 geared steam turbines 4333NHP DeutscheSchiff.-uMschb A.G.Weser,Bmn	
24416 141914 GCBW	**Goalpara** ssCal.No.3-9,39 2Dks(Stl)	5314 4844 3216	100A1 8,40 BS9,40 LMC9,39	Cal	y	CL 7,39	1919	Sunderl'nd S.B.Co.Ld. Sunderland Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellD B	400·0|52·4|28·4 413·0(O.L.) P50'B113'F38' FK 338'1113t FPT118t	Glasgow British 7BHCem APT203t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 ″ 0 s 5″11¼ 25 ″ 4¼
24417 EAQD	**Gobeo** ssBbo.No.3-3,33 ssBbo.No.2-41 ~~ssBbo.No.1-39~~ 1Dk(Stl) Mchy.Aft	3365 — 1924	✠100A1 6,41~~12,30~~ ✠LMC~~12,39~~ 6,41 CarryingPetroleum in cylindrical tanks Fitted for oil fuel3,21 F.P. above 150° F.	Bbo	v	CL ~~11,39~~ 6,41	1921 3mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	Cia.Cantabrica deNav.(J.deGobeo, Mgr.)	330·2|47·8|22·4 P38'B96'F23' FK CellD BuE26'f22'62t	Bilbao Spanish 7B HptCem APT68t	T.3Cy.24",40"&65"–45" (s) 180lb ~~80lb~~ 100lb 309NHP 2SB,6cf,GS126,HS4786 ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 8 s 3 ″ 4¾ 21 ″ 6
24418 TFMA	**Godafoss** Ⓟ D.F 2Dks	1542 1389 940					1921	Svendborg Skbs.&Msk Svendborg	H/FEimskipafelag Islands	230·0|34·6|20·5	Reykjavik Icelandic WB	T.3Cy.20",32"&53"–36" A/SKjöbenhavns 168NHP Flydedok&Skibs.Cpn.	
24419 134511 VGQZ	**Goderich** (exMarquette,exGlenshee, exHowardM.Hanna,Jr.) Mchy.Aft D.F. 1Dk	5667 5345 3789					1908	American S.B.Co. Cleveland	CanadaSteamship Lines,Ld.	480·0|54·0|26·0	MidlndOnt British WB	T.3Cy.22½",36"&60"–42" American 233NHP S.B.Co.Cleveland	
24420 161103 GTCZ	**Godfrey B. Holt** ssLiv.No.2-38 D.F. 2Dks(Stl-Weather dk teak s)	3585 3108 2191	✠100A1 with freeboard ~~8,41~~~~12,40~~12,41 ~~Examined~~ 12,41 BS1,41 ~~BS11,39~~ ✠LMC11,37	~~Liv~~ Liv		CL ~~6,38~~ 8,41	1929 7mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	J.Holt&Co.(Liverpool)Ld.	330·5|47·1|25·3 P15'B126'F32' FK CellDB282'647t FPT	Liverpool British 6BHCem 56t APT20t	T3Cy.22½",36½"&62"-42"(s) 180lb HS6666 401NHP 2SB(Spt)FD&1AuxSB 9cf,GS173 CammellLaird&Co.Ld.Bkn	27 ″ 6 s 7 ″ 5¾ 20 ″ 4¼
24421 DFZT	**Godfried Bueren** (exAtna) Sub.Sig. D.F 1Dk&Shelter dk	4664 4368 2831					1911	W.Doxford &Sons,Ld. Sunderland	“Atlas”Reederei Akt.Ges.	390·3|53·4|26·6 P101tH193t	Emden German WB	T.3Cy.27",45½"&77"–54" 436NHP W.Doxford&Sons,Ld.Sld.	
24422 989 IBCP	**Goffredo Mameli** (exMyrza Blumberg,exMaiRickmers, exHornstein) D.F. 2Dks	4370 — 2570					1909	Rickmers Akt.Ges. Bremerhaven	Soc.Anon,Cooperativa diNav. Garibaldi	376·3|47·7|27·0 366·0 B82'F36'	Genoa Italian WB	T3Cy.23⅛",38$\frac{9}{16}$"&63"–43$\frac{5}{16}$" 262NHP Bremer Vulkan, Vegesack	
24423 1953 IBDE	**Goggiam** (exAlga-36, exLeonora-34) 1Dk Mchy.Aft	1934 — 1137					1922	Scheep.& Machfbk.de Liesbosch Utrecht	IgnazioMessina &C.	277·1|38·3|16·8 269·2 Q155'B12'F22'	Genoa Italian WB Altered by	T.3Cy.17$\frac{9}{16}$",27⅛"&45$\frac{1}{16}$"–27⅛" 105NHP Emade95altrd24&refitted2 Scheepsw.&Machinefb. “DeLiesbosch,”Jutfaas	
24424 141915 GCLB	**Gogra** ssCal No.3-11,31 ssCal.No.1-35 2Dks(Stl)	5190 4747 3126	✠100A1 6,41~~8,40~~ Examined 3,41 BS3,41 ✠LMC2,40	Cal Mch	y	CL 2,40	1919 8mo	Workman Clark&Co.Ld Belfast Lloyd'sA&CP	BritishIndiaStm, Nav.Co.Ld. CellD B	400·2|52·3|28·4 413·2(O.L.) P49'B113'F39' FK 347'1120tFPT 115t	Glasgow British 7BHCem APT170t	T.3Cy.27",44"&73–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD WorkmanClark&CoLdBel	31 ″ 0 s5 ″ 11½ 25 ″ 3¼
24425 16938 JPSE	**Gokenzan Maru** (exAbchurch) ssSld.No.3-6,11 Well deck 1Dk2trB	1649 1308 1171	✠ ... 6,14 ✠				1898 11mo	Strand SlipwayCo Sunderland	HongoShoten GoshiKaisha	257·9|36·5|19·0 P28'Q62'B50'F31' FK	Kobe Japanese WB	T.3Cy.19",31"&51"–33" 159NHP N.E.MarineEng.Co.Ld.Sld	19 ″ 2
24426 LDYY	**Gol** (exMargareteSchröder, exMargarete) 1Dk	985 824 564					1920	Schiffb.Ges Unterweser m.b.H.Weser -münde-L.	AugustKjerland& Co.A/S	216·4|34·6|13·5 Q52tH56tF28t	Bergen Norwegian WB	T.3Cy.16⅓",26"&41$\frac{3}{16}$"–25" 86NHP A.Borsig,Berlin-Tegel	
24427 168175	**Gold Ranger** For full particulars see No. 36752 in Supplement OilEng. D.F. E.S.D Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	3313 2558 1506	100A1 (ClassContemplated) Carrying oil fuel in bulk				1941	CaledonS. B.&E.Co.Ld Dundee	TheAdmiralty	339·7|48·3|22·6 P&B129'F78'	London British	Oil Engines 4Cy.22$\frac{1}{16}$"–85$\frac{1}{16}$" Wm.Doxford&Sons,LdSld	22 ″ 6 s 2 ″ 5¼ 20 ″ 2½
24428 162635 GRDP	**Gold Shell** TwinSc ssCff.No.2-40 D.F. E.S.D. OilEng Mchy.Aft 1Dk(Stl)2nd dk(Stl) clear of cargo tanks Longitudinal framing at bottom & at deck	8208 7464 4817	✠100A1 ~~6,41~~ ~~7,40~~ 2,42 ✠LMC CS7,40 DBS~~7,40~~6,41 7,40 CarryingPetroleum in bulk	~~Cff~~ ~~NYk~~Mdb	c†	CL ~~6,40~~ SN6,41 P6,41	1931 9mo	Bremer Vulkan Vegesack Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellD BuE68'208	451·2|62·1|34·1 467·4(O.L.) P103'B35'F43' FK tDTf32'355t FPT	London British 14BH 220tAPT40t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 714NHP 2DB150lb BremerVulkan,Vegesack	34 ″ 0 s 6 ″ 7¾ 27 ″ 7¼
24429 129003 MCNZ	**Golden Eagle** Ⓟ Pad 1Dk&Prom dk Fitted for oil fuel	793 585 435	✠ ... 7,13 ✠				1909 6mo	J.Brown& Co.Ld. Clydebank	GeneralSteam Nav Co.Ld	275·7|32·1|10·1 Q16' FK Promenade dk259'	London British	D.3Cy.30½",46½"&71"–60" 455NHP J.Brown&Co.Ld.Clydebnk	10 ″ 9
24430 215963 WNCP	**Golden Sword** (exDelecto-36, exRedondo) ssBal.No.3-2.30 ssN.Yk.No.2-39 1Dk(Stl)2tr B Now ‘Unaco,” see No. 38802 in Supplement	4078 3641 2414	✠100A1 1,41 BS1,41 ✠LMC1,39 Fitted for oil fuel2,18 F.P. above 150° F.	NYk	v	CL N12,40	1918 2mo	Bethlehem S.B.Corp.Ld Alameda,Cal. A&CP	SwordS.S.Line, Inc. CellD B290'967tD	341·0|48·2|24·5 P29'B73'F36' FK Ta14'240t FPT12t	NewYork Utd.States 6B HptCem APT102t	T.3Cy.24",39"&65"–42" (s) 180lb 339NHP 2SB,6cf,GS130,HS5800 Bethlehem S.B.Corp.Ld.Alameda	27 ″ 3 s4 ″ 10½ 22 ″ 7
24431 DOTP	**Goldenfels** OilEng. D.F. E.S.D. 2Dks CruiserStern	7862 7106 4845					1937	Bremer Vulkan Vegesack	DeutscheDampfs. Ges.“Hansa”	488·1|61·3|31·1 P64'B207'F38'	Bremen German WB	2 Oil Engines 2S.C.DA 12Cy.20⅞"–29$\frac{15}{16}$" SRgeared to 1 Sc. shaft 1830NHP BremerVulkan,Vegesack	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of T. Cert.
24432 165373 MMCR	**Goldfinch** *OilEng.* E.S.D. 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	454 302 206	✠100A1 *withfreeboard* 6,40 ✠LMC1,37 ✠LMC(M)6,38	Sou	*J*	OG 6,40	1937 1mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd*'*sA*&*CP*	GeneralStm.Nav. Co.Ld	177·0 B19′ *CellDB*122′177*tFPT*56*tAPT*22*t*	31·1	8·3	London British FK 4*BHptCem* (*Coll toSh dk* 3 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$″–16$\frac{9}{16}$″ 53RH BritishAuxiliaries,Ld.Gls.	11 ″ 0 s ″ 2 10 ″ 11½	
24433 149838 GLRD	**Goldmouth** *OilEng.* *Mchy.Aft* *ss*Sng.No.3–8,39 D.F. E.S.D. *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7402 6758 4275	✠100A1 10,41 ~~4,40~~ ✠LMC CS4,40 DBS~~8,39~~10,41 8,39 *CarryingPetroleum in bulk*	Bry Bom	*b*† 2½	CL 7,39	1927 6mo	Maats. Fyenoord Rotterdam *Lloyd*'*sA*&*CP*	Anglo-Saxon PetroleumCo.Ld.	440·4 456·7(O.L.) P99′B34′F58′ *CellDBuE*69′285*t DTf*32′ 284*t FPT*	59·5	32·7	London British FK 15*BHptCem* 162*tAPT*67*t*	Oil Engines 4S.C.SA 6Cy.32¼″–59$\frac{1}{16}$″ ~~60NH~~ 2DB*180lb* 600NHP Werkspoor,Amsterdam	32 ″ 9 s6 ″ 3½ 26 ″ 8¾	
24434	**Golfo de Darien** (*ex*Tarragona–37) D.F. 1*Dk* *CruiserStern*	2642 2333 1534					1928	Frerichs- werftAkt Ges Einswarden	HanseaticaAsch- purwis&Veltjens S.A.(Hansegesell- schaftAschpurwis &Veltjens,*Mgrs.*)	326·9 P275′F43′	46·1	19·7	*WB*	T.3Cy.23⅝″,38$\frac{3}{16}$″&62$\frac{7}{16}$″– 41$\frac{5}{16}$″ 250NH A.Borsig.G.m.b.H.Berlin		G
24435	**Golfo de Panama** (*ex*Cartagena–37) D.F. 1*Dk* *CruiserStern*	2643 2333 1534					1927	Frerichs- werftAkt Ges Einswarden	HanseaticaAsch- purwis&Veltjens S.A.(Hansegesell- schaftAschpurwis &Veltjens,*Mgrs.*)	326·9 P275′F43′	46·1	19·7	*WB*	T.3Cy.23⅝″,38$\frac{3}{16}$″&62$\frac{7}{16}$″– 41$\frac{5}{16}$″&L.P.Turbine 332NH A.Borsig,G.m.b.H.Berlin		G
24436 159772 VRVQ	**Golly** (*ex*Kate–38,*ex*Velaug,*ex*Star) 1*Dk*	627 525 345					1904	Porsgrund Mek.Værks Porsgrunn	UgoPace	175·0 Q45*t*B104*t*H27*t* F23*t*	28·5	11·5	Malta British *WB*	C.2Cy.13$\frac{3}{10}$″&29$\frac{1}{10}$″–23⅗″ 35NHP PorsgrundN.V.Porsgrunn		N
24437 EARP	**Gomera** Ⓟ (*ex*Gomera-Hierro) *ss*La.P.No.3–6,24 *ss*La.P.No.2–32 1 *Dk*(*Stl*)&*Shelter dk*(*Teak*)	447 270 237	✠ ——— 1,38 ✠	LaP	*h*		1912 3mo	CaledonS. B.&E.Co.Ld Dundee	CompañiaTras- mediterranea	160·3 *CellDBa*29′*uE*16′*f*61′101*tFP*	26·0	10·1	LasPalmas Spanish FK 4*BHCem* *T*7*tAPT*8*t*	T.3Cy.13″,21½″&35″–27″ 100NH 1SB,*3cf*,GS57,HS1964 CaledonS.B.&E.CoLd.Dun	18 ″ 3	
24438 CSAS	**Gonçalo Velho** (*ex*Balboa, *ex*Linmere) *ss*Ham.2ndNo.3–8,38 1*Dk*&*Shelter dk*(*Stl*)	1595 1330 832	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~12,40~~ ✠LMC MS8,38 BS~~5,40~~ 8,41	Lis	*r*	CL N6,39	1913 3mo	Murdoch& Murray,Ld PortGlasgow *Lloyd*'*sA*&*CP*	Cia.deNav.Carre- gadoresAçoreanos	265·5 *FPT*29*tAPT*29*t* *Cell DBa*67′*uE*16′*f*121′395*t*	38·6	16·7	Ponta Delgada FK Portuguese 5*BHCem*	T.3Cy.19½″,33″&54″–36″ (*s*) 180lb 211NH 2SB,*6cf*,GS107,HS3534 Muir&Houston,Ld.Gls.	18 ″ 11 s ″ 5¼ 18 ″ 7¼	
24439	**Goncalves Dias** (*ex*Mormacsun–40, *ex*Argosy–38) Sub.Sig. D.F. 2*Dks*&*Shelter dk* GyC. E.S.D. *Fitted for oil fuel*	4996 — 3094					1920	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0	54·2	27·8	R.Janeiro Brazilian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y		R
24440 7451 SEGN	**Gondul** 1*Dk*&*Shelter dk* *Ref.Mchy.* Sub.Sig. *CruiserStern*	*1322* *1010* *606*					1928	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	264·2 H157*t*	37·3	14·1	Stockholm Swedish *WB*	T.3Cy.20″,32″&53″–36″ 168NHP HelsingörsJernsk.& Mskb.		V
24441 FOYT	**Gonneville** (*ex*Tetuan) 2*Dks*	2285 1511 1409					1912	Schiffsw. v. HenryKoch Lübeck	Cie.MaritimeNor- mande(Heuzey& Chastellain,*Mgrs*)	278·8 P&B220′F35′	38·9	17·7	Rouen French *WB*	T.3Cy.22$\frac{1}{16}$″,35$\frac{1}{16}$″&53⅛″– 33$\frac{7}{16}$″ 160NHP OttensenerMaschf.Altona		V
24442 ~~816~~ ~~OODK~~	**Good Gulf** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Mchy.Aft* *CruiserStern* *Longitudinal framing*	*7874* *7198* *4292*	✠100A1 7,41 ~~2,40~~ ✠LMC6,38 *CarryingPetroleum in bulk*	~~Ant~~ Phl	*c*†	CL 6,39	1938 6mo	Howaldts- werkeA.G. Kiel *Lloyd*'*sA*&*CP*	~~BelgianGulfOilCo.~~ ~~Soc.Anon.~~ Gulf OilCorporation	476·8 498·3(O.L.) P108′B31′F36′ *CellDBuE*66′128*t DTf*40′350*t FPT*	59·5	33·3	Panama Pnamanian FK 14*BHptAsp* 38*tAPT*38*t*	Oil Engines 2S.C.SA 6Cy.26¾″–47¼″ 748NH 2DB*180lb* HowaldtswerkeA.G.Kiel	33 ″ 0 s6 ″ 8½ 26 ″ 6	
24443 130056 MJTF	**Goodig** *ss*Sws.No.3–9,31 *ss*Apl.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	752 512 340	✠100A1 9,41 ~~2,40~~ Examined ~~2,40~~9,41 BS~~3,38~~ ✠LMC9,35 9,41	~~Bwg~~ Shl	*k*	CL 3,38	1919 12mo	ForthS.B. &E.Co.Ld. (Jeffreys) Alloa *Lloyd*'*sA*&*CP*	Stone&Rolfe,Ld.	191·0 198·0(O.L.) Q108′B11′F28′ *CellDBf*156′174*tFPT*49*t*	29·2	11·3	Llanelly British FK 3*BHCem* *APT*10*t*	T.3Cy.16″,26½″&44″–30″ (*s*) 180lb 127NH 2SB,*4cf*,GS66,HS2128 ForthS.B.&Eng.Co.Ld. (Jeffreys)Alloa	13 ″ 8 s4 ″ 1¾ 13 ″ 5¼	
24444 126546 WTCU	**Goodtime** Ⓟ Pad (*ex*City of DetroitII,*ex*City of Detroit) 2*Dks*	1919 849 1454					1889	Detroit DryDockCo. Wyandotte	L.J.Omelian& C.C.Guerrein	286·6	40·8	14·0	Wilmgton (Del.) Utd. States	B.C.2Cy.44″,96″&98″–144″ W.&A.Fletcher& 462NH Co.Hoboken,N.J.		R
24445 137845 GFLX	**Goodwin** Ⓟ 2*Dks*	1570 1160 698					1917	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	270·3	37·2	17·3	Glasgow British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP CaledonSB&E.Co.Ld.Dun		C
24446 168053 GPJQ	**Goodwood** D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2780 2092 1557	✠100A1 ~~——~~ 1,41 2,42 ✠LMC1,41	~~Sld~~ Shl	*t*	CL	1941 1mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA*&*CP*	W.France, Fenwick&Co.Ld.	311·4 321·9(O.L.) Q177′F36′ *CellDB*252′828*tMT*8′293*tFPT*	44·5	19·3	London British FK 5*BHptCem* 196*tAPT*36*t*	T.3Cy.18½″,29″&52″–39″ 220lb (*s*) 244NHP 2SB (Spt) *6cf*,GS70,HS3400 FD N.E.MarineEng.Co. (1938) Ld.Sld	21 ″ 6 s7 ″ 1 19 ″ 4	
24447 114046 MGZM	**Goole** *ss*Gms.2ndNo.3–12,27 *Mchy.Aft* *ss*Bly.No.2–37 1*Dk*(*Stl*) *Cargo battens not fitted*	358 261 148	✠100A1 5,40 BS4,39 ✠LMC1,36	Goo	*e*	5,40	1904 7mo	J.P.Ren- noldson&Sns SouthShields *Lloyd*'*sA*&*CP*	Goole&HullSteam TowingCo.Ld.	145·0 151·1(O.L.) Q51′F20′	24·6	10·0	Goole British FK 3*BHCem* *FPT*57*t*	C.2Cy.19″&40″–26″ (*s*) 125lb 75RH 1SB,*3pf*,GS45,HS1419 J.P.Rennoldsn&Sns.S.Shl.	10 ″ 9 s1 ″ 0 9 ″ 10	
24448 161512 GSWP	**Goolistan** *ss*Shl.No.2–37 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'42(*W.E.*)	5851 5316 3531	✠100A1 *withfreeboard* ~~5,41~~11,41 ~~BS1,40~~ ✠LMC9,37 MBS2,41 DBS11,41	~~Shl~~ Cal	*b*†	CL 8,40	1929 4mo	ShortBros. Ld. Sunderland *Lloyd*'*sA*&*CP*	HindustanStm. Shppg.Co.Ld. (Common Bros. Ld. *Mgrs.*) *CellDB*	440·0 454·2(O.L.) F38′ 380′1657*tDTa*28′ 1170*t FPT*156*t*	57·5	27·4	Newcastle British FK 7*BHCem* (*Coll toSh dk* 6 „ *2nd* „) *APT*300*t*	T.3Cy.25″,41¾″&72½″–48″ 220lb *220lb* (*s*) FD 472NH 2SB,*8cf*,GS158,HS6130 J.Dickinson&Sons,Ld. Sld.	~~30 ″ 0~~ ~~s4 ″ 1~~ ~~26 ″ 11~~ 38 ″ 1 s11 ″ 6¾ 26 ″ 8½	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.R.of Trade.
24449 8171 SKJN	**Goonawarra** TwinSc *OilEng* D.F. 1*Dk&Shelter dk* *CruiserStern 3rd dk in No. 1 hold* *Strengthened for Navigation in Ice* ssN.Yk.No.1-41	*5072* *3993* *2630*	✠100A1 *withfreeboard* ~~6,41~~ ~~1,40~~ 11,41 ~~✠LMC8,37~~ ✠LMC CS6,41 1,40	~~Got~~ ~~NYk~~	*a*† Vcr	OG ~~8,38~~ 6,41	1937 6mo	Götaver-kenA/B Gothenburg Lloyd's*A&CP*	Rederi/AB Transatlantic (G.Carlsson,*Mgr.*) *Duct keel forward of mchy. space CellDB*355'1515*t Tanks at sides of tunnels*590*t FPT*45*t APT*143*t*	430·1 438·5(O.L.) FK	56·7	23·4	Gothenbrg Swedish 7*BH* (*Coll toSh dk* 6 „ 2nd „)	Oil Engines 2 S.C.SA 16Cy.24$\frac{7}{16}$″–45¼″ 1659NHP GötaverkenA/B,Got.	29 ″ 0 s 3 ″ 0 26 ″ 2	
24450 151983 VLDY	**Goondi** (*ex*Gartmore) 1*Dk*(*Stl*)	339 261 162	✠ 9,23 ✠	Syd			1923 9mo	Poole& Steele Sydney NSW	TheAdelaide SteamshipCo.Ld. *Tank above fore peak*5*t FPT*7*t APT*27*t*	150·0 B54'F22' FK	29·0	7·0	Melbourne British 4*BHCem*	T.3Cy.14⅜″,22$\frac{1}{16}$″&36⅛″–27″ 65RHP *E made*94,*refitted*23 1SB,3*cf*,GS55,HS1522 J.Scott&Co.Kinghorn	8 ″ 0	
24451 162391 MBKC	**Gorgon** Ⓟ *OilEng.* *Ref.Mchy.* 3*Dks*	3533 2555 2120					1933	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	320·3 B88'*on Shelter dk*	51·2	21·6	Liverpool British *WB*	Oil Engines 2S.C.DA 5Cy.17$\frac{11}{16}$″–47¼″ 580NHP Akt.Burmeistr&Wain,Cpn		
24452 CSKX	**Gorgulho** (*ex*Oceaan-35) *OilEng.* *Mchy.Aft* ssLis.No.2-39 *CruiserStern* 1*Dk*(*Stl*)	428 310 278	✠100A1 7,41 ~~2,41~~ ✠LMC11,39 ✠LMC(M)7,41	Lis	*f*	CL ~~11,38~~ 7,41	1931 10mo	J.Smit& Zoon Foxhol Lloyd's*A&CP*	ParceriaGeral de Pescarias (Bensaude&Co.Ld. *Mgrs.*) *CellDB*108' 123*t FPT*18*t APT*14*t*	150·0 P41'F19' FK	25·6	9·5	Lisbon Portuguese 3*BHCem*	Oil Engines 4S.C.SA 5Cy.12$\frac{3}{16}$″–17$\frac{11}{16}$″ 87NHP MtrnWerkeMannheimAG	11 ″ 4 s ″ 11½ 10 ″ 5¼	
24453 161320 GPWZ	**Gorjistan** ssBkn.No.2-38 D.F. 2*Dks*(*Stl*)	5888 5443 3710	✠100A1 ~~8,41~~ ~~12,40~~ 11,41 1,42 BS8,41 MS6,38 *Fitted for oil fuel*11,29 *F.P. above* 150°F.	~~NYk~~ ~~Lon~~ ~~Syd~~ Avn ✠LMC ~~BS1,40~~	*a*†	CL ~~6,38~~ 8,41	1929 11mo	J.Read-head&Sns,Ld South Shields Lloyd's*A&CP*	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*367'1237*t DTa*38' 903*t FPT*107*t APT*38*t*	425·6 P38'B131'F47' FK	55·0	28·5	London British 7*BHptCem*	T.3Cy.28″,46″&78″–51″& LPturbine withDRgear-ing & hydraulic coupling 210lb (*r*) FD 787NHP 3SB,12*cf*,GS207,HS9756 J.Readhead&SonsLd.S Shl	31 ″ 0 s 6 ″ 3½ 24 ″ 11¼	
24454 UOUD	**Gornyak** TwinSc 1*Dk*	965 — 435					1929	Nicolaieff StateSB.Wks 'Andre Marti' Nicolaieff	U.S.S.R.	230·1 P31'F13'	34·0	12·1	Mariupol Russian	T.6Cy.12$\frac{5}{16}$″,19$\frac{11}{16}$″&31⅞″–21$\frac{11}{16}$″ 95NHP NicolaieffStateS.B.Wks. “AndreMarti,”Nicolaief		
24455 40172 JYOH	**Goro Maru** *OilEng.* 1*Dk* *Mchy.Aft CruiserStern*	301 218 196					1935	Urabe Zosen Tekkosho Osaka	Amagasaki KisenbuGomei Kaisha	120·0 P22'F19'	23·0	11·5	Osaka Japanese *WB*	Oil Engines 2S.C.SA 4Cy.14¼″–16″ 143NHP KobeHatsudo ki K.K.Kobe		
24456 147177 MLGD	**Gorsefield** ssLiv.No.3-1,36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	628 434 250	✠100A1 ~~8,41~~ ~~1,40~~ 4,42 Examined ~~8,40~~ 8,41 ~~BS8,40~~ 8,41	Ard ~~Npt~~ Liv ✠LMC1,36	*i*	CL ~~7,38~~ 8,41	1922 12mo	Lytham S.B.&ECo.Ld Lytham Lloyd's*A&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *CellDB*88' 150*t DTf* 29'68*t FPT*9*t APT*38*t*	175·0 Q101'B9'F29' FK	28·2	11·2	Liverpool British 3*BHCem*	T.3yCy14″,22″&38″–24″ (*s*) 180lb 71RHP 2SB,4*cf*,GS49,HS1820 FD LythamS.B.&E.Co.Ld.Lyt	13 ″ 6 s 4 ″ 4 13 ″ 3¾	
24457 147570 MKCK	**Gorselands** (*ex*Rijn-34, *ex*JollyGuy,*ex*Meerdrecht) *Mchy.Aft* 1*Dk*	503 371 277					1918	Johs.Berg Delfzijl	~~A.Chester~~ SpringfalShippingCo.Ld.	160·0 P49'F22'	25·7	11·9	Middlsbro' British *WB*	T.3Cy.12$\frac{9}{16}$″,19⅞″&31$\frac{7}{16}$″–21⅝″ 56RHP Johs.Berg.Delfzijl		C
24458 46931 JYZN	**Goryu Maru** *Mchy.Aft* 1*Dk*	1912 1540 1057					1940	Kawamin-amiKogyo K.K. Nagasaki	GoyoSyosenK.K.	271·6 P87'F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18$\frac{11}{16}$″,30″&50″–36″ 150NHP KawaminamiKogyoK.K. Nagasaki		
24459 160275 VTFY	**Goschen** Ⓟ TwinSc 1*Dk&Promenade dk* *Fitted for oil fuel*	970 801 377	✠ ... 4,31 ✠				1929 9mo	D&WHen-dersn&Co.Ld Glasgow	SouthIndian RailwayCo.Ld.	250·0 FK	38·1	11·4	Madras British *WB*	2 steam turbinesSRgeared to 2 Sc. Shafts 353NHP Yarrow&Co.Ld.Glasgow	12 ″ 0	
24460 43990 JWRL	**Gosei Maru** 1*Dk*	1931 — 1375					1937	Tsurumi Seitetsu ZosenK.K., Yokohama	KounKisenK.K. (YamashitaKisen K.K.*Mgrs.*)	271·6	40·0	20.3	Tokyo Japanese	Steam TsurumiSeitetsuZosen K.K.		
24461 46394 JYOD	**Gosyu Maru** D.F. E.S.D. GyC. *Ref.Mchy. CruiserStern*	8592 — 5233					1939	Kawasaki Dkyd.Co.Ld Kobe	GoyoSyosenK.K.	443·2	60·0	40·0	Kobe Japanese	2steam turbinesDRgeared to 1 sc. shaft 833NHP KawasakiDkydCoLdKobe		C
24462 738 SEQI	**Göteborg** Ⓟ 1*Dk&ptShelter dk*	*412* *218* *213*					1891	Bergsunds Mek. Verks Stockholm	Ångb.Aktieb.BohuslänskaKusten (C.Thorburn)	148·6 H59*t* *ptShelter dk*143*t*	25·2	10·8 17·9	Uddevalla Swedish *WB*	T.3Cy.15⅝″,24⅜″&41″–27¼″ 88NHP BergsundsM.V.Stockholm		
24463 DAOC	**Gotenhof** 1*Dk*	1454 1015 847					1914	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·6 Q83'B10'F29'	36·4	15·0	Stettin German	T.3Cy.16$\frac{9}{16}$″,27⅝″&43$\frac{3}{16}$″–31½″ 105NHP StettinerOderwerke		G
24464 161829 MJMS	**Gothland** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	1286 968 504					1932	H.Robb, Ld. Leith	CurrieLineLd.	251·5	38·2	15·9 23·3	Leith British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP Barclay,Curle&Co.Ld.Gls.		C
24465 7582 SHGN	**Gotland** *OilEng.* ssGot.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*1946* *1567* *966*	✠100A1 *withfreeboard* 5,41 ~~9,40~~ ✠LMC CS4,38 DBS~~7,39~~ 9,40 7,39 *Carrying vegetable oil in No.* 4 *DB tank*	Got	*t*	CL ~~4,38~~ 5,41	1929 12mo	Eriksbergs M.V.Aktieb. Gothenburg Lloyd's*A&CP*	Ångf.Aktieb.Tirfing(T.E.J:son Broström,*Mgr.*) (SvenskaOrient Linien) *CellDB*246' 646*t APT*25*t*	289·3 305·2(O.L.) FK	43·0	16·6	Gothenbrg Swedish 6*HBCem* (*Coll toS hdk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$″–51$\frac{3}{16}$″ 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	19 ″ 0 s ″ 4½ 18 ″ 9	
24466 8083 SJMN	— Ⓟ ssSkm.No.1-40 *OilEng* 3*Dks* *CruiserStern Part electrically welded* *Strengthened for Navigation in Ice*	*1669* *822* *820*	✠100A1 *withfreeboard* 11,40 ✠LMC CS6,41 DBS6,41 11,40	Skm	*q*	OG 3,39	1936 5mo	Kockums M.V.Aktieb. Malmö Lloyd's*A&CP*	Ångf.Aktieb. Gotland(C.E. Ekman,*Mgr.*) *CellDB*78'83*t Tank in way of tunnel* 31'126*t DTf* 26'79*t APT*42*t*	240·0 F73' FK	38·5	22·2	Visby Swedish 5*BHptCem* *ptAsp* (*CollToWdk*)	Oil Engines 2S.C.SA 6Cy.20½″–27$\frac{9}{16}$″ 442NHP DB*100lb* KockumsM.V.Akt.Malmö	24 ″ 8 s7 ″ 10¾ 17 ″ 0¾	
24467	— 1*Dk*	981 752 434					1913	Antwerp Eng.Co.Ld. Hoboken	Reed,Wiese&Co. G.m.b.H.(A.H. Schwedersky Nachf.*Mgr.*)	210·0 Q70'B50'F22'	33·3	13·6	Memel German *WB*	T.3Cy.15¾″,26″&44″–27″ 101NHP MacColl&Pollock,Ld.Sld.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
24468 OFBZ	**Gottfrid** *ss*Got.3rdNo.3-5,36 *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	1592 — 887	✠100A1 1,40 BS7,39 ✠LMC5,36 No later survey reported	Got	*q*	OG 7,39	1899 6mo	Strand SlipwayCo. Sunderland A&CP	RederiA/B L'Avenir (G.Erikson,*Mgr.*) *CellDBa68'*	267·3|37·4|16·3 258·0|36·8| P26'Q34'B50'F31' FK *uE&B34'f112'476t*	Mariehamn Finnish 4*BHCem* *APT31t*	T3Cy.19½"31¼"51$\frac{3}{16}$"-33"(*s*) 160lb *100lb* ND B32 159NHP 1SB,*4pf*,GS66,HS2535 N.E.MarineEng.Co.Ld.Sld	19 ″ 2 - 2 ″ 0½ 17 ″ 4	
24469 136742 VJCZ	**Goulburn** *ss*Mel.2ndNo.3-1,40 1*Dk*(*ptIrn&ptStl*) *Cargo battens not fitted*	2367 2101 1407	✠100A1 12,41 ~~11,40~~ BS4,41 ✠LMC1,40	Mel	*t*	CL 11,39	1915 1mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland *'sA&CP*	HuddartParker, Ld. *CellDBa94'*	295·0|45·0|20·1 305·4((O.L.) P27'B68'F30' FK *uE&B38'f124'675t*	Melbourne British 5*BHCem* *APT66t*	T.3Cy.23",37⅜"&61"-42" 180lb *100lb* (*r*) 286NHP 2SB,*6cf*,GS128,HS4750 G.Clark,Ld.Sunderland	22 ″ 3 s 3 ″ 3¾ 19 ″ 2	
24470 TSUW	**Goumier** (*ex*Gunver-36)	1058 805 611					1920	Atlas Werke Bremen	Cie.Nouvelle de Nav.Busck	225·8|32·8|13·9 P34'B120'P23'	Marseilles French *WB*	T.3Cy.15⅖",25⅕"&41¾"- 25⅗" 110NHP AtlasWerke,Bremen		V
24471	**GouverneurGénéralA.Varenne** (*ex*VanLinschoten-39) 2*Dk3trB*	3004 2490 1886					1909	Nederl. Schps. Maats. Amsterdam	Soc.LesAffréteurs Mar.Indochinois	328·5|43·9|22·6 F40' *Shade dk*219'	Saigon French *WB*	T.3Cy.22",36"&60"-42" 233NHP NedFb.v.Wrk&Spoor,Ams		V
24472 FNFD	**GouverneurGénéralCambon** Ⓟ 2*Dks* *Fitted for oil fuel*	3509 2394 1745					1922	Forg.&Ch. de la Médit LaSeyne	FrenchGovernment (Ministère de laMarine Marchande)(Cie. deNav.Mixte, *Mgrs.*)	346·4|44·7|21·8 P262'F74'	Marseilles French *WB*	T.3Cy.34",53"&85"-45" 502NHP Forg.&.Ch.de laMédit.Msl.		V
24473 FNSD	**Gouverneur Général Chanzy** Ⓟ TwinSc 3*Dks* *Fitted for oil fuel*	4397 3202 1934					1922	Cammell Laird&Co.Ld Birkenhead	FrenchGovernment (Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique, *Mgrs.*)	362·6|53·4|26·9 P225'F53'	Marseilles French *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts CammellLaird&Co.Ld.		V
24474 FNSE	**GouverneurGénéral deGueydon** Ⓟ TwinSc D.F. *Fitted for oil fuel*	4513 — 1791					1922	Ch.&Atel. deProvence Port-de-Bouc	FrenchGovernment (Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique, *Mgrs.*)	362·7|53·2|28·6 P39'B164'F59'	Marseilles French *WB*	2 DR Geared Steam Turbines Atel.&Ch.de Bretagne,Nts.		V
24475 FNSF	**Gouverneur Général Grevy** Ⓟ (*ex*P.A.1) TwinSc D.F. 3*Dks* *Fitted for oil fuel*	4565 — 1158					1922	Arsenal de laMarine Brest	FrenchGovernment (Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique, *Mgrs.*)	361·1|49·3|26·8 P44'B191'F58'	Havre French *WB*	2 DR Geared Steam Turbines Atel.&Ch.de Bretagne,Nts.		V
24476 FNSG	**GouverneurGénéral Jonnart** Ⓟ (*ex*P.A.2) TwinSc D.F. 3*Dks* *Fitted for oil fuel*	4513 — 1791					1923	Arsenal de laMarine Brest	FrenchGovernment (Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique, *Mgrs.*)	362·6|53·2|28·6	Brest French *WB*	2 DR Geared Steam Turbines Atel.&Ch de Bretagne,Nts.		V
24477 FNBI	**Gouverneur Général Laferrière** Ⓟ TwinSc 2*Dks*	3453 — 1728					1923	Forg.&Ch. de laMédit. Havre	Ets.A.Klaguine	344·5|44·5|21·8 B157'F46'	Marseilles French *WB*	2 DR Geared Steam Turbines Forg.&Ch.de laMédit.Hav.		V
24478 FNFE	**Gouverneur Général Lépine** Ⓟ 2*Dks* *Fitted for oil fuel*	3509 — 1746					1923	Forg.&Ch. de laMédit. LaSeyne	FrenchGovernment (Ministère de laMarineMarchande)(Cie.de Nav.Mixte, *Mgrs.*)	346·4|44·6|21·8 P262'B164'F74'	Marseilles French *WB*	T.3Cy.34",53$\frac{9}{16}$"&85⅖"-45$\frac{3}{16}$" 486NHP Forg.&Ch.de laMédit.Msl		V
24479 FNZM	**Gouverneur Général Maurice Long** (*ex*Swaerdecroon-38) 1*Dk*	1692 1329 902					1908	Maats. Fyenoord Rotterdam	Soc.lesAffréteurs Maritimes Indochinois	270·5|40·3|18·0 P33'B73'F30'	Saigon French *WB*	T.3Cy.19",31½"&51½"&39" 165NHP Maats.Fyenoord,Rot.		V
24480 FNZN	**Gouverneur Général Pasquier** (*ex*VanNoort-36,*ex*Pahud) 2*Dks*	1994 1427 1235					1906	Nederl. Schps. Maats. Amsterdam	Soc.lesAffréteurs Maritimes Indochinois	296·3|38·0|20·9 P76'H56'F76'	Saigon French *WB*	T.3Cy.21½",36¼"&59"-43¼" 229NHP NedFb.v.Wrk&Spoor,Ams		V
24481 FNFF	**Gouverneur Général Tirman** Ⓟ 2*Dks* *Fitted for oil fuel*	3509 — 1746					1922	Forg.&Ch. de laMédit. LaSeyne	FrenchGovernment (Ministère de laMarineMarchande)(Cie. de Nav.Mixte, *Mgrs.*)	346·4|44·6|21·8 P262'B164'F74'	Marseilles French *WB*	T.3Cy.34",53$\frac{9}{16}$&85⅖"-45$\frac{3}{16}$"" 486NHP Forg.&Ch de laMedit Msl.		V
24482 FNZE	**Gouverneur Général Van Vollenhoven** (*ex*Atjeh) 1*Dk2trB*	691 589 393					1909	Maats. Fyenoord Rotterdam	Soc.lesAffréteurs Maritimes Indochinois	174·0|29·1|16·2 P20'F25'	Saigon French *WB*	T.3Cy.14¾",24½"&40"-27" 83NHP Maats.Fyenoord,Rot.		V
24483 TTUH	**Gouverneur Moutett** 1*Dk* *Fitted for oil fuel* *CruiserStern*	467 347 175					1931	Lübecker Flender- WerkeA.G Lübeck Siems	FrenchGovernment(Ministere des Colonies)	154·7|28·0|12·3 Q14'B5'F22'	Fort de France French *WB*	T.3Cy.16¾",24$\frac{13}{16}$"&42⅛"- 23⅝" 85NHP LübeckerMaschb.Ges.		V
24484 TSWM	**Gouverneur Ponty**	434 300 245					1908	A.Dubi- geon&fils Nantes	Messageries du Sénégal	159·1|24·6|11·5 P39'H41'F37'	Dakar French	C.2Cy.18⅛"&31½"-23⅝" 40NHP BrissonneauetLotz.Nts.		
24485 PEJS	**Gouwe** *ss*Rot.No.2-36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2119 1892 1264	✠100A1 1,40 ✠LMC MS6,36 BS9,39 (SEE FOOTNOTE *)	Ams	*s*	CL N1,39	1927 9mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel *'sA&CP*	N.V."Houtvaart" (Vinke&Co.*Mgrs*) *CellD*	281·3|42·7|19·3 P22'B64'F22' FK *B242'542t FPT62t*	Rottrdam Dutch 4*BHptCem* *ptAsp* *APT54t*	T.3Cy.21",34½"&57"-36"(*s*) 210lb 248NHP 2SB,*6cf*,GS106,HS4054 ArnhemscheStoom- sleephellingMij.Arnhem	21 ″ 4 s 3 ″ 1¾ 18 ″ 3¾	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Greement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 pds.	
24486 140587 GQPB	**Governor** ssLiv.No.3-3,31 ssLiv.No.1-36 2Dks(Stl)3rd dk (Stl) in No. 1 hold	5571 5242 3495	✠100A1 12,41 ~~12,40~~ Examined ~~6,40~~12,41 ✠LMC12,41 ~~MS2,36~~ ~~BS12,40~~ Fitted for oil fuel 7,20 F.P. above 150° F.	~~Mch~~ ~~Liv~~ PN1	z	CL 11,40	1918 7mo Lloyd'sA&CP	D&WHendersn&Co.Ld Glasgow	CharenteS.S.Co. Ltd.(T.&J. Harrison,*Mgrs.*) CellDB344'111	410·3 | 52·2 | 30·2 425·0(O.L.) P34'B136'F53' FK 7tDTa31'830tFPT	Liverpool British 7BHCem 64tAPT24t	T.3Cy.24½",42½"&72"-54" 215lb (s) 536NHP 2DB(Spt)&1Aux.SB,15cf, GS281,HS9263 D.&W.Henderson&Co.Ld.	32 6 ″ 26 ″	
24487 203584 WHCX	**Governor Cobb** Ⓟ TrpSc 1Dk Fitted for oil fuel	2522 — 1556					1906	Delaware RiverCo. Chester,Pa.	Geo.T.Ellis	289·1 | 54·0 | 18·0	NewHaven Utd.States WB	SteamTurbines W&AFletcherCo.Hoboken		
24488 216871 WREU	**Governor John Lind** 1Dk Fitted for oil fuel	3431 2906 2039	✠ … 5,21 ✠				1918 9mo	Hanlon D.D.&S.B.Co. Oakland,Cal.	Baltimore-Insular Line,Inc.(A.H.Bull &Co.Inc.*Mgrs.*)	305·0 | 46·0 | 24·5 P33'B79'F26' FK	Baltimore Utd.States WB	T.3Cy.24",39"&65"-42" BethlehemS.B. 382NHP Corp.Ld.Alameda,Cal.	26 ″	
24489 237394 WNXZ	**Governor Miller** Mchy.Aft D.F. GyC. 1Dk Longitudinal framing at bottom & at deck	8240 — 6072					1938	American S.B.Co. Lorain,O.	Pittsburgh SteamshipCo.	593·2 | 60·0 | 32·5 F52'	Dul'th,Min Utd. States WB	DR geared steam turbine 383NHP DeLavalSteam TurbineCo.Trenton,N.J.		
24490 183487	**Governor Wright** Ⓟ OilEng. 1Dk CruiserStern	496 341 298	✠ … 9,40 ✠	HKg	g		1938 12mo	W.S.Bailey &Co.Ld. HongKong	VisayanTransportationCo.Inc.	157·6 | 28·1 | 9·1 163·0(O.L.) F20'Shade dk FK FPT17t	Cebu,P.I. Utd. States 4BHCem APT25t	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$"-22$\frac{13}{16}$" 123NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″	
24491 LDEZ	**Goviken** (exGoldenGate-36) ssHam.No.3-2,37 2Dks(Stl)	4854 4441 2950	✠100A1 9,41 ~~1,41~~ BS3,40 ✠LMC2,37 Fitted for oil fuel 5,17 F.P. above 150° F.	~~HKg~~ Cal	y	CL ~~6,39~~ 9,41	1917 5mo	SeattleConstruction& DryDockCo Seattle,Wash. A&CP	Wallem&Co.A/S (H.J.Wallem, *Mgr.*) 1BHin after	381·5 | 53·1 | 27·0 396·7(O.L.) P53tH149tF88t FK hold dispensed with CellDB 325' 960t FPT115t	Bergen Norwegian Cem 5BHonly APT264t	T.3Cy.24",40"&70"-48" (s) 190lb 472NHP 3SB,9cf,GS169,HS6831 FD SeattleConstruction& DryDockCo,Seattle,Wash.	29 ″	
24492	**Goya** TwinSc Oil Eng. Cruiser Stern 1Dk & Shelter dk	5600 — —					1940	A/S Akers Mek. Verks. Oslo	A/SJ.Ludwig Mowinckels Rederi	430·0 | 57·0 |	Bergen Norwegian	Oil Engines 2S.C.SA 14Cy.24$\frac{7}{16}$"-45¼' 1659HP A/S AkersMek.Verks.Oslo		
24493 45331 JXSN	**Goyo Maru** Ref.Mchy. Cruiser Stern	8469 — 5126					1938	Kawasaki Dkyd. Co.Ld. Kobe	GoyoSyosenK.K.	443·0 | 60·0 | 40·0	Kobe Japanese	2 steam turbinesDRgeared to 1 Sc.Shaft 833NHP KawasakiDkydCoLd.Kobe		
24494 22317 JIDD	**Gozan Maru** ssKob.No.3-2,31 2Dks(Stl)	3213 2676 1991	✠ … 11,33 ✠	Yka			1919 1mo	IshikawajimaSBCoLd. Tokyo	Kuribayasi SyosenK.K	305·0 | 43·7 | 27·2 P25'B94'F33' FK CellDB262'587tFPT	Tokyo Japanese 5BHCem 58tAPT56t	T.3Cy.22",37"&61"-42" 279NHP 2SB,7cf,GS93,HS3640 IshikawajimaS.B.Co.Ld.	27 ″ 3	
24495 142482 MJKC	**Gracehill** ssBel.No.3-8,31 ssShl.No.2-39 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	452 313 172	✠100A1 12,40 BS~~10,40~~ 10,41 ✠LMC9,39	Irv	g	CL 12,40	1918 9mo Lloyd'sA&CP	ForthS.B. &EngCo.Ld. (Jeffrey's Yard),Alloa	Howdens,Ld.	156·5 | 25·2 | 9·8 Q88'B9'F29' BK7" CellDBf 82'95t FPT	Belfast British 3BHCem 26tAPT7t	T.3Cy.15",25½"&42½"-27" 180lb (s) 52RHP 1SB,3cf,GS53,HS1860 ForthS.B.&Eng.Co.Ld. (Jeffrey'sYard),Alloa	12 ″ 0 s3 ″ 8 12 ″ 4¾	
24496 LDJY	**Graciosa** (exEdfou,exRabymere) ssDun.No.3-8,29 ssHpl.No.2-37 1Dk(Stl)&Shelter dk(Stl)	1773 1592 1029	✠100A1 Shelter dk withfreeboard ~~8,41~~ ~~3,41~~ 1,42 BS8,41 ✠LMC8,40	~~Sba~~ Bom	r	CL 7,40	1917 2mo Lloyd'sA&CP	ClydeS.B. &Eng.Co.Ld. Port Glasgow	Skibs.A/S Fjeld· (HansKiær&Co A/S.*Mgrs.*) CellD	265·2 | 42·2 | 17·8 FK B223' 493t FPT52t	Drammen Norwegian 4BHCem APT53t	T.3Cy,21",33"&57"-36" (s) 180lb 214NHP 2SB,6cf,GS105,HS3320 Clyde S.B.&E.Co.Ld.P.Gl.	20 ″ 0 s ″ 9 19 ″ 4¼	
24497 7048 SGKA	**Graculus** (exBifrost) ssLkr.No.3-1,36 1Dk& Shelter dk ~~1Dk(Stl)~~ Cargo battens not fitted	1941 1708 1045	100A1 withfreeboard 3,41 BS9,41 LMC6,40	Lkr	r	OG 4,39	1923 2mo	NVBoele's Scheepsw. Slikkerveer A&CP	Rederi A/B Brubor (R.Brunkman, *Mgr.*)	265·9 | 42·1 | 18·2 P28'B69'F24' FK (CollBHtoSh dk3BHto2nd dk) CellDB219'436tFPT82t	Hlsngborg Swedish 4BHCem APT77t	T.3Cy,21"34½"&57"-36" (s) 180lb 246NHP 2SB,6cf,GS128,HS4272 N.V.v.d.Kuy&v.d.Ree, Rot	20 ″ 10 s0 ″ 10 20 ″ 2	
24498 377 IBKV	**Gradisca** Ⓟ TwinSc (exGelria-35) ssNap.2ndNo.3-11,37 Ref.Mchy. 2Dks(Stl)Shelter dk D.F. E.S.D. (Stl-teaks) GyC.	13870 9451 7315	✠100A1 Shelter dk withfreeboard 5,40 ✠LMC MS2,37 BS6,39 Fitted for oil fuel 9,28 F.P. above 150° F. NO LATER SURVEY REPORTED	Nap	i †	CL s12,38 P5,40	1913 10mo Lloyd'sA&CP	A.Stephen &Sons,Ld. Glasgow	LloydTriestino Soc.Anon.diNav. CellDB a125'uE&B150'f	560·2 | 65·8 | 85·3 541·1 P&B395'F99' FK 206'1781tFPT147t	Trieste Italian 8BHCem APT117t	Q.8Cy.28",40",57"&82"-54" 220lb (r) 1725NHP 3D(Spt)&3SB(Spt)&3SB (Spt),36cf,GS718,HS27867 FP A.Stephen&Sons,Ld.Gls.	39 ″ 0 s10 ″ 7½ 28 ″ 9	
24499 LJOS	**Grado** (exLouisMercier-37,ex AndreasGerakis, exThermidor,exAlbergallus, exWarForest) ssMsl.No.2-26 D.F. 1Dk	3082 2832 1842	✠ … 4,29 ✠				1918 12mo	E.Finch& Co.(1916)Ld. Chepstow	Dampsk.A/S Iris (HansFr.Grann, *Mgr.*)	331·0 | 46·7 | 23·2 P48'B100'F29' FK	Oslo Norwegian WB	T.3Cy,25",41"&68"-45" 513NHP D.Rowan&Co.Ld.Gls.	25 ″ 6	VI †
24500 5740 SJUA	**Graecia** (exMariettaN.) ssAbg.2ndNo.3-1,36 1Dk(pt Irn pt Stl)	2951 2693 1727	✠100A1 3,42 ~~3,41~~ ✠LMC MS4,40 BS~~3,41~~2,42	~~3As~~ Rio	u	CL 1,41	1911 11mo Lloyd'sA&CP	J.Blumer& Co. Sunderland	Rederiakt Svenska Lloyd(K.R.Bökman,*Mgr.*) CellDBa&uE133'4	331·0 | 47·5 | 20·7 P28'B176'F38' CellDBa FK 07tf137'434t FPT	Gothenbrg Swedish 5BHCem 78tAPT110t	T.3Cy.23½",38"&64"-42"(s) 180lb 180lb 294NHP 2SB(Spt)6cf,GS124,HS4619 J. Dickinson&Sons,Ld.Sld.	23 ″ 2 s2 ″ 8½ 20 ″ 8¼	
24501 205009 WEDG	**Graham C. Woodruff** (exM.A.Bradley) D.F. Sub.Sig. 1Dk Now "Fred M. Hewitt," see No. 36622 in Supplement	5539 — 4127					1908	Gt.Lakes Eng.Works Ecorse	NicholsonUniversal S.S.Co.	462·0 | 52·0 | 30·0	Wilmgton (Del.) Utd.States WB	T.3Cy.21½",35"&58"-42" 218NHP Gt.LakesEng.Wks.Detroit		R
24502 167801 GDYG	**Graiglas** D.F 1Dk CruiserStern	4312 3964 2549	✠100A1 7,41 ~~9,40~~ ✠LMC5,40 Fitted for oil fuel 5,40 F.P. above 150°F.	~~Shl~~ Hul	y 1⅞	CL	1940 5mo Lloyd'sA&CP	JLThompson&Sons,Ld Sunderland	GraigShipping Co.Ld. (I.Williams &Co.*Mgrs.*) CellD	389·3 | 54·7 | 24·2 404·7(O.L.) P40'B234'F39' FK B334'828t FPT103t	Cardiff British 6BHpt Cem APT153t	T.3Cy.21½",36"&62"-39"(s) 110lb Rht 348NHP 2SB(Spt&FD)&1AuxSB, 6cf,GS100,HS5130 GeorgeClark(1938)Ld.Sld.	26 ″ 4 s3 ″ 3½ 23 ″ 3¼	
24503 154473 CYLF	**Grainmotor** OilEng. 1Dk	1829 1681 1093					1929	DavieS.B. &Repairing Co.Ld. Levis,P.Q.	CanadaSteamship Lines,Ld.	251·9 | 43·1 | 18·3	Montreal British WB	Oil Engines 4S.C.SA 8Cy.16"-22" 199NHP BessemerGasEngineCo. GroveCity,Pa.		C

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
24504 149489 GSWB	**Grainton** D.F.	*ss*Ams.No.3-8,35 1*Dk*(*Stl*)	6341 5804 3777	✠100A1 ~~12,410,41~~ 4,42 Examined ~~8,40~~9,41 12,41 ✠LMC8,35 MBS~~8,40~~ DBS6,41	Shl ~~Npt~~ Gmh	*a*†	CL ~~3,41~~ 12,41	1929 1mo	Short Bros. Ld. Sunderland *Lloyd*'*sA&CP*	CarltonS.S.Co.Ld. &CambayS.S.Co. Ld.(R.Chapman& Son) *CellDB*	423·0|58·3|29·8 439·0(O.L.) P36'B132'F45' FK 352'2020*t FPT*350*t*	Newcastle British 7*BHCem* *APT*378*t*	Q.4Cy.22",33"48"&70"-48" 240lb *220lb* (*s*) 462NHP 3SB(Spt)9*cf*,GS190,HS7434 J.Dickinson&Sons,Ld.Sld.	33 " 1 s6 " 7¾ 26 " 7¾	
24505 LKAC	**Gran** D.F. Now sailing as **"Ste. Odette"**	*OilEng.* 1*Dk&Shelter dk* *CruiserStern*	4140 3717 2428	✠100A1 *withfreeboard* 12,39 ✠LMC12,38 SURVEYS DELAYED	NYk	*y* 1⅞	CL	1938 12mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd*'*sA&CP*	A/SNyeKristianborg(A/S Rederiet Odfjell,*Mgrs.*) *CellDB*314'941*t*	379·5|53·8|24·3 395·3(O.L.) FK *FPT*105*tAPT*185*t*	Bergen Norwegian 6*BHptCem* (*Coll toSh dk* 5 " *2nd* ")	Oil Engines 2S.C.SA 3Cy.23⅝"-91 5/16" 516NHP 2DB*120lb* Wm.Doxford&Sons,Ld Sld	26 " 8 s2 " 4½ 24 " 5¾	
24506 HPIS	— (*ex*Ming-Shan-37,*ex*Gran-33, *ex*KamijiMaru	1*Dk*	1983 1006 1152	✠ ... 9,24 ✠				1919 7mo	Teikoku S.S.Co.Ld. Toba	Wallem&Co.	270·0|39·0|23·9 P16'B65'F31' FK	Panama Pnamanian *WB*	T.3Cy.20",33"&55"-39" 254NHP KobeSteelWks.Ld.Kobe	23"11	
24507 DNPZ	**Gran Canaria** D.F. E.S.D. *Ref.Mchy.*	3*Dks* *Fitted for oil fuel* *Cruiser Stern*	3866 3112 2023					1938	Deutsche WerftAGBet Finkenwrder Hamburg	Oldenbrg-Portug. Dmpssch.Rhed.	379·7|54·8|23·8 F89'	Oldenburg German *WB*	2steam turbines DRgeared to 1 screw shaft 918NHP HS3229 AllgemeineElecGes.Berlin		G
24508 LDZB	**Grana**	1*Dk*	1297 1115 728	✠ ... 7,25 ✠				1920 6mo	N.V.Schbs. "Baanhoek" Sliedrecht	Rederi-A/S "Kragerö" (K.Sandaas,*Mgr.*)	237·4|36·7|15·9 P23'B60'F24' FK	Kragerö Norwegian *WB*	T.3Cy.17¼",29"&47"-36" 175NHP J.&A.v.d.Schuyts'MchFab	18 " 0	N †
24509 HRBA	**Granada** Ⓟ *2 lower dks sparredfor fruit cargoes* *Ref.Mchy.*	*ss*Phl.No.3-11,37 2*Dks*(*Stl-Wthr dk* teak s)&	*3332* *2919* *2085*	✠100A1 *withfreeboard* ~~8,41~~ ~~2,41~~ 3,42 BS3,41 ~~BS2,40~~ ✠LMC11,37 ✠Lloyd'sRMC~~8,40~~~~5,41~~ 3,42 for temp. 50° F. *Lower decks for fruit cargoes* *Fitted for oil fuel* 12,25 *F.P. above* 150°F.	~~Gal~~ ~~NYk~~ Bal	*u*	OG ~~8,40~~ 3,42	1925 12mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd*'*sA&CP*	StandardNav. Corp.(Standard Fruit&S.S.Co. *Mgrs.*) *Intermediate BH in fore hold dispensed with* *CellD*	315·1|45·2|29·4 F34' FK *B*255'405*t FPT*47*t*	Ceiba Honduran 4*BH* *APT*55*t*	T.3Cy.23¼",39"&66"-45"(*s*) 200lb 510NHP 3SB,*12cf*,HS8112 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 " 6 s11 " 8¾ 20 " 2	
24510 7972 SLOA	— (*ex*Kalfond, (*ex*St.Roch) *Well deck*	*ss*Mch.No.3-5,34 *ss*Got.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	*1781* *1339* *764*	✠100A1 6,41~~3,41~~ BS3,41 ✠LMC4,38	Got	*q*	CL 3,41	1922 2mo	Osbourne, Graham&Co. Ld. Sunderland *Lloyd*'*sA&CP*	A/B Arafart (A.R.Appelqvist, *Mgr.*) *CellD*	258·9|39·5|16·2 272·5(O.L.) P23'Q76'B62'F23' FK *B*222'460*t FPT*25*t*	Stockholm Swedish 4*BHCem* *APT*55*t*	T.3Cy.19½",32"&53"-36"(*s*) 180lb 197NHP 2SB(Spt)6*cf*,GS105,HS3222 G.Clark,Ld.Sunderland	18 " 6 s1 " 6½ 17 " 2	
24511	**Granatiere Padula** (*ex*Hua-Shan-38, *ex*Werribee-33) *Cargo battens not fitted*	*ss*Shi.2ndNo.3-1,34 *ss*H.Kg.No.1-38 1*Dk*(*ptIrn&ptStl*) *&deepframing*	*3904* *3590* *2364*	✠100A1 5,40 BS5,40 ✠LMC3,38 NO LATER SURVEY REPORTED	Shi	*w*	CL 3,38	1909 1mo	BlythS.B. Co.Ld. Blyth *Lloyd*'*sA&CP*	Cia.ItalianadiNav. S.A I.(Chinese ItalianNav.Co.Ld) *CellDBa*98'*uE&B*44'	354·8|50·0|23·7 P11'B85'F38' FK *f*165'941*tFPT*135*t*	Shanghai Italian 7*BHCem* *APT*240*t*	T.3Cy.24",39"&66"-45" (*r*) 180lb 327NH 3SB,9*cf*,GS165,HS5181 Richardsons,Westgarth& Co.Ld.Hpl	26 " 5 s4 " 11½ 21 " 8	
24512 150820 CYLG	**Granby** (*ex*FrankA.Augsbury) *Mchy.Aft*	1*Dk*	2051 1707 1221					1922	Frazer, Brace,Ld. ThreeRivers, P.Q.	CanadaSteamship Lines,Ld.	251·2|43·1|18·1 Q93'F34'	Montreal British *WB*	T.3Cy.19",32"&56"-36" 188NHP WorthingtonPump& Mchy.Corp.Ampere,N.J.		C
24513 202711 KFNA	**Grand Island** (*ex*Eugene Zimmerman) D.F. *Mchy.Aft*	1*Dk*	5446 — 4143					1905	CraigS.B. Co. Toledo,Ohio	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo*Mgrs*)	488·6|52·0|31·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.18",26",36"&55"-40" 191NHP CraigS.B.Co.Toledo,O.		R
24514 156702	**Grand Manan II** Ⓟ	*OilEng.* *ss*St.J.No.2-38 1*Dk*(*Stl*)	841 363 508	✠100A1 *withfreeboard* 6,41~~5,40~~ DBS6,41 ~~DBS5,40~~ ✠LMC5,38 ✠LMC(M)5,40 *For service in the Bay of Fundy*	StJ		CL ~~4,38~~ 5,41	1930 2mo	St.John D.D.&S.B. Co.Ld. St.JohnN.B. *Lloyd*'*sA&CP*	EasternCanada CoastalSteamships,Ld.	144·3|32·1|12·5 152·0(O.L.) B&F120' *Upper*F22' FK *FPT*	StJohnNB British 4*BHCem* 28*t APT*33*t*	Oil Engines 2S.C.SA 6Cy.16"-20" 270NHP DB*100lb* FairbanksMorse&Co. Beloit,Wis.	13 " 6 s3 " 4½ 10 " 2½	
24515 FNHB	**Grand-Quevilly** (*ex*SanCarlos-38, *ex*Rio de la Plata)	2*Dks*	2844 2395 1547					1914	J.Blumer &Co. Sunderland	Cie.France-Navigation,S.A. (*in liq.*) (Worms &Cie,*Mgrs.*)	333·6|48·7|19·6 P77*t*H191*t*F39*t*	Rouen French *WB*	T.3Cy.24",40"&66"-42" 282NHP N.E.MarineEng.Co.Ld.Sld		V
24516 FOMC	**Grandlieu** (*ex*WarDrummer) D.F.	*ss*Nts.No.3-4,32 *ss*Nts.No.1-36 1*Dk*(*Stl*)*&Web frames* *2nd dk*(*Stl*)*inNos.*1,2*&*3*holds*	3290 2814 2004	✠100A1 7,39 BS7,39 ✠LMC4,36 (SEE FOOTNOTE*)	Nts	*u*	CL 7,39	1919 2mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd*'*sA&CP*	CieGénérale Transatlantique *CellDB*274'644*t FPT*	325·0|45·2|23·9 P33'B90'F28' FK	Nantes French 6*BHCem* 134*tAPT*93*t*	T.3Cy.23",38"&61"-42" (*s*) 180lb *100lb* 259NHP 2SB,6*cf*,GS124,HS3946 HongKong&Whampoa DockCo.Ld.HongKong	26 " 0 s4 " 2¼ 22 " 0	
24517 LDZE	**Granfoss** (*ex*Granfos-37)	1*Dk*	1461 1327 890					1913	Nylands Værksted Oslo	Skibs-A/SThor ThoresensLinje (Thor ThoresenA/S *Mgr.*)	254·2|39·2|16·5 P46*t*H78*t*	Oslo Norwegian *WB*	T.3Cy.19", 31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
24518 143746 GCNW	**Grangepark** D.F. *Longitudinal framing in double bottom & at decks*	*ss*Shl.No.3-5,32 *ss*Bel.No.2-40 ~~*ss*Rot.No.1-37~~ 1*Dk*(*Stl*)*&Platform dk*(*Stl*) *inNos.*1,2,4*&*5*holds*	5132 4720 3172	✠100A1 ~~5,41~~11,41 ~~Examined 9,40~~ ✠LMC MS9,40 BS~~4,40~~ 10,41	~~Hul~~ ~~Bel~~ Cff	*y*	CL 11,39	1919 11mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd*'*sA&CP*	DenholmLine Steamers,Ld.(J & J.Denholm,Ld. *Mgrs.*) *CellDB*	400·4|52·3|28·5 P51'B114'F39' FK 347' 1296*t FPT*125	Greenock British 7*BHptCem* *tAPT*200*t*	T.3Cy.27",44⅛"&73"-48"(*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 " 0 s5 " 11¼ 25 " 3¼	
24519 6480 SLTA	**Grängesberg** Sub.Sig. D.F.	*ss*Got.No.3-7,33 *ss*Got.No.1,37 2*Dks*(*Stl*) *Cargo battens not fitted*	*4575* *4130* *2460*	✠100A1 9,39 BS1,40 ✠LMC1,37 (SEE FOOTNOTE*)	Got	*y*	CL 1,37	1921 3mo	NVLobithscheScheepsl MyGebr.Bodewes Lobith *Lloyd*'*sA&CP*	TrafikAktieb. Grängesberg-Oxelösund(M. Waldenström *Mgr.*) *CellDBa*66'*uE&B*45'*f*102' 667*tDTa*51'420*t*	385·2|50·1|25·9 399·0(O.L.) P42'B242'F42' FK *DTf*68' 595*t FPT*	Stockholm Swedish 6*BHptCem* *ptAsp* 106*tAPT*50*t*	T.3Cy.26",39"&70"-48" (*s*) &LP turbine with DR gearing&hydraulic coupling 180lb HS6660 518NHP 3SB,(Spt),9*cf*,GS148, FD Scheeps.Maats.Nieuwe Waterweg,Schiedam	29 " 0 s4 " 3¾ 24 " 11	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

Numero d'Ordre. — Numero Officiel. — Signaux	Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total — Sous le Pont — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
24520 143530 MKLB	**Grangetoft** (*ex*Gledburn-36, *ex*MaindyTower) *Mchy.Aft* 1*Dk*	975 774 495					1920	Rennie Ritchie&Nw-portS.B.Co. Ld.Wivenhoe	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*)	207·5	33·6	13·5	Middlsbro' British *WB*	T.3Cy.16½",27"&34"-30" 98RH Plenty&Son,Ld.Newbury		C
24521 783 SVAJ	**Granicos** (Pencisely-34, *ex*Andree) *ss*Cff.No.3-9,28 *ss*Ams.No.2-36 1*Dk*(*Stl*)	*3689* *3449* *2283*	✠100A1 ~~7,41 5,40~~ 2,42 Examined 11,41 ✠LMC BS5,40 MS9,39	~~Ant~~ Cal Alx	*w*	CL 5,40	1916 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	GranicosS.S.Co. Ld, *CellDBa*	360·2 P29'B225'F35' FK 110'*u*E25'*f*165'991*t*	51·0	22·7	Piræus Greek 5*BHCem* *APT*187*t*	T.3Cy.25",40½"&67"-45"(*s*) 180lb HS6515 378NH 2SB&1Aux.SB,8*cf*,GS165, Cen.Mar.EngWrks.WHpl	25 ″ 1 s 3 ″ 1½ 22 ″ 2¾	
24522 6296 SJPA	**Granö** (*ex*Fernebo-36,*ex*Bravalla) *ss*Got.No.3-5,33 *ss*Mmo.No.1-37 D.F. 1*Dk*(*Stl*)	*1885* *1621* *1068*	✠100A1 4,41~~5,40~~ ✠LMC4,41 ~~MS7,37~~ ~~BS2,40~~	~~Mmo~~ Got	*r*	OG ~~6,39~~ 8,41	1920 6mo	Aktieb. Lindholmen. Motala Gothenburg A&CP	RederiA/B Rex (K.M.Kallström, *Mgr.*)	262·0 P26'B150'F24' FK *CellDB*223'470*t*	42·7	18·1	Stockholm Swedish 4*BHCem* *APT*41*t*	T.3Cy20½",33"&55"-36" (*s*) 185lb 216NH 2SB,4*cf*,GS66,HS2850 FD Aktieb.Lindholmen-Motala,Got.	20 ″ 6 s 1 ″ 8¾ 18 ″ 11	
24523 LKDE	**Granville** TwinSc *OilEng* *Ref.Mchy.* 2*Dks* *CruiserStern*	5745 5193 3507					1930	Odense Staalskibsv Odense	SkibsA/S Sommerstad (A.F.Klaveness& Co.A/S,*Mgrs.*)	426·4 P37'F36'	58·5	26·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 710NH Akt.Burmeistr&Wain,Cpn	29 ″ 0	N
24524 TUEU	— *ss*Hav.No.3-3,33 *ss*Hav.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*)	511 372 148	✠100A1 6,39 BS6,39 ✠LMC4,37 SURVEYS DELAYED	Hav	*h*	CL 8,38	1930 2mo *Lloyd*	Cochrane &Sons,Ld. Selby '*sA&CP*	Soc.Havraise de Transport et de Transit *Cell*	170·2 FK P74'F21' *DB*88'115*tFPT*67*t*	28·6 *30·0*	8·9	Havre French 3*BHCem* *APT*21*t*	T.3Cy.13",21½"&35"-24"(*s*) 180lb 87NH 1SB,3*cf*,GS50,HS1635 C.D.Holmes&Co.Ld.Hull	11 ″ 3 s ″11¾ 10 ″ 4¾	
24525 167808 GMRW	**Graslin** D.F. 1*Dk*	2323 1768 1334					1924	Anciens Chantiers Dubigeon Nantes	Ministry of War Transport(Frank S.Dawson,Ld. *Mgrs.*)	279·8 P22'F24'	41·4	21·5	Cardiff British *WB*	T.3Cy.18¼",30"&49¼"-38¾" 150NH Atel.LaChaléassière,Lyon		VL
24526 DDRU	**Gratia** Sub.Sig. 1*Dk*&*deepframing*	2068 1780 1300					1905	Eiderwerft Akt.Ges. Tönning	J.Jost	274·0 P11'B82'F24'	39·7	15·8	Flensburg German *WB*	T.3Cy.18½",30¾"&49⅛"-33½" 139NH EiderwerftA.G.Tönning		G
24527 166048 GMRR	**Gravelines** (*ex*RoiAlbert-38) *ss*AntNo.3-6,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2491 2293 1537	✠100A1 *withfreeboard* 11,40 BS4,41 ✠LMC6,37	Liv	*u*	CL 7,39	1925 4mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	Ministry of War Transport(Frank S.Dawson,Ld. *Mgrs.*) *Cell DBa*93'*u*E21'	315·9 FK *f*142'595*tAPT*57*t*	45·1	20·6	Bristol British 5*BHptCem* (*Coll toSh dk* 4 „ 2*nd* „)	T.3Cy.22",37"&61"-42" (*s*) 180lb 283NH 3SB,6*cf*,GS135,HS4662 WllsndSlpwy.Co.Ld.Nwc.	22 ″10 s 1 ″ 6 21 ″ 5¾	
24528 DHJH	**Gravenstein** (*ex*Hansa, *ex*Tranquebar) *ss*Gen.No.3-5,19 *ss*Ham.No.2-27 D.F. 2*Dks*&*deep framing*	3505 3275 2182	✠ ... 2,28 ✠				1906 6mo	Akt.Bur-meistr&Wain Copenhagen	H.C.Horn	369·0 P285'F39' FK	47·5	23·5	Hamburg German *WB*	T.3Cy.24¾",42"&70"-45" 380NH Akt.Burmeistr&Wain,Cpn	26 ″ 6	
24529 124395 GJCM	**Gray** Ⓟ (*ex*Petriana) 3Mst *ss*Vcr.No.2-17 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	707 511 280	✠ 7,22 ✠	Vcr			1909 3mo	R.William-son&Son Workington	Consolidated Whaling Corporation,Ld.	182·7 Q101'B11'F22' FK *DBf*101'138*t*	27·9	12·3	Vict'riaBC British 3*BHCem* *FPT*53*t*	T.3Cy.14",25½"&41"-30" 90RH 1SB,3*pf*,GS58,HS2048 Ross&Duncan,Glasgow	14 ″ 7	C †
24530 168210	**Gray Ranger** 1*Dk*,2*nd dk clear of cargotanks* *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom&at deck*	3313 2558 1506	✠100A1 (~~*ClassContemplated*~~) 9,41 ✠LMC9,41 *Carrying oil fuel in bulk F.P.above 150°F.*	Dun		CL	1941 9mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	TheAdmiralty *CellDBuE*68'110*tDTa*	339·7 355·3(O.L.) P129'F80' FK *DTsf*316*tFP*	48·3	22·6	London British 13*BH* 4'114*t* *T*79*tAPT*24*t*	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" 598NH 2DB150*lb* Wm.Doxford&Sons,Ld Sld	22 ″ 6 s2 ″ 5¼ 20 ″ 2½	
24531 166570 GNNR	**Grayburn** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at decks* *Tonnage opening closed '41 (W.E.)*	6342 5804 3739	✠100A1 *withfreeboard* 1,41 ✠LMC9,38 *Fitted for oil fuel 9,38 F.P above 150° F.*	NYk	†	CL 3,39	1938 9mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Wallem&Co.Ld. (MuirYoung,Ld. *Mgrs.*) *CellDB*311'1647*t* *tunnel*557*t*	453·2 471·4(O.L.) FK *Tanks in way of* *FPT*320*t* *APT*236*t*	63·7	27·0	London British 7*BHCem* (*ColltoSh dk* 6 „ 2*nd*„)	T.3.Cy.25",43"&72"-51" (*s*) 220lb FD 523NH 3SB(Spt)9*cf*,GS146.HS7179 G.Clark(1938)Ld.Sld.	39 ″ 0 s11 ″2¾ 28 ″ 0¾	
24532 LCLP	**Graziella** (*ex*Keighley) 1*Dk*	2137 1900 1274					1917	Osbourne, Graham&Co. Sunderland	Dampskintsk. Garonne (Fearnley &Eger,*Mgrs.*)	285·0 P26'B76'F33'	43·3	19·0	Oslo Norwegian *WB*	T.3Cy.21",34"&56"-39" 196NH Richardsons,Westgarth& Co.Ld.Sld.		N
24533 163433 GWRD	**Great Western** Ⓟ TwinSc *ss*Cff.No.1-38 1*Dk*(*Stl*)2*nd dk*(*Stl*) Sub.Sig. *clear of machinery space* D.F. E.S.D.	1659 1119 666	✠100A1 *withfreeboard* 2,42 ~~1,41~~ Examined 2,42 BS2,42 ~~BS1,41~~ ✠LMC2,37 *For Irish Channel Service*	~~Cff~~ Cff	*s*	OG s3,40 P1,41	1934 1mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	GreatWestern Railway *CellDBa*&*uE*	282·9 297·7(O.L.) P75'B92'F93' FK *UpperBridge*84' *UpperFo'csle*43' 74'*f*40'97*t* *DTa* 14'12*tMT*10'98*tDTf*2	40·4	16·1	London British 7*BHCem* 2'63*tFPT*20	T.6Cy.13½",22"&38"-24"(*s*) 200lb 306NH 2WTB,GS150,HS5280 FD CammellLaird&Co.LdBkn *tAPT*65*t*	17 ″ 1 s 4 ″ 0¾ 13 ″ 3¼	BT till 1,42
24534 223663 WSBH	**Greater Buffalo** Ⓟ Pad D.F. GyC.	7739 — 3330					1923	American S.B.Co. Lorain,O.	Detroit and ClevelandNav.Co.	519·0	58·0	23·7	Detroit Utd. States *WE*	C.3Cy.66"&(2)96"-108" American 1915NH S.B.Co.Detroit.Mich.		R
24535 223664 WSBI	**Greater Detroit** Ⓟ Pad D.F. GyC.	7739 — 3330					1923	American S.B.Co. Lorain,O.	Detroit and ClevelandNav.Co.	519·0	58·0	23·7	Detroit Utd. States	C.3Cy.66"(2),96"-108" American 1900NH S.B.Co.Detroit,Mich.		R
24536 149415 GJBF	**Greathope** *ss*Nwc.No.3-12,39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2297 2015 1292	✠100A1 1,42 ~~1,41~~ ✠LMC MS2,39 BS1,~~41~~1,42	~~Shl~~ Nwc	*s*	CL 6,38	1926 9mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld.*Mgrs.*) *fore* *CellDB*	310·1 P23'B67'F30' FK *IntermediateBH in hold dispensed with* 255'741*t side tanks* *inER*128*tFPT*147*t*	41·9	19·7	Newcastle British 4*BHptCem* *APT*144*t*	T 3Cy.22½",37"&61"-42"(*s*) 180lb *90lb* 302NH 2SB(Spt),6*cf*,GS135, HS5210 N.E.Marine EngCoLdNwc	22 ″ 0 s 3 ″ 4¾ 18 ″ 10	
24537 236370 WNGC	**Green Island** TwinSc *OilEng.* *Mchy.Aft* GyC. 1*Dk* *Electrically welded*	1946 — 1603					1937	Gt.Lakes Eng.Works. RiverRouge Mich.	~~FordMotorCo.~~ FordNav.Co.	290·7	43·1	18·2	Detroit Utd. States	Oil Engines 4.S.C.SA 16Cy.10½"-13½" 172NH Cooper-BessemerCorp.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. Port of Survey. Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24538 ~~168175~~ 168231	**Green Ranger** 1*Dk,2nd dk clear of cargo tanks* *Oil Eng.* D.F. E.S.D. Gy.C. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	3313 2558 ~~1500~~ 1556	✠100A1 Lth ~~(Class Contemplated)~~ 2,42 ✠LMC1,42 *Carrying Petroleum in bulk in Nos 1–4 tanks and oil fuel in No. 5 tank F.P. above 150°F.*	CL	~~1941~~ 1942 1mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	TheAdmiralty *CellDBuE68'110t*	339·7 355·3(O.L.) ~~P&B129'F78'~~ FK P129'F80' *DTa14'114tDTf152tFPT79tAPT24t*	48·3	22·6	London British 13*BH*	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"–85$\frac{1}{16}$" 598NHP 2DB*150lb* Wm.Doxford&Sons,LdSld	22 ″ 6 s2 ″ 5¼ 20 ″ 2½	
24539 144620 MKBS	**Greenland** (*ex*Desdemona) *ss*Lth.2ndNo.3–8,37 *ss*Lth.No.1-41 *Well deck* 1*Dk*(*Stl*)	1281 1095 702	100A1 ~~Gls~~ Lth *with freeboard* 11,41~~2,41~~ BS11,41 ~~BS8,40~~ LMC8,37	CL 8,40	1914	Schiffsw.v. HenryKoch Lübeck	CurrieLine,Ld. *CellDBa55'uE20'*	241·1 253·3(O.L.) P&B186'F34' FK *f106' 322t FPT56t APT17t*	36·2	15·6	London British 4*BHCem*	T3Cy~~18⅛"~~,29⅞"&46$\frac{15}{16}$"–32½" 199lb 18½" (*s*) 162NH 2SB,4*cf*,GS72,HS2715 OttensenerMchFab.Altona	18 ″ 0 s 1 ″ 4¾ 16 ″ 9¾	
24540 DOBF	**Greif** D.F. Sub.Sig. 1*Dk*	996 813 430			1923	Atlaswerke A.G. Bremen	ArgoReederei RichardAdler&Co.	235·8 P&B154'F30'	33·6	13·5	Bremen German *WB*	T.3Cy.21⅝",34⅝"&57⅛"–37⅜" 198NH AtlaswerkeA.G.Bremen		G
24541 DAMH	— 1*Dk*	617 476 337			1909	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	177·8 Q52'B43'F21'	29·0	11·5	Stettin German *WB*	T.3Cy.14",22"&36"–25" 65NH StettinerOderwerke		G
24542 139090 GMBW	**Grelhead** (*ex*BeachyHead) *ss*Sld.No.3–4,28 D.F. *ss*Bry.No 2–36 1*Dk*(*Stl*)	4274 4001 2602	✠100A1 Bkn *x* ~~4,41~~10,41 Mdb Examined 4,41 ✠LMC MS12,35 BS10,40	CL 4,41	1915 9mo *Lloyd's A&CP*	Richardsn, Duck&Co.Ld. Stockton	Cardigan Shipping Co.Ld.(W.T.Gould, *Mgr.*) *Cell DBa 123'uE27'*	380·0 P38'B244'F37' FK *f173' 1151tFPT136tAPT154t*	51·0	24·8	London British 6*BHCem*	T.3Cy.26",42"&70"–48" (*s*) 180lb 395NHP 3SB,9*cf*,GS178,HS6435 Blair&Co.Ld.Stockton	27 ″ 3 s3 ″ 6½ 23″11¾	
24543 LIXB	**Grena** *Oil Eng.* *Mchy.Aft* D.F. *ss*Got.No.1–39 1*Dk* *CruiserStern*	8117 7462 4891	✠100A1 ~~Gal~~ *c*† ~~3,41~~10,41 Mch DBS12,41 ~~DBS12,40~~ ✠LMC8,39 ✠LMC(M)10,41 *Carrying Petroleum in bulk*	CL 3,41	1934 12mo *Lloyd's A&CP*	Götaver- kenA/B Gothenburg	A/S J.Ludwig MowinckelsRederi *CellDBuE75'209tDTf22'375t FPT95tAPT152t*	455·5 P101'F59' FK	59·2	35·9	Bergen Norwegian 10*BHptCem*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 653NH 2DB*150lb* GotaverkenA/B,Got.	35 ″ 6 s 8 ″1 27 ″ 8¼	
24544 167582 GLSM	**Grenaa** (*ex*Berta–39,*ex*Autom–37, *ex*Reidun–37,*ex*Wenchita–33, *ex*Hollandia, *ex*Raamsdonkveer,*ex*Jan vanSteen) 1*Dk* *Cargo battens not fitted*	1262 1097 727	! Lon Examined LR ~~3,41~~ 11,41 11,41 MS11,41 BS11,41(180lb)	OG 8,41	1917	T.v.Dui- vendijk Lekkerkerk	Ministry of War Transport(Stone& Rolfe,Ld.*Mgrs.*)	237·2 P40'*t*H66*t*F33*t* New fore end '41	36·3	16·0	London British *WB*	T.3Cy.17",28"&46"–36" 2SB 127NH N.V.v.d.Kuy&v.d.Rees Mchf.&Schpb.Rot.		N
24545 LKFY	**Grenanger** *Oil Eng.* 1*Dk&Shelter dk* *CruiserStern*	5393 4542 3257			1939	Cant.Nav. delQuarnaro Fiume	Westfal-Larsen& Co.A/S	408·1 F29'	55·9	25·0	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 5Cy.28⅜"–49$\frac{3}{16}$" 701NH Cant.RiunitiDell'Adriatico Trieste		N
24546 OHCC	**Greta** (*ex*Rolf) 1*Dk*	1868 — 1042			1903	Helsingörs Jernsk&Msk. Elsinore	LovisaÅngf.A/B (A/B.R.Nordström &Co.O/Y,*Mgrs.*)	288·7 277·3 P17'B166'F32'	39·9	17·9	Lovisa Finnish *WB*	T.3Cy.19",32"&53$\frac{13}{16}$"–36" 174NHP HelsingörsJernsk.& Mskb.		N
24547 5633 SEKW	— 3Mst *Now* "Inez," *see No.* 37056 *in Supplement* 1*Dk*	*304* *254* *191*			1914	Eriksbergs M.V.Aktieb Gothenburg	RederiA/BGreta (HugoSilvén)	127·4 F30'H18*t*F15'	22·5	11·5	Säffle Swedish *WB*	C.2Cy.11¼",&27¾"–16½" 26NHP EriksbergM.V.Aktieb.Got		V
24548 134949 MNYP	**Greta Force** *ss*Liv.No.3–3,40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	914 637 456	✠100A1 Shl *l* 4,41 ✠LMC MS3,40 BS1~~2,40~~1,42	CL 4,41	1928 2mo *Lloyd's A&CP*	J.Fuller- ton&Co. Paisley	WestCoastShipping Co.Ld.(W.S. Kennaugh&Co. *Mgrs.*) *CellDB120' 214t FPT79t APT44t*	195·5 202·5(O.L.) Q109'B13'F28' FK	31·1	12·5	Whitehvn British 3*BHCem*	T.3Cy.15",25½"&41"&30"(*s*) 180lb 85RHP 2SB,4*cf*,GS75,HS2490 Aitchison,Blair&Co.Ld. Glasgow	14 ″ 7 s 4 ″ 6¼ 14 ″ 2¼	
24549 699 OHCX	**Greta Thordén** (*ex*Greta,*ex*Frieda Fahrenheim,*ex*Regnator, *ex*Rendsburg) D.F. 1*Dk&deep framing*	2084 1807 1230			1906	Eiderwert Akt.Ges. Tönning	RederiA/BThor (G.B.Thordén, *Mgr.*)	287·0 272·3 Q12'B79'F24'	39·8	19·8	Brandö Finnish *WB*	T.3Cy.18½",30¾"&49¼"–33½" 140NHP EiderwerftA.G.Tönning		G
24550 160203 GNKF	**Gretavale** *ss*Shl.No.3–1,39 D.F. E.S.D. 2*Dks*(*Stl*)	4586 4327 2918	✠100A1 ~~Shl~~ *y* ~~3,41~~10,41 Bal BS3,41 ✠LMC1,39	CL 3,41	1928 4mo *Lloyd's A&CP*	Lithgows, Ld. Port Glasgow	Crawford Shipping Co.Ld.(A.Crawford&Co.Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB329'1010t DTa 30' 784t APT16t*	385·0 397·7(O.L.) P29'B112'F44' FK	52·0	26·6	Glasgow British *ptCem* 4 *BH to U dk* 2 „ *2nd* „	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138,HS6789 FD Rnkin,Blckmre&CoLdGrk	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
24551 OZME	**Grete** D.F *Ref.Mchy.* 1*Dk*	1563 1212 909			1931	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	253·5 P24'Q66'B102'F33'	39·1	15·4	Esbjerg Danish *WB*	C.4Cy.(2)14¾"(2)31½"–31½" &L.P.turbine 184NHP HS2350 Helsingörs Jernsk.& Mskb.		G
24552 DIBU	**Grete Glad** (*ex*Stige) *Oil Eng.* *Mchy.Aft* 1*Dk* *Carrying oil in bulk*	869 708 459			1916	Soc.Eser- cizioBacini Genoa	"Debag"Deutsche Betriebsstoff-A.G. (Europäische Tanklager u. Transp.A.G. *Mgrs.*)	199·5 B54' len32	30·8	14·2	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"–22$\frac{13}{16}$" 117NHP Motorenfabr. NE27 "Deutz"A.G.Köln-Deutz		G
24553 OZJH	**Grete Mærsk** TwinSc *Oil Eng.* D.F. *Ref.Mchy.* 1*Dk&Shelter dk* E.S.D. *3rd dk except in Nos.2&5 holds* *CruiserStern* *Now* "Cricamola," *see No.* 35926 *in Supplement*	6576 5624 4097	✠100A1 Bal *d*† *with freeboard* 3,40 DBS2,41 ✠LMC3,37 DBS(WTB)7,38 ✠Lloyd'sRMC3,40 *Carrying vegetable oil in deep tanks*	CL 3,40	1937 3mo *Lloyd's A&CP*	Bremer Vulkan Vegesack	A/SD/SSvendborg &D/S af1912A/S (A.P.Møller, Copenhagen,*Mgr.*) *CellDB372'1416t DTsa68 1724tMTs68'1918t FPTs231tAPTs280t*	471·9 497·3(O.L.) F59' FK	59·4	26·9	Copnhagn Danish 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 2S.C.DA 10Cy.23⅝"–43$\frac{5}{16}$" 1945NHP DB*114lb* 2DB(WT)*114lb* BremerVulkan,Vegesack	30 ″ 5 s 3 ″ 10 26 ″ 9½	
24554 6713 SDWU	**Greth** (*ex*Ella–35) 1*Dk*	*1540* *1341* *916*			1922	Nylands Verksted Oslo	RederiA/B Mercurius (H.Selander,*Mgr.*)	254·8 P23'B63'F25'	39·2	16·9	Stockholm Swedish *WB*	T.3Cy.19",31"&51½"–33" 153NH NylandsVerksted,Oslo		N
24555 160722 VGYX	**Grey Beaver** (*ex*Southton–32) *Mchy.Aft* 1*Dk*	1892 1705 1190			1929	Smith's DockCo.Ld Middlesbro'	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F33'	44·1	18·6	Toronto British *WB*	T.3Cy.15",25"&40"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu sur Quill Franc-bord au milieu di navire. Tirant d'eau correspondant. pds. pc.	
24556 LCLQ	**Grey County** (*ex*Turkistan, *ex*WarLark) D.F.	5194 4738 3184					1918	Earle'sCo. Ld. Hull	D/S A/S Songa (KlausWieseHansen) (CountyLine)	400·2 P157*t*H191t	52·2	28·5	Bergen Norwegian *WB*	T.3Cy.27",44"&73"-48" 369NHP Earle'sCo.Ld.Hull		
24557 145536 MLQN	**Greyfriars** *ss*Nwc.No.1-40 *ss*Nwc.No.3-3,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1142 843 625	✠100A1 ~~6,41~~ ~~12,40~~ 9,41 LMC6,41 ~~BS9,40~~ ~~LMC3,36~~	Nwc	*n*	CL ~~10,38~~ 3,41	1923 8mo *Completed by* *Lloyd*'*sA&CP*	J.&D. Morris,Ld. Newcastle T.Mitchison Ld.	NewbiginSteam ShippingCo.Ltd. (E.R.Newbigin, Ld.*Mgrs.*) *Cell DB*167'304*tFPT*110*tAPT*39*t*	217·5 Q121'B15'F30' FK	33·9	13·7	Newcastle British 4*BHptCem*	T.3Cy.16",27"&44"-30" (*s*) 180lb ~~100lb~~ 131NHP 2SB,4*cf*,GS67,HS2254 ShieldsE.&D.D.CoLd.NShl	15 ″ 9 s 4 ″ 5¾ 15 ″ 2¾	
24558 221536 KDTV	**Greylock** (*ex*WestGreylock) *Fitted for oil fuel* 2*Dks&Shelter dk*	7460 — 4520					1921 b b	LsAngeles S.B.&DDCo. SanPedroCal	SeasShippingCo. Inc.	430·7	54·3	26·2	New York Utd. States *WB*	T.3Cy.28½",47"&78"-48" 422NHP LosAngelesS.B.&D.D.Co.		
24559 121234 MJRS	**Greypoint** (*ex*Rathlin-33) 2*Dks*	1128 1008 463					1905	W.Beardmore&Co.Ld. Glasgow	Belfast,Mersey& Manchester S.S.Co Ld.(W.M.May, *Mgr.*)	252·2 P&B156'F51'	35·1	17·1	Belfast British *WB*	T3Cy.25",40"&65"-48" 293NHP W.Beardmore&Co.Ld. Gls.		
24560 149667 GNRW	**Greystoke Castle** TwinSc *OilEng.* *ss*HKg.No.3-2,39 D.F. E.S.D. 2*Dks*(*Stl*) *Longitudinal framing at bottom & decks*	5853 5328 3622	✠100A1 ~~3,41~~ ~~1,41~~10,41 ✠LMC CS10,40 DBS~~7,40~~7,41 ~~10,39~~ 10,40 *Fitted for carrying oil*	~~Cal~~ Syd	*t*†	CL P10,41 ~~s1,39~~ s2,41 3,28 *F.*	1928 3mo *Lloyd*'*sA&CP* *P.above 150° F.in deep tanks*	Cammell Laird&CoLd. Birkenhead	LancashireShppg. Co.Ld(J.Chambers &Co.*Mgrs.*) *CellDB*375'1376*t* *Tanks in way of tunnels* 107*t* *MT's*37'1224*t FPT*136*tAPT*56*t*	428·0 440·0(O.L.) P28'B275'F39' FK	56·1	28·9	Liverpool British 7*BH*	Oil Engines 4S.C.SA 12Cy.28¾"-59$\frac{1}{16}$" DB*135lb* 953NHP N.E.MarineEngCoLd Nwc	31 ″ 9 s 5 ″ 0¾ 26 ″ 11	
24561 154731 VGCT	**Griffco** Ⓟ (*ex*ElAbeto,*ex*Cowan) 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	2518 2146 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	CoastwiseSteamship&BargeCo.Ld. (J.Griffiths&Sons, *Mgrs.*)	253·4 P115'F25'	43·6	24·5	Vict'riaBC British *WB*	T.3Cy.21",34½"&57"-42" 210NHP Gt.LakesEng.Wks.Detroit		
24562	**Grijalva** (*ex*GulfTrader-37, TwinSc *ex*MexicoTrader-36,*ex*HullTrader, *ex*Tonnay,*ex*Argentina) 1*Dk*	*646* *530* *326*					1904	Grngem'th &Greenock DockyardCo Grngemouth	Ricarevo,Arce& Gomez	205·3 B55'F17'	33·8	9·7	Bluefields Nicaraguan	T.6Cy.11",18"&30"-22" 84NHP Muir&Houston,Ld.Gls.		
24563 6064 SELD	**Grim** *ss*Skm.No.3-4,31 *ss*Osc.No.2-39 1*Dk*(*Stl*)	*1323* *1139* *758*	✠100A1 6,41~~11,40~~ BS~~11,40~~ 12,41 ✠LMC6,39	~~Got~~ Skm	*p*	OG ~~6,39~~ 6,41	1919 2mo	Kockums M.V.Aktieb Malmö A&CP	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*) *CellDB*196'364*t* *FPT*44*tAPT*59*t*	232·7 P17'B63'F25' FK	37·7	16·5	Stockholm Swedish 4*BHCem*	T.3Cy.18⅛",28¾"&48$\frac{13}{16}$"-31½" 185lb (*s*) 157NHP 2SB,4*cf*,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s 2 ″ 2½ 16 ″ 7	
24564 129760 MDKQ	**Gripfast** *ss*Nwc.2ndNo.3-1,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1109 903 636	✠100A1 ~~6,41~~ ~~7,40~~1,42 Examined 10,41 Cff ~~BS6,41~~ ✠LMC7,40 MBS6,41 DBS12,41	~~Nwc~~ ~~Bry~~ Cff	*n*	CL 4,40	1910 9mo *Lloyd*'*sA&CP*	J.Crown& Sons,Ld. Sunderland	NewbiginSteam ShippingCo.Ld.(E. R.Newbigin,Ld. *Mgrs.*) *CellDBa*62'*uE&B*32'*f*96"338*tFPT*51*tAPT*49*t*	225·0 P19'B45'F24' FK	35·6	13·6	Newcastle British 4*BHCem*	T.3Cy.18",30"&49"-33" (*s*) 180lb *100lb* 164NHP 1SB,4*cf*GS67,HS2732 N.E.MarineEng.Co Ld.Sld	15 ″ 8 s 1 ″ 9½ 14 ″ 0	
24565 7236 SKBA	**Gripsholm** Ⓟ TwinSc *OilEng.* Sub.Sig. GyC. *ss*Got.No.3-1,38 *Ref.Mchy.* 3*Dks*(*Stl-Wthr dk pt ws*) D.F 4*th dk*(*Stl*) *inNos.*1,2,3*&*4*holds*	*18134* — *9485*	✠100A1 *withfreeboard* 8,41 ~~11,39~~ ✠LMC CS6,38 DBS1,39 9,37	Got		CL 12,37	1925 11mo *Lloyd*'*sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	A/BSvenska AmerikaLinien (A. Jonsson,*Mgr.*) *CellDB*481'2192*t* *Tanks in way of Tunnels* 1075*t MT*40' 157*tFPT*147*tAPT*168*t*	553·0 574·5(O.L.) B&F486' *UpperBridge*262' FK	74·4	37·7	Gothenbrg Swedish 10*BHptCem*	2 Oil Engines 4S.C.DA 12Cy.33$\frac{1}{16}$"-59$\frac{1}{16}$" 2DB*120lb* 2533NHP Burmeister&Wain,Cpn.	42 ″ 6 s13 ″ 11 29 ″ 0	
24566 159379 ZSCG	**Griqua** Ⓟ (*ex*Lingestroom-38) 1*Dk* *Ref.Mchy.*	1352 1048 600					1917	Rotterdam DroogdMaat. Rotterdam	Thesen'sS.T.Co. Ld. (MitchellCotts &Co(SouthAfrica) Ld:*Mgrs.*)	243·2	37·2	17·3	Cape Town British *Wb*	T.3Cy.21½",33"&57"-39" 200NHP RotterdamDroogd.Maats		VI
24567 163519 MBYG	**Grit** *OilEng.* *Mchy.Aft* *ss*Goo.No.1-39 1*Dk* *CruiserStern*	501 322 254	✠100A1 1,39 ✠LMC12,37 ✠LMC(M)10,39	Goo	*g*	OG N10,39	1934 9mo *Lloyd*'*sA&CP*	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	160·5 Q102'F19' FK *FPT*94*t*	26·7	9·4	London British 3*BHAsp* *APT*56*t*	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 72RHP NewburyDieselCo.Ld. Newbury	10 ″ 3 s3 ″ 11 10 ″ 3	
24568 139340 GBVY	**Grodno** *ss*Lon.No.3-10,31 *ss*Hul.No.2-40 1*Dk*(*Stl*) *CruiserStern*	2458 2270 1470	✠100A1 ~~11,41~~ ~~11,40~~3,42 BS3,42 ✠LMC11,40	~~Hul~~ ~~Lon~~Liv	*t*	CL 10,38	1919 6mo *Lloyd*'*sA&CP*	Wm.Gray &Co.Ld. WHartlepool	Ellerman'sWilson Line,Ld. *CellDB*260'647*t FPT*70*t APT*60*t*	303·0 P33'B162'F32' FK	43·0	20·8	Hull British 6*BHptCem*	T.3Cy.22",36"&59"-39" (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 Cen.Mar.Eng.Wrks WHpl	23 ″ 0 s 2 ″ 6 20 ″ 8¾	
24569 CSHU	**Groenlandia** WoodAux3MstSr (*exSailingVessel*Viana-35) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	442 390 311					1922	Ch.Navals Franco- Portugais Villa d'Conde	Armadores do Norte,Lda.(C.C. DaRocha,*Mgr.*)	146·5 Q75'F8'	31·1	14·4	Lisbon Portuguese	Oil Engines 2.S.C.SA 6Cy.7$\frac{1}{16}$"-11$\frac{13}{16}$" 52NHP NE35 Atlas-DieselA/B,Skm.		
24570 PEKX	**Groenlo** (*ex*Helsinki-35, *ex*Groenlo-32) *ss*Ams.No.3-4,38 1*Dk*(*Stl*)	1984 1761 1169	✠100A1 5,41 ~~8,40~~ ~~BS7,39~~ ✠LMC4,38	~~NYk~~ Mtl BS11,40	*r*	CL 7,39	1926 7mo *Lloyd*'*sA&CP*	NV.Boele's Schps&Mchfb Bolnes	N.V.Stoomv. Maats."Noordzee" *CellDB*235'548*t FPT*46*t APT*41*t*	275·3 P24'B65'F28' FK	41·2	18·6	Amsterdm Dutch 4*BHCem*	T.3Cy.18⅞",31⅛"&51$\frac{15}{16}$"-36¼" 180lb (*s*) 209NHP 2SB,6*cf*,GS122,HS3654 NV.Boele'sSchps&Machfb	20 ″ 9 s2 ″ 11¼ 17 ″ 11	
24571 FNMP	**Groix** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9975 — 6136	✠Lloyd'sRMC~~3,41~~2,42				1922	Forg.&Ch. delaMédit. LaSeyne	ChargeursRéunis	483·4 P27'B261'	58·9	34·5	Havre French *WB*	T.6Cy.25½",42½"&70"-48" 676NHP Forg.&Ch.delaMédit.Msl.		V
24572 160377 MNZD	**Groningen** *ss*Lon.No.2-36 *Ref.Mchy.* 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) E.S.D. *CruiserStern*	1205 861 547	✠100A1 *withfreeboard* 1,42 ~~1,39~~ Examined ~~3,41~~1,42 ~~BS(r)7,40~~ ✠LMC12,36 ✠NB(Stbd.)6,37 ✠Lloyd'sRMC~~1,41~~ ~~9,41~~ 4,42	~~Lth~~ Gmb ~~Liv~~ BS11,41	*q*	CL ~~1,39~~ 1,42	1928 3mo *Lloyd*'*sA&CP*	AilsaS.B. Co.Ld. Troon	GeneralStm.Nav. Co.Ld. *CellDB*202'301*t FPT*31*tAPT*15*t*	245·5 B62' FK	40·1	12·8	London British 5*BHCem* (*Coll to Sh dk* 4 „ 2*nd*„)	T.3Cy.21",34"&56"-36" (*s*) 200lb 302NHP 2SB,8*cf*,GS153,HS5734 AilsaS.B.Co.Ld.Troon	14 ″ 9 s ″ 2 14 ″ 8½	

1 No. in Book. — Official No. — Code Letters.	2 3 Steamer's Name. Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. — Freeboard amidships — Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
24573 140824 MLGB	**Grosvenor** (*ex*ElsieThomas-36, *ex*Elizabeth Moffat) *ss*Bkn.No.3-4,34 *Mchy.Aft* *ss*Lth.No.1-39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	305 216 114	✠100A1 ~~6,40~~11,41 BS~~8,40~~ 8,41	~~Lth~~ Grk ✠LMC8,39	*d*	CL 6,40	1922 1mo	Ritchie Graham& Milne Glasgow Lloyd'sA&CP	Mrs.E.M.M.G. Cubbin (R.A.Colby Cubbin,*Mgr.*)	130·8 137·0(O.L.) Q48'B8'F22' *FPT22t*	22·6	9·8 FK	Douglas, I.M. British *3BHCem* *APT19t*	C.2Cy.$15\frac{3}{8}$"&32"-24" (*s*) 130lb 63RHP 1SB,2*pf*,GS40,HS1240 Gauldie&Gillespie,Gls.	10 ″ 6 s ″ $7\frac{1}{4}$ 9 ″ $11\frac{3}{4}$	
24574 UNZJ	**Grozny** (*ex*Grozneft-34) TwinSc *OilEng.* *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk CruiserStern*	4964 3956 3166					1916	Poutilov Shipyard Leningrad	U.S.S.R.	487·0 P104'B59'F89'	49·8	26·9	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.$16\frac{1}{8}$"-$19\frac{11}{16}$" 548NHP Russian NE26 DieselWorks,Leningrad		
24575 DHJN	**Grundsee** (Holstein) *Mchy.Aft* 1*Dk*	866 711 478					1926	Deutsche WerkeA.G. Kiel	W.Schuchmann	181·3 Q58'F21'	33·0	15·0	Hamburg German *WB*	T3Cy$13\frac{3}{8}$",$20\frac{1}{2}$"&$33\frac{1}{16}$"-$22\frac{13}{16}$" 52NHP DeutscheWerke,A.G.Kiel		G
24576 UOUH	**Gruziya** Ⓟ TwinSc Sub.Sig. *OilEng.* *Ref.Mchy. CruiserStern 2Dks*	4857 3283 2661					1928	Frd.Krupp Act.Ges. Kiel	U.S.S.R.	362·8 B&F280'	51·0	25·3	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.$23\frac{5}{8}$"-$45\frac{1}{4}$" 1163NHP Frd.Krupp,Act.Ges.Kiel		
24577 160269 GTFR	**Gryfevale** *ss*Shl.No.3-5,40 D.F. E.S.D. 1*Dk*(*Stl*)&2nd *dk*(*Stl*) *in way of Mchy. space*	4434 4197 2761	✠100A1 9,40 BS11,41	Mdb ✠LMC5,40	*y*	CL 3,40	1929 9mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	GryfevaleS.S.Co. Ld.(A.Crawford &Co.Ld.*Mgrs.*) *CellDBa&uE137'*	385·0 P31'B239'F41' *f173'986tFPT114t*	53·5	25·2 FK	Glasgow British *6BHptCem* *APT145t*	T.3Cy.$23\frac{1}{2}$",40"&65"-45"& LP turbine with DR gear- ing & hydraulic coupling 200lb (*s*) 473NHP 3SB,9*cf*,GS150,HS6171 FD Rankin&BlackmoreLdGrk	27 ″ 6 s3 ″ $7\frac{3}{4}$ 24 ″ 1	
24578 FNAG	**Guadeloupe** (*ex*Croisine-37) D.F. *OilEng.* *Ref.Mchy. CruiserStern 2Dks.*	2676 2229 1574					1936	Eriksbergs M.V.Aktieb Gothenberg	Compagnie Générale d'Arme- mentsMaritimes	312·9	50·0	22·8	Nantes French *WB*	Oil Engines 2S.C.SA 9Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 608NHP EriksbergM.V.Aktieb.Got		V
24579	**Guanaco** (*ex*Langosta) Sp *ss*B.As.2ndNo.3-7,11 *Mchy.Aft* 1*Dk*(*Stl*)	369 — 210	✠ 1,17	BAs ✠	*f*		1889 12mo	Blackwood &Gordon Pt.Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	153·0 F23'	28·1	8·8 FK	Bns.Aires Argentine *4BHCem* *FPT20t*	T.3Cy.$9\frac{1}{2}$",15"&25"-18" 26NHP 1SB,2*pf*,GS30,HS735 Blackwood&Gordon,P.Gl.	9 ″ 4	
24580	**Guanay** (*ex*Olga-36,*ex*SantaJulia, *ex*Princess) *ss*P.E.I.No.2-05 1*Dk*&*Awng dk* *Fitted for oil fuel*	551 — 250	✠ ... 10,07	✠			1896 10mo	Grngem'th DockyardCo. Grngemouth	Cia.Administra- dora delGuano	165·0	26·0	10·2 17·7 BK7"	Callao Peruvian *WB*	T.3Cy 16",26"&42"-30" 97NHP Muir&Houston,Ld.Gls.	18 ″ 3	
24581 775 PVAC	**Guarahu** (*ex*RaceFisher-39, *ex*Orleigh-32) *ss*Lan.No.3-1,33 *Mchy.Aft* *ss*Rio.No.2-41 *Well deck* 1*Dk*(*Stl*)	*484* *336* *188*	✠100A1 1,41 BS3,42	Rio ✠LMC1,41	*g*	CL 11,40	1919 12mo	R.Cock& Sons,Ld. Appledore Lloyd'sA&CP	EmpresaInter- nacional de TransportesLtda.	150·0 Q83'B9'F24'	25·7	12·0 FK	R.Janeiro Brazilian *3BHCem* *FPT34t*	T.3Cy.12",22"&34"-$22\frac{1}{2}$" (*s*) 180lb 72NHP 1SB,2*cf*,GS38,HS1271 Plenty&Son,Ld.Newbury	12 ″ 9	
24582 LOGQ	**Guarany** Ⓟ Pad 2*Dks* *Fitted for oil fuel*	953 — 407					1908	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	240·0	34·0	17·7	Bns.Aires Argentine	T.3Cy.21",35"&54"-66" 320NHP A.&J.Inglis,Ld.Glasgow		
24583	**Guarapore** TwinSc (*ex*MariaThereza-39,*ex*Beechbay-39, *ex*Riveur) D.F. 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	*1219* *819* *658*					1919	Ch.&Atel. deSt.Nazaire Penhoët	~~Empreza~~ ~~Internacional de~~ ~~Transportes,Ltda.~~ LloydBrasileiro	218·8 P74'F30'	34·3	13·2	R.Janeiro Brazilian *WB*	C.4Cy.16"&30"-$19\frac{1}{2}$" 32NHP Ch.&Atel.deSt.Nazaire		V
24584 773 PVAA	**Guarapuava** (*ex*RiverFisher-39, *ex*JollyHugh-33, *ss*Nwc.No.3-2,33 *ex*Striver) *ss*Brw.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	*590* *402* *293*	✠100A1 7,41~~3,39~~ ~~BS3,41~~	~~Lon~~ Rio LMC~~7,37~~ 10,41	*h*	CL ~~12,38~~ 7,41	1920 2mo	J.Duthie TorrySBCo. Aberdeen Lloyd'sA&CP	Empreza Internacional de Transportes,Ltda. *CellD*	162·2 Q94'B11'F25' *Bf93'142tFPT52t*	27·1	11·0 FK	R.Janeiro Brazilian *3BHCem* *APT11t*	T3Cy.$14\frac{1}{4}$",$23\frac{1}{2}$"&39"-24"(*s*) 180lbNE96*refitted*20 88NHP 1SB,3*pf*,GS48,HS1440 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 0	
24585 776 PVAD	**Guarara** (*ex*StreamFisher-39, *ex*Ortona-32) *ss*Apl.No.3-10,31 *Mchy.Aft* *ss*Rio.No.2-40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*483* *335* *191*	✠100A1 9,40 BS12,41	Rio ✠LMC9,40	*g*	CL 4,40	1919 1mo	R.Cock& Sons,Ld. Appledore Lloyd'sA&CP	Empreza Internacional de Transportes,Ltda.	150·0 157·1(O.L.) Q83'B9'F24'	25·7	12·0 FK	R.Janeiro Brazilian *3BHCem* *FPT34t*	T.3Cy.13",22"&34"-$22\frac{1}{2}$" (*s*) 180lb 72NHP 1SB,2*cf*,GS38,HS1271 Plenty&Son,Ld.Newbury	12 ″ 9	
24586 774 PVAB	**Guararema** (*ex*SoundFisher-39, *ex*Mavis, *ss*Lan.No3-2,31 *ex*Independance) *ss*Rio.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	*548* *359* *279*	✠100A1 11,40 BS3,42	Rio ✠LMC11,40	*g*	CL 9,40	1919 2mo	Ardrossan D.D.&S.B Co.Ld. Ardrossan Lloyd'sA&CP	Empreza Internacional de Transportes,Ltda.	154·8 161·0(O.L.) Q83'B10'F27' *FPT51t*	26·1	10·9 len37 BK7"	R.Janeiro Brazilian *3BHCem* *APT26t*	C.2Cy.18"&38"-27" (*s*) 130lb 91NHP 1SB,3*cf*,GS59,HS1786 Aitchison,Blair&Co.Ld.Gls	12 ″ 3	
24587	**Guaratan** TwinSc (*ex*MariaCecilia-49,*ex*Pinebay-39, *ex*Rouvray,*ex*Mineur) *Mchy.Aft* 1*Dk*	*1222* *829* *657*					1919	Ch.&Atel. deSt.Nazaire Gd.Quévilly	Empreza Internacional da Transportes,Ltda.	218·0 P74'F30'	34·2	13·2	R.Janeiro Brazilian *WB*	C.4Cy.16"&30"-17" 32NHP Ch.&Atel.deSt.Nazaire		V
24588	**Guardian** TwinSc *ss*N.Yk.2ndNo.3-9,31 *ss*Jck.No.2-41 E.S.D. 1*Dk*(*Stl*)&*Spar dk* (*Stl*-teaks)*deepframing* *amidships&lower dk*(*Stl*)*in holds*	*1768* *1655* *981*	✠100A1 *Spar dk* 1,42 ~~2,41~~ BS1,42	~~Jck~~ NNs ✠LMC2,41	*r*	CL ~~8,40~~ 1,42	1907 9mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	EmpresaHondur- ena de Vapores (UnitedFruitCo. *Mgrs.*) *CellDBa33'* *Tank between*	278·4 *uE21'f134'250t* *tunnels 23'27tFPT*	36·0	14·9 22·5 FK	Puerto Cortez Honduran *4BHCem* *25tAPT30t*	T.6Cy.$15\frac{3}{4}$",25"&43"-30"(*r*) 180lb 265NHP 2SB,6*cf*,GS102,HS3762 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 9 s4 ″ 7 20 ″ 6	
24589 HPPV	**Guatemala** (*ex*Valiente-41, *exDredger* *ss*N.Yk.2ndNo.3-6,40 O'BrienBrothers-40, 2*Dks* ~~exBrookline)~~ *exCargo* *Vessel*Brookline)	~~5967~~ ~~5105~~ ~~3741~~ 5527 — 3965	100A1 10,41 ~~12,40~~ ~~BS12,40~~ *Fitted for oil fuel* 6,40 *F.P. above* 150° F	~~NYk~~ LAn BS10,41 LMC6,40	*z*	1.40	1920	Atlantic Corporation, Portsmouth, N.H. Lloyd'sA&CP	Panamanian Freighters (Wallem&Co. *Mgrs.*) *CellDB362'11*	410·2 427·0(O.L.) P44'B115'F47' *25tMT29'638tFPT*	54·0	29·7 FK	Panama Pnamanian *7BHptCem* *78tAPT224t*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"-48" 215lb 603NHP 3WTB,HS9150 FD AtlanticCorp.Ptsmth,N.H	29 ″ 9 s 5 ″ $9\frac{1}{2}$ 24 ″ 2	
24590	**Guayana** (*ex*Edda-34) TwinSc 1*Dk* *Fitted for oil fuel*	*1235* *842* *824*					1919	Nuscke& CoA.G. Stettin	Cia.Anon.Ven- ezolana de Nav.	221·5 Q64'B54'F27'	33·6	14·0	La Guaira Venezuelan *WB*	T.6Cy.$11\frac{13}{16}$",$18\frac{7}{8}$"&$30\frac{11}{16}$"- $19\frac{11}{16}$" *Emade*15 83NHP Christiansen&Meyer, Harburg		V

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre l'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
24591 LOGS	**Guayra** Ⓟ TwinSc *OilEng.* 1*Dk&promenade dk* *CruiserStern*	785 — 447					1930	A.&J.Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovitch Ltda.	170·0	36·0	8·0	Bns.Aires Argentine *WB*	Oil Engines 4S C.SA 12Cy.12$\frac{3}{16}$"–21$\frac{5}{8}$" 172NHP Harland&Wolff,Ld.Gls.		
24592 6504 SDLN	**Gudmundrå** ssRio.No.3–1,34 ssLkr.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1776* *1532* *984*	✠100A1 *Shelter dk* *withfreeboard* 10,40 BS9,41 ~~BS5,40~~ ✠LMC12,37 *Fitted for oil fuel* 5,21 *F.P. above* 150' F.	MVo	*s*	OG 10,40	1921 5mo *Lloyd's*CP	A/B Öresundsvarvet Landskrona	Rederiaktieb. Fredrika(E.Högberg,*Mgr.*) *CellDB*224'473*t*	273·8 287·0(O.L.) FK *Coll* *FPT*58*t* *APT*66*t*	41·2	17·8	Stockholm Swedish *ptCem* *BH to Sh dk* 3 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 280lb 229NHP 2SB(Spt),4*cf*,HS3230 FD A/BdeLavalsAngtrbnSkm	20 ″ 6 s ″ 9¼ 19 ″ 10¾	
24593 LDZQ	**Gudrid** D.F. 1*Dk*	1305 1139 728					1922	Stavanger Stöberi&Dok Stavanger	A/S Herdis (Bachke&Co. *Mgrs.*)	242·9 P21*t*B141'F24'	37·3	16·1	Tr'ndheim Norwegian *WB*	T.3Cy.17½",28½"&48"–39" 144NHP StavangerStöberi&Dok.		N
24594 7147 SELM	**Gudrun** 1*Dk*	*1499* *1321* *844*					1924	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (S.Redig,*Mgr.*)	259·4 P19'B161'F27'	40·1	16·7	Hlsngborg Swedish *WB*	T.3Cy.18¼",29½"&49"–33" 138NHP FredrikstadMek.Værks.		N
24595 OYDU	— 1*Dk*	1498 1156 875					1924	Howaldtswerke Kiel	Dampsklsk.Torm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*)	248·4 P16'Q&B173'F32'	38·1	14·9	Copnhagn Danish *WB*	T.3Cy.17½",28$\frac{9}{16}$"&46$\frac{1}{16}$"–33$\frac{7}{16}$" 123NHP Howaldtswerke,Kiel		G
24596 DAQJ	— 1*Dk*	1485 1018 863					1923	Stettiner-Oderwerke Stettin	Rud.Christ.Gribel	231·3 Q76'B101'F29'	36·5	15·0	Stettin German	T3Cy16$\frac{9}{16}$"27$\frac{3}{5}$"&43$\frac{3}{10}$"–31½" Stettiner 105NHP Oderwerke,Stettin		G
24597 LJBN	— (*ex*Ragnhild–35) 1*Dk*	1128 974 656					1919	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Frithof Eide(BirgerPedersen&Sön,*Mgrs.*)	230·3 P20'B62'F26'	36·1	14·9	Haugesnd Norwegian *WB*	T.3Cy.16½",26"&44"–30" 106NHP FredrikstadM.N.Frdstad.		VL
24598 166299 GMLK	**Gudrun Mærsk** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	2294 1994 1344	✠100A1 *withfreeboard* ~~7,41~~ ~~1,41~~3,42 Examined 12,41 DBS1,41 ✠LMC1,37	~~PN1~~ ~~Brs~~ Liv	*u*	CL ~~5,40~~ 7,41	1937 1mo *Lloyd's*A&CP	Odense Staalskibsvft vedA.P.Möller Odense	Ministry of War Transport(T.Dunlop&Sons,*Mgrs.*) *CellDB*282'838*t*	327·2 341·7(O.L.) FK *FPT*51*t**APT*101*t*	46·2	17·9	Liverpool British 5*BH* (*Coll to Sh dk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$ 355NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	29 ″ 2 s9 ″ 2½ 20 ″ 2	
24599 7469 SFJA	**Gudur** *Ref.Mchy.* Sub.Sig. 1*Dk&Shelter dk* *CruiserStern*	*1321* *1010* *559*					1928	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	264·2 H156*t*	37·3	14·1	Stockholm Swedish *WB*	T.3Cy.20",32"&53"–36" 168NHP HelsingörsJernsk.&Mskb.		V
24600 LEXU	**Gudvang** (*ex*Stalheim–36) 4Mst D.F. 1*Dk*	1469 1311 876					1912	Fredrkstad Mek.Værks. Fredrikstad	Dampsk.A/S Gudvin(H.Gjerpen *Mgr.*)	243·0 P24'B98'F29'	39·3	17·3	Oslo Norwegian *WB*	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
24601 LDZR	**Gudvangen** Ⓟ 1*Dk&Spar dk*	575 530 344					1903	Bergens Mek.Værks. Bergen	Fylkesbaatane i Sogn&Fjordane	148·1 H46*t*	25·4	12·9 19·0	Bergen Norwegian	T.3Cy.14",23½"&38"–27" 75NHP BergensMekVærksBergen		
24602 LCZQ	**Gudvin** (*ex*Sörland–33) D.F. 1*Dk*	1824 1625 1086					1918	Sörlandets Skibsbyggeri Fevik	D/S A/S Gudvin (H.Gjerpen)	265·4 P50*t*H82*t*	42·1	17·9	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
24603 LGIA	**Gudvor** (*ex*St.Therese–37) ssNwc.No.2–37 D.F. 1*Dk*(*Stl*)	*2280* *2013* *1354*	✠100A1 12,41 ~~12,40~~ Examined 8,41 ✠LMC~~4,37~~ ~~MBS7,40~~	~~NNs~~ NYk 12,41 ~~MBS12,40~~	*s*	CL ~~12,40~~ 11,41	1928 3mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	D/S A/S Gudvin (H.Gjerpen,*Mgr.*) *Intermediate bulkhead in forward hold dispensed with* *CellDB*	293·1 P26'B72'F25' FK 250' 624*t* *FPT*29*t*	44·2	19·4	Oslo Norwegian 4*BHptCem* *APT*85*t*	T.3Cy 20½",34"&56"–39"(*s*) 180lb *100lb* 224NHP 2SB,6*pf*,GS111,HS3614 G.Clark,Ld.Sunderland	21 ″ 6 s3 ″ 1½ 18 ″ 6½	
24604 EAGW	**Guecho** (*ex*CanadianTrapper) ssBbo.No.3–5,41 ~~ssBbo.No.3–3,34~~ 1*Dk*(*Stl*)*2nd dk in holds* ~~1*Dk*(*Stl*)~~ *Cargo battens not fitted*	3276 2880 1865	✠100A1 ~~5,41~~ ~~10,36~~5,42 ~~(*Reclassification Contemplated*)~~ BS5,42 ✠LMC5,41	~~Bel~~ Bbo	*v*	CL ~~1,41~~ 5,42	1920 4mo *Lloyd's*A&CP	DavieS.B.&Repairing Co. Levis,P.Q.	Cia.Nav.Amaya (Benito Urrechaga,*Mgr.*) *CellDB*266'674*t* *FPT*	331·3 343·3(O.L.) P33'B98'F33' FK	46·8	23·3	Bilbao Spanish 6*BHCem* 95*t**APT*73*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb FD 470NHP 3SB(Spt)9*cf*,GS156,HS7275 Goldie&McCullochCo.Ld. Galt,Ont	25 ″ 6 s3″11¾ 21 ″ 9	
24605 135512 MDZW	**Guelder Rose** ssNwc.2ndNo.3–1,38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	700 504 302	✠100A1 ~~7,41~~ ~~6,40~~ ~~10,41~~ 4,42 ~~12,41~~ ~~BS6,40~~ ✠LMC1,38 BS~~7,41~~4,42	~~Cff~~ ~~Nwc~~ ~~Lon~~ Hpl	*j*	OG ~~1,38~~ ~~7,41~~ ~~10,41~~ N12,41	1913 11mo *Lloyd's*A&CP	NVScheep. DeMerwede v/hVanVliet &Co. Hardinxveld	N.W.Spratt,Ld. (N.W.Spratt, *Mgr.*) *CellDBf*	180·0 Q105'B11'F22' FK 105'144*t* *FP*	28·1	12·2	Liverpool British 3*BHCem* *T*63*t**APT*7*t*	T 3Cy.15",25"&40"–27" (*s*) 130lb 82RHP 2SB,4*pf*,GS59,HS1800 Earle'sCo.Ld.Hull	14 ″ 6 s4 ″ 6 14 ″ 1½	
24606 143989 GNSZ	**Guelma** ssLon.No.3–7,40 D.F. 1*Dk*((*Stl*) *Cargo battens not fitted*	4402 4080 2738	✠100A1 6,41 ✠LMC MS5,40 BS5,41	Bry	*x*	CL 1,41	1928 3mo *Lloyd's*A&CP	J Readhead &Sons,Ld. SouthShields	LaTunisienneStm Nav.Co.Ld.(F.C. Strick&CoLd*Mgs*) *CellDBa&uE*144'	370·2 385·2(O.L.) P28'B104'F36' FK *f*160'1075*t**FPT*135	52·3	25·9	Swansea British 6*BHCem* *tAPT*115*t*	T.3Cy.24½",41"&66"–45"(*r*) 180lb *120lb* 341NHP 2SB,6*cf*,GS109,HS4460 FD J.Readhead&SonsLd.SShl	28 ″ 3 s5 ″ 3¾ 23 ″ 1½	
24607 167240 MNNP	**Guernsey Queen** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Portable dk in No.* 2 *hold*	567 367 277	✠100A1 9,41 ~~7,40~~ ✠LMC5,39	~~Sou~~ Liv	*h*	OG	1939 5mo *Lloyd's*A&CP	Burntislnd S.B.Co.Ld. Bnrntisland	BritishChannel IslandsShipping Co.Ld. *CellDB*1	169·8 175·8(O.L.) FK P53'Q51'F17' 08'148*t**DTa*6'73*tF**PT*60*t**APT*10*t*	28·1 *29·4*	9·7	London British 3*BH*	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{7}{16}$" 157NHP A/B Atlas-Diesel,Skm.	11″11 s4 ″ 6¼ 11 ″ 9¼	
24608 656 IOME	**Guglielmo** Aux3MstSr (*ex*LaBonneLorraine, *ex*Hermanos) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	331 284 277					1918	J.Th.Wilmink&Co. Groningen	MarioBenedetto fuGuglielmo	136·0 124·6 Q27'H13'F17'	26·4	11·2	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.15⅘"–17$\frac{7}{10}$" 88NHP D.Goedkoop,Jr.Amstrdam		I
24609 375 IOMK	**GuglielmoMarconi** WoodAuxBn (*ex*SailingVessel–36) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	304 303 251					1914	B.Gino Viareggio	SalvatoreCardella	134·5 111·5	27·4	14·5	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.7⅞"–11$\frac{13}{16}$" 44NHP *Emade&fitted*36 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
24610 144063 GDNV	**Guido** *CruiserStern* 2*Dks*	3921 3692 2405					1920	GooleS.B. &RengCo.Ld. Goole	Ellerman'sWilson Line,Ld.	333·0	46·6	29·0	Hull British *WB*	2 DRgeared steam turbines Earle'sCo.Ld.Hull		C
24611 231 IOMQ	**Guido Brunner** *ss*Gen.No.3–10,37 *Well deck* 1*Dk*(*Stl*)	1081 767 630	✠100A1 9,39 BS8,39 ✠LMC7,37 NO LATER SURVEY REPORTED	Gen	*n*	CL 10,37	1925 6mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	222·2 215·9 Q79'B56'F26' *CellDBa*47'*uE*25'*f*93'	35·0	13·0 FK	Trieste Italian 4*BHCem* 246*tAPT*8*t*	T.Cy.17½",29"&47"–33" (*r*) 180lb 194NHP 2SB,4*cf*,GS68,HS3000 FD Offic.Nav.TriestineS.A.Tri	15 ″ 7 s1 ″ 0 14 ″ 9	
24612 499 IBWT	**Guidonia**(*ex*Eftychia–38, *ex*SheafMount, *ss*Shl.No.3–9,26 *ex*Gifford) *ss*Rot.No.1–31 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Fitted for oil fuel* Now "**Plaudit**," *see No.* 38[illegible]71 *in Supplement*	5060 4783 3139	✠ … 11,31 ✠	Rot	*z*		1913 8mo	W.Doxford &Sons,Ld. Sunderland	A.Lauro 1*BH in fore*	434·2 420·0 *hold dispensed with* *CellDBa*132' *uE*&*B* 43'	54·1	26·3 FK	Naples Italian *Cem* 6*BHonly* *f*189'1179*t*	T.3Cy.27",44½"&75"–54" 577NHP 3SB.9*cf*,GS189,HS8530 W.Doxford&Sons,Ld.Sld. *FPT*109*tAPT*123*t*	29 ″ 0	I †
24613	**Guimba** Sub.Sig. 1*Dk*&*Shelter dk*~~& *Web frames*~~ *Ref.Mchy.* *Longitudinal framing* ~~*Fitted for oil fuel*~~ Now "**Empire Merganser**," *see No.* 35508 *in Supplement* *ss*Bal.2ndNo.3–12,41	6100 5657 4545	✠100A1 *Shelter dk with freeboard* 12,41 ✠LMC12,41 ✠Lloyd'sRMC12,41 *Fitted for oil fuel* 6,19 *F.P. above* 150°F.	Bal	*z*	CL 11,41	1919 1mo	MooreS.B. Co. Oakland, Cal.	Ministry of War Transport(New ZealandShipping Co.Ld.*Mgrs.*) 2'*tween dkBHs dispensed with* *CellDB*348'1351*tMT*30'554*tFPT*73*tAPT*48*t*	402·5 P34'F39'~~*onSh dk*~~	53·0	32·0 FK (4*toSh dk*3*to*2*nd dk*)	British 7*BHptCem*	2DRgeared steam turbines 225lb (*s*) 652NHP 4WTB(Spt)HS11132 WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa.	34 ″ 6	
24614 CSBP	**Guiné** Ⓟ (*ex*SanMiguel) **TwinSc** *ss*Lis.2ndNo.3–9,30 E.S.D. *ss*Ams.No.2–38 1*Dk*&*Spar dk*(*Stl*–teak s) *lower dk in Nos.*1&2*holds* *hold beams in No.*3*hold*	2648 2169 1657	✠100A1 *Spar dk* 5,42 ~~5,41~~ ✠NB8,38 ✠LMC8,38	Lis	*u*	CL 5,41	1905 4mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	Cia.Colonial de Nav. *CellDBa*50'	300·0 B102'F49' *uE*&*B*60'*f* 136'425*t*	42·0	16·4 24·3 BK9"	Lisbon Portuguese 5*BHCem* *APT*36*t*	T.6Cy.18½",30"&50"–36" (*s*) 180lb 386NHP 2SB,6*cf*,GS120,HS5424 FD N.E.MarineEng.CoLd.Sld	27 ″ 0 s4″10¼ 23 ″ 2¼	
24615 164280 GYRM	**Guinean** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	~~5205~~ ~~4343~~ ~~3009~~ 5129 4343 3016	✠100A1 *with freeboard* 5,42 Examined5,42 ✠NB(Aux)5,42 BS9,41 ✠LMC3,36 *Carrying vegetable oil in deep tank*	~~Gls~~ ~~Lon~~ Nwc	*a*†	CL 6,39	1936 3mo *Lloyd*	Howaldts- werke A.G. Hamburg '*sA&CP* *CellDB*341'1179*t DTa*25'893*tF*	UnitedAfricaCo. Ld.	402·8 F45' *PT*248*tAPT*144*t*	57·7	23·2 FK	Liverpool British 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 „ 2*nd* „)	T3Cy.$24\frac{7}{16}$",$38\frac{9}{16}$"&65"–45¼" 220lb (*s*) 450NHP 2SB(Spt)&1AuxSB,9*cf*, GS152.HS6586 FD HowaldtswerkeA.G.Kiel	~~25 ″ 6~~ ~~s2 ″ 0¾~~ ~~23 ″ 7¼~~ 37 ″ 3 s12″10 24 ″ 7¼	
24616 162577 MPZW	**Guinness** *ss*Bkn.No.2–39 *Mchy.Aft* 1*Dk*(*Stl–pt* ws) *Ref.Mchy.* *CruiserStern*	1151 959 556	✠100A1 *with freeboard* ~~11,41~~~~4,40~~ 3,42 3,42 BS~~3,41~~ ✠LMC2,39	~~Bel~~ Dub	*m*	CL 4,40	1931 5mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP* *CellDB*127'204*tFPT*91*tAPT*10*t*	A.Guinness,Son& Co.Ld.	211·8 F27'	34·4	16·6 FK	London British 3*BHptCem*	T.3Cy.16½",27½"&46"–33" 200lb (*s*) 194NHP 2SB,6*cf*.GS113,HS3710 AilsaS.B.Co.Ld.Troon	19 ″ 0 s3 ″7½ 15 ″ 9½	
24617 147879 GJZQ	**Gujarat** Ⓟ *OilEng.* *ss*Cal.No.3–12,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)	4148 3607 2538	✠100A1 *with freeboard* 10,41 ~~3,41~~ Examined 3,41 DBS3,41 ✠LMC11,35 ✠LMC(M)12,37 *Carrying vegetable oil in deep tank*	Liv Cal	*x*	CL 3,41	1923 12mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP* *CellDB*309'1121*t* *MT*34' 1140*t FPT*	BankLine,Ld.(A. Weir&Co.*Mgrs.*)	370·4 F37' 128*tAPT*95*t*	48·2	25·6 FK	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.29⅜"–$59\frac{1}{16}$" 489NHP DB100*lb*] Harland&Wolff,Ld.Gls.	28 ″ 0 s2″11¾ 25 ″ 2	BT till 2,42
24618 TCBF	**Gülcemal** Ⓟ **Iron4Mst** (*ex*Ottawa,*ex*Germanic) 3*Dks*	5122 — 3021					1874	Harland& Wolff Belfast	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	455·0 P50'F104'	45·2	34·0	Istanbul Turkish 8*BH* 1P8H *WB*	T.3Cy.35½",58½"&96"–69" 765NHP Harland&Wolff,Ld.Bel.	36 ″ 1	
24619 215404 WJCB	**Gulf of Mexico** *ss*N.Yk.No.3–1,29 *ss*Mob.No.2–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. *Longitudinal framing*	7807 7152 4867	✠100A1 *Shelter dk* *with freeboard* ~~3,41~~~~12,40~~ 10,41 ✠LMC5,40 ~~MS10,36~~ BS~~5,40~~3,41 *Carrying Petroleum in bulk* *Fitted for oil fuel*7,17 *F.P. above* 150° F.	NYk	*d*†	CL ~~12,40~~ 10,41	1917 8mo	NewYork S.B.Corp. Camden, N.J. A&CP *CellDBa*23'*uE*&*B*76'463*t* *DTf*40'441*tF*	GulfOilCorpora- tion	467·6 *PT*229*tAPT*131*t*	62·7	32·0 FK	Phildlphia Utd. States 16*BHptCem* (10 „ *U dk* 6 „ 2*nd* „)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 568NHP 3SB,9*cf*.GS177,HS7804 FD NewYorkSBCorp.Camden	32 ″ 0 ~~s4 ″ 2~~ ~~28 ″ 0¾~~ s3 ″ 8½ 28 ″ 6¼	
24620 219527 KOZM	**Gulf of Venezuela** (*ex*Miskianza) *OilEng.* *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	6910 — 4333	✠ … 11,20				1919 10mo	MooreS.B. Co. Oakland, Cal.	GulfOilCorpora- tion	425·8 P106'B40'F41'	57·0	31·2 FK	Phildlphia Utd. States *WB*	Oil Engines 2S.C.SA 4Cy.22⅘"–91½" 615NHP NE25 SunS.B.Co.Chester,Pa.	33 ″ 0	R †
24621 234903 WOJR	**Gulfbelle** *Mchy.Aft* *CruiserStern* 2*Dks* D.F. GyC. *Carrying Petroleum in bulk* *Fitted for oil fuel* *Longitudinal framing-bracketless system* "*Arcform*"	7104 — 4346					1936	Sun.S.B.& DryDockCo Chester,Pa.	GulfOilCorpora- tion	426·4 P92'B35'F38'	64·2	34·0	Phildlphia Utd. States *WB*	2DRgeared steam turbines 467NHP WestinghouseElec.&Mfg. Co.Phl.		R
24622 227796 WRBF	**Gulfbird** *OilEng.* *Mchy.Aft* *ss*N.Yk.No.3–2,41 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	10217 — 6329	✠100A1 6,41 ~~2,41~~ ✠LMC CS2,41 DBS2,41 2,41 *Carrying Petroleum in bulk*	NYk	*g*†	CL 9,39	1928 6mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	GulfOilCorpora- tion *CellDBuE*93'363*t*	511·7 B40'F38' *FPT*203*t APT*246*t*	69·5	36·7 FK	Phildlphia Utd. States 16*BHptCem* 6 „ *to* 2*nd dk*	Oil Engines 2S.C.SA 4Cy.$25\frac{3}{16}$"–97⅝" 785NHP 2DB150*lb* Wm.Doxford&Sons,Ld. Sld.	36 ″ 9 s8 ″ 8 28″4¾	
24623 222750 KFDW	**Gulfbreeze** (*ex*Eurana) *ss*N.Yk.No.1–26 D.F. 2*Dks*&*Web frames* *Mchy Aft* *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6651 6125 4159	✠ … 10,28 ✠				1922 1mo	NewYork S.B.Corp. Camden, N.J.	GulfOilCorpora- tion	419·5 P101'B36'F34'	56·5	33·3 FK	Phildlphia Utd. States *WB*	T.3Cy.27",$45\frac{7}{32}$"&75"–51" 649NHP NewYorkS.B.Co.Camden, N.J.	33 ″ 4	R †
24624 235835 WOQU	**Gulfcoast** *Mchy.Aft* E.S.D. D.F. GyC. *CruiserStern* 2*Dks* *Longitudinal framing-bracketless system* *Fitted for oil fuel* "*Arcform*" *Carrying Petroleum in bulk*	7140 — 4373					1937	Bethlehem S.B-Corp.Ld. Sparrow's Pt. Md.	GulfOilCorpora- tion	426·4 P107'B35'F41'	64·2	34·0	Phildlphia Utd. States	2DRgeared steam turbines GeneralElectricCo. Schenectady,N.Y.		R
24625																

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
24626 225390 KFZY	**Gulfcrest** TwinSc ssN.Yk.No.1-30 *OilEng.* *2Dks&Webframes* *Mchy.Aft* *CruiserStern* D.F. GyC. *Longitudinalframing* *Carrying Petroleum in bulk*	8916 — 5537	✠ ... 8,31 ✠				1926 4mo	American Brown Boveri Elec.Corp. Camden,N.J.	GulfOilCorporation	460·4|65·3|38·3 P69'B32'F48' FK	Phildlphia Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.27"-47" 845NHP AmericanBrownBoveri Elec.Corp.Camden,N.J.	38 ″ 4	R †
24627 235070 WONK	**Gulfdawn** D.F. CyC. *Mchy.Aft* *2Dks* *Longitudinalframing-bracketless* *CruiserStern* *system"Arcform"* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7096 — 4337					1936	SunS.B.& DryDockCo. Chester,Pa.	GulfOilCorporation	426·4|64·2|34·0 P92'B35'F39'	Phildlphia Utd.States *WB*	2DR geared steam turbines 466NHP WestinghouseElec.&Mfg. Co.Lester,Pa.		R
24628 236980 WPSU	**Gulfdisc** *Mchy.Aft* E.S.D. D.F. GyC. *Cruiser Stern* *2Dks* *Longitudinalframing-bracketless system* *Fitted for oil fuel* *Carrying Petroleum in bulk* *"Arcform"*	7141 6545 4381					1938	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	GulfOilCorporation	426·4|64·2|34·0 P106'B35'F42'	Phildlphia Utd.States *WB*	2DR geared steam turbines 466NHP GeneralElectricCo. Lynn,Mass.		R
24629 220298 KDAD	**Gulfgem** (*ex*Agwisun) *ss*N.Yk.No.3-1,32 D.F. *ss*Mob.No.2-40 *2Dks(Stl)&Webframes* *Mchy.Aft* *Longitudinalframing*	6917 — 4304	✠100A1 ~~3,41~~ ~~7,40~~ 11,41 BS11,41 ✠LMC7,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,20 *F.P.above* 150°F.	~~Mob~~ NYk	*b*†	CL 9,39	1920 6mo	SunS.B. Co. Chester,Pa. A&CP	GulfOilCorporation *CellDBuE&B59'f41'408t*	429·3|59·2|33·2 445·4(O.L.) P133'B36'F40' FK *FPT222tAPT57t*	Phildlphia Utd.States 16*BHptCem* (12 *to U dk* 4 ,, *2nd* ,,)	T.3Cy.27",45½"&76"-51"(*r*) 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 S6 ″ 9¾ 26 ″ 8¼	
24630 227978 WJCO	**Gulfhawk** *ss*N.Yk.No.3-8,40 *Oil Eng.* *Mchy.Aft* ~~ssN.Yk.No.2-36~~ D.F. *2Dks(Stl)&Webframes* *Longitudinalframing-bracketless system*	10217 — 6329	✠100A1 4,41 ~~8,40~~ ✠LMO CS4,41 DBS8,40 8,40 *Carrying Petroleum in bulk*	NYk	*g*†	CL ~~2,38~~ 4,41	1928 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	GulfOilCorporation *CellDBu E93'363t*	511·7|69·5|36·7 B40'F38' FK *FPT203tAPT246t*	Phildlphia Utd.States 16*BHptCem* (6,, *to 2nd dk*	Oil Engines 2S.C.SA 4Cy.$25\frac{3}{16}$"-$97\frac{5}{8}$" 758NHP 2DB*150lb* Richardsons,Westgarth& Co.Ld.Mdb.	36 ″ 9 S8 ″ 8 28 ″ 4¾	
24631 221003 KDNO	**Gulfking** *2Dks&Webframes* D.F. *Longitudinalframing* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6561 6048 4098	✠ ... 3,24 ✠				1921 2mo	UnionS.B. Co. Baltimore	GulfOilCorporation	419·5|56·4|33·3 P102'B36'F35' FK	Phildlphia Utd.States *WB*	T.3Cy.27",45"&75"-51" 601NHP NewYorkSBCorp.Camden	33 ″ 4	R †
24632 216299 WJCD	**Gulfland** *ss*Mob.No.3-7,30 *ss*Bal.No.2-38 *Mchy.Aft.* *2Dks(Stl)&Webframes* *Longitudinalframing*	5277 4646 3207	✠100A1 8,41 ~~2,40~~ ~~12,40~~ 8,41 ~~BS12,40~~ ~~BS2,40~~ ✠LMC6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,18 *F.P above* 150°F.	Mob	*y*	CL 2,40	1918 6mo	NewYork S.B.Corp. Camden, N.J. A&CP	GulfOilCorporation *CellDBuE&B62'222t*	391·1|51·2|30·2 P97'B34'F32' FK *FPT159tAPT30t*	Phildlphia Utd.States 14*BHCem* (8 ,, *to U dk* 6 ,, *2nd*,,)	T.3Cy.27⅛",45⅜"&75"-48" 190lb (*r*) 543NHP 3SB,*9cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 S5 ″ 9½ 24 ″ 7	
24633 214827 WJCF	**Gulfmaid** *ss*Mob,No.3-6,29 *ss*Mob.No.2-37 *Mchy.Aft* *2Dks(Stl)&Webframes* *Longitudinalframing*	5225 4646 3248	✠100A1 8,41 ~~8,40~~ BS11,41 8,41 ✠LMC ~~MS12,38~~ ~~BS11,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,17 *F.P. above* 150°F.	Mob	*y*	CL 8,40	1917 3mo	NewYork S.B.Corp. Camden, N.J. A&CP	GulfOilCorporation *CellDBuE&B62'222t*	391·1|51·2|30·2 P97'B34'F32' FK *FPT159tAPT30t*	Phildlphia Utd.States 14*BHCem* (8,,*toUpr dk* 6 ,, ,, *2nd*,,)	T.3Cy.27",45"&75"-48" (*r*) 190lb 543FHP 3SB,*9cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 S5 ″ 9½ 24 ″ 7	
24634 210514 WJCG	**Gulfoil** *ss*Bal.2ndNo.3-7,37 *2Dks(Stl)&Webframes* *Mchy.Aft* *Longitudinalframing*	5189 4591 3202	✠100A1 4,41 ~~6,40~~ BS4,41 ~~BS6,40~~ ✠LMC7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,12 *F.P. above* 150°F.	NYk	*y*	CL ~~4,38~~ 3,41	1912 12mo	NewYork S.B.Corp. Camden, N.J. A&CP	GulfOilCorporation *CellDBuE&B62'222t*	383·0|51 2|30·0 407·5(O.L.) P98'B34'F32' FK *FPT159tAPT30t*	Phildlphia Utd.States 14*BHCem* (8 *to Upr. dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&75"-48" (*r*) 190lb 543NHP 3SB,*6cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 S5 ″ 9½ 24 ″ 7	
24635 221244 KDRX	**Gulfpenn** (*ex*Agwihavre) *ss*N.Yk.No.3-4,33 *ss*N.Yk.No.2-41 ~~ssMob.No.1-37~~ *1Dk(Stl)&Shelter dk(Stl)* *Mchy.Aft* *&Webframes* *Longitudinalframing*	8862 8562 5522	✠100A1 *Shelter dk* *with freeboard* ~~6,41~~ ~~12,40~~ 11,41 6,41 ~~BS5,40~~ ✠LMC~~8,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,21 *F.P.above* 150°F.	~~NYk~~ ~~Phl~~ NYk	*e*†	CL ~~N11,38~~ N6,41	1921 8mo	SunS.B. Co. Chester,Pa. A&CP	GulfOilCorporation *CellDBuE&B89'*	480·5|66·0|36·8 499·5(O.L.) F44' *on Shelter dk* FK *f40'448tFPT* *186tAPT84t*	Phildlphia Utd.States 18*BHptCem* (9 *to Sh dk* 9 ,, *U* ,,)	Q4Cy.26",38¼",56"&82"-54" 220lb (*r*) 819NHP 4SB,*12cf*,GS260,HS12264FD SunS.B.Co.Chester,Pa.	37 ″ 0 S9 ″ 2 28 ″ 1½	
24636 219890 KUPF	**Gulfpoint** (*ex*Hahatonka) D.F. *2Dks* *Longitudinalframing* *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk*	6972 — 4293		NYk			1920	Bethlehem. S.B.Corp. Ld Sparrow's Point,Md.	GulfOilCorporation	435·6|56·2|31·7 P106'B47'F42'	Phildlphia Utd.States *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
24637 226315 KGEJ	**Gulfpride** TwinSc *OilEng.* *ss*N.Yk.No.1-31 *Mchy.Aft* *2Dks & Webframes* D.F. GyC. *Carrying Petroleum in bulk* *Longitudinalframing-bracketless system*	12510 9249 7834	✠ ... ✠				1927 4mo	Federal S.B.&D.D Co. Kearny,N.J.	GulfOilCorporation	525·0|74·3|31·6 B36'F42' FK	Phildlphia Utd.States *WB*	Oil Engines 2S.C.SA 8Cy.26"-48" 939NHP BethlehemSteelCo. Bethlehem,Pa.	40 ″ 6	R †
24638 221213 KDRB	**Gulfprince** *2Dks&Webframes* D.F. *Longitudinalframing* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6561 6048 4098	✠ ... 3,24 ✠				1921 5mo	UnionS.B. Co. BaltimoreMd	GulfOilCorporation	419·5|56·4|33·3 P102'B36'F35' FK	Phildlphia Utd.States *WB*	T.3Cy.27",45"&75"-51" 600NHP NewYorkSBCorp.Camden	33 ″ 4	R †
24639 217775 WJCH	**Gulfqueen** *ss*N.Yk.No.3-5,31 *ss*Mob.No.2-38 *Mchy.Aft* *2Dks(Stl)&Webframes* *Longitudinalframing*	6599 6250 4117	✠100A1 9,41 ~~12,40~~ BS9,41 ~~BS3,40~~ ✠LMC11,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,19 *F.P. above* 150° F.	Mob	*a*†	CL 3,40	1919 4mo	NewYork S.B.Corp. Camden, N.J. A&CP	GulfOilCorporation *CellDBuE&B65'272t*	419·5|56·5|31·7 436·3(O.L.) P101'B36'F34' FK *FPT294tAPT46t*	Phildlphia Utd.States 14*BHptCem* (9 *to Up dk* 5 ,, *2nd*,,)	T3Cy.$27\frac{3}{16}$",45"&75"-51"(*r*) 195lb 600NHP 3SB,*9cf*,GS190,HS8952 FD NewYorkSBCorp.Camden	33 ″ 4 S6 ″ 8 26 ″ 10¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registres ou ceux si ce n'est dans le L.R. Durée, Cert. B. of Trade
24640 226286	**Gulfspray** TwinSc *OilEng.* ssMob.No.3-9,39 *Mchy.Aft* *Longitudinal framing at bottom & at deck*	379 — 197	✠100A1 ~~9,39~~10,41 ✠NE10,39 ✠LMC10,39 *Carrying Petroleum in bulk For coastwise service between Port Arthur, Texas & Jacksonville Fla.*	Mob		CL ~~9,30~~ 10,41	1927	SunS.B.& D.D.Co. Chester,Pa.	GulfOilCorporation	136·2|27·1|11·2 *28·0* 142·0(O.L.) FK B32′F15′ *FPT*17*t*	Phildlphia Utd. States 9*BHptCem* *APT*8*t*	Oil Engines 4S C.SA 12Cy.10″–13″ 117NHP AtlasImperialDiesel Eng.Co.Oakland,Cal.	11 ″ 6	
24641 226287	**Gulfsprite** TwinSc *OilEng.* ssBal.No.3-11,39 *Mchy.Aft* *Longitudinal framing at bottom & at deck*	426 355 230	✠100A1 ~~1,41 1,40~~ 2,42 ✠NE11,39 ✠LMC11,39 *Carrying Petroleum in bulk For coastwise service between Eastport, Me. & Norfolk, Va.*	Bal		~~N11,39~~ CL N11,39	1927	SunS.B.& D.D.Co. Chester,Pa.	GulfOilCorporation	152·2|27·1|11·2 *28·0* 158·0(O.L.) FK P32′F15′ *FPT*15*t* len39	Phildlphia Utd. States 9*BHptCem* *APT*8*t*	Oil Engines 4S.C.SA 12Cy.10″–13″ 117NHP AtlasImperialDiesel Eng.Co.Oakland,Cal.	11 ″ 6	
24642 220575 KDEB	**Gulfstar** D.F. 2*Dks & Web frames* *Mchy.Aft Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6969 6595 4361	✠ ... 3,24 ✠				1920 8mo	SunS.B. Co. Chester,Pa.	GulfOilCorporation	429·3|59·2|33·2 P103′B36′F40′ FK	Phildlphia Utd. States *WB*	T.3Cy.27″,45½″&76″–51″ 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
24643 220675 KDFQ	**Gulfstate** (*ex*Halway) *Longitudinal framing* 2*Dks* *Fitted for oil fuel* *Mchy.Aft Carrying Petroleum in bulk*	6882 — 4230					1920	Bethlehem S.B.Corp.Ld. Alameda, Cal	GulfOilCorporation	435·0|56·0|33·8 P106′B47′F42′	Phildlphia Utd. States *WB*	T.3Cy 27″,47″&78″–48″ 421NHP BethlehemS.B.Corp. S.Francisco		R
24644 235922 WOQK	**Gulftide** D.F. GyC. E.S.D. 2*Dks* *Mchy.Aft CruiserStern* *Fitted for oil fuel* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk "Arcform"*	7140 — 4373					1937	Bethlehem S.B. Corp.Ld. Sparrow's Pt. Md.	GulfOilCorporation	426·4|64·2|34·0 P107′B35′F41′	Phildlphia Utd. States	2DRgeared steam turbines GeneralElectricCo. Schenectady,N.Y.		R
24645 219453 KOVB	**Gulftrade** *Mchy.Aft* D.F. 2*Dks & Web frames* *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6676 6334 4223	✠ ... 3,24 ✠				1920 1mo	SunS.B. Co. Chester,Pa.	GulfOilCorporation	429·3|59·2|31·4 P103′B36′F40′ FK	Phildlphia Utd. States *WB*	T.3Cy.27″,45½″&76″–51″ 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
24646 236882 WPPL	**Gulfwave** D.F. E.S.D. GyC. *Mchy.Aft* 2*Dks* *CruiserStern Fitted for oil fuel* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk "Arcform"*	7141 6545 4381					1937	Bethlehem S.B.Co.Ld. Sparrow's Pt. Md.	GolfOilCorporation	426·4|64·2|34·0 P106′B35′F41′	Phildlphia Utd. States *WB*	2DRgeared steam turbines 466NHP GeneralElectricCo. Lynn,Mass.		R
24647 221612 KDUQ	**Gulfwax** (*ex*Agwimex) ssN.Yk.No.3-11,33 ssN.Yk.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*)*& Shelter dk*(*Stl*)*&* D.F. *Web frames* *Longitudinal framing*	8862 8562 5522	✠100A1 *Shelter dk with freeboard* ~~4,11~~ ~~6,40~~12,41 ✠LMC MS5,38 BS~~11,39~~12,41 *Carrying Petroleum in bulk Fitted for oil fuel* 9,21 *F.P. above* 150° F.	~~NNs~~ NYk	*e*†	CL ~~N3,39~~ 12,41	1921 9mo	SunS.B. Co. Chester,Pa. A&CP *CellDB*	GolfOilCorporation *uE&B*84′ 40′488*t*	480·5|66·0|36·8 F44′*onShelter dk* FK *FPT*186*tAPT*84*t*	Phildlphia Utd. States 18*BHptCem* (9 *to Sh dk* 9 ,, *U* ,,)	Q.4Cy.26″,38¼″56″&82″–54″ 220lb (*r*) 819NHP 4SB12*cf*,GS262,HS12264 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s 9 ″ 2 28 ″ 1½	
24648 228046 WJCP	**Gulfwing** *Oil Eng.* *Mchy.Aft* ssN.Yk.No.3-12,40 D.F. 2*Dks*(*Stl*)*& Web frames* *Longitudinal framing-bracketless system*	~~10208~~ — ~~6326~~ 10217 — 6329	✠100A1 9,41~~12,40~~ ✠LMC CS12,40 DBS12,40 12,40 *Carrying Petroleum in bulk*	NYk	*g*†	CL 4,40	1928 10mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	GolfOilCorporation *CellDBuE*93′363*t*	511·7|69·5|36·7 B40′F33′ FK *FPT*203*t APT*246*t*	Phildlphia Utd. States 16*BHptCem* 6 ,,*to2nd dk*	Oil Engines2S.C.SA 4Cy.$25\frac{3}{16}$″–$97\frac{5}{8}$″ 785NHP 2DB*150lb* Richardsons,Westgarth& Co.Ld.Mdb.	36 ″ 9 s8 ″ 8 28 ″ 4¾	
24649 LDZV	**Gulhaug** (*ex*Activ) 1*Dk*	1243 960 741					1910	Kjöbnhvns Flydk.& Skbs Copenhagen	A/S/D/SFacto (B.StoltNielsen& SonnerA/S,*Mgrs.*)	231·5|36·2|14·4 P12′Q73′B42′F26′	Haugesnd Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP KjbnhavnsFlydk.&Skbsv.		V
24650 5149 SELR	**Gullborg** Sp ssGot.2ndNo.3-8,35 *Mchy.Aft* ssSkm.No.3-6,39 1*Dk*(*Stl*)	*658* *504* *365*	✠100A1 6,41~~7,40~~ BS~~7,40~~ 6,41 ✠LMC6,39	~~Skm~~ Got	*i*	OG 5,39	1910 8mo *Lloyd*	Akers. Mek.Værks. Oslo '*sA&CP*	StockholmsRederiaktiebolagSvea (Eman.Högberg, *Mgr.*)	183·7|29·0|12·3 P64′F27′ FK len14 *CellDB*132′180*tFPT*	Stockhlm Swedish 3*BHCem* 27*tAPT*18*t*	T.3Cy 13½″,22″&35¾″–26″ 185lb 86NHP 2SB,4*cf*,GS46,HS1514 Akers.Mek.Værks.Oslo	14 ″ 3 s 1 ″ 6½ 12 ″ 10	
24651 TFGA	**Gullfoss** *Ref.Mchy* D.F. 2*Dks*	1414 1258 886					1915	Kjöbnhvns Flydk&Skbs. Copenhagen	H/FEimskipafelag Islands	230·1|35·2|21·1	Reykjavik Icelandic *WB*	T.3Cy.20″,32″&53″–36″ 169NHP KjbnhavnsFlydk.&Skbsv.		V
24652 8243 SLCN	**Gullmaren** TwinSc *OilEng.* *Ref.Mchy.* D.F. E.S.D. 1*Dk & Shelter dk* *Cruiser Stern 3rd dk in No. 3 hold* *Strengthened for navigation in ice* *Part electrically welded including butts of shell & decks*	3400 2644 1855	✠100A1 *with freeboard* 1,42 ~~3,41~~ ✠LMC3,38 ✠Lloyd'sRMC3,40 for temp. 30° F.	~~Bos~~ Rio	*x*	CL 3.41	1938 3mo *Lloyd*	Eriksbergs M.V.Aktieb Gothenburg '*sA&CP*	Rederiaktieb. Transatlantic(G. Carlsson,*Mgr.*) *Duct keel forward of mchy. space* *CellDB*305′1087*tTanks at sides of tunnels* 65*tFPT*46*t*	367·9|51·7|20·2 380·7(O.L.) FK	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 ,, *2nd* ,,) *APT*134*t*	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 810NHP Eriksbergs MV.AktiebGot	25 ″ 6 s1 ″ 11 23 ″ 8½	
24653 139252 GNLS	**Gullpool** D.F. 1*Dk*	4868 4586 3026					1928	CowpenD. D.&S.B.CoLd Blyth	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	405·1|53·6|26·4 P30′B229′F41′	W.Hartlpl British *WB*	T.3Cy.26″,43″&71″–48″ 349NHP Blair&Co.(1926),Ld.Stk.		C
24654 DHBA	**Gumbinnen** (*ex*Ambria-34) D.F. 1*Dk* E.S.D. *Fitted for oil fuel*	1381 1152 800					1922	Deutsche WerftA.G. Hamburg	KohlenImport u. PoseidonSchiffahrt A.G.	234·5|36·8|17·9 P30′B54′F22′	Königsbrg German *WB*	C.4Cy. (2) 13″& (2) $27\frac{9}{16}$″–$27\frac{9}{16}$″ NE35 67NHP FSchichauG.m.b.H.Elbing		G
24655 LEUJ	**Gun** (*ex*Siggen-34,*ex*Eina,*ex*Soltind, *ex*Belize,*ex*Elgin) 1*Dk* *Mchy.Aft*	670 547 351					1918	Werf Zeeland Hanswert	Skibs.A/SPrimo (Sig.Gulbrandsen, *Mgr.*)	179·2|30·1|12·6 P64*t*H9*t*F21*t*	Oslo Norwegian *WB*	T.3Cy.15½″,25½″&41½″–27″ 90NHP N.V.Maschfab.v/hSchippr. van Deugen,Gertruidenbrg		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté.
24656 131507 VLFG	**Gunbar** TwinSc 1*Dk*	481 319 195					1911	Ardrossan S.B.Co.Ld. Ardrossan	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	150·3|30·0|8·7 Q41′F27′	SydnyNSW British *WB*	C.4Cy.12½″&26″–18″ 89RHP Dunsmuir&Jackson,LdGls		
24657 LDIX	**Gunda** (*ex*Chantier) 1*Dk*	2241 1984 1328					1919	McDougall Duluth,Co. Duluth, Minn	A/SOlymp(Einar Lange,*Mgr.*)	251·3|43·7|22·2 P64*t*H103*t*F24*t*	Oslo Norwegian *WB*	T.3Cy 20″,33″&54″–40″ 184NHP McDougallDuluthCo.		N
24658 7664 SICN	— *ss*Lkr.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1770* *1589* *1003*	✠100A1 *with freeboard* 5,41 BS6,40 ✠LMC4,38	Hul	*r*	CL 6,40	1930 8mo *Lloyd*	Fredrkstad Mek.Værks. Fredrikstad 's*A&CP*	A/B Transmarin (S.Redig,*Mgr.*) *Cell DB*212′54	269·0|42·2|17·6 273·4(O.L.) FK 5*tFPT*35*tAPT*80*t*	Hlsngborg Swedish 4*BHCem* (*Coll to Sh dk* 3 ,, 2*nd* ,,)	T.3Cy.18½″,29½″&50″–36″ 190lb (*s*) 188NHP 2SB,6*cf*,GS60,HS2545 FD FredrikstadM.V.Frdstad.	20 ″ 0 s ″ 8¾ 19 ″ 4¾	
24659 7277 SEMG	**Gundborg Segrell** (*ex*Agnes Harrison,*ex*Kalliope) *ss*Osc.No.3–4,34 *Well deck* *ss*Osc.No.1–38 *Cargo battens not fitted* 1*Dk*(*Stl*)	*1435* *1189* *844*	✠100A1 7,41 ~~5,40~~ BS~~4,40~~ 7,41 ✠LMC11,38	~~Got~~ Osc	*p*	OG 4,40	1914 6mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken 's*A&CP*	Ångf.A/B Kjell (H.Jeansson, *Mgr.*) *Cell DBa*75′*uE*	243·2|38·2|15·7 P18′Q79′B50′F24′ FK &*B*35′*f*96′444*tFPT*	Stockholm Swedish 4*BHCem* 49*tAPT*51*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 185NHP 2SB,4*cf*,GS66,HS3090 N.E.MarineEng.Co.Ld.Sld	18 ″ 0 s1 ″ 4 16 ″ 10	
24660 169 YLCY	**Gundega** (*ex*Wokingham,*ex*River Trent,*ex*Antar) *ss*Npt.No.3–7,19 *ss*Shl.No.2–28 1*Dk*2*trB*&*deep framing*	3583 3368 2256	✠ ... 7,31 ✠				1906 7mo	Tyne I.S.B. Co.Ld. Newcastle	J.Freyman&Co. (LatvianShipping Co.*Mgrs.*)	348·8|50·0|23·2 P29′B102′F36′ FK	Riga Latvian *WB*	T.3Cy.24″,39″&66″–45″ 311NHP N.E.MarineEng.CoLdNwc	25 ″ 8	C †
24661 LCLV	**Gundersen** TwinSc D.F. *OilEng* *Ref.Mchy.* 2*Dks*	1841 1550 1002					1927	Aktieb. Götaverken Gothenburg	A/S Titchfield (Chr.Gundersen& Co.*Mgrs.*)	269·0|37·6|21·9 P30*t*Q17*t*B136*t* H50*t*F24*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 448NHP Aktieb.Gotaverken,Got.		N
24662 TCFB	**Güneysu** Ⓟ (*ex*Bulgaria–34,*ex*Graz) *ss*Tri.No.3–5,19 *ss*Tri.No.1–23 1*Dk*&*Spar dk*&*deep framing* *Fitted for oil fuel*	3845 2822 2247	✠ ... 11,23 ✠				1908 4mo	Lloyd Austriaco Trieste	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	356·0|44·2|22·9 P&B246′F65′ FK	Istanbul Turkish *WB*	T.3Cy.26″,43¼″&73″–48″ 495NHP LloydAustriaco,Trieste	25″10	
24663 OYDW	**Gunhild** 1*Dk*	1142 975 682					1918	Fredrkstad Mek.Værks. Fredrikstad	Dampskslsk. TormA/S(A. Schmiegelow&A. Kampen,*Mgrs.*)	230·4|36·0|14·6	Copnhagn Danish *WB*	T.3Cy.16½″,26″&44″–30″ 110NHP FredrikstadM.V.Frdstad.		V
24664 5920 SEMB	**Gunlög** 1*Dk*	*1396* *1105* *770*					1917	J.&A.Van derSchuyt Papendrecht	StockholmsRederi Aktieb.Svea (Eman.Högberg, *Mgr.*)	236·4|36·7|15·4 P27′B58′H107*t* F20′	Stockholm Swedish *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP J.&A.Van derSchuyt		V
24665 4472 SEMU	**Gunnar** (*ex*Scotian) *ss*Mmo.No.3–5,13 *ss*Mmo.No.1–18 *Well deck* 1*Dk*	*1258* *926* *703*	✠ ... 1,20 ✠				1901 7mo	Mackie& Thomson Glasgow	BlekingeÅngbåts A/B (O.E.Lundström,*Mgr.*)	227·9|34·5|14·4 P16′Q67′B59′F30′ FK	Karlshmn Swedish	T.3Cy.17″,27½″&46″–33″ 135NHP W.V.V.LidgerwoodGls.	16 ″ 7	V †
24666 LCLW	**Gunny** D.F. 1*Dk*	2362 2104 1403					1920	Eltringhams,Ld. Willington Quay	A/SNesjar (EilertLund)	290·4|44·0|20·8 P63*t*H126*t*F26*t*	Bergen Norwegian *WB*	T.3Cy.21″,34½″,&57″–39″ 203NHP Eltringhams,Ld. WillingtonQuay		N
24667	— Iron (*ex*Greta–36,*ex* Neptunus–33,*ex*Tibor) *ss*Bdx.3rdNo.3–12,17 *ss*Hul.No.2–27 *Well deck* 1*Dk*2*trB*	*1335* *1044* *764*	✠ ... 1,31 ✠				1882 4mo	Burrell& Son Dumbarton		245·4|35·1|16·9 Q77′B62′F30′ ptND05 BK8″	German *WB*	C.2Cy.27¾″,&55″–36″ 244NHP Paul&Co.Dumbarton	18 ″ 0	V †
24668 DHJP	**Günther Russ** Sub.Sig. 1*Dk*	998 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	210·8|33·9|13·4 P23′Q59′B58′F25′	Hamburg German *WB*	T.3Cy.15¾″,25⅕″&34½″–29½″ 64NHP StettinerOderwerke		G
24669 LIWO	**Gunvor** 1*Dk* D.F. *CruiserStern* *Fitted for oil fuel*	1942 1699 1121					1935	Trndhjms Mek.Verks. Trondheim	A/SHerdis(Bachke &Co.*Mgrs.*)	277·7|43·2|18·1 P23′B163′F29′	Trndheim Norwegian *WB*	C.4Cy (2)14¾″&(2)31½″–31$\frac{7}{16}$″&LPTurbine HS2874 214NHP Trondhjems M.V. Trondheim		N
24670 160770 GLYV	**Gunvor Mærsk** (exJosephine Gray–34) D.F. 1*Dk*	1984 1767 1178	Examined LR ~~12,40~~ 10,41 ~~10,41~~ ~~12,40~~ 2,42 ~~BS7,40(180lb)~~ BS7,41(180lb)	Shl Hul		CL 10,41	1931	W.Gray& Co.Ld. WHartlepool	Ministry of War Transport(LambertBros.Ld. *Mgrs.*)	276·4|42·3|18·7 P25′B68′F28′	London British *WB*	T.3Cy.20½″,34″&56″–39″ 196NHP Cen.Mar.E.Wrks.LdWHpl		N
24671 141929 GCZD	**Gurna** *ss*Cal.No.3–2,32 *ss*Bom.No.2–39 2*Dks*(*Stl*)	5248 4754 3228	✠100A1 12,41 ~~8,40~~ BS11,40 ✠LMC12,39	~~Cal~~ Bom	*y*	CL N5,39	1919 10mo *Lloyd*	Palmers' Co.Ld. Newcastle 's*A&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell DB*	399·3|52·2|28·5 P49′B113′F39′ FK 344′1122*t FPT*122*t*	Glasgow British 7*BHCem* *APT*174*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s5″11½ 25 ″ 3¼	
24672 PUQF	**Gurupy** (*ex*RomanPrince) *ss*N.Yk.N.3–1,00 *ss*Mch.No.2–08 *Well deck* 1*Dk*(*Stl*)2*trB*	*1934* *1539* *1221*	✠ 3,12 ✠	Brs	*r*		1887 8mo	Short Bros. Sunderland	Cia.Commercio e Navegação *Cell*	290·0|38·8|17·6 P33′Q68′B70′F27′ BK10″ *D Ba* 80′107*t f* 110′	R.Janeiro Brazilian 4*BHCem* 159*tAPT*25*t*	T.3Cy.21″,34″&56″–42″ 198NHP 2SB,6*cf*,GS116,HS3019 G.Clark,Sunderland	20 ″ 0	
24673 820 OHNL	**Gustaf** (*ex*Sailing Vessel,*ex*Fjeld,*ex*Elissa Eliasson) IronAuxBk *OilEng.* *ss*Liv.No.3–12,90 *ss*Ant.No.1–95 1*Dk* (*See Sailing Ship Register*)	399 — 296	✠ ... 9,99				1877 10mo	A.Hall& Co. Aberdeen	ErikNylund	149·4|27·9|14·3 141·0 Q28′H13*t*F19*t* BK7″	Mariehmn Finnish	Oil Engines 2S.C.SA NE36 A/B JönköpingsMotorfbk.	15 ″ 6	V †
24674 2509 SENO	**Gustaf Wasa** 1*Dk*	*487* *359* *254*					1895	Helsingörs Skibsbyggri Elsinore	StockholmRederiaktieb.Svea (Eman.Högberg, *Mgr.*)	168·7|25·2|10·0 Q39′B51′H12*t*F26′ len04	Stockholm Swedish *WB*	T.3Cy.13½″,22″&37″–24″ 67NHP HelsingörsMskbygger		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
24675 OZND	**Gustav Diederichsen** Ⓟ 1*Dk*	2332 2061 1353					1930	Howaldts-werkeA.G. Kiel	RhederiM.Jebsen A/S(J.F.C.Jebsen, *Mgr.*)	281·2|41·9|21·9 P21'B75'F37'	Aabenraa Danish *WB*	T3Cy.22$\frac{13}{16}$",37$\frac{3}{8}$"&60$\frac{1}{4}$"–39$\frac{3}{8}$" 227NHP HowaldtswerkeA.G.Kiel		G
24676 OYVB	**Gustav Holm** Ⓟ Wood3Mst (*ex*Grönland,*ex*FoxII) 2*Dks*	409 354 217					1893	Forenede OplagsPlads ogVærfter Copenhagen	GrönlandsStyrelse	144·7|28·0|15·1	Copnhagn Danish	C.2Cy.21$\frac{1}{2}$"&37"–18" 48NHP Burmeister&Wain,Cpn.		V
24677 7268 SEPG	**Gute** *CruiserStern*	435 272 225					1926	Nüscke& Co.A.G. Stettin	Ångf.Aktieb. Gotland (C.E.Ekman *Mgr*)	130·6|26·2|11·4 Q39'B&F90'	Visby Swedish *WB*	T3Cy13$\frac{3}{4}$"22$\frac{13}{16}$"&36$\frac{5}{8}$"–25$\frac{9}{16}$" 68NHP A.Borsig,Berlin		G
24678 FOLM	**Guyane** (*ex*Dora–36) *Ref.Mchy.* *OilEng.* D.F. *CruiserStern* 2*Dks*	1794 1455 996					1934	Akt.Bur-meistr&Wain Copenhagen	Cie.Gén.d'Arme-mentsMaritimes	284·5|41·5|15·4	Rouen French *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		V
24679 162144 GZYC	**Gwenthills** 3Mst D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	868 597 456	✠100A1 ~~6,41~~ ~~2,40~~ 3,42 Examined 3,42 Bry BS~~6,41~~ 3,42 ✠LMC6,37	~~Bry~~ ~~Npt~~	*k*	CL ~~2,40~~ 3,42	1937 6mo *Lloyd'sA&CP*	J.Lewis& Sons,Ld Aberdeen.	~~MordeySon&Co. Ld.~~ Merchants Line,Ld. *CellDB*125'200*t* *FPT*73*tAPTs*26*t*	197·7|30·7|12·1 *32·0* 205·0(O.L.) Q112'B11'F30' FK	Newport Mon. British 3*BHpt Cem ptAsp*	T.3Cy.14$\frac{1}{2}$",25"&41"–30"(*s*) 220lb 131NHP 1SB,*3pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 " 3 s4 " 5$\frac{3}{4}$ 13 " 10$\frac{3}{4}$	
24680 132642 VLCK	**Gwydir** Ⓟ (*ex*Hailoong, TwinSc *ex*Morialta) 1*Dk*	1929 1628 1108					1911	D&WHen-dersn&Co.Ld. Glasgow	Newcastle& HunterRiverS.S. Co.Ld.	240·0|40·3|22·1 P&B162'F42'	Newcastle N.S.W. British	T.6Cy.16",27"&43"–33" 212NHP D&WHendersn&Co.LdGls		
24681 167564 GLRY	**Gyda** D.F. *CruiserStern* 1*Dk*	1695 1492 959					1934	Helsingörs Jernsk&Msk. Elsinore	Ministry of War Transport (BroomhillSteamships,Ld. *Mgrs.*)	292·3|41·7|16·8 P&B218'F38'	London British *WB*	C.3Cy.(2)15$\frac{3}{4}$"&39$\frac{3}{8}$"–37$\frac{3}{8}$"& LP turbine with reduction gear and chain drive HS3337 234NHP HelsingörsJernsk.&Mskb.		C
24682 LDQL	**Gylfe** *OilEng.* *ss*Rot.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6129 5412 3565	✠100A1 ~~5,41~~ ~~7,40~~ 12,41 DBS11,40 ✠LMC CS3,36 4,38 ~~DBS11,39~~ *Carrying Petroleum in bulk*	~~CTu~~ ~~Bom~~ Syd	*z*	CL ~~12,38~~ 12,41	1930 11mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle	Skibs.A/SGylfe (E.Evensen) *Cell DBuE*56'171*t DTf*34' 347*t FPT*135*t APT*121*t*	396·2|55·1|32·2 408·0(O.L.) P97'B29'F36' *Trunk*238' FK	Oslo Norwegian 14*BHptCem* (9 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$"–41$\frac{3}{4}$" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 " 0	
24683 4478 SEPK	**Gylsboda** *Mchy.Aft.* 1*Dk*	*340* *244* *135*					1905	Act.Ges. "Neptun" Rostock	SvenskaGranit-industriAktieb. (Holger Fernström)	131·7|24·9|10·4 Q50'H62*t*F20'	Karlshmn Swedish *WB*	C.2Cy.14$\frac{3}{16}$"&27$\frac{3}{16}$"–19$\frac{11}{16}$" 27NHP A.G."Neptun,"Rostock		G
24684 172 JHQA	**Gyoko Maru** (*ex*GyokohMaru–38, *ex*Tamaqua, *ss*Kob.2ndNo.3–4,34 *ex*Den of Glamis) *ss*Kob.No.1–38 2*Dks*(*Stl*) *Fitted for oil fuel*	5342 4713 3320	✠ ... 10,39 ✠	Kob	*z*		1910 7mo	Napier& Miller,Ld. Glasgow	YamashitaKisen GoshiKaisha (YamashitaKisen K.K. *Mgrs.*) *CellDBa*134'*uE&B*43'*f*180' 1070*t DTa*33' 880*tAPT*60*t*	405·0|52·2|28·0 P38'B119'F50' FK	Dairen Japanese 6*BHCem*	T.3Cy.27",44"&73"–48" 490NHP 2SB,*8cf*,GS146,HS7020 D.Rowan&Co.Glasgow.	30 " 6	C †
24685 160719 GSYM	**Gypsum Empress** Ⓟ *ss*NYk.No.2–36 D.F. GyC. E.S.D. 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing*	4034 3404 2071	✠100A1 2,42 ~~2,41~~ Examined 2,42 BS2,42 ✠LMC2,41 *Fitted for oil fuel* 4,31 *F.P. above* 150° F.	~~NYk~~ NYk	*w*	CL 5,40	1929 4mo *Lloyd'sA&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GypsumPacketCo. Ld. *Sidetanks throughout main cargo holds; one Intermediate BH in holds dispensed with* *CellDBuE&B*48'*f*243' 1765*t Side tanks*1136*tFPT*177*tAPT*74*t*	347·8|52·8|23·0 P101'F64' FK	Middlsbro' British *ptCem* 5*BH only*	T.3Cy.24$\frac{1}{2}$",41"&68"–45"(*s*) 190lb 409NHP 2SB,*6cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl.	27 " 0 s5 " 2 21 " 11$\frac{3}{4}$	
24686 147786 GNCK	**Gypsum King** Ⓟ *ss*NYk.No.3–3,39 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing*	3915 3404 1970	✠100A1 8,41 ~~4,40~~ BS~~4,40~~ 8,41 ✠LMCC3,39 *Fitted for oil fuel* 3,38 *F.P. above* 150 F.	~~NYk~~ Bal	*w*	CL 3,40	1927 3mo *Lloyd'sA&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GypsumPacketCo. Ld. *Side tanks throughout main cargo holds; one Intermediate BH in holds dispensed with* *CellDBuE&B*48'*f*243' 1765*t Side tanks*1136*tFPT*177*tAPT*74*t*	347·8|52·8|23·0 P101'F53' FK	Middlsbro' British *ptCem* 5*BHonly*	T.3Cy,24$\frac{5}{8}$",41"&68"–45"(*s*) 190lb 409NHP 2SB,*6cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl.	27 " 0 s5 " 3$\frac{3}{4}$ 21 " 10$\frac{3}{4}$	
24687 147789 GNCM	**Gypsum Prince** Ⓟ *ss*NYk.No.3–1,39 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing*	3915 3404 1970	✠100A1 1,42 ~~2,40~~ ~~BS4,40~~ BS ~~3,41~~ 2,42 ✠LMC1,39 *Fitted for oil fuel* 4,31 *F.P. above* 150° F.	~~NYk~~ Bal	*w*	CL ~~1,39~~ 1,42	1927 4mo *Lloyd'sA&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GypsumPacketCo. Ld. *Side tanks throughout main cargo holds; one Intermediate BH in holds dispensed with* *CellDBuE&B*48'*f*243' 1765*t Side tanks*1136*tPPT*117*tAPT*74*t*	347·8|52·8|23·0 P101'F53° FK	Middlsbro' British *ptCem* 5*BHonly*	T 3Cy 24$\frac{1}{2}$",41"&68"–45"(*s*) 190lb 409NHP 2SB,*6cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl.	27 " 0 s5 " 3$\frac{3}{4}$ 21 " 10$\frac{3}{4}$	
24688 147787 GNOL	**Gypsum Queen** *ss*NYk.No.3–1,39 *Mchy.Aft* GyC. 1*Dk*(*Stl*) *Longitudinal framing*	3915 3404 1969	✠100A1 8,41 ~~1,41~~ BS~~3,40~~ 8,41 ✠LMC1,39 *Fitted for oil fuel* 4,31 *F.P. above* 150° F.	~~Gal~~ NOs	*w*	CL 3,40	1927 4mo *Lloyd'sA&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GypsumPacketCo. Ld. *Side tanks throughout main cargo holds; one Intermediate BH in holds dispensed with* *CellDBuE&B*48'*f*243' 1765*t Side tanks*1136*tFPT*177*tAPT*74*t*	347·8|52·8|23·0 P101'F53' FK	Middlsbro' British *ptCem* 5*BHonly*	T.3Cy.24$\frac{1}{2}$",41"&68"–45"(*s*) 190lb 409NHP 2SB,*6cf*,GS139,HS5712 FD Richardsons,Westgarth& Co.Ld.Hpl.	27 " 0 s5 " 3$\frac{3}{4}$ 21 " 10$\frac{3}{4}$	

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
24689 DOHB	**H. A. Nolze** *1Dk&Web frames*	687 622 410					1893	Flensburgr Schiffsb.Ges. Flensburg	Dampfschiffahrts Ges " Neptun "	179·0|27·0|20·4 Q115'B46'F19'	Bremen German *WB*	T.3Cy.14",21½"&37"–24" 67NHP FlensburgerSchiffsb.Ges.		G
24690 207011	**H. A. Scandrett** (*ex*NorthStar) *Mchy.Aft* 2*Dks*	4011 — 2928					1909	Gt.Lakes Eng.Works St.Clair,Mich	GreatLakesTransitCorporation	350·0|46·0|26·0 F32'	Buffalo NY Utd.States *WB*	Q4Cy.19",27½",40"&58"&42" 218NHP Gt.LakesEng.Wrks.St.Cl.		
24691 DJEC	**H. C. Horn** Ⓟ *OilEng.* D.F. 2*Dks*	4132 3388 2511					1932	Flensburgr Schiffsb.Ges. Flensburg	H.C.Horn	327·1|49·7|26·7 F35'	Hamburg German *WB*	Oil Engines 2S.C.DA. 7Cy.23⅝"–43$\frac{5}{16}$" 1360NHP Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		G
24692 237051 WPTD	**H. D. Collier** 1*Dk*(*Stl*)2*nd dk fwd* D.F. E.S.D. *CruiserStern* GyC. *Mchy.Aft* *Longitudinalframing-bracketless system* *Fitted for oil fuel* *Carrying Petroleum in bulk*	8298 — 4934					1938	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of California	444·1|65·3|35·1 P93'B35'F40'	S. Frncisco Utd.States	2 steam turbinesDBgeared to 1 screw shaft 600NHP WestinghouseElec.&Mfg. Co.Phl.		R
24693 TCBM	**H. Esref** (*ex*Charalambos Vaiannis–33,*ex*MariaM., *ss*Bdx.No.1–95 *ex*Alpha,*ex*Lieutenant 1*Dk*(*Irn*) Corriol,*ex*Prado,*ex*Isafold *Well deck* *ex*Pierre-Paul,*ex*Skinningrove)	346 — 195	✠ 2,01	Bdx	*e*		1891 12mo	Wood, Skinner&Co. Newcastle	Cerrahoglu MehmetTashin	139·7|22·4|10·9 Q69'B12'F26' FK *FPT*41*t*	Istanbul Turkish 4*BHCem* *APT*10*t*	T.3Cy.10½",17"&28"–21" 36NHP N.E.MarineEng.Co.Ld.Sld	11 ″ 8	
24694 ~~212710~~ ~~WGCO~~	**H. F. Alexander** Ⓟ **TrpSc** (*ex*GreatNorthern) 2*Dks*(*Stl*)3*rd dk* *Ref.Mchy.* (*Stl*)*forward&aft* *Shade dk*(*Stl*) D.F. GyC. *Fitted for oil fuel*	8357 4071 3708	✠ 5,17 ✠	SFo			1915 1mo	W.Cramp SonsS&EBCo Philadelphia	~~PacificS.S.Lines Inc.~~ Ministry of War Transport(CanadianPacificSteamships.Ld.*Mgrs.*) *CellDBa*90'*uE&*	509·5|63·1|21·0 *Prom dk*482' FK	British 10*BHAsp* *B*178' *f*130'	3 Steam Turbines 12BHS59808 WCramp&SnsS&EBCoPhl 1005*tFPT*24*tAPT*69*t*	34 ″ 6	R †
24695 ~~214066~~ ~~HPNR~~ 168239 BFTQ	**H. H. Rogers** **TwinSc3Mst** *ss*NNs.2ndNo.3-8,41 ~~*ss*N.Os.No.3-3,28~~ ~~*ss*N.Yk.No.2-36~~ *Mchy.Aft* 2*Dks*(*Stl*)*Shelter dk*(*Stl*) *&Web frames* D.F. GyC. *Longitudinal framing*	8807 7159 5488	✠100A1 *Shelter dk withfreeboard* 3~~[illegible]~~ 1,42 MS5,40 ~~BS10,39~~ ✠~~LMC9,36~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,16 *F.P. above* 150° F.	~~N.Yk~~ ~~NNs~~ NYk BS8,41 ~~BS11,40~~	*f*†	CL ~~S3,39~~ P4,40 S1,42	1916 5mo	NwprtNws S.B.&D.D.Co Newprt News A&CP	PanamaTransport Co. *CellDBuE&B*57'184*t*	500·0|68·0|35·5 FK	London British 19*BHCem* (15 *to U dk* 4 ,, 2*nd* ,,) *f*17'71*tDTf*	T.6Cy.20½",35"&60"–42"(*s*) 200lb 628NHP 3SB,*12cf*,GS213,HS8700 FD NewportNewsSB&DD.Co 54'673*tFPT*243*tAPT*127*t*	~~30 ″ 9~~ ~~s 5 ″ 0½~~ ~~25 ″ 11½~~ 38 ″ 3 s10″0½ 28 ″ 6½	
24696 HPNA	**H. M. Flagler** *ss*Mob.2ndNo.3-8,41 ~~*ss*N.Os.No.3-4,30~~ ~~*ss*St.J.No.2-30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *&Web frames* D.F. GyC. *Longitudinal framing*	~~8208~~ ~~6017~~ ~~6188~~ *8571* *8303* *6093*	✠100A1 *Shelter dk withfreeboard* 2,42 ~~1,40~~ ~~11,40~~ ~~BS11,40~~ ✠LMC~~11,38~~ 8,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,18 *F.P. above* 150°F.	~~Pal~~ ~~NNs~~ Liv	*c*†	CL ~~11,38~~ 8,41	1918 7mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP *CellDBa*17'	PanamaTransport Co. *uE&B*69'*f*50' 452*t*	461·6|60·0|27·7 FK *FPT*173*tAPT*100*t*	Panama Pnamanian 18*BHptCem* (3 to *Sh dk* 11 ,, *U* ,, 4 ,, 2nd ,,)	Q4Cy.24",36",51$\frac{3}{16}$"&75"–51" 220lb (*s*) 533NHP 3SB,*9cf*,GS177,HS7035 FD NewportNewsSB&DD.Co.	37 ″ 2 s10″2½ 27″ 3	
24697 212676 WJCI	**H. M. Fredrichsen** (*ex*GulfStream–36) *ss*Mob.2ndNo.3–1,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5189 4591 3202	✠100A1 8,41 ~~7,40~~ ~~BS7,40~~ ✠LMC1,39 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,14 *F.P. above* 150°F.	Mob BS8,41	*y*	CL ~~1,39~~ 8,41	1914 10mo	NewYork S.B.Co. Camden,N.J. A&CP *Cell DBuE&B*62'222	SabineTransportationCoInc.(M.T. Ball,*Mgr.*)	383·0|51·2|30·1 406·5(O.L.) P97'B34'F33' FK *tFPT*159*tAPT*30*t*	Baltimore Utd.States 14*BHCem* (8 *to Up dk* 6 ,, 2nd ,,)	T.3Cy.27",45"&75"–48" (*r*) 190lb 543NHP 3SB,*9cf*,GS,173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″9½ 24 ″ 7	
24698 221784 KJLW	**H. M. Storey** **TwinSc** 3*Dks* *Mchy.Aft* *Longitudinal framing* *Fitted for oil fuel* D.F. GyC. *Carrying Petroleum in bulk*	10763 — 7847					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo.of California	500·0|68·2|30·0	S.Frncisco Utd.States *WB*	T.6Cy.24",39"&65¼"–42" 550NHP BethlehemS.B.Corp.		R
24699 OYVT	**H. P. Hanssen** (*ex*Gertrud–38, *ex*Donator–33,*ex*Gorm, *ex*Nedenes) 1*Dk*	1597 1418 958					1899	Short Bros. Sunderland	AabenraaRederi A/S(P.F.Cleeman, *Mgr.*)	254·4|37·0|18·1 P15*t*H58*t*F36*t*	Aabenraa Danish *WB*	T.3Cy.19",31"&51"–36" 156NHP W.Allan&Co.Ld.Sld.		N
24700 221701 KDVM	**H. T. Harper** **TwinSc** *OilEng.* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk*	3803 — 2300					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of California	329·9|46·2|25·7 P88'B36'F55'	S.Frncisco Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.20½"–35½" 488NHP PacificDieselEngineCo. Oakland,Cal.		R
24701 LDKH	**Haakon Adalstein** Ⓟ **Iron** 2*Dks&Awng dk*	710 681 430					1873	Mitchell &Co. Newcastle	DetNordenfjeldske Dampskibsselskab	180·2|26·4|16·7 H29*t* 21·2	Trndheim Norwegian *WB*	T.3Cy.16½",26"&44"–30" NE02 106NHP TrondhjemsM.V.Trnheim		
24702 LIZQ	**Haakon Hauan** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	6582 6021 3705	✠100A1 8,41 Examined 6,41 ✠LMC DBS6,41 *CarryingPetroleum in bulk*	Sou NYk CS6,41 7,41	*a*†	CL N8,39	1935 7mo	A/SAkers Mek.Verksted,Oslo *Lloyd'sA&CP*	A/SÖstlandske Petroleums Compagni *CellDBuE*48'172*tD*	409·1|56·3|33·8 P96'B40'F34' FK *Tf*19'410*tFPT*185*t*	Oslo Norwegian 12*BH* *APT*246*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP 2DB*150lb* A/SAkersMek.Værks.Oslo	33 ″ 6 s 6 ″2½ 27 ″ 5¾	
24703 LDIR	**Haakon Jarl** (*ex*SanTelmo) D.F. 1*Dk&Spar dk*	1482 1331 899					1904	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	237·6|35·1|19·6 B89*t*H38*t*	Trndheim Norwegian *WB*	T.3Cy.17",30"&49"–33" 138NHP FredrikstadM.V.Frdstad.		N
24704 LDQE	**Haardraade** (*ex*Sfinx) 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	750 538 398					1922	P.&A. Ruytenberg Raamsdonksveer	A/SHavlide (O.&H.HoltaA/S, *Mgrs.*)	184·8|29·3|12·3 Q115'B11'F23'	Skien Norwegian *WB*	T.3Cy.13$\frac{3}{16}$",22$\frac{1}{16}$"&36¼"–23⅝" 54NHP N.V.Schpsw&Maschf. "deKlop," Sliedrecht		V
24705														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
24706 LDTN	**Haarfagre** (*ex*Belgica-32, *ex*Yzerhandel, *ss*Ant.No.3-10,30 *ex*Carabinier, D.F. *ss*Osl.No.2-39 *ex*Aurora) 1*Dk*(*Stl*)	2478 2161 1397	✠100A1 11,39 ✠NE5,33 ✠LMC4,39 (SEE FOOTNOTE *)	Bal	*t*	3,39	1918 9mo	ThePusey &JonesCo. Wlmgtn,Del A&CP	A/S Havlide (O.&H.HoltaA/S, *Mgrs.*) *CellL*	300·3 P29'B75'F29' B254'702t*FPT*106t	44·2	19·9 FK	Skion Norwegian 6*BHCem* *APT*137t	C.4Cy(2),$14\frac{3}{8}$"&(2)$32\frac{1}{4}$"- $30\frac{1}{2}$" 200lb 248NHP 2SB,4*cf*,GS84,HS4258 FD FredrikstadM.V.Frdstad.	22 ″ 3 s 3″ 7 19 ″ 0	
24707 145562 MLGF	**Haarlem** (*ex*StadKampen) 1*Dk*	970 775 565					1917	NV.Schpsb Mij.Ijselwerf Kampen	CurrieLine,Ld.	216·9 Q&B120'F28'	32·6	13·8	Leith British *WB*	T.3Cy.14",23"&38"-27" E&B*made*19 75RHP Machf.Utrecht,Utrecht		C
24708 EAAM	**Habana** Ⓟ TwinSc (*ex*AlfonsoXIII) *ss*Bbo.No.2-31 Sub.Sig. 3*Dks*(*Stl-Uws*)&*Shade dk* D.F. GyC. (*Stl*-teak s) *CruiserStern*	10551 7238 5915	✠100A1 *Shade dk* 5,36 ✠LMC BS9,35 MS11,35 NO LATER SURVEY	Bbo	*f*†	CL P1,36 S5,36 REPORTED	1923 8mo	Soc.Espan- ola deCon- structnNaval Bilbao A&CP	Cia.Trasatlántica *CellDB*403'1305*t* *Tank between*	480·6 F58'*onShade dk* FK&BK1" *tunnels* 31'60*t FPT*	61·2	32·7	Barcelona Spanish 10*BHCem* 84*tAPT*79*t*	4steamturbinesSRgeared to 2 Sc. Shafts (*r*) 180lb FD 1775NHP 7SB,21*cf*,GS481,HS20890 Soc.Espanola deConstn. Naval,Ferrol	35 ″ 9 s 6 ″ $7\frac{3}{4}$ 29 ″ $7\frac{1}{2}$	
24709	— Ⓟ 1*Dk* *Fitted for oil fuel*	1501 1342 862					1906	W.Hamil- ton&Co.Ld. Port Glasgow	Empresa Naviera deCuba S.A.	235·0 P20'B165'F50'	35·2	15·5	Havana Cuban	T.3Cy.19",32"&52"-36" 162NHP Muir&Houston,Ld.Gls.		
24710 DOTW	**Habicht** Ⓟ D.F. E.S.D. 1*Dk* *Ref.Mchy.* *CruiserStern*	1577 897 763					1938	Nordsee- werkeEmden G.m.b.H. Emden	ArgoReederei RichardAdler&Co.	245·3 P47'B&F192' UpperB71' UpperF27'	39·4	12·4	Bremen German *WB*	C.2Cy.$17\frac{11}{16}$"&$35\frac{7}{16}$"-$35\frac{7}{16}$"& LP turbine withDRgearing &hydraulic coupling 120NHP DeutscheSchiff.uMschb. A.G.Weser,Bmn		G
24711 LCND	**Hada County** (*ex*Hada,*ex*Nordkyn) D.F. 2*Dks* *Fitted for oil fuel* *CruiserStern*	4853 4415 2936	✠ ... 6,22 ✠				1921 3mo	Craig,Tay- lor&Co.Ld. Stockton	A/S J.Ludwig MowinckelsRederi (CountyLine)	386·0 P49'B232'F34'	53·0	26·6 FK	Bergen Norwegian *WB*	T.3Cy.27",45"&74"-51" 528NHP Blair&Co.Ld.Stockton	29 ″ 0	N †
24712 41321 JYZJ	**Hadati Maru** *Oil Eng.* *CruiserStern* 2*Dks* *Carrying Petroleum in bulk*	999 850 633					1936	Mitsubishi JukogyoK.K Yokohama	NakagawaKisen K.K.	216·4 P58'B16'F20'	32·8	17·4	 Japanese *WB*	Oil Engines 4S.C.SA 7Cy.$14\frac{3}{4}$"-$19\frac{11}{16}$" 141NHP MitsubishiJukogyoK.K.		
24713 220 SVFF	**Hadiotis** *ss*Syr.No.2-36 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing at bottom&at deck* *Now* "**Eiger**," *see No.* 36432 *in Supplement*	*4386* *4024* *2639*	✠100A1 *withfreeboard* 8,39 BS8,39 ✠LMC9,36	Cff	*z*	CL N8,39	1929 1mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle *Lloyd*'*sA&CP*	KassosStm.Nav. Co.Ld.(Pnevma- ticos,Rethymnis, Yannaghas,*Mgrs*) *CellDB*344'1550*t*	396·6 *FPT*152*t APT*170*t*	53·4	24·1 FK (	Syra Greek 6*BHCem* *Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.$25\frac{1}{2}$",43"&72"48" (*s*) 200lb 462NHP 3SB,9*cf*,GS192,HS7749 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 0 s2″$10\frac{1}{4}$ 24 ″ $4\frac{1}{4}$	
24714 161349 GLSY	**Hadleigh** *ss*Cff.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* 41 (*W.E.*)	5222 4819 3192	✠100A1 *withfreeboard* 9,41 ~~8,41~~ BS8,40 ✠LMC4,37	~~Lon~~ Hpl	*a*†	CL 6,39	1930 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*) *CellDB*& 1387*t*	406·3 418·6(O.L.) F33' *u*E134'*f*188' *FPT*139*t APT*104*t*	56·0	26·9 FK (	London British 6*BHCem* *Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.26",43"&73"-48" (*s*) 200lb 527NHP 3SB,9*cf*,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Sld.	37″11 s11″$3\frac{1}{2}$ 26″$10\frac{1}{2}$	
24715 219063 KOGP	**Hadnot** 2*Dks* *Mchy.Aft* *Fitted for oil fuel* D.F. *CarryingPetroleum in bulk* *Longitudinal framing*	6257 — 3845					1919	Bethlehem S.B.Corp.Ld. Quincy, Mass.	CitiesServiceOil Co.	416·9 P91'B38'F33'	56·2	32·7	NewYork Utd. States *WB*	T.3Cy.$26\frac{1}{2}$",44"&74"-51" 391NHP BethlehemS.B.Corp.Ld.		R
24716 LCUL	**Hadrian** Now sailing as (*ex*Nyhavn8-33) **"St. Germaine"** D.F. 1*Dk*	1620 1184 925					1919	Bergens Mek.Værks Bergen	RederiA/S Hadrian(Hilmar Reksten,*Mgr.*)	244·6 P72*t*Q105*t*B120*t* H90*t*F31*t*	37·7	15·8	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
24717 LDQG	**Hadsel** Ⓟ Iron&Steel 1*Dk*&*Awng dk*	330 293 185					1892	Trond- hjems M.V. Trondheim	Vesteraalens Dampskibsselskab	129·2 H36*t*	20·7	15·7	Stkmrkns Norwegian	T.3Cy.12",20"&32"-21" 47NHP TrondhlemsMek.Verksted		
24718 OYYA	**Hafnia** *ss*Cpn.No.3-6,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	2031 1458 1159	✠100A1 8,39 BS8,39 ✠LMC6,36 (SEE FOOTNOTE *)	Abg	*r*	CL 8,39	1924 2mo	Howaldts- werke Kiel *Lloyd*'*sA&CP*	A/SDampskibssel- skabetD.F.K.(De forenedeKulim- portörerA/S, *Mgrs.*)	264·8 275·2(O.L.) P67'Q95'F30' *CellDB*222'706*tDe*	41·2	17·0 FK	Copnhagn Danish 4*BHptCem* *ckTanks* 135	T.3Cy.$20\frac{1}{16}$",$32\frac{11}{16}$"-$54\frac{5}{16}$"- $37\frac{3}{8}$" 185lb (*s*) 220NHP 2SB,6*cf*,GS104,HS3660 Howaldtswerke,Kiel *tFPT*92*tAPT*24*t*	19 ″ 9 s 5 ″ 4 18 ″ $5\frac{3}{4}$	
24719 LDQH	— 1*Dk*	1315 1140 739					1920	Verschure &Co. Amsterdam	SkibsA/S William HansensRederi II. (WilliamHansen, *Mgr.*)	239·2 P25'Q60'	36·7	15·9	Bergen Norwegian	T.3Cy.$17\frac{1}{2}$",$28\frac{9}{10}$"&$46\frac{1}{10}$"- 36" 127NHP Verschure&Co's Scheepswerf,Amsterdam		N
24720 LDQI	**Hafthor** 1*Dk*	1350 1136 761					1921	TheNewE. &S.B.Wks. Shanghai	BruusgaardKiö- sterudsSkibs-A/S (Bruusgaard,Kiö- sterud&Co.*Mgrs.*)	243·0	37·0	15·0	Drammen Norwegian	T.3Cy.$18\frac{1}{2}$",29"&49"-33" 138NHP TheNewE.&S.B.Wks.Shi.		N
24721 DJYW	**Haga** D.F. E.S.D. 1*Dk* *CruiserStern*	1258 982 698					1938	Flensburgr Schiffsb.Ges. Flensburg	MathiesReederei K.G.	270·4 P25'B&F240' UpperF29'	37·7	12·7	Hamburg German *WB*	C.4Cy.(2)$14\frac{3}{16}$"&(2)$31\frac{1}{2}$"- $31\frac{1}{2}$" HS2831 209NHP FlensburgerSchiffsb.Ges.		G
24722 219287 KOQC	**Hagan** 2*Dks* *Longitudinal framing* *Mchy.Aft* *Fitted for oil fuel* Sub.Sig. *Carrying oil in bulk*	6401 — 3941					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	PacoTankers,Inc. (Pennsylvania ShippingCo.*Mgrs*)	416·9 P92'B39'F33'	56·2	32·7	Wilmgton (Del.) Utd. States *WB*	T.3Cy.$26\frac{1}{2}$",44"&74"-51" 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R
24723 45271 JKBN	**Hagane Maru** 1*Dk* *CruiserStern*	1901 — 1084					1938	Mukai- shimaDk.KK Mukaishima	IkedaShojiK.K.	281·5 P26'Q75'B48'F28'	39·4	20·7	Osaka Japanese	T.3Cy.$18\frac{1}{8}$",$30\frac{1}{8}$"&50"-36" Mukaishima 150NHP DockCo.K.K.Mukaishima		
24724 134250 VGRP	**Hagarty** (*ex*J.H.G.Hagarty) *Mchy.Aft* D.F. GyC. 1*Dk*	7462 7078 5704					1914	Collingwd. S.B.Co.Ld. Collingwood	CanadaS.S.Lines Ld.	536·0 F47'	58·3	27·3	Toronto British *WB*	T.3Cy.24",40"&"66"-42" 282NHP CollingwoodS.B.CoLdOnt		R

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* Surveys delayed, Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. pc.*	
24725 5888 SEQW	**Hagfors** (*ex*Uddeholm) *CruiserStern* *Mchy.Aft* 1*Dk*	*654* *507* *334*					1917	Eriksbergs M.V.Aktieb. Gothenburg	**UddeholmsAktieb** (**FritiofOlsson,** *Mgr.*)	180·5 P57'F22'	28·9	11·6	Uddeholm Swedish *WB*	T.3Cy $14\frac{3}{16}$" $22\frac{7}{16}$"&$36\frac{5}{8}$"-24" 65NH EriksbergM.V.Aktieb.Got		
24726 219418 KOQD	**Hagood** 2*Dks* *Mchy.Aft* *Fitted for oil fuel* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6866 — 4221					1919	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	**CitiesServiceOil** **Co.**	435·6 P122'B50'F45'	56·2	31·7	NewYork Utd. States *WB*	T.3Cy.$27\frac{9}{32}$",$47\frac{5}{16}$"&78"-48" 422NH BethlehemS.B.Corp.Ld.		
24727 145563 MLGJ	**Hague** (*ex*StadUtrecht) 1*Dk*	974 773 574					1919	N.V.Ysei- werf Kampen	**CurrieLine,Ld.**	217·3 Q&B120'F29'	32·6	13·7	Leith British *WB*	T.3Cy.14",23"&38"-27" N.V.Maschinef. 75RHP "Utrecht,"Utrecht		
24728 26273 JHXD	**Hague Maru** *ss*Osa.No.3-12,31 *ss*Osa.No.2-40 2*Dks*(*Stl*)	5642 5149 3452	✠100A1 3,41 ✠LMC3,41 *Fitted for oil fuel* 10,23*F.P.* *above* 150° F.	Osa	*z*	CL 2,39	1920 2mo	OsakaIron Works,Ld. Innoshima A&CP	**OsakaSyosenK.K.** *CellDB*358'980*t*	407·2 P40'B137'F46' FK *DTa*27'767*tFPT*10	50·8	32·5	Osaka Japanese 7*BHCem* 6*tAPT*26*t*	T.3Cy.$26\frac{1}{2}$",$44\frac{5}{8}$"&$74\frac{1}{2}$"-51" 200lb (*s*) 559NH 3SB,9*cf*,GS183,HS7988 FD OsakaIronWorks,Ld.	32 ″ 7 s6 ″ 10 26 ″ 1	
24729 33611 JRCB	**Haguro Maru** *ss*TamaNo.3-5,41 ~~*ss*Kob.No.2-37~~ 1*Dk*(*Stl*)	3353 3071 2048	✠100A1 5,41 ~~9,40~~ ✠LMC~~9,40~~ 5,41	Tama	*v*	CL ~~7,39~~ 5,41	1928 10mo *Lloyd*	Yokohama DockCo.Ld. Yokohama '*sA&CP*	**ItayaSyosenK.K.** *IntermediateBH* *in after* *CellD*	340·0 P32'B112'F35' FK *hold dispensed with* B287'748*t FPT*61*t*	49·0	25·7	Hutyu Japanese 5*BHCem* *APT*141*t*	T.3Cy.23",38"&64"-64" (*s*) 200lb 392NH 2SB,6*cf*,GS124,HS5530 FD YokohamaDockCo.Ld.	25 ″ 9 s 4 ″ 3 21 ″ $8\frac{1}{4}$	
24730 220242 KUZC	**Hahira** 2*Dks* *Mchy.Aft* *Fitted for oil fuel* GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	6855 — 4234					1920	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	**AtlanticRefining** **Co.**	435·5 P122'B50'F45'	56·2	33·5	Phildlphia Utd. States	T.3Cy.27",$47\frac{1}{4}$"&78"-48" 421NH BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		
24731 LDSB	**Hai Dah** (*ex*Havdrot-38, *ex*HildaLea,*ex*Cynus) 1*Dk*	1186 1073 713					1906	WoodSkin- ner&Co.Ld. Newcastle	**Wallem&CoA/S** (**HaakonJWallem,** *Mgr.*)	235·0 P22*t*H47*t*F30*t*	36·3	15·8	Bergen Norwegian *WB*	T.3Cy.$18\frac{1}{2}$",30"&49"-33" 138NH N.E.MarineEngCoLd,Nwc		
24732 LDMW	**Hai Hing** Ⓟ **TwinSc** *OilEng.* *ss*H.Kg.No.2-37 1*Dk*(*Stl-ws*)2*nd dk in holds* *CruiserStern*	2561 1721 1445	✠100A1 1,42 ~~1,41~~ ✠LMC CS1,38 1,41	~~HKg~~ Sng	*s*	OG 1,40	1929 10mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	**BruusgaardKiö-** **sterudsSkibs-A/S** (**Bruusgaard,Kiö** **sterud&Co.***Mgrs.*) *CellD*	287·2 P32'B166'F31' FK B230'607*t FPT*20	45·1	17·0	Drammen Norwegian 5*BHptCem* *APT*63*t*	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 543NH GötaverkenA/B,Got.	20 ″ 3	
24733	**Hai Hsiang** (*ex*Bestik-34, *ex*LakeTulare) *ss*Osl.No.1-23 Sub.Sig. 1*Dk*	2049 — 1185	✠ … 9,26 ✠				1918 4mo	Superior S.B.Co. Superior,Wis	**Wm.Hunt&Co.** (**HuntSteamship** **Corp.***Mgrs.*)	251·6 P25'B64'F23' FK	43·6	18·2	Shanghai Chinese *WB*	T.3Cy.20",33"&54"-40" 274NH DetroitS.B.Co.Detroit	20 ″ 3	
24734	**Hai Jui** (*ex*Bestum-34,*ex*Lake Lillian) *ss*Msl.No.1-23 Sub.Sig. 1*Dk*	2049 — 1185	✠ … 6,26 ✠				1918 1mo	American S.B.Co. Cleveland,O.	**Wm.Hunt&Co.** (**HuntSteamship** **Corp.***Mgrs.*)	251·2 P25'B64'F23' FK	43·6	18·3	Shanghai Chinese *WB*	T.3Cy.20",33"&54"-40" 274NH AmericanSBCoClevelnd,C	20 ″ 2	
24735 153708 MLDC	**Hai Kwang** **TwinSc** *OilEng.* *ss*Shi.No.3-8,39 *Mchy.Aft* 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	905 828 589	✠100A1 *Awng dk* *withfreeboard* 1,41 ✠LMC8,39 ✠NE8,39 DBS8,40 No later survey reported *CarryingPetroleum in bulk*	Shi	*k*	OG 8,40	1926 8mo *Lloyd*	NewEng.& S.B.Wrks.Ld Shanghai '*sA&CP*	**AsiaticPetroleum** **Co.(NorthChina)** **Ld.** *CellDB*12'11*tF*	190·0 FK *PT*28*tAPT*30*t* (	32·0	16·7	Shanghai British 14*BHptCem* 5 „ *toAw dk* 9 „ „2*nd* „)	Oil Engines 4S.C.SA 12Cy.$12\frac{1}{2}$"-15" 183NH DB*160lb* Ruston&Hornsby,Ld. Lincoln	17 ″ 7 s 5 ″ $8\frac{1}{4}$ 12 ″ $0\frac{1}{4}$	
24736 LIVC	**Hai Lee** Ⓟ **TwinSc** *OilEng.* *ss*H.Kg.No.1-38 2*Dks*,3*rd dk inNos.*1&2*holds* D.F. *CruiserStern*	3616 3157 2160	✠100A1 *withfreeboard* 12,40 ~~11,39~~ ✠LMC CS12,37 11,39	HKg	*v*	CL ~~11,38~~ P11,39 S12,40	1934 7mo *Lloyd*	A/S Akers Mek.Værks. Oslo '*sA&CP*	**BruusgaardKiö-** **sterudsSkibs-A/S** (**Bruusgaard,Kiö-** **sterud&Co.***Mgrs.*) *CellDB including*	337·7 349·5(O.L.) F38' FK *wing tanks in way* 255'757*tcentre tank*	49·0	26·1	Drammen Norwegian 6*BH* *of tunnels* *s in way of t*	Oil Engines 4S.C.SA 16Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 724NH A/SAkersMek.Værks.Oslo *unnels*112*tFPT*55*tAPT*90*t*	29 ″ 0 s 6 ″ 9 22 ″ $6\frac{1}{2}$	
24737 LEJK	**Hai Ping** (*ex*Lisken-38) 1*Dk*	1105 969 655					1911	Trndhjms Mek.Værks. Trondheim	**Wallem&Co.A/S** (**HaakonJ.Wallem** *Mgr.*)	226·1 P15*t*H34*t*F26*t*	36·5	15·8	Bergen Norwegian *WB*	T.3Cy.17",$27\frac{1}{2}$"&46"-30" 115NH Trondhjems MV Trndheim		N
24738 XNDA	**Hai Shun** (*ex*TakasagoMaru, *ex*Vostok,*ex*Tai-Yick) 1*Dk*&*Spar dk*2*trB*	1744 — 1018					1897	Akt.Ges. "Neptun" Rostock	**HaichangSteam-** **shipCo.Ld.**	259·7 F35' *WB*	34·8	20·8	Shanghai Chinese	T,3Cy.21",$35\frac{1}{2}$"&$55\frac{3}{4}$"-$36\frac{1}{4}$" 187NH A.G."Neptun,"Rostock		
24739 LERW	**Hai Tung** (*ex*Mai-38, *ex*Roa-36,*ex*AlbertClement) 1*Dk*	1187 976 701					1904	Akt.Ges. "Neptun" Rostock	**Wallem&Co.A/S** (**HaakonJ,Wallem** *Mgr.*)	234·2 P27*t*Q70*t*H59*t*F26*t*	35·3	14·5	Bergen Norwegian *WB*	T.3Cy.$16\frac{1}{4}$",$25\frac{5}{8}$"&$43\frac{3}{4}$"-$31\frac{1}{2}$" 98NH A.G."Neptun,"Rostock		C
24740	**Haichang** (*ex*GouverneurGénéral MauriceLong,*ex*Speelman) 2*Dks*&*Shade dk*	955 — 524					1890	Konink- lijkeFabriek Amsterdam	**HaichangS.S.Co.** **Ld.**	219·8	31·3	15·6	Shanghai Chinese	T.3Cy.17" 26"&43"-39" 115NH KoninklijkeFabriekAms.		
24741 107029 VPFJ	**Haiching** Ⓟ 1*Dk*&*Spar dk*3*trB*	2183 1893 1321	✠ … 10,02 ✠				1898 12mo	DJ Dunlop &Co. Pt.Glasgow	**DouglasS. S.Co.Ld.**	280·9 P62'B70'F50' 23·9 BK8"	38·2	16·9	HongKong British *WB*	T.3Cy.22" 35"&57"-39" 239NH D.J.Dunlop&Co.P.Gl.	25 ″ 0	
24742 137040 VWBP	**Haideri** (*ex*Doros,*ex*Julianapark) 2*Dks*	1510 1324 912					1920	Bremer Vulkan Vegesack	**EasternStm.Nav.** **Co.Ld.**(*Man.* *Agents*,**Shariff** **Hassum&Co.**)	239·7 P12'B&F217'	34·2	19·5	Bombay British *WB*	T.3Cy.$16\frac{3}{8}$",$26\frac{3}{4}$"&44"-$29\frac{1}{4}$" 106NH BremerVulkan,Vegesack		V
24743 ~~VSQC~~	**Haifa Trader** (*ex*Tregothnan-39) *Now* "Irish Larch," *see No.* 37055 *in Supplement* *ss*Shl.No.3-7,16 *ss*Shl.No.1-20 1*Dk*2*trB*&*deep framing*	*3076* *2904* *2056*	✠ … 6,24 ✠				1903 4mo	JReadhead &Sons S.Shields	~~**PalestineTrans-**~~ ~~**port&Shipping**~~ ~~**Co.Ld.(N.W.**~~ ~~**Purvis,***Mgr.*)~~ IrishShipping,Ld.	323·0 P31'B92'F32' FK	47·1	23·7	~~Haifa~~ ~~Palestine~~ British *WB*	T.3Cy.24",40"&64"-42" 281NH J.Readhead&Sons,S.Shl.	25 ″ 0	VL †
24744																

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24745 ONKA	**Hainaut** (*ex*Marksburg) *ss*Ant.No.3-12,36 1*Dk*(*Stl*)&*Spar dk*(*Stl-pt*ws) &*Web frames*	*4312* *4041* *2661*	✠100A1 *Spar dk* 10,41 ~~10,40~~ Examined 2,42 ~~2,41~~ BS10,41 ~~BS10,40~~ ✠LMC7,36	Bkn ~~Cff~~ ~~Hul~~ Liv	*y*	CL 8,38	1905 2mo	Blohm& Voss Hamburg Lloyd's*A&CP*	Cie.RoyaleBelgo-Argentine(Agence MaritimeInter-nationaleS.A.) *CellDBa*122′*u*E22′*f*174′946*tFPT*93*tAPT*18*t*	387·1 403·9(O.L.) P48′B116′F40′ FK&BK2″	51·7	24·6 25·0	Antwerp Belgian 6*BHCem*	Q.4Cy.23″,31½″,48″&71″-48″ 213lb *120lb* (*s*) 447NH 2SB,*6cf*,GS127,HS5842 FD Blohm&Voss,Hamburg	27 ″ 6 s5 ″ 3 22 ″ 6¾	
24746 145944 VPJB	**Haitan** Ⓟ (*ex*Silvia-35,*ex*Orel) *ss*HKg.2ndNo.3-5,35 D.F. E.D.S. *ss*HKg.No.1-39 2*Dks*(*U-pt* teaks&*pt* ws) &*lower dk*(*Stl*)	3554 3278 2225	✠100A1 *withfreeboard* 1,41 BS1,41 ✠LMC6,39	HKg	*w*	CL 6,40	1909 8mo	F.Schichau Danzig Lloyd's*A&CP*	DouglasS.S.Co.Ld. *CellDBa*62′*u*E&B104′*f*108′431*tFPT*35*tAPT*18*t*	336·7 347·0(O.L.)	45·3	29·6 30·1 FK	HongKong British	T.3 Cy.27½″,46⅖″&76⅖″-47⅕″ 200lb (*s*) 644NH 4SB,*12cf*,GS245,HS9900 FD F.Schichau,Elbing	32 ″ 6 s11 ″ 10½ 21 ″ 0	
24747 127001 VPGQ	**Haiyang** Ⓟ 1*Dk*&*Spar dk*(*Stl*-teaks)3*trB*	2343 2033 1420	✠ 7,10 ✠	HKg	*t*		1908 9mo	D.J.Dun-lop&Co. PortGlasgow	DouglasS.S.Co.Ld. *CellDBa*84′*u*E20′*f*124′390*tFPT*45*tAPT*24*t*	300·5 B71′F48′ FK&BK1¼″	38·1	15·1 22·6	HongKong British 5*BHCem*	T.3Cy.21½″,35″&57″-39″ 247NH 2SB,*6cf*,GS120,HS4176 D.J.Dunlop&Co.Pt.Gls.	25 ″ 0	
24748 7595 SERD	**Hakefjord** (*ex*Baltic) 1*Dk*&*deep framing*	*1072* *902* *595*					1907	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Fjord (TorkelSanne, *Mgr.*)	231·2 P24′H34*t*	32·2	14·6	Gothenbrg Swedish *WB*	T.3Cy.16″,25½″&43″-30″ 101NH Laxevaags Msk&Jrns.Bgn	17 ″ 1	V
24749 671 JQJG	**Hakka Maru** Ⓟ *Mchy.Aft* 1*Dk*	1531 — 724					1937	OsakaIron Works,Ld. Osaka	DairenKisenK.K.	246·5	39·0	18·0	Dairen Japanese	T.3Cy.17⅛″,28⅜″&47¼″-31½″ 125NH OsakaIronWorks,Osaka		
24750 46928 JJMO	— *OilEng.* *Mchy.Aft Cruiser Stern*	889 — 589					1939	Nakata Zosensho Osaka	SankoKisenK.K.	186·6	31·0	17·0	Amaga-saki- Japanese	Oil Engines 4S.C.SA 6Cy.$14\frac{15}{16}$″-$22\frac{13}{16}$″ 130NH Naniwa DkydCoKizugawa		
24751 45320 JXBM	**Hakkai Maru** *OilEng.* *Ref.Mchy.* 2*Dks* D.F. *CruiserStern*	5114 4409 2966					1938	Tama S.B.Co.Ld. Tama	ItayaSyosenK.K.	422·4 F35′	58·1	27·2	Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.$17\frac{11}{16}$″-47¼″ 855NH TamaS.B.Co.Ld.Tama		C
24752 43358 JHGL	**Hakkaisan Maru** 2*Dks* *CruiserStern*	3311 — 1903					1937	Harima S.B.&Eng. Co.Ld. Harima	KaburagiKisen K.K.	318·5 P35′B81′F34′	45·9	24·6	Tokyo Japanese *WB*	T3Cy.$20\frac{1}{16}$″,$33\frac{1}{16}$″&55⅛″-39″ 190NH HarimaS.B.&Eng.CoLdOh		C
24753	**Hakko Maru** (*ex*Clifford-41, *ex*Frango-40,*ex*Golaa) D.F. *ss*Sfj.2ndNo.3-2,40 *Mchy.Aft* 1*Dk*(*Stl*) *Fitted for oil fuel*	6035 4909 3810	✠ … 5,41 ✠NE7,30 ✠	NYk	*z*		1917 5mo	ChesterS.B Co.Ld. Chester,Pa.	TeikokuSenpaku K.K.(TheRising SunPetroleumCo. Ld.*Mgrs.*) *CellDB*350′1611*tFPT*115*tAPT*144*t*	401·9 P99′F27′B50′ FK	54·3	30·2	Japanese 10*BH*	T.3Cy.27″,44″&73″-48″ 569NH 3SB,*9cf*,GS176,HS8862 LilleshallEngineeringCo. Oakengates,Staffs	32 ″ 9	
24754 26015 JMBD	**Hakodate Maru** *ss*Yka.No.3-2,31 *ss*Yka.No.2-39 2*Dks*(*Stl*)	5303 4826 3226	✠100A1 5,40 BS6,40 ✠LMC4,39	Yka	*z*	OG 4,39	1919 9mo	Mitsubishi ZosenKaisha, Ld. Kobe *A&CP*	NipponYusenK.K. *CellDB*350′996*tFPT*132*tAPT*89*t*	400·0 P38′B121′F40′ FK	54·5	30·0	Tokyo Japanese 6*BHCem*	T.3 Cy.26⅞″,43″&72″-48″(*s*) 180lb 510NH 3SB,*9cf*,GS183,HS7618 FD MitsubishiZosenKaishaLd.	30 ″ 0 s5 ″ 6¾ 24 ″ 8	
24755 28453 JHGD	**Hakone Maru** Ⓟ TwinSc *ss*Yka.No.3-6,33 *ss*Yka.No.1-37 2*Dks*(*StlU*-ws)3*rd dk*(*Stl*) *Ref.Mchy.* *inNos.*1,3&4*holds*	10420 8392 6307	✠100A1 7,41 ~~5,40~~ BS7,41 ~~BS5,40~~ ✠LMC4,37 ✠Lloyd'sRMC~~12,40~~ 7,41 *Fitted for carrying oil F.P. above* 150°F. *in Nos.*2,3&7 *double bottom tanks*	Yka	*f*†	CL ~~s5,38~~ PN3,39 S6,41 11,21	1921 11mo	Mitsubishi ZosenKaisha, Ld. Nagasaki Lloyd's*A&CP*	NipponYusenK.K. *CellDB*416′1877*t Tanks at sides of tunnels* 6′90*t FPT*168*t APT*110*t*	495·0 P94′B186′F56′ FK	62·0	37·0	Tokyo Japanese 9*BHCem*	6 steam turbines DR geared to 2 Sc.Shafts (*s*) 200lb FD 1510NH 7SB(Spt)*21cf*,GS448, HS18027 MitsubishiZosenKaishaLd	37 ″ 0 s8 ″ 4½ 29 ″ 2	
24756 34431 JDUC	**Hakonesan Maru** TwinSc *OilEng.* *ss*TamaNo.2-38 *Ref.Mchy.* 2*Dks*(*Stl*)	6674 5922 4079	✠100A1 3,41 ~~2,40~~ ✠LMC CS5,38 DBS~~2,40~~3,41 2,40 ✠Lloyd'sRMC5,38 *Carrying cargo oil F. P. above* 150°F. *in deep tanks*	Tama	*a*†	CL P1,40 SN1,40	1929 6mo	MitsuiBus-sanKaisha,Ld TamaDkyd Lloyd's*A&CP*	MitsuiBussan Kaisha,Ld. *Intermediate'tween dk BH in fwd. hold dispensed with* *CellDB*373′1355*t MTs* 33′1117*t Tanks in way of tunnels*95*tFPT*103*tAPT*184*t*	437·6 P31′B121′F34′ FK	56·5	33·0	Kobe Japanese *ptCem* 6*BH to Udk* 1 ,, 2*nd* ,,	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$″-$43\frac{5}{16}$″ 951NH DB*100lb* MitsuiBussanKaisha,Ld.	33 ″ 0 s6 ″ 11½ 26 ″ 3½	
24757 28858 JHHD	**Hakozaki Maru** Ⓟ TwinSc *ss*Yka.No.3-9,34 *ss*Yka.No.1-39 *Ref.Mchy.* 2*Dks*(*Stl*-ws)&3*rd dk*(*Stl*) D.F. *inNos.*1,3&4*holds*	10413 8392 6310	✠ 6,40 ✠	Yka	*f*†		1922 6mo	Mitsubishi ZosenKaisha Ld. Nagasaki	NipponYusenK.K. *Cell B*416′1862*t Tanks at sides of Tunnels*6′90*tFPT*168*tAPT*110*t*	495·0 P94′B186′F56′ FK	62·0	37·0	Tokyo Japanese 9*BHCem*	6 steam turbines DR geared to 2 Sc.Shafts 1590NH 7SB(Spt),*21cf*,GS448, HS18157 MitsubishiZosenKaisha,Ld	37 ″ 0	
24758 45870 JGUN	— D.F. *CruiserStern*	3949 — 2296					1939	Mitsubishi JukogyoK.K Kobe	NipponSeitetu K.K.	353·2	49·2	26·5	Tokyo Japanese	C.4 Cy.(2) $20\frac{1}{16}$″&(2)$43\frac{5}{16}$″-$43\frac{5}{16}$″ 206NH MitsubishiJukogyoK.K. Kobe		
24759 3863 JOFA	**Hakuai Maru** *ss*Yka.No.2-06 2*Dks*&*Spar dk*(*Stl*-teaks)	2615 2484 1252	✠ 11,06 ✠	Yka	*t*		1898 12mo	Lobnitz& Co.Ld. Renfrew	NipponSuisan K.K. *CellDBa*90′*u*E&B90′*f*88′468*tFPT*20*tAPT*14*t*	312·0 B8′ BK10″	39·2	18·7 26·2	Habumi-nato Japanese 5*BHCem*	T.3Cy.25″,42″&67″-48″ 374NH 2DB,*12cf*,GS233,HS6300 Lobnitz&Co.Ld.Renfrew	29 ″ 6	
24760 34004 JCRC	**Hakubasan Maru** TwinSc *OilEng.* *ss*Kob.No.2-37 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. GyC.	6650 5922 4070	✠100A1 12,40 ✠LMC CS8,37 DBS12,40 12,40 ✠Lloyd'sRMC10,39	Tama	*a*†	CL 10,39	1928 12mo	MitsuiBus-sanKaisha,Ld Tama Lloyd's*A&CP*	MitsuiBussan Kaisha,Ld. *Intermediate'tween dk BH in fwd. hold dispensed with* *CellDB*373′1355*t MT*30′1024*t Tanks in way of tunnels*95*tFPT*103*tAPT*184*t*	437·6 P31′B121′F34′ FK	56·5	33·0	Kobe Japanese *ptCem* 6*BH to Udk* 1 ,, 2*nd* ,,	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$″-$43\frac{5}{16}$″ 951NH DB*100lb* Akt.Burmeistr&Wain,Cpn	33 ″ 0 s7 ″ 0¾ 26 ″ 2	
24761 40871 JZKH	**Hakugin Maru** (*ex*NavyVessel) *OilEng.* 1*Dk*	316 — 174						……………	KumagaiHachiro	126·9	25·1	12·0	Osaka Japanese	Oil Engines		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14
24762 46795 JWIN	**Hakukai Maru** *Should be* "Hakkai Maru," *see No.* 36907 *in Supplement*	2921 — 1539					1939	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K.	309·0	44·9	24·6	Tokyo Japanese	C.4Cy.(2)$11\frac{7}{16}$″&(2)$20\frac{1}{2}$″– $13\frac{3}{4}$″&LP turbine with DR gearing&hydraulic coupling 226NHP UragaDockCo.Ld.Uraga	
24763 29444 JDXD	**Hakusan Maru** Ⓟ TwinSc *ss*Yka.No.3–9,36 *ss*Yka.No.1–40 *Ref.Mchy.* 2*Dks*(*StlU*–ws)3*rd dk*(*Stl*) D.F. GyC. *inNos.*1,3&4*holds*	10380 8390 6271	✠ 9,40 ✠	Yka	*f*†		1923 9mo	Mitsubishi ZosenKaisha. Ld.Nagasaki	NipponYusenK.K.	495·0 P94′B186′F56′ FK *Cell DB*416′ 1839*t Tanks at sides of tunnels*6′90*t FPT*164*t APT*107*t*	62·0	37·0	Tokyo Japanese 9*BHCem*	6 steam turbines DR geared to 2 Sc.Shafts 1607NHP 7SB(Spt),*21cf*,GS448, HS18027 MitsubishiZosenKaisha,Ld	37 〃
24764 27151 JYHA	— (*ex*SapporoMaruNo.8) *ss*Kob.No.1–24 1*Dk*(*Stl*)	2197 1863 1320	✠ 12,25 ✠	Yka	*r*		1920 5mo	UchidaS.B &Eng.Co. Yokohama	TomoeGumi SenpakubuK.K.	270·0 P16′B65′F29′ FK *Cell D Ba*227′423*t FPT*70*t APT*89*t*	39·0	23·9	Hasidate Japanese 4*BHCem*	T.3Cy.19″,$31\frac{1}{2}$″&52″–39″ 216NHP 2SB,4*cf*,GS81,HS3019 UchidaS.B.&Eng.Co.Yka.	23〃
24765 20805 JBXD	**Hakusika Maru** (*ex*Hakus TwinSc LikaMaru–38) *ss*Osa.No.3–10,29 *ss*Kob.No.2–37 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–ws)	8151 7734 5037	✠100A1 *Shelter dk* *withfreeboard* 1,41 ✠LMC1,41	Osa	*c*†	CL 8,38	1917 10mo	AsanoS.B. Co.Ld. Tsurumi A&CP	TatuumaKisen K.K.	445·0 FK *Cell D B*389′ 1318*t FPT*82*t APT*32*t*	58·0	40·0	Nisino- miya Japanese 7*BH*	T.6Cy.22″,$36\frac{1}{2}$″&61″–48″(*s*) 200lb 703NHP 4SB,*12cf*,GS233,HS9835 FD IshikawajmaSB&EC Tokyo	40 〃 s12 〃 28 〃
24766 106 JLQG	**Hakusin Maru** Ⓟ *ss*Drn.No.2–24 1*Dk*,2*nd dk inNo.*2*hold only* *Mchy.Aft* *CruiserStern*	1482 1161 827	✠ … 5,28 ✠				1914 5mo	MitsuBishi Dkyd&EWks Kobe	DairenKisenK.K.	253·9 P58′B15′F27′ FK	38·3	15·0	Dairen Japanese *WB*	T.3Cy.16″,$26\frac{1}{4}$″&43″–30″ 150NHP MitsuBishiD&EWks.Kobe	17 〃
24767 20910	**Hakutetu Maru No. 1** (*ex*KounMaru) 1*Dk*	626 — 403					1917	Aizawa Iwakichi Osaka	HakatawanTet- udoKisenK.K.	179·1	25·0	15·7	Shiga- shima Japanese	T.3Cy.$11\frac{1}{8}$″,$18\frac{1}{16}$″&30″–24″ 44NHP AizawaIwakichi,Osaka	
24768 17764	**Hakutetu Maru No. 3** (*ex*NagauraMaru) 1*Dk*	763 627 450					1915	MitsuBishi Dkyd&EWks Kobe	HakatawanTet- udoKisenK.K.	182·0 P12′Q47′B49′F15′	32·0	15·5	Hasidate Japanese *WB*	T.3Cy.12″,20″&33″–24″ 53NHP MitsuBishiD&EWks.Kobe	
24769 38850 JEBJ	**Hakutetu Maru No. 5** *Mchy.Aft* 1*Dk*	800 — 435					1933	Namura ZosenK.K. Osaka	HakatawanTet- udoKisenK.K.	190·0 P63′B11′F23′	29·0	17·0	Shikajima Japanese	T.3Cy.$13\frac{1}{2}$″,$22\frac{3}{4}$″&$37\frac{1}{2}$″–27″ 73NHP NagaokaIrnWks.Nagaoka	
24770 41804 JMFK	**Hakutetu Maru No. 7** *Mchy.Aft* 1*Dk*	1018 790 540					1936	Namura Zosensho Osaka	HakatawanTet- udoKisenK.K.	206·0 P61′B18′F28′	31·0	18·0	Hakata Japanese *WB*	T.3Cy.$14\frac{1}{2}$″,$24\frac{1}{2}$″&40″–30″ 88NHP NamuraZosensho,Osaka	
24771 44184 JAFM	**Hakutetu Maru No. 11** (*ex*NaniwaMaru–37) *Mchy.Aft* 1*Dk*	1297 — 721					1937	Osaka Zosensho Osaka	HakatawanTet- udoKisenK.K.	219·3 P78′F25′	35·8	18·5	Kashii Japanese *WB*	T.3Cy,$16\frac{15}{16}$″,$92\frac{15}{16}$″&$49\frac{3}{16}$″– $35\frac{7}{16}$″ 145NHP NakamichiKikai Seisakusho,Osa	
24772 36098 JOTH	**Hakuun Maru** Ⓟ (*ex*SanogawaMaruNo.2–38,*ex* SanogawaMaru,*ex*WarVessel) 1*Dk*	594 523 360					1903	Howaldts- werkeA.G. Kiel	HakatawanUnyu K.K.	155·0	28·7	16·4	Nishino- miya Japanese	T.3Cy. HowaldtswerkeA.G.Kiel	
24773 41985 JIXK	**Hakuun Maru No. 2** 1*Dk*	861 — 513					1936	Sanoyasu Dock Goshi Kaisha Osaka	HakatawanUnyu K.K.	200·0	30·0	17·2	Japanese	T.3Cy.$14\frac{13}{16}$″,$23\frac{9}{16}$″&$38\frac{3}{8}$″– $28\frac{1}{2}$″ 79NHP E*made—refitted*36	
24774 35354 JFCC	**Hakuyo Maru** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks*4*trB*	1327 979 620					1929	Kawasaki Dkyd. Co.Ld. Kobe	Govt.of Japan (Dept.of Agricul- ture&Forestry)	225·0 P139′F44′	36·0	20·0	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 12Cy.$16\frac{9}{16}$″–$25\frac{3}{16}$″ 320NHP KobeSeikoK.K.Kobe	
24775 31281 IDVE	**Halaban Maru** (*ex*Halaban) *ss*Sng.No.3–3,10 *ss*Sng.No.2–19 *Mchy.Aft* 1*Dk*(*Stl*)&*pt Shadedk*(*ptStl*) *Carrying Petroleum in bulk* *Fitted for oil fuel*	682 424 458	✠ 12,21 ✠	Sng	*h*	CL 11,20	1897 8mo	Rijkee&Co. Rotterdam	MiyakoKisenK.K.	185·5 F20′ *ptShade dk*150′ FK	25·9	10·3	Yokohama Japanese 11*BHCem* *FPT*40*t*	T.3Cy.$12\frac{1}{2}$″,20″&$33\frac{3}{4}$″–21″ 64NHP 1SB,2*cf*,GS28,HS1115 Maatschappij de Maas,Rot.	11 〃 0
24776 HPKT	**Halcyon** (*ex*Sirrah–39) 1*Dk*	3531 3263 2140					1917	Rotterdam Droogd. Maat Rotterdam	HalcyonS.S.Co.Ld.	361·4 P24′B214′F34′	49·9	22·1	Panama Pnamanian *WB*	T.3Cy.25″,41″&68″–45″ 310NHP RotterdamDroogd.Maats.	
24777 151436 VPBC	**Haldis** Ⓟ *ss*H.Kg.No.3–5,15 *ss*H.Kg.No.1–19 1*Dk*&*Spar dk*&*deep framing*	1819 1577 1144	✠ … 4.23 ✠				1902 5mo	J.Priest- man&Co. Sunderland	WingHingS.S.Co. Ld.	265·0 B66′F24′	37·0	12·2 19·8 FK	HongKong British *WB*	T.3Cy.$20\frac{1}{2}$″,33″&56″–36″ 189NHP B*made*25*fitted*– G.Clark,Ld.Sunderland	22 〃 0
24778 222695 KJLX	**Haleakala** Ⓟ 2*Dks* *Fitted for oil fuel*	3679 — 1546					1923	Sun.S.B. Co. Chester,Pa.	Inter-IslandStm. Nav.Co.Ld.	345·2 F92′	46·2	27·0	Honolulu Utd. States *WB*	T.4Cy.30″,52″&(2)65″–54″ 620NHP SunS.B.Co.Chester,Pa.	
24779 OYEG	**Halfdan** *ss*Cpn.No.3–3,32 *ss*Els.No.1–37 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in holds*	1448 1151 854	✠100A1 8,39 BS8,39 ✠LMC7,37	Cpn		OG 8,38	1919 1mo *Lloyd*	Kockums M.V.Aktieb Malmö '*sA&CP*	DetForenede DampskibsSelskab	235·6 244·6(O.L.) P17′B63′F35′ FK *Cell DB*196′364*t FPT*44*t APT*59*t*	37·7	16·3	Middelfart Danish 4*BHCem*	T3Cy $18\frac{1}{8}$″$28\frac{3}{4}$″&$48\frac{13}{16}$″–$31\frac{1}{2}$″ 185lb (*s*) 157NHP 2SB.4*cf*,GS64,HS2546 KockumsM.V.Akt.Malmö	18 〃 7 s 1 〃7½ 17 〃 2
24780 1840 IBVP	**Haliotis** TwinSc *OilEng.* D.F. *ss*Ven.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom &at top of trunk*	2093 1394 1081	(SEE FOOTNOTE*) ✠100A1 10,39 DBS6,39 ✠LMC10,39 *CarryingPetroleum in bulk* NO LATER SURVEY REPORTED	Ven	*r*	CL 1,39	1931 5mo *Lloyd*	N.V.Wrf. v.Rijkee&Co. Rotterdam '*sA&CP*	"Nafta"Soc.Ita- liana pel Petrolio ed Affini(Soc.Anon di Nav."Haliotis," *Mgrs.*)	271·9 260·4 P31′F47′ FK *Trunk*129′ *Cell DBuE*48′81*t FPT*27*t APT*107*t*	48·0	15·0	Genoa Italian 9*BHptCem*	Oil Engines 4S.C.SA 12Cy.$15\frac{3}{4}$″–$31\frac{1}{2}$″ 286NHP DB*150lb* Werkspoor,Amsterdam	14 〃 9 s 〃 7 14 〃 3½

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24781 143626 GCKX	**Halizones** ssMdb.No.3–4,32 D.F. ssGls.No.1–37 E.S.D. 2Dks(Stl)	5298 4787 3137	✠100A1 ~~8,41~~ 10,41 Examined ~~3,41~~ 10,41 ✠LMC MS2,37 BS3,41	~~Lon~~ Liv	y	CL N3,39	1920 4mo	Ayrshire Dkyd.Co.Ld. Irvine Lloyd'sA&CP	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)LdMgrs) CellDB	400·7|52·2|28·5 412·5(O.L.) P40′B113′F39′ FK 340′1134tFPT128t	Liverpool British 7BHCem APT200t	T.3Cy.27″,44″&73″–48″ (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Dunsmuir&JacksonLdGls.	31 ″ 0 s5″11½ 25 ″ 3½	
24782 8307 SFXU	**Halland** Note "Solvik," see letter S. Oil Eng. 1Dk Mchy.Aft Cruiser Stern Strengthened for Navigation in Ice	649 402 303	✠100A1 8,39 ✠LMC8,39 CarryingPetroleum in temporary tanks	Lkr	j	OG	1939 8mo	N.V.T. van Duijvendijk's Schpsw. Lekkerkerk Lloyd'sA&CP	A.B.Rederi Motorfart CellDB119′164t	180·6|29·6|10·2 187·3(O.L.) P&B112′F21′ FK FPT38tAPT18t	Gothenbrg Swedish 4BHptCem	Oil Engines 2S.C.SA 4Cy.13⅜″–$22\frac{7}{16}$″ 125NHP A/B Atlas-Diesel,Skm.	12 ″ 3 s ″ 3½ 12 ″ 0½	
24783 LFWA	**Hallanger** TwinSc Oil Eng. Mchy.Aft D.F. 2Dks Carrying Petroleum in bulk Longitudinal framing at bottom &at deck	9551 8842 5714					1928	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	474·4|64·5|36·5 P513tH182tF14t	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.26⅜″–47¼″ 806NHP Werkspoor,Amsterdam		N
24784 7538 SEON	**Hallaren** Oil Eng. D.F. ssGot.No.3–6,40 1Dk(Stl) & Shelter dk(Stl) Strengthened for Navigation in Ice Cruiser Stern	2749 2338 1462	✠100A1 withfreeboard 2,42 ~~6,40~~ ✠LMC CS1,41 DBS6,40 8,39	Got	v	CL 12,39	1929 6mo	Eriksbergs M.V.Aktieb Gothenburg Lloyd'sA&CP	Rederiaktieb. Transatlantic(G. Carlsson,Mgr.) CellDB280′842t	337·1|45·7|20·3 340·3(O.L.) FK FPT131tAPT155t	Gothenbrg Swedish 6BHptCem (Coll toSh dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$″–$51\frac{3}{16}$″ 355NHP DB80lb EriksbergM.V.Aktieb,Got	22″11 s1 ″ 7½ 21 ″ 5¼	
24785 LCYB	**Hallbjörg**(exThuhaug–36, exCanadianVoyageur) ssHfx.No.2–28 1Dk	2850 2539 1701	✠ … 2,32 ✠				1919 1mo	Canadian Vickers,Ld. Montreal	SkibsA/SHallbjörg (P.Kleppe,Mgr.)	320·0|44·3|22·5 P43′B96′F36′ FK	Oslo Norwegian WB	T.3Cy.25″,41″&67″–45″ Goldie& 375NHP McCullochCo.Ld.Galt,Ont	25 ″ 0	N †
24786 LEAD	**Halldor** 1Dk	1515 1285 840					1925	F.Schichau Elbing	BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co.Mgrs)	261·7|40·1|15·6 P61tH101tF36t	Drammen Norwegian WB	T.3Cy.$18\frac{9}{10}$″,$13\frac{9}{10}$″&$51\frac{1}{5}$″– 29½″ 141NHP F.Schichau,Elbing		N
24787 LKCK	**Hallfried**(exFairfield–39, exCatherine Weems, exGaribaldi) ssPhl.No.3–5,26 ssN.Ns.No.2–34 1Dk(Stl) Fitted for oil fuel	2968 2629 1722	✠ — 6,39 ✠	NOs	u		1918 6mo	Bethlehem S.B.Corp.Ld. WlmngtnDel	P.Kleppe CellD	310·4|48·5|21·3 P25′B96′F38′ FK B263′701t FPT78t	Oslo Norwegian 7BHCem	T.3Cy.21½″,35″&58″–42″ 329NHP 2SB,6cf,GS121,HS4970 BethlehemS.B.Corp.Ld.	24 ″ 0	N †
24788 LDMS	**Hallingdal** Oil Eng. D.F. 1Dk	3180 2747 1930					1929	Akt.Burmeistr&Wain Copenhagen	A/SVesterhav (Boe&Pedersen, Mgrs.)	326·5|50·0|21·0 P25′B155′F27′	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.21⅝″–$59\frac{1}{16}$″ 258NHP Akt.Burmeistr&Wain,Cpn		N
24789 7907 SKRD	**Halmstad**(exSpigerborg–33, exHenrikBjelke) 1Dk	1546 1160 909					1907	Howaldtswerke Kiel	RederiA/BHalmstad(C.O.Johansson)	238·8|36·3|16·8 P13′Q73′B105′F29′	Halmstad Swedish WB	T3Cy16¾″,$29\frac{9}{16}$″&$42\frac{1}{8}$″–29½″ 96NHP Howaldtswerke,Kiel		V
24790 DHJY	— 1Dk	814 625 471					1909	Akt.Ges. "Neptun" Rostock	BissmarkLinie	216·1|30·6|12·0 P13′Q62′B52′F23′	Hamburg German WB	T3Cy.$16\frac{1}{8}$″,25⅝″&41¾″–29½″ 95NHP A.G."Neptun,"Rostock		G
24791 220521 KDCP	**Halo** D.F. Longitudinal framing 2Dks Mchy.Aft Fitted for oil fuel Sub.Sig. Carrying Petroleum in bulk	6986 — 4301					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	CitiesServiceOil Co.	435·0|56·0|33·8 P123′B50′F33′	NewYork Utd States WB	T.3Cy.27″,47″&78″–48″ 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
24792 143426 GCLX	— ssLon.No.3-2,42 ~~ssSld.No.3–7,32~~ ~~ssShl.No.1–37~~ 1Dk(Stl) Well deck Cargo battens not fitted	2365 1780 1348	✠100A1 2,42 ~~8,40~~ ~~BS8,40~~ LMC ~~8,37~~ 2,42	~~Sld~~ Lon	s	CL ~~7,39~~ 12,41	1919 9mo	Dublin Dkyd.Co.Ld. Dublin Lloyd'sA&CP	GasLight&Coke Co.(Stephenson Clarke&Associated CompaniesLd. Mgrs.) CellD	284·4|41·9|19·0 297·9(O.L.) PonQ28′Q98′B66′ F31′ FK B228′576tFPT102t	London British 6BHCem APT234t	T.3Cy.19″,32″&52″–36″ (s) 180lb 162NHP 2SB,6cf,GS98,HS2960 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s 2 ″ 1½ 19 ″ 3	
24793 LCNE	**Halse**(exQuernstad,exSigne) ssLiv.No.1–14 1Dk	2136 1934 1317	✠ … 10,19 ✠				1910 9mo	Sunderland S.B.Co.Ld. Sunderland	J.Ö.Bugge	290·1|42·1|19·3 P57tH73tF28t FK	Mandal Norwegian WB	T.3Cy.22″,36″&59″–39″ 232NHP N.E.MarineEng.Co.Ld.Sld	21 ″ 6	N †
24794 220585 KDDR	**Halsey** D.F. Longitudinal framing 2Dks Sub.Sig. Fitted for oil fuel Mchy. Aft Carrying Petroleum in bulk	7088 — 4389					1920	Bethlehem S.B Corp. Ld. Alameda,Cal.	FarrSpinning& OperatingCo.Inc.	435·0|56·0|32·0 P128 B50′F33′	Wilmgton (Del.) Utd.States WB	T.3Cy.27″,47″&78″–48″ 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
24795 5369 SEXM	**Hälsingborg** Ⓟ 1Dk	669 471 234					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	SvenskaRederiaktieb.Oresund (E.Hain,Mgr.)	195·1|33·0|12·7 B69′H194tF28′	Malmö Swedish	T.3Cy.16½″,27″&44″–30″ 106NHP KjbnhavnsFlydk.&Skbsv.		G
24796 7621 SERK	**Halvard Bratt**(exMaj)	1023 833 530	Examined LR 3,41 9,41 BS4,41(200lb)	Lon Lth		OG 9,41	1921	F.Schichau Elbing	ÅngfartygsA/B Adolf(A.Bratt& Co.Mgrs.)	224·3|33·6|13·5	Gothenbrg Swedish	T.3Cy.15″,24¾″&$38\frac{3}{8}$″–$25\frac{1}{5}$″ 72NHP F.Schichau,Elbing	16 ″ 0 s1″10¾ 14 ″ 4¼	
24797 LEAE	**Halvdan** 1Dk	1350 1136 761					1920	NewEng.& S.B.Works Shanghai	BruusgaardKiosterudsSkibs-A/S (BruusgaardKiosterud&Co.Mgrs.)	242·6|37·1|15·0 P52′F23′	Drammen Norwegian	T.3Cy.17½″,28½″&48″–33″ NewEng.&S.B. 132NHP Works,Shanghai		N
24798 218545 KILL	**Hamakua**(exOlympia–37,exCity of Spokane) 2Dks D.F. Fitted for oil fuel Longitudinal framing	6392 — 4708					1919	Skinner& EddyCorp. Seattle,Wash	Matson Navigation Co.	401·7|54·8|32·1 P48′F43′	S. Frncisco Utd.States WB	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
24799 8220 SKXN	**Hamal** D.F. ssSkm.No.1–40 Mchy. Aft Oil Eng. 1Dk Cruiser Stern Strengthened for Navigation in Ice	978 714 444	✠100A1 9,40 ✠LMC CS9,40 9,40 Carrying Petroleum in bulk	Skm	l	CL 7,40	1937 12mo	Deutsche WerftAGBet Reihstgwrft Hamburg Lloyd'sA&CP	TrelleborgsÅngf. NyaAktieb. (J.Malmros,Mgr.) Cell	205·0|32·3|15·1 209·8(O.L.) P54′F29′ FK Trunk116 DBuE22′ 20t FPT	Trelleborg Swedish 11BHptCem 39tAPT43t	Oil Engines 4S.C.SA 6Cy.15¾″–26⅜″ 144NHP DB142lb Fr.KruppGermaniawftAG Kiel	15 ″ 0 s 1 ″ 2¼ 13 ″ 11½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
24800 DHJZ	**Hamburg** Ⓟ TwinSc *Ref.Mchy.* 5*Dks* D.F. GyC. Sub.Sig. *Fitted for oil fuel* *CruiserStern* E.S.D. *Corrugated sides*	22117 17687 12109					1926	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	645·6 F78′	72·4 79·0	42·1 len33	Hamburg German *WB*	8steam turbinesSRgeared to 2 Sc.Shafts NE&B29 Blohm&Voss,Hamburg		G
24801 27468 JHRD	**Hamburg Maru** *ss*Osa.No.3–8,32 *ss*Osa.No.2–40 2*Dks*(*Stl*)	5220 4774 3159	✠100A1 4,41 ~~3,40~~ BS4,41 ✠LMC3,40 *Fitted for oil*	Osa *fuel*	*z* 12,20	CL 2,40 *F.P.*	1920 12mo A&CP *above*	UchidaS.B &Eng.Co. Yokohama 150° F.	OsakaSyosenK.K. *CellDB*	400·0 P39′B121′F40′ FK 340′1106t *FPT*133t	54·5	30·0	Osaka Japanese 7*BHCem* (1,,*to2nddk*) *APT*92t	T.3Cy.26″,43½″&72″–48″(*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD IshikawajimaSB&ECoTok	30 ″ 0 s5 ″ 8½ 24 ″ 8	
24802	**Hamburgo** Ⓟ TwinSc *OilEng.* 1*Dk* Now "Belfast," see No. 35712 in Supplement	1507 — 859					1930	A.&J.Ing- lis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	275·1 P37′B46′F21′	43·2	12·3	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾″–29½″ 286NHP Harland&Wolff,Ld.Gls.		
24803 149433	**Hamildoc** *Mchy.Aft* 1*Dk*	1926 1638 1151					1927	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	PatersonSteam- ships,Ld.	252·8 Q100′F35′	43·4	17·8	Ft.William Ont. British *WB*	T.3Cy.15″,25″&40″–33″ 92NHP MacColl&Pollock,Ld.Sld.		C
24804 103842	**Hamilton** Pad 2*Dks*	344 169 146					1896	BertramE. WorksCo. SandPnt.Ont	UpperOttawa ImprovementCo. Ld.	118·0	23·6	7·3	Ottawa British	C.2Cy.20″&38″–54″ 75RHP BertramE.WorksCo.Tto.		
24805 161290 GSZX	**Hamla** *ss*Gls.No.3–2,42 ~~ssRot.No.2–36~~ D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4416 4098 2737	✠100A1 ~~7,41~~ ~~3,41~~ 2,42 BS7,41 ✠LMC8,40	~~Shl~~ ~~Bry~~ Gls	*x*	CL ~~11,39~~ 2,42	1929 8mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *CellDBa&uE*144′	370·4 383·8(O.L.) P28′B104′F36′ FK *f*160′1075t*FPT*135	52·3	25·9	London British 6*BHCem* t*APT*115t	T.3Cy.24½″,41″&66″–45″(*r*) 180lb *120lb* 341NHP 2SB,6*cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.SShl	28 ″ 3 s5 ″ 3¾ 23 ″ 1½	
24806 LITZ	**Hamlet** (*ex*Abu–37) TwinSc D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) *CarryingPetroleum in bulk*	6578 5954 3994					1934	Götaver- kenA/B Gothenburg	Bruusgaard KiösterudsSkibs A/S(Bruusgaard Kiösterud&Co. *Mgrs.*)	408·5 P225tH197tF87t	55·2	33·9	Drammen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅔½″–39⅜″ 561NHP GotaverkenA/B,Got.		N
24807 217440 KESD	**Hamlin F. McCormick** (*ex*Castle Point) 1*Dk* D.F. Sub.Sig. *Fitted for oil fuel*	3317 2750 2025	✠ ... 9,20 ✠				1919 2mo	Pusey& JonesCo. Gloucester City,N.J.	Pope&Talbot,Inc.	321·7 P37′B82′F31′	50·0	21·6	S.Frncisco Utd.States *WB*	T.3Cy.19¾″,31½″&54¼″–36″ 354NHP Pusey&JonesCo.Wil.Del.	24 ″ 9	R †
24808 DHKA	**Hamm** (*ex*Hannover) *ss*Ham.No.2–30 2*Dks*(*Stl*)3rd *dk* D.F, *Well deck* *inNo.1hold*	5874 5389 3556	... 6,33	Ham			1921 4mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie) *CellDB*	449·4 P&B366′F59′ FK 389′1560t*FPT*60t	58·2	26·9	Hamburg German 9*BHptCem* *ptAsp*	4 steam turbines SR geared to 1 Sc. Shaft 882NHP 4SB,12*cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
24809 7594 SHKN	**Hammaren** TwinSc *OilEng.* *ss*Got.No.2–38 1*Dk*(*Stl*)& *Shelterdk*(*Stl*) D.F. E.S.D. *CruiserStern* *Strengthened for Navigation in Ice*	*3220* *2743* *1781*	✠100A1 *withfreeboard* 8,41 ~~9,40~~ ✠LMC CS2,38 ~~9,39~~2,40	~~Bom~~ Hul	*w*	CL ~~P2,38~~ SN6,39 P4,41	1930 2mo *Lloyd*	A/BGöta- verken Gothenburg '*sA&CP*	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *CellDB*290′841t*T* *tunnel*88t*F*	354·1 361·8(O.L.) FK *anks in way of* *PT*41t*APT*122t	50·1	21·7	Gothenbrg Swedish 7*BHptCem* (*Coll toSh dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.21⅝″–30⅜″ 543NHP A/B Götaverken,Got.	25 ″ 6 s2 ″ 2 23 ″ 5¾	
24810 OFBK	**Hammarland**(*ex*JurkoTopió–37, *ex*Wien–36, *ss*Spt.2ndNo.3–5,37 *ex*Jurko 1*Dk*(*ptIrn ptStl*)& *Webframes* Topic–34, *Longitudinal framing* *ex*Cento) *Cargo battens not fitted* Now "Karlshamn," see No.37316 in Supplement	3875 3440 2350	✠100A1 10,41 ~~1,40~~ ✠LMC1,37 ✠NB(s)1,19 BS1,41	~~Sch~~ NNs	*w*	CL ~~4,39~~ 10,41	1911 11mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP*	CurtMattson RederiA/B(Curt Mattson,*Mgr.*) *CellDBa*	363·7 348·3 P23′B94′F33′ FK 125′*uE&B*38′*f*143′	50·2	23·6	Helsingfrs Finnish 6*BHCem* 895t*APT*25t	T.3Cy.24½″,40″&66″–45″ 180lb (*s*) 305NHP 2SB,4*pf*3*cf*,GS132,HS4553 J.Dickinson&Sons,Ld.Sld.	25 ″ 11 s4 ″ 5¾ 21 ″ 8	
24811 OYSH	**Hammershus** Ⓟ *OilEng.* D.F. *CruiserStern* 2*Dks*	1775 — 1078					1936	Akt.Bur- meistr&Wain Copenhagen	A/S Dampskslsk paa Bornholm af 1866(Thorkil Lund,*Mgr.*)	250·8 F42′	40·1	12·9	Rönne Danish *WB*	Oil Engines 2S.C.SA 6Cy.19 11/16″–35 7/16″ 405NHP Akt.Burmeistr&Wain,Cpn		V
24812 DHEB	**Hammonia** (*ex*ClaraBlumenfeld–38, *ex*Marsden) *ss*Ham.2ndNo.3–2,35 *Well deck* 1*Dk*(*pt Irn &pt Stl*)	2543 1970 1467	✠ ... 5,38 ✠	Ham	*s*		1910 10mo	WoodSkin- ner&Co.Ld. Newcastle *Inter*	Norddeutsche Kohlen-und Cokes-WerkeA.G. *mediateBH in fore*	304·4 Q116′B*onQ.dk*55′ F31′ FK *hold dispensed with* *CellDBa*92′*uE*	42·2	18·7	Hamburg German *Cem* 4*BHonly* & *B*41′*f*121′	T.3Cy.21½″,35″&58″–39″ 254NHP 2SB,6*cf*,GS117,HS4274 N.E.MarineEngCoLdNwc 631t*FPT*128t*APT*185t	20 ″ 11	
24813 122553 VGRQ	**Hamonic** Ⓟ D.F. *Mchy.Aft* 4*Dks*	5265 5053 3295					1909	Collingw'd S.B.Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	349·7	50·0	32·0	Collingw'd British *WB*	Q.4 Cy. 24″,35″,52″&80″–42″ 415NHP CollingwoodS.B.Co.Ld.		R
24814 211888 WXUI	**Hampden** *ss*N.Yk.2ndNo.3–9,39 *Mchy.Aft* 1*Dk*(*Stl*)& *Webframes* GyC. *Cargo battens not fitted*	4725 4108 2779	✠100A1 ~~5,40~~ ~~5,40~~ 2,42 ~~BS5,40~~ 5,41 ✠LMC6,38	Bos ~~NYk~~ Bos	*x*	CL ~~N8,39~~ 2,42	1914 1mo	NewYork S.B.Co. Camden,N.J. A&CP *CellD*	CoastwiseTrans- portationCorp. *BuE&B*43′*f*265′16	369·0 P80′B18′F34′ FK 36t*MT*294t *FPT*3	50·1	28·0	Prtlnd,Me. Utd.States 8*BHCem* 00t*APT*86t	T3Cy24¼″,38¾″&67″–45″(*r*) 185lb 357NHP 2SB,8*cf*,GS204,HS5838 NewYorkSBCo.CamdnNJ	32 ″ 0	
24815 164317 MMFM	**Hampshire Coast** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	485 366 257	✠100A1 1,42 ~~12,40~~ Examined 1,42 ✠LMC3,37	~~Bkn~~ Liv	*g*	OG 11,40	1937 3mo *Lloyd*	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam '*sA&CP*	CoastLines,Ld. *CellDB*1	163·8 (O.L.) 169·1 FK Q43′F23′ 09′141t*FPT*56′ *AP*	26·4 *27·5*	10·0	Liverpool British 3*BHptCem* *T*12t	Oil Engines 4S.C.SA 8Cy.11″–17 11/16″ 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 s1 ″ 1¾ 10 ″ 9	
24816 163542 GYBL	**Hampton Ferry** Ⓟ TwinSc (*TrainFerry*) E.S.D. 1*Dk*&2nd *dk at ends* *CruiserStern*	2839 2014 1044	✠ ... 11,35 ✠	Sou			1934 11mo *Cell*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *DBuE*34′ 58t	SouthernRailway *DTf*18′180t*Wing*	346·8 B&F319′ FK *tanks abreast ER*44′	60·7 *62·3*	18·2	London British 8*BHptCem* *ptAsp* 376t*APT*63	4steam turbines SRgeared to 2 Sc. Shafts 4WTB,GS248,HS9416 ParsonsMarineSteam t TurbineCo.Ld.Nwc.	20 ″ 0	
24817																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
24818 132608 GPQM	**Hampton Lodge** (*ex*Inginer N.Vlassopol–41, *ss*Shl.2ndNo.3–10,36 *ex*LoyalDevonian–32, 1*Dk*(*Stl*) *ex*Panayiotis,*ex*EssexAbbey)	3645 3380 2241	✠100A1 2,42 ~~3,41~~ ~~12,41~~ Examined ~~3,41~~ 2,42 ✠LMC MS10,36 BS3,41	Gal ~~Lon~~ ~~Mdb~~ Grk	*w*	CL 4,40	1911 9mo	Greenock& Grngemouth Dkyd. Co.Ld Greenock *Lloyd'sA&CP*	Ministry of War Transport(J.&C. Harrison,Ld. *Mgrs.*)	348·5|50·2|23·6 P30'B99'F38' FK *CellDBa102'uE&B39'f1548'*	London British 6*BHCem* 32*tAPT*105*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb *85lb* 362NHP 2SB,6*cf*,GS135,HS6044 Rankin&Blackmore,Grk.	26 〃 0 s 4 〃 4¾ 21 〃 10	
24819 219118 KJLY	**Hampton Roads**(*ex*LakeGalien) 1*Dk*2*trB* *Fitted for oil fuel*	2689 2329 1667	✠ … 9,20 ✠				1920 3mo	Manitowoc S.B.Co. Manitowoc	PolarS.S.Corp.	253·5|43·9|25·9 P25'B65'F26' FK	Wilmgton (Del.) *WB* Utd.States	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.Co.M'lw'kee	28 〃 5	R †
24820 9999 JBTB	**Hanasaki Maru** Ⓟ (*ex*Gisla) 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws) &*deepframing*	1464 1348 879	✠ 5,07 ✠	Yka	*p*		1905 12mo	Fevigs Jernskibsbyg Fevig	NipponYusenK.K.	235·0|35·2|14·5 B64' 21·6 FK *CellDBa61'uE19'f88'*	Tokyo Japanese 4*BHCem* 304*tAPT*15*t*	T.3Cy.16⅞",28"&48"–33" 176NHP 1SB,3*cf*,GS59,HS2417 Richardsons,Westgarth& Co.Ld.Mdb.	22 〃 9	
24821 DHKB	**Hanau** *ss*Ham.No.2–29 D.F. 2*Dks*(*Stl*)3*rd dk in No.* 1 *hold* *Well deck*	5892 5389 3597	… 6,33	Ham			1921 6mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	450·0|58·2|27·0 P&B366'F59' FK *CellDB389'1560tFPT60tAPT11t*	Hamburg German 8*BHptCem* *ptAsp*	4 steam turbines SR geared to 1 Sc. Shaft 882NHP 4SB,12*cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 〃 6	G †
24822 4627 SKTG	**HaneströmIV**(*ex*Astriana–34, 3Mst *ex*Inga,*ex*Fermia) *ss*Bgn.2ndNo.3–5,33 *Mchy.Aft* *ss*Got.No.1–37 1*Dk*(*Stl*)	522 417 274	✠100A1 6,41 ~~5,40~~ MS6,41 BS5,40 ✠LMC~~10,37~~	Got	*i*	OG 5,40	1906 8mo	Eriksbergs M.V.Aktieb. Gothenburg A&CP	A/BGötaElfdals Tegelbruk (G.Ryding,*Mgr.*)	166·5|28·2|12·0 P54'H28'F22' FK *CellDBf106'166tFPT*	Göta Swedish 3*BHCem* 29*tAPT*23*t*	T3.Cy.13¼",22"&36"–24"(*s*) 180lb *75lb* 65NHP 1SB,2*cf*,GS36,HS959 EriksbergM.V.Aktieb.Got	13〃10 s 1 〃 2 12 〃 9	
24823 4965 SEKO	**Haneström V** (*ex*Godhem–34) *Mchy.Aft* 1*Dk*	*515* *390* *251*					1908	Gøteborgs NyaM.V.AB Gothenburg	A/BGötaElfdals Tegelbruk (G.Ryding,*Mgr.*)	160·7|27·5|11·1 P50'H48*t*F23'	Göta Swedish *WB*	T.3Cy.13⅜",22¼"&37⅜"–23⅝" 68NHP GöteborgsNya.M.V.Got.		V
24824 25454 JNND	**Hankow Maru** *ss*Kob.No.3–3,32 *ss*Kob.No.2–40 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	4105 3613 2518	✠100A1 *Awng dk* *withfreeboard* 9,40 ✠LMC9,40	Kob	*v*	OG 9,40	1919 6mo	Kawasaki Dkyd. Co.Ld. Kobe *Lloyd'sA&CP*	Yamashita KisenK.K.	345·0|48·0|30·0 P29'B74'F41'*on* *Awng dk* FK *Cell DB294'778tFPT62tAPT31t*	Kobe Japanese *Cem* 6*BHtoA dk*	T.3Cy.23½",39"&65"–48"(*s*) 200lb 356NHP 2SB,6*cf*,GS121,HS4610 FD KawaskiDkyd Co.Ld.Kobe	30 〃 0 s 6 〃 1¼ 24 〃 2	
24825 220936 KDIF	**Hanley** 1*Dk*&*Shelter dk* D.F. GyC. *Fitted for oil fuel* Sub.Sig. *Longitudinal framing*	7583 — 4825					1920	Bethlehem S.B.Corp.Ld. S.Francisco	WeyerhaeuserS.S. Co.	440·0|56·0|35·2	Everett, Wash. Utd.States *WB*	T.3Cy 27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
24826 DJYR	**Hanna** (*exRiverVessel*ChuanShan, *ex*TahHsing) 1*Dk*	1040 — 638					1927	Hong- changEng.& Shipb.Wrks. Shanghai	Dr.A.Nolte, RudolfLaurenz& GustavRöhreke	205·0|28·0|12·6	Shanghai German	T.3Cy.12",24"&36"–35" 78NHP KiangnanDock&Eng. Works,Shanghai		
24827 DMAK	**Hanna Cords** Sub.Sig. *CruiserStern* 1*Dk*	1891 1569 1129					1926	Akt.Ges. "Neptun" Rostock	Aug.Cords	266·3|42·2|16·9 P14'Q87'B108'F31'	Rostock German *WB*	T.3Cy.19 5/16",31½"&51 3/16"– 35 7/16" 156NHP A.G."Neptun," Rostock		G
24828 129546 GPZD	**Hannah Moller** (*ex*Hexham–32, *ex*Amphion) *ss*Syd.No.3–1,23 *ss*N.S.W.No.2–31 1*Dk*(*Stl*)&*deepframing*	2931 2785 1835	✠ … 9,33 ✠	NSW			1911 2mo	Cmpbltwn S.B.Co. Campbeltwn	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	331·4|45·5|22·0 P29'B178'F33' FK *CellDBa102'uE20'f146'*	Shanghai British 5*BHCem* 686*tAPT*95*t*	T.3Cy.24",40"&65"–42" 287NHP 2SB,6*cf*,GS129,HS4278 D.Rowan&Co.Glasgow	24 〃 7	C †
24829 118913 MCXZ	**Hanne** (*ex*City of Bradford–36) *ss*Gms.2ndNo.3–1,29 *ss*Bla.No.2–37 1*Dk*(*Stl*–ws)*lower dk fore&after holds* *deepframing main hold*	1360 967 677	✠100A1 10,40 ~~4,40~~ ✠NB12,20 ✠LMC MS3,37 BS3,40 *Fitted for oil fuel*4,37 *F.P. above* 150°F.	~~Cza~~ Ist	*p*	CL ~~9,37~~ 10,40	1903 9mo	Earle'sCo. Ld. Hull *Lloyd'sA&CP*	NearEastShipping Co.Ld.	256·5|34·5|15·7 P61'B75'F39' BK9" *DBa48'uE21'f114'*	London British 5*BHCem* 254*tAPT*6*t*	T.3Cy.24½",38"&64"–42" 180lb (*r*) 356NHP 2SB,6*rf*,GS132,HS5152 FD Earle'sCo.Ld.Hull	18 〃 7 s 1 〃 9¾ 17 〃 10¼	
24830 167222 GSSC	**Hannington Court** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	5449 4945 3247	✠100A1 *withfreeboard* 1,41 ✠LMC4,39	Shl	*a*†	CL	1939 4mo	Wm.Dox- ford&Sons Ld Sunderland *Lloyd'sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*)	429·7|57·7|26·5 447·6(O.L.) F43' FK *CellDB344'1257t MT32' 1350tFPT85tAPT160t*	London British 7*BH* (*Coll to Shdk* 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.23⅝"–91 5/16" 2DB *120lb* 516NHP Wm.Doxford&Sons,LdSld	29 〃 1 s 3 〃 6¼ 25 〃 9¼	
24831 ESHL	**Hanonia** (*ex*Hanö–39,*ex*Småland, *ex*Drott,*ex*Alexey, *ss*Osc.3rdNo.3–1,37 *ex*Goriainow) 1*Dk*(*Stl*–ws)& *deepframing*	1781 1647 1084	✠100A1 7,38 ✠LMC MS1,37 BS12,38 (SEE FOOTNOTE*)	Gms	*r*	CL 1,37	1900 10mo	Grngem'th Dockyard Co. Grngemouth A&CP	N.Lopato	279·5|42·2|17·1 269·2 B52'F30' FK *CellDBa72'uE&B34'f104'485t*	Kures- saare Estonian 4*BHCem* *APT*23*t*	T.3Cy.19⅜",33"&53"–36"(*s*) 160lb 204NHP 2SB,6*cf*,GS96,HS3576 Hutson&Sons,Ld.Glasgow	19〃10 s 3 〃 2¼ 16 〃 10	
24832 DHKD	**Hans Arp** *ss*Ham.No.1–30 *Well deck* 1*Dk*(*Stl*)	2645 2393 1507	✠ … 7,35 ✠	Ham	*u*		1926 9mo	A/S Rödby Havns Jernskibs RödbyHavn *Completed by*N.V.Holland, Hendrik-Ido-Ambacht (Holland)	HeinrichF.C.Arp (S.Ollgaard& Thoersen,*Mgrs.*)	316·6|44·0|21·2 P&B241'F33' FK *CellDB262'545t FPT*	Hamburg German 5*BHptCem* 89*tAPT*108*t*	T3Cy.21½",33⅞"&57 1/16"–39⅜" 316NHP 3SB,6*cf*,GS109,HS5005 A.Börsig,G.m.b.H.Berlin	23 〃 6	G †
24833 OYAB	**Hans Broge** *ss*Abg.No.2–31 D.F. 1*Dk*(*Stl*)	2095 1881 1253	✠ —— 11,35 ✠	Abg	*s*		1922 9mo	A/SKöge VærftSkibs. &Mask. Kjöge	D/S A/SProgress (M.O.Nielsen& Son,*Mgrs.*) *Intermediate BH in fore hold dispensed with*	289·9|43·1|19·5 P30'B72'F32' FK *CellDB254' 620t FPT*	Copnhagn Danish *ptCem* 4*BH only* 37*tAPT*59*t*	T3Cy22 7/16",34⅝"&57⅞"–36¼" 228NHP 2SB,6*cf*,GS108,HS3480 KockumsM.V.Akt.Malmö	21 〃 9	V †
24834 OZCR	— Ⓟ *OilEng.* D.F. 2*Dks* *CruiserStern*	2013 967 1156					1939	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	272·9|43·1|12·7 F52'	Aarhus Danish *WB*	Oil Engines 2S.C.SA 9Cy.19 11/16"–35 7/16" 608NHP HelsingörsJernsk.& Mskb.		V
24835 DHKE	**Hans-Carl** (*ex*Groningen) *Mchy.Aft* 1*Dk*	462 336 220					1918	Erven Aller Hasselt	L.F.Mathies&Co.	149·9|25·0|11·3 B9'F16'	Hamburg German *WB*	T.3Cy.10½",16¼"&27⅜"–18" 32NHP Mchfbk.Delfshaven,Rot.		V
24836														

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement &c. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Pon	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Dte de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée. Cert. B. of Trade
24837 DDTZ	**Hans Christophersen** (*ex*Quinta–38) Sub.Sig. 1*Dk*	1599 1263 945					1928	Flensburgr Schiffsb.Ges. Flensburg	H.W.Christophersen	262·6 P16′P92′B108′ F32′	40·2	15·3	Flensburg German *WB*	T.3Cy.$15\frac{5}{16}$″,$25\frac{5}{8}$″&44″–29½″ 105NH FlensburgerSchiffsb.Ges.		G
24838 OXYA	**Hans Egede** Ⓟ 3Mst D.F. *Mchy.Aft* 2*Dks*	900 723 506					1905	Akt.Burmeistr&Wain Copenhagen	Grönlands Styrelse	184·0 Q52′F24′	34·7	17·8	Copnhagn Danish *WB*	T.3Cy.14½″,23″&40″–33″ 92NH Akt.Burmeistr&Wain,Cpn		V
24839 DJXD	**Hans Leonhardt** D.F. E.S.D. 2*Dks* *CruiserStern*	4174 3711 2346					1938	NeptunwerftRostock G.m.b.H. Rostock	Leonhardt& Blumberg	399·8 F36′	55·9	20·7	Hamburg German *WB*	C.4Cy (2)$18\frac{1}{8}$″&(2)$39\frac{3}{8}$″–$39\frac{3}{8}$″& LP turbine with DR gearing & hydraulic coupling HS4951 367NH NeptunwerftRostock G.m.b.H.Rostock		G
24840 OYEB	**Hans Mærsk** *ss*Rot.No.3–10,29 D.F. *ss*Svb.No.2–38 1*Dk*(*Stl*)	1930 1745 1136	✠100A1 7,39 ✠LMC MS2,38 BS12,39 (SEE FOOT NOTE *)	Shl	*r*	CL 7,38	1916 8mo *Lloyd*	A.Vuijk& Zonen,Capelle a/dYsel '*sA&CP*	Dampskibsselsk 1912A/S (A.P.Möller, Copenhagen, *Mgr*)	281·3 292·7(O.L.) P22′B74′F31′ FK *CellDB*252′535*t FPT*78*t APT*82*t*	40·2	19·1	Kalundbrg Danish 4*BHCem*	T.3Cy.20″,31½″&53″–36″(*s*) 180lb *140lb* 187NH 2SB(Spt),2*pf*,2*cf*,GS74, HS2940 G.Clark,Ld.Sunderland	21 ″ 4 s 3 ″ 0¼ 18 ″ 6	
24841 DJWH	**Hans Rickmers** (*ex*Trelyon–38) *ss*Fal.No.3–6,35 D.F. 2*Dks*(*Stl*)	5226 4760 3129	✠ 1,39 ✠	Ham	*y*		1919 8mo	JReadhead &Sons,Ld. S.Shields	Rickmers RhedereiA.G.	399·0 414·3(O.L.) P49′B117′F39′ FK *CellDB*345′1085*t FPT*130*t APT*205*t*	52·4	28·1	Hamburg German 7*BHCem*	T.3Cy.$27\frac{5}{8}$″,44″&73″–48″ 513NH 3SB,9*cf*,GS190,HS7563 J.Readhead&Sons,Ld S Shl	31 ″ 0	
24842	**Hans Schmidt** (*ex*Albireo–39) *ss*Rot.No.3–8,33 *ss*Rot.No.1–38 2*Dks*(*Stl*) D.F.	4427 4074 2690	✠ 6,39 ✠	Rot	*x*		1920 2mo	New Waterway, S.B.Co. Schiedam	HeinrichSchmidt, G.m.b.H.	370·0 P33′B122′F37′ FK *CellDB*319′833*t FPT*120*t APT*64*t*	50·1	26·5	Flensburg German 6*BHCem*	T 3Cy.26″,42″&70″–48″ 402NH 3SB,9*cf*,GS186,HS6660 NewWaterwayS.B.Co. Schiedam	29 ″ 0	
24843 DGWD	**Hans Schulte** TwinSc (*ex*West–38,*ex*Energie–37) 1*Dk*	985 804 534					1920	F Schichau Elbing	Schulte&Bruns	221·2 Q66′B53′F23′	33·5	13·6	Emden German *WB*	T.6Cy.$11\frac{4}{5}$″,$19\frac{7}{16}$″&31½″–$17\frac{7}{16}$″ 83NH F.Schichau,Elbing		G
24844 DHAO	**Hansa** Ⓟ TwinSc4Mst (*ex*AlbertBallin–35) *Ref.Mchy.* D.F. *CruiserStern* 5*Dks* Sub.Sig. E.S.D. GyC. *Corrugated sides* *Fitted for oil fuel*	21131 15180 12101					1923	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	645·8 78·7 P185′B306′F93′ len34	72·2	41·9	Hamburg German *WB*	8 steam turbines SR geared to 2 Sc. Shafts NE&B29 Blohm&Voss,Hamburg		G
24845 DMSK	— (*ex*Ragnar–33,*ex*AntonStub, *ex*Theodora) 1*Dk*	831 587 434					1917	BurgerhoutsMchfbk &Scheeps. Rotterdam	A.L.Busecke	200·4 Q124′B12′F20′	30·3	15·9	Wismar German *WB*	T3Cy15¾″,25½″&$41\frac{3}{16}$″–27½″ 89NH BurgerhoutsMchfabriek& Scheepswerf,Rotterdam		G
24846 7222 SETD	— Ⓟ D.F. 1*Dk*	762 *455* *363*					1925	Schiffsw.v. H.KochA.G. Lübeck	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*)	191·9 P&B102′F33′H95*t*	29·4	12·5	Gothenbrg Swedish *WB*	T.3Cy.$16\frac{15}{16}$″,26¾″&$43\frac{5}{16}$″–29½″ 102NH LübeckerMsch.GesLübeck		V
24847 3542 SETG	— Ⓟ 1*Dk*&*Shelter dk*	563 255 406					1899	W.LindbergsAktieb Stockholm	Ångf.Aktieb.Gotland(CarlE. Ekman,*Mgr.*)	157·2 H70*t* len04	25·8	11·4 18·4	Visby Swedish *WB*	T.3Cy.15″,24″&39″–26″ 77NH W.LindbergsAktieb.Skm.		
24848 HPFK	**Hanseat** *OilEng.* *ss*Ham.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Sub.Sig. *CruiserStern* D.F. E.S.D. GyC. *Longitudinal framing*	*8241* 7593 *4614*	✠100A1 ~~3,41~~ ~~10,40~~ 9,41 ✠LMC CS1,38 DBS~~10,40~~9,41~~12,39~~3,41 *12Rectangular compartments and 5pairs of Round Tanks of small diameter Carrying Petroleum in bulk*	NYk	†	CL 10,40	1929 12mo *Lloyd*	Deutsche Sch.-u.Mschb A.G.Vulcan Hamburg '*sA&CP*	PanamaTransportCo.	442·0 461·5(O.L.) P114′B36′F38′ FK *CellDB*325′1500*t DTf*37′275*tFPT*169*tAPT*101*t*	64·2	32·3	Panama Pnamanian 13*BHpt Asp*	Oil Engines 2S.C.SA 7Cy.28⅜″–47¼″ 983NH Water Tube DB*250lb* DB*86lb* DeutscheSch.u.Mschb.A.G	35 ″ 3 s6″11½ 28 ″ 5¾	
24849 DATI	**Hansestadt Danzig** Ⓟ TwinSc *OilEng.* Sub.Sig. 2*Dks* D.F. E.S.D. GyC. *CruiserStern*	2431 1662 1303					1926	Vulcan-Werke,A.G Stettin	Reichsverkehrsministerimn (Norddeutscher Lloyd,*Mgrs.*)	296·8 B&F288′ len33	38·3	19·1	Stettin German *WB*	Oil Engines 4S.C.SA 20Cy.20⅞″–23⅝″ 814NH Vulcan-Werke,A.GStettin		G
24850 DRBH	**Hansestadt Lübeck** (*ex*Lübeck–37) 1*Dk*	1704 1365 1007					1925	Schiffsw.v. H.KochA.G. Lübeck	LübeckLinieA.G.	261·4 F14′Q83′B61′F31′	40·7	16·0	Lübeck German *WB*	T.3Cy.18½″,29½″&47¼″–31½″ 125NH LübeckerMaschb.Ges.		G
24851 44571 JFNM	**Hansin Maru No. 1**	678 — 267						………………	KotyuKosiK.K.	190·0	36·0	13·0	Osaka Japanese			
24852 131803 GPBL	**Hantonia** Ⓟ TwinSc *CruiserStern* E.S.D. Sub.Sig 2*Dks*	1560 957 662					1911	Fairfield Co.Ld. Glasgow	SouthernRailway	290·3 P46′B160′F48′	36·1	15·3	S'thamptn British *WB*	2 Sets SR geared Steam Turbines FairfieldCo.Ld.Glasgow		BT till 6,42
24853 172774 VRFD	**Hanyang** Ⓟ D.F. 2*Dks*	2876 2348 1654					1940	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7 P37′B88′F39′	44·2	23·1	Hong Kong British *WB*	T.3Cy.20″,32″&53″–39″ 175NH TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
24854 DHKJ	**Haparanda** D.F. 1*Dk*	999 708 533					1903	Schiffsw.v. HenryKoch Lübeck	H.M.Gehrckens	210·6 Q62′B62′F28′	32·5	12·8	Hamburg German *WB*	T.3Cy.17¾″,29½″&47¼″–33½″ 130NH J.F.Ahrens,Altona		G
24855 29791 JSUA	**Harada Maru** Ⓟ (*ex*Bharata) 3*Dks*(1*Stl*–ws&*UStl*–teak s) *Ref.Mchy.*	4109 3244 2002	✠ 1,03 ✠	Grk	*x*		1903 1mo	Scotts'S.B. &Eng.Co.Ld. Greenock	ToaKaiunK.K. *CellDBa*94′ u*E&B*94′*f*142′603t	373·5 P75′B130′F84′ FK&BK1″ *DTf*22′ 513*t FPT*80*tAPT*24*t*	45·2	26·3	Kobe Japanese 6*BHCem*	T.3Cy.33″,55″&88″–54″ 870NH 5SB,15*cf*,GS330,HS13515 Scotts'S.B.&EngCoLdGrk	29 ″ 6	
24856 167435 GLBP	**Harald** *ss*Cpn.2ndNo.3–2,29 *ss*Cpn.No.2–37 1*Dk*(*Irn*)&*deep framing* Now sailing as "St. Claude"	1970 1717 1207	✠100A1 10,38 BS10,38 ✠LMC12,37 SURVEYS DELAYED	Cpn	*r*	CL 12,37	1903 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	Ministry of War Transport(Stott, Mann&Fleming, Ld.*Mgrs*)	280·5 290·5(O.L.) P24′B69′F29′ FK *Cell DBa*88′*uE*20′ 1*f*18′541*tAPT*28*t*	40·3	18·4	London British 4*BHCem*	T.3Cy.21″,33″&56″–36″ (*s*) 160lb 194NH 2SB,4*rf*,GS62,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s2″11¼ 17 ″ 9	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draugnt. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
24857 DHKL	**Harald** Sub.Sig. 1*Dk*	1064 883 612					1921	Schiffsw(v. J &Sch)A.G. Hamburg	BissmarkLinie	215·6 Q70'B59'F26'	34·1	14·1	Hamburg German *WB*	T3Cy18½",29½"&$47\frac{5}{16}$"-$33\frac{7}{16}$" Hannover- 130NHP ischeMschA.G.Hannover		G
24858 DMBE	**Harald Schröder** (*ex*Warnow–37 *ex*Trost,*ex*SpicaII, *ss*Bly.No.3–6,17 *ex*Import,*ex*Fusilier) *ss*Bgn.No.1–21 *Well deck* 1*Dk*2*trB*	922 749 551	✠ .. 7,25 ✠				1900 11mo	J.P.Ren- noldsn&Sons SouthShields	RichardSchröder	206·2 Q100'B21'F20' FK	32·2	14·3	Rostock German *WB*	T.3Cy.17½";28"&47"–33" 138NHP J.P.Rennoldsn&Sns,S.Shl.	16 ″ 7	N †
24859 LCBA	**Haraldsvang** (*ex*ThomasHaaland) 1*Dk*	3112 2823 1865	✠ ... 5,24 ✠				1920 3mo	Craig,Tay- lor&Co.Ld. Stockton	Skibs.A/S Corona (H.M.Wrangell& Co,A/S,*Mgrs.*)	325·3 P91*t*H158*t* FK	48·0	22·4	Haugesnd Norwegian *WB*	T.3Cy.24",39"&64"–42" 324NHP N.E.MarineEng.CoLd.Sld	24 ″ 3	N †
24860 161432 GMXJ	**Harberton** *ss*Shl.No.2–38 D.F. 1*Dk*(*Stl*)	4585 4215 2728	✠100A1 ~~7,41~~ ~~1,41~~12,41 BS1,41 ✠LMC11,38	~~Npt~~ Liv	*z*	CL ~~1,40~~ 12,41	1930 6mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*	400·0 P35'B261'F33' FK 349'1370*t* *FPT*144*t*	54·5	24·3	London British 6*BHCem* *APT*180*t*	T.3Cy.25",41"&68"–45" (*r*) 180lb 417NHP 2SB(Spt)&1AuxB,9*cf*, GS186,HS7551 G.Clark,Ld.Sunderland.	27 ″ 6½ s 3 ″ 8 24 ″ 1	
24861 17691 JHBD	**Harbin Maru** Ⓟ TwinSc *ss*Kob.No.3–5,27 *ss*Osa.No.2–35 D.F. 1*Dk*(*Stl*)*Shelter dk*(*Stl*–ws) &2nd*Dk*(*Stl*)*in No.1 hold*	5167 4102 3103	✠ ... 6,38 ✠	Osa	*y*		1915 1mo	Kawasaki Dkyd.Co.Ld. Kobe	NipponkaiKisen K.K. *CellDBa*102'*u E&*	400·0 B170'F47'*on* FK *Shelter dk* *B*61'*f*174'686*tFPT*	50·0	27·6	Tokyo Japanese *BHCem* 52*tAPT*50*t*	T.6Cy.21",35"&59"–48" HS9219 659NHP 4SB(Spt),12*cf*,GS242 KawasakiDkydCoLdKobe	30 ″ 0	
24862 LDIT	**Harboe Jensen** TwinSc *OilEng.* D.F. 2*Dks*	1862 1575 1071					1929	A/B Göta- verken Gothenburg	D/S A/S Bananfart (L.Harboe-Jensen &Co.*Mgrs.*)	269·3 P44*t*B148*t*F24*t* H49*t*	37·7	21·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{1}{16}$"–$35\frac{7}{16}$" 455NHP A/B Götaverken,Got.		N
24863 162745 GTWR	**Harborough** *ss*Shl.No.2–41 D.F. 1*Dk*(*Stl*) *CruiserStern*	5415 4948 3205	✠100A1 1,42 ~~5,41~~ ✠LMC5,41	~~Shl~~ Cff	*a*†	CL 3,41	1932 8mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	WillisS.S.Co.Ld. (J.&C.Harrison. Ld.*Mgrs.*) *CellDBa&uE*160'	428·0 445·0(O.L.) P41'B270'F38' FK *f*189'1409*t FPT*16	56·2	26·0	London British 7*BHCem* 7*tAPT*240*t*	T.3Cy.23½",39"&68"–48"(*r*) 220lb FD 481NHP 2SB(Spt)&1AuxB,9*cf*, GS157,HS6850 D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2 24 ″ 9¾	
24864 163399 GWQP	**Harbury** *ss*Shl.No.1–37 D.F. 1*Dk*(*Stl*) *CruiserStern*	5081 4530 3033	✠100A1 ~~7,41~~~~6,40~~ 1,42 BS3,41 ~~BS2,40~~ ✠LMC4,37	~~Mdb~~ ~~Liv~~ Mdb	*z*	CL 6,40	1933 10mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	NationalS.S.Co.Ld (J.&C.Harrison, Ld.*Mgrs.*) *CellD*	418·0 433·5(O.L.) P39'B276'F34' FK *B*353'1336*t FPT*14	56·2	24·6	London British 7*BHCem* 0*tAPT*212*t*	T.3Cy.22½",36"&65"–48"(*r*) 220lb 444NHP 2SB(Spt)&AuxSB,9*cf*, FD GS145,HS6348 D.Rowan&Co.Ld.Gls.	27 ″ 3 s 3 ″ 6¼ 23 ″ 11¾	
24865 LCNI	**Hardanger** 1*Dk*&*Shelter dk* *Fitted for oil fuel*	4000 3625 2485					1924	Lithgows Ld. PortGlasgow	Westfal-Larsen& Co.A/S	375·3 P104*t*H241*t*F30*t*	52·3	23·9	Bergen Norwegian *WB*	T.3Cy.26",42"&70"–48" 339NHP J.G Kincaid&Co.Ld.Grk.		N
24866 LEAP	**Hardangerfjord** Ⓟ Iron (*ex*KongCarl) 2*Dks*	664 633 382					1868	C.Mitchell &Co. Newcastle	Hardanger- Sunnhordlandske Dampskibsselskab	170·2 H19*t*	25·2	21·0	Bergen Norwegiau *WB*	T.3Cy.14½",23½"&38"–27" NE&B05 61NHP BergenMek.Værks.Bergen		
24867 146177 GFQD	**Hardwicke Grange** TwinSc *ss*Lon.No.3–11,33 ssLon.No.1–38 *Ref.Mchy.* 3*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*–ws) *CruiserStern*	9005 7466 5628	✠100A1 *Shelter dk* *with freeboard* 8,41~~4,44~~ ✠LMC MS10,38 ~~BS7,40~~8,41 ✠Lloyd'sRMC~~4,41~~8,41 *Fitted for oil fuel* 11,21 *F.P. above* 150° F	Mch	*c*†	CL P6,38 S11,39	1921 10mo *Lloyd*	W.Hamil- ton&Co.Ld PortGlasgow '*sA&CP*	HoulderLine,Ld. (HoulderBrothers &Co.Ld.*Mgrs.*) *Cell*	430·0 B257'F41'*on* FK *Shelter dk* *DB*375' 1188*t FPT*	61·1	35·7	London British *ptCem* 7*BHtoShdk* 47*tAPT*132*t*	T6Cy.26¾",42½"&70"-45"(*s*) 200lb 1086NHP 5SB(Spt),20*cf*,GS404, FD HS16890 D.Rowan&Co.Ld.Gls.	38 ″ 3 s 8 ″ 8½ 29 ″ 9	
24868 109510 VRCF	**Hareldawins** (*ex*Harelda–39) *ss*Mch.3rdNo.3–11,38 *Well deck* 2*Dks*(*UptStl&ptIrn*)	1523 1141 912	✠100A1 8,41~~10,40~~ ✠NB8,26 ✠LMC11,38 ~~BS4,40~~8,41	HKg	*p*	CL 8,40	1901 8mo *Lloyd*	Wigham Richrdsn&Co LdNewcastle '*sA&CP*	TaiYauS.S.Co.Ld. (MakManSang, *Mgr.*) *CellDB*	255·0 266·5(O.L.) P&B143'F26' BK9" *a*67'*f*96' 217*t FPT*	33·7	18·6	HongKong British 5*BHCem* 27*tAPT*17*t*	T.3Cy.$21\frac{7}{16}$",33½"&54"–39" 160lb ~~80lb~~ (*s*) 197NHP NDB16*fitted*26 2SB,6*cf*,GS98,HS3180 WghmRchrdsn&C.LdNwc	19 ″ 9 s 1 ″ 8½ 18 ″ 9½	
24869 141909 GBQR	**Haresfield** *ss*Cal.No.3–8,40 1*Dk*(*Stl*) *Cargo battens not fitted*	5299 4830 3212	✠100A1 6,41~~8,40~~ BS6,41 LMC MS11,39 ~~BS8,40~~	Cal	*y*	CL ~~8,30~~ 6,41	1919 7mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0 P49'B113'F38' FK 340'1098*t FPT*133*t*	52·4	28·5	Glasgow British 7*BHptCem* *APT*204*t*	T.3Cy.27",44"&73"–48" 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Shl.	31 ″ 0 s 6 ″ 0 25 ″ 3½	
24870 ESXC	**Harjurand** (*ex*Margot–37, *ex*Tento–34,*ex*Camberway–33, *ex*PerSkogland,*ex*Olesa) 1*Dk* *Mchy.Aft*	812 665 415					1919	Astilleros Cardona,S.A. Barcelona	T.Liimann&others	187·8 B12'F25'	32·9	12·8	Tallinn Estonian *WB*	T.3Cy.12",20"&32"–24" 50NHP AlexanderHnos.Barcelona		V
24871 122580	**Harland** Ⓟ WoodTwinSc 1*Dk*	352 352 217					1908	NwBurrell JhnsnI.CoLd. YrmouthN.S.	MaritimeTowing &Salvage,Ld.	113·0	27·0	6·7	Charlotte- townP.E.I. British	C.4Cy.10"&20"–16" NewBurrell 33RHP JohnsonI.CoLd.Yrmth,NS		
24872 132632 MDQN	**Harlaw** (*ex*Swift,*ex*DeanSwift, *ex*Swift) *ss*Abn.2nd.No.3–3,35 *ss*Abn.No.1–39 2*Dks*(*UStl*)& *Shelter dk*(*Stl*–ws)	1141 899 466	✠100A1 *Shelter dk* *with freeboard* 1,41 ✠LMC MS3,39 ~~BS8,40~~10,41	Abn	*q*	CL 12,40	1911 11mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	AberdeenSteam Nav.Co.Ld. *CellD*	244·8 258·8(O.L.) BK8¼" *Ba*45'*uE&B*53*f*94'	34·6	14·2	Aberdeen British 5*BHCem* 286*tFPT*36*t*	T.3Cy.23",37½"&62"–39"(*s*) 180lb 337NHP 2SB,8*cf*,GS148,HS5052 FD Ramage&Fergusn,Ld.Lth.	16 ″ 6 s ″ 3¼ 16 ″ 11¼	
24873 163468	**Harley** (*ex*Hondene–37,*ex*Condor–34) *Mchy.Aft* 1*Dk*	400 295 185					1919	A.deYong Vlaardingen	WatergateSteam ShippingCo.Ld. (R.S.Dalgliesh& R.I.James,*Mgrs.*)	133·3 P49'B9'F14'	24·1	11·2	London British *WB*	T.3Cy.10",16"&27½"–21" 35RHP My Hera,Ymuiden		VL
24874																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
24875 163305 GTWS	**Harlingen** *ss*Shl.No.1–37 D.F. 1*Dk*(*Stl*) *CruiserStern*	5415 4948 3205	✠100A1 4,41 BS3,41 ✠LMC8,37	Npt	*a*†	CL 5,38	1933 1mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa&uE*160'	428·0|56·2|26·0 443·4(O.L.) P41'B270'F38' FK *f*189' 1409*t FPT*16	London British 7*BHCem* 7*t APT*240*t*	T.3Cy.23½",39"&72"–48"(*r*) & exhaust Turbine driving steam compressor 544NH 220lb FD 2SB(Spt)&1AuxB,9*cf*, GS152HS,6850 D.Rowan&Co.Ld.Gls.	28 〃 9 s 4 〃 2 24 〃 9¾	
24876	**Harm Fritzen** (*ex*Laleham–39, *ex*DoringtonCourt–37) *ss*Shl.No.2–6,27 *ss*Shl.No.2–36 1*Dk*(*Stl*)2*trB*	*4818* *4546* *3032*	✠ 4,39 ✠	Avn	*y*		1915 2mo	Richardsn, Duck&Co.Ld. Stockton	Johs.Fritzen& Sohn vorm.W. Kunstmann *CellDBa*130'*uE*	389·6|53·4|26·4 P45'B108'F35' FK 26'*f*165'1091*t FPT*	Stettin German 6*BHCem* 90*t APT*165*t*	T.3Cy.26",42"&70"–48" HS7167 419NHP 2SB&1AuxSB,*10cf*,GS209 Blair&Co.Ld.Stockton	28〃10	
24877 164536 GYMM	**Harmala** *ss*Shi.No.1–39 D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	5730 5027 3382	✠100A1 *withfreeboard* ~~4,41~~ ~~8,40~~ 4,42 BS9,41 ✠LMC10,39 *Fitted for oil fuel*9,35 *F.P. above* 150° F.	~~Gls~~ ~~Bos~~ Mch	*b*† $2\frac{1}{16}$	CL 10,39	1935 9mo *Lloyd*	Lithgows, Ld. PortGlasgow *'sA&CP*	GowlandS.S.Co. Ld.(J.&C. Harrison,Ld. *Mgrs.*) *CellDB* *FP*	433·2|58·2|26·0 F35' FK 356'1345*t* (*T*174*t APT*292*t*	London British 7*BHptCem* *Coll to Shdk* 6 „ 2*nd* „)	T.3Cy.23½",37½"&68"–48" 220lb (*r*) 475NHP 2SB(Spt)&Aux.B,9*cf* GS149,HS6706 FD D.Rowan&Co.Ld.Gls.	38 〃 4 s11〃 9¼ 26 〃 9¾	
24878 162711 GTWP	**Harmatris** *ss*Shl.No.1–36 D.F. 1*Dk*(*Stl*) *CruiserStern*	5395 4931 3230	✠100A1 ~~8,41~~ ~~8,40~~ 11,41 Examined 5,41 BS5,41 ✠LMC6,36	~~Hul~~ ~~Lon~~ Gls Lth	*a*†	CL ~~8,38~~ 8,41	1932 5mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	WillisS.S.Co.Ld. (J.&C.Harrison, Ld,*Mgrs.*) *CellDBa&uE*158'	428·0|56·2|26·0 443·2(O.L.) P41'B270'F38' FK *f*189'1397*tFPT*167	London British 7*BHCem* *tAPT*240*t*	T.3Cy.23½",39"&68"–48"(*r*) 220lb FD 481NHP 2SB(Spt)&AuxB,9*cf*, GS157,HS6850 D.Rowan&Co.Ld.Gls.	28 〃 9 s 4 〃 2¼ 24 〃 9½	
24879 161438 GNYD	**Harmattan** *ss*Shl.No.2–38 D.F. 1*Dk*(*Stl*)	4558 4208 2709	✠100A1 5,41 ~~9,40~~ ✠LMC MS10,38 BS~~9,40~~ 8,41	~~Sws~~ PN1	*y*	CL ~~12,37~~ 5,41	1930 6mo *Lloyd*	R.Thomp- son&Sons,Ld. Sunderland *'sA&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld,*Mgrs.*) *CellDBa&uE*146'	395·4|54·5|24·6 407·8(O.L.) P33'B264'F32' FK *f*180'1162*tFPT*126	London British 6*BHCem* *tAPT*210*t*	T.3Cy.25½"4 1"&68"–45"(*r*) 180lb 408NHP 2SB(Spt)&1AuxB,9*cf*, GS180,HS7277 N.E MarineEng.Co.Ld.Sld	27 〃 0 s 3 〃 5¾ 23 〃 8½	
24880 161490 GRFN	**Harmonic** *ss*Shl.No.2–38 D.F. 1*Dk*(*Stl*)	4558 4208 2709	✠100A1 1,42 ~~3,41~~ ~~12,41~~ 8,41 BS~~9,40~~ ✠LMC7,38	~~Gms~~ ~~Hul~~ Bal	*y*	CL 12,39	1930 8mo *Lloyd*	R.Thomp- son&Sons, Ld. Sunderland *'sA&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa&uE*146'*f*	395·4|54·5|24·6 407·8(O.L.) P33'B264'F32' FK 180'1162*t FPT*126*t*	London British 6*BHCem* *APT*210*t*	T.3Cy.25",41"&68"–45" (*r*) 180lb 408NHP 2SB(Spt)&1AuxB9*cf*, GS180,HS7277 N.E.MarineEng.Co.Ld.Sld	27 〃 0 s 3 〃 5¾ 23 〃 8½	
24881 143610 GCKW	**Harmonides** *ss*Gls.No.3–10,32 *ss*Grk.No.1–36 D,F. E.S,D. 2*Dks*(*Stl*)	5237 4775 3098	✠100A1 ~~3,41~~ ~~9,40~~ 3,42 Examined 9,41 BS~~4,40~~ ✠LMC12,37 10,41	~~Lon.~~ Liv Gls	*y*	CL 7,39	1920 1mo *Lloyd*	Ayrshire DkydCo.Ld. Irvine *'sA&CP*	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld*Mgrs*) *CellDB*	400·2|52·3|28·5 412·5(O.L.) P49'B113'F39' FK 340'1134*t FPT*128*t*	Liverpool British 7*BHCem* *APT*200*t*	T.3Cy.27",44"&73"–48" (*s*) &L.P.Turbine with D.R. gearing & hydraulic coupling 180lb 599HP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 〃 0 s 5〃11½ 25 〃 3½	
24882 230548 KLFU	**Harmony** TwinSc *OilEng.* *Longitudinal framing* 1*Dk* *Mchy.Aft* *Carrying oil in bulk*	890 — 520					1931	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOilCorpora- tion	219·0|37·0|13·7 P43'	Phild lphia Utd. States	Oil Engines 4S.C.SA 12Cy.12½"–18" 182NHP ElectricBoatCo.Groton, Conn.		
24883 162538 GTQK	**Harpa** TwinSc *OilEng.* D.F. E.S.D. *ss*Sng.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom&at deck*	3007 2251 1630	✠100A1 9,41 ~~9,40~~ ✠LMC CS12,39 DBS~~9,40~~ 9,41 12,39 *CarryingPetroleum in bulk*	Sng	*t* 2	CL ~~4,38~~ 8,41	1931 2mo *Lloyd*	Hawthorn, Leslie&CoLd Newcastle *'sA&CP*	Anglo-Saxon PetroleumCo,Ld, *C*	305·0|50·1|19·2 315·8(O.L.) P86'F50' FK *Trunk*169' *ellDB*49'112*t FPT*	London British 11*BHptCem* 52*tAPT*56*t*	Oil Engines 4S.C.SA 12Cy.18⅛"–35$\frac{7}{16}$" 380NHP DB*150lb* Hwthrn.Leslie&CoLd.Nwc	19 〃 3 s 1 〃 9¼ 17 〃 7½	
24884 164488 GYKS	**Harpagon** *ss*Npt.No.1–39 D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	5719 5026 3378	✠100A1 *withfreeboard* ~~11,41~~ ~~3,41~~ 2,42 BS8,41 ✠LMC9,39 *Fitted for oil fuel*6,35 *F.P. above* 150° F.	~~Hul~~ ~~Bry~~ Shl	*b*† $2\frac{1}{16}$	CL 10,38	1935 6mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	NationalSS.Co.Ld. (J.&C,Harrison, Ld.*Mgrs.*) *CellDB*356'1345*t*	428·8|58·2|26·0 F35' FK (*FPT*174*t APT*292*t*	London British 7*BHptCem* *Coll to Shdk* 6 „ 2*nd* „)	T.3Cy.23½",37½&68"–48" 220lb (*r*) 475NHP 2SB(Spt)&1AuxB,9*cf*, GS149,HS6706 FD D.Rowan&Co.Ld.Gls.	38 〃 4 s11〃 9¼ 26 〃 9¾	
24885 162707 GTWX	**Harpalion** *ss*Shl.No.1–36 D.F. 1*Dk*(*Stl*) *CruiserStern*	5486 4963 3220	✠100A1 ~~6,41~~ ~~9,40~~ 2,42 Examined 6,41 BS~~4,40~~ ✠LMC5,36 6,41	~~Hul~~ Sws Lth	*a*†	CL 10,38	1932 5mo *Lloyd*	Hawthorn, Leslie&CoLd Newcastle *'sA&CP*	J.&C.Harrison,Ld. *CellDBa&uE*16	427·7|56·3|26·0 P41'B270'F37' FK 4'*f*196'1347*t FPT*1	London British 7*BHCem* 91*tAPT*252*t*	T.3Cy.23½",40"&68"–48"(*r*) 220lb 482NHP 2SB(Spt.)&1AuxB,9*cf*, GS139,HS6876 FD N.E.MarineEng.CoLdNwc	28 〃 9 s 4 〃 2¼ 24 〃 9¼	
24886 164552 GYNB	**Harpalycus** *ss*Shi.No.1–39 D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Longitudinal framing at shelter dk* *Tonnage opening closed '41(W.E.)*	5629 4931 3344	✠100A1 *withfreeboard* 12,41 ~~2,41~~ ✠LMC11,39 *Fitted for oil fuel*11,35 *F.P. above* 150° F.	PN1	*b*† $2\frac{1}{16}$	CL 12,38	1935 11mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle *'sA&CP*	GowlandS.S.Co. Ld.(J&C.Harri- son,Ld.*Mgrs.*) *CellDB*371'1378*t*	434·6|58·3|25·9 F33' FK (*FPT*201*t APT*213*t*	London British 7*BHptCem* *Coll to Shdk* 6 „2*nd*„)	T.3Cy.23½",40"&68"–48"(*r*) 220lb 471NHP 2SB(Spt)&1AuxSB,9*cf*, GS137,HS6633 FD N.E.MarineEng.CoLdNwc	38 〃 4 s11〃9¼ 26 〃 9¼	
24887 163434 GWRC	**Harpasa** *ss*Shl.No.1–38 D.F. 1*Dk*(*Stl*) *CruiserStern*	5082 4530 3035	✠100A1 ~~6,41~~ ~~11,40~~ 3,42 BS3,40 ✠LMC3,38	~~Bry~~ ~~Liv~~ Cal	*z*	CL ~~2,40~~ 3,42	1934 1mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*353'1336*t*	418·0|56·2|24·6 P39'B276'F34' FK *FPT*140*tAPT*212*t*	London British 7*BHCem*	T.3Cy.22½",36"&65"–48"& exhaust turbine driving steam compressor (*r*) 220lb 472NHP 2SB(Spt.)&1AuxSB,9*cf*, GS140,HS6058 FD D.Rowan&Co.Ld.Gls.	27 〃 3 s 3 〃 6¼ 23 〃11¾	
24888 LKBR	**Harpefjell** D.F. 1*Dk&Shelter dk* *CruiserStern*	1333 1116 720					1939	Kaldnes Mek.Verks. Tönsberg	A/SLuksefjell (Olsen&Ugelstad, *Mgrs.*)	249·4|42·2|15·7	Oslo Norwegian *WB*	C.2Cy.15¾"&31½"–30"&LP turbine with DR gearing& hydraulic coupling KaldnesN.V.Tönsberg		N
24889														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24890 161459 GRCT	**Harperley** *ss*Shl.No.2–38 D.F. 1*Dk*(*Stl*)	4586 4225 2724	✠100A1 1,42 ~~8,41~~ ~~1,41~~ BS12,40 ✠LMC10,38	~~Cff~~ ~~Bkn~~ Bos	*z*	CL ~~10,38~~ 12,41	1930 7mo	W.Gray&Co.Ld. WHartlepool *Lloyd*'*sA&CP*	NationalSS.CoLd. (J.&C.Harrison, Ld.*Mgrs.*)	400·2|54·5|24·5 P36'B261'F32' FK *CellDB*355'1385*t FPT*115*t*	London British 6*BHCem* *APT*214*t*	T.3Cy.25",41"&68"–45"(*s*) 180lb 425NHP 2SB(Spt)&1AuxSB,*9cf*, GS173,HS7774 Cen.Mar.E.WrksLd.WHpl	27 ″ 3 s3 ″ 9 23 ″ 9¼	
24891 LOFQ	**Harpon** (*ee*Zaandijk,*ex*Silesia, *ex*Wally) *ss*Rot.3rdNo.3–8,31 D.F. *ss*Sfj.No.2–39 *Well deck* 2*Dks*(*Stl–U*teaks)3*trB*	4940 4018 2816	✠100A1 ~~9,40~~ 10,41 ✠LMC BS4,41 MS4,40 *Carrying Whale oil in bulk or Carrying oil fuel in bulk F.P. above 150°F. in Nos. 1,2,3,5 & 6 tanks only* *Fitted for oil fuel* 8,31 *F.P. above* 150° F.	MVo	*y*	CL 3,40	1897 2mo	Blohm&Voss Hamburg *Lloyd*'*sA&CP*	Cia.Argentina de Pesca	401·5|46·5|27·4 P&B264'F44' BK11" *CellDBa*106'*uE*30'	Bns.Aires Argentine 11*BHCem* 4 ,, *to2nd dk* *f*184'722*t*	T.3Cy.26¾",43¼"&71¾"–48" 170lb *170lb* (*s*) 430NHP 2DB*12cf*,GS232,HS7386 Blohm&Voss,Hamburg	30 ″ 3 s5 ″ 5½ 26 ″ 0¼	
24892 133617 MDYV	**Harptree Combe** (*ex*Cromwell, *ex*NorahElsmie) *ss*Apl.2ndNo.3–3,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	439 309 171	✠100A1 3,42 ~~5,41~~ ✠LMC MS3,38 BS~~12,40~~1,42	~~Cff~~ Shp	*g*	CL 2,40	1912 12mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd*'*sA&CP*	AldShippngCo.Ld.	155·3|25·1|10·7 163·0(O.L.) Q91'B9'F22' BK7"	Bristol British 3*BHCem* *FPT*30*t*	T3Cy12½",21½"&34"–24" (*r*) 180lb 75RHP 1SB,*2pf*,GS40,HS1345 Hall,Russell&Co.Ld.Abn.	11 ″ 8 s3 ″ 7½ 12 ″ 2	
24893 OYEM	**Harriet** Now "Hedda," *see No.* 36913 *in Supplement* D.F. 1*Dk*	1144 929 671					1922	Schiffb.Ges Unterweser m.b.H.Weser-munde-L.	J.Lauritzen	230·6|34·6|14·1 P21'B56'F28'	Esbjerg Danish *WB*	C.4Cy.(2)12¾"&(2)27½" 27½" NE30 141NHP Christiansen&Meyer, Harburg		G
24894 148414 MNDB	**Harrogate** *ss*Gms.No.3–8,37 *Well deck* 1*Dk*(*Stl*) *Cruiser Stern*	1029 870 552	✠100A1 1,41 BS8,41 ✠LMC MS8,37 ~~BS10,40~~	Gls	*o*	OG 4,38	1925 1mo	Ramage&Ferguson,Ld. Leith *Lloyd*'*sA&CP*	Wilsons&N.E.Ry. ShippingCo.Ld. (TheAssociated HumberLines)	240·4|33·9|14·2 P&B157'F48' FK *CellDB*200'251*t FPT*	Hull British 5*BHCem* 13*tAPT*32*t*	T.3Cy.16¾"28¾"&50"–33"(*s*) 225lb 257NHP 2SB,*6cf*,GS99,HS3956 FD Ramage&Ferguson,Ld.	16 ″ 3 s ″ 6½ 15 ″ 10½	
24895 210861 WZUA	**Harry Bowen** (*ex*Norfolk) *ss*Bos.2ndNo.3–5,39 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	3522 3050 1986	✠100A1 5,41 ~~6,40~~ ~~BS6,40~~ 5,41 ✠LMC5,39	Bos	*v*	CL 4,39	1913 1mo	NewYork S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co.	310·7|48·1|25·5 319·7 P79'B18'F30' FK *CellDBuE&B*53	Wilmgton (Del.) Utd.States 6*BHCem* *f*217' 1274*t*	T3Cy23¼",38½"&64"–45"(*r*) 180lb 373NHP 2SB,*8cf*,GS175,HS5426 FD NewYorkS.B.Co.CmdnNJ *MT*235*tFPT*304*tAPT*110*t*	29 ″ 1	
24896 226742 WPBF	**Harry Coulby** *ss*Clv.No.2–40 D.F. GyC. ~~*ss*Clv.No.1–32~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom&at deck* *Cargo battens not fitted*	9467 — 7485	✠100A1 *ForService on the Great Lakes* 5,41 ~~9,37~~ BS3,41 ✠LMC~~4,35~~ 4,40	Cgo			1927 9mo	American S.B.Co. Lorain,O. *Lloyd*'*sA&CP*	InterlakeSteamship Co.(Pickands, Mather&Co.*Mgrs.*)	615·2|65·2|28·6 F66' FK *CellDBuE&B*235*t CellDB&sideTanks* *in way of holds*9060*t FPT*496*t*	Wilmgton (Del.) Utd.States 3*BH* *APT*88*t*	T.3Cy.25½",41"&67"42"–(*s*) 220lb 573NHP 3WaterTubeBoilers FD GS191,HS9345 AmericanS.B.Co.Lorain,O	33 ″ 0 s10 ″ 8¾ 22 ″ 5¾	
24897 230411 KGOK	**Harry F. Sinclair, Jr.** D.F. GyC. *ss*N.Os.No.2,39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing-bracketless system*	6151 5525 3796	✠100A1 ~~7,41~~ ~~12,40~~ 12,41 BS12,41 ~~BS12,40~~ ✠LMC1,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,31 *F.P. above* 150° F.	NOs	*a*†	CL 10,39	1931 2mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. *Lloyd*'*sA&CP*	Sinclair RefiningCo.Inc.	416·5|57·1|31·9 P91'B36'F35' FK *CellDBuE&B*70'172*t* *DT f*31'221*t FPT*219*t*	Wilmington (Del) Utd.States 15*BHptCem* *APT*176*t*	2 steam turbines DR (*s*) geared to 1 Sc.Shaft 3WTB(Spt) 400lb 996NHP HS10116 FD DelavalSteamTurbineCo Trenton,N.J.	32 ″ 0	
24898 HPFO	**Harry G. Seidel** TwinSc E.S.D. Gy.C. NYk.No.2–39 *OilEng.* D.F. 1*Dk*(*Stl*)2*ndDk*(*Stl*) *in fore hold* 2*nd&*3*rdDks*(*Stl*)*Aft&Web frames* *Mchy.Aft* *Cruiser Stern* *Longitudinalframing-bracketless system*	10354 — 6315	✠100A1 ~~4,41~~ ~~7,40~~ ~~11,41~~ 4,42 ✠LMC CS6,39 DBS~~7,40~~ ~~11,41~~ ~~7,40~~ 4,41 *Carrying Petroleum in bulk*	NYk	*g*†	CL 7,40	1930 10mo	Frd.Krupp Akt.Ges. Kiel *Lloyd*'*sA&CP*	Panama Transport Co.	513·2|68·1|39·4 *afterBridge*47' B39' F44' FK *Cell DBuE*92'417*tDTs f*53'2163*tFPT*285*t*	Panama Pnamanian 12*BHptCem* *ptAsp* *APT*189*t*	Oil Engines 2S.C.SA 8Cy.26¾"–51 3/16" 997NHP 2WTDB*200lb* 2DB*100lb* Frd.KruppA.G.Kiel	39 ″ 5 s9 ″ 7¼ 30 ″ 1½	
24899 203907	**Harry L. Findlay** (*ex*Matthew Andrews–33) D.F. *Mchy.Aft.* Sub.Sig. 1*Dk*	7014 — 5497					1907	American S.B.Co. Cleveland,O.	KinsmanTransit Co.(G.M.Steinbrenner,*Mgr.*)	532·0|56·0|31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Clevelnd		R
24900 218157 KIGS	**Harry Luckenbach** TwinSc (*ex*SolNavis) 6TwinMsts *ss*Bos.No.3–4,31 *ss*Sea.No.2–39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *Cruiser Stern*	6366 — 3929	✠100A1 *Shelter dk withfreeboard* 4,42 ~~3,41~~ ~~10,41~~ 4,42 BS~~5,41~~ ~~BS5,40~~ ✠LMC6,39 *Fitted for oil fuel* 7,19 *F.P. above* 150°F.	~~Sea~~ ~~NYk~~ Mob	*b*†	CL PN 12,40 s12,40	1919 7mo	SunS.B.Co. Chester,Pa. A&CP	LuckenbachS.S. Co.Inc.	448·9|60·2|37·8 FK *IntermediateB.H dispensed with* *CellDB*389' 1831*t* '*tween dk tanks in E & B space* 36'405*tFPT*281*t*	NewYork Utd.States 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd*,,) *APT*271*t*	4steamturbinesSRgeared to 2 Sc.Shafts (*s*) 968NHP 300lb ~~(Spt.300lb)~~ HS8652 4WaterTubeBoilers FD DeLavalSteamTurbineCo. Trenton,N.J.	31 ″ 3 s4 ″ 3¼ 27 ″ 4½	
24901 157696 WDPY	**Harry R. Jones** (*ex*D.G.Kerr) GyC. *Mchy.Aft* Sub.Sig. 1*Dk*2*trB*	5265 — 4205					1903	Superior S.B.Co. Superior	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	468·0|52·0|28·0 F48' *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.15",23¾",36½"&56"–40" 198NHP SuperiorS.B.Co.Superior		R
24902 81803 WDIR	**Harry T. Ewig** (*ex*John W.Ailes, (*ex*Baltic,*ex*W W.Brown) *Self-Unloader* *Mchy.Aft* GyC. 1*Dk*	3582 — 2778					1902	Chicago S.B.Co. Chicago	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	346·0|48·2|24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20",33½"&55"–40" 191NHP ChicagoS.B.Co.		R
24903 204987 WEDD	**Harry W. Croft** (*ex*Fred.G. Hartwell) D.F. GyC. *Mchy.Aft* 1*Dk*	6223 — 4865					1908	ToledoS.B.Co. Toledo	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	514·0|58·0|25·6 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.20",29",42"&61"–42" 241NHP ToledoS.B.Co.Toledo		R
24904 200560 WOFY	**Harry Wm. Hosford** (*ex*F.B.Squire–36) D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*2*trB*	5156 — 3951					1903	JenksS.B.Co. Port Huron,Mich.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	512·9|50·2|24·0	Wilmgton (Del.) Utd. States	T.3Cy.22⅜",38"&63"–40" 251NHP JenksS.B.Co.Pt.Huron		R
24905 206045 KDZC	**Harry Yates** (*ex*TheodoreH.Wickwire–39) *Mchy.Aft* D.F. GyC. 1*Dk*	5141 — 3894					1908	Gt.Lakes Eng.Works EcorseMich.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	444·0|56·2|29·0 F49'	Buffalo NY Utd. States *WB*	T.3Cy.22½",36"&60"–42" 233NHP MarineBlr.Wks.Toledo,O.		R
24906 139242 GNBM	**Hartbridge** *ss*Shl.No.3–1,40 1*Dk*(*Stl*) *Cargo battens not fitted*	5080 4781 3132	✠100A1 ~~2,41~~ 10,41 BS7,41 ✠LMC1,40	~~Gls~~ Sld	*z*	CL ~~BB~~ 12,39	1927 4mo	W.Gray&Co.Ld. WHartlepool *Lloyd*'*sA&CP*	NorthofEngland SSCo.Ld.(Crosby, Son&Co.Ld.*Mgrs*) *CellDB*	390·1|55·0|27·7 P30'B247'F33' FK 343'1037*t FPT*123*t*	W.Hartlpl British 6*BHCem* *APT*162*t*	T.3Cy.26",43"&71"–48" (*s*) 180lb HS8542 472NHP 2SB&1AuxSB,*11cf*,GS210, Cen.Mar.Eng.WrksWHpl	30 ″ 0 s4 ″ 6½ 25 ″ 8¾	

1 Numero l'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnag. Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
24907 223671 KLFV	**Hartford Socony** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Elec. welded in tank spaces* *Carrying Petroleum in bulk*	1199 — 753					1924	NewYork S B.Corp. Camden,N.J.	Socony-Vacuum OilCo.Inc.	252·9 P39′	40·1	12·8	NewYork Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.13″–18″ 99NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
24908 162716 GTWY	**Hartington** *ss*Shl.No.2-39 D.F. 1*Dk*(*Stl*) *CruiserStern*	5496 4973 3250	✠100A1 6,41~~11,40~~ BS~~7,40~~ 8,41 ✠LMC7,39	~~Bal~~ Liv	*a*†	CL 11,40	1932 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	J.&C.Harrison,Ld. *CellDBa&uE*169′	425·5 P39′B270′F39′ FK *f*187′1412*tFPT*204	56·2	26·0	London British 7*BHCem* *tAPT*184*t*	Q.4Cy.20″,28½″41½″&61″– 48″ 260lb (*r*) FD 470NHP 2SB(Spt)&1AuxB,8*cf* GS147,HS6867 Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	28 ″ 9 s4 ″ 2¾ 24 ″ 9½	
24909 163309 GTXC	**Hartismere** *ss*Cff.No.2-41 ~~*ss*Shl.No.1-37~~ D.F. 1*Dk*(*Stl*) *CruiserStern*	5498 4970 3260	✠100A1 ~~9,41~~ ~~1,41~~ 3,42 BS3,42 ✠LMC1,41	~~Cff~~ ~~Lth~~Mdb	*a*†	CL 10,40	1933 1mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	J.&C.Harrison,Ld. *CellDBa&uE*169′	425·5 441·8(O.L.) P39′B270′F39′ FK *f*189′1426*t FPT*20	56·2	26·0	London British 7*BHCem* 4*tAPT*184*t*	Q4Cy20″,28¾″,41½″&61″-48″ 260lb (*r*) 470NHP 2SB(Spt)&1AuxB,8*cf*, GS146,HS6867 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	28 ″ 9 s4 ″ 2¾ 24 ″ 9½	
24910 163443 GWQS	**Hartlebury** *ss*Shl.No.1-38 D.F. 1*Dk*(*Stl*) *CruiserStern*	5082 4530 3035	✠100A1 ~~8,41~~ ~~11,40~~1,42 BS10,41 ✠LMC MS3,38 ~~BS10,40~~	~~Bry~~ ~~NYk~~ Lon	*z*	CL ~~7.38~~ 8,41	1934 3mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	NationalSSCo.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*	418·0 433·0(O.L.) P38′B276′F34′ FK 353′1336*tFPT*140*t*	56·2	24·6	London British 7*BHCem* *APT*212*t*	T.3Cy.22½″,36″&65″–48″(*r*) & exhaust turbine driving steam compressor 472NHP 220lb GS140,HS6058 FD 2SB(Spt)&1AuxSB,9*cf* D.Rowan&Co.Ld.Gls.	27 ″ 3 s 3″ 6¼ 23 ″ 11¾	
24911 162759 GTXB	**Hartlepool** *ss*Sou.No.2-41 ~~*ss*Cff.No.1-36~~ D.F. 1*Dk*(*Stl*) *CruiserStern*	5500 4972 3262	✠100A1 ~~9,41~~~~6,40~~ 3,42 9,41 ~~BS6,40~~ ✠LMC~~2,36~~	~~Shl~~ ~~Sou~~ Hul	*a*†	CL ~~11,38~~ N9,41	1932 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	J.&C.Harrison,Ld. *CellDBa&uE*169′	425·5 P39′B270′F39′ FK *f*189′1426*tFPT*20 New after part'41	56·2	26·0	London British 7*BHCem* 4*tAPT*184*t*	Q.4Cy.20″,28½″,41½″&61″– 48″ 260lb (*r*) 470NHP 2SB(Spt)&1AuxB,8*cf* FD GS146,HS6867 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)WHpl	28 ″ 9 s4 ″ 2¾ 24 ″ 9½	
24912 222133 WJDV	**Hartwelson** (*ex*Astoria,*ex*Frieda Leonhardt,*ex*Burbo *ss*Liv.No.3-9,09 Bank) *ss*Shl.No.1-14 1*Dk*(*ptIrn&ptStl*)*deepframing&* *Webframes*	3078 2610 1921	✠ 10,16 ✠	Ham	*u*		1902 6mo	J.Blumer& Co. Sunderland	HartwelsonS.S. Co.(H.N.Hartwell &Sons,Inc.*Mgrs.*) *CellDBa*108′	319·7 P28′B91′F31′ FK *uE&B*42′*f*124′802*t*	46·0	21·2	Boston Utd. States 5*BHCem* *APT*110*t*	T.3Cy.23″,38″&63″–42″ 276NHP 2SB,8*cf*,GS117,HS4190 J.Dickinson&Sons,Ld.Sld.	23 ″ 9	CR †
24913 28462 JIND	**Haruna Maru** Ⓟ TwinSc *ss*Yka.No.3-3,35 *ss*Yka.No.1-38 *Ref.Mchy.* 2*Dks*(*Stl*)*U-ws&3rd dk* D.F. (*Stl*)*in*1,3*&*4*holds*	10421 8392 6311	✠100A1 10,40 BS10,40 ✠LMC1,39 ✠Lloyd'sRMC10,40 *Fitted for carrying oil* 2,22*F. P. above* 150° F. *in Nos. 2 & 7 double bottom tanks*	Yka	*f*†	CL 10,40	1922 2mo *Lloyd*	Mitsubishi ZosenKaisha Ld.Nagasaki '*sA&CP*	NipponYusenK.K. *CellDB*416′1877*t* *Tanks at sides of tunnels*6′90*t FPT*168	495·0 P94′B186′F56′ FK	62·0	37·0	Tokyo Japanese 9*BHCem* *APT*110*t*	6steam turbinesDRgeared to 2 Sc.Shafts 1615NHP 200lb (*s*) FD 7SB(Spt),21*cf*,GS448, HS18157 MitsubishiZosenKaisha,Ld	37 ″ 0 s8 ″ 4½ 29 ″ 2	
24914 29173 JNWA	— Ⓟ *Mchy.Aft Ref.Mchy.* 1*Dk* *Fitted for oil fuel*	1549 1200 845					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0 P56′B60′F38′	37·0	19·0	Yokohama Japanese *WB*	T.3Cy.17″,28½″&48″–30″ 126NHP YokohamaDockCo.Yka.		C
24915 96507	**Harvard** GyC. *Mchy.Aft* 1*Dk*2*tr B*	4565 — 3435					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	461·0	50·2	29·5	D'luth,Min Utd. States *WB*	Q4Cy18″,26¾″,41″&63″–42″ 257NHP DetroitS.B.Co.Detroit		
24916 205072 WEDA	**Harvey H. Brown** (*ex*HarryA. Berwind) D.F. GyC. *Mchy.Aft* 1*Dk*	6634 — 4927					1908	Gt.Lakes Eng.Works Ecorse,Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	532·0	58·3	32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24″,38″&65″–42″ 274NHP GtLakesEngWks.Detroit		R
24917 PEOF	**Hasewint** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	352 215 172					1936	N V.Schpsf v/hDeGroot &VanVliet Slikkerveer	J.Cremer	137·4 P39′Q46′F15′	24·0	9·7	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11″–17$\frac{11}{16}$″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
24918 144925 VTCL	**Hashemi** (*ex*Padma,*ex*Wearmouth, *ex*Kildorough) *ss*Bom.No.3-8,33 *ss*Bom.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	634 489 298	100A1 12,38 LMC12,38	Bom		CL 1,37	1918 6mo *Lloyd*	Smith's DockCo Ld. Middlesbro' '*sA&CP*	EasternSteam Nav.Co.Ld.(*Man.* *Agents*,Shariff Hassum&Co.) *CellDBuE*26′20*t FPT*	175·4 B50′ FK	30·0	15·7	Bombay British 5*BHCem* 20*tAPT*15*t*	T.3Cy.16″,26″&44″–26″ (*s*) 200lb 94RHP 1SB,3*cf*,GS51,HS1825 FD Smith'sDockCo.Ld.Mdb.	16 ″ 6 s1 ″ 10 14 ″ 11	
24919 PEOH	**Haskerland** (*ex*Zwartewater-39) *OilEng.* 1*Dk&Shelter dk* *Mchy.Aft* D.F. *CruiserStern* *Ref.Mchy.*	374 307 195	✠100A1 *withfreeboard* 11,39 ✠LMC3,37 ✠Lloyd'sRMC11,39 for temp. 32° F. (SEE FOOTNOTE *)	Rot	*k*	2,39	1937 3mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen '*sA&CP*	Scheepvaart en SteenkolenMaats. N.V. *CellDB*127′ 194*tF*	198·3 205·8(O.L.) FK *PT*22*tAPT*10*t*	29·6	8·1	Rottrdam Dutch 4*BHptCem* (*Coll to Shdk* 3 „ 2*nd* „)	Oil Engines 2S C.SA 6Cy.13¾″–23⅝″ 197NHP GbrStork&CoNVHengelo	11 ″ 0 s ″ 2 10 ″ 11	
24920 148636 MNJP	**Haslemere** TwinSc *CruiserStern* 1*Dk*	756 624 305					1925	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·3 B90′F37′	33·6	14·1	London British *WB*	T.6Cy.15″,25″&41″–24″ 165NHP D&WHendersn&CoLd.Gls		
24921 7741 SETM	**Hasting** (*ex*Danevirke,*ex*Vilja, *ex*Capax) 1*Dk*	*1106* *964* *629*					1916	Akers Mek.Værks. Oslo	RederiA/BHasting (E.Håkanson)	223·7 P34*t*H54*t*F5*t*	36·6	15·4	Hlsngborg Swedish *WB*	T.3Cy.17″,29″&47″–33″ 127NHP Akers.Mek.Værks.Oslo.		V
24922 220551 KDDL	**Hastings** Sub.Sig. 2*Dks&Webframes* *Ref.Mchy.* D.F. *Fitted for oil fuel*	5401 4942 3364	✠ ... 12,21 ✠				1920 11mo	Pensacola S.B.Co. Pensacola, Fla.	WatermanS.S. Corp.	400·7 P36′B124′F44′ FK	54·2	30·2	Mobile Utd.States *WB*	2 steam turbinesDRgeared to 1Sc.Shaft 674NHP WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa	32 ″ 10	R †
24923 145533 CYLK	— (*ex*Glencalvie) *Mchy.Aft* 1*Dk*	1906 1574 1128					1923	N.ofIrel'nd S.B.Co.Ld. Londonderry	CanadaSteamship Lines,Ld.	252·0 Q100′F36′	42·5	18·0	Montreal British *WB*	T.3Cy.16″,27″&44″–33″ 111NHP J.G.Kincaid&Co.Ld.Grk.		C

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
24924 140430 GRZW	**Hatarana** (*ex*WarSailor) TwinSc *ss*Cal.No.3–10,2 *ss*Cal.No.2–37 2*Dks*(*Stl*)	7522 647 4592	✠100A1 ~~8,40~~ 4,42 Examined 4,42 ~~BS8,41~~ ~~BS8,40~~ ✠LMC~~8,37~~ 8,41	~~Cal~~ Cal	*b*†	OG S8,40 P4,42	1917 8mo *Lloyd*	Kawasaki Dkyd.Co.Ld Kobe *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*375'1192	445·0|58·3|31·3 P34'B138'F37' FK *DTa*42'1312*tFPT*5	London British 7*BHCem* 5*tAPT*60*t*	T.6Cy.21",35"&59"–48" (*s*) 200lb 659NH 4SB,12*cf*,GS242,HS9219 FD KawasakiDkyd.Co.Ld.	34 ″ 0 s 7 ″ 8¾ 26 ″ 5¼	
24925 145893 GFZX	**Hatasu** *ss*Liv.No.3–5,34 *ss*Liv.No.1–38 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	3198 2915 1890	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~1,41~~ BS7,41 ~~BS10,39~~ ✠LMC9,38	~~Ist~~ Gls	*w*	CL 1,41	1921 11mo *Lloyd*	J.Blumer& Co.Ld. Sunderland *'sA&CP*	MossHutchison Line,Ld. *CellDB*304' 776*tDTa*25'75	352·7|50·4|21·9 FK *Collision* 0*tFPT*95*tAPT*21*t*	Liverpool British *Cem* *BH to Sh dk* 6 ,, ,,*aU* ,,	T.3Cy.25",41"&68"–45" (*s*) 180lb 367NH 3SB(Spt),9*cf*,GS162, HS6072 J.Dickinson&Sons,Ld.Sld.	~~25 ″ 0~~ ~~s 2 ″ 1½~~ ~~23 ″ 1½~~ 33 ″ 1 s9 ″ 2 24 ″ 1½	
24926 TCAK	**Hatay** (*ex*Abuislah–37,*ex*Ab–Isslah, *ex*CapNègre,*ex*IroMaru) 1*Dk*	667 491 378					1913	BingoSen- kyoK.K. Mitsumosho	OsmanKaptan	175·2|27·1|13·0	Istanbul Turkish	T3Cy$13\frac{1}{32}$"$20\frac{1}{16}$"&$32\frac{1}{16}$"–23" E*made*05*refitted*14 49NH McColl&Pollock,Sld.		
24927 142722 GRZX	**Hatimura** (*ex*WarOpal) *ss*Bom.No.3–4,30 *ss*Cal.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *in Shelter 'tween dks*	6690 6398 4158	✠100A1 *Shelter dk* *withfreeboard* ~~6,41~~ ~~9,40~~ 2,42 BS~~9,40~~ 9,41 ~~BS9,39~~ ✠LMC10,38	~~Bom~~ Cal	*a*†	CL ~~N9,38~~ 6,41	1918 12mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*366'1362*t*	412·5|55·5|34·4 F*onShelter dk*36' FK	London British *ptCem* 6*BH toShdk* 2 ,, ,, *U* ,, *MT*27'994*t*	T.3Cy.27",45"&75"–54" (*s*) 180lb 566NH 3SB,10*cf*,GS200,HS8287 FD J.Dickinson&Sons,Ld.Sld. *FPT*154*tAPT*224*t*	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	
24928 22550 JAXC	**Hattenzan Maru** (*ex*HattenMaru–38,*ex*TsugaruMaru–36, *ex*BanyeiMaruNo.10) 1*Dk*	1180 1007 801					1918	NittaCo. Osaka	Turumaru Hirotaro	220·0|33·5|18·5 P16'B50'F30'	Amino Japanese *WB*	T.3Cy.14½",$24\frac{5}{13}$"&40"–30" 88NH		
24929 171164 MBZL	**Hatterlock** (*ex*Hatteras–38) *ss*Shi.2ndNo.3–7,38 2*Dks*&*Web frames* *Longitudinal framing*	5138 4324 3908	✠100A1 2,41 ~~12,39~~ BS2,41 ~~BS7,40~~ ✠LMC7,38	Smk	*x*	CL ~~6,38~~ 1,41	1917 12mo *Lloyd*	Bethlehem S.B.Corp.Ld. Sparro'PtMd. *'sA&CP*	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*) *Cell*	379·5|52·4|26·4 391·7(O.L.) P54'B94'F39' FK *DB*342'1133*tFPT*1	Shanghai British 6*BH ptCem* 16*tAPT*206*t*	T.3Cy.23",39"&64½"–45"(*s*) 170lb 410NH 2SB,6*cf*,GS132,HS6010 FD BethlehemS.B.Corp.Ld.	29 ″ 6 s 5 ″ 8½ 24 ″ 0½	
24930 LCNM	**Haugarland** (*ex*Sandefjord) 1*Dk*&*Shelter dk* *Longitudinal framing*	6049 5420 3569					1911	Armstrong Whitworth& Co.Ld. Newcastle	SkibsA/SCorona (H.M Wrangell& Co.Akties,*Mgrs.*)	440·0|58·1|24·6 P138*t*H366*t*F29*t*	Haugesund Norwegian *WB*	T.3Cy.28½",47"&78"–54" 447NH N.E.MarineEngCoLd Nwc		N
24931 LCNO	**Haukefjell** D.F. 1*Dk*	2495 2200 1426					1921	ForthS.B. &Eng.Co.Ld. Alloa	A/S Rudolf (Olsen&Ugelstad, *Mgrs.*)	295·8|43·6|20·7 P89*t*H131*t*	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"–39" 182NH ForthS.B.&E.Co.Ld.Alloa		N
24932 146533 GJFR	**Hauraki** TwinSc *OilEng.* *ss*Syd.No.3–9,34 *ss*Syd.No.1–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	7113 6489 4425	✠100A1 *Shelter dk* *withfreeboard* ~~2,41~~ ~~7,40~~ 1,42 ✠LMC CS10,38 DBS5,40 ~~10,38~~ 6,39	~~SFo~~ ~~Mel~~ Syd	*c*†	CL ~~P5,40~~ S7,40 P1,42	1922 3mo *Lloyd*	W.Denny &Bros.Ld. Dumbarton *'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*392'1248*t* *MT*50'1741*t*	450·3|58·2|31·4 F49'*onShelter dk* FK&BK1" *Collisio* *FPT*189*tAPT*54*t*	London British *ptCem* *nBHtoShdk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 16Cy.26½"–47" 1085NH DB–*100lb* NorthBritishDieselEng. Works,Ld.Gls.	34 ″ 0 s 5 ″ 8¼ 28 ″ 6	
24933 LKHH	**Hav** *OilEng.* 1*Dk*&*Shelter dk* *Deck plating & butts of shell plating elec.* *Open beams lugged to deck welded* *Cruiser Stern*	5062 4471 2939	✠100A1 *withfreeboard* 6,41 ~~10,40~~ ✠LMC8,39 *Carrying oil F.P. above* 150°F *in deep tank*	Shi Mel	*a*† 2	CL	1939 9mo *Lloyd*	Swan,Hun- ter&Wigham, Richardson LdNewcastle *'sA&CP*	A/SHavtank&A/S Hav.(Helmer Staubo&Co.) *CellDB*306'1223*t* *MT*25'1046*t Wing*	420·8|57·5|24·5 432·4(O.L.) F34' FK *tanks at tunnel side*	Oslo Norwegian 7*BHptCem* (*ColltoShdk* 6 ,, *2nd* ,,) *s*317*tFPT*t1	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 687NH 2DB*120lb*&DB(WT)*120lb* Swan,Hunter&Wigham Richardson,Ld.Nwc. 50*tAPT*198*t*	29 ″ 6 s 3 ″ 7½ 26 ″ 1	
24934 26750 JHCD	**Havana Maru** *ss*Osa.No.3–4,34 *ss*Osa.No.1–38 2*Dks*(*Stl*)	5652 5148 3450	✠100A1 6,41 ~~11,40~~ ✠LMC~~11,40~~ 6,41	Osa	*z*	CL 11,40	1920 4mo	OsakaIron WorksLd. Innoshima A&CP	OsakaSyosen K.K. *CellDB*358' 980*tD*	407·2|50·8|30·0 P40'B137'F46' FK *Ta*27'767*tFPT*106*t*	Osaka Japanese 7*BHCem* *APT*26*t*	T.3Cy.26½",44½"&74½"–51" 200lb (*s*) 559NH 3SB,9*cf*,GS183,HS7988 FD OsakaIronWrks.Ld.Osaka	32 ″ 7 s 6 ″ 10 26 ″ 1	
24935 LEAY	**Havborg** (*ex*Standart) 1*Dk*	1234 1078 707					1924	A/SRödby Havns Jernskibsv RödbyHavn.	LykkesRederiA/S (PerT.Lykke, *Mgr.*)	236·9|37·2|14·8 H67*t*F34*t*	Tr'ndheim Norwegian *WB*	T.3Cy.16",25"&42"–30" 96NH A/SMossVærft,Moss		N
24936 LEAZ	**Havbris** (*ex*Hindöy) D.F. 1*Dk*	1315 1121 742					1918	Stavanger Stöberi&Dok Stavanger	AlbertHarloff's RederiA/S(A. Harloff,*Mgr.*)	242·3|37·2|16·0 P53*t*B60'H71*t*F14*t*	Bergen Norwegian *WB*	T.3Cy.17½",28½"&48"–33" 132NH StavangerStoberi&Dok		C
24937 LEBC	**Havda** Ⓟ (*ex*Hjörungavaag, Iron *ex*Christianssund) *Well deck* 1*Dk*&*Awng dk*	678 379 400					1881	Lobnitz &Co. Renfrew	Indherreds Aktiedampskibs- selskap	180·9|25·3|13·0 H28*t* 20·2	Stenkjær Norwegian	C.2Cy.24"&44"–30" 88NH Lobnitz&Co.Renfrew		
24938 DIBZ	**Havelland** Ⓟ TwinSc *OilEng.* Sub.Sig. 2*Dks* D.F.	6334 5592 3836					1921	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0|58·3|26·9 P&B381'F57	Hamburg German *WB*	GearedOilEngines4SC.SA 20Cy.20⅞"–20⅞" 856NH E*made*16 *fitted*21 Mchfb.Augsburg- NürnbergA.G.Augsburg		G
24939 DHKP	**Havenstein** 4Mst D.F. Sub.Sig. 2*Dks*	7974 7472 4994					1921	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·2|58·2|32·4 P74'B102'F43'	Hamburg German *WB*	T.3Cy.$32\frac{7}{20}$",$52\frac{4}{5}$"&$86\frac{13}{20}$"– $55\frac{3}{20}$" 558NH FlensburgerSchiffsb.Ges.		G
24940 LDGH	**Havfru** TwinSc *OilEng.* *ss*Suz.No.2–40 ~~ssFal.No.1–34~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *CruiserStern* *Longitudinalframing–bracketless system*	7923 7338 4602	✠100A1 8,41 ~~12,40~~ ~~Examined 12,40~~ 8,41 ✠LMC CS~~5,38~~ DBS~~8,40~~8,41 ~~4,38~~ 11,38 *CarryingPetroleum in bulk*	~~Bat~~ Wln	*c*†	CL ~~8,39~~ 8,41	1931 6mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	P.MeyersTank- rederiA/S. (P.Meyer,*Mgr.*) *CellDBuE*65'242*t*	462·0|59·7|34·3 480·5(O.L.) P105'B39'F41' FK *DTf*36'540*t* *FPT*148*t APT*241*t*	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.$22\frac{7}{16}$"–39⅜" 778NH 2DB*171lb* KockumsM.V.Akt.Malmö	34 ″ 7 ~~s 8 ″ 0½~~ ~~26 ″ 0~~ s7 ″ 5¼ 27 ″ 4¼	
24941 PEOM	**Havik** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	479 — 251	✠100A1 1,39 ✠LMC3,38 ✠LMC(M)10,39 (SEE FOOTNOTE*)	Rot	*g*		1938 3mo *Lloyd*	N.V.Gebr. vanDiepen Waterhuizen *'sA&CP*	J.van derLaan (J.J.Onnes,*Mgr.*) *CellDB*58'97*tFP*	154·5|27·4| 9·6 162·4(O.L.) P39'Q54'F24' FK *T*61*tAPT*12*t*	Groningen Dutch 3*BHCem*	Oil Engines 4S.C.SA 7Cy.11"–$17\frac{11}{16}$" 82NH Humboldt-Deutzmotoren A.G.Köln-Deut	11 ″ 6 s 3 ″ 10 11 ″ 5¾	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
24942 167600 GLVK	**Havildar** 2*Dks* *CruiserStern*	5407 4931 3184	✠100A1 5,41 ~~1,40~~ ✠LMC7,40	~~Gls~~ Cal	*z*	CL N11,40	1940 7mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	AsiaticSteamNav. Co.Ld. *CellDB*355'1197	409·5 425·0(O.L.) P40'B117'F38' FK *tFPT*111*tAPT*79*t*	53·9	28·7	London British 7*BHCem*	T.3Cy.24½",41"&70"–48"(*s*) 230lb 524NHP 3SB,9*cf*,GS164,HS7425 FD Rankin&BlackmoreLdGrk	31 ″ 3 s 6 ″ 0½ 25 ″ 5	
24943 LJIC	**Havkong** *ss*N.Yk.No.1–41 *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Part electrically welded including butts of shell upper deck & longitudinal bulkhead plating* *Mchy.Aft* *Longitudinal framing* *CruiserStern*	9666 8889 5714	✠100A1 7,41 ~~8,40~~ ~~✠LMC1,37~~ ✠LMC CS7,41 DBS3,41 *CarryingPetr*	~~PNl~~ NYk 7,41 *oleum*	*e*† 2¼ *in*	CL N11,39 *bulk*	1937 1mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	A/S Havtor (P.Meyer,*Mgr.*) *CellDBuE*70'187*tD*	506·1 P97'B41'F59' FK *Tf*34'517*tFPT*168*t*	63·1	36·4	Oslo Norwegian 11*BHptCem* *APT*160*t*	Oil Engines 2S.C.DA 7Cy.23⅝"–43$\frac{5}{16}$" 1358NHP 2DB*170lb* KockumsM.V.Akt.Malmö	36 ″ 7 s 8 ″ 3½ 28 ″ 5¼	
24944 LJNF	**Havmöy** D.F. 1*Dk&Shelter dk* *CruiserStern*	1342 1104 744					1937	Nylands Verksted Oslo	A/SHavbör (P.Meyer,*Mgr.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.16¾"&33$\frac{7}{16}$"–33$\frac{7}{16}$"& LPturbine withDRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		N
24945 OXHR	**Havnia** (*ex*Bertil,*ex*Schiehallion) *ss*Mmo.2ndNo.3–2,13 *Well deck* 1*Dk(Irn)&Webframes*	1571 1204 849	✠ 9,19 ✠	Skm	*q*		1888 5mo	Russell& Co. Pt.Glasgow	RederiA/BHavnia (AlgotJohansson, *Mgr.*) *CellDB*212'400*t*	264·5 256·0 Q100'B92'F31' ptND05 BK9"	36·0	16·8	Marieh'mn Finnish 4*BHCem* *APT*42*t*	T.3Cy.18⅝",30$\frac{5}{16}$"&48"–36" 144NHP 2SB,3*rf*,1*cf*,GS76,HS2249 Kincaid&Co.Ld.Greenock	19 ″ 3	V †
24946 LEBN	**Havörn** (*ex*UlrikkaII,*ex*Örn) 1*Dk*	1527 1347 913					1902	Laxevaags Msk.&Jrnskb Bergen	D/SA/S Havörn (JacobOdland& SönA/S,*Mgrs.*)	257·6 P11*t*H63*t*F43*t*	36·3	17·0	Haugesnd Norwegian *WB*	T.3Cy.17½",24"&48"–33" 132NHP LaxevaagsMsk.&Jrns.Bgn		N
24947 LJAG	**Havprins** *ss*Osl.No.1–39 D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks* *Longitudinalframing-bracketless system*	8066 7423 4754 -	✠100A1 ~~6,41 12,40 11,41~~ 3,42 ✠LMC CS7,40 DBS8,38 5,41 *CarryingPetr*	~~N.Yk~~ Mch 11,38 *oleum*	*c*† *in*	CL ~~11,40~~ ~~11,41~~ 3,42 *bulk*	1935 9mo Llo	Kockums M.V.Aktieb. Malmö 'sA&CP	AktiesHavprins (P.Meyer,*Mgr.*) *CellDBuE*69'186*t* *DTf* 36'535*t*	461·6 P102'B37'F41' FK *FPT*147*tAPT*168*t*	59·8	34·6	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1162NHP 2DB*171lb* KockumsM.V.Akt.Malmö	34 ″ 7 s 7 ″ 5 27 ″ 4¼	
24948 118720 GFRN	**Havre** *ss*Sng.2ndNo.3–10,30 *ss*Sng.No.2–38 *Mchy.Aft* 1*Dk(Stl)&deepframing*	2073 1828 1201	✠100A1 12,40 BS12,40 *Fitted for oil*	Sng LMC8,38 *fuel*5,	*s* 12	CL 5,40 *F.P. a*	1905 9mo Lloyd *bove* 1	W.Gray& Co.Ld. WHartlepool 'sA&CP *Interm* 50' F.	Anglo-Saxon PetroleumCo.Ld. *ediate bulkhead in* *CellDB*	288·0 299·0(O.L.) P67'B14'F35' FK *foreholddispensedw* *f*184'456*tFPT*224*t*	39·0	22·4	London British *ith*4*BHonly* *APT*36*t*	T.3Cy.22",35"&59"–39" (*s*) 180lb 274NHP NB8,18*refitted*11,20 2SB,6*pf*,GS103,HS3650 FD Cen.Mar.Eng.Wrks.WHpl	22 ″ 4 s 3 ″ 3½ 19 ″ 3	
24949 26757 JDLD	**Havre Maru** *ss*Kob.No.3–3,32 *ss*Osa.No.2–39 2*Dks(Stl)*	5652 5148 3450	✠100A1 4,41 ~~10,40~~ ✠LMC10,40	~~Osa~~ Kob	*z*	CL 9,40	1920 5mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaSyosenK.K. *CellDB*358'980	407·2 P40'B137'F46' FK *tDTa*27'767*tFPT*	50·8	30·0	Osaka Japanese 7*BHCem* 106*tAPT*26*t*	T.3Cy.26$\frac{11}{16}$",44½"&74½"–51" 200lb (*s*) 559NHP 3SB,9*cf*,GS183,HS7988 FD OsakaIronWorksLdOsaka	32 ″ 7 s 6 ″ 8¼ 26 ″ 1	
24950 27164 JEJD	— *ss*Kob.No.3–5,33 2*Dks(Stl)*	5467 4996 3409	✠ 1,39 ✠	Nag	*z*		1920 5mo	AsanoS.B. Co. Tsurumi	IshiharaSangyo KaiunKaisha,Ld. *CellDB*339'941*t*	400·0 P33'B124'F41' FK	53·2	29·4	Hutyu Japanese 6*BHCem* *APT*28*t*	T.3Cy.26½",43½"&72"–48" 513NHP 3SB,9*cf*,GS175,HS7376 KubotaIronworks,Osaka	32 ″ 0	
24951 LDPG	**Havsten** *OilEng.* D.F. *ss*Nwc.No.2–39 *Mchy.Aft* 2*Dks(Stl)&Webframes* *Longitudinalframing*	6161 5794 3720	✠100A1 ~~11,40~~~~9,39~~ 9,41 DBS9,41 ✠LMC CS9,39 ~~DBS9,39~~ *CarryingPetr*	~~Nwc~~ ~~Bom~~NYk ~~DBS11,40~~ 5,37 9,39 *oleum*	*a*† *in*	CL ~~9,39~~ 11,40 *bulk*	1930 8mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	Skibsaktieselskap Havsten(Rafen& Loennechen) *CellDBuE*76' 275*tDTf* 38'498*t*	420·8 437·0(O.L.) P105'B27'F38' FK *FPT*113*tAPT*87*t*	58·5	31·2	Tönsberg Norwegian 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB–*120lb* Barclay,Curle&Co.Ld.Gls.	31 ″ 3	
24952 LEBM	**Havtor** 1*Dk* D.F. *Mchy.Aft* *CruiserStern*	1524 1234 867					1930	Porsgrund Mek.Værks. Porsgrunn	A/SHavtor (P.Meyer)	245·7 P65'F31'	37·9	18·3	Oslo Norwegian *WB*	C.4Cy.(2)12¾"&(2)27½"– 27½" 66NHP PorsgrundM.V.Porsgrunn		N
24953 224252 KJME	**Hawaii** Ⓟ 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	851 — 433					1924	Bethlehem S.B.Corp.Ld. (UnionPlnt) SanFrancisco	Inter-Island SteamNav.Co,Ld,	190·0 P75'F31'	36·2	12·1	Honolulu Utd.States *WB*	T.3Cy.17",27"&45½"–30" 113NHP BethlehemS.B.Corp.Ld.		R
24954 18436 JHWD	**Hawaii Maru** Ⓟ TwinSc *ss*Kob.2ndNo.3–6,40 2*Dks(Stl)&Shelter dk(Stl–ws)* *Ref.Mchy.* 3*rd dk(Stl)inNos.*1*&*4*holds*	9467 8830 5916	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~6,40~~ ✠LMC~~6,40~~ 7,41 *Fitted for oil*	Kob *fuel*10,	*d*† 24	CL ~~9,38~~ 7,41 *F.P. a*	1915 8mo Lloyd *bove* 1	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP 50' F.	OsakaSyosenK.K. *CellD*	475·0 P33'B30'F46' FK *onShelter dk* *Ba*144'*u E&B*84'*f*	61·0	38·1 32·7	Osaka Japanese 8*BHCem* 180' 1819*t D*	T.6Cy.26",43½"&73"–48"(*s*) 200lb HS11524 895NHP 5SB(Spt),15*cf*,GS302 FD KawasakiDkydCoLdKobe *Ta*45'735*tFPT*97*tAPT*53*t*	40 ″ 9 s 13 ″ 6¼ 27 ″ 9	
24955 217933 WACG	**Hawaiian** (*ex*SantaMalta) *ss*S.Fo.No.3–9,31 D.F. 2*Dks(Stl)&Shelter dk(Stl)3rd dk (Stl)inNo.*1*hold only&Webframes* *Fitted for oil fuel* *Longitudinalframing*	4868 4353 2899	✠ … 11,34 ✠	SFo	*z*		1919 5mo	W.Cramp &Sons S.&E.B.Co. Philadelphia	American- HawaiianS,S.Co. *CellDB*314'1188	404·6 F31'*onShelter dk* FK *tFPT* 69*t APT*17*t*	53·9	26·2 36·7	NewYork Utd.States *Cem* *CollBHtoSh dk* 5 „ „ *U* „ 1 „ „*2nd* „	Q4Cy25½",37",52½"&76"-54" 633NHP 4SB,12*cf*,GS215,HS8923 W.Cramp&SnsS&EBCPhl	28 ″ 9	R †
24956 240536 WDHU	**Hawaiian Merchant** D.F. E.S.D. GyC. 3*Dks* *ptElec. welded* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern*	7775 — 4535					1941	Federal S.B&D.D.Co. Kearny,N.J.	MatsonNavigation Co.	~~468·3~~ 469·0	~~69·7~~ 69·6	~~29·1~~ 28·9	S.Frncisco Utd.States *WB*	2steam turbinesDR geared to 1 sc shaft 1416NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
24957	**Hawaiian Packer** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *CruiserStern*	7700					1941	NwprtNws S.B&D.D.Co. Newprt News	MatsonNavigation Co.	465·0 B88'	69·6	38·3	S.Frncisco Utd. States *WB*	2steam turbinesDRgeared to 1 sc. shaft 1416NHP NewportNewsSB&DD.Co.		
24958 240562 KRGH	**Hawaiian Planter** 3*Dks* D.F E.S.D. *Fitted for oil fuel* Gy.C. *CruiserStern*	~~7200~~ 7798 — 4602					1941	NwprtNws S.B.&DD.Co. Newprt News	MatsonNavigation Co,	~~465·0~~ B88' 468·3	~~69·6~~ 69·7	~~38·3~~ 29·5	S.Frncisco Utd.States *WB*	2steam turbinesDR geared to 1 sc shaft 1416NHP NewportNewsSB&DDCo.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24959	**Hawaiian Shipper** D.F. E.S.D. GyC. 3*Dks* *pt.Elec.welded* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern*	~~7500~~ 7775 — 4535					1941	Federal S.B.&D.D.Co Kearny,N.J.	~~MatsonNavigation Co.~~	468·3|69·7|29·1	~~S.Frncisco~~ ~~Utd.States~~ British *WB*	2 steam turbines DR geared to 1 sc. shaft 1416NHP DeLavalSteam TurbineCo.Trenton,N.J.		
	Now "Empire Fulmar," see No 36467 in Supplement													
24960 224456 WOCD	**Hawaiian Standard** *OilEng.* D.F. 1*Dk* *Carrying Petroleum in bulk*	1223 — 539					1925	Bethlehem S.B.Corp. Ld. SanFrancisco	StandardOilCo.of California	210·0|36·1|14·3 P50'B94'F32'	S.Frncisco Utd. States *WB*	Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA 4Cy.16$\frac{9}{16}$"–24$\frac{5}{8}$" 107NHP PacificDieselEng.Co. Oakland,Cal.		R
24961 147713 GKRD	**Hawkinge** (*ex*Pentraeth) *ss*Cff.No.3–2,37 1*Dk*(*Stl*)	2475 2256 1493	✠100A1 7,41 ~~5,40~~ BS4,41 ✠LMC MS2,37 ~~BS1,40~~	~~Bry~~ Grk	*t*	CL 1,39	1924 8mo	Burntislnd S.B.Co. Ld. Burntisland *Lloyd*'*sA&CP*	Constants(South Wales)Ld.(H. Constant,*Mgr.*)	298·5|44·0|21·2 308·5(O.L.) P23'B79'F26' FK *CellDB*250'663*t FPT*	London British 5*BHCem* 122*tAPT*94*t*	T3.Cy.22",36"&60–39" (*s*) 180lb 251NHP 2SB,6*cf*,GS115,HS3970 D.Rowan&Co.Ld.Glasgow	23 ″ 6 s 3 ″ 5$\frac{3}{4}$ 20 ″ 2$\frac{1}{2}$	
24962 163545 GYBM	**Hawkwood** D.F. *ss*Shl.No.1–39 *Mchy.Aft.* 1*Dk* *CruiserStern* *Cargo battens not fitted*	2024 1491 1143	✠100A1 8,41 ~~7,40~~ ~~BS7,40~~ ✠LMC6,39 8,41	~~Shl~~ Bly	*r* 1$\frac{1}{2}$	CL 6,39	1934 11mo	S. P. Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	W.France Fenwick &Co.Ld. *CellDB*224'613*tM*	267·8|41·0|17·4 Q160'F30' FK *T*8'208*tFPT*139*tA*	London British 5*BHCem* *PT*90*t*	T.3Cy.17$\frac{1}{2}$",29"&48"–36"(*s*) 200lb FD 202NHP 2SB(Spt),6*cf*,GS60,HS2904 N.E.MarineEng.Co.Ld.Sld	19 ″ 6 s 6 ″ 2$\frac{1}{4}$ 18 ″ 0	
24963 22522 JDCG	**Hayataka Maru** Ⓟ (*ex*Hokkai MaruNo.2)	836 — 446					1923	Mitsui Bussan Kaisha, Ld. TamaDkyd.	AwanokuniKyodo KisenK.K.	190·0|31·5|18·2 F32'	Nishino-miya Japanese	T.3Cy.14$\frac{1}{2}$",24"&40"–30" 88NHP HaseTekkosho,Osaka		
24964 30368 JMRE	**Hayatomo Maru** Ⓟ *OilEng.* 2*Dks*	697 570 379					1925	Mitsubishi ZosenK.K. Kobe	SetuyoSyosen K.K.	170·0|28·6|18·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18$\frac{1}{4}$"–27" 194NHP Vickers,Ld.Barrow		
24965 27962 JFAD	**Hayo Maru** *ss*Yka.No.3–5,34 *ss*Kob.No.1–38 2*Dks*(*Stl*)	5446 4988 3311	✠100A1 7,40 ✠LMC7,40	Kob	*z*	CL 6,38	1921 3mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenK.K.	400·0|53·2|29·4 P33'B124'F41' FK *CellDB*334'886*t*	Yokohama Japanese 6*BHCem* *APT*28*t*	T3 Cy.26$\frac{1}{4}$",43$\frac{1}{2}$"&72–48"(*s*) 200lb 513NHP 3SB,9*cf*,GS181,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ 5$\frac{1}{4}$ 25 ″ 9	
24966 165794 GTLF	**Hazelside** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed'41(W.E.)*	5297 4787 3108	✠100A1 *with freeboard* 8,41 ~~6,41~~ ✠LMC9,40	~~Sld~~ Npt	*a*† 2	CL	1940 9mo	ShortBros. Ld. Sunderland *Lloyd*'*sA&CP*	CharltonStmShpg. Co.Ld.(Charlton, McAllum&Co.Ld. *Mgrs.*) *CellDB*	428·5|57·0|25·7 441·5(O.L.) F36' FK 358'1188*t FPT*108*t*	Newcastle British 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) *APT*255*t*	T.3Cy.24",39"&68"–48" 220lb (*s*) 434NHP 3SB(Spt),Rht.9*cf*,GS114, HS5808 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	36″10 s10″10$\frac{1}{2}$ 26 ″ 2$\frac{1}{4}$	
24967 203473	**Hazen Butler** (*ex*FrankSeither–33, *ex*JoshuaW.Rhodes) *Mchy.Aft* D.F. 1*Dk*	4871 — 3586					1906	American S.B.Co. Lorain,O.	MidlandS.S.Line, Inc.	420·0|52·0|28·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"–40" 158NHP AmericanSB.Co.Cleveland		R
24968 146342 MLZS	**Hebble** *ss*Goo.No.3–2.38 Sub.Sig. 1*Dk*(*Stl*)	1040 828 425	✠100A1 9,41 ~~1,39~~ BS9,41 ✠LMC MS7,37 ~~BS5,40~~	Goo	*o*	OG 9,38	1924 9mo	W.Beard-more&Co. Ld. Glasgow *Lloyd*'*sA&CP*	LondonMidland& ScottishRly. (Associated HumberLines,Ld. *Mgrs.*) *CellDBa&*	240·5|34·2|15·4 P39'B88'F34' FK *uE*73'*f*90'198*tFPT*	Goole British 5*BH* 12*tAPT*24*t*	T.3Cy.22",36"&61"–39" (*s*) 180lb 333NHP 2SB,6*cf*,GS124,HS5000 FD W.Beardmore&Co.Ld.	16 ″ 4 s 2 ″ 0$\frac{1}{2}$ 14 ″ 9	
24969 FOPT	**Hebe** *ss*Shl.No.3–6,32 *ss*Rot.No.1–37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1684 1263 884	✠100A1 6,41 ~~2,40~~ ✠LMC6,41 Surveys delayed	~~Nts~~ Msl	*q*	CL ~~10,38~~ 5,41	1920 6mo	BlythS.B. &D.D.Co. Ld. Blyth *Lloyd*'*sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie. *Mgrs.*) *CellDB* 180'381*tD*	260·3|37·3|16·4 P22'Q100'B54' FK F24' *Ta*36'118*tFPT*114*t*	Caen French 4*BHCem* *APT*110*t*	T.3Cy.21",34"&56"–36" (*s*) 190lb 244HP 2SB,6*cf*,GS106,DS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s 1 ″ 7 17 ″ 3	
24970 PEOT	— *CruiserStern* 2*Dks*	1140 — 628					1916	Boele's Schpsw&Mcb Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	250·0|36·5|23·0	Amsterdm Dutch *WB*	T.3Cy.18$\frac{1}{2}$",30"&48"–36" 138NHP Boele's Schps&Mch.Bolnes		V
24971 5711 SETR	— (*ex*Sandar,*ex*EmmaFernström, *ex*Polstream,*ex*Emma Fernström,*ex*Polstream,*ex*Margarete) 1*Dk*	*910* *741* *510*					1906	Grngem'th &Greenock Dockyard Co. Grngemouth	OttoHellstenA/B	207·8|34·6|12·8 Q79*t*B103*t*H47*t* F21*t*	Stockholm Swedish *WB*	T.3Cy.16$\frac{4}{5}$",27"&44"–30" 106NHP Cooper&Greig,Dundee		N
24972 766 OHXG	— (*ex*Alice–35,*ex*Tensift,*ex*Rubin) D.F. 1*Dk*	716 — 434					1911	Hlsingbrgs VarfsAktiel. Helsingborg	Finska Ångfartygs A/B	184·7|30·3|10·3 175·6 P25*t*Q38*t*B85*t*H18*t* F13*t*	Helsingfrs Finnish *WB*	C.2Cy.16$\frac{3}{4}$",&31$\frac{1}{2}$"–21$\frac{1}{16}$" 38NHP HelsingbrgsVarfs.Aktieb.		V
24973 167526 MDTD	**Hebe II** (*ex*Hebe–40) D.F. 1*Dk&Shelter dk* *Ref.Mchy.*	957 689 444					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	Ministry of War Transport(Ellerman'sWilsonLine, Ld.*Mgrs.*)	232·1|34·2|12·2	London British *WB*	T.3Cy.19$\frac{1}{2}$",32"&53"–36" 169NHP KjbnhavnsFlydk.&Skbsv.		VL
24974 108735 GFTO	**Hebrides** Ⓟ *ss*Irv.3rdNo.3–2,37 2*Dks*	585 428 234	✠100A1 12,41 ~~3,41~~ 3,42 Examined 12,41 BS12,41 ✠NB2,37 ✠LMC3,41	~~Gls~~ Irv	*i*	~~3,41~~ 12,41	1898 5mo	AilsaS.B. Co. Troon A&CP	McCallum,Orme& Co.Ld.	180·0|28·1|13·2 *30·0* BK7$\frac{1}{2}$" P50'B70'F46'	Glasgow British 4*BHCem* *FPT*16*t*	T.3Cy.16",26"&42"–30" (*s*) 160lb *80lb* NDB24 90RHP 1SB,3*cf*.GS54,HS1900 A.&J.Inglis,Glasgow	13″10 s 1 ″ 1$\frac{3}{4}$ 13 ″ 7$\frac{1}{4}$	BT till 12,42
24975 DOAF	**Hecht** (*ex*Brun von Warendorp) 1*Dk*	999 714 600					1915	Atlas WerkeA. G Bremen	ArgoReederei RichardAdler&Co.	216·5|32·8|13·1 P&B113'F29'	Bremen German *WB*	T.3Cy.18$\frac{1}{16}$",29$\frac{1}{2}$"&45$\frac{7}{16}$"–29$\frac{1}{2}$" 113NHP AtlasWerke,A.G.Bremen		G
24976 DHKR	**Hecksee** (*ex*Schleswig) *Mchy.Aft* 1*Dk*	865 711 478					1926	Deutsche Werke A.G Kiel	W.Schuchmann	181·3|32·9|15·0 Q51'F21'	Hamburg German *WB*	T 3Cy.13$\frac{5}{16}$",20$\frac{3}{8}$"&33"–22$\frac{13}{16}$" 52NHP DeutscheWerke,A.G.Kiel		G
24977 147282 GCBQ	**Hector** Ⓟ TwinSc *Ref.Mchy.* 3*Dks* D.F. *Fitted for oil fuel*	11198 8572 6841					1924	Scotts' S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (AHolt&Co.*Mgrs*)	498·8|62·3|34·9 P57'B195'F60'	Liverpool British *WB*	SR geared Steam Turbines Scotts'S.B.&E.Co.Ld.Grk.		

~~* Surveys delayed. Vessel, when last~~ reported, ~~in port in enemy occupation.~~

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
24978 PEPA	**Hector** OilEng. D.F. E.S.D. 1Dk&Shelter dk Mchy.Aft 3rd dk in No. 1 hold Ref.Mchy. CruiserStern Butts of bottom plating elec. welded	1828 1363 944	✠100A1 withfreeboard ~~7,41~~ ~~12,40~~ 2,42 ✠LMC12,39	NYk	s	OG	1939 12mo	NVSchpsw Gebr.Pot. Bolnes Lloyd'sA&CP	Koninkl.Nederl. Stoomb.MaatsN.V. CellDB233'438t	292·5 310·8(O.L.) F31' FPT65tAPT72t	41·1	14·9 FK	Amstrdam Dutch 6BHptAsp (Coll toSh dk 5 ,, 2nd,,)	Oil Engines 2S.C.SA 5Cy.19 11/16"–35 7/16" DB100lb 338NHP N.V.Mch.&Scheepswerf. vanP.Smit,Jr.Rot.	18 ″ 0 s ″ 2¾ 17 ″ 10½	
24979 DOHD	— (exDoelwijk) ssRot.No.1–95 Well deck 1Dk(Irn)&deepframing	872 610 527	✠ ... 8,98 ✠				1890 6mo	Bonn& Mees Rotterdam	Dampfschiffahrts Ges.Neptun	199·1 P127'F54'	31·2	12·7 BK7½"	Bremen German WB	T.3Cy.15",24"&45"–30" 114NHP Knik.Mts.deSchelde Flsng	15 ″ 3	G †
24980 114589 MGGR	— TwinScCtr 1Dk	316 278 35	✠ ... 8,08 ✠				1903 7mo	Day,Summers&Co.Ld. Southampton	Southamptn.I.ofW &S.ofEng.Royal MailStmPktCo.Ld	129·5 B33'	25·1	11·9 BK9"	S'thamptn British WB	C.4Cy.19"&38"–30" 184NHP Day,Summers&Co.Ld.Sou	12 ″ 6	
24981 7738 SETU	**Hedda** (exJomaas,exMarieNielsen) 1Dk	*1502* *1288* *835*					1920	LarvikSlp. VerkstedA/S Larvik	RederiA/B Kullaberg(Axel Sjösten,Mgr.)	242·9 P64tH73tF9t	39·5	16·9	Höganäs Swedish WB	T.3Cy.18",29½"&49"–33" 138NHP LarvikSlip Verks.A/S,Lar.		V
24982 3578 SIJA	**Hedera** (exBaltia–35,exVarna, exDaland, ssGot.3rdNo.3–5,37 exHelsingborg) ssLkr.No.3–2,40 1Dk(Irn)&deepframing	2327 2103 1402	✠100A1 11,40 BS6,41 ✠LMC2,40	Sws	s	CL 1,40	1900 1mo	W.Gray& Co.Ld. WHartlepool A&CP	RederiA/BKullaberg(A.Sjösten, Mgr.) CellDBa98'	300·5 312·7(O.L.) P21'B79'F31' uE&B40'f122'692t	43·3	19·6 FK	Höganäs Swedish 5BHCem APT40t	T.3Cy.22",35"&59"–39" (s) 160lb 221NHP 2SB,6rf,GS82,HS3378 Cen.Mar.Eng.Wks. W.Hpl	22 ″ 3 s 3 ″ 6¼ 18 ″ 11½	
24983 LEED	**Hedvig I** (exIngerElisabeth–39, exArthur) ssBgn.2ndNo.3–5,32 ssBgn.No.1–36 Well deck 1Dk(Stl)&deepframing Cargo battens not fitted	1287 1037 751	✠100A1 12,39 BS4,39 ✠LMC5,36 (SEE FOOTNOTE*)	Bgn	o	12,39	1908 11mo	Irvine'sSB &D.D.Co.Ld. WHartlepool Lloyd'sA&CP	SkibsA/BFønix (GunnarKjøde, Mgr.) CellD	230·4 239·8(O.L.) Q86'B52'F25' Ba67'uE&B31'f94'	36·1	15·0 FK	Bergen Norwegian 4BHCem 321tFPT48t	T.3Cy.19",31"&51"–36" (s) 160lb 80lb 159NHP 1SB,3pf,GS55,HS2424 Richardsons,Westgarth& APT75t Co.Ld.Hpl.	17 ″ 2 s 1 ″ 3¼ 16 ″ 0½	
24984 DOAC	**Hedwig Pannbacker** Aux3MstSr (exHansPaul–39,exNiedersachsen–38,exHermina,exRebecca) 1Dk (See Sailing Ship Register)	334 297 239					1917	Pattje& Zonen Waterhuizen	HeinoPannbacker	134·1	27·2	10·9	Hamburg German WB	Oil Engines 2S.C.SA 5Cy.9⅞"–13¾" 85NHP NE39 Hanseat.Motorenges, Hamburg-Bergedorf		G
24985 DHKT	**Hedwigshütte** Sub.Sig. 1Dk	2221 1856 1211					1922	Stettiner Oderwerke Stettiu	Hedwigshütte Kohlen-u. Kokesw, A.G.(Kohlen-Koks-u.Anthracitwerke G.Schulze G.m.b.H.Mgrs.)	284·0 P26'B61'F33'	41·1	18·8	Hamburg German WB	T3Cy.22⅖",35⅘"&57 1/10"–39⅗" 205NHP StettinerOderwerke		G
24986 PEPL	**Heemskerk** (exApollinarisV.–37) OilEng. Mchy.Aft ssRot.No.2–39 CruiserStern 1Dk(Stl) Cargo battens not fitted	315 — 229	✠100A1 8,39 ✠LMC4,38 (SEE FOOTNOTE*)	Rot	d	N4,38	1931 4mo	N.V.Industrieele Maats. DeNoord Alblasserdam Lloyd'sA&CP	HollandscheZeereed(J.Vermaas' Scheepvaart Bedrijf,Mgrs.) C	131·9 Q26'B8'F16' ellDBf28'28tFPT	23·5	8·8 FK	Rottrdam Dutch 3BHCem 10tAPT4t	Oil Engines 4S.C.SA 3Cy.11"–17 11/16" 35NHP Motorenfbr."Deutz"A.G. Köln-Deutz	9 ″ 6 s ″ 11 8 ″ 8	
24987 PEPM	**Heenvliet** OilEng. Mchy.Aft 1Dk CruiserStern	346 226 169					1939	J.Koster Hzn.Schpsw. "Gideon" Groningen	Soetermeer& FekkesCargadoors kantoorN.V.	140·9 P41'F17'	24·7	8·6	Rottrdam Dutch WB	Oil Engines 4S.C.SA 6Cy.11"–17 11/16" 70NHP Klöckner-Humboldt- DeutzA.G.Köln-Deutz		
24988 217952 WBAI	**Heffron** 1Dk&Shelter dk&Web frames D.F. GyC. Longitudinal framing Fitted for oil fuel	7611 7553 4886	✠ ... 3,21 ✠				1919 5mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Weyerhaeuser S.S.Co.	440·0	56·0	35·2 FK	Everett, Wash. Utd.States WB	T 3Cy.27",47"&78"–48" 598NHP BethlehemS.B.Corp.Ld.	38 ″ 0	R †
24989 218209 KIDF	**Hegira** 1Dk&Shelter dk&Web frames D.F. GyC. Longitudinal framing Fitted for oil fuel	7588 7553 4818	✠ ... 3,21 ✠				1919 6mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Weyerhaeuser S.S.Co.	440·0.56·0		35·2 FK	Everett, Wash. Utd.States WB	T.3Cy.27",47"&78"–48" 598NHP BethlehemS.B.Corp.Ld.	38 ″ 0	R †
24990 36813 JGZC	**Heian Maru** Ⓟ TwinSc OilEng. D.F. GyC. ssOsa.No.2–39 Ref.Mchy. 3Dks(Stl–weather dk ws) 4th dk(Stl)in No. 3 hold	11616 9381 6789	✠100A1 withfreeboard 3,41 ~~10,40~~ ✠LMC CS11,39 DBS10,40 1,40 ✠Lloyd'sRMC~~10,40~~ 4,41	~~Kob~~ Osa	h†	CL ~~S1,38~~ P11,39 S3,41	1930 11mo	OsakaIron Works,Ld. Osaka Lloyd'sA&CP	NipponYusenK.K. CellDB424'2189t tunnels319tD	511·6 B226'F76' Tanks in way of Tsa39' 1309tFPT1	66·0	41·0 FK	Tokyo Japanese 9BHptCem 16tAPT176t	Oil Engines 4S.C.DA 16Cy.26¾"–63" 2190NHP 2DB120lb Akt.Burmeistr&Wain,Cpn	41 ″ 1 s10 ″ 11¾ 30 ″ 3½	
			Fitted for carrying oil above 150° F. in 3 deep tanks			11,30	F.P. aft									
24991 44297 JJOK	— Ⓟ (exPingAn–38,exCanadianBritisher–36) 2Dks Ref.Mchy.	5346 — 3857					1921	Prince RupertD.D. &Eng.Co. PrinceRupert	AmakasuSangyo K.K.	400·0 P49'B113'F40'	52·0	28·5	Yokohama Japanese WB	T.3Cy 27",44"&73"–48" 369NHP J.Inglis& Sons,Ld.Toronto		C
24992 467 JCXO	— Ⓟ 2Dks	1507 — 920					1917	Kawasaki Dkyd.Co.Ld. Kobe	ChosenYusenK.K.	240·0 P14'B44'F32'	36·0	21·0	Jinsen Japanese WB	T.3Cy.16",26"&43"–30" 101NHP KawasakiDkydCoLd.Kobe		
24993 DAPO	**Heidelberg** 1Dk	692 499 381					1925	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	184·8 Q53'B45'F19'	28·9	11·4	Stettin German WB	T3Cy14",22 13/16"&38 3/16"–27 9/16" 77NHP StettinerOderwerke		G
24994 36240 JBBE	**Heiei Maru No. 6** (exHeiyeiMaruNo.6–38, exHakataMaruNo.1) 1Dk	468 429 272					1910	OsakaIron Works Osaka	TakarabeSyoten K.K.	168·9	23·8	16·5	Tokyo Japanese	T.3Cy.11⅓",19"&32"–22" 48NHP OsakaIronWorks		
24995 29341 JTVA	**Heiei Maru No. 7** (exHeiyei MaruNo.7–38, ssKob.2ndNo.3–5,24 exRavenrock, 2Dks&Webframes exRabenfels)	4815 4415 2971	✠ ... 6,25				1903 12mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	InuiKisenK.K.	390·4 P50'B123'F53'	51·5	27·5 BK10"	Tokyo Japanese WB	Q.4Cy.23",32",48"&72"–54" 492NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.	30 ″ 3	C †

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
24996 LEBP	**Heien** D.F. 1*Dk*	995 862 561					1926	Hölens Verks.Hölen, nr.Larvik	D/SA/SHeitmanns Rederi(H.Heit- mann&Son *Mgrs.*)	214·2 P39*t*H56*t*	34·3	14·1	Oslo Norwegian *WB*	T.3Cy.14½″,25″&40″–27″ W.Beardmore 83NHP &Co.Ld.Coatbridge		N
24997 LEBR	**Heilo** (*ex*KristineTysland) 1*Dk*	989 861 569					1921	Hölens Verksted A/S Larvik	D/S A/S Heit- mannsRederi(H, Heitmann&Son)	214·2 P39*t*H57*t*	34·3	14·2	Oslo Norwegian *WB*	T.3Cy.15½″,25″&42″–30″ 96NHP Moss,Værft,Moss		N
24998 DHKU	**Heimdal** (*ex*MinnaHorn) 1*Dk*	2186 1834 1257					1921	Nordsee- werkeA.G. Emden	Seereederei “Frigga,”A.G.	283·0 P20′B58′F24′	40·9	20·5	Hamburg German *WB*	T.3Cy.20″,31½″&51⅕″–35⅗″ 155NHP CäsarWolheimBreslau		G
24999 OXHS	— Ⓟ TwinSc (*Ferry*) *OilEng.* D.F. *CruiserStern* 1*Dk*	978 821 335					1930	A/S Aalbrg Msk-ogSkibs. Aalborg	DeDanske Statsbaner	246·1	38·6	14·6	Korsör Danish *WB*	Oil Engines 4S.C.SA 12Cy.$14\frac{9}{16}$″–23⅝″ 247NHP A/SFrichs,Aarhus		V
25000 5715 SGHA	**Heimdall** Ⓟ Sub.Sig. 1*Dk*	*1386* *742* *644*					1914	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (EmanHögberg, *Mgr.*)	225·0 P&B147′F47′	36·0	14·4	Stockholm Swedish *WB*	T.3Cy.21½″,35½″&58½″–36″ 205NHP OskarshamnsM.V.Aktieb.		V
25001 24982 JKPD	**Heimei Maru** *ss*Kob.No.3–7,31 1*Dk(Stl)&Shelter dk(Stl)* *&Web frames* *Longitudinal framing*	4364 3677 2734	✠ … 10,35 ✠	Nag	*w*		1919 9mo	OsakaIron Works,Ld. Innoshima *Cell DB*294′	TochikiShojiK.K. 1120*t* *DTa*32′690*t*	345·0 P30′B98′F34′*on* *Shelter dk* *FPT*115*tAPT*29*t*	49·8	28·2 FK *Collision*	Waka- matsu Japanese *Cem* *BH to Shdk* 5 „ „ *U* „	T.3Cy.24″,41″&67″–48″ 391NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWrks.Ld. Innoshima	28 ″ 2	
25002 LJHA	**Heimgar** (*ex*Sparreholm–36, *ex*Sulina) *OilEng.* *ss*Got.No.3–5,34 *ss*Ant.No.1–39 D.F. 1*Dk(Stl)&Shelter dk(Stl)* *Strengthened for Navigation in Ice*	*2978* *2741* *1790*	✠100A1 *Shelter dk* *with freeboard* ~~7,41~~ ~~10,40~~ 2,42 ✠LMC CS5,39 DBS~~8,40~~ 2,42 ~~5,39~~2,42	~~NOs~~ NYk	*t*	CL 10,40	1921 9mo	A/B Öre- sundsvarvet Landskrona *Cell DB*260′633*t*	StamersRederiA/S (ClausStamer, *Mgr.*)	312·7 F32′*on Shelter dk* *FPT*55*tAPT*62*t*	44·5	26·2 FK *Collision*	Bergen Norwegian *ptCem* *BHtoSh dk* 4 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$″–$51\frac{3}{16}$″ 355NHP DB*100lb* A/BGötaverken,Got.	28 ″ 11 s 6 ″ 9¼ 22 ″ 3	
25003 LCUY	**Heimvard** *OilEng.* D.F. 1*Dk&Shelter dk*	4851 4299 2745					1930	Kockums M.V.Aktieb. Malmö	KlostersRederiA/S (LauritzKloster, *Mgr.*)	396·9 P140*t*H396*t*F16*t*	54·8	25·1	Oslo Norwegian *WB*	Oil Engines 4S.C SA 8Cy.$27\frac{9}{16}$″–55⅛″ 587NHP KockumsM.V.Akt.Malmö		N
25004 LEVA	**Heina** *OilEng.* D.F. 2*Dks*	4028 3695 2417					1925	Kjöbnhvns Flydk.&Skbs Copenhagen	A/SJ.Ludwig MowinckelsRederi	377·8 P101*t*H202*t*F30*t*	52·2	24·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$″–$51\frac{3}{16}$″ 473NHP Akt.Burmeistr&Wain,Cpn		N
25005 1084 ESVE	**Heino** (*ex*Gautatyr–36,*ex*Austa) 1*Dk*	1107 1005 640					1906	Sunderlnd S.B.Co.Ld. Sunderland	M.Utow	229·0 P21′B61′F26′	35·0	15·2	Tallinn Estonian *WB*	T.3Cy.16½″ 27″&44″–33″ 111NHP N.E.MarineEng.Co.Ld.Sld		V
25006 DHKV	**Heinrich Arp** 1*Dk*	1428 1160 813					1923	F.Schichau Elbing	H.F.C.Arp (S.Ollgaard& Thoersen,*Mgrs.*)	237·2 Q77′B97′F26′	37·6	16·0	Hamburg German *WB*	T3Cy.$16\frac{9}{16}$″27⅝″&$42\frac{9}{16}$″–27⅝″ 95NHP F.Schichau,Elbing		G
25007 172773 VRFC	**Heinrich Jessen** Ⓟ E.S.D. 2*Dks* *CruiserStern*	3335 2745 1917	✠100A1 *with freeboard* 7,41 ~~9,40~~ ✠LMC9,40	~~HKg~~ Cal	*u* $1\frac{11}{16}$	CL	1940 9mo	HongKong &Whampoa DockCo.Ld. HongKong *Lloyd's*A&CP	Ministry of War Transport(British IndiaSteamNav. Co.Ld.*Mgrs.*) *Cell*	305·0 319·5(O.L.) P39′B88′F75′ *DB*258′554*tFPT*45	46·6	25·4 FK	HongKong British 6*BHCem* *tAPT*64*t*	T.3Cy.21½″,32″&60″–39 220lb (*s*) FD353NHP 2SB(Spt)*6cf*GS110,HS5140 HongKong&Whampoa DockCo.Ld.HongKong	27 ″ 3 s 8 ″ 0½ 19 ″ 6	
25008 DDUS	**Heinrich Schmidt** 1*Dk* D.F. *CruiserStern*	1560 1185 889					1936	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Schiffsparten- VereinigungA.G. (H,Schmidt, G.m.b.H.,*Mgrs.*)	258·8 P21′Q85′B106′F22′	41·3	14·4	Flensburg German *WB*	T.3Cy.$17\frac{11}{16}$″,29⅛″&48″– $34\frac{7}{16}$″ 135NHP FlensburgerSchiffsb.Ges.		G
25009 DGLD	**Heinrich Schulte** (*ex*MountOssa–37, *ss*Fal.No.3–12,32 *ex*Grelbank–32, *ss*Rou.No.1–37 *ex*WarLegate) 1*Dk(Stl)*	5056 4654 3104	✠ 9,38 ✠	Bmn	*y*		1918 6mo	Harland& Wolff,Ld. Glasgow	“Atlas”Reederei A.G. *CellDB*344′1136′*tDT*	399·3 P49′B112′F38′ *a*28′1200*tFPT*118*t*	52·3	28·5 FK	Emden German 7*BHptCem* *APT*185*t*	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,*9cf*,GS190,HS7668 D&WHendersn&CoLd.Gls	31 ″ 0	
25010 852 HPFV	**Heinrich v. Riedemann** TwinSc *OilEng.* D.F. GyC. *ss*NYkNo.2–39 E.S.D. 2*Dks(Stl)&Web frames* *Mchy.Aft CruiserStern* *Longitudinal framing-bracketless system*	11020 — 6749	✠100A1 ~~5,41~~ ~~10,40~~12,41 ✠LMC CS12,38 DBS~~10,40~~ 3,40 12,41 *Carrying Petroleum in bulk*	NYk	*g*†	CL 10,40	1930 11mo	Bremer Vulkan Vegesack	PanamaTransport Co.	521·1 *afterBridge*55′ B40′F41′ *CellDBuE*62′216*t*	70·2	38·8 FK 4	Panama Pnamanian 17*BHptCem* *ptAsp* *BHto2nddk* *DTsf*48′199	Oil Engines 2S.C.SA 12Cy.$27\frac{9}{16}$″–47¼″ 1592NHP 2WaterTubeDB*200lb* 2DB*100lb* BremerVulkan,Vegesack 57*tFPT*270*tAPT*290*t*	38 ″ 9 s 8 ″ 5½ 30 ″ 6¼	
25011 DICC	**Heinz Horn** Ⓟ *OilEng.* D.F. 2*Dks*	3994 3332 2397					1928	F.Schichau Elbing	H.C.Horn	314·0 H130′F37′	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.26¾″–47¼″ 745NHP F.Schichau,Elbing		G
25012 LEBU	**Heire** (*ex*Stend) 1*Dk*	807 682 449					1917	Pusnes Stob.&M.V Arendal	Dampsk.A/S Heitmann's Rederi (H,Heitmann& Son,*Mgrs.*)	211·0 P36*t*H46*t*F12*t*	33·2	13·5	Oslo Norwegian *WB*	T.3Cy.15″,25″&40″–30″ 88NHP PusnesStob.&MV.Arendal		N
25013 24151 JJCE	**Heiryo Maru** (*ex*DaitokuMaruNo.2) 1*Dk*	1224 1039 699					1918	Osaka ZosenshoK.K Osaka	TanakaShojiK.K.	225·0 P16′B54′F28′	33·0	18·7	Osaka Japanese *WB*	T.3Cy.$16\frac{1}{16}$,26⅛″&42⅛–30″ 97NHP SanyoTekkosho,Osaka		
25014 40872 JZDH	**Heito Maru** Ⓟ 2*Dks*	4468 4033 2588					1935	Mitsubishi Jukogyo K.K Nagasaki	OsakaSyosenK.K.	357·0 B79′F38′	40·2	32·8	Osaka Japanese *WB*	2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K. Nag		
25015 14 JLHG	— 1*Dk*	570 — 220					1910	………………	Minamimanshu TetsudoK.K,	170·0	35·0	13·0	Dairen Japanese *WB*			

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée.Cert.B.of Trade
25016 41417 JLJK	**Heiwa Maru** *OilEng.* 1*Dk*	313 — 216					1936	Matsuura Ryoichi,Tona	KanpuRenraku KisenK.K.	128·6	24·1	11·1	Shimonoseki Japanese	Oil Engines		
25017 35365 JRXB	**Heiyō Maru** Ⓟ TwinSc *OilEng.* D.F. GyC. *ss*Kob.No.2–38 3*Dks*(*Stl*–*Weather dk* ws)	9816 7990 5871	✠100A1 *withfreeboard* 6,41 ~~2,41~~ ✠LMC CS12,38 DBS~~4,40~~2,41 4,40	Osa	*e*†	CL S12,38 P9,40	1930 3mo	OsakaIron Works Osaka *Lloyd'sA&CP*	NipponYusenK.K.	460·0 481·8(O.L.) B58'F47' *CellDB*384'1596*t* *Tanks in way of tunnels* 74*tDTa*8'217*tFPT*106*t APT*86*t* FK	60·0	40·5	Tokyo Japanese 7*BHptCem*	Oil Engines 2S.C.SA 16Cy.26¾″–39⅜″ 2004NHP 2DB100lb Mitsubishi ZosnKaishaNag	40 ″ 6 s10″9¾ 30 ″2⅝	
25018 45898 JBYM	**Heiyo Maru No. 1** Wood *OilEng.*	307 — 225					1939	Tanaka Hikoemon Kusumoto	KisiTaiiti	114·8	27·2	11·8	Katuura Japanese	Oil Engines		
25019 24078 JIHE	**Heiyu Maru** 1*Dk*	973 851 575					1918	Hakemoto Chukichi Osaka	MatumotoHirosi	199·2	31·5	18·0	Hakodate Japanese *WB*	T.3Cy.13½″,22½″&37⅜″–28″ 77NHP YutaniKoshakuso,Osaka		
25020 TFAB	**Hekla** (*ex*KongInge–32, *ex*ClothildeCuneo) 1*Dk&Spar dk* D.F.	1215 1053 676					1907	Fredrkstad Mek.Værks. Fredrikstad		225·0 H101*t*F24*t*	33·7	20·3	Reykjavik Icelandic *WB*	T.3Cy.17″,28″&49″–33″ 138NHP FredrikstadM.V.Frdstad.		N
25021 LCNT	**Hektor** *ss*Got.No.3–8,34 *ss*Osl.No.1–38 2*Dks*(*Stl*)	5243 4742 3134	✠100A1 4,39 ✠LMC MS9,38 BS3,39 (SEE FOOTNOTE *)	N Yk	*y*	CL N9,38	1921 3mo	HongKong &Whampoa DockCo,Ld HongKong *Lloyd'sA&CP*	Bruusgaard KiösterudsSkibs-A/S(Bruusgaard Kiösterud&Co. *Mgrs.*)	400·2 P49'B113'F40' FK *CellDB*340'1105*t FPT*117*t*	52·2	28·5	Drammen Norwegian 7*BHCem* *APT*177*t*	T.3Cy.27″,40″&73″–48″ (*s*) & exhaust Turbine driving steam compressor 180lb 568NHP 3SB,9*fc*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.	31 ″ 0	
25022 110573 GBQL	**Hektoria** (*ex*Medic) TwinSc (*Whale Oil Factory*) 3*Dks&Shelter dk* D.F. GyC. *Fitted for oil fuel* *Fitted for carrying whale oil in bulk*	13797 13611 9564					1899	Harland& Wolff,Ld. Belfast	Hektoria,Ld.	550·2 H132*t*	63·3	32·0 47·9	London British *WB*	Q8Cy.22″,31½″,46″&67″–51″ 641NHP Harland&Wolff,Ld.Bel.		N
25023 244 OHAS	**Hektos** *ss*Hfs.3rdNo.3–4,35 D.F. *ss*Hfs.No.1–38 1*Dk*(*Stl*)&*Web frames&* *pt Awng dk*(*Stl*)	2108 1524 1233	✠100A1 *pt Awng dk* *withfreeboard* 4,39 ✠LMC MS10,38 BS12,40 No later survey reported	Hfs	*s*	CL 6,38	1903 3mo	R.Craggs & Sons,Ld. Middlesbro' *Lloyd'sA&CP*	FinskaÅngf. Aktiebolaget	290·6 280·0 Q103' *pt Awng dk* 175' FK *CellDBa*88*u E*24'*f*114' 457*t*	40·3	16·7	Helsingfrs Finnish 4*BHCem* *APT*15*t*	T.3Cy.21″,34″&56″–39″ (*s*) 165lb 217NHP 2SB,6*cf*,GS108,HS3542 N.E.MarineEng.CoLdNwc	19 ″ 6 s 7 ″ 9 19 ″ 0	
25024 SPAO	**Hel** *ss*DnzNo.1–39 D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1066* *825* *504*	✠100A1 *withfreeboard* 8,41 ~~6,40~~ BS8,41 ✠LMC6,39	~~Shl~~ Mch	*p*	CL 6,39	1935 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*)	233·1 B51'F22' FK (*Coll* *CellDB*192'293*t APT*35*t*	36·4	13·1	Gdynia Polish 5*BHptCem* *BH to Sh dk* 4 „ *2nd* „)	C.2Cy.17″&34″–28″ & LP Turbine with DR gearing & hydraulic coupling 210lb (*s*) FD 152NHP 2SB(Spt),4*cf*,GS60,HS1925 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 0 s ″ 2 15 ″ 0¼	
25025 PEPQ	**Helder** Ⓟ *ss*Ams.No.3–5,32 *ss*Ams.No.1–36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3629 3288 2234	✠100A1 *Shelter dk* *withfreeboard* ~~9,40~~11,41 Examined 4,41 ✠LMC6,36 ✠NB(*f*)2,39 BS~~2,40~~ 4,41 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	Lon Liv	*w*	CL N2,39	1920 6mo	Rotterdam Droogd. Maats. Rotterdam *Lloyd'sA&CP*	Koninkl.Nederl. Stoomb.Maats.	361·5 372·0(O.L.) FK *Coll* *CellDB*309' 929*t FPT*85*t*	49·8	22·0	Amstrdam Dutch *Cem* *BH to Sh dk* 5 „ „ *U dk* *APT*127*t*	T.3Cy.25″,39¾″&68″–45″(*s*) 180lb FD 465NHP 4SB(Spt)12*cf*,HS7171 RotterdamDroogd.Maats.	24 ″ 6 s 2 ″ 0¾ 22 ″ 8½	
25026 145564 MLGK	— (*ex*StadSchiedam) Sub.Sig. D.F. 1*Dk*	979 786 581					1920	Flensburgr Schiffsb.Ges. Flensburg	CurrieLine,Ld.	210·7 P17'Q47'B48'F27'	34·2	13·4	Leith British *WB*	T.3Cy.15⅜″,25⅜″&44⅛″–29½″ 106NHP FlensburgerSchiffsb.Ges.		C
25027 214503 WKCF	**Helen** *ss*Bal.2ndNo.3–8,40 *Ref.Mchy.* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	3129 2620 1944	✠100A1 ~~4,41~~ ~~8,40~~1,42 BS8,41 ✠LMC8,40 ✠Lloyd'sRMC3,41 for temp. 38° F. *Fitted for oil fuel* 10,16 *F.P. above* 150° F.	Bal	*u*	CL 8,40	1916 10mo A&CP	Bethlehem SteelCo. Sparro'Pt Md	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*)	327·7 P38'B94'F37' FK *CellDB*255'662*t FPT*50*t APT*145*t*	46·7	23·5	NewYork Utd. States 6*BHCem*	T.3Cy.24¼″,41″&68$\frac{3}{16}$″–48″ 200lb (*s*) 487NHP 3SB,9*cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt	26 ″ 3 s 4 ″ 6 21 ″11¼	
25028 877 OHZG	— (*ex*Irene–36) *ss*Hbg.3rdNo.3–3,34 D.F *ss*Osc.No.1–38 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1850 — 1072	✠100A1 8,39 ✠LMC MS2,38 BS8,39 No later survey reported	Ant	*r*	CL 6,38	1899 6mo A&CP	Grangmth Dockyard Co. Gr'ngemouth	RederiA/B Ziva (Alb.Jansson, *Mgr.*)	279·5 269·7 P23'B54'F32' FK *CellDBa*76'*uE&B*35'*f*104'477*t*	40·6	18·3	Mariehmn *Saltvik* Finnish 4*BHCem* *APT*24*t*	T.3Cy.20″,32½″&53″–36″ 160lb 177NHP 2SB,4*cf*,GS71,HS2790 Hutson&Sons,Ld.Glasgow	20 ″ 6 s2 ″10½ 17 ″ 10	
25029 219562 WTCF	— (*ex*Herkimer) *Fitted for oil fuel* *Mchy.Aft*	300 — 155					1920	Terry& TenchCo.Inc. LongIsland City	DeBardelebenCoal Corp.(W.G.Coyle Co.*Mgrs.*)	146·3	20·2	10·9	N.Orleans Utd.States	C.2Cy.10″&24″–14″ 18NHP		
25030 96270 MQGY	**Helen Craig** *ss*Bel.3rdNo.3–11,33 *Well deck* *ss*Bel.No.1–37 1*Dk*(*ptStl&ptIrn*)	417 307 169	✠100A1 3,42 ~~11,38~~ Examined3,42 BS3,42 ~~BS3,41~~ ✠LMC2,37	~~Bel~~ Bel	*g*	~~11,38~~ 2,42	1891 1mo	Workman, Clark&CoLd. Belfast *Lloyd'sA&CP*	HughCraig&Co. Ld.	165·3 Q91'B44'F24' BK6″ *CellDB*74'70*t deep tank f*	24·1	9·9	Belfast British 4*BHCem* 20*t APT*11*t*	C.2Cy.21″&42″–30″ (*s*) 90lb 68RHP 1SB,3*cf*,GS58,HS1425 V.Coates&Co.,Belfast	12 ″ 3 s ″ 7½ 12 ″ 2	
25031 142660 GWRB	**Helen Moller** (*ex*Sierentz–33, *ex*WarCateran) *ss*Liv.No.3–12,29 *ss*Shi.No.2–39 D.F. E.S.D. 1*Dk*(*Stl*)	5259 4800 3427	✠100A1 ~~3,41~~ ~~3,40~~1,42 BS3,41 LMC4,39	~~Shi~~ Cal	*y*	CL ~~3,40~~ 3,41	1918 10mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	400·9 P49'B117'F39' FK *CellDB*343'1093*t DTa*28'1167*t FPT*118*t*	52·3	28·5	Shanghai British 7*BHptCem* *APT*184*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD Dunsmuir&Jackson,LdGls	31 ″ 0 s5″11¾ 25 ″ 3	
25032 162281 KJMI	**Helen P. Drew** Wood 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	309 — 142					1904	J.R.Hitchings Hquiam,Wsh	GardeniaPacking Co.	134·6	32·2	10·5	S.Frncisco Utd.States	C.2Cy.12″&26″–20″ FultonIronWorks, 25NHP SanFrancisco		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built: When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c.: Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
25032A 500 OHNO	**Helena** WoodAux4MstSr (*ex*Schleswig-33,*ex*Dronning *OilEng.* Thyra, *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	466 410 359					1920	A/S I.Koe-foed Faxe	T.W.Blomqvist	155·0 141·4 Q27′	31·4	14·6	Raumo Finnish	Oil Engines 2S.C.SA 3Cy.$15\frac{3}{16}$"–$15\frac{5}{16}$" 122NHP A/S Tuxham,Cpn.		V
25033 168207 BCNQ	**Helencrest** D.F. Gy.O. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41 (W.E.)*	~~5200~~ 5233 4637 3120	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 3,42 ~~8,41~~ ✠LMC8,41	~~PG1~~ Npt	a†	CL 2,42	1941 8mo *Lloyd's A&CP*	Lithgows, Ld PortGlasgow	CrestShippingCo. Ld.	432·7 447·6(O.L.) F39′ FK (*CollBHtoShdk 6BHto2nd dk*) *CellDB*370′1507t*FPT*110t*APT*177t	56·2	24·8	London British 7*BHCem*	T.3Cy.$23\frac{1}{2}$",$37\frac{1}{2}$"&68"–48" 220lb (s) 436NHP 2SB,8*cf*,GS134,HS5830 FD Rankin&BlackmoreLdGrk	36″10 s11″$3\frac{1}{4}$ 25″9	
25034	**Helene** (*ex*Ceres,*ex*MimiHorn) Sub.Sig. D.F.	2414 2073 1412					1922	Schiffsw.v. H.KochA.G. Lübeck		296·4 P14′Q39′H71′F31′	42·5	20·2	French *WB*	T.3Cy.$20\frac{7}{10}$"$33\frac{1}{2}$"&$52\frac{2}{5}$"–$35\frac{2}{5}$" 187NHP OttensenerMaschf.Altona		G
25035 DDTD	— (*ex*Druidstone, *ss*Shl.No.3–5,11 *ex*Queenmoor) 1*Dk*(*Irn*)&*deepframing*	2160 1952 1324	✠ 7,16 ✠	Cff	s		1898 9mo	J.Blumer& Co. Sunderland	H.W.Christopher-sen	290·0 P27′B75′F31′ FK *CellDBa*90′*uE*20′*f*114′527t	42·0	19·2	Flensburg German 5*BHCem* *APT*43t	T.3Cy.22",36"&59"–39" 227NHP 2SB,6*pf*,GS102,HS3525 J.Dickinson&Sons,Ld.Sld.	21″6	G †
25036 DCIP	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	400 314 197					1937	Fred.Krupp Germaniawft A.G. Kiel	Sartori&Berger	156·7 P78′F16′	26·7	10·5	Kiel German *WB*	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{8}$"–$19\frac{1}{16}$" 121NHP FrKrupp Germaniawft-AG		G
25037 533 ESKC	— WoodAux3MstSr (*ex*SailingVessel-35, *OilEng.* *ex*Ilford-34,*ex*Estonaval) 1*Dk* (*See Sailing Ship Register*)	306 263 232					1903/1922	K.Kark-ling Wandsen	J.Remmelgas	118·0	29·4	13·0	Tallinn Estonian	Oil Engines 2Cy. NE35		V
25038 935 SVXN	**Helene Kulukundis** D.F. E.S.D. 1*Dk&Shelter dk* *Longitudinal framing at bottom&atdecks* *CruiserStern* "*Arcform*"	5548 4933 3234	✠100A1 *withfreeboard* 7,41 ~~1,41~~ ✠LMC7,38 *Fitted for oil fuel*7,38 *F.P. above* 150° F.	~~NNs~~ Lis	a† 2	CL 7,41	1938 7mo *Lloyd's A&CP*	ShortBros. Ld. Sunderland	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*)	420·6 433·5(O.L.) FK 1 *Intermediate BH dispensed with Coll BH to Sh dk 5 ,, ,, 2nd ,,* *CellDB*350′ 1101t*MT*14′615t*FPT*171t*APT*303t	60·5	26·3	Piræus Greek *ptCem*	T.3Cy $23\frac{1}{2}$",38"&66"–45"(*s*) 220lb 426NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,HS6254 N.E.Marine Eng.Co.(1938) Ld.Nwc.	28″9 s3″$0\frac{1}{4}$ 25″$11\frac{1}{4}$	
25039 DHKX	**Helene Russ** 1*Dk*	993 788 577					1909	Stettiner Oderwerke Stettin	ErnstRuss	211·0 P12′Q59′B57′F21′	33·9	13·4	Hamburg German	T.3Cy.$15\frac{7}{10}$",$25\frac{1}{2}$"&$41\frac{3}{10}$"–$29\frac{1}{2}$" 93NHP StettinerOderwerke		G
25040 135519 GPZY	**Helenus** Ⓟ D.F. 2*Dks*	7366 6306 4 65					1913	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	455·2 P54′B162′F60′	56·2	32·5	Liverpool British *WB*	T.3Cy.31",$51\frac{1}{2}$"&86"–60" 572NHP Scott'sSB.&Eng.CoLd Grk		BT till ~~10,41~~ 1,42
25041 7998 SKVM	**Helfrid** (*ex*Bill-35) 1*Dk*	*1304* *1114* *719*					1922	Trosvik Mek.Verks. Brevik	RederiA/BSylvia (Alb.Billner,*Mgr*)	247·7 P53tH70tF14t	37·1	16·0	Gothenbrg Swedish *WB*	T.3Cy.$17\frac{1}{2}$",$28\frac{1}{2}$"&48"–33" 132NHP StavangerStöberi&DokStv		N
25042 6668 SEHI	— (*ex*Fyrileif-39) 1*Dk*	*924* *714* *495*					1921	Helsingbrg WarfsAktieb Helsingborg	Rederi/AB Östersjön i Trelle-borg(Axel Christensen,*Mgr.*)	205·0 Q67′B56′F19′	33·5	15·2	Trelleborg Swedish *WB*	T.3Cy.$18\frac{1}{8}$",$29\frac{1}{2}$"&$46\frac{7}{8}$"–$27\frac{1}{2}$" 110NHP HelsingborgWarfsA/B		V
25043 OZNH	**Helga** *Now trading as* "Choapa," *see No.* 35942 *in Supplement* D.F. E.S.D. 2*Dks* *CruiserStern*	1700 1463 973					1937	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	292·0	41·7	16·4	Esbjerg Danish *WB*	C3Cy(2)$15\frac{3}{4}$"&(1)$39\frac{3}{8}$"–$37\frac{3}{8}$" &LPturbine with reduction gear&chain drive 234NHP HS3340 HelsingörsJernsk&Mskb.		G
25044 DHKZ	**Helga Böge** 1*Dk*	2181 1804 1290					1925	Lübecker Maschb.Ges. Lübeck	Joh.M.K.Blumen-thal	279·7 P27′B69′F38′	41·7	19·1	Hamburg German *WB*	T.3Cy.$21\frac{5}{8}$",$34\frac{1}{4}$"&$55\frac{1}{8}$"–$35\frac{7}{16}$" 181NHP LübeckerMaschb.Ges.		G
25045 DMBH	**Helga Ferdinand** (*ex*Ursula Fischer-33, *ss*Shl.2ndNo.3–10,22 *ex*Ambassador) *ss*Bmn.No.1–25 D.F. 1*Dk*2*trB&Webframes*	2566 2395 1598	✠ … 11,29 ✠				1897 7mo	W.Gray& Co.(Lim.) WHartlepool	HugoFerdinand	314·0 P27′B70′F31′ FK	44·1	20·8	Rostock German *WB*	T.3Cy.23",$36\frac{1}{2}$"&62"–39" 242NHP Cen.Mar.Eng.Wrks.WHpl	23″3	G †
25046 DHLA	**Helga L.-M. Russ** Sub.Sig. 1*Dk* *CruiserStern*	1709 1399 1001					1926	Akt.Ges. "Neptun" Rostock	Schiffahrt.u. Assekuranz-Ges. E.Russ&Co.	256·9 P25′Q81′B107′F28′	41·1	16·2	Hamburg German *WB*	T.3Cy.$19\frac{5}{16}$",$31\frac{1}{2}$"&$51\frac{3}{16}$"–$35\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
25047 139049 MMZG	**Helga Moller** (*ex*DeikeRickmers-38,*ex*Aker,*ex*Istok, *ex*Kurmark) *ss*Ham.2ndNo.3–5,35 *ss*Shl.No.1–38 2*Dks*(*StlU-pt* teak s)	5546 4883 3348	100A1 12,40 BS8,40 LMC8,38	Ist	z	CL N7,38	1912 *Lloyd's CP*	Rickmers Akt.Ges. Bremerhaven	MollerLine,Ld. (Mollers'Ld *Mgrs*) *CellDBa*129′ *uE&B*49′*f*178′1163t*FPT*46t*APT*8t	404·8 P50′B134′F35′ FK	53·3	27·4	Shanghai British 6*BHptCem* *ptAsp*	T.3Cy.28",45"&74"–54" 192lb FD 510NHP 3SB(Spt)9*cf*,GS225,HS6943 A.G."Weser,"Bremen	30″0 s5″$9\frac{1}{4}$ 24″$5\frac{1}{2}$	
25048 DMAS	**Helga Schröder** (*ex*Rugia-37, *ex*LitiLarsen,*ex*FranzFischer, *ex*KäteVick) 1*Dk*	656 501 349					1904	Akt.Ges. "Neptun" Rostock	RichardSchröder	171·4 Q53′B58′F19′	28·7	12·7	Rostock German *WB*	T.3Cy.$12\frac{5}{8}$",$19\frac{11}{16}$"&$33\frac{1}{2}$"–$23\frac{5}{8}$" 55NHP A.G."Neptun,"Rostock		G
25049 DOCA	**Helgoland** (*ex*Riol-36,*ex*Arcturus) Sub.Sig. D.F. 2*Dks*	3664 3279 2204					1922	Nordsee-werkeA.G. Emden	Norddeutscher Lloyd	369·7 B25′F37′	50·8	21·8	Bremen German *WB*	T.3Cy.24",$38\frac{3}{5}$"&60"–$43\frac{3}{10}$" 262NHP Deutsch.-Luxemb.Bergw-&HüttenA.G.Mülheim		G
25050 DKAZ	— Ⓟ TwinSc D.F. E.S.D. *CruiserStern* 3*Dks* *Fitted for oil fuel*	2947 — 1564					1939	PLindenau Memel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	347·8 B58′	43·4	21·6	Hamburg German *WB*	2steam turbines connected to elec.motors & sc.shafts AllgemeineElec.GesBerlin		
25051 DRAG	— (*ex*NormanQueen, *ex*Abbotshall) *ss*Goo.2ndNo.3–9,11 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)	498 393 243	✠ 8,16 ✠	Lbc	h		1890 1mo	J.Scott& Co. Kinghorn	Reed.K.K.Skriver G.m.b.H.	189·6 Q59′B48′F54′ len20 BK7" *DBf*35′	25·1	12·3	Lübeck German 5*BHCem* 27t*FPT*33t	T.3Cy.16",25"&42"–30" 97NHP J.Scott&Co.Kirkcaldy	12″10	G †
25052 LDAN	**Helgöy** TwinSc (*ex*Theodore *OilEng.* Roosevelt-36) *ss*Osl.No.3–10,32 D.F. 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5614 5195 3455	✠ … 4,36 ✠	Rot	a†		1920 8mo	A/S Bur-meister& Wain Copenhagen	ErlingH.Samuel-sen'sRederiII.A/S (ErlingH.Samuel-sen,*Mgr.*) *CellDB*377′1266t*FPT*90t*APT*82t	425·5 35·8 FK *Collision BH to A dk 6 ,, ,, U ,,*	55·2	27·8	Oslo Norwegian *ptCem*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$37\frac{13}{16}$" 717NHP A/S Burmeister&Wain	38″6	N †

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
25053 139573 VPBZ	**Helikon** Ⓟ ssH.Kg.No.3-3,29 ssH.Kg.No.2-37 2Dks(StlU-teak s)	2036 1786 1220	✠100A1 4,41~~3,40~~ Examined 4,41 ~~BS3,40~~	~~HKg~~ HKg BS4,41 ✠LMC1,37	r	CL ~~2,38~~ 4,41	1917 9mo Lloyd	Hong Kn'g &Whampoa DockCo.Ld. HongKong 'sA&CP	TaiHingS.S.Co.Ld. CellD	270·6|40·1|19·4 281·5(O.L.) P26'B76'F26' FK B231'442t FPT34t	Hong Kong British 5BHCem APT71t	T.3Cy.20",33"&54"-39" (s) 180lb 215NHP 2SB,6cf,GS119,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6 s 2 ″ 9½ 18″11¼	
25054 DJTO	**Helios** (exBoscombeChine-37, exNailseaBrook-35, ssShl.No.3-6,25 exCymricQueen, ssShl.No.1-30 exApsleyhall,exNewfield) 1Dk(Stl) D.F.	3821 3566 2379	✠ —— 8,34	Shl ✠	w		1912 10mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	Wachsmuth& Krogmann(August Bolten,WmMiller's Nachf.Mgrs.) CellD	348·9|51·1|23·9 P31'B101'F34' FK Ba113'u E27' f157'	Hamburg German 6BHCem 822tFPT85t	T.3Cy.25",40"&67"-45" 341NHP 2SB,6cf,GS112,HS5438 Richardsons,Westgarth& APT117t Co.Ld.Hpl.	26 ″ 3	C †
25055 DOIH	— D.F. 2Dks Sub.Sig. CruiserStern	2883 2552 1616					1929	Deutsche Sch.u-Mschb. A.G"Weser" Bremen	Dampfschifff.Ges. "Neptun"	296·9|46·0|23·3 F28'B45'	Bremen German WB	T.3Cy.$19\frac{11}{16}$"31½"&50⅜-$35\frac{7}{16}$" &LP turbine 180NHP DeutscheSchiff-v.Mschb. A.G."Weser,"Bremen		G
25056 LCNV	— Ⓟ 2Dks	1922 1647 1113					1925	Fredrkstad Mek.Værks. Fredrikstad	BruusgaardKiö- sterudsSkibs-A/S (BruusgaardKiö- sterud&Co.Mgrs.)	280·3|42·1|18·0 P59tH149tF51t	Drammen Norwegian WB	T.3Cy.21",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
25057 137548 MGLY	**Helium** K ssBkn.No.3-6,29 Well deck ssBkn.No.2-37 Mchy.Aft 1Dk(Stl)	301 206 113	✠100A1 9,41~~7,40~~ Examined 3,42 MS2,37	~~Bkn~~ Bkn ✠LMC BS~~6,41~~5,42	e	OG ~~11,38~~ 9,41	1917 5mo Lloyd	Cochrane Sons,Ld. Selby 'sA&CP	I.C.I.(Alkali),Ld.	135·2|23·1· 9·4 141·1(O.L.) Q50'B9'F21' FK FPT	Liverpool British 3BHCem 38tAPT17t	T.3Cy.12",20"&34"-24" (s) 180lb 69RHP 1SB,2cf,GS33,HS1175 ShieldsEng.Co.Ld.N.Shl.	10 ″ 6 s ″ 6¾ 10 ″ 1¼	
25058 817 SCVP	**Hellas** (exAdele-34,exAshantian,exFördefjord, exKaggefos) 1Dk&Shelter dk	*2081* *1869* *1206*	Examined L.R.1,42 3,42	Alx BS1,42		3,42	1916	Nylands Værksted Oslo	HellenicLines,Ld. (P.G.Callimano- pulos,Mgr.)	300·9|44·8|18·0 P32tH113tF69t	Piræus Greek WB	T.3Cy.21½",34½"&60-39" 180lb 2SB 85lb 225NHP NylandsVærksted,Oslo		N
25059 LEOA	— 2Dks Cruiser Stern	1921 1647 1114					1925	Fredrkstad Mek.Værks. Fredrikstad	BruusgaardKiö- sterudsSkibs-A/S (BruusgaardKiö- sterud&Co.Mgrs.)	280·3|42·1|18·0 P59tH147tF51t	Drammen Norwegian WB	T.3Cy.21",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
25060 7020 SEUK	**Helle** (exMarguerite, ssGot.2ndNo.3-5,32 exAdrana,exLilleborg, ~~ssLkr.No.1-37~~ exWashington) Well deck 1Dk(Stl) ssLkr.No.2-41	*866* *708* *484*	✠100A1 ~~3,41~~~~8,40~~ 8,41 8,41 BS5,~~40~~	~~Got~~ ~~Lkr~~ Got MS3,41 ✠LMC~~12,36~~	m	OG 8,40	1908 2mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP	SvenskaSocker- fabriksA/B(C.F. Tranchell,Mgr.) CellDBa	215·5|35·1|12·3 223·0(O.L.) Q69'B58'F23' FK 46'u E14' f107'246t	Malmo Swedish 4BHCem APT15t	T.3Cy.16",26"&45"-30" (s) 180lb 116NHP 2SB.4cf,GS45,HS1720 AktBurmeister&Wain,Cpn	14″9¼ s 1 ″ 1¾ 13 ″ 10¼	
25061 LCNX	**Hellen** ssGot.No.3-6,34 ssHul.No.1-38 2Dks(Stl)	5289 4742 3151	✠100A1 9,41 ~~3,41~~ MS4,38	~~Clo~~ NYk ✠LMC BS~~3,40~~4,41	y	CL 8,39	1921 6mo Lloyd	HongK'ng &Whampoa DockCo.Ld. HongKong 'sA&CP	BruusgaardKiö- sterudsSkibs-A/S (Bruusgaard,Kiö- sterud&Co.Mgrs.) CellDB	400·2|52·2|28·5 412·2(O.L.) P49'B113'F40' FK 340'1105t FPT117t	Drammen Norwegian 7BHCem APT177t	T3Cy.27",40"&73"-48"&ex- haust turbine drivingsteam compressor (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD HongKong&Whampoa DockCo,Ld.HongKong	31 ″ 0 s 5 ″ 11 25 ″ 3¾	
25062 HPRH	**Hellenic Trader** 3Mst (exCatherineG.Sudden-39, exThorbjörg,exGeorgeW. 1Dk Fenwick) Mchy.Aft	2052 1770 1218					1907	NwprtNws S.B.&DD.Co. Newprt News	EmmanuelP. Yannoulatos (ChinaHellenic Lines,Ld.Mgrs.)	277·0|43·0|17·3 P50'B27'F31'	Pnamanian WB	T.3Cy.19",36"&52"-40" 171NHP Newport NewsSB.&DD.Co		C
25063 LJIW	**Hellesund** (exSteamer-39,exSan ChristobalMartir-37 ssLaP.No.3-12,33 exSunJaan,exChasna, ssOsl.No.1-37 exBurfordBridge, exEikundasund,exFeie) OilEng. Mchy.Aft 1Dk(Stl)	363 283 221	100A1 2,40 (SEE FOOTNOTE*)	Osl LMC11,39		CL 2,40	1916	Johs.Berg Delfzijl	D/S A/S Veritas (O.Börresen,Mgr)	139·3|23·5|11·5 P48'F19' FK FPT60tAPT30t	Oslo Norwegian 3BHCem	Oil Engines 2S.C.SA 7Cy.$9\frac{13}{16}$"-$16\frac{9}{16}$" 118NHP NE39 NDB39-100lb A/B Nydqvist&Holm, Trollhättan	12 ″ 5 s ″ 11½ 11 ″ 7¾	
25064 OHYS	**Helmi** WoodAux4MstStr (exMentor-36,exRösen) OilEng. Mchy.Aft 1Dk (SeeSailingShipRegister)	386 338 285					1920	Codan VærftetA/S Köge	HelmioO/Y (T.W.Blomqvist)	145·6|30·3|12·8 134·8 Q34'	Rauma Finnish	Oil Engines 4S.C.SA 4Cy.11⅘"-16½" 54NHP HolebyDieselMotorFabrik Holeby		V
25065 145565 MLGN	**Helmond** (exStadVlaardingen) Sub.Sig. D.F. 1Dk	983 788 581					1921	Flensburgr Schiffsb.Ges. Flensburg	CurrieLine,Ld.	210·5|34|2|13·5 P17'Q47'B48'F27'	Leith British WB	T.3Cy.15⅓",25⅜&$44\frac{1}{10}$"-29⅛" 105NHP FlensburgerSchiffsb.Ges.		C
25066 162092 GQXR	**Helmspey** ssAnt.No.2-39 D.F. 1Dk(Stl)	4764 4424 2885	✠100A1 5,41 BS8,41 MS12,38 Fitted for oil fuel 7,39 F.P. above 150° F.	Lon ✠LMC [illegible]	z	CL 4,40	1931 6mo Lloyd	JLThomp- son&Sons,Ld. Sunderland 'sA&CP	StrathS.S.Co.Ld. (E.R. Management Co.Ld.Mgrs.) CellDB	401·0|54·5|25·0 P29'B250'F38' FK 351'1204t FPT106t	Cardiff British 6BHCem APT190t	T.3Cy.26",43"&72"-48" (s) 180lb 424NHP 3SB, 9cf,GS178,HS6999 J.Dickinson&Sons,Ld.Sld.	27 ″ 5 s 3 ″ 9¾ 23 ″ 9¾	
25067 147546 GCMD	**Helmwood** ssShl.No.3-10,36 Well deck D.F. 1Dk(Stl) Cargo battens not fitted	2156 1723 1278	✠100A1 7,41~~5,40~~ ~~Examined 10,41~~ 10,41 BS~~11,40~~	~~Sld~~ Sld ✠LMC10,36	r	OG 5,40	1923 10mo Lloyd	Vickers Ld. Barrow 'sA&CP	W.FranceFenwick &Co. Ld. CellDBa48'uE& B39'f113'433tD	281·2|40·2|18·8 293·0(O.L.) P20'Q113'B48'F19' FK Ta37'249t FPT50t	London British 4BHCem APT55t	T.3Cy.20",33"&54"-39" (s) 180lb 203NHP 2SB,6cf,GS110,HS3210 Vickers,Ld.Barrow	20″11 s 2 ″ 1½ 18 ″ 11	
25068 881 OHZT	**Helny** (exHelios-36, Iron exTremayne) ssKel.3rdNo.3-5,25 Well deck ssHbg.No.2-34 1Dk(Irn)2trB	1506 — 867	✠ —— 3,38	Skm ✠	q		1886 6mo	JReadhead &Co. S.Shields	RederiA/B Helny (A.Abrahamsson, Mgr.)	268·1|36·3|16·1 259·1 Q100'B64'F33' BK9" DBa78'	Mariehmn Finnish 4BHCem f72'340t	C.2Cy.30"&58"-36" 160NHP 2SB,4pf,GS70,HS2701 J.Readhead&Co.S.Shields	19 ″ 1	V †
25069														

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25070 OXVS	**Helsingborg** Ⓟ (*Ferry-Screw fore & aft*) 1*Dk*	530 490 213					1902	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStats- baner	177·0|32·1|13·9	Copnhagn Danish *WB*	C.4Cy.19"&38"–20" 108NH HelsingörsJernsk.&Mskb.		
25071 DJRT	**Heluan** D.F. *Oil Eng.* *Cruiser Stern* 1*Dk*	1505 1153 816					1936	Frd.Krupp Germaniawft A.G. Kiel	ErnstKomrowski Reederei	250·8|38·1|14·9 Q90'B55'F25'	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.16$\frac{15}{16}$"–26⅜" 222NH Fr.KruppGermaniawft AG		G
25072 167598 GLVM	**Helvig** D.F. *Oil Eng.* *Cruiser Stern* 1*Dk & Shelter dk*	2250 1925 1257					1937	Helsingörs Jernsk&Msk. Elsinore	Ministry of War Transport(Prince LineLd.*Mgrs.*)	331·0|45·9|18·6 F75'	London British *WB*	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 540NH Akt.Burmeistr&Wain,Cpn		C
25073 8392 SMLN	**Hemland** D.F. E.S.D. *Oil Eng.* *Cruiser Stern* 2*Dks*	*4767* *4110* *2670*					1939	Kockums M.V.Aktieb. Malmö	ÅngfAktiebTirfing (T.E.J: son Broström,*Mgr.*)	430·4|58·2|21·6 P33' F *on Shelter dk* 82'	Gothenbrg Swedish *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1163NHP Kockums M.V.Akt.Malmö		C
25074 204346 WCGH	**Hemlock** D.F. GyC. 1*Dk* *Mchy.Aft* Sub.Sig.	4684 — 3390					1907	WestBay CityS.B.Co. W.BayCity	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	420·0|52·0|24·4	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
25075 3936 SHAE	**Hemsö** (*ex*Tyr–38) TwinSc 1*Dk*	*1347* *1163* *696*					1901	O.ABrodin Gefle	RederiA/BNord Sverige (J.Fr.Andersson)	226·5|42·2|16·0 B52'F24'	Härnosand Swedish *WB*	C.4Cy.20½"&32"–21¼" 94NHP JönkopingsM.V.Jönköpg.		V
25076 PEQI	**Henca** *Mchy.Aft* *OilEng.* D.F. *Cruiser Stern* 1*Dk*	305 211 153					1936	Gebr. Niestern&Co. Delfzijl	H.J.A.Krijt	127·4|24·1| 8·6 P30'F23'	Heemstede Dutch *WB*	Oil Engines 2S.C.SA 4Cy.11$\frac{13}{16}$"–15¾" 98NHP N.V.KromhoutMtrnfbAms		V
25077 203424	**Hendrick Hudson** Ⓟ Pad	2847 — 1598					1906	T.S.Marvel & Co. New- burgh,N.Y.	HudsonRiverDay Line	379·1|45·1|13·4	NewYork Utd.States	C.3Cy.45"&(2)70"–84" 750NHP W&A FletcherCoHbkn.NJ		
25078 160648 MPCX	**Hengist** *Ref.Mchy.* D.F. E.S.D. *Cruiser Stern* 1*Dk&Shelter dk*	984 823 400					1928	CaledonS. B.&.E.Co.Ld. Dundee	CurrieLineLd.	231·4|35·6|16·0	Leith British *WB*	T.3Cy.20",33"&54"–36" 175NH CaledonS.B.&ECo.Ld.Dun		C
25079 202088 WOTD	**Hennepin**(*ex*GeorgeG.Barnum–37, *ex*Socopa) *Mchy.Aft* 1*Dk*	6272 — 4826					1905	WestBay CityS.B.Co. W.BayCity	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo. *Mgrs.*)	504·0|54·0|26·7	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23¾",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
25080	**Henning Mærsk** D.F. *OilEng.* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom&at deck in centre tanks*	10000 9100 6100	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1940	Nakskov Skibs.A/S Nakskov	A/SD/SSvendborg & D/S af1912 A/S (A.P.Möller, Copenhagen,*Mgr.*)	485·0|66·5|35·9	Copnhagn Danish	Oil Engines 4S.C.SA 9Cy.29⅛"–59$\frac{1}{16}$" Akt.Burmeistr&Wain,Cpn		
25081 DALK	**Henny** 1*Dk*	764 600 450					1906	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	202·9|30·3|12·4 Q64'B45'F22'	Stettin German *WB*	T.3Cy.14",22"&35"–26" 62NHP StettinerOderwerke		G
25082 UOWS	**Henri Barbusse** (*ex*Sklyanski–39) *Oil Eng.* 2*Dks*	2105 1819 1052					1932	Sevastopol Marine Works Sevastopol	U.S.S.R.	270·4|39·8|22·5 P31'B62'F28'	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.18½"–32¼" 358NHP KominternWorks, Khartov		
25083 FOMV	**Henri Estier** Ⓟ D.F. 2*Dks*	1984 1384 1037					1930	Swan,Hun- ter&Wigham Richardson, Ld Sunderlnd	Cie.deNav.Mixte (CieTouache)(Soc. Mar.Nat.Médit. *Mgrs.*)	253·6|38·6|18·8 P19'B74'F26'	Marseilles French *WB*	T.3Cy.20",33"&54"–36" 175NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
25084 OSBC	**Henri Gerlinger** *ss*Ant.2ndNo.3–1,33 *ss*Ant.No.1–37 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Partial lower dk*(*Stl*)*at ends*	*1219* *1013* *755*	✠100A1 5,42 ~~4,40~~ BS2,42 ✠LMC5,37 ~~DBS10,40~~ ~~MBS1,41~~	~~Ant~~ Lon	*o*	CL 4,40	1906 9mo *Lloyd'sA&CP*	ChantNav. Anversois Hoboken	CieNationale Belge deTransportsMarit (L.Dens&Co.Ld. *Mgrs.*)	229·7|35·7|14·7 Q87'B54'F26' FK *Cell DBa 65'u E27'f 92'*	Antwerp Belgian 4*BHCem* 317*tAPT*12*t*	T.3Cy.17",28"&46"–33" (*s*) 160lb *100lb* 133NHP 1SB,3*cf*,GS57,HS2159 N.E.MarineEng.Co.LdSld.	17 ″ 3 s1 ″ 2¼ 16 ″ 3¼	
25085 93 OPJB	**Henri Jaspar** *ss*Ant.No.2–38 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rdDk*(*Stl*)*inNos.*1&3*holds* *Platform dk inNo.*2 *hold* *CruiserStern* *Tonnage opening closed'41*(*W.E.*)	*5760* *5079* *3465*	✠100A1 *withfreeboard* ~~1,41~~ 10.41 Examined 10,41 ✠LMC10,41 ✠Lloyd'sRMC ~~1,41~~ 10,4 1 for temp. 35° F.	~~Cff~~ Cff	*c*†	CL ~~1,41~~ ~~1,41~~ 9,41	1929 7mo *Lloyd'sA&CP*	Rotterdam DroogdMaat Rotterdam	CieMaritime Belge (LloydRoyal) Soc.Anon. (Agence MaritimeInter- nationale,*Mgrs.*)	440·2|57·2|26·1 P71'F46' FK *CellDBa&uE*135'*f*	Antwerp Belgian 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „) 203' 1253*tF*	Q.4Cy.27¾"39",56⅛"&80⅛"– 51$\frac{3}{16}$" 225lb (*s*) 765NHP 4SB(Spt),12*cf*,GS272, HS11342 RotterdamDroogd.Maats. *PT*118*tAPT*92*t*	FD ~~29 ″ 6~~ ~~s 4 ″ 0¼~~ ~~25 ″ 7¾~~ 38 ″ 6 s12 ″ 0¼ 26 ″ 7¾	
25086 TSVK	**Henri-Jean** (*ex*General Archinard–34) *ss*Dakar No. 2–20 1*Dk*	461 343 296	✠ ... 5,25 ✠				1912 10mo	JohsBerg Delfzijl	AndréBrannens	165·9|25·2| 9·9 P23'B58'F27' FK	Dakar French	C.2Cy.14$\frac{9}{16}$"&29$\frac{5}{16}$"–16½" 66NHP JohsBerg,Delfzijl	11 ″ 4	
25087 OYEX	**Henriette** TwinSc *Mchy.Aft* 1*Dk*	379 316 164					1909	Helsingörs Jernsk&Msk. Elsinore	A/S DeDanske Sukkerfabrikker	152·5|27·0| 8·6 B29'	Copnhagn Danish *WB*	C.4Cy.11"&22"–14" 30NHP Helsingörs Jernsk.&Mskb.		V
25088 LEBZ	**Henrik** 1*Dk*	1350 1136 761					1920	NewEng. &Shipbldg. Works, Ld Shanghai	Brunsgaard KiösterudsSkibs A/S(Bruusgaard, Kiösterud&Co. *Mgrs.*)	242·7|37·2|15·0 P24'B62'F24'	Drammen Norwegian *WB*	T.3Cy.17½",28½"–48"–33" 132NHP NewEng.&S.B.Works,Ld. Shanghai		N
25089 LCNY	**Henrik Ibsen** *ss*N.Yk.No.3–7,18 *ss*Osl.No.1–21 1*Dk&Spar dk&deep framing*	4671 4356 2903	✠ ... 8,26 ✠				1906 12mo	Sir Raylton Dixon&CoLd Middlesbro'	SkibsA/S Solvang (A.GowartOlsen, *Mgr.*)	383·9|52·8|17·7 25·7 P33'B114'F36' FK	Stavanger Norwegian *WB*	T.3Cy.25",41"&67"–45" 376NHP N.E.MarineEng.CoLd Nwc	28 ″ 4	N †
25090														

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.R.of Trade.
25091 LECB	**Henrik Wergeland** IronSc 1Dk& Awng dk	488 475 283					1883	G.Howaldt Kiel	Nordenfjeldske Dampskibsselskab	150·5|24·5|17·0 H15t	Tr'ndheim Norwegian WB	C.2Cy.21½"&35½"–23½" 51NH GebrüderHowaldt,Kiel		
25092	**Henrique Dias** (exQueen-41, exLakeFlovilla) Ref.Mchy. 1Dk2trB	2592 2220 1604	✠ … 4,21				1919 2mo	Detroit S.B.Co. Wyandotte, Mich.	LloydBrasileiro	251·0|43·6|26·1 P25'B64'F23' FK	R.Janeiro Brazilian WB	T.3Cy.20",33"&54"–40" 267NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
25093 LECC	**Henry** (exWasa) 1Dk	626 482 336					1907	Eriksbergs M.V.Aktieb Gothenburg	D/S A/S "Henry" (E.Krogh)	172·6|28·2|12·0 P91tH12tF23t	Haugesnd Norwegian WB	T.3Cy.13¼",22"&36½"–24" 65NHP EriksbergM.V.Aktieb.Got		V
25094 DJXL	**Henry Böge** Cruiser Stern 1Dk	1995 1740 1158					1938	Trndhjms Mek.Verks. Trondheim	JohannM.K. Blumenthal	287·4|44·1|18·4 P28'B155'F27'	Hamburg German WB	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsM.V.		GN
25095 150837	**Henry C. Daryaw** TwinSc (exOakbay-35,exMarinier) 1Dk	1265 858 694					1919	Ch.de Normandie Gnd.Quevilly	H.Daryaw &H.C.Daryaw	219·2|35·0|13·2 P63'F25'	Montreal British WB	C.4Cy.15"&30"–18" 66NHP Ch.dePenhoët,St.Nazaire		V
25096 202443	**Henry C. Frick** D.F. GyC. Sub.Sig. Mchy.Aft 1Dk	6753 — 5379					1905	WestBay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	555·5|56·2|26·4	D'luth,Min Utd.States WB	T.3Cy.24",39"&65$\frac{1}{16}$"–42" NB37 274NHP American S.B.Co. Clevelnd		R
25097 221211 KDRM	**Henry D. Whiton** TwinSc ssN.Yk.No.3-7,33 D.F. ssPhl.No.1-38 1Dk(Stl) Cargo battens not fitted	4548 3977 2600	✠100A1 ~~7,41~~ ~~12,40~~ ~~10,41~~ 11,41 ✠LMC MS10,37 BS~~2,41~~1,42 Fitted for oil fuel 5,21 F.P. above 150° F.	~~Phl~~ ~~NYk~~ NYk	æ ~~Bal~~	CL PN7,39 s12,40	1921 5mo	Newburgh ShipyardsInc Newbrgh,NY A&CP	UnionSulphurCo. Inc. CellDB299'1186t Topside tanks	356·0|51·6|30·0 Q19'F23' FK 304'1368t FPT178t	NewYork Utd.States 7BHCem APT152t	2 steam turbines DR geared to 2 Sc.Shafts 210lb (s) 663NHP 3SB,9cf,HS8916 FD W&AFletcher CoHoboken	32 ″ 5	
25098 FOEP	**Henry Desprez** TwinSc OilEng. D.F. CruiserStern 1Dk Mchy.Aft Carrying Petroleum in bulk Longitudinal framing–bracketless system	9805 8930 5038					1932	Akt.Burmeistr&Wain Copenhagen	Cie.Auxiliaire de Navigation	489·9|65·2|36·7 P115'B37'F43'	Havre French WB	Oil Engines 4S.C.SA 16Cy.21⅝"–59$\frac{1}{16}$" 712NHP Akt.Burmeistr&Wain,Cpn		V
25099 165438 GZNK	**Henry Dundas** OilEng. D.F. E.S.D. GyC. 1Dk,2nd dk clear Mchy.Aft of cargo tanks Longitudinal framing CruiserStern	10448 9642 6055	✠100A1 ~~8,41~~10,41 ✠LMC4,37 Carrying Petroleum in bulk	NYk	f† ~~9~~	CL N2,40	1937 4mo	Frd.Krupp Germaniawft A.G. Kiel Lloyd's A&CP	OrientalTrade& TransportCo.Ld. CellDBuE86'175t DTf24'647tFPT195tAPT215t	490·1|70·0|37·0 506·6(O.L.) P107'B39'F35' FK	London British 16BHptCem ptAsp	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"–49$\frac{3}{16}$" 912NHP 3DB200lb Fr.KruppGermaniawftAG	37 ″ 0 s 7 ″ 4¼ 29 ″ 11¼	
25100 223980 KFTD	**Henry Ford II** Ⓟ OilEng. D.F. Mchy.Aft ssClv.No.1-31 GyC. 1Dk(Stl)2nd dk(Stl)in No. 1 hold Longitudinal framing at bottom& at deck	8877 8428 7074	✠ … 1,37 ✠	Clv			1924 8mo	American S.B.Co. Lorain,O.	FordMotorCo. CellDBuE82'f	597·5|62·2|27·8 F60' 468'4092t FK Side tanks2233tFPT	Dearborn Utd.States 4BH 413tAPT38t	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 688NHP SunS.B.Co.Chester,Pa.	32 ″ 0	
25101 214051 KGAE	**Henry G. Dalton** ssCgo.No.3-12,32 D.F. GyC. 1Dk(Stl)& Webframes Mchy.Aft Longitudinal framing Sub.Sig.	7810 7445 6092	✠100A– ForService on the Great Lakes 4,37 BS3,41 ✠LMC3,34	Clv		12,32	1916 5mo	American S.B.Co. Lorain,O.	InterlakeSteamshipCo.(Pickands, Mather&Co.Mgrs) CellDBu E&B55' f & in Hopper side tanks 479'8724t	580·0|60·0|32·0 F33' FK	Wilmgton (Del.) Utd.States 3BH	T.3Cy.24½",41"&65"–42"(s) 180lb 414NHP 3SB,6cf,GS137,HS6405 FD AmericanS.B.Co.Lorain,O. FPT299tAPT59t	32 ″ 0	
25102 203332	**Henry H. Rogers** D.F. GyC. Mchy.Aft Sub.Sig. 1Dk	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0|58·0|27·4 WB	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"–42" 274NHP AmericanSB.Co.Cleveland		R
25103	**Henry Horn** Ⓟ (exPresidenteGomez-36, OilEng. exWaldtrautHorn-36) 2Dks	3164 2526 1857					1926	Reiherst'g Schiffsw. Hamburg		311·0|46·3|22·8 P29'B81'F41'	WB	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 390NHP Emade22 SulzerBros.Winterthur		G
25104 DHLF	**Henry Lütgens** 2Dks	1141 958 631					1920	Nüscke& Co.A.G. Stettin	BugsierReed.u. BergungsA.G.	250·8|37·7|12·9 F25'P&B192'	Hamburg German WB	T3Cy16$\frac{1}{10}$",26$\frac{2}{5}$"&43$\frac{3}{10}$"–27½" Christiansen 97NHP &Meyer,Harburg		G
25105 214161 WPCK	**Henry M. Dawes** (exOscarD. Bennett-32, ssN.Yk.No.3-12,30 exGeorgeE. ssMob.No.2-39 Paddleford) 2Dks(Stl)& Webframes D.F. Longitudinal framing Mchy.Aft	4710 4293 3587	✠100A1 7,41 ~~7,40~~ ✠LMC MS7,39 BS~~11,40~~11,41 Carrying Petroleum in bulk Fitted for oil fuel 7,16 F.P. above 150° F.	Mob	y	CL ~~7,40~~ 7,41	1916 6mo	Harlan& Hollingsworth Cor. Wlmgtn.Del. A&CP	SabineTransportationCo.Inc. (M.T.Ball,Mgr.) CellDBu E&B72'216t (7 to U dk DTf65'818tFPT89tAPT30t 7 ,, 2nd ,,)	391·8|51·3|28·8 406·4(O.L.) P99'B34'F44' FK	Baltimore Utd.States 14BHptCem	T3.Cy.27",45"&75"–48" (s) 190lb 511NHP 3SB,9cf,GS174,HS7127 FD Harlan&HollingswrthCor.	30 ″ 2 s 5 ″ 4¾ 24 ″ 11¾	
25106 212826 WCCK	**Henry M. Flagler** TwinSc (CarFerry) 3Dks Fitted for oil fuel	2699 — 878					1914	WCramp& SonsS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.	336·8|59·0|18·8	NewYork Utd.States WB	T.6Cy.20",32½"&54"–36" 350NHP W.Cramp& SnsS&EBCPhl		
25107 204136 WEYF	**Henry Phipps** D.F. GyC. Mchy.Aft Sub.Sig. 1Dk	7240 — 5450					1907	WestBay CityS.B.Co. BayCty,Mch.	PittsburghS.S.Co.	580·0|58·0|27·5 WB	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"–42" 274NHP AmericanSB.Co.Cleveland		R
25108 214458 WHOF	**Henry R. Mallory** D.F. 3Dks Ref.Mchy. Fitted for oil fuel	6063 — 4519					1916	NwprtNws S.B.&D.D.Co NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,Mgrs.)	424·3|54·5|22·3	NewYork Utd.States WB	T.3Cy.29",49"&84"–54" 518NHP NewportNewsSB&DD.Co.		R
25109 220879 KDLN	**Henry S. Grove** ssBal.No.2-29 D.F. 2Dks& Shelter dk Ref.Mchy. Longitudinal framing Fitted for oil fuel	6220 5850 3812	✠ … 12,30 ✠				1921 2mo	WCramp& SonsS&EBCo Philadelphia	AmericanSouth AfricanLine,Inc.	404·6|53·9|34·2 F31'on Shelter dk FK	NewYork Utd.States WB	Q4Cy25½"37",52½"&76"–54" 633NHP W.Cramp&SonsS.&E.BCo.	36 ″ 9	R †
25110 161382 GSJV	**Henry Stanley** OilEng. Ref.Mchy. 3Dks	5026 4531 3044					1929	Ardrossan DD&SBCoLd Ardrossan	ElderDempster Lines,Ld.	370·5|51·6|20·1 28·8 P36'F48'	Liverpool British WB	Oil Engines 4S.C.SA 8Cy.29½"–59$\frac{1}{16}$" 650NHP J.G.Kincaid&Co.Ld.Grk.		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
25111 96584 WEOS	**Henry Steinbrenner** D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	4345 — 3178					1901	JenksS.B. Co. PortHuron	KinsmanTransit Co.(G.M.Stein- brenner,*Mgr.*)	420·0	50·0	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23″,38″&63″–40″ 251NHP JenksS.B.Co.		R
25112 OYEY	**Henry Tegner** *ss*Svb.No.3–3,27 *ss*Svb.No.2–36 *Well deck* 1*Dk*(*Stl*)	1457 1158 865	✠100A1 5,39 BS11,38 ✠LMC5,36 (SEE FOOT NOTE *)	Els	*p*	OG 4,38	1914 3mo *Lloyd*	Helsingörs Jernsk&Msk Elsinore '*sA&CP*	D/S A/S Progress (MariusNielsen& Sön,*Mgrs.*)	249·2 259·5(O.L.) P16′Q79′B96′F31′	38·1	15·1 FK *CellDBa*	Copnhagn Danish 4*BHCem* 77′*uE&B*31′	T.3Cy.18″,30″&50″–36″ (*s*) 170lb 158NHP 2SB,4*cf*,GS56,HS2430 HelsingörsJernsk.&Mskb. *f*100′421t*FPT*31*tAPT*76*t*	17 ″ 6 s ″ 11¼ 16 ″ 8¾	
25113 164040 GWBY	**Henzada** 1*Dk* D.F. E.D.S. *CruiserStern*	4161 3836 2444					1934	D&WHen- dersn&Co.Ld Glasgow	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co. *Mgrs.*)	392·7 P42′B236′F40′	53·2	24·0	Glasgow British *WB*	T.3Cy.20½″,34½″&58″–42″ 218NHP D&W.Hendersn&CoLdGls		C
25114 8035 SKWO	**Hera** *ss*Lkr.No.1–39 D.F. 1*Dk&Shelter dk* *CruiserStern* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1531* *1312* *810*	✠100A1 *withfreeboard* 11,41 ~~1,41~~ BS11,41 ✠LMC7,39	~~NYk~~ Bal	*r*	CL 1,40	1935 8mo *Lloyd*	NyaVarvs- aktb.Oresund Landskrona '*sA&CP*	A/B Transmarin (S,Redig,*Mgr.*) *CellD*	269·2 274·5(O.L.) B221′603*tAPT*98*t*	40·4	16·0 FK	Helsingbrg Swedish 4*BHCem* (*Coll toSh dk* 3 ,, 2*nd* ,,)	T.3Cy.18½″,29$\frac{15}{16}$″&48$\frac{7}{16}$″– 33½″ 200lb (*s*) 175NHP 2SB,4*cf*,GS60,HS2379 FD NyaVarvsaktieb.Öresund	19 ″ 2 s ″ 6½ 18 ″ 8¾	
25115 OHXK	— **Iron** (*ex*Cairnalt, *ss*Skm.4thNo.3–5,32 *ex*Sarah) *ss*.Skm.No.1–36 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1379 — 762	✠100A1 7,40 ✠LMC7,40 No later survey reported	Skm	*p*	CL 6,40	1882 5mo *Lloyd*	JReadhead &Co. SouthShields. '*sA&CP*	RederiA/B Hera (A.Jansson,*Mgr.*)	256·8 249·0 Q96′B52′F31′BK9″ ptND08	36·1	15·3 *DBa*	Mariehmn Finnish 4*BHCem* 74′*f*100′371*t*	C.2Cy.29″&54″–36″ 80lb *100lb* NDB13 135NHP 1SB,4*pf*,GS61,HS2196 J.Readhead&Co.S.Shields	18 ″ 7 s 1 ″ 6½ 17 ″ 10½	
25116 DHLH	**Heraklea** Sub.Sig. 2*Dks*	1927 1669 1092					1922	Schiffs-u. Dockbauw. FlenderA.G. Siems Lübeck	Deutsche Levante- LinieHamburg A.G.	287·7 H71′F33′	41·7	17·5	Hamburg German *WB*	T.3Cy.21¼″,34⅝″&55⅛″–37⅜″ 191NHP Act.Ges."Neptun"Rostock		G
25117 OHYR	**Herakles** (*ex*Vinstra–36, *ex*Drumcraig) *ss*Osl.2ndNo.3–4,35 *ss*Hfs.No.1–39 D.F. 2*Dks*(*Stl*)	5103 — 3031	✠100A1 6,39 ✠LMC6,39 No later survey reported *Fitted for oil*	Hfs *fuel*7,21	*z*	CL N12,38 *F.P. a*	1910 10mo *Lloyd* *bove* 1	Russell & Co. Pt.Glasgow '*sA&CP* 50°F	Aktieb.Oceanfart (BirgerKrogius, *Mgr.*) *Intermedi* *Bulkhead in fore*	423·1 410·0 P37′B249′F44′ *ate* *hold dispensed with*	52·2	25·7 FK *CellDBa*	Helsingfrs Finnish *Cem* 6*BHonly* 126′ *u E*24′ *f*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 497NHP 2SB,8*cf*,GS146,HS7200 FD D.Rowan&Co.Glasgow 184′1131*tFPT*70*tAPT*73*t*	28 ″ 3 s 4 ″ 3 24 ″ 2½	
25118 LCGM	**Heranger** **TwinSc** *OilEng.* *Ref.Mchy.* D.F. 1*Dk&Shelter dk*	4877 4313 2994					1930	Akt.Bur- miestr&Wain Copenhagen	Westfal-Larsen& Co.A/S.	398·1 P74*t*H394*t*F35*t*	54·8	26·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼″–43$\frac{5}{16}$″ 625NHP Akt.Burmeistr&Wain,Cpn		N
25119 215969 WFCX	**Herbert L. Pratt** *ss*Phl.No.3–5,30 *Mchy.Aft* *ss*N.Ns.No.2–38 GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7118 6410 4477	✠100A1 ~~11,41~~~~12,40~~ 4,42 ✠NE5,21 ✠LMC2,38 ~~BS12,40~~ ~~11,41~~ *CarryingPetr* *Fitted for oil*	~~Bal~~ ~~Mob~~ BS4,42 *oleum* *fuel*3,18	*b*† LAn *in*	CL 4,40 *bulk* *F.P. a*	1918 2mo *bove* 1	Bethlehem S.B.Corp Alameda,Cal. A&CP 50° F.	AtlanticRefining Co. *CellDBuE&B57′* 179*tDT*56′ 103	435·0 453·3(O.L.) P122′B50′F42′ 8*tFPT*97*tAPT*74*t*	56·0	32·0 FK	Phldlphia Utd.States 15*BHpt Asp* (11 *to U dk* 4 ,, 2*nd* ,,)	1 DR geared steam turbine 250lb 763NHP 3WTB(Spt),HS9750 FD DeLavalSteamTurbineCo. Trenton,N.J.	33 ″ 6 s 6 ″ 6½ 27 ″ 2½	
25120 140106 MKVD	**Herbert W. Walker** **3Mst** *ex*Lightning–35,*ex* *ss*Lth.No.3–2,34 ClydeFirth,*ex*Elise *ss*Bkn.No.1–37 Mellonie,*ex*Millwater) 1*Dk*(*Stl*) *Mchy.Aft* *Well deck* &*Web frames*	365 248 136	✠100A1 1,42 ~~8,40~~ ✠LMC 7, 41 MS11,37 ~~BS7,40~~	Bkn	*e*	CL ~~8,40~~ 12,41	1921 10mo *Lloyd*	Willough- by(Ply- mouth)Ld. Plymouth '*sA&CP*	WilsonS.S.Co.Ld. (T.W.Dixon,*Mgr.*)	135·0 142·5(O.L.) Q47′B9′F22′	23·4	9·9 FK	Whitehvn British 3*BHCem* *FPT*49*t*	T.3Cy.11½″,18$\frac{13}{16}$″&30″–21″ 160lb (*s*) 67RHP 1SB,3*pf*,GS50,HS1400 Willoughby(Plm'th),Ld.	10 ″ 7 s ″ 6 10 ″ 2	
25121 LCDS	**Herborg** **TwinSc** *OilEng.* D.F. *ss*Bat.No.2–41 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system* *Special Surveys to date from* 2,32	7892 7368 4694	✠100A1 1,42 ~~1,41~~ 12,40 ✠LMC CS~~3,38~~ DBS~~12,40~~1,42~~6,38~~12,40 *CarryingPetr*	~~Bat~~ Syd *oleum*	*c*† *in*	CL 12,40 *bulk*	1931 11mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP* *CellDBuE68′*	Skibsaktiesel- skapet"Jölund" (S.Herlofson&Co. A/S,*Mgrs.*) 318*tDTf*43′512*tF*	457·2 472·5(O.L.) P93′B28′F43′ *PT*138*tAPT*166*t*	59·7	34·9 FK	Moss Norwegian 16*BH* (11 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.23¼″–43$\frac{5}{16}$″ 625NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0 s 7 ″ 10½ 27 ″ 4¼	
25122 LIYG	**Herbrand** (*ex*Mosvold–37) **TwinSc** *OilEng.* *Mchy.Aft* *ss*Gal.No.1–39 D.F. *CruiserStern* 2*Dks* *Longitudinal framing-bracketless system*	9108 8551 5573	✠100A1 ~~6,41~~~~10,40~~ 3,42 DBS8,41 ✠LMC CS4,40 ~~DBS10,38~~ 15,41 *CarryingPetr*	~~Gal~~ ~~NYk~~ Bos *oleum*	*d*† *in*	CL ~~P8,38~~ ~~S10,40~~ P6,41 SN6,41 *bulk*	1935 2mo	Akt.Bur- meistr&Wain Copenhagen *Cell*	SkibsA/S Herbjörn (S.Herlofson&Co. A/S,*Mgrs.*) *DBuE*71′361*tDTf*	471·8 487·7(O.L.) P101′B29′F44′ 43′629*tAPT*150*t*	64·4	34·9 FK (	Moss Norwegian 16*BH* 12 *to U dk* 4 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 807NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0	
25123 YTBK	**Hercegovina** *ss*Ssk.2nd.No.3–12,34 *ss*Ssk.No.1–39 1*Dk*(*Stl*)	748 554 426	✠100A1 10,39 BS4,40 ✠LMC3,39 NO LATER SURVEY	Ssk	*k*	CL 4,39 REPORTED	1913 12mo *Lloyd*	Akers Mek.Værks Oslo '*sA&CP*	Jadranska PlovidbaD,D. *CellDBa*35′	184·2 193·2(O.L.) P22′B54′F27′ *uE*22′*f*66′136*tFPT*	30·1	14·2 FK	Split Yugoslav 4*BHCem* 18*tAPT*16*t*	T.3Cy.13½″,22″&37½″–28″ 180lb (*s*) 115NHP 2SB,2*cf*,GS40,HS1801 FD AkersMek.Værks.Oslo	14 ″ 11 s 1 ″ 3 13 ″ 9¾	
25124 YLGJ	**Hercogs Jekabs** (*ex*Aakre–39, *ex*Childar–35) *ss*Sea.No.1–29 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4117 3789 2280	✠ 8,33 ✠	Abg	*y*		1926 2mo	Kockums M.V.Aktieb, Malmö *CellDB*	Apvienotā Kugnie- cibasAkc,Sab. 313 1028*t Tanks at*	377·6 F38 *sides of tunnel* 255*t*	54·0	22·9 FK (	Riga Latvian 6*BHptCem* *Coll toSh dk* 5 ,, 2*nd* ,,) *DTa* 10′ 101	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$″–55⅛″ 438NHP Kockums M.V.Akt.Mälmo *tFPT*208*tAPT*100*t*	26 ″ 7	N †
25125 DONX	**Hercules** 2*Dks* Sub.Sig. D.F. *CruiserStern*	2883 2552 1616					1929	Akt.Ges. " Weser" Bremen	Dampfschifffahrts Ges.Neptun	296·9 B29′F28′	46·0	23·3	Bremen German *WB*	T.3Cy.19$\frac{3}{5}$″,31½″&50$\frac{3}{5}$″–35$\frac{3}{5}$″ & LP turbine 180NHP A.G."Weser,"Bremen		G
25126 PEQZ	— 3*Dks*	2317 2056 1388					1914	A.Vuijk& Zonen,Cap- ellea/dYsel	Koninkl.Nederl. Stoomb.Maats. N.V.	326·9	45·1	18·5	Amstrdam Dutch *WB*	T.3Cy.21½″,34″&56″–42″ 203NHP G.T.Grey,SouthShields		V
25127	**Herdis** *OilEng* D.F. 1*Dk& Shelter dk* *CruiserStern*	5000					1940	Öresunds- varvetA/B Landskrona	(S.Herlofson&Co. A/S,*Mgrs.*)	430·0 F40′			Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.26¾″–59$\frac{1}{16}$″ 990NHP A/B Götaverken,Got.		

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu. ur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. B. of Trade.
25128 OXXH	**Herdis** Now "Chuiloide," see No.35958 in Supplement OilEng. D.F. 1Dk&Shelter dk CruiserStern	1659 1406 925					1935	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm A/S(A.Schmie-gelow&Axel Kampen)	301·9	42·7	16·5	Copnhagn Danish WB	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		C
25129 212605 KDAH	**Heredia** (exGeneralPershing-38, exHeredia-32) 2Dks&2ptDks D.F. Ref.Mchy. Fitted for oil fuel	4732 3936 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	378·8 B154'F44'	49·8	29·6	NewYork Utd.States WB	T.3Cy.27$\frac{1}{8}$",45"&75"–54" 413NHP Wrkman,Clark&CoLd.Bel		C
25130 152185 ZMNM	**Herekino** Well deck Mchy.Aft 1Dk	464 302 185	✠ ... 10,25				1924 9mo	Scott& Sons Bowling	Wilsons(N.Z.) PortlandCement Ld.	140·1 Q57'F23' BK6$\frac{3}{4}$"	29·1	9·9	Auklnd NZ British WB	T.3Cy.12",20"&32"–24" 76RHP Aitchison,BlairLd.Gls.	10 ″ 9	
25131 LECF	**Herfinn** Mchy.Aft 1Dk	860 627 483		✠			1920	Porsgrund MekVærks. Porsgrunn	A/SHerdebred (O.&H.HoltaA/S, Mgrs.)	202·4 Q113tB21tH32t F27t	32·0	12·1	Skien Norwegian WB	T.3Cy.14",23"&38"–27" 75NHP PorsgrundMekVærks.		N
25132 166364 GJJV	**Herisle** (exFairisle-38, exAnnie ssBkn.2ndNo.3-2,38 Murphy-32, 1Dk2trB exLakeFalama)	2640 2265 1605	✠100A1 12,40 BS5,40	PN1 ✠LMC2,38	s	CL 1,38	1919 10mo Lloyd	Superior S.B.Co. Superior, Wis 'sA&CP	HercoalShipping Co.Ld. CellDB204'4	251·0 261·6(O.L.) P25'B64'F20' FK 36tDTa12'80tFPT	43·7	26·0	London British 4BHCem 72tAPT96t	T.3Cy.21",35"&59"–42" 185lb (s) 305NHP 2SB,6cf,GS115,HS5467 SuperiorS.B.Co.Superior	28 ″ 3 s3″11$\frac{1}{4}$ 24 ″ 6	
25133 HPPI	**Herleik** (exMai,exWigmore, exVenice) 1Dk	1893 1717 1130					1914	Greenock& Grangem'th Dkyd.Co.Ld Grngemouth	Wallem&Co.	279·0 P45tH110t	40·3	18·8	Panama Pnamanian WB	T.3Cy.20$\frac{1}{2}$",33"&54"–36" 175NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
25134 LJLQ	**Herma** (exBeldisa-37, 3Mst exBeldis-36) OilEng. D.F. Mchy.Aft ssNpt.No.3-3,36 1Dk(Stl)	2406 1999 1284	✠ ... 5,37	Npt ✠	s		1924 6mo	Armstrong Whitworth &Co.Ld. Newcastle	LeifErichsens RederiA/S(Leif Erichsen,Mgr.) One CellDB236'509t B	294·1 P88'B26'F32' FK IntermediateBHin holdsdispensedwith ridge'tween dk tank	45·3	19·1	Bergen Norwegian Cem 4BHonly 26'242tFPT	Oil Engines 2S.C.SA 4Cy.23$\frac{3}{5}$"–41$\frac{3}{4}$" 387NHP Armstrong,Whitworth& Co.Ld.Newcastle 165tAPT84t	21 ″ 6	N †
25135 DAQQ	— 1Dk	519 408 311					1905	Howaldts-werke Kiel	Pommersche landwHauptgenos-senschaft G.m.b.H.	165·3 Q43'B39'F20'	27·1	12·7	Kiel German WB	T3Cy11$\frac{15}{16}$",19$\frac{3}{8}$"&29$\frac{1}{2}$"–17$\frac{3}{4}$" 37NHP Howaldtswerke,Kiel		G
25136 8122 SJWN	**Herma Gorthon** ssPhl.No.1-41 D.F. 1Dk&Shelter dk CruiserStern Strengthened for Navigation in Ice	1827 1435 930	✠100A1 withfreeboard ~~4,41~~ ~~12,40~~ 2,42 ~~BS12,40~~ ✠NB31refitted36 Fitted for oil fuel 12,36 F.P. above 150° F.	~~Smk~~ ~~NYk~~ ~~Phl~~ ~~0,41~~ Rio BS1,42 ✠LMC12,36	t	CL 6,40	1936 12mo Lloyd	Fredrkstad Mek.Verks. Fredrikstad 'sA&CP	RederiA/BGylfe (Joh.Gorthon, Mgr.) IntermediateBH forward CellDB	304·4 315·0(O.L.) FK in Coll&AftPk hold dispensed with 242' 535t FPT80tA	44·2	15·6	Hlsngborg Swedish BHsto Shdk 2 ,, ,, 2nd ,, PT70t	C.4Cy.(2)15$\frac{3}{8}$"&(2)37$\frac{13}{16}$"– 34$\frac{7}{16}$" 220lb (s) 277NHP 2SB,6cf,GS92,HS4120 FD FredrikstadM.V.Frdstad.	19 ″ 1 s ″ 4$\frac{3}{4}$ 18 ″ 9	
25137 1172 IBTP	**Hermada** (exCarventum, exStrathness) ssBry.No 3-11,18 ssGen.No.2-27 D.F. 1Dk&Spar dk	4421 4105 2778	✠ ... 7,30	✠			1907 5mo	W.Hamil-ton&Co.Ld. PortGlasgow	"Corrado"Soc. Anon.diNav.	385·4 370·0 P25'B92'F49' FK	52·2	17·5 25·5	Genoa Italian WB	T.3Cy.25",41"&68"–48" 367NHP D.Rowan&Co.Glasgow	28 ″ 0	I †
25138 219221 KOML	**Herman F. Whiton** (exJ.R.Gordon) ssN.Yk.No.3-7,31 ssPhl.No.2-39 D.F. 2Dks(Stl) Cargo battens not fitted	5557 5138 3430	✠100A1 ~~5,41~~ ~~10,40~~ ~~11,41~~ 3,42 BS11,41 MS12,39 Fitted for oil fuel 11,19 F.P. above 150° F.	~~NNs~~ ~~NYk~~ Sea ✠LMC ~~BS12,40~~	z	CL ~~4,39~~ 3,42	1919 11mo A&CP	Northwest SteelCo. Portland,Or.	UnionSulphurCo. Inc. CellDB355'1139tM	409·8 P44'B115'F47' FK T29'745t FPT 132t	54·2	27·7	NewYork Utd.States 7BHptCem APT143t	T.3Cy.24$\frac{1}{2}$",42"&72"–48"(s) 210lb 582NHP 3SB,9cf,GS196,HS8780 FD Hooven,Owens,Rent-schlerCo.Hamilton,Ohio	30 ″ 2 s6 ″ 4$\frac{3}{4}$ 24 ″ 0	
25139 220895 KDLW	**Herman Frasch** TwinSc ssN.Yk.No.3-4,33 ssSea.No.1-37 1Dk(Stl) D.F. Cargo battens not fitted	4494 3977 2641	✠100A1 ~~8,41~~ ~~1,41~~ 3,42 3,42 ~~MS10,36~~ Fitted for oil fuel 12,20 F.P. above 150° F.	~~NYk~~ Sea ✠LMC ~~BS7,40~~ 7,41	x	CL P1,41 S8,39	1920 12mo A&CP	Newburgh Shipyrds,Inc. Newburgh, N.Y.	UnionSulphurCo. Inc. CellDB299'1186t Topside tanks	356·0 B45' FK 302'1368tFPT178t	51·6	30·0	NewYork Utd.States 7BHptCem APT152t	2 steam turbinesDRgeared to 2 Sc. Shafts (s) 210lb FD 663NHP 3SB(Spt)9cf,GS181,HS8916 W.&A.Fletcher,Hoboken	32 ″ 5 s 7 ″ 5 25 ″ 4	
25140 DJSM	**Herman Sauber** D.F. E.S.D. Cruiser Stern 1Dk	2474 1877 1307					1936	Flensburgr Schiffsb.Ges. Flensburg	Sauber&Co.	274·9 P26'Q83'B51'F25'	44·4	19·3	Hamburg German WB	T.3Cy.22$\frac{1}{16}$",34$\frac{5}{8}$"&56$\frac{5}{16}$"– 37$\frac{3}{8}$" HS4198 292NHP FlensburgerSchiffsb.Ges.		G
25141 95903 KJMS	**Herman Winter** Iron 2Dks&Spar dk	2625 — 1768					1887	W.Cramp &Ss.S.&E.Co. Philadelphia	~~EasternS.S.Lines,~~ ~~Inc.~~ Seatrade Corporation	271·8 5,41	41·6	19·2 29·9 WB	Portsmth N.H. Utd.States	T.3Cy.23",39"&66"–42" NE&B25 284NHP Hooven,Owens,Rent-schlerCo.Hamilton,Ohio		
25142 DRBC	**Hermann** (exRückforthOtto Ippen17,exRückforthI,exWestfalia, exKöln) Mchy.Aft 1Dk	400 365 242					1897	J.H.N. Wichhorst Hamburg	Ippen-Linie Reederie-A.G.	151·4 B8'	25·5	11·2	Lübeck German	C.2Cy.13$\frac{3}{8}$"&24$\frac{3}{4}$"–15$\frac{3}{4}$" 20NHP OttensenerMaschf.Altona		G
25143 DJSJ	**Hermann Andersen** TwinSc D.F. OilEng. Mchy.Aft Cruiser Stern 1Dk CarryingPetroleum in bulk	1171 876 593					1936	Lübecker Flender-WerkeA.G. Lübeck	C.Andersen	228·5 P55'B33'F34'	34·5	14·4	Hamburg German WB	Oil Engines 4S.C.SA 16Cy.11"–16$\frac{9}{16}$" 189NHP DeutscheWerkeKielA.G.		G
25144 DATB	**Hermann Fritzen** (exWernerKunstmann-38, exEfstathios,exClearway, D.F. exNonsuch) Turret deck 2Dks	3845 3130 2387					1906	W.Doxford &Sons,Ld. Sunderland	Johs.Fritzen& Sohn,vorm W.Kunstmann	349·4 P32'F30'	50·2	22·2	Stettin German WB	T.3Cy.24",41"&68"–45" 310NHP W.Doxford&Sons,Ld.Sld.		C
25145 DHZH	**Hermann Schulte** (exNord-38, exWalterLeonhardt-36,exChristel Salling,exHansCords,exGustav Boldt) 1Dk	1305 1072 815					1904	Atk.Ges. "Neptun" Rostock	Schulte&Bruns	239·3 P14'Q60'B108'F27'	35·8	15·2	Emden German WB	T.3Cy.16$\frac{1}{8}$",25$\frac{5}{8}$"&41$\frac{3}{4}$"–31$\frac{1}{2}$" 98NHP A.G."Neptun,"Rostock		G
25146 LKIZ	**Hermelin** OilEng. 1Dk&Shelter dk CruiserStern	1683 1302 904					1939	Hong Kn'g &Whampoa DockCo.Ld. HongKong	Bruusgaard KiösterudSkibs. A/S(Bruusgaard, Kiöterud&Co. Mgrs.)	277·0 F78'	43·1	13·9	Drammen Norwegian WB	Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 337NHP HongKong&Whampoa DockCo.Ld.HongKong		N

1	2 — 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired, Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; BHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25147 139163 GPYK	**Hermes** (exHeraclides-39, exAngloChilean) ssShl.No.3-12,29 D.F. E.S.D. ssGrk.No.2-38 2Dks(Stl)&Webframes Now sailing as "St. Francois" Shelter dk(Stl) Longitudinal framing Tonnage opening closed '39	9036 8614 5680	✠100A1 Shelter dk withfreeboard 11,39 ✠NB8,28 ✠LMC8,38 BS11,39 SURVEYS DELAYED	Ant	c†	CL 2,39	1916 11mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	HermesS.S.Co.Ld. CellDB397'1610t DTa36'1183t FPT186t APT53t	470·5 491·0(O.L.)	58·3	37·8	London British FK 7BHCem (CollBHtoShdk6BH to Upper dk)	Q4Cy.26",36½",53"&76"-54" 225lb 120lb (s) 633NHP 3SB(Spt),9cf,GS183 FD HS8880 G.Clark,Ld.Sunderland	40 ″ 4 s10 ″ 1 30 ″ 6	
25148 DHNV	— (exKarnak-41) Ⓟ Sub.Sig. D.F. 2Dks	7209 6445 4416					1926	Flensburgr Schiffsb.Ges. Flensburg		439·6 F55'	55·7	32·6	German WB	T3Cy.29⅛",47¼"&76⅜"-53$\frac{15}{16}$" 424NHP FlensburgerSchiffsb.Ges.		G
25149 PERE	— TwinSc OilEng. E.S.D. ssSba.2ndNo.3-2,34 ssSuz.No.1-38 Mchy.Aft 2Dks(Stl)&Webframes	3768 3373 2313	✠100A1 12,40 ✠LMC CS10,38 DBS3,40 12,40 CarryingPetroleum in bulk	Lis	v	CL 3,40	1914 10mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	N.V.Petroleum Maats."La Corona" Midship portion (cargo tanks)renewed1934 CellDBuE44'55t DTf30'270t APT70t	344·6 H73'F34'	46·1	25·5	Willemstad Dutch FK 14BHptCem (11BHtoUdk 3 ,, ,, 2nd,,)	Oil Engines 4S.C.SA 12Cy.20½"-35$\frac{7}{16}$" 375NHP DB120lb NedFb.vWrk&Spoor,Ams	27 ″ 6 s4 ″ 10¾ 22 ″ 10	
25150 PERG	— CruiserStern 3Dks Fitted for oil fuel	2746 2392 1559					1920	NVBoele's Schps.&Mchf Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	345·8	48·3	18·6	Amstrdam Dutch WB	T.3Cy.23",37"&61"-45" 250NHP N.V.Boele'sSchp.&Machf.		V
25151 OFEO	— (exKongeaa-39, ssLon.No.3-2,23 exTinto-37) ssHul.No.2-31 Well deck 1Dk(Stl)	829 — 383	✠ — 2,37 ✠	Lon	l		1911 1mo	Dundee S.B.Co.Ld. Dundee	NorthernSteamshipCo.Ld.(O.S. Nylund,Mgr) CellDBa&uE45'68t FPT29t APT41t	200·1 P&B121'F25'	32·1	13·4	Helsingfrs Finnish FK 4BHCem	T.3Cy.15½",25"&42"-27" 109NHP 2SB,4pf,GS66,HS1820 Amos&Smith,Ld.Hull	14 ″ 6	V †
25152	**Hermia** 1Dk&Spar dk	1068 — 760					1891	Howaldts- werke Kiel	Cie.Tunisienne d'Arm.(Louis Delom,Mgr.)	211·2 B46'	29·3	19·6 17·9	French	T.3Cy.14¼",22¼"&36½"-19¾" 59NHP Howaldtswerke,Kiel		V
25153 DHLJ	— 1Dk	997 897 604					1909	Flensburgr Schiffsb.Ges. Flensburg	A.Kirsten	226·3 P&B139'F30'	33·3	15·2	Hamburg German WB	T.3Cy.16",26⅘"&44"-33" 111NHP FlensburgerSchiffsb.Ges.		G
25154 LJNW	**Hermion** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	5202 4535 2980					1937	Bremer Vulkan Vegesack	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.Mgrs.)	434·5	55·8	25·2	Drammen Norwegian WB	Oil Engines 2S.C DA 5Cy.23⅝"-43$\frac{5}{16}$" 972NHP BremerVulkan,Vegesack		N
25155 165773 GPLZ	**Hermiston** D.F. 1Dk&Shelter dk CruiserStern	4813 4284 2765	✠100A1 withfreeboard 2,42~~5,41~~ ✠LMC10,39	~~Nwc~~ Cal	z	CL 5,41	1939 10mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	CarltonS.S.Co.Ld. &CambayS.S.Co. Ld.(R.Chapman& Son) CellDB322'1391tDTf26'310t FPT78tAPT270t	427·0 439·2(O.L) F32'	54·0	23·7	Newcastle British FK 7BHCem (Coll to Shdk 6 ,, 2nd,,)	T.3Cy.21½",36½"&63"-45" 220lb 220lb (s) 359NHP 2SB(Spt)6cf,GS110,HS4784 FD GeorgeClark(1938)Ld.Sld.	26 ″ 7 s2 ″ 7¾ 24 ″ 2¼	
25156 DKAA	**Hermod** (exEssexEnvoy-39, exThereseHorn) ssShl.No.3-6,35 2Dks(Stl)	5193 4815 3160	... 7,39	Shl			1922	F.Schichau Danzig	Seereederei "Frigga"A.G. CellDBa&uE136'f183'1033t FPT141t APT142t	387·0 405·0(O.L.) P30'F32'	52·7	29·8	Hamburg German FK 7BHCem 3 ,, to 2nd dk	T.3Cy.24",40"&64"-47$\frac{3}{16}$" HS1905 227NHP 3SB,6cf,GS132 F.Schichau,Elbing	32 ″ 2	
25157 LECJ	— 1Dk	1515 1285 840					1925	F.Schichau Elbing	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.Mgrs.)	261·7 P61tB74'H101t F36t	40·1	15·6	Drammen Norwegian WB	T.3Cy.19",32"&51⅕"-29½" 141NHP F.Schichau,Elbing		N
25158 6074 SEVI	— 1Dk	*1495* *1223* *771*					1919	Södra VarfetsA/B Stockholm	StockholmsRederi A/B Svea(Eman. Högberg,Mgr.)	246·8 P33'B140'H145t F9'	38·3	16·0	Stockholm Swedish	T.3Cy.18",30"&49"-33" Lindholmens 138NHP M.V.A/B Gothenburg		V
25159 EEQV	**Hernani** Iron 1Dk	398 — 216					1876	Cunliffe& Dunlop Pt.Glasgow	FabricaMunicipal de Gas	155·8 P74tF19t	24·3	11·8	S.Sebast'n Spanish	C.2Cy.23"&40"-27" 69NHP Cunliffe&Dunlop,Pt.Glas.		
25160 6281 DHLK	**Hernia** (exMarkelo) Well deck ssHam.No.3-8,29 Mchy.Aft ssHam.No.2-38 1Dk(Stl)	717 516 332	4,39	Ham			1918 1mo	NVBurger- hout'sM.&S. Rotterdam	HaraldA.O.Becker (Johs.Thode,Mgr) CellDBf114'142t FPT55t	181·4 Q106'B9'F32'	28·1	12·3	Hamburg German FK 3BHCem	T.3Cy.15¾",25⅝"&41$\frac{5}{16}$"-27$\frac{9}{16}$" 126NHP 2SB,4cf,GS70,HS2303 N.V.Burgerhout'sM.&S.		
25161 7038 SEVK	**Hernodia** 1Dk	*1293* *1110* *709*					1918	Huiskens &VanDyk Dordrecht	RederiA/BPatria (C.H.Witt,Mgr.)	234·6 P27'B55'F14'	37·1	15·5	Hlsngborg Swedish	T.3Cy.17½",29"&46"-36" 127NHP Eluishens&VanDyk		V
25162 DHLL	**Hernösand** 1Dk2tr B	953 792 569					1894	Helsingörs Skibsbyggeri Elsinore	H.M.Gehrckens	224·9 Q68'B105'F24'	33·1	13·5	Hamburg German WB	T.3Cy.18",27½"&47"-33" 127NHP HelsingörsMaskinbyggeri		G
25163 LECK	**Hero** 1Dk	1375 1136 823					1918	NewEng. &S.B.Works Shanghai	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.Mgrs.)	242·7	37·2	14·7	Drammen Norwegian WB	T.3Cy.17½",28½"&48"-33" NewEngineering 132NHP &S.B.Works,Shanghai		N
25164 DOIM	— Sub.Sig. Mchy.Aft 1Dk	989 797 589					1924	Atlas WerkeA.G. Bremen	Dampfschifffahrts Ges.Neptun	224·0 Q86'B66'F31'	33·2	13·7	Bremen German WB	T.3Cy.18⅛",29½"&48$\frac{13}{16}$"-29½" 129NHP AtlasWerkeA.G.Bremen		G
25165	**Heron** OilEng. D.F. CruiserStern 1Dk Elec. welded Longitudinal framing Mchy.Aft CarryingPetroleum in bulk	8400					1940	Kockums M.V.Aktieb. Malmö	S.H.Smith Sörensen	476·0 P91'B32'F63'	62·1	34·7	Arendal Norwegian WB	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1162NHP KockumsM.V.Akt.Malmö		
25166 165598 GCGN	— OilEng. D.F. 1Dk&Shelter dk Ref.Mchy. 3rd dk in No.1hold CruiserStern	2374 1771 1395	✠100A1 withfreeboard 6,40 ✠LMC10,37 ✠LMC(M)6,40 ✠Lloyd'sRMC3,39	Gls	t	CL 6,40	1937 10mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	GeneralStm.Nav. Co.Ld. CellDB259'534t Tanks at sides of tunnel 96tFPT49t APT70t	302·2 314·5(O.L.) F26'	45·2	17·0	London British FK 6BHptCem (Coll to Shdk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-41" 389NHP DB100lb SulzerBros.Ld.Winterthur	19 ″ 9 s ″ 7 19 ″ 3¾	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.R of Trade.
25167 683 SVEL	**Heron** (*ex*Hollandia-36,*ex*Heron-35, *ex*Neptunus) 2*Dks*	1516 1224 877					1906	Werf.vrhn Rijkee&Co. Rotterdam	Dem.N.Koufos	251·5 Q78'B62'F32'	34·6	18·5	Piræus Greek *WB*	T.3Cy.19",32"&51"-36" 156NHP Maats.Fyenoord,Rot.		V
25167A HPBF	— **TwinSc5Mst** (*ex*Beulah-41,*ex*Heiren) *OilEng.* *Mchy.Aft* *ss*L.An.No.3-10,33 1*Dk*(*Stl*)2*trB*	*1389* *1216* *1042*	✠ 7,37 ✠	SFo			1923 3mo	Randolph A/SSkibs. Fevig *Intermedi*	Wallem&Co. *ate'tween dk BH in* *MT27'350tD*	232·6 P35'F34' BK8½" *hold dispensed with* *Tf27'350tAPT30t*	37·7	20·4	Panama Pnamanian *Cem* *2 BHto U dk* 4 ,, ,, *2nd* ,,	Oil Engines 2S.C.SA 8Cy.15"-16½" 137NHP J&CGBolindersCoLd.Skm	22 ″ 0	
25168 111807 CYPB	**Heron Bay**(*ex*RobertP.Durham-40, *ex*Agawa,*ex*Sailing Vessel) *Mchy.Aft* **D.F.** 1*Dk*2*trB*	3525 3310 2508					1902	Collingw'd S.B.Co.Ld. Collingwood	Quebec&Ontario Transportation Co. Ld.	377·0	46·1	22·1	Montreal British *WB*	T.3Cy.20",33½"&55"-40" NE&B07 191NHP CollingwoodS.B.Co.Ld.		R
25169 5284 SDZK	**Heros** (*ex*Hermes-40,*ex*Ernst-35, *ex*Margit,*ex*Bolbek. *ss*Got.3rdNo.3-6,40 *ex*Margit,*ex*DeuxCharentes) 1*Dk*(*Irn*) *Well deck* *&deep framing* *Cargo battens not fitted*	*1555* *1216* *858*	✠100A1 4,41 ~~6,40~~ ✠LMC BS~~1,40~~5,41 MS6,40	Got	*p*	4,40	1901 5mo	WoodSkin- ner&Co.Ld. Newcastle A&CP	I.Fagræus& others(I.Fagræus, *Mgr.*) *CellDBa74'mE&*	250·0 P28'Q110'B12'F27' FK *B36'f194'391tFPT*	37·2	16·2	Stockholm Swedish *4BHCem* *61tAPT67t*	T.3Cy.20¼",33¼"&54"-36" 160lb (*s*) 180NHP 2SB,*6pf*,GS90,HS2800 N.E.MarineEng.CoLdNw	18 ″ 5 s 5 ″ 4¼ 17 ″ 3¼	
25170 LKOE	**Herstein** *Oil Eng.* *Cruiser Stern* 1*Dk*&*Shelter dk*	5100 4608 3050					1939	Akt.Bur- meistr&Wain Copenhagen	SkibsA|SHerstein (SigurdHerlofson &Co.A/S,*Mgrs.*)	424·7 F35'	56·4	26·3	Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.17 1/16"-47¼" 855NHP Akt.Burmeistr&Wain,Cpn		N
25171 DAXP	**Herta Engeline Fritzen** (*ex*HeinzW. *ss*Stn.2ndNo.3-8,32 Kunstmann-38, *ss*HamNo.1-36 *ex*SevenSeasTransport, 1*Dk*(*Irn*) *ex*Picton) 2*tr B&deep framing*	5100 4753 3104	✠ 1,38 ✠	Stn	*y*		1906 8mo	Richardsn Duck&Co. Stockton	Johs.Fritzen& Sohn.vorm W.Kunstmann	377·6 P28'B111'F27' FK *CellDBa126'uE*	52·1	27·7	Stettin German *6BHptCem* *ptAsp* *&B43'f169'*	T.3Cy.27",44½"&73"-48" 419NHP 3SB,*9cf*,GS175,HS6700 Blair&Co.Ld.Stockton 1260t*FPT*177t*APT*193t	30 ″ 4	
25172 ~~OZEI~~	**Herta Mærsk** Now "Montrose," see No. 37610 in Supplement 1*Dk*&*Shelter dk* **D.F.** *Cruiser Stern* *Fitted for oil fuel*	1890 1623 1038					1939	Frdrkshvn Værft og Flydk.A/S Fredrikshavn	MarineOperating Co.Inc.	287·9	43·5	17·4	Panama Pnamanian *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜" & LPturbine HS3519 240NHP HelsingörsJernsk.&Mskb. Elsinore		V
25173 144656 GDKP	**Hertford** (*ex*Friesland) **TwinSc** *ss*Gls.No.3-7,34 *Ref. Mchy.* *ss*Gls.No.1-38 **D.F.** 3*Dks*(*Stl*)4*th dk*(*Stl*)*in* *No.1 hold*	10923 — 6776	100A1 *with freeboard* 6,40 LMC MS8,38 BS4,40 ✠Lloyd'sRMC10,40 *Fitted for oil fuel*11,23 *F.P. above* 150° F.	Syd		OG S8,38 P11,39	1917	Bremer Vulkan Vegesack	FederalSteamNav. Co.Ld. *CellDB477'2082t*	520·7 533·0(O.L.) P70'B254'F44' FK *FPT111tAPT119t*	64·2	38·2	London British *8BHptCem* *ptAsp*	T.6Cy.28⅜" 46⅞"&75⅝"-51¼" L.P.turbines withDR gearing&hydraulic coup- lings 199lb (*s*) 1290NHP 5SB,*15cf*,GS337,HS15525FD BremerVulkan,Vegesack	41 ″ 4 s 9 ″ 8¾ 31 ″ 10	
25174 LECL	**Hertha** (*ex*Venus2) 1*Dk*	1365 1120 707					1917	N V Schpb- wrfBaanhoek Sliedrecht	Skibs A| SWilliam Hansens Rederi II. (W.Hansen, *Mgr.*)	240·1 P23'B56'F21'	36·7	15·8	Bergen Norwegian *WB*	T.3Cy.19 3/10",29 1/10"&46 1/10"- 35 8/16" 127NHP J.&A.v.d.Schuijt,Ppndrcht		N
25175 DALD	— Ⓟ **TwinSc** Sub.Sig. 1*Dk*&*Hur.dk*3*tr B*	1221 633 487					1905	Stettiner Oderwerke Stettin	Stettiner Dampfsch, Ges.J.F BraeunlichG.m.bH	250·3 H117'	33·9	13·4 21·8	Stettin German *WB*	T.6Cy.18",28"&46"-28" 224NHP StettinerOderwerkeStettin		G
25176 OFDV	**Hertta** **WoodAux4MstSr** (*ex*Apollo-39,*ex*Jirina, *Oil Eng.* *ex*Natividad,*ex*Apollo, 1*Dk* *ex*Wigala,*ex*Else) (*See Sailing Ship Register*)	343 323 266					1917	R.Ras- mussen Nakskov	HerttaO|Y(T.W. Blomqvist	138·2 Q27'	30·2	12·8	Raumo Finnish	Oil Engines 2S.C.SA 3Cy.14 13/16"-15 5/16" 116NHP A|S Maskinfabr. Tuxham,Copenhagen		V
25177 UNYL	**Hertzen** Ⓟ (*ex*Castro, *ex*Michail, *ex*Sappho) *Ref.Mchy.* 1*Dk*	1336 844 805					1898	CaledonS. B.&E.Co.Ld. Dundee	U.S.S.R.	267·0 P&B116'F34'	33·6	14·5	Archangel Russian *WB*	T.3Cy.18",32"&56"-36" 188NHP CaledonS.B.&E.Co.LdDun		
25178 PUMC	**Herval** (*ex*Alvarado-33) *ss*Npt.No.3-3,33 *ss*Rio.No.1-38 2*Dks*(*Stl*) *Cruiser Stern*	*2478* *2242* *1448*	✠100A1 8,40 BS8,40 ✠LMC1,38	Rio	*t*	CL 8,40	1920 10mo	A.&J. Inglis,Ld. Glasgow *Lloyd'sA&CP*	Cia.Carbonifera Rio-Grandense *Cell*	303·0 P33'B81'F32' FK *DB260' 661tFPT9*	43·0	20·7	R.Janeiro Brazilian 6 *BH ptCem* *4tAPT180t*	T.3Cy.22¼",36"&59"-39"(*s*) 180lb 265NHP 2SB,*6cf*,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 ″ 0	
25179 OHHD	**Hesperus** (*ex*Kilstroom-33) **D.F.** 2*Dks*	2175 — 1231					1922	Maats. Fyenoord Rotterdam	FinskaÅngfartygs A/B	288·3 273·6 P58'Q93'B79'F34'	40·0	16·8	Helsingfrs Finnish *WB*	T.3Cy.19½",31"&52"-36" 612NHP Maats.Fyenoord,Rot.		V
25180 167021 MPMZ	— **TwinSc** *Oil Eng.* **D.F.** **E.S.D.** 2*Dks* *Cruiser Stern*	844 592 306	✠ 7,40 ✠	Dun			1939 8mo	CaledonS. B.&E.Co.Ld. Dundee	Commissioners of NorthernLight- houses *CellDBf65*	202·5 210·5(O.L.) P&B18'F31' FK&BK1" *'45ta28' 26t FPT19*	35·2	13·4	Leith British *5BHCem* *tAPT21t*	Oil Engines 2S.C.SA 16Cy.13⅜"-22 7/16" 250NHP BritishAuxiliaries,Ld.Gls.	15 ″ 6	
25181 166336 MMQD	**Hester** (*ex*Aud-37,*ex*Frances) 1*Dk*	1199 998 669					1908	Laxevaags Msk.&Jrnsk. Bergen	CullifordShipping Co.Ld.(Culliford & Clark,Ld.*Mgrs.*)	228·8	36·2	15·9	London British *WB*	T.3Cy.16¾",27&44"-30" 106NNHP LaxevaagsMsk.&Jrns.Bgn		VL
25182 DOII	**Hestia** **D.F.** Sub.Sig. 2*Dks* *Cruiser Stern*	2883 2552 1616					1929	Deutsch Schiff-u.- MaschfkA.G. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	296·9 F28'	46·0	23·3	Bremen German *WB*	T3Cy19⅗",31½"&50⅖"-35⅖"& LP turbine with DR gear- ing & hydraulic coupling 180NHP A.G."Weser,"Bremen		G
25183 LECN	**Hestmanden** *Mchy. Aft* 2*Dks*	979 921 671					1911	Laxevaags Msk.&Jrnskb Bergen	Vesteraalens Dampskibsselskab	186·1 H39*t*	30·1	20·4	Stokmark- næs *WB* Norwegian	T.3Cy.14½",23"&39"-27" 79NHP LaxevaagsMsk&Jrns.Bgn.	22 ″ 8	N
25184 148068 GKQD	**Hetton** *ss*Sld.No 1-40 *ss*Sld.No.3-5,36 **D.F.** 1*Dk*(*Stl*) *Cargo battens not fitted*	2714 2345 1541	✠100A1 1,42 ~~2,41~~ BS7,41 ✠LMC7,40	Sld	*t*	CL ~~2,41~~ 12,41	1924 5mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	TanfieldS.S.Co.Ld. (W.B.Nisbet,*Mgr*) *CellDB255'775t* *MTp16's12'172tF*	308·0 P21'B60'F28' FK *PT163tAPT130tP*	44·5	20·8	Necwastle British *6BHCem* *ooptank100t*	T.3Cy.21",35"&58"-39" (*s*) 180lb 261NHP 2SB,*6 cf*,GS16,HS4476 N.E.MarineEng.Co.Ld.Sld	23 ″ 0 s 3 ″ 8¼ 19 ″ 6	
25185 147676 VLDV	**Hetton Bank** (*ex*Coralstone-34) *ss*Syd.No.3-1,37 *Mchy.Aft* *ss*Syd.No.1-41 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1375 1032 791	✠100A1 ~~1,41~~10,41 ✠LMC MS5,40 BS~~11,40~~12,41 ✠NE&B*made*3,20*refitted*6,24	Syd	*o*	CL 11,39	1924 6mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	McIlwraith McEacharnLd. *C*	235·1 Q145'F25' FK *ellDB198'380tFPT*	36·1 37·7	15·3	SydnyNSW British *4BHptCem* *102tAPT82t*	T.3Cy.15",25⅛"&40"-27" (*s*) 180lb 128NHP 2SB,*4cf*,GS49,HS1820 FD Davey,Paxman&Co.LdCol	17 ″ 6 s 5 - 3¼ 16 - 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25186 DHLP	**Hever** (*ex*Adjutor,*ex*Alliance) *Mchy.Aft* 1*Dk.*	441 328 228					1909	Stavanger Stöberi&Dok Stavanger	BugsierReed.& BergungsA.-G.	141·5|27·0|10·7 P84*t*H6*t*F8*t*	Bremerhvn German *WB*	T.3Cy.11¼″,17½″&30″-20″ 40NHP StavangerStöberi&Dok	13 ″ 0	G
25187 144969 GRPS	**Hibernia** Ⓟ TwinSc Sub.Sig. D.F. E.S.D. 3*Dks*	3467 3009 1405	✠ ... 12,21 ✠				1920 9mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	380·6|45·2|17·2 26·2 BK7″	London British *WB*	4steamturbinesSRgeared to 2 Sc. Shafts 2714NHP W.Denny&Bros.Ld.Dmb.	18 ″ 6	BT till ~~10,41~~ 10,42
25188 233749 WNFF	**Hibueras** *ss*Gal.No.3-10,32 *ss*N.Os.No.2-41 ~~*ss*N.Os.No.1-37~~ 1*Dk*(*Stl*)&*Shelter dk*	1445 1391 819	✠100A1 *Shelter dk* *with freeboard* ~~4,41~~ ~~4,40~~ 4,42 BS4,42 ~~BS4,40~~ ✠LMC~~6,37~~ 4,41 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	~~NOs~~ Bal	*o*	CL 4,40	1920 8mo	Standard S.B.Corp. Shooters Island,N.Y. A&CP	UnitedFruitS.S. Corp.(United Fruit Co.*Mgrs.*) *Cell DB*197′306*t*	234·3|34·1|20·8 B88″ FK *FPT*34*tAPT*36*t*	NewYork Utd.States *ptCem* 2*BHtoSh dk* 2 „ „ *U* „	T.3Cy.19″,30″&50″-33″ (*s*) 185lb 200NHP 2SB,6*cf*,GS120,HS3660 H.G.TroutCo.Buffalo,N.Y	23 ″ 6 s 8 ″ 2 15 ″ 9	
25189 24961 JIVD	**Hiburi Maru** (*ex*SaikoMaru-40, *ex*SaikohMaru-38, *ss*Kob.No.3-10,31 *ex*HeijinMaru-34) 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	4365 3677 2712	✠ ... 11,35 ✠	Yka	*w*		1919 5mo	OsakaIron Works,Ld. Osaka *Cell DB*294′	YamashitaKisen K.K. 1120*t DTa*32′ 690*t*	345·0|49·8|28·2 P30′B98′F34′*on* *Shelter dk* FK *FPT*115*tAPT*29*t*	Kobe Japanese *Cem* 1*BHtoSh dk* 5 „ „ *Udk*	T.3Cy.24¼″,41″&67″-48″ 391NHP 2SB,6*cf*,GS128,HS5407 OsakaIronWorksLdOsaka	28 ″ 2	C †
25190 142314	**Hickorol** *ss*Lon.No.3-2,31 *Mchy.Aft* *ss*Gmh.No.2-39 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1176 858 451	✠100A1 2,42 ~~3,39~~ ~~BS3,40~~ ✠LMC3,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	~~Gmh~~ Ply BS8,41	*n*	CL ~~5,37~~ 2,42	1918 3mo	A.McMil- lan&Son,Ld. Dumbarton *Lloyd's*A&CP	TheAdmiralty *Middle line Bulkhead not oil-tight* *Cell DBuE&B*39′ 64*tD*	210·2|34·7|16·6 220·9(O.L.) P62′F57′ FK *Tf*30′243*t FPT*33*t*	London British 12*BHptCem* *APT*29*t*	T.3Cy.15″,25½″&41″-30″(*s*) 180lb 141NHP 2SB,4*cf*, HS2202 FD J.G.Kincaid&Co.Ld.Grk.	16 ″ 6 s 2 ″9½ 13 ″9½	
25191 XCHA	**Hidalgo** Ⓟ (*ex*EthelM. TwinSc Sterling-34,*ex*SailingShip, *OilEng.* *ex*Hawaii) *ss*S.Fo.No.3-7,12 *ss*Adl.No.1-17 1*Dk*(*Stl*)	1060 — 762	✠ 7,26	SFo			1900	A.McMil- lan&Son,Ld Dumbarton	Cia.Naviera del PacificoSoc.Anon. (KeeneLine, *Mgrs.*)	206·3|42·2|17·9 P30′F22′ BK12″	Ensenada Mexican 1*BHCem*	Oil Engines 2S.C.SA 8Cy.14″-17″ 275NHP E*made*00*fitted*26 FairbanksMorseCo.Inc. Seattle		
25192 35845 JIOC	**Hide Maru** 2*Dks*	5256 4774 3231					1930	HarimaS. B.&E.Co.Ld. Hyogo-ken	TochikiShojiK.K.	400·9|53·0|31·0 P36′B119′F31′	Kobe Japanese *WB*	T.3Cy.25″,43½″&75″-48″ E*made*14 390NHP WllsndSlpwy,Co.Ld.Nwc.		C
25193 100 JNVH	**Hideyosi Maru** Ⓟ Iron (*ex*Orduna) *ss*Shi.No.3-4,90 *ss*Shi.No 1-94 1*Dk*2*trB*	712 — 427	✠ ... 10,97 ✠				1877 11mo	W.F.Pile& Co. Sunderland	Amagasaki KisenbuGomei Kaisha	191·2|26·4|11·4 Q26′F23′ BK7″	Osaka Japanese *WB*	C.2Cy.24¼″&44½″-30″ 90NHP Pattison&Atkinson,Sld.	14 ″ 4	
25194 36219 JGYC	**Hie Maru** Ⓟ TwinSc (*ex*HiyeMaru-38) *OilEng.* D.F. E.S.D. GyC. *ss*Osa.No 2-39 *Ref.Mchy.* 3*Dks*(*Stl-weather dk* ws) 4*th dk*(*Stl*)*in No.* 3 *hold*	11621 9388 6818	✠100A1 *with freeboard* 8,40 ✠LMC CS7,39 DBS2,40 2,40 ✠Lloyd'sRMC~~3,41~~ 3,41 *Fitted for carrying oil* 8,30 *F.P. above* 150° F.*in* 3 *deep tanks aft*	Osa	*h*†	CL s7,39 P7,40	1930 8mo	Yokohama DockCo. Ld. Yokohama *Lloyd's*A&CP	NipponYusenK.K. *Cell DB*424′1975*t*	511·6|66·0|41·0 B228′F74′ FK *Tanks in way of tunnel*	Tokyo Japanese 9*BHptCem* *s*294*tDT's a*	Oil Engines 4S.C.DA 16Cy.26¾″-63″ 2187NHPs 2DB 120lb Akt.Burmeistr&Wain,Cpn 39′1307*tFPT*110*tAPT*166*t*	41 ″ 0 10″11¾ 30 ″ 3½	
25195 EARO	**Hierro** Ⓟ (*ex*Vojvodina) 2*Dks*	648 — 449					1922	Danziger Werft Danzig	Cia.Trasmediter- rànea	154·1|24·1|17·6	LasPalmas Spanish *WB*	T.3Cy.12⅗″,20½″&32¼″-22⅗″ 50NHP DanzigerWerft,Danzig		
25196 148164 GJKN	**Highland Brigade** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *ss*Lon.No.2-37 *Ref.Mchy.* 4*Dks*(*Stl*)5*th dk*(*Stl*)*in* *Nos.*1,2,3,4&6*holds* *CruiserStern*	14134 11605 8714	✠100A1 *with freeboard* 1,42 ~~2,41~~ Examined 1,42 ✠LMC CS2,38 DBS~~2,40~~5,41 12,38 ✠Lloyd'sRMC~~5,41~~ ~~9,41~~ ~~1,42~~ 5,42	~~Gls~~ Avn	*i* †	CL 11,38	1929 4mo	Harland & Wolff,Ld. Belfast *Lloyd's*A&CP	RoyalMailLines Ld. *Duct keel fwd of* *Cell*	523·4|69·4|37·1 544·3(O.L.) B97′F101′ FK *mchy. space* *DB*438′ 1993*t FPT*	Belfast British 9*BHptCem* *Coll to U dk* 70*tAPT*234*t*	Oil Engines 4S.C.DA 16Cy.26¾″-63″ DB100lb 2190NHP Harland&Wolff,Ld.Bel.	43 ″ 9 s15″4¾ 28 ″ 8½	BT till ~~2,42~~ 1,43
25197 148161 GCTY	**Highland Chieftain** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *ss*Lon.No.2-36 *Ref.Mchy.* 4*Dks*(*Stl*)5*th dk*(*Stl*)*in* *Nos.*1,2,3,4&6*holds* *CruiserStern*	14135 11605 8713	✠100A1 *with freeboard* ~~4,41~~ ~~11,40~~ 4,42 Examined 4,42 ✠LMC CS~~11,37~~ 4,42 DBS~~4,41~~4,42 ~~11,38~~1,39 ✠Lloyd'sRMC~~4,41~~4,42	~~Liv~~ Avn	*i* †	CL P1,39 s10,40	1929 1mo	Harland & Wolff,Ld. Belfast *Lloyd's*A&CP	RoyalMailLines Ld. *Duct keel fwd of* *Cell*	523·4|69·4|37·1 B97′F101′ FK *mchy. space* *DB*438′ 1993*t FPT*	Belfast British 9*BHptCem* *Coll to Wdk* 70*tAPT*234*t*	Oil Engines 4S.C.DA 16Cy.26¾″-63″ 2190NHP DB100lb Harland&Wolff,Ld.Bel.	43 ″ 9 s15″4¾ 28 ″ 8½	BT till 3,43
25198 148158 GMZF	**Highland Monarch** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *ss*Lon.No.2-36 *Ref.Mchy.* 4*Dks*(*Stl*)5*th dk*(*Stl*)*in* *Nos.*1,2,3,4&6*holds* *CruiserStern*	14139 11605 8714	✠100A1 *with freeboard* ~~7,41~~ ~~8,40~~ 5,42 Examined 11,41 ✠LMC CS11,36 DBS~~1,40~~5,42 5,39 ✠Lloyd'sRMC~~7,41~~ ~~7,41~~ 5,42 ~~11,41~~	~~Sws~~ ~~Liv~~ Avn	*i* †	CL ~~P5,38~~ s8,40 P7,41	1928 10mo	Harland & Wolff,Ld. Belfast *Lloyd's*A&CP	RoyalMailLines Ld. *Duct keel fwd of* *Cell D*	523·4|69·4|37·1 544 8(O.L.) B97′F101′ FK *mchy. space* *B*438′1993*tFPT*70*t*	Belfast British 9*BHptCem* *Coll to W dk* *APT*234*t*	Oil Engines 4S.C.DA 16Cy.26¾″-63″ 2190NHP DB100lb Harland&Wolff,Ld.Bel.	43 ″ 9 s15″4¾ 28 ″ 8½	BT till ~~5,41~~ 7,42
25199 161859 GMFN	**Highland Princess** Ⓟ TwinSc *OilEng* D.F. E.S.D. *ss*Lon.No.2-38 *Ref.Mchy.* 4*Dks*(*Stl*)5*th dk*(*Stl*)*in* *Nos.*1,2,3,4&6*holds* *CruiserStern*	14133 11605 8714	✠100A1 *with freeboard* 4,42 ~~1,41~~ ✠LMC CS4,39 DBS~~4,41~~4,42 ~~11,39~~11,40 ✠Lloyd'sRMC~~4,41~~ ~~9,41~~ 4,42 ~~11,41~~	~~Liv~~ Avn	*i* †	CL 9,40	1930 2mo	Harland & Wolff,Ld. Belfast *Lloyd's*A&CP	RoyalMailLines Ld. *Duct keel fwd of* *Cell D*	523·4|69·4|37·1 544·7(O.L.) FK B97′F101′ *of mchy. space* *B*438′1993*tFPT*70*t*	Belfast British 9*BHptCem* *Coll to W dk* *APT*234*t*	Oil Engines 4S.C DA 16Cy.26¾″-63″ 2190NHP DB100lb Harland&Wolff,Ld.Bel.	43 ″ 9 s15″4¾ 28 ″ 8½	BT till ~~4,40~~ 3,43
25200	**Higho** 2*Dks* Sub.Sig. *Longitudinal framing* *Fitted for oil fuel*	4828 4265 2988					1920	ToddDry Dock&Const. Corp. Tacoma		380·5|53·1|27·0 P39′B102′F41′	British *WB*	T.3Cy.24″,40″&70″-48″ 340NHP Skinner&EddyCpn. Seattle,Wash.		R

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1 Numer l'Ordre Numerc Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	Registres ou coté si ce n'est dans le L.R. Durée.Cert.R.of Trade
25201 164652 MLMR	**Highwear** (*ex*Springwear–37) 1*Dk* *Mchy.Aft* *Cargo battens not fitted* *ss*Gls.No.1–39	1173 859 655	✠100A1 10,41~~9,40~~ ~~Examined 7,41~~ BS4,42 ✠LMC4,39	Hpl ~~Lis~~ ~~Bkn~~	*n*	CL ~~N3,39~~ 10,41	1936 6mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	HighHook ShippingCo.Ld. (Culliford&Clark, Ld.*Mgrs.*) *CellD*	221·3 230·5(O.L.) *Pon*Q59'Q136' FK *Bon*Q11'F21' *B*178'283*tFPT*120*t*	36·2	14·1	London British 4*BHptCem* *APT*37*t*	T.3Cy.13½",23"&38"–27"(*s*) 200lb 119NH 2SB(Spt),4*cf*,GS81, FD HS1820 N.E.MarineEng.Co.Ld.Sld	16 ″ 0 s 4 ″11 15 ″ 3	
25202 164679 MLQQ	**Highwood** (*ex*Springwood–37) 1*Dk* *Mchy.Aft* *Cargo battens not fitted* *ss*Bry.No.1–41	1177 859 657	✠100A1 ~~6,41~~ ~~10,40~~ 9,41 4,42~~11,41~~ BS~~10,40~~ ✠LMC~~7,36~~ 4,42 MS9,41	~~Npt~~ Bry ~~Hpl~~ Nwc	*n*	CL ~~4,40~~ ~~6,41~~ 4,42	1936 7mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	HighHook ShippingCo.Ld. (Culliford&Clark, Ld.*Mgrs.*) *CellDB*	221·3 *Pon*Q59'Q136' *Bon*Q11'F21' FK 178'283*tFPT*120*tA*	36·2	14·1	London British 4*BHptCem* *PT*37*t*	T.3Cy.13½",23"&38"–27"(*s*) 200lb 119NH 2SB(Spt),4*cf*,GS81, FD HS1820 N.E.MarineEng.Co.Ld.Sld	16 ″ 0 s 4 ″11 15 ″ 3	
25203 937 ESTY	**Hiiula** (*ex*Aviateur–35, **Iron** *ex*Relli–34, *ss*Osl.3rdNo.3–12,17 *ex*Virurand–34, *ss*Bgn.No.2–27 *ex*Relis–32,*ex*Hanseat2,*ex*Duddon) *Well deck* 1*Dk*	350 278 166	✠ 1,31 ✠	Stv			1882 10mo	R.Smith Preston	Laevaühing G.Sergo&Ko.	144·6 Q79'B14'F19' *DBa*28'*f*54'80	23·3	10·6	Tallinn Estonian *t*3*BHCem*	C.2Cy.17¼"&34"–24" 45NH 1SB,2*pf*,GS30, R.Smith,Preston	11 ″ 2	G †
25204 35370 JGXC	**Hikawa Maru** Ⓟ **TwinSc** *OilEng.* D.F. GyC. *ss*Osa.No.2–39 *Ref.Mchy.* 3*Dks*(*Stl–weather dk* ws) 4*th dk*(*Stl*)*inNo.*3 *hold*	11622 9388 6788	✠100A1 *withfreeboard* 2,41 ✠LMC CS7,39 DBS2,40 ~~7,39~~7,40 ✠Lloyd'sRMC~~11,40~~ 4,41 *Fitted for carrying oil* 5,30 *F.P. above* 150° *F. in* 3 *Deep Tanks Aft*	Kob	*h*†	CL 7,39	1930 5mo *Lloyd*	Yokohama DockCo.Ld. Yokohama '*sA&CP*	NipponYusenK.K. *CellDB*424'2020*t* *oftunnels*249*tD*	511·6 B228'74' *Tanks in way* FK *Ts a*39'1307*tFPT*1	66·0	41·0	Tokyo Japanese 9*BHptCem* 10*tAPT*166*t*	Oil Engines 4S.C.DA 16Cy.26¾"–63" 2DB120*lb* 2187NHP Akt.Burmeistr&Wain,Cpn	41 ″ 0 s10″11¾ 30 ″ 3½	
25205 29828 JSCB	**Hikosan Maru** (*ex*NiitagaMaru–34, *ex*ElvaSeed, *ss*Kob.2ndNo.3–5,24 *ex*Relentless, *ss*Osa.No.3–11,24 *ex*Alto) 1*Dk*&*deepframing*	2073 1915 1253	✠ ... 2,29				1902 6mo	S.P.Austin &Son,Ld. Sunderland	TomoeGumi KisenK.K.	289·0 P27'B72'F28' FK	43·1	18·7	Tokyo Japanese *WB*	T.3Cy.21,"35"&57½"–39" 215NHP G.Clark,Ld.Sunderland	21 ″ 6	C †
25206 22808 JLGE	**Hikosima Maru** 1*Dk*	977 869 659	✠				1918	BingoDock Co. Mitsunosho	IinoTorakichi	208·0	31·0	18·4	Tokyo Japanese *WB*	T.3Cy.14½",24"&40½"–30" 90NHP ShinzaikeTekkosho,Saigo		
25207 162350 GQVM	**Hilary** Ⓟ *ss*Bkn.No.2–39 D.F. 3*Dks*(*Stl–weather dk* ws) E.S.D.	7403 6184 4350	✠100A1 *withfreeboard* 1,41 BS5,40 ✠LMC5,39	Shl	*b*†	CL 4,39	1931 8mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	BoothS.S.Co.Ld. *CellD B*365'1167*t*	424·2 F81' FK *DTsa*8'123*tFPT*82	56·2	34·2	Liverpool British 9*BHCem* (*Coll to W dk* 8 ,, 2*nd* ,,) *tAPT*112*t*	T.3Cy.29",48½"&81½"–57" & LPTurbine with DR Gear- ing&hydraulic coupling(*s*) 230lb FD 1033NHP 5SB(Spt),15*cf*,GS298, HS13200 CammellLaird&Co.Ld Bkn	37 ″ 0 s12″9¼ 24 ″ 7¾	BT till 5,41
25208 ~~17~~ ~~IOUP~~	**Hilda** *OilEng.* D.F. *ss*Tri.No.2–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in No.* 1 *hold*	4901 4296 2974	✠100A1 *withfreeboard* 12,38 ✠LMC CS5,36 DBS7,39 1,37 NO LATER SURVEY REPORTED	Ven	*z*	CL 7,39	1927 3mo *Lloyd*	Cant.San RoccoS.A. SanRocco '*sA&CP*	~~Soc.Anon.diNav.a~~ ~~Vap."Lussino"~~ *CellDB*341'1153'*t* 1037*tFPT*208*t*	424·8 404·8 *DTa*33' FK *APT*121*t*	54·1	31·2	British 8*BHptCem* (*Coll to Shdk* 7 ,, 2*nd*,,)	Oil Engines 4S.C.SA 6Cy.29⅛"–$59\frac{1}{16}$" 489NHP DB100*lb* StabilimentoTecnico,Tri.	27 ″ 1 s 3 ″1¼ 24 ″ 1¾	
25209 LECP	— 1*Dk*	1237 1011 705					1925	Trndhjms Mek.Værks. Trondheim	A/S Djerv(Bachke &Co.*Mgrs.*)	232·6 P51*t*H71*t*	36·5	15·7	Tr'ndheim Norwegian *WB*	T.3Cy.17",27½"&46"–30" 116NHP TrondhjemsM.V.Trondhm		N
25210 350 SZHE	— **TwinSc** (*ex*AghiosNicolaos–40, *ex*SophiaCostala–35, 1*Dk* *ex*Centavros,*ex*Centauro)	792 — 403	✠ 6,84 ✠	Cly	*i*		1884 5mo	DavidJ. Dunlop&Co. Port Glasgow	PiræusCommercial &MaritimeCo.	180·1 P44'B46'F33' FK *FPT*25*tAPT*15*t*	30·2	11·0	Piræus Greek 4*BHCem*	C.4Cy.18"&35"–24" 100NHP DavidJ.Dunlop&Co.P.Gls.	11 ″ 7	
25211 LGVA	**Hilda Knudsen** **TwinSc** *ss*NYk.No.3–9,41 *OilEng.* *Mchy.Aft* ~~*ss*Got.No.2–36~~ 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	9178 8457 5472	✠100A1 9,41 ~~12,40~~ 9,41 9,41 DBS~~11,40~~ ✠LMC~~11,36~~ ~~✠LMC(M)7,38~~ *CarryingPetroleum in bulk*	NYk	*d*†	CL 12,40	1928 7mo *Lloyd*	Nakskov Skibsværft Nakskov '*sA&CP*	Skibs A/S Hilda Knutsen(Knut KnutsenO.A.S. *Mgr.*) *CellDBuE*67'286*tDTf*38'426	470·3 489·0(O.L.) P100'B31'F47 FK *tFPT*203*tAPT*95*t*	64·5	35·6	Haugesnd Norwegian 17*BHptCem* (10 *to Udk* 7 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 714NHP 2DB150*lb* Akt.Burmeistr&Wain,Cpn	35 ″ 4	
25212 133076 GQNV	**Hilda Moller** (*ex*Orator, *ex*SaintFillans, *ss*Liv.No.3–4,25 *ex*Hawkhead) 2*Dks*	4622 4299 2947	✠ ... 7,32 ✠				1912 10mo	Russell& Co. Port Glasgow	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	385·5 P37'B115'F45' FK	52·0	26·5	Shanghai British *WB*	T.3Cy.26",42"&70"–48" 381NHP Rankin &Blackmore,Grk.	29 ″ 0	C †
25213 167542 GLJW	**Hilde** D.F. 1*Dk*	1595 1212 936					1930	Helsingörs Jernsk&Msk. Elsinore	MinistryofWar Transport(Sharp &Co.*Mgrs.*)	253·5 P16'Q70'B106'F34'	39·1	15·4	London British *WB*	C.4Cy.(2)$14\frac{15}{16}$&(2)31½"– 31½" HS2350 144NHP HelsingörsJernsk.&Mskb.		V
25214 DAMW	— (*ex*RudolfOttoIppen16,*ex*MargotKunst- mann) *Mchy.Aft* 1*Dk*	491 444 290					1907	Nordswrke A.G. Emden	Ippen-LinieReed. A.G.	132·2 Q18'B69'F44'	26·6	13·5	Stettin German *WB*	C.2Cy.12⅘"&$22\frac{1}{10}$"–13⅗" 15NHP DresdenerMsch&SchiffAG		G
25215 213 ESEQ	— (*ex*Hilda–38, *ss*Sld.2ndNo.3–4,20 *ex*Valve–34, *ss*Tln.No.2–29 *ex*Gledhill *Well deck* 1*Dk* *ex*Taywood,*ex*Cattersty)	489 439 225	✠ ... 5,33 ✠				1894 4mo	JLThomp- son&Sons Sunderland	M.Utow	155·0 P6'Q84'F19' FK	26·8	11·7	Tallinn Estonian *WB*	T.3Cy.13",21"&34"–24" 57NHP J.Dickinson,Sunderland	12 ″ 3	V †
25216 859 OHXI	**Hildegaard** (*ex*Butetown,*ex*Eda) *ss*Rot.2ndNo.3–2,31 D.F. *ss*Ant.No.2–39 1*Dk*(*ptIrn*&*ptStl*) *Cargo battens not fitted* &*deepframing*	2362 — 1380	✠100A1 9,41~~6,40~~ BS6,40 9,41 ✠LMC4,39 ~~Nolatersurveyreported~~	Lkr Osc	*t*	CL ~~6,40~~ 9,41	1906 3mo *Lloyd*	Richardsn, Duck&Co. Stockton '*sA&CP*	Rederi A/B Hildegaard(A. Karlsson,*Mgr.*) *CellDBa*110'*uE*22'	322·8 311·4 P32'B78'F36' FK *f*128'694*t FPT*74*t*	44·0	20·0	Mariehmn Finnish 5*BHCem* *APT*75*t*	T.3Cy.23",38"&62½"–42"(*s*) 160lb 257NHP 2SB,6*cf*,GS110,HS3900 Blair&Co.Ld.Stockton	23 ″ 1 ~~s 8 ″ 6~~ ~~10 ″ 0~~	
25217 DAPT	**Hildegard** (*ex*Gerhilde, *ex*RandhulfHansen) *ss*Sld.No.2–14 1*Dk*(*Stl–ptws*)& *deep framing*	1260 1123 770	✠ 11,19 ✠	Bdx	*p*		1906 6mo	Fevigs Jernskibsbyg Fevig	Lübeck-Wyburger Dampfsch.-Ges. *CellDBa*50'*uE*	245·2 P26'B70'F24' FK 20'*f*102'284*t*	35·6	17·6	Lubeck German 4*BHCem* *APT*51*t*	T.3Cy.18",29"&48"–33" 159NHP 2SB,4*cf* GS78,HS2650 Richardsons,Westgarth& Co.Ld.Mdb.	18 ″ 9	G †

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	3 Regist'd Tonnage Gross. Under deck. Net.	4 articulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25218 4656 SLKA	**Hildur** (*ex*Colombia,*ex*Brei,*ex*Nord) 1*Dk*	*2195* *1795* *1159*					1906	Kockums M.V.Aktieb. Malmö	RederiA/B Atos (AllanBörjesson, *Mgr.*)	279·8|43·7|18·0 Q76'B104'H143*t* F26'	Hlsngborg Swedish *WB*	T.3Cy.21",35"&58"–39" 210NHP Richardsons,Westgarth& Co.Ld.Sld.		V
25219 BSTA	— (*ex*Monark-38,*ex*Helgöy, *ex*Freda) 1*Dk*	1856 1630 1108					1914	Fredrkstad Mek.Værks. Fredrikstad	KäsmuLaeva Omanikud(Oscar Tiedemann,*Mgr.*)	264·6|42·1|17·7 P22'B71'F29'	Käsmu Estonian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
25220 LDIZ	**Hildur I** (*ex*Grenland-37, *ex*ErichLindöe) D.F. 1*Dk*	1497 1187 848					1919	Laxevaags Msk.&Jrnskb Bergen	J.H.Wessles KulforretningA/S (Pehrson&Wessel, *Mgrs.*)	245·2|37·9|15·6 P30*t*Q108*t*H69*t* F40*t*	Drammen Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP Laxevaags Msk&Jrns.Bgn		N
25221 LECR	**Hill** Wood 1*Dk*	496 380 281					1920	Tvdestrnds Verk.A/S Tvedestrand	A/SMemento (Osw.Rosenvold *Mgr.*)	149·1|29·7|14·2 Q49*t*B55*t*H32*t*F22*t*	Xiansand Norwegian	T.3Cy13⅖",21 3/16"&35⅘"–25⅖" 65NHP E*made*05*fitted*20 QvillebäckensMek. Verksted,Gothenburg		VL
25222 214694 KJMT	**Hillsborough** Wood 1*Dk* *Fitted for oil fuel*	328 — 223					1916	FAVerdon &CoW.Brighton,N.Y.	U.S.GypsumCo.	106·3|30·5|11·8	NewYork Utd.States	C.2Cy.13"&28"–18" NE&B*made*18*fitted*23 UnionIronWorks, 28NHP Hoboken,N.J.		
25223 216290 KJUA	**Hilton** (*ex*Georgian-36, *ex*IceKing, *Fitted for oil fuel* *ex*Passaic) *Ref.Mchy.* D.F. Sub.Sig. 2*Dks*	4741 — 2970	✠ … 4,22 ✠				1918 5mo	Standard S.B.Corp. Shooter's Island	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	377·0|52·0|26·8 P25'B104'F34' FK	NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 485NHP StandardS.B.Corp.	29 〃 0	R †
25224 PERQ	**Hilversum** *ss*Rot.No.3-5,33 *ss*Rot.No.1-37 D.F. 1*Dk*(*Stl*)	3717 3362 2226	✠100A1 ~~7,41~~ ~~4,40~~ 5,42 Examined 5,42 Lon BS5,42 ✠LMC MS5,36 ~~BS4,40 7,41~~ *Fitted for oil fuel* 9,20 *F.P. above* 150°F.	~~Ams~~ ~~Lon~~	*w*	OG 4,40	1920 9mo A&CP	A.Vuijk Zonen Capelle a/d Ysel	Stoomv.Maats. "Oostzee"(Vinke &Co.*Mgrs.*)	359·9|48·3|23·0 P30'B229'F27' FK *IntermediateBH in after hold dispensed with 5BH to U dk* *CellDB*312'950*t FPT*74*t APT*81*t*	Amstrdam Dutch *Cem*	T.3Cy.25⅞",41"–67"–45"(*s*) 180lb FD 388NHP 3SB(Spt)6*cf*,GS144,HS5490 Kon.Maats.deSchelde, Vlissingen	25 〃 3 s 3 〃 2¾ 22 〃 3	
25225 298 IBDQ	**Himalaya** TwinSc *OilEng.* *ss*Tri.No.2-37 *Ref.Mchy.* 2*Dks*(*Stl*) D.F.	6240 5021 3904	✠100A1 12,39 ✠LMC CS9,37 DBS12,39 6,38 Lloyd'sRMC12,39 for temp. 43° F. NO LATER SURVEY REPORTED	Tri	*a*†	CL 7,39	1929 5mo *Lloyd*'*sA&CP*	Stabilmnto Tecnico Trieste	LloydTriestino Soc.Anon.diNav.	448·3|55·5|27·7 430·0| 55·4| 27·7 P36'B283'F44' FK *CellDB*365'1026*t FPT* 114*t APT*47t	Trieste Italian 8*BHptCem*	Oil Engines 4S.C.SA 12Cy.29⅛"–47¼" 986NHP DB*100lb* StabilimentoTecnico,Tri.	30 〃 2 s 4 〃 6¾ 25 〃	
25226 23554 JFND	**Himalaya Maru** *ss*OsaNo.3-5,38 2*Dks*(*Stl*)	5229 4844 3187	✠100A1 10,40 ✠LMC10,40	Osa	*z*	OG 5,39	1918 9mo A&CP	Mitsubishi ZosenKaisha Ld.Nagasaki	OsakaSyosenK.K.	400·0|54·5|30·0 P39'B121'F40' FK *CellDB*350' 1075*t FPT*130*t APT*87*t*	Osaka Japanese 6*BHCem*	T3Cy26½",44½"&75"–48"(*s*) 200lb 494NHP 3SB9*cf*,GS163,HS6591 FD MitsubishiZosenKaisha	30 〃 0 s 5〃8½ 24 〃 8	
25227 45057 JQXJ	**Himetaka Maru** *OilEng.*	554 — 301					1940	Nakagiri Rokutari Kobe	HadookaHideo	146·0|27·0|13·8	KitaIkuti Japanese	Oil Engines		
25228 LDKC	**Hindanger** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks* D.F.	4884 4372 3005					1929	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle	Westfal-Larsen& Co.A/S	398·0|54·7|26·1 P70*t*H371*t*F22*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–43 5/16" 624NHP J.G.Kincaid&Co.Ld.Grk.		N
25229 DHLR	**Hindenburg** 4Mst D.F. Sub.Sig. 2*Dks*	7880 7384 4836					1921	Bremer Vulkan Vegesack	Hamburg-Amerik- Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·8|58·3|32·7 P56'B101'F41'	Hamburg German	T.3Cy.32 3/10",53¼"&86½"– 55 3/16" 554NHP BremerVulkan,Vegesack		G
25230 167568 GLPL	**Hindsholm** *ss*Cpn.No.3-5,35 *ss*Cpn.No.1-39 2*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1512 1336 878	✠100A1 *Shelter dk* *withfreeboard* 10,41~~4,41~~ BS10,41 ~~BS9,40~~ ✠LMC8,39	~~Hpl~~ Hul	*q*	OG 9,38	1922 3mo *Lloyd*'*sA&CP*	Frdrkshvn Værft.&Flyd. Frederikshvn	Ministry of War Transport(Ellerman'sWilsonLine Ld.*Mgrs.*)	253·2|39·1|16·2 263·0(O.L.) FK (*CollisionBHtoShdk* 3 „ „ *U* „) *CellDB*215'512*t FPT*62*t APT*65*t*	London British *Cem*	T.3Cy.18⅛",30"&50"–36"(*s*) 185lb 169NHP 2SB,4*cf*,GS63,HS2652(Spt) HelsingörsJernsk&Mskb. Elsinore	18 〃 8 s 〃10 18 〃 1	
25231 165784 GLVP	**Hindustan** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed*'42(*W.E.*)	5245 4772 3035	✠100A1 *withfreeboard* 2,42 ~~11,40~~ ✠LMC6,40	~~Shl~~ Cff	*a*† 2	CL	1940 6mo *Lloyd*'*sA&CP*	ShortBros. Ld. Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*)	437·0|56·5|25·5 450·0(O.L.) FK (*CollBHtoShdk*6*BHto2nd dk*) *CellDB*331' 1090*t MT*28'1120t *DTf*29'139*t FPT*95*t APT*262*t*	Newcastle British 7*BHptCem*	Oil Engines 2S.C.SA 3Cy.23⅝"–91 5/16" 516 NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	36 〃 3 s10〃10½ 25 〃 7	
25232 69016 ZMBK	**Hinemoa** Ⓟ Iron 2*Dks*	559 478 234	✠ 6,76	Cly			1876 5mo	Scott&Co. Greenock	D.W.McKay	207·4|25·2|15·2	Wellingtn British N.Z. 4*BHCem*	C.2Cy.29¾"&58¼"–36" 171NHP GreenockFndry.Co.Grk.		
25233 588 JQDG	**Hinko Maru** *Mchy.Aft.* 1*Dk* *CruiserStern*	5419 — 3152					1936	Harima S.B.&Eng. Co.Ld. Harima	DairenKisenK.K.	398·4|57·4|30·0 P121'B24'F30'	Dairen Japanese	T.3Cy23⅝",39⅜"&66⅛"–48 1/16" &LP turbine withDRgearing&hydraulic coupling 449NHP KobeSteelWorks,Kobe		
25234 34872 JDYC	**Hino Maru** *OilEng.* *Dk&2nd dk in fwd. holds*	2666 2329 1604	✠ … 3,33 ✠				1929 8mo	Mitsubishi ZosenKaisha. Ld. Kobe	HinomaruKisen K.K.	315·0|46·0|25·0 P32'B62'F43' FK	Tarumi Japanese *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 388NHP MitsubishiZosenKaisha	25 〃 0	C †
25235 41347 JGXJ	**Hino Maru No. 2** *OilEng.* *CruiserStern*	977 — 534					1935	Mitsubishi JukogyoK.K Kobe	NipponShokuen K.K.	200·1|35·1|17·1	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.15¾"–23⅝" 144NHP MitsubishiJukogyoK.K.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
25236 44160 JCSM	**Hino Maru No. 3** *CruiserStern*	4391 — 2619					1937	Mitsubishi JukogyoK.K Kobe	HinomaruKisen K.K.	360·1	50·0	29·0	Kobe Japanese	2steam turbinesDR geared to 1 screw shaft 383NHP MitsubishiJukogyoK.K.		C
25237 47572 JJYO	**Hino Maru No. 5**	2725 — 1539					1940	Mitsubishi JukogyoK.K Kobe	HinomaruKisen K.K.	307·8	44·9	24·9	Kobe Japanese	Steam Engine		
25238 35883 JCBH	**Hinode Maru** *OilEng.* *Mchy.Aft* ssOsa.No.2–39 *CruiserStern* 1*Dk*(*Stl*)&*Webframes*	321 222 129	✠100A1 *CoastingServiceJapan* 3,41 ✠LMC3,39 ✠LMC(M)3,41 *CarryingPetroleum in bulk*	Yka	*e*	CL 3,41	1930 2mo *Lloyd's*A&CP	MitsuiBus- sanKaisha, Tama	TeikokuSenpaku K.K.(TheRising SunPetroleumCo. Ld.*Mgrs.*)	135·5 Q58′F18′ *Pon*Q49′ *FPT*20*t*	23·5	9·5 FK	Yokohama Japanese 8*BHptCem* *APT*6*t*	Oil Engines 2S.C.SA 4Cy.15¾″–$17\frac{11}{16}$″ 175NHP KromhoutMotorenfb.Ams.	9 ″ 6	
25239 45115 JWFM	**Hinoki Maru** *OilEng.*	500 — 262					1939	Kozaki DockK.K. Kozaki	UwazimaUnyu K.K.	145·0	28·0	14·0	Uwazima Japanese	Oil Engines		
25240 DCBJ	**Hinrich** (*ex*Roon) 1*Dk*	523 389 308					1909	Nüscke& Co. Stettin	Sartori&Berger	167·8 Q48′B41′F18′	26·7	11·1	Kiel German *WB*	C.2Cy.18″&31″–20″ 36NHP OttensenerMasch.Ottensen		G
25241 DHLS	**Hinrich Peters** (*ex*Bornholm, *ex*Rimfaxe) *Well deck* 1*Dk*	856 686 483					1908	Helsingörs Jernsk&Msk Elsinore	H.Peters	210·4 P13′Q52′B90′F24′	32·1	12·7	Hamburg German *WB*	T.3Cy.15″,24″&40″–27″ 83NHP HelsingörsJernsk.&Mskb.		G
25242 172785 VRFL	**Hinsang** Ⓟ *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	~~3700~~ 4644 3314 3454	✠100A1 ~~(*ClassContemplated*)~~ 6,41 ✠LMC6,41	HKg	*x*	CL	1941 6mo *Lloyd's*A&CP	HongK'ng &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	357·1 372·0(O.L.) P&B220′F37′ *CellDB*290′977*tFPT*124*t*	53·2	23·6 FK	HongKong British 5*BHptCem* *APTs*111*t*	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 404NHP HongKong&Whampoa DockCo.Ld.HongKong	26 ″ 0 s3 ″ 4¼ 22 ″ 8¾	
25243 LCOL	**Hiram** 2*Dks*	1930 1646 1108					1926	Fredrkstad Mek.Værks. Fredrikstad	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*)	280·3	42·1	18·0	Drammen Norwegian *WB*	T.3Cy.21″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad.		N
25244 30479 JPIA	**Hiran Maru** Ⓟ TwinSc (*Ferry*) D.F. 2*Dks*	3459 2363 1269					1923	Uraga DockK.K.	Government of Japan(Dept.of Railways)	350·0	52·0	22·0	Tokyo Japanese	SR geared steam turbines		
25245 19224 JLNB	**Hirano Maru** Ⓟ 1*Dk*	1227 1006 849					1916	OsakaIron Works,Ld. Osaka	SimataniKisen K.K.	220·0 P24′B35′F30′	33·5	18·5	Yesumi Japanese *WB*	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWks.Ld.Osaka		
25246 138908 VTCM	**Hiravati** Ⓟ TwinSc 1*Dk* *Fitted for oil fuel*	580 470 246	✠ ... 12,30				1930 10mo	Bow,Mc- Lachlan&Co. Ld. Paisley	BombayStm.Nav. Co.Ld:	199·7 *Shade dk*	33·1	10·9 FK	Bombay British *WB*	T.6Cy.12″,20″&33″–21″ 240NHP Bow,McLachln&CoLdPsy.	11 ″ 6	
25247 32826 TKMB	**Hiro Maru** Ⓟ 1*Dk*	549 443 330	✠				1927	Namura Gennosuke Osaka	KitaKyushu SyosenK.K.	170·0	25·0	15·0	Fukuoka Japanese	T.3Cy.		
25248 47568 JJFO	**Hirokawa Maru** *OilEng.* 1*Dk*&*Shelter dk*	6872 — 3939					1940	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	479·5	62·3	30·3	Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.$27\frac{9}{16}$″–47¼″ 2140NHP KawasakiDkydCoLdKobe		C
25249 230942 KLKA	**Hirondelle** (*ex*Yacht)	1243 — 845					1911	Forg&Ch. delaMédit.SA LaSeyne	~~Madrigal&Co.~~ VicenteMadrigal	291·7 P38′F35′	36·2	17·1	Manila,P.I. Utd. States	T.3Cy.11″,30″&46″–30″ 116NHP Forg.&Ch.delaMédit.S.A.		
25250 148710 GWDR	**—** ssLon.No.3–4,38 E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	893 703 391	✠100A1 *with freeboard* 12,41 ~~8,40~~ M83,38 ✠LMC BS~~5,40~~ 12,41	Abn	*n*	CL ~~N3,38~~ 12,41	1925 12mo *Lloyd's*A&CP	Greenock Dkyd.Co.Ld. Greenock	GeneralStm.Nav. Co.Ld.	210·7 B60′ *CellDB*182′273*tFPT*32*tAPT*22*t*	34·7	12·1 FK	London British 5*BHptCem* (*Coll to Shdk* 4 ,, 2*nd* ,,)	T.3Cy 16″,27½″&45″–33″(*s*) 200lb 159NHP 2SB,4*cf*,GS82,HS2804 Ross&Duncan,Glasgow	14 ″ 0 s ″ 2 13 ″ 11½	
25251 23352 JMGE	**Hirosi Maru No. 3** (*ex*Kirishima MaruNo.20) 1*Dk*	940 800 631					1918	NamuraCo Osaka	KosinKisenGosi Kaisya	190·0	31·0	18·5	Yesumi Japanese *WB*	T.3Cy.13½″,22¼″&37½–27″ 73NHP NagaokaIrn.Fndry.Nag.		
25252 47665 JPUJ	**Hirota Maru**	2992 — 1673					1940	Hakodate DockK.K. Hakodate	NipponYusenK.K.	305·1	45·3	26·2	Tokyo Japanese	Steam Engine		
25253 39715 JWXI	**—** *OilEng* 1*Dk*	479 — 319					1934	Kasado Dck.K.K. Suyetakeminami	KobeSanbashiK.K.	140·8	28·5	13·0	Kobe Japanese	Oil Engines		
25254 46629 JPYN	**Hirotama Maru**	1911 — 1058					1939	Kawaminami Kogyo K.K. Koyagi	TaiSycsenK.K.	271·7	40·0	20·3	Tokyo Japanese	Steam Engines		
25255 37279 JCDH	**Hisi Maru** (*ex*MitsubishiMaru) *Mchy.Aft* *OilEng.* *CarryingPetroleum in bulk* 1*Dk*	492 413 305					1931	Mitsubishi ZosenKaisha Ld. Kobe	OgimachiTanker K.K.	159·0 Q42′F20′	27·5	15·0	Yokohama Japanese *WB*	Oil Engines 4S C.SA 6Cy.9⅞″–15″ 57NHP MitsubishiZosenKaishaLd.		
25256 42695 JKML	**Hisi Maru No. 2** *CruiserStern* *OilEng.* *CarryingPetroleum in bulk* 1*Dk*	857 — 552					1936	Mitsubishi JukogyoK.K Kobe	OgimachiTanker K.K.	190·2 P17′F6′	32·8	16·1	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾″–$24\frac{7}{16}$″ 164NHP MitsubishiJukogyoK.K. Kobe		

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B.of Trade Cert
25257 5396 SEWG	**Hispania** 2*Dks*	*1323* *1096* *603*					1912	Antwerp Eng.Co.Ld. Hoboken	RederiA/B SvenskaLloyd(K. R.Bökman,*Mgr.*)	236·8|37·3|16·2 H95*t* 23·2	Gothenbrg Swedish *WB*	T.3Cy.20",33"&54"-36" 175NHP N.E.MarineEngCoLd Nwc		V
25258 147290 GKYF	**Historian** *ss*Liv.No.3-12,37 2*Dks*(*Stl*)	5074 4720 3156	✠100A1 ~~9,41 2,41~~ 0,42 ✠LMC MS12,37 BS~~9,40~~10,41	~~Gls~~ ~~NY~~ Liv	*y*	CL N12,37	1924 12mo	C.Connell &Co.Ld. Glasgow *Lloyd*'*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*)	395·5|52·5|28·0 409·5(O.L.) P38'B128'F40' FK *CellDB*340'1122*t* *DTa*30'762*t* *FPT*76*t* *APT*26*t*	Liverpool British *Cem* 7 *BH to Udk* 1 ,, ,,*2nd*,,	T.3Cy.26",43&73"-48" (*r*) 200lb *120lb* 464NHP 2DB(Spt),*12cf*,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 " 6 s5 " 10¼ 24 " 10¾	
25259 8124 JKWB	**Hitaka Maru** *ss*Yka.No.2-09 1*Dk*& *Awng dk*	740 687 426	✠ ... 10,13 ✠				1901 7mo	Kawasaki Dockyard Co. Ld. Kobe	TaiyoSyosenK.K.	188·5|25·5|12·8 19·8 BK7"	Kago-shima Japanese *WB*	T.3Cy.16¼",26"&43"-30" 118NHP KawasakiDockyd Co.Kobe	13 " 8	
25260 45868 JZWM	**Hitati Maru** D.F. Gy.C. *CruiserStern* 2*Dks*	6540 — 3891					1939	OsakaIron Works,Ld. Innoshima	NissanKisenK.K.	424·1|57·4|34·4 P41'B154'F45'	Tokyo Japanese *WB*	2steam turbinesDRgeared to 1 sc. shaft 517NHP HitatiSeisaku-syo,Tokyo		C
25261 42840 JLEM	**Hiyama Maru** (*ex*MatuyamaMaru -40,*ex*Penybryn-39,*ex*AtlanticCity-36) 2*Dks* D.F. *Fitted for oil fuel*	6173 — 4436					1920	Ropner S.B & Rpg.Co. (Stockton)Ld Stockton	NissanKisenK.K.	411·7|54·5|33·6 F36'	Tokyo Japanese *WB*	T.3Cy.28",46"&75"-51" 402NHP Blair&Co.Ld.Stockton		
25262 42939 JNIL	**Hiyosi Maru** *CruiserStern* 2*Dks*	4046 — 2363					1937	Kawasaki Dkyd.Co.Ld. Kobe	AzumaKisenK.K.	352·0|50·0|27·5 P29'B90'F30'	Kobe Japanese *WB*	2 DR geared steam turbines 333NHP KawasakiDkydCoLdKobe		C
25263 42353 JJHK	— *Mchy.Aft* 1*Dk*	1287 — 690					1936	AsanoS.B. Co. Yokohama	KonanKisenK.K. (HinodeKisen K.K. *Mgrs.*)	219·4|35·8|18·5 P38'F12'	Tokyo Japanese *WB*	T.3Cy.16⅜",27½"&46½"-36" 130NHP AsanoS.B.Co.Yka.		
25264 43729 JYNL	— *Oil Eng.* 1*Dk*	362 — 212					1936	Kanasashi Zosensho Shimizu	HitakaWaichiro	134·8|23·0|12·5	Kobe Japanese	Oil Engines		
25265 24710	— WoodAuxSr 1*Dk*	328 269 206					1918	Yamamoto Shikakichi Sakihama	MiwaKisenK.K.	111·5|25·6|13·5 B21'F19'	Ushioye Japanese	C.2Cy.13⅕"&24⅕"-16" 18NHP		
25266 9449 JLGB	**Hizen Maru** Ⓟ (*ex*Mathilde) 1*Dk*& *Spar dk*	946 — 682					1891	Blohm& Voss Hamburg	OnisiSyolenK.K.	222·1|29·3|17·0 B31'H—	Otaru Japanese *WB*	T.3Cy.15¼",24{5/16}"&39½"-33" 90NHP Blohm&Voss,Hamburg		
25267 LIZS	**HjalmarWessel** *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	1742 1312 985					1935	Framnæs Mek.Værks. A/S Sandefjord	A/S Borregaard	253·3|39·7|17·5 P72'B22'F33'	Sarpsborg Norwegian *WB*	C.4Cy.(2)13{13/16}"&(2)32¼" 30{15/16}" 96NHP FredrikstadM.V.Frdstad		N
25268 6869 SMHA	**Hjelmaren** *OilEng.* D.F. *ss*Got.No.3-6,35 *ss*Got.No.1-38 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	2467 *2030* *1186*	✠100A1 *Shelter dk withfreeboard* 10,41 ~~1,41~~ DBS7,41 ✠LMC CS4,39 ~~DBS6,39 7,40~~ 5,387,40	~~N.Ns~~ Jck	*u*	OG 6,40	1922 10mo	A/BGöta-verken Gothenburg *Lloyd*'*s CP*	Rederi A/B Soya (O.Wallenius, *Mgr.*)	312·3|45·6|19·8 FK *Collision BH to Shdk* *CellDB*223'780*t* *FPT*121*t* *APT*81*t*	Stockholm ~~Gothenbrg~~ Swedish *ptCem* 4 ,, ,, *U* ,,	Oil Engines 2S.C.SA 6Cy.23⅝"-35{7/16}" DB-*80lb* 585NHP Aktieb.AtlasDiesel, Stockholm	22 " 9 s1 " 5 21 " 7¼	
25269 155922 MMZB	**Ho Kwang** TwinSc *OilEng.* *ss*Shi.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames*	684 537 372	✠ A1 *CarryingPetroleum in bulk&petroleum products* ~~2,41~~ ~~10,40~~ 11,41 DBS~~10,40~~ ✠LMC9,39 11,41 ✠LMC(M)11,41 *ForService on the Yangtze River; draught not to exceed 9ft. 10ins. & to Wenchow or between Singapore & Rangoon or Kudat, B. N.B. summer moulded draught not to exceed 8ft. 6ins.*	~~Shi~~ Sng		OG 9,39	1931 5mo	NewE.& S.B.Wks.Ld Shanghai *Lloyd*'*sA&CP*	AsiaticPetroleum Co.(NorthChina), Ld.	200·0|32·3|10·5 F26' FK *DTf*41' *FPT*7*t* *APT*38*t*	Shanghai British 11*BHptAsp*	Oil Engines 2S.C.SA 12Cy.11½"-13½" 276NHP DB*160lb* H.Widdop&Co.Ld. Kghley	11 " 3 s2 " 9¼ 8 " 7¼	
25270	**Ho Shun** (*ex*Nakagawa Maru)	886 — 484					1901	Boyd&Co. Shanghai	TaTungHsingS.S. Co.	216·0|30·0|20·0	Shanghai Chinese	T.3Cy.16¾",27"&43" Boyd&Co.,Shanghai		
25271 138074	**Hochelaga** Ⓟ (*ex*Yacht, *ex*Waturus) *ss*Hfx.3rdNo.3-4,34 Sub.Sig. 2*Dks*	628 — 427	✠ — 5,38 ✠	Hfx			1900 4mo	Hawthorns &Co.Ld. Leith	HochelagaShppg. &TowingCo.Ld.	192·6|27·6|14·8 Q54' BK7"	Ottawa British 4*BHCem*	T.3Cy.18",28"&49"-33" 162NHP 1B,*4cf*,GS91,HS2682 Hawthorns&Co.Ld.		
25272 DHLV	**Hochsee** (*ex*Rheinland) 1*Dk* *CruiserStern*	2245 1859 1341					1926	Schiffsw.v. H.KochA.G Lübeck	W.Schuchmann	282·8|45·3|17·8 Q99'B69'F31'	Hamburg German *WB*	T.3Cy.21⅝",35{7/16}"&55{15/16}"-35{7/16}" 186NHP J.Frerichs&Co.Osterholz-Scharmbeck		G
25273	**Hock Lee** 2*Dks*	*422* *392* *233*					1908	Bow,Mc-Lachlan&Co. Ld. Paisley	TsangKokWah	135·0|22·2|16·0 P24'F20' *Shade dk*66'	Macao Portuguese *WB*	C.2Cy 16"&34"-24" 47NHP Bow,McLachln&CoLd Psy		
25274 128872 MDFN	**Hodder** *ss*Goo.2ndNo.3-9,35 *ss*Goo.No.1-40 1*Dk*(*Stl*)& *deep framing*	1016 833 421	✠100A1 6,40 ✠LMC5,40	Goo	*o*	OG 4,40	1910 2mo	W.Dobson &Co.Ld. Newcastle *Lloyd*'*sA&CP*	LondonMidland& ScottishRly. (AssociatedHum-berLinesLd.*Mgrs*)	240·2|34·2|15·4 P38'B88'F35' FK *CellDBa*58' *uE*15' *f*91' 182*t* *FPT* 14*t* *APT*31*t*	Goole British 5*BHCem*	T.3Cy 22",36"&61"-39" (*r*) 180lb 331NHP 2SB,*6cf*,GS124,HS4948 FD WllsndSlpwy.Co.Ld.Nwc.	16 " 4 s1 " 10¼ 14 " 9¼	
25275 DJQX	**Hödur** (*ex*Haggersgate-36, *ex*Chalister) D.F. *ss*Rot.No.3-9,26 *ss*Cff.No.2-34 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	5386 4973 3361	✠ ... 6,36 ✠	Liv	*a*†		1913 8mo	D&WHen-dersn&Co.Ld. Glasgow	Seereederei "Frigga"A.G.	424·5|54·8|25·5 FK *Cell DBa*144' *uE*& *B*39' *f*184' 1373*t* *FPT*167*t* *APT*80*t*	Hamburg German 7*BH*	T.3Cy.24½",46"&74"-48" 470NHP 3SB,*12cf*,GS240,HS8057 D&W.Hendersn&CoLdGls	28 " 6	G †

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Nct.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
25276 LJAF	**Höegh Carrier** *OilEng.* **D.F.** 1*Dk&Shelter dk* *Cruiser Stern*	4906 4405 2965	✠100A1 *withfreeboard* 3,40 DBS3,39 ✠LMC8,35 *Carryingcargo Oil F. P. above150 F. in deep tank* (SEE FOOTNOTE *)	Bgn	*z*	CL N5,39	1935 8mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen *'sA&CP* *CellDB342'1282tMT28'1086tFPT130tAPT192t*	SkibsA/S Arnstein (LeifHöegh&Co. A/S&PerHolm, *Mgrs.*)	392·9 408·7(O.L.) P31'F32' FK	54·3	26·1	Oslo Norwegian *7BH* (*Coll toSh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"–$47\frac{1}{4}$" 644NH DB*90lb* Akt.Burmeistr&Wain,Cpn	28 ″ 4 s 3 ″ 1 25 ″ $5\frac{1}{4}$	
25277 LJJN	**Höegh Giant** *ss*Gal.No.1-42 *OilEng* **D.F. E.S.D.** 1*Dk, 2nd dk in mchy. space* *Mchy.Aft* *Progressive Survey of oil tanks* *Longitudinal framing at bottom & at deck in centre tanks* *CruiserStern*	10990 10114 6590	✠100A1 ~~5,41~~ ~~10,40~~ 1,42 DBS2,39 ✠LMC2,37 *CarryingPetroleum in bulk*	~~NYk~~ ~~Nor~~ Gal	*f*†	CL 3,40	1937 2mo *Lloyd*	Deutsche WerftAGBet Finkenwrder Hamburg *'sA&CP* *CellDBuE43'67tDTf32'679tFPT254tAPT106t*	SkibsA/S Abaco, Aruba,Astrea& Noruega (LeifHöegh&Co. A/S,*Mgrs.*)	508·1 528·4(O.L.) P115'B29'F62' FK	69·2	36·5	Oslo Norwegian 17*BHptCem*	Oil Engines 2S.C.DA 7Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1362NHP 2DB*180lb*DB(WT)*180lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	36 ″ 4 s7 ″ $5\frac{3}{4}$ 29 ″ $2\frac{1}{4}$	
25278 LJIA	**Höegh Hood** *OilEng.* **D.F.** *CruiserStern* 1*Dk* *Progressive Survey of oil tanks* *Longitudinal framing at bottom & deck in centre tanks* *Mchy.Aft*	9351 8680 5652	✠100A1 4,41 ~~3,40~~ DBS12,40 ✠LMC12,36 *CarryingPetroleum in bulk*	~~Bom~~ Alx	*e*†	CL 8,39	1936 12mo *Lloyd*	Odense Staalskibsvft vedAPMoller Odense *'sA&CP* *Cell DBuE81'29tDTf26'443tFPT167tAPTs230t*	A/S Atlantica (LeifHöegh&Co. A/S,*Mgrs.*)	485·8 P98'B34'F37' FK	65·7	35·8	Oslo Norwegian 14*BH*	Oil Engines 4S.C.SA 7Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 10 s 8 ″ 1 28 ″ 0	
25279 LIWC	**Höegh Merchant** *OilEng.* *ss*Liv.No.1-38 **D.F.** 1*Dk&Shelter dk* *CruiserStern*	4858 4362 2921	✠100A1 *withfreeboard* 10,40 ✠LMC CS12,39 DBS10,40 5,39 *Carryingcargo oilF. P. above150° F. in deep tank*	Vcr	*z*	CL N3,40	1934 9mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen *'sA&CP*	SkibsA/S Abaco, Aruba,Astrea& Noruega (LeifHöegh&Co. A/S,*Mgrs.*) *CellDB337'1256tMT28'1079tFPT133tAPT190t*	387·9 P31'F34' FK	54·2	26·0	Oslo Norwegian *7BH* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"–$47\frac{1}{4}$" 644NHP DB*90lb* Akt.Burmeistr&Wain,Cpn	28 ″ 3 s3 ″ $0\frac{3}{4}$ 25 ″ $4\frac{1}{2}$	
25280 LKCY	**Höegh Scout** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Carrying Petroleum in bulk*	9924 9191 5983					1939	Deutsche WerftAGBet Reihstgwrft Hamburg	A/S Atlantica& Skibs-A/SArnstein (LeifHöegh&Co. A/S,*Mgrs.*)	492·9 P113'F74'	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1163NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
25281 LKEC	**Höegh Silvercloud** *Ref.Mchy* *OilEng.* **D.F. E.S.D.** 1*Dk&Shelter dk* *CruiserStern*	5287 4401 3145					1939	Flensburgr Schiffsb.Ges. Flensburg	SkibsA/S Arizona (LeifHöegh&Co. A/S,*Mgrs.*)	414·3 F28'	55·7	24·9	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 969NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
25282 LKLL	**Höegh Silverdawn** *OilEng.* 2*Dks,3rd dk inNos.2&4holds* *Platform dk inNo.3hold* *Ref.Mchy.* *CruiserStern* **E.S.D.**	7715 — 4730	✠100A1 ~~5,41~~ ~~3,40~~ 9,41 4,42 ✠LMC3,40 ✠Lloyd'sRMC~~3,40~~ 3,42 The fish chamber & No. 4 hold port fwd chamber for 5° F., No. 4 hold aft port chamber for 14° F., all other chambers for 32° F. *Carrying cargo oil F.P.above 150° F. in fore & after peak tanks andDT's*	~~Cpn~~ ~~Vcr~~ ~~LAn~~ NYk	*b*†	CL	1940 3mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen *'sA&CP* *Duct keel fwd.of mchy.space* *CellDB379'1411tDTa55'1166t wing tanksin mchy. space8'254tMT30'1146t DTf47'1176tFPT134tAPT140t*	SkibsA/S Arizona (LeifHöegh&Co. A/S,*Mgrs.*)	444·3 465·5(O.L.) P35'F80' FK	58·3	35·0	Oslo Norwegian 8*BHptCem*	Oil Engines 2S.C.DA 5Cy.$21\frac{5}{8}$"–63" 1064NHP DB*90lb* Akt.Burmeistr&Wain,Cpn	37 ″ 6 s8 ″ 11 28 ″ 10	
25283 LJIB	**Höegh Silverlight** *OilEng.* **D.F. E.S.D.** 1*Dk&Shelter dk* *Ref.Mchy.* *3rd dk in No.1hold* *Butts of keel elec. welded* *CruiserStern*	5197 4361 3186	✠ ... 6,38 ✠	Vcr	*z*	CL	1936 12mo	Deutsche WerftAGBet Reihstgwrft Hamburg *CellDB349'1094t* *DTf41'1163tMT32'1203tDTa43'1338tFPT88tAPT158t*	SkibsA/S Abaco, Aruba,Astrea& Noruega (LeifHöegh&Co. A/S,*Mgrs.*)	409·6 F30' FK (3*BHincludingColl to Sh dk* 4 ,, *2nd* ,,)	55·8	25·1	Oslo Norwegian 7*BHptCem*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 973NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	28 ″ 6	N †
25284 LJSX	**Höegh Silverstar** *OilEng* **D.F. E.S.D.** 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	5415 4725 3261	✠ ... 9,38 ✠	Cpn	*b*†	CL	1938 1mo	Akt.Bur- meistr&Wain Copenhagen *CellDB379'1432tDTa55'1171tMT30'1148t* *DTs in mchy. space8'254tDTf47'1180tFPT134tAPT136t*	SkibsA/S Abaco, Aruba,Astrea& Noruega (LeifHöegh&Co. A/S,*Mgrs.*)	442·0 459·5(O.L.) P32'F72' FK	58·4	25·4	Oslo Norwegian 7*BHptCcm* (*Coll toSh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 8Cy.$17\frac{11}{16}$"–$47\frac{1}{4}$" 860NHP Akt.Burmeistr&Wain,Cpn	29 ″ 0 s3 ″ $6\frac{3}{4}$ 25 ″ $7\frac{1}{2}$	N †
25285 23650 JFQD	**Hoeisan Maru** (*ex*Hoyeisan Maru-38) *ss*Kob.No.3-9,31 ssKob.No.1-35 2*Dks(Stl)* **D.F.** *Fitted for oil fuel*	6032 5183 3799	✠ ... 2,39 ✠	Tama	*z*		1918 10mo	OsakaIron Works,Ld. Innoshima *CellDB360'980tDTa27'767tFPT106tAPT26t*	YamashitaKisen K.K.	407·2 P40'B138'F46' FK	50·8	32·5	Kobe Japanese 7*BH Cem*	T.3Cy.27",45"&75"–51" 553NHP 3SB,*9cf*,GS190,HS8100 OsakaIronWorks,Ld.	32 ″ 7	C †
25286 FOOG	**Hoggar** Ⓟ *Ref.Mchy.* 2*Dks* **D.F.** *Fitted for oil fuel*	5146 — 3109					1923	Forg.&Ch. de laMédit. laSeyne	Cie.deNavigation Fraissinet	390·2 P85'B161'F54'	50·2	25·9	Marseilles French *WB*	T.3Cy.$27\frac{3}{4}$,$44\frac{1}{2}$"&74"–$47\frac{1}{5}$" 375NHP Forg.&Ch.delaMédit.Msl.		V
25287 OHCE	**Hogland** (*ex*Kingswood,*ex*Rumney, *ex*Onwen) *ss*Ams.2ndNo.3-6,39 1*Dk(ptIrn ptStl)* *Cargo battens not fitted*	4360 — 2590	✠100A1 3,41 ~~0,39~~ ✠LMC MS6,39 BS4,40	~~Ams~~ BAs	*x*	CL 5,39	1914 1mo *Lloyd*	J.Read- head&SonsLd South Shields *'sA&CP* *CellDBa110u' E&B42'f161'1017tFPT75tAPT61t*	CurtMattson RederiA/B (CurtMattson, *Mgr.*)	374·8 362·9 P32'B110'F34' FK	50·4 51·0	26·3	Helsingfrs Finnish 6*BHCem*	T.3Cy.24",43"&71"–48" (*r*) 180lb 400NHP 3SB,*9cf*,GS173,HS6467 J.Readhead&Sons,Ld SShl	28 ″ 9 s 5″ $4\frac{1}{4}$ 23 ″ 7	
25288 DOTY	**Hohenfels** *Now* "Empire Kamal," *see No.* 36395 *in Supplement* **D.F. E.S.D.** 2*Dks* *CruiserStern*	7862 [illegible] 4845					1938	Bremer Vulkan, Vegesack	DeutscheDampfs Ges."Hansa"	488·1	61·3	31·1	Bremen German *WB*	Oil Engines 2S.C.DA 12Cy.$20\frac{7}{8}$"–$29\frac{15}{16}$" SR geared to 1 sc. shaft 1830NHP BremerVulkan,Vegesack		G
25289 XNAC	**Hohsing** (*ex*Zira,*ex*Tanglin) 2*Dks* *Fitted for oil fuel*	*2030* *1795* *1303*					1900	Workman, Clark&Co.Ld Belfast	ShawHsingS.S. Co.Ld.	278·6 P74'Q26'	41·2	20·9	New- chwang *WB* Chinese	T.3Cy.19",32"&52"–30" 148NHP Workman,Clark&Co.Ld.		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25290 24035 JHMD	**Hohuku Maru** (*ex*HofukuMaru–38) *ss*Kob.No.3–5,31 *ss*Kob.No.2–40 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5825 5586 4243	✠100A1 *Awng dk* *withfreeboard* 11,40 ✠LMC11,40 *Fitted for oil fuel*3,23 *F.P. above* 150° F.	Kob	*y*	OG 10,40	1918 11mo.	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisenK.K. *Collision BH to Awng dk* *CellDB*334′1118*tFPT*	385·0	51·0	36·0 FK	Hasidate Japanese *Cem* 5*BH to U dk* 126*tAPT*93*t*	T.3Cy.26″,43½″&72″–48″(*s*) 200lb 436NHP 2SB(Spt)&2AuxSB,8*cf*. GS154,HS5636 FD KawasakiDkydCoLd Kobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
25291	**Hoi Nam** **WoodTwinSc** (*ex*ChineseGunboat) 2*Dks*	777 — 484						………… HongKong	TeungKwongKee	175·0	29·9	19·4	Canton Chinese	C.2Cy.13″&26″–13″ 20NHP		
25292 LGJY	**Höiaas** **WoodAux3MstSr** *Oil Eng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	351 283 247					1921	Mölhaugens Verft og Skibsbyggeri Porsgrunn	SkibsA/SRealfsens Rederi(Holvdan Realfsen,*Mgr.*)	123·6 P42*t*Q5*t*H10*t*	27·5	13·1	Porsgrunn Norwegian	Oil Engines 2S.C.SA 2Cy.16½″–$18\frac{15}{16}$″ 96NHP J&CGBolindersCoLd.Skm		
25293 154079 GCTK	**Hoihow** Ⓟ 2*Dks*	2798 2348 1629					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7 P37′B83′F39′	44·2	23·1	London British *WB*	T.3Cy.20″,33″&53″–39″ 175NHP TaikooD.&E.Co. of H.Kg.Ld.H.Kg		
25294 38123 JKVE	**Hokkai Maru** **TwinSc** *OilEng.* *ss*Kob.No.3–4,39 *Ref.Mchy.* GyC. 3*Dks*(*Stl*) *Cruiser Stern*	8416 7813 5105	✠100A1 *withfreeboard* 3,41 ✠LMC CS4,39 DBS3,41 5,40 ✠Lloyd'sRMC~~3,41~~ 7,41 *Carrying cargo oil F.P. above* 150° F. *in deep tanks*	Kob	*d*†	CL 4,39	1933 3mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd's*A&CP	OsakaSyosenK.K. *CellDB*373′1316*t* 1063*tM*	446·8 F40′ *Tanks in way of tunnels* *Ts*36′1185*tFPT*96*t*	60·5	40·7 FK	Osaka Japanese 8*BH* (*Coll to W dk* 7 ,, 2*nd*,,) *APT*89t	Oil Engines 2S.C.SA 12Cy.28⅝″–$49\frac{3}{16}$″ 1678NHP DB*100lb* MitsubishiZosenKaisha Ld.Nag.	40 ″ 9 s13″0¼ 28 ″ 2¼	
25295 44561 JFGM	**Hokki Maru** (*ex*WarBegum–38, *ex*Thelma–37, *ss*Yka.No.3–1,31 *ex*Herborg, *ss*Kob.No.2–38 *ex*Conus, 1*Dk*(*Stl*)2*trB*&*Webframes* *ex*WarBegum) *Longitudinal framing*	5601 4803 3996	✠100A1 8,40 ✠LMC8,40 *Corrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel*7,19 *F.P. above* 150° F.	Osa	*z*	CL 8,40	1919 8mo	Palmers'Co Ld.Newcastle *Lloyd's*A&CP	KitagawaSangyo KaiunK.K. *CellDBuE&B*59′*f*50′313*tFPT*99*t*	400·0 P50′B121′F39′	52·3	28·4 FK	Osaka Japanese 11*BHptCem* *APT*68*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190, HS7668 FD Palmers'Co.Ld. Newcastle	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
25296 836 JRPG	**Hokko Maru**	5385 — 3097					1940	Harima S.B.&Eng. Co.Ld. Harima	DairenKisenK.K.	398·5	53·0	30·0	Dairen Japanese	Steam Turbine		
25297 178 JHWA	— (*ex*HokkohMaru–38, *ex*Castellano–22, *ss*Yka.No.3–5,31 *ex*WarSpaniel) *ss*Kob.No.2–39 GyC. 2*Dks*(*Stl*) *Cargo battens not fitted*	5347 4795 3253	✠100A1 3,41 ✠LMC3,41	Kob	*y*	CL 3,41	1918 7mo	Short Bros. Ld. Sunderland *Lloyd's*A&CP	YamashitaKisen GoshiKaisha (YamashitaKisen K.K.*Mgrs.*)*CellDB*340′1137*tFPT*120*t*	400·0 P49′B113′F40′	52·4	28·5 FK	Dairen Japanese 7*BHptCem* *APT*203*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 ″ 0	
25298 44351 JQSL	— (*ex*Athanasios–38,*ex*Cardigan) *Trunk deck* 1*Dk*	4471 — 3484					1907	Ropner& Son Stockton	KitagawaSangyo KaiunK.K.	355·0 F32′	51·2	26·1	Osaka Japanese *WB*	T.3Cy.25″,42½″&69″–48″ 330NHP N.E.MarineEng.Co.Ld.Sld		C
25299 29318 JNCA	**Hoko Maru** *Mchy.Aft.* *Ref.Mchy.* 1*Dk*	1522 1159 798					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·5 P42′B58′F36′	37·0	19·0 *WB*	Shinagawa Japanese	T.3Cy.17″,28½″&48″–30″ 126NHP YokohamaDockCo.Yka.		C
25300 46833 JCSN	**Hokoku Maru** Ⓟ **TwinSc** D.F. E.S.D. GyC. 3*Dks* *Oil Eng.* *Ref.Mchy.* *Cruiser Stern*	10439 — 6159					1939	TamaS.B. Co.Ld. Tama	OsakaSyosenK.K.	499·5	66·3	40·7	Osaka Japanese	Oil Engines 2S.C.SA 24Cy.$24\frac{7}{16}$″–45¼″ 2490NHP TamaS.B.Co.Ld.Tama		C
25301	— *Mchy.Aft*	2800					1938	Osaka Zosen K.K. Osaka	ToaBoekiK.K.	270·0	40·0	20·3	Japanese	T.3Cy.18″,29″&50″–39″ 156NHP KubotaIronWorksLd.Osa.		
25302 42690 JJJK	— *Mchy.Aft* 1*Dk*	1275 990 692					1936	Tsurumi Seitetsu ZosenK.K. Yokohama	HinodeKisenK.K.	217·8 P26′F25′	35·7	18·5	Tokyo Japanese *WB*	T.3Cy.16⅜″,27½″&46½″–36″ 130NHP TsurmuiSeitetsuZosen K.K.Yka.		
25303 768 JQPG	**Hokuan Maru** *OilEng.* D.F. 2*Dks*	3712 — 2084					1938	TamaS. B. Co.Ld. Tama	DairenKisenK.K.	350·7 P34′B62′F31′	50·2	24·5	Dairen Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅝″–39⅜″ 453NHP TamaS.B.Co.Ld.Tama		
25303A	**Hokumei Maru** (*ex*Atlantico–41, *ex*SanBernardino–40, 2*Dks* *ex*Oriole, *Fitted for oil fuel* *ex*WestJappa)	5751 5218 3555					1920	AmesS.B. &D.D.Co. Seattle,Wash	KitagawaSangyo KaiunK.K.	410·5 P44′B119′F47′	54·2	29·2	Osaka Japanese *WB*	T.3Cy.26″,43″&73″–48″ 369NHP AmesS.B.&D.D.Co.Seattle		R
25304 30331 JYNA	**Hokurei Maru** Ⓟ 2*Dks*	2408 1751 1614					1924	Yokohama DockCo. Yokohama	ToaKaiunK.K.	274·5 P35′B84′F37′	41·5	22·8	Tokyo Japanese	T.3Cy		
25305 36396 JJMC	**Hokuroku Maru** **TwinSc** *ss*Kob.No.1–41 *OilEng.* *ss*Kob.No.3–1,37 D.F. GyC. 3*Dks*(*Stl*) *Ref.Mchy.* *Cruiser Stern*	8360 7812 5045	✠100A1 *withfreeboard* 4,41 ~~10,40~~ 4,41 ✠LMC CS~~1,36~~ DBS~~5,40~~4,41 2,39 ✠Lloyd'sRMC~~10,40~~4,41 *Fitted for carrying oil* 11,30 *F.P. above* 150° *F. in deep tanks*	Kob	*d*†	CL 4,40	1930 ~~1mo~~ 11mo	Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd's*A&CP	OsakaSyosenK.K. *CellDB*373′ 1295*t* *of tunnels* 978*t*	446·0 F40′ *Tanks in way* *MTs*36′ 1185*t FPT*	60·5	40·7 FK	Osaka Japanese 8*BHptCem* (*CollToWdk* 7 ,, 2*nd* ,,) 96*tAPT*89*t*	Oil Engines 2S.C.SA 12Cy.26¾″–47¼″ 1495NHP DB*100lb* Mitsubishi ZosenKaishaLdNag	40 ″ 9 s13″0¼ 28 ″ 2	
25306 20606 JFCD	**Hokuryu Maru** (*ex*FukuMaru–38, *ss*Kob.No.3–2,30 *ss*Kob.No.1–33 1*Dk*(*Stl*)&*Shelter dk* (*Stl*) *Longitudinal framing* &*Webframes*	4378 3692 2767	… 5,37 ✠	Kob	*w*		1917 8mo	OsakaIron Works,Ld. Innoshima	KitaNipponKisen K.K. *CellDB*298′ 1136*t D*	345·0 P30′B99′F34′ *onShelter dk* *Ta*32′693*tFPT*115*t*	49·0	28·2 FK	Otaru Japanese 6*BHCem* *APT*29*t*	T.3Cy.24″,41&67″–48″ 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWorksLd Osaka	28 ″ 2	C †
25306A	**Hokusei Maru** (*ex*Canadian–41, *ex*GoldenWest–37, 2*Dks* *ex*WestIvan) *Fitted for oil fuel* D.F. *Ref.Mchy.*	5802 5113 3639					1919	J.F.Duthie &Co. Seattle,Wash	KitagawaSangyo KaiunK.K.	410·3 P44′B115′F47′	54·2	27·7	Osaka Japanese *WB*	T.3Cy.24¾″,41½″&72″–48″ 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
25307 22307 JQUE	**Hokusei Maru** (*ex*NanyoMaruNo.1-34) 2*Dks*	1390 1137 821					1918	Uraga DockCo.Ld. Uraga	OgawaGomei Kaisha	200·0 B42'F22'	32·0	22·9	Hakodate Japanese *WB*	T.3Cy.$15\frac{1}{2}$",26"&43"-33" 106NHP UragaDockCo.Ld.Uraga		
25308 32485 JDVA	— Ⓟ (*ex*NanyoMaruNo.3, *ex*Nagpur,*ex*NanyoMaruNo.3) 2*Dks*	1285 1061 746					1918	Uraga DockCo.Ld. Uraga	HinodeKisenK.K.	228·0	33·0	16·3	Fusan Japanese *WB*	T.3Cy.$15\frac{1}{2}$",26"&43"-33" 106NHP UragaDockCo.Ld.Uraga		
25309 29845 JHDA	**Hokusen Maru** Ⓟ (*ex*ChokyuMaru-35, *ss*Kob.No.1-24 *ex*SouthAmerican) 1*Dk*	2256 1846 1312	✠ ... 5.28 ✠				1920 10mo	Canadian Allis- Chalmers,Ld. Bridgeburg, Ont.	NipponkaiKisen K.K.	252·0 P27'B64'F24' FK	43·6	20·5	Tokyo Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP CanadianAllis-Chalmers Ld.Toronto	23 ″ 0	
25310 26771 JNED	**Hokusin Maru** Ⓟ (*ex*Hokushin Maru-38,*ex*Honolulu *ss*Osa.No.3-8,32 Maru-34) *ss*Kob.No.1-36 2*Dks*(*Stl*) (*Crab Canning Factory*'39)	5820 — 3600	✠ ... 1,39 ✠	Kob	*z*		1920 7mo	OsakaIron Works,Ld. Innoshima *CellDB*36	NipponSuisanK.K. 2'1098t*DTa*27'756	407·2 P40'B137'F46' FK t*FPT*106t*APT*26t	50·8	30·0	Osaka Japanese *Cem* 7 *BHtoU dk* 1 „ „ 2*nd*„	T 3Cy$27\frac{9}{16}$",$46\frac{1}{2}$"&$76\frac{3}{8}$"-$47\frac{1}{4}$" 651NHP E*made*09 *refitted*20 4SB,12*cf*,GS234,HS10032 F.Schichau,Elbing	32 ″ 7	
25311 33177 JATC	—- (*ex*RyuguMaru-34,*ex*TamiMaru-33, *ex*DeikeRickmers, 1*Dk* *ex*Cartagena,*ex*Cette)	1997 1283 1446					1910	Akt.Ges. "Neptun" Rostock	OgawaGomei Kaisha	272·9 P200'F33'	37·6	16·0	Hakodate Japanese *WB*	T3Cy$22\frac{1}{16}$" $35\frac{7}{16}$"&$55\frac{7}{8}$"-$37\frac{3}{8}$" 192NHP A.G."Neptun,"Rostock		
25312 13094 JDLG	— 2*Dks*	469 — 277					1910	S.Ono Osaka	FujiyamaKaiun K.K.	156·4	22·8	16·1	Otaru Japanese	T.3Cy 12",$19\frac{1}{2}$"&$31\frac{1}{2}$"-22" E&B*made*03*reftd*10 47NHP S.Ono,Osaka		
25313 10742 JBJA	**Hokusui Maru** Ⓟ (*ex*Yetorofu Maru-34, *ss*Kob.2ndNo.3-9,23 *ex*Aphrodite) *ss*Kob.No.2-32 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deepframing*	3945 3648 2849	✠ ... 1,36 ✠	Kob	*w*		1898 1mo	Russell& Co. Pt.Glasgow *CellDB*	AmakasuSangyo KisenK.K.	344·9 P20'B72'F36' 25·8 FK a112' *uE*18'*f*146'82	49·8	17·8	Habu Japanese 6*BHCem* 0t*APT*71t	T.3Cy 25",41"&66"-45" 346NHP 2SB,6*cf*,GS112,HS4804 Rankin&Blackmore,Grk.	28 ″ 5	
25314 41737 JDYG	**Hokusyo Maru** (*ex*HokushoMaru-38) 2*Dks* *CruiserStern*	4211 3550 2510					1937	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K.	359·3 P44'B108'F36'	49·1	28·9	Tokyo Japanese *WB*	C.4Cy.(2)13"&(2)26"-$15\frac{3}{4}$" SR geared & LP turbine DR geared to Sc. Shaft 350NHP UragaDockCo.Ld.Uraga		
25315 44368 JZXL	**Hokutai Maru** (*ex*PeiTai-38, *ex*Galvan-37, *ss*Npt.No.3-2,31 *ex*Foreric,*ex*Verentia, *ss*Ams.No.1-35 *ex*WarLemur) 2*Dks*(*Stl*)	5220 4803 3818	✠ ... 4,39 ✠	Nag	*y*		1918 5mo	Harland& Wolff,Ld. Belfast *CellDB*	KitagawaSangyo KaiunK.K.	400·4 P49'B113'F40' FK 345'1123t *FPT*112t	52·3	28·4	Osaka Japanese 7*BHptCem* *APT*181t	T.3Cy.$27\frac{1}{8}$",44"&73"-48" 518NHP 3SB,9*cf*,GS190,HS7668 Harland&Wolff,Ld.Bel.	31 ″ 0	C †
25316 28138 JIYB	**Hokuto Maru**	2268 1935 1342					1923	Hakodate DkydCo. Hakodate	NipponYusenK.K.	270·0 P26'B62'F33'	40·8	24·0	Tokyo Japanese *WB*	T.3Cy.20",33"&55"-39" Hakodate 189NHP DockyardCo.Hakodate		C
25317 39934 JDUG	**Hokuyo Maru** D.F. E.S.D. 2*Dks* *CruiserStern*	4217 3561 2524					1936	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K.	357·0 P30'B110'F32'	49·2	28·9	Tokyo Japanese *WB*	C4Cy.(2)13"&(2)$23\frac{5}{8}$"-$15\frac{3}{4}$" SRgeared&LPturbineDR gearedtoSc.Shaft 350NHP UragaDockCo.Ld.Uraga		
25318 23866 JTTB	— (*ex*ShunkaiMaru)	1590 1312 1062					1919	NittaKisen K.K. Osaka	KyodoKaiunK.K.	240·0 P13'B55'F32'	36·0	20·9	Moto Japanese *WB*	T.3Cy.17",$26\frac{5}{8}$"&45"-30" 111NHP InnariIronWorks,Kobe		
25319 28504 JALB	**Hokuyu Maru** Ⓟ 1*Dk*	1450 1197 808					1924	Toba Shipyard Toba	HokurikuKisen K.K.	233·0 P20'B59'F39'	34·0	20·0	Fushiki Japanese	T.3Cy.$15\frac{1}{2}$",26"&$42\frac{1}{2}$"-32" 102NHP		
25320 44556 JFFM	**Hokuzyu Maru**(*ex*HokujuMaru-38, *ex*CampdenHill-37, *ss*Mdb.No.3-4,31 *ex*Umlazi-36, *ss*Mdb.No.1-36 *ex*RosythCastle,*ex*WarEarl) 1*Dk*(*Stl*)	4246 3915 3004	✠ ... 7,39 ✠	Kob	*x*		1918 8mo	Canadian Vickers,Ld. Montreal *CellD*	KitagawaSangyo KaiunK.K.	380·4 P43'B102'F41' *B*316'1367t *FPT*10	49·2	26·7	Osaka Japanese 6*BH* 2t*APT*136t	T.3Cy.26",44"&73"-48" 474NHP 3SB,9*cf*,GS174,HS6660 CanadianVickers,Ld.Mtl.	30 ″ 1	C †
25321	**Holanda** (*ex*Falucho) 1*Dk*	728 — 415	✠ ... 12,10 ✠				1907 5mo	J.Fuller- ton&Co. Paisley	Cia.Argentina de Nav.Mihanovich, Ltda.	200·7 F32' FK	36·1	10·1	Bns.Aires Argentine *WB*	C.2Cy.15"&32"-24" 65NHP McKie&Baxter,Glasgow	10 ″ 0	
25322 147317 MNJS	**Holburn Head** (*ex*Ribblemere) *ss*Lth.No.3-5,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	489 317 220	✠100A1 9,41 ~~7,40~~ ~~BS7,40~~	Lth BS6,41 ✠LMC5,38	*g*	CL ~~8,39~~ 9,41	1925 7mo *Lloyd*'*sA&CP*	J.Lewis& Sons,Ld. Aberdeen	A.F.Henry& MacGregor,Ld.	160·5 166·0(O.L.) Q92'B11'F24' FK *CellDB*95'114t *FPT*	25·2	9·7	Leith British 3*BHCem* 33t*APT*12t	T.3Cy.$12\frac{1}{2}$",21"&34"-24"(*s*) 180lb 66RHP 1SB,3*pf*,GS52,HS1618 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s 3 ″ 8 11 ″ 8	
25323	**Holger Struckmann** TwinSc *Carrying Cement in bulk* OilEng. (*Self-Unloader*) *Mchy.Aft* 1*Dk*	967 763 —					1929	A/S Aalbrg Msk.ogSkibs Aalborg	CubanPortland CementCorp.	210·0 P52'F22'	34·0	15·5	Havana Cuban *WB*	Oil Engines 2S.C.SA 12Cy.14"-17" 413NHP FairbankMorseCo.Chicago		R
25324 167443 MPBB	**Holland** (*ex*Dansted) 1*Dk*	1251 948 723					1919	Akt.P.Ph. Sturh Aalborg	Ministry of War Transport(R.S. Dalgliesh,Ld. *Mgrs.*)	238·7 P15'Q71'B94'F29'	36·2	13·4	London British *WB*	T.3Cy.15",24"&40"-27" 83NHP A/SFrichs,Aarhus		V
25325	— (*ex*HeinrichSchuldt) 1*Dk*	*984* *737* *658*					1891	Flensburgr Schiffsb.Ges. Flensburg	A.H.Schwedersky Nachf.	218·9 Q75'B51'F20'	32·3	13·2	Memel German *WB*	T.3Cy.15",$22\frac{1}{2}$"&43"-30" 101NHP FlensburgerSchiffsb.Ges.		G
25326 PESM	— *ss*P.Nl.No.3-1,36 *ss*P.Nl.No.1-40 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-teak s) *CruiserStern*	895 582 312	✠100A1 *withfreeboard* ~~6,41~~ ~~11,40~~ 1,42 BS8,41	~~PN1~~ LMq ✠LMC4,40	*n*	CL 3,40	1923 9mo *Lloyd*'*sA&CP*	New Waterway S.B.Co. Schiedam	VereenigdeNeder- landscheScheep. Maats.(Directie enAgentuur Maats."Holland AfrikaLijn"N.V. *Mgrs.*) *CellD*	211·0 221·0(O.L.) B66'F22' FK (*Coll* *B*180'230t *FPT*21t	33·4	10·8	TheHague Dutch 4*BHpt Cem* &*ptAsp* *BH to Sh dk* 3 „ „ 2*nd* „) *APT*26t	T3Cy.$16\frac{3}{16}$",26"&43"-30"(*s*) 200lb 142NHP 2SB,4*cf*,GS59,HS2028 FD NewWaterwayS.B.Co.	13 ″ 5 s ″ 2 13 ″ $5\frac{1}{4}$	
25327 TSYM	— TwinScSp *ss*Bou.3rdNo.3-5,40 1*Dk*	446 348 140	✠100A1 5,40 BS~~6,41~~ 5,40 Surveys delayed	Bou ✠LMC2,39	*g*	CL 5,39	1902 4mo *Lloyd*'*sA&CP*	JTEltring- ham&Co. SouthShields	Cie.Franco-Hol- landoAméricaine	150·0 B112' BK7" *DeepTanks f*11'15t	28·1	12·3	Boulogne French 4*BHCem* &16'20t	T.6Cy.13",21"&35"-24" (*s*) 180lb 143NHP 2SB,4*cf*,GS70,HS2482 G.T.Grey,SouthShields	13 ″ 0 s2 ″ 9 11 ″ 2	

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Special Surveys.	Late Name if any. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	'articulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Registe Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard midships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B of Trade
25328 26199 JORD	**Holland Maru**	 ssYka.No.3–9,31 ssNag.No.1–36 2Dks(Stl)&Awng dk(Stl)	5870 5590 4266	✠ ~~11,41~~ Awng dk withfreeboard ✠~~LMC5,40~~	Yka	y	OG 5,40	1920 1mo	Kawasaki DockydCoLd Kobe A&CP	KawasakiKisen K.K. CellDB334'1118	385·0 FK Collisic tFPT126tAPT93t	51·0	36·0	Kobe Japanese Cem n BHtoAdk 5 ,, ,, U ,,	T 3Cy 26",43½"&72"–48"(s) 200lb 437NHP 2SB(Spt)&1Aux.SB,8cf, GS154,HS5741 FD KawasakiDckydCoLdKob	36 ″ 0 ~~s9 ″ 1¼~~ ~~27 ″ 1~~	
25329 868 SVUI	**Hollandia** (exCano–36, exMelilla)	 ssAnt.2ndNo.3–8,33 ssPir.No.1–38 1Dk(Stl)	*1759* *1536* *1014*	100A1 withfreeboard 8,40 BS8,40 LMC6,38	Pir		OG N8,40	1911	Schiffsw. v. HenryKoch Lübeck	HellenicLines,Ld. (P.G.Callimano- pulos,Mgr.) CellDBa82'u	278·0 P&B222'F35' FK E18'f112'390tFPT	39·2	17·9	Piræus Greek 4BHCem 78tAPT14t	T3Cy22$\frac{1}{16}$",35½"&56$\frac{1}{8}$"–33½" 185lb (s) 209NHP 2SB(Spt),4cf,GS90,HS3360 OttenserMsch.Fab.Altona	20 ″ 0 s1 ″ 7 18 ″ 7	
25330 161553 GTKF	**Hollinside** D.F.	 ssShl.No.2–38 1Dk(Stl)	4172 3747 2467	✠100A1 3,40 ✠LMC MS11,38 BS11,40	Shl	x	CL 3,40	1930 3mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	CharltonSShpg.Co Ld.(Charlton,Mc- Allum&Co. Ld. Mgrs.) CellD	365·0 P36'B105'F33' FK B312'984tFPT116t	52·3	24·2	Newcastle British 6BHCem APT230t	T.3Cy 25",41"&68"45" (s) 180lb *125lb* 368NHP 2SB(Spt)8cf,GS132,HS6108 N.E.MarineEng.CoLd.Sld	26 ″ 6 s4 ″ 6¼ 22 ″ 2¼	
25331 220527 KDCS	**Hollywood** Ref.Mchy. D.F.	 2Dks Fitted for oil fuel	5498 — 3429					1920	SouthWes- ternS.B.Co. LAngelesCal	Pope&Talbot,Inc.	410·5 P43'B114'F46' WB	54·3	27·2	S. Frncisco Cal. Utd.States	T.3Cy.24⅝",41½,"&72"–48" Hooven,Owens 359NHP RentschlerCo.Hamilton,O		R
25332 147323 GLPK	**Holmbury** (exWirral–34)	 ssShl.No.3–1,38 2 Dks(Stl)	4566 4325 2894	✠100A1 ~~1,41~~12,41 ~~BS4,40~~ ✠LMC2,38 12,41	~~Bal~~ Shl	y	CL 1,41	1925 8mo Lloyd In	Lithgows Ld. PortGlasgow 'sA&CP termediate'tw	AlexanderShippng Co.Ld.(Capper, Alexander&Co. Mgrs.) een dk BH in after CellD	385·0 397·7(O.L.) P33'B112'F44' FK hold dispensed with B331'1012tDTa30'	52·0	26·6	Liverpool British ptCem 5BH to U dk 1 ,, ,, 2nd ,, 767tAPT52t	T.3Cy.26",42"&70"–48" (s) 180lb 488NHP 3SB,9cf,GS178,HS7345 FD Rankin&BlackmoreLdGrk	29 ″ 0 s5 ″ 3¼ 23 ″ 11½	
25333 146275 ZMJQ	**Holmdale** (exKylebeg) Mchy.Aft Well deck	 OilEng. ssDdn.No.1–26 1Dk	676 455 334	✠ ... 2,30				1921 12mo	Dublin Shipbuilders, Ld.Dublin	DunedinWanganui ShippingCo.Ld. (Holm&Co.Ld. Mgrs.)	180·0 Q105'B12'F24' FK	29·0	10·8	Dunedin, N.Z. British WB	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{7}{16}$" 157NHP NE37 A/BAtlas-Diesel,Skm.	13 ″ 4	
25334 157647 ZMFZ	**Holmglen** (exArgus) Mchy.Aft Sub.Sig.	 OilEng. 1Dk	448 337 290					1928	Gebr.Bod- ewes Foxhol	HolmShippingCo. Ld.(Holm&Co.Ld. Mgrs.)	138·0 P36'F28'	26·1	12·1	Wellingtn, N.Z. British WB	Oil Engines 2S C.SA 4Cy.9$\frac{13}{16}$",–16$\frac{9}{16}$" *Emade36fitted37* 67NHP Atlas-DieselA/B,Skm		
25335 144938 ZMDF	**Holmlea** (exParera–36 exGlenside) Well deck Mchy.Aft	 ssWln.No.3–3,34 1Dk(Stl)	555 380 251	✠ ... 7,37 ✠	Wln	h		1921 8mo	GooleS.B. &Repg.Co.Ld Goole	Holm&Co.Ld.	165·0 FK Q94'B11'F23' CellDBf97'113t	27·1 *28·4*	10·7	Wellingtn, N.Z. British 3BHCem FPT37t	T.3Cy.13",21½"&35"–27" 85RHP 1SB,3pf,GS47,HS1530 W.Beardmore&Co.Ld. Coatbridge	13 ″ 0	
25336 149372 GMZN	**Holmpark** D.F. E.S.D.	 ssShl.No.3–6,38 2Dks(Stl)	5780 5510 3685	✠100A1 ~~9,41~~9,40 2,42 BS~~5,40~~ ✠LMC6,38 9,41	~~Hul~~ Mdb	a†	CL ~~5,38~~ 9,41	1927 3mo Lloyd 1	Lithgows, Ld. PortGlasgow 'sA&CP Intermediate	DenholmLine Steamers,Ld.(J&J DenholmLd.Mgrs) BH & 1'tween dk CellDBa&uE162'	423·5 P38'B123'F41' FK BH dispensed with f186'1241tDTa36'	56·0	28·8	Greenock British Cem 5BH to U dk 1 ,, ,, 2nd ,, 1114t APT3	T.3Cy.27",45"&74"–51" (s) 180lb 563NHP 3SB,9cf,GS190,HS8489 J.G.Kincaid&Co.Ld.Grk. 2t	31 ″ 4 s6 ″ 2¼ 25 ″ 5	
25337 161556 GQWT	**Holmside** D.F.	 ssBly.No.2–37 1Dk(Stl) Cargo battens not fitted	3433 2932 2038	✠100A1 12,40 ✠LMC MS8,38 BS2,40	Mch	v	CL 12,40	1930 8mo Lloyd	Cowpen D.D.&S.B. Co.Ld. Blyth 'sA&CP	BurnettS.S.Co.Ld. CellDB	338·0 P29'B77'F34' FK Trunk in Wells 294'1198tFPT107t	48·0	22·4	Newcastle British 6BHCem APT162t	Q4Cy.20",28","40"&58"–42" 225lb (s) 298NHP 2SB(Spt)6cf,GS115,HS4968 N.E.MarineEngCoLdNwc	25 ″ 5 s3 ″ 9¼ 21 ″ 10¼	
25338 DHLZ	**Holstenau** (exMaas)	 1Dk	904 741 466					1904	Bremer Vulkan Vegesack	Bugsier,Reed.& BergungsA.G.	212·1 P120'F58'	31·6	14·6	Hamburg German WB	T3Cy16$\frac{5}{16}$",26¾"&44$\frac{9}{16}$"–29½" 108NHP BremerVulkan,Vegesack		G
25339 DRCU	**Holstentor** (sxNaiga,exCity of Brussels,exPrince Charles)	 ssOsl.2ndNo.3–3,31 ssOsl.No.2,39 Dk(Stl)	370 278 157	✠ ... 6,39 ✠	Osl	f		1905 5mo	Mackay Bros. Alloa	Lübeck-OsloLinie m.b.H.	135·0 P15'Q67'F21' FK B on Q8'	23·6	11·7	Lübeck German 4BHCem APT15t	T.3Cy.13",22"&36"–24" 65NHP 1SB,2pf,GS43,HS1379 MacColl&Pollock,Ld.Sld.	12 ″ 6	
25340 DGXS	**Homberg** D.F. Mchy.Aft	TwinSc OilEng. 1Dk CruiserStern	1261 994 653					1939	Gutehoff- nungshtteAG RheinrftWal- sum, Walsum	FranzHaniel& Cie.G.m.b.H.	253·1 P55'Q135'F27'	37·8	14·0	Duisburg- Ruhrort German WB	Oil Engines 4S.C.SA 12Cy.14¾"–21⅝" 252NHP MtrnWerkeMannheimAG		G
25341 113024 VOBG	**Home**	ssNFL.No.1–40 ssNFL.3rdNo.3–5,36 1Dk&Webframes lower deck in main hold	439 343 200	✠100A1 ~~5,41~~5,40 4,42 ~~5,41~~ ~~BS5,40~~ ✠LMC~~5,36~~5,40 ✠NB1,00refitted5,22	NFL BS4,43	g	CL ~~3,38~~ 4,41	1900 10mo	A.&J. Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland RailwaySteamship Dept.)	154·7 167·1(O.L.) F15' BK7" CellDBa&uE&B	25·1	12·6	SJhnsNFL British 4BHCem 47'f61'84t	T.3Cy.15",24"&40"–30" (s) 160lb 99RHP 1SB,3cf,GS52,HS1411 FD A.&J.Inglis,Glasgow	15 ″ 0 s2 ″ 1½ 13 ″ 10	
25342 148688 MNKY	**Homefire** Mchy.Aft Well deck	 ssShl.No.3–8,38 1Dk(Stl) Cargo battens not fitted	1262 967 675	✠100A1 10,40 BS7,40 ✠LMC8,38	Sld	n	CL 7,40	1925 10mo Lloyd	S. P.Austin &Son,Ld. Sunderland 'sA&CP	Gas Light&CokeCo (StephensonClarke &AssociatedCom- panies,Ld.Mgrs.) CellDBuE20'f137'3	225·0 Q127'B16'F24' FK 33tDTf9'154t FPT	36·0	15·3	London British 5BHCem 133tAPT23t	T.3Cy.18",30"&49"–33" (s) 180lb *100lb* 156NHP 1SB,4cf,GS75,HS2490 G.Clark,Ld.Sunderland	17 ″ 3 s5 ″ 2 15 ″ 8	
25343 144906 ZSJT	**Homeford** (exKillygordon)	 ssP.Nl.No.3–12,32 ssP.Nl.No.1–37 1Dk(Stl) Cargo battens not fitted	629 492 287	100A1 8,41 ~~1,41~~ BS~~4,40~~7,41 LMC4,37	PNl		CL 4,40	1918 Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	Smith'sCoasters (Prop.),Ld.(C.G. Smith&Co.Ld. Mgrs.)	175·4 B50' FK CellDBuE26'	30·0	15·7	Durban British 5BHCem 20tFPT20t	T.3Cy.16",26"&44"–26" (s) 200lb 94RHP 1SB,3cf,GS51,HS1825 N.E.MarineEng.CoLd.Sld	16 ″ 6 s1 ″ 8½ 14 ″ 11	
25344 215159 WTLO	**Homer D. Williams** D.F. GyC. Mchy.Aft	 ssClv.No.4–3,42 ~~ssClv.No.3–[illegible]~~ 1Dk(Stl)&Webframes Longitudinal framing	7742 7471 6029	✠100A– ForServiceon the Great Lakes 1,41 ~~BS1,41~~ ✠LMC~~[illegible]~~ 3,43	Clv			1917 6mo	American S.B.Co. Lorain,O.	PittsburghSteam- shipCo. CellDBuE&B55' hopper side tanks	580·0 F53' FK 230tf & in 479'8724tFPT299t	60·0	32·0	Dluth, Mln Utd.States 3BH APT59t	T.3Cy.24½",41"&65"–42"(s) 180lb 414NHP 3SB,6cf,GS137,HS6405 FD AmericanS.B.Co.Lorain,O	32 ″ 0 s10 ″ 4 21 ″ 10¼	
25345																	

1 Numero d'Ordre Numero Officiel Signal	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
25346	**Hondu** (*ex*Siggy-41, *ex*Carl-35, *ex*Artensis-34, *ex*GustavFischer) D.F. 1*Dk*	1792 — 1006					1921	Nüscke &Co.A.G. Stettin	HonduS.S.Co.	267·7|42·2|18·0 P57*t*H84*t*F21*t*	Puerto Cortes Honduran *WB*	T.3Cy.20$\frac{7}{16}$",32$\frac{1}{4}$"&51$\frac{1}{5}$"-35$\frac{2}{5}$" Görlitzer 155NHP MaschinenbauA.G.Görlitz		N
25347 HPTC	**Honduras** (*ex*YolandeBertin-41, *ex*Stanthorpe-38, *ex*Kambole-37, *ss*H.Kg.2ndNo.3-10,39 *ex*MalvernRange) 2*Dks*(*Stl*) D.F.	*4524* *4218* *2839*	✠100A1 ~~7,41 12,40~~ 1,42 BS12,40 ✠LMC10,39	~~Cal~~ ~~Bom~~ Cal	*x*	CL 10,39	1915 7mo *Lloyd*	J.Priest- man&Co. Sunderland '*sA&CP* *Cell DB*	Panamanian Freighters (Wallem&Co. *Mgrs.*)	380·0|50·0|26·7 P32'B98'F37' FK *a*125'*u* *E*26'*f*167'1063*t* *FPT*84*t* *APT*121*t*	Panama Pnamanian 6*BHCem*	T.3Cy.25",37$\frac{1}{2}$"&69"-48" (*s*) 180lb 381NHP 3SB,*9cf*,GS165,HS6190 Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 3 s 5 ″ 8$\frac{1}{4}$ 23 ″ 9	
25348 2088 IBAR	**Honestas** (*ex*GudrunMærsk-36) *ss*Abg.No.3-5,34 D.F. *ss*Gen.No.1-38 Sub.Sig. 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	4959 4729 3005	100A1 *Awng dk* *withfreeboard* 2,40 ✠LMC MS6,38 BS7,39 *Fitted for oil fuel* 12,20 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Npt	*x*	2,40	1920 12mo	F.Schichau Danzig *CellD B*309'918*t* *MT*13'430*t*	Soc.Anon.diNav. "MareNostrum"	374·6|51·4|31·5 360·0 FK *FPT*110*t* *APT*164*t*	Genoa Italian *ptCem* 4*BHtoAwdk* 2 „ „ *U* „	2 steam turbines DR geared to 1 Sc.Shaft. (*s*) 185lb 357NHP 3SB,*6cf*,GS132,HS5700 FD F.Schichau,Elbing	34 ″ 0 s 8 ″ 4$\frac{3}{4}$ 25 ″ 9$\frac{1}{2}$	
25349 FNCB	**Honfleuraise** (*ex*Nivelle) *ss*Rot.No.3-7,36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1782 1381 955	✠100A1 3,39 ✠LMC MS7,36 BS3,39 SURVEYS DELAYED	Rot	*q*	CL 4,38	1923 5mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie.*Mgrs.*)	260·0|37·5|17·5 Q154'F30' FK *CellDB*215'503*t* *MT*10' 224*t*	Caen French 5*BHCem*	T.3Cy.20$\frac{1}{2}$",33"&54"-39"(*s*) 180lb 206NHP 2SB,*6cf*,GS88,HS3926 N.E.MarineEng.Co.Ld.Sld *FPT*140*t* *APT*56*t*	19 ″ 8 s 6 ″ 5 18 ″ 2$\frac{1}{2}$	
25350 142385 VPKF	**Hong Kheng** Ⓟ TwinSc (*ex*LingNam, *ss*H.Kg.3rdNo 3-9,35 *ex*FieldMarshal, *ss*H.Kg.No.1-39 *ex*Feldmarschall) 2*Dks*(*Stl-U*teak s) Sub.Sig. 3*rd dk in Nos.*1,2&4*holds* D.F. *Webframes inNos.*3,5&6*holds* *Well deck*	6167 4719 3975	100A1 ~~12,40 11,39~~ 12,41 ~~BS11,39~~ LMC11,38 BS~~12,40~~12,41	~~HKg~~ Sng	*z*	CL ~~11,39~~ ~~11,20~~ ~~12,40~~ 12,41	1903	Reiherst'g Schiffsw. Hamburg A&CP *CellDB*342'756*t* *MT*52'1358*t* *FW Tanks at sides & between Tunnels* 73*t*	HoHongS.SCo. (1932)Ld.	415·8|50·4|28·1 431·8(O.L.) P&B274'F86' FK&BK3"	Singapore British 9*BHCem*	T.6Cy.23$\frac{1}{4}$",38$\frac{1}{2}$"&64$\frac{1}{2}$"-48" 180lb (*s*) 763HP 3DB,*18cf*,HS10473 FT Reiherst,Maschinenf.Ham	31 ″ 0 s 5 ″ 1$\frac{1}{4}$ 26 ″ 6	
25351 123658 VPNX	**Hong Peng** Ⓟ TwinSc (*ex*Bloemfontein, *ss*H.Kg.3rd.No.3-3,33 *ex*Daker, *ss*H.Kg.No.1-37 *ex*Anversville) D.F. 2*Dks*(1*Stl-pt*ws& *Well deck* *UStl*-ws) & *deepframing*	4055 2977 2525	✠100A1 ~~1,41 6,40~~ 7,41 BS1,41 ~~BS6,40~~ ✠LMC10,36	Sng	*w*	CL 6,40	1899 5mo	SirRaylton Dixon&CoLd Middlesbro' A&CP *CellDBa*100'*u* *E*26'*f*144'532*t* *FPT*47*t* *APT*26*t*	HoHongS.S.Co. (1932)Ld.	370·1|46·1|22·8 383·1(O.L.) P&B261'F42' FK	Singapore British 7*BHCem*	T.6Cy.21$\frac{1}{2}$",34"&59"-42"(*s*) 180lb 584NHP 4SB,*12cf*,GS199,HS8240 FD WllsndSlpwy.Co.Ld.Nwc.	25 ″ 4 s 3 ″ 4$\frac{1}{2}$ 22 ″ 5$\frac{1}{2}$	
25352 133505 VSRW	**Hong Siang** Ⓟ (*ex*Dimboola-35) *ss*H.Kg 2ndNo.3-2,36 D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.*	3703 2863 2140	✠100A1 *withfreeboard* 2,41 Examined 2,41 BS2,41 ✠LMC2,36	Cbo	*x*	CL N11,38	1912 7mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP* *CellDBa*116'*uE*&*B*69' *f*131' 595*t* *APT*55*t*	HoHongS.S.Co. (1932)Ld.	360·2|50·1|23·6 371·2(O.L.) FK (*Coll BHtoShelter dk*6*BHto2nd dk*)	Singapore British 7*BHCem*	Q4Cy23$\frac{1}{2}$",31$\frac{1}{2}$",48"&71"-45" 210lb (*r*) FD 553NHP 3SB,*12cf*,GS216,HS8379 Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 ″ 0 s 2 ″ 5$\frac{1}{4}$ 23 ″ 11	
25353 41513 JPHK	**Hongkong Maru** Ⓟ	2797 — 1559					1935	Mitsubishi JukogyoK.K Kobe	ToaKaiunK.K.	298·5|44·9|25·3	Osaka Japanese	DR geared steam turbine 367NHP MitsubishiJukogyoK.K. Kobe		
25354 221385 KDSX	**Honolulan** (*ex*GoldenHind-37, *ex*WestFaralon) 2*Dks*&*Shelter dk* *Fitted for oil fuel*	7493 — 4595					1921	Ls.Angeles S.B.&D.D Co SanPedroCal	American- HawaiianS.S.Co.	430·7|54·3|26·2	NewYork Utd. States *WB*	T.3Cy.28$\frac{1}{2}$",47$\frac{1}{4}$"&78"-48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
25355 218417 KILJ	**Honomu** (*ex*GraysHarbor-37, *ex*Edmore) 2*Dks*&*Shelter dk*3*trB* D.F. *Fitted for oil fuel*	6977 6752 5415					1919	Skinner& EddyCorp. Seattle,Wash	Matson Navigation Co.	409·6|54·2|27·1	S. Frncisco Utd. States *WB*	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&72"-48" Hooven,Owens& 359NHP RentschlerCo.Hamilton,O.		R
25356 1610 IBXP	**Honor** (*ex*Bakana) D.F. 1*Dk*	5303 4746 3195					1919	Ropner& Sons,Ld. Stockton	FratelliLagorara	413·3|52·3|28·5 400·4 P49'B113'F40'	Genoa Italian *WB*	T.3Cy.27",44"&73-48" Richardson, 369NHP Westgarth&Co.Ld.Mdb.		CI
25357 PESY	**Hontestroom** *Ref.Mchy.* 1*Dk*	1857 1496 1075					1921	N.V.Haar- lemsche Scheepsb.My. Haarlem	N.V.Hollandsche Stoomb.Maats.	265·5|37·2|20·2 Q88'*pt Awng dk*176'	Amstrdam Dutch	T.3Cy.21",33"&57"-39" 203NHP Maats,Fyenoord,Rot.		VL
25358 PETD	**Hoogkerk** (*ex*St.AugustineAbbey, *ex*Atto) *ss*Rot.2ndNo.3-4,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5132 4817 3155	✠100A1 *Shelter dk* *withfreeboard* 11,41 ~~3,41~~ BS11,41 ✠LMC MS4,37 ~~BS10,40~~	~~Gls~~ Liv	*a*†	CL 5,38	1911 9mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg '*sA&CP*	Vereenigde Neder- landscheScheep. Maats.(Directie en ArgentuurMaats. "HollandBritsch- IndieLijn," N.V. *Mgrs.*)	410·0|54·9|26·7 *FonShelterdk*41' FK *CellDBa*134'*uE*30' *f*181'1195*t* *FPT*77*t* *APT*15*t*	The Hague Dutch 7*BHCem*	Q4Cy24$\frac{3}{16}$",34",51"&74"-54" 213lb (*s*) 563NHP 3SB,*9cf*,GS183,HS7808 FD FlensburgerSchiffsb.Ges.	29 ″ 3 s 3 ″ 5$\frac{3}{4}$ 26 ″ 0$\frac{1}{2}$	
25359 PETM	**Hoogland** *ss*Rot.No.3-7,28 *Well deck* *ss*Rot.No.2-36 1*Dk*(*Stl*) *Cargo battens not fitted*	1298 961 783	✠100A1 2,41 Examined 2,41 ✠NB7,32 ✠LMC2,41	Nwc	*o*	OG 1,41	1916 4mo	N.V.Werf DeNoord Alblasserdam A&CP	Scheepvaart en SteenkolenMaats. N.V.	232·0|34·6|15·2 Q79'B56'F26' FK *DB*188'272*t* *FPT*41*t* *APT*22*t*	Rottrdam Dutch 4*BHCem*	T.3Cy.17$\frac{1}{2}$",29$\frac{1}{8}$"&46"-36" 180lb (*s*) 164NHP 2SB,*4cf*,GS83,HS2884 Alblasserdam.Msch.Fab.	17 ″ 3 s 1 ″ 0 16 ″ 5$\frac{1}{2}$	
25360 160408 GNST	**Hooiberg** TwinSc *ss*Aru.No.3-9,40 ~~*ss*Geo.No.2-36~~ *Mchy.Aft* 1*Dk*(*Stl*)	2395 1743 1244	✠100A1 2,41 ~~9,40~~ ~~Examined 9,40~~ ✠LMC BS1,~~40~~ 2,41 MS9,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,28 *F.P. above* 150° F.	~~Aru~~ Aru	*t*	CL PN9,40 IS8,40	1928 4mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Wing tanks* *f*286*t* *Wing tanks a* 356*t* *FPT*60*t* *APT*75*t*	305·7|50·2|14·3 P67'F34' FK *Trunk*204'	London British 7*BHptCem*	T.6Cy.13$\frac{1}{2}$"23$\frac{1}{2}$"&36"-27" 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&&Wolff,Ld.Gls.	15 ″ 0 s1 ″ 10$\frac{1}{4}$ 13 ″ 3$\frac{3}{4}$	
25361	**Hoong-Chen** TwinSc *OilEng.* 1*Dk*	555 356 298					1930	TheSan Peh.Eng. Works Shanghai	HoongOnS.N.Co. Ld	168·0|26·6|11·6	Shanghai Chinese	Oil Engines 4S.C.SA 8Cy.9$\frac{3}{4}$"-15$\frac{3}{4}$" 74NHP BenzMotorfMannheim		
25362	**Hoong-Heng** TwinSc *OilEng.* 1*Dk*	504 310 272					1929	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0|26·0| 9·6	Shanghai Chinese	Oil Engines 8Cy.10$\frac{1}{4}$"-15$\frac{3}{4}$" Koerting		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25363	**Hoong-Li** TwinSc *OilEng.* 1*Dk*	555 356 298					1930	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0	26·6	11·6	Shanghai Chinese	Oil Engines 4S.C.SA 8Cy.9¾"–15¾" 74NH BenzMotorfMannheim		
25364	**Hoong-Yuan** TwinSc *OilEng.* 1*Dk*	479 307 276					1929	TheSan PehEng. Works, Shanghai	HoongOnS.N.Co. Ld.	168·0	26·0	9·6	Shanghai Chinese	Oil Engines 4S.C.SA 6Cy.9¾"–16½" 55NH Motorenfbr."Deutz"A.G Köln-Deutz		
25365 PETR	**Hoop** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	385 256 233					1938	NVSchpsw "Foxhol" Foxhol	H.Damhof	140·1 P36'F17'	25·5	9·1	Hoogezand Dutch *WB*	Oil Engines 2S.C.SA 3Cy.11$\tfrac{7}{16}$"–17⅛" 69NH AppingedammerBrons Motorenfb.N.V.		V
25366 161604 GZSB	**Hopecastle** *OilEng.* D.F. 1*Dk&Shelter dk* *Part electrically welded CruiserStern*	5178 4784 3130					1937	Swan,Hunter&Wigham Richardson, LdNewcastle	Novocastria ShippingCo.Ld. Stott,Mann& FlemingLd.*Mgrs.*)	418·9 F29'	57·4	25·6	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\tfrac{5}{16}$" 688NH Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
25367 161581 GYKC	**Hopecrest** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5099 4757 3106					1935	Barclay, Curle&Co.Ld Glasgow	Hopemount Shppg. Co.Ld.(Stott,Mann &FlemingLd. *Mgrs.*)	418·0 F29'	57·4	25·6	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\tfrac{7}{16}$" 688NH Barclay,Curle&Co.Ld.Gls.		C
25368 161607 GZZG	**Hopecrown** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	5180 4784 3131					1937	Swan,Hunter&Wigham Richardson, LdNewcastle	CliveShippingCo. Ld.(Stott,Mann& FlemingLd.*Mgrs.*)	418·9 F29'	57·4	25·6	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\tfrac{5}{16}$" 688NH Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
25369 149490 GSWF	**Hopemount** *OilEng.* ssNwc.No.2–38 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	7434 7057 4529	✠100A1 8,41 ~~10,40~~ Examined ~~3,41~~ 2,42 DBS~~10,40~~ 8,41 ✠LMC2,38 *Carrying Petroleum in bulk*	Bkn Nwo	c†	CL N8,39	1929 2mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'sA&CP	Hopemount Shppg. Co.Ld.(Stott,Mann &FlemingLd.*Mgs*) *CellDBuE*82' 258t*DTf*38'461t	450·8 P106'B30'F56' FK *FPT*156t*APT*139t	61·1	33·2	Newcastle British 15*BHptCem* (10 *to Udk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NH 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	33 ″ 3 s6 ″ 4¾ 27 ″ 0¾	
25370 165761 GKGJ	**Hopepeak** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5179 4784 3130					1938	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Hopemount Shppg. Co.Ld.(Stott,Mann &FlemingLd.*Mgs*)	418·9 F29'	57·4	25·6	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy 23⅝"–91$\tfrac{5}{16}$" 688NH Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
25371 165765 GQGC	**Hoperange** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5177 4784 3122					1939	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Hopemount Shppg. Co.Ld.(Stott,Mann &FlemingLd.*Mgs*)	418·9 F29'	57·4	25·6	Newcastle British	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\tfrac{5}{16}$" 688NH Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
25372 165772 GJXR	**Hoperidge** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5222 4784 3133					1939	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Hopemount Shppg. Co.Ld.(Stott,Mann &FlemingLd.*Mgs*)	418·9 F34'	57·4	25·6	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\tfrac{5}{16}$" 688NH Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
25373 161592 GYRL	**Hopestar** ssNwc.No.1-41 D.F. 1*Dk&Shelter dk* *Part electrically welded, CruiserStern including decks* *Cargo battens not fitted* *Tonnage opening closed*'41(*W.E.*)	5267 4885 3192	✠100A1 *withfreeboard* ~~7,41~~ ~~12,39~~ 5,42 ✠LMC~~2,36~~ 8,41	~~Nwe~~ Shl	r† 2	CL ~~0,38~~ 7,41	1936 2mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'sA&CP	WallsendShipping Co.Ld.(Stott,Mann &FlemingLd.*Mgs*) *CellDB*356'1215t	416·8 F30' FK *DTa*33'1366t *FPT*100t *APT*106t	57·4	27·0	Newcastle British 7*BHptCem* (*Coll toSh dk* 6 ,, *2nd* ,,)	2 steam turbines DR to 1 Sc. Shaft (*s*) 285lb *120lb* 400NH 2SB(Spt),6*cf*,GS118, HS4238 FD ParsonsMarineSteam TurbineCo.Ld.Wallsend	~~29 ″ 6~~ ~~s3 ″ 7½~~ ~~26 ″ 0½~~ 38 ″ 0 s11 ″ 2¼ 27 ″ 0¼	
25374 165778 GDPD	**Hopetarn** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5231 4784 3135					1939	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CliveShippingCo. Ld.(Stott,Mann& Fleming,Ld. *Mgrs.*)	418·9 F34'	57·4	25·6	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\tfrac{5}{16}$" 688NH Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
25375 203508 KJMX	**Hoquiam** Wood3Mst 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	644 — 440					1906	M.Turner Fairhaven, Cal.	OaklandScavenger Co.	174·0	38·2	13·3	S.Frncisco Utd. States	C.2Cy.14"&32"–24" 42NH UnitedEng.Wks.S.Fo.		
25376 228899 WOYS	**Horace Johnson** *Mchy.Aft* D.F. GyC. 1*Dk*	7918 — 6157					1929	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	60·8	28·0	D'luth,Min Utd. States *WB*	T.3Cy 24½",41"&65"–42" 610NH AmericanS.B.Co.Lorain,O.		R
25377 219796 KULK	**Horace Luckenbach** TwinSc (*ex*EasternTrader) ssBos.No.3–9,31 D.F. ssN.Yk.No.2–38 GyC. 2*Dks(Stl)&Shelter dk(Stl)*	6475 — 4008	✠100A1 *Shelter dk withfreeboard* ~~5,41~~ ~~9,40~~ 2,42 BS3,42 ✠LMC MS11,38 ~~BS6,40 5,41~~ *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	~~Sea~~ SFo	c†	CL 9,40	1919 12mo	AsanoS.B. Co.Ld. Tsurumi A&CP	LuckenbachS.S. Co.Inc. *CellDB*386'1401t'*tween dk tanks*18'272t	445·0 FK *FPT*88t*APT*35t	58·0	32·0	NewYork Utd. States *Cem* 4*BH toShdk* 3 ,, ,, *U* ,,	T.6Cy 22",36½"&61"–48"(s) 200lb 703NH 4SB,*12cf*,GS233,HS9835 FD KubotaIronWorks,Kobe	32 ″ 1 s4 ″ 8 27 ″ 6	
25378 215122 WPLJ	**Horace S. Wilkinson** *Mchy.Aft* 1*Dk(Stl)&Web frames* D.F. GyC.	8338 — 6829	✠ 5,24 ✠	Tol-edo			1917 5mo	ToledoS.B. Co. Toledo,O.	GreatLakes SteamshipCo.Inc. *CellDB*528'3960t*Hopper side tanks*438'2866t	588·3 F61' FK *FPT*375t	60·0	27·0	OswegoNY Utd. States 3*BH*	Q.4Cy.21½"30½"43"&61"-42" 402NH 3SB,6*cf*,GS132,HS6033 ToledoS.B.Co.Toledo,O.	32 ″ 0	R †
25379 29715 JTRA	**Horai Maru** Ⓟ (*ex*Pays TwinSc deWaes,*ex*Indarra) 2*Dks(UStl&2nd dk ptStl) &Awng dk(Stl–teak s)* *3rd dk inNo.2 hold*	9192 7493 5597	✠ 1,13 ✠	Syd	d†		1912 11mo	W.Denny &Bros. Dumbarton	OsakaSyosenK.K. *CellDBa*64'*uE&B*151'*f*163'	451·0 B215'F51'*on Awng dk* FK&BK1" 976t*FPT*122t*APT*73t	60·1	37·4	Osaka Japanese 7*BHCem*	Q.8Cy.26½",38",54"&76"–48" 1378NH 7SB,28*cf*,GS560,HS21420 Denny&Co.Dumbarton	40 ″ 0	
25380 18942 JIGD	— (*ex*KotsuMaru–36) ssOsa.No.3–2,28 2*Dks&Web frames* *Longitudinal framing*	3202 2757 1952	✠ … 7,30 ✠				1916 3mo	OsakaIron Works,Ld. Osaka	TohoKisenK.K.	305·0 P19'B82'F32' FK	43·9	27·3	Osaka Japanese *WB*	T.3Cy.22",37"&61"–42" 288NH OsakaIronWks.Ld.Osaka	27 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux Gréement, etc. Ex-nom, s'il y a lieu Visites Periodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
25381 46259 JPUN	**Horai Maru** 1*Dk* *Carrying alcohol in bulk* *CruiserStern*	1083 — 720					1939	Tsurumi Seitetsu ZosenK.K. Yokohama	HoraiTankerK.K.	202·6 P70'F20'	32·8	16·7	Tokyo Japanese *WB*	T.3Cy.16¾",27½"&46½"-36" 130NHP TsurumiSeitetsuZosen K.K.Yokohama		
25382 26751 JODE	**Horaizan Maru** (*ex*DaihoMaruNo.1–37) *ss*OsaNo.2–29 1*Dk*	1999 1802 1167	✠ ... 2,32 ✠				1920 4mo	Teikoku S.S.Co.Ld. Toba	Turumaru Hirataro	270·0 P16'B65'F36' FK	39·0	23·9	Tokyo Japanese *WB*	T.3Cy.20",33"&55"-39" 256NHP KobeSteelWorks,Kobe	23 ″ 11	
25383 27635 JFCI	**Horei Maru** *Mchy.Aft* 1*Dk*	658 512 324					1920	Toba Zosensho Toba	AsahiSekiyuK.K.	182·0 P65'F24'	28·5	13·5	Tokyo Japanese *WB*	T.3Cy.13½",23"&38"-30" Hashimota 79NHP Tekkosho,Osaka		
25384 162671 GRDW	**Horn Shell** **TwinSc** *OilEng.* *ss*Shl.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8272 7515 5837	✠100A1 6,41 ~~8,40~~ Examined ~~8,40~~ 6,41 ✠LMC CS8,40 DBS8,40 3,38 *Carrying Petroleum in bulk*	~~Bkn~~ NYk	*c*†	CL N3,38	1931 12mo *Lloyd'sA&CP*	Deutsche WerftAGBet Finkenwrder Hamburg	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*70'318*t* *DTf*32'373*tFPT*209*tAPT*54*t*	456·1 474·0(O.L.) P103'B35'F43' FK	62·1	34·0	London British 14*BH*	Oil Engines 4S.C.SA 12Cy.29⅛"-51$\frac{3}{16}$" 983NHP 2DB*150lb* AlgemeineElec.Ges.Berlin	34 ″ 0 s 6 ″ 8¼ 27 ″ 7	
25384A DCIV	**Hörnum** (*ex*Holnis–41, *ex*Luksefjell–37) *Mchy.Aft* D F. *Cruiser Stern* 1*Dk*	1467 1231 834					1930	Porsgrund Mek.Værks. Porsgrunn	"Leopold"Brenn- stoff-Vertriebs- Ges.m.b.H.	244·4 P38*t*H145*t*	37·9	18·3	Kiel German *WB*	C 4Cy.(2)12¾"&(2)27½"- 27½" 66NHP PorsgrundM.V.Porsgrunn		N
25385 23050 JRFB	**Horonai Maru** (*ex*TsukubaMaru) 1*Dk*	999 840 671					1918	Senba Zosensho Osaka	HokkaidoTanko KisenK.K.	195·5	31·5	18·0	Kobe Japanese *WB*	T.3Cy.13½",22½"&37½"-28" 74NHP SenbaZosensho,Osaka		
25386 160651 MPFJ	**Horsa** *Ref.Mchy.* 1*Dk*&*Shelter dk* D.F. E.S.D. *CruiserStern*	979 824 392					1928	Ramage& Ferguson,Ld. Leith	CurrieLineLd.	231·4	35·6	16·0	Leith British *WB*	T.3Cy.20",33"&54"-36" 175NHP Ramage&Fergusn,Ld.Lth.		C
25387 161354 MPQV	**Horseferry** *ss*Sld.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	951 751 496	✠100A1 8,41 ~~8,40~~ 8,41 BS~~8,40~~ ✠LMC9,38	Sld	*m*	CL ~~3,40~~ 8,41	1930 1mo *Lloyd'sA&CP*	J.Crown& Sons,Ld. Sunderland	GasLight&Coke Co (StephensonClarke &AssociatedCom- paniesLd.*Mgrs.*) *CellDBuE*19'*f*133'262*tMT*128*tFPT*120*tAPT*19*t*	217·0 Q105'B17'F25' FK	32·0	13·5	London British 4*BHCem*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 115NHP 1SB,*3cf*,GS55,HS1786 G.Clark,Ld.Sunderland	15 ″ 6 s1 ″ 11¾ 13 ″ 10½	
25388 PEUD	**Horst** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	400 270 258	✠100A1 12,39 ✠LMC12,39	Gro		OG	1939 12mo *Lloyd'sA&CP*	NVSchpsw "Foxhol" Foxhol	H.Schothorst *CellDB*9'1 10*tFPT*65*APT*10*t*	149·8 159·1(O.L.) P39'Q52'F26' FK	27·0	8·8	Groningen Dutch 3*BH*	Oil Engines 4S.C.SA 6Cy.$11\frac{7}{16}$"-$17\frac{11}{16}$" 76NHP AppingedammerBrons Motorenfb.N.V.	10 ″ 4 s 3 ″ 5¼ 10 ″ 3½	
25389 146539 VPCB	**Hosang** Ⓟ *ss*H.Kg.No.3–7,34 *ss*H.Kg.No.1–38 D.F. 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–teak s)	5698 4990 3293	(SEE FOOTNOTE*) ✠100A1 *Shelter dk* *with freeboard* ~~12,40~~ ~~9,40~~ 9,41 9,41 BS~~12,40~~ ~~BS7,39~~ ✠LMC8,38 ~~Fitted for oil fuel 3,22 F.P. above 150°F.~~	~~Sng~~ HKg	*a*†	CL ~~7,38~~ 11,40	1922 3mo *Lloyd'sA&CP*	N.ofIre- landSB.CoLd Londonderry	Indo-ChinaSteam Nav.Co.Ld. *CellDB*350'1137*tFW tanks in 'tween dks aft*13'88'*tDTa*23'592*tFPT*86*tAPT*122*t*	411·0 F37' *on Shelter dk* FK	53·8	28·3	Hong Kong British *Cem* *Coll BH to Sh dk* 8 ,, ,, *U* ,,	T.3Cy.27",46"&77"-51" (*s*) 200lb 708NHP 4SB,*12cf*,GS247,HS11044FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 4 ″ 0¾ 27 ″ 2	
25390 21737 JDFB	**Hosei Maru** (*ex*NichiroMaru, *ex*Leonora) *ss*Rot.No.3–5,08 *ss*Kob.No.2–16 1*Dk*2*trB*&*Webframes*	2670 2441 1903	✠ ... 5,21 ✠				1895 9mo	Richardsn, Duck&Co. Stockton	SyoyoKisenK.K.	315·0 P29'B62'F33' FK	43·0	21·1	Amagasaki Japanese *WB*	T.3Cy.23",37"&61$\frac{3}{16}$"-42" 246NHP Blair&Co.Ld.Stockton	23 ″ 8	
25391 277 JPJC	**Hoten Maru** Ⓟ **TwinSc** 2*Dks* *CruiserStern*	3975 3024 2120					1928	Mitsubishi Zosen Kaisha Kobe	DairenKisenK.K.	360·0 B36'F41'	46·0	28·5	Dairen Japanese *WB*	S.R geared steam turbines MitsubishiZosenKaisha, Kobe		
25392 1893	**Houlee** (*ex*JervaulxAbbey–36) Ⓟ *ss*Gms.2ndNo.3–3,32 *ss*Drn.No.2–40 1*Dk*(*Irn*)&*deep framing* *Well deck* *Lower dk in No.1 hold*	1340 — 603	✠100A1 9,41 ~~3,41~~ BS9,41 ✠LMC11,40	Drn	*p*	OG ~~8,37~~ 9,41	1908 7mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	ChingKeeSteam Nav.Co.Ld. *CellDBa*42'*f*61'119*tFPT*13*tAPT*7*t*	255·1 P29'Q40'B98'F34' BK7"	33·7	15·5	Chefoo Chinese 5*BHCem*	T3Cy25¼",40½"&67"-42"(*s*) 185lb 504NHP 3SB,*9rf*,GS176,HS8223 FD Cen.Mar.Eng.Wrks.WHpl	16 ″ 3 s ″ 10 16 ″ 0½	
25393	**Houn Maru** *Mchy.Aft* 1*Dk*	1925 1540 1086					1940	Kawamin- amiKogyo K.K. Nagasaki	TohoKisenK.K.	271·6 P87'F29'	40·0	20·3	Osaka Japanese *WB*	T.3Cy.$18\frac{11}{16}$",30"&50"-36" 150NHP KawaminamiKogyoK.K. Koyagisima		
25394 586	**Houn Maru No. 3** **WoodAuxSr** *OilEng.* *Mchy.Aft* 1*Dk*	301 277 215					1918	Takami Yoshitaro Antoken	NakanoHatsutaro	114·0	29·0	13·0	Shingishu Japanese	Oil Engines 2S.C.SA 2Cy.15½"-17" 85NHP YamamotoTekkosho,Osa.		
25395 589	**Houn Maru No. 5** **WoodAuxSr** *OilEng.* *Mchy.Aft* 1*Dk*	336 304 258					1918	Takami Yoshitaro Antoken	MorikamiUhei	122·1	29·3	12·8	Shingishu Japanese	Oil Engines 2S.C.SA 2Cy.15½"-17" 85NHP YamamotoTekkosho,Osa.		
25396 PEUF	**Houtman** (*ex*FlyingNorseman–38) *OilEng.* *ss*Irv.No.2–40 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	394 290 196	✠100A1 3,41 ✠LMC8,40	Ply	*f*	3,41	1931 6mo *Lloyd'sA&CP*	N.V.Indus- trieeleMaats. DeNoord Alblasserdam	Reed"DeNoord" (J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*) *CellDBf*102'115*t FPT*25*tAPT*20*t*	148·8 P40'F21' FK	25·2	9·1	Rottrdam Dutch 3*BHCem*	Oil Engines 4S.C.SA 6Cy.12¼"-14$\frac{3}{16}$" 88NHP MtrnWerkeMannheimA G	11 ″ 0 s1 ″ 0 10 ″ 1	
25397 7645 SGQO	**Hövding** (*ex*Sundsborg–36, *ex*T.M.Werner) 1*Dk*	*1516* *1241* *831*					1905	Helsingörs Jernsk.& Msk Elsinore	RederiA/BHasting (ErikHåkanson, *Mgr.*)	246·6 P17'Q73'B106'F28'	37·4	15·8	Hlsingborg Swedish *WB*	T.3Cy.19",32&53"-36" 169NHP HelsingörsJernsk&Msk.		V
25398 133629 MDYW	**Hove** (*ex*Collairnie) *ss*Bng.2ndNo.3–2,39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	435 311 170	✠100A1 1,42 ~~3,39~~ ✠LMC MS2,39 BS5,41	~~Bwg~~ Bry	*g*	CL 2,39	1913 7mo *Lloyd'sA&CP*	Ardrossan DD&SBCoLd Ardrossan	CoppackBros.&Co.	155·8 163·4(O.L.) Q91'B9'F21' BK7"	25·2	10·8	London British 3*BHCem* *FPT*54*t*	T.3Cy.12½",21½"&34"-24" 180lb (*s*) 59RHP 1SB,*2pf*,GS36,HS1354 W.V.V.Lidgerwood,Gls.	11 ″ 8 s3 ″ 7½ 12 ″ 2	
25399 ~~00000~~ ~~WMCV~~	**Howard** Sub.Sig. D.F. 3*Dks*&*Hurricane dk*	3581 — 2278					1895	Harlan& Hollings- worthCo. Wilm.Del.	~~Merchnts&Miners~~ ~~TransportationCo.~~ EmpresaHondur- ena de Vapores	310·5 len09	42·0	26·0	~~Baltimore~~ ~~Utd.States~~ Honduran	T.3Cy.28",46"&72"-48" 359NHP Harlan&HollingsworthCo.		

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
25400 172356	**Howard L. Shaw** D.F. GyC. *Mchy.Aft* 1*Dk2trB*	4769 4584 3547					1900	Detroit S.B.Co. Wyandotte	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	439·5	51·4	23·9	Toronto British *WB*	T.3Cy.22″,36″&58″–42″ 218NHP DetroitS.B.Co.Detroit		
25401 212353 WPSR	**Howard M. Hanna, Junior** *Mchy.Aft* GyC. 1*Dk*	6204 — 4689					1914	American S.B.Co. Cleveland,O.	ColumbiaTransportationCo. (John T.Kelly,*Mgr.*)	504·0 F60′	54·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23½″,38″&63″–42″ 257NHP American S.B.Co.Lorain,O		R
25402 ~~239905~~ ~~WFVY~~	**Howell Lykes** *Now "Empire Pintail," see No. 36464 in Supplement* 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *pt Longitudinal framing* *CruiserStern* *pt welded*	7773 — 4585					1940	Federal S.B.&D.D.Co Kearny,N.J.	~~LykesBros.S.S.Co. Inc.~~	469·0 F42′	69·6	29·2	~~Houston, Tex.~~ ~~Utd.States~~ British *WB*	2 steam turbinesDR geared to 1 sc. shaft 1417NHP DeLavalSteam TurbineCo Trenton,N.J.		R
25403 146304 GFSJ	**Howra** *ss*Cal.No.3–3,34 *ss*Cal.No.1–38 1*Dk*(*Stl*)&*Shelter dk* (*Stl*)& *Web frames* *Cruiser Stern* *Longitudinal framing*	6709 6252 4096	✠100A1 *Shelter dk with freeboard* ~~5,41~~ ~~1,41~~ 11,41 BS11,41 ~~BS1,41~~ ✠LMC11,38	Cal	*a*†	CL 6,40	1922 8mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*320′1367*t* *DTa*31′1080*t*	412·2 P42′F36′ *on Shelter dk* FK *FPT*112*t* *APT*247*t*	55·8	34·7	Glasgow British *Cem* 6*BHtoSh dk* 2 „ „ *U* „	2 steam turbines DR geared to 1 Sc.Shaft (*s*) 200lb 600NH 3SB.9*cf*,GS190,HS7890 FD C.A.ParsonsLd.Nwc.	38 ″ 1 s9″11¼ 28 ″ 4¼	
25404 218221 KIJQ	**Hoxbar** *Fitted for oil fuel* 2*Dks* *Carrying Petroleum in bulk* D.F. *Mchy.Aft* *Longitudinal framing*	6958 — 4329					1919	Bethlehem S.B.Corp.Ld Sparrow's Pt Md.	~~FarrSpinning& OperatingCo.Inc.~~ Grosvenor-Dale Co.	434·8 P92′B50′F42′	56·2	31·8	Wilmgton (Del.) Utd.States	T.3Cy,27¼″,47″&78″–48″ 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
	Now "Veracruz," see No. 38908 in Supplement															
25405 4201 LCOQ	**Höyanger** TwinSc *Oil Eng.* 2*Dks*	4624 4201 2765					1926 b	Akt.Burmeistr&Wain Copenhagen	Westfal-Larsen& Co.A/S	381·6 P103*t*H259*t*F22*t*	53·8	25·9	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅝″ 542NHP Akt.Burmeistr&Wain,Cpn		N
25406 42349 JJGK	**Hoyo Maru** *Oil Eng* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8692 7993 6042	✠100A1 4,40 DBS3,40 ✠LMC12,37 *CarryingPetroleum in bulk*	Yka	*d*† 2⅝	CL 3,40	1936 11mo *Lloyd*	Mitsubishi JukogyoK.K Yokohama '*sA&CP*	NipponTanker K.K. *CellDBu*	474·0 P137′B37′F40′ FK *E*56′200*t* *DTf*38′29	61·0	37·5	Tokyo Japanese 14*BH* 0*t* *APT*143*t*	Oil Engines 2S.C.SA 6Cy.23⅝″–43$\frac{5}{16}$″ 1163NHP 2DB163*lb* MitsubishiJukogyoK.K. Yka	37 ″ 6	
25407 22541 JEOC	— WoodAuxSr 1*Dk*	479 414 338					1918	Hatohama SenkyoIrWk Hatohama	TashiroMagoichi	140·6	28·2	15·7	Niigata Japanese	C.2Cy.11½″&25″–16″ 21NHP YutaniKusaknusho,Osaka		
25408 10349 JFFA	**Hozan Maru** Ⓟ 2*Dks*	2344 1920 1384					1907	Kawakasi DckyrdCo.Ld Kobe	OsakaSyosenK.K.	305·9 P25′106′F41′	39·7	21·6	Osaka Japanese *WB*	T.3Cy.23″,38″&63″–39″ 248NHP Kawasaki DkydCoLdKobe		
25409 45691 JGEN	— (*ex*Bodö–39,*ex*Dampfem–35, *ex*Goodspeed) Sub.Sig. 1*Dk*	2260 1343	✠ … 4,22 ✠				1918 9mo	Detroit S.B.Co. Wyandotte	KokokuSangyo K.K.	251·2 P62*t*H104*t*F24*t* FK	43·8	22·5	Tokyo Japanese *WB*	T.3Cy.20″,33″&54″–40″ 267NHP DetroitS.B.Co.Detroit	24 ″ 2	C V †
25410 16928 JAXC	— 1*Dk*	1176 1029 831					1914	Osaka Iron Works Osaka	HounKisen K.K.	218·7	32·2	17·3	Nishinomiya *WB* Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWorks,Osaka		
25411 1565 JTRE	**Hozukawa Maru** Wood 1*Dk*& *AwngDk*	339 297 194					1896	Osaka Iron Works Osaka	TosaDomei KisenK.K.	143·0	18·9	14·8	Osaka Japanese	T.3Cy.11⅝″,16⅜″&26⅛″–20″ 30NHP Ross&Duncan,Glasgow		
25412 359 JPHC	**Hozyo Maru** (*ex*HojoMaru–38, *ex*GardMaru,*ex*Gard, *ex*Athelstane, *ex*TheodoreF.Reynolds) *ss*Ams.No.2–28 *Fitted for oil fuel* 1*Dk* *Carrying oil fuel in bulk*	2417 2012 1292	✠ … 4,33 ✠				1920 8mo	McDougall DuluthS.BCo Duluth,Minn.	DairenKisenK.K.	251·0 P25′B64′F22′ FK	43·7	22·2	Dairen Japanese *WB*	T.3Cy,19″,30¼″&54″–40″ 262NHP McDougallDuluthS.B.Co.	24 ″ 3	
25413 OYMA	**Hroar** Ⓟ D.F. *Ref.Mchy.* 2*Dks*	1401 1107 748					1923	Frdkshvns Værft& FlydedokA/S Frderikshavn	DetForenede DampskibsSelsk.	253·7	37·2	16·9	Copnhagn Danish *WB*	T.3Cy.21″,33½&56″–39″ 196NHP HelsingörsJernsk.&Mskb.		V
25414 YTKJ	**Hrvatska** Ⓟ (*ex*Croatia) *ss*Ssk.3rd,No.3–12,29 *ss*Ssk.No.2–38 1*Dk*(*Stl*)	492 — 303	✠100A1 6,40 MS5,38 LMC BS6,40 No later survey reported	Ssk	*h*	OG 6,40	1891 11mo *Lloyd*	Howaldtswerke Kiel '*sA&CP*	Jadranska PlovidbaD.D. *CellDB*	167·9 180·1(O.L.) P45′B38′F41′ BK7″	25·0	10·6	Susak Yugoslav 4*BHCem* *a&uE*52′ 51*t*	T 3Cy.17″,27½″&43⅜″–24¾″ 172lb 80*lb* (*s*) 174NHP NB06*refitted*23 NDB91*refitted*23HS2998 FD 1 Water Tube Boiler GS55 Howaldtswerke,Kiel	12 ″ 8 s ″ 5¼ 12 ″ 9¾	
25415	**Hsin An** (*ex*TenbuMaru–34, *ex*Vorwärts) 2*Dks*	1030 787 563					1895	Howaldtswerke Kiel	YingKeeHong	231·3 P28′B69′F29′	32·8	15·1	Tsingtao Chinese *WB*	T.3Cy.17″,27⅝″&43⅜″–24$\frac{7}{16}$″ 93NHP Howaldtswerke,Kiel		
25416 151743 MNMC	**Hsin Chang Wo** TwinSc (*ex*Kingwo–33) 2*Dks* (DAMAGED BY AIRCRAFT, 8,39)	582 247 242					1923	Kiangnan D&E.Wks.Ld Shanghai	Indo-ChinaSteam Nav.Co.Ld.	147·1	28·0	7·8	Shanghai British	T.3Cy.11½″,17¼″&27¾–16″ 40RHP KiangnanD&EWksLd.Shl		
25417 XNAP	**Hsin Hua An** (*ex*HuaAn1–36, *ex*HuaAn–35,*ex*HwahKun, *ex*KeongWai) 2*Dks*	*1777* *1638* *1115*					1895	Fairfield Co.Ld. Glasgow	HsinChangAnS.S. Co.Ld.	289·0 P10′B22′F42′	37·8	21·5	Shanghai Chinese	T.3Cy.22″,36″&57″–42″ 211NHP FairfieldCo.Ld.Glasgow		
25418 XNCW	**Hsin Lee** 2*Dks*	1174 — 704					1916	Osaka Iron Works Osaka	Ching-KeeS.N.Co. Ld.	230·7 P24′B35′F30′	33·5	18·5	Chefoo Chinese	T.3Cy.13⅛″ 23″&38″–30″ 79NHP OsakaIronWrks.Ld.Osaka		
25419 133255 GLJY	**Hsin Peking** (*ex*Tungchow–36) 2*Dks*& *Shade dk*	2104 1592 1263					1914	Taikoo Dkyd&EngCo of HongK'ngLd HongKong	ChinaNav.Co.Ld.	280·0 P8′F28′	40·1	17·8	London British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP TaikooDkyd&Eng.Co. ofHongKongLd.		
25420	**Hsin Tai** (*ex*Tungus) Iron 2*Dks*	481 — 281					1840	Nevsky S.B.&M.Wks Leningrad	TungShunS.S.Co. Ld.	168·9	26·6	15·0	Tientsin Chinese *WB*	C.2Cy.22″&37″&24″ 56NHP E&B*made*03*refitted*18 CrichtonEng.Works,Abo		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. R.of Trade.
25421 125176 MMZI	**Hsin Tseangtah** (*ex*MinHo-37, *ex*Beulah-35) *ss*Osa.2ndNo.3-2,35 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Mchy.Aft*	933 684 530	✠ ... 7,39 ✠	Shi	*l*		1908 9mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	ChinaImport& ExportLumber Co.Ld. *CellDBu*	210·0|30·5|13·2 218·0(O.L.) *32·3* Q122'B9'F27' FK&BK1½" *E24'f*134'227*tFPT*	Shanghai British *3BHCem* 51*tAPT*8*t*	T.3Cy.17",28"&46"-33" 151NHP 2SB,*4cf*,GS86,HS2588 ClydeS.B.&E.Co.Ld.P.Gls	15 ″ 6	
25422 34530 JBQE	**Hsin Yang Maru** Ⓟ TwinSc 1*Dk*	1674 1290 774					1929	Shanghai Dck&ECo.Ld Shanghai	ToaKaiunK.K.	239·0|39·9|10·0 B194'	Tokyo Japanese	T.6Cy.10½",17"&28"-16" 54NHP ShanghaiDck.&E.Co.Ld.		
25423 155840 GMXL	**Hsin Yangtse** 2*Dks*	921 649 341	✠ ... 10,31 ✠				1927 6mo	Shanghai Dk&EnCoLd Shanghai	ShanghaiPilot BoatCo.(1928)Ld.	180·8|34·0|15·2 FK	Shanghai British *WB*	T.3Cy.18½",29"&49"-33" 187NHP Shanghai Dk.&Eng.Co.Ld.	16 ″ 6	
25424 47277 JJPO	**Hsing Chang Maru**	3379 — 2534					1940	Kawasaki Dkyd.Co.Ld. Kobe	ToaKaiunK.K.	319·8|50·0|15·4	Tokyo Japanese	Steam Engine		
25425	**Hsing Shih** (*ex*Kwang-ping) 2*Dks*	2018 — 1239					1898	J.Scott& Co. Kinghorn	SanPehSteamNav. Co.Ld.	265·0|40·2|20·9 B69'F41'	Shanghai Chinese *WB*	T.3Cy.25",32"&54"-36" 175NHP J.Scott&Co.Kinghorn		
25426 46800 JDGO	**Hsing Tung Maru** Ⓟ	3364 — 192					1939	Harima S.B.&Eng. Co.Ld. Harima	ToaKaiunK.K.	322·1|50·0|15·4	Tokyo Japanese	Steam Engines		
25427 46804 JDHO	**Hsing Ya Maru** Ⓟ	3365 — 1924					1939	Harima S.B.&Eng. Co.Ld. Harima	ToaKaiunK.K.	322·1|50·0|15·4	Tokyo Japanese	Steam Engines		
25428 XNBS	**Hsing Yuan** (*ex*ChunHwa-36, *ex*Francesco Vazzana-34, *ex*LotharBohlen) 1*Dk*&*Spar dk3trB*	2223 2059 1388					1898	Blohm& Voss Hamburg	YungYuanS.S.Co.	303·4|38·3|23·0 P80'F35'	Chefoo Chinese	T.3Cy.19",30"&50"-39⅜" 157NHP Blohm&Voss,Hamburg		
25429 31667 JEJB	**Hua Shan Maru** Ⓟ 2*Dks* *Longitudinal framing*	2089 1707 1284					1926	OsakaIron Works,Ld. Osaka	ToaKaiunK.K.	280·0|41·0|21·0 P23'D80'F30'	Tokyo Japanese *WB*	T.3Cy.18",30"&50"-36" 150NHP OsakaIronWorks,Ld.		
25430 228613 KJMY	**Hualalai** Ⓟ TwinSc 2*Dks* *Fitted for oil fuel* *CruiserStern*	3088 — 1803					1929	Bethlehem S.B.Corp.Ld. SanFrancisco Cal.	Inter-IslandStm. Nav.Co.Ld.	295·0|48·1|25·6 F34'	Honolulu Utd.States *WB*	DRgearedsteamturbines 666NHP Westinghouse Elec.& Mfg. Co.Phl.Pa.		R
25431 DJZZ	**Huascaran** Ⓟ *OilEng.* D.F. E.S.D. 3*Dks* *CruiserStern*	6951 5272 4026					1939	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	464·8|60·3|26·9 P33'F88'	Hamburg German *WB*	3 Oil Engines 2S.C.SA 22Cy.(2-8Cy.&1-6Cy. 20½"-27$\frac{9}{16}$") 1621NHP &electric drive Blohm&Voss,K.a.A.Ham.		G
25432 145131 MKLF	**Hubbastone** *ss*Sws.No.3-7,33 *ss*Bly.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	873 592 431	✠100A1 2,39 BS5,38 ✠LMC5,37 (SEE FOOTNOTE*)	Shl	*k*	CL 2,39	1921 1mo	HansenSB &ShipRep. Co.Ld. Bideford *Lloyd'sA&CP*	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs*) *CellDBf* 126'239*t* *FWtank in*	190·0|30·1|12·6 199·3(O.L.) Q120'B*on*Q14'F26' FK *break* 7'14t*FPT*53*t*	London British *3BHCem* *APT*30*t*	T.3Cy.15",25"&41"-27" (*s*) 180lb 84RHP 2SB,*4cf*,GS69,HS1824 LythamS.B.&Eng.Co.Ld.	14 ″ 6 s 4 ″ 6¼ 14 ″ 1½	
25433 DHPJ	**Hubert Schröder** (*ex*Ljusneälf-38, *ex*Tilburg) 1*Dk*	1391 1208 808					1917	L.Smit& Zoon Kinderdijk	RichardSchröder	239·1|36·3|16·6 P274'B56'F24'	Rostock German *WB*	T.3Cy.17½",29¼"&46¾"-36" 120NHP L.Smit&Zoon,Kinderdijk		V
25434 1287 CBHE	**Huellelhue** *Mchy.Aft*	381 301 170						N.V.Werf. "Gusto" v/h A.F.Smulders Schiedam	Soc.Anon. Industrial y Comercial Hoffmann	140·0|23·3|11·9	Valparaiso Chilian	C.2Cy.15",&29½"-19$\frac{11}{16}$" 32NHP		
25435 1219 CBLU	**Huemul** Ⓟ (*ex*Luisa,*ex*Albaro, *ex*Skutari,*ex*Serapis) *ss*HamNo.3-10,02 *ss*Gen.No.2-10 2*Dks*	2854 2206 1666	✠ ... 1,20 ✠				1890 8mo	Blohm& Voss Hamburg	Soc.Maritima y ComercialR.W. James yCia	321·1|40·2|23·4 P&B217'F34' BK10"	Valparaiso Chilian *WB*	T.3Cy.23¾",38"&63"-42" 261NHP Blohm&Voss,Hamburg	26 ″ 2	
25436 7141 SDEA	**Hugin** *CruiserStern* D.F. 2*Dks*	1276 992 578					1924	Helsingörs Jernsk.&Msk. Elsinore	Stockholms RederiA/B"Svea" (Eman.Högberg, *Mgr.*)	260·4|37·1|14·3	Stockholm Swedish *WB*	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskg.		V
25437 DHKM	**Hugo Oldendorff** (*ex*Baltia-39, *ex*Harald-33) *ss*Shl.No.2-12 1*Dk*(*Stl*)&*deep framing*	1876 1627 1091	✠ 4,16 ✠	Bmn	*r*		1904 6mo	Craig,Tay- lor&Co. Stockton	EgonOldendorff *CellDBa*90'*u* *f* 116'406*t*	278·5|38·4|18·5 P26'B72'F28' E16' FK *FPT*79*tAPT*87*t*	Lübeck German *4BHptCem* *ptASP*	T.3Cy.19",31"&51"-33" 167NHP 2SB,*4pf*,GS74,HS2654 N.E.MarineEng.Co.Ld.Sld	20 ″ 7	G †
25438 218579 KIQR	**Hugoton** *Mchy.Aft* *Longitudinal framing* 2*Dks* D.F. *Fitted for oil fuel* *Carrying Petroleum in Bulk* *Now "Tamaulipas," see No. 38575 in Supplement*	6943 — 4267					1919	Bethlehem S.B.Corp.Ld. Sparrow's Pt Md.	~~FarrSpinning&~~ ~~OperatingCo.Inc.~~ Grosvenor-Dale Co.	434·8|56·2|31·7 P122'B56'F33'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPointMd.		R
25439 21877 KIVQ	**Huguenot** *Mchy.Aft* *Longitudinal framing* 2*Dks* D.F. *Fitted for oil fuel* Sub.Sig. *Carrying Petroleum in bulk*	6964 — 4282					1919	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	RichfieldOilCorp.	434·8|56·2|31·7 P122'B50'F45'	Ls Angeles Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPointMd.		R
25440 24469 JPMI	**Huki Maru** (*ex*FukiMaru-38) 1*Dk*	2453 — 1705					1918	Asaki S.B.Co. Osaka	Kuribayasi SyosenK.K.	284·0|41·0|24·5	Tokyo Japanese *WB*	T.3Cy.19½",31"&54-36" 175NHP HirotaniSeikosho,Osaka	24 ″ 6	
25441 26548 JFJI	**Hukkai Maru** (*ex*FukkaiMaru-38) *ss*Kob.No.3-5,39 2*Dks*(*Stl*)	3830 3460 2326	✠ —— 9,37 ✠	Kob	*w*		1920 1mo	Yokohama DockCo. Yokohama		345·0|50·0|29·1 P33'B77'F41' FK *CellDB*316'793*tFPT*	Tarumi Japanese *6BHCen* 56*tAPT*29*t*	T.3Cy.23",38"&64"-48" 343NHP 2SB,*6cf*,GS106,HS4414 YokohamaDk.Co.Yka.	29 ″ 1	C †

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25442 30509 JAKB	**Hukko Maru** TwinSc (*ex*FukkoMaru–38) *OilEng.* *ss*Kob.No.3–7,36 1*Dk*(*Stl*)	3834 3385 2290	✠100A1 6,40 ✠LMC CS7,36 DBS6,40 8,38	Kob	*w* $2\frac{3}{16}$	CL 6,40	1924 12mo	KobeSteel Works Harima Lloyd's A&CP	HukkoSyosenK.K. (TaiyoKaiunK.K. *Mgrs.*) *CellDB*280′81	350·7|50·0|27·0 P21′B97′F35′ FK 4t*DTa*29′855t*FPT*	Hasidate Japanese 6*BHptCem* 91t*APT*75t	Oil Engines 2S.C.SA 8Cy.$18\frac{1}{2}$″–$29\frac{1}{8}$″ 478NHP DB*120lb* SulzerBros&CoWinterthur	27 ″ 0 s 4 ″ $9\frac{1}{2}$ 22 ″ 5	
25443 44837 JQLM	**Hukoku Maru** (*ex*FooKing–38, *ex*Otter–35,*ex*CanadianOtter–34, *ex*Chomedy–32, 2*Dks* *ex*CanadianOtter)	2852 2512 1696					1920	British American S.B.Co. Welland,Ont.	NisshinKaiun Shokai,Ld.	320·0|43·8|25·1 P28′B96′F31′	Kobe Japanese *WB*	T.3Cy.23″,38″&63″–42″ 257NHP JohnInglisCo.Ld.Toronto		C
25444 44792 JMPM	**Hukuei Maru** *Mchy.Aft*	1869 — 1091					1938	Osaka Zosen-sho Osaka	ToaBoekiK.K.	271·7|40·0|20·3	Tokyo Japanese	T.3Cy.18″,29″&50″–39″ 156NHP KubotaIronWorks,Osaka		
25445 22720 JPKB	— (*ex*FukuyeiMaru–38) 1*Dk*	1114 985 772					1918	Hakodate Dockyard Hakodate	Kuribayasi SyosenK.K.	215·0|31·5|18·5 B49′F28′	Tokyo Japanese *WB*	T.3Cy.$14\frac{1}{2}$″,$24\frac{1}{2}$″&40″–30″ 88NHP HakodateDockyard		
25446 45587 JBQN	**Hukuei Maru No. 2** *Mchy.Aft* 1*Dk*	1901 1540 1052					1939	Kawami- namiKogyo K.K. Nagasaki	NittoKogyoKisen K.K.	271·7|40·0|20·3 P87′F29′	Hirosima Japanese *WB*	T.3Cy.18″,30″&50″–36″ 150NHP KawaminamiKogyoK.K. Nagasaki		
25447 4071 JGKJ	**Hukuei Maru No. 9** (*ex*FukuyeiMaruNo.9–38) *OilEng.* *Mchy.Aft*	617 — 402					1935	Mihara S.B.Yd. Osaka	MansenUnyuK.K.	170·0|28·0|14·9	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$″–$20\frac{7}{8}$″ 117NHP HanshinTekkosho,Kobe		
25448 42056 JGKL	**Hukuei Maru No. 10** (*ex*FukuyeiMaruNo.10–38) *OilEng.*	847 — 598					1936	Mihara S.B.Yd. Osaka	KashimaKisen K.K.	185·0|31·0|17·0	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.$12\frac{13}{16}$″–$19\frac{11}{16}$″ 172NHP NipponHatsudokiK.K.		
25449 46382 JYJN	**Hukuei Maru No. 15** *OilEng.*	867 — 602					1939	Mihara Zosensyo K.K. Osaka	MansenUnyuK.K.	185·0|31·0|17·6	Kobe Japanese	Oil Engines		
25450 19585 JATB	**Hukui Maru No. 2** (*ex*FukuiMaruNo.2–38) 1*Dk*	1592 1332 1094					1917	Hakodate Dock,K.K. Hakodate	TeikokuKisenK.K.	235·0|36·0|21·5	Tokyo Japanese *WB*	T.3Cy.18″,29″&49″–33″ 138NHP HakodateDk.Co.Hakodate		
25451 27463 JFIA	**Hukuken Maru** Ⓟ (*ex*FukukenMaru–38) 2*Dks*	2558 2009 1570	✠ … 7,23				1920 10mo	OsakaIron Works,Ld. Osaka	ToaKaiunK.K.	284·5|42·5|23·0 P41′B100′F34′ FK	Osaka Japanese *WB*	T.3Cy.21″,35″&58″–39″ 288NHP OsakaIronWrks,Ld.Osaka	23 ″ 0	
25452 44521 JMIM	**Hukusei Maru** (*ex*FooShong–38, *ex*Canadian *ss*Mtl.No.3–7,33 Victor–37) 2*Dks*(*Stl*)	5802 — 4213	✠ … 3,38 ✠	Gls	*y*		1920 8mo	Canadian Vickers,Ld. Montreal	TaiheiyoGyogyo K.K. *CellDB*	400·1|52·2|31·1 P50′B120′F51′ FK 333′1025t*FPT*149t	Tokyo Japanese 6*BHptCem* *APT*123t	T.3Cy.27″,44″&73″–48″ 520NHP 3SB,*9cf*,GS198,HS7800 CanadianVickers,Ld.Mtl.	31 ″ 2	C †
25453 23570 JRDE	— (*ex*FukuseiMaru–38) 1*Dk*	1133 1039 716					1918	Osaka Zoseusho Osaka	MeiziKaiunK.K.	225·0|33·0|18·7	Tazumi Japanese *WB*	T.3Cy.16″,26″&42″–30″ 97NHP LettsuTekkosho,Osaka		
25454 9445 JCWC	**Hukusyu Maru** (*ex*Fukushu Maru–38,*ex*Standard) 1*Dk*&*Spar dk*	1455 1335 987					1903	Framnes Mek.Værks. Sandefjord	KitaNipponKisen K.K.	237·1|34·2|19·2	Hutyu Japanese *WB*	T.3Cy.$16\frac{1}{2}$″,27″&44″–33″ 111NHP Akers.Mek.Værks Oslo		
25455 9395 JTVB	**Hukuura Maru** (*ex*Fukuura Maru–38,*ex*Bogstad) 1*Dk*2*trB*&*Web frames*&*ptAwng dk*	3177 2345 1943					1894	Nylands Værksted Oslo	IinoKisenK.K.	325·0|41·8|21·2 P28′Q100′ BK10″ *ptAwng dk*194′	Takuma Japanese *WB*	T.3Cy.23″,$37\frac{1}{2}$″&$61\frac{1}{2}$″–42″ 258NHP NylandsVærksted,Oslo	24 ″ 0	
25456 42632 JHDL	**Hukuyama Maru** (*ex*FukuyamaMaru–38) 1*Dk* *CruiserStern*	3581 2114					1936	Harima S.B.&Eng. Co.Ld. Harima	KaiyoKisenK.K.	334·9|48·0|26·0 P29′B94′F39′	Kobe Japanese *WB*	T.3Cy.$22\frac{1}{16}$″,37″&61″–$42\frac{1}{2}$″ 241NHP KobeSteelWorks,Kobe		C
25457 27732 JTHD	**Hukuyo Maru** (*ex*FukuyoMaru–38, *ex*HoshuMaru) *ss*Kob.No.3–5,34 *ss*Kob.No.1–40 2*Dks*(*Stl*)	5463 4996 3405	✠100A1 7,41 ~~1,40~~ 7,41 ✠LMC~~1,40~~	Kob	*z*	CL 1,40	1920 12mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenK.K.	400·0|53·2|29·4 P33′B124′F41′ FK *CellDB*339′944t	Yokohama Japanese 6*BHCem* *APT*28t	T.3Cy.26″,$43\frac{1}{2}$″&72″–48″ (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ 7 25 ″ 9	
25458	**Hukuzyu Maru** (*ex*Miramare–41, *ex*OnassiPinelopi–39, *ss*Vcr.No.3–4,32 *ex*Canadian *ss*Rot.No.1–37 Spinner–33) 2*Dks*(*Stl*)	*5731* *4370* *3855*	✠ … 4,41 ✠	Rot	*y*		1919 12mo	Canadian Vickers,Ld. Montreal	OkadagumiK.K. *CellDB*	400·0|52·4|28·5 P49′B113′F39′ FK 333′1025t*FPT*149t	Osaka Japanese 6*BHptCem* *APT*133t	T.3Cy.27″,44″&73″–48″ 520NHP 3SB,*9cf*,GS198,HS7743 CanadianVickers,Ld.Mtl.	31 ″ 1	
25459 OYXZ	**Hulda Mærsk** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk*, *Ref.Mchy.* 3*rd dk in No.* 1 *hold* *CruiserStern* *Now "Chant," see No. 35928 in Supplement*	5601 4899 3390	✠100A1 *withfreeboard* 1,40 ✠LMC11,38 ✠Lloyd'sRMC3,40 *Carrying cargo oil F. P. above 150°F. in FPT& deep tanks. Carrying cargo oil F.P. above150° F. or glycerine in tank above APT.*	HKg	*b*†	CL	1938 11mo	Odense Staalskibsvft vedAPMöller Odense Lloyd's A&CP	A/S D/S Svendborg &D/S af 1912 A/S (A.P.Möller, Copenhagen,*Mgr.*) *Cell DB* 374′ 1538t	439·0|57·7|25·4 466·3(O.L.) F45′ FK *DTsf*65′1907t *DTa*36′1171t *tank*	Copnhagn Danish 9*BH* (*Coll to Sh dk* 8 ,, 2*nd* ,,) *above APT*	Oil Engines 4S.C.SA 9Cy.$29\frac{1}{8}$″–$59\frac{1}{16}$″ 731NHP 2DB*100lb* Akt.Burmeistr&Wain,Cpn 126t*FPT*83t*APT*71t	28 ″ 7 s 3 ″ $4\frac{3}{4}$ 25 ″ $5\frac{1}{4}$	
25460 OHBY	**Hulda Thordén** (*ex*Herbert Fischer, *ss*Skm.3rdNo.3–9,39 *ex*Woodburn) 1*Dk*(*Irn*)&*deepframing* D.F. *Cargo battens not fitted*	2255 — 1349	✠100A1 9,39 BS5,39 ✠LMO MS9,39 No later survey reported	Skm	*t*	CL 8,38	1900 11mo	BlythS.B. Co.Ld. Blyth A&CP	RederiA/B Thor (G.B.Thordén, *Mgr.*) *CellDBa*120′ *IntermediateBHinfor'd*	313·8|43·1|19·7 302·0 P25′B78′F34′ FK *uE*&*B*16′*f*120′690t *hold dispensed with*	Helsingfrs Finnish 4*BHCem* *APT*116t	T.3Cy.$23\frac{1}{4}$″,37″&61″–39″ (*s*) 180lb 257NHP 2SB*6cf*,GS88,HS4015 T.Richardsn&Sns,Ld.Hpl.	22 ″ 4 s 3 ″ $3\frac{3}{4}$ 19 ″ 3	
25461	**Huldra** *CruiserStern*	2100					1940	Nylands VerkstedA/S Oslo	SkibsA/S William HausensRederi II (WilliamHausen, *Mgr.*)	275·0|44·0|	Bergen Norwegian	C.2Cy.$17\frac{3}{4}$″&$35\frac{5}{16}$″–$35\frac{5}{16}$″& L.P.turbine with gearing & hydraulic coupling NylandsVerkstedA/S,Oslo		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc bord au milieu d navire Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
25462 139312 MNJG	**Hull Trader** (*ex*Edith) *ss*Bly.2ndNo.3–12,40 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	717 538 297	✠100A1 12,40 ✠LMC12,40 *Fitted for carrying Vegetable Oil in fore & after peaks*	Bly	*j*	CL 12,40	1917 2mo *Lloyd*	J.P.Rennoldsn&Sons, Ld. S.Shields *sA&CP*	FreeTradeWharf Co.Ld.	178·2 Q92'B15'F18' FK *CellDBf*61'64*t FPT*	30·0	13·1	London British 4*BHCem* 60*tAPT*40*t*	T.3Cy.16",26½"&43"–30" (*s*) 180lb 98RHP 2SB,4*pf*,GS68,HS2432 J.P.Rennoldson&Sons,Ld	14 ″ 6 s 4 ″ 2 13 ″ 11¼	
25463 47678 JPYJ	**Humi Maru No. 3**	370 — 124					1940	Hakodate DockK.K. Hakodate	TaiyoHogeiK.K.	142·7	25·6	14·6	Tokyo Japanese	Steam Engine		
25464 228877 KJNA	**Humuula** Ⓟ 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *CruiserStern*	961 — 507					1929	Bethlehem S.B.Corp.Cal. (UnionPlnt) S.FrncscoCal	Inter-IslandStm. Nav.Co.Ld.	210·7 P58'F33'	38·0	14·2	Honolulu Utd.States *WB*	1DR geared steam turbine WestinghouseElec.&Mfg. Co.Phl.Pa.		R
25465 34833 JDZE	**Hunagawa Maru** (*ex*FunagawaMaru–38) 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	869 647 461					1929	Asano Zosensho Tsurumi	NakagawaKisen K.K.	185·0 P65'F21'	29·5	15·7	Yokohama Japanese *WB*	T.3Cy.13",21"&36¾"–27" 67NHP AsanoS.B.Co.Ld.Tsurumi		
25466 163304 GPQL	**Hunan** Ⓟ 2*Dks*	2827 2374 1621					1932	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	299·9 P37'B83'F39'	44·2	23·1	London British *WB*	T.3Cy.20",33"&53"–39" 175NHP Scotts'S.B.&E.Co.Ld.Grk.		
25467 DHJA	**Hundseck** (*ex*Girgenti–37) D.F. 2*Dks*	1456 1360 816					1923	F.Schichau Elbing	DeutscheDampfs. Ges."Hansa"	253·0 P&B200'F33'	38·2	16·6	Bremen German *WB*	T.3Cy.$19\frac{11}{16}$",31⅞"&$51\frac{3}{16}$"–$29\frac{9}{16}$" 143NHP F.Schichau,Elbing		G
25468 PEUS	**Hunze IX** *ss*Ham.No.3-8,30 *ss*Ham.No.1-36 *Well deck* 1*Dk*(*Stl*)	445 286 234	✠100A1 2,38 BS6,37 ✠LMC5,36 (SEE FOOT NOTE *)	Abn	*f*	CL 5,36	1917 9mo	N.V.Werf Hubertina Haarlem A&CP	GroningerRotterdammerStoomboot Maats.	141·1 Q51'B44'F15' FK *CellDBuE*12'16*tFPT*10*t*	23·9	10·8	Groningen Dutch 4*BHCem* *APT*11*t*	T.3Cy.11⅜",17¾"&29½"–24" 185lb (*s*) 59NHP 1SB,2*cf*,GS35,HS1069 NVWrf HubertinaHaarlm	11 ″ 6 s ″ 3½ 11 ″ 3¼	
25469 154087 GWRN	**Hupeh** Ⓟ 2*Dks*	2801 2348 1628					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7 P37'B83'F39'	44·2	23·1	London British *WB*	T.3Cy.20",33"&53"–39" 169NHP TaikooD.&E Co. ofH.Kg.Ld.H.Kg.		
25470 96669	**Hurlbut W. Smith** *Mchy.Aft* 1*Dk*2*trB*	4662 — 3415					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	414·0 F48'	50·0	28·0	OswegoNY Utd.States *WB*	T.3Cy.22",35"&58"–40" 213NHP AmericanSBCo.ClevelndO		R
25471 21208 WBCC	**Huron** *Mchy.Aft* (*Self-Unloader*) D.F. GyC. 1*Dk*	4810 — 3051					1914	Gt.Lakes Eng.Works Detroit	Wyandotte TransportationCo.	415·0 F60'	56·0	27·5	Detroit, Mich. Utd.States *WB*	Q.4Cy19½",28¼",41"&60"–42" 233NHP Gt.Lakes Eng.Wks.Detroit		R
25472 107168 VGRT	**Huronic** Ⓟ 2*Dks*&*Awngdk* D.F. *Mchy.Aft*	3330 3330 2211					1902	CollingwoodS.B.Co. Collingwood	CanadaSteamship Lines,Ld.	321·0	43·0	23·4	Collingwd Ont. British *WB*	T.3Cy.26",42"&70"–42" 318NHP J.Inglis&Sons,Toronto		R
25473 17741 JFMI	**Husimi Maru** Ⓟ TwinSc *ex*Fushimi Maru–38) *ss*Yka 2ndNo.3-3,39 2*Dks*(*Stl-U*ws)&3*rd Dk* (*Stl*)*inNos.*1,3&4*holds*	10936 8971 6846	✠100A1 7,40 BS7,40 ✠LMC8,39	Yka	*g*†	CL s8,39 P1,41	1914 12mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki *sA&CP*	NipponYusenK.K.	504·9 P99'B191'F56' FK *Cell DBa*157'*uE*&*B* 92' *f*193'	63·3	37·4	Tokyo Japanese 8*BHCem*	T.6Cy.28",47"&79"–51" (*s*) 200lb FD 1337NHP 7SB,21*cf*,GS443,HS19742 MitsuBishiD.&E.Wks.Nag 2056*tFPT*148*tAPT*57*t*	37 ″ 6 s8 ″ 11¼ 29 ″ 0	
25474 43717 JTTL	— (*ex*FushimiMaru–38) D.F. GyC. 2*Dks* *CruiserStern*	4936 4201 2939					1937	OsakaIron Works,Ld. Innoshima	NaigaiKisenK.K.	369·8 P36'B86'F39'	54·1	29·2	Kobe Japanese *WB*	1DR geared steam turbine 433NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
25475 29815 JPMA	— Ⓟ (*ex*FushimiMaru–38, *ex*Hobart) *ss*Mel.No.3-5,15 *ss*Mel.No.1-19 1*Dk*(*Irn*)&*deepframing*	2542 2287 1539	✠ 9,24 ✠	Mel	*t*		1902 10mo	W.Gray& Co.Ld. WHartlepool	MasudaKyugoro	306·4 P25'*pt Shltr dk a*18' B80'*pt Shltr dk f*18' F31' FK *CellDBa*98'*uE*22'*f* 128'671*tAPT*129*t*	45·1	20·1	Kobe Japanese 5*BHCem*	T.3Cy.22",35"&59"–39" 231NHP 2SB,6*rf*,GS91,HS3510 Cen.Mar.EngWrks.WHpl.	22 ″ 5	C †
25476 10293 JOJE	— IronBg (*ex*FushimiMaru–38, *ex*SunChangMaru,*ex*Fushimi Maru,*ex*Veteran, *ex*Thales) *OilEng.* 2*Dks*&*Spardk*	1229 1165 982			…		1864	A.Denny Dumbarton	Amagasaki KisenbuGomei Kaisha	233·7 F54' BK8"	30·3	22·5	Shimonoseki Japanese	Oil Engines NE35 NipponHatsudokiK.K.	24 ″ 3	
25477 29718 JYJA	**Huso Maru** Ⓟ TwinSc (*ex*FusoMaru–38, *ex*Latvia, *ex*Russ,*ex*Rossija,*ex*Russia) *ss*Kob.2ndNo.3–3,33 *ss*Kob.No.1–36 3*Dks*(*Stl-MwsUteaks*)	8196 — 4989	✠ … 7,38 ✠	Kob	*e*†		1908 5mo	Barclay, Curle&Co.Ld Glasgow	OsakaSyosenK.K.	475·0 P47'B199'F83' FK *CellDBa*115'*uB*&*f*248'1174*t* *Tank between tunnels*135*tFPT*	57·7	32·6	Osaka Japanese 8*BHCem* 61*tAPT*36*t*	T.6Cy.26",45"&76"–54" 1130NHP 3D&1SB,21*cf*,GS409 HS16040 Barclay,Curle&Co.Ld.Gls.	35 ″ 6	
25478 1218 JKMC	— (*ex*FusoMaru–38) 1*Dk*	997 923 570					1909	OsakaIron Works Osaka	MiyakoKisenK.K.	217·7	29·1	19·0	Shimoda Japanese	T.3Cy.13",21½"&36"–27" 67NHP OsakaIronWorks,Osaka		
25479 160663 GKTQ	**Husvik** (*ex*Danekonge) TwinSc *OilEng* *ss*Gal.No.3-8,32 *ss*Gal.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*)2*trB*	1744 1516 1301	✠100A1 ~~5,41~~ ~~7,40~~1,42 Examined ~~5,41~~1,42 DBS~~2,41~~1,42 LMC2,37 LMC(M)10,38	~~Ver~~ ~~Kgn~~ Vcr	*t*	OG ~~DN4,39~~ ~~SN7,40~~ 5,41	1920 1mo	Akt.Rödby HavnsJernskibsv. RödbyHavn	HusvikMotorship Co.Ld.(J.S.Webster&Sons,*Mgrs.*)	250·6 P44'B66'F42' BK9" *Cell D BuE*32'*a*38'*f*76'188*t FPT*63*t*	40·6	22·1	Georget'n CaymanIs. British 3*BHptCem* *APT*50*t*	Oil Engines 2S.C.SA 8Cy.13⅜"–21¼" 243NHP DB100*lb* NE*made*19*refitted*7,29 SulzerBros.Winterthur	23 ″ 8 s 2 ″ 9 21 ″ 8½	
25480 DHMC	**Hüxter** 1*Dk*	991 858 537					1924	Union Giesserei Königsberg	H.M.Gehrckens	230·6 P187'F23'	35·6	13·5	Hamburg German *WB*	T.3Cy.18½",29⅛"&$47\frac{5}{16}$"–29½" 120NHP UnionGiesserei,Königsbrg		G
25481	**Huybrecht** *OilEng.* *Mchy.Aft* *CruiserStern*	400 — 240	100A1 (*Class Contemplated*)				1940	Bodewes Schpswerven Martenshoek	C.Holscher's Kustvaartbedrijf N.V.	141·3 P37'Q50'F20'	26·0	10·8	Rottrdam Dutch	Oil Engines		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ: RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25482 40717 JGNJ	**Huyo Maru** (*ex*FuyoMaru–38) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	377 — 272					1935	Urabe Zosen Tekkosho Osaka	TowaKisenK.K.	129·9 Q12'F23'	26·0	13·0	Kobe Japanese	Oil Engines 2S.C.SA 4Cy.$16\frac{9}{16}$"–$18\frac{1}{2}$" 193NH NipponHatsudokiK.K. Kobe		
25483 44588 JCLM	**Huzan Maru** Ⓟ (*ex*FuHo–38, *ex*Komata–35) 1*Dk*	1972 — 1184					1907	Swan,Hunter&Wigham Richardson Ld.Newcastle	MiyachiKisenK.K	286·0 P24'B68'F30'	42·1	18·5	Kobe Japanese *WB*	T.3Cy.22",35"&58"–39" 210NH Swan,Hunter&Wigham Richardson,Ld.Nwc.		
25484 954 JUXB	— Ⓟ (*ex*FusanMaru–38) 2*Dks*	1633 1374 951					1920	Osaka Tekkosho Habu	TyosenYusenK.K.	260·0 P21'B80'F31'	35·0	21·0	Zinsen Japanese	T.3Cy.18",30"&50"–36" 150NHP OsakaTekkosho		
25485 42703 JKCL	**Huzi Maru** Ⓟ TwinSc (*ex*FujiMaru–38) *Ref.Mchy.* D.F. 3*Dks* *CruiserStern*	9138 — 5081					1937	Mitsubishi Jukogyo K.K Nagasaki	NipponYusenK.K.	452·8 F105'	60·4	36·1	Tokyo Japanese *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts 1333NHP MitsubishiJukogyoK.K. Nag.		
25486 37065 JUFH	— (*ex*FujiMaru–38) *OilEng.* *Mchy.Aft* 1*Dk* *Ref.Mchy.* *Cruiser Stern*	703 603 368					1932	Mitsubishi ZosenKaisha Ld. Kobe	OsakaSyosenK.K.	170·0 P44'F20'	30·0	17·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.$16\frac{3}{4}$"–$24\frac{7}{16}$" 163NHP MitsuiZosenKaisha,Ld. Kobe		
25487 45067 JMHM	**Huzikawa Maru** *OilEng.* 2*Dks*	6938 — 4961					1938	Mitsubishi Jukogyo K.K Nagasaki	ToyoKaiunK.K.	437·4 P30'B157'F41'	58·5	32·8	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.$28\frac{3}{8}$"–$49\frac{3}{16}$" 839NHP MitsubishiJukogyoK.K. Nag.		C
25488 36743 JJZC	**Huzisan Maru** (*ex*FujisanMaru–38) *OilEng* *ss*Kob.No.1–35 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of cargo tanks* *Mchy.Aft* *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	9527 8605 5439	✠ … 10,39 ✠	Yka	*f*†		1931 8mo	Harima S.B.&Eng. Co.Ld. Harima	IinoShojiK.K.	493·4 P147'B38'F40' FK *Cell DBuE89'358tDTf65'709tFPT172t*	65·0	37·0	Tokyo Japanese 12*BHptCem* *APT23t*	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"–$47\frac{1}{4}$" 1857NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	37 " 0	C †
25489 YTKK	**Hvar** Ⓟ (*ex*Zara) *ss*Spt.2ndNo.3–11,28 *ss*Spt.No.2–37 *Well deck* 1*Dk*(*ptStl*)	345 281 193	✠100A1 3,40 ✠NB4,08 ✠LMC MS4,37 BS3,40	Spt	*f*	CL 3,40	1903 2mo	Rttrdmsch D.D.Maats. Rotterdam *Lloyd's A&CP*	JadranskaPlovidba D.D.	140·9 Q52'B18'F19' FK *Tanks at sides of tunnel 16t*	23·3	11·3	Split Yugoslav 4*BHCem*	T3Cy.$12\frac{1}{2}$",20"&$33\frac{3}{4}$"–21"(*s*) 165lb 70NHP 1SB,2*cf*,GS38,HS1251 Rot.DroogDokMaats.Rot.	12 " 0 s 1 " $0\frac{1}{2}$ 11 " 0	
25490 LCOP	**Hvoslef** *ss*Bal.No.3–10,39 D.F. 2*Dks*(*Stl–U* ws) 3*trB in holds*	1630 1381 892	NO LATER SURVEY REPORTED ✠100A1 9,41 ~~2,41~~ ~~BS5,41~~ ✠LMC MS11,39 ~~BS7,40~~ *Fitted for oil fuel* 4,27 *F.P. above* 150° F.	~~Cal~~ NOs	*q*	CL 10,39	1927 4mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	A/S "Hav" (H.Staubo&Co. *Mgrs.*)	255·1 F26' FK *CellDB210'281tFPT*	35·5	21·4	Oslo Norwegian 4*BHptCem* 12*tAPT18t*	T.3Cy.20",33"&56"–39" (*s*) 200lb 314NHP 2SB,6*cf*,HS4810 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 " 6 s 3 " $10\frac{3}{4}$ 20 " 0	
25491	**Hwah Jang** (*ex*Skaraas–35, *ex*Ulidia) *ss*Shl.No.3–6,20 1*Dk*2*trB*&*deep framing*	3492 — 2149	✠ … 3,22 ✠				1903 10mo	J.Readhead&Sons SouthShields	HwahSungS.S.Co. Ld.	323·0 P31'B92'F32'	47·0	23·7	Shanghai Chinese *WB*	T.3Cy.24",40"&64"–42" 281NHP J.Readhead&Sons,S.Shl.	25 " 0	
25492	**Hwah Shun** (*ex*Arica–33,*ex*Jessie, *ex*Katina,*ex*Manor, *ss*Osl.2ndNo.3–9,27 *ex*Dowgate) 1*Dk*(*ptStl*&*ptIrn*) 2*trB*&*deep framing*	3033 — 1888	✠ 2,33 ✠	Shi	*u*		1895 1mo	C.S.Swan &Hunter Newcastle	HwahSungS.S.Co. Ld.	326·7 P24'B60'F34' FK *CellDBa100'uE&B38'f140'624t*	41·0	24·5	Shanghai Chinese 5*BHCem*	T.3Cy.$23\frac{3}{4}$",38"&61"–39" 252NHP 2SB,6*pf*,GS97,HS4080 N.E.MarineEng.CoLdNwc	27 " 1	
25493	**Hwei Chong** Ⓟ (*ex*Halvard–34) *ss*H.Kg.No.3–7,15 *ss*Lth.No.1–19 1*Dk*&*Spar dk*& *deep framing*	1907 — 1204	✠ … 4,23 ✠				1902 7mo	J.Priestman&Co. Sunderland	HweiTungS.S.Co.	265·0 B66'F24' 19·8 FK	37·0	12·3	Chefoo Chinese *WB*	T.3Cy.$20\frac{1}{2}$",33"&56"–36" 191NH G.Clark,Ld.Sunderland	22 " 1	
25494 XNFO	**Hwei Kong** (*ex*HeijunMaru–31, *ex*BinhThuan) 1*Dk*&*Spar dk*	1599 — 935					1902	N.Odero& Co. Genoa	HweiTungS.S.Co.	246·5 P25'B43'F26'	34·7	20·1	Chefoo Chinese *WB*	T.3Cy.$18\frac{1}{16}$",$29\frac{3}{8}$"&$47\frac{1}{4}$"– $35\frac{7}{16}$" 133NH N.Odero&Co.Genoa		
25495	**Hwei Ping** Ⓟ (*ex*FukujuMaru–33, *ex*Donai) 1*Dk*2*trB*	760 — 396					1895	R.Napier &Sons,Ld. Glasgow	HweiTungS.S.Co.	212·0 P22'B74'F39'	28·0	13·7	Chefoo Chinese *WB*	T.3Cy.18",$29\frac{1}{2}$"&47"–30" 121NH R.Napier&Sons,Glasgow		
25496 33590 JNDH	**Hyakuhuku Maru** Ⓟ 1*Dk*	986 844 686					1928	Harada ZosenK.K. Osaka	Amagasaki KisenbuGomei Kaisha	200·0	30·0	18·8	Osaka Japanese	T.3Cy.		
25497 220435 KDCA	**Hybert** Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* D.F. *Longitudinal framing* *Fitted for oil fuel*	6120 5630 3776	✠ … 4,21				1920 9mo	G.A.Fuller Co. Wilmington, N.C.	LykesBros. SteamshipCo.,Inc.	395·5 P45'B110'F38' *on Shelter dk* FK	55·0	34·9	N.Orleans Utd.States *WB*	T.3Cy.$24\frac{1}{4}$",$41\frac{1}{2}$"&72"–48" 596NH BadenhausenCo.Buffalo	34 " 11	R †
25498 LEDS	**Hydra II** 1*Dk*	1375 1136 823					1919	TheNew Eng.&S.B. Wks.Ld. Shanghai	BruusgaardKiösterudsSkibsA/S (Bruusgaard,Kiösterud&Co.*Mgrs.*)	242·7 P22'B61'F24'	37·2	15·9	Drammen Norwegian *WB*	T.3Cy.$17\frac{1}{2}$",28"&48"–33" 132NH TheNewEng.&S.B. Wks.Ld.Shanghai		N
25499 8 SVFG	**Hydraios** (*ex*Parnon,*ex*Isfond, *ex*Lothian) *ss*Pır.3rdNo.3–12,40 2*Dks*(1*StlUptIrn ptStl*)&*deep framing*	4476 4436 3068	✠100A1 7,41 ~~12,40~~ ✠LMC12,40	Pir Cal	*y*	CL 10,40	1902 5mo	C.Connell &Co. Glasgow *Lloyd's A&CP*	Ath.Coulouras	385·5 P39'B117'F51' FK *CellDBa125uE&B45'f164'106tDTa31'853tFPT*	50·2	28·5	Hydra Greek 6*BHCem* 34*tAPT39t*	T.3Cy.$27\frac{1}{16}$",$43\frac{3}{4}$"&72"–48" 185lb (*s*) 422NH NDB06*refitted*38–114lb 2SB,8*cf*,GS136,HS5497 F Dunsmuir&Jackson,Gls.	31 " 0 5 $10\frac{1}{4}$ 25 " $4\frac{1}{4}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.R.of Trade.
25500 233 SVCQ	**Hydroussa** (*ex*Capitaine Commelin–34) 1*Dk*(*Stl*)	2038 — 1184	✠ 3,22 ✠	Bdx	*r*		1922 2mo	Soc.Anon. deTrav.Dyle &Bacalan Bordeaux	AndrosSteamship Co.Ld. *CellDB*222'520*t* *tanksfor'd*97'	268·5 P20'B55'F23' *Topside* FK 4*BHCem* 138*taft*82'94*tFPT*65*tAPT*114*t*	39·5	23·0	Andros Greek	T3Cy$18\frac{1}{8}$"$29\frac{15}{16}$"&$49\frac{3}{16}$"–$37\frac{13}{16}$" 193NHP 2SB,4*cf*,GS90,HS3283 Atel.&Ch.delaLoire.Nts.	23 ″ 0	V †
25501 41348 JHAJ	**Hyogo Maru** *OilEng.* *Mchy.Aft*	1472 — 1130					1935	Kasado DockCo.Ld. Kasadoshima	KobeSanbashiK.K.	251·7	37·9	18·7	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.$20\frac{1}{2}$"–$29\frac{1}{2}$" 438NHP KobeHatsudokiK.K.Kobe		
25502 551 SEXJ	**Hyperion** Ⓟ (*ex*Transit 5) Iron 1*Dk*&*Shelter dk*	523 337 286					1884	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	166·9 H42*t*	25·0	12·3 19·4	Stockholm Swedish	C.2Cy.$16\frac{15}{16}$"&$37\frac{3}{4}$"–$26\frac{1}{2}$" 72NHP MotalaCo.Motala		
25503 148613 MNKS	**Hythe** TwinSc *CruiserStern* 1*Dk*	688 625 267					1925	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·6 B90'F37	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"–24" 165NHP D&WHendersn&CoLd.Gls		

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25504 HPNT	**I. C. White** 2Dks&Web frames Mchy.Aft Longitudinal framing D.F. Fitted for oil fuel Carrying Petroleum in bulk	7052 — 4381	✠ ... 9,24 ✠				1920 8mo	SunS.B. Co. Chester,Pa.	Panama Transport Co.	429·3 P133'B36'F40' FK	59·2	33·2	Panama Pnamanian WB	T.3Cy.27",$45\frac{1}{2}$"&76"-51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
25505	**I. W. Winck** ssGot.No.2-38 CruiserStern 1Dk(Stl) Strengthened for Navigation in Ice	1514 1333 844	✠ —— 8,40 ✠NB5,39 ✠	Got	q		1929 12mo	Fredrkstad Mek. Værks. Fredrikstad	Panamena Europea NavegacionLtda CellD	259·6 P19'B161'F27' FK B214' 497t FPT41t	40·2	16·6	Pnamanian 4BHCem APT69t	T.3Cy.$18\frac{1}{2}$",$29\frac{1}{2}$"&49"-33" 179NHP 2SB,4cf,GS58,HS2500 FredrikstadM.V.Frdstad.	19 ″ 1	
	Now "Isobel," see No.37072 in Supplement															
25506 472 SYGZ	**Iacovos** (exCavalla,exBylgia) 1Dk	2107 1868 1287					1901	Akt.Ges. "Neptun" Rostock	G.Angelidis	291·2 P19'B160'F34'	41·2	18·7	Piræus Greek WB	T3Cy$20\frac{7}{8}$",$35\frac{7}{16}$"&$55\frac{1}{8}$"-$35\frac{7}{16}$" 180NHP A.G."Neptun,"Rostock		
25507 DIDB	**Iberia** Ⓟ (exMagdalena-34) TwinSc Sub.Sig E.S.D. OilEng. D.F. GyC. CruiserStern 3Dks	9829 5804 5483					1928	F.Schichau Danzig	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	485·9 F45' len34	60·8	34·6	Hamburg German WB	Oil Engines 2S.C.SA 16Cy.$26\frac{4}{5}$"-$47\frac{3}{10}$" 2000NHP F.Schichau,Elbing		G
25508 4199 SEXU	— ssCpn.2ndNo.3-3,29 Well deck ssGot.No.2-38 1Dk(Stl)&deep framing Cargo battens not fitted	1399 971 709	✠100A1 ~~9,41~~ 9,40 ~~11,41~~ 4,42 BS4,42 ✠LMC4,41 ~~MS9,37~~ ~~BS4,40~~3,41	~~Got~~ ~~Lk~~ Got Hbg	p	OG ~~10,39~~ 9,41	1903 9mo	Lindhol- mensV.A. Gothenburg Lloyd'sA&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDBa58'uE&B	237·3 P&B148'H78tF69' FK 38'f106' 345t FPT	35·3	15·3	Gothenbrg Swedish 4BHCem 37tAPT48t	T3Cy$19\frac{11}{16}$",$31\frac{1}{2}$"&53"-36"(s) 175lb 186NH 2SB(Spt),4cf,GS80,HS2950 MotalaV.NyaAkt.Motala	17 ″ 9 s ″ $10\frac{1}{2}$ 17 ″ 0	
25509 217725 WBCP	**Iberville** (exMunmystic-37, exMystic) ssPhl.No.3-11,32 ssMob.No.1-37 2Dks(Stl)	5685 5062 3413	✠ ... 1,42 ~~BS5,40~~ ~~✠LMC11,38~~ ✠NEmade15refitted38	~~NYk~~ Phl ~~BS2,41~~	z	CL ~~5,40~~ 2,41	1919 4mo	Chester S.B.Co.Ld. Chester,Pa. A&CP	WatermanS.S. Corp. CellDB	400·7 P36'B123'F43' FK 338' 1387tFPT147t	54·2	30·1	Mobile Utd.States 6BHptCem APT180t	T.3Cy.$27\frac{9}{16}$",$46\frac{1}{4}$"&$78\frac{1}{2}$"-51" 200lb (s) 537NHP 3WaterTubeBoilers GS272,HS8703 MarylandSteelCo. Sparrow'sPoint	32 ″ 9	
	Now "Ironclad," see No. 37066 in Supplement		Fitted for oil fuel 4,19 F.P. above 150 F.													
25510 LEEA	**Ibis** D.F. 1Dk	1367 1184 800					1918	N.V.Werf DeNoord Alblasserdm.	D/S A/S Ibis (J. Larsen)	239·0 P43tH68tF34t	36·2	17·0	Bergen Norwegian WB	T.3Cy.$17\frac{1}{2}$",29"&46"-36" 127NHP NVAlblasserdamMschFab		N
25511 DOIV	— (exAlbertSauber,exLotte) 1Dk	593 468 336					1920	Howaldts- werke Kiel	ArgoReederei RichardAdler&Co.	176·0 P16'Q48'B36'F22'	29·2	11·9	Bremen German WB	T.3Cy.$14\frac{2}{5}$",$23\frac{1}{5}$"&$38\frac{1}{5}$"-$19\frac{7}{16}$" NB35 65NHP Howaldtswerke,Kiel		G
25512 45084 JMZM	**Iburi Maru** D.F. 2Dks CruiserStern	3291 2830 1891					1938	TamaS.B. Co.Ld. Tama	HokkaidoTanko KisenK.K.	332·8 P32'B82'F31'	47·0	25·0	Tokyo Japanese WB	T.3Cy.$19\frac{11}{16}$",$30\frac{5}{16}$"&$55\frac{1}{8}$"- $39\frac{3}{8}$"& exhaust turbine driving steam compressor 191NHP TamaS.B.Co.Ld.Tama		C
25513 159 SVPJ	**Icarion** (exPontos-36, exGeddingtonCourt) ssPir.2ndNo.3-4,36 1Dk(Stl)	4013 3819 2490	✠100A1 ~~5,41~~ 9,40 10,41 Examined ~~9,40~~ ~~9,41~~ 10,41 ✠LMC 3,41 MS4,36 ~~BS2,39~~	~~Mdb~~ ~~Grk~~ Qbc	x	CL 8,40	1912 1mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	AegeonS.S.Co.Ld. CellDBa&uE150'f	375·1 P45'B225'F34' FK 160'1056t FPT126t	51·3	24·2	Argostoli Greek 6BHCem APT103t	T.3Cy.24",42"&70"-48" (s) 180lb 385NHP 3SB,9cf,GS183,HS6169 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 6 23 ″ $5\frac{1}{4}$	
25514 164670 GYWV	**Icemaid** E.S.D. ssLon.No.1-42 Mchy.Aft 1Dk Cargo battens not fitted CruiserStern	1964 1463 1139	✠100A1 4,42 ✠LMC1,42	~~Sld~~ Imm	r	CL ~~8,40~~ 11,41	1936 7mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	GasLight&CokeCo. (StephensonClarke &AssociatedCom- panies,Ld.Mgrs.) CellDB223'647t	270·0 Q163'F27' FK MT201t FPT178t	40·0	17·2	London British 4BHCem APT24t	T.3Cy.$17\frac{1}{2}$",29"&48"-36"(s) 200lb 200NHP 2SB,6cf,GS63,HS2904 FD N.E.MarineEng.CoLd.Sld.	19 ″ 3 s6 ″ $1\frac{1}{2}$ 17 ″ $9\frac{1}{4}$	
25515 1559 IBZP	**Ichnusa** Ⓟ 2Dks Fitted for oil fuel	1242 844 687					1928	Cant.Nav. Odero Genoa	"Tirrenia"Soc. Anon.diNav.	226·7	34·5	16·0	Genoa Italian WB	T.3Cy.$17\frac{3}{8}$",$29\frac{1}{8}$"&$47\frac{1}{4}$"-$27\frac{9}{16}$" 117NHP CantieriNavaliOdero,Gen.		I
25516 EALK	**Iciar** (exCapitaineLeMasne) D.F. 1Dk	4584 3539 2653					1922	Ch.&Atel. de laGironde Bordeaux	Cia.Naviera Guipuzcoana	362·9 B213'F28'	48·9	26·7	Bilbao Spanish WB	T.3Cy.24",39"&65"-44" 280NHP Schneider&Co.Havre		V
25517	**Icotea** TwinSc ssAru.No.3-8,39 Mchy.Aft 1Dk(Stl)	2402 1743 1242	✠100A1 ~~4,41~~ ~~10,40~~0,41 BS9,41 ✠LMC MS2,39 ~~BS10,40~~ Carrying Petroleum in bulk Fitted for oil fuel 6,27 F.P. above 150° F.	Aru	t	CL ~~P7,38~~ ~~S6,40~~ P4,41 S9,41	1927 6mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	CiadePetroleo Lago Wing tanks f286t wing tanks a356t	305·7 P67'F34'Trunk204' FK FPT60t	50·2	14·3	Maracaibo Venezuelan 7BHptCem APT75t	T.6Cy.$13\frac{1}{2}$",$23\frac{1}{2}$"&36"-27" 180lb (s) 196NHP 2SB,6cf,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s 1″$10\frac{1}{4}$ 13 ″ $3\frac{3}{4}$	
25518 108 IBAQ	**Ida** ssMfl.No.3-9,33 ssVen.No.1-38 D.F. 2Dks(Stl)&Webframes	6131 5022 3731	✠100A1 3,40 BS11,39 ✠LMC8,37 Fitted for oil fuel 2 23 F.P. above 150° F. NO LATER SURVEY REPORTED	Tri	z	CL 3,40	1923 2mo	Cant.Nav. Triestino Monfalcone A&CP	"Italia"Soc.Anon. diNav. CellDB342'1141t M	417·7 401·0 P36'B124'F44' FK T27' 816t FPT107t	54·2	30·2	Trieste Italian 6BHCem APT135t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Cole,Marchart,Morley, Ld.Bradford	32″10 s 7″$11\frac{1}{2}$ 25 ″ 2	
25519 LKAD	**Ida Bakke** D.F. OilEng. Ref.Mchy. CruiserStern 1Dk&Shelterdk	5455 4729 3266					1938	A/B Göta- verken Gothenburg	D/S A/S Idaho (Chr.Haaland, Mgr.)	435·9 F36'	58·8	26·0	Haugesnd Norwegian WB	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"-$55\frac{1}{8}$" 1236NHP A/B.Götaverken,Got.		N
25520 DHME	**Ida Blumenthal** Sub.Sig 1Dk	1549 1208 890					1921	Lübecker Maschb.Ges Lübeck	JohannM.K. Blumenthal	262·6 P16'Q75'B114'F29'	37·9	14·3	Hamburg German WB	T.3Cy.$21\frac{3}{5}$",$34\frac{1}{4}$"&55"-$35\frac{2}{5}$" 178NHP LübeckerMaschb.Ges		G
25521 OYJO	**Ida Clausen** (exAlice-34, exHelikon) Mchy.Aft 1Dk	398 327 217					1921	Sch-u.Dock -bauFlender A.G. Lübeck	C.Clausen	160·4 B34'F21' len39	22·6	11·8	Odense Danish WB	C.2Cy.$14\frac{3}{4}$"&$22\frac{2}{5}$"-$15\frac{3}{4}$" G.SeebeckA.G. 17NHP Wesermünde-G.		V
25522 DMAM	**Ida Joerk** (exHeinzFerdinand, exGrossherzogFriedr.FranzIV.) 1Dk	954 724 538					1901	Schömer& Jensen Tönning	Partenreederei d.Dampfers "IdaJoerk" (A.Cords,Mgr.)	201·0 Q71'B59'F18'	32·2	14·4	Rostock German WB	T.3Cy.$16\frac{1}{2}$",27"&44"-$31\frac{1}{2}$" 109NHP Schömer&Jensen,Tönning		G

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
25523 LCOR	**Ida Knudsen** TwinSc *OilEng.* *Mchy.Aft* *ss*Mmo.No.3-6,38 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	8913 8224 5275	✠100A1 1,41 DBS1,41 ✠LMC6,38 *Carrying Petroleum in bulk*	PN1	*d*†	CL 6,38	1925 10mo	A/S Nakskov Skibs. Nakskov *Lloyd*'*sA&CP* *CellDBuE*	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. *Mgr.*) 67'233*t*DT*f*38'360*t*	465·7 P106'B30'F47' FK *FPT*182*tAPT*120*t*	62·1	37·3	Haugesnd Norwegian 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB*185lb* Akt.Burmeistr&Wain.Cpn	37 ″ 3 s 8 ″ $5\frac{1}{2}$ 29 ″ $1\frac{1}{4}$	
25524 1067 IBBQ	**Ida Z.O.** *Mchy.Aft* 1*Dk* D.F. *Fitted for oil fuel* *Now "Macbeth" see No.* 37615 *in Supplement*	4935 4389 2939					1920	N.Odero& Co. Genoa	Navig.Odero Soc. Anon.	403·4 387·1 P246'F34'	51·5	27·9	Genoa Italian *WB*	T.3Cy.26",$42\frac{1}{2}$"&$69\frac{5}{8}$"-48" 335NHP N.Odero&Co.Genoa		I
25525 217554 KEGM	**Idaho** (*ex*Dirigo-40) *ss*Mob.No.3-4,30 *ss*N.Yk.No.2-38 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	6418 6126 3988	✠100A1 2,42 Examined 11,41 BS3,42 ~~BS11,41~~ ✠LMC2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,19 *F.P. above* 150° F.	~~LAn~~ LAn	*a*†	CL 11,40	1919 2mo	TexasS.S. Co. Bath,Me. A&CP *CellDBuE&*	TheTexasCompany	416·8 P107'B35'F33' FK *B*64' 209*t* *FPT*229*t* *APT*130*t*	56·1	31·1	Wilmgton (Del.) Utd. States 16*BHCem*	T.3Cy.$26\frac{7}{8}$",44"&$74\frac{1}{4}$"-51" 200lb (*s*) 556NHP 3WTB(Spt),HS9969 H.G.TroutCo.Buffalo,N.Y	32 ″ 10 s 6 ″ 3 26 ″ $9\frac{3}{4}$	
25526 214627 KJNC	— Wood 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	994 — 563					1916	Aberdeen S.B.Co. Aberdeen Wash.	WilsonBros.&Co.	205·5	41·4	14·8	S.Frncisco Utd.States	T.3Cy.13",21"&36"-24" 64NHP MainStreetIronWrks.S.Fo		
25527 149886 GNFT	**Iddesleigh** *ss*Bry.No.3-2,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* 41(*W.E.*)	5205 4810 3100	✠100A1 *with freeboard* 5,42 ~~1,41~~ ~~10,41~~ BS10,41 ✠LMC MS2,39 ~~BS10,40~~	~~Hul~~ Hpl	*a*†	CL ~~2,39~~ 5,42	1927 9mo	R.Thompson&Sons,Ld. Sunderland *Lloyd*'*sA&CP* *CellDBa&uE*138'	TatemStm.Nav.Co Ld.(W.J.Tatem, Ld. *Mgrs.*)	F34' FK *f*201'1422*t* *FPT*210*tAPT*147*t*	55·3	25·7	London British 7*BHptCem* (*Coll to S dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&75"-51" (*s*) 180lb 570NHP 3SB,*9cf*,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Sld.	36 ″ 4 s10 ″ $8\frac{1}{2}$ 25 ″ $10\frac{1}{4}$	
25528 LCOS	**Idefjord** 2*Dks* D.F. *Fitted for oil fuel*	4287 3784 2572					1921	Canadian Vickers. Ld Montreal	A/S DenNorske Amerikalinje	365·6 P134*t*H259*t*F44*t*	49·8	26·6	Oslo Norwegian *WB*	T.3Cy.27",43"&70"-48" 339NHP CanadianVickers,Ld.		N
25529 3 SUDZ	**Idku** (*ex*Pilion,*ex*Leros, *ex*Rossignol II) 1*Dk*	319 — 135					1919	Forg.&Ch. de la Médit. LaSeyne	Soc.Misr.deNavigationMaritime	137·8	23·3	11·7	Suez Egyptian	C.2Cy.18"&36"-$23\frac{1}{2}$" 63NHP Forg.&Ch.delaMédit.Msl.		
25530 149597 GKYZ	**Idomeneus** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy.* 2*Dks*	7792 6591 4776					1926	Workman, Clark&Co.Ld Belfast	ChinaMutualS.N. Co.Ld.(A.Holt& Co.*Mgrs.*)	459·6 P50'B162'F63'	58·4	32·6	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.$29\frac{3}{16}$"-59" 1307NHP Akt.Burmeistr&Wain,Cpn		BT till ~~7,41~~ ~~1,42~~ 6,4
25531 LCFY	**Idræt** 1*Dk* *Fitted for oil fuel*	1068 825 620					1917	Stavanger Stöperi&Dok Stavanger	D/S A/S "Idræt" (SverreMonsen)	225·1 P20*t*Q118*t*H46*t* B46*t*F33*t*	33·1	13·2	Stavanger Norwegian *WB*	T.3Cy.$17\frac{1}{2}$",28"&48"-33" 132NHP StavangerStöperi&Dok	15 ″ 8	N
25532 160644 MPGZ	**Iere** *ss*Mob.No.2-36 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in way of cargo tanks* *Mchy.Aft* *CruiserStern*	835 729 408	✠100A1 6,41 ~~9,40~~ Examined 6,41 BS6,41 ~~BS1,41~~ ✠LMC11,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,29 *F.P. above* 150° F.	~~Cco~~ Cco	*k*	CL ~~8,38~~ 6,41	1929 3mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'*sA&CP* *CellDBu*	TrinidadLeaseholds,Ld.	180·0 188·8(O.L.) F21' FK *E&B*36'31*tFPT*48*t*	33·2	16·3	London British 8*BHptCem* 1 ,, *to 2nd dk* *APT*5*t*	T.3Cy.$13\frac{1}{4}$",23"&37"-27" (*s*) 180lb 74RHP 1SB,*2cf*, HS1656 FD Smith'sDockCo.Ld.Mdb.	17 ″ 6 s 2 ″ $4\frac{1}{2}$ 15 ″ $3\frac{1}{2}$	
25533 UPON	**Igarka** E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5 P32'B96'F33'	48·0	20·3	Archangel Russian *WB*	T.3Cy.20",33"&57"-42" 210NHP N.E.MarineEngCoLd Nwc		
25534 128884 MFDL	**Ightham** (*ex*Neville-33, *ex*Wharfedale, *ex*Abbeville,*ex*Edwin Hunter) *ss*Cff.2ndNo.3-3,39 *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	1337 968 719	✠100A1 ~~7,41~~ ~~4,40~~ ~~1,42~~ 3,42 BS7,41 ✠LMC MS3,39 ~~BS9,39~~	~~Cff~~ ~~Nwc~~ Goo	*o*	OG ~~3,39~~ 1,42	1914 6mo	WoodSkinner&Co.Ld. Newcastle *Lloyd*'*sA&CP* *CellDBa*63'	HullGatesShippingCo.Ld.	Q140'F27'B*on*Q52' FK *uE*18'*f*99'382*tFPT*51*tAPT*83*t*	36·1	14·1	Cardiff British 4*BHCem*	T.3Cy.$18\frac{9}{16}$",30"&50"-33" 180lb (*s*) 176NHP 2SB,*6pf*,GS98,HS2984 G.Clark,Ld.Sunderland	16 ″ 3 s 5 ″ 0 15 ″ 2	
25535 71 IOQC	**Iglesias** (*ex*Formica,*ex*Libellule)	360 313 148					1918	Ch.&Atel. deProvence Port-de-Bouc	Soc.diMonteponi	140·4 131·8	24·1	13·2	Savona Italian	C.2Cy.$17\frac{7}{10}$"&$35\frac{2}{5}$"-$23\frac{3}{5}$" 51NHP Forg.&Ch.de laMédit.Msl.		I
25536 UOJH	**Ignatii Sergeev** Ⓟ TwinSc (*ex*Batoum) *ss*Spl.No.1-00 1*Dk*&*Spar dk*	1354 872 806	✠ ... 12,02 ✠				1896 11mo	J.Laing Sunderland	U.S.S.R.	272·9 P&B151'F37' FK	34·4	16·4	Odessa Russian *WB*	T.6Cy.$14\frac{1}{2}$",23"&38"-27" 182NHP G.Clark(Lim.)Sunderland	18 ″ 6	
25537 457 SVCW	**Igor** (*ex*Antzouletta-35, *ex*Otterstad, *ex*Kristiania) *ss*Npt.No.2-15 1*Dk*	2726 2495 1672	✠ ... 11,19 ✠				1907 6mo	J.Blumer &Co. Sunderland	Ath.Anastassiou	314·0 P30'B148'F28' FK	46·5	20·6	Piræus Greek *WB*	T.3Cy.23",38"&62"-42" 270NHP N.E.MarineEng.Co.Ld.Sld	23 ″ 0	N †
25538 PUBG	**Iguassú** (*ex*SantaRosa) 2*Dks*	3797 3383 2355					1912	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	351·0 P24'B222'F42'	50·2	23·7	R.Janeiro Brazilian *WB*	T.3Cy.22",$36\frac{3}{5}$"&$59\frac{4}{5}$"-$40\frac{1}{5}$" 220NHP FlensburgerSchiffsb.Ges.		V
25539 LOGR	**Iguazú** Ⓟ TwinSc *OilEng.* 1*Dk*	523 — 294					1927	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	131·8	34·0	7·7	Bns.Aires Argentine	Oil Engines 2S.C.SA 12Cy.$13\frac{1}{4}$"-15" 371NHP L Gardner&Sons,Ld.Mch.		
25540 UPEQ	**Ijora** (*ex*Windermere-34) *ss*Mdb.No.3-7,33 1*Dk*(*Stl*)	*2815* *2525* *1688*	... 8,35	Mdb	*u*		1921 11mo	Murdoch & Murray.Ld. PortGlasgow *CellD*	U.S.S.R.	324·0 P28'B88'F34' FK *B*273' 646*t* *FPT*70*t*	46·4	23·8	Leningrad Russian 6*BHCem* *APT*57*t*	T.3Cy.21",33"&57"-39" 265NHP 2SB,*6cf*,GS121,HS4698 ClydeS.&E.Co.Ld.Pt.Gls.	25 ″ 6	
25541 168072 BCFN	**Ikauna** 2*Dks* *CruiserStern*	6793 6128 3969	✠100A1 *with freeboard* 7,41 ~~3,41~~ ✠LMC3,41	~~Hpl~~ Bom	*a*† 2	CL	1941 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP* *CellD*	BritishIndiaStm. Nav.Co.Ld.	426·8 442·8(O.L.) P42'B139'F43' *FK*7*BHCem* *B*366'1127*t* *FPT*175*tAPT*168*t*	57·6	32·0	London British	T.3Cy.22",37"&65"-48"& LPturbine withDR gearing &hydraulic coupling FD (*s*) 250lb 669NHP 4SB(Spt)*12cf*,GS220 HS8500 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	34 ″ 6 s9 ″ $8\frac{3}{4}$ 25 ″ 0	
25542 TCBT	**Ikbal** (*ex*Doris,*ex*Alfold,*ex*Mount Summit, *ex*Kerkenna, *ex*Borneo) *ss*Rot.2ndNo.3-3,26 *ss*Ist.No.1-30 *Spar dk 2trB&deep framing*	3722 3062 2189	✠ ... 4,33 ✠				1900 8mo	W.Hamilton&Co. PortGlasgow	Barzilay& Benjamin	330·8 P31'B118'F39' FK	45·7	16·2 23·9	Istanbul Turkish *WB*	T.3Cy.24",40"&65"-42" 301NHP D.Rowan&Co.Glasgow	26 ″ 6	V †

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Nett.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of R. of Trade Cert.
25542A 47848 JGTM	**Iki Maru**	3519 — 1795					1940	Harima S.B.&Eng. Co.Ld. Harima	Government of Japan(Dept.of Railways)	336·3	77·6	28·9	Tokyo Japanese	Steam Turbine		
25543 31404 JCAB	**Ikoma Maru** Ⓟ *2Dks*	3156 2700 1887					1925	Yokohama DockCo. Yokohama	NipponYusenK.K.	352·7 P41'B87'F39'	46·0	27·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		C
25544 19230 JBVD	**Ikomasan Maru** *ss*Kob.No.3-12,28 *ss*TamaNo.2-38 *2Dks(Stl)&Webframes* *Longitudinal framing*	3173 2757 1952	✠100A1 8,40 ✠LMC8,40	Tama	*t*	CL 8,40	1916 8mo *Lloyd's A&CP*	OsakaIron Works,Ld. Innoshima	GosyuKisenK.K. *CellDB*255'518*t DT*	305·0 P19'B82'F32' FK *a*25' 534*t FPT*112*t*	43·7	27·2	Kobe Japanese 5*BHCem* *APT*20*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD OsakaIronWorksLdOsaka	27 ″ 3 s 4 ″ 3 23 ″ 2	
25545 42624 JGQL	**Ikusima Maru** D.F. *2Dks* *CruiserStern*	3944 — 2354					1936	OsakaIron Works,Ld. Sakurajima	HamaneSyoten K.K.	365·5 P37'B79'F37'	50·0	26·6	Kobe Japanese *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 433NHP Ishikawajima ShpydTokyo		C
25546 42685 JKEL	**Ikuta Maru** *Cruiser Stern* 1*Dk*	2969 2537 1697					1936	Mitsubishi JukogyoK.K. Yokohama	NipponYusenK.K.	301·8 P24'B78'F29'	45·3	26·2	Tokyo Japanese *WB*	T.3Cy.$20\frac{11}{16}$",$34\frac{7}{16}$"&$57\frac{1}{16}$"-$43\frac{5}{16}$" 214NHP MitsubishiJukogyoK.K.		
25547 40013 JFCJ	**—** *OilEng.* 1*Dk*	485 — 391	...				1934	Kasado Dck.K.K. Suyetakeminami	KobeSanbashiK.K.	140·8	28·5	13·0	Kobe Japanese	Oil Engines		
25548 LKEH	**Ila** D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	1583 1283 889					1939	Porsgrund Mek.Værks. Porsgrunn	LykkesRederiA/S (PerT.Lykke, *Mgr.*)	246·6 P66'B14'F29'	37·9	18·2	Oslo Norwegian *WB*	C.2Cy.13¾"&$27\frac{9}{16}$"-$27\frac{9}{16}$"& LPturbine withDRgearing &hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
25549 FPCL	**Ile d'Aix** (*ex*Lafcomo-40) *2Dks&Webframes* D.F. *Fitted for oil fuel*	5028 4573 3113	✠ ... 10,20 ✠				1919 9mo	American International S.B.Corp. HogIslandPa	Cie.Générale Transatlantique	390·0 P39'B122'F43' FK	54·2	27·6	Havre French *WB*	DRgeared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
25550 144012 GMVM	**Ile de Batz** (*ex*WestHobomac-40) *2Dks* D.F. Sub.Sig. *Fitted for oil fuel*	5755 5117 4375					1918	Skinner& EddyCorp. Seattle,Wash	Ministry of War Transport(A.Weir &Co.*Mgrs.*)	409·6 P44'B115'F47'	54·2	27·1	Swansea British *WB*	DRgeared steam turbine GeneralElectricCo. Schenectady,N.Y.		CR
25551 FOOI	**Ile de Beauté** Ⓟ **TwinSc** D.F. *2Dks* Sub.Sig. *CruiserStern* *Fitted for oil fuel*	2600 2148 577					1930	Deutsche Sch.u.Mschb. A.G.Weser Bremen	FrenchGovernment(Ministère de la MarineMarchande)(Cie.de NavigationFraissinet,*Mgrs.*)	319·6 B39'	43·4	25·4	Marseilles French *WB*	4 Steam Turbines geared to 2 Sc. Shafts DeutscheSchiff.-u. Mschb.A.G.Weser,Bremen		V
25552 FPCK	**Ile de Bréat** (*ex*WestTacook-40) *2Dks* D.F. Sub.Sig. *Fitted for oil fuel*	6176 5139 3841	✠ ... 9,22 ✠				1919 4mo	Northwest SteelCo. Portland,Or.	Cie.Générale Transatlantique	409·8 P44'B115'F47' FK	54·2	27·7	French *WB*	DRgeared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y	30 ″ 2	R †
25553 173054 VSSW	**Ile de France** Ⓟ **QuadSc** *Ref.Mchy.* GyC. *Fitted for oil fuel* D.F. *4Dks&Awng dk&Promenade dk*	43450 — 21923					1926	Ch.&Atel. deSt.Nazaire St.Nazaire	Ministry of War Transport(P.&O. StmNavCo.*Mgrs.*)	763·4	91·9	55·8	Singapore British *WB*	4 Steam Turbines Ch.&Atel.deSt.Nazaire		V
25554 FPHE	**Ile de Noirmoutier** (*ex*Tripp-40) *2Dks* D.F. Sub.Sig. *Fitted for oil fuel*	5703 5230 3513	✠ ... 10,22 ✠				1919 8mo	Northwest SteelCo. Portland,Or.	Cie.Générale Transatlantique	409·8 P44'B115'F47' FK	54·2	27·7	French *WB*	DRgeared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
25555 FPCO	**Ile de Ouessant** (*ex*WestChatala-40) *2Dks* Sub.Sig. *Fitted for oil fuel*	6187 5139 3838	✠ ... 9,20 ✠				1919 8mo	Northwest SteelCo. Portland,Or. CP	Cie.Générale Transatlantique	409·8 P44'B115'F47' FK	54·2	27·7	French *WB*	DRgeared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
25556 FPCN	**Ile de Ré** Ⓟ (*ex*Jomar-40) *2Dks* D.F. *Fitted for oil fuel*	5104 4598 3107					1920	American International S.B.Corp. HogIslandPa	Cie.Générale Transatlantique	390·0 P39'B121'F43'	54·2	27·8	French *WB*	DRgeared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
25557 FOMY	**Ile Rousse** (*ex*Skarp-37,*ex*Vanja, *ex*Kleven) 1*Dk*	1471 1198 867					1918	T.van Duijvendijk Lekkerkerk	Cie.France-NavigationS.A.(*in liq.*)(Cie.Gén.Transatlantique,*Mgrs.*)	238·8 P28'B27'F25'	36·6	16·5	Marseilles French *WB*	T.3Cy.17½",29"&46"-36" 128NHP Penn&Bauduin,Dordrecht		V
25558 TCEE	**Ilgaz** (*ex*Esperos-34) *ss*Pir.No.3-2,33 *ss*Ist.No.1-37 *Mchy.Aft Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	683 512 324	✠100A1 6,40 ✠LMC MS11,37 BS~~6,40~~6,41	Ist	*j*	CL 6,40	1920 8mo A&CP	NVSchpsb DeMerwede v/hVanVliet &Co. Hardinxveld	NecibeN.Basri (Cap.Basri,*Mgr.*) *CellD*	180·3 Q103'B15'F23' FK *Bf*103'146*tFPT*63*t*	28·1	12·4	Istanbul Turkish 3*BHCem* *APT*7*t*	T.3Cy.13½",22½"&36"-27" 180lb (*s*) 100NHP 2SB,*4cf*,GS61,HS1916 Machfabr.OudeMaas.	14 ″ 6 s ″ 8½ 14 ″ 0	
25559 PUYB	**Ilheos** Ⓟ **TwinSc** 1*Dk(Teak)&Shadedk(Teak)*	760 *481* *394*	✠ 8,10 ✠	Trn	*l*		1910 8mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·0 FK *FPT*36*t*	32·1	11·1	Bahia Brazilian 4*BHCem* *APT*15*t*	T.6Cy.13½",22"&36"-24" 152NHP 1SB,*3cf*,GS65,HS2542 AilsaS.B.Co.Ld.Troon	11 ″ 10	
25560 UOLG	**Ilich** Ⓟ (*ex*Vetche,*ex*Emperor NicolasII) *3Dks*	4166 3289 2407	✠ ... 2,01 ✠				1895 10mo	W.Denny &Bros. Dumbarton	U.S.S.R.	390·0 P62'B146'F38' FK	45·0	27·5	Vladvostk Russian *WB*	T.3Cy.28¼",47½"&76"-54" 501NHP Denny&Co.Dumbarton	30 ″ 1	
25561 102 SVGO	**Ilissos** (*ex*DerwentRiver-33) 1*Dk*	*4724* *4368* *2984*					1915	Irvine'sSB &D.D.Co.Ld. WHartlepool	TheofanoMaritime Co.Ld.(N.G. Livanos,*Mgr.*)	385·1 P36'B126'F38'	52·0	27·1	Chios Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
25562 DOUQ	**Iller** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	3290 2621 1838					1938	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·0 P30'B&F313' *Upper*F22'	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA 12Cy.20½"-$27\frac{9}{16}$"S.R.geared to 1 sc shaft 885NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. R. of Trade.
25563 217292 WKII	**Illinoian** (*ex*Isthmian-39, *ex*Willkeno-37, *Fitted for oil fuel* *ex*Eastern 1*Dk& Shelter dk& Web frames* Light) D.F. *Longitudinal framing*	6473 — 4117	✠ ... 1,21 ✠				1918 9mo	OsakaIron WorksLd. Osaka	American- HawaiianS.S.Co.	415·1 P33'B148'F45'*on Shelter dk* FK	55·7	32·0	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-51" 553NHP OsakaIronWrksLd.Osaka	34 ″ 8	R †
25564 221400 KDSZ	**Illinois** *ss*NYk.No.3-4,34 *ss*NYk.No.1-38 *Mchy.Aft* 2*Dks(Stl)& Web frames* D.F. *Longitudinal framing*	6448 6117 3980	✠100A1 ~~1,41~~ ~~4,40~~ 8,41 ~~BS4,40~~ ✠LMC6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	NYk BS4,42	*a*†	CL ~~4,40~~ 8,41	1921 7mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE&*	416·8 P107'B35'F33' FK *B*64' 209*t FPT*229*t*	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHptCem* *APT*130*t*	T.3Cy.27¾",45¼"&74"-51" 190lb (*s*) 549NHP 3SB,*9cf*,HS7979 FD Hooven,Owens,Rentschler Co.Hamilton,O.	32 ″ 10 s 6 ″ 3¼ 26 ″ 9½	
25565 219931 KUQM	— (*ex*LasVegas) 2*Dks* *Fitted for oil fuel*	5447 — 3380					1920	L.Angeles S.B.&D.D.Co SanPedro,Cal	StatesSteamship Co.	410·0 P43'B114'F46'	54·0	27·2	PortlndOr. Utd.States *WB*	T.3Cy.28½",47"&78"-48" 422NHP LosAngelesS.B.&D.D.Co.		R
25566 100680 WPCY	— Ⓟ *Mchy.Aft* D.F. 1*Dk& Shade dk& Promenade dk*	2427 — 1468					1899	Chicago S.B.Co. Chicago	Wisconsin& MichiganS.S.Co.	225·0	40·0	24·7	Milwaukee Wis. Utd.States	T.3Cy.20",33"&54"-36" 175NHP ChicagoS.B.Co.Chicago		
25567 DODM	**Ilmar** (*ex*Sunheath,*ex*Polladern, *ex*Emir) *ss*Bom.No.3-4,25 *ss*Bmn.No.1-29 D.F. 2*Dks(Stl)*	5470 5037 3419	✠ ... 6,33 ✠	Ham			1911	Bremer Vulkan Vegesack	Hamburg-Bremer AfrikaLinieGmbH (Woermann-Linie A.G.DeutscheOst Afrika-Linie, *Mgrs.*)	419·8 P&B333'F60' FK *One bulkhead in fwd hold dispensed with* *CellDB*358' 1255*t*	54·5	28·2	Bremen German *Cem* 6*BHonly* *FPT*92*tAP*	Q4Cy.24",$34\frac{11}{16}$",$50\frac{3}{8}$"&$72\frac{13}{16}$"- $53\frac{3}{16}$" 601NHP 4SB,*12cf*,GS188,HS8611 BremerVulkan,Vegesack *T*11*t*	30 ″ 6	G †
25568 696 OHCN	**Ilmatar** Ⓟ *ss*Hfs.No.2-38 *Ref.Mchy.* 2*Dks(Stl–Weather dk* ws) D.F. Sub.Sig. *Strengthened for Navigation in Ice*	2349 — 1186	✠100A1 *with freeboard* 3,39 ✠LMC5,38 ✠NB11,35 BS4,39 NO LATER SURVEY REPORTED	Hfs	*s*	CL 3,39	1929 5mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd'sA&CP*	FinskaÅngfAktieb *Duct keel in way of No. 2 hold & mchy. space (Coll ,, to W dk)* *CellDB*229'253*t FPT*17*tAPT*43*t*	283·2 270·1 F24' FK	41·6	23·6	Helsingfrs Finnish 5*BHCem*	T.3Cy.$22\frac{5}{8}$",36½"&61"-39" 213lb (*s*) 417NHP 2SB(Spt),*6cf*,GS150, FD HS6566 Akt.Burmeistr&Wain,Cpn	26 ″ 3 s 8 ″ 6¾ 18 ″ 0½	
25569 UOBV	**Ilmen** (*ex*Athena-33,*ex*IrmaKimme) Sub.Sig. 1*Dk*	2369 2058 1412					1923	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	295·2 P27'Q36'B179'F36'	42·5	20·3	Leningrad Russian *WB*	T.3Cy.$21\frac{5}{8}$",$35\frac{3}{8}$"&$55\frac{7}{8}$"-$35\frac{3}{8}$" J.Frerichs&Co. 186NHP A.G.Osterholz		
25570 DHMG	**Ilmenau** 4Mst *Mchy.Aft.* Sub.Sig. 1*Dk*	1201 992 640					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Bugsier,Reed.& BergungsA.G.	250·0 P&B194'F26'	37·5	12·9	Hamburg German *WB*	T.3Cy.17¾",$28\frac{9}{16}$"&$45\frac{5}{16}$"- $29\frac{9}{16}$" 111NHP OttensenerMch.G.m.b.H. Altona		G
25571 DHMH	**Ilona Siemers** Sub.Sig. 1*Dk*	3243 2534 1859					1923	Nordsee- werke Emden	G.J.H.Siemers& Co.	332·7 P29'B87'F33'	46·5	20·6	Hamburg German *WB*	T.3Cy.$24\frac{3}{8}$",$38\frac{1}{16}$"&62"-$41\frac{3}{8}$" Ottensener 247NHP Mch.G.m.b.H.Altona		G
25572 143527 MKJL	**Ilorin** (*ex*Smerdis-34, *ex*Kirkwynd, *ss*Gls.No.3-6,33 *ex*MarionMerrett) *ss*Lagos.No.1-38 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	815 582 413	✠100A1 8,38 BS11,40 ✠LMC MS8,38 ~~BS10,39~~	Lagos	*k*	CL 10,39	1920 12mo	London& MontroseS.B &R.Co.Ld. Montrose *Lloyd'sA&CP*	ElderDempster Lines,Ld. *CellD*	189·4 Q109'B11'F24' FK *Bf*119'171*tFPT*55*t*	30·3	12·6	Liverpool British 3*BHCem* *APT*6*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb 99RH 1SB,*3cf*,GS58,HS2100 W.Beardmore&Co.Ld.Gls	14 ″ 7 s 4 ″ 2¼ 14 ″ 2½	
25573 161337 GRQX	**Ilse** *ss*Mdb.No.3-1,42 ~~*ss*Shl.No.2-38~~ *Well deck* *Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted*	2874 2183 1617	✠100A1 ~~1,42~~ ~~12,40~~ 3,42 ~~BS7,40~~ ✠LMC~~9,38~~ 1,42	~~Shl~~ ~~Mdb~~ Sld	*l*	CL ~~7,40~~ ~~1,42~~ 3,42	1929 11mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDB*264'753*t* *MT*11'280*tFPT*180*tAPT*74*t*	308·3 320·7(O.L.) Q181'F33' FK New fore part '42	44·2	19·7	London British 5*BHptCem*	T.3Cy.22½",37"&61"-42" (*s*) 180lb 300NHP 2SB,*6cf*,GS132,HS5155 Smith'sDockCo.Ld.Mdb. ~~*CellDB*264'753*tMT*11'345*tFPT*240*tAPT*74*t*~~	21 ″ 9 s 7 ″ 1¼ 19 ″ 8¼	
25574 DHMI	**Ilse L.-M. Russ** Sub.Sig. 1*Dk* *CruiserStern*	1600 1282 942					1926	Flensburgr Schiffsb.Ges. Flensburg	Schiffahrt-u Assekuranz-Ges. E.Russ&Co.	263·2 P16'Q81'B108'F35'	41·9	15·4	Hamburg German *WB*	T.3Cy.17¾",29⅛"&48"-37⅜" 141NHP FlensburgerSchiffsb.Ges.		G
25575 LDPF	**Ima** *OilEng.* *ss*Rot.No.2-39 1*Dk(Stl)& Web frames* D.F. *Mchy.Aft* *Longitudinal framing–bracketless system*	6842 5985 4026	✠100A1 3,41 ✠LMC CS10,39 DBS~~3,40~~5,41 6,37 *Carrying Petroleum in bulk*	Bom	*a*†	CL 4,40	1930 8mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	A/S I.M.A. (S.Marcussen) *CellDBuE*35'157*t*	416·2 ... P112'B32'F56' FK *Trunk in wells* *DTf*35' 538*t FPT*151*tAPT*276*t*	58·0	32·8	Oslo Norwegian 11*BHptCem*	Oil Engines 2S.C.SA 4Cy.22"-85" 598NHP 2DB*150lb* W.Doxford&Sons,Ld Sld.	33 ″ 0	
25576 39 YLDE	**Imanta** (*ex*Kildin,*ex*Laboe, *ex*Scheldestad) *ss*Lie.2ndNo.3-7,30 *ss*Rga.No.2-39 *Well deck* 1*Dk(Stl)& deep framing*	1233 999 721	✠100A1 5,39 BS6,40 ✠LMC4,39 No later survey reported	Lie		5,39	1903 7mo	Cmpbltwn S.B.Co. Campbeltwn *Lloyd'sA&CP*	LatvianGovern- ment(ValstsKugu Parvalde,*Mgrs.*) *CellDBa*54' *f*94'224*t*	231·4 Q79'B58'F29' FK	34·5	17·4	Riga Latvian 4*BHCem* *APT*86*t*	T.3Cy.18",27½"&45"-33" 160lb *80lb* 120NHP 1SB,*3rf*,GS65,HS1871 Hutson&Sons Ld Glasgow	18 ″ 3 s 1 ″ 5¾ 17 ″ 0½	
25577 135 OHAV	**Imatra** (*ex*Alcor) D.F. 1*Dk*	3260 2949 2336					1912	Rotterdam Droogd.Maat Rotterdam	J.W.Paulin	342·4 332·6 P37'B100'F31'	47·6	21·6	Wiborg Finnish *WB*	T.3Cy.23",38"&62"-42" 249NHP RotterdamDroogd.Maats.		V
25578 143483 GBXQ	**Imber** (*ex*Bittern-40) *ss*Brw.No.3-3,34 *ss*Bkn.No.1-39 1*Dk(Stl)& Shelter dk(Stl)* *Tonnage opening closed* '41(*W.E.*)	1899 1645 939	✠100A1 *Shelter dk* *with freeboard* 2,42 ~~6,39~~ ✠LMC MS2,38 BS~~1,41~~ 2,42	~~Bkn~~ Gls	*s*	CL 2,38	1920 9mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	British&Conti- nentalS.S.Co.Ld. *CellDB*244'578*t*	290·0 FK *Collision* *FPT*31*tAPT*39*t*	42·6	19·0	Liverpool British *Cem* *BHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.20½",34"&56"-42"(*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	~~21 ″ 2~~ ~~s 1 ″ 0~~ ~~20 ″ 4¾~~ 27 ″ 10 s7 ″ 2½ 20 ″ 10¾	
25579	**Imediato Joào Silva** (*ex*Southerner-40, 2*Dks& Web frames* *ex*Exton-36, *Fitted for oil fuel* *ex*Sangamon) D.F. *Ref.Mchy.*	5083 4740 3113	✠ ... 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 P39'B122'F43' FK	54·2	27·6	R.Janeiro Brazilian *WB*	DR geared steam turbine 386NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
25580 FNHK	**Iméréthie II** Ⓟ 2*Dks* *CruiserStern* D.F. *Fitted for oil fuel*	3713 — 2174					1924	Forg.&Ch. de la Médit. LaSeyne	Cie.deNav.Paquet	330·5 P186'F49'	43·4	25·7	Marseilles French *WB*	T.3Cy.$26\frac{9}{16}$",41"&65"-$43\frac{5}{16}$" 280NHP Forg.&Ch.de la Médit.Msl.		V
25581 47041 JWFN	**Imizu Maru** Ⓟ 2*Dks* *CruiserStern* *Longitudinal framing at bottom& at decks*	2925 — 1691					1939	Uraga DockCo.Ld. Uraga	NipponkaiKisen K.K.	305·1 P36'B98'F33'	45·0	24·6	Tokyo Japanese *WB*	C.4Cy.(2)$11\frac{7}{16}$"&(2)20½"- 13¾" & LP turbine with DR gearing & hydraulic coupling 226NHP UragaDockCo.Ld.Uraga		

1 No. in Book. / Official No / Code Letters	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
25582 23039 JEYF	**Imizu Maru** 1Dk	986 837 565					1918	Takahashi Yeitaro Osaka	SanrikuKisenK.K.	202·0	29·0	18·7	Okada Japanese	T.3Cy.$12\frac{7}{8}$",22"&$37\frac{1}{4}$"-24" 68NHP KuboYoshizo,Osaka		
25583 2188[illegible] KIZV	**Imlay** Now "R. M. Parker, Jr.," see No. 38312 in Supplement 2Dks&Web frames D.F. Longitudinal framing Mchy.Aft Fitted for oil fuel Carrying Petroleum in bulk	6779 [illegible] 4203	✠ 4,22 ✠				1919 9mo	Moore S.B. Co. Oakland,Cal.	FarrSpinning& OperatingCo.Inc.	425·0 P106'B40'F41' FK	57·2	33·1	Wilmgton (Del.) Utd. States WB	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"-48" 359NHP LlewellynIronWorks		R †
25584 374 OHFK	**Immo Ragnar** (exInga-36, exLynntown, ssSkm.3rdNo.3-6,41 exCapelcourt, exHermia) 1Dk(Stl)&deep framing D.F ~~ssSkm.No.1-11~~ Cargo battens not fitted	2342 1926 1314	✠100A1 6,41 ~~7,39~~ ~~BS7,39~~ ✠LMC~~4,36~~ 6,41	~~Hfs~~ Skm	~~s~~	CL N7,39	1903 6mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow ~~A&CP~~	LovisaRederiA/B (A/B R.Nordström &Co.O/Y, Mgrs.) CellDBa86'	287·7 299·7(O.L.) P29'B81'F32' FK uE&B32' f126'556t	42·3	19·4	Lovisa Finnish 5BHCem APT27t	T.3Cy.21",$33\frac{5}{16}$"&$57\frac{5}{16}$"-36" 160lb (s) 202NHP 2SB,6cf,GS108,HS3150 ClydeS.B.&E Co.Ld.P.Gl.	22 " 0 s 3 " $2\frac{3}{4}$ 18 " 11	
25585 1049 ICAZ	**Imperatore** Aux5MstSr (exPatria-38,exSusanneVinnen) OilEng. Sub.Sig. Mchy.Aft 2Dks (See Sailing Ship Register)	1848 1579 1430					1922	Frd.Krupp Akt.Ges. Kiel	Ferrando& Massone	286·4 261·5 Q82'F55'	44·3	19·1	Genoa Italian	Oil Engines 4S.C.SA 4Cy.$15\frac{3}{4}$"-$21\frac{3}{5}$" 97NHP Frd.KruppA.G.Kiel		I
25586 1311 CBIM	**Imperial** Ⓟ OilEng. D.F. E.S.D. 3Dks Ref.Mchy. Cruiser Stern	7279 5436 5155	✠100A1 withfreeboard ~~3,41~~ ~~8,40~~ ~~9,41~~ 4,42 ~~DBS8,41~~ ✠LMC6,38 ✠Lloyd'sRMC2,41~~12,41~~ 12,41 for temp. 32° F.	NYk	a† 2	CL 9,41	1938 6mo Lloyd	Nakskov Skibs.A/S Nakskov 'sA&CP	CompañiaSud AmericanadeVap. Cell	414·3 440·5(O.L.) P45'F51' FK DB360'1373tDTs a	58·3	21·7 29·7	V'lparaiso Chilian 7BHtoWdk 154tFPT42t	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"-$55\frac{1}{8}$" 1030NHP Akt.Burmeistr&Wain,Cpn APT125t	33 " 9 s10 " 6 23 " $7\frac{1}{2}$	
25587 171704 VCBX	— OilEng. Mchy.Aft 1Dk D.F. Electrically welded Longitudinal framing	1512 1206 862	✠100A1 12,41~~12,40~~ ✠LMC11,38 CarryingPetr	Vcr oleum	p in	CL 12,41 bulk	1938 11mo Lloyd	Collingwd. ShipyardsLd. CollngwdOnt 'sA&CP	ImperialOil,Ld., MarineDepartment (H.J. Rahlves,Mgr.) CellDBuE	230·0 239·0(O.L.) P62'B26'F39' FK 32'f32'66tFPT55t	39·0	18·5	Vancouver B.C. British 10BHptAsp APT63t	2 Oil Engines 2S.C.SA 14Cy.12"-15" with electro- magnetic slip couplings & SRgearing 354NHP DB100lb FairbanksMorse&Co. Beloit,Wis.	18 " 6 s 1" $8\frac{3}{4}$ 16 " $10\frac{1}{4}$	
25588 148892 GCYQ	**Imperial Monarch** D.F. E.S.D. 1Dk	5831 5444 3707					1926	Napier& Miller,Ld. Glasgow	MonarchS.S.Co.Ld (Raeburn&Verel, Ld.Mgrs.)	430·4 P49'B131'F45'	56·2	28·0	Glasgow British WB	Q.4Cy.25",$35\frac{1}{2}$",51"&72"-51" J Brown& 370NHP Co.Ld.Clydebank		C
25589 163212 GYCT	**Imperial Star** TwinSc OilEng. ssLiv.No.1-39 Sub.Sig. 3Dks Ref.Mchy. 4th dk inNos.2&3holds D.F. E.S.D. GyC. CruiserStern Tonnage opening closed40	12427 11379 7672	✠100A1 withfreeboard 4,41 ✠LMC CS11,39 DBS6,39 6,39 ✠Lloyd'sRMC~~4,41~~9,41	Liv	i† $2\frac{7}{16}$	CL P4,41 S6,39	1935 1mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP Cell	FrederickLeyland &Co.Ld. DB391'2271tFPT Duct keel forward Upper'tween deck BH	524·2 543·5(O.L.) B193'F72' FK 126tAPT172t (of machinery space ds except CollBHdi	70·4	32·3 40·7	Belfast British 8BHptCem Coll to W dk 7 ,, 2nd ,,) spensed with	Oil Engines 4S.C.SA 20Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 1631NHP 2DB100lb Harland&Wolff,Ld.Bel.	43 " 5 s 12" 9 30 " 10	
25590 162620 GMRB	**Imperial Transport** OilEng. ssGls.No.3-6,41 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	8022 7434 4830	✠100A1 3,42 ~~6,41~~ ✠LMC CS6,41 DBS6,41 6,41 CarryingPetr	~~Gls~~ Nwc oleum	c† in	CL 4,41 bulk	1931 9mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP	EmpireTransport Co.Ld.(Houlder Brothers&Co.Ld. Mgrs.) CellDBu DTf38'476t	459·7 P95'B37'F40' FK E55'153t FPT275tAPT56t New fore part 41	60·0	34·5	London British 16BH (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.$28\frac{3}{4}$"-63" 633NHP 2DB180lb N.E.MarineEng.CoLdNwc	34 " 5 s6 " 10 27 " $10\frac{3}{4}$	
25591 144727 GKXY	**Imperial Valley** (exBuchanness) 1Dk&Shelter dk D.F. Fitted for oil fuel	4573 4318 2841					1924	Workman, Clark&Co.Ld Belfast	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.Mgrs.)	401·6 F41'	54·3	25·3	Bideford British WB	T.3Cy.26",42"&71"-48" 349NHP Wrkman,Clark&CoLd.Bel		C
25592 5 IMPX	**Impero** Ⓟ (exEpiro-37) 1Dk Fitted for oil fuel	488 369 257					1901	Flli. Orlando Leghorn	VittorioGalletto	182·6 171·6 P48'B42'F29'	24·0	11·8	Massaua Italian WB	T.3Cy.$16\frac{1}{8}$",$25\frac{2}{5}$"&$40\frac{1}{2}$"-22" 77NHP Flli.Orlando,Leghorn		I
25593 135209 VGTP	**Imperoyal** ssBoa.2ndNo.3-6,37 D.F. Mchy.Aft 1Dk(Stl)&Web frames	2253 1734 1384	✠100A1 4,40 Examined 4,42 BS1,42 ~~BS1,41~~ ✠LMC6,37 CarryingPetr Fitted for oil	StJ Hfx oleum fuel 1	r in 92	CL 4,40 bulk 0 F.P	1913 4mo Lloyd above	Greenock& Grngemouth DckydCo.Ld. Grngemouth 'sA&CP 150° F.	ImperialOil,Ld., MarineDepartment (H.J. Rahlves,Mgr.)	249·5 P77'F37' FK WB=	43·1	19·7	Sarnia,Ont British 10BHCem CellDBuE&	T.3Cy.21",34"&56"-36" (s) 180lb 224NHP 2SB,6cf,GS116,HS3716 Cooper&Greig,Dundee B48'102tFPT360tAPT44t	21 " 0 s 1 " $8\frac{1}{2}$ 19 " $5\frac{3}{4}$	
25594 PEVV	**Import** OilEng. Mchy.Aft D.F. 1Dk&Shelter dk CruiserStern Part butts of keel & bottom plating electrically welded	395 305 199	✠100A1 withfreeboard 11,39 ✠LMC11,39 (SEE FOOTNOTE*)	Rot	k	OG	1939 11mo Lloyd	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel 'sA&CP	N.V.Rotterdam- LondonStoomvaart Maats. Cell	199·6 208·0(O.L.) FK (DB123'192tFPT	29·7	8·1	Rottrdam Dutch 4BHptAsp Coll to Sh dk 3 ,,2nd,,) 22tAPT11t	2 Oil Engines 2S.C.SA 10Cy.$11\frac{13}{16}$"-$15\frac{3}{4}$" with electro-magnetic slip couplings & SR gearing 245NHP N.V.Mchfb.Bolnes,Bolnes	11 " 0 s " 2 10 " 11	
25595 DHML	**Ina Lotte Blumenthal** Sub.Sig. 1Dk	1549 1208 890					1921	Lübecker Maschb.Ges. Lübeck	JohannM.K. Blumenthal	262·2 P16'Q75'B114'F29'	37·9	14·3	Hamburg German WB	T.3Cy.$21\frac{3}{5}$",$34\frac{1}{4}$"&$55\frac{1}{16}$"-$35\frac{2}{5}$" 181NHP LübeckerMaschb.Ges.		G
25596 19782 JDLB	**Inabasan Maru**	989 843 703					1916	Nagata Sanjuro, Osaka	KusakabeKisen K.K.	190·0	32·0	18·5	Kobe Japanese WB	T.3Cy.13",$21\frac{1}{2}$"&$36\frac{7}{32}$"-27" 68NHP NagataSanjuro,Osaka		
25597 EABA	**Iñake** (exArantzazu-35,exHoracio, exEvelyn) ssBbo.2ndNo.3-4,13 Well deck 1Dk(Stl)&Web frames	2291 1786 1350	✠ 7,20 ✠	Bbo	s		1888 4mo	W.Gray& Co. WHartlepool	Cia.Naviera "Basoa"S.A.	290·0 P27'Q94'B112' F29' BK10" DBa9	38·2	20·3	Bilbao Spanish 5BHCem 6'f106'447t	T.3Cy.$22\frac{1}{2}$",$36\frac{1}{2}$"&60"-39" 224NHP 2SB,6cf,GS97,HS3358 Blair&Co.Ld.Stockton	22 " 2	G †
25598 TCBL	**Inal** (exDéputéAbelFerry-35) 1Dk	2015 1701 1185	✠ ... 3,23				1921 7mo	Chant.Nav Français Caen	~~MustafaCemalInal~~ ~~&AhmetFeritInal~~ Mustafa Cemaloglu Ferit Inal	270·2 P30'B57'F24' FK	39·4	20·3	Istanbul Turkish WB	T.3Cy.$18\frac{1}{8}$",$29\frac{1}{2}$"&$49\frac{3}{16}$"- $37\frac{13}{16}$" 190NHP Schneider&Co.Havre		V †

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cote, si ce n'est dans le L.R. Durée,Cert.B.of Trade
25599	**Inambari** (*ex*Coalinga-40) *ss*S.Fo.2ndNo.3-8,40 *Mchy.Aft* 1*Dk*	875 — 563	7,42 ~~LMC8,40~~	SFo	*l*	6,40	1910	Moore& ScottI.Wks. Oakland,Cal.	PeruvianGovernment(Cia.Peruana deVapores yDique del Callao,*Mgrs.*)	193·0 200·0(O.L.) FK *FPT*60*t*	38·0	13·1	Callao Peruvian 8*BHptCem*	C.2Cy.14″&32″-24″ 160lb 83NHP 2SB,4*cf*,HS1739 Moore&ScottIronWorks, Oakland,Cal.	13 ″ 7 ~~2 ″ 5¾~~ ~~11 ″ 4~~	
			For service between Zorritos, Peru & Arica, Chile *CarryingPetroleum in bulk* *Fitted for oil fuel '10 F.P. above 150° F.*													
25600 147310 GLMB	**Inanda** *ss*Bkn.No.3-7,37 E.S.D. 2*Dks*(*Stl*)3rd *dk*(*Stl*)*inNo.*1 *hold* D.F.	5985 4742 3746	✠100A1 3,40 BS7,39 ✠LMC7,37	Liv	*z*	CL N7,37	1925 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd*'*sA&CP*	CharenteS.S.Co. Ld(T&J.Harrison, *Mgrs.*) *CellDB*340′1002*t DTa* 28′ 669*t FPT* 68*tAPT*32*t*	407·0 423·3(O.L.) P33′B165′F52′ FK	52·2	28·5	Liverpool British 9*BHCem*	Q.4Cy.26″,36″,52″&76″-54″ 220lb (*r*) 606NHP 2DB(Spt)&1AuxSB(Spt), 15*cf*,GS275,HS10458 Wllsnd Slpwy.Co.Ld.Nwc.	31 ″ 0 s 5″ 5¾ 25 ″ 8¼	
Now	"Empire Explorer," *see No.* 36417 *in Supplement*															
25601 OFBF	**Inari** (*ex*Victoria-37,*ex*Katie-35) *ss*Alx.No.3-3,36 D.F. 1*Dk*(*Stl*)&*deep framing*	2216 — 1276	✠100A1 4,40 ✠LMC MS11,35 BS3,39 NO LATER SURVEY REPORTED	Got	*s*	OG 5,38	1900 2mo	Helsingörs Jernsk&Msk. Elsinore A&CP	FartygsA/B Inari LaivaO/Y(O/Y Chartering Agency JohnDahlbergA/B, *Mgrs.*)	301·9 294·4 Q16′B70′F36′ FK *CellDBa*58′*a&u* *E*54′*f*120′578*tFPT*	42·3 42·7	19·2	Helsingfrs Finnish 5*BHCem* 58*tAPT*44*t*	T.3Cy.20½″,35″&57″-39″(*s*) 180lb 215NHP 2SB,6*rf*,GS76,HS3247 HelsingörsJernsk.&Mskb.	21″10 s 3 ″ 4¼ 18 ″ 8	
25602 163206 GWRJ	**Inchanga** Ⓟ TwinSc *OilEng.* *ss*Cal.No.1-37 2*Dks*(*Stl-Weather dk* ws)3rd *dk*(*Stl*) *Ref.Mchy.* *in Nos.* 1,2,3&4 *holds* D.F. E.S.D. *CruiserStern*	7069 5944 4312	✠100A1 *withfreeboard* ~~3,41~~12,41 ✠LMC CS5,39 DBS12,41 9,40 ✠Lloyd'sRMC~~3,40~~ 5,42 for temp. 33° F.	Cal	*a*†	CL 3,41	1934 3mo	Workman Clark(1928), Ld. Belfast *Lloyd*'*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*345′1155*t MTs*27′1089*tFPT*65*t APT*161*t*	403·5 F44′ FK	57·2	32·4	Belfast British 7*BH*	Oil Engines 2S.C.SA 12Cy.23⅝″-40$\frac{15}{16}$″ 1165NHP DB*100lb* WorkmanClark(1928),Ld.	37 ″ 0 s 12″2¼ 25 ″ 3	
			Carrying vegetable or fuel oil F.P. above 150° F. *in deep tanks*													
25603 163207 GWRK	**Incomati** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *ss*Cal.No.1-37 2*Dks*(*Stl-Weather dk* ws) 3rd *dk*(*Stl*)*inNos.*1,2,3&4*holds* *Ref.Mchy.* *CruiserStern*	7369 6228 4540	✠100A1 *withfreeboard* 4,41 ~~7,40~~ DBS5,42 ✠LMC CS2,39 ~~DBS5,40~~ ~~5,41~~ 11,39 ✠Lloyd'sRMC4,40 5,42 ~~3,41~~ for temp. 33° F.	Cal		CL ~~8,39~~ 4,41	1934 4mo	Workman Clark(1928), Ld. Belfast *Lloyd*'*sA&CP*	BankLine,Ld.(A. Weir&Co. *Mgrs.*) *CellDB* 360′1222*t* *MTs*27′1060*tFPT*73*t APT*167*t*	418·4 F44′ FK	57·2	32·4	Belfast British 7*BH*	Oil Engines 2S.C.SA 8Cy.23⅝″-70¾″ 1387NHP DB*100lb* W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 12 ″ 2 25 ″ 3	BT till 3,43
			Carrying vegetable or fuel oil F.P. above 150° F. *in deep tanks*													
25604	**Inconfidente** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	2933 2636 1698	✠ 1,42 ~~✠LMC12,37~~ ~~✠Lloyd'sRMC1,41~~	Rio	*u*	OG	1937 12mo	NV.Boele's Schpsw&Mch Bolnes *Lloyd*'*sA&CP*	LloydBrasileiro *CellDB*238′647*tFPT*66*tAPT*88*t*	322·5 336·3(O.L.) P33′B90′F30′ FK	47·4	21·4	R.Janeiro Brazilian 6*BHptCem*	Oil Engines 2S.C.SA 14Cy.13¾″-23⅝″ 463NHP Gbr.Stork&CoNVHengelo	24 ″ 0 ~~s 8 ″ 8~~ ~~20 ″ 5½~~	
25605 DHMM	**Indalsälfven** (*ex*Matador) *ss*Bmn.No.2-12 1*Dk*(*Stl*)	658 521 292	✠ 9,16 ✠	Gst	*i*		1904 6mo	G.Seebeck Akt.Ges. Bremerhaven	MathiesReed, K.G. *WB* = *Cell DBa*40	185·6 P16′B&F152′ FK *uE&B*28′ *f*81′ 181*t*	29·4	11·9	Hamburg German 4*BHCem* *APT*16*t*	T.3Cy.15⅜″,24″&39⅜″-28⅜″ 112NHP 2SB,4*cf*,GS60,HS2314 G.SeebeckA.G.Bremerhvn	13 ″ 9	G †
25606 EAQW	**Indauchu** (*ex*Sulmona-39, *ex*Indauchu, *ss*Bbo.No.3-6,32 *ex*Monkton) 1*Dk*(*Stl*)	3126 2856 1827	✠ 9,37 ✠	Rot	*u*		1920 1mo	RopnerSB. &RepairgCo. (Stockton)Ld Stockton	Cia.Maritima Bilbao(A.Opitz, *Mgr.*) *CellDB*276′728*tFPT*111*t APT*139*t*	331·2 P33′B98′F29′ FK	46·7	25·4 23·2	Bilbao Spanish 5*BHCem*	T.3Cy.25″,41″&68″-45″ 378NHP 3SB,9*cf*,GS155,HS6420 Blair&Co.Ld.Stockton	25 ″ 6	I †
25607 220447 KDCG	**Independence Hall** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5050 4598 3076					1920	American International Corp. HogIslnd.Pa.	UnitedStates Maritime Commission	390·0 P50′B121′F40′	54·2	27·8	Phildlphia Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady.N.Y.		R
25608 LKCX	**India** (*ex*Germania-40) TwinSc *OilEng* D.F. E.S.D. 1*Dk*,2*nd dk in Mchy.space* *Longitudinal framing at bottom* *Mchy.Aft* & *dk in centre tanks* *Butts of shell & dk plating elec.welded* *CruiserStern*	9977 8921 5800	✠100A1 ~~8,41~~~~11,40~~2,42 ✠LMC1,39	~~Sba~~ ~~Bom~~ Syd	*e*†	CL PN8,41 S8,41	1939 1mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd*'*sA&CP*	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*) *CellDBuE*79′261*tDTf*27′338*t FPT*129*tAPT*96*t*	503·8 522·0(O.L.) P123′B38′F60′ FK	67·4	34·3	Oslo Norwegian 17*BHptCem*	Oil Engines 2S.C.SA 16Cy.20½″-35$\frac{7}{16}$″ 1167NH 2DB*171lb*,2DB(WT)*171lb* Maschinenfbrk.Augsburg- NürnburgA.G.Augsburg	34 ″ 2 s6 ″ 8½ 27 ″ 8	
			CarryingPetroleum in bulk													
25609 OYZE	— TwinSc *OilEng.* *ss*Cpn.No.2-39 *Ref.Mchy* D.F. 2*Dks*(*Stl*) 3rd *dk*(*Stl*)*inNo.*1*hold*	9549 8813 6031	✠100A1 *withfreeboard* 1,40 ✠LMC CS6,39 DBS7,38 7,38 ✠Lloyd'sRMC1,40	Cpn	*e*† 2$\frac{11}{16}$	CL S11,38 P12,39	1930 12mo	A/S Nakskov Skibsvft. Nakskov *Lloyd*'*sA&CP*	A/S DetÖstasiatiske Kompagni *Upper'tween dkBHs except CollBHdispensed with* *CellDB*417′1810*t MT*28′ 1270*t FPT* 140*tAPT*93*t*	470·3 488·0(O.L.) FK B165′F69′ *Coll*	63·7	37·4	Copnhagn Danish *BH to W dk* 6 ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$″-47¼″ DB*100lb* 948NHP Akt.Burmeistr&Wain,Cpn	40 ″ 3 s10″9¾ 29 ″ 7¾	
			2 forward chambers for temp. 31° F. 2 aft chambers for temp. 18° F. *Fittedforcarrying oil* 12,30 *F.P. above* 150° F. *in deeptank* SURVEYS DELAYED													
25610 1363 IBGQ	— *OilEng.* *ss*Gen.No.3-4,38 D.F. 2*Dks*(*Stl*)	6367 5217 4077	✠100A1 11,39 ✠LMC CS4,38 DBS3,40 6,39 NO LATER SURVEY REPORTED	Tri	*z* 2$\frac{5}{16}$	CL 4,38	1926 2mo	Stabilmnto Tecnico Trieste *Lloyd*'*sA&CP*	LloydTriestino Soc.Anon.di Nav. *CellDB*341′1329*t* *DTf*40′123*t FPT*149*tAPT*73*t*	430·6 412·7 P34′B170′F40′ FK	53·9	28·9	Genoa Italian 8*BHptCem* 1 ,, *to* 2*nd dk*	Oil Engines 4S.C.SA 8Cy.29⅛″-59$\frac{1}{16}$″ 652NHP DB*100lb* StabilimentoTecnico,Tri.	32 ″ 0 s 6 ″ 3¼ 25 ″10½	

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade cert.
25611 221086 KDHP	**India Arrow** ssMob.No.3-4,33 ssN.Yk.No.1-37 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl) D.F. &Webframes Longitudinal framing	8327 7542 5176	✠100A1 Shelter dk withfreeboard 7,40 BS7,40 ✠LMC9,37 Carrying Petroleum in bulk Fitted for oil fuel 3,21 F.P. above 150° F.	NYk	d†	CL N7,40	1921 3mo	Bethlehem S.B.Corp Ld. Quincy,Mass. A&CP CellDBuE&B80'285t DTf40'518t FPT270t APT131t	Socony-Vacuum OilCo.Inc.	468·3 | 62·7 | 32·0 FK	NewYork Utd.States 17BHptCem (1BHto S dk 10 ,, ,, U ,, 6 ,, ,, 2nd ,,)	Q.4Cy.24",35",51"&75"-51" 220lb (r) 636NHP 3SB,9cf,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s4 ″ 1½ 28 ″ 2	
25612 26813 JIED	**India Maru** ssKob.No.3-8,31 ssKob.No.1-36 2Dks(Stl)&Awng dk(Stl)	5873 5590 4254	✠ ... 3,41 ✠	Yka	y		1920 6mo	Kawasaki Dkyd Co.Ld. Kobe	KawasakiKisen K.K. Cell DB334' 1118t	385·0 | 51·0 | 36·0 414·5(O.L.) FK Collision FPT126tAPT93t	Kobe Japanese Cem BH to Awdk 5 ,, ,, U ,,	T.3Cy.26",43½"&72"-48" 440NHP 2SB(Spt)&1AuxSB,8cf, GS154,HS5636 KawasakiDkyd.Co.Ld.	36 ″ 0	
25613 148759 GRRP	**Indian Prince**(exWave-38, exJapanesePrince-37) TwinSc OilEng. D.F. E.S.D. ssFal.No.3-7,39 Sub.Sig. 3Dks CruiserStern Tonnage opening closed '40	8587 8083 5322	✠100A1 withfreeboard ~~3,41~~ ~~2,41~~ 3,42 DBS4,42 ✠LMC CS7,39 ~~DBS7,39 8,40~~ 7,39 Carrying oil F.P. above 150° F. or Latex in deep tanks Carrying vegetable oil or Latex in fore & after peak tanks	~~Liv~~ ~~NYk~~ Gls		CL 2,41	1926 5mo	Deutsche WerftA.G. Hamburg Lloyd'sA&CP Duct keel forward of machinery space 159' Upper 'tween dk bulkheads (except Coll. BH) dispensed with	PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.)	441·6 | 60·3 | 29·2 39·2 F42' FK CellDB367'1386t MTs42'1466t FPT130t APT156t	London British 8BHptCem ptAsp (Coll to Wdk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 16Cy.29⅛"-47¼" 1313NHP DB100lb DB43lb AllgemeineElec.GesBerlin	42 ″ 3 s13 ″ 0¾ 29 ″ 4½	
25614 OZEK	**Indian Reefer** TwinSc D.F. E.S.D. OilEng. Ref.Mchy. 1Dk&Shelter dk Sparred3rd dk in fwd.holds for fruit cargo Butts of keel&shell plating elec. welded Strengthened for navigation in ice CruiserStern	2815 2037 1558	✠100A1 withfreeboard 10,39 ✠LMC10,39 ✠Lloyd'sRMC1,41	Els	w	CL	1939 10mo	Helsingörs Jernsk&Msk. Elsinore Lloyd'sA&CP	J.Lauritzen CellDBuE&f200'575tTanks in way of tunnels447tFPT50tAPT126t	356·6 | 51·6 | 17·1 374·0(O.L.) F68' FK	Esbjerg Danish 6BH (Coll toSh dk 5 ,,2nd,,)	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 811NHP HelsingörsJernsk.& Mskb.	20 ″ 0 s ″ 9 19 ″ 4½	
	Now "Rio Gallegos," see No. 38342 in Supplement													
25615 FNSO	**Indiana** (exKagera) D.F. 2Dks	5751 — 3555					1915	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	420·2 | 56·2 | 28·3 P&B333'F58'	Havre French	Q.4Cy.24",$34\frac{7}{16}$",50⅖"&72⅘"-53⅕" 386NHP BremerVulkan,Bremen		V
25616	**Indigirka** (exCommercialQuaker-38, exMaisah,exRipon) 1Dk2trB D.F. Fitted for oil fuel	2690 2329 1668	✠ ... 9,20 ✠				1920 5mo	Manitowoc S.B.Co. Manitowoc	U.S.S.R.	253·5 | 43·9 | 25·9 P25'B65'F26' FK	Nogævo Russian WB	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.Co.Milwkee	28 ″ 5	V †
25617 144911 VRBT	**Indira** (exEmbleton,exKildysart) ssBom.No.3-8,33 ssBom.No.1-37 1Dk(Stl) Cargo battens not fitted	637 493 276	100A1 ~~12,40~~ 10,41 ~~BS8,40~~ LMC8,38 10,41	HKg		CL ~~4,40~~ 9,41	1918	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	KoFookIu	172·2 | 30·0 | 17·7 B50' FK CellDBuE26'20t	Hong Kong British 5BHCem	T.3Cy.16",26"&44"-26" (s) 200lb 94RHP 1SB,3cf,GS51,HS1832 FD Smith'sDockCo.Ld.Mdb.	16 ″ 6 s1 ″ 8½ 14 ″ 1	
25618 166320 BFVY	**Indochinois** OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	6966 5415 3970					1939	Forges& Chantiers de la Gironde Bordeaux	Ministry of War Transport (CanadianPacific Steamships,Ld. Mgrs.)	~~459·3 | 60·0 | 39·0~~ P161'Q39'F39' 467·3 | 62·0 | 35·8	Liverpool British WB	Oil Engines 2S.C.SA 10Cy.$28\frac{5}{16}$"-$48\frac{13}{16}$" 1400NHP Cie deConstr.Mecaniques Sulzer,St.Denis		V
25619 166382 GKGS	**Indora** D.F. 2Dks CruiserStern	6622 6128 3963	✠100A1 withfreeboard ~~11,40~~ ~~11,39~~ ~~9,41~~ 3,42 ~~BS3,40~~ ✠LMC3,38 BS~~5,41~~ 4,42	Cal	a† 2	CL ~~11,39~~ 9,41	1938 3mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB366'1126tFPT190tAPT190t	426·8 | 57·6 | 32·0 442·8(O.L.) P39'B132'F39' FK	London British 7BHCem	T.3Cy.22",37"&65"-48"&LP turbine with DR gearing & hydraulic coupling 250lb (s) FD 592NHP 3SB(Spt)9cf,GS168,HS6858 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	34 ″ 6 s9 ″ 8¾ 25 ″ 0	
25620 LCOV	**Indra** TwinSc OilEng. D.F. 2Dks	5041 4770 3101					1923	Nederl. Schps.Maats. Amsterdam	SkibsA/SPacific (KnutKnutsen O.A.S.Mgr.)	375·8 | 51·4 | 30·7 H238t	Haugesnd Norwegian WB	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{16}$"-39" 565NHP Werkspoor,Amsterdam		N
25621 HPOH	— (exVareg-34, ssAms.2ndNo.3-2,26 exNordafrika,exLoppersum) D.F. 1Dk&deep framing ptAwng dk	*2032* *1374* *1310*	✠ ... 12,28 ✠				1900 8mo	W.Gray& Co.Ld. WHartlepool	TorstenCarlbom	280·1 | 39·2 | 15·7 269·6 P17'Q86' ptAwng dk203' FK	Panama Pnamanian WB	T.3Cy.19",30½"&51"-36" 153NHP Cen.Mar.Eng.Wrks.WHpl	18 ″ 2	C
25622 157903 VSPW	**Indragiri** (exSingapore-39) 1Dk	592 484 297					1912	Nederl. Schps.Maats. Amsterdam	SoonBeeS.S.Co. (Singapore)Ld. (HeapEng.Moh. S.S.Co.Ld.Mgrs.)	185·0 | 31·0 | 10·7 P27'B58'F26'	Singapore British WB	C.2Cy.15"&30"-24" 37NHP Wilton'sEng.Co.Rot.		V
25623 PEWD	**Indrapoera** Ⓟ TwinSc OilEng. Sub.Sig. 3Dks E.S.D. D.F. GyC. CruiserStern	10825 — 6535					1925	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd	487·7 | 60·2 | 35·1 P116'F95'	Batavia Dutch WB	Oil Engines 2S.C.DA 12Cy.$27\frac{9}{16}$"-$47\frac{3}{16}$" 3170NHP NE31 Maats.de Schelde,Flushing		V
25624	**Indravati** ssBom.2ndNo.3-12,20 1Dk&Spar dk(Teak)&deepframing	*1053* *963* *513*	✠ 5,26 ✠	Bom	m		1896 6mo	AilsaS.B. Co. Troon	J.A.Halloween	211·8 | 31·1 | 12·9 20·2 BK7½" FPT25tAPT20t	Portuguese 6BHCem	T.3Cy.18",29"&48"-30" 156NHP 2SB,6cf,GS102,HS2678 Dunsmuir&Jackson,Gls.	20 ″ 10	
25625 148854 GKZV	**Induna** ssBry.No.3-10,37 D.F. 1Dk(Stl)	5086 4655 3221	✠100A1 12,41 ~~2,41~~ ~~1,41~~ ✠LMC MS10,37 BS~~8,40~~7,41	~~Lon~~ ~~Gls~~ NYk	y	CL N2,41	1925 5mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	S.S."Induna"Co. Ld.(Maclay& McIntyre,Ld.) CellDB350'985t	402·0 | 52·2 | 27·5 P45'B125'F45' FK FPT85tAPT216t	Glasgow British 6BHptCem ptAsp	T.3Cy.25",41"&67"-51" (s) 175lb HS6297 431NHP 3SB(Spt),9cf,GS157 FD A.Stephen&Sons,Ld.Gls.	29 ″ 11 s5 ″ 8¾ 24 ″ 5½	
25626 167392 GCDG	**Indus** OilEng. 1Dk&Shelterdk CruiserStern Tonnage opening closed '41(W.E.)	5187 4577 3041	✠100A1 withfreeboard ~~5,41~~ ~~7,40~~ 2,42 ✠LMC2,40	~~Cal~~ ~~PNl~~ Bkn	a† 2	CL	1940 2mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	J.Nourse,Ld. 1 intermediate BH dispensed with CellDB353'1323t FPT175'APT260t	415·6 | 55·2 | 25·6 431·5(O.L.) F34' FK	London British ptCem Coll to Sh dk 5 ,,2nd,,	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 387NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	~~28 ″ 0~~ ~~s3 ″ 2½~~ ~~25 ″ 5~~ 37 ″ 0 s10 ″ 6 26 ″ 9½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où ce n'est dans le L.R. Durée.Cert.R.ofTrade.
25627 6507 SEYM	**Indus** *Mchy.Aft* *CruiserStern* 1*Dk*	728 592 351					1921	Bergsunds M.V.Aktieb. Stockholm	O.F.Ahlmark&Co. Eftr.A/B	192·6 P65′H70*t*F27′	30·4	12·5	Karlstad Swedish *WB*	T.3Cy.13″,21¼″&34⅝″–23⅝″ 58NHP BergsundsM.V.Aktb.Skm.		V
25628 1306 CBIF	**Indus B. F.** (*ex*Condor-36, *ex*Commercial *ss*Vpo.3rdNo.3-4,38 Pilot,*ex*General D.F. E.S.D. O.H.Ernst,*ex*Sachsenwald, 2*Dks*(*Stl*- *ex*St.Croix) *U*teak s)&*Web frames*	4314 — 2951	✠100A1 *WhalingService* 12,40 9,41 ✠LMC3,38 BS8,40 ~~PrBS8,40~~ *Carrying whale oil in bulk in Nos.3 &4 holds*	Tal	*w*	CL 12,40	1904 1mo *Lloyd*	Flensburgr Schiffsb. Ges. Flensburg '*sA&CP*	Cia.Industrial deValparaiso *CellDBa*	356·4 P&B288′F40′ FK l10′*u*E22′*f*138′677*t*	45·3	24·5	Valparaiso Chilian 6*BHptCem*	T.3Cy.26⅞″,45″&75″–48″ (*s*) 150lb ~~17PrB60lb~~ 480NHP 4SB,*12cf*,GS162,HS8209 FlensburgerSchiffsb.Ges.	27 ″ 0	
25629 21782 JCRD	**Indus Maru** *ss*Osa.No.3-8,29 *ss*Osa.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing &Web frames*	4361 3677 2705	✠100A1 *Shelter dk* *withfreeboard* 3,41 ✠LMC3,41	Osa	*w*	CL 2,40	1918 2mo	OsakaIron Works.Ld. Innoshima A&CP	OsakaSyosen K.K. *CellDB*	345·0 P30′B99′F34′ *on Shelter dk* FK 298′ 1123*tFPT*115*t*	49·8	28·1	Osaka Japanese 7*BHCem* *APT*29*t*	T.3Cy.24″,41″&67″–48″ (*s*) 180lb 390NHP 2SB,*6cf*,GS126,HS5400 FD OsakaIrnWksLdInnoshma	28 ″ 2 s4 ″ 8¾ 23 ″ 8	
25630 160782 GLBL	**Industria** D.F. 1*Dk&Shelter dk* *CruiserStern* *Longitudinal framing on shelter dk* *Cargo battens not fitted* *Tonnage opening closed '41 (W.E.)*	4861 4205 2881	✠100A1 *withfreeboard* ~~1,41~~10,41 ✠LMC5,40 *Fitted for oil fuel 5,40 F.P. above 150°F.*	~~Hul~~ Liv	*a*† 2	CL	1940 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	MetcalfeShipping Co.Ld.(Metcalfe, Son&Co.Ld.*Mgrs.*) *CellDB*358′1329*tMT*	416·0 431·5(O.L.) F40′ FK (28′ 1060*t FPT* 122*t*	56·1	23·9	W.Hartlpl. British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,) *APT*174*t*	T.3Cy.23½″,36½″&65″–48″ 200lb *130lb* (*s*) 397NHP 2SB(Spt)*6cf*,GS103,HS5530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	36 ″ 4 s10 ″ 7 26 ″ 0¼	
25631 8410 SMXN	— *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1688* *1270* *789*	✠100A1 *withfreeboard* ~~6,41~~ ~~6,40~~ 12,41 ✠LMC3,40	~~Bal~~ NYk	*s*	CL	1940 3mo *Lloyd*	Akt.Lind- holmensVarv Gothenburg '*sA&CP*	Rederi A/B SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellD*	287·2 296·5(O.L.) FK (*B*241′471*t FPT*25*t*	42·1	16·7	Gothenbrg Swedish 4*BH* *Coll to Sh dk* 3 ,, *2nd* ,,) *APTs*64*t*	Oil Engines 2S.C.SA 6Cy.19$\frac{5}{16}$″–35$\frac{7}{16}$″ 388NHP DB*100lb* SulzerBros.Ld.Winterthur	19 ″ 6 s ″ 4½ 19 ″ 2¾	
25632 1691 IBNQ	**Ines Corrado** (*ex*RiverTigris, *ex*Vellavia,*ex*War *ss*Gen.No.3-6,31 Setter) D.F. 2*Dks*(*Stl*)	5159 4730 3109	✠ ... 9,33 ✠	Gen			1918 6mo	Armstrong Whitworth& Co.Ld. Nwc.	"Corrado"Soc. Anon diNav. *CellDB*	413·0 400·2 P49′B112′F39′ FK 345′1113*t FPT*118*t*	52·3	28·4	Genoa Italian 7*BHptCem* *APT*174*t*	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,*9cf*,GS189,HS7668 G.Clark,Ld.Sunderland	31 ″ 0	I †
	New "Rio Diamante," *see No.* 38327 *in Supplement*															
25633 CSKA	**Infante de Sagres** WoodAux (*ex*SailingVessel) 3MstSr 1*Dk* *OilEng.* (*See Sailing Ship Register*)	329 310 230					1921	M.J.Calção Nazaré	Soc.Infante de Sagres,Ltda.	138·6	31·2	13·6	Aveiro Portuguese	Oil Engines 2S.C.SA 2Cy.14$\frac{3}{16}$″–15¾″ 70NHP *Emade&fitted*33 SkandiaVerkenABLysekil		
25634 OHZC	**Inga** (*ex*ChristineMarie-36, *ex*Christine-34,*ex*Columbier,*ex* Granhandel,*ex*TinternAbbey) 1*Dk* D.F.	1926 — 1105					1910	Irvine'sSB &D.D.Co.Ld W Hartlepool	LovisaÅngfartygs A/B(A/B R.Nord- ström&Co.O/Y, *Mgrs.*)	289·5 278·7 P25′B66′F29′	40·2	18·2	Lovisa Finnish *WB*	T.3Cy.20½″,33½″&54″–36″ Richardsons 175NHP Westgarth&Co.Ld.Hpl.		C
25635 OUHH	— (*ex*Styrbjörn) 1*Dk*	1494 1183 876					1921	Svendborg Skibs&Mask Svendborg	D/S A/S "Myren" (Holm&Wonsild, *Mgrs.*)	253·2 P29′Q78′B102′F34′	38·2	14·9	Copnhagn Danish *WB*	T.3Cy.17″,27½″&47″–34″ 129NHP SvendborgMsk.Svendborg		V
25636 LCMD	**Inga I** (*ex*Ba-36,*ex*Marvel) D.F. 1*Dk*	1304 1125 739					1921	Huiskens &vanDijk Dordrecht	A/S D/S IngaI (JohanEliassen)	236·8 P54*t*H89*t*	37·1	16·1	Bergen Norwegian *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP Huiskens&vanDijk,Dordt.		N
25637 DOPE	**Inga Essberger** TwinSc (*ex*Usedom-38) 1*Dk* *Mchy.Aft* *Fitted for oil fuel* E.S.D. *Carrying Petroleum in bulk*	1827 1450 941					1916	Howaldts- werke Kiel	JohnT.Essberger	255·3 Q99′F46′	38·5	18·4	Hamburg German *WB*	T6Cy14⅔″,23¼″&38½″–19$\frac{7}{16}$″ 128NHP Howaldtswerke,Kiel		G
25638 7367 SDWA	**Ingarö** (*ex*RiverDart,*ex*Denpark) *ss*Skm.2ndNo.3-6,39 1*Dk*(*Stl*) *Cargo battens not fitted*	*2000* *1756* *1138*	✠100A1 6,41 ~~4,40~~ BS8,40 10,41 ✠LMC6,39	~~Got~~ Skm	*r*	CL N6,39	1916 6mo *Lloyd*	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth '*sA&CP*	RederiA/B Rex (K.M.Källström, *Mgr.*) *CellDBa*70′*u*E28′	280·2 P21′B68′F29′ FK *f*124′ 523*t FPT* 55*t*	41·9	18·9	Stockholm Swedish 4*BHCem* *APT*46*t*	T.3Cy.21″,35″&57″–36″ (*r*) 180lb 228NHP 2SB,*6cf*,GS113,HS3734 Cooper&Greig,Ld.Dundee	20 ″ 9 s2 ″ 11 18 ″ 1	
25639 DDRV	**Inge Christophersen** (*ex*Septima-38) 1*Dk&deep framing*	1353 980 800					1905	Flensburgr Schiffsb.Ges. Flensburg	H.W.Christopher- sen	230·6 P25′Q56′B64′F30′	34·4	15·2	Flensburg German *WB*	T.3Cy.15″,25⅝″&43$\frac{5}{16}$″–29½″ 102NHP FlensburgerSchiffsb.Ges.		G
25640	**Inge Mærsk** *OilEng.* D.F. E.S.D. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck* *CruiserStern in centre tanks*	9397 8688 5819	✠100A1 7,41 ~~8,40~~ DBS8,40 ✠LMC5,39 *Carrying Petroleum in bulk*	~~PN1~~ Bom	*e*†	CL	1939 5mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	UnionGovernment of SouthAfrica (Railways&Har- boursAdministra- tion,Durban) *CellD*	482·9 501·1(O.L.) P98′B34′F37′ FK *BuE*87′428*tDTf*26′	65·5	33·9	Durban British 14*BH* 438*t WTs a*	Oil Engines 4S.C.SA 7Cy.29⅛″–59$\frac{1}{16}$″ 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn 16′379*tFPT*165*tAPTs*230*t*	35 ″ 10 s8 ″ 0¾ 28 ″ 0¼	
25641 4849 SEYO	**Ingeborg** 2*Dks*	*1156* *676* *676*					1908	Lindhol- mensV.A. Gothenburg	RederiA/BSvenska Lloyd(K.R.Bök- man,*Mgr.*)	203·6 20·9	33·1	13·2	Gothenbrg Swedish *WB*	T.3Cy.16″,26½″&44″–30″ 35NHP LindholmensV.A.Got.		V
25642	— (*ex*AnniAhrens-40,*ex*Ursula Fischer,*ex*KommerzienratBoeckel) 1*Dk*	895 722 554					1904	Akt.Ges. "Neptun" Rostock		211·2 P13′Q65′B57′F26′	32·1	13·1	Mariehmn Finnish *WB*	T.3Cy.14⅜″,24¼″&38$\frac{9}{16}$″– 26¾″ 76NHP A.G."Neptun"Rostock		G
25643 5802 PEWN	— *ss*Imm.No.1-12 *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	479 397 233	✠100A1 1,42 ~~12,40~~ 12,41 DBS7,41 ✠LMC~~4,37~~ ~~✠LMC(M)6,39~~ *Carrying Petroleum in bulk*	~~Gms~~ Imm	*g*	N12,39	1937 4mo *Lloyd*	Jos.L. Meyer Papenburg a.d.Ems. '*sA&CP*	AlgemeenVracht- kantoorN.V.	159·1 167·9(O.L.) *Trunk* 91′ FK Q48′F19′ *FPT*45*tAPT*35*t*	25·8	11·6	Rottrdam Dutch 8*BH*	Oil Engines 2S.C.SA 6Cy.11$\frac{13}{16}$″–15¾″ 147NHP *Emade*32*fitted*37 DB*114lb* SulzerBros.Ld.Winterthur	12 ″ 2 s1 ″ 2½ 11 ″ 1½	
25644 OHZH	— (*ex*Nanset,*ex*Ingeborg) *Mchy.Aft* 1*Dk*	*367* *283* *170*					1898	P.Larsson Thorskog	Rederi A/B Inge- borg(CarlHelin)	140·9 132·8 Q42′B35′H14*t*F15′	24·1	10·9	Mariehmn Finnish *WB*	C.2Cy.15⅘″&24″–17$\frac{7}{16}$″ 20NHP TborskogsM.V.Thorskog		V

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B.of Trade Cert.
25645 OUHK	**Ingeborg S.** Now sailing as "St. Martin"	1Dk	1200 913 710					1924	Kjöbnhvns Flydk.Skbsv Copenhagen	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, Mgrs.)	235·4 P13'Q69'B98'F29'	36·2	13·7	Copnhagn Danish WB	T.3Cy.15",24"&40"-27" 83NHP KjöbnhavnsFlydk.Skbsv.		C
25646 8342 SFNO	**Ingegerd** (exVenus-39,exSt.Peters-34, exVega-33,exIlmatar, exLudvigTheisen) (See Sailing Ship Register)	WoodAux3MstSr OilEng.	345 314 251					1919	A/S Nakskov Skibsværft Nakskov	Th.Johansson	134·0 Q27'	30·4	12·6	Gravarna Swedish	Oil Engines 2S.C.SA 4Cy.$13\frac{1}{16}$"-$13\frac{3}{4}$" 120NHP Emade24 J.&C.G.BolindersMV.A/B		V
25647 LOEC	**Ingeniero Luis A. Huergo** Mchy.Aft	2Dks&Web frames Fitted for oil fuel Carrying oil in bulk	3327 2986 1993	✠ ... 9,21 ✠				1917 4mo	ForeRiver S.B.Corp. Quincy,Mass	ArgentineGovt. (Yacimientos Petroliferos Fiscales)	329·1 P71'B27'F31' FK	46·2	25·7	Bns.Aires Argentine WB	T.3Cy.22",37"&60"-42" 317NHP ForeRiverS.B.Corp.	27 ″ 0	
25648 FOOW	**Ingénieur Cachin** (exAlsatia-34)	TwinSc ssHav.No.3-5,35 ssChb.No.1-39 2Dks CruiserStern	1310 952 632	✠100A1 withfreeboard 2,39 ✠NB6,23 LMC2,39 For service in Cherbourg Harbour	Chb		CL 1,39	1923 6mo	Coaster Const.Co.Ld Montrose Lloyd'sA&CP	Soc.Cherbourgeoise deRemorq. &deSauvetage	200·5 B95' DTa16'125t	37·8 | 38·1 |	15·6 FK	Cherbourg French 5BHCem FPT100t	T.6Cy.$13\frac{1}{4}$",$21\frac{1}{4}$"&34"-21" 180lb (s) 164NHP NE19refitted6,23 2SB,6cf,GS104,HS3177 WallsendSlpwy&E.Co.Ld.	17 ″ 0 s 8 ″ 3 9 ″ 1	
25649 TTMX	**Ingénieur Minard** (exNomadic-34)	TwinScSp (Tender) 2Dks	1273 — 814					1911	Harland& Wolff,Ld Belfast	Soc.Cherbourgeoise deRemorq. &deSauvetage	221·0 Q23'B72'	37·1	12·4	Cherbourg French	C.4Cy.$13\frac{1}{2}$"&27"-18" 52NHP Harland&Wolff,Ld.Bel.		V
25650 TVCB	**Ingénieur Reibell** (exTraffic-34)	TwinScSp (Tender) 2Dks	675 609 420					1911	Harland& Wolff,Ld. Belfast	Soc.Cherbourgeoise deRemorq. &deSauvetage	175·0	35·1	12·4	Cherbourg French	C.4Cy.12"&24"-15" 36NHP Harland&Wolff,Ld.Bel.		V
25651 7849 SFAM	**Inger** D.F.	Strengthened for Navigation in Ice 1Dk&Shelter dk	*1562* *1346* *827*					1932	Nya Varvsaktb.Öresund Landskrona	A/B Transmarin (S.Redig, Mgr.)	258·7	40·5	16·0	Hlsngborg Swedish WB	T.3Cy.$17\frac{15}{16}$",$29\frac{15}{16}$"&$48\frac{7}{16}$"-$33\frac{1}{2}$" 136NHP NyaVarvsaktiebÖresund		N
25652 LEEC	— D.F.	CruiserStern 1Dk	*1418* *1095* *818*					1930	Trndhjms Mek.Værks. Trondheim	A/S Inger(Bachke &Co.)	249·8 Q98tP47tH143t	38·0	15·7	Trondheim Norwegian WB	T.3Cy.18",29"&50"-33" 144NHP TrondhjemsM.V.Trondhm		N
25653 OUHL	—	1Dk	1208 999 728					1922	A/S Köge Værft Kjöge	J.Lauritzen	239·9	35·7	14·5	Esbjerg Danish WB	C.4Cy.(2)$12\frac{3}{4}$"&(2)$27\frac{1}{2}$"-$27\frac{1}{2}$" NE30 96NHP Christiansen&Meyer,Hrbg		N
25654 7387 SIXR	— (exLynetten) (See Sailing Ship Register)	WoodAux4MstSr OilEng. 1Dk	*381* *332* *278*					1920	A/S Codanværftet Kjöge	OskarHermansson	137·2	30·2	12·7	Skärhamn Swedish	Oil Engines A/S DanskDieselmotor Kompagni,Holeby		V
25655 LCGL	**Inger Elisabeth** (exCissy-39)	2Dks	2166 1931 1297					1920	Framnes Mek.Værks. Sandefjord	A/S Inger(Jacob KjödeA/S,Mgrs.)	289·5 P76tH129tF9t	44·2	19·4	Bergen Norwegian WB	T.3Cy.22",35"&61"-36" 223NHP TrondhjemsMV.Trndheim		N
25656 LJXK	**Inger Johanne** D.F. Mchy.Aft	TwinSc OilEng. CruiserStern 1Dk CarryingPetroleum in bulk	1202 897 560					1938	Lübecker Flender-WerkeA.G LübeckSiems	A/SInger(Jacob KjödeA/S,Mgrs.)	231·5 P55'B33'F35'	34·7	14·4	Bergen Norwegian WB	Oil Engines 4S.C.SA 16Cy.11"-$16\frac{9}{16}$" 189NHP DeutscheWerkeKiel,A.G. Kiel		N
25657 LKIM	**Inger Lise** Mchy.Aft	CruiserStern 1Dk	1582 1283 890					1939	Porsgrund Mek.Værks. Porsgrunn	Alf.Monsen	246·6 P66'B14'F29'	37·9	18·2	Oslo Norwegian WB	C.2Cy.$13\frac{3}{4}$"&$27\frac{9}{16}$"-$27\frac{9}{16}$"& LPturbine withDRgearing &hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
25658 145481 MPGP	**Inger Toft** (exElphinston-36, exVanDyck,exPhyllis Seed,exLangfond)	1Dk ~~Fitted for oil fuel~~	2190 1954 1266	Examined LR ~~11,40~~8,41 ~~8,41~~ ~~11,40~~2,42 ~~BS5,40(180lb)~~ BS8,41(180lb)	Cff Bel			1920	SwanHunter&Wigham Richardson, Ld.Sunderlnd	Ministry of War Transport(Chine ShippingCo.Ld. Mgrs.)	285·6 P36'B74'F28'	41·5	19·9	London British WB	T.3Cy.22",35"&58"-39" 210NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		N
25659 8457 SDRT	**Ingeren** (exBerwindvale) Mchy.Aft D.F.	ssShi.2ndNo.3-8,36 1Dk(Stl) Cantilever framed topside tanks	6123 4802 3266	✠100A1 ~~8,41~~ ~~11,41~~2,42 Examined ~~7,41~~ 2,42 ✠LMC MS8,36 BS~~1,41~~2,42	~~Got~~ Got	z	CL ~~11,40~~ ~~3,41~~ 7,41	1911 3mo	SirRaylton Dixon&CoLd. Middlesbro' Lloyd'sA&CP	SvenskaStatens Traffikkommission (SvenskaOrient Linien,Mgrs.) CellDBuE&B69' f272'1163t topside tanks269'1130t FPT557tAPT60t	405·0 P&B247'F42'	54·2	26·4 FK	Stockholm Swedish 6BHCem	T.3Cy.28",46"&77"-48" (s) 180lb 542NHP 3SB,9cf,GS188,HS7743 FD Richardsons,Westgarth&Co.Ld.Hpl.	29 ″ 3 s4 ″ $11\frac{1}{2}$ 24 ″ $6\frac{1}{2}$	
25660 LDDZ	**Ingerfem** (exOvre,exAthamas) D.F.	1Dk	3987 3581 2360					1912	W.Doxford &Sons,Ld. Sunderland	A/S Inger(Jacob KjödeA/S,Mgrs.)	370·5 P109tH112tF55t	51·2	22·7	Bergen Norwegian WB	T.3Cy.25",42"&70"-45" 329NHP W.Doxford&Sons,Ld.Sld.		N
25661 LCOX	**Ingerfire** (exAlexandra) D.F.	ssBgn.2ndNo.3-5,30 ssBgn.No.2-38 1Dk(Stl)&wide spaced hold beams & web frames	3835 3529 2367	✠100A1 ~~8,41~~ ~~10,40~~5,42 BS~~10,40~~ 9,41 ✠LMC9,38	~~Liv~~ ~~Bkn~~Shl	v	CL ~~N5,39~~ 5,42	1905 11mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	A/S Inger(Jacob KjödeA/S,Mgrs.) CellDBa122'uE24' f138' 937t FPT89tAPT97t	346·5 359·4(O.L.) P27'B74'F30'	49·6	25·5 FK	Bergen Norwegian 6BHCem	T.3Cy.25",41"&67"-45" (s) 180lb 339NHP 2SB,8pf,GS156,HS5390 G.Clark,Ld.Sunderland	26 ″ 4 s4 ″ $5\frac{1}{2}$ 22 ″ 1	
25662 OHWY	**Ingerois** (exRené-34, exMinisterDelbeke) D.F.	1Dk	1995 — 1212					1909	Irvine'sSB &D.D.Co.Ld. W Hartlepool	A/B Mare (Th.Kramer,Mgr.)	290·6 279·7 P24'B60'F28'	40·2	18·5	Åbo Finnish WB	T.3Cy.$20\frac{1}{2}$",33"&54"-36" Richardsons, 175NHP Westgarth&Co.Ld.Hpl.		C
25663 LDDU	**Ingerseks** (exWascana-34)	ssBgn.No.3-10,26 ssStv.No.2-34 1Dk(Stl) Cantilever framed topside tanks Cargo battens not fitted	4969 4540 2612	✠100A1 6,38 BS7,38 ✠LMC5,34 (SEE FOOT NOTE *)	Bgn	y	CL 10,38	1913 7mo	SirRaylton Dixon&Co Ld Middlesbro' Lloyd'sA&CP	A/SInger(Jacob KjödeA/S,Mgrs.) CellDBa129'uE&B39' f161' 1016t topside tanks342'1516tFPT95tAPT155t	380·0 392·6(O.L.) P33'B105'F35'	52·5	27·4 FK	Bergen Norwegian 6BHCem	T.3Cy.$25\frac{1}{2}$",42"&70"-48"(s) 180lb 390NHP 3SB,9cf,GS176,HS6303 Richardsons,Westgarth&Co.Ld.Mdb.	30 ″ 0 s5 ″ $9\frac{3}{4}$ 24 ″ 5	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	Registres où cote si ce n'est dans le L.R. Durée.Cert.B.of Trade.
25664 LEMA	**Ingerto** (*ex*JohnR.Gibbons) *ss*Bgn.No.3-5,32 D.F. *ss*Gls.No.2-42 ~~*ss*Bgn.No.1-36~~ 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3089 2720 1773	✠100A1 4,39 ~~BS4,39~~ ✠LMC~~3,36~~ 7,41 ~~(SEE FOOT NOTE *)~~	Bgn	*u*	CL N2,37	1920 7mo	UnionS.B. Co. Baltimore Md A&CP	A/S Inger(Jacob KjödeA/S, *Mgrs.*) *CellD*	318·6 P36'B94'F36' FK *B*278'749*t* *FPT*69*t*	46·2	22·0	Bergen Norwegian 5*BHCem* *APT*252*t*	T.3Cy.20",37½"&60"-42" (*s*) 185lb 300NHP 2SB,6*cf*,GS159,HS5226 EllicottMachineCorp. Baltimore,Md.	24 " 5 s3 " 11¾ 20 " 7	
25665 LCSV	**Ingertre** (*ex*JulianneI-38, *ex*Lövstakken-33) 1*Dk* *Fitted for oil fuel*	2462 2215 1462					1921	Burntislnd S.B.Co.Ld. Burntisland	A/SInger(Jacob KjödeA/S, *Mgrs.*)	301·0 P72*t*H102*t*	43·7	22·2	Bergen Norwegian *WB*	T.3Cy.21",35"&57"-36" 195NHP Cooper&Greig,Dundee		N
25666 DOFK	**Ingo** Ⓟ Sub.Sig. D.F. 2*Dks*	3950 3427 2362					1926	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H.(WoermannLinieA.G. DeutscheOst-AfrikaLinie,*Mgrs*)	382·4 P&B305'F46'	50·2	21·9	Bremen German *WB*	T3Cy$25\frac{3}{8}$",$40\frac{9}{16}$"&$67\frac{11}{16}$"-47¼" 316NHP J.Frerichs&Co.A.G.		G
25667 5795 SDOM	**Ingolf** (*ex*Casablanca-35, *ex*Louise) Iron *ss*Stn.4thNo.3-8,20 1*Dk*2*trB* *Well deck* *Web frames*	*1191* *840* *638*	... 9,21				1872 8mo	Burmeister &Wain Copenhagen	FiskeriA/B Ingolf (CarlDahlberg, *Mgr.*)	233·0 P148'F27'H7*t* BK8"	30·2	15·8	Kivik Swedish *WB*	C.4Cy.21"&44"-30" 138NHP Burmeister&Wain,Cpn.	17 " 0	V †
25668 LEEF	**Ingöy** Ⓟ (*ex*Ingö,*ex*Kong Eystein) Iron 1*Dk*&*Spar dk*	327 302 176					1870	Trndhjms Mek.Verks. Trondheim	Finmarks Fylkesrederi	125·1 H25*t*	21·5	16·5	Hammrfst Norwegian	T.3Cy.11",18"&29"-24" NE&B28 41NHP BergensM.V.Bergen		
25669 LCBX	**Ingria** TwinSc *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk*	4391 3887 2607					1931	Akt.Burmeistr&Wain Copenhagen	A/S Inger(Jacob KjödeA/S, *Mgrs.*)	379·4 P73*t*H367*t*F19*t*	54·2	24·4	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP Akt.Burmeistr&Wain,Cpn		N
25670 LJBV	**Ingrid** (*ex*Haiti-36, *ex*GreatFalls) 1*Dk*2*trB* *Fitted for oil fuel*	2606 2261 1612	✠ ... 3,22 ✠				1920 4mo	McDougall DuluthCo Duluth,Minn.	A/S I.A.Hamres Rederi(Ingrid Hamre)	251·0 P25'B64'F20' FK	43·7	25·8	Oslo Norwegian *WB*	T.3Cy.21",35"&59"-42" 226NHP McDougallDuluthCo.	28 " 2	N †
25671 DICK	**Ingrid Horn** Ⓟ *OilEng.* D.F. Sub.Sig. 2*Dks*	4006 3321 2409					1928	F.Schichau Elbing	H.C.Horn	313·8 F37'	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.26¾"-47¼" 620NHP F.Schichau,Elbing		G
25672 OFBX	**Ingrid Thorden** (*ex*Knäppingsborg) *ss*Shl.No.3-11,32 Sub.Sig. *ss*Got.No.2-40 ~~*ss*Hfs.No.1-36~~ D.F. 1*Dk*&*Shelter dk*(*Stl*)	1869 1621 1005	✠100A1 *with freeboard* 10,40 ~~1,39~~ ~~BS9,39~~ ✠LMC~~11,36~~ 10,40 No later survey reported	~~Cff~~ Got	*r*	OG ~~1,39~~ 9,40	1920 10mo A&CP	Akt.Lindholmen-Motala Gothenburg	RederiA/BThor (G.B.Thordén, *Mgr.*) *CellL*	277·6 264·6 FK *B*223'470*t* *APT*41*t*	42·7	18·2	Helsingfrs *Brändö* Finnish 4*BHCem* (*Coll to Sh dk* 3 „ 2*nd* „)	T.3Cy.21½",$32\frac{7}{16}$"&55"-36" 185lb (*s*) 216NH 2SB(Spt),4*cf*,GS66, HS2850 FD Akt.Lindholmen-Motala	20 " 6 s1 " 5½ 19 " 2¼	
25673 UOYB	**Ingul** (*ex*Sirehei-33,*ex*Svarv-33, *ex*Ceralvo) Sub.Sig. 1*Dk*	2324 1942 1394					1918	McDougall DuluthCo. Duluth,Min.	U.S.S.R.	250·3 P24'B64'F21'	43·4	21·4	Odessa Russian *WB*	T.3Cy.20",33"&54"-40" 184NHP McDougall,DuluthCo.		
25674 OFBV	**Inha** (*ex*Sitav-37,*ex*Miguel-37, *ex*Eros) *ss*Tln.3rdNo.3-6,38 D.F. 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	2733 — 1535	✠100A1 2,41 BS5,40 ✠LMC5,38 No later survey reported	NYk	*l*	7,39	1899 11mo	R.Thompson&Sons Sunderland A&CP	FartygsA/BInha LaivaO/Y(O/Y Chartering Agency JohnDahlbergA/B, *Mgrs.*) *CellDBa*	313·0 323·8(O.L.) P29'B94'F34' FK 98'*uE*22' *f*128'662*t*	44·2	20·6	Helsingfrs Finnish 5*BHCem* *APT*55*t*	T.3Cy.22",36½"&60"-42" (*s*) 180lb NDB13 253NHP 2SB,6*pf*,GS97,HS3910 N.E.MarineCo.Ld.Sld.	23 " 0 s 3 " 5¼ 19 " 9	
25675 CSAV	**Inhambane** (*ex*Essen) *ss*Ant.2ndNo.3-7,37 *Well deck* 2*Dks*(*Stl*)&3*rd dk in No* 1 *hold only*	6051 5471 3763	✠100A1 ~~7,41~~ ~~12,40~~ 3,42 BS12,40 ✠LMC7,37	Lis	*b*†	CL ~~6,39~~ 7,41	1912 8mo	J.C.TecklenborgA.G. Wesermünde-G.	Soc.Geral deCommercioIndustria e TransportesLtda. *Cell*	450·8 P&B392'F45' FK *DBa*146'*uE*&*B*71'	57·2	27·0	Lisbon Portuguese 9*BHCem* *f*190'1453*t*	T.3Cy.$27\frac{15}{16}$",$46\frac{13}{16}$"&78¾"-$53\frac{15}{16}$" 206lb (*s*) 703NHP 4SB,12*cf*,GS236,HS10334 FD J.C.TecklenborgA.G.Wsm	29 " 8 s4 " 8¼ 25 " 2	
25676 CSAM	**Inharrime** 2*Dks* *CruiserStern*	1645 1300 930					1939	Cant.Nav. Riuniti Ancona	Companhia Nacional de Navegacao	236·3	36·7	19·6	Lourenço Marques Portuguese	T.3Cy$19\frac{5}{16}$"31½"&53⅛"-37⅜" 61NHP CantieriNavaliRiuniti,Anc		
25677 163217 GYMD	**Inishtrahull** *Mchy.Aft* *CruiserStern* 1*Dk*	869 597 456					1935	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*)	197·7 Q112'B11'F30'	30·7	12·1	Belfast British *WB*	T.3Cy.14½",25"&41"-30" HS2357 131NHP J.Lewis&Sons,Ld.Abn.		C
25678 164323 GZSS	**Inkosi** D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	6618 4950 4055	✠100A1 3,40 BS3,40 ✠LMC6,37 ✠Lloyd'sRMC1,40	Lon	*a*†	CL	1937 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	MinistryofWar Transport (T.&J. Harrison,*Mgrs.*) *CellD*	414·8 429·6(O.L.) P37'B163'F41' FK *B*340'1039*t* *FPT*42*t*	56·0	28·5	Liverpool British 8*BHptCem* *ptAsp* *APT*58*t*	Q4Cy.28",41½",59"&84"-54" 235lb (*r*) 835NHP 4SB(Spt),16*cf*,HS12000 FD WallsendSlpwy.&E.Co.Ld	31 " 0 s 5 " 7 25 " 7	
	Now "Empire Chivalry," *see No.* 36267 *in Supplement*															
25679 LJHS	**Inneröy** *ss*N.Yk.No.1-41 *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	8260 7504 4970	*Fitted for oil fuel* 6,37 *F.P. above* 150°F. ✠100A1 ~~6,41~~ ~~4,41~~ 12,41 DBS9,40 ✠LMC12,36 *Carrying Petroleum in bulk*	~~Gls~~ ~~NYk~~ Bry	*c*†	CL 6,40	1936 12 mo *Lloyd*	Eriksbergs M.V.Aktieb Gothenburg '*sA&CP*	ErlingH.SamuelsensRederi A/S (ErlingH.Samuelsen,*Mgr.*) *CellDB*	469·2 486·0(O.L.) P92'B28'F40' FK *uE*68'186*tDTf*23'4	61·1	34·5	Oslo Norwegian 12*BHptCem* 60*tAPT*139*t*	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"-47¼" 644NHP 2DB142*lb* Akt.Burmeistr&Wain,Cpn	34 " 0 s7 " 5 26 " 9¾	
25680 142838 GCMQ	**Innerton** *ss*Shl.No.3-8,31 *ss*Nwc.No.2-40 1*Dk*(*Stl*)	5276 4827 3241	✠100A1 7,41 9~~,40~~ ✠LMC MS9,40 BS~~5,40~~ 7,41	Nwc	*y*	CL 8,40	1919 8mo *Lloyd*	Ropner& Sons,Ld. Stockton '*sA&CP*	R.Chapman&Son *CellDB*	400·1 P49'B113'F40' FK 340'1072*tFPT*131*t*	52·3	28·5	Newcastle British 7*BHCem* *APT*214*t*	T.3Cy.25",42"&73"-48" (*s*) 180lb 452NHP 3SB(Spt)9*cf*,GS190,HS7668 Blair&Co.Ld.Stockton	31 " 0 s6 " 0¼ 25 " 3	
25681 160474 GNVW	**Innesmoor** *OilEng.* *ss*Bly.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4392 4060 2649	✠100A1 *with freeboard* ~~7,41~~ ~~12,40~~ 1,42 Examined 7,41 DBS7,41 ~~DBS7,40~~ ✠LMC7,36 ✠LMC(M)11,38	~~Hul~~ Gls Grk	*y*	CL 11,38	1928 5mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	MoorLine,Ld. (RuncimanShippingCo.Ld.*Mgrs.*) *Cell DB*317'1011*t* *MT*26'988*t*	375·0 391·0(O.L.) F30' FK *FPT*140*tAPT*220*t*	52·6	25·7	London British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB120*lb* W.Doxford&Sons,Ld.Sld.	~~28 " 3~~ ~~s3 " 0½~~ ~~20 " 5~~ 36 " 4 s10 " 1¼ 26 " 5	
25682 LEEI	**Innherred** Ⓟ 2*Dks*	339 309 178					1929	Trndhjms Mek.Værks Trondheim	IndherredsAktie-Dampskslsk.	130·3	22·1	16·1	Steinkjer Norwegian *WB*	T.3Cy.12½",20"&33"-21" 50NHP TrondhjemsM.V.Trondhm		N

~~*Surveys delayed. Vessel, when last reported, in port in enemy occupation.~~

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25683 131515 VJQW	**Innisfail** (*ex*Blaxland) TwinSc *ss*Bsb 2ndNo.3–11,35 *Mchy.Aft* *ss*Bsb.No.1–39 1*Dk*(*Stl*-ws)	399 300 144	✠ A1 *Queensland Coasting* 11,41 ~~11,40~~ BS11,40 ✠LMC11,39	~~Bsb~~Syd		OG ~~11,38~~ 10,41	1912 4mo	Mackie & Thomson,Ld. Glasgow *Lloyd*'*sA&CP*	AustralianSteam-shipsProprietary, Ld.(HowardSmith Ld. *Man.Agents*)	144·5 B13'F26' FK *FPT*	32·2	7·2	Melbourne British 3*BHCem* 45*tAPT*32*t*	C.4Cy.12¼"&24"–16" (*s*) 120lb 48RHP 1SB,3*cf*,G56,HS1400 J.Ritchie,Glasgow	8 ″ 0 1 ″ 2¾ 7 ″ 1	
25684 PJCB	**Ino** *OilEng.* *Mchy.Aft*	374 287 168					1936	Gebroeders Pot Bolnes	West-Indische Scheeps.Maats.	162·6	29·4	8·9	Curaçao Dutch	Oil Engines 2S.C.SA 7Cy.10 13/16"–18⅞" 132NHP Gebr.Stork&Co.Hengelo		VL
25685 EAFH	**Inocencio Figaredo** (*ex*Olavarriaga, *ss*Liv.No.3–8,10 *ex*HolmsIsland, *ss*Bbo.No.2–20 *ex*Grelford, *Spar dk*(*Irn*)2*tr B*& *ex*NancyLee,*ex*Minterne) *deep framing*	*2823* *2647* *1802*	✠ 10,23 ✠	Bbo	*u*		1898 4mo	ShortBros. Sunderland	Minas deFigaredo S.A. *CellD*	316·0 P31'B78'F31' FK *Ba*100'*uE*24'*f*124'	42·1	17·0 24·1	Gijon Spanish 6*BHCem* 723*tAPT*75*t*	T.3Cy.23",38"&62"–42" 256NHP 2SB,6*pf*,GS117,HS3950 J.Dickinson&Sons,Ld.Sld.	26 ″ 9	V †
25686 EAIA	**Inogedo** (*ex*Principe deAsturias) 1*Dk*	399 — 185					1917	Astilleros Riera Gijon	Cia.AnonMaritima Torrelaveguense	135·2 F41'	25·0	13·3	Santander Spanish	C.2Cy.15"&34"–23½" NB30 46NHP E*made*91 VulcanIronWorks (Tyndall&Co.),Hull		
25687 LOHF	**Inspector Benedetti** (*ex*Arcangelo-33,*ex*Vigo) *Fitted for oil fuel* 2*Dks*3*trB*	4172 — 2378					1905	Earle'sCo. Ld. Hull	Cia.Argentina de Nav.Mihanovich Ltda.	336·0	48·3	22·8	Bns.Aires Argentine *WB*	T.3Cy.20",32½"&54"–42" 189NHP Earle'sCo.Ld.Hull		
25688	**Inspiration** TwinSc (*ex*KosmosI-39, *ss*Hna.No.3–4,40 *ex*Kosmos) 1*Dk*(*Stl*)&*Webframes* Now "Barranquilla," *see No.* 35715 *in Supplement*	623 542 348	A1 *with freeboard corresponding to an extreme summer draught of* 14'4" 5,40 LMC4,40 ✠NB19*refitted*28 *For service in the Gulf of Mexico, Carribbean Sea & Atlantic & Pacific Coasts of Colombia & Panama* *Fitted for oil fuel* 8,28 *F.P. above* 150° F.	Boa		OG s2,40 P3,40	1920	Schiffsw.u. Mch."Hansa" A.G.Tönning	Cia.deNav.y Tierras"Elliot," S.A. *CellDB*125'	185·5 P11' FK 102*tDTsa*9*tFPT*8*t*	25·3	15·6	Buenaven-tura Colombian 5*BHptCem* *ptAsp* *APT*4*t*	T.6Cy.12",18"&28"–18" (*r*) 180lb 151NHP NE*made*07*refitted*28 1SB,3*cf*,HS2733 FD UnionIronWorks,S.Fo.	18 ″ 4 s 4 ″ 0¾ 14 ″ 4	
25689 PEWZ	**Insulinde** *OilEng* 1*Dk* *Mchy.Aft* *CruiserStern*	332 236 155					1937	N.V.Noord Nederlndsch. Schpswerven Groningen	J.Salomons	133·1 P41'F15'	23·0	9·5	Stads-kanaal Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10 13/16"–15¾" 68NHP MtrnWerkeMannheimAG		V
25690 816 IBJB	**Integritas** (*ex*AngeloToso) D.F. 2*Dks*	5952 — 3257					1917	Soc.Eser- cizioBacini RivaTrigoso	Soc.Anon. per l'In-dustria ed ilCom-mercioMarittimo "NovaGenuensis"	398·0 384·1 P28'B250'F42'	51·7	30·8	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/10"–48" Soc.Esercizio 336NHP Bacini,RivaTrigoso		CI
25691 218721 KITQ	**International** (*ex*LakeSingara) 1*Dk* Sub.Sig. GyC. *Fitted for oil fuel*	2740 — 1760					1919	Gt.Lakes Eng.Works Ashtabula,O.	International ShippingCo.	261·0 P32'B65'F24'	43·5	22·5	Norfolk,VA Utd.States *WB*	T.3Cy.21",35"&59"–42" GreatLakes 352NH Eng.Works,Ashtabula,O.		
25692 UOKI	— IronTwinSc (*ex*VaglianoV.) 1*Dk*	379 343 261					1888	T.B.Seath &Co. Glasgow	U.S.S.R.	174·7 P8'B20'F14'	27·2	9·2	Rostoff Russian	C.4Cy.11½"&20½"–17" NB35 29NHP T.B.Seath&Co.Glasgow		
25693 HPQC	**Intrepido** (*ex*E.M.Bunce-40, *ex*Montfaucon) *ss*Clv.No.3–6,40 1*Dk*(*Stl*)	2310 1949 1440	✠100A1 9,41 ~~9,40~~ BS9,41 ✠LMC6,40 *Fitted for oil fuel* 8,40 *F.P. above* 150°F.	NYk	*r*	CL 5,40	1920 8mo	Detroit S.B.Co. Wyandotte	Cia.Diana de VaporesSoc.Anon. *CellD*	251·0 P27'B64'F26' FK *B*204' 531*t FPT*58*t*	43·6	22·2	Panama Pnamanian 4*BHptCem* *APT*89*t*	T.3Cy.20",33"&54"–40" (*r*) 185lb 265NHP 2SB,4*cf*,GS88,HS3940 FD DetroitS.B.Co.Detroit	24 ″ 2	
25694 119 IOUM	— WoodAux3MstSr (*ex*GaetanoSerra) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	551 — 317					1921	A.Terriz- zano Cervo	Soc.Anon.Italiana Import.Carboni e Navigazione	154·2 124·6	30·3	16·4	Savona Italian	Oil Engines 2S.C.SA 4Cy.11"–17⅓" 85NHP SulzerFrères,Winterthur		I
25695 3547 JCWE	**Inusima Maru No. 1** Sp 1*Dk*	598 559 325					1898	OsakaIron Works Osaka	IinoTorakichiK.K.	169·0	30·0	14·1	Hutye Japanese *WB*	T.3Cy.14",22"&37"–27" 71NHP OsakaIronWorks,Osaka		
25696 3634 JTDH	**Inusima Maru No. 2** 1*Dk*	616 573 335					1899	OsakaIron Works, Osaka	IinoKisenK.K.	164·0	30·6	14·8	Hutye Japanese	T.3Cy.14⅓",22¼"&37⅛"–27" 77NHP OsakaIronWorks,Osaka		
25697 4522 JJKE	**Inusima Maru No. 6** Sp 1*Dk*	587 546 308					1899	Ishikawa- jimaSBCoLd. Tokyo	IinoTorakichiK.K.	165·8 *WB*	29·5	13·3	Kobe Japanese	T.3Cy.14½",22"&37"–27" 71NHP IshikawajimaCo.Tokyo		
25698 147914 GKTW	**Invella** *ss*Nwc.No.3–7,36 D.F. 2*Dks*(*Stl*)	5026 4743 3135	✠100A1 11,40 Examined 11,40 BS2,42 ✠LMC2,40	Shl	*y*	CL 11,40	1924 8mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd*'*sA&CP* *Intermediate'tween dk BH in forward hold & intermediate'tween dk BH in after hold dispensed with*	S.S.IndunaCo.Ld. (Maclay&McIn-tyre,Ld.*Mgrs.*) *CellDBa*141'394*t*	400·1 413·2(O.L.) P37'B121'F45' FK *f*180 532*tFPT*129*t*	52·2	28·5	Glasgow British *Cem* 4*BH to Udk* 2 „ „2*nd* „ *APT*106*t*	T.3Cy.26",44"&73"–48" (*s*) 180lb 513NHP 3SB(Spt),9*cf*,GS190, FD HS7620 J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s5 ″ 11¼ 25 ″ 4	
25699 164267 GYMJ	**Inventor** 2*Dks* *CruiserStern*	6210 5774 3840	✠100A1 ~~9,41~~ ~~3,41~~ 5,42 BS9,41 Examined ~~8,40~~ 9,41 ~~BS9,39~~ ✠LMC9,35	Mch Liv	*a*†	CL 5,39	1935 9mo	D&WHen- dersn&Co.Ld. Glasgow *Lloyd*'*sA&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellDB*365'1301*t*	437·9 453·0(O.L.) P45'B144'F42' FK *DTa*32' 845*t FPT*	56·0	29·5	Liverpool British 8*BHCem*· (1„ *to* 2*nd dk*) 89*tAPT*59*t*	T.3Cy.28",46"&81"–54" (*r*) 215lb *120lb* 587NHP 2DB(Spt),12*cf*,GS272, HS9212 D&W.Hendersn&CoLdGls	32 ″ 0 s 6 ″ 6½ 25 ″ 8	
25700 143371 GBVW	**Inverarder** (*ex*WarHagara) *ss*Bel.No.3–3,34 *ss*Fal.No.1–38 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	5578 4713 3367	✠100A1 ~~5,41~~ 12,41 Examined 12,41 ~~BS5,41~~ ✠LMC12,41 ~~4,38~~ *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 7,19 *F.P. above* 150° F.	~~Sou~~ Sou	*z*	CL N11,39	1919 7mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	BritishMexican PetroleumCo.Ld. (R.A.Carder*Mgr.*) *Middle line bulk head not oil tight* *CellDBuE&B*	400·0 410·2(O.L.) P49'B121'F45' FK 71'274*tDTf*49'286*t*	52·4	28·5	London British 11*BHptCem* *DTa*35'187*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland *FPT*100*tAPT*80*t*	31 ″ 0 s5 ″ 7¾ 25 ″ 7	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chandières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
25701 147899 GKML	**Inverbank** TwinSc *OilEng.* ssAnt.No.3-6,37 1*Dk*(*Stl*)&*Shelterdk*(*Stl*-ws) *Tonnage opening closed* '42(*W.E.*)	5149 4768 3113	✠100A1 *withfreeboard* ~~6,41~~ ~~6,40~~ 12,41 Examined 5,42 DBS5,41 ✠LMC6,37 ✠LMC(M)11,38 *Carrying vegetable oil in deep tank*	~~Ddn~~ ~~Gal~~ Cal Liv	*a*†	CL ~~s11,37~~ P6,40 S6,41	1924 5mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*357'1121*t tanks between tunnels*115'251*tDTf*32'1067*tFPT*106*t APT*132*t*	420·4	53·9	26·5 FK	Glasgow British 7*BHptCem* (*Coll BH to Sh dk* 6 ,, ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$″-$37\frac{13}{16}$″ DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	~~29 ″ 2~~ ~~s 8 ″ 7¾~~ ~~25 ″ 8~~ 37 ″ 2 s10 ″ 11¼ 26 ″ 8	
25702 159824 GPYF	**Inverilen** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk in Mchy. space* *Mchy.Aft Cruiser Stern* *Longitudinal framing at bottom & deck in centre tanks*	9456 8656 5561	✠100A1 1,42 ~~8,41~~ ✠LMC12,38 ✠LMC(M)4,41 *Carrying Petroleum in bulk*	~~NYk~~ Gal	*e*†	CL 1,42	1938 12mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd*'*sA&CP*	InverTankers,Ld. (A.Weir&Co. *Mgrs.*) *CellDBuE*50'68*t DTf*27' 338*tFPT*159*tAPT*76*t*	503·2 522·0(O.L.) P122'B34'F60'	67·3	34·2 FK	Glasgow British 18*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.26¾″-47¼″ 997NHP 2DB*180lb*&DB(WT)*180lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	34 ″ 2 s 6 ″ 9½ 27 ″ 7¼	
25703 145044 MPZX	**Inveritchen** ssSou.No.3-2,34 ssSou.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)	708 631 419	✠ A1 *withfreeboard* ~~6,40~~12,41 Examined 12,41 BS6,41 ✠LMC3,38 *For Coasting services Dover to Falmouth, Dunkirk to Cherbourg, also Southampton to Rouen* *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	~~Sou~~ Sou		CL 5,40	1920 9mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	Anglo-American OilCo.Ld. (R.A.Carder,*Mgr*)	180·0	40·1	12·2 FK	London British 7*BHptCem*	C.2Cy.13½″&27″-18″ (*s*) 100lb 62RHP 1SB.*3cf*, HS1654 A.&J.Inglis,Ld.Glasgow	12 ″ 9 s 4 ″ 7 8 ″ 3	
25704 148567 GLCN	**Inverlago** TwinSc ssAru.No.3-3,38 *Mchy.Aft* 1*Dk*(*Stl*)	2372 1743 1235	✠100A1 9,40 ✠LMC MS3,37 BS~~1,40~~ 9,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,25 *F.P. above* 150° F.	Aru	*t*	CL 8,40	1925 3mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Wing tanks f*286*ta*356*tFPT*60*t APT*75*t*	305·7 P67' *Trunk dk*204' F34'	50·2	14·3 FK	London British 7*BHptCem*	T.6Cy.13½″,23½″&36″-27″(*s*) 180lb 196NHP 2SB,*6cf*,GS98,HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 0 s 1 ″ 10¼ 13 ″ 3	
25705 159807 GPRX	**Inverlee** *OilEng.* *Mchy.Aft* 1*Dk*,2*nd dk clear of cargo* D.F. E.S.D. *tanks Part electrically welded* *CruiserStern*	9158 8340 5496	✠100A1 3,41 ~~9,40~~ ✠LMC3,38 ✠LMC(M)3,40 *Carrying Petroleum in bulk*	~~Gls~~ NYk	*d*†	CL 8,41	1938 3mo	Bremer Vulkan Vegesack *Lloyd*'*sA&CP*	InverTankers,Ld. (A.Weir&Co. *Mgrs.*) *CellDBuE*72'204*tDTf*36'504*tFPT*188*tAPT*101*t*	480·1 497·9(O.L.) P103'B33'F44'	63·8	35·7 FK	Glasgow British 10*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.26¾″-47¼″ 1001NHP 2DB-*180lb* BremerVulkan,Vegesack	35 ″ 4 s 7 ″ 1 28 ″ 6½	
25706 165779 GBXG	**Inverness** 1*Dk& Shelter dk* *CruiserStern* *Tonnage opening closed* 41 (*W.E.*)	4897 4355 2743	✠100A1 *withfreeboard* 6,41 ~~1,41~~ ✠LMC1,40	~~Hul~~ Mch	*a*†	CL	1940 1mo	JLThomp- son&Sons,Ld Sunderland *Lloyd*'*sA&CP*	B.J.Sutherland& Co.Ld. *CellDB*289'975*t Tanks at sides of tunnel* 390*tFPTs*324*tAPT*145*t*	415·1 431·8(O.L.) F36'	58·2	24·8 FK	Newcastle British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd*,,)	T.3Cy.23″,38″&65″-42″ (*s*) 220lb Rht. 365NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS116,HS5075 N.E.MarineEng.Co.(1938) Ld.Nwc.	36 ″ 4 s10 ″ 6¾ 26 ″ 0	
25707 148587 MNFL	**Inverpool** ssBkn.No.3-2,38 *Mchy.Aft* 1*Dk*(*Stl*)	680 565 286	✠100A1 7,41 ~~7,40~~ BS7,41 ~~BS7,40~~ ✠LMC2,38 *Carrying oil fuel in bulk F.P above* 150° F. *Fitted for oil fuel* 5,25 *F.P. above* 150° F.	~~Bkn~~ Bwg	*i*	CL 7,40	1925 5mo	Harland& Wolff,Ld. Govan *Lloyd*'*sA&CP*	Anglo-American OilCo.Ld. (R.A.Carder,*Mgr*) *Middle line BH not oil tight FPT*113*t APT*35*t*	169·1 F28' *Trunk*86'	31·1	14·5 FK	London British 6*BHptAsp*	T.3Cy.13½″,23½″&36″-27″(*s*) 180lb 90RHP 1SB,*3cf*,HS1624 FD A &J.InglisLd.Glasgow	14 ″ 6 s 1 ″ 4¼ 13 ″ 3¼	
25708 148577 GLCW	**Inverrosa** TwinSc ssCco.No.3-8,37 *Mchy.Aft* 1*Dk*(*Stl*)	2372 1743 1235	✠100A1 9,40 BS4,41 ~~BS11,39~~ ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,25 *F.P. above* 150° F.	Aru	*t*	CL S4,38 P8,38	1925 4mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Wing tanks f*286*t a* 356*t FPT* 60*t APT*75*t*	305·7 P67' *Trunk dk*204' F34'	50·2	14·3 FK	London British 7*BHptCem*	T.6Cy.13½″,23½″&36″-27″(*s*) 180lb 196NHP 2SB,*6cf*,GS98,HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 0 s 1 ″ 10¼ 13 ″ 3	
25709 148628 GMTD	**Inverruba** TwinSc ssAru.No.3-9,37 *Mchy.Aft* 1*Dk*(*Stl*)	2372 1743 1235	✠100A1 ~~7,40~~ ~~10,40~~ 10,41 BS10,41 ~~BS10,40~~ ✠LMC9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,25 *F.P. above* 150°F.	Aru	*t*	CL ~~7,38~~ 4,41	1925 7mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Wing tanks f*286*t a*356*t FPT* 60*t APT*75*t*	305·7 P67' *Trunk dk*204' F34'	50·2	14·3 FK	London British 7*BHptCem*	T.6Cy.13½″,23½″&36″-27″(*s*) 180lb 196NHP 2SB,*6cf*, HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 0 s 1 ″ 10¼ 13 ″ 3¾	
25710 159823 GQCN	**Inversuir** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk in Mchy.space* *Mchy.Aft Cruiser Stern* *Longitudinal framing at bottom & deck in centre tanks*	9456 8656 5561	✠100A1 3,41 ✠LMC11,38 ✠LMC(M)12,40 *Carrying Petroleum in bulk*	Avn	*e*†	CL	1938 11mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd*'*sA&CP*	InverTankers,Ld. (A.Weir&Co. *Mgrs.*) *CellDBuE*50'68*tDTf*27'338*tFPT*159*t APT*76*t*	503·2 522·0(O.L.) P122'B34 F60'	67·3	34·2 FK	Glasgow British 18*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.26¾″-47¼″ 997NHP 2DB*180lb*&DB(WT)*180lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	34 ″ 2 s 6 ″ 9½ 27 ″ 7¼	
25711 167606 GLJG	**Invicta** Ⓟ TwinSc E.S.D. *Cruiser Stern* 3*Dks*	4178 2851 1982					1940	WmDenny &Bros.Ld. Dumbarton	SouthernRailway	336·5	50·1	24·5	London British *WB*	4 steam turbines SR geared to 2 sc. shafts Wm.Denny&Bros.Ld.Dmb		
25712 LJRY	**Inviken** (*ex*LuHsing-37, *ex*ElaineL.D.-35, 1*Dk* *ex*Merkator) *Fitted for oil fuel*	4171 3603 2840					1925	Nüscke& Co.A.G. Stettin	Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*)	346·8 P26'B118'F48'	50·8	24·5	Bergen Norwegian *WB*	C.4Cy.(2)$18\frac{11}{16}$″&(2)39⅜″- 39⅜″ 162NHP A.Borsig,Berlin		N
25713	**Invincible** 1*Dk& Web frames* Sub.Sig. *Longitudinal framing* ~~*Fitted for oil fuel*~~ *Now* "Empire Porpoise," *see No.*36271 *in Supplement*	7592 7553 4829	✠100A1 (*Reclassification Contemplated*) ✠				1918 10mo	Bethlehem S.B.Corp.Ld. Alameda,Cal		440·0	56·0	35·2 FK	British *WB*	1 Steam Turbine and Electric Motor 637NHP NE21 GeneralElectricCo. Schenectady,N.Y.	38 ″ 0	R †
25714 UPIJ	**Inya** (*ex*Pripet-35,*ex*Neapel-35) 1*Dk*	1348 1080 751					1920	Danziger Werft Danzig	U.S.S.R.	244·1 P21'Q56'B110'F33'	35·1	15·5	Vladvostk Russian *WB*	T3Cy$17\frac{3}{16}$″,27½″&$43\frac{3}{16}$″-31½″ Stettiner 106NHP Oderwerke,Stettin		
25715 764 SZJY	**Ioanna** (*ex*Gransha-34) ssShl.2ndNo.3-6,25 ssShl.No.1-29 *Well deck* 1*Dk*(*Irn*)&*deepframing*	*1192* *879* *487*	✠ — 9,34 ✠	Cff	*n*		1901 6mo	AilsaS.B. Co. Troon	Eleftherios Veliotis *CellDBa*56'*uE*21'*f*90'341*tFPT*56*tAPT*50*t*	235·5 P24'Q54'B55'F27'	33·1	16·6 FK&BK1"	Piræus Greek 4*BHCem*	T.3Cy.17″,28″&45″-33″ 155NHP 2SB,*4cf*,GS76,HS2800 Muir&Houston,Ld.Gls.	17 ″ 6	G †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25716 925 SVYG	**Ioannis Chandris** (*ex*Arcturus-38) *ss*N.Yk.No.3-1,38 1*Dk*&*Shelter dk* *Longitudinal framing*&*Web frames*	6094 5632 3816	✠100A1 *Shelter dk* *with freeboard* 11,39 BS3,39 ✠LMC1,38 *Fitted for oil fuel* 4,20 *F.P. above* 150°F. (SEE FOOT NOTE *)	Liv	z	CL 5,39	1920 4mo	GMStandiferCnst.Corp. Vancouver, Wash. *Lloyd's*A&CP	J.D.Chandris	401·4 417·0(O.L.) P34'B114'F38' *on Shelter dk* FK *CellDB*343'1211*t MT*30'1011*t FPT*82*t APT*150*t*	53·2	31·9	Piræus Greek *pt Asp* 5*BHtoSh dk* 2 „ *Upr* „)	T.3Cy.24½",41½"&72"-48" 210lb (*r*) 552NHP 3SB,9*cf*.GS180,HS8112 FD LlewellynIronWorks, LosAngeles,Cal.	34 ″ 7 s7 ″ 4¾ 27 ″ 5	
25717 138 SVXC	**Ioannis Fafalios** (*ex*Muntropic-37, *ex*TerreHaute) *Fitted for oil fuel* 2*Dks*	5670 5063 3424	✠ … 9,20				1919 11mo	Merchant S.B.Corp. Chester,Pa.	S.&D.Fafalios	400·7 P36'B123'F43' FK	54·2	30·1	Chios Greek *WB*	T.3Cy.24½",41½"&72"-48" E *fitted*29 359NHP Hoovers,Owens& Rentschler	32 ″ 9	C †
25718 90 SVPT	**Ioannis Frangos** (*ex*Novington) *ss*Gms.2ndNo.3-8,37 1*Dk*(*Stl*)	3442 3229 2100	✠100A1 2,42 ~~5,41~~ ✠LMC MS3,37 BS~~2,40~~ 12, 41	~~Bry~~ Hul	w	CL ~~8,40~~ 2,42	1912 6mo	Richardsn, Duck&Co.Ld Stockton *Lloyd's*A&CP	SiriosS.S.Co.Ld.	362·0 375·9(O.L.) P31'B211'F37' FK *CellDBa*119'*uE*&*B*44'*f*154'1126*t FPT*125*t APT*102*t*	50·0	21·6	Chios Greek 6*BHCem*	T.3Cy.25",41"&67"-45" (*r*) 170lb 327NHP 2SB,8*cf*,GS135,HS5169 Blair&Co.Ld.Stockton	24 ″ 0 - 3 ″ 0¼ 21 ″ 3	
25719 539 SZKB	**Ioannis Nomicos** (*ex*Minos, *ex*Snetind,*ex*Petra Lea.*ex*Norhaug, *ex*Mannheim) *ss*Pir.3rdNo.3-8,31 1*Dk*(*Stl*) 2*nd dk*(*Stl*)*in forehold*	637 — 359	… 10,35	Pir			1899 5mo	J.L.Meyer Papenburg	LoucasNomicos	171·3 B46' FK *DBf*28'50*tDTa*21'50*t APT*4*t*	27·0	16·4	Piræus Greek 4*BHCem*	T.3Cy.12¾",21¼"&33½"-24½" 74NHP 1SB,2*cf*.GS39,HS1346 J.L.Meyer,Papenburg	17 ″ 2	
25720 128 SYQS	**Ioannis P. Goulandris** (*ex*Maria Stathatos, *ex*Eggesford) *ss*Pir.2ndNo.3-10,35 *ss*Rot.No.1-40 1*Dk*(*Stl*)	3750 3293 2223	✠100A1 9,41 ~~2,40~~ 10,41 ✠LMC BS~~9,39~~ MS2,40	~~Rot~~ NYk	w	CL 1,40	1910 7mo	Craig, Taylor&Co.Ld Stockton *Lloyd's*A&CP	GoulandrisBros.	362·3 376·0(O.L.) P29'B232'F32' FK *CellDBa*117'*uE*22'*f*160'955*t FPT*112*t APT*101*t*	51·0	21·0	Andros Greek 6*BHCem*	T.3Cy.25",42"&68"-45" (*s*) 170lb 330NHP 2SB,6*cf*,GS124,HS5120 N.E MarineEng.Co.Ld.Sld	23 ″ 6 s 2 ″ 9¼ 20 ″ 10¾	
25721 631 SZKA	**Ioannis Voyadjis** Iron3Mst (*ex*TrisIerarchai, *ex*Queguay,*ex*Reveil) *ss*Sws.No.1-82 1*Dk* *Mchy.Aft*	454 — 317	✠ 8,85	Cff	g		1878 3mo	A.Leslie &Co. Newcastle	MessiniaMilling Co.	159·5 Q91'F20' *DBf*89'*FPT*	25·0	10·0	Piræus Greek 3*BHCem*	C.2Cy.20"&37"-27" 59NHP Black,Hawthorn&Co.Gts.		
25722 134514	**Iocolite** *ss*Det.No.1-20 1*Dk*&*Web frames* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	2060 1530 1549	✠ … 6,23 ✠				1916 9mo	Collingw'd S.B.Co.Ld. Collingwood, Ont.	ImperialOil,Ld., MarineDepartment. (H.J. Rahlves,*Mgr.*)	250·0 P63'F43' FK	43·1	16·6	Sarnia Ont British *WB*	T.3Cy.16",26"&44"-36" 96RHP CollingwoodS.B.Co.Ld.	18 ″ 0 s1 ″ 7¼ 17 ″ 7¼	
25723 132745 GTDZ	**Iocoma** *Longitudinal framing* 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	1669 1386 1035					1912	CaledonS. B.&ECo.Ld. Dundee	ImperialOil,Ld., MarineDepartment. (H.J. Rahlves,*Mgr.*)	248·2 P63'F39' FK	42·6	15·6	London British *WB*	T.3Cy.16",24"&41"-36" 84RHP CaledonSB.&.ECo.Ld.Dun	18 ″ 0	
25724 802 SVHZ	**Ionia** Ⓟ (*ex*Bernicia-34) *ss*Pir.No.3-3,36 2*Dks*(*Stl*)&*Shelter dk* (*Stl-ptws*)	1978 — 862	✠100A1 *with freeboard* 1,41 BS6,40 ✠LMC3,36	Pir	s	CL 1,41	1923 6mo	Hawthorn, Leslie&CoLd Newcastle *Lloyd's*A&CP	HellenicMediterraneanLinesCo.Ld.	282·3 B108'F29' FK *CellDB*179'205*t APT*20*t*	40·1	16·1	Piræus Greek 5*BHptCem* (2 *to Sh dk* 3 „ *2nd* „)	T.3Cy.26,"43½"&73"-48" (*s*) 200lb 547NHP 3SB,9*cf*,GS190,HS8040 FD Hwthrn,Leslie&C.Ld.Nwc.	17 ″ 6 s ″ 9½ 17 ″ 0	
25725	**Ionion** (*ex*G.M.LaVallette-34, *ex*Iakout) 1*Dk*	792 546 309					1892	R.Craggs& Sons,Ld. Middlesbro'	GiuseppeRiccardi	205·2 P127'F49'	27·5	15·2	Genoa Italian *WB*	T.3Cy.20",28"&47½"-36" 135NHP E*made*87*refitted*— Hall,Russell&Co.Ld.Abn.		
25726 212144 WACH	**Iowan** D.F. *ss*S.Fo.No 3-12,26 *ss*S.Fo.No.2-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in No.*1 *hold* & *Web frames* *Longitudinal framing* *Fitted for oil fuel*	5208 — 3131	✠ … 4,35 ✠	SFo	a†		1914 5mo	Maryland SteelCo. Sparro'PtMd	American-HawaiianS.S.Co.	407·7 FK *Intermediate 'tweendkBHinNo.2 hold dispensed with* *CellDBa*122'*uE*&*B*54'*f*166'1234*t FPT*125*t APT*52*t*	53·7	28·1	NewYork Utd.States *Cem* 6 *BHtoUprdk* 1 „ *2nd dk only*	Q4Cy25½"37"53½"&78"-54" 665NHP 3SB,12*cf*,GS205,HS9519 MarylandStl.Co.Sparr'Pt.	31 ″ 6	R †
25727	**Ipanema** (*ex*Atlantico,*ex*Nichteroy) 1*Dk*	440 375 257					1899	TAWalker Sudbrook	PedroBrando	156·1	26·9	11·1	R.Janeiro Brazilian	T.3Cy.14½",22"&34"-23" 55NHP Plenty&Son,Newbury		
25728 123905 VPKX	**Ipoh** Ⓟ 1*Dk*&*Shade dk*	1279 888 528					1908	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	244·2	35·1	14·9	Singapore British *WB*	T.3Cy.20¾",33"&54"-36" 175NHP CaledonSB.&E.Co.Ld.Dun		
25729 67 IBKQ	**Ipparco Baccich** Ⓟ *Oil Eng.*	884 566 426					1931	Cant.Nav. delQuarnaro S.A. Fiume	SocietàFiumana di Navigazione	201·7 187·4	30·3	14·7	Fiume Italian	Oil Engines 2S.C.SA 8Cy.$14\frac{3}{16}$"-$27\frac{9}{16}$" 279NHP NE36 SocAn."Fiat"S.G.M.Turin		I
25730 218293 KILV	**Ipswich** *ss*Bal.No.3-10,33 *ss*Mob.No.1-37 2*Dks*(*Stl*)	5671 5212 3448	✠100A1 ~~11,40,9,40~~ 8,41 ~~BS11,40~~ ✠LMC MS9,36 ~~BS11,39~~ *Fitted for oil fuel* 6,19 *F.P. above* 150°F.	~~Pld~~ ~~NYk~~ Phl BS8,41	z	CL ~~9,40~~ 8,41	1919 7mo	Chester S.B.Co.Ld. Chester,Pa. A&CP	Waterman SteamshipCorp.	400·7 P36'B123'F43' FK *CellDB*338'1387*t FPT*147*t APT*180*t*	54·2	30·1	Mobile Utd.States 6*BHptCem*	2SteamTurbinesDRgeared 1 Sc. Shaft (*s*) 200lb HS8700 522NHP 3 Water Tube Boilers WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 9 s 7 ″ 4¼ 25 ″ 7½	
	Nor "Campfire," see No. 35966 in Supplement															
25731 161032 MPDR	**Ipswich Trader** 1*Dk*	484 308 254					1922	MistleyS.B &Repg.Co. Mistley	F.W.Horlock's OceanTransportCo Ld.(M.F.Horlock, *Mgr.*)	161·2 len35	24·1	10·6	Harwich British *WB*	C.2Cy.17"&36"-27" 53RHP Crabtree&Co.Ld.Yar.		C
25732 230186 KLGA	**Ira S. Bushey** *Electrically welded* *Oil Eng.* *Mchy.Aft* *Carrying oil in bulk* 1*Dk*	309 — 242					1930	I.S.Bushey &Sons,Inc. Brooklyn,NY	DieselTanker PaulDana	133·3 len37	24·1	10·0	NewYork Utd. States	Oil Engines 2S.C.SA 4Cy.14"-17" 138NHP FairbanksMorse&Co.		
25733	**Iracema** (*ex*Cidade de PortodeMoz) TwinSc *ss*Pra.No.1-03 1*Dk*&*Promenade dk*	433 333 294	✠ … 10,04 ✠				1898 2mo	Murdoch& Murray Pt.Glasgow	RufinoIrmãos	150·3 F16' FK	33·0	9·8	Pará Brazilian	T.6Cy.10",16½"&26½"-21" 79NHP D.Rowan&Son,Glasgow	10 ″ 0	

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
25734 LJKG	**Irania** OilEng. *Mchy.Aft* ssHpl.No.2-37 1*Dk(Stl)&Web frames* *Longitudinal framing*	2184 1795 1168	✠100A1 9,38 DBS6,39 ✠LMC2,37 *Carrying Petroleum in bulk* (SEE FOOT NOTE *)	Rot	*s*	CL 5,40	1929 4mo	Blythsw'd S.B.Co Ld. Glasgow Lloyd'sA&CP	Skibs.A/S Irania (H.Hannevig, *Mgr.*) *CellDBuE*44'54*tL*	275·4 287·1(O.L.) P71'F43' FK *Trunk*161' *Tf*28'183*t* *FPT*61*t*	44·3	20·0	Horten Norwegian 12*BHptCem* *APT*39*t*	Oil Engines 2S.C.DA 3Cy.21½"-38" 482NHP 2DB*100lb* Richardsons,Westgarth&Co.Ld.Hpl	20 ″ 0 s 1″10½ 18 ″ 4	
25735 PUQU	**Iraty** (*ex*RioPurus) TwinSc *Mchy.Aft* ssPra.No.1-98 1*Dk&Promenade dk*	394 325 227	✠ ... 1,01 ✠				1893 6mo	Murdoch&Murray Pt.Glasgow	Cia.Commercio e Navegação	170·1 F16' FK	30·0	8·4	R.Janeiro Brazilian *WB*	T.6Cy.9",14"&22"-18" 62NHP D.Rowan&Son,Glasgow	9 ″ 0	
25736 2026 IBLP	**Ircania** (*ex*Dovenden-35, *ex*HowickHall) ssN.Yk.No.3-9,23 D.F. ssN.Yk.No.1-27 2*Dks(Stl)&Web frames* *Longitudinal framing* *Platform deck for light cargoes* *Now* "Raceland," *see No.* 38336 *in Supplement*	4815 — 2905	✠ 6,35 ✠	Shl	*z*		1910 10mo	W.Hamilton&Co.Ld PortGlasgow	Soc.Anon.Cooperativa diNav. "Garibaldi" *CellDBa*107'*u*	413·1 400·8 P39'B&F323' FK *E&B*59'*f*174'1027*t*	51·5	27·0	Genoa Italian 6*BHCem* *APT*24*t*	T.3Cy.27½",45"&75"-51" 507NHP 4SB,*12cf*,GS215,HS8800 D.Rowan&Co.Glasgow	29 ″ 7	I †
25737 8152 SLBM	**Irene** ssSkm.No.1-41 D.F. 1*Dk* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1548* *1070* *851*	✠100A1 ~~1,41 8,40~~12,41 ✠LMC~~4,37~~ 4,41	~~Got~~ ~~Skm~~ Got	*q*	OG ~~8,40~~ ~~6,41~~ 12,41	1937 4mo	Helsingborgs Varfs Aktiebolaget Helsingborg Lloyd'sA&CP	A/B Transmarin (S.Redig,*Mgr.*) *CellDB*221'460*t* *FPT*	256·3 267·9(O.L.) P19'Q83'B102'F20' FK	38·2	15·1	Hlsngborg Swedish 4*BHCem* 28*t* *APT*55*t*	T.3Cy.17 3/16",27 9/16"&45¼"-33½" 213lb (*s*) FD 165NHP 2SB(Spt)*4cf*,GS54,HS2259 HelsingborgsVarfs.A/B	17 ″ 6 s ″ 11¼ 16 ″ 8¼	
25738 PEXG	— *CruiserStern* 2*Dks*	1153 966 637					1918	A.Vuijk&Zonen Capelle a/d Ysel	Koninkl.Nederl. Stoomb.Maats. N.V	255·7	36·6	13·6	Amstrdam Dutch *WB*	T.3Cy.18½",30"&48"-36" 138NHP J.&H.Suyver,Ams.		V
25739 DOHP	— 1*Dk*	761 591 423					1911	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges."Neptun"	202·4 Q50'B45'F22' len37	28·1	12·9	Bremen German *WB*	T.3Cy.13",21 1/16"&34 7/16"-23⅝" 57NHP A.G."Weser,"Bremen		G
25740 3553 SEZK	— 1*Dk*	*680* *417* *397*					1899	Nylands Værksted Oslo	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	174·6 P120'H48*t*F16'	28·2	10·8	Stockholm Swedish *WB*	T.3Cy.15¼",25"&40½"-30" 90NHP NylandsVærksted,Oslo		V
25741 1112 ESVM	— (*ex*Cimbria,*ex*Alster) 2*Dks*	573 496 296					1896	J.C.Tecklenborg A.G Wesermünde-G.	A.Utov	188·7 P107'H13*t*F19'	26·1	11·7	Tallinn Estonian *WB*	C.2Cy.19"&37"-26¾" 59NHP J.C.Tecklenborg,Wsm.		V
25742 150 SYGU	**Irene S. Embiricos** ssAnt.No.2-35 1*Dk(Stl)&Shelter dk(Stl)*	*4164* *3754* *2439*	✠100A1 *withfreeboard* ~~4,41~~ ~~9,39~~12,41 BS3,41 MS5,35 ✠LMC ~~MBS3,41~~ ~~DBS5,40~~	~~Bry~~ ~~Sng~~Cal	*y*	CL ~~9,39~~ 11,41	1927 9mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	S.G.Embiricos *CellDB*329'1347*t*	393·0 FK *FPT*171*t* *APT*318*t*	52·3	24·4	Andros Greek 6*BHCem* (*Coll to Sh dk* 5 *to* 2*nd* ,,)	T.3Cy25½",42½"&72"-48" (*s*) 180lb ~~*100lb*~~ 396NHP 2SB,*8cf*,GS162,HS6186 J.Dickinson&Sons,Ld.Sld.	26 ″ 10 s 2 ″ 9 24 ″ 3½	
25743 2250 IBKI	**Iridio Mantovani** OilEng. D.F. *Mchy.Aft CruiserStern* 1*Dk* *Longitudinal framing at bottom & at deck* *CarryingPetroleum in bulk*	10540 9354 6326					1939	Cantieri RiunitiDell' Adriatico Monfalcone	AziendaGenerale ItalianaPetroli	520·2 499·3 P116'B49'F55'	68·6	36·6	Genoa Italian	Oil Engines 2S.C.SA 9Cy.28⅜"-49 3/16" 1260NHP Cant.RiunitiDell'Adriatico		I
25744 HRAK	**Iriona** Ⓟ 2*Dks*4*trB* *Ref.Mchy.* D.F. *Fitted for oil fuel*	3910 3252 1823					1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	341·9 P35'B115'F42'	48·0	28·2	Tela Honduran *WB*	T.4Cy.27",45"&(2)55"-45" 406NHP Wrkman,Clark&Co.LdBel		C
25745 441 IBUM	**Iris** (*ex*Tregonell-35, *ex*War Stag) ssShl.No.3-12,19 ssCff.No.2-29 D.F. 2*Dks(Stl)*	5175 — 3209	8,35	Syd	*y*		1918	W.Doxford &Sons,Ld. Sunderland	A.Lauro *CellDB*	413·6 400·0 P49'B113'F39' FK 340'1128*t* *FPT*124*t*	52·3	28·5	Naples Italian 7*BHCem* *APT*179*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,*9cf*,GS190,HS7668 D.Rowan&Co.Ld.Gls.	31 ″ 0	I †
25746 PEXO	— ssH.Kg.No.3-8,30 2*Dks(Stl)&Web frames* *Mchy.Aft* *Fitted for oil fuel* *CarryingPetroleum in bulk*	3887 3312 2214	✠ ... 9,35 ✠	HKg	*v*		1918 2mo	Gebr.Pot Bolnes	N.V.Nederl. IndischeTank StoombootMaats. *Cell DBu E&B*71'124*t*	327·0 P90'B27'F51' FK *FPT*104*t* *APT*13*t*	48·7	25·5	Willemstad Dutch 14*BHCem* (10 ,, *to Udk* 4 ,, 2*nd* ,,)	T.3Cy.25",41"&68"-45" 428NHP 2SB,*6cf*,GS212,HS6035 RotterdamDroogd.Maats.	27 ″ 0	
25747 DDVD	— (*ex*Heröy-39,*ex*Adour-34) Sub.Sig. 2*Dks* D.F. *CruiserStern*	3323 3090 2302	✠ ... 6,25				1921 5mo	A/B Öresundsvarvet Landskrona	Hansen& JohannsenK.G. (A.Hansen,*Mgr.*)	311·8 F30' *on Shelter dk* FK	44·8	27·8	Flensburg German *WB*	C.2Cy.17¾"&34 5/16"-35 7/16"& LP turbine with DR gearing & hydraulic coupling NE34 KockumsM.V.A/BMalmö	30 ″ 0	N †
25748 5073 SDEN	— Iron (*ex*Torgerd, *ex*Grovedale, *ex*Thrift, *ex*Mercedes) ssOsc.4thNo.3-4,34 ssOsc.No.1-38 1*Lk(Irn)&Web frames* *Well deck*	*1974* *1655* *1181*	✠100A1 7,41~~9,40~~ ✠LMC MS4,38 BS9,40	~~Gls~~ Bel	*r*	CL N9,37	1886 4mo	E.Withy& Co. W Hartlepool A&CP	Rederiaktieb.Iris (S.Abrahamsen, *Mgr.*) *CellD*	275·0 P29'Q78'B110' F28' ptND07 BK9" B234'346*t* *APT*27*t*	37·2	19·2	Stockholm Swedish 4*BHptAsp ptCem*	T.3Cy.21",35"&57"-39" (*s*) 160lb *100lb* NDB18 203NHP 1DB,*4cf*,GS65,HS3052 Blair&Co.Ld.Stockton	22 ″ 2 s2 ″ 0¼ 20 ″ 10¾	
25749 874 SVSK	— (*ex*Vincenzia-39,*ex*Rollon-36, *ex*Portici) 1*Dk*	1881 — 1071					1911	Akt.Ges. "Neptun" Rostock	J.D.Paleocrassas	287·3 P&B226'F20'	41·1	16·8	Piræus Greek *WB*	T.3Cy.22 1/16",35 7/16"&55⅜"-37 7/16" 192NHP A.G."Neptun,"Rostock		V
25750	— TwinSc *Mchy.Aft* 2*Dks* D.F. E.S.D. *CruiserStern* *Butts of keel plating elec. welded*	1479 1326 487	✠100A1 *withfreeboard* *Cable Vessel* 6,40 ✠LMC6,40 *Fitted for oil fuel* 6,40 *F.P. above* 150° F.	Nwc	*p* 1 11/16	CL	1940 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	H.M.Postmaster General *CellDB*	237·5 250·5(O.L.) B39' FK *uE*33'41*tf*126'208*t*	35·2	22·0	British 4*BHptCem* (*Coll to Wdk* 3 ,, 2*nd* ,,) *DTsf*10'43*t*	T.6Cy.13",22"&36"-24" (*s*) 200lb *100lb* 213NHP 2SB,*4cf*,HS3320 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. *FPT*19*t* *APT*51*t*	24 ″ 4 s 8 ″ 1¼ 16 ″ 4	
25751 LFHA	— Ⓟ (*ex*Ingerid) D.F. E.S.D. 2*Dks*	1177 769 663					1901	Gourlay Bros.&Co. Dundee	DetBergenske Dampskibsselskab	236·4 P278*t*H96*t*F31*t*	32·3	15·5	Bergen Norwegian *WB*	T.3Cy.21",34"&55"-36" 181NHP GourlayBros.&Co.Dundee		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
25752 DORG	**Iris** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	1078 833 553					1935	Schiffb.Ges 'Unterweser' A.G. Wesermunde-L.	Dampfschiffahrts Ges."Neptun"	235·3 P115'F25'	34·6	13·4	Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.11$\frac{3}{16}$"–16$\frac{9}{16}$" 245NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
25753 PEXQ	— Ⓟ (*ex*DeutscherRhein) 1*Dk*	909 702 402					1920	HCStülckenSohn Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	217·7 P&B138'F22'	32·4	12·8	Amsterdm Dutch *WB*	T.3Cy.17¾",29$\frac{1}{10}$"&46⅔"–31½" 112NHP H.C.StülckenSohn		V
25754 11 OHEL	— **Iron**	446 331 222					1884	H.Koch Lübeck	FinskaAngfartygs A/B	170·6 164·7 Q41'H49'F21'	24·7	12·7	Helsingfrs Finnish *WB*	C.2Cy.18"&31"–22" 38NHP O.Henniges&Co.Berlin		V
25755 LOHJ	— Ⓟ TwinSc *OilEng.*	403 — 231					1933	Cia.Argentina deNav. Mihanovich, Ltda. Carmelo	Cia.Argentina de Nav.Mihanovich Ltda.	169·4	24·6	6·6	Bns.Aires Argentine	Oil Engines 2S.C.SA 12Cy.9"–11" 177NHP L.Gardner&Sons,Ld.,Mch.		
25756 768 SEZO	— **Iron** 1*Dk2trB*	*354* *296* *169*					1884	Göteborgs Mek. Verks Gothenburg	RederiA/BEgon (SMStjerna,*Mgr.*)	134·5 B41'H5*t*	22·8	13·3	Malmö Swedish	C.2Cy.16"&28"–20" 29NHP GöteborgsMek.Vrks.Got.		V
25757	**Iris Faulbaums** (*ex*Estoril-35, *ex*Maio,*ex*Beta) 1*Dk&Spar dk*	1675 1472 970					1902	Schiffsw.v. HenryKoch Lübeck	MaxFaulbaum SteamshipLine	260·8 P14'B162'F30'	38·2	17·1 24·0	German *WB*	T.3Cy.17¾",29½"&47¼"–38½" 137NHP J.F.Ahrens,Ottensen		G
25758 161861 GBNV	**Irisbank** TwinSc *OilEng.* D.F. *ss*Bel.No.2-38 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk* (*Stl*–ws) *Sparred decks in Nos.* 1&2 *holds* *Tonnage opening closed*'42(*W.E.*)	5627 4979 3412	✠100A1 *withfreeboard* 1,42 ~~3,41~~ DBS6,41 ~~DBS7,40~~ ✠LMC7,38 ✠Lloyd'sRMC10,40 for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanks between tunnels*	~~N Yk~~ Cal	*b*†	CL 3,41	1930 5mo	Workman, Clark(1928) Ld. Belfast *Lloyd'sA&CP*	BankLineLd. (A.Weir&Co. *Mgrs.*)	426·7 *CellDB*356'1172*t tanks in way of tunnels*264*t MTs*60' 2391*t FPT* FK	57·4	25·7	Belfast British 7*BHptCem* (*ColltoShdk* 6 „2*nd*„) 95*tAPT*152*t*	Oil Engines 2S.C.SA 10Cy.26¾"–47¼" 1246NHP DB*120lb* Workman,Clark(1928) Ld.	~~29 ″ 9~~ ~~s3 ″ 7¼~~ ~~26 ″ 4¾~~ 38 ″ 7 s11 ″ 8 27 ″ 4½	
25759 159839 EING	**Irish Beech** (*ex*Cetvrti-41, *ex*Admiral,*ex Depot vessel*Siegfried, *ex Steamer*Hungarian) 2*Dks3trB*	2002 1846 1206					1884	Reiherst'g Schiffsw. Hamburg	IrishShipping,Ld.	291·2 P44'B71'F38'	35·4	22·3	Dublin British *WB*	T.3Cy.17$\frac{7}{10}$",28$\frac{7}{10}$"&46$\frac{1}{10}$"–32½" NE&B18 121NHP DresdnerMaschf&Schiffsw "Ubigau"Dresden		G
25760 ~~OYFG~~	**Irland** *OilEng.* D.F. *ss*Cpn.No.3-9,36 1*Dk*(*Stl*)	3173 2730 1928	✠100A1 3,41 9,41 DBS~~8,39~~ ✠LMC9,36 ~~SURVEYS DELAYED~~	Clo	*v*	CL 3,39	1927 11mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	PeruvianGovernment(Cia.Peruana deVapores y Dique delCallao,*Mgrs.*) ~~*Mgrs.*)~~	326·2 P25'B155'F27' FK *Trunk in wells* – *CellDB*277' 824*t MT*212*t*	50·1	20·8	Peruvian 5*BH* *APT*110*t*	Oil Engines 4S.C.SA 6Cy.21⅝"–59$\frac{1}{16}$" 267NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	23 ″ 0 s2 ″ 7¾ 20 ″ 6¼	
25761 LDTP	**Irma** Ⓟ E.S.D. 1*Dk&Spar dk3trB*	1392 1211 789	✠ ... 11,09 ✠				1905 4mo	SirRaylton Dixon&CoLd Middlesbro'	Bergenske Dampskibsselskab	244·0 H14*t*	32·8	13·3 21·1 BK8"	Bergen Norwegian	T.3Cy.22",36"&60"–36" 243NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 3	
25762 5150 SEZR	— **Iron** (*ex*Beamish) *ss*Lon.No.3-2,94 *Well deck* 1*Dk2trB*	*1236* *964* *720*	✠ ... 11,98 ✠				1883 4mo	J.Readhead&Co. S.Shields	ErikBancksRederi	237·5 Q91'B50'H41*t*F30'	36·1	15·5	Hlsngborg Swedish *WB*	C.2Cy.30"&57"–36" 146NHP J.Readhead&Co.S.Shields	17 ″ 0	V †
25763 409 IUVA	— (*ex*Atlante-38,*ex*Teresita-37,*ex*TeresitaTerzo-35,*ex*Ain-Taya-34,*ex*Antoine, *ex*Achaque,*ex*Tillydrine) *Fitted for oil fuel* *ss*Alg.No.2-17 *Mchy.Aft* 1*Dk* *Well deck* *Carrying Petroleum in bulk*	305 232 122	✠ ... 4,20 ✠				1908 10mo	Dundee S.B.Co.Ld. Dundee	Cap.AdolfoCalzi	138·0 132·3 Q47'B11'F25' FK	23·1	10·0	Trieste Italian *WB*	C.2Cy.16"&34"–24" 60NHP W.V.V.Lidgerwood,Gls.	11 ″ 0	I †
25764 437 IRUJ	**Irma Calzi** (*ex*Nerina-40, *ex*VittoriaBeraldo-38,*ex Steamer*Paola eVirginia-37, *ex*LeScorff-34) *OilEng.* 1*Dk* *Well deck* *Mchy.Aft*	668 467 392	✠ ... 10,12				1907 9mo	Scott&Sons Bowling	"Calzi"Soc.Anon. diNav.	186·9 180·0 Q114'B13'F27' FK	28·1	11·1	Trieste Italian *WB*	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$"–17$\frac{11}{16}$" 87NHP NE37 MtrnWerkeMannheimAG	13 ″ 3	I †
25764A DHMQ	**Irmgard**	867 654 477					1911	Stettiner Oderwerke Stettin	Reed.MathiesK.G.	210·8 P14'Q41'B72'F24'	30·8	12·8	Hamburg German *WB*	T.3Cy.18$\frac{1}{10}$",25½"&41$\frac{3}{10}$"–29½" 93NHP StettinerOderwerke		G
25765	**Irmtraut Cords** (*ex*M.C.Holm-39) *ss*Cpn.No.3-5,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2814 2523 1648	✠ 4,39 ✠	Cpn	*v*		1924 5mo	Helsingörs Jernsk.&Msk Elsinore	A.G.Neptun (Aug.Cords,*Mgr.*)	316·9 FK *Coll* *IntermediateBH in fore hold dispensed with* *CellDB*272'766'*t FPT*84*t*	48·4	20·1	Rostock German 4*BHCem* *BHtoSh dk* 3 „ „ 2*nd* „ *APT*111*t*	T.3Cy.23",38"&62"–42" 282NHP 2SB(Spt),6*cf*,GS92,HS4494 HelsingörsJernsk.&Mskb.	22 ″ 9	
25766 159561 VLGK	**Iron Baron** *ss*N.S.W.No.1-41 E.S.D. *Mchy.Aft* 1*Dk&Shelter dk* *Cargo battens not fitted* *CruiserStern* *Longitudinal framing at bottom, decks and in cantilever side tanks*	4584 4104 2634	✠100A1 *withfreeboard* 11,41 ~~4,41~~ BS~~1,40~~ ✠LMC~~9,36~~ i 11,41 MS9,40	~~NSW~~ Mel	*z* 1$\frac{5}{16}$	CL 1,40	1936 9mo	Lithgows Ld Port Glasgow *Lloyd'sA&CP*	BrokenHill ProprietaryCo.Ld.	393·2 F38' FK *CellDB*329'1350*t DTf*14'297*t* *Topside tanks* 245' 1248*t FPT*185*t*	56·2	23·2	Melbourne British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „) *APT*82*t*	Q.4Cy.24",34½",50"&71"–48" & exhaust turbine driving steam compressor 250lb (*s*) 535NHP 3WTB(Spt),HS6213 FD D.Rowan&Co.Ld.Gls.	26 ″ 3 s2 ″ 7¾ 23 ″ 10	
25767 LDRR	— (*ex*Kilbaha, *ex*Emerald Wings) *ss*Syd.No.3-1,24 *ss*Syd.No.1-28 1*Dk&deep framing*	3231 2913 1940	✠ ... 7,32 ✠				1911 9mo	Russell&Co. Pt.Glasgow	E.B.AabysRederi A/S	331·3 P81*t*H113*t* FK	49·1	21·8	Oslo Norwegian *WB*	T.3Cy.23",37"&61"–42" 287NHP ClydeS.B.&E.Co.Ld.P.Gls.	24 ″ 3	N †
25768 159570 VLJY	**Iron Chieftain** E.S.D. *Mchy.Aft* 1*Dk&Shelter dk* *Cargo battens not fitted* *CruiserStern* *Longitudinal framing at bottom, at decks & in cantilever side tanks*	4812 4236 2737	✠100A1 *withfreeboard* 8,41 ~~4,41~~ BS1,41 ✠LMC12,37	~~NSW~~ Syd	*z* 1$\frac{5}{16}$	CL 4,41	1937 12mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	BrokenHill ProprietaryCo.Ld.	404·5 419·0(O.L.) F40' FK *CellDB*338'1394*t DTf*14'310*t* *Topside tanks*250'1042*t FPT*	56·2	23·2	Melbourne British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „) 181*tAPT*93*t*	Q4Cy.24",34½",50"&71"–48" & exhaust turbine driving steam compressor (*s*) 250lb FD 553NHP 3WTB(Spt),GS195,HS6612 D.Rowan&Co.Ld.Gls.	26 ″ 3 s2 ″ 8½ 23 ″ 9	
25769 151806 VJDK	**Iron Crown** (*ex*Euroa) *ss*N.S.W.No.3-10,34 *ss*Syd.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	3353 3013 1922	✠100A1 *Shelter dk* *withfreeboard* ~~4,41~~ ~~3,41~~2,42 ✠LMC MS11,38 BS~~5,40~~7,41	NSW	*v*	CL ~~8,30~~ 4,41	1922 7mo	Govt.Dkyd Williamstown Victoria A&CP	InterstateSteamships,Proprietary, Ld.	331·0 341·2(O.L.) FK *CellDBa&uE*115'*f* 145'820*t* *Collision* *FPT* 118*tAPT*204*t*	47·9	23·6	SydneyNSW British *Cem* *BH to Sh dk* 4 „ „ *U* „	T.3Cy.25",41"&68"–45" (*s*) 180lb 387NHP 3SB,9*cf*,GS141,HS5316 FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 s2 ″ 4¾ 23 ″ 11	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
25770 159562 VLGL	**Iron King** *ss*NSW No.1-40 E.S.D. *Mchy.Aft* 1*Dk&Shelter dk* *Cargo battens not fitted* *CruiserStern* *Longitudinal framing at bottom,decks and in cantilerer side tanks*	4584 4104 2634	✠100A1 *withfreeboard* 1,42 ~~1,41~~ 12,41 MS5,40 ~~BS10,40~~ ✠LMC~~10,30~~	NSW	*z*	CL 2,40	1936 10mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	BrokenHill Proprietary Co.Ld. *CellDB*329'1350t *DTf*14'297t *Topside tanks*245'1048t*FPT*185t*APT*82t	393·2|56·2|23·2 407·3(O.L.) F38' FK (*Coll to Sh dk* 6 ,, *2nd* ,,)	Melbourne British 7*BHptCem*	Q.4Cy.24",34½",50"&71"-48" & exhaust turbine driving steam compressor 250lb (*s*) 535NHP 3WTB(Spt),HS6213 FD D.Rowan&Co.Ld.Gls.	26 ″ 3 s 2 ″ 7¾ 23 ″ 10	
25771 159568 VLJZ	**Iron Knight** E.S.D. *Mchy.Aft* 1*Dk&Shelter dk* *Cargo battens not fitted* *Cruiser Stern* *Longitudinal framing at bottom, decks &in cantilever side tanks*	4812 4236 2737	✠100A1 *withfreeboard* 1,42 ~~8,41~~ BS10,41 ~~BS8,40~~ ✠LMC10,37	NSW	*z* $1\frac{13}{16}$	CL 8,40	1937 10mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	BrokenHill ProprietaryCo.Ld. *CellDB*338'1394t *DTf*14' 310t*Topside tanks*250'1042t *FPT*181t*APT*93t	404·5|56·2|23·2 419·0(O.L.) F40' FK (*Coll BHto Sh dk* 6 ,, *2nd* ,,)	Melbourne British 7*BHptCem*	Q4Cy.24",34½",50"&71"-48" &exhaust turbine driving steam compressor 553NHP 250lb (*s*) FD 3WTB(Spt),GS195,HS6612 D.Rowan&Co.Ld.Gls.	26 ″ 3 s 2 ″ 8½ 23 ″ 9	
25772 128793 VJDL	**Iron Knob** (*ex*Euwarra) *ss*N.S.W.No.3-10,34 *ss*N.S.W.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Cargo battens not fitted* *Web frames* *Longitudinal framing*	3349 3012 1907	✠100A1 *Shelter dk* *withfreeboard* 10,41 ~~1,41~~ ✠LMC MS8,38 BS2,41	~~NSW~~ Mel	*v*	1,41	1922 6mo	Poole& Steele PortAdelaide A&CP	BrokenHill Proprietary Co.Ld. *CellDB*277'882t	331·0|47·9|23·5 341·8(O.L.) FK *Collision BHtoShdk* *FPT*118t*APT*204t	Melbourne British *Cem* 4 ,, ,, *U* ,,	T.3Cy.25",41"&68"-45" (*s*) 185lb 516NHP 3 Water Tube Boilers HS8289 FD Poole&Steele,Pt.Adelaide	26 ″ 1 s 2 ″ 4¾ 23 ″ 11	
25773 150170 VJDM	**Iron Master** (*ex*Eurimbla) *ss*N.S.W.No.3-7,33 *ss*N.S.W.No.1-38 1*Dk*(*Stl*)&*Shelter dk* (*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3351 3015 1916	✠100A1 *Shelter dk* *withfreeboard* 3,41 ~~12,40~~ ✠LMC MS11,37 BS2~~,40~~ 3,41 *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	Mel	*v*	9,39	1921 10mo	Poole& Steele PortAdelaide A&CP	BrokenHill ProprietaryCo.Ld. *CellDB*277'882t	331·0|47·9|23·5 350·0(O.L.) FK *Collision BHtoShdk* *FPT*118t*APT*204t	Melbourne British *ptCem* 4 ,, ,, *U* ,,	T.3Cy.25",41"&68"-45" (*s*) 185lb 516NHP 3 Water Tube Boilers FD HS8289 Poole&Steele,Pt.Adelaide	26 ″ 1 s 2 ″ 4¾ 23 ″ 11	
25774 151808 VJDP	**Iron Prince** (*ex*Elouera) *ss*Syd.No.3-10,35 *ss*N.S.W.No.1-40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing* *Cargo battens not fitted*	3352 3013 1916	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~11,40~~ ✠LMC MS11,38 BS2,41	NSW	*v*	CL ~~3,38~~ 6,41	1923 7mo	Common-wealthGovt S.B.&Dkyd. Williamst'wn Victoria A&CP	BrokenHill ProprietaryCo.Ld. *CellDB*277'882t	331·0|47·9|23·6 350·0(O.L.) FK *Collision BHtoShdk* *FPT*118t*APT*204t	Melbourne British *Cem* 4 ,, ,, *U* ,,	T.3Cy.25",41"&68"-45" (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 s 2 ″ 4¾ 23 ″ 11	
25775 137229 VJDQ	**Iron Warrior** (*ex*Eugowra) *ss*N.S.W.No.3-3,36 *ss*N.S.W.No.1-40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing* *Cargo battens not fitted*	3345 3009 1909	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~10,40~~ BS3,41 ✠LMC MS4,39 ~~BS2,40~~	~~NSW~~ Mel	*v*	~~8,39~~ 9,41	1923 3mo	Poole& Steel,Ld. Pt.Adelaide A&CP	BrokenHill ProprietaryCo.Ld. *CellDB*277'882t	331·0|47·9|23·5 350·0(O.L.) FK *Collision BHtoShdk* *FPT*118t*APT*204t	Melbourne British *Cem* 4 ,, ,, *U* ,,	T.3Cy.25",41"&68"-45" (*s*) 185lb 516NHP 3 Water Tube Boilers GS253,HS8289 FD Poole&Steel,Ld.Port Adelaide	26 ″ 1 s 2 ″ 4¾ 23 ″ 11	
25776 127641 KLBP	**Ironwood** (*ex*Usona-36,*ex*Roslyn, *ex*Bayusona,*ex* Port deSt.Malo,*ex*Bayusona,*ex*Usona,*ex* CharlesBeatty) (*Self-Unloader*) *Mchy.Aft* 1*Dk*	1310 924 745					1902	CraigS.B. Co. Toledo,O.	NicholsonTransit Co.	211·7|40·1|13·0 P71'F34'	Detroit Utd.States *WB*	T.3Cy.15¼",25"&42"-36" 106NHP CraigS.B.Co.Toledo,O.		
25777 124667 GSFB	**Iroquois** TwinSc *ss*Bel.2ndNo.3-10,34 *ss*Nwc.No.1-40 *Mchy.Aft* 2*Dks*(*Stl*)3*tr B*& Sub.Sig. D.F. *Webframes*	8937 8086 5283	✠100A1 ~~10,41~~ ~~1,40~~ 5,42 BS6,42 ~~BS10,41~~ ~~BS9,40~~ ✠LMC2,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,16 *F.P. above* 150° F.	~~Lon~~ ~~NYk~~ Gls	*d*†	CL ~~2,39~~ 10,41	1907 10mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	Anglo-American OilCo.Ld. (R.A.Carder, *Mgr.*) *CellDBuE&B*98'523t	476·3|60·3|33·5 P131'B30'F43' FK *DTf*39'962t	Belfast British 17*BHCem*	Q.8Cy.21",30",43½"&62"-42" 215lb (*s*) 748NHP 4SB,*16cf*,GS302.HS10760FD Harland&Wolff,Ld.Bel. *FPT*194t*AP Tanks* 340t	35 ″ 5 s 7 ″ 0 28 ″ 8½	
25778 100730 KJNK	— Ⓟ (*Ferry*) 2*Dks&Awng dk*	1767 — 1202					1901	CraigS.B. Co. Toledo,O.	PugetSound Nav.Co.(A.M. Peabody,*Mgr.*)	213·8|46·0|15·2	Seattle, Wash. Utd.States	T.3Cy.21",34"&58"-30" 184NHP CraigS.B.Co.		
25779 133354 VTCP	**Irrawadi** Ⓟ *ss*Bom.2ndNo.3-1,39 1*Dk*(*Teak*)&2*nd dk in No.* 1 *hold*	1243 1138 634	✠100A1 1,39 ✠LMC1,39	Bom	*n*	CL 10,37	1913 11mo *Lloyd*	AilsaS.B. Co.Ld. Troon *'sA&CP*	BombayS.Nav.Co. Ld.	225·0|34·1|18·8 BK8¼" *FPT*24t	Bombay British 4*BHCem* *APT*30t	T.3Cy.18½",31"&52"-36" (*s*) 200lb 193NHP 2SB,*6cf*,GS112,HS3064 Dunsmuir&JacksonLdGls	20 ″ 0 s 3 ″ 1½ 17 ″ 10	
25780 UOYR	**Irtish** (*ex*Sassenheim-34) 1*Dk*	2158 1718 1226					1916	A.F.Smulders Schiedam	U.S.S.R.	268·9|42·1|18·1 P27'B78'F24'	Archangel Russian *WB*	T.3Cy.20",32"&52"-39" 169NHP A.F.Smulders,Schiedam		
25781 122954 MCLW	**Irwell** *ss*Goo.2ndNo.3-4,31 *ss*Goo.No.2-40 1*Dk*(*Irn-ptws*) &*deep framing*	1040 887 441	✠100A1 6,41 BS1,41 ✠LMC3,40	Gms	*p*	OG 6,41	1906 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *'sA&CP*	London,Midland& ScottishRailway (Associated HumberLines,Ld. *Mgrs.*)	255·0|36·1|16·4 P38'B90'F32' FK *Cell DB a*48'*uE*31' *f*110'175t*FPT*	Goole British 4*BHCem* 12t*APT*17t	T.3Cy.23",38"&62"-42" (*r*) 180lb 343NHP 2SB,*8cf*,GS144,HS5026 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17 ″ 6 s 2 ″ 6 15 ″ 5	
25782 160271 VTFX	**Irwin** Ⓟ TwinSc 1*Dk&Promenade dk* *Fitted for oil fuel*	970 801 377	✠ ... 4,31				1929 8mo	D&WHendersn&Co.Ld. Glasgow	SouthIndianRly. Co.Ld.	250·0|38·1|11·4 FK	Madras British *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts 353NHP Yarrow&Co.Ld.Glasgow	12 ″ 0	
25783 100707	**Isaac L. Elwood** GyC. *Mchy.Aft* 1*Dk*2*tr B*	5143 — 4018	✠				1900	WestBay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	478·0|52·0|30·0 Q72'B47'F30'	D'luth Min Utd.States *WB*	Q.4Cy.$16\frac{23}{32}$",$25\frac{3}{32}$",$38\frac{5}{8}$"& $60\frac{3}{16}$"-40" 228NHP AmericanSB.Co.Cleveland		
25784 214669 WBCJ	**Isaac T. Mann** (*ex*Tidewater) *ss*N.Ns.No.3-5,35 *ss*N.Ns.No.1-39 D.F. 1*Dk*(*Stl*)&*Web frames* Sub.Sig. *Cargo battens not fitted*	5266 4737 3354	✠100A1 ~~5,41~~ ~~10,40~~ 5,42 ~~10,41~~ ~~5,41~~ BS4,42 ~~BS4,40~~ ✠LMC5,39	~~Bos~~ NYk	*y*	CL ~~1,30~~ 4,42	1917 1mo	NewYork S.B.Corp. Camden,N.J. A&CP	PocahontasS.S. Co. *CellDB*320'1832t	368·6|55·2|30·5 P27'B72'F31' FK *FPT*220t*APT*201t	Wilmgton (Del.) Utd.States 7*BHCem*	T.3Cy.24⅞",41¾"&70¼"-46" 195lb (*r*) 462NHP 3SB,*9cf*,GS154,HS6624 NewYorkSBCorp.Camden	34 ″ 5 s 7 ″ 8¼ 26 ″ 11¾	
25785 142658 GCVN	**Isabel Moller** (*ex*LoongHwa, *ex*Warcuta,*ex*WarMango) 1*Dk*(*Stl*) *Cruiser Stern*	2834 2262 1664	✠ 8,20 ✠	Bom	*t*		1918 9mo	W.Gray& Co.Ld. WHartlepool	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDB*260'647t	303·0|43·1|20·7 P33'B81'F32' FK *FPT*70t	Shanghai British 6*BHptCem* *APT*60t	T.3Cy.22",36"&59"-39" 266NHP 2SB,*6cf*,GS124,HS4500 Cen.Mar.Eng.Wrks.WHpl	23 ″ 0	C †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25786 208911 KJNL	**Isabela** ssMob.2ndNo.3-9,35 ssN.Yk.No.1-40 2Dks(Stl)	3110 2890 1920	✠100A1 8,41~~11,40~~ ✠LMC MS2,40 BS~~11,40~~10,41	~~Mob~~ Bal	u	CL ~~6,38~~ 8,41	1911 8mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.Mgrs.) CellDBa95' uE&B41'f147'845t	335·0|46·8|22·7 348·1(O.L.) FK FPT85tAPT43t	NewYork Utd.States Cem 4BH to Udk 1 „ „2nd „	T.3Cy.21½",36"&63"-42" (s) 190lb 309NHP 3SB,9cf,GS184,HS5040 NewportNewsSB.&DD.Co	25 ″ 1 s 5 ″ 2¾ 20 ″ 1	
25787 174323 ~~FOKU~~ ~~VPVM~~ BFYD	**Isac** ssNts.No.3-9,39 D.F. 1Dk(Stl) Well deck Cargo battens not fitted	2385 1775 1263	✠100A1 ~~4,41 3,3912,41~~ 8,42 BS12,41 ✠NB7,26 LMC9,39 ~~Surveys delayed~~	Bkn	s	CL 9,39	1926 7mo	Ch.&Atel. deSt.Nazaire St.Nazaire Lloyd'sA&CP	Ministry of War Transport (Ambrose,Davies& Matthews,Ld.Mgs) CellDBa&uE84' f99'392t Tanks	269·5|41·9|19·6 Q&B162'F25' FK at sides of tunnel64'	Swansea British 4BHCem 360tFPT72t	T.3Cy.18⅛",29$\frac{15}{16}$"&49$\frac{3}{16}$"- 37$\frac{13}{16}$" 185lb (s) 198NHP 2SB,6cf,GS117,HS3498 Etab.delaMarine,Indret	21 ″ 10 s 2 ″ 2 19 ″ 9	
25788	**Isadora** (exS.N.A.2 exEspelette) ssShl.No.3-8,26 ssBel.No.2-35 1Dk(Stl) Well deck Cargo battens not fitted (SUNK IN PORT BY AIRCRAFT 6,38-REFLOATED)	1212 856 673	✠ 7,36 ✠	Shl	n		1915 1mo	G.Brown &Co. Greenock	CellDBa f103'294	235·0|33·2|13·6 Q166'F28' FK 60'uE15' t DTa12'167t FPT	Spanish 6BHCem 39tAPT32t	T.3Cy16¾",27½"&45"-33" 152NHP 2SB,4cf,GS82,HS2716 Ross&Duncan,Glasgow	15 ″ 9	
25789 OYNU	**Isafold** (exOrion-35) Wood	871 662 512					1909	O.B.Sören- sensVærft Arendal	RederiA/SIsafold (V.A.Tholander)	183·0|29·9|17·2 Q61tB87tH11tF21t	Copnhagn Danish	T.3Cy.13⅜",21"&36"-37" 67NHP MossMek.Værks.Moss		
25790 DOGB	**Isar** Ⓟ 4Mst D.F. E.S.D. 2Dks Ref.Mchy. Sub.Sig. CruiserStern	9026 8138 5637					1929	Deutsche Schiff-u- Maschb A.G.Vulcan Hamburg	Norddeutscher Lloyd	521·0|63·5|31·0 P26'B&F469' UpperF25'	Bremen German WB	T3Cy34¼"52¾"&86⅝"-57$\frac{1}{16}$"& LP turbine with DR gearing& hydraulic coupling 1000NHP VulcanWerke,Ham		G
25791 119 IBLQ	**Isarco** ssGen.No.3-2,36 D.F. 1Dk(Stl)&Shelter dk(Stl)	5915 5062 3768	✠100A1 Shelter dk withfreeboard 1,40 BS3,39 ✠LMC2,36 NO LATER SURVEY REPORTED	Pla	y	CL 3,38	1924 3mo	Stablimnto Tecnico Trieste Lloyd'sA&CP	"Italia"Soc.Anon. diNav. CellDB338' 1309t DTa33 852t	405·6|54·0|29·3 390·0 BonShelter dk125' F36' FK FPT102tAPT201t	Trieste Italian Cem 6BHtoSh dk 1 „ „ U „	T.3Cy.27",42"&68"-48" (s) 180lb HS7023 465NHP 3SB(Spt),9cf,GS158 FD StabilimentoTecnico,Tri.	32 ″ 0 s 6 ″ 8¼ 25 ″ 6	
25792 LEEK	**Isbjörn** ssCff.No.3-8,20 ssRot.No.1-24 1Dk	579 470 295	✠ ... 8,28 ✠				1907 7mo	Fevigs Jernskibsbyg Fevig	D/S A/S Isbjörn (P.Smedvig)	169·5|27·1|14·0 B48'F22' FK	Stavanger Norwegian WB	T.3Cy.12",20"&32"-24" 70NHP Richardsons,Westgarth& Co.Ld.Mdb	14 ″ 11	N †
25793 463 IBEQ	**Ischia** (exNavarino-36) ssLth.2ndNo.3-7,33 D.F. 2Dks(MStlUptIrn&ptStl) &deep framing	5101 4872 3235	✠ ... 5,37 ✠	Ant	z		1907 2mo	W.Hamil- ton&Co.Ld. PortGlasgow	A.Lauro Cell DBa133'	414·0|52·0|28·2 400·1 P34'B121'F35' FK uE23'f171'1060tA	Naples Italian 6BHCem PT49t	T.3Cy.26",44"&73"-48" 429NHP 3SB,9cf,GS173,HS6687 D.Rowan&Co.Glasgow	31 ″ 0	I †
25794 25709 JUQH	**Ise Maru** WoodAuxBkn 1Dk	509 — 370					1919	....	KawasakiShoji GoshiKaisha	135·1|33·1|16·1	Toba Japanese	C.2Cy.15⅜"&29¼"-18" 28NHP OnoSeikichi,Osaka		
25795 LKGW	**Iselin** Mchy.Aft OilEng. 1Dk,2nd dk clear of cargo tanks Electrically welded except dk,bulkhead CruiserStern & side longitudinals Longitudinal framing	9493 8774 5657	✠100A1 8,41 ~~3,41~~ ✠LMC9,39 Carrying Petroleum in bulk	L.An	a† 2	CL	1939 9mo	Kockums M.V.Aktieb. Malmö Lloyd'sA&CP	SkibsA/S Abu (MagnusKonow& Co.Mgrs.) CellDBuE70'179tD	505·4|63·0|36·6 523·4(O.L.) P98'B41'F67' FK Tf34'496tFPT161t	Oslo Norwegian 11BHptCem APTs294t	Oil Engines 2S.C.DA 8Cy.23⅝"-43$\frac{5}{16}$" 1556NHP 2DB171lb&DB(WT)171lb KockumsM.V.Akt.Malmö	36 ″ 7 s 8 ″ 5 28 ″ 3¾	
25796 363 IBMQ	**Iseo** (exBrenta,exWarShell) ssGen.No.3-9,31 D.F. ssTri.No.1-36 Well deck 1Dk(Stl) & Platform dk in holds	2366 1766 1349	✠100A1 3,39 ✠LMC MS8,35 BS7,39 Fitted for oil fuel 5,33 F.P. above 150° F. NO LATER SURVEY REPORTED	Tri	s	CL 2,38	1918 7mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	"Adriatica"Soc. Anon.diNav. CellD	297·9|42·0|19·1 284·9 P28'Q69'B66'F32' FK B228'575tFPT107t	Trieste Italian 7BHptCem APT228t	T.3Cy.22",36"&59"-39" (s) 180lb 266NHP 2SB,6cf,GS124,HS4500 Cen.Mar.Eng.Wrks.WHpl	21 ″ 2 s 2 ″ 1¼ 19 ″ 3	
25797 DHMR	**Iserlohn** D.F. Sub.Sig. 1Dk	3704 3317 2145					1922	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	338·7|47·7|26·2 P&B220'F42'	Hamburg German WB	T.3Cy.23⅜",39$\frac{3}{16}$"&65¾"- 45$\frac{5}{16}$" 290NHP Frd.KruppA.G.Kiel		G
25798 203364 KFLL	**Ishpeming** D.F. Mchy.Aft 1Dk	7015 — 5592					1906	Gt.Lakes Eng.Works Ecorse.Mich.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo.Mgs.)	530·0|56·2|32·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"-42" 257NHP GtLakesEng.Wks,Detroit		R
25799 44509 JDYM	**Isikari Maru** D.F. CruiserStern 2Dks	3291 — 1891					1938	TamaS.B. Co.Ld. Tama	Hokkaido TankoK.K.	330·0|47·0|25·0 P29'B100'F27'	Tokyo Japanese WB	T.3Cy.19$\frac{11}{16}$",30$\frac{5}{16}$"&55⅜" -39⅜" & exhaust turbine driving steam compressor 191NHP TamaS.B.Co.Ld.Tama		C
25800 31355 JEKB	**Isin Maru** (exIshinMaru-38, exBaronNapier) 2Dks	4955 4595 3137					1909	Napier& Miller,Ld. Glasgow	NissanKisenK.K.	400·3|52·3|27·4 P40'B117'F45'	Tokyo Japanese WB	T.3Cy.27",43"&72"-48" 359NHP Dunsmuir&JacksonLd.Gls		C
25801 163205 GWRG	**Isipingo** Ⓟ TwinSc ssCal.No.1-37 OilEng. Ref.Mchy. 2Dks(StlWeather dk-ws) 3rdDk(Stl)inNos.1,2,3&4holds D.F. E.S.D. CruiserStern	7069 5944 4312	✠100A1 withfreeboard 8,41 ~~3,40~~~~11,40~~ DBS2,42 ✠LMC CS12,38 ~~DBS6,405,41 9,38~~11,40 ✠Lloyd'sRMC~~2,40~~ 7,41 for temp. 33° F. Carrying Vegetable or fuel oil F.P.above 150° F. in deep tanks	Cal	a†	CL PN3,40 s3,40	1934 2mo	Workman Clark(1928) Ld. Belfast Lloyd'sA&CP	BankLine,Ld.(A. Weir&Co.Mgrs.) CellDB345	403·5|57·2|32·4 F44' FK '1155t MTs27'1089tFPT	Belfast British 7BH 65tAPT161t	Oil Engines 2S.C.SA 12Cy.23⅝"-40$\frac{15}{16}$" 1165NHP DB100lb WorkmanClark(1928)Ld.	37 ″ 0 s12 ″ 2¼ 25 ″ 3	
25802 UOAD	**Iskra** Sub.Sig. 1Dk	2513 1980 1387	✠ ... 9,31 ✠				1928 6mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	283·8|43·0|20·6 P20'B72'F32' FK	Leningrad Russian WB	T3Cy17$\frac{11}{16}$"29⅛"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 193NHP BalticS.B.&EngWrks.Len	22 ″ 8	

~~*Surveys delayed. Vessel, when last reported, in port in enemy occupation.~~

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
25803	**Isla de Gran Canaria** Ⓟ (*ex*MarAdriatico) *ss*Val.No.3-11,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *2nd dk in Nos.*1&2 *holds* *Longitudinal framing in double bottom* *Fitted for oil fuel*	5121 4201 3113	✠ — 7,39 ✠	Bcl	*x*		1921 11mo	Soc.Española deConst Naval Bilbao	U.S.S.R.	357·6 P28'B123'F32'*on* *Shelter dk* FK *CellDB*314'749*t* *FPT*	48·1	31·5	Russian *Cem* 6*BHtoSh dk* 63*tAPT*40*t*	T.3Cy.27",44"&73"-48" 500NHP 4SB.*12cf*,GS247,HS9064 J.G.Kincaid&Co.Ld.Grk.	33″11	
25804 EEWR	**Isla de la Gomera** (*ex*Magurio-35, *ex*Nadir) *ss*Bbo.No.3-6,32 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	549 372 316	✠ — 8,40 ✠ ✠NE98*refitted*19	Bbo	*h*		1919 5mo	Echevarrieta y Larrinaga Cadiz	Pesquerias y Salazones de Tenerife S.A. *CellDBf*92'1	164·0 Q94'B11'F25' BK7" 36*tFPT*43*tAPT*7*t*	26·2	10·3	Santa Cruz deTenerife Spanish 3*BHCem*	T.3Cy.13",22"&35"-27" 84NHP 1SB,*2cf*,GS41,HS1505 Muir&Houston,Ld.Gls.	12″10	
25805 EAPF	**Isla de Tenerife** Ⓟ (*ex*MarNegro) *ss*Val.No.3-6,33 *ss*Bbo.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *2nd dk in Nos.*1&2*holds* *Longitudinal framing in double bottom*	5115 4201 3109	✠100A1 *Shelter dk* *withfreeboard* 4,42 ~~5,41~~ ~~10,41~~ BS5,42 ~~BS5,41~~ ✠LMC12,37 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	~~Bbo~~ Bcl	*x*	CL 5,41	1921 3mo	Soc.Española deConst. Naval Bilbao *Lloyd's*A&CP	Cia.Trasmediterranea	357·6 P29'B75'F32'*on* FK *Shelter dk* *Cell DB* 314' 749*t* *FPT*	48·1	31·5	Valencia Spanish *Cem* 6*BHtoSh dk* 63*tAPT*40*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 601NHP 3Water Tube Boilers HS9636 FD J.G.Kincaid&Co.Ld.Grk.	33″11 s8″10¾ 25″3¾	
25806 163541 VWJC	**Islami** Ⓟ *ss*Bom.No.1-38 D.F. E.S.D. 2*Dks*&*Shelter dk* *CruiserStern*	5879 4755 3617	✠100A1 *withfreeboard* ~~6,41~~ ~~10,40~~ 11,41 BS9,41 ~~BS10,40~~ ✠LMC12,38	Bom	*a*† 2	CL ~~10,40~~ 11,41	1934 11mo	Lithgows Ld. PortGlasgow *Lloyd's*A&CP	MogulLine,Ld. *IntermediateBH* *CellDB*346'1384*t*	408·9 F51' FK *dispensed with Coll* *FPT*152*tAPT*92*t*	56·2	26·6	Bombay British *ptCem* *BH to Sh dk* 5 ,, ,, 2*nd* ,,	T.3Cy.24½",41"&70"-48"(*s*) 220lb *110lb* 517NHP 3SB,*9cf*,GS163,HS7425 FD Rankin&BlackmoreLdGrk	29″0 s 3″5½ 25″9½	
25807 LEYM	**Island** (*ex*Steinmann-35,*ex*Fundus,*ex*Benton, *ex*Kilchattan) 1*Dk*	638 500 266	✠ ... 3,23 ✠				1918 10mo	Cook,Welton&Gemmell Ld. Beverley	A/S Ryvarden (F.N.Nordbö A/S, *Mgrs.*)	174·9 B57*t*H14*t* FK	29·9	15·7	Haugesnd Norwegian *WB*	T.3Cy.16",26"&44"-26" 94NHP Amos&Smith,Ld.Hull	16″6	N †
25808 160634	**Island King** Ⓟ (*ex*Columba, *ex*Granit) *OilEng.* *ss*Vcr.No.3-1,36 *Mchy.Aft* *ss*Vcr.No.1-40 1*Dk*(*Stl*)	591 460 291	100A1 1,42 ~~1,41~~ ✠LMC CS2,40 ✠NE4,30 ~~1,41~~ 1,42 DBS~~12,40~~ 1,42	Vcr		OG ~~N1,30~~ 1,42	1920	Trosvik Mek. Verks Brevik *Lloyd's*A&CP	BritishColumbia CementCo.Ld.	165·1 P61'F25' FK *CellDB*101'135*tFPT*	28·2	12·4	Vict'ria BC British 3*BHCem* 54*tAPT*37*t*	Oil Engines 4S.C.SA 6Cy 13½"-20½" 106NHP 2DB*100lb* NDB(P)30 UnionDieselEngineCo Oakland,Cal.	14″6 s1″2 13″6	
25809 161325 VSPS	**Islander** TwinSc *ss*Sng.No.2-37 1*Dk*&*Shelter dk*	1598 1133 760	✠100A1 *withfreeboard* ~~4,41~~ ~~5,40~~ ~~10,40~~ 11,41 BS~~10,40~~ 8,41 ~~BS10,39~~ ✠LMC10,37 *Fitted for oil fuel* 11,29 *F.P. above* 150° F.	Sng		CL ~~10,37~~ 10,40	1929 11mo	Grngemth Dkyd.Co.Ld. Grngemouth *Lloyd's*A&CP	ChristmasIsland PhosphateCo.Ld.	240·0 253·9(O.L.) FK *CellDB*169'401*tFPT*67*tAPT*80*t*(*Col*	41·9	14·9	Singapore British 6*BHptCem* l*BHtoShdk* 5 ,, 2*nd* ,,)	T.6Cy.13",21½"&36"-27" (*s*) 190lb 211NHP 2 Water Tube Boilers FD HS4068 Plenty&Son,Ld.Newbury	17″3 s ″4½ 17″0¼	
25810 KZBX	**Islas Filipinas** (*ex*Bunuan, *ex*Bawean) *ss*Sng.No.1-90 *Well deck* 1*Dk*2*trB*	1068 — 649	✠ ... 4,92 ✠				1886 1mo	J.Laing Sunderland	Cia.Maritima (FernandezHnos. Inc.*Mgrs.*)	210·0 P140'F32' FK	30·5	13·8	Manila Utd.States	T.3Cy.19",31"&51"-33" 149NHP G.Clark.Sunderland	14″7	
25811	**Islas Visayas** (*ex*Visayas, *ex*Andres,*ex*Illaroo) 1*Dk*2*trB*	516 — 283	✠ 1,85 ✠	Nwc	*i*		1884 12mo	Wigham Richrdsn&Co Newcastle	Wallem&Co.	166·2 Q21'B15'F25' *DB*	25·9	14·1	Panama Pnamanian 5*BHCem* *a*36'*f*18'58*t*	C.2Cy.23"&44"-33" 93NHP WighamRichrdsn&CoNwc	15″2	
25812 119349 MFRG	**Isle of Alderney** (*ex*Lochiel-38, *ex*Devonia) *ss*Ply.No.2-15 1*Dk*	318 221 126	✠ ... 4,20 ✠				1906 9mo	Scott of Kinghorn,Ld Kinghorn	CreteShippingCo. Ld.(Stelp&Leighton,Ld.*Mgrs.*)	140·2 P32'B46'F22'	23·1	10·5	Guernsey British *WB*	C.2Cy.16½"&36"-27" 52RHP ScottofKinghorn,Ld.Kgn.	11″1	C †
25813 161686 GQYJ	**Isle of Guernsey** Ⓟ TwinSc E.S.D. *CruiserStern* 2*Dks* D.F. *Fitted for oil fuel*	2143 1124 862					1930	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·5 B148'	42·1	14·2	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W Denny&Bros.Ld.Dmb.		
25814 161678 GRBQ	**Isle of Jersey** Ⓟ TwinSc E.S.D. *CruiserStern* 2*Dks* D.F. *Fitted for oil fuel*	2143 1124 864					1930	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·5 B148'	42·1	14·2	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
25815 161741 GTSR	**Isle of Sark** Ⓟ TwinSc E.S.D. *CruiserStern* 2*Dks* D.F. *Fitted for oil fuel*	2211 1127 876					1932	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·7 B147'	42·1	13·9	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 5,41
25816 148630 GLMT	**Isle of Thanet** Ⓟ TwinSc 2 *Dks*, 3*rd dk in holds* *CruiserStern* *Fitted for oil fuel*	2701 1533 1105					1925	W.Denny& Bros.Ld. Dumbarton	SouthernRailway	329·5	45·1	17·1	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 6,41
25817 EAOS	**Isleño** Ⓟ (*ex*PrincessAlice) Iron	606 — 281					1866	Tod& McGregor Glasgow	IsleñaMaritima, S.A.	194·0 Q31*t*F20*t*	28·0	15·1	Palma Spanish	C.2Cy.22"&42"-42" NE83 95NHP Barclay,Curle&Co.Gls		
25818 168047 GNRR	**Ismaila** 2*Dks* *CruiserStern*	6793 6128 3969	✠100A1 *withfreeboard* ~~4,41~~ ~~12,40~~ 6,41 ✠LMC12,40	~~Hpl~~ ~~Cal~~ Bom	*a*† 2	CL	1940 12mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*366'1127*t*	426·8 442·8(O.L.) P42'B139'F43' FK *FPT*175*t* *APT*168*t*	57·6	32·0	London British 7*BHCem*	T.3Cy.22",37"&65"-48"& LP turbine withDRgearing &hydraulic coupling (*s*) 250lb HS8500 669NHP 4SB(Spt),*12cf*,GS220, FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	34″6 s9″8¾ 25″0	
25819 99 SZJX	**Ismini** (*ex*S.Raissis, Iron3Mst *ex*SeaNymph) *ss*Nwc.2ndNo.3-7,03 *Mchy.Aft* 1*Dk*	314 170 129	✠ 10,08 ✠	Nwc	*c*		1878 10mo	A.Leslie& Co. Newcastle	E.&A.Fouskas	120·3 Q56 F13' BK6½"	20·7	9·7	Piræus Greek 4*BHCem* *WB=FPT*	C.2Cy.18"&32"-24" 43NHP 1SB,*2pf*,GS13,HS790 NDB88 N.E.MarineEng.Co.Ld.Sld.	10″6	
25820 98 IBRQ	**Isonzo** (*ex*IsonzoII.,*ex*Isonzo) *ss*Mfl.No.3-4,34 D.F. *ss*Tri.No.1-38 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5441 5022 3428	✠100A1 *Shelter dk* *withfreeboard* 12,39 ✠LMC MS5,38 BS12,39 ✠Lloyd'sRMC5,40 *Carrying vegetable oil in deep tank* NO LATER SURVEY REPORTED	Gen	*y*	CL 11,38	1921 5mo	Cant.San RoccoS.A. Trieste A&CP	LloydTriestinoSoc. Anon. di Nav. *CellDB*337'1300*t*	404·1 389·9 FK *FPT*114*tAPT*244*t* *MT*35 1014*t*	53·9	29·0	Trieste Italian *Cem* 2*BHtoSh dk* 4 ,, ,, *U* ,,	T.3Cy.27$\frac{3}{16}$",42"&68"-48"(*s*) 180lb FD 465NHP 3SB(Spt)*9cf*,GS158,HS7025 StabilimentoTecnico,Tri.	32″0 s 7″5¼ 24″9	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	6 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built: When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c.: Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
25821 EERR	**Isora** (*ex*Axpe) *ss*LaP.No 3-2,33 *Mchy.Aft* *ss*LaP.No.1-38 *Well deck* 1*Dk*(*Stl*)	316 198 117	✠ … 3,40 ✠	Cdz			1920 9mo	Mutiozabal &Fernandez Bilbao	AdolfoRamirez Escudero	120·0 Q46'B9'F21' FK	22·0	8·8	Teneriffe Spanish 3*BHCem* *FPT*19*t*	T.3Cy.10",16"&26"-18" 43NHP 1SB,2*pf*,GS32,HS830 Soc.Española deConst Nav	9 ″ 9	
25822	**Ispolkom** (*ex*NijniNovgorod) 1*Dk*(*Stl*)&*Spar dk*(*Irn*-ws) &*deep framing*	3230 2915 2282	✠ 2,91	Nwc			1891 2mo	Armstrong Mitchell& Co.Ld. Newcastle	U.S.S.R.	324·5 B86'F37' FK *CellDB*270'586*t*	40·6	27·5	Leningrad Russian 5*BHAsp* *APT*20*t*	T.3Cy.25",41"&67"-42" 303NHP N.E.MarineEngCoLd.Nwc		
25823 29897 JRQB	**Issei Maru** 1*Dk*	1865 1552 1068					1929	Uraga DockK.K. Kobe	FusoKaiunK.K. (YamashitaKisen K.K., *Mgrs*.)	271·0	40·0	20·7	Kobe Japanese	T.3Cy.18",29½"&50"-39" 158NHP UragaDck.K.K.,Uraga		C
25824 107 JLRG	**Issin Maru** *ss*Drn.No.3-8,27 *Mchy.Aft* 1*Dk*&2*nd dk inNo.*2 *hold*	1447 1229 817	✠ … 5,28 ✠				1914 5mo	OsakaIron Works Osaka	DairenKisenK.K.	245·7 P54'B15'F30' FK	36·9	15·9	Dairen Japanese *WB*	T.3Cy.16",27"&45"-30" 147NHP OsakaIronWorks.Osaka	18 ″ 3	
25825 14360	—	493 458 338					1911	Harada Shoko Osaka	Amagasaki Kisenbu GomeiKaisha	167·6	22·1	17·0	Nishino-miya Japanese	C.2Cy.15"&30⅝"-20" 35NHP AmagasakiIsaburo,Osaka		
25826 YTQX	**Ist** (*ex*Baltica-38, *ex*Sillesund,*ex*Rana) Comp *OilEng.* *Mchy.Aft* 1*Dk*	348 255 165					1917	AktiebC.O. Christianson &Co Strömstad	KazimirKozulic	116·0 P41'B7'F38'	25·1	11·4	Ist Yugoslav	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{16}$"-14$\frac{3}{16}$" 123NHP BergsundsM.V.AktbSkm.		V
25827 TCBS	**Istikbal** (*ex*Elpidophoros, *ex*Strathallan) *ss*Pir.2ndNo.3-5,17 *ss*Syra.No.2-25 1*Dk*(*Stl*)&*ptAwng dk*(*Stl*)*deep framing*	2404 — 1518	✠ 6,30 ✠	Ist	*s*		1890 7mo	Russell& Co. Greenock	HüseyinAvni Sohtorikoglu	293·8 P24'Q86'B118' F31' FK *CellDB*242'	40·2	18·3	Istanbul Turkish 5*BHCem* 505*tAPT*54*t*	T.3Cy.22½",35½"&58½"-39" 274NHP 2SB,6*pf*,GS90,HS5472 J.Howden&Co.Glasgow	20 ″ 9	I †
25828	**Istmo** (*ex*Sirona-33) *ss*Got.No.3-4,26 *Mchy.Aft* *ss*Crs.No.3-3,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'38	607 569 421	✠100A1 *Shelter dk withfreeboard* 7,41 ~~10,40~~ ✠LMC MS9,37 BS10,40 *Fitted for oil fuel* 9,33 *F.P. above* 150° F.	Boa	*h*	OG 10,40	1915 7mo	Aktieb. LödöseVarf Lödöse *Lloyd'sA&CP*	Cia.Colombiana deCabotageS.A. (HansElliot, *Mgr.*)	152·9 P36'H36*t*F26' FK *CellDBu* E13'*f*103'148*tFPT*	28·0	9·7 16·0	Buena Ventura Colombian 3*BHCem* 19*tAPT*7*t*	C.2Cy.14$\frac{9}{16}$"&32½"-21⅝" (*s*) 135lb 50NHP 1SB,2*cf*,GS29,HS880 Aktb.LödöseVarf,Lödöse	18 ″ 9 s 6 ″ 10¼ 12 ″ 0	
25829 2209 IBTQ	**Istria** *ss*Gen.No.3-6,34 D.F. *ss*Gen.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5416 4983 3405	✠100A1 *Shelter dk withfreeboard* 10,39 BS4,39 ✠LMC4,38 *Fitted for oil fuel* 8,29 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*y*	CL 3,38	1921 6mo	Stabilmnto Tecnico Trieste A&CP	"Italia"Soc.Anon. di Nav.	404·1 389·9 FK *CellDB*337'1300*t FPT*114*tAPT*244*t*	53·9 54·1	29·5	Genoa Italian *ptCem* 2*BHtoShdk* 4 ,, ,, *U* ,,	T.3Cy.27",42"&68"-48" (*s*) 180lb FD 465NHP 3SB(Spt)9*cf*,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5¼ 24 ″ 9	
25830 46201 JPEN	**Isuzu Maru** D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	2866 — 1952					1939	Tsurumi SeitetsuZosen K.K. Yokohama	HinodeKisenK.K.	332·4 P105'B27'F31'	45·1	24·6	Tokyo Japanese *WB*	1 steam turbine DR geared to 1 Sc. Shaft 267NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
25831 EAJB	**Ita** (*ex*Sardinero-34,*ex*EspañaNo.1, *ex*Eriphia) 1*Dk*	2562 — 1813					1902	Act.Ges. "Neptun" Rostock	Federico G.-Fierro	291·0 P30'B171'F35'	41·2	17·6	Gijon Spanish *WB*	T3Cy.20⅞"35$\frac{7}{16}$"&55⅛"-35$\frac{7}{16}$" 180NHP A.G."Neptun,"Rostock		V
25832 PUKA	**Itabera** Ⓟ TwinSc *ss*Rio.2ndNo.3-1,39 *Ref.Mchy.* 1*Dk*(*Stl*-teaks) &*pt*2*nd dk*	2162 1653 1201	✠ A- *withfreeboard* 8,40 BS1,42 ~~BS8,40~~ ✠LMC1,39 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		OG s8,40 CL P8,40	1916 11mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	287·8 F45' *Prom.dk*192' FK *CellDBa*76'152*t FPT*26*t*	43·2	17·6	R.Janeiro Brazilian 5*BHAsp* *APT*27*t*	T.6Cy.16",26"&42"-30" (*s*) 180lb 275NHP 2SB,6*cf*,GS138,HS5140 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
25833 PUKB	**Itagiba** Ⓟ TwinSc *Ref.Mchy.* *ss*Rio.2ndNo.3-5,36 *ss*Rio.No.1-40 1*Dk*(*Stl*-teaks)&*pt*2*nd dk*	*2169* *1659* *1221*	✠ A- *withfreeboard* 12,40 BS1,42 ✠LMC12,40 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		OG 12,40	1913 6mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	288·3 F45' *Prom dk* 192' FK *CellDBa*76'152*t FPT*	43·2	17·6	R.Janeiro Brazilian 5*BHAsp* 26*t APT*27*t*	T.6Cy.16",26"&42"-30" (*s*) 180lb HS6041 304NHP 2SB&1AuxSB,8*cf*,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
25834 PUKC	**Itaguassu** TwinSc *OilEng.* *ss*Rio.No.3-5,34 *ss*Rio.No.1-38 *Ref.Mchy.* 1*Dk*(*Stl*-ws)&*pt*2*nd dk*	1928 1660 1146	✠ A1 *withfreeboard* 6,39 ✠LMC8,38 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio	*s*	OG 7,38	1923 5mo	Lage Irmaos RiodeJaneiro *Lloyd'sA&CP*	Cia.Nacional de Nav.Costeira	288·0 P31'F39' FK *CellDBa*76'140*tTank in tunnel* 10*t*	43·2	17·4	R.Janeiro Brazilian 5*BHptAsp*	Oil Engines 2S.C.SA 8Cy.14$\frac{15}{16}$"-26" 310NHP SulzerFrères,Winterthur *FPT*49*tAPT*38*t*	18 ″ 9 s 4 ″ 1 15 ″ 0	
25835 PUKZ	**Itahite** Ⓟ TwinSc *ss*Rio.No.3-9,41 ~~ssRio.No.2-37~~ 2*Dks*(*Stl*-*Weather dk* teaks) *Ref.Mchy.* 3*rd dk*(*Stl*)*in Nos.*1&2 *holds* D.F.	4998 3521 3012	✠100A- *withfreeboard* ~~9,41~~ ~~10,39~~ 1,42 MS9,41 BS3,41 ✠LMC~~5,37~~ *Fitted for oil fuel* 9,28 *F.P. above* 150° F.	Rio		OG ~~10,39~~ 8,41	1928 9mo	Chant.de Normandie Rouen	Cia.Nacional de Nav.Costeira	371·4 P56'F78' FK *CellDB*321'761*t Tanks in way of tunnels* 131*t FPT*36*tAPT*51*t*	52·1	24·3	R.Janeiro Brazilian 7*BHptAsp*	T6Cy22$\frac{3}{16}$",36⅜"&57$\frac{1}{16}$"-39⅜" 180lb (*s*) 625NHP 4SB,12*cf*,GS232,HS9726 FD Ch.&Atel,deSt.Nazaire	26 ″ 9 s 6 ″ 7 20 ″ 7	
25836 PUKD	**Itaimbe** Ⓟ TwinSc *ss*Rio.No.2-36 2*Dks*(*Stl*-*Weather dk*-teaks) 3*rd dk*(*Stl*) *in Nos.*1&2 *holds* *Ref.Mchy.*	4993 3479 2941	✠100A- *withfreeboard* ~~7,41~~ ~~2,40~~ 2,42 Examined 7,41 ✠LMC MS2,40 BS~~9,40~~7,41 *Fitted for oil fuel* 3,27 *F.P. above* 150° F.	~~Rio~~ Rio		OG ~~P4,38~~ ~~SN6,38~~ 7,41	1927 3mo	Ch.&Atel. deSt.Nazaire St.Nazaire	Cia.Nacional de Nav.Costeira	373·7 P56'F82' FK *CellDB*321'794*t FPT*	52·0	24·3	R.Janeiro Brazilian 7*BHptAsp* 36*tAPT*51*t*	T.6Cy.22$\frac{1}{16}$",34⅝"&57$\frac{1}{16}$"- 39⅜" 180lb (*s*) 625NHP 4SB,12*cf*,GS232,HS9726 FD Ch.&Atel.deSt.Nazaire	26 ″ 9 s 6 ″ 7½ 20 ″ 7½	

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
25837 PUKE	**Itaipava** (*ex*Ondina)	*904* *744* *707*					1891	Scott&Co. Greenock	**Cia.Nacional de Nav.Costeira**	230·7	33·2	13·7	**R.Janeiro** Brazilian	T.3Cy.16",26"&43"–30" 101NHP Scott&Co.Greenock		
25838 PUKF	**Itaituba** (*ex*Coritiba)	*913* *743* *717*					1891	Scott&Co. Greenock	**Cia.Nacional de Nav.Costeira**	230·7	33·2	13·7	**R.Janeiro** Brazilian	T.3Cy.16",26"&43"–30" 101NHP Scott&Co.Greenock		
25839 319 IBWQ	**Italia** Ⓟ **TwinSc** 3*Dks* D.F. *Fitted for oil fuel*	5203 — 2964					1905	N.Odero &Co. Genoa	**LloydTriestino Soc.Anon. diNav.**	393·7 P65'B150'F30'	47·8	27·0	**Trieste** Italian	T.6Cy.23⅗",38"&63"–47⅕" 545NHP N.Odero&Co.Genoa		I
25840 2185 IBJO	**Italo Balbo** (*ex*AvonCliff-37, *ex*Lomas-36,*ex* Brazilier) *ss*Npt.No.3-2,32 *ss*Hul.No.1-37 E.S.D. D.F. 1*Dk*(*Stl*)	5114 4709 3103	✠100A1 4,39 ✠LMC MS2,37 BS2,39 NO LATER SURVEY REPORTED	Rot	*y*	CL N2,40	1919 5mo	Fairfield S.B.&E.CoLd Glasgow *Lloyd's* A&CP	**Soc.Anon. EmanueleV.Parodi** *CellDB*345'1136*t DTa*28' 1120*t FPT*118*t APT*185*t*	413·2 400·0 P49'B113'F39' FK	52·3	28·4	**Genoa** Italian 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 489NHP 3SB,9*cf*,GS190,HS7020 FD FairfieldS.B.&E.Co.Ld.Gls	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
25841 26163 JAHD	**Italy Maru** *ss*Kob.No 3-12.30 *ss*Kob.No.2-39 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5859 558 4258	✠100A1 *Awng dk* *withfreeboard* 7,40 ✠LMC7,40	Kob	*y*	CL 7,40	1919 10mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	**TamaiSyosenK.K.** *CellDB*334'1118*t FPT*126*tAPT*93*t*	385·0 FK *Collision*	51·0	36·0	**Kobe** Japanese *Cem* *BH to Awdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"–48" (*s*) 200lb 437NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
25842	**Itamaraty**(*ex*Willy-41, *ex*GoldShell *ss*Bkn.No.3-9,28 *ss*.H.Kg.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* *Fitted for oil fuel* *CarryingPetroleum in bulk*	5832 5310 3466	✠ 2,40 ✠	Sch	*z*		1916 2mo	Harlan& Hollings-worthCor. Wlmgtn,Del.	~~**Cia.Nacional deNav.Costeira**~~ LloydBrasileiro *CellDBuE&B7*4'199*tDTf* 32'337*t FPT*114*tAPT*106*t*	411·6 426·0(O.L.) P110'B29'F40' FK	53·4	29·8	**R.Janeiro** Brazilian 16*BHptCem* (12 *to Udk* 4 „ 2*nd* „)	T.3Cy.27"45"&74–48" 550NHP 3SB,9*cf*,GS192,HS8332 Harlan &HollingswrthCor	31 ″ 0	
25843 PUKI	**Itanagé** Ⓟ **TwinSc** *OilEng.* *ss*Rio.No.3-2,41 *Ref.Mchy.* 2*Dks*(*Stl-Weather dk* teak s) D.F. 3*rd dk*(*Stl*)*inNos.*1&2*holds*	*4966* *3572* *3055*	✠100A1 *withfreeboard* 6,41 ~~2,41~~ DBS2,41 ✠LMC2,41	Rio	*x*	OG 2,41	1928 4mo	W.Beard-more&Co.Ld. Glasgow *Lloyd's* A&CP	**Cia.Nacional de Nav.Costeira** *CellDB*295'752*t tanks in way oftunnels*112*tFPT*71*tAPT*61*t*	370·9 P57'F79' FK	52·2	24·5	**R.Janeiro** Brazilian 7*BHPtCem*	Oil Engines 4S.C.SA 12Cy.26"–43¼" 785NHP 2DB*180lb* W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
25844	**Itanema** (*ex*Upanema)	*813* *763* *553*					1891	Hawthorn, Leslie&Co.Ld Newcastle	**Cia.Nacional de Nav.Costeira**	205·0 Q25'F33'	31·2	14·3	**R.Janeiro** Brazilian *WB*	T.3Cy.15",25"&41"–27" 87NHP Ross&Duncan,Glasgow		
25845 PUKJ	**Itapacy** (*ex*Guanabara)	*914* *742* *717*					1891	Scott&Co. Greenock	**Cia.Nacional de Nav.Costeira**	230·4	33·3	13·7	**R.Janeiro** Brazilian	T.3Cy.16",26"&43"–30" 101NHP Scott&Co.Greenock		
25846 PUKK	**Itapagé** Ⓟ **TwinSc** *OilEng.* *Ref.Mchy.* *ss*Rio.No.3-6,40 2*Dks*(*Stl-Weather dk* teak s) 3*rd dk* (*Stl*)*inNos.*1&2*holds*	4998 3521 3012	✠100A– *withfreeboard* 6,40 6,41 DBS~~6,40~~ ✠LMC6,40	Rio		OG 5,40	1927 11mo	Chant.de Normandie Rouen	**Cia.Nacional de Nav.Costeira** *CellDB*319'691*t sidetanks* 113*t Tanks in way oftunnels* 148*tFPT*36*tAPT*52*t*	371·6 P55'F76' FK	52·1	24·3	**R.Janeiro** Brazilian 7*BHptAsp*	Oil Engines 4S.C.SA 12Cy.24 13/16"–43 5/16" 714NHP 2DB*180lb* Ch.&Atel.dePenhöet, Penhöet	26 ″ 9 s 6 ″ 7 20 ″ 7	
25847 PUKL	**Itapé** Ⓟ **TwinSc** *OilEng.* *ss*Rio.No.3-7,39 *Ref.Mchy.* 2*Dks*(*Stl-Wthr dk* teak s) 3*rd dk*(*Stl*)*inNos.*1&2*holds*	*4978* *3572* *3077*	✠100A– *withfreeboard* ~~1,40~~10,41 DBS10,41 ~~DBS10,40~~ ✠LMC7,39	Rio		OG 6,39	1927 11mo	W.Beard-more&Co.Ld. Glasgow	**Cia.Nacional de Nav.Costeira** *CellDB*295'752*tFPT*71*tAPT*61*t*	371·0 P57'F79' FK	52·2	24·5	**R.Janeiro** Brazilian 7*BHptCem*	Oil Engines 4S.C.SA 12Cy.26"–43¼" 785NHP 2DB*180lb* W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
25848	**Itaperuna** (*ex*Tramandahy)	*909* — *713*					1891	Scott&Co. Greenock	**Cia.Nacional de Nav.Costeira**	231·0	33·0	13·4	**R.Janeiro** Brazilian	T.3Cy.16",26"&43"–30" 101NHP Scott&Co.Greenock		
25849	**Itapoan** 2*Dks*	752 *687* *512*					1891	Scott&Co. Greenock	**Cia.Nacional de Nav.Costeira**	230·8	33·2	12·6	**R.Janeiro** Brazilian	T.3Cy.16",26"&43"–30" 101NHP Scott&Co.Greenock		
25850 PUKP	**Itapuca** **TwinSc** *ss*Rio.2ndNo.3-7,29 *ss*Rio.No.2-38 *Ref.Mchy.* 1*Dk*(*Stl*-teak s) *lower dk inNos.*1,2&3*holds* & *deep framing in No.4 hold*	1849 1471 978	✠ A– *withfreeboard* 7,39 BS3,39 ✠LMC4,38 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL s3,38 OG P3,38	1909 5mo	AilsaS.B. Co.Ld. Troon	**Cia.Nacional de Nav.Costeira** *CellDBa*64'116*tFPT*30*tAPT*32*t*	270·2 F43' FK *Prom.dk*166'	42·2	17·5	**R.Janeiro** Brazilian 5*BHAsp*	T.6Cy.16",26"&42"–30" (*s*) 180lb 273NHP 2SB,6*cf*,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 6 s 5 ″ 5½ 13 ″ 6	
25851 PUKQ	**Itapuhy** Ⓟ **TwinSc** *ss*Rio.2nd.No.3-9,40 *Ref.Mchy.* 1*Dk*(*Stl*-teak s)&*pt2nd dk*	*2172* *1660* *1230*	✠ A1 *withfreeboard* 1,42 ~~9,40~~ BS1,42 ✠LMC9,40 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio	*s*	OG 9,40	1912 12mo	AilsaS.B. Co.Ld. Troon *Lloyd's* A&CP	**Cia.Nacional de Nav.Costeira** *CellDBa* 76'152*tFPT*26*tAPT*27*t*	288·3 F45' *Prom.dk*192' FK	43·2	17·6	**R.Janeiro** Brazilian 5*BHAsp*	T.6Cy.16",26"&42"–30" 180lb 275NHP 2SB,6*cf*,GS138,HS5740 AilsaS.B.Co.Ld.Troon	18 ″ 9	
25852 PUKR	**Itapura** Ⓟ **TwinSc** *ss*Rio.2ndNo.3-5,33 *ss*Rio.No.2-41 *Ref.Mchy.* 1*Dk*(*Stl*-teak s)&*pt2nd dk*	*2119* *1604* *1179*	✠ A– *withfreeboard* 3,41 ✠LMC3,41 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL 2,41 OG 2,41	1912 4mo	AilsaS.B. Co.Ld. Troon	**Cia.Nacional de Nav.Costeira** *CellDBa*76'135*tFPT*26*tAPT*27*t*	288·2 F45' FK *Prom.dk*192'	43·2	17·4	**R.Janeiro** Brazilian 5*BHAsp*	T.6Cy.16",26"&42"–30" (*s*) 180lb HS6005 304NHP 2SB&1AuxSB,8*cf*,GS165 AilsaS.B.Co.Ld.Troon	18 ″ 9 s5 ″ 7 13 ″ 8	
25853 361 PUKS	**Itaquatia** Ⓟ **TwinSc** *ss*Rio.No.3-6,33 *ss*Rio.No.1-38 *Ref.Mchy.* 1*Dk*(*Stl*-teak s)& *pt 2nd dk*	2162 1653 1250	✠ A– *withfreeboard* 8,40 ✠LMC MS8,38 BS2,40 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL s8,40 OG P8,40	1920 4mo	Lage Irmaos RioJaneiro	**Cia.Nacional de Nav.Costeira** *CellDBa*76' 155*t FPT*28*tAPT*29*t*	288·0 F45' *Prom.dk*192' FK	43·2	17·6	**R.Janeiro** Brazilian 5*BHAsp*	T.6Cy.16",26"&42"–30" (*s*) 180lb HS6041 304NHP 2SB&1Aux.SB,8*cf*,GS169 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years signed now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25854 PUKT	**Itaquera** Ⓟ TwinSc *ss*Rio.2ndNo.3-2,35 *ss*Rio.No.1-39 *Ref.Mchy.* 1*Dk*(*Stl*-teak s)&*pt2nd dk*	*2209* *1691* *1254*	✠ A1 *withfreeboard* 4,42 ~~10,40~~ BS4,42 ✠LMC MS5,39 ~~BS5,40 6,41~~ ✠NB(Aux)9,28 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio	*s*	OG 10,40	1913 2mo	Mackie&Thomson,Ld. Glasgow *Lloyd*'*sA&CP*	Cia.Nacional de Nav.Costeira	288·3 F45' FK *CellDBa76'172tFPT*	43·2	17·4	R.Janeiro Brazilian 5*BHAsp* 36*tAPT*36*t*	T.6Cy.16",26"&42"-30" (*s*) 180lb HS5823 293NHP 2SB&1AuxSB, GS169, Muir&Houston,Ld.Gls.	18 ″ 9 s 5 ″ 7 13 ″ 8	
25855 PUKV	**Itaquicé** Ⓟ TwinSc *Oil Eng* *ss*Rio No.3-11,39 2*Dks*(*Stl-Weather dk* teak s) *Ref.Mchy.* 3rd *dk*(*Stl*)*in Nos.1&2holds*	*4969* *3575* *3062*	✠100A1 *withfreeboard* 11,39 DBS11,39 ✠LMC11,39	Rio	*x*	OG 11,39	1928 1mo	W.Beardmore&Co.Ld. Glasgow *Lloyd*'*sA&CP*	Cia Nacional de Nav.Costeira *CellDB*295'752*t* *Tanks in way of*	371·0 P57'F79' FK *tunnels*112*tFPT*71*t*	52·2	24·5	R.Janeiro Brazilian 7*BHptCem* *APT*61*t*	Oil Engines 4S.C.SA 12Cy.26"-43¼" 785NHP 2DB*180lb* W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
25856 PUKV	**Itassucé** Ⓟ TwinSc *ss*Rio.2ndNo.3-4,35 *ss*Rio.No.1-39 *Ref.Mchy.* 1*Dk*(*Stl*-teak s)&*pt2nd dk*	*2123* *1606* *1175*	✠ A- *withfreeboard* 1,41 ✠LMC MS3,39 BS1,41 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL S1,41 OG PN1,41	1912 10mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira *CellD*	288·2 F45' FK *Promenade dk*192' *Ba*76' 135*t FPT*26*t*	43·2	17·4	R.Janeiro Brazilian 5*BHAsp* *APT*27*t*	T.6Cy.16",26"&42"-30" (*s*) 180lb 273NHP 2SB,*6cf*,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
25857 PUKW	**Itatinga** Ⓟ TwinSc *ss*Rio.2ndNo.3-9,33 *ss*Rio.No.1-37 *Ref.Mchy.* 1*Dk*(*Stl*-teak s)&*pt2nd dk*	*2114* *1605* *1181*	✠ A- *withfreeboard* 1,41 BS11,41 ✠LMC MS6,37 ~~BS6,40~~ *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		OG 3,39	1912 6mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira *CellD*	288·0 F45' FK *Promenade dk*192' *Ba* 76' 135*t FPT*26*t*	43·2	17·4	R.Janeiro Brazilian 5*BHAsp* *APT*27*t*	T.6Cy.16",26"&42"-30" (*s*) 180lb 274NHP 2SB,*6cf*,GS135,HS5118 AilsaS.B.Co Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
25858 168012 GMWW	**Itaura** 2*Dks* *CruiserStern*	6793 6128 3969	✠100A1 *withfreeboard* 5,41 ~~10,40~~ ✠LMC10,40	~~Hpl~~ Bom	*a*† 2	CL	1940 10mo	W.Gray& Co.Ld. W Hartlepool *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	426·8 442·8(O.L.) P42'B139'F43' FK 366' 1127*tFPT*175*t*	57·6	32·0	London British 7*BHCem* *APT*168*t*	T.3Cy.22",37"&65"-48"& LP turbine withDRgearing &hydraulic coupling (*s*) 250lb 669NHP 4SB(Spt)*12cf*GS220HS8500 Cen.Mar.E.Wks. FD (W.Gray&Co.Ld.)W.Hpl.	34 ″ 6 s 9 ″ 8¾ 25 ″ 0	
25859 DHMT	**Itauri** Ⓟ D.F. 2*Dks*	6838 6182 4226					1923	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	439·0 F55'	55·6	31·3	Hamburg German *WB*	T.3Cy.29⅛",47¼"&76⅜"-53$\frac{15}{16}$" 428NHP FlensburgerSchiffsb.Ges.		G
25860	**Itaverava** (*ex*BargeIndia) *OilEng.* *Mchy.Aft* 1*Dk*	767 — 738	✠ ... 6,10				1907 1mo	Murdoch& Murray Pt.Glasgow	Cia.Nacional de Nav.Costeira	211·2 FK	37·1	11·0	R.Janeiro Brazilian *WB*	Oil Engines 2S.C.SA 8Cy.13¼"-13¾" 244NHP NE *fitted*18 D.Goedkoop,Jr.Amstrdam		
25861 UOFQ	**Itelmen** Ⓟ (*ex*Eastport) Sub.Sig. *Longitudinal framing* *Ref.Mchy.* 1*Dk*&*Shelter dk*&*Web frames*	4385 3666 2705	✠ ... 11,20 ✠				1918 8mo	OsakaIron Works,Ld. Innoshima	U.S.S.R.	344·3 P33'B115'F34'*on* *Shelter dk* FK	49·9	25·6	Vladvostk Russian *WB*	T.3Cy.24",41"&67"-48" 390NHP OsakaIronWrks.Ld.Osaka	28 ″ 2	
25862 DOBG	**Ithaka** (*ex*Alaya-36,*ex*Vaterland) Sub.Sig. 1*Dk*	1773 1654 1025					1921	Nordd. Unionwerke A.G.Tönning	AtlasLevante-LinieA.G.	283·2 P&B192'F31' len28	39·7	17·6	Bremen German *WB*	T.3Cy.20",31½"&49¼"-31½" 137NHP Waggon u Maschb.A.G.Görlitz		G
25863 434 SZJV	**Ithaki** Ⓟ (*ex Yacht*Safa-el-Bahr) 2*Dks*	675 — 317	✠ 4,08 ✠	Ven			1894 5mo	A&J.Inglis Ld. Glasgow	HellenicCoast LinesCo.Ld.	200·0	27·0	15·3	Piræus Greek	T.3Cy.18",29"&48"-36" 146NHP A.&J.Inglis,Ld.Glasgow		
25864 36 SVFJ	**Ithakos** (*ex*Ellaline) *ss*Pir.2ndNo.3-3.33 *Cargo battens not fitted* *ss*Pir.No.1-38 1*Dk*(*ptIrn*&*ptStl*)2*trB*& *deep framing*3*Dk rule*	3916 3668 2462	✠100A1 10,39 BS10,39 ✠LMC10,38 (SEE FOOT NOTE *)	Pir	*w*	CL 7,37	1906 12mo	J Readhead &Sons SouthShields *Lloyd*'*sA&CP*	G.C.Dracoulis *CellDB*	346·0 P30'B96'F33' FK *a*115'*u E*25' *f*148'9	49·6	26·5	Ithaca Greek 6*BHCem* 05*tAPT*65*t*	T3Cy.25$\frac{5}{16}$",42"&68"-45"(*r*) 180lb *65lb* 331NHP 2SB,*6cf*,GS121,HS5026 J.Readhead&Sons,S.Shl.	28 ″ 0 s 5 ″ 0 23 ″ 1¾	
25865 166337 GFFD	**Itinda** D.F. 2*Dks* *CruiserStern*	6619 6128 3964	✠100A1 *withfreeboard* 2,42 ~~10,40~~ BS2,41 ✠LMC1,38	~~Cal~~ Bom	*a*† 2	CL 11,40	1938 1mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*366'1126*tF*	426·8 442·8(O.L.) P39'B132'F39' FK	57·6	32·0	London British 7*BHptCem* *PT*190*tAPT*190*t*	T.3Cy.22",37"&65"-48"& LPturbine withDRgearing &hydraulic coupling 250lb (*s*) 592NHP 3SB(Spt)*9cf*,GS168,HS6858 Cen.Mar.E.Wks. FD (W.Gray&Co.Ld.)W.Hpl.	34 ″ 6 s 9 ″ 8¾ 25 ″ 0	
25866 167619 GMKM	**Itola** 2*Dks* *CruiserStern*	6793 6128 3969	✠100A1 *withfreeboard* 11,41 ~~10,40~~ ✠LMC7,40	Bom	*a*† 2	CL 10,40	1940 7mo	W.Gray& &Co.Ld. WHartlepool *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*366'1127*t*	426·8 442·8(O.L.) P42'B139'F43' FK *FPT*175*tAPT*168*t*	57·6	32·0	London British 7*BHCem*	T.3Cy.22",37"&65"-48"&LP turbine with DR gearing & hydraulic coupling (*s*) 250lb 669NHP 4SB(Spt)*12cf*GS220HS8500 Cen.Mar.E.Wks. FD (W.Gray&Co.Ld.)W.Hpl.	34 ″ 6 s 9 ″ 8¾ 25 ″ 0	
25867 153066	**Itororo** TwinSc 1*Dk*(*Stl*)2*trB* (*River Vessel*) *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	1755 1484 1098	✠ 6,23 ✠	N Yk Converted to oil Tanker1940			1920 11mo	Bethlehem S.B.Corp.Ld. (MoorePlant) Elizabethport N.J.	G.Elie (TransitTankers &Terminals,Ld. *Mgrs.*)	245·0 F32' FK *FPT*45*t*	40·6	17·7	Montreal British 7*BHptCem* *APT*26*t*	T.6Cy.11",18"&29"-20" HS8220 400NHP 2 Water Tube Boilers H.G.TroutCo.Buffalo	18 ″ 7	C †
25868 24160 JITC	**Itosaki Maru** Ⓟ (*ex*AizawaMaru No.18) 1*Dk*	1236 1063 853					1918	Aizawa Iwakichi Osaka	ArataSyokaiK.K.	218·0 *WB*	32·1	19·0	Kobe Japanese	T.3Cy.16⅜",23"&38$\frac{1}{16}$"-30" 80NHP AizawaZosensho,Osaka		

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
25869 167426 GQJD	**Itria** D.F. 2*Dks* *CruiserStern*	6845 6147 4035	✠100A1 *withfreeboard* 9,40 ✠LMC5,40	Cal	*a*† 2	CL	1940 5mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA♦CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	427·9 442·5(O.L.) P41'B140'F39' FK 370' 1323*t FPT*131*t*	57·5	32·1	London British 7*BHCem* *APT*118*t*	T.3Cy.22½",37½"&63"-45"& LP turbine withDRgearing &hydrauliccoupling (*s*) 250lb HS8344 630NHP 4SB(Spt),*12cf*,GS208, FD Barclay,Curle&Co.Ld.Gls.	34 ″ 6 s 9 ″ 1½ 25 ″ 6	
25870 PEXZ	**Ittersum** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Fitted for oil fuel*9,38 *F.P. above* 150° F.	5199 4850 3159	✠100A1 *withfreeboard* 9,41 ~~10,40~~ ✠LMC9,38	~~Nwc~~ Lth	*a*†	CL 9,41	1938 9mo	Wm.Dox- ford&SonsLd Sunderland *Lloyd'sA&CP*	Stoomvaart- Maats."Oostzee" (Vinke&Co.*Mgrs.*) 1 *intermediate BH* *CellD*	427·9 445·3(O.L.) F39' FK (*Coll* *dispensed with* *B*355'1341*tFPT*90*t*	57·1	25·6	Amstrdam Dutch *ptCem* *BH to Sh dk* 5 ,, ,, *2nd* ,,) *APT*140*t*	T.3Cy.23½",38"&66"-45" (*s*) 220lb Rht. 464NHP 2SB(Spt)&1AuxSB,*8cf*, GS124,HS6807 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	28 ″ 1 s 3 ″ 3⅜ 25 ″ 0	
25871 2252 IPAA	**Itu** (*ex*Throstlegarth) *ss*Bkn.No.3-7,07 *Welldeck* 1*Dk*	1578 — 842	✠ ... 7,11 ✠				1895 4mo	Palmers' Co.Ld. Newcastle	Ruggiero& MeregaSoc.Anon diNav	258·5 250·8 Q96'B48'F28' FB	36·4	18·2	Genoa Italian *Wb*	T.3Cy.20",33"&54"-36" 191NHP Palmers'Co.Ld.Newcastle	19 ″ 7	I †
25872 44234 JYQL	**Itukusima Maru** (*ex*ItsukushimaMaru-38) *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing* *CruiserStern* GyC. *CarryingPetroleum in bulk*	10007 — 5817					1937	Kawasaki Dkyd.Co.Ld Kobe	NipponSuisanK.K.	503·3	65·0	37·1	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2250NHP KawasakiDkydCoLd Kobe		C
25873 EERU	**Iturri-Ripa** (*ex*Ripa, Iron *ex*Vicenta,*ex*Vasco *ss*Bgn.3rdNo.3-4,14 Andaluz) *ss*Bbo.No.1-19 1*Dk*2*trB*	384 293 193	✠ ... 9,22				1861 8mo	Tod& M'Gregor Glasgow	SantiagoRivero Moran	168·8 P48'B45'F28' DF&S08	25·1	11·5	Bilbao Spanish	C.2Cy.20¾"&39½"-20" 58NH	12 ″ 1	
25874 OFBE	**Ivalo** (*ex*Bretland-37) *Mchy.Aft.* 1*Dk* D.F.	2035 — 1196					1902	Akt.Bur- meistr&Wain Copenhagen	FartygsA/BIvalo LaivaO/Y(O/Y Chartering Agency JohnDahlbergA/B, *Mgrs.*)	290·1 280·0 P75'F30'	40·3	18·8	Helsingfrs Finnish *WB*	T.3Cy.19¾",31¾"&55"-36" 181NHP Akt.Burmeistr&WainCpn.		V
25875 YTBQ	**Ivan** (*ex*GiacomoFeltrinelli) *Well deck* 1*Dk*	1275 1027 687	✠ ... 6,19 ✠				1914 4mo	Campbeltn S.B.Co. Cambelt'wn	Ant.Babarovic	230·5 Q79'B58'F59' FK	35·8	15·6	Milna Yugoslav *WB*	T.3Cy.18½",27½"&45"-33" 138NHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 7	V †
25876 8009 SDXN	**Ivan Gorthon** *ss*Got.No.1-39 1*Dk&Shelter dk* *Cruiser Stern* *Strengthened for Navigation in Ice*	*1803* *1539* *977*	✠100A1 *withfreeboard* ~~8,41~~ ~~1,41~~ 9,41 BS8,41 ✠LMC6,39	~~NYk~~ MVo	*s*	CL ~~6,39~~ 8,41	1935 4mo	A/S Aalbrg Msk.ogSkibs Aalborg *Lloyd'sA&CP*	RederiA/BGefion (JohGorthon, *Mgr.*) *Collision* *CellD*	280·8 298·5(O.L.) FK *BH&after peakBH* *B*234' 576*t FPT*51*t*	43·6	17·3	Hlsngborg Swedish 4*BH* *to Shelter dk* *APT*93*t*	C.4Cy.(2)14$\frac{9}{16}$"&(2)34¼"- 32½" 220lb (*s*) 230NHP 2SB,*6cf*,GS84,HS3488 FD FredrikstadM.V.Frdstad.	19 ″ 8 s ″ 7 19 ″ 2	
25877 OZIH	**Ivan Kondrup** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	2369 2104 1368	✠100A1 3,40 ✠LMC2,37 (SEE FOOTNOTE *)	Els	*s*	OG 3,40	1937 2mo	Helsingörs Jernsk&Msk Elsinore *Lloyd'sA&CP* *CellDB*250'	Det.Danske Kulkompagni 1 *Intermediate* 632*t Tanks* *between hatchway*	291·8 306·0(O.L.) Q176'F28' FK *BH dispensed with* *sf*65*ta*34*tFPT*130*t*	42·7	23·9	Copnhagn Danish 4*BHCem* *APT*71*t*	C.3Cy.(2)15¾"&(1)39⅜"- 37⅜" & LP turbine with SR gearing & chain drive 220lb FD (*s*) 239NHP 2SB(Spt),*6cf*,GS90,HS3464 HelsingörsJernsk.&Mskb.	21 ″ 3	
25878	**Ivan Liskovski** Iron (*ex*Ilse,*ex*Neva) 1*Dk*	621 441 332					1872	Reiherst Schiffswerft Hamburg	U.S.S.R.	188·9 F24'P110'	25·3	13·2	Odessa Russian	C.2Cy.21"&38"-26" 61NHP ReiherstMaschinenf.Ham.		
25879 UOXU	**Ivan Papanin** (*ex*N.Ejov-39, *ex*KarlLepin-38, *OilEng.* *ex*Murmanles) 1*Dk*	3974 3527 2256					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·5	24·9	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-47$\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
25880 YTFW	**Ivan Topić** (*ex*Ronda-37) *ss*Cff.No.3-5,35 *ss*Spt.No.1-39 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in fore&after holds*	*4943* *4539* *3030*	✠100A1 7,41 ~~8,40~~ MS5,39 ✠LMC ~~BS2,40~~8,41	~~NNs~~ Bal	*y*	CL N3,39	1920 4mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	SlobodnaPlovidba Topić,D.D.(Ant. Topić,*Mgr.*) *Cell*	385·0 P36'B119'F40' FK *DB*334' 1100*t FPT*	53·6	27·1	Susak Yugoslav 6*BHCem* 94*tAPT*147*t*	T.3Cy.26½",44"&73"-48"(*r*) 180lb 433NHP 3SB,*9cf*,GS180,HS7110 J.Readhead&Sons,Ld.SShl	29 ″ 8 s 5 ″ 5¼ 24 ″ 6	
25881 OYGB	**Ivar** D.F. 1*Dk*	2145 1909 1292					1917	Nylands Værksted Oslo	DetForenede Dampskibsselskab	289·7 P25'B144'F32'	44·2	18·9	Copnhagn Danish *Wb*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
25882 LJWH	**Ivaran** *OilEng.* D.F. 1*Dk&Shelter dk*	4955 4300 2974					1938	Kockums M.V.Aktieb. Malmö	A/S IvaransRederi (S.Holter-Sören- sen,*Mgr.*)	401·4 F34'	54·8	25·1	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-43$\frac{5}{16}$" 972NHP KockumsM.V.Akt.Malmö		N
25883 6411 SJWA	**Ivernia** *ss*Els.No.3-4,34 *ss*Skm.No.1-39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	*1530* *1208* 700	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~4,40~~4,42 BS9,41 ~~BS7,40~~ ✠LMC5,39	~~Got.~~ Mmo	*r*	OG ~~6,38~~ 5,41	1921 1mo	Oskrshmns M.V.Aktieb. Oskarshamn A&CP	Rederiaktieb SvenskaLloyd (K.R.Bökman, *Mgr.*) *Collision* *CellDB*229'451*t*	274·0 277·5(O.L.) FK *FPT*34*tAPT*36*t*	40·7	23·5 15·5	Gothenbrg Swedish *Cem* *BHto Sh dk* 3 ,, ,, *U* ,,	T.3Cy.19",31½"&51½"-33" 185lb *100lb* (*s*) 226NHP 2SB(Spt),*6cf*,GS75, HS3442 FD OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 2 17 ″ 11¾	
25884 YTBV	**Ivo Matkovic** (*ex*LaRoche- foucauld-34) 1*Dk*	2527 — 1413					1920	Atel.&Ch. deBretagne Nantes	EugenMatkovic	290·0 B57'F26'	43·3	20·2	Split Yugoslav *WB*	DR geared Steam Turbine Atel.&Ch.deBretagne,Nts		G
25885 2218 IBTC	**Ivorea** (*ex*Suriname-38) *ss*N.Yk.2ndNo.3-8,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Spar dk*(*Stl*-ws) D.F. *Fitted for oil fuel*	3274 2456 1909	✠ ... 10,38 ✠ Lloyd'sRMC3,40 for temp. 32° F.	NOs	*v*		1908 2mo	Nederl. Schps. Maats Amsterdam *Intermediate*	Italo-BalticaSoc. Anon.Italiana di Nav.e Commercio *bulkhead in after* *Cell*	354·1 336·7 B180'F46' FK&BK2' *hold dispensed with* *D Ba*76' *f* 134'418*t*	42·2	22·8	Genoa Italian *Cem* 5*BH only*	T.3Cy.24⅔",41⅝"&68¼"-51" 503NHP 3SB,*9cf*,GS187,HS7827 NedFb.v.Wrk&Spoor,Ams	26 ″ 0	I †
25886 46479 JZMN	**Iwaisima Maru** (*ex*FumiMaru No.2)	695 — 371					1916	Aizawa Iwakiti Osaka	OkadaGumiK.K.	170·3	27·2	15·7	Osaka Japanese	Steam Engines		
25887 18987 JNUH	**Iwami Maru** Ⓟ 1*Dk*	774 703 438					1916	GoshiKai- shaHarada Shoko,Osaka	OsakaSyosen K.K.	187·8 F44'	25·5	18·5	Osaka Japanese	T.3Cy.13",21½"&36"-24" GoshiKaisha 64NHP HaradaShoko		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
25888 46374 JGGM	**Iwasiro Maru**	*CruiserStern*	3550 — 2111					1939	Harima S.B.&Eng Co.Ld. Harima	KaiyoKisenK.K.	338·6	48·0	26·0	Kobe Japanese	T.3Cy.$22\frac{1}{16}$",37"&61"–$42\frac{1}{8}$" 241NHP HarimaS.B.&Eng.Co.Ld. Harima		C
25889 28023 JOID	**Iwate Maru** D.F.	*2Dks*	2985 — 2081	✠ … 10,24 ✠				1921 1mo	Teikoku S.S.Co. (Dkyd.) O Harima	NipponYusenK.K.	305·0 P23'B92'F33'	43·7	27·2 FK	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 352NHP KobeSteelWorks,Ld.Kobe	27 ″ 3	
25890 45330 JXYM	**Iwato Maru**	*OilEng.* *CruiserStern*	527 — 341					1939	Nakata Zosensho Osaka	OkuboKunziro	159·9	27·5	13·7	Tarumi Japanese	Oil Engines 2S.C.SA 5Cy.$13\frac{3}{4}$"–$19\frac{11}{16}$" 165NHP NipponHatsudokiK.K.		
25891 28534 JBUE	**Iyang Maru** Ⓟ (*ex*ChoTen)	TwinSc	943 438 515					1921	Kiangnan Dock&Eng. Co. Shanghai	ToaKaiunK.K.	197·0	31·0	10·0	Tokyo Japanese	T.6Cy.15",22"&34"–18" 49NHP KiangnanDock&Eng.Co. Shanghai		
25892 44162 JCPM	**Izan Maru** (*ex*WestwardHoMaru-38, *ex*WestwardHo-37)	*2Dks* *Fitted for oil fuel*	5475 — 4000	✠ … 9,20				1918 3mo	Columbia RiverS.B.Co. Portland,Or.	KokokuKisenK.K.	410·0 P47'B115'F44'	54·2	27·5 FK	Kobe Japanese *WB*	DR geared steam turbine 551NHP KerrTurbineCo. Wellsville,N.Y.	30 ″ 2	C †
25893 TCBO	**Izmir** Ⓟ (*ex*Kawi)	*3Dks*	4875 3640 3021					1907	Kon.Maats deSchelde Flushing	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	394·2 P80'B180'F78'	47·1	27·2	Istanbul Turkish *WB*	T.3Cy.$28\frac{1}{2}$",48"&82"–60" 521NHP Maats.deSchelde,Flushing		

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
25894 211453 WCVT	**J. A. Campbell** (*ex*AltonC.Dustin) ssClv.No.4–4,39 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* GyC. *Longitudinal framing*	7316 — 5609	✠100A– 3,41 BS3,41 ✠LMC4,39 *For Service on the Great Lakes*	Clv			1913 7mo	American S.B.Co. Lorain,O. *CellDB&*	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *side tanks f*402'52	525·0 F48' 50*t* *CellDBuE&B&*	58·1	27·8 FK	Wilmgton (Del.) Utd.States 4*BH* *cross bunker*	T.3Cy.23",37"&63"–42" (*s*) 180lb 388NHP 2SB,6*cf*,GS126,HS5998 FD AmericanSBCo.Cleveland 69'350*tFPT*260*tAPT*50*t*	31 ″ 0	
25895 212994 WOCI	**J. A. Moffett** 3Mst ssS.Fo.No.3–4,27 ssS.Fo.No.1–31 *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Webframes* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	6197 — 3777	✠ ... 6,32 ✠				1915 3mo	Union Iron WorksCo. SanFrancisco	StandardOilCo.of California	419·4 P101'B35'F44'	54·2	31·6 FK	S.Frncisco Utd.States *WB*	Q.4Cy.23",32¾",49"&71½"–51" 540NHP UnionIronWorksCo.S.Fo.	31 ″ 6	R †
25896 221521 KDTU	**J. A. Moffett, Jr.** TwinSc ssN.Yk.2ndNo.3–3,41 *OilEng.* ~~ssN.Yk.No.3–12,27~~ D.F. GyC. E.S.D. ~~ssN.Yk.No.2–37~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	9788 7832 6137	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~7,40~~ ✠LMC CS~~6,38~~ 9,41 DBS~~3,41~~ 4,42 ~~9,39~~ 3,41 ✠NE12,27 *Carrying Petroleum in bulk*	NYk	*f*†	CL 9,39	1921 8mo	Federal S.B.Co. Kearny,N.J. A&CP	StandardOilCo.of NewJersey *CellDBuE&B*68'	499·2 199*tDTf*54'646*t* *FPT*258*tAPT*142*t*	68·1	30·5 FK	Wilmgton (Del.) Utd.States 19*BH* *ptAspptCem* (4 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy.27½"–47¼" 1053NHP 2NDBWaterTube27–*250lb* Hooven,Owens&Rent-schlerCo.Hamilton,Ohio	38″10 s10″3 28″11½	
25897 HPFL	**J. A. Mowinckel** TwinSc *OilEng.* ssN.Yk.No.2–39 D.F. GyC. E.S.D. 2*Dks*(*Stl*)& *Mchy.Aft* *CruiserStern* *Web frames* *Longitudinal framing–bracketless system*	11147 — 6795	✠100A1 ~~8,41~~ 8,40 11,41 DBS11,41 ✠LMC CS12,39 ~~DBS8,40 3,41~~ 8,40 3,41 *Carrying Petroleum in bulk*	NYk	*g*†	CL 6,39	1930 11mo *Lloyd*	Cant. RiunitiDell' Adriatico Monfalcone '*sA&CP*	PanamaTransport Co.	521·8 *After*B55'B41'F43' *CellDBuE*107'	70·4	38·8 FK	Panama Pnamanian 17*BHptCem* 4 ,, *to2nddk* 228*t DTs f*4	Oil Engines 2S.C.SA 12Cy.26¾"–43$\frac{5}{16}$" 1505NHP 2WTDB*200lb* 2DB*100lb* Soc.An.FiatS.G.M.Turin 8'1966*tFPT*272*tAPT*266*t*	38 ″ 9 s8 ″ 5 30 ″ 7¾	
25898 214109 KJNP	**J. B. John** (*ex*Westoil, *ex*Kaministiquia) (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*	2173 1973 1401					1909	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	PetoskeyTrans-portationCo.	250·0 F42'	43·0	22·6	Chicago Utd.States *WB*	T.3Cy.20⅝",33"&54⅜"–36" 177NHP N.E.MarineEng.CoLdNwc		R
25899 137147 MFGK	**J. B. Paddon** (*ex*Starbeam) ssSld.2ndNo.3–11,39 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	570 401 250	✠100A1 ~~9,40~~12,41 BS~~9,40~~ 12,41 ✠LMC11,39	Sld	*i*	CL ~~10,39~~ 12,41	1914 7mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	Stephenson Clarke &AssociatedCom-panies,Ld.	175·6 Q101'B11'F22' *CellDBf*99'130*tFPT*	27·0	10·4 BK7¼"	London British 3*BHAsp* 32*tAPT*3*t*	T.3Cy.13½",22"&36"–24" (*r*) 180lb ~~70lb~~ 82RHP 1SB,3*cf*,GS52,HS1520 Lidgerwood,Ld.Glasgow	12 ″ 6 s3 ″ 8 12″11½	
25900 215852 WFCY	**J. C. Donnell** ssPhl.No.3–12,29 ssN.Ns.No.2–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* GyC. *Longitudinal framing*	9783 9455 7165	✠100A1 *Shelter dk* *withfreeboard* 10,41 ~~12,40~~ ✠LMC MS9,37 BS~~10,40~~ 10,41 *Carrying Petroleum in bulk* *Fitted for oil fuel*,1,18 *F.P. above* 150° F.	~~NYk~~ NNs	*f*†	CL ~~12,40~~ 10,41	1918 1mo	NwprtNws S.B.&D.D.Co Newprt News A&CP	AtlanticRefining Co. *CellDB*	500·0 *uE & B*59'184*t a*17'	68·2	35·5 FK	Phildlphia Utd.States 19*BHptCem* (15 *to Udk* 4 ,, *2nd*,,) 71*t DT f* 54'	Q.4Cy.26",38½",55"&81"–51" 220lb (*s*) 644NHP 3SB,*12cf*,GS215,HS8700 FD NewportNewsSB&DD.Co. 673*tFPT*243*tAPT*127*t*	38 ″ 3 s9 ″ 11¼ 28 ″ 7	
25901 216747 WOCF	**J. C. Fitzsimmons** (*ex*Montrolite) ssS.Fo.No.3–1,30 2*Dks*&*Webframes* *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* D.F. GyC. *Carrying Petroleum in bulk*	6716 6295 4119	✠ ... 6,32 ✠				1918 8mo	AmesS.B. Co. Seattle,Wash	StandardOilCo.of California	421·4 P98'B41'F37'	57·3	31·7 FK	S.Frncisco Utd.States *WB*	T.3Cy.24¾",41$\frac{1}{16}$"&72$\frac{3}{16}$"–48" 362NHP Hooven,Owens&Rent-schlerCo.Hamilton,Ohio	31 ″ 7	R †
25902 OUHM	**J. C. Jacobsen** 1*Dk*&*Spar dk*	1221 694 740					1890	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	219·3 H52'	31·1	20·1 20·1	Copnhagn Danish *WB*	T.3Cy.16",27"&45"–33" 116NHP Burmeister&Wain,Cpn.		V
25903 202977 WNXU	**J. Clare Miller** (*ex*HarveyD. Goulder–37) D.F. GyC. *Mchy.Aft* 1*Dk*	6617 — 5219					1906	American S.B.Co. Lorain,O.	ColumbiaTrans-portationCo.(John T.Kelly,*Mgr.*)	525·0 F46'	55·0	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&65"–42" 273NHP AmericanS.B.Co.Clevelnd.		R
25904 136938 GMRC	**J. Duncan** ssCff.2ndNo.3–4,39 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1832 1354 757	✠100A1 ~~3,41~~ 11,41 ~~BS5,40~~ ✠LMC4,39 BS ~~4,41~~ 5,42	~~Bry~~ Shl	*q*	CL ~~4,39~~ 11,41	1914 10mo *Lloyd*	Dublin Dkyd.Co.Ld. Dublin '*sA&CP*	J.DuncanSSCo.Ld. (J.T.Duncan&Co. Ld.) *CellDB* *uE&B*43'*f*97' 258*t*	260·1 Q98'B58'F31' *D T a* 72' 401*t FPT*	38·3	16·3 FK	Cardiff British 5*BHCem* 55*tAPT*31*t*	T.3Cy.17½",31$\frac{7}{16}$"&52"–36" 180lb (*s*) 213NHP 2SB,*6pf*,GS110,HS3792 MacColl&Pollock,Ld.Sld.	18 ″ 7 s1 ″ 6¼ 17 ″ 5¾	
25905 206144	**J. E. Gorman** (*ex*NorthLake) *Mchy.Aft* 2*Dks*	4053 — 2941					1909	Gt.Lakes Eng.Works St.Clair,Mich	GreatLakesTran-sitCorporation	350·0 F32'	46·0	26·0	BuffaloNY Utd.States *WB*	Q.4Cy.19",27½",40"&58"–42" GreatLakes 218NHP Eng.Works,Detroit		
25906 205033 WOJV	**J. E. Upson** D.F. GyC. *Mchy.Aft* 1*Dk*	6309 — 4853					1908	American S.B.Co. Cleveland,O.	TheWilsonTransit Co.	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63$\frac{3}{32}$"–42" 258NHP AmericanS.B.Co.		R
25907 205160 WTSN	**J. F. Durston** D.F. GyC. *Mchy.Aft* 1*Dk*	4791 — 3500					1908	Superior S.B.Co. Superior	GreatLakesS.S. Co.Inc.	432·0	52·0	28·0	Oswego NY Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP SuperiorS.B.Co.Superior		R
25908 203906 KFCJ	**J. F. Schoellkopf Jr.** (*ex*HughKennedy) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*	7264 — 5795					1907	American S.B.Co. Lorain	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	532·0	56·0	31·0	Buffalo,NY Utd.States *WB*	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Clevelnd.		R
25909 128494 MBTR	**J. F. V.** (*ex*Wheatfield) 3Mst ssApl.2ndNo.3–4,36 *Well deck* ssLan.No.1–40 *Mchy.Aft* 1*Dk*(*Stl*)	515 331 197	✠100A1 3,42 ~~11,40~~ BS3,42 ✠LMC11,40	~~Lan~~ Liv	*h*	OG N10,39	1909 6mo *Lloyd*	JTEltring-ham&Co. S.Shields '*sA&CP*	W.J.Ireland	162·4 Q93'B12'F24' *CellDBf*91'97*tFPT*	26·7	9·3 BK7"	London British 3*BHCem* 37*tAPT*1*t*	C.2Cy.20"&42"–27" (*s*) 130lb 71RHP 1SB,*3pf*,GS55,HS1760 G.T.Grey,SouthShields	11 ″ 6 s4 ″ 0½ 11 ″ 11	
25910 221450 KDHR	**J. Fletcher Farrell** ssMob.No.3–3,33 ssN.Os.No.2–41 ~~ssN.Os.No.1–37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	7061 6422 4350	✠100A1 9,41 ~~1,41~~ 2,42 MS9,41 BS~~1,41~~ ✠LMC2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	NOs	*b*†	CL 5,40	1921 7mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	Sinclair RefiningCo.Inc. *CellDBuE&B*62' *DTf*40'588*t*	430·3 P134'B37'F40' 200*t* *FPT*228*tAPT*72*t*	59·3	33·2 FK	Wilmingtn Del. Utd.States 17*BHptCem* (12 *to U dk* 5 ,,*2nd* ,,)	T.3Cy.26½",44"&74$\frac{3}{16}$"–51" 200lb (*s*) 586NHP 3SB,*9cf*, ,HS8829 FD BethlehemS.B.Corp.Ld.	33 ″ 3 s6 ″ 8¼ 26 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R.
25911 217059 KGWO	**J. Floyd Massey, Jr.** (*ex*Lake Arline) D.F. GyC. 1*Dk*	2084 1756 1223	✠ … 3,21				1918 10mo	GlobeS.B. Co. Superior,Wis.	UnitedStates Maritime Commission	251·0 P27'B60'F35'	43·7	19·2 FK	Duluth Utd.States *WB*	T.3Cy.19",32"&56"–36" 276NHP NordbergMfg.Co.Milwkee	21 ″ 5	R †
25912 205220 KFTT	**J. H. Macoubrey** (*ex*JohnA. Donaldson-33) *Mchy.Aft* D.F. 1*Dk*	4315 — 3110					1908	American S.B.Co. Lorain,O.	MidlandS.S.Line, Inc.	380·0	50·0	28·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.20",33"&55"–40" 191NHP AmericanSB.Co.Cleveland		R
25913 HPFD	**J. H. Senior** TwinSc *OilEng.* D.F. ssNNs.No.2-39 E.S.D. GyC. 2*Dks(Stl)&Web frames* *Mchy.Aft* Sub.Sig *CruiserStern* *Longitudinal framing–bracketless system*	11065 — 6769	✠100A1 ~~11,40~~ 6,41 DBS11,41 ✠LMC CS10,39 ~~DBS11,40~~ ~~4,38~~ 11,40 *CarryingPetroleum in bulk*	~~NY~~ Bal	*g*†	CL 9,39	1931 3mo	Vereinigte SthlwrkeA.G Nordseewrke Emden *Lloyd'sA&CP*	PanamaTransportCo.	521·2 *After*B55'F42' *CellDBuE*	70·3	38·9 FK	Panama Pnamanian 17*BHptCem ptAsp* (*4 to 2nd dk*) 78'225t*DTsf*	Oil Engines 2S.C.SA 12Cy.$26\frac{3}{4}$"–$51\frac{3}{16}$" 1496NHP 2DB(WT)*200lb* 2DB*100lb* Frd.KruppA.G.Kiel 48'1990t*FPT*270t*APT*255t	38 ″ 9 s 8 ″ $5\frac{3}{4}$ 30 ″ $6\frac{1}{4}$	
25914 202542 KKUI	**J. H. Sheadle** (*ex*WilliamG. Mather) D.F. Sub.Sig. *Mchy.Aft* 1*Dk*	6838 — 5183					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgs.*)	513·0	60·2	32·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.$24\frac{1}{2}$",39"&67"–42" 292NHP GtLakesEngWrks.Detroit		R
25915 220860 KDLC	**J. J. Coney** (*ex*W.D.Anderson-35, *ex*Pearldon) ssPhl.No.3-7,23 2*Dks&Web frames* *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* D.F. GyC. *Carrying Petroleum in bulk*	5168 4522 3179	✠ … 2,24				1920 12mo	TerryS.B. Corp. Savannah,Ga	HillconeSteamship Co.Ld.	391·9 P99'B34'F44'	51·0	28·5 FK	S.Frncisco Utd.States *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48" 562NHP BadenhausenCo.Phl.	30 ″ 2	R †
25916 204993	**J. J. H. Brown** D.F. *Mchy.Aft* 1*Dk*	5069 — 3787					1908	American S.B.Co. Lorain	BrownS.S.Co. (Brown&Co. *Mgrs.*)	432·0	52·0	28·0	Buffalo NY Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.		R
25917 EAOX	**J. J. Sister** Ⓟ TwinSc (*ex*GalileoGalilei) *OilEng.* 2*Dks*	1527 — 734					1896	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	281·7 P46'F36'	36·7	18·7	Valencia Spanish	Oil Engines 4S.C.SA 20Cy.$20\frac{7}{8}$"–$20\frac{7}{8}$" 856NHP *E*made—,*fitted*24 Masch.Augsburg-NürnbergA.G.Augsburg		
25918 204624 KDXV	**J. J. Sullivan** D.F. GyC. *Mchy.Aft* 1*Dk*	7077 — 5541					1907	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	532·0	56·0	31·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.$23\frac{1}{2}$",38"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
25919 217562 KEXQ	**J. L. Luckenbach** TwinSc6Twin Msts (*ex*SouthBend) ssBos.No.3-4,31 ssSea.No.2-39 D.F. GyC. 2*Dks(Stl)&Shelter dk(Stl)*	6369 — 3999	✠100A1 *Shelter dk withfreeboard* ~~7,41 11,40~~ 2,42 ✠LMC ✠NE&B2,23 MS1,39 ~~RS5,40~~ 4,41 *Fitted for oil fuel* 3,19 *F.P. above* 150° F.	~~Sea~~ Phl	*b*†	CL P8,39 S5,40	1919 3mo	SunS.B. Co. Chester,Pa. A&CP	LuckenbachS.S. Co.Inc.	448·9 *CellDB*389'1831t *'tween dk tanks* *uE&B space*36'405t *FPT*281t *APT*271t	60·2	28·2 37·8 FK	NewYork Utd.States 8*BHptAsp* (*Coll to Sh dk* 7 „ *2nd* „)	4 Steam Turbines SR geared to 2 Sc. Shfts. (*r*) 225lb FD 1032NHP 3SB,*12cf*,GS239,HS12780 DeLavalStm.TurbineCo. Trenton,N.J.	31 ″ 3 s 4 ″ $3\frac{1}{4}$ 27 ″ $4\frac{1}{2}$	
25920 202875 KURJ	**J. L. Reiss** (*ex*W.K.Bixby) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*	5398 — 4102					1906	Detroit S.B.Co. Wyandotte	ReissS.S.Co.	489·0	52·2	26·5	Wilmgton (Del.) *WB* Utd.States	T.3Cy.$22\frac{1}{2}$",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
25921 210990	**J. M. Davis** (*ex*Boston) *Mchy.Aft* 2*Dks*	4375 — 3475					1913	Gt.Lakes Eng.Works Ecorse,Mich.	GreatLakesTransitCorp.	350·0 F29'	48·1	30·9	Buffalo NY Utd.States *WB*	Q.4Cy.19",$27\frac{1}{2}$",40"&58"–42" 218NHP G.LakesEngWrks.Detroit		
25922 221492 KDTP	**J. N. Pew** ssPhl.No.3-3,34 ssPhl.No.1-38 *Mchy.Aft* 1*Dk(Stl)&Shelter dk(Stl)* GyC. *&Web frames* *Longitudinal framing*	9033 8530 6432	✠100A1 *Shelter dk withfreeboard* 10,41~~3,41~~ ✠LMC MS6,38 ~~BS8,40~~ 8,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Phl	*e*†	CL N2,39	1921 7mo	SunS.B. Co. Chester,Pa. A&CP	SunOilCompany	480·5 F44' *on Shelter dk* *CellDBuE&B*89f40'448t*FPT*	66·0	36·8 FK	Phildlphia Utd.States 18*BHptCem* (*10 to Sh dk* 8 „ *U* „) 186t*APT*84t	T.3Cy.$27\frac{1}{2}$",$45\frac{1}{2}$"&76"–51" 200lb (*r*) 620NHP 3SB.*9cf*,GS198,HS9198 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s 10 ″ 6 26 ″ 11	
25923 207250 WTLR	**J. P. Morgan, Jr.** D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*	7673 — 6099					1910	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	58·0	32·0	D'luthMin Utd.States *WB*	T.3Cy.24",39"&65"–42" 274NHP AmericanSB.Co.Clevlnd,O		R
25924 203155 WEYG	**J. Pierpont Morgan** D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*	7673 — 6099					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	27·4	D'luthMin Utd.States *WB*	T.3Cy.24",39"&65"–42" NB37 274NHP AmericanSB.Co.Clevlnd,O		R
25925 202770 KGRG	**J. R. Sensibar** Ⓟ (*ex*FrankC.Ball) *Mchy.Aft* D.F. (*Self-Unloader*) 1*Dk*	7179 — 4638					1906	Gt.Lakes Eng.Works Ecorse,Mich.	MidwestVessel Corp.	537·8	56·2	27·0	Wilmgton (Del.) Utd.States *WB*	Steam Turbine connected to Elec. Motor & Sc. Shaft NE30 NB18*refitted*30 GeneralElectricCo. Schenectady,N.Y		
25926 206695 WONN	**J. S. Ashley** GyC. (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*	6993 — 5835					1909	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	509·7	54·2	26·7	Wilmgton (Del.) *WB* Utd.States	Q.4Cy.18",$26\frac{3}{4}$",41"&63"–42" 257NHP AmericanS.B.Co.Lorain,O.		R
25927 UVAC	**J. Stalin** TripleSc (*Icebreaker*) *CruiserStern* 5*Dks*	4866					1937	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	335·9	75·8	29·9	Leningrad Russian	T.9Cy.$22\frac{1}{16}$",$38\frac{3}{16}$"&$64\frac{3}{16}$"–$44\frac{3}{8}$" 825NHP BalticS.B.&Eng.Wks.Len.		
25928 237044 WPTU	**J. W. Van Dyke** D.F. E.S.D. *Fitted for oil fuel* GyC. *CruiserStern* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing-bracketless system* *Electrically welded*	11651 — 7258					1938	SunS.B.& DryDockCo. Chester,Pa.	AtlanticRefining Co.	523·5 P104'B35'F43'	70·2	39·8	Phildlphia Utd.States	1 steam turbine connected to electric motor & screw shaft 833NHP GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
25929 147127 MLQD	**Jaak** (*ex*Benlos-39,*ex*PeterMærsk) *ss*Kel.2ndNo.3-11,34 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1369 1237 792	✠100A1 ~~7,41 4,41~~ 4,42 Examined ~~4,41~~ 4,42 BS4,42 ✠LMC4,41	~~Sou~~ ~~Bry~~ Bry	*p*	OG ~~12,40~~ 7,41	1906 9mo	A.Vuijk& Zonen Capelle a/d Lloyd'sA&CP Ysel	MinistryofWar Transport(AlnS.S. Co.Ld.*Mgrs.*) *CellDBa*60'*u*	242·8 253·6(O.L.) P19'B66'F28' FK *E*18'*f*102'354*tFPT*	36·8	16·7	S'thamptn British 4*BHCem* 30*tAPT*50*t*	T.3Cy.18″,29″&48″–33″ (*s*) 180lb *90lb* 143NHP 1SB,*3cf*,GS60,HS2208 G.T.Grey,SouthShields	19 ″ 0 s2 ″ 2½ 16 ″ 11	
25930 822 OHDI	**Jäämeri** (*ex*Charterhague-39, *ex*Silverway, *ss*Hfs.No.3-9,32 *ex*WarFig) *ss*Skm.No.1-36 D.F. 1*Dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted*	2522 2248 1348	✠100A1 11,39 ✠LMC ✠NB5,27 ✠NE3,29 MS3,36 BS10,39 No later survey reported	Skm	*t*	CL 1,39	1920 11mo	Monmouth S.B.Co.Ld. Chepstow, Mon. Lloyd'sA&CP	FinskaFiskeriA/B (A/BR.Nordström &Co.O/Y,*Mgrs.*) *CellD*	312·9 303·0 P33'B80'F33' FK *B*260'677*t FPT*87*t*	43·0	20·7	Hangö Finnish 5*BHptCem* *APT*193*t*	T.3Cy.22″,36″&59″–39″ 185lb 271NHP 2SB,*6cf*,GS114,HS4616 G.Fletcher&Co.Ld.Derby	23 ″ 0 s3 ″ 4¾ 19 ″ 10	
25931 PEYF	**Jaarstroom** 2*Dks* Sub.Sig. D.F. *Fitted for oil fuel*	2480 1621 1494					1922	J.Meyer's S.B.Co. ZaltBommel	N.V.Hollandsche Stoomb.Maats.	321·7 Q97'B77'F32' len36	40·2	16·6	Amstrdam Dutch	DR geared Steam Turbine Machf.Gebr.Stork&Co. Hengelo		V
25932 PUBJ	**Jaboatão** (*ex*ArnoldAmsinck) 2*Dks*	4526 — 2896					1907	Bremer Vulkan Vegesack	LloydBrasileiro	386·7 P261'F29'	51·7	25·9	R.Janeiro Brazilian *WB*	Q.4Cy.22⅝″,32⅞″,49$\frac{1}{16}$″&70″ –49$\frac{3}{16}$″ 345NHP BremerVulkan,Vegesack		V
25933	**Jaceguay** (*ex*Flecha-37, **TwinSc** *ex*Fairfield) *ss*Sou.No.3-10,20 (*SurveyVessel*) 2*Dks*	*781* *699* *322*	... 2,25				1919	ClydeS.B. &Eng.Co.Ld. PortGlasgow	BrazilianNavy	219·3 FK	28·6	15·6	R.Janeiro Brazilian *WB*	T.6Cy.13¼″,21¼″&34″–21″ 378NHP ClydeSB.&Eng.Co.Ld.PGl	16 ″ 3	
25934 165923 MMNZ	**Jacinth** *sc*Irv.No.1-41 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	650 452 332	✠100A1 12,41 ~~5,40~~ ~~✠LMC12,37~~ ~~✠LMC(M)4,39~~	~~Lon~~ Irv	*i* 12,41	OG ~~3,39~~ 12,41	1937 12mo	Henry Robb,Ld. Leith Lloyd'sA&CP	Wm.Robertson *CellD*	178·0 185·0(O.L.) P45'Q60'F27' FK *B*114' 154*t FPT*85*t*	28·7	11·4	Glasgow British 3*BHptCem* *APT*24*t*	Oil Engines 2S.C.SA 7Cy.9$\frac{13}{16}$″–16$\frac{9}{16}$″ 61RHP BritishAuxiliaries,Ld.Gls.	13 ″ 6 s4 ″ 0¼ 13 ″ 0⅝	
25935 EAOW	**Jacinto Verdaguer** (*ex*Cid) *ss*Bcl.2ndNo.3-5,26 *ss*Val.No.1-30 2*Dks*(1*Stl*&*UIrn*)&*deep framing*	1641 1438 1040	✠ 6,31 ✠	Bcl	*q*		1900 10mo	W.Hamil- ton&Co. Pt.Glasgow	Cia.Tras- mediterranea *DBa*50'	245·2 P34'B65'F53' FK *uE*&*B*34'*f*106'327*t*	35·7	21·7	Barcelona Spanish 4*BHCem* *APT*12*t*	T.3Cy.20″,31″&51″–33″ 157NHP 1SB,*4pf*,GS66,HS2433 D.Rowan&Co.Glasgow	23″11	
25936 217851 KJNU	**Jack** (*ex*LakeFresco) *Ref.Mchy.* 1*Dk*2*trB*	2622 2249 1617	✠ ... 9,20 ✠				1919 6mo	American S.B.Co. Lorain,O.	UnitedStates Maritime Commission	251·0 P25'B64'F23' FK	43·6	26·2	Duluth Utd.States *WB*	T.3Cy.20″,33″&54″–40″ 267NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
25937 LCPC	**Jacob Christensen** *ss*Bgn.No.3-8,33 D.F. *ss*Ant.No.1-38 1*Dk*(*Stl*)	3594 3284 2179	✠100A1 9,39 MBS7,39 ✠LMC3,38 (SEE FOOT NOTE.*)	Bgn	*w*	CL 11,38	1920 11mo	J.Blumer &Co.Ld. Sunderland Lloyd'sA&CP	A/S D/S Mathilda (J.Christensen, *Mgr.*)	356·3 368·5(O.L.) P35'B170'F30' FK *CellDB*308'853*t FPT*	48·7	23·9	Bergen Norwegian 6*BHCem* 67*tAPT*109*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb 311NHP 2SB,*6cf*,GS120,HS4704 N.E.MarineEng.Co.Ld.Sld	25″11 s3 ″ 7½ 22 ″ 6	
25938 216293 KJUE	**Jacob Luckenbach** (*ex*Radnor) 2*Dks*&*Shelter dk* D.F. Sub.Sig. *Fitted for oil fuel*	5817 — 3537	✠ ... 2,21 ✠				1918 5mo	SunS.B. Co. Chester,Pa.	LuckenbachS.S. Co.Inc.	434·3 35·3 FK	57·7	27·1	NewYork Utd.States *WB*	T.3Cy.28″,45½″&76⅜″–51″ 412NHP SunS.B.Co.Chester,Pa.	38 ″ 0	R †
25939	**Jacob Ruppert** (*ex*PacificFir-33, *ex*WestCahokia) 2*Dks* D.F. Sub.Sig. *Fittedfor oil fuel* *Now* "**Cocle**," *see Supplement*	5645 — 3500					1920	Western Pipe&Steel Co. S.Francisco	NorthAtlantic TransportCo. Inc.	410·5 P46'B112'F46'	54·0	27·1	Panama Pnamanian *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP JoshuaHendyCo. SanFrancisco		R
25940 DGAO	**Jacobus Fritzen** (*ex*Dekade, *ex*Ruth,*ex*Dalemead,*ex*Dalemoor) D.F. *Turret deck* 1*Dk*2*trB*	4090 3407 2578					1909	W.Doxford &Sons,Ld. Sunderland	Johs.Fritzen& Sohn vormLexzat Scharbau&Co.	348·8 P28'F41'	51·1	24·0	Emden German *WB*	T.3Cy.26″,42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		G
25941 FNWX	**Jacques Schiaffino** 2*Dks* *Fitted for oil fuel*	1757 1433 841					1930	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaf- fino&Cie.)	251·5 P&B154'F22'	38·3	19·7	Algiers French *WB*	T.3Cy.20½″,33″&54″–36″ 175NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
25942 165943 MMVV	**Jade** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	930 634 495	✠100A1 5,41 ✠LMC8,38 ✠LMC(M)9,39	Cff	*l*	9,40	1938 8mo	A.Vuijk& Zonen Capelle a/d Ysel Lloyd'sA&CP	Wm.Robertson	205·0 213·0(O.L.) P54'Q77'F25' FK *CellDB*113'223*t FPT*	32·6	12·4	Glasgow British 3*BHCem* 58*tAPT*30*t*	Oil Engines 4S.C.SA 6Cy.15¾″–26″ 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	15 ″ 0 s4 ″ 8 14 ″ 5½	
25943 TTGF	— (*ex*LouisBlanchet-38) 1*Dk*	671 404 320					1920	Chantiers deProvence PortdeBouc	Soc.deChalandage &Remorquage de l'Indo-Chine	181·4 P28'F32'	28·3	12·0	Saigon French *WB*	T.3Cy.13⅘″,21⅗″&37⅛″–23⅗″ 68NHP ChantiersdeProvence,Msl.		V
25944 DHMX	— 1*Dk*	536 435 268					1912	Stettiner Oderwerke Stettin	BugsierReed.u. BergungsA.G.	165·8 B112'F22'	28·6	11·6	Brmrhavn German *WB*	C.2Cy.17$\frac{3}{10}$″&31½″–21⅗″ 38NHP StettinerOderwerke		G
25945 YTKO	**Jadran F.** (*ex*Jadran-37,*ex*Speedy) *ss*Fiu.No.3-12,24 *Mchy.Aft* *Well deck* 1*Dk*	387 253 146	✠ ... 12,29 ✠				1901 6mo	J.Meyer ZaltBommel	BračaFerić	146·3 Q84'B11'F22' FK	23·1	9·8	Split Yugoslav *WB*	T.3Cy.12¼″,20″&32″–23″ 65NHP G.T.Grey,SouthShields	10 ″ 6	V †
25946 LEFQ	**Jæderen** (*ex*Saloniki) 1*Dk*	902 666 493					1918	Pusnæs Stöperi&Mek. Verksted Arendal	DetStavangerske Dampskibsselskap	210·9 P31*t*Q82*t*H49*t*F31*t*	33·2	12·1	Stavanger Norwegian *WB*	T.3Cy.15″,25″&40″–30″ 88NHP PusnæsStöberi&Mek. Verksted,Arendal		N
25947 PEYV	**Jaedjoer** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	309 220 142					1937	Gebr. Niestern&Co. Delfzijl	J.E.Wicherts	127·6 P36'F20'	24·1	8·9	Delfzijl Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$″–14$\frac{3}{16}$″ 62NHP AppingedammerBrons Motorenfb N.V.		V
25948																

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
25949 702 ESKJ	**Jaen Teär** WoodAux3MstSr (exSailingVessel) OilEng. 1Dk (See Sailing Ship Register)	371 320 274					1926	M.Hohen-see Papilaid	JuliusTeär&others	130·4	31·8	13·1	Kuresaar Estonian	Oil Engines 2Cy. J.&CG.BolindersM.V.A/B		V
25950 PEYW	**Jagersfontein** Ⓟ TwinSc OilEng. ssAms.No.1-38 D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	10083 7829 6164	✠100A1 ~~4,41~~ 8,40 9,41 ✠LMC CS12.38 DBS~~4,40~~4,41 ~~6,38~~5,40 ✠Lloyd'sRMC~~2,41~~ ~~4,41~~ 11,41	~~Cal~~ Sba	e† 2½	OG SN3,39 P8,40	1934 12mo	NVNederl. Schps.Maats Amsterdam Lloyd'sA&CP	N.V.Vereenigde Nederl.Scheep. Maats.	457·2 P32'B175'F35' FK 8BHptCem CellDBuE&f 239' 675t Tanks in way of tunnels1127t FPT159tAPT124t	63·2	34·9	Batavia Dutch	Oil Engines 2S.C.DA 12Cy.23⅝"-43 5/16" 2334NHP 2DB120lb Gebr.Stork&Co.N.V. Hengelo	38 ″ 8 s 8 ″ 0½ 30 ″ 9¾	
25951 316 HSAQ	**Jai Jerng Kha** TwinSc (exChantaboon) 1Dk	482 — 247					1908	HongK'ng &Whampoa DockCo.Ld HongKong	SawadSukhum Banij,Ld.	152·5	29·0	11·0	Bangkok Thai	T.6Cy.8½",13½"&23½"-15" 43NHP HongKong&Whampoa DockCo.Ld.		
25952 OYGC	**Jakob Mærsk** D.F. 1Dk	2245 1915 1348					1921	Odense Staalskibs Odense	Dampskibsselsk af 1912 A|S.(A.P. Möller,Copen-hagen,Mgr.)	284·9 P32'B74'F36'	42·4	19·9	Aalborg Danish WB	T.3Cy.20½",33½"&55"-35" &LPTurbine Christensen& Meyer,Harburg a/dElbe		V
25953 153807 VWDF	**Jalabala** ssBom.No.3-11,39 2Dks(Stl)	3610 3345 2211	✠100A1 8,41 ~~8,40~~ BS10,41 ~~BS11,40~~ ✠LMC11,39	~~Bom~~ Cal	w	CL 8,40	1927 8mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	349·9 P36'B106'F31' FK 6BHCem CellDB297'850tFPT 85tAPT30t	49·0	24·3	Bombay British	T.3Cy.24",40"&65"-45" (r) 180lb 398NHP 3SB,9cf,GS177,HS5916 FD J.G.Kincaid&Co.Ld.Grk.	26 ″ 6 s 4 ″ 6¾ 22 ″ 1¾	
25954 129525 VWDX	**Jaladurga** Ⓟ TwinSc (exCoconada-33) ssCal.2ndNo.3-8,37 2Dks(UStl-ws)& Shade dk(Stl-teak s)	3958 3111 2162	✠100A1 Shade dk ~~8,41~~ ~~8,40~~ 2,42 8,41 ~~BS8,40~~ ✠LMC8,37	~~Cal~~ ~~Bom~~	y Cal	CL ~~8,40~~ ~~8,41~~ 1,42	1910 11mo	Barclay, Curle&CoLd. Glasgow Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	390·5 F on Shade dk 56' Cem FK 5BH to U dk CellDBa120'uE&B57'f157'652tFPT64tAPT32t 1 „ 2nd „	50·2	21·7	Bombay British	T.6Cy.18",30½"&52"-42" (s) 215lb 573NHP 3SB,12cf,GS214,HS8616 FD Barclay,Curle&Co.Ld.Gls.	24 ″ 0 s 3 ″ 5¾ 20 ″ 11	
25955 153810 VWDJ	**Jaladuta** ssBom.No 3-6,39 2Dks(Stl)	4966 4649 3089	✠100A1 6,41 ~~7,40~~ ✠LMC MS6,39 BS6,40	Bom	y	CL 7,40	1927 12mo	Lithgows, Ld. Pt.Glasgow Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	400·0 P40'B145'F30' FK 6BHCem CellDB343'1150tFPT 116tAPT19t	52·0	28·0	Bombay British	T.3Cy.26",42"&70"-48" (r) 180lb 110lb 497NHP 3SB,9cf,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 5 ″ 9¾ 24 ″ 11¼	
25956 150002 VWJG	**Jalaganga** ssBom.No.1-40 2Dks CruiserStern	4981 4658 3080	✠100A1 ~~12,40~~ ~~3,40~~ 1,42 11,40 ✠LMC~~5,36~~	~~Bom~~ Cal	y 1⅞	CL 12,40	1936 5mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	400·0 414·7(O.L.) P40'B145'F32' FK 6BHCem CellDB343' 1047t FPT78t APT47t	52·0	28·0	Bombay British	T.3Cy.24½",41"&70"-48"(r) 220lb 150lb 524NHP 3SB,9cf,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 5 ″ 9½ 24 ″ 11	
25957 129544 VWGB	**Jalagopal** Ⓟ TwinSc (exEdavana-33) ssCal.2ndNo.3-9,37 D.F. 2Dks(UStl-ws)& Shade dk(Stl-teak s) ssBom.No.1-41	5284 3715 2635	✠100A1 Shade dk 10,41 ~~9,40~~ BS~~9,40~~ 10,41 ✠LMC9,37	~~Cal~~ Bom	z	CL ~~BN9,40~~ ~~S9,40~~ 10,41	1911 4mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	400·4 B on Shade dk 166' 7BHCem FK (5 to U dk 2 „ 2nd dk) Cell DBa&uE132'pt uB&f175'650tFPT39tAPT31t	52·5	25·5	Bombay British	T.6Cy.23¼",39½"&67"-48" 215lb 100lb (s) 1086NHP 2DB&2SB,24cf,GS429, FD HS16851 Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s 4 ″ 5¼ 24 ″ 0	
25958 142653 VWDN	**Jalajyoti** (exVindelia, exWarWagtail) ssBom.No.3-10,30 ssBom.No.2-38 2Dks(Stl) Cargo battens not fitted in 'tween dks	4430 4086 2698	✠100A1 ~~11,40~~ ~~2,40~~ 9,41 ✠LMC MS7,38 BS~~5,40~~5,41	~~Bom~~ Cbo	x	CL ~~5,39~~ 11,40	1918 9mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	376·0 P41'B113'F39' FK 7BHptCem CellDB321'984tFPT 114tAPT66t	51·9	26·4	Bombay British	T.3Cy.27",44"&73"-48" (s) 180lb 517NH 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.Wks.Ld.Hpl	29 ″ 0 s 5 ″ 3¼ 24 ″ 0	
25959 159611 VWJM	**Jalakrishna** 2Dks Cruiser Stern	4991 4658 3075	✠100A1 7,41 ~~7,40~~ ✠LMC12,37	~~Cal~~ Bom	y 1⅞	CL 7,40	1937 12mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	400·0 414·7(O.L.) P37'B145'F33' FK 6BHCem CellDB343' 1149t FPT78t APT47t	52·0	28·0	Bombay British	T.3Cy.24½",41"&70"-48"(r) 220lb 150lb 524NHP 3SB,9cf,GS190,HS7563 FD J.G Kincaid&Co.Ld.Grk.	30 ″ 6 s5 ″ 10¼ 24 ″ 10¼	
25960 145653 VWJK	**Jalamani** (exGambian-36, exKnight of theRose-33) ~~ssBom.No.2-37~~ D.F. 2Dks(Stl) ssBom.No.3-9,41	3944 3591 2346	✠100A1 9,41 ~~9,40~~ ✠LMC 9,41 ~~MS6,37~~ ~~BS12,39~~ ~~11,40~~	~~Cal~~ Bom	w	CL 9,40	1929 7mo	SirJPriest-man&Co. Sunderland Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	352·5 P34'B108'F38' FK 6BHptCem CellDB305'852tFPT 83tAPT96t	50·5	24·9	Bombay British	T.3Cy.24",40"&66"-45" (s) 180lb 373NHP 2SB(FD)&1AuxB,8cf, GS143,HS5501 G.Clark,Ld Sunderland	27 ″ 3 s4 ″ 9¼ 22 ″ 8¼	
25961 148532 VWDR	**Jalamohan** (exBuckleigh-33) ssBom.No.3-1,37 2Dks(Stl) ssBom.No.1-40	5100 4792 3146	✠100A1 9,41 ~~8,40~~ ✠LMC12,40	Bom	y	CL 8,40	1925 1mo	Bartram& Sons,Ld. Sunderland Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	400·0 P37'B120'F40' FK 7BHCem Cell DBa118'uE25'f176'1060tFPT137tAPT202t	52·2	28·5	Bombay British	T.3Cy.27½",45"&75"-48" (s) 180lb 120lb 476NH 3SB,9cf,GS204,HS8055 J.Dickinson&Sons,Ld. Sld	31 ″ 0 s 6 ″ 0 25 ″ 2¾	
25962 145652 VWJD	**Jalapadma** (exKnight of the ssBom.No.2-37 Cross-35) 2Dks(Stl)	3935 3591 2326	✠100A1 3,41 ✠LMC MS6,37 BS~~4,46~~5,41	Bom	w	CL 3,41	1929 5mo	SirJPriest-man&Co. Sunderland Lloyd'sA&CP	ScindiaSteamNav. Co.Ld	352·5 P34'B108'F38' FK 6BHptCem CellDB305'852tFPT91tAPT96t	50·5	24·9	Bombay British	T.3Cy.24",40"&66"-45" (s) 180lb 373NH 2SB(FD)&AuxSB,8cf, GS143,HS5501 G.Clark,Ld.Sunderland	27 ″ 3 s 4 ″ 9¼ 22 ″ 8¼	
25963 139614 VWDB	**Jalapalaka** (exFrankby, exWilliamWallace) ssBom.No.3-11,29 ssBom.No.2-37 1Dk(Stl)	4215 3973 2630	✠100A1 2,41 BS2,41 ✠LMC12,37	Bom	x	CL N9,39	1917 8mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	364·9 P25'B94'F40' FK 6BHCem CellDB319'980tFPT110tAPT90t	51·1	26·1	Bombay British	T.3Cy.25",41"&68"-45" (s) 180lb 368NH 3SB,9cf,GS167,HS6100 Richardsons,Westgarth &Co.Ld.Mdb	28 ″ 4 s 5 ″ 1¾ 23 ″ 5	
25964 124028 VWDC	**Jalaputra** (exFrankdale) ssBom.2ndNo.3-1,32 ssBom.No.2-40 2Dks(Stl)&deep framing Lower dk beams in No.1hold	4856 4616 3113	✠100A1 2,42 ~~1,41~~ BS1,42 ~~BS1,41~~ ✠LMC2,40	~~Bom~~ Cal	z	CL ~~N1,40~~ 2,42	1906 12mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	400·0 P34'B136'F47' FK 6BHCem Cell DBa 123'uE&B48'f176'1054tFPT90tAPT40t	52·2	28·8	Bombay British	T.3Cy.25",42"&70"-48" (s) 200lb 100lb 510NH 3SB,9cf,GS123,HS7548 FI Dunsmuir&JacksonLd.Gls	31 ″ 4 5 ″ 10¾ 25 ″ 8¾	
25965 148533 VWDQ	**Jalarajan** (exChulmleigh-33) ssBom.No.3-9,39 2Dks(Stl)	5102 4792 3148	✠100A1 12,41 ~~10,40~~ ✠LMC MS9,39 BS2,41	Bom	y	CL N9,39	1925 1mo	Bartram& Sons,Ld. Sunderland Lloyd'sA&CP	ScindiaSteamNav. Co.Ld.	400·0 P37'B120'F40' FK 7BHCem Cell DBa118'uE25'f176'1060tFPT137tAPT202t	52·2	28·5	Bombay British	T.3Cy.27½",45"&75"-48" (s) 180lb 120lb 476NH 3SB,9cf,GS204,HS8055 J.Dickinson&Sons,Ld. Sld.	31 ″ 0 s 6 ″ 0 25 ″ 2¾	

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
25966 142699 VWDM	**Jalarashmi** (*ex*Vitellia, *ex*WarPintail) *ss*Bom.No.3–6,31 *ss*Bom.No.2–39 2*Dks*(*Stl*) *Cargo battens not fitted in No.3 lower hold*	4449 4096 2681	✠100A1 8,41~~10,40~~ ✠LMC MS11,39 BS4,41 *Carrying oil fuel F.P. above 150° F. in DB*	~~Cal~~ Bom	*x*	CL 10,40	1918 11mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	ScindiaSteamNav. Co.Ld. *CellD*	375·6 P41'B113'F39' FK B321'908t*FPT*127t	51·7	26·5	Bombay British 7*BHptCem* *APT*200t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Earle'sCo.Ld.Hull	29 " 0 s 5 " 3¼ 24 " 0	
25967 145657 VWDS	**Jalaratna** (*ex*Knight of the Realm–33) *ss*Bom.No.2–38 2*Dks*(*Stl*)	3942 3591 2326	✠100A1 5,41~~7,40~~ BS2,41 ✠LMC1,38	Bom	*w*	CL ~~9,39~~ 5,41	1930 1mo *Lloyd*	SirJPriest- man&Co. Sunderland '*sA&CP*	ScindiaSteamNav. Co.Ld. *CellD*	352·5 P34'B108'F38' FK B305'852t*FPT*83t	50·5	24·9	Bombay British 6*BHptCem* *APT*96t	T.3Cy.24",40"&66"–45" (*s*) 180lb 373NHP 2SB(FD)&1AuxSB,8*cf*, GS143,HS5501 G.Clark,Ld.Sunderland	27 " 3 s 4 " 9¼ 22 " 8¼	
25968 145347 VWDK	**Jalatarang** (*ex*ElizabethStoner) *ss*Bom.No.3–9,33 *ss*Bom.No.2–41 ~~*ss*Bom.No.1–37~~ 1*Dk*(*Stl*)	2498 2229 1464	✠100A1 8,41~~6,40~~ ~~BS11,40~~ ✠LMC~~10,37~~ 8,41 *Fitted for oil fuel 8,21 F.P. above 150° F.*	Bom	*t*	CL ~~N6,39~~ 8,41	1921 8mo *Lloyd*	JIThorny- croft&Co.Ld. Southampton '*sA&CP*	ScindiaSteamNav. Co.Ld. *CellD*	300·5 P28'B83'F33' FK B251'602t*FPT*101t	43·7	22·2	Bombay British 5*BHCem* *APT*108t	T.3Cy.21",34"&57"–36" (*s*) 180lb 240NHP 2SB,6*cf*,HS4102 JIThornycroft&CoLd.Sou	24 " 5 s 4 " 3¾ 20 " 4	
25969 153809 VWDL	**Jalaveera** *ss*Bom.No.3–1,40 2*Dks*(*Stl*)	4966 4649 3089	✠100A1 2,42~~10,40~~ 2,42 BS~~1,41~~ ✠LMC1,40	~~Cal~~ Bom	*y*	CL ~~1,40~~ 2,42	1927 11mo *Lloyd*	Lithgows, Ld. Pt.Glasgow '*sA&CP*	ScindiaSteamNav. Co.Ld. *CellDB*	400·0 415·0(O.L.) P40'B145'F30' FK 343'1150t*FPT*116t	52·0	28·0	Bombay British 6*BHCem* *APT*19t	T.3Cy.26",42"&70"–48" (*r*) 180lb *110lb* 497NHP 3SB,9*cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 " 6 s 5 " 9¾ 24 " 11¼	
25970 131359 VWDF	**Jalavihar** (*ex*Frankmere) *ss*Bom.2ndNo.3–9,34 *ss*Bom.No.1–38 2*Dks*(*Stl*)	5330 4996 3381	✠100A1 6,41~~8,40~~ BS~~12,39~~ ✠LMC11,38 6,41	Bom	*z*	CL ~~8,39~~ 6,41	1911 7mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	ScindiaSteamNav. Co.Ld. *CellDBa*1	410·1 P34'B137'F50' FK	52·2	28·8	Bombay British 6*BHCem* 8'*uE*&*B*56'*f*	T.3Cy.25⅜",42"&70"–48" (*r*) 200lb *110lb* 460NHP 2DB,12*cf*,GS187,HS8060 Dunsmuir&Jackson,LdGls 189'1143t*FPT*93t*APT*40t	31 " 2 s5 " 10 25 " 7	
25971 140564 VWDG	**Jalavijaya** (*ex*Franktor) *ss*Bom.No.3–5,30 *ss*Bom.No.2–39 1*Dk*(*Stl*)& *Shelterdk*(*Stl*) *Cargo battens not fitted*	3756 3514 2297	✠100A1 *Shelter dk* *withfreeboard* ~~11,40~~~~4,40~~ 12,41 ✠LMC MS1,39 ~~BS2,40~~ 3,41	Bom	*x*	CL ~~1,39~~ 12,41	1918 3mo *Lloyd*	J.Priest- man&Co. Sunderland '*sA&CP*	ScindiaSteamNav. Co.Ld. *CellDB*	365·0 FK 315'1077t*FPT*115t	51·5	22·1	Bombay British 6*BHCem* *APT*85t	T.3Cy.25",41"&67"–45" (*s*) 180lb 330NHP 3SB,6*cf*,GS120,HS5146 Richardsons,Westgarth& Co.Ld.Sld.	24 " 6 s 2 " 3¼ 22 " 5½	
25972 150003 VWJJ	**Jalayamuna** *ss*Bom.No.1–41 *CruiserStern* 2*Dks*	4981 4658 3080	✠100A1 ~~4,41~~~~5,40~~ 1,42 ✠LMO MS1,41 BS4,41	~~Cal~~ Bom	*y* $1\frac{7}{8}$	CL ~~9,39~~ 4,41	1936 6mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	ScindiaSteamNav. Co.Ld. *CellD*	400·0 414·8(O.L.) P40'B145'F32' FK B343'1047t*FPT*78t	52·0	28·0	Bombay British 6*BHCem* *APT*47t	T.3Cy.24½",41"&70"–48"(*r*) 220lb *150lb* 524NHP 3SB,9*cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 " 6 s 5 " 9½ 24 " 11	
25973 232139 KDCY	**Jamaica** Ⓟ (*ex*Peten–37) **TwinSc** 4*Dks* D.F. GyC. *Fitted for oil fuel* *Ref.Mchy.* E.S.D.	6968 — 3152					1933	NwprtNws S.B.&D.D.Co NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·4 P36'B&F348'	60·2	24·0	NewYork Utd.States *WB*	2 steam turbines connected to elec. motor & sc. shafts GeneralElectricCo. Schenectady,N.Y.		R
25974 LJGE	— (*ex*Giuba–38) D.F. *Ref.Mchy.* *OilEng.* *CruiserStern* 1*Dk*& *Shelter dk*	3015 2617 1756					1936	Akt.Bur- meistr&Wain Copenhagen	Skibs-A/S"Rose" (AndersJahre, *Mgr.*)	324·4 F42'	45·8	26·1	Sandefjord Norwegian *WB*	Oil Engines 2S.C.SA 9Cy.$19\frac{1}{16}$"–$35\frac{7}{16}$" 606NHP Akt.Burmeistr&Wain,Cpn		N
25975 8387 SGNE	— (*ex*Stavangeren–39) 1*Dk*	997 *880* *558*					1908	Stavanger Stöberi&Dok Stavanger	RederiA/B Jamaica(Sven Salén)	230·5 P7*t*H44*t*F29*t*	33·1	15·3	Stockholm Swedish *WB*	T.3Cy.17",28⅜"&47"–33" 127NH StavangerStöberi&Dok		N
25976 164703 GYVF	**Jamaica Planter** **TwinSc** *OilEng.* D.F. 4*Dks* *Ref.Mchy.* *CruiserStern*	4098 3407 2407	✠100A1 *withfreeboard* ~~1,42~~~~8,40~~ 3,42 Examined 9,41 DBS1,42 ✠LMC~~2,36~~ 1,42 ✠Lloyd'sRMC~~8,40~~ 1,42 for temp. 20° F.	~~Cff~~ Cff Bry	*x* $1\frac{13}{16}$	CL ~~11,38~~ 8,41	1936 8mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son& Co.Ld.*Mgrs.*) *Intermediate* *after* *CellDB*259'506t	356·5 F58' FK Coll *BHin* *hold dispensed with* *Tankbetweentunnel*	50·2	29·7	London British *BH to W dk* 4 ,, ,, 2nd ,, s27'38t*FPT*	Oil Engines 2S.C.SA 12Cy.$19\frac{1}{16}$"–$35\frac{7}{16}$" 808NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk. 52t*APT*44t	32 " 0 s 9 " 2½ 23 " 2	
25977 156140 VPLM	**Jamaica Producer** Ⓟ *ss*Lon.No.1–38 *Ref.Mchy.* D.F. 4*Dks* *CruiserStern* *Cargo battens not fitted in after hold*	5464 4673 2882	✠100A1 *withfreeboard* ~~2,42~~~~4,41~~ 5,42 BS5,41 ~~BS3,40~~ ✠LMC6,38 ✠Lloyd'sRMC~~4,41~~ ~~10,41~~ 1,42 *Fitted for oil fuel 6,34 F.P. above 150° F.*	~~Cff~~ ~~Liv~~ Cff	*x* $1\frac{13}{16}$	CL ~~3,30~~ ~~2,42~~ 5,42	1934 6mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son&Co. Ld.*Mgrs.*) *CellDB*293'910t	411·1 F50' FK (C *Tanks at sides of* *tunnel* 237t*FPT*	54·7	30·3	Kingstn Ja British 9*BHptCem* *oll to Wh dk* 8 ,, 2nd ,,) 31t*APT*70t	Q4Cy.~~30",41½"~~ 30⅛",41⅝",59"&84"–54" 225lb (*s*) 961NHP 5SB(Spt),15*cf*,HS15015 FD D.Rowan&Co.Ld.Gls.	33 " 6 s10 " 1½ 23 " 10½	BT till 4,42
25978 FNMW	**Jamaique** Ⓟ (*ex*Mosella) **TwinSc** *Ref.Mchy.* D.F. 2*Dks*& *Awng dk*	10123 7863 6259	✠Lloyd'sRMC~~4,40~~~~7,41~~ 11,41				1922	Swan,Hun- ter & Wigham Richardson, Ld Newcastle	ChargeursRéunis	484·2 B273'F52'	59·4	27·2 35·2	Havre French *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts WllsndSlpwy.Co.Ld.Nwc.		V
25979 210912 WTLP	**James A. Farrell** *ss*Clv.No.4–3,37 *Mchy.Aft* *Longitudinalframing* GyC. 1*Dk*(*Stl*)& *Web frames*	7705 7277 5967	✠100A– 2,41 3,42 BS~~2,41~~ ✠LMC3,37 *ForServiceon the Great Lakes*	Clv			1913 3mo	American S.B.Co. Lorain,O.	PittsburghS.S.Co. *CellDBuE*§	580·0 F54' FK *B*55'*f*&*in Hopper si*	58·0	32·0	D'luth,Min Utd.States 4*BH* *detanks*479'	T.3Cy.24",39"&65"–42" (*s*) 170lb 406NHP 2SB,6*cf*,GS132,HS6338 FD AmericanS.B.Co.Clevel'nd 8549t*FPT*259t*APT*59t	32 " 0 s10 " 10¼ 21 " 4½	
25980 153126 VGZD	**James B. Eads** (*ex*Globe) *Mchy.Aft* D.F. 1*Dk*& *Spar dk*	3865 3705 2465					1894	GlobeIron WorksCo. Cleveland,O.	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	406·9 len99 H— *WB*	42·3	24·0	Midland Ont. British	T.3Cy.24",39"&63"–42" 257NHP GlobeIrnWksCo.ClvlndO.		R
25981 201821 WDPO	**James C. Wallace** D.F. GyC. *Mchy.Aft* 1*Dk*	6684 — 5403					1905	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	532·1 *WB*	56·0	31·0	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"– 42" 282NHP AmericanSB.Co.Cleveland		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
25982 153957 VLDQ	James Cook (*ex*Belfri-34) *ss*Osl.No.3-11,34 *ss*Syd.No.1-39 1*Dk* *Cargo battens not fitted*	2181 1878 1289	100A1 3,41 BS8,~~40~~0,41	NSW LMC4,39		OG 3,41	1921	A/S Moss Værft Moss	H.C.S.Coasters Proprietary,Ld. (H.C.Sleigh,*Mgr.*) *CellDBa&uE*11	275·7 P27′B82′F32′ FK 6′*f*110′484*t FPT*54	43·7	18·8	Melbourne British 4*BHCem* *tAPT*75*t*	T.3Cy.20½",33"&56"-36" 200lb (*s*) 243NHP 2SB,6*cf*,GS124,HS4090 A/S MossVærft,Moss	21 ″ 0 s 2 ″ 7 18 ″ 7¾	
25983 220802	James Davidson *Pt longitudinal framing* *Mchy.Aft* 1*Dk*	8349 — 6387					1920	DetroitSB Co. Wyandotte,Mich.	GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*)	587·1 F54′ *WB*	60·0	27·8	Michigan Ind. Utd.States	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
25984 201961	James E. Davidson *Mchy.Aft* 1*Dk*	6206 — 4943					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Inter-OceanS.S. Co (G.A.Tomlinson *Mgr.*)	504·0	54·2	31·0	D'luth,Min Utd.States *WB*	Q.4Cy.18 ,27",40"&62"-42" 249NHP Gt.LakesEng.Wks.Detroit		R
25985 207283 KDXK	James E. Ferris (*ex*F.R.Hazard, *ex*Ontario) D.F. GyC. *Mchy.Aft* 1*Dk*	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	444·0 *WB*	56·2	31·0	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 223NHP Gt.LakesEngWrksDetroit		R
25986 205076	James E. McAlpine (*ex*WilliamH.Truesdale-34) D.F. *Mchy.Aft* 1*Dk*	5057 3764					1908	American S.B.Co. Lorain,O.	BrownS.S.Co. (Brown&Co. *Mgrs.*)	432·0	52·0	28·0	Buffalo NY Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP AmericanSBCo.Cleveland		R
25987 216513 KSEA	James Ellwood Jones (*ex*Absecon) *ss*N.Yk.No.3-8,31 *ss*Bos.No.2-39 Sub.Sig. *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	3372 2727 1929	✠100A1 7,41~~8,40~~ MS10,38	Bos ✠LMC BS~~8,40~~7,41	*v*	CL ~~N10,38~~ 7,41	1918 7mo	NewYork S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co. *CellDB*269′1254*t* *DTa*13′412	318·5 P79′B18′F31′ FK *tFPT*293*tAPT*92*t*	49·5	24·2	Wilmgton (Del.) Utd.States 7*BHCem*	T.3Cy.20⅞",~~33⅜"~~&58"-42"(*r*) 200lb 33⅛" 316NHP 2SB,6*cf*,GS110,HS4642 FD NewYorkS.B.Co.	27 ″ 6	
25988 220116 KUTK	James Griffiths (*ex*City of Lordsburg) 2*Dks* D.F. *Fitted for oil fuel*	3321 3005 1997					1920	MobileS.B. Co. Mobile	CoastwiseS.S.& BargeCo.Inc.(J. Griffiths&SonsInc. *Mgrs.*)	324·0 P41′B90′F32′	46·2	25·0	Seattle Utd.States *WB*	T.3Cy.22",37½"&60"-42" 233NHP EllicottMach.Corp. Baltimore		
25989 77589 WDPU	James H. Reed D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	5265 — 4205					1903	DetroitS.B Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	448·0 F48′ *WB*	52·2	25·3	Wilmgton (Del.) Utd.States	Q.4Cy.15",23¾",36½"&56"-40" 198NHP DetroitS.B.Co.Detroit		R
25990 LDOZ	James Hawson (*ex*Kim-35) *OilEng.* *ss*Fal.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinalframing*	6074 5412 3575	✠100A1 ~~7,41 2,41~~ 1,42 DBS~~4,40~~8,41 *CarryingPetroleum in bulk*	~~Lon~~ NYk ✠LMC CS12,38 12,38	*z*	CL 4,40	1930 8mo	Armstrong Whitworth &Co.(Ship- builders)Ld Newcastle *Lloyd*'sA&CP	A/S Tank (E.Matheson) *CellDBuE*56′171*t* *DTf*34′347*t*	396·2 P97′B29′F36′ FK *Trunk*238′ *FPT*135*tAPT*121*t*	55·1	32·3	Oslo Norwegian 14*BHptCem* (9 *to U dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 4¾ 26 ″ 9¾	
25991 77409	James J. Hill GyC. *Mchy.Aft* 1*Dk*2*trB*	5255 — 4058					1900	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	478·0 Q72′B47′F30′	52·0	30·0	Dul'th,Min Utd.States *WB*	Q.4Cy.16½",25½",38½"&60"- 40" 228NHP AmericanSB.Co.Cleveland		
25992 167242 GMYK	James J. Maguire *OilEng.* *ss*Nwc.No.3-4,40 D.F. 1*Dk*,2*nd dk clear of cargo tanks* E.S.D. GyC. *CruiserStern* *Mchy.Aft* *Longitudinal framing*	10525 9635 6065	✠100A1 11,41~~1,41~~ *CarryingPetroleum in bulk*	N Yk ✠LMC4,40	*f*†	CL 1,40	1939 5mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd*'sA&CP	OrientalTrade& TransportCo.Ld. *CellDBuE*89′175*t*	490·4 506·6(O.L.) P107′B41′F35′ FK *DTf*24′647*t* *FPT*196*t*	70·0	37·0	London British 16*BHptAsp* *APT*169*t*	Oil Engines 2S.C.SA 8Cy.26¾"-43$\frac{5}{16}$" 1000NHP 2DB*199lb* Soc.An"Fiat"S.G.M.Turin	37 ″ 0 s 7 ″ 4¼ 29 ″ 11	
25993 214074 WNCB	James L. Richards (*ex*Munalbro-36) *ss*Bal.2ndNo.3-10,40 *Mchy.Aft* D.F. 1*Dk*(*Stl*)	4282 3787 3185	✠100A1 ~~10,40~~10,41 BS10,41	Bal ✠LMC10,40	*w*	CL 10,39	1916 5mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*) *CellDBuE&B*	359·7 P94′B19′F31′ FK 50′*f* 243′1087*t FPT*	49·2	26·9	Boston Utd.States 6*BHCem* 318*tAPT*92*t*	T.3Cy.23",39"&66"-45" (*s*) 180lb 365NHP 2SB,6*cf*,GS124,HS5070 FD NewportNewsSB&DD.Co.	30 ″ 2 s 6 ″ 7¼ 23 ″ 9½	
25994 203056	James Laughlin D.F. *Mchy.Aft* 1*Dk*	6941 — 5744					1906	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co.	530·0	56·2	32·0	Dul'th,Min Utd.States *WB*	T.3Cy.23",37"&63"-42" 257NHP Gt.LakesEng.Wks.Detroit		R
25995 240201 WGLE	James Lykes 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel*	6760 — 4017					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	LykesBros.S.S. Co.Inc.	395·0	60·0	37·5	Houston, Tex. Utd.States *WB*	2 steam turbinesDR geared to 1 sc.shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
25996 222555 KFCN	James MacNaughton Ⓟ D.F. GyC. *Mchy.Aft* 1*Dk*	8299 — 6608					1922	Gt.Lakes Eng.Works RiverRouge, Mich.	TheWilsonTransit Co.	587·5	60·0	22·9	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24$\frac{27}{64}$",40"&65"-42" 274NHP Gt.LakesEng.Works		R
25997 201811 KDXW	James P. Walsh D.F. GyC. *Mchy.Aft* 1*Dk*	5326 — 3925					1905	CraigS.B. Co. Toledo,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	488·6 ... *WB*	52·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" NB29 233NHP CraigS.B.Co.Toledo		R
25998 148901	James Stewart 1*Dk*	1760 1604 1304					1926	Napier& MillerLd. Glasgow	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch, *Mgr.*)	253·1 F35′ *WB*	43·2	17·9	SCathrnes Ont. British	T.3Cy.17$\frac{3}{16}$",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Gls.		C
25999 84859	James Turpie **Iron** *ss*Nwc.No.3-5,94 *ss*Shl.No.2-03 2*Dks*3*trB*	1732 1567 1082	✠ ... 8,09	✠			1881 10mo	A.Leslie& Co. Newcastle	TheSouthGeorgia Co.Ld.(C.Salvesen &Co.*Mgrs.*)	270·8 P46′B50′F36′ BK9½"	34·7	23·0	N.Shields British *WB*	C.2Cy.32"&61"-36" 172NHP N.E.MarineE.Co.(Lim) Sld	24 ″ 0	
26000 77236 WFXD	James Watt GyC. *Mchy.Aft* D.F. Sub.Sig. 1*Dk*2*trB*	3853 — 3150					1896	Cleveland S.B.Co. Cleveland	NicholsonTransit Co.	405·0	48·0	23·5	Detroit Utd.States *WB*	T.3Cy.25",40"&68"-42" 300NHP ClevelandS.B.Co.,Clevelnd		R
26001 MNLX	Jamnagar *ss*Krh.No.3-5,40 1*Dk*(*Stl*) *Welldeck* *Mchy.Aft*	576 384 279	✠100A- 5,40	Krh ✠LMC5,40		CL 1,40	1924 10mo	J.I.Thorny- croft&Co.Ld. Southampton	HashimMohamed Ganchi	160·9 Q83′B20′F26′ FK *FPT*47*t*	26·1	11·7	Karachi British 4*BHCem* *APT*20*t*	T.3Cy.13½",22"&35"-27" 180lb 93NHP 1SB,3*cf*,GS58,HS1756 J.I.Thornycroft&CoLdSou	12 ″ 7	
26002 LDED	Jan (*ex*Torsol-36,*ex*AlbertSauber) 1*Dk*	1946 1689 1129					1920	T.van Duijvendijk Lekkerkerk	A/S D/SJan (JohanEliassen)	265·2 P65*t*H92*t*F40*t*	42·1	18·5	Bergen Norwegian *WB*	T.3Cy.19",31"&52"-36" 162NHP Boele'sSchp&Mfbk.Bolnes		N

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
26003 OHXA	**Jan** (*ex*Cito, *ex*Glenpark) *ss*Lkr.3rdNo.3–6,33 *ss*Abo No.1–38 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	889 — 479	✠100A1 4,41 ~~1,40~~ BS4,39 ✠LMC2,38 No later survey reported	~~Skm~~ Mmo	*l*	OG ~~2,38~~ 4,41	1893 11mo	Scott&Co. Greenock A&CP	O.Y."Jan" (Seppinen& KemppiO.Y.)	219·1 216·1 Q109'B16'F21' BK7½" *DBa*48'*f*46'	31·8 31·2	14·0	Rauma Finnish 4*BHCem* 148*tAPT*14*t*	T.3Cy.15¼",26"&44"–33" (*s*) 160lb *100lb* NDB07 112NHP 1SB,*3cf*,GS58,HS1702 Scott&Co.Greenock	14 ″ 10 s 5 ″ 0 14 ″ 5¾	
26004 PEZE	**Jan Brons** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	400 257 256	✠100A1 1,42 ~~1,41~~ ✠LMC10,39	~~Sws~~ Fal	*f*	OG 1,41	1939 10mo	Van der Werff's Scheepsbouw Westerbroek *Lloyd*'*sA&CP*	J.Oorburg	146·1 156·0(O.L.) P39'Q51'F21' FK *Cell DB*90' 113*t FPT*35*t*	26·4	8·7	Groningen Dutch 3*BHCem* *APT*9*t*	Oil Engines 4S.C.SA 6Cy.11$\frac{7}{16}$"–17$\frac{11}{16}$" 76NHP AppingedammerBrons Motorenfb.N.V.	10 ″ 6 s3 ″ 5¾ 10 ″ 5	
26005 LEET	**Jan Mayen** (*ex*RikardKaarbö) 1*Dk*	399 331 143					1914	Bergens Mek.Værks. Bergen	A/SJanMayen (J.Koppernæs)	152·5 Q7*t*B43*t*F8*t*	24·0	13·6	Aalesund Norwegian *WB*	T.3Cy.13½",22"&37"–24" 67NHP BergensMekVærksBergen		N
26006 PEZP	**Jan Pieterszoon Coen** Ⓟ Twin Sc Sub.Sig. *ss*Ams.No.3–8,27 *ss*Ams.No.2–36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s) D.F. *Ref.Mchy.* 3*rd tr B in No.1 hold*	11140 6352 6555	✠100A1 *Shelter dk with freeboard* 10,39 BS4,39 ✠LMC6,36 (SEE FOOTNOTE *)	Ams	*f*†	CL S4,38 PN 10,38	1915 6mo	Nederl. Schps.Maats Amsterdam *Lloyd*'*sA&CP*	N.V.Stoomv. Maats."Nederland"	503·5 P43'B140'F77' FK *on Shelter dk* *CellDBa*115'*uE*53'*f*128' 977*t FPT*	60·6	35·8	Amstrdam Dutch 8*BHCem* 87*tAPT*71*t*	T.6Cy.26¾",44$\frac{1}{16}$"&74$\frac{13}{16}$"–49¼" (*s*) 213lb 1364NHP 8SB,*24cf*,GS470,HS21176FD NedFb.v.Wrk&Spoor,Ams	39 ″ 0 s12 ″ 9 26 ″ 5	
26007 UNZD	**Jan Tomp** (*ex*Neebing) 1*Dk*	1988 1743 1130					1903	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R.	247·6 F41'	42·0	21·8	Odessa Russian	T.3Cy.19",31"&52"–36" 162NHP ArmstrongWhitworth&Co.Ld.Nwc		
26008 DIAE	**Jan Wellem** 4Mst (*ex*Württemberg–36) *Whale Oil Refinery* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel*	11776 8573 6440					1921	Bremer Vulkan Vegesack	Henkel&Cie. G.m.b.H.(Erste DeutscheWalfang G.m.b.H.*Mgrs.*)	468·8 P56'	71·4	32·7	Wesrmnde German *WB*	T.3Cy.32$\frac{3}{10}$",52⅘"&86⅗"–55$\frac{1}{10}$"&LP turbine 769NHP BremerVulkan,Vegesack		G
26009 UOIY	**Jana** (*ex*Melita,*ex*Throckley) *ss*Nwc.No.1–28 Sub.Sig. *Well deck* 1*Dk*(*Stl*)	2917 2281 1551	✠ ~~—~~ 2,33 ✠	Ham	*t*		1923 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	306·3 Q122'B56'F25' FK *CellDBuE*20'*f*126'432*tDTa*86' 799*t FPT*79*t*	45·1	22·3	Vladvostk Russian 6*BHptCem* *APT*96*t*	T.3Cy.24",40"&65"–42" 335NHP 2SB,*8cf*,GS142,HS5679 Richardsons,Westgarth&Co.Ld.Hpl.	24 ″ 3	
26010 153813 VTCQ	**Janaki** (*ex*Stella,*ex*StellaWega) *ss*Kel.No.3–12,29 *Well deck* Sub.Sig. *ss*Bom.No.2–39 *Cargo battens not fitted* 1*Dk*(*Stl*)	857 681 530	100A1 7,41 ~~6,40~~ BS12,41 LMC MS4,39 ~~BS12,40~~	Bom	*l*	OG 4,39	1922	Howaldtswerke Kiel	MalabarS.S.Co.Ld.	195·1 P12'Q41'B54'F29' FK *CellDBa&uE*50'*f*97'233*tFPT*	32·9	14·0	Bombay British 4*BHCem* 25*tAPT*16*t*	T3Cy14⅜",23¼"&38$\frac{3}{16}$"–25$\frac{9}{16}$" 185lb (*s*) 133NHP 2SB,*4cf*,GS69,HS2150 Howaldtswerke,Kiel	16 ″ 0 s1 ″ 1¾ 15 ″ 0	
26011 216223 KDJH	**Jane Christenson** (*ex*Westboro) 2*Dks* *Fitted for oil fuel*	5667 5239 3553	✠ … 4,21 ✠				1918 4mo	J.F.Duthie &Co. Seattle,Wash	ChristensonS.S. Co.Inc.	409·5 P44'B115'F47' FK	54·2	27·6	S.Frncisco Utd.States *WB*	T.3Cy.24½",41$\frac{15}{16}$"&72"–48" NE19 360NHP Ingersoll-RandCo. Phillipsburg,N.J.	30 ″ 3	R †
26012	**Jane Mærsk** TwinSc *OilEng.* *ss*Rot.No.2–36 D.F. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	7691 7232 4710	✠100A1 8,40 ✠LMC CS1,36 DBS2,40 8,38 *Carrying Petroleum in bulk*	Sba	*c*†	CL 4,39	1928 6mo	Odense Staalskibsvft Odense *Lloyd*'*sA&CP*		456·8 P101'B38'F36' FK *CellDBuE*68'201*tDTf*34'605*t FPT*225	59·7	33·7	11*BHptCem* *tAPT*120*t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP 2DB*180lb* SDB*made22refitted*28 Akt.Burmeistr&WainCpn.	35 ″ 9 s 8 ″ 0 28 ″ 0¼	
26013 168189 GNDN	**Janelew** *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Longitudinal framing*	6109 5600 4391	100A1 (*Classification Contemplated*) Examined 12,40	NOs			1920	MooreS.B.Co. Oakland,Pa.	Ministry of War Transport(Mungo Campbell&Co.Ld. *Mgrs.*)	402·6 P34'F38'	53·0	32·2	London British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		
	Now **"Empire Plover,"** *see ~~Supplement~~ No.* 23258 *in body of Register*															
26014 143894 MKDG	**Janera** (*ex*JohnCollins) 1*Dk* *Fitted for oil fuel*	310 247 110					1917	AilsaS.B. Co.Ld. Troon	Anglo-Egyptian Oilfields,Ld.(Sir AndrewAgnew, C.B.E.*Mgr.*)	125·6	23·5	12·8	London British	T.3Cy.12½",21"&35"–26" 62NHP AilsaS.B.Co.Ld.Troon		C
26015 161894 GPCZ	**Janeta** *ss*Rot.No 2–38 D.F. 1*Dk*(*Stl*)	5312 4957 3324	✠100A1 ~~10,41 2,41~~ 2,42 ~~BS4,40~~ ✠LMC4,38	~~Liv~~ ~~Mel~~ Shl BS7,41	*z*	CL 10,38	1929 11mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd*'*sA&CP*	GlasgowUnited ShippingCo.Ld. (Maclay&McIntyreLd.*Mgrs.*)	402·4 P45'B126'F48' FK *CellDB* 344' 1389*t FPT*144	55·0	28·5	Glasgow British 6*BHptCem* *tAPT*307*t*	T.3Cy.23",40"&67"–51" (*s*) 200lb FD 463NHP 3SB(Spt)*9cf*,GS155,HS6711 Barclay,Curle&Co.Ld.Gls.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
26016	**Jangadeiro** TwinSc *ss*Rio.No.1-41 *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	2927 2630 1694	✠ … 1,42 ~~✠LMC CS7,41~~ ~~7,41~~ ~~✠Lloyd'sRMC7,42~~	Rio	*u*	OG 7,41	1938 3mo	N.V Industrieele Maats. "DeNoord" Alblasserdam *Lloyd*'*sA&CP*	LloydBrasileiro	322·5 336·3(O.L.) P33'B90'F30' FK *CellDB*238'647*t FPT*66*tAPT*88*t*	47·4	21·4	R.Janeiro Brazilian 6*BHptCem*	Oil Engines 2S.C.SA 14Cy.13¾"–23⅝" 463NHP Gbr.Stork&CoNVHengelo	24 ″ 0 ~~s3 ″ 8~~ ~~20 ″ 5½~~	
26017 FNGO	**Janine** (*ex*SierraLeone, *ex*WarMusket) *ss*Ant.No.1–23 *Well deck* D.F. 1*Dk*	2358 — 1241	✠ … 9,26 ✠				1918 7mo	C.Hill& Sons Bristol	UnionIndustrielle &MaritimeSté. Française d'Arm.	285·2 P27'Q69'B66'F32' FK	42·0	22·2	Rouen French *WB*	T.3Cy.25",41"&68"–45" 359NHP McColl&Pollock,Ld.Sld.	21 ″ 2	V †
26018	**Janis Faulbaums** (*ex*DimitriosG. Thermiotis,*ex*Vittoria) *ss*Kel.2ndNo.3–10,32 *ss*Lie.No.1–37 1*Dk*(*pt Irn&pt Stl*)&*deep framing*	2944 2635 1729	✠ 12,37 ✠	Mdb	*u*		1907 7mo	Richardsn, Duck&Co. Stockton	MaxFaulbaum	317·5 P28'B107'F37' FK *CellDBa*102'*uE*24'*f*132'	46·6	20·9	German 5*BHCem* 717*tAPT*56*t*	T.3Cy.23",38"&62½"–42" 257NHP 2SB,*6cf*,GS120,HS3900 Blair&Co.Ld.Stockton	23 ″ 3	
26019 HPNX	**Janko** (*ex*Jaguar–39, *ex*Nike–38) TwinSc *OilEng.* D.F. *ss*Ams.No.3–12,39 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) *Butts of bottom plating fwd. elec. welded*	9720 8976 5761	✠100A1 ~~12,40 12,39~~ 5,41 ~~DBS12,39~~ ✠LMC12,39 *Carrying Petroleum in bulk* DBS11,40	~~Ams~~ ~~SFo~~ LAn	*e*†	CL ~~12,39~~ SN5,41 P5,41	1928 11mo	A/BGötaverken Gothenburg *Lloyd*'*sA&CP*	PankosOperating Co.	483·4 500·9(O.L.) Newforepart12,39 P103'F39' FK *CellDBuE*71'304*tDTf*33'624*t FPT*1	64·2	37·5	Panama Pnamanian 10*BHptCem* 96*tAPT*310*t*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP 2DB*150lb* Aktieb.Götaverken,Got.	37 ″ 0 s8 ″ 10½ 28 ″ 4¾	
	Now **"Norsktank,"** *see No.* 37808 *in Supplement*															

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26020 PKOE	**Janssens** Ⓟ *OilEng.* 1*Dk&Awng dk'tween dk in Nos.1&2holds*	2071 1562 1492					1935	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	265·1 P33'B81'F41'	43·1	17·2	Batavia Dutch *WB*	Oil Engines 2S.C.SA 6Cy.15¾"–29½" 258NHP N.V.Konink.Maats. "DeSchelde"Flushing		V
26021 DOIW	**Jantje Fritzen** (*ex*Passat-37, *ex*Sile) ssBkn.No.1-24 D.F. 1*Dk&Shelter dk* *CruiserStern*	6582 6257 4066	✠ … 10,28 ✠				1920 7mo	Monmouth S.B.Co.Ld. Chepstow	Johs.Fritzen& Sohn vorm Lexzau Scharbau&Co.	412·4 F41'*onShelter dk* FK	55·8	34·5	Emden German *WB*	2steam turbines DR geared to 1 sc. shaft 678NHP BritishWestinghouseCo. Mch.	38 " 0	G †
26022 220831 KDHO	**Japan Arrow** 3Mst ssN.Yk.2ndNo.3-6,40 *Mchy.Aft* 2*Dks(Stl)&Shelter dk(Stl)&* D.F. *Web frames* *Longitudinal framing*	8327 7542 5176	✠100A1 *Shelter dk withfreeboard* 5,41 ~~6,40~~ ~~BS5,41~~ ✠LMC6,40	~~NYk~~ Phl	*d*†	CL 2,40	1920 11mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	Socony-Vacuum OilCo.Inc.	468·3 *CellDBuE&B*80'285*tDTf*40'518*tFPT*270*tAPT*131*t*	62·7	32·0	NewYork Utd.States FK 17*BHptCem* (1 „ *to Sh dk* 10 „ „ *U* „ 6 „ „*2nd* „)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 636NHP 3SB,9*cf*,HS9315 FD BethlehemS.B.Corp.Ld.	32 " 0 s 4 " 1½ 28 " 1½	
Now "**American Arrow**," *see No.* 35570 *in Supplement*			*CarryingPetroleum in bulk* *Fitted for oil fuel* 11,20 *F.P. above* 150° F.													
26023 PFBY	**Japara** TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	9312 8586 5614					1938	N.V.Mch. &Scheepswf. vanP.Smit,Jr Rotterdam	Rotterdamsche Lloyd	483·4 F80'	62·7	38·2	Batavia Dutch *WB*	Oil Engines 2S.C.SA 16Cy.25$\frac{9}{16}$"–47¼" 1804NHP SulzerBros.Ld.Winterthur		V
26024 PKHR	— *Mchy.Aft* 1*Dk*	3323 2537 2301					1930	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	323·0 Q208'F34'	48·2	20·5	Batavia Dutch *WB*	T.3Cy.22",36½"&60"–42" 233NHP N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.		VL
26025 OUPH	**Japos** (*ex*Asnæs-39, *ex*Lidsö,*ex*JohanneMargretha, *ex*Frode) TwinSc *OilEng.* *Mchy.Aft*	480 388 340					1921	Marstal Skibsbyggeri Marstal	OlufSvendsen	141·2	30·1	10·8	Copnhagn Danish	Oil Engines 2S.C.SA 4Cy.14$\frac{3}{20}$"–16$\frac{3}{20}$" 157NHP J&CGBolindersCoLd.Skm		V
26026 149706 MNRL	**Jargoon** (*ex*Torrington) ssTrn.No.3-3,38 *Mchy.Aft* ssIrv.No.1-42 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	691 468 311	✠100A1 2,42 ~~5,41~~ ~~BS2,41~~ ✠LMC~~3,38~~ 3,42	~~Cff~~ Irv	*j*	CL ~~11,39~~ 2,42	1926 8mo	J.Fullerton &Co. Paisley *Lloyd'sA&CP*	Wm.Robertson	180·2 185·0 (O.L.) Q105'B9'F26' FK *CellDB*103' 137*tFPT*60*t*	28·9	11·0	Glasgow British 3*BHCem* *APT*26*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 72RHP 1SB,3*cf*,GS53,HS1853 Aitchison,Blair,Ld. Clydebank	13 " 3 s 4 " 4¾ 12 " 11¾	
26027 LEEV	**Jarl** Iron 1*Dk2trB*	437 328 236					1889	Stavanger Stöberi&Dok Stavanger	D/S A/S Jarl (O.Torgersen)	147·9 Q35*t*B45*t*H17*t* F15*t*	24·8	12·6	Haugesnd Norwegian *WB*	T.3Cy.11",18"&29"–24" 41NHP AkersMek.Verkst.Oslo		N
26028 LEEX	**Jarlsberg** Ⓟ 1*Dk*	328 142 129					1912	Lindhol- mensV.A. Gothenburg	A/S Tönsberg& HortensDamp- skibsselskap	136·1	23·7	8·7	Tönsberg Norwegian *WB*	T.3Cy.14¾",24"&40"–24" 78NHP LindholmensV.A.Got.		
26029 79 ESDW	**Järvamaa** (*ex*Harilaid,*ex*Emma Minlos,*ex*Refugio) ssCff.No.2-02 1*Dk&Webframes* *&ptAwngdk*	1363 1031 787	✠ … 4,07 ✠				1894 12mo	Campbel- townS.B.Co. Campbeltwn	TallinnaLaevau- hisusA.S.(The TallinnShipping Co.Ld.)	230·0 Q79' *ptAwng dk*151' FK	32·6	16·4	Tallinn Estonian *WB*	T.3Cy.17½",27½"&45"–33" 115NHP Kincaid&Co.Ld.Greenock	17 " 4	G †
26030	**Jary** (*ex*HammondLane-37, *ex*Briim-35,*ex*Mington,*ex*Kilmington) 1*Dk*	*634* *492* *284*					1919	Smith's DockCo.Ld. Middlesbro	Cia.Commercio e Navegação	170·0	30·0	15·7	R.Janeiro Brazilian *WB*	T.3Cy.16",26"&44"–26" 98NHP Smith'sDockCo.Ld.Mdb.		C
26031 160291 MJMC	**Jasmine** ssBel.No.2-40 *Mchy.Aft* 1*Dk(Stl) Well dk* *Cargo battens not fitted*	353 255 124	✠100A1 1,42 ~~10,40~~ BS1,42 ✠LMC ~~BS2,40 4,41~~ MS10,40	Bel	*f*	CL 9,40	1932 1mo	Scott& Sons Bowling *Lloyd'sA&CP*	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·5 148·1(O.L.) Q81'B7'F20' BK6" *FPT*54*t*	23·6	10·5	Newry British 3*BHCem* *APT*39*t*	T.3Cy.11½",20"&32"–24" 200lb (*s*) 60RHP 1SB,3*cf*,GS49,HS1415 Aitchison,Blair,Ld. Clydebank	11 " 4 s 3 " 9¼ 11 " 7¾	
26032 210935 WDVK	**Jason** TwinSc *Self-unloader* 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing*	10005 — 6548					1913	Maryland SteelCo. Sparrows'Pt. Md	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	514·0 P193'F55'	65·2	36·2	NewYork Utd.States	T.6Cy.27",46",&76"–48" 801NHP MarylandSteelCo. Sparrows'Pt.Md.		R
26033 DORE	— TwinSc D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	1025 791 511					1935	FSchichau G.m.b.H. Königsberg	Dampfschiff.-Ges. "Neptun"	227·9 P124'F26'	34·5	13·1	Bremen German *WB*	Oil Engines 2S.C.SA 8Cy.11$\frac{7}{16}$"–19$\frac{11}{16}$" 180NHP FSchichauG.m.b.H.Elbing		G
26034 1059 IPAM	— *Mchy.Aft* 1*Dk*	533 — 274					1921	Cant.Nav. Riuniti Ancona	Soc.Anon.Ilva	157·9 P57'F31'	27·4	11·7	Genoa Italian *WB*	T.3Cy.11",18$\frac{1}{10}$"&30$\frac{7}{10}$"–23⅝" 45NHP Cant.Nav.Riuniti,Ancona		I
26035 LDQU	**Jaspis** (*ex*Vigdis-39) *OilEng.* ssOsl.No.2-39 2*Dks(Stl)&Web frames* *Mchy.Aft* D.F. *Longitudinal framing*	6094 5668 3624	✠100A1 6,39 ✠LMC CS6,39 DBS7,40 1,41 *CarryingPetroleum in bulk* (SEE FOOTNOTE *)	Osl	*z*	CL 6,39	1930 10mo	JLThomp- son&Sons,Ld Sunderland *Lloyd'sA&CP*	AndersJahre	413·1 P100'B32'F37' FK *CellDBuE*52'147*tDTf*36'358*tFPT*87*tAPT*114*t*	56·2	31·8	Sandefjord Norwegian 15*BHptCem* (10 „ *to Udk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"–85" 598NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	31 " 9	
26036 UONX	**Jastreb** Ⓟ (*ex*BoreII.) ssSkm.No.3-4,13 1*Dk(Stl)&pt Awng dk*	750 669 382	✠ 4,14 ✠	Skm	*i*		1900 9mo	Helsingörs Jernsk&Msk. Elsinore	U.S.S.R.	180·5 F16'*ptAwng dk*168' *Promenade dk*100' BK7½" *DBuE&B*53'22*t FPT*	29·3	20·0	Archangel Russian 5*BHCem* 50*tAPT*20*t*	T.3Cy.18½",28"&47"–27" NB34 176NHP HelsingörsJernsk.&Mskb.		
26037 PFCF	**Java** *OilEng.* D.F. E.S.D. 3*Dks,4thdkinNos.1&4holds* *CruiserStern* *Butts of bridge dk plating electrically welded*	9250 8307 5646	✠100A1 ~~4,41~~ ~~8,40~~ ~~6,41~~ 4,42 ~~11,41~~ ✠LMC6,39 *Carrying Vegetable oil in deep tanks & Latex in forepeak tanks* DBS(WT)4,41	Sba ~~NYk~~ NYk	*f*† 2⅜	CL 8,40	1939 6mo	Deutsche Sch-u-Mschb. A.G.Weser Bremen *Lloyd'sA&CP*	Stoomv.Maats. Nederland	495·5 520·3(O.L.) P42'B193'F56' FK *CellDB*373'1192*t Tanks in way of tunnel*36'371*t* *DTs a*41' 1860*t DTsf*66'3164*tFPTs*117*tAPT*155*t*	63·3	35·6	Batavia Dutch 9*BHptCem* (8 *to U dk* 1 „ *2nd* „)	2 Oil Engines 2S.C.DA 14Cy.20⅞"–29$\frac{15}{16}$" & hydraulic couplings SR geared to 1sc. shaft 2141NHP DB71lb&2DB(WT)85lb DeutscheSchiff.-uMschb. A.G.Weser,Bmn.	39 " 2 s 8 " 5½ 30 " 10¾	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
26038 OYJC	**Java** TwinSc4Mst *OilEng.* ssCpn.No.3-3,34 ssCpn.No.1-38 D.F. 2*Dks(Stl)&Shelter dk(Stl)*	8681 8189 5525	✠100A1 *Shelter dk withfreeboard* 9,39 ✠LMC CS2,38 DBS9,38 2,37 (SEE FOOT NOTE *)	Cpn	*c*†	CL P1,38 S7,38	1921 7mo	Nakskov Skibsværft Nakskov *Lloyd'sA&CP*	A/S DetÖstasiatiskeKompagni *CellDB392'1509t Tank between Collision* *tunnels*46'131t	445·8 461·8(O.L.) F77 *onAwng dk* FK *FPT*105t*APT*115t	60·3	39·1	Copnhagn Danish *ptCem BH toAwdk* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.29⅛"-45¼" DB*100lb* 987NHP Akt.Burmeistr&Wain,Cpn	42 ″ 0 s10 ″ 4¾ 31 ″ 10	
26039 PFCI	— *OilEng.* D.F. 1*Dk* *Mchy.Aft CruiserStern*	341 260 168					1936	Gebr.van Diepen Waterhuizen	Th.Groeneboom	136·6 P35'F23'	24·8	9·7	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 4Cy.11 1/16"-15¾" 98NHP NV.KromhoutMtrnfbAms		VL
26040 221272 KDHQ	**Java Arrow** 3Mst ssN.Yk.No.3-7,33 ssBal.No.1-37 *Mchy.Aft 2Dks(Stl)&Shelter dk(Stl)* D.F. *&Web frames* *Longitudinal framing*	8327 7542 5176	✠100A1 *Shelter dk withfreeboard* 5,41 ~~5,40~~ ✠LMC MS3,37 BS~~5,40~~5,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	~~NYk~~ Bal	*d*†	CL ~~9,38~~ N5,41	1921 5mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	Socony-VacuumOilCo.Inc. *CellDBuE&B*80'285t *DTf*40'518t	468·3 FK *FPT*270t*APT*131t	62·7	32·0	NewYork Utd. States 17*BHptCem* (1*BHtoSh dk* 10 „ „ *U* „ 6 „ „*2nd*„)	Q.4Cy.24",35",51"&75"-51" 220lb (*r*) 636NHP 3SB,*9cf*,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s4 ″ 1½ 28 ″ 3½	
26041 204429 WDPV	**Jay C. Morse** *Mchy.Aft* D.F. GyC. Sub.Sig. 1*Dk*	6649 — 5087					1907	American S.B.Co. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	532·0 *WB*	58·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"-42" AmericanS.B.Co. 257NHP Cleveland,O.		R
26042 216667 WKCK	**Jean** (*ex*Kosciuszko,*ex*CapeLookout) 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	4902 4213 3028	✠ 10,23 ✠	NYk	*x*		1918 7mo	Bethlehem S.B.Corp. Sparro'PtMd	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*) *CellDB*	376·4 P54'B94'F39' FK 342'1133t*FPT*116t	52·3	27·0	NewYork Utd.States 6*BHCem* *APT*206t	T.3Cy.24 13/32",41⅜"&68"-48" 486NHP 3SB,9*cf*,GS169,HS7273 BethlehemS.B.Corp.Ld.	29 ″ 6	R †
26043 161580 VGYC	**Jean Brillant** Ⓟ *OilEng.* ssQbc.No.1-39 E.S.D. *Ref.Mchy.* 2*Dks* *Strengthened for Navigation in Ice* *CruiserStern*	640 555 350	✠100A1 *withfreeboard* 5,41 ~~12,39~~ ✠LMC CS12,39 DBS~~4,40~~5,41 ~~4,40~~4,42 Lloyd'sRMC~~4,40~~ ~~5,41~~ 4,42 for temp. 28° F. *For service in the Gulf of St. Lawrence and to Newfoundland from 1st April to 21st November*	~~Qbc~~ Mtl	*h*	CL 11,38	1935 5mo	Swan,Hunter&Wigham Richardson Ld.Newcastle *Lloyd'sA&CP*	Cie.deTransport duBasSt.Laurent, Lté. *CellDBuE*18'14t *DTsf*13'48t	159·9 B31' FK *FPT*5t*APT*2t	29·1	17·3	Quebec British 9*BH* (*Coll to W dk* 8 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.13⅜"-22 7/8" 188NHP DB*100lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 6 s7 ″ 10¾ 10 ″ 8	
26044 FNZS	**Jean Dupuis** (*ex*Vineta) 1*Dk*	682 489 394					1910	Stettiner Oderwerke Stettin	Cie.Côtière de l'Annam	180·1 Q52'B43'F19'	29·0	11·5	Saigon French *WB*	T.3Cy.13⅖,21 7/10"&35⅖"-25⅗" 64NHP StettinerOderwerke		V
26045 FPBC	**Jean et Jacques** (*ex*Corsican Prince-38,*ex* Chickahominy, *ex*Persiana) ssDrt.No.3-10,35 1*Dk(Stl)&* *Shelter dk(Stl)* *CruiserStern* *Fitted for oil fuel*	*3493* *2911* *1802*	✠ ... 1,40 ✠	Rou	*x*		1921 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LesCargos Algériens,Soc. Anon. *Duct keel in* *Blr.space & forward* 153'	363·3 F68'*onShelter dk* FK *Collision* *CellDB* 294'1155t	52·2	22·0	Algiers French *Cem* *BHtoSh dk* 6 „ „ *U* „	T.3Cy.26",43"&73"-48" 547NHP 3SB,*9cf*,GS188,HS8365 Richardsons,Westgarth& Co.Ld.Hpl. *DTa*22'643t*FPT*45t*APT*43t	24 ″ 9	V †
26046 113 ONJB	**Jean Jadot** *Ref.Mchy.* 2*Dks*3*trB* D.F. *Cruiser Stern*	5859 *5303* 3504					1929	Flensburgr Schiffsb.Ges. Flensburg	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale,SA. *Mgrs.*)	443·7 P94'F49'	57·2	26·7	Antwerp Belgian *WB*	Q.4Cy.27⅛",39",55 9/10"&79 9/10" -53 9/10" 470NHP FlensburgerSchiffsb.Ges.		VG
26047 UOBL	**Jean Jaures** *OilEng.* 2*Dks*	3972 3537 2261					1930	Severney S.B.Yard Leningrad	U.S.S.R	347·2 P31'B52'F34'	48·7	27·2	Leningrad Russian *WB*	Oil Engines 2S.C.DA 4Cy.23⅝"-35 7/16" 778NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
26048 168690 ~~FOYL~~ BFVC	**Jean L. D.** *OilEng.* D.F. E.S.D. 2*Dks* GyC. *CruiserStern*	5795 4948 3333					1935	Atel.&Ch. deFrance Dunkirk	~~LouisDreyfus&Cie.~~ Ministry of War Transport(Union- CastleMailS.S. Co,Ld.*Mgrs.*)	446·9 F43'	57·1	25·8 34·7	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.25⅝"-47¼" 912NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		V
26049 FNYU	**Jean Laborde** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 4*Dks* D.F. *CruiserStern*	11591 8284 6593					1930	Soc.Provençale de Cnst.Nav. LaCiotat	Soc. desServices Contractuels des Messageries Maritimes	496·7 B182'	61·8	28·3 37·9	Marseilles French *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"-59⅛" 1303NHP Schneider&Co.Creusot		V
26050 218942 KINN	**Jean Lafitte** (*ex*Everett-38, *ex*Westison) 2*Dks* D.F. *Fitted for oil fuel* Now "Dynastic" see No. 36122 in Supplement	5773 5174 3571					1919	AmesS.B. &D.D.Co. Seattle,Wash	WatermanS.S. Corp.	410·5 P44'B119'F47'	54·2	29·2	Mobile Utd.States *WB*	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
26051 161948	**Jeanie Deans** Ⓟ Pad 1*Dk*	635 418 259					1931	Fairfield Co.Ld. Glasgow	London&North- EasternRailway	250·5	30·1	8·7	Glasgow British	T.3Cy.26",41½"&66"-60" 338NHP FairfieldCo.Ld.Glasgow		
26052 TUNG	**Jeanne Schiaffino** (*ex*Friedrich Jürgen,*ex*Wiedau) Sub.Sig. 1*Dk*	1032 708 598					1922	H.C.Stülcken Sohn Hamburg	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Co.*Mgrs.*)	220·4 P127'F23'	32·5	12·8	Algiers French *WB*	T.3Cy.17¾"29⅛"&46 1/16"-31½" 119NHP H.C.StülckenSohn,Ham.		V
26053 PFCT	**Jeannette** (*ex*Londoner,*ex*Botlek, *ex*Holendrecht) ssRot.No.3-4,37 *Well deck* 1*Dk(Stl)*	454 322 238	100A1 5,39 BS5,39 LMC4,37 (SEE FOOT NOTE *)	Rot	*g*	N5,39	1918	J.Th.Wilmink&Co. Groningen	N.V.Soetermeer Fekkes Cargadoorskantoor *CellDBa*52'	153·1 Q58'B36'F17' FK 61t *f*52'65t*FPT*24t	25·3	11·3	Rottrdam Dutch 4*BHCem* *APT*18t	T.3Cy.11½",17¾"&29 9/16"-20" 185lb (*s*) 61NHP 1SB,*2cf*,GS39,HS1182 F.&D.H.Landeweer &Zn.Martenshoek	12 ″ 1 s ″ 4½ 11 ″ 10	
26054 ONJK	— (*ex*HelenClausen-40, *ex*Annemarie-34, *ex*Wm.Minlos1,*ex*Libanon) 1*Dk*	355 296 194	100A1 (*Classification Contemplated*) Examined ~~9,40~~10,41 5,42 ~~6,41~~	~~Hul~~ Mdb BS10,41			1920	Sch-u.Dock-bauFlender A.G. Lübeck	S.C.&I.J.&C. SnauwaertS.A. (Soc.Anon,John Cockerill,*Mgrs.*)	139·1 B34'F20'	22·6	11·8	Ostend Belgian *WB*	C.2Cy.14¾"&22⅕"-15¾" 142lb 17NHP 1SB, G.SeebeckA.G. Wesermünde-G.	12 ″ 6 s1 ″ 3 11 ″ 4¼	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26055 171156 MBZG	**Jeannette Skinner** *ss*Osa.2ndNo.3-3,38 2*Dks*	5800 5209 4194	✠100A1 11,41 ~~2,41~~ BS5,40 ✠LMC3,38 *Fitted for oil fuel* 8,17 *F.P. above* 150° F.	~~Cal~~ Sng	z	CL ~~3,38~~ 11,41	1917 8mo *Lloyd's A&CP*	Skinner& EddyCorp. Seattle,Wash	G.E.Marden (Brown,Jenkinson &Co.Ld.*Mgrs.*) *One BH in fore hold and one BH in after hold dispensed with* *CellDB*	410·6|54·3|27·1 P44'B115'F47' FK 355'1198t *FPT*120t	Shanghai British *Cem* 5*BH only* *APT*340t	DR geared steam turbine 210lb (*r*) 507NHP 3SB,9*cf*,GS195,HS8055 GeneralElectricCo. Schenectady,N.Y.	29 ″ 9 s5 ″ 11½ 24 ″ 0	
26056 160507 GSLW	**Jedmoor** *OilEng.* *ss*Shl.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4392 4070 2649	✠100A1 *with freeboard* 5,41 Examined 5,41 DBS5,41 ✠LMC5,36 ✠LMC(M)9,38	Bry	y	CL 5,39	1928 6mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	MoorLine,Ld. (RuncimanShip-pingCo.Ld.*Mgrs.*) *CellDB*317'1011t *MT*26'988t	375·0|52·6|25·7 391·2(O.L.) F30' FK *FPT*140t *APT*220t	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	36 ″ 4 s10 ″ 1¾ 26 ″ 5	
26057 ~~231112~~ ~~KDQE~~	**Jeff Davis** Ⓟ Sub.Sig. GyC. *OilEng.* 2*Dks* *Longitudinal framing*	6174 — 3833					1921	Doullut& WilliamsS.B Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5|55·0|31·4 P44'B108'F37'	Panama Pnamanian *WB*	Oil Engines 2S.C.DA 4Cy.28"-40" 1096NHP NE29 WorthingtonPump&Mach Corp.Buffalo,N.Y.		R
26058 220769 KDFR	**Jefferson Myers** (*ex*Hannawa) 1*Dk*&*Shelter dk* *Fitted for oil fuel* *Longitudinal framing*	7582 — 4826					1920	Bethlehem S.B.Corp.Ld. S.Francisco.	Pacific-Atlantic S.S.Co.(States S.S.Co.*Mgrs.*)	440·0|56·0|35·2	PrtlandOr Utd.States *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
26059 147640 VWBJ	**Jehangir** Ⓟ *ss*Bom.No.3-12,36 3*Dks*(*Stl-Weather dk* teak s) *ss*Bom.No.1-40	3566 3029 2157	✠100A1 *with freeboard* ~~5,41~~ ~~7,40~~ 10,41 10,41 ✠LMC BS~~9,40~~ MS12,40	Bom	w	CL ~~N10,38~~ 10,41	1924 5mo *Lloyd's A&CP*	Lithgow's Ld. PortGlasgow	MogulLine,Ld. *CellDB*298'852t	350·0|48·0|23·1 365·0(O.L.) *FPT*74t *APT*36t FK *Collision*	Bombay British 6*BHCem* ,, *to W dk*	T.3Cy.24",40"&67"-45" (*r*) 200lb *110lb* 394NHP 2SB,6*cf*,GS127,HS5384 FD Rankin&BlackmoreLdGrk	25 ″ 6 s3 ″ 0 22 ″ 8¾	
26060 YTBZ	**Jela** (*ex*Gina, *ex*Volkerak) Aux3MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	335 295 240					1917	J.Th.Wil-mink&Co. Groningen	MarjanKozulic	135·1|26·4|11·2 P32'F18'	Ist Yugoslav *WB*	Oil Engines 2S.C.SA 2Cy.16"-18" 90NHP D.Goedkoop,Jr.Amstrdam		V
26061 143642 MKBJ	**Jellicoe Rose** *ss*Nwc.No.3-10,40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1118 800 609	✠100A1 ~~7,41~~ ~~12,40~~ 1,42 BS1,42 ✠LMC10,40	~~Nwc~~ Bly	n	CL ~~12,40~~ ~~7,41~~ 1,42	1920 6mo *Lloyd's A&CP*	J.Fuller-ton&Co. Paisley	RichardHughes& Co.(Liverpool)Ld. *CellDB*	220·2|34·2|13·1 Q108'B15'F28' FK *f*136'215t *FPT*80t	Liverpool British 3*BHCem* *APT*34t	T.3Cy.16",26"&42"-27" (*s*) 180lb 117NHP 1SB,3*cf*,GS65,HS2030 Aitchison,Blair,Ld.Gls.	15 ″ 6 s1 ″ 1 14 ″ 7¼	
26062 LDGW	**Jelö** 1*Dk*	1265 938 483					1929	Xiansands Mek.Værks. Xiansand	A/S Jelölinjen (FredOlsen&Co. *Mgrs.*)	240·5|37·2|15·2 P60tH157tF6t	Oslo Norwegian *WB*	T.3Cy.22",35"&60"-42" 233NHP AkersMek.Værks.Oslo		N
26063 UOMP	**Jelyabov** Ⓟ (*ex*Osilia) 1*Dk*	654 366 355					1911	Bergsunds M.V.Aktieb. Stockholm	U.S.S.R.	168·9|26·1|9·0 P&B116'Q113'F45'	Vladvostk Russian *WB*	T.3Cy.14⅛",$22\frac{7}{16}$"&37½"-27⅜" 74NHP BergsundsM.V.Aktb.Skm.		
26064 LCPE	**Jenny** *OilEng.* D.F. *ss*NYk.No.3-6,41 ~~*ss*Gal.No.2-36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	4706 3991 2682	✠100A1 ~~6,41~~ 7,40 2,42 10,40 ✠LMC ~~CS2,37~~ DBS~~12,39~~6,41~~12,37~~10,40 *Carrying Petroleum in bulk*	~~NYk~~ Liv	w	CL ~~3,38~~ ~~4,41~~ 1,42	1928 5mo *Lloyd's A&CP*	Swan,Hun-ter&Wigham Richardson, LdNewcastle	A/S Athene (JorgenBang) *CellDBuE*39'93t *DTf*29'417t	344·2|53·5|27·8 359·2(O.L.) P84'B26'F30' FK *Trunk in wells* *FPT*151t *APT*42t	Xiansand Norwegian 13*BHptCem* (9 *to U dk* 4 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.23⅝"-47¼" 578NHP 2DB-*150lb* DB(*Upper*) *made*25*fitted*38-*136lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 0	
26065 7589 SFBG	— Iron (*ex*Skald,*ex*SaintHelier) *ss*Shl.3rdNo.3-12,18 *ss*Bgn.No.2-27 1*Dk*2*trB*	*1233* *1031* *709*	✠ ... 4,31 ✠				1882 12mo	Burrell& Son Dumbarton	RederiA/B Tern (AxelHansson, *Mgr.*)	240·0|34·1|15·5 B62'F25' FK	Västervik Swedish *WB*	C.2Cy.26"&51"-36" 134NHP M.Paul&Co.Dumbarton	18 ″ 2	V †
26066 OUHN	— 1*Dk*	843 722 493					1917	Schiff.Ges. Unterweser Weser-münde-L.	J.Lauritzen	212·9|31·4|13·2	Esbjerg Danish *WB*	T.3Cy.14⅜",21⅞"&35¾"-23⅝" 85NHP Christiansen&Meyer, Harburg		G
26067 PFCZ	— *OilEng.* *Mchy.Aft* 1*Dk* *Part electrically welded including shell butts&upper deck&trunk plating* *CruiserStern* *Longitudinal framing*	623 498 298	✠100A1 1,40 ✠LMC7,37 ✠LMC(M)9,39 *Carrying Petroleum in bulk* (SEE FOOTNOTE*)	Rot	i	1,40	1937 7mo *Lloyd's A&CP*	D.W.Kre-merSohn Elmshorn	Algemeen Vrachtkantoor N.V.	184·8|29·7|11·6 195·7(O.L.) P46'F39' FK *Trunk*81' *FPT*96t	Rottrdam Dutch 9*BHptCem* *APT*40t	Oil Engines 4S.C.SA 6Cy.$14\frac{9}{16}$"-20½" 124NHP DB*114lb* DeutscheWerkeKielA.G.	11 ″ 8 s ″ 10¼ 10 ″ 10¼	
26068 138932 GQPJ	**Jenny Moller** (*ex*LordGuilford-32, *ex*Granicos) 1*Dk*	3108 2895 1927					1919	R.Duncan &Co.Ld. PortGlasgow	MollerLine,Ld. (Mollers'Ld.*Mgrs*)	331·0|46·7|24·4 P33'B98'F30'	Shanghai British *WB*	T.3Cy.25",41"&68"-45" 310NHP D.Rowan&Co.Ld.Glasgow		C
26069 PUYC	**Jequitinhonha** Ⓟ TwinSc 1*Dk*&*Shelter dk*	750 *481* *383*	✠ ... 3,11 ✠				1906 8mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·4|32·2|11·2 FK	Bahia Brazilian *WB*	T.6Cy.13½",22"&36"-24" 151NHP Muir&Houston,Ld.Gls.	11 ″ 10	
26070 LEFF	**Jernfjeld** (*ex*Troldtind) D.F. 1*Dk*	1369 1180 776					1917	N.V.C.van derGiessen& ZonensSchps. KrimpenIjsel	DampskA/S Storfjeld(H.Grieg Martens,*Mgr.*)	239·5|36·2|16·6 P60tH61tF30t	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP Pannevis&Zoon,Utrecht		N
26071 LEFG	**Jernland** (*ex*Collingwood) *ss*Bgn.2ndNo.3-12,31 D.F. *ss*Bgn.No.1-36 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1289 1007 756	✠100A1 2,42 ~~8,41~~ Examined ~~1,41~~2,42 ✠LMC MS7,39 BS~~4,40~~ 9,41	~~Sld~~ Bry	o	CL ~~8,41~~ 2,42	1905 10mo *Lloyd's A&CP*	Osbourne, Graham&Co. Sunderland	HalvorsenShippng Co.A/S,Ld. (Thv.Halvorsen, *Mgr.*) *CellDBa&uE*	235·6|33·8|15·0 242·8(O.L.) Q123'B10'F24' FK 83'*f*102'313t *FPT*	Bergen Norwegian 4*BHCem* 59t *APT*78t	T.3Cy.18½",30"&49½"-33"(*s*) 180lb NDB'42 *105lb* 157NHP 1SB,3*cf*,GS61,HS2530 Richardsons,Westgarth& Co.Ld.Sld.	17 ″ 3 s4 ″ 11½ 16 ″ 0	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B.of Trade.
26072 DJYK	**Jersbek** D.F. E.S.D. 1*Dk* *Cruiser Stern* *Strengthened for Navigation in Ice*	2804 2428 1591	✠ 6,39 ✠	Ham	*u*		1938 12mo	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard N fl. *Intermediate* *BHinfwd.* *CellD*	325·7|48·2|19·1 345·3(O.L.) P17'B&F304' FK *Upper*F33' *hold dispensed with* *B*248' 801*t FPT*68*t*	Hamburg German 4*BHptCem* *ptAsp* *APT*71*t*	C.4Cy.(2)$20\frac{1}{16}$"&(2)$43\frac{5}{16}$"–$43\frac{5}{16}$" 352NHP 2SB,6*cf*,GS121,HS4926 Rheinmetall-BorsigA.G. BerlinTegel	21 ″ 2	
26073 162114 GZDJ	**Jersey** *OilEng.* D.F. E.S.D. 1*Dk&Shelterdk* *CruiserStern*	4986 4627 3032	✠100A1 *withfreeboard* 1,42 Examined 9,41 ✠LMC OS1,42 DBS1,41 1,42	~~Hul~~ Sng Bel	*a*† 2	CL 12,39	1936 10mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	NolisementS.S.Co. Ld.(Morel,Ld. *Mgrs.*) *CellDB*347' 1174*t*	424·0|54·2|26·1 FK (*MT*1229*t APT*177*t*	Cardiff British 7*BHptCem* *ColltoShdk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.$22\frac{1}{16}$"–$85\frac{1}{16}$" 449NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
26074 DHNC	**Jessica** 1*Dk*	998 897 605					1908	Flensburgr Schiffsb.Ges. Flensburg	A.Kirsten	226·3|33·4|15·3 P&B140'F30'	Hamburg German *WB*	T.3Cy.16",36¾"&44"–36" 116NHP FlensburgerSchiffsb Ges.		G –
26075 7299 OFEC	**Jessie** (*ex*Bellhill, **Iron** *ex*Commercial, *ss*Hul.4thNo.3–12,26 *ex*Norah) *ss*Gmh.No.2–35 *Well deck* 1*Dk*(*Irn*)2*trB*	1405 — 755	✠ —— 4,40 ✠	Gmh	*p*		1879 8mo	M.Pearse &Co. Stockton	RederiA/B Jessie (A.Karlsson *Mgr.*)	250·2|35·0|16·8 261·0(O.L.) Q86'B58'F29' FK *DBa*70'*f*86'	Marie- hamn Finnish 4*BHCem*	C.2Cy.30"&55½"–36" 160NHP 2SB,4*pf*,GS73,HS2692 Blair&Co.Ld.Stockton	18 ″ 1	
26076 167504 GLJG	**Jessie Mærsk** (*ex*Marsdiep) *ss*Svb.No.3–5,33 Sub.Sig. *ss*Svb.No.1–38 D.F. 1*Dk*(*Stl*)	1972 1763 1152	✠100A1 6,41 ~~9,40~~ ✠LMC MS6,38 BS~~12,39~~ 1,41	~~Off~~ Nwc	*r*	CL 5,38	1920 11mo *Lloyd*	A.Vuijk& Zonen Capelle a/d '*sA&CP* Ysel	Ministry of War Transport(W.T. Gould,*Mgr.*)	280·1|40·2|19·0 292·0(O.L.) P22'B94'F24' FK *CellDB*240'458*t FPT*	London British 4*BHCem* 40*t APT*47*t*	T.3Cy.20",31½"&53"–36" (*s*) 180lb 224NHP 2SB,6*cf*,GS138,HS4020 Verschure&Co.Amsterdam	21 ″ 4 s 3 ″ 1½ 18 ″ 4	
26077 EESA	**Jesus Antonio** (*ex*Francisco **Iron** Garcia,*ex*Pilar, 5thSurveyMes6–99 *ex*GouverneurBallay, 1*Dk*2*trB* *ex*Mongibello,*ex*Beny) *Well deck*	988 947 669	✠ ... 4,00				1882 5mo	Whitehavn S.B.Co.Ld. Whitehaven	JesúsGarcia Castillo	215·7|33·7|15·7 Q103*t*B128*t*F44*t* FK	Santander Spanish *WB*	C.2Cy.23"&46"–36" 127NHP J.Jones&Sons,Liverpool	17 ″ 4	
26078 145083 MKGW	**Jetblack** *ss*Sld.No.3–9,33 *ss*Shl.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	1560 1354 828	✠100A1 10,41 ~~12,40~~ BS~~7,40~~ ✠LMC10,37 10,41	Nwc	*p*	CL 8,39	1920 11mo *Lloyd*	Dublin Dkyd.Co.Ld. Dublin '*sA&CP*	GasLight&Coke Co.Ld.(Stephen- sonClarke& AssociatedCom- panies,Ld.*Mgrs.*)	240·3|36·2|19·1 B52'F23' FK *CellDB*171'316*tDT*	London British 4*BHCem* *a*29'128*t FP*	T.3Cy.18",30"&50"–33" (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk. *T*79*t APT*36*t*	21 ″ 3 s 3 ″ 0 18 ″ 8	
26079 LEJL	**Jetta** (*ex*Lloyd–39,*ex*Transport2, *ex*Oskar,*ex*W.6) 1*Dk*	368 278 185					1914	Joh.Berg Delfzijl	C.HenrySmith	134·9|23·5|11·4 P58*t*F16*t*	Oslo Norwegian	T.3Cy.12",$18\frac{9}{10}$"&30"–$21\frac{3}{5}$" 42NHP Joh.Berg,Delfzijl		G
26080 137273 GDBY	**Jeypore** D.F. 2*Dks*(*Stl*)	5318 4850 3209	✠ 4,22 ✠	Bom	*y*		1920 5mo	Wear Ship- yard of W. Gray&Co. (1918),Ld. Sunderland	P.&O.Stm.Nav.Co. *CellDB*	400·0|52·3|28·4 P49'B113'F39' FK 344'1073*t FPT*129*t*	Sundrland British 7*BHptCem* *APT*200*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS190,HS7668 Cen.Mar.Eng.Wrks.W.Hpl	31 ″ 0	
26081 123953 MCWF	**Jim** (*ex*Yewmount–36,*ex*Hampshire) *ss*P.Gl.2ndNo.3–8,32 *ss*Ant.No.1–37 *Mchy.Aft* 1*Dk*(*Irn*)&*deep framing* *Well deck* *Cargo battens not fitted*	833 595 393	✠100A1 8,41 ~~11,40~~ Examined 8,41 BS~~11,40~~ ✠LMC7,37 11,41	~~Elt~~ Shl	*k*	CL ~~7,38~~ 7,41	1908 8mo *Lloyd*	J.Crown &Sons,Ld. Sunderland '*sA&CP*	C.Strubin&Co.Ld. *Cell DBf*125'	195·0|32·6|11·9 Q98'B13'F24' FK 222*tDTf*7'80*tFPT*	London British 6*BHCem* 57*tAPT*19*t*	T3Cy.16½",26½"&45"–33"(*s*) 160lb 99RHP 2SB,4*pf*,GS53,HS2100 N.E.MarineEng Co.Ld.Sld.	13 ″ 9 s ″ 9 13 ″ 1¼	
26082 YPBL	**Jiul** (*ex*EcateriniMatsouki) *ss*Bla.2ndNo.3–9,38 1*Dk*(*Stl*) *Cargo battens not fitted*	*3127* *2925* *1907*	✠100A1 6,39 ✠LMC MS9,38 BS4,40	Bla	*v*	CL 6,38	1913 8mo *Lloyd*	J.Priest- man&Co. Sunderland '*sCP*	Eugenia&Con- stanceSimatu (G.Simatu,*Mgr.*) '*Tween* *hold* *C*	345·0|48·0|21·1 P29'B206'F37' FK *dk BHinafter* { 5*B* *dispensed with* { 1*B* *ellDBa*110'*uE*22'*f*	Braila Roumanian *Cem* *H to Upr dk* *H to 2nd dk* 146'727*t FP*	T.3Cy.23½",39"&64"–42"(*s*) 180lb *100lb* 302NH 2SB,6*cf*,GS124,HS4820 N.E.MarineEng.Co.Ld.Sld *only* *T*103*tAPT*71*t*	23 ″ 6	
26083 139578 GZDT	**Joan Moller** (*ex*Dumont D'Urville–36,*ex* *ss*NoumeaNo.3–7,30 Gia-Long,*ex* 2*Dks*(*Stl–U*teak s) St.FrancoisXavier,*ex*Hermelin)	2232 1786 1377	✠ —— 2,36 ✠	Sgn	*r*		1918 1mo	Hong K'ng &Whampoa DockCo.Ld. HongKong	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellD*	270·0|40·1|19·4 P26'B76'F26' FK *B*231' 442*t FPT*34*t*	Shanghai British 4*BHCem* *APT*71*t*	T.3Cy.20",33"&54"–39" 215NHP 2SB,6*cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6	C †
26084 150835	**Joan Virginia** **TwinSc** (*ex*Cedarbay–36,*ex*Vernon,*ex* Charpentier) *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	1239 816 651					1919	Forg.&Ch. de la Medit. LaSeyne	LloydTankers,Ld.	218·8|34·3|12·4 P75'F29'	Montreal British *WB*	T.6Cy.12½",19½"&34½"–16" 79NHP Forg.&Ch.de la Medit.Msl.		C
26085 158 SVFI	**Joannis** (*ex*Evelpis,*ex*Salerno, *ex*Edenmore) 1*Dk*2*trB*	*3667* *3463* *2292*					1909	Richardsn. Duck&Co. Stockton	D.J.Dambassis	360·0|48·7|24·2 P23'B108'F35'	Andros Greek *WB*	T.3Cy.24",40"&67"–45" 278NHP G.Clark,Ld.Sunderland		C
26086 CSAX	**Joào Belo** Ⓟ (*ex*City of **TwinSc** Genoa,*ex*Windhuk, *ss*Lis.2ndNo.3–6,33 *ex*GertrudWoermann) *Well deck* 2*Dks*(*Stl–U*teak s)3*rd dk* (*Stl*)*in fore hold*&*Web frames*	6365 4958 4008	—— 1,39	Lis			1905	Blohm& Voss Hamburg	Cia.Colonialde Navagacão	411·6|50·7|28·6 P&B260'F60' FK	Loanda Portuguese 7*BHCem* *CellDB*	T6Cy.$20\frac{15}{16}$",34¾"&64¼"–42⅛" 625NHP 4SB,12*cf*,GS210,HS8608 Blohm&Voss,Hamburg	31 ″ 6	
26087 DHIT	**Joao Pessôa** (*ex*Georgia–36) Sub.Sig. D.F. 2*Dks*	3023 2681 1775					1922	Brücknbau FlenderA.G. Siems, Lübeck	Hamburg-Süd- amerik.Dampf- schifffahrtsGes.	337·7|48·2|21·1 B59'F36'	Hamburg German *WB*	T3Cy.23⅜",$38\frac{3}{16}$"&62"–$41\frac{5}{16}$" 246NHP G.SeebeckA.G.,Weser- münde–G.		G
26088	**Joaquin Godoy** **TwinSc** (*ex*Bolivia) 1*Dk*	818 — 444					1906	Bow,Mc- Lachlan&Co. Ld.Paisley	~~EmpresaNaviera~~ ~~deCubaS.A.~~Com- paniaRonin,Ltda.	211·2|34·1|10·8 F22'	Havana Cuban *WB*	T.6Cy.11",18"&30"–22" 84NH Bow,McLachln&CoLd Psy		
26089 PUBL	**Joazeiro** (*ex*SantaLucia) 2*Dks*	4238 3121 2701					1907	J.C.Teck- lenborgA.G. Weser- münde–G.	LloydBrasileiro	350·2|47·2|23·4 P38'B207'F47'	R.Janeiro Brazilian *WB*	T.3Cy.20½",35"&57"–41⅜" 208NH J.C.TecklenborgA.G.Wsm		V

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not Dateof B. of TradeCert.
26090 PEDG	**Jobshaven** D.F. 1*Dk*	3528 3263 2151					1916	Rotterdam Droogd.Maat Rotterdam	N.V.Maats.S.S. "Jobshaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	359·2 P24'Q34'B214'	49·9	22·1	Rottrdam Dutch *WB*	T.3Cy.25",41"&67"–45" 301NHP RotterdamDroog.Maats.		V
26091 203908 WEVJ	**Joe S. Morrow** *Mchy.Aft* 1*Dk*	4760 — 3470					1907	American S.B.Co. Lorain	RedArrowS.S.Co.	420·0	52·0	28·0	Wilmngtn. Del. *WB* Utd.States	T.3Cy.22",35"&58"–40" 213NHP AmericanS.B.Co.Clevelnd		R
26092 137458 MFWV	**Joffre Rose** *ss*Mil.No.3–1,42 ~~*ss*Bly.No.3–10,28~~ *Well deck Mchy.Aft* ~~*ss*Bkn.No.2–37~~ *Cargo battens not fitted* 1*Dk*(*pt Stl*)	715 503 344	✠100A1 1,42~~9,40~~ 1,42 ✠LMC~~10,40~~	~~Npt~~ Mil	*j*	CL ~~8,40~~ 12,41	1915 6mo *Lloyd*	C Rennold- son&Co. S.Shields '*sA&CP*	RichardHughes& Co.(Liverpool)Ld.	180·3 Q105'B11'F23' FK *CellDBf*103'155*t FPT*63*t APT*4*t*	28·2	12·4	Liverpool British 3*BHCem*	T.3Cy.14½",24"&39"–27" (*s*) 160lb 77RHP 2SB,*4pf*,GS60,HS1982 MacColl&Pollock,Ld.Sld.	14 ″ 6 s 4 ″ 5½ 14 ″ 2	
26093 ONJP	**Johan** New "Trinidad," see No. 38653 in Supplement *Oil Eng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	434 273 233	✠100A1 5,41 ✠LMC4,39	Gib	*f*		1939 4mo *Lloyd*	Scheepsw. 'Waterhuizn' J.Pattje Waterhuizen '*sA&CP*	N.V.Reederij Motorschip Johan (L. Dens & Co. Ld. *Mgrs.*) *CellDB*90'93*t*	145·6 154·2(O.L.) Q53'P36'F18' FK *FPT*40*t APTs*18*t*	25·6	9·3	Antwerp Belgian 3*BHptCem*	Oil Engines 4S.C.SA 7Cy.11"–$17\frac{11}{16}$" 82NHP Klöckner-Humboldt- DeutzA.G.Köln-Deutz	10 ″ 10 s3 ″ 9¼ 10 ″ 9½	
26094 PFDM	**Johan de Witt** Ⓟ TwinSc *ss*Ams.No.3–11,32 *ss*Ams.No.1–36 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*- *Ref.Mchy.* Sub.Sig. *teak* s)3*trB in* *forehold* *CruiserStern*	10474 7988 6105	✠100A1 *Shelter dk* *withfreeboard* ~~8,11~~ ~~9,40~~ 11,41 Examined 10,41 ✠LMC MS3,37 BS~~10,39~~ 1,41 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	~~Syd~~ Sng ~~PN1~~ PN1	*e*†	CL 7,40	1920 2mo *Lloyd*	Nederl. Schps. Maats. Amsterdam '*sA&CP*	N.V.Stoomv. Maats. "Nederland" *CellDB*404'1369*t F*	506·2 P&B358'F100' *on* *Shelter dk* FK len33 *PTs*238*t APT*201*t*	59·2	34·9	Batavia Dutch *Cem* 10*BHtoS dk* 1 „ „ *U* „	T.3Cy.26",42½"&72¼"–49¼" 213lb (*s*) 1171NHP 6SB,*18cf*,HS17820 FD Werkspoor,Amsterdam	38 ″ 2 s 9 ″ 5 29 ″ 0	
26095 7669 SFBM	**Johan Jeansson** *ss*Hbg.No.2–38 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1458* *1114* *810*	✠100A1 7,41 ~~7,40~~ BS~~5,39~~ 11,40 ✠LMC5,38	~~Skm~~ Hbg	*p*	OG 7,40	1930 8mo *Lloyd*	Hlsingbrgs Varfs.Aktieb Helsingborg '*sA&CP*	ÅngbåtsA/B Kalmarsund(J.B. Jeansson,*Mgr.*) *CellD*	247·5 258·0(O.L.) P19'Q75'B104'F23' *Trunk in after* FK *Well* *B*206'437*t FPT*28*t*	38·1	15·2	Kalmar Swedish 4*BHCem* *APT*54*t*	T.3Cy.$16\frac{15}{16}$",$29\frac{17}{32}$"&46⅞"– $27\frac{9}{16}$" 200lb (*s*) 145NHP 2SB(Spt),*4cf*,GS68,HS2337 HelsingborgsVarfs.Aktieb	17 ″ 6 s ″ 10 16 ″ 9½	
26096 PFEB	**Johan van Oldenbarnevelt** Ⓟ *Ref.Mchy.* TwinSc D.F. GyC. *Cruiser Stern* *OilEng* 3*Dks*&*Shade dk*	19429 12154 11606					1930	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats. "Nederland"	586·2 P63'B410'F85'	74·8	36·1	Batavia Dutch *WB*	Oil Engines 2S.C.SA 20Cy.$29\frac{9}{10}$"–52¾" 3100NHP SulzerBros.Winterthur		V
26097 DHWQ	**Johann** (*ex*Strassburg–38) TwinSc 1*Dk*	938 722 498					1911	Gebr.Sach- senbergA.G. Deutz	J.A.Reinecke	216·5 Q73'B43'F25'	32·9	10·7	Hamburg German *WB*	C.4Cy.12⅘"&24"–$17\frac{7}{10}$" 40NHP GbrSachsenbrg A.G.Rsslau		
26098 DMBW	**Johann Ahrens** (*ex*GreteCords) 1*Dk*	873 720 538					1903	Akt.Ges. "Neptun" Rostock	ErichAhrens	210·9 Q65'B57'F26'	32·0	13·1	Rostock German *WB*	T.3Cy.14⅜",$24\frac{3}{16}$"&$38\frac{9}{16}$"– 26¾" 76NHP A.G."Neptun,"Rostock		G
26099 DHND	**Johann Blumenthal** 1*Dk* *CruiserStern*	1626 1213 931					1927	Lübecker Maschb.Ges. Lübeck	J.M.K.Blumenthal	263·3 P12'B120'Q79'F35'	38·2	14·4	Hamburg German *WB*	T.3Cy.18½",29½"&47¼"–31½" 125NHP LübeckerMaschbf.Ges.		G
26100 DGDH	**Johann Wessels** (*ex*Royal Transport) 1*Dk*	4601 4338 2874					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	AtlasReedereiA.G.	384·1 P36'B119'F36'	52·1	27·1	Emden German *WB*	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		G
26101 3389 SHCM	**Johanna** (*ex*Valkyrian–39, Iron *ex*Lynton) *ss*H.Kg.3rdNo.3–6,19 *ss*Skm.No.2–27 *Well deck* 1*Dk*2*trB*	*1230* *956* *705*	✠ ... 3,30 ✠				1881 7mo	J.Read- head&Co. SouthShields	RederiA/B Strim (Helge Norlander, *Mgr.*)	240·4 Q90'B50'F20' BK8½"	33·2	17·0	Stockholm Swedish *WB*	C.2Cy.27"&54"–36" 132NHP J.Readhead&Co.S.Shields	18 ″ 0	VL †
26102 DHNF	— 1*Dk*	860 649 472					1912	Stettiner Oderwerke Stettin	MathiesReed.K.G.	210·8 P14'Q39'B74'F26'	30·8	12·8	Hamburg German *WB*	T.3Cy.15¾"25⅕"&$41\frac{3}{10}$"–29½" 93NHP StettinerOderwerke		G
26103 OZYE	**Johanne** (*ex*Italia–32, *ss*Hbg.No.3–10,32 *ex*Turbinia) *ss*Cpn.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	2257 2054 1348	✠100A1 *Shelter dk* *withfreeboard* 11,39 ✠LMC12,37 ✠NE8,26 BS11,39 (SEE FOOTNOTE *)	NNs	*r*	OG 12,37	1919 1mo *Lloyd*	Oscarshms. Mek.Verks. Skepps.Akt. Oscarshamn '*sA&CP*	J.Lauritzen *CellDB*237'473	275·1 *t FPT*44*t APT*20*t*	41·2	23·1 FK *Coll*	Esbjerg Danish *Cem* *BH to Sh dk* 3 „ „ *U* „	C.4Cy.16½"&$35\frac{7}{16}$"–$35\frac{7}{16}$" (*s*) 206lb 175NHP 2SB(Spt),*4cf*,GS58, FD HS2152 A.Borsig,G.m.b.H.Berlin	25 ″ 6 s 5 ″ 0¼ 20 ″ 7¼	
26104 172768 VRDW	**Johanne Justesen** 3Mst (*ex*Fiona–33) *ss*Shi.2ndNo.3–6,33 *ss*Shi.No.1–38 *Mchy.Aft* *Spar dk*(*pt Irn&pt Stl*) *&deepframing Spar dk Rule* *Cantileverframedtopsidetanks*	4681 4010 2907	✠100A1 11,40 BS12,40 ✠LMC1,38	Bom	*x*	CL 5,40	1909 3mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	Ministry of War Transport(British India Steam Nav. Co. Ld. *Mgrs.*) *CellDBuE&*	360·5 372·7(O.L.) P&B215'F33' FK *B*54'*f*262'957*t Topsidetanks*258'	52·0	25·7	HongKong British 6*BHCem*	T.3Cy.26",42"&70"–48" (*s*) 180lb 403NHP 3SB,*9cf*,GS132,HS5346 FD N.E.MarineEng.Co.Ld.Sld 1060*t FPT*100*t APT*125*t*	28 ″ 4 s 4 ″ 5 24 ″ 1¾	
26105 DHNG	**Johannes C. Russ** 1*Dk*	998 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt-u.Asse- kuranz-Ges.E. Russ&Co.	210·8 P23'Q59'B55'F25'	33·8	13·4	Hamburg German *WB*	T.3Cy.15¾",25⅕"&$41\frac{3}{10}$"–29½" 92NHP StettinerOderwerke		G
26106 OYMC	**Johannes Mærsk** *ss*Rot.No.3–11,37 D.F. 1*Dk*(*Stl*) Now sailing as "Ste. Giselle"	1899 1683 1119	✠100A1 7,39 ✠LMC MS11,37 BS4,39 (SEE FOOTNOTE *)	Cpn	*r*	CL N11,37	1925 3mo *Lloyd*	F.Schichau Danzig '*sA&CP*	Dampskibsselsk af 1912 A/S (A.P.Moller, Copenhagen,*Mgr.*) *CellD*	280·8 292·3(O.L.) P27'B74'F32' FK *B*240'541*t FPT*38*t*	40·2	18·8	Kalundbrg Danish 4*BHCem* *APT*79*t*	T.3Cy.$19\frac{11}{16}$",$32\frac{5}{16}$"&53⅛"– $37\frac{7}{16}$"&LPTurbine with reduction gear&chain drive 200lb (*s*) FD 245NHP 2SB(Spt),*4cf*,GS78,HS3014 F.Schichau,Elbing	21 ″ 4 s 2 ″ 9 18 ″ 8¾	
26107 165388 GZGS	**Johilla** 1*Dk&Shelter dk* *Cruiser Stern* *Tonnage opening closed*'41(*W.E.*)	4042 3663 2396	✠100A1 *withfreeboard* 8,41 ~~2,41~~, Examined 2,42 BS5,41 ✠LMC2,37 *Fitted for oil fuel* 2,37 *F.P. above* 150° F.	Gal Cal Liv	*y* 1⅞	CL 5,40	1937 2mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	JamesNourse,Ld. *CellDB*324'976*t F*	381·1 395·4(O.L.) F39' FK *PT*56*t APT*156*t* (	52·7	23·7	London British 6*BHptCem* *Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.20",32"&52"–42"& LP turbine withDRgearing & hydraulic coupling 220lb (*s*) FD 325NHP 2SB(Spt)6*cf*,GS100,HS4068 Barclay,Curle&Co.Ld.Gls.	~~26 ″ 0~~ ~~s2 ″ 0~~ ~~28 ″ 7¾~~ 34 ″ 0 s9 ″ 9½ 24 ″ 4¾	

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
26108 8188 SKBN	**John** (*ex*Danybryn-37, *ex*SheafLance-36) *ss*Ams.No.3-1,37 E.S.D. *ss*Got.No.1-41 1*Dk*(*Stl*)	*3093* *2840* *1825*	✠100A1 ~~5,41~~~~5,40~~10,41 ~~BS4,40~~	Hbg ~~Hbg~~ ~~Got~~ LMC~~2,37~~	*u* $1\frac{15}{16}$ 5,41	CL ~~8,38~~ 4,41	1918 11mo *Lloyd*	BlythS.B. &D.D.Co.Ld Blyth '*sA&CP*	RederiA/BA.Th. Jonasson(M. Jonasson,*Mgr.*) *CellD*	331·3|46·6|23·2 341·5(O.L.) P33'B151'F29' FK *B*284'734*tFPT*110*t*	Råå Swedish 5*BHCem* *APT*128*t*	T.3Cy.23",41"&68"-45" (*s*) 180lb 330NHP 2SB,*6cf*,HS4004 FD McKie&Baxter,Glasgow	25 ″ 6 s3 ″ 5¾ 22 ″ 3	
26109 166452 GLGD	**John A. Brown** *ss*Bkn.No.1-41 *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* E.S.D. GyC. *CruiserStern* *Mchy.Aft* *Longitudinal framing*	10455 9637 6059 —	✠100A1 ~~9,41~~9,40 4,42 DBS4,42 *CarryingPetr*	~~NYk~~ ~~Bkn~~Gal ✠LMC~~5,38~~ *oleum*	*f*† 9,41 *in*	CL 6,41 *bulk*	1938 5mo *Lloyd*	Cantieri RiunitiDell' Adriatico Monfalcone '*sA&CP*	OrientalTrade& TransportCo.Ld. *CellDBuE*89'175*t*	490·2|70·0|37·0 506·6(O.L.) P107'B41'F35' FK *DTf*24'647*tFPT*19	London British 16*BHptAsp* 6*tAPT*169*t*	Oil Engines 2S.C.SA 8Cy.26¾"-43$\frac{5}{16}$" 1000NHP 2DB*200lb* Soc.An"Fiat"S.G.M.Turin	37 ″ 0 s7 ″ 4¼ 29 ″ 10¼	
26110 DHNK	**John A. Essberger** *ss*Rot.No.2-38 2*Dks*(*Stl*) *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing at upper deck &* *Cruiser Stern* *sides in summer tanks* *Strengthened for Navigation in Ice*	739 701 353	✠ 6,39 ✠	Ham	*j*		1931 5mo	Deutsche WerftAGBet Reihstgwrft Hamburg	JohnT.Essberger *C*	179·6|31·8|15·6 189·8(O.L.) F25' FK *ellDBuE*20'21*tFP*	Hamburg German 9*BHptAsp* *T*30*tAPT*5*t*	T.3Cy.13$\frac{3}{16}$",20$\frac{1}{16}$"&32⅜"- 22$\frac{7}{16}$" 85NHP 1SB(Spt).*2cf*,GS43,HS1668 DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.	15 ″ 6	
26111 148434	**John A. Holloway** *Mchy.Aft* 1*Dk*	1745 1596 1119					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0|43·2|17·8 F35' *WB*	SCathrnes Ont. British	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
26112 222512 KFEI	**John A. Kling** (*Self-Unloader*) 1*Dk* D.F. GyC. *Mchy.Aft*	5412 — 4003					1922	Manitowoc S.B.Co. Manitowoc, Wis.	RockportSteam- shipCo.	430·3|56·0|30·4 F60'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.21",35"&59"-42" 226NHP ManitowocS.B.Co. Manitowoc,Wis.		R
26113 161565 MJMV	**John A. McDougald** (*ex*Lakeshell-33) *ss*Tto.No.2-40 1*Dk*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing*	1852 1479 1080	✠100A1 6,41~~4,41~~ ~~[illegible]~~ MS4,39 *CarryingPetr* *Fitted for oil*	Mtl BS4,42 ✠LMC ~~BS1,40~~ *oleum* *fuel*4,	*q* *in* 32	CL 3,41 *bulk* *F.P.a*	1932 4mo *Lloyd* *bove* 1	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP* 50° F.	~~Tankers,Ld.(A.R.~~ ~~Roberts,*Mgr.*)~~ ShellCanadian Tankers,Ld. *CellDB*	253·0|43·5|17·7 Q56'F35' *Trunk*162' *uE&B*44' 102*t FPT*	Toronto British 11*BHptCem* 56*tAPT*10*t*	T.3Cy.16",26½"&44"-33" 180lb (*s*) 167NHP 2SB,*4cf*,HS2554 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 6 s2 ″ 5 15 ″ 3¼	
26114 207277 WTSO	**John B. Cowle** *Mchy.Aft* 1*Dk* D.F. GyC.	6614 — 5134					1910	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	525·0|58·0|31·0	OswegoNY Utd. States *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Lorain,O.		R
26115 148849	**John B. Richards** *Mchy.Aft* 1*Dk*	1743 1594 1236					1925	Napier& Miller Glasgow	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	253·1|43·2|17·9 F36' *WB*	SCathrnes Ont. British	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Glasgow		C
26116 LCPF	**John Bakke** TwinSc *OilEng.* *ss*Got.No.3-12,40 ~~*ss*Got.No.2-37~~ *Ref.Mchy.* 1*Dk*(*Stl*)& *Shelter dk* (*Stl*) D.F. 3*rd dk*(*Stl*) *in No.*1 *hold* *Platform dk in Insulated hold*	4718 4216 2826	✠100A1 *withfreeboard* 2,42~~3,41~~ ~~DBS[illegible],39~~ ✠Lloyd'sRMC10,39 for temp. 30° F.	~~Gls~~ Liv DBS5,41 ✠LMC6,37	*z*	CL S5,38 P7,40	1929 4mo *Lloyd*	A/B Göta- verken Gothenburg '*sA&CP*	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. *Mgr.*) *Cell DB* 323' 1562*t*	390·8|54·7|25·5 F31' FK (*FPT*99*tAPT*111*t*	Haugesnd Norwegian 6*BHptCem* *Coll to Sh dk* 5 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.23¼"-47½" 622NHP DB*85lb* A/B Götaverken,Got.	28 ″ 6 s3 ″ 0½ 25 ″ 7½	
26117 202876 WCUZ	**John C. Williams** (*ex*EdwardN. Saunders,Jr.,*ex*AbrahamStearn) *Mchy.Aft* 1*Dk* D.F. GyC.	6657 — 5140					1906	Superior S.B.Co. Superior, Wis	NationalSteel Corp.(M.A. HannaCo.*Mgrs.*)	525·5|55·0|31·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23½",38"&63"-42" 257NHP SuperiorS.B.Co.		R
26118 159112 VOBR	**John Cabot** (*ex*PederMost-34, *ex*Standard,*ex*Rönnaug) 1*Dk*	939 680 530					1921	A/BSvnska Maritimvrkn Trelleborg	Newfoundland- WestIndiesS.S.Co. Ld.(OlafOlsen, *Mgr.*)	217·1|32·4|12·4 P41*t*Q60*t*H58*t*F29*t*	SJhnsNFL British *WB*	C4Cy.(2)12¾"(2)27½"-27½" E*made*33*fitted*37 66RHP PorsgrundMV,Porsgrunn		V
26119 226007	**John Cadwalader** Ⓟ 1*Dk* *Fitted for oil fuel*	1478 — 805					1926	ThePusey &JonesCo. Wlmgtn,Del	EricssonLine,Inc.	219·2|43·6|14·8	Baltimore Utd. States	T.4Cy.21",32"&(2)35"-24" 120NHP E*made*03*refitted*26 Harlan&Hollingsworth, Wlmgtn,Del.		
26120 161268 MPNX	**John Charrington** *ss*Shl.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1576 1231 891	✠100A1 5,41 BS~~1,40~~ 10,41	Bly ✠LMC7,37	*p*	CL 3,41	1929 7mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	CharringtonS.S. Co.Ld.(Charring- ton,Gardner, Locket&Co.Ld. *Mgrs.*)	250·0|37·5|16·5 Q134'B14'F28' FK *CellDB*205'387*tM*	London British 4*BHCem* *T*7' 134*t FP*	T.3Cy.20",33"&54"-36" (*s*) 180lb 226NHP 2SB,*6cf*,GS100,HS3980 N.E.MarineEng.Co.Ld Sld *T*107*tAPT*31*t*	18 ″ 9 s5 ″ 7 17 ″ 4½	
26121 221608 KDUM	**John D. Archbold** TwinSc 3*Dks* *Mchy.Aft* *Fitted for oil fuel* E.S.D. *CarryingPetroleum in bulk* D.F. GyC. *Longitudinal framing*	12590 — 7853					1921	NwprtNws S.B.&D.D.Co. NewportNws	StandardOilCo.of NewJersey	554·9|75·3|43·0	Wilmgton (Del.) Utd. States	T.6Cy.23",39"&68"-45" 310NHP NewportNewsSB&DD.Co		R
26122 204973	**John Dunn, Jr.** *Mchy.Aft* D.F. GyC. 1*Dk*	6160 — 4802					1908	ToledoS.B. Co. Toledo,O.	GreatLakesS.S.Co. Inc.	514·0|58·0|25·0	OswegoNY Utd. States *WB*	Q.4Cy.20",29",42"&61"-42" 241NHP ToledoS.B.Co.Toledo		R
26123 154863	**John Ericsson** (*Whaleback*) *Mchy.Aft* 1*Dk*2*trB*	3650 3507 2921					1896	American Stl.BargeCo. W.Superior	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch,*Mgr.*)	398·5|48·2|22·0 *WB*	Midland, Ont. British	T.3Cy.22½",36"&60"-42" 233NHP ClevelandS.B.Co.Clevelnd		R
26124 215018 KFSI	**John G. Munson** (*ex*CarlD. Bradley) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	7203 — 5557					1917	American S.B.Co. Lorain,O.	BradleyTrans- portationCo.	530·0|60·0|31·0	Duluth Utd. States *WB*	T.3Cy.25½",41"&67"-42" 291NHP AmericanS.B.Co.Lorain,O		R
26125 217151 KJOC	**John Gehm** (*ex*LakeOrange) D.F. 1*Dk*	1991 1683 1178	✠ ... 2,21 ✠				1918 10mo	McDougall -DuluthCo. Duluth,Minn.	J.J.O'Hagan (Boland&Corne- lius,*Mgrs.*)	251·0|43·6|18·1 P26'B64'F26' FK	BuffaloNY Utd.States *WB*	T.3Cy.20",33"&54"-40" 274NHP McDougall-DuluthCo.	20 ″ 3	R †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26126 3925	**John H. McLean** (*ex*Bransford) *Mchy.Aft* 1*Dk*2*tr*B GyC.	4056 — 2886					1902	WestBay CityS.B.Co. W.BayCity, Mich.	PittsburghS.S.Co.	414·0	50·0	29·0	Duluth, Minn. Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.CoCleveland		
26127 147788	**John H. Price** *Mchy.Aft* 1*Dk*	1905 1613 1123					1927	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	252·6 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
26128 166235 GMGY	**John Holt** D.F. E.S.D. 2*Dks* *Tonnage opening closed*'40	4975 4377 2990	✠100A1 *withfreeboard* 7,41 ~~9,40~~ ✠LMC6,38 *Fitted for oil fuel*6,38	Liv	*x* $1\frac{15}{16}$	CL *F.P. above* 150° F.	1938 6mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP* *'Tween*	J.Holt&Co. (Liverpool)Ld. *dk BHs except coll*	370·4 390·6(O.L.) P20'B124'F34' FK *BH dispensed with* *CellD* B288'862*tFPT*116*t*	52·8	20·6 29·4	Liverpool British 6*BHptCem* (*Coll to W dk* 5 „ 2*nd* „) *APT*25*t*	T.3Cy.23½",38"&64"-45"& LPturbine withDRgearing &hydraulic coupling 220lb (*s*) FD 471NHP 2SB(Spt),6*cf*,HS5700 CammellLaird&Co.Ld.Bkn	31 ″ 6 s 9 ″ 4¾ 22 ″ 5½	
26129 163300 MKBM	**John Hopkinson** ssSld.No.1-37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft*	1314 996 731	✠100A1 7,41 ~~5,41~~ Examined 7,41 BS~~8,40~~ ✠LMC8,37 8,41	Bly Shl	*o*	CL 3,41	1932 10mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*)	227·0 235·5(O.L.) Q138'B16'F21' FK *CellDBuE*23' *f*151'368*tDTf*1	36·4	15·4	London British 5*BHptCem* 07*tFPT*142*t*	Г.3Cy.17",28"&46"-33" (*s*) 200lb *100lb* 142NHP 1SB,3*cf*,GS61,HS2240 J.Dickinson&Sons,Ld.Sld. *APT*28*t*	17 ″ 5 s 4 ″ 11 16 ″ 1¼	
26130 237380 WNUK	**John Hulst** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	8302 6130					1938	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghSteamshipCompany	593·3 F53'	60·2	28·2	Dul'th,Min Utd.States *WB*	DR geared steam turbine 383NHP GeneralElectricCo. Schenectady,N.Y		R
26131 202087 KFBX	**John J. Boland** (*ex*UnitedStates Gypsum-39,*ex*StephenM.Clement) *Mchy.Aft* D.F. GyC. 1*Dk*	5821 — 4487					1905	American S.B.Co. Lorain,O.	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	480·0	52·0	30·0	Buffalo NY Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP AmericanS.B.CoCleveland		R
26132 216827 KJOL	**John J. O'Hagan** (*ex*LakeGeneva) D.F. Sub.Sig. 1*Dk*	1998 1634 1179	✠ ... 5,21 ✠				1918 8mo	McDougall-DuluthCo. Duluth,Minn	UnitedStates Maritime Commission	251·0 P27'B64'F35' FK	43·6	18·1	Buffalo NY Utd.States *WB*	T.3Cy.20",33"&54"-40" 274NHP McDougall-DuluthCo.	20 ″ 3	R †
26133 147080	**John J. Rammacher** *Mchy.Aft* 1*Dk*	1723 1576 1111					1923	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F35'	43·2	17·8	SCathrnes Ont. British *WB*	T.3Cy.16",27"&44"-33" 111NHP Earle'sCo.Ld.Hull		C
26134 LIUK	**John Knudsen** TwinSc Now sailing as "Rouergue" *OilEng.* D.F. ssGot.No.1-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	9071 8403 5397	✠100A1 ~~11,38~~ 12,41 ✠LMC(M)12,41 DBS12,41 ✠LMC6,38 *CarryingPetroleum in bulk* ~~SURVEYS DELAYED~~	~~Fal~~ Msl	*d*†	CL ~~S9,37~~ ~~PN9,37~~ 11,41	1934 5mo	Götaverken A/B Gothenburg *Lloyd'sA&CP*	SkibsA/S Hilda Knudsen(Knut Knutsen,O.A.S. *Mgr.*)	471·1 P100'B30'F47' FK *CellDBuE*67'267*tDTf*38'431*t*	64·4	35·5	Haugesnd Norwegian 17*BHptCem* (10 *to U dk* 7 „ 2*nd* „) *FPT*210*tAPT*86*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 709NHP 2DB*150lb* GötaverkenA/B,Got.	35 ″ 4 s 7 ″ 2¾ 28 ″ 3¾	
26135 240295 WGQW	**John Lykes** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *pt Longitudinal framing* *CruiserStern* *pt Elec.welded*	6829 4055 4010					~~1940~~ 1941	Federal S.B.&D.D.Co Kearny,N.J.	~~UnitedStates Maritime Commission~~ 2 LykesBros.S.S.Co.Inc.	~~397·0~~ 396·0	60·2	~~34·6~~ 23·8	Beaumont (Tex.) Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
26136 165618 MMPK	**John M.** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	500 329 262					1937	J.Koster Hzn.Schpsw. "Gideon" Groningen	MetcalfMotor Coasters,Ld.(T.J. Metcalf,*Mgr.*)	156·1 P37'Q54'F18'	27·4	9·6	London British *WB*	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
26137 203204	**John M. McKerchey** TwinSc 1*Dk*	506 — 286					1906	Gt.Lakes Eng.Works Ecorse,Mich.	KelleyIslandLime &TransportCo.	161·2	37·1	11·0	Sandusky, Ohio Utd.States	C.2Cy.11"&23"-14" 16NHP Gt.LakesEng.Wks.Det.		
26138 76573 KJOF	**John Mullen**(*ex*J.H.Devereux) Iron *Mchy.Aft*	1619 1312					1885	GlobeIron WorksCo. Cleveland,O.	NicholsonTransit Co.	243·3	37·0	19·4	Detroit Utd.States *WB*	C.2Cy.27"&50"-36" 125NHP GlobeIrnWksCo.,Clevelnd		
26139 149495	**John O. McKellar** *Mchy.Aft* 1*Dk*	1926 1627 1147					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·8	43·4	17·8	Sarnia,Ont British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		
26140 [illegible]	**John P. Geistman** (*ex*Maricopa-37) Now "E. E. Johnson," *see No.* 36282 *in Supplement* *Mchy.Aft* GyC. 1*Dk*2*tr*F	4281 [illegible] 3200					1896	Chicago S.B.Co. Chicago	LakeheadTransportationCo.Ld.	412·2	48·2	23·3	Pt.Arthur Ont. *WB* British	T.3Cy.25",40"&68"-42" 300NHP ClevelandS.B.Co.Clevelnd		
26141 207251 KUTM	**John P. Reiss** *Mchy.Aft* D.F. GyC. 1*Dk*	6432 — 4963					1910	American S.B.Co. Lorain,O.	ReissS.S.Co.	504·0	54·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Clevlnd,O		R
26142 DCRN	**John Rehder** (*ex*Sassnitz, *ex*Andrea Vith,*ex*Ivo) 1*Dk*	667 522 349					1920	J.Frerichs &Co.A.G. Einswarden	C.Rehder	184·8 P67'F19'	29·7	11·8	Altona German *WB*	T.3Cy.$15\frac{3}{16}$",24"&$39\frac{2}{5}$"-$25\frac{3}{5}$" 79NHP J.Frerichs&Co.A.G.Ost.		G
26143 207448 KDXL	**John S. Manuel** (*ex*E.L.Pierce, *ex*St.Clair) *Mchy.Aft* D.F. GyC. 1*Dk*	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	444·0	56·2	31·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½",36"&60"-42" 233NHP Gt.LakesEngWrksDetroit		R
26144 149071	**John S. Pillsbury** *Mchy.Aft* 1*Dk*	1754 1603 1126					1926	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F35'	43·2	17·8	SCathrnes Ont. British *WB*	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
26145 202910	**John Sherwin** D.F. GyC. *Mchy.Aft* 1*Dk*	6490 — 5495					1906	WestBay CityS.B.Co. W.BayCity, Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	520·0	54·0	26·8	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R

1 Numero d'Ordre. — Numero Officiel. — Signaux	3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
26146 202494 KDXT	**John Stanton** D.F. GyC. *Mchy.Aft* 1*Dk*	6129 — 4668					1905	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.CoCleveland		R
26147 223376 KFMN	**John W. Boardman** D.F. GyC. (*Self-Unloader*) *Mchy.Aft* 1*Dk*	3815 — 2741					1923	Toledo S.B.Co. Toledo,O.	HuronTransportationCo.	340·6	55·1	24·9 *WB*	Alpena Mich. Utd. States	T.3Cy.21",35"&59"-42" 226NHP ToledoS.B.Co.Toledo,O.		R
26148 77407	**John W. Gates** GyC. *Mchy.Aft* 1*Dk2trB*	5199 — 3535					1900	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	30·0	D'luthMin. Utd.States *WB*	Q.4Cy.17",25½",38½"&60"-40" 228NHP AmericanSB.Co.Cleveland		
26149 146571 GFXK	**John W. Mackay** TwinSc (*CableVessel*) *ss*Ply.No.3-2,34 *ss*Bos.No.1-38 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) D.F. E.S.D. 2*nd dk*(*Stl*)*at ends of vessel* *CruiserStern*	4049 3846 2157	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~ 9,39 ~~11,40~~ 3,42 ✠LMC MS1,39 ~~BS7,40~~ 7,41 *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	~~Bos~~ Hfx	*w*	CL ~~12,38~~ 7,41	1922 5mo *Lloyd's A&CP*	Swan,Hunter& Wigham Richardson, Ld Newcastle	CommercialCable Co. *CellD B262' 699t FPT69t APT88t*	343·3	48·1	32·1 FK	London British *ptCem* *7BH to Udk* *Collision „ „ Sh „*	T.6Cy.18½",30½"&50"-36" 190lb (*s*) 486NHP 3SB,*9cf*,HS7614 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 ″ 0 s9 ″ 11½ 25 ″ 3¼	
26150 220946 KDMN	**John Worthington** *ss*Mob.No.3-4,33 D.F. GyC. *ss*Gal.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)&*Webframes* *Longitudinal framing*	8166 7852 5155	✠100A1 *Shelter dk* *withfreeboard* ~~3,41~~ ~~3,40~~ 10,41 3,42 BS~~3,41~~3,42 ~~BS3,40~~ ✠LMC2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,2 *F.P. above* 150° F.	~~Gal~~ NNs	*c*†	CL ~~2,40~~ N3,41	1920 12mo	GMStandiferCnst.Corp. Vancouver Wash. A&CP *CellDBuE&B&Bunkers 86' 280tDTf50'335t* *'Tweendk tanks a9'67t FPT179tAPT103t*	StandardOilCo. of NewJersey	462·4	60·2	36·5 FK	Wilmgton (Del.) Utd. States 18*BHptCem* (3 *to Sh dk* 11 „ *U* „ 4 „2*nd* „)	Q.4Cy.24",35",51"&75"-51" 220lb (*s*) 552NHP 3SB,*9cf*,HS7434 FD Hooven,Owens,Rentschler Co.Hamilton,O.	37 ″ 3 s10 ″ 3¼ 27 ″ 3	
26151 37703 JJFE	**Johore Maru** Ⓟ 2*Dks*(*Stl*) *Now* **"Zyohore Maru,"** *see No.* 39157 *in Supplement*	6182 5346 3732	✠ … 7,37 ✠	Kob	*a*†		1932 8mo	Harima S.B.&Eng. Co.Ld. Harima *CellDB 354'1322t* *Tank over thrust recess 37tFPT127t*	NanyoKaiunK.K.	411·7 P32'B140'F43'	56·0	32·5 FK	Tokyo Japanese 7*BHCem* *APT127t*	T.3Cy.26",44"&74"-51"& L.P.Turbine with DR gearing & hydraulic coupling 733NHP 3SB(Spt),*9cf*,GS1245, HS9282 KobeSteelWorks,Kobe	32 ″ 6	C †
26152 OUHO	**Jolantha** (*ex*Iolantha) Iron *ss*Nwc.No.1-88 *Well deck* 1*Dk*(*Irn*)	714 554 418	✠ 5,88	Nwc	*j*		1884 1mo	BlythS.B. Co. Blyth *DBa46'f 18'&uE&B29'134t*	DetForenede DampskibsSelsk.	187·6 P24'Q42'B42'F18'	29·9	12·5	Copnhagn Danish 4*BHCem* *APT21t*	C.2Cy.25½"&48"-33" 110NHP Black,Hawthorn&Co.,Gts.	14 ″ 5	V †
26153 214466 KGOI	**Joliet** (*ex*HerbertF.Black) D.F. Sub.Sig. 1*Dk*&*Web frames* *Mchy.Aft* *Longitudinal framing*	6262 6017 4824	✠ … 2,21 ✠				1916 10mo	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgrs.*)	504·0 F44' 12,41	54·0	30·0 FK *WB*	Wilmgton (Del.) Utd. States	T 3Cy.23½",38"&65"-42" 385NHP AmericanS.B.Co.Lorain,O.	30 ″ 0	R †
26154 163011 MBJX	**Jolly Days** *OilEng.* *ss*Yar.No.1-39 *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	351 230 182	✠100A1 12,40 ✠LMC(M)1,42 ✠LMC8,39	Abn	*e*	5,40	1935 4mo *Lloyd's A&CP*	J.Lewis& Sons,Ld. Aberdeen *SideTanks aft 14'40tFPT 43tAPT21t*	I.C.I.(Alkali)Ld.	130·7 Q83'F20'	25·1	8·8 FK	Harwich British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.12½"-18¼" 57RHP Petters,Ld.Yeovil	9 ″ 7 s3 ″ 8 9 ″ 6½	
26155 163010 MBGB	**Jolly Nights** *OilEng.* *ss*Lon.No.1-39 *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	351 230 182	✠100A1 10,41 ~~10,39~~ ✠LMC4,39 ✠LMC(M)8,41	~~Mdb~~ Nwc	*e*	~~N9,38~~ ~~10,41~~ OG 10,41	1935 2mo *Lloyd's A&CP*	J.Lewis& Sons,Ld. Aberdeen *SideTanks aft 14'40t FPT 43tAPT21t*	F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock,*Mgr.*)	130·7 Q83'F20'	25·1	8·8 FK	Harwich British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.9 13/16"-16 9/16" 67NHP British Auxiliaries,Ld.Gls.	9 ″ 7 s3 ″ 8 9 ″ 6½	
26156 PFEF	**Joma** *OilEng.* *ss*Ams.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	372 243 237	✠100A1 9,41 ~~9,40~~ Examined ~~9,40~~ 9,41 ✠LMC9,40	~~Ard~~ Mch		OG ~~8,38~~ N9,41	1931 12mo *Lloyd's A&CP*	N.V.Werf. "Vooruit" Enkhuizen *CellDBf28' 30t DTa8'49t FPT 16tAPT12t* *Topside tanks aft 34t*	H.vanNood	132·1 P36'F13'Q48'	24·7	9·4 FK	Wilsum Dutch 3*BHptCem*	Oil Engines 4S.C.SA 6Cy.9 13/16"-15¾" 56NHP Mtrn.WerkeMannheimAG	9 ″ 10 s3 ″ 5⅜ 9 ″ 9¼	
26157 213803 KSEU	**Jonancy** D.F. *ss*Bos.2ndNo.3-6,40 Sub.Sig. 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	3289 2973 1980	✠100A1 5,41 ~~6,40~~ BS5,41 ✠LMC6,40	Bos	*v*	CL 2,39	1915 12mo	NewYork S.B.Co. Camden,N.J. A&CP *CellD BuE&B53'f216'12 54t DT13'412tFPT*	PocahontasS.S.Co.	318·5 P79'B18'F31'	49·5	24·2 FK	Wilmgton (Del.) Utd. States 7*BHCem* *293tAPT92t*	T3Cy21⅛",33 11/16"&58"-42"(*r*) 200lb 318NHP 2SB,*6cf*,GS110,HS4643 FD NewYorkSBCo.CamdnNJ	27 ″ 6	
26158 PFET	**Jonge Willem** 2*Dks* *CruiserStern*	1632 1340 902					1939	A.Vuijk& Zonen Capelle a/d Ysel	N.V.Maats. s.s. "JongeWillem" (Middellandsche ZeevaartCie.N.V. *Mgrs.*)	291·2	42·3	16·0 *WB*	Rottrdam Dutch	T.3Cy.17½",27"&48"-36"& LP Turbine 138NHP N.V.ArnhemscheStoomsleephellingMaats.		V
26159 ~~OXMH~~	**Jonna** *Now* **"Pillory,"** *see No.* 38090 *in Supplement* D.F. 1*Dk* *Ref.Mchy.* *CruiserStern*	1517 1250 872					1933	Nakskov Skibs.A/S Nakskov	~~J.Lauritzen~~ UnitedStates Maritime Commission	271·8 P&B206'F34'	39·7	15·7 *WB*	Utd.States	C.4Cy.(2)14¾"&(2)31½"-31½"&LP Turbine HS2520 192NHP HelsingörsJernsk.&Mskb		G
26160 30378 JMTE	**Jo-o Maru** 1*Dk*	401 294 252						……………	Amagasaki KisenbuGomei Kaisha	160·7	20·7	12·1	Osaka Japanese	T.3Cy.		
26161 OUHE	**Jörgen** (*ex*HuldaMærsk, *ex*N.A.Christensen) 1*Dk*	891 674 493					1912	Kjöbnhvns Flydk.&Skbs Copenhagen	Dampskslsk.Viking A/S(Christian Borg,*Mgr.*)	218·2 P17'Q56'B86'F29'	32·5	12·0 *WB*	Copnhagn Danish	T.3Cy.14",22½",&37"-24" 67NHP KjbnhavnsFlydk.&Skbsv.		C
26162 CSHH	**José Alberto** AuxTwinSc4MstSr (*ex*Caroline-35) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	687 522 443					1922	H.C.ChristensensStålskibsværft Marstal	Soc.dePesca OceanoLtda. (AlbertoSotto Maior,*Mgr.*)	180·5 P86'	32·4	11·5 *WB*	Figueira da Foz Portuguese	Oil Engines 2S.C.SA 4Cy.14 9/16"-16½" 149NHP Akt.Motorfab.Hera,Cpn.		V
26163 EESR	**José Maria** (*ex*Benjamin Haynes,*ex*RiodeOro, *ex*Guadalete) Iron *ss*Sev.No.3-3,85 *ss*Cdz.No.2-94 1*Dk2trB*	399 — 216	✠ … 7,98				1861 3mo	Henderson &Son Renfrew	Artaza y Cia.	173·5 P30'F20'	23·1	13·1 BK6"	S.Sebast'n Spanish	C.2Cy.20"&41"-24" NE74 69NHP Portilla,White&Co.Seville	13 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26164 LOFT	**José Menendez** Ⓟ **TwinSc** *ss*B.As.No.3-8,35 *ss*B.As.No.1-39 2*Dks*(*Stl*)&*Shelter dk* *CruiserStern* (*Stl*-teak s)	3295 — 1249	✠100A1 *Shelter dk with freeboard* 8,40 BS10,41 ~~BS9,40~~ *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	BAs ✠LMC11,39		CL 9,39	1922 10mo	AilsaS.B. Co.Ld. Troon *Lloyd's*A&CP	SociedadAnon. Importadora y Exportadora de la Patagonia	345·1 *Cell DB*296′815*t* *MT*39′633*t FPT*79*t APT*36*t*	48·1	30·3	Bns.Aires Argentine FK *ptCemptAsp* 5*BHtoSh dk* 2 „ „ *U* „	T.6Cy.18½″,30″&48″–30″ (*r*) 180lb 425NHP 3SB,9*cf*,GS173,HS6909 FD AilsaS.B.Co.Ld.Troon	33 ″ 0 s7 ″ 5 25 ″ 11½	
26165 EESY	**Jose Tartiere** (*ex*Josefa) *ss*Val.No.3-1,41 1*Dk*(*Stl*)	2289 1969 1539	✠100A1 ~~1,41~~ 12,41 BS12,41	~~Val~~ Cdz ✠LMC1,41	*r*	CL 1,41	1920 9mo A&CP	McDougall DuluthSBCo Duluth,Minn	Cia.deNav.Vasco-Asturiana	251·0 P25′B64′F22′ *CellDB*208′525*t FPT*60*t APT*82*t*	43·7	22·2	Gijon Spanish FK 4*BHptCem*	T.3Cy.19″,32¼″&54″–40″ (*s*) 190lb 262NHP 2SB,4*cf*,GS100,HS3828 FD McDougall-DuluthSBCo.	24 ″ 3 s3 ″ 2¼ 21 ″ 3	
26166	**Jose Trujillo** (*ex*CaïdAziz-33, **3Mst** *ex*Faraman, *ss*Msl.No.3-5,11 *ex*Fremington) 1*Dk*(*Irn*) *Well deck* *Mchy.Aft*	338 220 121	✠ 2,15	Msl ✠	*e*		1899 2mo	R.Thompson&Sons Sunderland	J.TrujilloZafra é Hijos	136·0 Q77′B12′F18′ *DBf*65′77*tFPT*18*t*	23·2	8·8	Rio Martin Spanish FK 3*BHCem*	C.2Cy.16½″&37″–24″ 74NHP Hedley&Boyd,N.Shields	11 ″ 2	
26167 6667 SFBU	**Josef Bergendorff** *CruiserStern* *OilEng.* *Mchy.Aft* 1*Dk*	732 589 355					1921	Bergsunds M.V.Aktieb. Stockholm	O.F.Ahlmark&Co. Eftr.A/B	192·9 P55′H72*t*F25′	30·5	12·6	Karlstad Swedish WB	Oil Engines 2S.C.SA 4Cy.15¾″–28⅜″ 172NHP A/BAtlas-DieselStockholm		V
26168 1269 PFEV	**Josefina** **TwinSc** *ss*Sba.No.3-9,41 ~~*ss*Sba.No.2-37~~ *Mchy.Aft* D.F. E.S.D. 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2594 1705 1168 –	✠100A1 9,41 ~~1,40~~ ~~BS11,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,28 *F.P. above* 150° F.	~~Bat~~ Sba ✠LMC9,41 ~~5,37~~	*t*	CL ~~8,30~~ 9,41	1928 12mo	Nederl. Schps. Maats. Amsterdam *Lloyd's*A&CP	Nederlandsche-IndischeTank-StoombootMaats.	305·0 Q88′F29′ *Trunk*188′	50·1	15·1	Willemstad Dutch FK 9*BHptCem ptAsp* *APT*81*t*	T.6Cy.12¾″,20½″&33⅞″–24⅜″ 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 Werkspoor,Amsterdam	15 ″ 0 s1 ″ 6½ 13 ″ 7¼	
26169 LOFS	**Josefina S** (*ex*Segundo **TwinSc** BuenosAires-32,*ex* *ss*Pra.No.2-13 Segundo,*ex*Dredger, *Fitted for oil fuel* *ex*MiguelCalmon,*ex*Pearson) (*HopperDredger—nowCarryingCargo*)	1731 — 920	✠ 5,13	Pra ✠	*n*		1907 6mo	Lobnitz& Co.Ld. Renfrew	Cia.deTransportes Maritimos (F.M.Brosig, *Mgr.*)	256·2 len19	40·0	23·7	Bns.Aires Argentine FK 6*BHptCem* *ptAsp WB*	T.6Cy.15″,25″&40″–24″ 199NHP 2SB,6*cf*,GS118,HS3560 Lobnitz&Co.Ld.Renfrew	18 ″ 0	V †
26170 165827 BCSK	**Josefina Thordén** **TwinSc** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CarryingPetroleuminbulk CruiserStern*	6620 5532 3809					~~1931~~ 1932	Eriksbergs M.V.Aktieb. Gothenburg	Ministry of War Transport (British TankerCo.Ld. *Mgrs.*)	408·1 P98′B33′F40′	55·2	32·4	Newcastle British WB	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP EriksbergM.V.Aktieb.Got		N
26171 204631 KGNZ	**Joseph Block** (*ex*ArthurH. Hawgood) Sub.Sig. *Mchy.Aft* GyC. D.F. 1*Dk*	6486 — 4939					1907	WestBay CityS.B.Co. W.BayCity	InlandSteelCo. (Hutchinson&Co. *Mgrs.*)	549·0	56·0	26·5	Clevelnd,O Utd.States WB	T.3Cy.24″,39″&65 13/32″–42″ 276NHP AmericanSBCo.Cleveland		R
26172 165577 MMKT	**Joseph Flint** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	320 237 165	✠ … 12,39	Lth ✠			1937 9mo	Henry Robb,Ld. Leith	UnitedAfricaCo. Ld.	137·2 142·7(O.L.) Q43′F25′ *FPT*26*tAPT*6*t*	24·2	8·8	London British FK 3*BHptAsp*	Oil Engines 4S.C.SA 12Cy.9 7/16″–14 3/16″ 104NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	9 ″ 6	
26173 224409 WIDF	**Joseph H. Frantz** Ⓟ GyC. *Mchy.Aft* D.F. 1*Dk*	8289 — 6436					1924	Gt.Lakes Eng.Works Michigan	ColumbiaTransportationCo. (John T.Kelly, *Mgr.*)	590·0	62·0	28·0	Wilmgton (Del.) Utd.States WB	T.3Cy.25½″,41″&67″–42″ 291NHP Gt.LakesEng.Wks.Detroit		R
26174 240069 WGGE	**Joseph Lykes** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *pt Longitudinal framing* *CruiserStern*	6829 4055 4010					1940	Federal S.B.&D.D.Co Kearny,N.J.	LykesBros. SteamshipCo.Inc.	397·0	60·2	34·6	Galveston, Tex. Utd.States WB	2 steam turbines DR geared to 1 sc. shaft 666NHP		R
26175 220956 KDMT	**Joseph M. Cudahy** *ss*Mob.No.3-1,33 *ss*N.Os.No.2-41 ~~*ss*Mob.No.1-36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	6950 6401 4295	✠100A1 11,41 BS7,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	NOs ✠LMC MS11,41	*b*†	CL ~~8,38~~ ~~4,41~~ 11,41	1921 2mo	SunS.B. Co. Chester,Pa. A&CP	SinclairRefining Co.Inc.	430·2 P133′B36′F40′ *CellDBuE&B*59′*f*41′408*t FPT*222*t APT*75*t*	59·2	32·8	Wilmingtn Del. Utd.States FK 16*BHptCem* (12*BHtoUdk* 4 „ „ 2*nd*)	T.3Cy.27″,45½″&76″–51″ (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s6 ″ 10 26 ″ 8	
26176 149499	**Joseph P. Burke** *Mchy.Aft* 1*Dk*	1926 1627 1147					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	SarniaSteamships Ld.(R.Scott Misener, *Mgr.*)	252·8	43·4	17·8	Sarnia Ont British WB	T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
26177 214493 WCCJ	**Joseph R. Parrott** **TwinSc** 3*Dks* *Fitted for oil fuel*	2406 — 1114					1916	W Cramp& SonsS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.	336·7	59·0	18·5	New York Utd.States	T.6Cy.20″,33″&55″–35½″ 362NHP W.Cramp&SonsCo.		
26178 86140 WDJV	**Joseph S. Scobell** **3Mst** (*ex*Griffin-37) *Mchy.Aft* 2*Dks*	1879 — 1526					1891	Cleveland S.B.Co. Cleveland,O	ErieSand&Gravel Co.	266·0 F40′	38·2	19·6	Erie Utd.States WB	T.3Cy.17″,29″&47″–36″ 133NHP ClevelandS.B.Co.Clevelnd		
26179 202825 WCVW	**Joseph Sellwood** D.F. GyC. *Mchy.Aft* 1*Dk*	6741 — 5269					1906	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands, Mather&Co. *Mgrs*)	525·0 F46′	55·0	31·0	Wilmgton (Del.) Utd.States WB	T.3Cy.22½″,36″&60″–42″ 233NHP AmericanS.B.Co.Clevelnd		R
26180 207422 WCVA	**Joseph Wood** D.F. GyC. *Mchy.Aft* 1*Dk*	6360 — 4921					1910	American S.B.Co. Lorain,O.	EasternS.S.Co. (M.A.HannaCo. *Mgrs.*)	504·0	54·0	30·0	Wilmgton (Del.) Utd.States WB	T.3Cy.23½″,38″&63″–42″ 357NHP AmericanS.B.Co.Lorain,O		R
26181 217810 KEMP	**Josephine Lawrence** (*ex*Covena-37) 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	2372 — 1413					1919	Gt.Lakes Eng.Works Ecorse,Mich	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp. *Mgrs.*)	253·0 P115′F25′	43·8	25·6	L.Angeles Utd.States WB	T.3Cy.21″,34½″&57″–42″ 210NHP Gt.LakesEng.Wks.Detroit		R
26182 FPJU	**Joséphine Le Borgne** (*ex*Felicia-33,*ex*Torild) 1*Dk*	1309 1064 764					1918	Akt.Oresundsvarvet Landskrona	Cie.Ch.LeBorgne	240·3 P20′B60′F22′	38·3	15·2	Marseilles French WB	T.3Cy.18½″,30″&48″–30″ 126NHP MotalaV.NyaAkt.Motala		V

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Press. on des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
26183 143104 GPDR	**Josewyn** (*ex*Whitwood-39) *ss*Sld.No.3-2,32 *Well deck* *ss*Sld.No.1-36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1926 1504 1147	✠100A1 ~~9,41~~ ~~9,40~~ 5,42 Examined ~~1,41~~ 4,42 ✠LMC MS3,36	Sld ~~Lon~~ ~~Sld~~ Hpl BS~~10,40~~ 2,42	*q*	CL ~~3,40~~ 11,41	1919 4mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	DillwynS.S.Co.Ld. ~~(Stockwood,Rees&Co.Ld.*Mgrs.*)~~ *CellD*	268·0 P24'Q82'B51'F30' FK *B223'425tFPT105t*	38·1	17·6	Swansea British 4*BHptCem* *APT100t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 199NHP 2SB,4*pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s 1 ″ 11 18 ″ 0	
26184 222798 WTLQ	**Joshua A. Hatfield** *pt.Longitudinal framing* D.F. GyC. *Mchy.Aft* 1*Dk*	7940 — 6103					1923	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	586·3 *WB*	60·2	28·0	Duluth Minn. Utd.States	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
26185 HPFE	**Josiah Macy** *OilEng.* *ss*N.Yk.2ndNo.3-2,41 *Mchy.Aft* E.S.D. D.F. GyC. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6401 — 3878	✠100A1 ~~9,41~~ ~~2,41~~ 4,42 ✠LMC CS2,41 ✠NE6,25 2,41 DBS~~2,41~~ 4,42 *CarryingPetroleum in bulk*	~~N.Yk~~ Gal	*a*†	CL 2,41	1917 6mo	Skinner& EddyCorp. Seattle,Wash A&CP	Panama TransportCo.	419·4 435·8(O.L.) P98'B41'F37' FK *CellDBa*12'*uE&B*	57·2	29·8	Panama Pnamanian 18*BHptCem* 63'188*t DTf*	Oil Engines 2S.C.SA 6Cy.25$\frac{9}{16}$"-51$\frac{3}{16}$" 680NHP NDB25-70*lb* DB(*upper*) *made*18*refitted*41-220*lb* FriedKruppGermania Wft.Kiel 36*t*457*tFPT*199*tAPT*66*t*	31 ″ 6 s 5 ″ 8½ 26 ″ 0¾	
26186 UOXG	**Josif Stalin** TwinSc (*ex*Ural) *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	7745 6835 3987					1932	StatesS.B. Yd"A Marti" Nicolaieff	U.S.S.R.	445·8 P98'B47'F58'	56·1	34·3	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.18⅞"-35$\frac{7}{16}$" 747NHP SulzerA.G.Ludwigshafen		
26187	— Ⓟ TwinSc 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* Sub.Sig. *CruiserStern*	7500					1939	NVNederl Schps.Maats. Amsterdam	U.S.S.R.	429·2 P72'B203'F52'	60·2	31·7	Leningrad Russian *WB*	2 steam turbines connected to elec. motors & sc. shafts Gbr.Stork&CoNVHengelo		
26188 EAKX	**Josiña** (*ex*CanadianForester) *ss*Bbo.No.3-3,40 1*Dk*(*Stl*) *Cargo battens not fitted*	3314 2880 1842	✠100A1 3,42~~10,40~~ 6,41 BS~~2,40~~ ✠LMC6,39	Bbo	*v*	CL ~~5,30~~ 3,42	1921 2mo *Lloyd*	Tidewater Shipbuilders, Ld. Three Rivers,P.Q. '*sA&CP*	Cia.Nav.Amava (Benito Urrechaga,*Mgr.*) *CellD*	331·5 P33'B98'F33' FK *B266' 674t FPT95t*	46·8	23·3	Bilbao Spanish 6*BHCem* *APT73t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
26189 LJJJ	**Jotunfjell** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	8264 7504 4973	✠100A1 ~~11,40~~11,41 Examined 10,41 DBS10,41 ✠LMC2,37 ✠LMC(M)5,39 *CarryingPetroleum in bulk*	~~PNl~~ PEl Bom	*c*†	CL 11,40	1937 2mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	A/SDovrefjell (Olsen&Ugelstad, *Mgrs.*) *CellDBuE*	469·2 486·6(O.L.) P92'B28'F40' FK 68'188*tDTf*23'465*t*	61·1	34·5	Oslo Norwegian 12*BHptCem* *APT141t*	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP 2DB142*lb* EriksbergM.V.Aktieb.Got	34 ″ 0 s 7 ″ 5 26 ″ 9¾	
26190 LEFL	**Jotunheim** Ⓟ Iron 1*Dk*	342 320 188					1890	Trondhjem MekVækstd Trondheim	MöreFylkesRuteselskap	138·0 P105*t* H23*t*	20·6	9·0	Aalesund Norwegian	T.3Cy.12½",19½"&32"-24" 50NHP TrondhjemsMekVærksted		
26191 XCJW	**Juan Casiano** (*ex*TineAsmussen-41, *ex*Radix-39, *ss*Gal.No.3-6,41 *ex*Linerton) *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* ~~*Fitted for oil fuel*~~ ~~*Carrying Petroleum in bulk*~~	6795 6389 4082	✠100A1 *Shelter dk* *with freeboard* 6,41 ✠LMC6,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 *F.P.above*150°F.	~~Cpn~~ Gal	*a*†	CL 5,41	1919 10mo	W.Doxford &Sons,Ld. Sunderland *Converted* *CellDBuE*	Petroleos MexicanosS.A. *into a tanker* 10,21 &*B*84' 195*t* ~~199*t*~~ *f*35'53*t*	412·1 430·0(O.L.) F36'*onShelter dk* FK *FPT*148*tAPT*292*t*	55·3	34·2	Coatzacoalcos Mexican 15*BHptCem* (10 *to Sh dk* 5 ″ 2*nd* ″)	T.3Cy.27",45"&75"-54" 180lb (*s*) 619NHP 3SB,12*cf*,GS216,HS9525 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0	
26192 EAKS	**Juan De Astigarraga** *ss*Bbo.No.3-1,42 ~~*ss*Cff.No.2-38~~ D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	*3561* *3256* *2166*	✠100A1 1,42~~12,40~~ ~~BS12,40~~ ✠LMC~~11,38~~ 1,42	Bbo	*v*	CL ~~11,38~~ 12,41	1929 11mo *Lloyd*	Napier& Miller,Ld. Glasgow '*sA&CP*	Cia.NavieraBachi (HijosdeAstigarraga,*Mgrs.*)	343·4 P34'B115'F30' FK *CellDB*295'798*t*	49·1	26·2 24·0	Bilbao Spanish 6*BHCem* *APT*108*t*	T.3Cy.21½",37"&62"-42" (*s*) 210lb *100lb* 318NHP 2SB,6*cf*,GS117,HS5210 D.Rowan&Co.Ld.Glasgow	26 ″ 2 s 4 ″ 4¼ 22 ″ 0	
26193	**Juan Sebastian Elcano** Ⓟ *ss*Bcl.No.1-32 TwinSc *Fitted for oil fuel* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) D.F. *Shadedk*(*Stl*-teaks)*Lower* Sub.Sig. *dk*(*Stl*)*except inNos.*4&5*holds* *Longitudinal framing in double bottom*	9965 — 6392	✠ 7,39 ✠	Cdz	*c*†		1928 4mo	Soc.Española deConst. Naval Bilbao	U.S.S.R. *CellDB*381'1144*t* *Tanks in way*	459·7 F45' FK&BK1" *of tunnels*266*tFPT*	55·9	29·3	Russian 9*BHptCem* 36*tAPT*73*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 1217NHP 5SB,15*cf*,GS345,HS14945 SocEspanoladeConst.Nav	32 ″ 0	
26194 PJBE	**Juanita** TwinSc *ss*Cco.No.3-7,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2042 — 1080	✠100A1 11,40 ~~BS8,30~~ ✠LMC7,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,23 *F.P. above* 150° F.	Cco BS10,40	*r*	CL P7,38 S11,40	1923 8mo	Nederl. Schps.Maats. Amsterdam A&CP	N.V.Curaçaosche Scheepv.Maats.	279·8 Q74'*Trunk*182'F24' FK	46·7	14·0	Willemstd Dutch 9*BHptAsp*	T.6Cy.12¾",20½"&33⅞"-24$\frac{7}{16}$" 180lb (*s*) 222NHP 2SB,4*cf*,HS3832 FD RotterdamscheDroogd Mij.Rot.	14 ″ 0 s 1 ″ 6½ 12 ″ 7¼	
26195 146247	**Judge Hart** *Mchy.Aft* 1*Dk*	1729 1582 1112					1923	J.S.White &Co.Ld. Cowes	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	252·2 F34' *WB*	43·2	17·8	SCathrnes Ont. British	T.3Cy.16",27"&44"-30" 106NHP J.S.White&Co.Ld.Cowes		C
26196 148430	**Judge Kenefick** *Mchy.Aft* 1*Dk*	1745 1596 1119					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F35' *WB*	43·2	17·8	SCathrnes Ont. British	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
26197 YTLQ	**Jugoslavija** Ⓟ TwinSc *ss*Ssk.No.1-37 *SpecialSurveys to date from* 2,33 1*Dk*(*Stl*)&*Shade dk*(*teak*) 2*nd dk clear of mchy space* &*No.*2*hold*	1275 655 628	✠100A1 *Shade dk* *withfreeboard* 5,40 ✠NB2,33 ✠NE5,15*refitted*33 *ForService in the Adriatic&* *Cruising Service in the Mediterranean* NO LATER SURVEY REPORTED	Spt ✠LMC2,37 BS5,40		CL 3,39 *Launched* 1920 *Completed*1933-2mo	*Lloyd*	Cant.Nav. delQuarnaro S.A. Fiume '*sA&CP*	Jadranska Plovidba,D.D.	251·0 BK8¼" *CellDBa&uE*	34·3	13·8	Split Yugoslav 4*BHCem* 47'*f*93'129*t*	Q.8Cy.13½",19½",28"&40"- 28" 200lb (*s*) 278NHP 2SB,6*cf*,GS115,HS4440 FD Harland&Wolff,Ld.Bel.	15 ″ 6 s 2 ″ 9 13 ″ 5¾	
26198 ESXW	**Juhan** WoodAux3MstG *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	398 315 301					1938	P.Sepp Papisaare	J.Teär&others	148·1 F18'	30·5	12·2	Kuress'are Estonian	Oil Engines 2S.C.SA 2Cy.15⅜"-16$\frac{15}{16}$" 83NHP Völlind,A|S,Copenhagen		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert
26199	**Jui Ping** (*ex*Krat-32,*ex*Sibir,*ex*Columbia) 1*Dk*&*Shade dk*	591 — 326					1900	Farnham, Boyd&Co.Ld Shanghai	WuHsingS.S.Co.	160·0	24·6	9·0	Shanghai Chinese	T.3Cy.9",15"&25"-21" 29NHP Farnham,Boyd&Co.Ld.Shi		
26200 282 SVEZ	**Julia** (*ex*Burdale-35) *ss*Fal.No.3-5,35 1*Dk*(*ptIrn ptStl*)	*4352* *4056* *2698*	✠100A1 12,38 BS10,39 ✠LMC5,38 No later survey reported	Cff	*x*	CL 12,38	1914 1mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton '*sA&CP*	E.P.,G.P.,P.E. Hadjilias& Mrs.A.P.Hadjilias	380·0 P33'B240'F37' FK *Cell DBa*127'*uE*27'*f*165' 1169*t* *FPT*136*t*	51·0	24·6	Syra Greek 6*BHCem* *APT*102*t*	T.3Cy26",42½"&69½"-45"(*s*) 180lb 375NHP 2SB,6*cf*,GS132,HS6094 Blair&Co.Ld.Stockton	27 ″ 3 s 3″ 7½ 23 ″10¼	
26201 1057 ESRJ	— (*ex*Stegelborg-36) *ss*Abg.2ndNo.3-4,31 *ss*Mmo.No.2-40 1*Dk*(*Irn*)&*deep framing*	1892 1724 1138	✠100A1 6,40 ✠LMC6,40 No later survey reported	Mmo	*r*	OG 6,40	1906 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	J.Remmelgas, J.Silberberg,M. Krönström&P. Onno(O.Tiedemann,*Mgr.*)	280·0 290·2(O.L.) P21'B73'F31' FK *CellDBa* 88' *uE&B*38'*f*114'534*t*	39·1	19·0	Tallinn Estonian 4*BHCem* *APT*90*t*	T.3Cy.20",31½"&53"-36" (*s*) 160lb *100lb* 185NHP 2SB,4*rf*,GS73,HS3060 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s 2″11¾ 18 ″ 6	
26202 EGPP	— (*ex*Santirso-39) 1*Dk*	847 682 621					1920	Astilleros deGijon Gijon	JoaquinDavila Roman	201·7 Q136'B44'F30'	29·8	13·9	Vigo Spanish *WB*	T.3Cy.14",23"&38"-27" 75NHP Falleros deZorrosa,Bilbao		V
26203 ONJV	— (*ex*Teddy-39,*ex*HaneströmIII-34,*ex*Dana-33,*ex*Snöfrid,*ex*Klippan) 1*Dk* *Mchy.Aft*	549 408 365					1907	Göteborgs M.V.Aktieb. Gothenborg	ArmementBelgica s.p.r.l.(Hooper, Roeckens&Co.Ld. *Mgrs.*)	157·5 P69*t*H30*t*F24*t*	27·5	11·2	Antwerp Belgian *WB*	T.3Cy.$14\frac{3}{16}$",22¼"&$37\frac{7}{16}$"-23⅝" 68NHP GöteborgsM.V.Aktieb.Got		VL
26204 214677 WLCD	**Julia Luckenbach** *ss*Bos.No.3-12,28 *ss*Sea.No.2-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *CruiserStern*	5976 — 3748	✠100A1 *Shelter dk* *withfreeboard* ~~6,41~~ ~~11,40~~ ~~7,41~~ 1,42 BS5,41 ✠LMC6,40 *Fitted for oil fuel*1,17 *F.P. above* 150° F.	~~Sea~~ ~~Bos.~~ ~~Sea~~ NYk	*b*†	CL ~~8,38~~ 6,41	1917 1mo	ForeRiver S.B.Corp. Quincy, Mass A&CP	LuckenbachS.S. Co.Inc. 1*BH in fore*	*hold dispensed with* FK *CellDB*383' 1651*t*'*tween deck tanks in E&B space*51'598*t*	57·2	37·6	NewYork Utd. States *ptCem* 6*BHonly* (*Coll to Sh dk* 5 ,, *2nd* ,,)	1DR GearedSteamTurbine 195lb (*r*) 874NHP 3SB.*12cf*,HS10640 FD Gen. Elec.Co.Schenectady, N.Y. *FPT*196*tAPT*319*t*	32 ″ 1 s 4 ″5¼ 27 ″10½	
26205	**Julian Alonso** Ⓟ 1*Dk* *Well deck* *Mchy.Aft* *Fitted for oil fuel*	1027 812 403					1908	Montrose S.B.Co. Montrose	EmpresaNaviera deCubaS.A.	230·0 P&B170'F46'	36·7	10·6	Havana Cuban *WB*	T.3Cy.19",31"&51"-33" 149NHP Hutson&Sons,Ld.Glasgow		
26206 1232 PJAT	**Juliana** TwinSc *ss*Nwc.No.3-11,40 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2587 1700 1117	✠100A1 10,41 ~~11,40~~ BS10,41 ✠LMC MS7,39 ~~BS11,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,28 *F.P. above* 150° F	~~Nwc~~ Sld	*t*	CL P11,40 s6,39	1928 7mo *Lloyd*	Nederl. Schps.Maats Amsterdam '*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'F28' FK *Trunk*190' *APT*81*t*	50·1	15·1	Willmstad W.I. Dutch 9*BHptCem* *ptAsp*	T.6Cy.12¾",20½"&34"-24½" 180lb (*s*) 240NHP 2SB,4*cf*,HS4168 FD Gebr.Stork,Hengelo	15 ″ 0 s 1 ″ 6¼ 13 ″ 7¼	
26207 OUHP	**Juliane** (*ex*Middelhavet,*ex*Kongstrup) 1*Dk*	1293 1095 778					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/SVestjysk Dampskslsk.(Niels Winther,*Mgr.*)	241·8 P17'B50'F27'	36·2	16·2	Fanö Danish *WB*	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk.&Skbsv		V
26208 997 PJAB	**Julieta** TwinSc *ss*Cco.No.3-2,36 *ss*Cco.No.1-40 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2746 1810 1517	✠100A1 9,41 ~~3,41~~ BS3,41 ✠LMC4,39 *CarryingPetroleum in bulk* *Fitted for oil fuel*4,24 *F.P. above* 150° F.	Cco	*t*	CL 10,39	1924 4mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'*Trunk*189'F29' FK	50·2	15·1	Willmstad W.I. Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"-24⅜" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 Werkspoor,Amsterdam	15 ″ 0 s 1 ″ 7 13 ″ 6¾	
26209 239491 WEAC	**Julius H. Barnes** TwinSc ~~*Carrying Petroleum in bulk*~~ *OilEng.* *Mchy.Aft* D.F. GyC. 1*Dk* E.S.D. ~~*CruiserStern*~~	1623 1528 1327					1940	Charleston S.B.&D.D.Co Charleston, S.C.	Erie&St.Lawrence Corporation	281·3 P54'B18'F26'	42·2	16·0	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 10Cy.12"-15" 253NHP FairbanksMorse&Co. Beloit,Wis.		R
26210 DHNM	**Julius Hugo Stinnes 27** Sub.Sig. *CruiserStern* *Mchy.Aft* E.S.D. D.F. 1*Dk*	2530 2048 1217					1924	Frd.Krupp Act.Ges. Kiel	HugoStinnes Reed,A.G.	277·8 P83'F27'	44·2	20·8	Hamburg German *WB*	T.3Cy.21¼",33⅞"&54¾"-39⅜" 187NHP Frd.Krupp,A.G.Kiel		G
26211 DHNO	**Julius Rütgers** *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	854 730 443					1908	J.C.Tecklenborg A.G. Wesermünde-G.	Haltermann&Co.	210·9 B44'F21'P18'	30·3	14·3	Hamburg German	T.3Cy.13",$21\frac{1}{16}$"&$34\frac{7}{16}$"-$22\frac{13}{16}$" 57NHP J.C.TecklenborgA.G.Wsm		G
26212 167440 GLBR	**Julius Thomsen** Ⓟ D.F. 2*Dks* *CruiserStern*	1151 1019 655					1927	A/S.Frederikshavns Værft og Flydedok Frderikshavn	Ministry of War Transport(Currie Line,Ld.*Mgrs.*)	179·3 F42'	35·2	21·4	London British *WB*	T.3Cy.14",22½"&37"-27" & 1 LP Turbine 85NHP KjbnhavnsFlydk.& Skbsv.Cpn.		V
26213 FOPE	**Jumièges** (*ex*Weltondale,*ex*Michael Whitaker) *ss*Hav.No.3-6,25 *ss*Hav.No.2-34 *Well deck* 1*Dk*(*ptIrn ptStl*)	1708 1327 1004	✠ ... 8,37 ✠	Hav	*q*		1913 2mo	WoodSkinner&Co.Ld. Newcastle	Worms&Co.	260·3 Q153'B *on*Q52'F28' FK *CellDBa*77'*uE*18'*f*102'422*tFPT*92*tAPT*101*t*	37·7	16·4	Havre French 4*BHCem*	T.3Cy.19",31"&51"-36" 180NHP 2SB,6*pf*,GS90,HS2915 G.Clark,Ld.Sunderland	18 ″ 7	V †
26214 YTBY	**Junak** (*ex*Farnham,*ex*Marsal) *ss*Spt.No.3-4,33 *ss*Spt.No.1-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1571 — 943	✠100A1 3,40 ✠LMC MS12,37 BS6,39 No later survey reported	Spt	*p*	CL 6,39	1921 2mo *Lloyd*	J.S.White &Co.Ld. Cowes '*sA&CP*	"Spad"Splitsko Parobrodarsko DrustvoS.O.J.	240·3 Q89'B54'F23' FK *CellDB*201' 372*t* *FPT*32*t*	36·2	18·2	Susak Yugoslav 4*BHCem* *APT*38*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,6*cf*,GS92,HS2882 J.S.White&Co.Ld.Cowes	20 ″ 4 s 1 ″ 9½ 18 ″ 8	
26215 LOJJ	**Juncal** (*ex*SanQuirino-39) *ss*Fal.No.3-6,36 *ss*BAs.No.1-41 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5810 — ~~3458~~ 3548	✠100A1 2,41 ✠LMC2,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,23 *F.P. above* 150° F.	BAs	*z*	CL 1,41	1923 7mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	Cia.Argentina de Nav.Mihanovich Ltda.	407·2 423·7(O.L.) P105'B37'F60' FK *CellDBuB*26'57*tAPT*30*t*	52·2	31·4	Bns.Aires Argentine 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.27",45"&75"-48" (*r*) 180lb 538NHP 3SB,9*cf*,GS201,HS7896 FD Wllsnd.Slpwy.Co.Ld.Nwc.	31 ″ 6	
26216 PGYP	**June** (*ex*Ransel-40) *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	400 299 250					1938	NVScphsw "Vooruitgang" Foxhol	J.Teerling	146·1 P49'F28'	26·1	10·0	Delfzijl Dutch *WB*	Oil Engines 4S.C.DA 6Cy.$11\frac{7}{16}$"-$17\frac{11}{16}$" 76NHP AppingedammerBrons Motorenfb.N.V.		C

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
26217 ~~77271~~ ~~WMCW~~	**Juniata** Ⓟ D.F. Sub.Sig. 3*Dks&Promenade dk*	3465 — 2537					1897	Harlan& Hollings-worthCo. Wlmgtn,Del.	~~Merchnts&Miners~~ ~~TransportationCo.~~ EmpresaHondurena de Vapores	310·0 len07	42·0	26·0	~~Baltimore~~ ~~Utd.States~~ Honduran	T.3Cy.28″,45″&72″–48″ 359NHP Harlan&Hollingswrth Co. Wilmington,Del.		
26218	**Junie** (*ex*HsinKiangteen–38) TwinSc	3645 — 2613					1921	Shanghai Dk.&E.Co.Ld Shanghai	A.C.d'Encarnacao (HuntS.S.Corp, *Mgrs.*)	300·0	48·2	22·9	Shanghai Portuguese	T.8Cy.(2)17″,(2)28″& (4)31½″–33″ 227NHP ShanghaiDk.Co.Shanghai		
26219 1316 CBJU	**Junin** Ⓟ (*ex*Manizales–38, *ex*Pleskow) 1*Dk*	1185 — 777					1915	Schiffsw.v. HenryKoch Lübeck	Fontbona y Cordero,Ltda.	216·6 P114′F27′	32·9	13·1	Valp'raiso Chilian	T.3Cy.$17\frac{9}{10}$″,29½″&$45\frac{7}{10}$″– 29½″ 113NHP OttensenerMaschf.Altona		
26220 PKMQ	**Juno** *OilEng.* D.F. *ss*Bat.2ndNo.3–7,37 *Mchy.Aft* 1*Dk(Stl)&Trunk dk*	2345 1662 1385	✠100A1 9,41 ~~9,40~~ Examined 9,41 ✠LMC CS7,37 DBS~~3,40~~ 9,41 9,39 *Carrying Petroleum in bulk*	~~Bat~~ Sba	*r*	CL 9,39	1912 11mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	Nederl.Indische Tankstoomboot Maats.	257·6 P73′F26′ FK *CellDB a33′36t AP*	43·1	18·6	Batavia Dutch 13*BHCem* *T65t*	Oil Engines 4S.C.SA 6Cy.22″–$39\frac{3}{8}$″ 280NHP DB*100lb* NedFb.v.Wrk&Spoor,Ams	19″10 s 1″6½ 18″6	
26221 DDTL	— (*ex*Romo,*ex*Elisabeth) D.F. 1*Dk*	2038 1889 1287					1902	Akt.Ges. "Neptun" Rostock	A.Hansen	292·1 P13′B168′F27′	41·2	18·1	Flensburg German *WB*	T3Cy$20\frac{7}{8}$″,$37\frac{7}{16}$″&$55\frac{1}{8}$″–$35\frac{7}{16}$″ 180NHP A.G."Neptun,"Rostock		G
26222 PFFM	— 4TwinMasts 2*Dks*	1763 1577 1088					1908	Wrf.voorh. Rijkee&Co. Rotterdam	Konink.Nederl. Stoomb.Maats. N.V.	276·5 P&B162′F36′	39·2	18·8	Amstrdam Dutch *WB*	T.3Cy.21″,32½″&55″–35½″ 360NHP NedFb.v.Wrk&Spoor,Ams		VL
26223 165904	— Ⓟ Pad *CruiserStern* 1*Dk*	642 432 233					1937	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	223·6	30·1	9·7	Glasgow British	T.3Cy.25″,39″&61″–60″ 288NHP FairfieldCo.Ld.Glasgow		
26224 DOIY	— 1*Dk2trB*	558 434 327					1902	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·8 Q56′B41′F22′	26·1	11·8	Bremen German	T.3Cy$12\frac{3}{16}$″,$19\frac{11}{16}$″&31½″–$21\frac{5}{8}$″ NB33 46NHP A.G."Weser,"Bremen		G
26225 EAFT	**Jupiter** (*ex*Arezzo–38,*ex*Jupiter) *ss*Bbo.2ndNo.3–11,25 *ss*Bbo.No.1–30 2*Dks(Stl)&deepframing*	4833 4516 3130	✠ … 12,34 ✠	Bry	*y*		1900 8mo	Russell& Co. Pt.Glasgow *Cell*	Cia.Anon.Marit. Union(M.Urru-chua,*Mgr.*) *DBa131′uE&B42′*	389·2 P31′B112′F40′ FK *f167′1244t DTa31′*	52·1	27·1	Bilbao Spanish 7*BHCem* 800*t APT56t*	T.3Cy.27″,43″&72″–48″ 403NHP 2SB,*6cf*,GS122,HS5121 Rankin&Blackmore,Grk.	29″11	CI †
26226 77458	— D.F. GyC. *Mchy.Aft* Sub.Sig. 1*Dk2trB*	3719 — 2769					1901	American S.B.Co. Lorain,O.	JupiterS.S.Co.	346·0 *WB*	48·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP AmericanS.B.CoCleveland		R
26227 LEBA	— Ⓟ *Ref.Mchy.* D.F. E.S.D. 1*Dk*	2471 1574 1336					1915	Lindhol-mensM.V. Gothenburg	DetBergenske Dampskibsselskab	305·2 P573*t*H294*t*	41·7	18·5	Bergen Norwegian *WB*	T.3Cy.26″,42″&69″–42″ 309NHP LindholmensM.V.Got.		
26228 7306 SDPA	— (*ex*Carperby) *ss*Osc.3rdNo.3–8,30 *ss*Osc.No.2–38 1*Dk(ptStl ptIrn)&Webframes&pt Awng dk(Irn)* *Cargo battens not fitted* *Hatch covers&Webs dispensed with in'tween decks*	*2152* *1508* *1343*	✠100A1 *pt Awng dk* *withfreeboard* 4,39 BS4,39 ✠LMC9,38 SURVEYS DELAYED	Osc	*r*	CL 4,39	1895 2mo	Ropner& Son Stockton A&CP	RederiA/BIris (S.Abrahamsen, *Mgr.*)	275·1 P27′Q82′ FK *ptAwng dk166′* *Cell DB a 92′uE*	39·5	15·9	Stockholm Swedish 4*BHCem* 20′*f*106′393*t*	T.3Cy.21″,34″&56″–36″ (*s*) 160lb 2NDB19 187NHP 2SB,*4rf*,GS60,HS2780 Blair&Co.Ld.Stockton	19″0 s 7″7 18″7	
26229 215702 HREB	— (*ex*Ormidale–38, TwinSc *ex*AstmahcoIII, *OilEng.* *ex*LakeMohonk, *ss*N.Yk.No.1–21 *ex*MotorI) 1*Dk* *Mchy.Aft* *Now "Bluefields," see No. 35727 in Supplement*	2063 1797 1434	✠ … 7,27				1917 10mo	Manitowoc S.B.Co. Manitowoc	L.Garcia	250·5 P44′B32′F28′ FK	43·5	20·4	Puerto Cortes Honduran *WB*	Oil Engines 4S.C.SA 12Cy.14½″–18″ 246NHP NE38 Atlas-ImperialDieselEng. Co.Oakland,Cal.	23″0	R †
26230 8104 SKZU	— (*ex*Isa–40) *CruiserStern* 1*Dk&Shelter dk* *Strengthened for navigation in ice* *Pt. elec. welded including butts of shell&deck plating*	1588 1301 797	✠100A1 *withfreeboard* 3,41 ✠LMC BS10,40 MS3,41	Hbg	*t*	CL 5,40	1936 9mo *Lloyd*	Stettiner OderwrkeAG Stettin '*sA&CP*	Rederiaktieb.Iris (S.Abrahamsen, *Mgr.*) *Interme* *forward* *CellDB245′554t*	296·6 309·8(O.L.) F22′ FK *diateBHin* (*Coll* *hold dispensed with* *DTa 9′ 60t FPT46t*	44·3	13·8	Stockholm Swedish *ptCem* *BH to Sh dk* 3,, ,, 2nd ,,) *APT100t*	T.3Cy.$16\frac{1}{8}$″,$26\frac{3}{8}$″&$43\frac{5}{16}$″–31½″ &LPturbine with DRgear-ing&hydraulic coupling (*s*) 214lb 176NHP 2SB,*4cf*,GS49,HS2201 FD StettinerOderwerkeA.G.	17″6 s ″$2\frac{3}{4}$ 17″5	
26231 PFFQ	— (*ex*JongeJohanna–40) *ss*Rot.No.2–37 1*Dk(Stl)&Shelter dk(Stl)* D.F.	1464 1212 786	✠100A1 *withfreeboard* 6,41 ~~3,41~~ Examined 10,41 BS~~10,40~~ 10,41 ✠LMC9,37	~~Lon~~ Lth Liv	*r*	CL ~~3,40~~ 6,41	1928 11mo *Lloyd*	N.V.Mch. &Scheepswrf vanP.Smit,Jr Rotterdam '*sA&CP*	N.V.Koninklijke Nederlandsche Stoomboot.Maats. *CellDB201′422t*	265·7 FK *FPT82tAPT27t*	38·6	16·1	Amstrdam Dutch 4*BHCem* (*Coll to Sh dk* 3 ,, 2nd ,,)	T.3Cy.21″,$32\frac{3}{4}$″&$55\frac{1}{8}$″–$39\frac{3}{8}$″ 190lb (*s*) 258NHP 2SB(Spt),*4cf*,GS84, FD HS3660 N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	18″4 s ″5 18″0	
26232 164125	— Ⓟ Pad *CruiserStern* 1*Dk*	642 432 233					1937	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	223·6	30·1	9·7	Glasgow British	T.3Cy.25″,39″&61″–60″ 288NHP FairfieldCo.Ld.Glasgow		
26233 DONK	— 1*Dk*	560 436 329					1901	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges."Neptun"	179·8 Q58′B41′F21′	26·1	11·8	Bremen German *WB*	T.3Cy.$12\frac{3}{16}$″,$19\frac{11}{16}$″&31½″– $21\frac{5}{8}$″ 46NHP A.G."Weser,"Bremen		G
26234	— TwinSc (*ex*Juruá) *ss*Pra.No.2–06 1*Dk&Promenade dk*	331 262 231	✠ … 2,07 ✠				1899 11mo	Murdoch& Murray PortGlasgow	A.Pimenta&Cia.	140·0 F16′ FK	30·0	8·7	Para Brazilian	T.6Cy.10″,16″&26″–18″ 70NHP J.G.Kincaid&Co.Greenock	9″0	
26235 YTTB	**Jurko Topić** (*ex*Trematon–37) *ss*Cff.No.3–8,32 *ss*Cff.No.1–37 1*Dk(Stl)*	*5160* *4769* *3132*	✠100A1 ~~5,41~~ ~~6,30~~ 12,41 BS5,41 ~~BS10,38~~ ✠LMC9,36	~~Rot~~ ~~NYk~~ NNs ~~BS12,39~~	*y*	CL ~~10,38~~ 12,41	1919 10mo *Lloyd*	D&WHen-derson&CoLd Glasgow '*sA&CP*	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDB*	400·1 412·8(O.L.) P49′B113′F38′ FK 344′1035*t FPT*125*t*	52·3	28·4	Susak Yugoslav 7*BHCem* *APT*210*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D&WHendersn&CoLdGls	31″0 s 5″11½ 25″4	
26236 OFAL	**Jussi H.** (*ex*Ospringe–37, *ex*Homecourt) *ss*Bdx.No.3–5,23 D.F. 1*Dk&deepframing*	2323 — 1237	✠ … 8,27 ✠				1910 2mo	Atel.&Ch. deFrance Dunkirk	LaivaO/Y"JussiH" (WernerHacklin)	299·5 288·4 P19′B74′F33′ FK	42·9	19·6	Björnebrg Finnish *WB*	T.3Cy.21″,33″&56″–36″ 208NHP Atel.&Ch.deFrance,Dnk.	22″6	VL †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26237 1010 PJAC	**Justina** TwinSc ssCco.No.3-1,37 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2700 1807 1462 —	✠100A1 ~~11,401,40~~ 5,41 ~~BS4,40~~ ✠LMC1,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 10,24 F.P. above 150° F.*	Cco BS5,41	*t*	CL ~~N3,39~~ PN3,39 S5,41	1924 10mo *Lloyd's A&CP*	Nederl. Schps.Maats. Amsterdam	N.V. Curaçaosche Scheepv.Maats.	305·0|50·2|15·1 Q87'*Trnk*189'F29' FK	Willmstad W.I. Dutch 8*BHptCem* *APT*81t	T.6Cy.12¾",20½"&33⅞"-24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,*4cf*,HS4168 FD Rot.DroogdokMaats.Rot.	15 ″ 0 s 1 ″ 6¼ 13 ″ 7½	
26238 125441 MLWD	**Juta** (*ex*SirWalterScott-36) ssTln.2ndNo.3-11,36 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1559 1314 923	✠100A1 ~~3,41~~ 12,41 Examined 12,41 BS3,41 ✠LMC10,36	~~Sld~~ Sld	*p*	CL ~~6,38~~ 12,41	1908 8mo *Lloyd's A&CP*	BlythS.B. Co.Ld. Blyth	MinistryofWar Transport(Tyne& WearShippingCo. Ld.*Mgrs.*) *CellDBa*71'*uE*&	245·0|36·7|16·0 254·5(O.L.) Q90'B48'F21' FK *B*35'*f*102'402t*FPT*	Glasgow British 4*BHCem* 62t*APT*79t	T.3Cy.19",31"&51"-36" (*s*) 180lb NDB29 *100lb* 181NHP 1SB,*4cf*,GS72,HS2938 N.E.MarineEngCo.Ld.Sld.	18 ″ 4 s 1 ″ 8½ 16 ″ 10	
26239 160222 GSPL	**Jutland** D.F. 2*Dks*	6153 5774 3869					1928	R.Duncan &Co. PortGlasgow	GlasgowShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*)	430·0|57·0|28·2 P36'B145'F41'	Glasgow British *WB*	Q.4Cy.24¾",35½",51"&73"-51" 381NHP D.Rowan&Co.Gls		C
26240 PFFZ	— *OilEng.* D.F. 1*Dk* *Mchy.Aft* *Cruiser Stern*	357 241 158					1937	N.V.Noord Nederlndsch. Schpswerven Groningen	J.Kuipers	135·6|23·1| 9·7 P43'F16'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼"-16$\frac{9}{16}$" 74NHP MtrnWerkeMannheim AG		V
26241 OXVH	**Jutlandia** Ⓟ TwinSc *OilEng.* ssCpn.No.1-39 D.F. 2*Dks,3rd dk in Nos.*1,2&3*holds*	8457 6753 5204	✠100A1 *withfreeboard* 5,39 ✠LMC CS3,39 DBS11,38 2,38 *Carrying vegetable oil in midship tank* (SEE FOOTNOTE *)	Cpn	*c*†	CL 4,38	1934 11mo *Lloyd's A&CP*	Nakskov Skibs.A/S Nakskov	A/S DetÖstasiatiskeKompagni *CellDB*353'1215t *D*	436·8|61·2|32·6 460·2(O.L.) P28'B180'F61' FK *MT*30'732t *Ta*13'292t*FPT*174t	Copnhagn Danish 7*BHptCem* *APT*143t	Oil Engines 2S.C.DA 10Cy.17$\frac{11}{16}$"-47¼" 1073NHP DB*125lb* Akt.Burmeistr&Wain,Cpn	36 ″ 0 s11 ″ 2¼ 25 ″ 1	
26242 ~~OXHH~~	**Jutta** Now "**Kingman**," *see No.* 37305 *in Supplement* D.F. 1*Dk* *CruiserStern*	1549 1349 884					1934	Helsingörs Jernsk&Msk. Elsinore	~~J.Lauritzen~~ MarineOperating Co.Inc.	290·0|39·7|15·3 P&B124'F35'	Panama Pnamanian *WB*	C.4Cy.(2)14¾"&(2)31½"-31½"&LPturbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
26243 DJZX	— *OilEng.* *Mchy.Aft.* *CruiserStern*	479 342 226					1939	Jos.L. Meyer Papenburg a.d.Ems	Breyer&Co.	148·1|27·2|10·7 P42'F15'	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.11"-17¾" 93NHP Klöckner-Humboldt-Deutz,A.G.Köln-Deutz		G
26244 34795 LOFU	**Juvenal** TwinSc ssB.As.No.3-10,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	9459 — 5165	✠100A1 12,40 BS12,40 ✠LMC10,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,28 F.P. above 150° F.*	BAs	*i* †	CL s 12,40 PN9,39	1928 8mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	Cia.General de Combustibles *CellDBuE*56' 222t*DTf*50'603t	556·0|74·1|40·3 536·0 P141'B42'F47' FK *FPT*258t*APT*148t	Bns.Aires Argentine 18*BHptCem* *ptAsp* (14 *to U dk* 4 „ *2nd*„)	T.6Cy.26",43"&73"-48" (*s*) 200lb FD 1167NHP 5SB(Spt),*15cf*, HS17735 N.E.MarineEng.Co.Ld.Sld	40 ″ 0	
26245 1757 IBKR	**Juventus** (*ex*Valdieri) *OilEng.* D.F.	4920 4487 3075					1920	SACantieri NavaliF.Tosi Taranto	Soc.Commerciale diNav.	394·3|51·7|27·6 379·0 P51'B116'F33'	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.29½"-49⅕" 606NHP NE27 Soc.An.FiatS.G.M.Turin		I
26246 OYDD	**Jylland** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* ssEls.No.3-1,37 Sub.Sig. 2*Dks*(*Wthr dkStl*-ws) D.F. *3rd dk in holds*	2762 2337 1559	✠100A1 *withfreeboard* 5,39 ✠LMC CS3,38 DBS9,38 9,38 (SEE FOOTNOTE *)	Lon	*u*	OG 5,39	1926 6mo *Lloyd's A&CP*	Helsingörs Jernsk &Msk Elsinore	DetForenede DampskibsSelsk. *CellDB*233'364t	306·3|44·2|25·9 F39' FK *FPT*56t*APT*70t	Esbjerg Danish 6*BHptCem* *2to 2nd dk*	Oil Engines 4S.C.SA 12Cy.21⅝"-35$\frac{7}{16}$" DB *75lb* 545NHP Burmeister&Wain,Cpn.	28 ″ 6 s 11 ″ 0¼ 17 ″ 10	
26247 OYJS	— Ⓟ (*Ferry*) *OilEng.* D.F. E.S.D. 2*Dks*	1434 917 619					1932	Nakskov Skibs.A/S Nakskov	DeDanske Statsbaner	258·1|40·8|14·2	Kalndborg Danish *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		V
26248 LEFP	— Ⓟ (*ex*Sönderjylland) 1*Dk*&*Awng dk*	539 265 297					1887	Burmeister &Wain Copenhagen	A/S ChristiansandsDampskslsk. (LeifRosenkilde, *Mgr.*)	166·1|23·9|17·7 H22t	Xiansand Norwegian *WB*	T.3Cy.14½",23"&36"-24" 63NHP Burmeister&Wain,Cpn.		N

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
26249 LJYU	**K. G. Meldahl** *CruiserStern* 1*Dk*&*Shelter dk* *Strengthened for navigation in ice* *Butts of keel & bottom plating electrically welded*	3799 3077 2194	✠100A1 *withfreeboard* ~~9,41~~ ~~2,41~~ 3,42 ✠LMC9,38 *Fitted for oil fuel* 9,38	~~Bal~~ ~~NN.~~ Hul	*y*	CL 9,41 *F.P. above*	1938 9mo	Fredrkstad MekVrksA/S Fredrikstad *Lloyd'sAP* 150° F.	K.K.Rasmussens RederiA/S(K.K. Rasmussen,*Mgr.*) *Intermediate BH in after hold (Coll BH to Sh dk 5 ,, 2nd ,,) dispensed with* *CellDB301'1070t MT29'1094t FPT212t APT233t*	365·2 383·3(O.L.) F24' FK	57·3	20·2	Sandefjord Norwegian *ptCem*	C.4Cy (2)$16\frac{3}{4}$"&(2)$39\frac{15}{16}$"–$36\frac{5}{8}$" 220lb (*s*) 353NHP 2SB(Spt),6*cf*,GS60,HS5510 FD FredrikstadM.V.A/S Fredrikstad	23 ″ 6 s1 ″ $4\frac{3}{4}$ 22 ″ 3	
26250 215800 WLCE	**K. I. Luckenbach** **TwinSc** *ss*Bos.No.3-3,30 *ss*Sea.No.2-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC.	5887 — 3677	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~2,41~~ ✠LMC MS3,38 BS11,40 *Fitted for oil fuel* 2,18	~~Sea~~ NYk	*b*†	CL P9,39 S10,39 *F.P. above*	1918 2mo	Bethlehem S.B.Corp.Ld. Quincey, Mass. A&CP 150° F.	LuckenbachS.S. Co.Inc. *1BH in forward hold dispensed with* *CellDB356'1631t DTa30'165t Topside tanks in E&B space24'445t FPT220t APT240t*	446·0 37·3 FK	56·1	27·8	NewYork Utd.States *ptCem* *6BH only*	2 Steam Turbines DR geared to 2 Sc. Shafts 225lb 4B,HS15520 1070NHP WaterTubeBoilers BethlehemS.B.Corp.Ld. FD Quincey,Mass	31 ″ 2 s4 ″ $4\frac{3}{4}$ 27 ″ 0	
26251 221174 KDRE	**K. R. Kingsbury** *Longitudinal framing* *Mchy.Aft* 2*Dks*&*Shelter dk* D.F. GyC. *Fitted for oil fuel* *Carrying Petroleum in bulk*	8761 — 5415					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo. of California	440·0	58·2	33·1	S.Frncisco Utd. States *WB*	Q.4Cy.24",34",51"&$74\frac{5}{16}$"–54" 413NHP BethlehemS.B.Corp.Ld.		R
26252 PFGD	**Kaap Falga** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	378 222 179					1938	N.V.Schps. v/hGebrG& H.Bodewes Martenshoek	J.V.Eckhardt	136·9 P40'Q41'F22'	24·8	8·5	Heiloo Dutch	Oil Engines 2S.C. 5Cy. N.V.Mchsb.Bolnes,Bolnes		C
26253 7901 SDET	**Kaaparen** (*ex*Larviksfjord) **TwinSc** *OilEng.* D.F. *ss*Got.No.3-5,33 *ss*Got.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern*	*3386* *2718* *1879*	100A1 *withfreeboard* ~~9,41~~ ~~10,40~~ 4,42 2,42 LMC CS~~12,37~~ ~~2,40~~ 6,40 ✠Lloyd'sRMC~~1,41~~ ~~8,41~~ 2,42 for temp. 31° F.	~~Mtl~~ ~~Cff~~ Gls		CL 1,39 *Partl*	1930	Götaver- kenA/B Gothenburg *y rebuilt'33*	Rederiaktieb. Transatlantic(G. Carlsson,*Mgr.*) *CellDB287'957t tanks in way of tunnels 568t FPT44t APT116t*	354·1 362·6(O.L.) FK	50·1	20·2	Gothenbrg Swedish *7BHptCem* (*Coll to Sh dk 6 ,, 2nd ,,*)	Oil Engines 4S.C.SA 16Cy.$21\frac{5}{8}$"–$39\frac{3}{8}$" 724NHP GötaverkenA/B.Got.	25 ″ 6 s2 ″ 2 23 ″ $5\frac{3}{4}$	
26254 OYCP	**Kabel** (*ex*Enigheden-40) 1*Dk*	793 623 404					1918	H.C.Chris- tensen Marstal	DetStoreNordiske TelegrafSelskab A/S	199·9 P24'B62'F28'	32·7	12·5	Copnhagn Danish *WB*	T.3Cy.16",27"&45"–30" 111NHP Akt.Burmeistr&Wain,Cpn		V
26255 FNEY	**Kabyle** (*ex*Wihuri,*ex*Oakmere, *ex*Millgate, *ss*Mch.No.3-10,21 *ex*Poltolia, *ss*Mch.No.1-26 *ex*Anatolia) 1*Dk*2*trB*	*1881* — *1136*	... 8,29				1905	Bremer Vulkan Vegesack	Cie.Nouvelle de Nav.Busck	261·6 P37'B77'F30' FK	37·1	21·5	Marseilles French *WB*	T3Cy$19\frac{5}{16}$",$32\frac{13}{16}$"&$53\frac{3}{8}$"–$39\frac{1}{2}$" 243NHP BremerVulkan,Vegesack	24 ″ 0	V †
26256 TCLQ	**Kades** Ⓟ **TwinSc** D.F. E.S.D. 3*Dks* *CruiserStern*	2990					1938	Neptun- werftRostock G.m.b.H. Rostock	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	306·6 B123'F71'	43·5		Istanbul Turkish *WB*	T6Cy.$16\frac{1}{8}$",26"&$41\frac{5}{16}$"–$27\frac{9}{16}$" &LPturbines withDR gearing & hydraulic coupling NeptunwerftRostock G.m.b.H.Rostock		G
26257 844 SZNK	**Kadio** (*ex*Abbas-35) *ss*Sld.No.3-9,24 *ss*Sld.No.2-32 *Welldeck* *Mchy.Aft* 1*Dk*(*Stl*)	*1430* *1115* *836*	✠ —— 10,37 ✠	Sld	*o*		1911 11mo	S.P.Austin &Son,Ld. Sunderland	Mme.K.G.Sigalas (G.SigalasSons, *Mgrs.*) *CellDBuE&B37'f152'414t FPT106t APT60t*	240·0 Q131'B12'F26' FK	36·0	15·6	Piræus Greek *4BHCem*	T.3Cy.19",31"&51"–36" 172NHP 1SB,4*pf*,GS73,HS2691 J.Dickinson&Sons,Ld.Sld.	17 ″ 9	G †
26258 586 ESAK	**Kadli** (*ex*Lembit-35,*ex*Illtyd) *ss*Gmh.3rdNo.3-7,27 *Well deck* *ss*Tln.No.2-36 1*Dk*(*Stl*)2*trB* *Cargo battens not fitted*	1818 1418 1103	✠100A1 4,39 BS2,40 ✠LMC12,36 (SEE FOOTNOTE *)	Lth	*q*	4,39	1889 7mo	T Turnbull &Son Whitby A&CP	E.Bergmann	259·0 269·0(O.L.) P28'Q60'B112'F32' FK *CellDB216'378t*	37·2	16·9	Tallinn Estonian *4BHCem*	T.3Cy.20",33"&54"–36" (*s*) 160lb 170NHP 2SB,4*cf*,GS58,HS2480 Blair&Co.Ld.Stockton	19 ″ 4 s1 ″ $1\frac{3}{4}$ 18 ″ 4	
26259 211 ESAC	**Kadri** (*ex*Ellind-35,*ex*JacobBright) *ss*Rot 3rdNo.3-2,36 1*Dk*(*Irn*)2*trB*&*Web frames* *Cargo battens not fitted*	2775 2490 1691	✠100A1 *withfreeboard* 6,40 BS6,40 ✠LMC2,36 No later survey reported	Tln	*t*	CL 11,39	1897 2mo	Irvine& Co. WHartlepool A&CP	E.Bergmann *CellDBa&uE130'f122'596t APT60t*	314·0 P31'B76'F33' FK	44·0	20·8	Tallinn Estonian *5BHCem*	T.3Cy.23",$36\frac{1}{2}$"&62"–39" (*s*) 160lb NDB09–*80lb* 240NHP 2SB,6*cf*,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	23 ″ 3 s3 ″ $7\frac{1}{2}$ 19 ″ $9\frac{3}{4}$	
26260 165816 BCNR	**Kafiristan** *OilEng.* D.F. E.S.D. *CruiserStern* *For full particulars see No.* 37306 *in Supplement*	7248 6787 5013	100A1 *withfreeboard* (*ClassContemplated*)				1941	Wm.Dox- ford&SonsLd Sunderland	HindustanStm. ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*)	427·0	56·5	35·5	Newcastle British	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" Wm.Doxford&SonsLd.Sld	38 ″ 1 s10 ″ 11 27 ″ $4\frac{3}{4}$	
26261 UPLJ	**Kaganovich** (*ex*Molenwater-35, *ex*Ellewoutsdijk) *ss*Rot.No.3-5,34 1*Dk*(*Stl*)	3663 3403 2239	✠ ... 8,36 ✠	Rot	*w*		1920 5mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R. *CellDB310'933t FPT81t APT116t*	360·4 P25'B216'F34' FK	50·5	22·0	Odessa Russian *6BHCem*	T.3Cy.25",41"&67"–45" 347NHP 3SB,9*cf*,GS138,HS5565 Werf.GustoFirma A.F.Smulders	24 ″ 7	
26262 10366 JKGD	**Kagi Maru** Ⓟ *Ref.Mchy.* 2*Dks*	2343 1956 1372					1907	Kawasaki DockydCoLd Kobe	OsakaSyosenK.K.	305·9 P38'B111'F41'	39·7	21·6	Osaka Japanese *WB*	T.3Cy.23",38"&63"–39" 248NHP Kawasaki DockyardCo.Ld.		
26263 41958 JHAL	**Kagu Maru** *ss*Kob.No.1-40 *OilEng.* D.F. GyC. ~~1Dk&Shelter dk~~ 2*Dks*, *3rd dk except in aftermost hold* *CruiserStern*	6807 5570 3688	✠100A1 *withfreeboard* 6,41 ~~8,40~~ ✠LMC CS8,40 DBS8,40 5,39 *Carrying cargo oil*	Kob	*d*†	CL 8,40 *F. P. above*	1936 6mo	Harima S.B.&Eng. Co.Ld. Harima *Lloyd'sA&CP* 150° F *in DT*	KokusaiKisenK.K. *CellDB359'1335t tunnel144t DTsa48'1420t FPT6t APTs188t* *Upper 'tween dk BHs except Coll BH dispensed with*	453·3 F42' FK	61·0	31·0	Tokyo Japanese *8BHptCem* (*Coll to W dk 7 ,, 2nd ,,*)	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"–$47\frac{1}{4}$" 1850NHP DB*100lb* KawasakiDkydCoLdKobe	~~31 ″ 0~~ ~~s3 ″ 8⅝~~ ~~27 ″ 6~~ 40 ″ 0 s12 ″ $3\frac{1}{2}$ 27 ″ $11\frac{1}{2}$	
26264 413 JKUA	**Kahoku Maru** Ⓟ *OilEng* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*except in foremost & aftermost holds*	3311 2798 2006	✠ ... 5,35 ✠	Drn	*v*		1931 6mo	Mitsubishi ZosenKaisha Ld. Nagasaki	DairenKisenK.K. *CellDB220'601t Tanks in way of tunnel 248t FPT67t APT88t*	336·6 P21'B73'F35' FK	48·5	24·0	Dairen Japanese *5BHptCem*	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$41\frac{3}{4}$" 389NHP MitsubishiZosenKaishaLd.	24 ″ 0	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26265 220836 KDIJ	**Kahuku** (*ex*Shelton-37,*ex*Cuprum) 1*Dk&Shelter dk* D.F. *Fitted for oil fuel* *Longitudinal framing*	6062 — 3770					1920	Pacific CoastS.B.Co. BayPoint, Cal.	MatsonNavigation Co.	402·5 P34'F38'	53·0	32·0	S.Frncisco Utd. States *WB*	DRgearedSteamTurbine KerrTurbineCo. Wellsville,N.Y.		R
26266 OYGA	**Kai** D.F. 1*Dk*	1746 1376 1035					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/SMyren (Holm&Wonsild, *Mgrs.*)	261·1 F31'B106'Q75'P15'	40·1	16·9	Copnhagn Danish *WB*	T.3Cy.18",28½"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv		V
26267 LDRZ	**Kaia Knudsen** TwinSc *OilEng.* D.F. *ss*Got.No.2-38 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	9063 8403 5533	✠100A1 ~~8,41~~~~4,41~~ 5,42 ✠LMC(M)4,41 DBS8,41 ✠LMC11,38 *CarryingPetroleum in bulk*	~~Avn~~ NYk	*d*†	CL 6,41	1931 1mo	Blohm& Voss Hamburg Lloyd's*A&CP* *CellDBuE*67'	SkibsA/SSamuel Bakke(Knut Knutsen,O.A.S. *Mgr.*) 286*tDTf*38'426*tF*	471·1 P99'B30'F46' FK *PT*205*tAPT*83*t*	64·4	35·5	Haugesnd Norwegian 17*BHptCem* (10 *to U dk* 7 ,,*2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{3}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*150lb* GötaverkenA.B.Got.	35 ″ 4	
26268 115306 MLZR	**Kaida** (*ex*Castlegreen-36,*ex*Toivo-34, *ex*Hoffnung-32, *ss*Ham.2ndNo.3-2,28 *ex*Niels,*ex*Cabo *ss*Tln.No.2-36 Corrientes,*ex*WestCoast, 1*Dk(Stl)* *ex*RiverTay) *Welldeck Mchy.Aft*	510 354 218	✠100A1 6,41 ~~7,40~~ Examined ~~3,41~~ 6,41 ✠LMC MS5,36 BS~~8,40~~ 2,42	Lth		CL 7,40	1902 7mo	Ardrossan D.D.&S.B.Co Ld.Ardrossan Lloyd's*A&CP*	Ministry of War Transport (Neil& Hannah,Ld.*Mgs*)	165·8 172·3(O.L.) Q91'B10'F19' FK *FPT*50*t*	25·8	10·2	Leith British 3*BHCem* *APT*5*t*	C.2Cy.16"&40"-20" 125lb 89NHP 1SB,3*pf*,GS55,HS1453 Hutson&Son,Ld.Glasgow	11 ″ 3 s 3 ″ 10 11 ″ 0½	
26269 39711 JWQI	**Kaihei Maru** Ⓟ *OilEng.* D.F. 2*Dks*	4576 — 2676					1934	Mitsui Bussan Kaisha,Ld. Tama	SimataniKisen K.K.	362·2 P37'B105'F33'	50·0	29·1	Kobe Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅝"-39⅜" 452NHP MitsuiBussanKaisha,Ld. Tama		C
26270 47662 JNLO	**Kaihoku Maru**	1286 — 814					1940	Turumis Seitetsu ZosenK.K. Yokohama	YabukiKinzo Syoten,K.K.	219·3	35·8	18·5	Tokyo Japanese	Steam Engine		
26271 19783 JBFD	**Kaihuku Maru** *ss*Kob.No.3-5,29 2*Dks&Web frames* *Longitudinal framing*	3177 2757 1930	✠ ... 7,31 ✠				1917 4mo	OsakaIron Works,Ld. Innoshima	KitaNippon KisenK.K.	305·0 P19'B82'F32' FK	43·8	27·3	Kobe Japanese *WB*	T.3Cy.22",37"&61"-42" 287NHP OsakaIronWorksLdOsaka	27 ″ 3	
26272 OHVX	**Kaija** (*ex*Rurik-34,*ex*Frithiof, *ex*Rurik) D.F. 1*Dk&Awng dk*	398 236 179					1886	OA.Brodin Gefle	A/BNordsjöfrakt O/Y(L.G.Boxberg)	149·7 H31*t* len92	23·2	8·4 10·3	Åbo Finnish	C.2Cy.17¾"&37½"-23½" 57NHP AtlasMek.Verks.Skm.		N
26273 28993 JHSA	**Kaiko Maru** *Ref.Mchy.* *Mchy.Aft* 1*Dk*	1514 1191 794					1922	Yokohama DockCo.Ld. Yokohama	NichiroGyogyo K.K.	240·0 P49'B56'F32'	35·0	20·0	Shinagawa Japanese	T.3Cy.17",28½"&48"-30" Yokohama 126NHP DockCo.Ld.Yokohama		C
26274 32757	— TwinSc 2*Dks*	491 448 246					1911	Ishikawa- jimaS.B.Co. Tokyo	Takahashi GoshiKaisha	200·0	22·5	14·0	Hutyu Japanese			
26275 142416 ZMDR	**Kaikorai** (*ex*CapeNatal, *ex*WarFoam) *ss*Wln.No.3-7,30 *ss*Wln.No.2-40 1*Dk(Stl)* *Cargo battens not fitted*	3151 2839 1860	✠100A1 3,42 ~~1,41~~ BS3,42 ~~BS2,41~~ ✠LMC6,38	~~Auk~~ Wln	*u*	CL 1,41	1918 5mo	W.Gray& Co.Ld. WHartlepool Lloyd's*A&CP*	UnionS.S.Co.of NewZealand,Ld. Cell	331·1 P33'B100'F29' FK *DB*284'741*tFPT*71	46·7	23·2	Wellingtn British 7*BHptCem* *tAPT*130*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 3SB,9*cf*,GS153,HS6336 FD Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
26276 165874 GZPZ	**Kaikoura** *OilEng.* D.F. E.S.D. 3*Dks* ~~2*Dks&Shelter dk*~~ *Ref.Mchy.* *CruiserStern* *Tonnage opening closed '41*	5852 5294 3432	✠100A1 *withfreeboard* ~~6,41~~ ~~12,40~~ 2,42 Examined 2,42 ✠LMC11,37 ✠Lloyd'sRMC~~3,41~~~~8,41~~ 5,42 ~~12,41~~	~~Syd~~ ~~Ddn~~ Mel	*b*† 2 1/16	CL 6,41	1937 11mo	A.Stephen &Sons,Ld. Glasgow Lloyd's*A&CP*	NewZealand ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*) *CellDB*362'1307*tDT*	446·3 460·0(O.L.) F43' FK *f*43'1216*tFPT*123*t*	59·0	25·8	Plymouth British 7*BHptCem* (*Coll to W dk* 6 ,, *2nd*,,) *APT*171*t*	Oil Engines 2S.C.SA 4Cy.26⅜"-91$\frac{5}{16}$" 861NHP 2DB*120lb* JohnBrown&Co.Ld. Clydebank	~~29 ″ 8~~ ~~s3 ″ 6¼~~ ~~26 ″ 4~~ 39 ″ 6 s12 ″ 4¼ 27 ″ 4	
	'tween dk BHs except Coll BH dispensed with															
26277 217906 KEXX	**Kailua** (*ex*GoldenBear-37, *ex*WestCajoot) 2*Dks* D.F. *Fitted for oil fuel*	5356 — 3524					1919	LsAngeles S.B.&D.D.Co L.AngelesCal	MatsonNavigation Co.	410·0 P43'B115'F47'	54·4	27·2	S.Frncisco Utd.States *WB*	T.3Cy.28½",47¼"&78"-48" LosAngelesS.B.& 422NHP D.D.Co.SanPedro,Cal.		R
26278 147733 ZMCW	**Kaimai** (*ex*Charlois) *ss*Ddn.No.3-11,36 *ss*Auk.No.1-40 1*Dk(Stl)* *Cargo battens not fitted*	1435 1213 784	100A1 12,41 ~~12,40~~ BS12,41 LMC12,40	~~Auk~~ Wln	*o*	OG 11,39	1924 10mo	Scheepwrf. 'tHuis de Merwede Papendrecht	UnionS.S.Co.of NewZealand,Ld. *CellDBa&u*	238·5 B62'F35' FK *E*73'*f*107'138*tFPT*	37·8	15·9	Wellingtn British 4*BHCem* 105*tAPT*51*t*	T.3Cy.18½",29⅛"&48"-30"(*s*) 180lb 113NHP 2SB,4*cf*,GS86,HS1340 C.A.Kuypers,Rotterdam	18 ″ 0 s2 ″ 5¾ 15 ″ 8¼	
26279 161958 GRJL	**Kaimata** (*ex*Ardenvohr-37) *OilEng.* *ss*Bkn.No.2-39 D.F. E.S.D. 2*Dks&Shelterdk* *Tonnage opening closed '41(WE)*	5269 4837 3177	✠100A1 *withfreeboard* 1,42 ~~1,41~~ ✠LMC CS7,39 DBS1,~~41~~1,42 ~~3,40~~ 1,42	~~NYk~~ Mel	*a*†	CL 2,40	1931 10mo	W.Denny &Bros.Ld. Dumbarton Lloyd's*A&CP* *CellDB*3	NewZealand ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*) 51'1129*tMT*37'100	415·5 *Duct keel fwd.* FK *of mchy. space* 9*tFPT*81*tAPT*80*t*	56·2	25·8	Plymouth British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy 26¾"-47¼" 996NHP 2DB*125lb* W.Denny&Bros.Ld.Dmb.	39 ″ 11 s12 ″ 6½ 27 ″ 7½	
26280 47589 JSNO	**Kaimei Maru** (*ex*Carmar-41, *ex*Pionier-39) *ss*Ant.No.3-6,31 D.F. *ss*Smk.No.2-40 2*Dks(Stl)*	5254 — 3728	✠100A1 5,40 ✠LMC MS5,40 BS3,40	Smk	*y*	CL 3,40	1919 10mo	HongK'ng &Whampoa Dock Co.Ld. HongKong Lloyd's*A&CP*	KaiyoKisenK.K. *CellDB*	400·2 P49'B113'F40' FK 340'1120*tFPT*123*t*	50·0	28·5	Kobe Japanese 8*BHCem* *APT*175*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong	31 ″ 0	
26281 151516 ZMGC	**Kaimiro** *ss*Auk.No.2-38 *Mchy.Aft* 1*Dk(Stl)* *Cantilever framed topside tanks*	2562 1997 1330	✠100A1 9,41 ~~9,40~~ BS~~8,40~~ ✠LMC10,38 7,41	Auk	*s*	CL ~~8,38~~ 9,41	1929 10mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's*A&CP* *CellD*	UnionS.S.Co.ot NewZealand,Ld. *B*238'717*t Topside*	284·7 P105'B18'F26' FK&BK*aft*½" *tanks*182'486*tFPT*	46·3	18·4	Wellingtn British 5*BHCem* 169*tAPT*97*t*	T.3Cy.20",33½"&55"-39" (*s*) 200lb 340NHP 2SB,6*cf*,GS125,HS5480 FD CammellLaird&CoLd.Bkn	20 ″ 9 s2 ″ 8¾ 18 ″ 1¾	
26282 219157 KOKP	**Kaimoku** (*ex*GoldenHorn-38, *ex*Crisfield) D.F. 2*Dks* *Longitudinal framing Fitted for oil fuel*	6367 5872 4011					1919	Skinner& EddyCorp. Seattle,Wash	MatsonNavigation Co.	402·6 P48'F42'	54·9	32·1	S.Frncisco Utd.States *WB*	T.3Cy.25",42"&72"-48" 359NHP Skinner&EddyCorp.Sea.		R
26283 46816 JZON	**Kainan Maru**(*ex*Makambo-40) *Well deck* 1*Dk&deep framing*	1134 — 637					1907	ClydeS.B. &E.Co Ld. PortGlasgow	OkadaGumiK.K.	210·3	31·4	14·8	Osaka Japanese *WB*	T.3Cy,17",27"&45"-33" 145NHP ClydeS.B.&E.Co.Ld.P.Gls	17 ″ 3	
26284 947 JCIO	**Kainei Maru** Ⓟ 2*Dks*	1010 830 561					1920	Osaka Tekkosho Mitsunosho	TyosenYusen K.K.	200·0 P21'B61'F28'	30·0	19·0	Zinsen Japanese	T.3Cy.13½",23"&38"-30" OsakaTekkosho, 73NHP Mitsunosho		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément. etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
26285 36216 JFPC	**Kaio Maru** TwinSc4MstBk (*ex*KaiwoMaru–38) (*TrainingShip*) *OilEng.* GyC. 2*Dks*	2284					1930	Kawasaki Dkyd.Co.Ld. Kobe	JapaneseGovernmentEducational Dept.	260·0 P213'F38'	42·5	25·7	Japanese *WB*	Oil Engines 4S C SA IkegaiIronWorks,Tokyo		
26286 22222 JBWF	**Kaio Maru No. 2** (*ex*KaiwoMaruNo.2–38) 1*Dk*	449 396 253					1902	.... Glasgow	SanrikuKisenK.K.	158·0	22·5	16·7	Kobe Japanese	T.3Cy.11½",17¼"&28$\frac{1}{16}$"–21" 36NHP		
26287 165888 GQGJ	**Kaipaki** *OilEng.* *Ref.Mchy.* D.F. 2*Dks&Shelter dk* E.S.D. *CruiserStern* *Tonnage opening closed* '41	5862 5296 ~~3420~~ 3421	✠100A1 *withfreeboard* ~~6,41~~ ~~12,40~~ 1,42 ✠LMC5,39 ✠Lloyd'sRMC~~11,40~~ 8, 41	~~Syd~~ Mel	*b*† $2\frac{1}{16}$	CL	1939 5mo	A.Stephen &Sons,Ld. Glasgow *Lloyd*'*sA&CP*	NewZealand ShippingCo.Ld. (Trinder,Anderson&Co.*Mgrs.*)	443·9 458·5(O.L.) F43' *CellDB*362' 1255*tD*	59·0	25·8 FK (	Plymouth British 7*BHptCem* *Coll toSh dk* 6 „ 2*nd*„) *Tf*43' 1216*t*	Oil Engines 2S.C.SA 4Cy.26⅜"–91$\frac{5}{16}$" 861NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls. *FPT*123*tAPT*171*t*	~~29 " 8~~ ~~s8 " 6½~~ ~~26 " 2¾~~ 39 " 6 s12 " 4½ 27 " 3¾	
26288 165876 GZPY	**Kaipara** *OilEng.* D.F. E.S.D. 2*Dks&Shelter dk* *Ref.Mchy.* *CruiserStern* *Tonnageopening closed*'41(*W.E.*)	5882 5319 3454	✠100A1 *withfreeboard* ~~4,41~~10,41 DBS10,41 ✠LMC1,38 ✠Lloyd'sRMC~~12,40 5,41~~ 10,41	~~Liv~~ Ddn	*b*† $2\frac{1}{16}$	CL 10,41	1938 1mo	Wm.Doxford&Sons,Ld Sunderland *Lloyd*'*sA&CP* *CellDB*35	NewZealand ShippingCo.Ld. (Trinder,Anderson&Co.*Mgrs.*) 6'1385*t MT*43'1206	438·9 454·6(O.L.) F43' *tFPT*148*tAPT*187*t*	58·9	25·7 FK (	Plymouth British 7*BHptCem* *Coll toSh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.26⅜"–91$\frac{5}{16}$" 861NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	~~29 " 8~~ ~~s3 " 6½~~ ~~26 " 4~~ 39 " 5 s12 " 4 27 " 4	
26289 120589 GRQM	**Kaiping** *ss*Shi.No.3–3,17 *ss*Shi.No.2–25 D.F. 1*Dk&Spar dk*	2563 2287 1605	✠ ... 2,30 ✠				1905 8mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	ChineseEngineering&MiningCo. Ld.	312·0 B80'F44'	44·3	13·2 20·8 FK	London British *WB*	T.3Cy.25½",41½"&68"–45" 407NHP Wllsnd Slpwy.Co.Ld.Nwc.	23 " 0	
26290	—	325 — 177					1917	.... Haïphong	Soc.Anon.Pannier	143·7	20·3	16·4	Haïphong French			
26291 146607 ZMCY	**Kairanga** (*ex*SaintRominique) *ss*Auk.No.3–3,35 *ss*Auk.No.1–39 1*Dk*(*Stl*) *Cargo battens not fitted*	2830 2511 1726	✠100A1 7,41 ~~11,40~~ ~~BS7,40~~ ✠LMC5,39 *Fitted for oil*	~~Syd~~ Wln BS7,41 *fuel*6,	*u* $2\frac{1}{16}$ 22	CL 4,40 *F.P. a*	1922 6mo *bove* 1	Livingstne &Cooper,Ld. Hessle *Lloyd*'*sA&CP* 50° F.	UnionS.S.Co.of NewZealand,Ld. *CellD*	324·5 P28'B85'F35' *B* 262'690*t FPT*66*t*	44·1	23·2 FK	Wellingtn British 6*BHptCem* *APT*58*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 234NHP 2SB,6*cf*,GS126,HS4104 G.T.Grey&Co.S.Shl.	25 " 6 s3 " 10¾ 21 " 10	
26292 279 JPNC	**Kairyu Maru** (*ex*HeiyoMaru) *ss*Drn.No.3–8,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4365 3677 2735	✠ ... 5,35 ✠	Drn	*w*		1922 1mo	OsakaIron Works,Ld. Innoshima	DairenKisenK.K. *CellDB*294'1120*t*	345·0 P30'B99'F34'*on* *Shelter dk* *Collision* *FPT*114*tAPT*29*t*	49·8	28·1 FK	Dairen Japanese *Cem* *BHtoSh dk* 5 „ „ *U* „	T.3Cy.24",41"&67"–48" (*s*) 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWorks,Ld.	28 " 2	
26293 33600 JIBC	— Ⓟ (*ex*Weimar,*ex*Fano,*ex*Secunda) 1*Dk&ptAwng dk*	2097 1412 1559					1899	Flensburgr Schiffsb.Ges. Flensburg	SanboSyosenK.K.	268·9 P16'Q84' *ptAwng dk*168' *WB*	39·2	15·2	Kobe Japanese	T.3Cy.19",31½"&51"–36" 156NHP FlensburgerSchiffsb.Ges.		
26294 29538 JSSA	— Ⓟ *Mchy.Aft* 1*Dk*	576 438 252					1923	Toba Shipyard Toba	NichiroGyogyo K.K.	155·0 P79'F25'	26·0	16·0	Tokyo Japanese	T.3Cy.		
26295 27245	**Kaisei Maru** WoodAuxBkn 1*Dk*	551 533 285					1919	One Tetsutaro Shimoda	MurayamaSuteji	145·7	24·0	17·3	Shimoda Japanese	C.2Cy.		
26296 DHNQ	**Kaiser** Ⓟ TwinSc Sub.Sig. D.F. 2*Dks*3*trB*	1912 1043 724					1905	Akt.Ges. "Vulcan" Stettin	HamburgAmerik. Packetf.A.G. (Ham-AmerLinie)	303·1	38·4	13·3	Hamburg German *WB*	4 steam turbines DR geared to 2 Sc. Shafts NE22 NB35 Allgem.Electr.Ges.Berlin		G
26297 37281 JCFH	**Kaisoku Maru** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern CarryingPetroleum in bulk*	1126 946 586					1931	Yokohama DockCo.Ld. Yokohama	NipponTanker K.K.	220·8 P52'F36'	34·5	18·2	Tokyo Japanese *WB*	Oil Engines 4S.C.DA 6Cy.16¾"–23⅝" 327NHP YokohamaDockCoLd.Yka		
26298 21538 JEOD	**Kaisyo Maru** Ⓟ (*ex*Kaisho Maru–38) *ss*Kob.No.3–8,31 *ss*Kob.No.1–35 2*Dks*(*Stl*)	6070 5170 4417	✠ ... 4,39 ✠	Kob	*z*		1918 6mo	OsakaIron Works,Ld. Osaka	HatiumaKisen K.K. *CellDB*360'1064*t* *DTa*27'761	407·3 P40'B137'F42' *tFPT*106*tAPT*25*t*	50·8	32·6 FK	Hasidate Japanese 7*BHCem*	T.3Cy.27",45"&75"–51" 553NHP 3SB,9*cf*,GS190,HS8100 Osaka Iron Wrks. Ld. Osaka	32 " 7	C †
26299 44609 JHWL	— D.F. GyC. 2*Dks* *CruiserStern*	4164 — 2420					1938	Harima S.B.&Eng. Co.Ld. Harima	KaiyoKisenK.K.	363·6	50·0	29·0	Kobe Japanese *WB*	1steam turbineDRgeared to 1 screw shaft 467NHP KawasakiDkydCoLd Kobe		C
26299A	**Kaisyu Maru** Ⓟ TwinSc (*ex*HangCheong–41) 2*Dks*	1078					1923	Taikoo Dkyd.&E.Co. LdHongkong	TheCantonInland Shipping Association	178·1	35·5	10·7	Kiirum (Keelung) Japanese *WB*	T 6Cy.10",16"&26"–18" 57NHP TaikooDkyd.&Eng.Co. Ld.		
26300 32473 JOLH	— TwinSc (*ex*KaishuMaru–38, *ex*Martinique) *OilEng.* *ss*Sng.No.2–24 *Mchy.Aft* 1*Dk*	489 410 303	✠ ... 11,27				1916 4mo	Frdrkshvn Værft Fredrikshavn	OsakiKisen K.K.	161·6 B33'F28'	28·6	11·6 FK	Amagasaki Japanese *WB*	Oil Engines NipponHatsudokiK.K.	12 " 6	
26301 40167 JYMH	**Kaisyun Maru** (*ex*KaishunMaru–38) *OilEng.* *Mchy.Aft* 1*Dk*	495 — 268					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	165·0 P40'F18'	27·5	14·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"–20⅞" 117NHP HanshinTekkosho,Kobe		
26302 93995 ZMCK	**Kaitoa** Ⓟ TwinSc *Welldeck* 1*Dk*	319 194 136	✠ 7,09 ✠	Gls	*d*		1909 7mo	Mackie& Thomson,Ld. Glasgow	AnchorShipping& FoundryCo.Ld.	130·0 Q67'B14'F22' *DTa*12' 22*t FP*	22·5	8·3 FK	Nelson,NZ British 4*BHCem* *T*13*tAPT*7*t*	C.4Cy.10¾"&24"–18" 65RHP 1SB,2*pf*,GS39,HS1297 Ross&Duncan,Glasgow	9 " 0	
26303 165885 GQGG	**Kaituna** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Butts of shell & decks electrically welded* *Tonnage opening closed* 41 (*W.E.*)	4907 4174 2854	✠100A1 *withfreeboard* ~~4,41~~ ~~6,40~~ 1,42 ✠LMC12,38 *Carryingfuel*	~~NYk~~ Mel *oil F. P.*	*a*†	OG *above*1	1938 12mo 50°F.*i*	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd*'*sA&CP* *n deep tank*	NewZealand ShippingCo.Ld. (Trinder,Anderson&Co.*Mgrs.*) *Duct keel fwd.*	413·6 432·2(O.L.) F39' *of mchy. space* *CellDB*344'1517*t*	56·6	25·3 FK (	Plymouth British 7*BH* *Coll toSh dk* 6 „ 2*nd* „) *MT*29'1176*t*	Oil Engines 2S.C.DA 7Cy.17$\frac{11}{16}$"–47¼" 751NHP DB*100lb* EriksbergsM.V.Akt.Got. *FPT*121*tAPTs*251*t*	38 " 9 s12 " 1¼ 26 " 9½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
26304 22182 JFKI	**Kaiun Maru No. 1** Wood (exKwaiunMaruNo.1-38) 1Dk	1056 946 608					1918	Kusumi Iwakichi Osaka	Government of Japan(Dept.of Railways)	205·0	34·8	19·3	Tokyo Japanese	T.3Cy.14½",23½"&40½"-30" 90NHP MaritaTekkosho,Osaka		
26305 23502 JSSB	**Kaiwa Maru** Ⓟ 1Dk	1045 869 747					1918	Bingo Dockyard Innoshima	KitaNipponKisen K.K.	208·0	31·0	18·4	Amino Japanese	T.3Cy.14½",24"&40½"-30" 90NHP ShinzaikeTekkosho,Saigon		
26306 143324 ZMDW	**Kaiwarra** ssWln.No.3-2,36 ssAuk.No.1-40 1Dk(Stl) Cargo battens not fitted	3051 2830 1847	✠100A1 5,41 ~~4,40~~ BS5,41	Auk ✠LMC4,40	u	CL N3,39	1919 7mo	J.Blumer &Co. Sunderland	UnionS.S.Co.of NewZealand,Ld.	331·3 P33'B98'F28' FK CellDB276'734tFPT105tAPT42t	46·8	23·2	Wellingtn British 7BHCem	T.3Cy.25",41"&68"-45" (s) 180lb 358NHP 3SB,9cf,GS153,HS5817 J.Dickinson&Sons,Ld.Sld	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
26307 43992 JWGL	**Kaizyo Maru** (exKaijoMaru-39) OilEng. D.F. 1Dk, 2nd dk clear of cargo tanks Mchy.Aft CruiserStern CarryingPetroleum in bulk Longitudinal framing at bottom & at deck	8637 8030 6368	✠ ... 5,41	Yka ✠			1937 10mo	Mitsubishi JukogyoK.K Yokohama	NipponTanker K.K.	474·9 494·3(O.L.) P137'B37'F40' FK Cell DBuE48'169t DTf36'292tFPT186tAPT143t	61·0	37·5	Tokyo Japanese 14BHptCem	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1163NHP MitsubishiJukogyoKK Yka	37 ″ 6	
26308 747 JQWG	— OilEng. Mchy.Aft CruiserStern CarryingPetroleum in bulk	3271 — 2023					1939	Harima S.B.&Eng. Co.Ld. Harima	DairenKisenK.K.	312·0	48·6	25·0	Dairen Japanese	Oil Engines 2S.C.SA 5Cy.23⅝"-41¾" 485NHP KobeSteelWorks,Harima		
26309 9746 JKQC	— Ⓟ (exKaijoMaru-38) 1Dk&Spar dk	2025 1656 1153					1906	Kawasaki DockydCoLd Kobe	OsakaSyosenK.K.	285·5 P40'B90'F40'	38·0	20·5	Osaka Japanese WB	T.3Cy.21¾",36"&60"-39" 225NHP KawasakiDkydCoLdKobe	23 ″ 1	
26310 295 ESAF	**Kajak** (exGagara,exZandbergen, exBacchus) ssTln.3rdNo.3-10,37 1Dk(Stl)&deep framing &Web frames Cargo battens not fitted	3234 2931 1973	✠100A1 4,40 BS4,40	Mch ✠LMC9,37	u	4,40	1902 7mo	R.Duncan &Co.Ld. Pt.Glasgow	TallinnaLaevaühisusA.S.(The TallinnShipping Co.Ld.) CellDBa110'uE&B38'f140'786t Pooptank12'62tFPT100tAPT119t	325·2 P29'B92'F36' FK	48·7	21·4	Tallinn Estonian 6BHCem	T.3Cy.24$\frac{11}{16}$",40"&65"-42"(s) 180lb 294NHP 2SB,6pf,GS118,HS4508 D.Rowan&Co.Glasgow	24 ″ 0 s3 ″ 10½ 20 ″ 4	
26311 139556 VPQD	**Kajang** Ⓟ 2Dks	2082 1838 1284					1916	Taikoo Dckyrd&Eng Co.ofHKgLd. HongKong	StraitsS.S.Co.Ld.	279·0 F24'	41·1	20·5	Singapore British	T.3Cy.18",29"&48"-33" 132NHP TaikooDockyard&Eng.Co. ofHongKong,Ld.		
26312 157653 ZMDJ	**Kakapo** ssAuk.No.1-42 1Dk	2498 1911 1279	✠100A1 1,42 ~~1,41~~	Auk ✠LMC~~10,37~~ 1,42	s	CL 1,41	1937 10mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	UnionS.S.Co.of NewZealand,Ld.	282·9 293·7(O.L.) P29'B88'F25' FK CellDB228'461tMT8'192tFPT58tAPT68t	45·2	19·5	Wellngton British 4BHAsp	T.3Cy.21",34"&56"-39" (s) 200lb 356NHP 2SB,6cf,GS120,HS5770 FD A.Stephen&Sons,Ld.Gls.	21 ″ 6 s2 ″ 9¼ 18 ″ 11	
26313 34710 JUEF	**Kakinoura Maru** OilEng. Mchy.Aft 1Dk	838 735 610					1929	Harada ZosenK.K. Osaka	MitsubishiKogyo K.K.	150·3	32·8	19·0	Sakito Japanese WB	Oil Engines 6Cy. NiigataIronWorks,Tokyo		
26314 46796 JDCO	**Kako Maru No. 3** OilEng.	311 — 202					1939	Matuura Taiti Tono	SatoMasayosi	125·0	23·0	11·5	Tokyo Japanese	Oil Engines		
26315 FNLI	**Kakoulima** 2Dks&Awning dk Ref.Mchy. D.F. Fitted for oil fuel	3723 3383 1751					1933	Ch.&Atel. deProvence S.A. PortdeBouc	Cie.desChargeurs Réunis	324·8 B96'	48·6	30·4	Bordeaux French WB	T.3Cy.26⅝",41⅛"&66$\frac{15}{16}$"-43$\frac{5}{16}$" 294NHP Ch.&Atel.deProvence,Msl.		V
26316 130119 VQRN	**Kalarand** (exSanLucar-37) D.F. 1Dk&Spar dk	1527 1443 859					1906	Fredrkstad Mek.Værks Fredrikstad	Ministry of War Transport(Asiatic SteamNav.Co.Ld. Mgrs.)	251·1 H50t	35·0	21·3	Colombo British WB	T.3Cy.20",34"&54"-36" 175NHP FredrikstadM.V.Frdstad.		N
26317 153811 VTCR	**Kalavati** Ⓟ ssBom.No.2-36 1Dk&Shelter dk(Stl-teaks)	1408 943 676	✠100A1 Shelter dk withfreeboard 9,40	Cal ✠LMC9,40	p 1$\frac{11}{16}$	CL 7,37	1928 11mo	Bow,Mc-Lachlan&Co. Ld. Paisley Lloyd'sA&CP	BombaySteam NavigationCo.Ld. CellDBuE25'53tFPT55tAPT62t	230·8 F34' FK	38·6	14·7	Bombay British 5BHptCem ptAsp (Coll to Sh dk 4 „ U „)	T.3Cy.17",29"&48"-33" (s) 200lb 267NHP 2SB,6cf,GS131,HS4500 FD Bow,McLachln&CoLdPsy	16 ″ 0 s ″ 4½ 16 ″ 0¾	
26318 LJFE	**Kaldfonn** OilEng D.F. 1Dk Mchy.Aft CruiserStern CarryingPetroleum in bulk	9931 9191 5903					1936	Deutsche WerftAGBet Finkenwrder Hamburg	SkibsA/SRingfonn (SigvalBergesen)	492·9 P113'F74'	66·1	36·4	Stavanger Norwegian WB	Oil Engines 2S.C.DA 6Cy 23⅝"-43$\frac{5}{16}$" 1167NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
26319 165996 GNWP	**Kalev** (exLimoges) 1Dk Cargo battens not fitted	1867 1628 1102	✠100A1 (Reclassification Contemplated) Examined ~~1,41~~ 3,42 3,42 ~~2,41~~ ~~BS1,41~~ ✠	~~Npt~~ ~~Gls~~ Sld BS3,42	...	CL 2,42	1917 9mo	ToledoS.B. Co. Toledo,Ohio	Ministry of War Transport(W. Tulley&Co.Ld. Mgrs.)	251·0 P21'B64'F30' FK	43·8	18·9	Glasgow British WB	T.3Cy.20½",33"&54"-40" 180lb (s) 260NHP 2SB,6cf,GS126,HS4828 ToledoS.B.Co.Toledo,O.	21 ″ 0 s 2 ″ 7 18 ″ 7½	
26320 ESAH	**Kalevipoeg** Ⓟ (exAlexey, exNordkusten) 1Dk	541 269 306					1892	O.A.Brodin Gefle	PärnuLaevaA/S	160·3 P106'H42tF17'	26·3	11·8	Pärnu Estonian	T.3Cy.14⅝",23⅜"&38"-28⅜" 73NHP NyaAktieb."Atlas,"Skm.		V
26321 165974 GRPQ	**Kalewa** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4389 3948 2556					1940	WmDenny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld. (P.Henderson&Co. Mgrs.)	409·2 B25'F33'	55·2	24·9	Glasgow British WB	T.3Cy.22",38"&65"-45" 283NHP Rankin&BlackmoreLdGrk		C
26322 145180 GKQL	**Kalgan** Ⓟ 2Dks Fitted for oil fuel	2655 2225 1556					1921	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	310·3	44·2	20·9	London British WB	2 Steam Turbines DR geared to 1 Sc. Shaft Scotts'S.B.&Eng.Co.Ld.		
26323 155322 VJDS	**Kalingo** ssDdn.No.3-3,40 1Dk(Stl) Cargo battens not fitted	2047 1733 1154	✠100A1 2,41 BS2,41	Wln ✠LMC3,40	s	CL N1,39	1927 11mo	ClydeS.B. &E.Co.Ld. PortGlasgow Lloyd'sA&CP	UnionS.S.Co.of NewZealand,Ld.	283·0 P26'B86'F37' FK CellDB239'524tFPT97tAPT70t	43·1	17·5	SydnyNSW British 4BHptCem	T.3Cy.20",32"&54"-36" (s) 200lb 219NHP 2SB,6cf,GS150,HS3616 ClydeS.B.&E.Co.Ld.P.Gl.	19 ″ 6 s 2 ″ 6¼ 17 ″ 2	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
26324 UNZL	**Kalinin** (*ex*Karin) *OilEng.* Sub.Sig. 2*Dks*	4156 3871 2454					1924	F.Schichau Danzig	U.S.S.R.	348·8 F37′	48·6	28·6	Odessa Russian *WB*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{2}$″–$43\frac{3}{16}$″ 507NHP F.Schichau,Elbing		
26325 5401 SLQA	**Kalix** 1*Dk*& *Shelter dk*	*2801* *2436* *1425*					1918	SirRaylton Dixon&CoLd Middlesbro'	Trafikaktiebolget Grängesberg- Oxelösund(M.Waldenström, *Mgr.*)	310·0 H165*t*	46·4	21·6 28·9	Stockholm Swedish *WB*	T.3Cy.$23\frac{1}{2}$″,33″&64″–42″ 265NHP N.E.MarineEngCoLd.Nwc		V
26326 TCCA	**Kalkavan** (*ex*KalkavanZade–36, *ex*Arktis,*ex*Bollan,*ex*Ainsdale. *ex*Sailing Vessel) *ss*Bel.2ndNo.3–7,17 *Mchy Aft* *ss*Kel.No.2–27 1*Dk*(*Irn*)2*trB*	1986 1742 1119	✠ 6,30 ✠	Bmn	*r*		1890 10mo	C.J.Bigger Londonderry	KalkavanRiza veOgluIsmail VapurIdaresi *IntermediateBHin*	270·0 Q48′F31′ BK$9\frac{1}{2}$″ *hold dispensed with* *FPT*130*t*	39·8	23·4	Istanbul Turkish *Cem* 3*BH*only *APT*42*t*	T.3Cy.15″,$25\frac{1}{2}$″&41″–30″ 113NHP 1SB,3*cf*,GS63,HS1916 MacColl&Co.Ld.Belfast	24 ″ 10	
26327 75 SWGT	**Kalliopi** (*ex*Nymphe,*ex*Oceana, *ex*Kermanshah, *ss*Pir.2ndNo.3–7,33 *ex*Himalaia) 1*Dk*(*Stl*)& *Spar dk* (*Stl*)& *deep framing*	4965 4609 3120	✠ ——— 1,38 ✠	Cpn	*y*		1910 1mo	Nthmblnd S.B.Co.Ld. Newcastle *CellDBa*132′	D.J.Pateras&Sons *uE*24′*f*169′1010*tL*	390·0 P31′B112′F42′ FK *Ta*37′915*tFPT*110*t*	52·5	27·1	Chios Greek 6*BHCem* *APT*50*t*	T.3Cy.26″,42″&72″–48″ 415NHP 3SB,9*cf*,GS189,HS6738 N.E.MarineEng.CoLdNwc	29 ″ 8	C †
26328 DHNR	**Kalmar** 1*Dk*& *Web frames*	965 801 580					1895	Germania- werft Kiel	H.M.Gehrckens	224·1 Q67′B105′F25′	32·9	13·5	Hamburg German *WB*	T.3Cy.$17\frac{3}{4}$″,$28\frac{3}{4}$″&$45\frac{1}{4}$″–$40\frac{3}{4}$″ 115NHP A.G."Germania,"Berlin		G
26329 7034 SFCI	**Kalmarsund I.** Ⓟ 1*Dk* *CruiserStern*	320 188 145					1923	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*)	108·0 B59′	27·5	12·0	Kalmar Swedish *WB*	T.3Cy.$13\frac{3}{16}$″,22″&36″–24″ 63NHP OskarshamnsM.V.Aktieb.		
26330 7362 SFCK	**Kalmarsund II.** Ⓟ 1*Dk* *CruiserStern*	365 215 219					1927	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*)	124·5 B63′H38*t*	27·0	10·3	Kalmar Swedish *WB*	T.3Cy.$13\frac{3}{16}$″,22″&36″–24″ 63NHP Oskarshamns M.V.Aktieb.		
26331 172590 ~~VTGC~~ VTGT	**Kalmarsund IX.** *ss*Hbg.No.2–39 D.F. *Well deck* (1*DkStl*) *Cargo battens not fitted* *CruiserStern* *Strengthened for Navigation in Ice*	1158 823 678	✠100A1 ~~11,40 10,39~~ ~~7,41~~ 2,42 BS~~7,40~~ 7,41	Bom ✠LMC2,39	*n*	OG 6,39	1931 1mo *Lloyd*	Hlsingbrgs Varfs&Svetsnings Aktieb. Helsingborg '*sA&CP*	ThobanDevjiShah &MeghjiGopalji *CellD*	221·4 234·2(O.L.) P17′B55′Q62′F27′ FK *B*186′343*tAPT*69*t*	35·0	12·8	Bombay British 4*BHCem*	T3Cy.$16\frac{1}{2}$″,$24\frac{1}{4}$″&$42\frac{1}{8}$″–$27\frac{9}{16}$″ 192lb (*s*) 114NHP 2SB(Spt)4*cf*,GS54,HS1899 HelsingborgsVarfs.& SvetsningsA/B	14 ″ 11 s ″ $9\frac{3}{4}$ 14 ″ $2\frac{3}{4}$	
26332 5705 SFCR	**Kalmarsund X.** D.F. 1*Dk*	*1102* *906* *605*					1915	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, *Mgr.*)	224·0 P21′B57′F25′	35·7	16·0	Kalmar Swedish *WB*	T.3Cy.$17\frac{1}{2}$″,29″&48″–30″ 126NHP OskarshamnsM.V.Aktieb.		V
26333 7750 SIRN	**Kalmia** **TwinSc** *OilEng* D.F. *ss*Got.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern* *Special Surveys to date from* 1,32	*8246* *7509* *4831*	✠100A1 8,41 ~~4,40~~ ✠LMC CS9,39 DBS3,39 8,38 *CarryingPetroleum in bulk*	Got	*c*†	CL ~~8,38~~ P4,40 S8,41	1931 6mo *Lloyd*	CaledonS. B.&E.Co.Ld Dundee '*sA&CP*	Rederiaktieb Transmark (G.Carlsson, *Mgr.*) *CellDBuE*70′279*t*	464·6 468·5(O.L.) P96′F37′ FK *DTf*29′470*tFPT*11	59·3	35·8	Gothenbrg Swedish 10*BHptAsp* 4*tAPT*248*t*	Oil Engines 4S.C.SA 14Cy.$21\frac{5}{8}$″–$39\frac{3}{8}$″ 633NHP 2DB*150lb* GotaverkenA/B.Got.	35 ″ 6 s8 ″ $4\frac{1}{4}$ 27 ″ $4\frac{1}{2}$	
26334 ~~OZFH~~	**Kalö** D.F. 1*Dk* *Cruiser Stern*	1973 1778 1154					1937	Helsingörs Jernsk&Msk. Elsinore	~~A/S Dampskibs.~~ ~~"Heimdal" (M.~~ ~~Carl, *Mgr.*)~~	271·8 P21′B59′F27′	42·1	19·8	~~Copnhagn~~ ~~Danish~~ British *WB*	C.3Cy.(2)$15\frac{3}{4}$″&$39\frac{3}{8}$″–$37\frac{3}{8}$″& LP turbine with reduction gear & chain drive 213NHP HS2870 ElsinoreS.B.Co.Elsinore		VL
26335	**Kalpaks** (*ex*Leyton,*ex*MarieLouise) 1*Dk*	2190 1718 1182					1913	Atel.&Ch. de laLoire Nantes	Tv."Kalpaks" redereja (M.Kalnins, *Mgr.*)	269·9 P19′B55′F23′	39·4	20·5	Latvian *WB*	T.3Cy.$18\frac{1}{8}$″,$29\frac{15}{16}$″&$49\frac{7}{32}$″– $37\frac{13}{16}$″ 147NHP Atel.&Ch.delaLoire,Nts.		V
26336 OXBS	**Kalundborg** Ⓟ (*Ferry*) *OilEng.* D.F. 3*Dks*	1359 953 552					1931	Akt.Burmeistr&Wain Copenhagen	DeDanskeStatsbaner	257·7	40·0	14·4	Kalundbrg Danish *WB*	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 404NHP Akt.Burmeistr&Wain,Cpn		
26337 50 SVAY	**Kalypso Vergotti** (*ex*WarServer) *ss*Bly.No.3–2,31 *ss*Gen.No.1–36 1*Dk*(*Stl*)	5686 4776 3176	✠100A1 5,41 Examined 5,41	Bry Cff LMC6,40	*y*	CL 2,39	1918 7mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton '*sA&CP*	EptanisosSSCo.Ld. *CellDB*345′1122*tDT*	400·4 P49′B113′F39′ FK *a*28′1167*t FPT*123*t*	52·3	28·5	Argostoli Greek 7*BHptCem* *APT*198*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5″$11\frac{1}{2}$ 25 ″ $3\frac{1}{2}$	
26338 UOCB	**Kama** (*ex*Skogvik–33,*ex*York, *ex*LakeHelen) *ss*NNs.No.3–4,29 *ss*Osl.No.1–32 1*Dk*(*Stl*)	1921 1672 1094	✠ ... 7,34 ✠	Osl	*r*		1918 9mo	M'Dougall- DuluthCo. Duluth,Min. *CellD*	U.S.S.R.	251·0 P27′B64′F35′ FK *B*214′581*t FPT*70*t*	43·6	18·1	Leningrad Russian 4*BHCem* *APT*94*t*	T.3Cy.$17\frac{1}{2}$″,33″&54″–40″ 274NHP 2SB,6*cf*,GS126,HS5246 McDougall-DuluthCo.	20 ″ 3	
26339 35367 JFZC	**Kamakura Maru** Ⓟ **TwinSc** (*ex*ChichibuMaru–39) *ss*Yka.No.2–38 *Ref.Mchy.* *OilEng.* D.F. GyC. 3*Dks*(*Stl–Wther dk pt*teaks) 4*th dk*(*Stl*)*inNos.*1,2&3*holds* *CruiserStern*	17526 11586 10275	✠100A1 *withfreeboard* 5,41 ~~11,40~~ ✠LMC CS2,38 DBS11,40 6,40 ✠Lloyd'sRMC~~2,41~~ 7,41 *Fitted for carrying oil* 3,30 *F. P.above* 150° F. *in deep tanks*	Yka	*l*†	CL P1,39 S1,40	1930 3mo *Lloyd*	Yokohama DockCo.Ld. Yokohama '*sA&CP* *CellDB*455′	NipponYusenK.K. U 2131*t DTsa*40′ 746	560·0 583·0(O.L.) B&F479′ *pper bridge*343′ FK *tDTf*11′627*t FPT*1	74·0	42·5	Tokyo Japanese 10*BHptCem* 06*tAPT*276*t*	Oil Engines 4S.C.DA 16Cy.$33\frac{1}{16}$″–$59\frac{1}{16}$″ 2DB*120lb* 3380NHP Akt.Burmeistr&Wain,Cpn	42 ″ 6 s14 ″ 3 28 ″ 6	
26340 UOGI	**Kamchadal** (*ex*LakeFansdale) 1*Dk*2*trB* *Fitted for oil fuel*	2598 2243 1609	✠ ... 1,21 ✠				1919 10mo	American S.B.Co. Lorain,O.	U.S.S.R.	250·9 P25′B64′F23′ FK	43·6	26·1	Vladvostk Russian *WB*	T.3Cy.21″,35″&59″–42″ 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	
26341 UOEI	**Kamchatka** (*ex*Chase,*ex*Paria, *ex*LakeElrio) 1*Dk* *Fitted for oil fuel*	2701 2233 1517					1919	Gt. Lakes Eng.Works Ashtabula,O	U.S.S.R.	253·8 B95′	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.19″,35″&59″–42″ 226NHP GreatLakesEng.Works, Ashtabula,O.		
26342 UVBL	**Kamchatneft-Razvedka** (*ex*CommercialAlabaman–38, 1*Dk*2*trB* *ex*Commercial *Fitted for oil fuel* Mariner,*ex*Rushville) D.F.	2560 2203 1586	✠ ... 10,20 ✠				1920 5mo	Toledo S.B.Co Toledo,Ohio	U.S.S.R.	251·0 P25′B64′F23′ FK	43·6	25·8	Petropavlosk Russian *WB*	T.3Cy.22″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo	28 ″ 2	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26343 UNZW	**Kamenets-Podolsk** ssHam.No.3-10,27 2*Dks*	5117 4697 3131	✠ ... 1,30 ✠				1915 10mo	Bartram&Sons,Ld. Sunderland	U.S.S.R.	400·0 P36'B119'F40'	52·4	28·0 FK	Odessa Russian *WB*	T.3Cy.27½″,45″&75″–48″ 476NHP J.Dickinson&Sons,Ld.Sld.	30 ″ 6	
26344 DJWR	**Kamerun** *OilEng.* D.F. 2*Dks* *CruiserStern*	5042 3966 2844					1938	Bremer Vulkan Vegesack	WoermannLinie A.G.	418·2 F35'	58·6	21·4	Hamburg German *WB*	Oil Engines 2S.C.DA 8Cy.23⅝″–43$\frac{5}{16}$″ 1556NHP BremerVulkan,Vegesack		G
26345 42936 JNJL	**Kamikawa Maru** D.F. GyC. *OilEng.* 1*Dk&Shelterdk* *Ref.Mchy. CruiserStern*	6853 — 3956					1937	Kawasaki Dkyd.Co.Ld Kobe	KawasakiKisen K.K.	479·4 P47'F44'	62·3	30·3	Kobe Japanese *WB*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″–47¼″ 1860NHP KawasakiDkydCoLdKobe		C
26346 44360 JZKL	**Kamikaze Maru** *Cruiser Stern*	4916 — 2954					1937	OsakaIron Works,Ld. Osaka	TodaiKisenK.K.	369·8	54·1	29·2	Osaka Japanese	1 steam turbine DR geared 542NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
26347 44769 JMMM	**Kamikaze Maru No. 2** **Wood** *OilEng.*	382 — 294					1938	Obayasi Ta Nakano	IinumaKoziro	124·2	28·2	13·6	Tokyo Japanese	Oil Engines		
26348 43455 JHKL	**Kamitu Maru** (*ex*KamitsuMaru-38) 2*Dks* *Cruiser Stern*	2721 — 1539					1937	Harima S.B.&Eng. Co.Ld. Harima	SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*)	303·0 P32'B76'F34'	45·0	24·5	Kobe Japanese	2 steam turbines DRgeared to 1 screw shaft 267NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
26349 11082 JKOB	**Kamo Maru** Ⓟ **TwinSc** ssYka.2ndNo.3-4,32 ssYka.No.1-37 D.F. 2*Dks*(*Stl–U* teak s) *deepframing&Webframeslower dk(Stl)* *inNos.1&3holds*	7955 6730 4886	✠ ... 3,41 ✠	Yka	*d*†		1908 6mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *CellDBa*	464·9 473·4 P61'B176'F54' 139'*uE&B*85'*f*180'	55·8	34·5 FK	Tokyo Japanese 7*BHCem* 1609*t FPT*	T.6Cy.25″,41½″&69″–48″ 973NHP 6SB,*18cf*,GS338,HS14276 MitsuBishiD.&E.Wks Nag 143*tAPT*48*t*	34 ″ 6	
26350 44513 JDOM	**Kamogawa Maru** *OilEng.* D.F. 2*Dks* *CruiserStern*	6441 5757 4832					1938	Mitsubishi Jukogyo K.K Yokohama	ToyoKaiunK.K.	439·4 P36'B167'F38'	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–43$\frac{5}{16}$″ 1166NHP MitsubishiJukogyoK.K. Yka.		C
26351 42699 JKIL	**Kamoi Maru** D.F. 2*Dks* *CruiserStern*	5356 4534 3225					1937	Mitsui Bussan Kaisha,Ld. Tama	HokaidoTanko KisenK.K.	391·4 P31'B135'F30'	53·8	29·8	Tokyo Japanese *WB*	T3Cy.23⅝″,36⅝″&66$\frac{15}{16}$″–47¼″ &exhaust turbine driving steam compressor 407NHP MitsuiBussanKaisha,Ld. Tama		C
26352 136519 VPKZ	**Kampar** 1*Dk*	971 796 499					1915	Hong K'ng &Whampoa DockCo.Ld. HongKong	StraitsS.S.Co.Ld.	223·2	36·0	13·2	Singapore British *WB*	T.3Cy.17″,27″&44″–30″ 106NHP HongKong&Whampoa DockCo.Ld.HongKong		
26353 PKHF	— *OilEng.* *Mchy.Aft* 1*Dk*	574 350 387					1930	N.V.Schps "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·4 B32'F25'	28·9	9·3	Batavia Dutch *WB*	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$″–15¾″ 122NHP SulzerBros.Winterthur		V
26354 139557 VPKJ	**Kamuning** Ⓟ 2*Dks*	2076 1838 1275					1916	Taikoo Dckyrd&Eng Co.of HKgLd HongKong	StraitsS.S.Co.Ld.	279·0 F24'	41·1	20·5	Singapore British *WB*	T.3Cy.18″,29″&48″–33″ 132NHP TaikooDockyard&Eng.Co. of HongKong,Ld.HKg		
26355 161120 GKSJ	**Kana** ssGls.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* E.S.D. *Tonnageopening closed'41(W.E.)*	2783 2245 1479	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~ ~~12,40~~ 1,42 ✠LMC MS9,38 ~~BS3,40~~ 3,41 Lloyd'sRMC ~~12,40~~ ~~7,41~~ 1,42	Hul	*v*	CL ~~8,38~~ 1,42	1929 11mo *Lloyd*	A.McMil- lan&Son,Ld. Dumbarton '*sA&CP* *CellDB2*	MossHutchison Line,Ld. 80'709*tDTa*20'488	333·1 347·7(O.L.) F29' *tFPT*89*tAPT*17*t*	47·2	19·5 FK (	Liverpool British 6*BHptCem* *ptAsp* *CollToShdk* 5 ,, *2nd*,,)	T.3Cy 23½″,39″&65″–48″ (*s*) 200lb 418NHP 2SB&1AuxSB,*8cf*,GS208, HS6020 FD D.Rowan&Co.Ld.Glasgow	~~22 ″ 3~~ ~~1 ″ 3¼~~ ~~21 ″ 2¾~~ 30 ″ 3 s8 ″ 6¼ 21″11¾	
26356 406 JKOA	**Kanan Maru** Ⓟ *OilEng.* 1*Dk*(*Stl*)*2nd dk*(*Stl*)*except* *in foremost&aftermost holds*	3293 2793 1946	✠ ... 5,35 ✠	Drn	*v*		1931 5mo	Mitsubishi ZosenKaisha Ld. Nagasaki	DairenKisenK.K. *Cell DB*220'601*tT*	336·6 P21'B73'F35' *anks in way of tunn*	48·5	24·0 FK	Dairen Japanese 5*BHptCem* *el*248*tFPT*6	Oil Engines 2S.C.SA 4Cy.23⅝″–41¾″ 389NHP Gebr.Sulzer,Ludwgshfn. 7*tAPT*88*t*	24 ″ 0	
26357 27472 JHBA	— Ⓟ 2*Dks*	2567 2009 1583	✠ ... 1,23 ✠				1920 12mo	OsakaIron- works,Ld. Osaka	OsakaSyosenK.K.	284·5 P41'B100'F34'	42·5	23·0 FK	Osaka Japanese *WB*	T.3Cy.21″,35″&58″–39″ 288NHP OsakaIronWorksLd.Osaka	23 ″ 0	
26358 8226 SKYN	**Kanangoora** **TwinSc** *OilEng.* D.F. 1*Dk&Shelter dk* E.S.D. *3rd dk in No.1hold* *CruiserStern* *Strengthened for navigation in ice*	*5061* *3985* *2624*	✠100A1 *withfreeboard* ~~7,41~~ ~~12,40~~ 2,42 ✠LMC CS2,42 2,40	~~Mel~~ ~~VerS~~Fo	*a*†	OG 8,41	1938 1mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	RederiA/B Trans- atlantic(G. Carlsson,*Mgr.*) *Duct keel fwd.of* *CellDB*355'1515*t*	430·2 437·9(O.L.) *mchy.space* *Tanks at sidesoftun*	56·7	23·4 FK (	Gothenbrg Swedish 7*BH* *Coll toSh dk* 6 ,, *2nd*,,) *nels* 590*tFP*	Oil Engines 2S.C.SA 16Cy.24$\frac{7}{16}$″–45¼″ 1659NHP GötaverkenA/B,Got. *T*45*tAPT*143*t*	29 ″ 0 s3 ″ 0 26 ″ 2	
26359 TCET	**Kanarya** (*ex*Largo-34,*ex*Everglades) Sub.Sig. 1*Dk*	2363 1884 1407	✠ ... 4,22 ✠				1919 3mo	TampaS.B. &Eng.Co. Tampa,Fla.	Zonguldak Vapurculuk ve Kömürcülük LimitetSirketi	263·4 P22'B65'F29'	42·4	22·2 FK	Zonguldak Turkish *WB*	T.3Cy.19″,30½″&51″–36″ 262NHP TampaS.B&EngCoTampa	24 ″ 2	N †
26360 120621 GMJZ	**Kanchow**	2001 1728 1222					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	267·2 B81'F34'	40·2	21·7	London British *WB*	T.3Cy.20″,33½″&56″–39″ 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
26361 32653 JUJB	**Kanda Maru** (*ex*Seneca) ssP.Me.No.1-27 1*Dk* *Fitted for oil fuel*	2220 1963 1304	✠ ... 9,27 ✠				1920 11mo	American S.B.Co. Cleveland	FukuyoKisenK.K.	251·0 P27'B64'F26'	43·5	24·2 FK	Kobe Japanese *WB*	T.3Cy.21″,33″&54″–40″ 267NHP AmericanS.B.Co.	24 ″ 2	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Details des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
26362 71 YLAW	**Kandava** (exGudrun,exGratia) ssLie.3rdNo.3-5,39 1Dk(ptStl&ptIrn)&deep framing&ptAwng dk(Irn) Cargo battens not fitted	1926 1326 1153	✠100A1 pt Awng dk withfreeboard 5,39 ✠LMC MS5,39 BS7,40 No later survey reported	Lie	q	CL 5,39	1901 7mo	J.Crown Sunderland A&CP	SteamshipCo. Latvia-Belgium LineLd.(Seeberg Bros.Mgrs.) Cell DBa68'uE18	257·8 Q82' ptAwng dk174' FK f116' 452tFPT31t	38·0	16·2	Riga Latvian 4BHCem APT48t	T3Cy.19½",32½"&53"-36"(s) 160lb 80lb 174NHP 2SB,4pf,GS79,HS2700 G.Clark,Ld.Sunderland	18 " 6 s " 6 18 " 2	
26363 DORW	**Kandelfels** OilEng. D.F. E.S.D. 2Dks Ref.Mchy. CruiserStern	7766 7043 4783					1936	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6 P64'B207'F66'	61·3	31·1	Bremen German WB	2OilEngines 2S.C.DA 12Cy.20⅞"-29$\frac{15}{16}$" SR geared to 1 sc. shaft 1830NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
26364 52 YLAX	**Kangars** (exAlfredCalvert, exWeardale) ssLie.No.3-3,37 1Dk(ptIrn&ptStl)&Webframes Cargo battens not fitted	2722 2551 1746	✠100A1 3,39 BS5,40 ✠LMC3,37 No later survey reported	Lie	u	CL 2,39	1903 6mo Lloyd	J.Blumer &Co. Sunderland 'sA&CP	Tv.Kangars redereja (A.Kalnins,Mgr.) CellDBa104'	313·8 P28'B88'F32' FK uE&B42'f122'718t	46·4	20·7	Riga Latvian 5BHCem APT99t	T.3Cy.23",38"&62"-42" (s) 160lb NDB18 257NHP 2SB,6pf,GS111,HS3974 J.Dickinson&Sons,Ld Sld.	23 " 0 s 3 " 5¼ 19 " 10	
26365 158021 VPJJ	**Kangting** Ⓟ TwinSc (exChiPing-35) 1Dk	646 303 357					1924	Kiangnan Dk&EngWks Shanghai	TaikooChinese Nav.Co.Ld.	150·0	26·5	6·5	HongKong British	T.3Cy.11",16½"&26½"-16" 2WTBmade1917 56NHP KiangnanDk.&Eng.Wks.		
26366 159559 VLFS	**Kanimbla** Ⓟ TwinSc OilEng. D.F. E.S.D. ssSyd.No.1-39 3Dks,4th dk forward of mchy.space Ref.Mchy. CruiserStern	10985 7280 6585	✠100A1 withfreeboard 10,39 ✠LMC CS10,39 DBS10,39 10,36	Syd	f† 2¼	CL S10,38 P4,39	1936 4mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP CellDB388'	McIlwraith McEacharnLd. 1260tTanks at sides	468·8 B256'F90' FK&BK2" of tunnels 55' 395t	66·3	30·2	Melbourne British 8BHptCem FPT91t APT118t	Oil Engines 4S.C.SA 16Cy.29⅛"-59$\frac{1}{16}$" 1305NHP DB100lb Harland&Wolff,Ld.Bel.	36 " 0 ~~s12 " 0¾~~ ~~24 " 2¾~~	
26367 UNAG	**Kanin** Ⓟ (exSergeiWitte) 1Dk(ptStl-ws)&Awng dk	720 685 414	✠ 1,04 ✠	Nwc	i		1898 8mo	Wigham Richrdsn&Co Newcastle	U.S.S.R.	187·3 B39' FK CellDBa	27·8	17·6	Archangel Russian 4BHCem 40'f26'71t	T.3Cy.16",25"&42"-30" NB33 112NHP 1SB,3cf,GS66,HS1920 WighmRichrdsn&Co.Nwc.	19 " 0	
26368 27915 JOUA	**Kanko Maru** Ⓟ (exGalston, exSanFortunio, ssKob.2ndNo.3-2,24 exGraf 1Dk2trB&Webframes Stroganoff,exPorpoise)	2995 2791 1813	✠ ... 5,26 ✠				1903 10mo	Furness, Withy&CoLd WHartlepool	IinoKisenK.K.	324·7 P25'B94'F32' FK	47·0	22·3	Hutyu Japanese WB	T.3Cy.23½",38"&64"-42" 301NHP Richardsons,Westgarth& Co.Ld.Hpl.	24 " 10	C †
26369 44751 JFYM	— 2Dks CruiserStern Longitudinal framing in DB	2929 2270 1671					1938	Uraga DockCo.Ld. Uraga	OsakaSyōsenK.K.	297·9 P24'B98'F32'	45·0	23·8	Osaka Japanese WB	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"- 13¾"SR geared & LPturbine DR geared to sc shaft HS3445 255NHP UragaDockCo.Ld.Uraga		
26370 1102 JEJG	— Ⓟ (exTokoMaru) 1Dk	1288 — 759					1917	Ishikawa- jimaS.B.& E.Co.Ld. Tokyo	TyosenYusenK.K	230·0 P28'B53'F24'	33·0	19·6	Zinsen, Korea Japanese WB	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
26371 21554 JNTD	**Kankyo Maru** (exKifunezan MaruNo.2-32) ssOsaNo.3-1,30 2Dks	3204 2675 1944	✠ ... 6,32 ✠				1918 1mo	OsakaIron Works,Ld. Osaka	TyosenYusenK.K.	305·0 P25'B94'F33' FK WB	43·7	27·2	Zinsen, Korea Japanese	T.3Cy.22",38¼"&61"-42" 280NHP OsakaIronWrks.Ld.Osaka	27 " 3	
26372 KZAW	**Kanlaon II.** TwinSc OilEng. ssCebu.No.2-40 1Dk(Teak) &Webframes	477 — 211	✠100A- For Philippine Coasting Service ~~9.40~~10,41 ✠LMC9,39 No later survey reported	~~Cebu~~ Ilo	i	CL N9,39	1931 3mo Lloyd	HongK'ng &Whampoa DockCo.Ld HongKong 'sA&CP	E.Lopez	176·2 F27' FK FPT	30·2	10·0	IloiloP.I. Utd.States 4BHCem 18tAPT30t	Oil Engines 2S.C.SA 12Cy.13⅜"-22$\frac{7}{16}$" 374NHP Atlas-DieselA/B,Skm.	12 " 3 s1 " 10½ 10 " 9	
26373 1120	**Kannan Maru** (exAichiMaru) Sp 2Dks	378 341 218					1905	A.Naka- mura Osaka	SaijoRihachi	144·2	21·1	15·8	Fusan Japanese	C.2Cy.14"&30¼" 35NHP		
26374 OHEP	**Kannas** Wood 1Dk	354 — 224					1930	.... Björkö	LaivaO/Y Kannas (K.Soini)	133·3 126·9	28·0	11·1	Åbo Finnish	Steam Engine		
26375 7515 JGOF	**Kannoura Maru** Ⓟ Sp (exUwajimaMaruNo.11-36) 2Dks	577 — 335					1907	S.Ono Osaka	TosaSyosenK.K.	175·2	22·8	16·5	Yawata Japanese	T.3Cy.13¼",21$\frac{15}{16}$"&34½"-24" 58NHP S.Ono,Osaka		
26376 39657 JRNJ	**Kano Maru** OilEng. ssKob.No.1-38 2Dks D.F. GyC. 3rd dk except in after hold Tonnage opening closed '38 CruiserStern	8572 7847 5152	✠100A1 withfreeboard 2,41 ✠LMC CS9,38 DBS2,41 12,39 Carrying cargo oil F.P. above150° F. in deep tanks	Kob	d†	CL 12,39	1934 8mo Lloyd	Uraga DockCo.Ld. Uraga 'sA&CP	Upper'tween dk BHs except Coll CellDB343'1366t	453·5 40·1 F39' FK (BH dispensed with DTsa49'1364t Tanks at sides of	60·7	30·8	Tokyo Japanese Coll to Wdk 7 ,,2nd,,)	Oil Engines 2S.C.DA 7Cy.29$\frac{15}{16}$"-47¼" 2187NHP DB100lb MitsubishiJukogyoK.K. Nag. tunnel187tFPT72tAPT71t	40 " 1 s12 " 3¾ 27 " 11½	
26377 19765 JZLB	— (exSenkaiMaru-32) 1Dk	1275 1037 907					1917	HarimaCo. O'Harima	KanoKisenK.K.	228·0	33·0	18·7	Kobe Japanese WB	T.3Cy.14⅔",24⅓"&40$\frac{1}{16}$"-30" 38NHP OkamotoTosaburo,Osaka		
26378 23126 JCYC	**Kano Maru No. 3** (exGinzan Maru-36) 1Dk	1708 — 1005					1918	....	KanoKisenK.K.	250·0	37·7	20·5	Kobe Japanese			
26379 36399 JJOC	**Kansai Maru** TwinSc (exKwansaiMaru-37) OilEng ssKob.No.2-38 Ref.Mchy. 2Dks(Stl)3rd dk(Stl) GyC. except in after hold CruiserStern	8614 7971 5204	✠100A1 withfreeboard 5,41 ~~1,40~~ ✠LMC CS12,38 DBS~~1,40~~5,41 ~~1,40~~5,41 ✠Lloyd'sRMC~~11,40~~5,41 Fitted for carrying oil 12,30 F.P. above 150° F. in deep tanks	Kob	d†	CL 12,38	1930 12mo Lloyd	Yokohama DockCo.Ld Yokohama 'sA&CP	CellDB318'1317t	461·7 F36' FK Tanks in way of tunnels650tDTs a44' 1017t FPT	61·5	39·7	Hutyu Japanese 8BH 1 ,, to 3rd dk 88tAPT86t	Oil Engines 2S.C.DA 12Cy.23⅝"-35$\frac{7}{16}$" 2350NHP DB100lb Maschfbk.Augsburg- NürnbergA.G.Augsburg	39 " 9 s12 " 0¼ 28 " 1¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
26380 15179 JPLE	**Kansai Maru No. 1**	483 445 275					1912	Shirato Zosensho Osaka	TurumaruHirotaro	170·0	22·0	17·0	Osaka Japanese	T.3Cy.11",18"&30"-20" 40NHP HiraoTokichi,Osaka		
26381 216438 WACI	**Kansan** (*ex*SantaOlivia) *ss*S.Fo.No.3-4,30 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNo.*1*hold only & Web frames* D.F. *Longitudinal framing* *Fitted for oil fuel*	4870 4353 2892	✠ ... 12,34 ✠	SFo	*z*		1918 7mo	W Cramp& SonsS&EBCo Philadelphia	American-HawaiianS.S.Co. *CellDB*346'1209*t* *DTf*32'826*tFP*	404·6 F31'*onShelterdk*FK *Coll* *T*71*tAPT*16*t*	53·7	26·2 34·2	NewYork Utd.States *BH to Sh dk* 5 ,, ,, *U* ,, 1 ,, ,,2*nd*,,	Q.4Cy25½"37"52½"&76"-54" 629NHP 3SB,12*cf*,GS214,HS8881 WCramp&SnsS&EBC.Phl *only*	28 ″ 9	R †
26382 318 JPSC	**Kanseisi Maru** *ss*Drn.No.1-34 *Mchy.Aft* 1*Dk*(*Stl*)	4805 3978 2731	✠ ... 1,38 ✠	Nag	*x*		1929 4mo	OsakaIron Works Osaka	DairenKisenK.K. *CellDB*	371·0 P96'B19'F47' FK 295'1004*t FPT*529*t*	51·0	29·0	Dairen Japanese 6*BHptCem* *APT*232*t*	T.3Cy.22¼",37"&61"-42" 346NHP 2SB,6*cf*,GS115,HS5002 OsakaIronWorks,Osaka	29 ″ 0	
26383 36105 JJKC	**Kanto Maru** TwinSc (*ex*KwantoMaru-37) *OilEng.* *ss*Kob.No.2-38 *Ref.Mchy.* 2*Dks*(*Stl*)3*rddk*(*Stl*) GyC. *except in after hold* *CruiserStern*	8607 7971 5188	✠100A1 *withfreeboard* 2,41 ✠LMC CS11,38 DBS3,40 3,40 ✠Lloyd'sRMC2,41	Kob	*d*†	CL 11,38	1930 9mo *Lloyd*	Yokohama DockCo.Ld Yokohama *'sA&CP*	HaradaKisenK.K. *CellDB*318' 131 *tunnels*650*tD*	461·7 F36' FK 7*t Tanks in way of* *Ts a* 44' 1017*t FPT*	61·5	39·7	Hutyu Japanese 8*BH* 1 ,, *to 3rddk* 88*t APT*86*t*	Oil Engines 2S.C.DA 12Cy.$23\frac{5}{8}$"-$35\frac{7}{16}$" 2350NHP DB*100lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg	39 ″ 9 s12″0¼ 28 ″ 1¾	
			Fitted for carrying oil			9,30 *F.P. above* 150° F. *in deeptanks*										
26384 22296 JBFC	— Ⓟ (*ex*KwantoMaru-38) 1*Dk*	1547 1316 879					1918	Yokohama DockCo.Ld. Yokohama	SettuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*)	240·0 P29'B58'F30'	33·5	22·5	Hutyu Japanese *WB*	T.3Cy.15½",25½"&42"-30" 97NHP YokohamaDockCo.Ld.		
26385 23846 JLAE	**Kanzaki Maru** (*ex*Kirishima MaruNo.22) 1*Dk*	1294 — 709					1918	Matsuda Co. Osaka	TaiyoKisenK.K.	221·0	32·7	20·5	Hutyu Japanese *WB*	T.3Cy.16",26"&42"-30" B*made—refitted*18 97NHP MatsudaCo.Osaka		
26386 1331 JLXB	**Kanzyo Maru** Ⓟ (*ex*KanjoMaru-31, *ex*ToyeiMaru) 1*Dk*	2197 1891 1296					1918	Ishikawa-jimaS.B.Co. Tokyo	TyosenYusenK.K.	268·0 P13'B58'F27'	40·7	23·5	Zinsen, Korea *WB* Japanese	T.3Cy.19",31½"&52"-39" Ishikawajima 169NHP S.B.Co.Ishikawajima		
26387 31177 JDZB	**Kanzyu Maru** Ⓟ TwinSc (*ex*LaPlataMaru-41) *OilEng.* *ss*Kob.No.3-6,35 *ss*Kob.No.1-39 3*Dks*(*Stl-Weather dk* ws) *Ref.Mchy.* GyC.	7267 6088 4378	✠100A1 *withfreeboard* 6,41 ~~3,40~~ ✠LMC CS5,39 DBS~~3,40~~6,41 3,40 ✠Lloyd'sRMC4,40	Kob	*b*†	CL ~~s10,37~~ P11,40 s6,41	1926 4mo *Lloyd*	Mitsubishi ZosenKaisha Ld.Nagasaki *'sA&CP*	OsakaSyosenK.K. *CellDB*353'1368*t* *Tanks at sides*	430·0 B63'F47' FK *of tunnels*719*tFPT*	56·0	36·0	Osaka Japanese 7*BHptCem* 117*tAPT*46*t*	Oil Engines 2S.C.SA 12Cy.$23\frac{5}{8}$"-$41\frac{3}{4}$" 1164NHP DB*100lb* SulzerBros.Winterthur	36 ″ 0 s11″2¾ 25 ″ 2¾	
26388 147679 GKLS	**Kaolack** TwinSc *Ref.Mchy.* *Mchy.Aft* 2*Dks*	1837 1547 1021	✠Lloyd'sRMC2,40				1917	Atel.&Ch. delaLoire St.Nazaire	ZubiShippingCo. Ld.	268·8 P59'B39'F41'	35·8	19·1	London British *WB*	C.4Cy.$20\frac{1}{16}$"&$35\frac{7}{16}$"-$24\frac{3}{8}$" 103NHP Atel.&Ch.delaLoire,Nts.		V
26389 122748 VJNT	**Kapara** *ss*Syd.2ndNo.3-8,38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	846 642 403	✠100A1 ~~2,41~~12.41 BS9,41 ~~BS8,40~~ ✠LMC8,38	~~Mel~~ Adl	*k*	CL ~~N6,38~~ 12,41	1914 2mo *Lloyd*	J.Crown& Sons,Ld. Sunderland *'sA&CP*	TheAdelaide SteamshipCo.Ld.	195·0 FK Q61'B11'F22' *FPT*	32·1 *34·0*	12·6	Melbourne British 3*BHCem* 60*tAPT*17*t*	T.3Cy.14½",24"&39"-27" (*s*) 180lb *100lb* 77RHP 1SB,3*pf*,GS52,HS1692 MacColl&Pollock,Ld.Sld.	13 ″ 9 s1 ″ 4 12 ″ 7	
26390 TCCB	**Kaplan** (*ex*Rosalba,*ex*Orfordness) *ss*Cpl.3rdNo.3-10,27 *ss*Ist.No.1-32 1*Dk*(*Irn*)&*Webframes&ptAwngdk*(*Irn*)	1853 1688 1137	✠ — 9,35 ✠	Ist	*r*		1890 10mo	Richardsn Duck&Co. Stockton	MehmetDogan& SadikZadeFehmi *CellD*	270·0 Q105' *ptAwng dk*165' FK *B*226'428*tAPT*30*t*	37·1	17·0	Istanbul Turkish 4*BHptAsp* *ptCem*	T.3Cy.21",34"&$56\frac{5}{16}$"-36" 187NHP 2SB,4*cf*,GS60,HS2800 Blair&Co.(Lim.),Stockton	19 ″ 6	
26391 LCTI	**Kaprino** (*ex*Ocland) *TurretDeck* D.F. *Mchy.Aft* 1*Dk*	3249 2462 1881					1907	Sunderlnd S.B.Co.Ld. Sunderland	A/S Inger(Jacob KjödeA/S,*Mgrs.*)	306·6 P187*t*H20*t*	47·0	22·3	Bergen Norwegian *WB*	T.3Cy.24",40"&65"-42" 274NHP N.E.MarineEng.Co.Ld.Sld		N
26392 UPDP	**Kara** Sub Sig. 1*Dk*	2325 2020 1292					1933	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·7 P34'B75'F36'	43·2	20·6	Archangel Russian *WB*	T.3Cy.$17\frac{11}{16}$",$29\frac{1}{8}$"&$48\frac{7}{16}$"-$35\frac{7}{16}$" 193NHP S.B.Yard"Marti"Len.		
26393 162683 GQTM	**Karabagh** *OilEng.* *ss*Nwc.No.1-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *Special Surveys to date from* 4,34	6427 6085 3863	✠100A1 11,41 ~~3,41~~ ✠LMC CS5,38 DBS3,41 1,40	~~Shl~~ Mdb	*a*†	CL 3,41	1932 1mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow *'sA&CP*	BalticTradingCo. Ld. *CellDBuE* 48'130*tDT*	426·4 P89'B35'F45' FK *f*38' 344*t FPT*167*t*	57·2	32·3	London British 17*BH* (8 *to* 2*nd dk*) *APT*68*t*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 2DB*150lb* 490NHP J.G.Kincaid&Co.Ld.Grk.	32 ″ 2 s5″10¼ 26 ″ 6	
			CarryingPetroleum in bulk													
26394 25486 JKHD	**Karachi Maru** *ss*Kob.No.3-4,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5860 5586 4259	✠ ... 8,34 ✠	Osa	*y*		1919 8mo	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoKisen K.K. *CellDB*334'1118*t*	385·0 FK *FPT*126*tAPT*93*t*	51·0	36·0	Hutyu Japanese *ptCem* *Collision BH to A dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"-48" 437NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 KawasakiDkydCoLdKobe	36 ″ 0	C †
26395 TCBV	**Karadeniz** Ⓟ (*ex*Wilis) 3*Dks*	4731 3640 2926					1905	Kon.Maats deSchelde Flushing	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	394·0 P72'B176'F80'	47·1	27·2	Istanbul Turkish *WB*	T.3Cy.28½",48"&82"-60" 520NHP Maats.deSchelde,Flushing		
26396 UOJB	**Karaga** (*ex*Tosna,*ex*Laurelpark-33) *ss*Gls.No.2-30 1*Dk*(*Stl*)	1943 1744 1188	✠ ... 10,34 ✠	Shl	*r*		1922 8mo	Grange-mouthDkyd. Co.Ld. Grngemouth	U.S.S.R. *CellDBa*63'*uE*2	280·2 P21'B68'F29' FK 8'*f*124'549*tFPT*44*t*	41·9	19·0	Vladvostk Russian 4*BHCem* *APT*42*t*	T.3Cy.21",35"&57"-36" 227NHP 2SB,6*cf*,GS113,HS3712 D.Rowan&Co.Ld.Glasgow	20 ″ 9	
26397 137841 GRZM	**Karagola** Ⓟ TwinSc *ss*Bom.No.3-9,29 D.F. *Ref.Mchy.* *ss*Cal.No.2-37 1*Dk*(*Stl*)&*Awng dk*(*Stl*-teak s)&2*nd dk* *CruiserStern* (*Stl*)*inNos.*1&2*holds*	7053 5316 3647	✠100A1 *Awng dk* *withfreeboard* 10,41 ~~6,40~~ ~~BS9,39~~ 8,41 ✠LMC~~8,37~~ 8,41	~~Cal~~ Bom	*a*†	CL 6,40	1917 4mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, LdNewcastle *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell*	425·0 P35'B163'F46' FK *DB*355'825*tFPT*52*t*	55·8	31·2	Glasgow British 7*BHCem* *APT*60*t*	T.6Cy.25½",43"&73"-48"(*s*) 215lb FD 1410NHP 8SB,24*cf*,GS460,HS22696 Swan,Hunter&Wigham Richardson,Ld.Nwc.	33″10 s7″10¾ 26 ″ 5	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
26398 9043 JJXE	**Karahuto Maru** Ⓟ TwinSc (exKarafutoMaru-38, exIkiMaru-37) 2Dks	1599 1417 815					1905	MitsuBishi Dkyd&EWks Nagasaki	KitaNipponKisen K.K.	272·9	35·8	22·0	Osaka Japanese WB	T.6Cy.16",26"&43¼"-30" 205NHP MitsuBishiD.&E.Wks.Nag		
26399 32419 JDIG	— Ⓟ (exKarafutoMaru-38) 2Dks	503 429 279					1927	Hakodate DockK.K. Hakodate	FujiyamaKaiun K.K.	158·0	25·8	15·8	Otaru Japanese	C.2Cy.		
26400 149326 GSMZ	**Karamea** TwinSc OilEng. Ref.Mchy. ssGls.No.2-37 D.F. E.S.D. 3Dks Tonnage opening closed'39	10530 9528 6518	✠100A1 withfreeboard 3,41 Examined 3,41 ✠LMC CS8,37 DBS6,39 3,41 11,39 ✠Lloyd'sRMC3,41	Gls	f†	CL S6,38 P9,40	1928 8mo Lloyd	Fairfield Co.Ld. Glasgow 'sA&CP	ShawSavill& AlbionCo.Ld. Upper'tween dkB CellDB408'1592t	483·0 B173'F61' FK Hs except Coll BH dispensed with FPT119tAPT75t	64·2	30·8	S'thamptn British 8BHptCem (Coll to W dk 7 „ 2nd „)	Oil Engines 2S.C.SA 12Cy.31"-43" 2020NHP 2DB100lb FairfieldCo.Ld.Glasgow	42″10 s13″4¼ 29″8½	
26401 PFGZ	**Karanan** OilEng. Mchy.Aft 1Dk&Shelter dk CruiserStern	395 255 113	✠100A1 withfreeboard 5,41 ✠LMC12,39	Fal	i	OG 3,41	1939 12mo Lloyd	DeHaan& Oerlemans Scheepsbwf Heusden 'sA&CP	W.in'tVeld Side tanks in way of hold 108'	176·7 187·3(O.L.) FK 237tDTf5'25t FPT	27·8	7·8	Groningen Dutch 3BH (Coll to Sh dk 2 „ 2nd „) 52tAPT9t	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 94NHP Klöckner-Humboldt- DeutzA.G.Köln-Deutz	9″4 s ″2 9″3	
26402 162554 GLQV	**Karanja** Ⓟ TwinSc ssBom.No.2-38 D.F. E.S.D. 2Dks(Stl-U teak s) Ref.Mchy. 3rd dk in forward holds CruiserStern	9891 6731 4646	✠100A1 7,41 ~~1,41~~ BS1,41 ✠LMC10,38 ✠Lloyd'sRMC12,39 Fitted for oil fuel 3,31 F.P. above 150° F.	Gls		CL S8,38 P2,39	1931 3mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB	471·3 486·4(O.L.) B213'F51' on Shade dk FK 415'1768t FPT112t	64·2	29·4	London British 8BHptCem APT222t	6SteamTurbinesSRgeared to 2 Sc. Shafts 1746NHP 250lb 100lb (s) FD 7SB(Spt),28cf, ,HS19810 A.Stephen&Sons,Ld.Gls.	32″6 s5″10½ 26″11¼	
26403 137801 GRZF	**Karapara** Ⓟ TwinSc ssCal.2ndNo.3-6,38 Ref.Mchy. 1Dk(Stl)&Awng dk (Stl-teak s)& 2nd dk(Stl) in Nos.1&2holds D.F. CruiserStern	7117 5339 3722	✠100A1 Awng dk withfreeboard 7,41 ~~3,41~~ BS7,41 ~~BS5,40~~ ✠LMC6,38	Bom	a†	CL 7,40	1915 8mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld Newcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDBa82'uE&B	425·0 P35'B163'F46' FK 147'f130'825t FPT	55·6	31·4	Glasgow British 7BHCem 52tAPT60t	T.6Cy.25½",43"&73"-48" (s) 215lb FD 1410NHP 8SB,24cf,GS519,HS22696 Swan,Hunter&Wigham Richardson,Ld.Nwc.	34″0 s9″8¼ 24″9¾	
26404 117428	**Karatta** Ⓟ 1Dk	553 350 239	✠ 9,07 ✠	Grk	i		1907 9mo	G.Brown& Co. Greenock	CoastSteamships, Ld.	175·0 P&B106'F27' BK7" FPT	28·1	11·4	P.Adelaide British 4BHCem 18tAPT1t	T.3Cy.15",25"&40"-27" 82RHP 1SB,3cf,GS51,HS1964 Muir&Houston,Ld.Gls.	12″0	
26405 5976 SFCW	**Kare** (exLuleå) 1Dk&ptAwng dk	*1202* *992* *701*					1902	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	238·4 Q78'H85t ptAwng dk163'	35·5	14·2	Stockholm Swedish WB	T.3Cy.17",27½"&47"-33" 127NHP HelsingörsJernsk.&Mskb.		V
26406 UNJM	**Karelia** Ⓟ TwinSc 2Dks	810 645 316					1930	StatesS.B Yard"Marti" Leningrad	U.S.S.R.	174·3 P19'B59'F24'	30·3	14·8	Archangel Russian WB	T.6Cy.8 11/16",13¾"&22 7/16"-15¾" StatesS.B.Yard 42NHP "Marti" Leningrad		
26407 OJHS	**Karen** ssCpn.No.2-26 1Dk	1194 998 728	✠ … 7,30 ✠				1917 6mo	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Progress (M.Nielsen&Sön, Mgrs.)	239·9 P27'B54'F25' FK	35·7	14·5	Copnhagn Danish WB	T.3Cy.14",24"&40"-27" 98NHP KjbnhavnsFlydk.&Skbsv.	17″3	V †
26408 LEFW	— (exBauta) 1Dk	750 555 427					1900	Trond- hjemsM.V. Trondheim	D/S A/S Aalesund (J.Amundsen, Mgr.)	195·2 Q96tB49tH11tF29t	30·1	10·9	Haugesnd Norwegian WB	T.3Cy.14⅞",23½"&38"-27" 75NHP TrondhjemsMek.Verk.		N
26409 OYIT	**Karen Toft** (exFlotterston-34, exStarkad) 1Dk	2220 1954 1269					1920	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	Dampskslsk. JutlandiaA/S (JensToft,Mgr.)	285·6 P69tH119tF13t	41·5	19·9	Copnhagn Danish WB	T.3Cy.22",35"&58"-39" 210NHP G.Clark,Ld.Sunderland		N
26410 151517 ZMGS	**Karepo** ssAuk.No.2-39 Mchy.Aft 1Dk(Stl) Cantilever framed topside tanks	2563 1998 1331	✠100A1 1,42 ~~2,41~~ 1,42 ~~BS1,41~~ ✠LMC1,39	~~Wln~~ Auk	s	CL ~~12,38~~ 1,42	1929 12mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP CellDB238'	UnionS.S.Co.of NewZealand,Ld. 717tTop side tanks	284·5 P105'B18'F26' FK BKaft½" 182'486t FPT169t	46·3	18·4	Wellingtn British 5BHCem APT97t	T.3Cy.20",33½"&55"-39" (s) 200lb 340NHP 2SB,6cf,GS125,HS5480 FD CammellLaird&CoLd.Bkn	20″9 s2″8¾ 18″1¾	
26411 121399 ZMBV	**Karetu** Ⓟ ssDdn.No.3-11,36 ssWln.No.1-40 2Dks(Stl)	3218 2818 1864	✠100A1 11,41 ~~1,40~~ BS7,41 ✠LMC11,40	Wln Ddn	u	CL N10,39	1924 10mo Lloyd	W.Gray& Co.Ld. W Hartlepool 'sA&CP	UnionS.S.Co.of NewZealand,Ld.	310·0 P23'Ba23'B84' FK Bf23'F32' CellDB265'758tFPT	46·5	23·7	Wellingtn British 6BHptCem 123tAPT62t	T.3Cy.25",41"&68"-45" (r) 200lb 414NHP 3SB,6cf,GS132,HS5727 FD Cen.Mar.Eng.Wrks.WHpl	26″3 s4″0½ 22″5	
26412 OHGX	**Karhula** (exClyneRock-33, exFranzDahl,exGlückauf) 1Dk	2103 1958 1283					1909	Flensburgr Schiffsb.Ges. Flensburg	A/B Mare (Th.Kramer,Mgr.)	305·2 297·4 P30'B54'F28'	42·4	19·2	Åbo Finnish WB	T3Cy.20 1/16",33½"&55⅞"-37⅜" 192NHP FlensburgerSchiffsb.Ges.		G
26413 LCSJ	**Kari** (exLeif-37,exBygdö) Now sailing as "Ste. Colette" 1Dk	1925 1653 1107					1920	C.Hill& Sons Bristol	Dampsk.A/STruls (M.Thorvik,Mgr.)	270·0 P69tH124tF12t	42·2	17·8	Oslo Norwegian WB	T.3Cy.19¾",33"&54¼"-36" Richardsons, 156NHP Westgarth&Co.Ld.Hpl.		N
26414	**Karibia** (exMarie) TwinSc OilEng. 1Dk	428 346 220					1921	A/S Vul- canværftet Korsör		136·9 P61'F14'	29·4	10·2	WB	Oil Engines 2S.C.SA 8Cy.16½"-18 9/16" 384NHP J&CGBolindersCoLd.Skm.		G
26415 DKAB	**Karibisches Meer** (exMendocino-39) ssN.Yk.No.3-10,28 ssShl.No.2-37 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing Fitted for oilfuel Carrying Petroleum in bulk	6864 6377 3981	✠ 5,39 ✠	Ams	a†		1917 7mo	SirJ.Laing &Sons,Ld. Sunderland CellD	JohnT.Essberger BuE&B55'142t D	424·1 P101'B28'F40' FK Tf38'511tAPT53t	57·0	33·3	Hamburg German 15BHptCem (9 „ to U dk 6 „ 2nd „)	T.3Cy.27",45"&74"-54" 559NHP 4SB,12cf,GS196,HS8248 G.Clark,Ld.Sunderland	33″0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26416 773 OHYA	**Karin** (*ex*Johanne-35, *ss*N.Yk.No.3-10,17 *ex*JohanneDybwad, 1*Dk*(*ptIrn&ptStl*) *ex*Nepos,*ex*Arranmoor) *&deep framing* D.F.	2791 2541 1618	✠ 1,23 ✠	Cpn	*t*		1904 10mo	J.Blumer &Co. Sunderland	RederiA/B Deepseatrader O/Y(Kristian Hansen,*Mgr.*) *CellD*	323·8 313·9 P28'B90'F32' *Ba* 104' *uE*22'*f*128'	46·7	20·6 FK	Helsingfrs Finnish 5*BHCem* 673*tAPT*75*t*	T.3Cy.23",38"&62"-42" 257NHP 2SB,6*pf*,GS111,HS3974 J.Dickinson&Sons,Ld.Sld	23 ″ 0	N †
26417 7368 SFDE	— (*ex*Sneppe) 1*Dk*	*1453* *1310* *838*					1902	WoodSkinner&Co.Ld. Newcastle	RederiA/B Nordia (N.M.Thore,*Mgr.*)	255·0 H80*t*F25'	36·6	17·3	Jonstorp Swedish *WB*	T.3Cy.18½",30"&49"-33" 138NHP N.E.MarineEng.CoLdNwc		V
26418 OHVE	**Karin Thordén** (*ex*Eda-34, *ex*Antares) D.F. 1*Dk*	1789 1591 1030					1919	A/S Sörlan- detsSkibs. Fevig	RederiA/B Steam (GustafB.Thorden, *Mgr.*)	277·6 264·8 P30'H164*t*B66'	42·1	17·6	Helsingfrs *Brandö* Finnish *WB*	T.3Cy.18",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad		N
26419 157661 ZMJX	**Karitane** TwinSc *OilEng.* *CruiserStern* 1*Dk* *Cargo battens not fitted* *except in upper portion of holds*	2534 1898 1278	✠100A1 7,41 ~~12,40~~ ✠LMC2,39	~~Mel~~ Wln	*s* $1\frac{9}{16}$	CL	1939 2mo *Lloyd*	Henry Robb,Ld. Leith '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*240' *Tanks at sides of*	278·8 289·5(O.L.) Q&B146'F28' 561*tMT*6'145*t* *tunnels*14' 74*t FPT*	45·3	19·1 FK	Wellingtn British 4*BHptCem* *ptAsp* 26*tAPT*40*t*	Oil Engines 2S.C.SA 10Cy.13⅜"-$22\frac{7}{16}$" 314NHP DB*140lb* A/B Atlas-Diesel,Skm.	21 ″ 6 s 2 ″ 2¾ 19 ″ 4½	
26420 2787 OHEQ	**Karjala** Wood	348 — 216					1922	A.Wahl- qvist Johannes Riosaari	LaivaO/Y Karjala (ToivoKari)	127·8 123·0	29·0	11·0	 Finnish	SteamEngine		
26421 OFDS	**Karl-Erik** (*ex*Salamis-39, *ex*Oddvar-37) 1*Dk*	1945 1684 1133					1923	Trndhjms Mek.Værks Trondheim	LovisaRederiA/B (A/B R.Nordström &Co.O/Y,*Mgrs.*)	265·8 P26'B72'F30'	42·2	17·9	Lovisa Finnish *WB*	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsMVTrndheim		N
26422 DKAR	**Karl Leonhardt** (*ex*Marietta-39, *ss*Ams.2ndNo.3-6,39 *ex*W.I.Radcliffe-35, 1*Dk*(*ptIrn ptStl*) *ex*ClarissaRadcliffe)	*6042* *5268* *3676*	✠ ... 8,39 ✠	Ams	*z*		1913 4mo	Craig,Tay- lor&Co.Ld. Stockton *CellD*	Leonhardt& Blumberg *Ba*132'*u E&B*46'*f*	415·0 P45'B241'F39' 184' 1598*t FPT*154	55·6	26·7 FK	Hamburg German 7*BHCem* *tAPT*183*t*	T.3Cy.28",46"&75"-48" 470NHP 3SB,9*cf*,GS197,HS7891 Blair&Co.Ld.Stockton	28 ″ 7	
26423 UNYB	**Karl Liebknecht** (*ex*Pallada) *ss*Oda.No.3-3,13 *Ref.Mchy.* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *&deep framing*	3341 2952 1924	✠ 6,21 ✠	Oda	*v*		1900 5mo	Howaldts- werke Kiel	U.S.S.R. *CellDBa*106'*u*	346·5 P30'B74'F40' *E*26'*f*152'622*tFPT*	46·6	24·4 FK	Odessa Russian 6*BHCem* 48*tAPT*25*t*	T.3Cy.26½",$42\frac{3}{10}$"&69"-43¼" 339NHP 2SB,6*cf*,GS103,HS4379 Howaldtswerke,Kiel	26 ″ 9	
26424 UNYA	**Karl Marx** (*ex*Diana) *ss*Oda.No.3-4,12 *Ref.Mchy.* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) *&deep framing*	3503 2986 2144	✠ 8,19 ✠	Nwc	*v*		1899 11mo	Howaldts- werke Kiel	U.S.S.R. *CellDBa*106'*uE*	346·5 P30'B74'F40' 26'*f*132' 622*t FPT*	46·6	24·4 FK	Vladvostk Russian 6*BHCem* 18*t APT*25*t*	T.3Cy.26½",42¼"&69"-40¼" 339NHP 2SB,6*cf*,GS103,HS4379 Howaldtswerke,Kiel	26 ″ 9	
26425 OUHU	**Karla** 1*Dk*	941 813 548					1920	Atlas- WerkeA.G. Bremen	J.Lauritzen	224·0 P29'B120'F23'	33·0	14·1	Esbjerg Danish *WB*	T.3Cy.15⅗",25⅕"&$41\frac{7}{10}$"-25⅗" 110NHP Atlas-WerkeA.G.Bremen		G
26426 DHNU	**Karlsruhe** TwinSc 1*Dk*2*trB*	897 707 513					1905	G.Seebeck Akt.Ges. Bremerhaven	Schiffahrt-u.Asse- kuranz-Ges.E. Russ&Co.	217·5 Q78'B43'F22'	33·2	12·0	Hamburg German *WB*	T.6Cy.9⅝",16⅛"&25⅝"-16½" 53NHP G.SeebeckA.G.Bremerhvn		G
26427 LEFZ	**Karma** 1*Dk*	1106 988 661					1912	Bergens Mek.Værks. Bergen	Th.Nordbö	226·5 P8*t*H54*t*F25*t*	36·4	15·8	Haugesnd Norwegian *WB*	T.3Cy.17",26½"&46"-30" 115NHP BergensMekVærksBergen		N
26428 YTCL	**Karmen** (*ex*Edoardo,*ex*Gianni, *ex*Algeria,*ex*Algerie, *ex*Minneburg) 1*Dk&Spar dk* *& Web frames*	2541 2350 1558	✠ ... 8,00 ✠				1896 4mo	Sir Raylton Dixon&Co. Middlesbro'	Parobrodarsko DrustvoS.O.I. "Alcesu"	310·5 P19'B80'F37'	42·6	22·2 BK8"	Orebic Yugoslav *WB*	Q.4Cy.19½",28",42"&61"-42" 266NHP Wighm.Richrdsn&Co.Nwc	25 ″ 0	V †
26429 LCPP	**Karmöy** 1*Dk*	2498 2200 1437					1921	Forth S.&.E.Co.Ld. Alloa	D/S A/S Karmöy (JohnK.Haaland& Co.A/S,*Mgrs.*)	295·7 P84*t*H123*t*	43·6	20·6	Haugesnd Norwegian *WB*	T.3Cy.20½",33"&54"-39" 182NHP ForthS.&E.Co.Ld.Alloa		N
26430 LJTB	**Karmt** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4991 4483 2964	✠100A1 *withfreeboard* ~~6,41~~ ~~6,40~~ 3,42 ✠LMC2,38	~~NYk~~ NOs	*a*†	CL 1,41	1938 2mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow. '*sA&CP*	Skibs.A/SCorona (H.M.Wrangell& Co.A/S,*Mgrs.*) *Cell*	417·6 431·5(O.L.) F39' *DB*363' 1253*t MT* 27' 1054*t FPT* 170*t*	56·1	24·7 FK	Haugesnd Norwegian 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) *APT*172*t*	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	27 ″ 6 s3 ″ 0¼ 24 ″ 7¾	
26431 137791 GRZC	**Karoa** Ⓟ TwinSc *Ref.Mchy.* *ss*Bom.No.3-8,29 D.F. *ss*Cal.No.2-37 *CruiserStern* 1*Dk*(*Stl*)&*Awng dk* (*Stl*-teaks)*2nd dk*(*Stl*)*inNos.1&2holds*	7009 5339 3607	✠100A1 *Awng dk* *withfreeboard* 8,41 ~~2,41~~ BS8,41 ✠LMC MS12,37 ~~BS12,40~~	Cal	*a*†	CL ~~P2,41~~ ~~[illegible]~~ P8,41 S2,41	1915 3mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	BritishIndiaSteam Nav.Co.Ld. *CellDBa*82'*uE&B*	425·0 P35'B163'F46' 147'*f*130'825*tFPT*	55·6	31·4 FK	Glasgow British 7*BHCem* 52*tAPT*60*t*	T.6Cy.25½",43"&73¼"-48"(*s*) 215lb 1410NHP 8SB,24*cf*,GS519,HS22696FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0 s 8 ″ 0¾ 26 ″ 5¼	
26432 DHNW	**Karpfanger** (*ex*LuiseHemsoth) 2*Dks*	4974 4644 2958					1922	Deutsche WerkeA.G. Kiel	Hanseatische ReedereiEmil Offen&Co.	407·6 P24'B18'F35'	54·4	24·8	Hamburg German *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
26433 PJCT	**Karpo** *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks*	389 293 159					1939	NVSchpsw Gebr.Pot. Bolnes	WestIndische Scheepv.Maats.	179·7 P13'B&F155'	29·9	8·2	Curaçao Dutch *WB*	Oil Engines 2S.C.SA 8Cy.$10\frac{13}{16}$"-18⅞" 162NHP Gbr.Stork&CoNVHengelo		VL
26434 160298 MMWY	**Karri** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	354 234 179	✠100A1 ~~2,40~~11,41 ✠NE2,42 ✠LMC~~9,38~~ 2,42	Bwg	*e*	CL ~~12,38~~ 11,41	1938 9mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*) *CellDB*81'87*tFP*	139·6 147·0(O.L.) Q86'F22' *T*31*tAPT*32*t*	23·9	8·8 BK6"	Newry British 3*BHCem*	Oil Engines 2S.C.SA 6Cy.9⅞"-$16\frac{9}{16}$" 101NHP BritishAuxiliaries,Ld.Gls.	10 ″ 9 s3 ″ 5¼ 11 ″ 1	
26435 167207 GRGK	**Kars** *OilEng.* 1*Dk*, *2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at dk* *Mchy.Aft* D.F. E.S.D. *CruiserStern*	8888 8043 5420	✠100A1 10,41 ~~1,41~~ ✠LMC3,39 *CarryingPetr*	~~Cff~~ Nwc *oleum*	*d*† $2\frac{3}{16}$ *in*	CL 12,40 *bulk*	1939 3mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	WesternOil ShippingCo.Ld. *CellDBuE*69' 142*t*	479·3 495·4(O.L.) P93'B39'F50' *DTf*20'267*tFPT*16	63·7	34·0 FK	London British 17*BH* 2*tAPT*101*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-55⅛" 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 2 s 6 ″ 11 27 ″ 6	

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	**Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	**Machines.** No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
26436 151503 ZMBF	**Kartigi** *ss*Auk.No.1–41 *ss*Wln.No.3–11,37 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	2347 1950 1167	✠100A1 1,42 ~~11,40~~ ~~12,41~~ ~~BS11,40~~ ✠LMC~~11,37~~ 12,41	~~Wln~~ Auk	*s*	CL 11,40	1925 7mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDBuE&B46' f 186'606tTopside Tks440tFPT224tAPT120t*	280·0|44·3|18·9 P81'F29' FK	Wellingtn British 4*BHCem*	T.3Cy.20½",33½"&55"–39"(*s*) 190lb 274NHP 2SB,*6cf*,GS132,HS5076 Cen.Mar.Eng.Wrks.WHpl	21 ″ 1 s 2 ″ 11¾ 18 ″ 4	
26437 157649 ZMLT	**Karu** *OilEng.* *ss*Ddn.No.1–39 *CruiserStern* 1*Dk*	1044 783 529	✠100A1 ~~10,40~~~~10,39~~10,41 ✠LMC10,39	~~Ddn~~ Wln	*n*	CL ~~10,38~~ 10,41	1935 7mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	UnionS.S.Co. of NewZealand,Ld. *CellDB171' 219t FPT20tAPT26t*	220·4|35·1|14·3 Q66'B54'F24' FK	Wellingtn British 4*BHptCem*	Oil Engines 2S.C.SA 6Cy.14$\frac{3}{16}$"–23⅝" 210NHP A.Stephen&Sons,Ld.	16 ″ 7 s 1 ″ 3½ 15 ″ 6¾	
26438 156152	**Karuah** 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	1342 943 515	✠100A1 *withfreeboard* 9,41 ~~4,41~~ BS4,41 ✠LMC3,40	Syd	*p* 1¾	CL	1940 3mo *Lloyd*	Hong K'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	Newcastle& HunterRiver SteamshipCo.Ld. *CellDBuB16'47tDTf14'104tFPT35tAPT26t*	232·2|39·1|14·8 241·5(O.L.) BK 1½" on FK	Newcastle N.S.W. British 5*BHptAsp ptCem* (*Coll & Blr. space to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.16½",28½"&48"–33" 237NHP 2W.T.B.(Spt) FD 235lbGS134HS3576 N.E.MarineEng.Co.(1938) Ld.Nwc	16 ″ 0 s ″ 2 16 ″ 0¼	
26439 38754 JRFJ	**Kasado Maru** TwinSc (*ex*Kazan) *ss*Kob.No.3–4,10 *ss*Kob.No.2–19 1*Dk,Spar dk&Web frames &Shade dk*	6003 5031 3592	... 6,22				1900	Wigham- Richrdsn&Co Ld.Newcastle	NipponSuisanK.K.	400·5|50·4|19·0 26·9 FK	Tokyo Japanese *WB*	T.6Cy.20½",34"&57"–40" 600NHP WighamRichrdsn&Co.Ld.	30 ″ 0	
26440 33617 JQOB	**Kasagi Maru** Ⓟ 2*Dks*	3140 2700 1846					1928	Yokohama DockCo. Yokohama	NipponYusenK.K.	325·7|46·0|27·0 P29'B87'F38'	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 284NHP YokohamaDockCo.Yka.		C
26441 30525 JKTB	**Kasagisan Maru** 1*Dk*	2427 2035 1442					1925	MitsuiBus- sanKaisha Ld Tama(Uno)	MitsuiBussan Kaisha,Ld.	284·5|42·0|23·3 P32'B72'F32'	Kobe Japanese *WB*	T.3Cy.20",33¾"&55"–36" MitsuiBussan 181NHP Kaisha,Ld.Tama(Uno)		C
26442 UOBG	**Kashirstroi** (*ex*Chebaulip) 2*Dks&Web frames* *Longitudinal framing*	4907 3459 2958	✠ ... 9,20 ✠				1918 7mo	ToddD.D. &Const.Corp. Tacoma,Wsh	U.S.S.R.	380·6|53·1|27·0 P39'B102'F42' FK	Vladvostk Russian *WB*	T.3Cy.24",40"&70"–48" 472NHP SeattleConst.&D.D.Co. Seattle	29 ″ 4	
26443 41651 JHOJ	**Kasii Maru** (*ex*KashiiMaru–38) *OilEng.* *ss*Kob,No.1–41 D.F. 2*Dks* GyC. *3rd dk except in aftermost hold* *CruiserStern* *Tonnage opening closed'38*	8408 7680 5024	✠100A1 *withfreeboard* 2,41 ✠LMC CS2,40 DBS2,41 2,40 *Carrying cargo oil F P. above 150° F. in deep tanks*	Kob	*d*†	CL 3,39	1936 4mo *Lloyd*	Harima S.B.&Eng. Co.Ld. Harima '*sA&CP*	KokusaiKisenK.K. *CellDB359'1365t* *Tanks at sides of tunnel144tDTsa48'1401tFPT46tAPTs188t*	453·1|60·7|30·8 40·1 F42' FK	Tokyo Japanese 8*BHptCem* (*Coll to Wdk* 7 ,, *2nd*,,)	Oil Engines 2S.C.DA 6Cy.29$\frac{15}{16}$"–47¼" 1875NHP DB*100lb* KobeSteelWorks,Ld.Kobe	40 ″ 0 s12 ″ 6⅜ 27 ″ 7½	
26444 34372 JDCC	— *MchyAft.* 1*Dk* *CruiserStern* *Fitted for oil fuel*	3218 2611 1874					1929	KobeSteel Works Harima	NipponSeitetu K.K.	320·0|46·5|25·0 P155'F31'	Yawata Japanese	T.3Cy.22",37"&61"–42" 241NHP KobeSteelWorks,Kobe		
26445 655 JQFG	— Iron (*ex*PuloRiman, *ss*Ddn.No.1–87 *ex*Orawaiti) 1*Dk*	486 — 253	✠ ... 5,91 ✠				1882 11mo	HM'Intyre &Co. Paisley	TsutsumiNoboru	170·2|26·1|11·2 Q84'F19'	Dairen Japanese *WB*	C.2Cy.20"&40"–30" B*made*08*refitted*14 73NHP Fleming&Ferguson,Psy.		
26446 16491 JKXD	**Kasima Maru** Ⓟ TwinSc (*ex*KashimaMaru–38) *ss*Yka.2ndNo.3–5,38 2*Dks*(*StlU–ws*) 3*rd dk*(*Stl*)*in Nos.*1,3&4*holds*	9908 8110 6148	✠100A1 6,41 ~~8,40~~ 6,41 ~~BS9,40~~ ✠LMC5,38	~~Kob~~ Yka	*e*†	CL ~~9,08~~ P8,40 S6,41	1913 10mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	NipponYusenK.K. *CellDBa150'uE&B88'f189'1897tFPT155tAPT36t*	489·8|60·7|36·4 P96'B181'F53' FK	Tokyo Japanese 8*BHCem*	T.6Cy.27",45¼"&76"–54"(*s*) 200lb 1152NHP 7SB,*21cf*,GS423,HS16075FD KawasakiDkydCoLdKobe	36 ″ 6 s 8 ″ 7 28 ″ 5	
26447 44150 JCVM	— (*ex*KashimaMaru–38) *OilEng.* *CruiserStern* 1*Dk*	879 — 613					1938	Mihara S.B.Yd. Osaka	KashimaKisen K.K.	185·0|31·0|17·0	Kobe Japanese *WB*	Oil Engines 2S.C.SA 6Cy.12$\frac{13}{16}$"–19$\frac{11}{16}$" 172NHP NipponHatsudokiKKKob.		
26448 22663 JEZI	**Kasiwa Maru** (*ex*KashiwaMaru–38, *ex*MitsuMaruNo.1–37) 1*Dk*	972 — 552					1918	Shindo Teizo Osaka	MarutatsuKaiun K.K.	190·0|31·0|18·5	Kobe Japanese	T.3Cy.13",21¾"&36"–27" 67NHP ShindoTekkosho,Osaka		
26449 45108 JWCM	— *OilEng.* 1*Dk*	516 — 282					1938	Ohara Zosen TekkosyoKK Osaka	UwazimaUnyu K.K.	149·6|28·0|14·0	Uwazima Japanese	Oil Engines		
26450 HAAF	**Kassa** TwinSc (*River & sea-going vessel*) *OilEng.*	1022 918 554					1939	Ganz&Co. Ld. Budapest	Königl.Ung.Fluss. &Seeschiffahrts A.G.	242·7|32·4|14·6 F31'	Budapest Hungarian *WB*	Oil Engines 2S.C. 16Cy.8½"–12$\frac{3}{16}$" Ganz&Co.Ld.Budapest		V
26451 244 SVUC	**Kassandra Louloudis** (*ex*Bondowoso–36) *ss*Syr.No.3–9,36 *Well deck* 2*Dks*(*Stl*)	5106 4796 3184	✠100A1 ~~1,41~~ ~~9,40~~10,41 Examined 1,42 BS3,42 ~~BS[illegible]~~ ✠LMC6,36 *Carrying oil fuel F. P. above 150° F. in DT*	~~Pir~~ NYk	*z*	OG N6,39	1919 10mo *Lloyd*	W.Gray& Co.(1918)Ld. WHartlepool '*sA&CP*	GoulandrisBros. *CellDB344'1048tDTa35'915tAPT61t*	400·1|52·3|28·5 P&B322'F39' FK	Andros Greek 6*BHptCem*	T.3Cy.27",44"&73"–48"(*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s4 ″ 6¼ 26 ″ 9	
26452 DHNY	**Kassar Wiek** *ss*Ham.No.2–37 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice* *Carrying Petroleum in bulk*	528 423 332	✠ 5,39 ✠	Ham	*h*		1929 7mo	Lübecker Flender- WerkeA.-G. Lübeck	JohnT.Essberger	161·2|27·1|11·2 P42'F23' *Trunk*96' FK *CellDBuE11'4tFPT29tAPT11t*	Hamburg German 8*BHptCem*	T.3Cy.10$\frac{7}{16}$",16¾"&27$\frac{9}{16}$"–15¾" 57NHP 1SB,*2cf*,GS37,HS1184 Chrstiansn&MeyerHarbrg	11 ″ 10	
26453 SVZF	**Kassos** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	*5215* *4685* *3078*	✠100A1 *withfreeboard* 7,41 ~~7,39~~ ✠LMC7,39 ✠LMC(M)10,41	~~Shl~~ NYk	*a*† 2	CL	1939 7mo *Lloyd*	Wm.Dox- ford&Sons Ld Sunderland '*sA&CP* *CellDB356'1179tMT29'1205tFPT134tAPT166t*	KassosStm.Nav. Co.Ld.(Pnevmaticos Rethymnis, Yannaghas,*Mgrs.*)	427·6|56·5|26·5 442·9(O.L.) FK	Syra Greek 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 3Cy.23⅝"–91$\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	29 ″ 0 s 3 ″ 3½ 25 ″ 10¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26454 35 OFDN	**Kaste** (*ex*EstherMaria-39) *ss*Shl.No.3-8,35 *ss*Cpn.No.1-39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1935 — 1060	✠100A1 2,39 4,41 BS~~11,38~~ NO LATER SURVEY REPORTED	Cpn ✠LMC MS2,39	*r*	CL 2,39	1922 7mo	Antwerp Eng.Co. Hoboken *Lloyd'sA&CP*	KaskistenLaiva O/Y(Ilmari Vallinkoski,*Mgr.*) *CellD*	279·0|40·2|18·2 P22'B60'F30' FK *B238'555t FPT46t*	Kaskö Finnish 4*BHCem* *APT68t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,*6cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 " 7 3 " 0 17 " 9$\frac{1}{2}$	
26455 OHAX	**Kastelholm** (*ex*Woron,*ex*Naimes) *ss*Lkr.2ndNo.3-5,33 *ss*Got.No.1-36 2*Dks*(*Stl*)&*Web frames*	5417 4944 3210	100A1 7,40 BS5,40	Liv LMC12,36	*a*†	CL 11,39	1907	Bremer Vulkan Vegesack *Lloyd'sA&CP*	A/B NaxosPrince (CurtMattson, *Mgr.*) *Intermedia* *forward*	437·1|54·5|27·5 418·1 P&B266'F54' *te BH in* FK *hold dispensed with* *CellDB372'*	Helsingfrs Finnish *ptCem* 6*BH only* 1390*t FPT*9	Q.4Cy.24$\frac{3}{16}$",34$\frac{3}{4}$"50$\frac{9}{16}$"&73"- 53$\frac{1}{8}$" 220lb 551NHP 3SB,*9cf*,GS150,HS7560 FD BremerVulkan,Vegesack 0*tAPT8t*	30 " 8 s 5 " 4$\frac{3}{4}$ 25 " 6	
26456 7512 SEKN	— Ⓟ 2*Dks* D.F. *CruiserStern*	*891* *704* *462*					1928	Eriksbergs M.V.Aktieb. Gothenburg	A/BSvenska AmerikaLinien (A.Jonsson,*Mgr.*)	180·1|30·6|19·7	Gothenbrg Swedish *WB*	T.3Cy.16$\frac{1}{2}$",27"&44$\frac{1}{2}$"-30" 108NHP EriksbergsMV.Aktieb.Got		V
26457 70 SVIB	**Kastor** (*ex*Parana-35) 1*Dk & Shelter dk* *Fitted for oil fuel*	5497 5025 3425					1921	F.Schichau Danzig	GeorgeD.Gratsos Co.Ld.	398·7|55·9|29·1	Ithaca Greek *WB*	T.3Cy.26$\frac{1}{2}$",45"&75"-48" E*made*22*fitted*35 390NHP WallsendSlpwy.&E.Co.Ld		G
26458 PKQB	**Kasuaris** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	340 200 166					1937	NVSchpsw "Vooruit- gang" Foxhol	N.V.Nederlandsch NieuwGuinee PetroleumMaats.	135·0|24·1| 8·0 P40'Q39'F20'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{1}{4}$"-16$\frac{9}{16}$" 74NHP Benz,Mannheim		C
26459 42068 JGOL	**Kasuga Maru** 2*Dks* *CruiserStern*	3968 — 2332					1936	OsakaIron Works,Ld. Innoshima	NaigaiKisenK.K.	351·0|50·0|26·6 P17'B81'F37'	Kobe Japanese *WB*	T.3Cy.18$\frac{1}{8}$",30$\frac{1}{8}$"&50"-36" & LP turbine with DR gear- ing & hydraulic coupling OsakaIronWorks, 296NHP Ld.Innoshima		
26460 19235 JLIB	— Ⓟ 1*Dk*	1398 1143 963					1916	S.Ono Osaka	SimatamiKisen K.K.	225·0|33·9|20·0	Kobe Japanese *WB*	T.3Cy.10$\frac{1}{8}$",16$\frac{3}{8}$"&26$\frac{1}{4}$"-20" 31NHP OnoSeikichi,Osaka		
26461 30850 JGNB	**Kasugasan Maru** 2*Dks*	2427 2035 1425					1925	MitsuiBus- sanKaisha,Ld Uno	Toa Kaiun K.K.	284·0|42·0|23·2 P32'B72'F32'	Kobe Japanese *WB*	T.3Cy.20",33$\frac{3}{4}$"&55"-36" 181NHP MitsuiBussanKaisha,Ld.		C
26462 26430 JOUD	**Kasyu Maru** Ⓟ (*ex*KashuMaru-38) *ss*Kob.No.3-7,32 *ss*Kob.No.1-35 2*Dks*(*Stl*)	5460 4988 3404	✠ ... 9,39	Kob ✠	*z*		1919 12mo	AsanoS.B. Co.Ld. Tsurumi	FukuyoKisenK.K.	400·0|53·2|29·4 P33'B124'F41' FK *CellDB*339'942*t*	Kobe Japanese 6*BHCem* *APT27t*	T.3Cy.26$\frac{1}{2}$",43$\frac{1}{2}$"&72"-48" 513NHP 3SB,*12cf*,GS175,HS7376 KubotaIronWorks,Osaka	32 " 0	
26463 OSQA	**Katanga** (*ex*Keltier,*ex*War Daffodil) *ss*Ant.No.3-10,30 *ss*Ant.No.2-39 1*Dk*(*Stl*)2*nd dk*(*Stl*) D.F. *inNos.*1,2,3&4*holds*	*5183* *4641* *3088*	✠100A1 7,41 ~~2,41~~ MS9,38	~~Liv~~ Lth ✠LMC BS~~2,41~~3,42	*y*	CL 1,41	1917 12mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter- nationale,*Mgrs.*)	400·2|52·3|28·4 P49'B113'F39' FK *CellDB*344'1115*tF*	Antwerp Belgian 7*BHptCem* *PT*119*t AP*	T.3Cy.27",44"&73"-48" (*s*) 180lb 518NHP 3SB,*9cf*,GS189,HS7668 FD Hwthrn,Leslie&Co Ld.Nwc *T175t*	31 " 0 s5 " 11$\frac{1}{2}$ 25 " 3$\frac{1}{2}$	
26464 DAQG	**Käte** 1*Dk*	1599 1006 903					1922	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·9|36·4|14·6 P&B180'F26'	Stettin German *WB*	T3Cy16$\frac{9}{16}$",27$\frac{3}{8}$"&43$\frac{3}{16}$"-31$\frac{1}{2}$" 105NHP StettinerOderwerke		G
26465 DCAK	— 1*Dk*	448 351 267					1899	Nüscke& Co. Grabow	Sartori&Berger	152·9|25·2|10·9 Q46'B39'F18'	Kiel German *WB*	C.2Cy.18"&31"-19$\frac{3}{4}$" 36NHP "Kette"Deutsche Elbsch.Ges.Uebigau		G
26466 DHFF	**Käte Grammerstorf** (*ex*DitmarKoel-39, *ss*Nwc.No.3-1,21 *ex*Merriwa,*ex*Gertrud, *ss*Syd.No.1-25 *ex*WillyRickmers) 2*Dks*	5088 4689 3156	... 11,28				1915	Rickmers Werft Bremerhaven	KarlGrammerstorf	401·1|53·2|27·5 P50'B134'F44' FK	Kiel German *WB*	T.3Cy.28",45"&74"-53" 514NHP Act.Ges"Weser,"Bremen	30 " 1	G †
26467 PFHF	**Katendrecht** *OilEng.* *Mchy.Aft* *ss*Rot.No.3-7,37 D.F. 2*Dks*(*Stl*) *Longitudinal framing at bottom & at decks*	5099 4534 2883	✠100A1 12,41 ~~2,41~~ Examined ~~2,41~~12,41 ✠LMC CS12,41 DBS9,40 12,41 *Carrying Petroleum in bulk*	~~Gal~~ Bal	2$\frac{1}{3}$	CL ~~8,39~~ 12,41	1925 6mo	Maats. Fyenoord Rotterdam *Lloyd'sA&CP*	N.V.MaatsMotor- schip"Katen- drecht"(N.V.Phs. VanOmmeren's SchpvBedrijf, *Mgrs.*)	402·1|53·3|27·9 P99'F33' FK len31 *CellDBuE*64'137	Rotterdm Dutch 16*BHptCem* *tFPT*150*tA*	Oil Engines 4S.C.SA 6Cy.27$\frac{3}{4}$"-55$\frac{1}{8}$" 438NHP 2DB*142lb*DB(aft)*115lb* Maats.Fyenoord,Rot. *PT66t*	28 " 0 s 5 " 9 22 " 5$\frac{1}{4}$	
26468 620 SVLQ	**Katerina** IronTwinSc (*ex*Katherine-37,*ex*Sailing *OilEng.* *Vessel*County of *ss*Pir.4thNo.3-6,37 Linlithgow) *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames*	2398 2176 1177	✠100A1 10,40 DBS10,40 No later survey reported *Altered 1919tocarry Petroleum in bulk*	Pir LMC6,37 LMC(M)6,39	*s*	OG ~~10,39~~ 3,41	1887 5mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	SocAnonHellen- iqueMaritime "Transpetrol" (A.Romano&A.H. Behar,*Mgrs.*) *Ce*	286·9|43·5|24·1 304·0(O.L.) P77'F45' BK10" *llDBuE*30'*f*30'155*t*	Piræus Greek 11*BHptCem* (2*toUprdk* 9 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.16$\frac{1}{2}$"-18$\frac{15}{16}$" 384NHP 2NDB06*refitted*19 *90lb* NE9,19 J&CGBolindersCoLdSkm.	26 " 1 s 4 " 1$\frac{1}{4}$ 22 " 10$\frac{1}{4}$	
26469 165930 GFFJ	**Katha** D.F. E.S.D. 2*Dks* *CruiserStern*	4357 3949 2572					1938	WmDenny &Bros.Ld. Dumbarton	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co. *Mgrs.*)	409·2|55·2|24·9 B25'F38'	Glasgow British *WB*	T.3Cy.22",38"&65"-45" 283NHP Rankin&BlackmoreLdGrk		C
26470 DAYU	**Katharina Dorothea Fritzen** (*ex*Daghild-37) *ss*Fal.2ndNo.3-3,34 D.F. 1*Dk.*(*Stl*)&*Shelterdk*(*Stl*) &*Web frames* *Longitudinal framing*	7843 7494 4728	... 1,38	Bkn			1916	W.Doxford &Sons,Ld. Sunderland	Johs.Fritzen& Sohn.vorm W.Kunstmann *CellDB*397' *side tanks a*45'	459·0|58·1|33·2 FK 1809*t'Tween dk* *f* 137'762*tFPT*125	Stettin German *Cem* 7*BHtoSh dk* *tAPT*160*t*	T.3Cy.28$\frac{1}{2}$",47"&78"-54" 593NHP 3SB,*9cf*,GS183,HS8514 W.Doxford&Sons,Ld.Sld.	36 " 3	G †
26471 66 SVQQ	**Kathariotisa** (*ex*Gelderland-34) *ss*Pir.2ndNo.3-3,38 1*Dk*(*Stl*) *Cargo battens not fitted*	1877 1587 1106	✠100A1 9,41 ~~2,41~~ MS3,38	~~Bkn~~ Ard ✠LMC BS~~10,40~~ 12,41	*r*	CL 10,39	1913 2mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	G.G.Caravias *CellDBa*82'	272·0|40·0|18·1 B63'F31' FK *uE&B*35'*f*112'571*t*	Ithaca Greek 4*BHCem* *APT*142*t*	T.3Cy.20",32"&52"-39" 190lb 203NHP 2SB,*6cf*,GS101,HS3450 Maats.deSchelde,Flushing	20 " 6 s 3 " 0$\frac{1}{2}$ 17 " 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
26472 DICR	**Käthe** (*ex*Lighter) *OilEng.* *Mchy.Aft* 1*Dk*	349 310 206					1920	C.Lühring Kirch-Hammelwarden	Reinecke&Bremer	139·1	28·0	9·8	Hamburg German	Oil Engines 4S.C.SA 4Cy.13¾″–15¾″ 74NH *E made&fitted*30 BremerVulkan,Vegesack		G
26473 DIJE	**Kätbe Jürgensen** 3Mst (*ex*ElliClaudius, *OilEng.* *ex*MarthaDelfs,*ex*Mastgat, 1*Dk* *ex*EurekaLemal,*ex*Eureka,*ex*Mastgat) *Mchy.Aft*	346 298 245					1918	P.&A.van Gelder Deest	AdolfBoth	129·9 P34′	26·4	11·2	Hamburg German *WB*	Oil Engines 4S.C.SA 3Cy.11″–17¾″ 35NHP NE26 Motorenfabr. "Deutz" A.G.Köln-Deutz		V
26474 MLDP	**Kathiawar** (*ex*MonteD'Oro) 1*Dk*	304 229 115					1904	Cie.Franç. deNav.&de Const.Nav Arles	NawanagarState (Mercantile MarineDept.)	147·4 Q22′F23′	20·2	11·7	British *WB*	C.2Cy.21⅝″&38⅝″–23⅝″ 60NH Cie.Franç.deNav. &deConst.Nav.Lyons		
26475 163204 GWFT	**Kathleen Hawksfield** (*ex*Rosapenna–37) *ss*Bel.No.1–37 *Well deck* 1*Dk*(*Stl*) *CruiserStern* *Mchy.Aft* *Cargo battens not fitted*	869 597 457	✠100A1 ~~8,41 1,41 10,41~~ 12,41 ~~BS2,41~~ ✠LMC7,37 5,42	Bly	*k*	CL 9,40	1933 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *sA&CP*	~~P.Hawksfield&~~ ~~Son,Ld.~~ Brussels S.S.Co.Ld. *CellDB*125′20	197·7 FK Q112′B11′F30′ 0*tFPT*73*tAPTs*26*t*	30·7	12·1	Dover British 3*BHptCem* *ptAsp*	T.3Cy.14½″,25″&41″–30″ (*s*) 200lb 131NHP 1SB,3*pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 4 s 4 ″ 5¾ 13 ″ 11	
26476 OUHV	**Katholm** (*ex*Avanti) *ss*Cpn.No.3–3,34 *ss*Cpn.No.1–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1510 1336 877	✠100A1 *Shelter dk* *withfreeboard* 9,40 ✠LMC6,39 (SEE FOOTNOTE *)	Skm	*q*	OG 10,38	1921 2mo *Lloyd*	Frdkshvns. Værft& Flydedok Frederikshvn *sA&CP*	DetForenede DampskibsSelsk. *Collision* *CellDB*215′512*t*	253·2 261·2(O.L.) FK *FPT*62*tAPT*66*t*	39·1	16·2	Aalborg Danish *Cem* *BHtoSh dk* 3 „ „ *U* „	T.3Cy.18″,30″&50″–36″ (*s*) 185lb 169NH 2SB,4*cf*,GS63,HS2652 HelsingörsJernsk.&Mskb Elsinore	18 ″ 8 s ″ 10 18 ″ 1	
26477 143201 GKVB	**Katie Moller** (*ex*Admiral Hamilton–32) *ss*Pir.No.2–28 1*Dk*(*Stl*)	3100 2874 1872	✠ —— 7,32				1919 5mo	J.Priest- man&Co.Ld. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellD*	331·3 P33′B98′F28′ FK B278′749*tFPT*113*t*	46·8	23·2	Shanghai British 5*BHptCem* *APT*122*t*	T.3Cy.25″,41″&68″–45″ 368NHP 3SB,9*cf*,GS155,HS6100 Richardsons,Westgarth& Co.Ld.Sld.	25 ″ 6	C †
26478 951 SZLI	**Katina P.** (*ex*Maria–39, *ex*L.Fafalios, *ss*Pir.2ndNo.3–2,26 *ex*Anastasios, *ss*Pir.No.2–35 *ex*PrinceLeopold deBelgique, *ex*Roman) *Well deck* 1*Dk*(*Stl*)& *deep framing*	*1216* *897* *750*	✠ —— 8,39 ✠	Pir	*n*		1900 12mo	Mackie& Thomson Glasgow	G.J. Papayannakis *CellDBa&u*	228·0 P15′Q67′B60′F29′ FK E80′*f*94′263*t FPT*	34·5	14·4	Piræus Greek 4*BHCem* 58*t APT*27*t*	T.3Cy.17⅝″,27⅞″&46″–33″ 135NH 1SB,3*cf*,GS64,HS2143 W.V.V.Lidgerwood,Gls.	16 ″ 7	
26479 132 SVUO	**Katingo Hadjipatera** (*ex*Hartland *ss*Pir.2ndNo.3–4,38 Point–37,*ex*Avon *ss*Cpn.No.3–1,40 River–35,*ex*HarryWalton–34,*ex*Lady Kathleen–33,*ex*SouthPacific) 1*Dk*(*Stl*)	*3661* *3496* *2307*	✠100A1 11,41~~10,40~~ BS5,41 ✠LMC1,40	~~Pir~~ NYk	*w*	CL ~~10,38~~ N10,41	1913 9mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland *sA&CP*	J.C.,N.C.&A.C. Hadjipateras *CellDBa*119′ *uE&B*	351·7 364·5(O.L.) P23′B213′F33′ FK 38′*f*148′967*t APT*	51·0	23·9	Chios Greek 6*BHCem* 130*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 373NHP 3SB,8*pf*,1*cf*,GS168,HS6084 J.Dickinson&Sons,Ld.Sld.	26 ″ 5 s 3 ″ 4½ 23 ″ 3¾	
26480 FOMX	**Katiola** 4*Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel*	3891 3506 2147					1935	Forg.&Ch. delaMéditSA LaSeyne	Compagnie des ChargeursRéunis	333·7 B101′	49·2	30·4	Havre French *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Cie.Electro-Mécanique, LeBourget		V
26481 TFKB	**Katla** (*ex*Manchioneal–34) 2*Dks*3*trB*	1209 990 524					1911	Akt.Bur- meistr&Wain Copenhagen	Eimskipafelag Reykjavikur (Faaborg&Jakobs- son,*Mgrs.*)	255·3 H124*t*	35·7	22·6	Reykjavik Icelandic *WB*	T.3Cy.17″,28″&46″–42″ 137NHP Akt.Burmeistr&Wain,Cpn		N
26482 137689 VPKY	**Katong** Ⓟ TwinSc 1*Dk*&*Promenade dk*	1461 1056 863					1915	HongK'ng &Whampoa DockCo.Ld. HongKong	StraitsS.S.Co.Ld.	250·0	38·1	15·8	Singapore British *WB*	T.6Cy.17″,27″&44″–30″ 212NHP HongKong&Whampoa DockCo.Ld.HongKong		
26483 132443 VJDY	**Katoomba** Ⓟ TrpSc *ss*Syd.2ndNo.3–2,37 *Ref.Mchy.* *ss*Syd.No.1–40 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*inNo.*1*hold* &*Awng dk*(*Stl-pt* teaks)	9424 6826 5499	✠100A1 *Awng dk* *withfreeboard* 8,41~~1,41~~ BS5,41 ~~BS5,40~~ ✠LMC8,36	Syd	*d*†	CL ~~11,30~~ C1,41 S1,41 P8,41	1913 7mo *Lloyd*	Harland& Wolff,Ld. Belfast *sA&CP*	McIlwraith McEacharnLd. *CellDBa*89′*uE&B*	450·4 466·0(O.L.) B257′F83′*on Awng dk* FK&BK2″ 122′*f*171′1062*tFPT*	60·3	34·2	Melbourne British 7*BHCem* 71*tAPT*54*t*	T.8Cy.(2)24″,(2)38½″& (4)44″–48″&1L.P.Turbine 215lb (*s*) 6SB,24*cf*,GS472,HS20376 FD Harland&Wolff,Ld.Bel.	37 ″ 9 s 11 ″ 3 26 ″ 11	
26484 153920 VJSC	**Katoora** *OilEng.* *Mchy.Aft* *ss*Syd.No.3–3,40 1*Dk*(*Stl*) *Cargo battens not fitted*	327 222 149	✠100A1 4,41 ✠LMC3,40	Tns		CL 1,40	1927 10mo *Lloyd*	G.Brown &Co. Greenock *sA&CP*	TheAdelaide SteamshipCo.Ld.	135·3 Q41′F26′ FK&BK¾″ *FPT*	26·2	8·7	Melbourne British 3*BHAsp* 49*tAPT*18*t*	Oil Engines 2S.C.SA 4Cy.16$\frac{9}{16}$″–18⅞″ 194NHP KromhoutMotrenfb.Ams.	9 ″ 6 s ″ 10¼ 8 ″ 9¼	
26485 16494 JKRD	**Katori Maru** Ⓟ TrpSc *ss*Yka.2ndNo.3–4,38 2*Dks*(*Stl*)*U-ws* 3*rd dk*(*Stl*)*inNos.*1,3&4*holds*	9849 8060 6128	✠ 6,40 ✠	Kob	*e*†		1913 9mo	MitsuBishi Dkyd&EWks Nagasaki *Cell D*	NipponYusenK.K. *Ba*147′ *uE&B*93′*f*	489·8 P97′B180′F54′ FK 186′1864*tFPT*152*t*	60·7	36·4	Tokyo Japanese 8*BHCem* *APT*44*t*	T.6Cy.27″,42″&66″–48″& 1 low pressureTurbine 6SB,18*cf*,GS379,HS16921FD MitsuBishi D&E.Wks.Nag	36 ″ 6	
26486 44505 JDXM	— *Mchy.Aft* 1*Dk*	1920 — 1071					1938	Tsurumi SeitetsuZosen K.K. Yokohama	HinodeKisenK.K.	270·0 P86′F29′	40·0	20·3	Tokyo Japanese *WB*	T.3Cy.18″,29½″&50″–39″ HS5457 266NHP TsurumiSeitetsuZosen K.K.Yka.		
26487 SPAC	**Katowice** (*ex*Vendemiaire) *ss*Rot.No.3–1,35 *ss*Gdy.No.1–39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1995* *1553* *1107*	✠100A1 3,42~~6,41~~ LMC MS4,39 BS6,41	Shl	*r*	5,41	1925 10mo	Chant.Nav Français Caen *CellD*	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*) *Ba&uE*66′*f*107′40	270·5 P22′Q87′B50′F23′ FK 5*tDTa*34′205*t FPT*	39·9	17·7	Gdynia Polish 4*BHCem* 77*tAPT*22*t*	T.3Cy.18⅛″,29$\frac{15}{16}$″&49$\frac{3}{16}$″– 37$\frac{1}{16}$″ 185lb (*s*) 189NH 2SB,4*cf*,GS95,HS3247 Atel.&Ch.de la Loire,Nts.	19 ″ 10 s 1 ″ 11½ 18 ″ 1	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26488 21609 WLCF	**Katrina Luckenbach** TwinSc ssBos.No.3-1,30 ssSea.No.2-37 D.F. GyC. 2Dks(Stl)&Shelterdk(Stl) CruiserStern	5854 — 3687	✠100A1 Shelter dk withfreeboard ~~3,41~~ ~~11,40~~ 2,42 ✠LMC MS12,37 BS~~9,40~~8,41 Water Tube Boilers Fitted for oil fuel 5,18 F.P. above 150°F.	~~Sea~~ Bos	b†	CL ~~8,38~~ N8,41	1918 5mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	LuckenbachS.S. Co.Inc. 1BHin forward hold dispensed with (Coll to Shdk 5 ,, 2nd ,,) CellDB356' 1631tDTa30'165t'Tween dk tanks in E&Bspace33'445tFPT220tAPT240t	446·0	56·1	27·8 37·3 FK	NewYork Utd.States 6BHptCem	2SteamTurbinesDRgeared to 2 Sc.Shafts 225lb (s) 4B,HS15520 FD 1070NHP BethlehemS.B.Corp.Ld. Quincy,Mass.	31 " 2 s 4 " 4¾ 27 " 0	
26489 OYPH	**Katrine Mærsk** (exVarg-36) OilEng. Mchy.Aft ssGot.No.2-35 D.F. 1Dk(Stl)	5530 4882 3169	✠100A1 11,39 ✠LMC CS6,40 DBS6,40 3,39 CarryingPetroleum in bulk Surveys delayed	Got	z	CL 11,39	1928 8mo	Odense Staalskibsvft Odense Lloyd'sA&CP	A/S D/S Svendborg &Dampskslsk af 1912A/S (A.P.Möller, Copenhagen,Mgr) CellDBuE67'234tDTf29'538tFPT250tAPT101t	390·6 411·7(O.L.) P100'B32'F34' FK Trunk in wells	55·2	28·8	Esbjerg Danish 11BH	Oil Engines 4S.C.SA 6Cy.29⅛"-59 3/16" 490NHP 1DB(a)150lb 1DB(s)142lb Akt.Burmeistr&Wain,Cpn	30 " 8 s 5 " 3 25 " 7¾	
26490 LJFF	**Kattegat** OilEng. D.F. CruiserStern 1Dk&Shelter dk	4245 3633 2320					1936	Akt.Burmeistr&Wain Copenhagen	A/SSkagerak (OlavDitlev-Simonsen,Jr.Mgr)	387·4 F38'	55·3	22·9	Oslo Norwegian WB	Oil Engines 2S.C.DA. 5Cy.17 11/16"-47¼" 536NHP Akt.Burmeistr&Wain,Cpn		N
26491 7092 SGVA	**Kattegatt** (exJohnLundwall, exElizabeth Harrison,exMadame Enterprise,exAlicia) ssMmo.2ndNo.3-2,27 1Dk(Irn)&deep framing	2167 1939 1296	✠ — 5,32 ✠	Mmo	s		1903 10mo	W.Gray&Co.Ld. WHartlepool	Rederi A/B Orvar (Fänges&PåhlssonsRederier Mgrs.) CellDBa&uE110'f122'609tAPT54t	290·0 P26'B69'F32' FK	42·1	19·3	Hlsngborg Swedish 5BHCem	T.3Cy.21½",35"&58"-39" 218NHP 2SB,6pf,GS84,HS3393 Cen.Mar.Eng.Wrks.WHpl	21 " 9	V †
26492 42943 JNTL	**Katura Maru** (exKatsuraMaru-38) CruiserStern	1368 — 808					1937	Urabe ZosenTekkosho Osaka	MarutatsuKaiun K.K.	228·0	34·0	19·0	Kobe Japanese	T.3Cy.16⅛",26¾",45¼"-33 7/16" 118NHP UrabeZosenTekkosho Osaka		
26493 45369 JPUM	— OilEng. Mchy.Aft	541 — 313					1938	Sanoyasu DockGoshi Kaisha Osaka	SetuyoSyosen K.K.	160·0	27·5	13·7	Osaka Japanese	Oil Engines 4S.C.SA 5Cy.12 13/16"-19 11/16" 80NHP NipponHatsudokiK.K.		
26494 35218 JGMC	**Katuragi Maru** (exKatsuragi Maru-38) OilEng. D.F. GyC. ssTamaNo.2-40 2Dks,3rdDk.except in aftermost hold Tonnage opening closed 38 CruiserStern PtLongitudinal framing at bottom	8033 7482 5840	✠100A1 withfreeboard 1,40 ✠LMC CS1,40 DBS1,40 1,40	Tama	c†	CL 3,39	1931 10mo	Uraga DockCo.Ld. Uraga Lloyd'sA&CP	KokusaiKisenK.K. Upper'tweendkBHs except CollBHdispensedwith CellDB344'1464t Tanks in way of tunnel154t DTa27'595tMT541006tFPT69tAPT72t	443·6 F35' FK	59·7	40·1 29·9	Hasidate Japanese Coll BHto Wdk 7 ,, ,, 2nd,,)	Oil Engines 4S.C.SA 10Cy.29⅛"-59 1/16" 814NHP DB100lb MitsuiBussanKaisha,Ld. Tama	40 " 1 s 12 " 6 27 " 9	
26495 3100 JHZB	**Katuragisan Maru** (exKatsuragisanMaru-38) 2Dks	2427 2030 1425					1925	MitsuiBussanK.K. Uno	MitsuiBussan Kaisha,Ld.	284·5 P28'B70'F30'	42·0	23·2	Kobe Japanese WB	T.3Cy.20",33¾"&55"-36" 181NHP MitsuiBussanK.K.		C
26496 10352 JLWE	**Katurahama Maru** Ⓟ (exMatsuyeMaru-36) 2Dks	716 663 413					1907	Osaka IronWorks Osaka	TosaSyosenK.K.	186·8 P35'F21'	26·3	18·1	Kochi Japanese WB	T.3Cy.13",21½"&36"-27" 67NHP OsakaIronWorks,Osaka		
26497 19283 JOSB	**Katuura Maru** Ⓟ (exKatsuuraMaru-38) ssKob.No.1-21 Well deck 1Dk	1725 1278 1023	✠ ... 8,24 ✠				1916 7mo	MitsuBishi Dkyd&EWks Kobe	ToaKaiunK.K.	250·0 P&B125'F28' FK	37·7	20·5	Tokyo Japanese WB	T.3Cy.17",28½"&48"-36" 168NHP MitsuBishiD.&E.WksKob	20 " 6	
26498 47571 JSKO	**Katuyama Maru** OilEng.	387 — 269					1940	Murakami Kanzaburo Kobe	KutunaSeigo	132·3	24·0	13·0	Kobe Japanese	Oil Engines		
26499 124560 MLWG	**Katvaldis** (exOdile,exHenryW. Breyer,exHallfried, exMagdalene, exDuke of York) ssRga.No.3-5,35 1Dk(Stl)&deep framing Cargo battens not fitted	3163 2955 1977	✠100A1 5,42 ~~1,41~~ Examined 1,41 BS1,41 ✠LMC5,35	Sws Bry	u	CL 12,40	1907 5mo	J.Blumer &Co. Sunderland A&CP	Ministryof War Transport(Stockwood,Rees&Co.Ld. Mgrs.) CellDBa116'uE&B40'f139'801tFPT82tAPT106t	330·8 P30'B94'F31' FK	47·8	22·2	PortTalbt British 5BHCem	T.3Cy.24",39"&65"-42" (s) 180lb 284NHP 2SB,6cf,GS99,HS4216 N.E.MarineEng.Co.Ld.Sld	24 " 3 s 3 " 8 20 " 10	
26500 PFHT	**Katwijk** ssRot.No.3-12,32 Cargo battens not fitted ssRot.No.1-37 Sub.Sig. D.F. 1Dk(Stl)	1589 1379 929	✠100A1 7,41 ~~2,41~~ Examined ~~2,41~~11,41 BS~~2,41~~ ✠LMC4,37 2,42	Lon Nwc	q	CL 7,39	1921 2mo	Jonker& Stans, HendrikIdo Ambacht A&CP	N.V.StoomMaats. "Wijklijn"(Erhardt&Dekkers, Mgrs.) CellDB211'471tFPT78tAPT43t	253·5 P20'B60'F24' FK	38·2	17·0	Rottrdam Dutch 4BHAsp	T3Cy17½",29⅛"&46 1/16"-36 1/16" 180lb (s) 177NHP 2SB,4cf,GS89,HS3250 Maschf.Bolnes,Bolnes	19 " 4 s2 " 7½ 16 " 11	
26501 LDSC	**Katy** OilEng. D.F. ssSfj.No.3-7,39 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing-bracketless system	6825 5985 3940	✠100A1 2,42 ~~3,41~~ DBS2,42 ~~DBS3,40~~ ✠LMC7,39 CarryingPetroleum in bulk	NOs	a†	CL ~~6,39~~ 2,42	1931 1mo	W Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	A/SHolter-Sörensens Tankrederi (S.Holter-Sörensen,Mgr.) CellDBuE35'157tDTf35'538tFPT151tAPT276t	416·2 P94'B32'F40' Trunk in wells FK	58·0	32·8	Oslo Norwegian 11BHptCem	Oil Engines 2S.C.SA 4Cy.22 1/16"-85" 598NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	33 " 0	
26502 30521 JKSB	**Katyōsan Maru** (exKachosanMaru-38) 1Dk	2427 2035 1442					1924	Mitsui BussanK.K. Tama	MitsuiBussan KaishaLd.	284·5 P32'B72'F32'	42·0	23·3	Kobe Japanese WB	T.3Cy.20",33¾"&55"-36" 181NHP MitsuiBussanK.K.Tama		C
26503 153529 VRBC	**Kau Tung** (exCharles Hardouin-38,exWei-Shun,exCharles Hardouin) TwinSc 2Dks&Awngdk	1665 1144 1054					1903	Cie.Française de Nav. Nantes	TaiSangS.S.Co. Ld.	222·2 H—	38·1	12·3	Hong Kong British	T.6Cy.14",21 21/32"&35 7/16"-21 21/32" 118NHP Cie.Franç.deNav.Lyons		
26504 EAFU	**Kauldi** (exPerugia-39, exKauldi-37) ssBbo.No.3-1,34 ssBbo.No.1-38 1Dk(Stl) Cargo battens not fitted	3153 — 1898	✠100A1 11,41 ~~12,40~~ BS~~12,40~~ ✠LMC12,38 11,41	Bbo	u	CL ~~12,38~~ 11,41	1922 3mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd'sA&CP	Cia.Nav.Bachi (Hijos deAstigarraga,Mgr.) CellDB284'734tFPT122tAPT48t	331·2 P33'B98'F29' FK	46·7	22·7	Bilbao Spanish 5BHCem	T.3Cy.25",41"&68"-45" (s) 180lb 365NHP 3SB,9cf,GS167,HS6030 G.Clark,Ld.Sunderland	25 " 6 s 3 " 11½ 21 " 9	
26505 LEGF	**Kaupanger** 1Dk	1584 1152 917					1930	Bergens Mek.Værks Bergen	SkibsA/SHosanger (Westfal-Larsen & Co.A/S,Mgrs.)	245·1 P20'B56'F26'	37·7	15·7	Bergen Norwegian WB	T.3Cy.17½",29"&49"-33" 138NHP BergensMekVærksBergen		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu sur Quill Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où sd ce n'est dans le L.R. Durée.Cert.B.of Trade
26506 131 YLCB	**Kaupo** (*ex*Alga) *ss*Tri.2ndNo.3-5,29 *ss*Lie.No.2-38 1*Dk*(*ptIrn*&*ptStl*)&*deep framing*	2905 2573 1719	✠100A1 3,38 BS5,40 ✠LMC3,38 NO LATER SURVEY REPORTED	Lie	*u*	CL 7,37	1905 12mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	Tv.Kaupo redereja (M.Kalnins,*Mgr.*) *CellD*	314·5 324·5(O.L.) P28'B92'F29' FK *Ba*100'*uE*20'*f*138'	46·6	21·0	Riga Latvian 5*BHCem* 725*tAPT*70*t*	T.3Cy.23",38"&62"-42" (*s*) 160lb 262NHP NDB13*refitted*24 2SB,*6pf*,GS116,HS4140 Richardsons,Westgarth&Co.Ld.Sld.	23 ″ 1 s 3 ″ 8 19 ″ 8	
26507 167442 MNZN	— (*ex*DorteJensen,*ex*Paipoonge, *ex*Corona) *Mchy.Aft* 1*Dk*&*Spar dk*	2420 2154 1474					1888	GlobeIron Works, ClevelndOhio	Ministry of War Transport(Hall Bros. ~~Ld.~~ *Mgrs.*)	299·2 H—F34' len20	40·3	21·2	London British *WB*	T.3Cy.20",38"&61"-42" 241NHP GlobeIrnWorks,Cleveland		VL
26508 157651 ZMCV	**Kauri** *OilEng.* *ss*Ddn.No.1-41 1*Dk*	2361 1933 1302	✠100A1 12,41~~1,41~~ ✠LMC11,40	~~Ddn~~ Wln	*s*	CL 11,39	1936 9mo *Lloyd*	A.Stephen &Sons,Ld Glasgow '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*230'582*t*	286·9 P25'B66'F30' FK *DTf*8'201*tFPT*93*t*	44·2	19·2	Wellingtn British 5*BHptCem* *APT*80*t*	Oil Engines 2S.C.SA 4Cy.23⅝"-40$\frac{5}{16}$" 391NHP A.Stephen&Sons,Ld.Gls.	21 ″ 6 s 3 ″ 2½ 18 ″ 5¾	
26509 62 SUCC	**Kawsar** Ⓟ (*ex*Ammiraglio **TwinSc** Bettolo-34) 2*Dks*&*Awng dk* D.F. *Fitted for oil fuel*	7778 — 4723					1923	G.Ansaldo &Co.S.A.Ital. Sestri Ponente	Soc.Misr deNav. Maritime	429·4	52·6	36·0	Alexndria Egyptian *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts G.Ansaldo&Co. Sampierdarena		CV
26510 152086 GKQR	**Kaying** Ⓟ 2*Dks* *Fitted for oil fuel*	2626 2232 1572					1922	TaikooDkyd&EngCo.of HongK'ngLd HongKong	ChinaNavigation Co.Ld.	310·3 P&B190'F43'	44·2	20·9	London British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft TaikooDkyd&ECoLdHKg		
26511 29329 JSOA	**Kayo Maru** Ⓟ (*ex*KwayoMaru-38) *ss*Kob.No.3-7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4368 3677 2744	✠ 11,39 ✠	Kob	*w*		1923 12mo	OsakaIron Works,Ld. Innoshima *CellDB*294'	HokkaidoTanko K.K. 1118*t DTa*32' 690*t*	345·0 P30'B99'F34'*on* FK *Shelter dk Collisio* *FPT*115*tAPT*29*t*	49·8	28·1	Tokyo Japanese *Cem* *nBHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.24",41"&67"-48" 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIrn.Wks.Innoshima	28 ″ 0¼	
26512 UVBW	**Kazakhstan** E.S.D. Sub.Sig. 1*Dk*	3039 2569 1625					1937	Atel.&Ch. de laLoire St.Nazaire	U.S.S.R.	326·3 F38'B98'P31'	48·1	22·9	Leningrad Russian	T.3Cy.20½"33$\frac{1}{16}$"&53½-35$\frac{7}{16}$" &LP turbine with DR gearing & hydraulic coupling Rheinmatall-BorsigA.G. BerlinTegel		
26513 42619 JJIK	**Kazan Maru** *Mchy.Aft* 1*Dk*	1893 1550 1349					1936	AsanoS.B. Co.Ld. Yokohama	SekiguchiKisen K.K.	269·9 P87'F33'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18",29½"&50"-39" 156NHP AsanoS.B.Co.Ld.Yka.		
26514 45496 JZDM	**Kazuura Maru** *OilEng.* D.F. Sub.Sig. 2*Dks*	6804 — 4854					1938	Mitsubishi Jukogyo K.K Nagasaki	MitsubishiShoji K.K.	437·4 P30'B157'F41'	58·5	32·8	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28$\frac{5}{16}$"-49$\frac{3}{16}$" 840NHP MitsubishiJukogyoK.K. Nag.		C
26515 30387 JOEH	**Kazyo Maru** (*ex*KwajoMaru-38) 1*Dk*	383 295 196					1925	Ohara Matsunosuke Osaka	SetuyoSyosen K.K.	130·0	22·5	14·5	Osaka Japanese	T.3Cy.		
26516 161061	**Kearsarge** *Mchy.Aft* 2*Dks*	3093 2866 2721					1894	Chicago S.B.Co. S.Chicago	CanadaAtlantic TransitCo.	328·0	44·2	23·0	D'luth Min Utd.States *WB*	T.3Cy.23",38"&62"-40" 243NHP ClevelandS.B.Co.,Clevelnd		
26517 154235 VSNB	**Kedah** **TwinSc** 2*Dks* *Fitted for oil fuel*	2499 1427 1033					1927	Vickers Ld. Barrow	StraitsS.S.Co.Ld.	316·9 F45'	50·5	16·2	Singapore British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Vickers,Ld.Barrow		
26518 PFHZ	**Kedoe** **TwinSc** *OilEng.* D.F. *ss*Rot.No.3-12,33 *ss*Rot.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3684 3351 2255	✠100A1 *Shelter dk* *with freeboard* ~~5,41~~ ~~7,40~~5,42 DBS1,42 ✠LMC CS8,38 ~~DBS10,40~~ 3,39 2,40	~~NOs~~ ~~Sba~~Gls	*x*	OG 3,39	1921 11mo *Lloyd*	Burmeistr &Wain Copenhagen '*sA&CP* *Cell*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *DB*322'1130*t Tank* *of tunnels*40'180*t*	367·0 FK *s at sides Collisio* *FPT*75*tAPT*60*t*	51·5	22·6	Batavia ~~Rottrdam~~ Dutch *ptCem* *n BH to S dk* 5 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB*100lb* Burmeister&Wain,Cpn.	25 ″ 6 s 2 ″ 4 23 ″ 4¼	
26519 103680	**Keenora** Ⓟ 2*Dks*	560 — 438					1897	Bertram E.Wks.Co.Ld Toronto	SelkirkNavigation Co.Ld.	150·0 len17	28·0	8·9	Winnipeg British	C.4Cy.10"&22"-14" B*made*02*fitted*36 39RHP BertramE.Wks.Co.Ld.Tto.		
26520 125985 VGMC	**Keewatin** Ⓟ **3Mst** *Mchy.Aft* 1*Dk*(*Stl*)&*deep framing* D.F. &*Awng dk*(*Stl-ws*)	3856 2613 2470	✠ 12,07 ✠	N Yk	*w*		1907 9mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	336·5 B&F295'	43·8	15·4 23·6 FK	Montreal British 6*BHCem* *Cell DBu*	Q4Cy.23½",34",48½"&70"-45" 524NHP 4SB,*12cf*,GS299,HS9627 FairfieldCo.Ld.Glasgow *E*&*B*113'*f*185'720*tFPT*24*t*	26 ″ 9	
26521 YLGG	**Kegums** (*ex*Everest-39, *ex*Stanmore-39, *Fitted for oil fuel* *ex*Arracan-38) D.F. E.S.D. 2*Dks*	*5525* *5132* *3543*					1912	W.Denny& Bros. Dumbarton	F.Grauds	425·0 P40'B123'F53'	54·2	28·3	Riga Latvian *WB*	T.3Cy.26",44"&73"-48" 369NHP Denny&Co.Dumbarton		C
26522 45862 JGKN	**Kehi Maru** Ⓟ D.F. 2*Dks* *Cruiser Stern*	4523 — 2606					1938	Uraga DockCo.Ld. Uraga	NipponkaiKisen K.K.	356·5 P52'B135'F36'	49·2	28·9	Tokyo Japanese *WB*	C.4Cy(2)13"&(2)23⅝"-15¾" & LP turbine with DR gearing & hydraulic coupling HS6071 354NHP UragaDockCo.Ld.Uraga		
26523 729 SVGM	**Kehrea** (*ex*Corcliff-33,*ex*Tregarth) *ss*Pir.2ndNo.3-10,38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1968* *1606* *1118*	✠100A1 10,40 BS2,40 ✠LMC10,38	Pir	*r*	CL 2,40	1912 7mo *Lloyd*	Dunlop, Bremner& Co.Ld. Pt.Glasgow *sA&CP*	T.N.Epiphaniades *CellDB*	276·0 Q106'B58'F28' FK *a*53'*uE*18'*f*113'406*t*	40·1	18·4	Piræus Greek 4*BHCem* *DTa*45'230*t*	T.3Cy.20",33"&56"-36" (*s*) 180lb 227NHP 2SB,*6cf*,GS113,HS3800 Dunlop,Bremner&Co.Ld. *FPT*39*tAPT*60*t*	20 ″ 8 s 2 ″ 1½ 18 ″ 11	
26524 1117 JCUB	**Keian Maru** Ⓟ (*ex*HakutosanMaru) *Longitudinal framing* 2*Dks*	2085 — 1206					1925	KobeSteel Works,Ld. Harima	TyosenYusenK.K.	280·0 P40'B88'F32'	42·0	21·0	Zinsen Japanese *WB*	T.3Cy.20",33"&55"-39" 189NHP KobeSteelWorks,Ld.		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26525 24077 JHTD	**Keihuku Maru** Ⓟ (*ex*KeifukuMaru-38) *ss*Yka.No.3-11,31 *ss*Kob.No.1-36 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Fitted for oil fuel*	5833 5552 4241	✠ ... 2,41 ✠	Osa	*y*		1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe	DaikoSyosenK.K. (YamashitaKisen K.K.*Mgrs.*)	385·0 *CollisionBHtoAwng dk*5*BHtoUdk* *CellDB*334'1118*tFPT*126*tAPT*93*t*	51·0	36·0 FK	Taka-matsu Japanese *Cem*	T3Cy.26¼",43½"&72"-48" 436NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 KawasakiDkyd.Co.Ld.	36 ″ 0	
26526 28539 JPHD	— Ⓟ TwinSc (*ex*KeifukuMaru-38) (*Ferry*) *Cruiser Stern* 2*Dks*	3428 2943 1380					1921	Mitsubishi ZosenKaisha Ld. Kobe	Govt.of Japan (Dept.ofRailways)	360·0 F52'	46·0	28·0	Tokyo Japanese *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaishaLd		
26527 421 JMPA	**Keiki Maru** Ⓟ 2*Dks*	1005 — 571					1914	Osaka Iron Works,Ld. Osaka	TyosenYusenK.K.	195·0 B71'F29'	30·5	19·0 *WB*	Zinsen Japanese	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWks.Ld.Osaka		
26528 44743 JFUM	**Keiko Maru** 2*Dks* *CruiserStern* *Longitudinal framing in DB*	2929 2270 1671					1938	Uraga DockCo.Ld Uraga	OsakaSyōsenK.K.	297·9 P24'B98'F32'	45·0	23·8	Osaka Japanese *WB*	C.4Cy.(2)$11\frac{7}{16}$"&(2)20½"- 13¾"SR geared& LPturbine DR geared to sc. shaft HS3445 255NHP UragaDockCo.Ld.Uraga		
26529 120582 GNWS	**Keila** (*ex*Brockabeck-32,*ex*Zamora) *ss*Nwc.2ndNo.3-10,30 *ss*Tln.No.2-38 D.F. 1*Dk*(*ptIrn*&*ptStl*)2*trB* *deep framing*& *Web frames* *Cargo battens not fitted*	3621 3338 2302	✠100A1 ~~8,41~~ 4,41 ~~6,41~~ 12,41 ✠LMC MS4,38 BS9,40	~~Grk~~ Cff	*w*	CL 1,41	1905 7mo *Lloyd*'sA&CP	JLThompson&Sons, Ld Sunderland	Ministry of War Transport(Neil& Hannah,Ld. *Mgrs.*)	346·5 361·0(O.L.) P23'B92'F32' *CellDBa*119'*uE*23'*f*146'823*t*	50·9	23·0 FK	Glasgow British 6*BHCem* *APT*94*t*	T.3Cy.24½",40"&66"-45" (*s*) 180lb,*100lb*NDB23 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 4 21 ″ 5	
26530 PFIF	**Keilehaven**	2968 2713 1783					1918	NV.C.Van derGiessen& ZonensSchps Krimpen	N.V.Maats.S.S. "Keilehaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	327·3 P26'B91'F28'	47·3	21·8	Rottrdam Dutch *WB*	T.3Cy.23",37½"&63"-42" 257NHP RotterdamDroogd.Maats.		VL
26531 46408 JNJN	**Keisin Maru**	1434 — 792					1939	Sanoga-waya Yasutaro Osaka	AwanokuniKyodo KisenK.K.	224·5	35·8	19·0	Tokusima Japanese	Steam Engine		
26532 34513 JRRB	**Keisyo Maru** (*ex*Kohwa Maru-35) *OilEng.* 2*Dks*	5879 5380 3582					1929	Uraga DockCo.Ld. Uraga	SyowaSyosenK.K.	417·0 P34'B113'F41'	56·0	31·7	Hutyu Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-$35\frac{7}{16}$" 1170NHP Maschfbk.Augsburg- Nürnberg,Augsburg		C
26533 28521 JCMA	**Keiun Maru** Ⓟ (*ex*KoshuMaru) 2*Dks*	1921 1602 1155					1921	OsakaIron Works,Ld. Osaka	HaradaKisenK.K.	256·0 P24'B61'F32'	39·0	22·5 *WB*	Amaga-saki Japanese	T.3Cy.18",30½"&51½"-36" 159NHP Osaka IronWrks.Ld.Osaka		C
26534 44001 JWPL	**Keiyo Maru** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	6442 5757 4835					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K	439·4 P36'B168'F38'	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-$43\frac{5}{16}$" 1167NHP MitsubishiJukogyoK.K. Yka.		C
26535 47748 JQFO	**KeizanMaru**	2865 — 1931					1940	Nippon KokanK.K. Yokohama	YamamotoKisen K.K.	309·3	45.0	24·9	Osaka Japanese	Steam Engine		
26536 33099 JADC	— Ⓟ 2*Dks*	2319 1833 1322					1927	OsakaIron Works,Ld Osaka	ToaKaiunK.K.	285·0 P31'B86'F31'	43·0	22·0	Tokyo Japanese *WB*	T.3Cy.24",39½"&65"-42" 274NHP OsakaIronWrks.Ld.Osaka		
26537 44610 JLSM	— (*ex*CrawlKeys-38) 1*Dk*	2116 1837 1253					1918	Gt.Lakes Eng.Works Ecorse,Mich.	KokokuKisenK.K.	253·5 P27'B66'F26'	43·8	20·4	Kobe Japanese *WB*	T.3Cy.21",35"&59"-42" 226NHP Gt.LakesEng.Wks.Detroit		
26538 2963 JLFN	**Keizyo Maru** D.F. 1*Dk* *CruiserStern*	2626 — 1493					1940	Uraga DockCo.Ld. Uraga	TyosenYusenK.K.	307·8 P24'B77'F28'	45·0	24·6	Zinsen Japanese *WB*	C.4Cy.(2)$11\frac{7}{16}$"&(2)20½"- 13¾" & LP turbine with DR gearing & hydraulic coupling HS3040 174NHP UragaDockCo.Ld.Uraga		
26539 1060 JGUJ	— Ⓟ (*ex*KeijoMaru-38, *ex*KushiroMaru) *ss*Yka.No.1-06 1*Dk*(*ptStl-ws*)&*Web frames*& *Awng dk*(*Teak*)	1051 1016 615	✠ 12,06 ✠	Yka	*m*		1903 3mo	Kawasaki Dkyd.Co.Ld. Kobe	NakagawaKisen K.K. *CellDBa*44'*uE* &*B*53'*f*64'185	228·8 *tFPT*48*tAPT*15*t*	28·0	13·0 20·2 FK	Huna-kawa Japanese 4*BHCem*	T.3Cy.17½",28"&46"-33" 175NHP 2SB,4*cf*,GS61,HS2656 KawasakiDkyd.Co.Ld.	22 ″ 9	
26540 OUHX	**Kejserinde Dagmar** (*ex*Almeriana) *ss*Abg.2ndNo.3-11,32 *ss*Svb.No.1-37 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1597 1494 987	✠100A1 3,40 BS4,39 ✠LMC7,37 (SEE FOOT NOTE *)	Cpn	*q*	OG 1,40	1905 8mo *Lloyd*'sA&CP	R.Duncan &Co.Ld. Pt.Glasgow	D/SA/S Progress (M.Nielsen&Sön, *Mgrs.*)	260·2 273·8(O.L.) P23'B67'F27' *CellDBa*80'*uE*18'*f*114'471*tAPT*56*t*	37·2	18·0 FK	Copnhagn Danish 4*BHCem*	T.3Cy.19½",32"&53"-36" (*s*) 180lb 192NHP 2SB,6*pf*,GS99,HS3078 Rankin&Blackmore,Grk.	20 ″ 6 s 2 ″ 7½ 18 ″ 1	
26541 143049 ZMFG	**Kekerangu** (*ex*Cosmos,*ex*WarCoast) *ss*Syd.No.3-6,31 *ss*Syd.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted*	3146 2849 1866	✠100A1 3,41 BS10,40 ✠LMC10,39	Syd	*u*	CL 10,39	1919 3mo *Lloyd*'sA&CP	TyneI.S.B. Co.Ld. Newcastle	UnionS.S.Co.of NewZealand,Ld.	331·3 342·3(O.L.) P33'B100'F29' *CellDB*284'724*tFPT*110*tAPT*123*t*	46·6	23·1 FK	Wellngton N.Z. British 7*BHptCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 3SB,9*cf*,GS155,HS6324 FD N.E.MarineEngCoLd.Nwc	25 ″ 6 s 3″11¾ 21 ″ 9	
26542 220686 KDGY	**Kekoskee** *Longitudinal framing* 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk*	5193 — 3180					1920	Bethlehem S.B.Corp.Ld. Wilmington, Del.	RichfieldOil Corporation	391·8 P99'B34'F44'	51·3	28·8	Ls.Angeles Utd.States *WB*	T.3Cy.27⅜",45"&75"-48" 390NHP BethlehemS.B.Corp.Ld. Wilmington,Del.		R
26543 151497 VSNC	**Kelantan** Ⓟ TwinSc *OilEng.* 1*Dk*&*Shelterdk*	1106 757 580					1921	Caledon S.B.&E.CoLd Dundee	StraitsS.S.Co.Ld.	260·4 len24	37·1	9·8	Singapore British *WB*	Oil Engines,4S.C.SA 12Cy15¾"-26"NE37 288NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
26544 PFIN	**Kelbergen** D.F. 1*Dk*	4823 4520 2968					1914	W.Pickersgill&Sons,Ld. Sunderland	ZuidHollandsche Scheepsv.Maats. N.V.	385·0 P36'B119'F41'	52·1	27·2	Rottrdam Dutch *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
26545 DOHM	**Kelkheim** (*ex*MarieMærsk) *ss*Msl.No.1-25 2*Dks* Sub.Sig. D.F. *Fitted for oil fuel*	4943 4722 3000	... 12,27				1920 9mo	F.Schichau Danzig	Lehnkering&Cie A.G.(Unterweser ReedereiA.G. *Mgrs.*)	362·0	51·3	31·7 FK	Bremen German *WB*	T.3Cy.25⅝",43⅜"&70$\frac{15}{16}$"-47¼" 425NHP F.Schichau,Elbing	"34 ″ 0	G †
26546 DHOC	**Kellerwald** *Cruiser Stern* 2*Dks* Sub.Sig. D.F. *Fitted for oil fuel*	5032 4478 2983					1923	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 P&B257'F40'	54·2	27·4	Hamburg German *WB*	T3Cy28½",45$\frac{3}{10}$"&74⅘"-55$\frac{1}{10}$" Gütehoff- 414NHP nungshütte,Oberhausen		G
26547 212301	**Kelley Island** 1*Dk*	881 — 414					1914	American S.B.Co. Lorain,O.	KelleyIsland Lime&Transp.Co.	155·0	38·0	11·0	Sandusky, Ohio Utd. States	C.2Cy.20"&40"-30" 73NHP AmericanS.B.Co.Lorain,O		
26548 143526 MKJW	**Kellwyn** (*ex*MarieLlewellyn-37) *ss*Npt.No.3-10,35 *Well deck* *ss*Cff.No.1-39 1*Dk*(*Stl*) *Cargo battens not fitted*	1459 1119 885	✠100A1 2,41 BS4,40 ✠LMC4,39	Sws	*o*	CL 1,41	1920 12mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	DillwynS.S.Co.Ld. ~~(Stockwood,Rees&Co.Ld. *Mgrs.*)~~ *CellD*	234·8 P16'Q67'B58'F23' *B*192' 381*t FPT*40*t*	35·7	16·6 FK	Swansea British 4*BHCem* *APT*36*t*	T.3Cy.18¼",28½"&48¼"-33" 180lb (*s*) 86RHP 2SB,*6cf*,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s1 ″ 5½ 17 ″ 4	
26549 148395 GKWJ	**Kelso** *CruiserStern* D.F. 1*Dk&Shelter dk*	3956 3715 2426					1924	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson Line,Ld.	332·8	46·6	20·4	Hull British *WB*	T.3Cy.21",35½"&61"-42" 241NHP Earle'sCo.Ld.Hull		C
26550 145867 GKQZ	**Kelvinbank** (*ex*Daga-34, *ex*Malia) TwinSc *OilEng.* 2*Dks* *CruiserStern*	3872 3466 2337	✠ ... 1,27				1921 9mo	W.Hamilton&Co.Ld. PortGlasgow	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	350·5 P36'B117'F43'	49·9	24·7 FK	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.18½"-32$\frac{5}{16}$" 475NHP NE28 Wm Denny&Bros.Ld.Dmb	27 ″ 3	C †
26551 TCBZ	**Kemal** Ⓟ (*ex*Kemaliye, *ex*Smyrni,*ex*Ourana, *ex*Lodore) Iron *ss*Nwc.No.3-12,91 *ss*Liv.No.1-96 4thSurvey2-96 1*Dk*(*Irn*)2*trB*	674 — 396	✠ 6,00	Pir	*k* Lv		1878 9mo	Wigham Richrdsn&Co Newcastle	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	200·2 P30'F24'	28·3	14·0 BK7½" *DBa*	Istanbul Turkish 4*BHCem* 55'*f*26'118*t*	C.2Cy.26"&46"-30" 83NHP 1SB,*3pf*,GS45HS1240 Wighm Richrdsn&Co.Nwc	14 ″ 8	
26552 OHFG	**Kemi** (*ex*Spessart,*ex*Westfalen) 1*Dk&ptAwng dk* *& deep framing*	2462 1653 1464					1900	Act.Ges. "Neptun" Rostock	VaasanLaivaO/Y (PaulEriksson)	302·1 294·9 P15'Q98' *ptAwng dk*179'	41·0	16·4 23·3	Vasa Finnish *WB*	T.3Cy.20⅞",35½"&55¼"-35½" 182NHP A.G."Neptun,"Rostock		G
	Now "Olivia," *see No.* 37968 *in Supplement*															
26553 PFIR	**Kemphaan** *OilEng.* *Cruiser Stern* 1*Dk*	343 260 166					1936	Gebr.van Diepen Waterhuizen	L.J.Kas	136·7	24·8	9·8	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
26554 171301 GRRB	**Kenfig Pool** (*ex*SaintMarc-37) 2*Dks&Awng dk*	2229 2093 1515					1908	Atel.&Ch. deFrance Dunkirk	NoemijuliaS.S.Co. Ld.(S.Catsell, *Mgr.*)	288·8 B31'F32'	38·9	17·0 24·2	London British *WB*	T.3Cy.19",30½"&56"-36" 188NHP Atel.&Ch.deFrance,Dun.		VL
26555 140709 GQWC	**Kenilworth** *ss*Bly.No.3-1,31 *ss*Shi.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted in'tween decks*	5457 5096 3288	✠100A1 *Shelter dk withfreeboard* ~~5,41~~ ~~2,40~~12,41 BS5,41 ~~BS9,39~~ ✠LMC9,38	~~HKg~~ Ddn	*a*†	CL ~~1,40~~ 4,41	1918 3mo *Lloya*	Richardsn, Duck&Co.Ld. Stockton *'sA&CP*	ForeignInvestments,Ld. *CellDBa*165'*uE*24'*f*	430·2 171'1338*t FPT*145*t*	55·0	26·6 FK	Shanghai British 7*BHCem* *APT*202*t*	T.3Cy.28",46½"&78"-54" (*s*) 180lb 615NHP 3SB,*12cf*,GS216,HS9006 FD Blair&Co.Ld.Stockton	29 ″ 1 s3 ″ 6½ 26 ″ 10	
26556 44596 JLJM	**Kenkoku Maru** (*ex*WanShun-38, *ex*Maniema-37, *ex*Algerier) D.F. *ss*Ant.No.3-5,34 2*Dks*(*Stl*)	3128 2851 1855	✠ ... 8,38 ✠	Drn	*u*		1920 1mo	Lloyd RoyalBelge (Gt.Britain) Ld.Glasgow	NisshinKaiun Shokai,Ld. *Ce*	331·0 P38'B100'F28' *llDB*278'735*t FPT*	46·6	25·5 FK	Kobe Japanese 6*BHCem* 106*t APT*42*t*	T.3Cy.25",41"&68"-45" 359NHP 3SB,*9cf*,GS152,HS5844 D.Rowan&Co.Ld.Gls.	25 ″ 6	C
26557 40706 JGGJ	**Kenkon Maru** *Oil Eng.* 2*Dks*	4575 3730 2721					1935	Mitsui Bussan Kaisha,Ld. Tama	InuiKisenK.K.	362·2 P34'B105'F30'	50·0	29·1	Kobe Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅝"-39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		C
26558 218435 KILF	**Kenmar** (*ex*Elmsport-39) 2*Dks&Shelter dk* Sub.Sig. D.F. *Fitted for oil fuel*	6844 — 5330					1919	Skinner& EddyCorp. Seattle,Wash	CalmarS.S.Corp.	409·5	54·2	27·1	NewYork Utd. States	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
26559 143487 EIDB	**Kenmare** Ⓟ *ss*Liv.No.3-5,34 *ss*Sld.No.1-37 E.S.D. 2*Dks*(*UptStl*)& *Shelter dk*(*ptStl*)	1673 1143 693	✠100A1 *Shelter dk withfreeboard* ~~[illegible]~~ ~~4,40~~ 3,42 ~~BS5,41~~ ~~BS4,40~~ ✠LMC~~5,37~~3,42 *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	~~Liv~~ Dub	*r*	CL 4,39	1921 11mo *Lloyd*	Ardrossan D.D.Co.Ld. Ardrossan *'sA&CP*	British&Irish SteamPacketCo. Ld. *CellDBa*67'*uE*27'	274·5 B100'F45'*on Shelter dk* *f*89'213*t APT*12*t*	37·9	17·2 FK	Cork British *Cem* 2*BHtoSh dk* 3 ″ ″ *U* ″	T.4Cy.26",42"&(2)48½"-42" 200lb (*r*) 553NHP 4SB(Spt),*12cf*, GS214,HS8932 FD J.G.Kincaid&Co.Ld.Grk.	18 ″ 3 s1 ″ 4½ 17 ″ 3¼	
26560 147645 MLWB	**Kenneth Hawksfield** (*ex*Timberham) *ss*Shl.No.3-2,36 *Well deck* 1*Dk*(*Stl*) *Longitudinal framing in double bottom & at decks* *Cargo battens not fitted*	1546 1140 910	✠100A1 12,40 Examined 12,40 ✠LMC8,40	Bly	*p*	CL 7,40	1924 5mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	P.Hawksfield& Son,Ld. *CellDBa*47'*uE&B*	245·4 Q188'F24' 25'*f*104'457*t DT at*	38·6	15·5 FK	Dover British 4*BHptCem* *sides of tun*	T.3Cy.17",27½"&45"-33" (*s*) 180lb 156NHP 2SB,*4cf*,GS79,HS2806 Ross&Duncan,Glasgow *nel* 34'190*t FPT*55*t APT*46*t*	17 ″ 6 s5 ″ 4½ 16 ″ 6½	
26561 124235 CYMW	**Kenora** *Mchy.Aft* 2*Dks*	1979 1802 1289					1907	A.McMillan&Son,Ld. Dumbarton	Canada Steamship Lines,Ld.	249·9 F36'	42·6	20·5	Toronto British *WB*	T.3Cy.17",28"&46"-33" 122NHP Muir&Houston,Ld.Gls.		C
26562 144079 MKRP	**Kenrix** 3Mst *ss*Hul.No.3-10,32 *ss*Hul.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	692 479 317	✠100A1 6,41 ~~10,40~~ Examined6,41 ~~BS8,40~~ 6,41	~~Hul~~ Hul LMC8,37	*j*	CL 10,40	1921 5mo *Lloyd*	Cochrane& Sons,Ld. Selby *'sA&CP*	R.Rix&Sons	175·0 183·0(O.L.) Q99'B11'F23' *CellDBf*99'140*t*	29·1	11·3 FK	Hull British 4*BHCem* *FPT*27*t*	T.3Cy.13",23"&37"-26" (*s*) 200lb 96RHP 1SB,*3pf*,GS48,HS1683 J.Lewis&Sons,Ld.Abn.	13 ″ 6 s3 ″ 9¾ 13 ″ 3½	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. DateofB.ofTradeCert.
26563 41073 JGVJ	**Kenryu Maru** OilEng. 2Dks	4576 3730 2692					1935	Mitsui Bussan Kaisha,Ld. Tama	InuiKisenK.K.	362·2 P34'B105'F30'	50·0	29·1	Kobe Japanese WB	Oil Engines 4S.C.SA 10Cy.21⅝"-39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		C
26564 47570 JGRM	**Kensin Maru**	3126 — 1794					1940	Harima S.B.&Eng. Co.Ld. Aioi	InuiKisenK.K.	318·4	45·9	24·6	Kobe Japanese	Steam Engine		
26565 44843 JQDM	**Kensyo Maru** OilEng. D.F. CruiserStern 2Dks	4862 — 2893					1938	TamaS.B. Co.Ld. Tama	InuiKisenK.K.	384·4 P26'B124'F34'	52·5	30·3	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 642NHP TamaS.B.Co.Ld.Tama		C
26566 142611 GPDC	**Kent** ssBrs.No.3-4,30 ssFal.No.2-38 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F. E.S.D. CruiserStern	8697 8212 5454	✠100A1 Shelter dk withfreeboard ~~9,41~~ ~~3,41~~ 5,42 BS5,42 ~~BS1,41~~ ✠LMC11,38 ✠Lloyd'sRMC~~6,41~~5,42 Fitted for oil fuel 1,25 F.P. above 150° F.	~~Wln~~ ~~Syd~~ Bkn	lt	CL ~~5,38~~ 9,41	1918 6mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	FederalSteamNav. Co.Ld. CollBH CellDB382' 1403t D	460·6 B275'F49'on Shelter dk &2BH to Shelter dk Ta23'170tFPT128t	62·8	34·9 FK	London British Cem 5BHtoUdk APT32t	2 steam turbinesSRgeared to 1 Screw shaft 180lb (s) 973NHP 4SB,16cf,GS320,HS13572FD Palmers' Co.Ld.Newcastle	37 ″ 9 s 7 ″ 9¼ 30 ″ 2	
26567 166237 GMGG	**Kentish Coast** OilEng. D.F. E.S.D. 1Dk Mchy.Aft CruiserStern	459 351 246	✠100A1 2,42 ~~12,40~~ ✠LMC6,38	~~Bkn~~ Liv	g	OG ~~9,39~~ 2,42	1938 6mo	WerfJan Smit,Czn. Alblasserdam Lloyd'sA&CP	CoastLines,Ld.	165·7 173·6(O.L.) Q43'F24' CellDB107' 151t FPT	26·4	9·7 27·6 FK	Liverpool British 3BHptCem 50tAPT10t	Oil Engines 4S.C.SA 3Cy.11"-17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 s 1 ″ 2 10 ″ 9¼	
26568 207489 WACJ	**Kentuckian** ssS.Fo.2ndNo 3-5,33 D.F. 2Dks(Stl)&deepframing &Shelter dk(Stl) Fitted for oil fuel	5200 4797 3178	✠ ... 6,34 ✠	SFo	†		1910 6mo	Maryland SteelCo. Sparro'Pt.Md	American- HawaiianS.S.Co. CellDB a 123'uE&	414·5 B60' f 162'1259tDT	53·7	28·1 FK	NewYork Utd. States 7BHptCem a46'291t DT	Q.4Cy.25$\frac{7}{16}$",34",52⅜"&76¼" -54" 618NHP 3SB,12cf,GS200,HS8721 MarylandStlCo.Sparro'Pt. f27'778tFPT158tAPT27t	39 ″ 0	R †
26569 221120 KDQI	**Kentucky** (exWestO'Rowa) 2Dks Fitted for oil fuel	5446 — 3393					1921	LsAngeles S.B.&D.D.Co. SanPedro,Cal	StatesSteamship Co.	410·0 P43'B115'F47'	54·2	27·2 WB	Portland, Or. Utd. States	T.3Cy.28½",47"&78"-48" LosAngelesS.B. 359NHP &D.D.Co.SanPedro,Cal.		R
26570 OYPB	— (exGeneralkonsul ssEls.2ndNo.3-8,30 Pallisen) ssCpn.No.2-39 D.F. 1Dk(Stl)&deepframing	2136 1971 1311	✠100A1 3,39 ✠LMC MS3,39 BS11,38 (SEE FOOTNOTE *)	Cpn	t	CL 3,39	1905 5mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow Lloyd'sA&CP	DetForenede Damps.Selskab. Cell DBa86'	294·8 305·5(O.L.) P27'B172'F33' uE&B34'f130'605t	42·0	19·5 FK	Copnhagn Danish 5BHCem APT65t	T.3Cy.22",35"&59"-39" (s) 180lb 225NHP 2SB,6cf,GS106,HS3300 ClydeS.B.&E.Co.Ld.Pt.Gls	22 ″ 0 s2 ″ 3¼ 19 ″ 11	
26571 147623 GKPW	**Kentwood** ssShl.No 3-4,37 Well deck ssSld.No.1-40 D.F. 1Dk(Stl) Cargo battens not fitted	2180 1760 1244	✠100A1 2,41 BS2,41 ✠LMC2,40	Bly	r	OG 3,40	1924 4mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	WFrance,Fenwick &Co.Ld. CellDBa48'uE&	280·0 P20'Q94'B48'F19' B39'f113'397t DTa36'250tFPT	40·2	18·9 FK	London British 4BHCem 52tAPT80t	T.3Cy.20",33"&54"-39" (s) 180lb 199NHP 2SB,6cf,GS94,HS3096 Geo.Clark,Ld.Sunderland	21 ″ 0 s 2 ″ 1½ 19 ″ 0½	
26572 162509 GBJP	**Kenya** Ⓟ TwinSc ssBom.No.2-38 Ref.Mchy. 2Dks(Stl-U teak s) D.F. 3rd dk in forward holds E.S.D. CruiserStern	9890 6731 4646	✠100A1 7,41 ~~5,40~~ BS5,41 ✠LMC6,38 ✠Lloyd'sRMC12,39 Fitted for oil fuel 12,30 F.P. above 150° F.	~~Bom~~ Gls		CL 11,38	1930 12mo	A.Stephen &Sons,Ld Glasgow Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB	471·3 487·1(O.L.) Shade dk B213'& F51' on Shade dk 115'1768tFPT112t	64·2	29·4 FK	London British 8BHptCem APT222t	6 steam turbines S.R. geared to 2 Sc. Shafts (s) 250lb 100lb FD 1746NHP 7SB(Spt),28cf,GS525, HS19810 A.Stephen&Sons,Ld.Gls.	32 ″ 6 s5 ″ 10½ 26 ″ 11¼	BT till 10,41
26573 46613 JHRN	**Ken-yō Maru** D.F. Carrying Petroleum in bulk OilEng. Mchy.Aft GyC. CruiserStern	10022 — 5832					1939	Kawasaki Dkyd.Co.Ld. Kobe	KokuyoKisenK.K.	502·1 P162'B39'F37'	64·9	37·1	Tokyo Japanese WB	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2250NHP KawasakiDkydCoLdKobe		C
26574 44845 JHYL	**Kenyo Maru** 2Dks CruiserStern	6486 — 3894					1938	Harima S.B.&Eng. Co.Ld. Harima	InuiKisenK.K.	438·8	58·6	32·8	Kobe Japanese WB	2 DRgearedsteamturbines 750NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
26575 44827 JQBM	**Kenzan Maru** (exShootersIsland-38) 2Dks	4705 4313 3414	✠ ... 4,22 ✠				1919 4mo	Standard S.B.Corp. Shooter's Island,N.Y	KokokuKisenK.K.	377·0 P25'B106'F34'	52·0	29·0 FK	Kobe Japanese WB	T.3Cy.24½",41½"&72"-48" 488NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.	29 ″ 0	C †
26576 44838 JQQM	— 1Dk	951 — 565					1938	Sanoyasu DockGoshi Kaisha Osaka	KenzanKisen K.K.	205·7	30·0	17·2	Kobe Japanese WB	T.3Cy.14¼",24"&40"-30" 88NHP Emade21 ImadoIronWorks,Osaka		
26577 29834 JGWB	**Kenzyo Maru** (exKenjoMaru-38, exRemier,exGloriana) ssRot.No.2-15 Spar dk(ptIrn&ptStl) 2trB&deepframing	3142 2891 2257	✠ 5,20 ✠		u		1905 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	KonanKisenK.K. Cell DBa106' uE24'	325·3 P33'B100'F32' f138'654tFPT100t	47·1	13·8 22·6 FK	Kobe Japanese 5BHCem APT42t	T.3Cy.24",38"&64"-42" 275NHP 2SB,6cf,GS100,HS4264 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10	
26578 679 SVDK	**Kephallinia** Ⓟ TwinSc (exNicolaosTogias-33,exCity of Belfast) 2Dks	1267 773 460					1893	LairdBros. Birkenhead	HellenicCoast LinesCo.Ld.	280·6	32·1	13·4	Piræus Greek	T.6Cy.18",28"&42"-30" 193NHP LairdBros.Birkenhead		
26579 DOKD	**Kepler** D.F. OilEng. Sub.Sig. Cruiser Stern 1Dk	1236 955 592					1925	Deutsche WerkeA.G Kiel	Dampfschiffahrts Ges.Neptun	233·6 P&B150'F28'	36·2	14·3	Bremen German WB	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-37$\frac{7}{16}$" 224NHP DeutscheWerkeA.G.Kiel		G
26580 139562 VPKG	**Kepong** 2Dks	1874 1700 1322					1916	Taikoo Dck.&EngCo HongKong	StraitsS.S.Co.Ld.	251·0 F33'	41·1	21·0	Singapore British	T.3Cy.18",29"&48"-33" 132NHP TaikooDockyard&Eng.Co.		

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
26581 1029 ESUO	**Keri** (*ex*Vectis-35) *ss*Tln.2ndNo.3-5,38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1172 986 663	✠100A1 4,39 ✠LMC MS5,38 BS2,39 NO LATER SURVEY REPORTED	Shl	*n*	CL 4,39	1913 4mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	PeetRass *CellDBa*58'	222·5|33·2|14·5 230·5(O.L.) Q77'B48'F26' FK *uE*17'*f*92'270*tFPT*	Tallinn Estonian 4*BHCem* 39*t APT* 94*t*	T.3Cy.18″,29½″&48″–33″ (*s*) 180lb *90lb* 148NHP 1SB,*3pf*,GS54,HS2346 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s 1 ″ 2¾ 15 ″ 5¾	
26582 FOJX	**Kerkena** (*ex*Rambon-38,*ex*Tyne-36) *ss*Rot.No.3-5,36 *Mchy.Aft* 1*Dk*(*Stl*)	1579 1207 877	✠ ... 4,40 ✠	Msl	*p*		1922 6mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	FrenchGovernment(Ministère delaMarineMarchande) (Worms&Cie,*Mgrs.*)	239·5|36·9|17·3 P77'F20' FK *DBuB*21' *f*145'500*tFPT*	Marseilles French 4*BHCem* 160*tAPT*18*t*	T.3Cy.21″,32¼″&55″–39⅜″ 239NHP 2SB,*6cf*,GS120,HS4152 N.V.Mch.&Scheepswerf. vanP.Smit,Jr.Rot.	20 ″ 0	
26583 PFIW	**Kerkplein** (*ex*Ramsay) *ss*Ham.No.3-4,36 *ss*Rot.No.1-40 D.F. 2*Dks*(*Stl*)	5085 4776 3135	✠100A1 3,40 ✠LMC BS9,39 MS3,40 (SEE FOOT NOTE.*)	Rot	*y*	CL N2,40	1921 10mo *Lloyd*	Bartram & Sons,Ld. Sunderland '*sA&CP*	N.V.Scheepvaart Maats."Millingen" (G.A.Spliethoff, *Mgr.*) *CellDBa*119'*uE*26'*f*	400·0|52·2|28·5 P36'B118'F40' FK 176'1056*tFPT*135*t*	Rottrdam Dutch 7*BHCem* *APT*220*t*	T.3Cy.27⅝″,45$\frac{9}{16}$″&75″–48″ 180lb (*s*) 476NHP 3SB,9*cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0¼ 25 ″ 2½	
26584 701 SVBU	**Kerkyra** Ⓟ (*ex*Ionion-33, TwinSc *ex*Jonio) 2*Dks*	1461 1030 775					1912	Mackie& Thomson,Ld. Glasgow	HellenicCoast LinesCo.Ld.	224·0|33·9|19·0 P31'F32'	Piræus Greek *WB*	T.6Cy.13½″,22″&36″–24″ 126NHP Muir&Houston,Ld.Gls.		I
26585 166367 EIMB	**Kerlogue** *ss*Dub.No.1-42 *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	335 251 171	✠100A1 5,42 ~~3,41~~ 3,41 ✠LMC~~2,38~~ ~~✠LMC(M)3,41~~	Dub	*e*	~~3,41~~ 4,42	1938 2mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	WexfordSteamshipsCo.Ld.	142·1|23·8| 9·2 24·7 148·5(O.L.) FK P33'F14' *CellDB*91'93*tFPT*	Wexford British 3*BHCem* 32*tAPT*25*t*	Oil Engines 4S.C.SA 6Cy.11″–17$\frac{1}{16}$″ 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 3 s1 ″ 0½ 10 ″ 4¼	
26586 160568 GSQW	**Kerma** *ss*Bry.No.3-2,40 D.F. 1*Dk*(*Stl*)	4333 4026 2658	✠100A1 ~~9,41~~ ~~3,41~~ ~~1,42~~ 4,42 BS1,42 ~~BS1,41~~ ✠LMC2,40	Mdb	*x*	CL ~~1,40~~ 9,41	1928 9mo *Lloyd*	D&WHendersn&Co.Ld Glasgow '*sA&CP*	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *CellDB*	370·0|52·2|25·9 382·6(O.L.) P28'B105'F36' FK 324' 1058*t FPT*140	London British 6*BHptCem* *tAPT*115*t*	T.3Cy.25″,41″&66″–45″ (*s*) 180lb *120lb* 346NHP 2SB,*6cf*,GS115,HS4601 FD D&WHendersn&CoLdGls	28 ″ 4 s 5″ 2¼ 23 ″ 3¼	
26587 133495 VJZQ	**Kermandie** WoodAux4MstTwin *OilEng.* ScSr 1*Dk* (*See Sailing Ship Register*)	343 298 222					1920	C.M.Mc Kay Hobart,Tas.	KermandieShippingCo.Pty.Ld.	141·9|35·0|11·0	Hobart British	2 Oil Engines(P) 2S.C.SA 2Cy.12″–15″ 76NHP Thompsn&Co.Castlemaine (S-*made&fitted*36) 4S.C.SA 4Cy.8″–10¾″ Ruston&Hornsby,Lincoln		
26588 143158 MPMC	**Kerry Coast** (*ex*Kerry-39, *ex*LadyPatricia-38) E.S.D. 1*Dk&Shelter dk*	1411 1100 555					1919	CaledonS. B.&E.Co.Ld. Dundee	~~CoastLines,Ld.~~ Burns&Laird Lines,Ld.	270·6|38·1|16·2	Liverpool British *WB*	T.3Cy.21″,34″&56″–39″ 196NHP CaledonSB.&E.Co.Ld.Dun		C
26589 135630 EIDY	**Kerrymore** *ss*Bel.No.3-4,34 *ss*Bel.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	509 338 211	✠100A1 2,42 ~~3,41~~ ~~BS5,41~~ ✠LMC5,39 6,42	Bel	*h*	CL ~~8,40~~ 2,42	1921 2mo *Lloyd*	LarneS.B. Co.Ld. Larne '*sA&CP*	R.McCowen&Sons Ld. *CellD*	165·2|25·3| 9·5 26·7 FK Q95'B11'F22' *Bf*97'104*tFPT*36*t*	Tralee British 3*BHCem* *APT*2*t*	T.3Cy.13″,21″&34″–24″ (*s*) 180lb 62RHP 1SB,*3cf*,GS52,HS1439 Campbell&Caldrw'd,Psy.	11 ″ 9 s 3 ″ 9 11 ″ 8¼	
26590 DHOD	**Kersten Miles** (*ex*Martha Hemsoth) Sub.Sig. 1*Dk&Shelter dk*	4971 4531 2957					1921	Deutsche WerkeA.G. Kiel	Hanseatische ReedereiEmil Offen&Co.	407·6|54·4|24·8 P43'B26'F36'	Hamburg German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
26591	**Kertch** (*ex*Dimitri) *ss*Oda.No.3-11,98 *ss*Oda.No.1-03 1*Dk*(*Stl*)&*Awng dk*	1018 986 594	✠ 5,06 ✠	Oda	*l*		1887 12mo	W.Dobson &Co. Newcastle	U.S.S.R.	210·0|30·2|20·8 ptNDS98 FK *DB*	Odessa Russian 5*BHCem* *a&f*141'154*t*	T.3Cy.17″,28″&47″–30″ 123NHP 2SB,*4cf*,GS66,HS1920 N.E.MarineEng.CoLdNwc	21 ″ 7	
26592 PFIZ	**Kertosono** 3*Dks* *CruiserStern* D.F. *Fitted for oil fuel*	9289 8843 5853					1923	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	470·5|62·7|37·7 B76'F52' len35	Rotterdm Dutch *WB*	DR Geared Steam Turbine Maats.deSchelde,Flushing		V
26593 218740 KIVC	**Kewanee** *ss*S.Fo.No.2-27 1*Dk&Web frames* D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk*	3550 2910 2125	✠ ... 4,27 ✠				1919 8mo	Bethlehem S.B.Corp.Ld. (MoorePlnt) ElizabethPrt, N.J.	RepublicOil RefiningCo.	318·4|46·0|23·5 P94'B36'F40' FK	S.Frncisco Utd. States *WB*	T.3Cy.22½″,39″&63⅜″–48″ 278NHP BethlehemS.B.Corp.Ld. (MoorePlant)	26 ″ 0	R †
26594 147763	**Keybar** *ss*Tto.No.3-4,35 *ss*Tto.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1723 1562 1087	✠100A1 *withfreeboard* 4,39 BS4,41 ~~BS5,40~~ ✠LMC2,39 *For service on the Great Lakes & River St. Lawrence also to Newfoundland, Halifax, N.S. & St. John, N.B.*	Tto		CL 11,38	1923 5mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	KeystoneTransports,Ld. 3 *Watertight BH* *BH's in holds* *CellD*	250·3|42·6|16·9 F40' FK *also 2 Intermediate* *(lower parts watertight)* *B*223'680*tFPT*130*t*	Montreal British *APT*6*t*	T.3Cy.16″,26″&44″–33″ (*s*) 180lb 155NHP 2SB,*4cf*,GS78,HS2850 Smith'sDockCo.Ld.Mdb.	19 ″ 3 s3 ″ 7 15 ″ 10	
26595 131111	**Keybell** *Mchy.Aft* 1*Dk*	1730 1544 1254					1912	Collingw'd S.B.Co.Ld. Collingwood	KeystoneTransports,Ld.	258·0|42·6|17·2	Montreal British *WB*	T.3Cy.16″,26″&44″–36″ 163NHP CollingwoodS.B.Co.Ld.		
26596 147749	**Keydon** (*ex*Swiftwater-38) *Mchy.Aft* 1*Dk*	1739 1578 1044					1927	Cowpen DryDock& S.B.Co.Ld. Blyth	KeystoneTransports,Ld.	252·0|42·6|18·0	Montreal British *WB*	T.3Cy.16″,27″&44″–33″ 111NHP Blair&Co.(1926)Ld.Stk.		C
26597 147799	**Keyholt** (*ex*Stillwater-38) *Mchy.Aft* 1*Dk*	1796 1639 1134					1928	Smiths' DockCo.Ld Middlesbro'	KeystoneTransports,Ltd.	253·0|43·4|18·4 F37'	Montreal British *WB*	T.3Cy.16″,26″&44″–33″ 111NHP Smith'sDockCo.Ld.Mdb.		C
26598														

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dateof B. of TradeCert.
26599 147797	**Keymont** (*ex*Deepwater-38) *Mchy.Aft* 1*Dk*	1796 1639 1134					1928	Smith's DockCo.Ld Middlesbro'	KeystoneTransports,Ld.	253·0 F37'	43·4	18·4	Montreal British *WB*	T.3Cy.16",26"&44"-33" 111NHP Smith'sDockCo.Ld.Mdb.		C
26600 133558	**Keynor** *ss*Tto.No.3-4,28 *ss*Tto.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	1806 1628 1090	✠100A1 5,42 ~~3,41~~ Examined ~~3,41~~3,42 BS~~3,41~~ 4,42 ✠LMC9,36	~~Sld~~ ~~Sld~~ Gls	q	CL 3,41	1914 6mo	NofIreland S.B.Co.Ld. Londonderry *Lloyd's A&CP*	KeystoneTransports,Ld. *CellDBuE*	250·0 F39' FK *Intermediate BH dispensed with* *& B46' f166' 671t FPT372t APT8t*	42·5	17·4	Montreal British 3*BHptCem*	T.3Cy.16",26"&44"-36" (*s*) 180lb 163NHP 2SB,*4cf*,GS71,HS2407 FD J.G.Kincaid&Co.Ld.Grk.	20 ″ 0 s 3 ″ 7 16 ″ 7	
26601 125459	**Keyport** *Mchy.Aft* 1*Dk*	1721 1546 1298					1909	Swan,Hunter&Wigham Richardson, Ld Newcastle	KeystoneTransports,Ld.	250·1 F40'	42·5	17·9	Montreal British *WB*	T.3Cy.15",25"&42"-30" 97NHP N.E.MarineEngCoLd.Nwc		
26602 147761	**Keystate** *ss*Tto.No.1-39 *ss*Tto.No.3-4,35 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1729 1562 1084	✠100A1 *withfreeboard* ~~4,41~~ ~~4,39~~ 5,42 BS4,41 ~~BS3,40~~ ✠LMC2,39 *For Service on the Great Lakes & River St. Lawrence also to Newfoundland, Halifax, N.S., & St. John, N.B.*	~~Tto~~ Mtl		CL ~~9,36~~ 4,41	1923 4mo	Smith's DockCo.Ld. Middlesbro' *Lloyd's A&CP*	KeystoneTransports,Ld. *3 Watertight BH also 2 Intermediate bulkheads in holds (lower parts watertight)* *CellD*	250·3 F40' FK *B223' 680t FPT130t APT6t*	42·6	16·9	Montreal British	T.3Cy.16",26"&44"-33" (*s*) 180lb 155NHP 2SB,*4cf*,GS76,HS2850 Smith'sDockCo.Ld.Mdb.	19 ″ 3 s 3 ″ 7 15 ″ 10	
26603 217919 WJDJ	**Keystone** (*ex*SageBrush-41, *ex*WestCherow) 2*Dks* Sub.Sig. D.F. *Fitted for oil fuel*	5565 5241 3475	✠ ... 10,21 ✠				1919 5mo	Northwest SteelCo. Portland,Or.	~~ShepardS.S.Co.~~ StatesMarine Corporation	409·8 P44'B115'F47' FK	54·2	27·7	NewYork ~~Prtlnd.Me.~~ Utd.States. *WB*	DR geared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
26604 128830	**Keyvive** *Mchy.Aft* 1*Dk*	1768 1580 1045	✠ ... 2,18 ✠ ✠				1913 9mo	Smith's DockCo.Ld. Middlesbro'	KeystoneTransports,Ld.	250·0 F40' FK	42·5	17·4	Montreal British *WB*	T.3Cy.16",26"&43"-33" 157NHP Smith'sDockCo.Ld.Mdb.	20 ″ 0	C †
26605 125458	**Keywest** *Mchy.Aft* 1*Dk*	1725 1549 1298					1909	Swan,Hunter&Wigham Richardson, Ld Newcastle	KeystoneTransports,Ld.	250·0 F40'	42·5	18·0	Montreal British *WB*	T.3Cy.15",25"&42"-30" 97NHP N.E.MarineEngCoLd.Nwc		
26606 UOIA	**Khabarovsk** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3553 2993 1977					1932	BalticS.B. &Eng.Wks Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian *WB*	T.3Cy.29½",37"&59⅛"-39⅜" 220NHP BalticS.B.&Eng.Wks.Len.		
26607 FOBB	**Khai Dinh** Ⓟ TwinSc (*ex*Lamartine-39,*ex*Emperor AlexanderIII) *ss*Msl.No.2-21 D.F. 2*Dks*(*Stl*-ws)&*Shade dk*(*Stl*-ws) *Ref.Mchy.* 3*rd dk in Nos.*1,2&3 *holds*	5110 3687 3008	✠ 6,25 ✠	Msl			1914 1mo	W.Denny &Bros. Dumbarton	CiedesMessageries Maritimes *Cell DBa91' uE59'*	380·0 FK&BK2" *f154' 506t FPT29t*	51·8	30·5	Marseilles French 6*BHCem* *APT48t*	T.6Cy.22",36"&58"-48" 788NHP 4SB(FD)&1AuxSB,*18cf*, GS336,HS13000 Denny&Co.Dumbarton	30 ″ 6	V †
26608 147855 GJVN	**Khandalla** Ⓟ TwinSc *ss*Cal.No.3-7,35 1*Dk*(*Stl*)&*Awng dk*(*Stl-pt* teak s)&2*nd dk*(*Stl*) *in Nos.*1,2&3 *holds* D.F. *Ref.Mchy.* *CruiserStern*	7018 5406 3289	✠100A1 *Awng dk* *withfreeboard* 4,41 ~~9,40~~ Examined ~~9,40~~4,41 ✠LMC BS~~6,39~~9,40 MS11,39	Bom	a†	CL ~~11,38~~ SN 11,39 P4,41	1923 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld. *CellD*	425·2 P39'B176'F46' FK *B356' 902t FPT54t*	55·9	31·4	Glasgow British *Cem* 8*BH to A dk* *APT63t*	T.8Cy.25½",43"&50"-42" (*s*) 215lb 1365NHP 8SB,*24cf*,GS520,HS22752 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 ″ 10 s 7 ″ 10¾ 26 ″ 5	
26609 118742	**Khargpur** Pad 1*Dk*	1219 1169 532					1904	Caledon S.B.&E.CoLd Dundee	Bengal-Nagpur Rly.Co.Ld.	289·8	55·1	10·9	Calcutta British *WB*	C.D.4Cy.25"&50"-61" 390NHP CaledonS.B &E.CoLd.Dun		
26610 UOXA	**Kharkov** (*ex*Anhalt-32,*ex*Aya-Mendi,*ex*Anhalt) *ss*Bkn.No.3-10,21 Sub.Sig. 2*Dks*&*Shelter dk*	6689 6181 3999	... 1,28				1914	Bremer Vulkan Vegesack	U.S.S.R.	472·1 FK	59·1	28·9	Odessa Russian *WB*	T.3Cy.32½",52 13/16"&86⅝"-55" 736NHP BremerVulkanVegesack	31 ″ 2	
26611 162372 GLNL	**Khedive Ismail** Ⓟ TwinSc (*ex*Aconcagua-35) *ss*Grk.No.3-4,35 *ss*Alx.No.1-39 *Well deck* 2*Dks*(*StlU*-teak s)3*rd dk* (*Stl*)*inNos.*1&2*holds* D.F. E.S.D.	7513 4991 4184	✠100A1 5,41 ~~2,41~~ BS8,41 ~~BS10,39~~ ✠LMC6,39 *Fitted for oil fuel* 8,22 *F.P. above* 150°F.	~~Bom~~ Suz	b†	CL s5,38 P4,40	1922 8mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd's A&CP*	Ministry of War Transport(British IndiaStm.Nav.Co. Ld.*Mgrs.*) *CellD*	422·8 P&B293'F87' FK *B365' 885t FPT47t*	56·2	30·4	London British 8*BHCem* *APT73t*	4SteamTurbinesSRgeared to 2 Sc.Shafts (*r*) FD 215lb HS17832 1469NHP 6SB,*18cf*,GS385, Scotts'S.B.&E.Co.Ld.Grk.	33 ″ 0 s4 ″ 11¾ 28 ″ 3	
26612 149644 GNKQ	**Kheti** *OilEng.* D.F. E.S.D. *ss*Liv.No.2-36 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41 (*W.E.*)	2734 2175 1454	✠100A1 *Shelter dk* *withfreeboard* 10,41 ~~10,38~~ Examined ~~12,40~~ 10,41 ✠LMC CS8,36 DBS10,41 6,37 ✠Lloyd'sRMC12,40 *Fitted for carrying oil fuel* 7,34 *F.P. above* 150°*F. in deep tank*	Liv	v	CL 12,40	1927 10mo	Harland& Wolff,Ld. Greenock *Lloyd's A&CP*	MossHutchison Line,Ld. *CellDB276' 702tDTf28'723t*	330·7 FK *FPT52tAPT16t*	47·3	19·4	Liverpool British 6*BHptCem* (*Coll to Sh dk* 5 ,, *U* ,,)	Oil Engines 4S.C.SA 8Cy.24 13/16"-51 3/16" 473NHP DB*100lb* Harland&Wolff,Ld.Gls.	30 ″ 3 s 8 ″ 6¼ 21 ″ 10½	
26613 TTCV	**Khmer** 1*Dk*&*Awng dk*	313 — 159					1904	A.Dubigeon Chantenay	Cie.Saïgonnaise deNav.&deTransp.	158·6 H—	23·4	15·4	Saïgon French	T.3Cy.11¾",19¾"&31½"-20½" 45NHP Brissonneau &Lotz,Nantes		V
26614 PKNE	**Khoen Hoea** TwinSc *ss*Sng.No.3-10,37 1*Dk*(*ptStl*-teak s)& *Shade dk*(*ptStl*-teak s)	1238 861 611	✠100A1 *withfreeboard* ~~3,41~~ ~~8,40~~ 12,41 BS12,41 ~~BS8,40~~ ✠LMC~~10,37~~8,40	~~Bat~~ ~~Sng~~ Bat		~~8,40~~ ~~PN~~ ~~11,39~~ 11,41	1924 9mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP*	ThongEkS.S.Co. *CellDBuE16'34tFPT49tAPT81t*	245·2 FK	38·1	10·9	Pontianak Dutch 4*BHCem*	T.6Cy.12",20"&33"-23" (*s*) 180lb *100lb* 139NHP 2SB,*4cf*,GS79,HS2492 W.Beardmore&Co.Ld. Coatbridge	12 ″ 0 s 2 ″ 5 10 ″ 0	
26615 148502 VWBK	**Khosrou** Ⓟ *ss*Bom.No.3-11,37 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-teak s)	4043 3473 2471	✠100A1 *withfreeboard* ~~3,41~~ 11,41 ✠LMC MS11,37 BS~~8,40~~ 8,41	Bom	y	CL ~~11,38~~ 11,41	1924 12mo	Lithgows Ld. Pt.Glasgow *Lloyd's A&CP*	MogulLine,Ld. *Cell DB322'1028tFPT82tAPT30t*	375·0 F50' FK	52·0	23·1	Bombay British 6*BHptCem* (*Coll BH to Shdk* 5 ,, 2*nd* ,,)	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 456NHP 2SB,*8cf*,GS154,HS6318 FD Rankin&BlackmoreLdGrk	25 ″ 6 s 2 ″ 5¾ 23 ″ 3½	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté si ce n'est dans le L.R. Durée Cert.B.of Trade
26616 UOKH	**Khosta** (*ex*Georgii) **TwinSc** 1*Dk*	709 648 461					1910	Nicoldson Budapest	U.S.S.R.	201·4 P20'F19'	31·5	12·0	Odessa Russian	C.4Cy.11⅘"&21⅗"-15½" 32NHP Nicoldson,Budapest		
26617 147673 MLXS	**Khuzistan** *ss*Abd.No.1-41 *ss*AbadanNo.3-4,37 *Mchy.Aft* 2*Dks*(*Stl*)	871 589 374	✠100A1 6,41 ~~6,40~~ BS6,41 ✠LMC MS10,36 ~~BS6,40~~ *Fitted for oil fuel* 6,24 *F.P. above* 150°F.	Aba-dan	*k*	CL ~~6,40~~ N6,41	1924 6mo *Lloyd's A&CP*	AmbleS.B. Co.Ld. Amble	PetroleumS S. Co.Ld.	176·0 P62'B21'F31' FK *Cell DBuE*13'13*tFPT*3	32·7	13·8	London British 6*BHCem* 3*tAPT*20*t*	T.3Cy.14",23"&38"-27" (*s*) 180lb 102NHP 1SB,3*cf*,HS1850 W.Beardmore&Co.Ld.Gls.	14 ″ 9 s ″ 11¾ 13 ″ 11	
26618	**Kia Lee** (*ex*CanadianRunner-34, *ex*Colborne-32,*ex*CanadianRunner) 2*Dks*	3111 2803 1867					1920	Pt.Arthur S.B.Co. P.Arthur,Ont	ChingKeeS.N.Co. Ld.	320·0 P20'B96'F17'	43·8	22·5	Chefoo Chinese *WB*	T.3Cy.23",38"&63"-42" 257NHP PortArthurS.B.Co.		C
26619 153692 MNMG	**Kia-Wo** **TwinSc** *ss*Shi.No.3-7,37 1*Dk&Shade dk* *Fitted for oil fuel* *Carrying cargo oil in deep tanks* (*DAMAGED BY AIRCRAFT, 8,39*)	1311 872 694	7,37	Shi			1925	Kiangnan D.&E.Works Shanghai	Indo-ChinaSteam Nav.Co.Ld.	202·5 210·0(O.L.) FK *MTs*250*tFPT*30*t*	33·1	9·9	Shanghai British 8*BH*	T.6Cy.15",23"&36¼"-18" 382NHP 2WTB HS6990 KiangnanD.&E.Works	10 ″ 6	
26620	**Kiang An** **TwinSc**	4327 — 3141					1921	ShanghaiE S.B.&D.CoLd Shanghai	W.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	330·4	47·4	14·3	Shanghai Chinese	T.6Cy.18",29½"&50"-30" 275NHP ShanghaiE.S.B.&D.Co Ld.		
26621	**Kiang Ching** (*ex*HwahLee, **TwinSc** *ex*MeiLee)	1682 710 1151					1900	S.C.Farn- ham&Co.Ld. Shanghai	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	247·7	30·0	11·9	Shanghai Chinese	T.6Cy.11",18"&30"-21" 82NHP S.C.Farnham&Co.Ld.Shi.		
26622	**Kiang-Chung** (*ex*Olter-36, *ex*LieutenantLeMounier, *ex*Ablette) 1*Dk*	513 354 290					1917	Forg.&Ch. de laMédit. Havre	ChangKeeS.S.Co.	174·1 Q12*t*B112*t*F22*t* len24	24·0	11·2	Tsingtao Chinese	C.2Cy.18"&36"-23½" 52NHP Forg.&Ch.de laMédit.Hav.		
26623	**Kiang Shun** **TwinSc**	4327 — 3141					1921	ShanghaiE S.B.&D.CoLd Shanghai	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	330·4	47·4	14·3	Shanghai Chinese	T.6Cy.18",29½"&50"-30" 275NHP ShanghaiE.S.B.&D.Co.Ld.		
26624	**Kiang Ta** (*ex*HwahTa, **TwinSc** *ex*MeiDah)	1682 — 1151					1900	S.C.Farn- ham&Co.Ld. Shanghai	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	247·7	30·0	11·9	Shanghai Chinese	T.6Cy.11",18"&30"-21" 82NHP S.C.Farnham&Co.Ld.Shi.		
26625	**Kiang Teen** (*ex*Moning) **IronPad** 1*Dk&*2*Hur dks*	2677 — 1794					1870	A.&J. Inglis Glasgow	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	273·2	41·5	13·9	Shanghai Chinese	C.2Cy.29"&57¾"-144" 333NHP A.&J.Inglis,Glasgow		
26626 XNFP	**Kiang Wah** **TwinSc** 3*Dks*	3693 — 2321					1912	Kiangnan Dock&E.Co. Shanghai	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	340·0	46·0	13·2	Shanghai Chinese *WB*	T.6Cy.18",29"&48"-30" 175NHP KiangnanDock&E.Co.Shi.		
26627 72909 VRCT	**Kiang Wo** **TwinSc** *ss*Shi.No.3-4,37 1*Dk*	2209 1680 1388	A1 4,37 BS8,38 LMC4,37 No later survey reported *For Service on the Yangtsze River*	Shi		OG P4,37 S5,38	1901	Boyd&Co. Ld. Shanghai	Indo-ChinaSteam Nav.Co.Ld.	280·0 289·0(O.L.) *Promenade dk* FK *Shade dk* *MTs*	42·1 43·7	17·2 9·7	HongKong British 9*BHAsp* 36'447*t*	T.3Cy.12",21"&34"-27" 190lb 2SB,8*cf*,HS3176 FD Farnham,Boyd& CoLd.Shi	10 ″ 0	
26628 150176 VJSJ	**Kianga** **WoodTwinScK** *Mchy.Aft* 1*Dk*	338 257 146					1922	R.J.Lucey Narooma, N.S.W.	Illawarra&South CoastS.N.Co.Ld. (A.L.Miller,*Mgr.*)	135·6	32·0	8·2	SydnyNSW British	C.4Cy.11"&22"-16" 40RHP Mort'sDk&ECoLdBalmain		
26629 146157 GJBM	**Kiangsu** Ⓟ 2*Dks* *Fitted for oil fuel*	2676 2237 1565					1921	Caledon S.B.&E.CoLd Dundee	ChinaNav.Co.Ld.	310·0 P&B187'F42'	44·2	20·9	London British *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft Scotts'SB&EngCoLd.Grk		
26630 PKFI	**Kidoel** 1*Dk*	775 591 304					1927	Nederl. DokMaats. Amsterdam	Konikl.Paketv. Maats.	188·7 P28'B67'F28'	33·4	12·8	Batavia Dutch *WB*	T.3Cy.15¾",26"&43 11/16"-32⅜" 109NHP Nederl.GravingDk.Co.Ld.		V
26631 DHOF	**Kiel** D.F. Sub.Sig.	3703 3317 2114					1922	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges.	338·7 P&B220'F42'	47·4	26·2	Hamburg German *WB*	T.3Cy.23⅜",39 3/10"&65¾"- 45 5/16" 290NHP Frd.KruppA.G.Kiel		G
26632	**Kien Kuo** (*ex*LuenYi, **TwinSc** *ex*Li-Fong) 1*Dk&Spar dk*3*trB* *Promenade dk&Shade dk*	2770 — 1588					1905	Atel.&Ch. deFrance Dunkirk	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs*)	278·2	42·9	24·8	Shanghai Chinese *WB*	T.6Cy.15",24"&39"-20" 136NHP Caillard&Co.Havre		
26633 UOWZ	**Kiev** (*ex*Remscheid-32,*ex*Cambrian Queen,*ex*Maritime, *ss*Bmn.No.3-2,30 *ex*Waldenburg) D.F. Sub.Sig. 2*Dks*3*trB in No.*1*hold*	5823 5423 3618	... 4,33				1917	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	449·3 P&B377'F53' FK	58·2	27·0	Odessa Russian *WB*	T.3Cy.31⅛",50 13/16"&84 1/16"- 53 15/16" 793NHP FlensburgerSchiffsb.Ges.	29 ″ 7	
26634 23665 JHKD	**Kihuku Maru** (*ex*KifukuMaru-38) *ss*Kob.No.3-3,31 *ss*Smk.No.2-40 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Now* "Nikki Maru," *see No.* 37804 *in Supplement*	5857 5585 4259	✠100A1 *Awng dk* *with freeboard* 5,40 ✠LMC5,40	Smk	*y*	OG 7,39	1918 11mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	NissanKisenK.K. *Cell DB*334'1118*tF*	385·0 FK Coll *PT*126*tAPT*93*t*	51·0	36·0	Tokyo Japanese *Cem* *BH to Aw dk* 5 ,, *U* ,,	T.3Cy.26",43½"&72"-48"(*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
26635 22575 JTPA	**Kihune Maru** Ⓟ (*ex*KifuneMaru-38) 1*Dk*	1606 1325 948					1918	Nagata Sanjuro Osaka	NipponYusenK.K.	240·0	36·1	20·9	Kobe Japanese	T.3Cy.13½",23"&38"-30" 79NHP OsakaTekkosho,Osaka		
26636 UPIO	**Kijuch** (*ex*Malaga-35) 1*Dk*	1440 1263 832					1921	F.Schichau Elbing	U.S.S.R.	253·5 P&B197'F28'	38·2	16·5	Vladvostk Russian *WB*	T3Cy.19 11/16",31½"&51"-29 9/16" 141NHP F.Schichau,Elbing		
26637 34534 JRTB	**Kiku Maru** Ⓟ *OilEng.* *Cruiser Stern* 2*Dks*	760 519 312					1929	Mitsubishi ZosenKaisha Ld. Kobe	TokiowanKisen K.K.	180·0 F30'	30·0	16·5	Habu Japanese	Oil Engines 4S.C.SA 6Cy.16¾"-24 7/16" 163NHP MitsubishiZosenKaishaLd.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26638 37500 JULH	**Kiku Maru** OilEng. Mchy.Aft CruiserStern 2Dks	415 366 231					1932	OsakaIron Works,Ld. Osaka	SetuyoSyosen K.K.	145·0 F17'	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy $14\frac{3}{8}$"–$19\frac{11}{16}$" 120NHP YokohamaDockCoLd.Yka		
26639 42941 JNOL	**Kikukawa Maru** E.S.D. Mchy.Aft CruiserStern 2Dks	3833 — 2260					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	354·7 P22'B101'F33'	50·0	27·5	Kobe Japanese WB	2DRgeared steam turbines 333NHP KawasakiDkydCoLdKobe		C
26640 209401 KJPA	**Kilauea** Ⓟ Fitted for oil fuel	1338 929 806					1911	UnionIron Works SanFrancisco	Inter-IslandStm. Nav.Co.Ld.	240·6	36·1	17·0	Honolulu Utd. States	T.4Cy.25",41"&(2)48"–30" 253NHP UnionIronWorksS.Frisco		
26641 144825 MNCT	**Kildrummy** ssDun.No.3–6,37 Well deck 1Dk(Stl) Mchy.Aft	629 424 271	✠100A1 8,41 ~~3,40~~	~~Sou~~ Lth	*i*	CL 3,40	1924 12mo	Hall,Russell&Co.Ld. Aberdeen Lloyd's A&CP	Dundee,Perth& LondonShipping Co.Ld.	175·9 182·0(O.L.) Q111'B10'F25' FK CellDBf99'152t FPT31t APT19t	27·3	11·3	Aberdeen British 3BHCem	T.3Cy.$14\frac{1}{2}$",24"&40"–30" (r) 190lb 84RHP 1SB,3cf,GS56,HS1720 Hall,Russell&Co.Ld.Abn.	13″5 s3″$8\frac{3}{4}$ 13″3	
26642 FNRT	**Kilissi** 3Dks Ref.Mchy. D.F. Fitted for oil fuel	3723 3383 1751	BS4,41 ✠LMC6,37				1934	Ch.&Atel. deProvence S.A. PortdeBouc	Compagnie des ChargeursRéunis	324·8	48·6	22·7 30·4	Bordeaux French WB	T.3Cy.$26\frac{3}{4}$",$40\frac{7}{8}$"&$66\frac{7}{8}$"–$43\frac{5}{16}$" 296NHP Ch.&Atel.deProvence,Msl.		V
26643 159788 EILG	**Kilkenny** OilEng. E.S.D. 2Dks Cruiser Stern	1320 1139 685	✠100A1 5,42 Examined 5,42 ✠LMC CS11,41 6,40 For service within Home Trade limits	~~Liv~~ Bkn	*r*	OG 6,40	1937 7mo	Dublin Dkyd.Co.Vickers(Ireland) Ld. Dublin Lloyd's A&CP	British&IrishStm. PacketCo.Ld.	263·7 275·9(O.L.) P78'B72'F80' FK CellDB170'237tDTf14'50tFPT34tAPT87t	40·1	14·2	Dublin British 4BHCem	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 404NHP Harland&Wolff,Ld.Bel.	17″11 s1″9 16″$4\frac{1}{4}$	
26644 99966 GBXF	**Killarney** Ⓟ (exClassic, exMagic) TwinSc ssLiv.3rdNo.3–6,32 ssLiv.No.1–36 E.S.D. 2Dks(1Stl&1ptStl-ws)	2081 1125 853	✠100A1 4,40 ✠NB7,24 ✠LMC5,36 BS3,39 Fitted for oil fuel 7,24 F.P. above 150° F.	Liv	*r*	OG 5,38	1893 8mo	Harland& Wolff,Ld. Belfast Lloyd's A&CP	CoastLines,Ld.	311·3 P43'B&F230' FK&BK2" CellDBa55'50tDTf32'120tFPT14t	38·3	15·1	Liverpool British 6BHCem	T.6Cy.19",31"&52"–36" (s) 180lb 425NHP 3SB,9cf,HS7540 Harland&Wolff,Ld.Bel.	17″0 s2″4 15″$2\frac{3}{4}$	
26645 70 HPBP	**Killerig** 1Dk Fitted for oil fuel	577 493 232					1918	Smith's DockCo.Ld Middlesbro'	PanamaSalvors Inc.(Merritt-Chapman-Lindsay,Ld.)	172·2	30·0	15·7	Panama Pnamanian WB	T.3Cy.16",26"&44"–26" 99NHP N.E.MarineEng.CoLdNwc		C
26646 135158 MDVK	**Kilrea** (exTeesburn, exWanstead) 3Mst ssBel.2ndNo.3–6,37 Mchy.Aft Well deck Cargo battens not fitted 1Dk(Stl)	767 557 370	✠100A1 10,41 ~~9,40~~ MS2,36 ✠LMC BS3,40	~~Liv~~ Bkn	*k*	OG 1,38	1912 11mo	Dundee S.B.Co.Ld. Dundee Lloyd's A&CP	WesternIsles SteamerServices, Ld.(J.Campbell, Mgr.)	190·4 Q96'B15'F23'BK$7\frac{1}{4}$" CellDBf112'170tFPT40tAPT18t	30·0	11·7	Irvine British 3BHCem	T.3Cy.16",27"&44"–30" (s) 180lb 98RHP 1SB,3pf,GS59,HS2315 G.T.Grey,SouthShields	13″10 s4″$5\frac{1}{4}$ 13″$9\frac{1}{2}$	
26647 UPAN	**Kim** OilEng. CruiserStern 2Dks	5114 4702 2989					1932	Severney S.B.Yard Leningrad	U.S.S.R.	381·3 P30'B57'F23'	53·2	29·4	Odessa Russian WB	Oil Engines 2S.C.SA 6Cy.$26\frac{3}{4}$"–$47\frac{3}{16}$" 746NHP RussianDieselWks.Len.		
26648 156035	**Kim Kean Aun** WoodAuxSr OilEng. 1Dk (See Sailing Ship Register)	311 287 193					1929	EuKyong Nga Tavoy	EuKyongNga	109·7	30·0	13·5	Rangoon British	Oil Engine 4S.C.SA 4Cy.11"–$14\frac{3}{16}$" 47NHP SkandiaVerken,Lysekil		
26649 10296 JTGH	**KimigayoMaru** Ⓟ (exSwaerdecroon) 1Dk&Awngdk	670 638 394					1891	Maats.de Maas Rotterdam	Amagasaki KisenbuGomei Kaisha	175·9	26·3	17·1	Osaka Japanese WB	T.3Cy.$15\frac{7}{8}$",$24\frac{5}{8}$"&40"–36" 96NHP Maats.deMaas.Rotterdam		
26650 31549 JTXH	**KimigayoMaru No.2** Ⓟ TwinSc (exMandun) 2Dks	919 769 547						....	Amagasaki KisenbuGomei Kaisha	206·0	35·0	17·2	Osaka Japanese	T.6Cy.		
26651 42967 JTLK	**Kimikawa Maru** OilEng. Ref.Mchy. 3Dks D.F. GyC. CruiserStern	6863 — 3983					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	479·5	62·3	30·3	Kobe Japanese WB	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"–$47\frac{1}{4}$" 1851NHP KawasakiDkydCoLdKobe		C
26652 44826 JMJM	**Kimisima Maru** 2Dks CruiserStern	5193 — 3847					1938	Tsurumi SeitetsuZosen K.K. Tsurumi	IinoKisenK.K.	400·3 P49'B120'F42'	54·1	30·5	Kobe Japanese WB	1 DR geared steam turbine 500NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
26653 139158 GVWV	**Kimmerol** ssPts.No.3–12,29 Mchy.Aft ssPts.No.2–37 1Dk(Stl)&Webframes Longitudinal framing	1172 850 601	✠100A1 8,41 ~~4,40~~ Examined 8,41 BS2,42 ~~BS1,41~~ ✠LMC11,37 Carrying Petroleum in bulk Fitted for oil fuel 10,16 F.P. above 150° F.	~~Sou~~ Sou	*n*	OG 4,40	1916 10mo	Craig, Taylor&Co. Ld.Stockton Lloyd's A&CP	TheAdmiralty	210·0 220·0(O.L.) P45'F40' FK Middle line Bulkhead not oil tight CellDBuE&B36'62tDTf21'162tFPT32tAPT25t	34·7	16·5	London British 13BHptCem	T.3Cy.15",25"&40"–27" (s) 180lb 135NHP 2SB,4cf,HS2200 FD Mackie&Baxter,Glasgow	16″6 s1″$6\frac{1}{4}$ 15″$0\frac{3}{4}$	
26654 167537 GLMM	**Kina II** (exKina-40) OilEng D.F. 2Dks,3rd dk in forward holds E.S.D. Ref.Mchy. CruiserStern	9823 9126 6235	✠100A1 withfreeboard ~~6,41~~ ~~6,40~~ ~~10,40~~ 3,42 ✠LMC1,39 Carrying vegetable oil in midship deep tanks Two intermediate bulkheads dispensed with	~~Liv~~ ~~NOs~~ Avn	*f*† ~~Cal~~	CL	1939 1mo	Nakskov Skibs.A/S Nakskov Lloyd's A&CP	Ministry of War Transport(United BalticCorporation, Ld. Mgrs.)	489·3 508·3(O.L.) F79' FK CellDB416'2057tMTs35'1250tTanks in way of tunnel177tFPT103tAPT77t	65·2	38·8	London British 6BHonly ptCem	Oil Engines 2S.C.DA 8Cy.$24\frac{7}{16}$"–$55\frac{1}{8}$" 1642NHP DB100lb Akt.Burmeistr&Wain,Cpn	41″9 s12″$3\frac{3}{4}$ 29″8	
26655 35936 JJBC	**Kinai Maru** TwinSc OilEng. ssKob.No.3–3,36 ssKob.No.1–39 Ref.Mchy 3Dks(Stl) GyC. CruiserStern	8360 7812 5041	✠100A1 withfreeboard 2,41 ✠LMC CS11,39 DBS2,41 1,39 ✠Lloyd'sRMC ~~2,41~~ 7,41 Fitted for carrying oil 6,30 F.P.above 150° F. in deep tanks	Kob	*d*†	CL 12,38	1930 6mo	Mitsubishi ZosenKaisha, Ld. Nagasaki Lloyd's A&CP	OsakaSyosenK.K.	446·0 F40' FK CellDB373'1295tTanks in way of tunnels 978tMTs36'1185tFPT96tAPT89t	60·5	40·7	Osaka Japanese 8BHptCem (Coll to Wdk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 12Cy.$26\frac{3}{4}$"–$47\frac{1}{4}$" DB100lb 1495NHP MitsubishiZosenKaishaLd.	40″9 s13″$0\frac{1}{4}$ 28″2	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
26656 KZBN	**Kinau** Iron 2*Dks*	975 — 773					1883	W.Cramp &Sons Philadelphia	PhilippineS.N.Co. (EverettS.S.Corp. *Mgrs.*)	195·0	33·0	16·0	Manila Utd.States	C.2Cy.24″&44″–36″ 97NHP WCramp&Sons,Phildlpha		
26657 165932 GFFG	**Kindat** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4358 3949 2572					1938	WmDenny &Bros.Ltd. Dumbarton	Brit.&Burmese SN Co.Ld.(P.Henderson&Co.*Mgrs.*)	409·2 B25′F38′	55·2	24·9	Glasgow British *WB*	T3Cy.22″,38″&65″–45″ 283NHP Rankin&BlackmoreLdGrk		C
26658 129491 CYLN	**Kindersley** (*ex*A.E.McKinstry) *Mchy.Aft* 1*Dk*	1999 1657 1190					1910	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	CanadaSteamship Lines,Ld.	250·4	42·7	18·3	Montreal British *WB*	T.3Cy.17″,28″&46″–33″ 122NHP ClydeSB&Eng.CoLd.PGls		C
26659 FOZB	**Kindia** (*ex*Haworth) *Ref.Mchy.* D.F. 2*Dks*	1972 1061 1167					1919	Napier& Miller,Ld. Glasgow	Cie.desTransp. Mar.de l'A.O.F. (Chargeurs Réunis *Mgrs.*)	270·1	37·8	15·9	Havre French *WB*	T.3Cy.21″,34″&56″–39″ 196NHP Dunsmuir&Jackson,LdGls		V
26660 165219 MLWL	**Kindiesel** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	339 220 180	✠100A1 8,41 ~~9,40~~ Examined 8,41 ✠LMC~~8,36~~ 5,41 ~~✠LMC(M)5,39~~	~~PG1~~ PG1	e	OG 9,40	1936 8mo	Ardrossan DockyardLd. Ardrossan *Lloyd*'*sA&CP*	Lovering&Sons, Ld.	136·2 142·7(O.L.) Q90′F19′ FK *FPT*30t*APT*28t	25·1	9·2	Cardiff ~~Greenock~~ British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.11$\frac{7}{16}$″–17$\frac{5}{16}$″ 91NHP J.G.Kincaid&Co.Ld.Grk.	10 ″ 3 s 3 ″ 3½ 10 ″ 2¼	
26661 128797 VJSK	**Kindur** *ss*Syd.No.3-6,40 ~~*ss*Syd.No.2-36~~ 1*Dk*(*Stl*)	1267 879 515	✠100A1 7,41 ~~6,40~~ BS7,41 ✠LMC6,40	Syd	*o* 1$\frac{11}{16}$	CL 6,40	1928 2mo	Ayrshire Dckyd.Co.Ld Irvine *Lloyd*'*sA&CP*	Newcastle&HunterRiverS.S.Co.Ld	221·3 230·2(O.L.) P22′B79′F38′ BK7½″ *FPT*42t*APT*46t	38·3	15·4	Newcastle N.S.W. British 5*BHCem*	T.3Cy.17″,28″&46″–30″ (*s*) 2WaterTubeBoilers FD 200lb HS4068 240NHP W.Beardmore&Co.Ld. Coatbridge	16 ″ 6 s 1 ″ 5¼ 15 ″ 8¾	
26662 29812 JAOB	**Kine Maru** 1*Dk*	2193 1955 1260					1924	KobeSteel WorksLd. Harima	SettsuSyosenK.K. (OsokaSyosen K.K.*Mgrs.*)	285·5	40·0	24·0	Hutyu Japanese *WB*	T.3Cy.18″,30$\frac{1}{16}$″&49″–39″ 150NHP KobeSteelWorks,Kobe		C
26663 217458 KJPB	**King** (*ex*LakeFaristell) *Ref.Mchy.* 2*Dks* Sub.Sig.	2624 2235 1626	✠ … 6,21 ✠				1919 3mo	American S.B.Co. Cleveland,O.	Terminals& Transptn.Corp. (Minnesota- AtlanticTransit Co.*Mgrs.*)	251·0 P25′B64′F23′ FK	43·6	26·2	Duluth Utd. States *WB*	T.3Cy.20″,33″&54″–40″ 267NHP AmericanSBCoClevelndO.	28 ″ 2	R †
26664 LDHX	**—** (*ex*HeatherKing, *ss*Shl.No.3-7,20 *ex*Kilgarven) 1*Dk*(*Stl*) D.F.	645 506 233	11,25	Sws			1918	Smith's DockCo.Ld. Middlesbro'	D/S A/S King (AdolfLothe)	175·2 B58tH25t FK *CellDBuE*26′20t	30·0	15·7	Haugesnd Norwegian 5*BHCem* *FPT*20t	T.3Cy.16″,26″&44″–26″ 116NHP 1SB,3*cf*,GS51,HS1825 N.E.MarineEng.Co.Ld.Sld	16 ″ 6	N †
26665 160458 GNSC	**King Arthur** *OilEng.* D.F. *ss*Cff.No.2-36 1*Dk*(*Stl*) *CruiserStern*	5224 4807 3141	✠100A1 ~~1,42~~ ~~5,41~~ 6,42 Examined ~~5,41~~ 1,42 ✠LMC CS6,36 DBS~~5,41~~ 5,42 3,39	~~Mch~~ Cff ~~Liv~~ Npt		CL ~~7,40~~ 5,42	1928 5mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*)	400·7 P28′B142′F35′ FK *CellDB*333′1083t*DTf*26′1076t*FPT*109t	54·8	27·2	London British 7*BHptCem* *APT*260t	Oil Engines 4S.C.SA 6Cy.29⅛″–59$\frac{1}{16}$″ 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23″10¼	
26666 149947 GKBM	**King Edgar** *OilEng.* *ss*Cff.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4536 4164 2694	✠100A1 *withfreeboard* 8,41 ~~3,40~~ 5,42 Examined ~~2,41~~ 5,42 ✠LMC CS5,42 DBS8,40 3,38	~~Sws~~ ~~Bry~~ Cff	*z* ~~Bun~~	CL ~~3,38~~ 4,42	1927 11mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP* *CellDB*333′	KingLineLd. (Dodd,Thomson& Co.Ld.*Mgrs.*) 1278t*DTf*30′1088t	400·6 FK *FPT*85t*APT*181t	54·8	23·6	London British 7*BHptCem* *Coll toSh dk* 6 ,, *2nd*,,)	Oil Engines 4S.C.SA Cy.29⅛″–59$\frac{1}{16}$″ 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	26 ″ 0 s 2 ″7½ 23 ″ 6¼	
26667 141921 GCLD	**King Edward** (*ex*Gorala) *ss*Rot.No 3-8,31 *ss*Bry.No.1-35 2*Dks*(*Stl*)	5224 4747 3161	✠100A1 1,42 ~~4,41~~ Examined ~~2,41~~ 12,41 BS 10,41 ✠LMC10,35	~~Phl~~ Gls	*y* Bry	CL 4,41	1919 9mo	Workman, Clark&Co.Ld. Belfast *Lloyd*'*sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*) *CellDB*	400·0 411·0(O.L.) P49′B113′F39′ FK 347′1120t *FPT*115t	52·3	28·4	London British 7*BHCem* *APT*170t	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Wrkman,Clark&Co.Ld.Bel	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
26668 113963	**—** Ⓟ TrpSc ~~3*Dks*~~ 2*Dks & Promenade dk*	502 456 182					1901	W.Denny &Bros. Dumbarton	Williamson- Buchanan Steamers(1936) Ld.	250·5	30·1	10·0	Glasgow British	3SteamTurbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		BT till ~~6,41~~ 9,42
26669 149964 GBLD	**King Edwin** *OilEng.* D.F. *ss*Cff.No.2-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	4536 4164 2692	✠100A1 *withfreeboard* 11,41 ~~4,41~~ Examined 4,41 ✠LMC CS8,36 DBS10,40 3,38	Bry Mch	*z*	CL 1,40	1927 12mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP* *CellDB*333′	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*) 1278t*DTf*30′1088t	400·6 417·3(O.L.) FK *FPT*85t*APT*181t	54·8	23·6	London British 7*BHptCem* (*Coll toSh dk* 6 ,, *2nd*,,)	Oil Engines 4S.C.SA 6Cy.29⅛″–59$\frac{1}{16}$″ 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	~~26 ″ 0~~ ~~s 2 ″ 7½~~ ~~23 ″ 6¼~~ 34 ″ 8 s10 ″ 4 24 ″ 6½	
26670 146631 GDTZ	**King Frederick** (*ex*Trialos) *ss*Sld.No.3-7,32 *ss*Cff.No.2-40 2*Dks*(*Stl*)	5106 4754 3166	✠100A1 ~~12,41~~ ~~1,41~~ 4,42 BS12,41 ✠LMC MS10,40 ~~BS1,41~~	~~Nwc~~ ~~Cff~~ Shl	*y*	CL ~~N9,40~~ 11,41	1920 3mo	HongKong &Whampoa DockCo.Ld. HongKong *Lloyd*'*sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*) *CellDB*	400·2 413·1(O.L.) P19′B113′F40′ FK 340′1120t*FPT*123t	52·3	28·5	London British 7*BHCem* *APT*175t	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.H.Kg	31 ″ 0 s 5″11¼ 25 ″ 3½	
26671 148912 MLML	**King George V** Ⓟ TwinSc 2*Dks*	801 528 322					1926	W.Denny &Bros.Ld. Dumbarton	DavidMacBrayne, Ld.	260·6	32·1	10·6	Glasgow British	6SteamTurbinesSRgeared to 2 Sc. Shafts NB35 ParsonsMarineSteam TurbineCo.Ld.Nwc.		BT till 7,41
26672 147512 GCQJ	**King Gruffydd** (*ex*Ambatielos) *ss*Sld.No.3-8,31 *ss*Shl.No.1-36 2*Dks*(*Stl*)	5072 4726 3140	✠100A1 3,42 ~~5,39~~ ✠LMC MS6,36 BS~~5,39~~ 1,42	~~Shl~~ CTn	*y*	CL ~~8,37~~ 2,42	1919 12mo	HongKong &Whampoa DockCo.Ld. HongKong *Lloyd*'*sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*) *CellDB*	400·9 P49′B113′F40′ FK 340′1120t*FPT*123t	52·4	28·3	London British 7*BHptCem* *APT*175t	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.H.Kg.	31 ″ 0 s 5″11¼ 25 ″ 3½	
26673 148705 GDZM	**King James** *OilEng.* *ss*Shl.No.3-11,38 ~~1*Dk*(*Stl*)&*Shelterdk*(*Stl*)~~ ~~3*rd dk*(*Stl*)*in No.3 hold*~~ *Corrugated sides* *CruiserStern* *Longitudinal framing in DB & at decks* 2*Dks.3rd dk in No.3 hold* *Tonnage opening closed* '42	5122 4738 3118	✠100A1 *withfreeboard* ~~10,41~~ ~~2,40~~ 3,42 4,42 DBS~~12,40~~ 10,41 ✠LMC11,38	~~Lon~~ ~~Bom~~ Phl	*a*† ~~Liv~~	CL ~~11,38~~ 10,41	1925 11mo	D&WHendersn&Co.Ld. Glasgow *Lloyd*'*sA&CP*	ScottishS.S.Co.Ld (Dodd,Thomson& Co.Ld.*Mgrs.*) *Upper'tween dk BHs except Coll BH dispensed with* *CellDB*334′1227t*DTf*53′1050t*FPT*95t*APT*220t	400·3 F36′ FK	59·0	25·9	London British 7*BHptCem* (*Coll to W dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛″–59$\frac{1}{16}$″ 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	~~28 ″ 4~~ ~~s 3 ″ 4½~~ ~~26 ″ 9~~ 37 ″ 10 s11″8½ 26 ″ 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26674 160380 GNQW	**King Lud** *OilEng.* D.F. *ss*Cff.No.2-36 1*Dk*(*Stl*) *CruiserStern*	5224 4807 3136	✠100A1 3,42 ~~6,41~~ Examined 6,41 ✠LMC CS10,40 DBS6,41	Npt Gls 1,41	*z*	CL 6,41	1928 3mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*) *CellDB*334'1083*tDT*	400·7|54·8|27·2 417·2(O.L.) P28'B142'F35' FK *f*26'1076*tFPT*109*t*	London British 7*BHptCem* *APT*260*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23 ″10¼	
26675 148713 GJYX	**King Malcolm** 3Mst *OilEng.* D.F. *ss*Shl.No.3-7,38 1*Dk*(*Stl*)& *Shelter dk* (*Stl*) 3*rd dk*(*Stl*) *in No.* 3 *hold* *Corrugated sides* *CruiserStern* *Longitudinal framing in DB & at decks*	5120 4736 3166	✠100A1 *withfreeboard* 3,41 ✠LMC CS7,38 DBS2,41	Bry 1,39	*a*†	CL 1,40	1925 12mo	D&WHen- derson&CoLd Glasgow *Lloyd'sA&CP*	ScottishS.S.Co.Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*) *CellDB*334'1227*t*	400·3|59·0|25·9 F36' FK *DTf*53'1050*tFPT*	London British 7*BH ptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) 95*tAPT*220*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	28 ″ 4 s 3 ″ 4½ 25 ″ 3	
26676 160404 GNSB	**King Neptune** *OilEng* *ss*Bkn.No.2-36 D.F. 1*Dk*(*Stl*) *CruiserStern*	5224 4807 3136	✠100A1 1,42 ~~2,41~~ Examined ~~2,41~~1,42 ✠LMC CS11,39 DBS~~8,40~~ 9,41	~~Cff~~ Mel 5,39	*z*	CL 2,41	1928 4mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*) *CellDB*334'1083*t*	400·7|54·8|27·2 P28'B142'F35' FK *DTf*26'1076*tFPT*1	London British 7*BHptCem* 09*tAPT*260*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23 ″10¼	
26677	**King On** WoodTwinSc 2*Dks*	677 — 475					1918	ManLee S.B.Co. Canton	Soc.Ip-Un,Ld.	151·5|30·8|12·4	Macao Portuguese	C.2Cy.10½"&20"-14½" 13NHP		
26678 160496 GNVD	**King Stephen** *OilEng.* *ss*Shl.No.2-36 *CruiserStern* 2*Dks*(*Stl*)	5274 4883 3171	✠100A1 ~~5,41~~11,41 Examined 5,41 ✠LMC CS10,36 DBS~~6,40~~8,41	Lth Liv 9,39	*z*	CL 8,39	1928 6mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*) *Cell DB*333'1083*tDTf*	400·7|54·8|27·2 417·2(O.L.) P28'B142'F35' FK 26' 1076*t FPT*109*t*	London British 7*BHptCem* *APT*260*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23 ″10¼	
26679 160516 GNVF	**King William** *OilEng.* *ss*Cff.No.2-36 *CruiserStern* 2*Dks*(*Stl*)	5274 4883 3171	✠100A1 ~~3,41~~10,41 Examined 3,41 ✠LMC CS6,36 DBS~~9,39~~11,40	Shl Cff 9,39	*z*	CL ~~8,39~~ 10,41	1928 7mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	KingLineLd. (Dodd,Thomson& Co.Ld.*Mgrs.*) *CellDB*333' 1083*t D*	400·7|54·8|27·2 417·2(O.L.) P28'B142'F35' FK *Tf*26' 1076*tFPT*10	London British 7*BHptCem* 9*tAPT*260*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23 ″10¼	
26680 149429	**Kingdoc** *Mchy.Aft* 1*Dk*	1926 1638 1152					1927	Swan,Hun- ter&Wigham Richardson, LdNewcastle	PatersonSteam- ships,Ld.	252·8|43·4|17·8	Ft.William (Ont.) British *WB*	T.3Cy.15",25"&40"-33" 88NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
26681 UOCN	**Kingissepp** Sub.Sig. 1*Dk*	2325 2019 1292					1933	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·8|43·2|20·6 P21'B72'F14'	Archangel Russian *WB*	T.3Cy.17¾",29½"&48⅜"-39⅜" 147NHP BalticS.B.&Eng.Wks.Len.		
26682 160220 GSQF	**Kingsborough** D.F. 1*Dk*	3368 3054 2030					1928	Lithgows, Ld. PortGlasgow	Kingsborough ShippingCo.Ld. (P.D.Hendry& Sons,*Mgrs.*)	340·1|48·8|22·7 P35'B104'F36'	Glasgow British *WB*	T.3Cy.21½",37"&62"-39" 240NHP J.G Kincaid&Co.Ld.Grk.		C
26683 165603 GDDN	**Kingsbury** 1*Dk*& *Shelter dk* *CruiserStern* *Tonnage opening closed* 41 (*W.E.*)	4898 4291 2816	✠100A1 *withfreeboard* 5,42 ~~5,41~~ BS5,42 ✠LMC11,37	~~Nwe~~ Shl	*a*†	CL 3,42	1937 11mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	Alexander ShippingCo.Ld. (Capper,Alexander &Co.*Mgrs.*) *CellDB*349'1345*t*	415·9|56·9|25·2 430·2(O.L.) F34' FK *FPT*106*tAPT*255*t*	London British 6*BHCem* (*Coll to Sh dk* 5 *to 2nd*,,)	T.3Cy.22",37"&63"-45" (*s*) 220lb 407NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS143,HS6050 D.Rowan&Co.Ld.Gls.	36″11 s10″9¾ 26 ″ 4	
26684 161897 GSKC	**Kingsland** D.F. 1*Dk*	3669 3323 2239					1930	Lithgows Limited PortGlasgow	Kingsborough ShippingCo.Ld. (P.D.Hendry& Sons,*Mgrs.*)	350·6|50·2|23·3 P40'B106'F36'	Glasgow British *WB*	T.3Cy.21½",37"&62"-42" 249NHP J.G.Kincaid&Co.Ld.Grk.		C
26685 150351 VGJW	**Kingsley** (*ex*CanadianCoaster) 1*Dk* *Fitted for oil fuel*	2422 2051 1464					1921	Colling- woodS.B.Co. Kingston	KingsleyNav.Co. Ld.	251·0|43·6|23·6 P22'B64'F28'	Vancouver British *WB*	T.3Cy.18",30"&50"-36" Collingwood 150NH S.B.Co.Collingwood		C
26686 111654 VGMD	**Kingston** Ⓟ Pad 1*Dk*	2925 1609 1909					1901	Bertram E.W.Co.Ld Toronto	Canada Steamship Lines,Ld.	288·0|36·2|13·3	Toronto British	T.3Cy.28",44"&74"-72" 461NHP BertramE.W.Co.Ld.Trnto		
26687 168045 GNMM	**Kingston Hill** 2*Dks* *CruiserStern* *Longitudinal framing at bottom & at decks* "*Arcform*"	7628 7217 5595	✠100A1 *withfreeboard* 12,40 ✠LMC12,40 *Fitted for oil fuel*12,40 *F.P. above* 150° F.	PGl	*a*† 2	CL	1940 12mo	Wm.Ham- ilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	Ministry of War Transport (Counties Ship ManagementCo. Ld.*Mgrs.*) 1 *Intermediate BH* 4 *divisional W* *CellDB*	421·1|60·4|35·8 434·5(O.L.) FK *dispensed with* *T BHs in 'tween dks* 353' 1105*t FPT*148*t*	London British 6*BHptCem* (*Coll to W dk* 5 ,, *2nd* ,,) *APT*336*t*	T.3Cy.24",39"&68"-48" (*s*) 225lb 520NHP 2SB(Spt),1Aux.SB,8*cf*, HS7643 FD D.Rowan&Co.Ld.Gls.	38 ″ 3 s10″3 28 ″ 2½	
26688 128863 MBWY	**Kingstown** 3Mst *ss*Bel.2ndNo.3-7,35 *Mchy.Aft* *ss*Bel.No1-40 *Well deck* 1*Dk*(*ptIrnptStl*)	628 434 237	✠100A1 11,40 ✠LMC11,40	Bel	*j*	CL 12,38	1910 5mo	Ramage& Ferguson,Ld. Leith *Lloyd'sA&CP*	Wm.M.Barkley& SonLd. (W.Clint,*Mgr.*) *CellD*	181·0|27·7|10·8 Q103'B11'F32' FK *Bf* 99' 160*t FPT*66*t*	Belfast British 3*BHCem* *APT*39*t*	T.3Cy.15",25"&40"-30" (*s*) 180lb 81RHP 1SB,3*cf*,GS62,HS2045 Ramage&Fergusn,Ld.Lth	13 ″ 6 s4 ″ 8¾ 13 ″ 1¾	
26689 160723 GSWN	**Kingswood** *ss*Shl.No.2-37 D.F. 1*Dk*(*Stl*) GyC. E.S.D.	5080 4574 3110	✠100A1 4,42~~6,41~~ Examined4,42 BS9,41 MBS4,40 ✠LMC12,37 ✠NB(Aux.)12,37	~~Hul~~ Shl	*z*	CL 7,40	1929 5mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle *Lloyd'sA&CP*	JosephConstan- tineS.S.Line,Ld. *CellD*	405·4|53·8|26·6 418·7(O.L.) P40'B257'F33' FK *B*353' 1171*tFPT*11	Middlsbro' British 6*BHCem* 4*tAPT*192*t*	T.3Cy.22½",30"&58"-45"& LPturbinewithDRgearing 200lb (*s*) 475NHP 2SB(Spt)&(FD)&1AuxSB, 8*cf*,GS160,HS7241 N.E.MarineEngCoLdNwc	29 ″ 1 s4 ″2¾ 25 ″1	
26690 146160 GDJN	**Kingyuan** Ⓟ 2*Dks* *Fitted for oil fuel*	2653 2225 1546					1921	Scott'sS.B. &E.Co.Ld Greenock	ChinaNav.Co.Ld.	310·3|44·2|20·9 P23'B86'F43'	London British *WB*	2steamturbinesDRgeared to1 Sc.Shaft Scott'sS.B.&E.Co.Ld.Grk.		
26691 142908 ZMJB	**Kini** *ss*Syd.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1388 932 779	✠100A1 11.41 ~~10,40~~ BS4,41 ✠LMC1,39	Syd	*o*	CL 10,40	1930 12mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *IntermediateBHin* *CellDB*185'	229·1|39·2|12·5 238·6(O.L.) Q158'F30' FK *hold dispensed with* 348*tFPT*84*tAPT*7*t*	Dunedin British *Cem* 3 *BH to Udk*	T.3Cy.15¾",27"&44½"-33" 200lb (*s*) 165NHP 2SB,4*cf*,GS80,HS2984 J.Lewis&Sons,Ld.Abn.	14 ″ 6 s 4 ″ 9 13 ″ 11	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert.B.of Trade
26692 44397 JYUL	**Kinka Maru** GyC. *OilEng.* *Ref.Mchy.* *CruiserStern*	9305 — 5540					1937	Kawasaki Dkyd.Co.Ld. Kobe	KokusaiKisenK.K.	481·9	62·3	40·2	Tokyo Japanese	Oil Engines2S.C.SA 8Cy.27$\frac{9}{16}$"–47¼" 2115NHP KawasakiDkyd CoLdKobe		C
26693	**Kinkai Maru** (*ex*Theodoros Coumantaros–40,*ex*Maleas–39, *ex*Chef Mécanicien 2*Dks*&*Awng dk* Mailhol–36,*ex*WarAdmiral)	5709 — 4282	✠ ... 7,20 ✠				1917	Kawasaki Dkyd.Co.Ld. Kobe	KotaniMokunosuke	385·3	51·2	33·5 FK	Osaka Japanese *WB*	T.3Cy.26",43"&72"–48" 440NHP KawasakiDkyd.Co.Ld.	36 〃 0	
26694 14164 JYKD	**Kinkasan Maru** Ⓟ *ss*Kob.2ndNo.3–3,36 *ss*TamaNo.1–40 D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks*	4981 4535 2615	✠100A1 10,40 ✠LMC10,40	Tama	*y*	CL 10,40	1911 7mo *Lloyd*'*sA&CP*	Sir Raylton Dixon&CoLd Middlesbro'	MitsuiBussan Kaisha,Ld. *CellDBa*126'*uE*24'*f*167'1042*t* *Topside tanks*316'1252*tFPT*103*t* *APT*227*t*	380·0 P38'B111'F39' FK	53·5	27·2	Tokyo Japanese 6*BHCem*	T.3Cy.26",42"&70"–48" (*s*) 180lb 417NHP 3SB,9*cf*,GS190,HS7114 Blair&Co.Ld.Stockton	29 〃 7 s5 〃 10 24 〃 2	
26695 1109 JMQA	**Kinko Maru** Ⓟ (*ex*ShibisanMaru) 1*Dk*	1268 1053 847					1917	Toba Zosensho Toba	TyosenYusenK.K.	229·1	33·0	18·0	Zinsen Japanese *WB*	T.3Cy.14½",24⅜"&40"–30" Okamoto 88NHP ZosenTekkosho,Osaka		
26696 138187 CYLP	**Kinmount** (*ex*Dalrymple) *Mchy.Aft* 1*Dk*	1711 1544 1167					1923	The CollingwoodS.B Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	252·0 F35'	43·1	16·9	Montreal British *WB*	T.3Cy.15½",26"&44"–26" Hewes& 95RHP Phillips,Newark,N.J.		C
26697 6891 SFDM	**Kinne** (*ex*Niels) 1*Dk*	703 518 361					1920	Vulcan VærftetA/S Korsör	SvenskaSockerfabriksA/B(C.F. Tranchell,*Mgr.*)	190·7 P17'B51'H72*t*F20'	30·8	11·2	Malmö Swedish *WB*	T.3Cy.12½",21"&34"–19¾" Smith,Mygind& 66NHP Hüttemeyer,Cpn.		V
26698 42634 JNEL	**Kinpōsan Maru** 2*Dks* *CruiserStern*	3261 2840 1881				[illegible]	1936	Mitsui Bussan Kaisha,Ld. Hibi	MitsuiBussan Kaisha,Ld.	330·0 P29'B102'F27'	47·0	25·0	Kobe Japanese *WB*	T.3Cy.22",34"&62"–42"& exhaust turbine driving steam compressor 250NHP MitsuiBussanKaisha,Ld. Tama		C
26699 161578 GYGS	**Kinross** *OilEng.* *ss*Bly.No.1–39 D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* 41(*W.E.*)	4956 4580 3043	✠100A1 *with freeboard* 9,40 ~~1,40~~ DBS4,39 ✠LMC3,39	~~Nwe~~ Sea	*a*† 2	CL ~~5,38~~ 9,40	1935 4mo *Lloyd*'*sA&CP*	W.Doxford &Sons,Ld. Sunderland	GdyniaAmerica ShippingLines (London),Ld. *CellDB*346'1174*tMT*1236*tAPT*191*t*	412·2 427·9(O.L.) FK	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHPs 2DB*120lb* W.Doxford&Sons,Ld.Sld.	37 〃 3 10 〃 11¼ 26 〃 6¼	
26700 193 JNUA	**Kinryo Maru** (*ex*Bessie 4Mst Dollar) *ss*H.Kg.No.3–6,17 *ss*Vcr.No.1–21 *Fitted for oil fuel* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	4390 4055 2737	✠ 8,26 ✠	Kob	*x*		1905 11mo	A.Rodger &Co. Pt.Glasgow	YabukiGomei Kaisha *Intermediate Bulkhead in after hold dispensed with* *CellDBa*120'*uE*&*B*42'*f*162'	369·7 P37'B98'F36' FK	50·0	18·8 26·7	Dairen Japanese *Cem* 5*BHonly*	T.3Cy.25½",42"&70"–48" 393NHP 3SB,9*cf*,GS170,HS6399 A.Rodger&Co.Glasgow 982*tFPT*55*tAPT*90*t*	29 〃 3	C †
26701 45135 JQGM	**Kinryu Maru** *OilEng.* *Ref Mchy.* *CruiserStern* 2*Dks*	9310 — 5545					1938	Kawasaki Dkyd.Co.Ld. Kobe	KokusaiKisenK.K.	482·0	62·3	40·0	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"–47¼" 2115NHP KawasakiDkydCoLdKobe		C
26702 43139 JUCL	— (*ex*ChinYuen–38, *ex*NewBrighton–34) *ss*N.Yk.No.3–2,32 *ss*Nag.No.1–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *2nd dk*(*Stl*)*in forward holds & after main* *hold* *Straight frames & bevelled bilge* *CruiserStern*	6524 6218 4004	✠ ... 7,39 ✠	Kob			1920 1mo	Harland& Wolff,Ld. Belfast *CellDBa*&*uE*143'*f*182'1478*tDTa*23'858*tFPT*91*tAPT*126*t*	KinryuKisenK.K.	412·6 F40' *on Shelter dk* FK	55·8	34·4	Sakai Japanese *Cem* 6*BHtoSh dk* 2 „ „ *U* „	2 steam turbinesDR geared to1 sc. shaft HS9636 678NHP 3 Water Tube Boilers Harland&Wolff,Ld.Bel.	38 〃 0	C †
26703 24060 JRFE	**Kinryuzan Maru** (*ex*DaishinMaruNo.2–35) 1*Dk*	1370 1132 778					1918	Osaka YogyoK.K. Osaka	Turumaru Hirotaro	228·0	34·0	19·5 *WB*	Wakamatsu Japanese	T.3Cy.18⅛",26"&42½"–32" 112NHP HirotaniSeikosho,Osaka		
26704 2282 JEWG	**Kinsen Maru** *CruiserStern*	3081 — 1808					1937	Harima S.B.&Eng. Co.Ld. Harima	TyosenYusenK.K.	318·4	45·9	24·6	Zinsen Japanese	T.3Cy.20$\frac{1}{16}$",33$\frac{1}{16}$"&55⅛"– 39" 190NHP HarimaS.B.&Eng.Co.Ld. Harima		
26705 109872 VPCL	**Kinshan** Ⓟ TwinSc 1*Dk* *Saloon dk*&*Shade dk*	2733 1019 1678					1903	Hong K'ng &Whampoa DockCo.Ld. HongKong	HongKong,Canton &MacaoStm.Boat Co.Ld.	290·0	54·1	10·1	HongKong British	T.6Cy.20",31"&50"–27" 260NHP HongKong&Whampoa DockCo.Ld.HongKong		
26706 JGDB	**Kinsyu Maru** (*ex*Mount Pentelikon–33, *ss*Kob.No.3–8,37 *ex*Atlanticos,*ex*Sylvia 2*Dks*(*Stl*) Victoria,*ex*WarCavalry)	5591 5122 3342	✠ ... 1,38 ✠NE11,22✠	Kob	*z*		1919 5mo	JCoughlan &Sons Vancouver, B.C. *Intermediate BH in fore hold dispensed with* *CellDBa*&*uE*172'*f*182'1158*tFPT*131*tAPT*95*t*	DairenKisenK.K.	410·7 P44'B115'F47' FK	54·1	27·5	Dairen Japanese *ptCem* 6*BH only*	T.3Cy.27",44"&73"–48" 536NHP 3SB,9*cf*,GS189,HS7995 J.G.Kincaid&Co.Ld.Grk.	29 〃 9	
26707 123881 VSNG	**Kinta** Ⓟ 1*Dk*	1220 834 509					1907	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	244·2	35·1	13·8	Singapore British *WB*	T.3Cy.20¾",33"&54"–36" 175NHP CaledonSB.&E.Co.Ld.Dun		
26708 153998 MBKS	**Kintang** TwinSc 1*Dk* *Fitted for oil fuel*	435 227 221					1925	Yarrow &Co.Ld. Scotstoun *Completed by* Taikoo Dockyard&Eng.Co.Ld.HongKong	ChinaNav.Co.Ld.	149·5	26·6	7·7	London British	2SRgearedSteamTurbines Yarrow&Co.Ld.Gls.		
26709 41285 JHEJ	**Kinugasa Maru** *OilEng.* *ss*Osa,No.1–40 D.F. GyC. 2*Dks*–*3rd dk* *except in aftermost hold* *CruiserStern* *Tonnage opening closed* '40	8407 7668 5020	✠100A1 *with freeboard* 6,41 ~~1,41~~ ✠LMC CS4,40 DBS~~4,40~~6,41 4,406,41 *Carrying cargo oil* F.P.above 150° F.*in deep tanks*	Kob	*d*†	CL ~~3,40~~ 6,41	1936 3mo *Lloyd*'*sA&CP*	Kawasaki Dkyd.Co.Ld. Kobe *CellDB*359'1416*tDTsa*51'1378*tTanks in way of tunnel* 30'133*tFPT*73*tAPT*186*t*	KokusaiKisenK.K. *Upper'tween dkBhs except CollBHdispensed with*	456·3 F43' FK	61·0	40·0	Tokyo Japanese 8*BHptCem* *Coll to W dk* (7 „ *2nd* „)	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1850NHP DB*100lb* KawasakiDkydCoLdKobe	40 〃 1 s12 〃 3½ 27 〃 11	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26710 45430 JURM	**Kinugawa Maru** *OilEng.* 3*Dks*	6937 — 4965					1938	Mitsubishi JukogyoK.K Nagasaki	ToyoKaiunK.K.	437·4|58·5|32·8 P30′B157′F41′	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.$28\frac{3}{8}$″–$49\frac{3}{16}$″ 839NHP MitsubishiJukogyoK.K. Nag.		C
26711 1839 JICG	**Kinzyo Maru** Ⓟ (*ex*KinjoMaru–38) *OilEng.* 1*Dk*	331 — 179					1935	…………… Shimonoseki	ChosenKisenK.K.	135·0|23·5|12·0	Fusan Japanese	Oil Engines		
26712 42057 JGDL	**Kinzyōsan Maru** (*ex*KinjosanMaru–38) 2*Dks* *CruiserStern*	3262 — 1884					1936	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	332·8|47·1|25·0 P29′B102′F27′	Kobe Japanese *WB*	T.3Cy.22″,34″&62″–42″ & exhaust turbine driving steam compressor 250NHP MitsuiBussanKaisha,Ld.		C
26713 140571 GRCD	**Kioto** *ss*Mch.No.3–4,30 *ss*Hul.No.2–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in Shelter 'tween dks* *Tonnage opening closed* '41(*W.E.*)	3297 — 2030	✠100A1 *Shelter dk withfreeboard* ~~6,118,40~~ 3,42 ✠LMC MS7,38 BS~~11,40~~ 3,42	~~Liv~~ ~~Bom~~Sws	*v*	CL ~~2,39~~ N3,42	1918 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	333·8|46·6|24·4 347·5(O.L.) FK *CellDB*294′859*t*	Liverpool British 6*BHCem* *APT*19*t*	T.3Cy.21″,36″&62″–45″ (*s*) 220lb 384NHP 2SB,8*cf*,GS139,HS5433 FD Cen.Mar.Eng.Wrks.WHpl	~~26 ″ 9~~ ~~s2 ″ 5~~ ~~24 ″ 7¼~~ 34 ″ 11 s9 ″ 7 25 ″ 7½	
26714 141758 CYLQ	**Kipawa** (*ex*JohnF.Morrow, *ex*EdwardN.Breitung,*ex*John W.Moore) 2*Dks* *Mchy.Aft*	1840 — 1154					1890	Craig S.B.Co. Toledo,O.	Marine Industries, Ld.	246·0|40·6|20·7	Montreal British *WB*	C.2Cy.26″&50″–42″ 135NHP S.F.Hodge&Co.Detroit		
26715 34532 JRUB	**Kiri Maru** Ⓟ *OilEng.* 2*Dks*	531 405 296					1929	Harima Dockyard, Harima	TokiowanKisen K.K.	160·0|28·0|14·0 P9′B32′F20′	Habumi- nato Japanese	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$″–$22\frac{7}{16}$″ 117NHP KobeSteelWorks,Kobe		
26716 37505 JUMH	— *OilEng.* *Mchy Aft* *CruiserStern* 2*Dks*	415 366 231					1932	OsakaIron Works,Ld. Osaka	SetuyoSyosen K.K.	145·0|26·0|14·0 F17′	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{8}$″–$19\frac{11}{16}$″ 121NHP YokohamaDockCoLd.Yka		
26717 40610 JYXA	— *OilEng.* *Mchy.Aft* 1*Dk*	324 — 193					1935	Sanoyasu DockCo. Osaka	SanyoNenryoK.K.	130·0|23·0|13·0 P45′F16′	Shikama Japanese *WB*	Oil Engines 4S.C.SA 6Cy.$9\frac{7}{8}$″–$14\frac{15}{16}$″ 57NHP NE37 HanshinTekkoshoK.K. Kobe		
26718 40721 JGQJ	**Kiri Maru No. 2** *OilEng.* *Mchy.Aft* 1*Dk*	334 — 179				(	1935	Sanoyasu DockCo.Ld. Osaka	SanyoNenryoK.K.	129·9|23·0|13·0 P45′F16′	Shikama Japanese *WB*	Oil Engines 4S.C.SA 6Cy.$9\frac{7}{8}$″–$14\frac{15}{16}$″ 57NHP NE36 HanshinTekkoshoK.K. Kobe		
26719 41685 JHYJ	**Kiri Maru No. 3** *OilEng.* 1*Dk*	495 395 342					1936	Sanoyasu ZosenSho Osaka	SanyoNenryoK.K.	166·0|27·5|13·7 P57′F21′	Shikama Japanese	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$″–$20\frac{7}{8}$″ 117NHP HanshinIronWorks,Kobe		
26720 42962 JTML	**Kiri Maru No. 5** *OilEng.*	335 — 229					1937	Sanoyasu DockGoshi Kaisha Osaka	SanyoNenryoK.K.	136·0|23·5|13·0	Shikama Japanese	Oil Engines HanshinIronWorksKobe		
26721 43730 JTYL	**Kiri Maru No. 8** *OilEng.* *Mchy.Aft*	946 — 646					1937	Sanoyasu Zosen-sho Osaka	SanyoNenryoK.K.	205·7|30·0|17·2	Shimikana Japanese	Oil Engines 3Cy. SanoyasuDockCo.Osaka		
26722 33173 JANC	**Kiriha Maru** (*ex*Withington, *ex*WarBreeze) *ss*Kob.No.3–5,32 1*Dk*(*Stl*) 2*ndDk*(*Stl*)*inNos.*2&3*holds*	3057 2842 1836	✠ … 1,36 ✠	Yka	*u*		1919 4mo	IrvinesSB. &D.D.Co.Ld WHartlepool	TatuumaKisen K.K.	331·1|46·8|23·1 P33′B100′F28′ FK *CellDB*284′699*t* *FPT* 110*t*	Nishino- miya Japanese 7*BHptCem* *APT*121*t*	T.3Cy.25″,41″&68″–45″ 430NHP 3SB,9*cf*,GS153,HS6321 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6	C †
26723 42735 JYML	**Kirikawa Maru** D.F. E.S.D. *Mchy.Aft* *CruiserStern* 2*Dks*	3836 — 2251					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	354·7|50·0|27·6	Kobe Japanese *WB*	2DRgeared steam turbines 333NHP KawasakiDkydCoLdKobe		C
26724 36919 JGIC	**Kirisima Maru** (*ex*KirishimaMaru–38) *OilEng.* GyC. D.F. *ss*Kob.No.2–40 2*Dks* 3*rd dk except in aftermost hold* *CruiserStern* *Tonnage opening closed* '38	8121 7671 5918	✠100A1 *withfreeboard* 4,41 ~~7,40~~ ✠LMC CS8,40 DBS~~8,404,41~~ 8,404,41 *Carrying cargo oil F.P. above 150° F. in deep tanks*	Kob	*c*†	CL 7,40	1931 7mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd*'*sA&CP*	KokusaiKisenK.K. *Upper 'tween deck bulkheads except Coll BHdispensed with*	442·9|59·7|29·9 40·0 F39′ FK *CellDB*338′1560*t* *Tanks in way of tunnel*185*tMT*36′	Yokohama Japanese *ptCem* (*CollBHtoWdk* 6 „ 2*nd* „) 1085*tDTa*27′	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$″–$47\frac{1}{4}$″ 1857NHP DB*100lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg 700*tFPT*100*tAPT*49*t*	40 ″ 1 s12 ″ 6 27 ″ 9	
26725 161842 MBYD	**Kirkland** D.F. E.S.D. *CruiserStern* 2*Dks*	1361 1127 624					1934	CaledonS. B.&E.Co.Ld. Dundee	CurrieLine,Ld.	261·6|40·2|15·9	Leith British *WB*	T.3Cy.15″,25″&41″–33″ 94NHP Barclay,Curle&Co.Ld.Gls.		C
26726 139258 GNTW	**Kirkpool** D.F. *ss*Npt-No.3–1,41 1*Dk*(*Stl*) E.S.D.	4842 4578 3017	✠100A1 1,42 ~~6,41 10,41~~ BS1,42 ✠LMC1,41	~~Shl~~ ~~Grk~~Shl	*z*	CL 6,40	1928 6mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	405·2|53·6|26·5 418·2(O.L.) P30′B229′F41′ FK *CellDB*359′1344*t* *FPT*162*t*	W.Hartlpl British 6*BHCem* *APT*187*t*	T.3Cy.25½″,40″&71″–48″ (*s*) 180lb FD 491NHP 3SB(Spt)9*cf*,GS174,HS7308 G.Clark,Ld.Sunderland	29 ″ 5 s 4 ″ 9½ 24 ″ 10¾	
26727 147646 MLWV	**Kirkwood** (*ex*Ashtree–35) *ss*Sld.No.3–6,37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1561 1151 798	✠100A1 5,42 ~~5,41~~ Examined 5,42 BS10,41 ✠LMC6,37	~~Shl~~ Cff	*p*	CL 4,41	1924 5mo	Craig,Tay- lor&Co.Ld. Stockton *Lloyd*'*sA&CP*	W.France, Fenwick&Co.Ld.	244·0|36·8|15·8 255·7(O.L.) Q134′B10′F28′ FK *CellDB*206′472*t* *FPT*104*t*	London British 4*BHCem* *APT*97*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 189NHP 2SB,6*cf*,GS88,HS3188 N.E.MarineEng.Co.Ld.Sld.	18 ″ 1 s5 ″ 3½ 16 ″ 7	
26728 147794 GLRK	**Kirnwood** GyC. *ss*Mdb.No.3–2,40 D.F. E.S.D. 1*Dk*(*Stl*)	3829 3504 2357	✠100A1 5,41 ✠LMC BS1,41 MS4,41	Lon	*x*	CL N12,38	1928 1mo	JReadhead &Sons,Ld. S.Shields *Lloyd*'*sA&CP*	JosephConstantine SteamshipLine,Ld	389·6|52·5|22·0 402·5(O.L.) P29′B229′F44′ len35 FK *CellDBa&uE*145′*f*161′900*t*	Middlsbro' British 6*BHCem* *APT*135*t*	T.3Cy.22½″,37″&61½″–45″ 200lb *100lb* (*r*) 334NHP 2SB(Spt),6*cf*,GS115,HS4564 FD JReadhead&Sons,Ld.SShl	24 ″ 3 s 2 ″ 10 21 ″ 7¼	

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
26729 164461 GYJW	**Kirriemoor** *OilEng.* ssGls.No.1-40 1*Dk&Shelter dk* *CruiserStern*	4970 4580 3032	✠100A1 *withfreeboard* 10,40 DBS4,39 ✠LMC10,40	Gls	*a*†	CL 4,38	1935 5mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland *CellDB*	Runciman ShippingCo.Ld. 346'1174*tMT*1236*t*	412·2 428·1(O.L.) *APT*191*t*	54·2	26·1 FK (	London British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4¼ 25 ″ 6¼	
26730 OHER	**Kirsta** (*ex*Glenisla,*ex*Bonn, *ex*HeinrichDiestel,*ex*LenaPetersen) 1*Dk*	1694 — 996					1906	Akt.Ges. "Neptun" Rostock	RederiA/B HerzoginCecilia (Gust.Erikson)	267·1 256·3 Q73'B108'F27'	37·4	15·6	Mariehmn Finnish *WB*	T.3Cy.17$\frac{5}{16}$",30½"&48"-33$\frac{1}{16}$" 132NHP A.G."Neptun,"Rostock		C
26731 LENI	**Kirsten B.** (*ex*Norbo-34) D.F. 1*Dk*	1184 985 676					1930	A/SMoss Værft&Dokk Moss	Partrederiet Lillemor(Th. Brövig,*Mgr.*)	226·7 Q32*t*P45*t*H76*t*	36·5	15·8	Farsund Norwegian *WB*	T.3Cy.15½",25"&42"-30" 97NHP A/S MossVærft.&Dokk		N
26732 167538 GLQG	**Kirsten Mærsk** D.F. 1*Dk*	2410 2049 1465					1920	Odense Staalskibs. Odense	Ministry of War Transport(W.J. Tatem,Ld.*Mgrs*)	301·9 len34	42·4	19·9	London British *WB*	T.3Cy.20½",33½"&55⅜"-35⅜" &LPturbine Christiansen&Meyer, Harburg		VL
26733 6479 SDKN	**Kiruna** ssGot.No.3-4,34 ssMmo.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *above lower stringer* *CruiserStern*	5484 5119 2894	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~ ~~6,40~~ 4,42 BS~~3,40~~ ✠LMC12,37 7,41	~~Grk~~ ~~Hul~~ Gls	*y*	OG ~~1,38~~ 4,42	1921 4mo	Akt. Götaverken Gothenburg *CellDBa*	Trafikaktie Grängesberg- Oxelösund(M.Wal- denström,*Mgr.*) 73' *uE&B*40'*f*102'	394·4 808*t at sides of tunn*	53·2	30·8 FK *Collisio*	Stockholm Swedish *Cem* *nBHto S dk* 5 ,, ,, *U* ,, *el*58'520*tDT*	T.3Cy.28",42⅞"&72$\frac{1}{16}$"-48" 185lb (*s*) FD 430NHP 3SB(Spt)*9cf*,GS137,HS5664 LindholmensV.A.Motala *f*66'645*t FPT*55*tAPT*202*t*	34 ″ 1 s 8 ″ 8 25 ″ 7¼	
26734 LIAE	**Kis** (*ex*Procyon-39, *ex*Primo-33) ssShl.No.3-10,27 *Well deck* 1*Dk*(*Stl*) D.F.	1268 1022 741	✠ 10,33 ✠	Shl	*o*		1915 4mo	Cmpbltwn S.B.Co. Campbeltwn	A/SThv.Halvor- sensRederi(Thv. Halvorsen,*Mgr.*) *CellDB*	229·5 Q90*t*H45*t*'F28*t* *a*56'*uE&B*33'*f*102'	35·8	15·6 FK	Bergen Norwegian 4*BHCem* 395*tAPT*85*t*	T.3Cy.18",27½"&45"-33" 136NHP 2SB,*4cf*,GS73,HS2228 Rankin&BlackmreLd.Grk	17 ″ 7	N †
26735 7472 SFDO	**Kisa** (*ex*Oddesund,*ex*Palnatoke) 1*Dk*	*1241* *945* *689*					1920	Ph.Stuhr's Mask.&Skbs. Aalborg	SvenskaSocker- fabriksA/B(C.F. Tranchell,*Mgr.*)	236·7 P14'Q71'B94'F29'	36·1	13·4	Malmö Swedish *WB*	T.3Cy.16",25"&42½"-30" 101NHP A/S Friehs,Aarhus		V
26736 40181 JYUH	**Kisaragi Maru** *OilEng.* *Mchy.Aft* 1*Dk*	496 — 267					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	164·0 P40'F18'	27·5	13·9	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"-20⅞" 117NHP HanshinTekkosho,Kobe		
26737 168184 GNSN	**Kisnop** 2*Dks* *Now* "**Empire Dabchick,**" *see Supplement*	5995 5105 4549	100A1 (*Classification contemplated*)				1919	Atlantic Corporation Portsmouth, N.H.	Ministry of War Transport(J Morrison&Son, *Mgrs.*)	410·5 P60'B115'F47'	54·2	27·0	London British *WB*	T.3Cy.24½",41½"&72"-48" 359NHP AtlanticCorporation, Taunton,Mass.		
26738 27113 JKJD	**Kiso Maru** ssKob.No.3-12,32 ssKob.No.1-37 2*Dks*(*Stl*)	4071 3504 2927	✠100A1 7,40 ✠LMC7,40	Tama	*w*	CL 7,40	1920 6mo A&CP	Mitsui Bussan Kaisha Tama,Uno	SyoyoSyosenK.K. *CellD*	345·0 P33'B77'F40' *B*283' 780*t FPT*56*t*	50·0	26·6 FK	Kobe Japanese 6*BHCem* *APT*26*t*	T.3Cy.23",38"&64"-48" (*s*) 200lb 350NHP 2SB,*6cf*,GS109,HS4558 FD MitsuiBussanKaisha,Tama	29 ″ 0 s 5 ″ 4¼ 23 ″ 11	
26739 37489 JUHH	— *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk* *CruiserStern*	704 604 368					1932	Mitsubishi ZosenKaisha Ld. Kobe	OsakaSyosenK.K.	170·0 P44'F20'	30·0	17·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾"-24$\frac{7}{16}$" 164NHP MitsubishiZosenKaisha Ld.Kob.		
26740 46174 JSKN	— *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	555 — 383					1939	Mitsubishi JukogyoK.K Hikoshima	SankyoKaiunK.K.	158·1	27·6	13·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.13"-19$\frac{11}{16}$" 98NHP HanshinTekkoshoKobe		
26741 47841 JQDO	**Kisogawa Maru**	1914 — 1050					1940	Kawanami KogyoK.K. Koyagi	ToyoKaiunK.K.	271·7	40·0	20·3	Tokyo Japanese	Steam Engine		
26742 147586 GKCF	**Kistna** *OilEng.* ssSng.No.3-4,36 ssSng.No.1-40 1*Dk*(*Stl*)&*Shelter dk* (*ptStl*-teak s)	1465 1117 672	✠100A1 *withfreeboard* ~~5,41~~ ~~11,40~~ ~~10,41~~ 1,42 ✠LMC CS10,40 10,40~~5,39~~	~~Sng~~ Bom	*r*	CL ~~5,38~~ 5,41	1924 3mo *Lloyd's A&CP*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	BritishIndiaStm. Nav.Co.Ld. *CellDB*211'307*t*	278·3 287·0(O.L.) *FPT*30*tAPT*23*t*	40·0	14·2 FK (*Coll*	London British 5*BHCem* *BH to Sh dk* 4 ,, ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.17½"-35" 318NHP Swan,Hunter&Wigham Richardson,Ld.Nwc	16 ″ 8 s ″ 6 16 ″ 4	
26743 27467 JCTC	**Kisyu Maru** Ⓟ 2*Dks*	2549 2009 1533	✠ ... 5,24 ✠				1920 12mo	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	284·5 P45'B100'F34'	42·5	23·0 FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" 288NHP OsakaIronWrksLd.Osaka	23 ″ 0	
26744 23120 JFHD	**Kisyun Maru** (*ex*KishunMaru) 1*Dk*	1864 — 1088					1918	Mitsubishi Zosen Kaisha Ld.Nagasaki	TatuumaKisen K.K.	250·0 P&B132'F32'	37·7	20·5 *WB*	Nishino- miya Japanese	T.3Cy.17",28½"&48"-36" 138NHP MitsubishiZosenKaishaLd		
26745 FNLT	**Kita** 4*Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F.	3894 3502 2135					1936	Forg.&Ch. delaMéditSA LaSeyne	ChargeursRéunis	333·7 B101'	49·2	22·6 30·4	Havre French *WB*	2 steam turbinesDR geared to 1 Sc.Shaft Cie.Electro-Mécanique, LeBourget		V
26746 29330 JKRB	**Kitakata Maru** (*ex*Capelhall, *ex*Battenhall) ssLon.No.3-8,10 ssHul.No.2-20 1*Dk*(*Stl*)&*deep framing*	2380 2050 1432	✠ 12,23 ✠	Shl	*s*		1901 10mo	BlythS.B. Co.Ld. Blyth	ToaKyosin Kosi,K.K. *CellDBa&uE*	286·7 P25'B60'F30' 112'*uB*16'*f*114'557*t*	43·3	19·4 FK	Tokyo Japanese 5*BHCem* *APT*61*t*	T.3Cy.22",36"&59"-39" 234NHP 2SB,*6pf*,GS104,HS3750 N.E.MarineEng.CoLdNwc	21 ″ 9	C †
26747 11609 JKND	**Kitano Maru** Ⓟ **TwinSc** ssYka.2ndNo.3-2,33 ssYka.No.~~1-36~~ 2-40 2*Dks*(*Stl-U* teak s) *deep framing&Web frames* *Lowerdk*(*Stl*)*inNos.*1&3*holds*	7952 6723 4926	✠100A1 6,41~~10,40~~ ✠LMC10,40	Yka	*d*†	CL 10,39	1909 5mo A&CP	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *Cell*	464·9 P61'B176'F54' *DBa*139'*uE&B*85'*f*	55·8	34·5 FK	Tokyo Japanese 7*BHCem* 180' 1609*t F*	T.6Cy.25",41½"&69"-48" (*s*) 200lb 973NHP 6SB,*18cf*,GS338,HS14276 FD MitsuBishiD.&E.WksNag *PT*143*tAPT*48*t*	34 ″ 6 s 7 ″ 11¼ 27 ″ 1	
26748 22579 JIEB	**Kitayama Maru** (*ex*RiyoMaruNo.2-33) 1*Dk*	1000 839 592					1918	Osaka Yogyo Osaka	Turumaru Hirotaro	190·0	32·0	18·5 *WB*	Waka- matsu Japanese	T.3Cy.13$\frac{9}{16}$",22½"&37½"-28" 75NHP FushitaKojo,Osaka		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26748A 124076 YOFK	Kittys Brook ~~**Kitty's Brook**~~ (exSirio-41, exSantaCatharina-41, ssRot.No.3-10,20 exSanJorge-34, ssBmn.No.2-29, exSapele, *2Dks(Stl)&Webframes&* exAbonema) *Shelter dk(ptIrn&ptStl)* *Fitted for oil fuel*	4031 ~~2073~~ ~~2302~~ 2802 2973	✠ ~~—~~ 10,33 ✠	BAs	*v*		1907 7mo	Irvine'sSB. &D.D.Co.Ld. WHartlepool	Bowater'sNewfoundlandPulp&PaperMills,Ld. *Cell*	324·7 *DBa96' u E26' f142'*	45·9	30·7 - - FK	StJhn'sNFL British *6BHCem* *563tAPT27t*	T.3Cy.24″,40″&66″-45″ 312NHP 2SB,*6rf*,GS121,HS4740 Richardsons,Westgarth&Co.Ld.Sld.	33 ″ 2	V †
26749 39904 JXUH	**Kiturin Maru** Ⓟ TwinSc (exKitsurinMaru-38) D.F. *3Dks* *CruiserStern*	6783 5175 3916	✠ … 12,38 ✠	Kob			1935 1mo	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	OsakaSyosenK.K. *CellDB367'949tTank in way of tunnels15'22tFPT32t*	427·0 F52'	56·1	33·1 FK	Osaka Japanese *7BHCem* *APT119t*	4 steam turbinesDRgeared to 2 sc. shafts 1225NHP 6SB,*18cf*,GS384,HS15078 MitsubishiJukogyoK.K.Nag.	33 ″ 3	
26750 146136 GJBL	**Kiungchow** Ⓟ *2Dks* *Fitted for oil fuel*	2653 2225 1545					1921	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	310·3 F43'	44·2	20·9	London British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
26751 151507 ZMBG	**Kiwitea** ssDdn.No.3-6,38 *Mchy.Aft* *1Dk(Stl)* *Cantileverframedtopsidetanks*	2350 1949 1163	✠100A1 7,41 ~~7,40~~ BS7,41 ~~BS7,40~~ ✠LMC6,38	Auk	*s*	CL 7,39	1925 9mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDBuE&B46'f* *Topsidetanks440t*	280·0 P81'F29' *186'606t* *FPT224t APT120t*	44·3	18·9 FK	Wellingtn, N.Z. British *4BHCem*	T3Cy.20½″,33½″&55″-39″(*s*) 190lb 274NHP 2SB,*6cf*,GS132,HS5076 Cen.Mar.Eng.Wrks.WHpl	21 ″ 1 s2 ″ 11½ 18 ″ 4	
26752 40771 JWXJ	**Kiyo Maru** (exVigrid-35) *OilEng.* ssYka.No.2-39 *Mchy.Aft* *CruiserStern* *1Dk(Stl)*	7251 6369 5671	✠ … 1,42 DBS6,40 ✠~~LMC6,39~~ *CarryingPetroleum in bulk*	Yka	*a*†	CL 2,40	1930 7mo	Deutsche Werft A.G. Hamburg *Lloyd'sA&CP*	AsanoBussanK.K. *CellDBuE60'157t*	416·6 P103'F41' *DTf29'524tFPT192tAPT197t*	57·0	33·0 FK	Tokyo Japanese *10BHptCem*	Oil Engines 2S.C.DA 5Cy.23⅝″-35$\frac{7}{16}$″ 975NHP 2DB*170lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	33 ″ (~~5 ″ 6~~ ~~27 ″ 8~~	
26753 44023 JSZL	— (exPrometheusMaru-37, exPrometheus-37,exHerakles-33) *1Dk&Shelterdk*	4428 — 3161					1912	W.Doxford &Sons,Ld. Sunderland	KaiyoKisenK.K.	390·0	54·1	27·5	Kobe Japanese *WB*	T.3Cy.26″,42″&70″-48″ 339NHP W.Doxford&Sons,Ld.Sld.		N
26754 29462 JHWB	— (exUnyoMaruNo.2-37, exCarisbrook) ssHul.No.3-4,15 Sub.Sig. ssHul.No.2-24 *1Dk,deepframing&Webframes*	2794 2623 2057	✠ … 9,27 ✠				1902 11mo	J.Blumer& Co. Sunderland	KotaniMokunosuke	319·5 P28'B90'F32'	46·0	21·2 FK	Kinoye Japanese *WB*	T.3Cy.23″,38″&62″-42″ 263NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 9	C †
26755 42953 JNZL	**Kiyokawa Maru** *OilEng.* *Ref.Mchy.* *1Dk&Shelter dk* D.F. GyC. *CruiserStern*	6863 — 3981					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	479·4 P27'F44'	62·3	30·3	Kobe Japanese *WB*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$″-47¼″ 1850NHP KawasakiDkyd.CoLdKobe		C
26756 39724 JWHI	**Kiyosumi Maru** ssKob No.1-38 *OilEng.* D.F. GyC. *2Dks* *3rd dk except in aftermost hold* *Tonnage opening closed 38* *CruiserStern*	8614 7891 5205	✠100A1 *with freeboard* 5,41 ~~3,41~~ ✠LMC CS10,38 DBS3,41 1,40 *Carrying cargo oil F.P.above 150° F. in deep tanks*	Kob	*d*†	CL ~~8,39~~ 5,41	1934 10mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd'sA&CP bulkheads except Coll BH*	KokusaiKisenK.K. *Upper'tweendk* *CellDB359'1496t DTsa51'1384t* *Tanks in way of tunnel30'186t*	453·5 F40' *dispensed with (Coll BHtoWdk 7 „ 2nd..)*	60·7	40·1 30·8 FK	Tokyo Japanese *ptCem*	Oil Engines 2S.C.DA 7Cy.29$\frac{15}{16}$″-47¼″ 2187NHP DB*100lb* MitsubishiZosenKaisha Ld.Nag. *FPT35tAPT21t*	40 ″ 1 s12 ″ 3½ 27 ″ 11½	
26757 41451 JLOK	**Kiyotada Maru** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	3080 2531 1783					1936	Mitsubishi JukogyoK.K Kobe	UbeCementK.K.	305·1 P80'F39'	50·0	22·0	Ube Japanese	Oil Engines 4S.C.SA 6Cy.21⅝″-37⅜″ 272NHP MitsubishiJukogyoK.K.Kob		
26758 44594 JLIM	**Kizan Maru** (exShang-Ho-38, exCapeVerde-35, ssShl.No.3-3,31 exBalfour,exBedwyn, ssKob.No.2-38 exMontezuma) *2Dks(Stl)* *Cargo battens not fitted in 'tween dks*	5072 4790 3798	✠100A1 4,41 ~~6,40~~ ✠LMC~~7,40~~ 4,41	Smk	*z*	CL ~~5,39~~ 4,41	1918 5mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	MiyachiKisenK.K. *CellDBa130'uE24'f184'1233t*	405·3 P43'B126'F46'	53·0	27·4 FK	Kobe Japanese *6BHCem* *APT25t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 538NHP 3SB,*9cf*,GS186,HS8151 FD J G.Kincaid&Co.Ld.Grk.	30 ″ 0	
26759 6804 SFDR	**Kjell** (exValborg,exFlandria) *1Dk*	*1188* *1050* *676*					1898	Akt.Burmeistr&Wain Copenhagen	Ångf.A/B Kjell (H.Jeansson)	235·3 P13'Q20'B64'F26'	35·9	15·7	Stockholm Swedish *WB*	T.3Cy.16½″,27″&45″-33″ 116NHP Akt.Burmeistr&Wain,Cpn		V
26760 7629 SEBD	**Kjell Billner** (exFalksten-35, exFurulund,exInger) *1Dk*	*1128* *903* *674*					1907	Trndhjms Mek.Værks Trondheim	RederiA/B Sylvia (Alb.Billner, *Mgr.*)	231·0 Q86tH52tF33t	34·1	13·7	Gothenbrg Swedish *WB*	T.3Cy.16″,25½″&44″-30″ TrondhjemsM.V. 106NHP Trondheim		V
26761 OYED	**Kjöbenhavn** Ⓟ *2Dks&ptAwng dk&Prom.dk* D.F. *Fitted for oil fuel* E.S.D.	1668 928 914					1918	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskibs.Selsk.	270·4 F52'	40·2	14·3	Aalborg Danish *WB*	T4Cy25½″,41½″&(2)48″-39″ 288NHP HelsingörsJernsk.&Mskb.		V
26762 OUHZ	— D.F. *1Dk*	1264 971 728					1923	Howaldtswerke Kiel	Dmpskselsk.Pacific (L.R.Schmith, *Mgr.*)	238·0 P16'Q65'B98'F31'	37·2	13·7	Copnhagn Danish *WB*	T 3Cy.19$\frac{9}{16}$″,26$\frac{13}{16}$″&43$\frac{5}{16}$″-29½″ 102NHP Howaldtswerke,Kiel		G
26763 220707 KDCW	**Klamath** (exJalapa-40) *1Dk&Shelter dk* *Fitted for oil fuel* *Longitudinal framing*	6066 — 4378					1920	MooreS.B. Co. Oakland,Cal.	Weyerhaeuser S.S.Co.	402·6 P34'F38'	53·0	32·1	Tacoma Wash, Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft VulcanIronWorks		R
26764 129678 VSNJ	**Klang** *2Dks*	1451 1064 733					1911	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	274·0	38·1	15·9	Singapore British *WB*	T.3Cy.22″,36″&58″-42″ 218NHP CaledonSB.&E.Co.Ld.Dun		
26765 UOYI	**Klara Zetkin** *OilEng.* *1Dk*	3974 2983 2255					1934	StatesS.B. Yard"André Marti" Leningrad	U.S.S.R.	347·8 F29'B53'F30'	51·5	24·9	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾″-47$\frac{3}{16}$″ 497NHP RussianDieselWks. Leningrad		
26766 DAQC	**Klaus Fritzen** (exWilhelmKunstmann-38) *1Dk*	2936 2499 1696					1922	Vulcan Werke Hamburg	Johs.Fritzen& Sohn Vorm, W.Kunstmann	316·5 P38 B62'F28'	45·1	21·3	Stettin German *WB*	T.3Cy.19$\frac{11}{16}$″,31½″&51$\frac{3}{16}$″-31½″ 147NHP VulcanWerke,Hamburg		G
26767 DDVB	**Klaus Howaldt** D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern*	5956 4995 2979					1938	Nordseewerke Emden G.m.b.H. Emden	BernhardHowaldt	437·4 F35'	59·0	23·6	Flensburg German *WB*	C.4Cy.(2)18⅞″&(2)43$\frac{5}{16}$″-43$\frac{5}{16}$″&LPturbine withDR gearing& hydraulic coupling 306NHP Rheinmetall-BorsigA.G. BerlinTegel		G

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franco-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou ce n'est dans L.R. Durée,Cert.B.of Trade
26768 DMAQ	**Klaus Oldendorff** (*ex*Gotia-36, *ex*RitaLarsen,*ex*JoachimZelck, *ex*EllenLarsen,*ex*Magdalena Fischer,*ex*GeorgMahn)	1081 947 628					1893	Akt.Ges. "Neptun" Rostock	EgonOldendorff	234·1 B50'F22'	34·4	14·0	Lübeck German *WB*	T.3Cy.13¾",22½"&36½"-27½" 68NHP A.G."Neptun,"Rostock		G
26769	**Klim Voroshilov** *OilEng.*	5460					1933	BalticSB &Eng.Wks. Leningrad	U.S.S.R.	405·0	54·3	24·8	Odessa Russian	OilEngines		
26770 139 YLDI	**Klints** (*ex*VirginiaMunzone, *ex*Canto.*ex*FinnLund, *ss*Nwc.No 1-09 *ex*Gosforth) 1*Dk&Web frames* *Well deck*	1250 946 772	✠ ... 9,12 ✠				1904 8mo	WoodSkinner&Co.Ld. Newcastle	M.Smiltnieks& A.Stengrevics	234·6 Q123'B10'F25' FK	33·6	14·9	Liepaja Latvian *WB*	T.3Cy.18½",30"&49"-33" 156NHP N.E.MarineEng.CoLdNwc	17 ″ 3	N †
26771 2467 DONP	**Klio** D.F. Sub.Sig. *CruiserStern* 1*Dk*	1409 1104 649					1924	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	240·8 P&B179'F25'	38·7	15·2	Bremen German *WB*	T.3Cy.19⅝",31½"&53⅜"-35$\frac{7}{16}$" 168NHP A.G."Weser,"Bremen		G
26772 PFKC	**Klipfontein** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *CruiserStern* 3*Dks* *Ref.Mchy.* *Butts of shell&pt.butts of deck plating elec. welded*	10544 7962 6321	✠100A1 2,42 ~~2,41 11,41~~ DBS3,42 ✠LMC8,39 DBS(WT)11,40 ✠Lloyd'sRMC~~10,40 8,41~~ 3,42	~~Sha~~ ~~Bon~~SFd	*f*†	CL P11,41	1939 8mo *Lloyd*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam *'sA&CP*	VereenigdeNederlandscheScheepv. Maats. *CellDBuE&f*267'	499·3 520·0(O.L.) P39'B211'F50' FK 730t*Tanks in way of tunnels*1287t *FPT*161t	62·9	33·1	Batavia Dutch *8BH* *APT*79t	Oil Engines 2S.C.DA 10Cy.24$\frac{7}{16}$"-55⅛" 2052NHP 2DB*121lb* 2DB(WT)*121lb* N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	38 ″ 3 s 8 ″ 2½ 30 ″ 2¾	
26773 8024 SECN	**Klipparen** TwinSc *ss*Got.No.1-40 *OilEng.* D.F. 1*Dk&Shelter dk* *Platform dk inNos.2&3holds* *Ref.Mchy.* *CruiserStern* *Strengthened forNavigation inIce*	3585 2864 2032	✠100A1 *withfreeboard* ~~8,41~~ ~~11,40~~ 1,42 ✠LMC CS11,40 ~~11,38~~ 8,41 ✠Lloyd'sRMC~~4,40~~8,41 for temp. 31° F.	~~Bal~~ Got	*x*	CL P3,40 S12,41	1935 7mo *Lloyd*	GötaverkenA/B Gothenburg *'sA&CP*	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *CellDB*314'1177t *of tunnel*88t	379·3 387·7(O.L.) FK *Tanks in way* *FPT*49t*APT*112t	50·1	20·2	Gothenbrg Swedish *6BHptCem* (*Coll toSh dk* 5 ,, *2nd*,,)	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP GotaverkenA/B,Got.	25 ″ 6 s 2 ″ 2¼ 23 ″ 5½	
26774 LJWV	**Klöveren** (*ex*Mylla-39) *CruiserStern* *OilEng.* *Electrically welded* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	428 291 254					1938	Glommens Mek.Værks. Fredrikstad	EasternShipping Co.A/S(R.Andersen&E.Engelstad, *Mgrs.*)	144·0 P38'F15'	25·6	10·2	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 100NHP Nydqvist&HolmA/B, Trollhättan		N
26775 SPBA	**Kmicic** (*ex*RoburIII-40, *ex*Akenside) *ss*Got.No.3-5,35 D.F. *ss*Got.No.1-39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1894* *1432* *1138*	✠100A1 5,41 BS5,41 ✠LMC5,39	Shl	*q*	CL 5,41	1923 4mo *Lloyd*	R.Thompson&Sons,Ld. Sunderland *'sA&CP* *Cell*	A.Falter(Wm. Cory&Son,Ld. *Mgrs.*) *DBa*78'183t*uE*20'	264·0 275·8(O.L.) Q102'B57'F24' FK 62t*f*108'273t *FPT*60t	39.0	17·0	Gdynia Polish *4BHCem* *APT*111t	T.3Cy.20",33"&54"-39" (*s*) 180lb 214NHP 2SB,*6cf*,GS208,HS3572 G.Clark,Ld.Sunderland	19 ″ 5 s 1 ″ 9¼ 17 ″ 10	
26776 203772 KJPD	**Knickerbocker** Wood 1*Dk*	310 — 192					1907	R.Palmer&Son Noank,Conn.	ChileS.S.Co.Inc.	130·0	32·9	10·0	NewYork Utd. States	C.2Cy.17"&34"-26" 45NHP J.W.SullivanCo.NewYork		
26777 155985 VRVC	**Knight of Malta** *ss*Mlt.No.2-38 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds*	1553 961 656	✠100A1 *withfreeboard* 12,39 ✠LMC MS11,38 BS11,39 *For Service in the Mediterranean*	Mlt	*q*	CL 11,38	1929 12mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle *'sA&CP*	CassarCo.Ld. *CellDBa&uE*53' *f*61'107	260·5 P41'B104'F56' FK t*DTa*8' 15t *FPT*11t	37·3	17·9	Malta British *5BHCem* *APT*24t	T.3Cy.21",34"&56"-39" (*s*) 180lb 328NHP 3SB,*9cf*,GS147,HS5298 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	19 ″ 0 s 3 ″ 2 15 ″ 11½	
26778 148098 GKSY	**Knitsley** (*ex*Thornhope-37) *ss*Shl.No.3-3,37 D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2272 1766 1319	✠100A1 11,41 ~~3,41~~ Examined 2,42 BS1,42 ✠LMC2,41	~~Lon~~ ~~Nwc~~ Nwc	*s*	CL 1,41	1924 10mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle *'sA&CP*	ConsettIronCo.Ld. (WilliamDickinson &Co.Ld.*Mgrs.*) *CellD*	294·6 Q165'B*on*Q56'F33' FK *B*245'640t*FPT*110t	40·7	18·2	Newcastle British *5BHptCem* *APT*90t	T.3Cy.21",34"&57"-39" (*s*) 180lb *100lb* 239NHP 2SB,*6cf*,GS109,HS3940 N.E.MarineEng.CoLdNwc	20 ″ 7 s 6 ″ 8¾ 18 ″ 7½	
26779 LDHO	**Knoll** (*ex*Mirva-39,*ex*Akabahra-36, *ex*Fager-33) 1*Dk*	1151 976 661					1916	Trndhjms Mek.Værks. Trondheim	A/S Salvesen's Rederi,(A. Salvesen,*Mgr.*)	226·2 P37*t*H53*t*F29*t*	36·5	15·7	Oslo Norwegian *WB*	T.3Cy.17",27½"&46"-30" 115NHP TrondhjemsM.V.Trondhm		N
26780 128871 MCXS	**Knowl Grove** *ss*Hul.2nd.No.3-11,34 *ss*Goo.No.1-38 1*Dk*(*Stl*) *Mchy.Aft* *Cargo buttens not fitted*	370 265 155	✠100A1 ~~5,39~~12,41 BS~~11,40~~ ✠LMC6,38 12,41	~~Bly~~ Goo	*e*	CL 5,39	1909 3mo *Lloyd*	J.P.Renoldson&Sns SouthShields *'sA&CP*	~~Goole&HullSteam TowingCo.Ld.~~ RibbleShipping Co.Ld. (W.J. Ireland,*Mgr.*)	145·2 Q49'F20' FK	24·6	10·1	Goole British *3BHCem* *FPT*40t	C.2Cy.19"&40"-26" (*s*) 125lb 75RHP 1SB,*3pf*,GS44,HS1404 J.P.Rennoldsn&Sns,S.Shl	10 ″ 8 s ″ 11½ 9 ″ 11	
26781 150709 CYLB	**Knowlton** (*ex*N.H.Botsford) *Mchy.Aft* 1*Dk*	2068 1736 1219					1922	Fraser, Brace,Ld. ThreeRivers, P.Q	CanadaSteamship Lines,Ld.	251·2 Q93'F33'	43·0	18·1	Montreal British *WB*	T.3Cy.19",32"&56"-36" 188NHP WorthingtonPump& Mchy.Corp.Buffalo,N.Y		C
26782 221587 KDUD	**Knoxville City** 2*Dks*3*trB* GyC. *Fitted for oil fuel*	5686 5081 3450					1921	Chickasaw S.B.&CarCo Chickasaw, Ala.	IsthmianS.S.Co.	424·2 P43'B&F349' *WB*	56·2	26·5	NewYork Utd. States *Turbines* *Red.gears*	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J. Falk,Co.Milwaukee,Wis.		R
26783 167520 GLKJ	**Knud** (*ex*KnudII) *ss*Cpn.3rdNo.3-1,39 D.F. 1*Dk*(*Irn*)&*deep framing*	1944 1687 1190	✠100A1 12,41~~1,41~~ BS~~6,40~~ ✠LMC1,39 12,41	~~Hpl~~ Shl	*r*	OG 5,40	1900 10mo	W.Gray&Co.Ld. WHartlepool A&CP	Ministry ofWar Transport(Chr. Salvesen&Co. *Mgrs.*) *Cell*	279·7 P25'B69'F29' FK *DBa*88'*uE*20'*f*118'	40·0	18·3	London British *4BHCem* 541t*APT*35t	T.3Cy.21",33"&56"-36" (*s*) 160lb 194NHP 2SB,*4rf*,GS70,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s 2 ″ 11¼ 17 ″ 9	
26784 OZUA	**Knud Villemoes** (*ex*Duisburg, *ex*RudolfFrisch,*ex*Isolde,*ex*CarlLevers) 1*Dk*	1582 1182 860					1905	Nüscke&Co. Stettin	D/S A/S Jyden (J.Villemoes*Mgr.*)	247·4 P25'Q92'B67'F26'	36·8	16·6	Esbjerg Danish *WB*	T.3Cy.17¾",28¾"&46"-32" 120NHP Schiffs.Uebigau,Dresden		G
26785 167472 MPLM	**Knut** 1*Dk*	1274 971 731	Examined LR ~~2,41~~4,42 ~~9,40~~10,41 ~~BS5,40(200lb)~~ BS10,41(185lb)	Shl ~~Shl~~		OG 10,41	1924	Howaldtswerke Kiel	Ministry ofWar Transport(Witherington&Everett, *Mgrs.*)	238·0 P16'Q71'B98'F30'	37·2	13·7	London British *WB*	T.3Cy.16½",27½"&43$\frac{5}{16}$"-25$\frac{9}{16}$" 95NHP Howaldtswerke,Kiel		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26786 6030 SFEG	**Knut** (*ex*Liff) 1*Dk*	768 536 408					1920	Langes'nds Mek. Verks. Langesund	SvenskaHamburg LinienA/B(J. Malmros, *Mgr.*)	179·3|30·1|12·6 Q63'H100*t*B42' F13'	Trelleborg Swedish	T.3Cy.13½",22"&37½"-28" 74NHP LangesundsMek.Verks.		N
26787 LCPV	**Knute Nelson** TwinSc3Mst *OilEng.* *ss*Osl.No.2-35 1*Dk(Stl)&Shelter dk(Stl)3rd dk(Stl)* *Ref.Mchy.* D.F. *exceptinNo.5hold*	5749 5224 3508	✠100A1 *withfreeboard* 12,39 ✠LMC CS6,35 DBS12,39 1,38 ✠Lloyd'sRMC12,39 (SEE FOOTNOTE *)	Osl	*b*†	CL P10,38 S5,39	1926 12mo *Lloyd*	Odense Staalskibsvft Odense *'sA&CP*	A/S Borgå (PetterOlsen, *Mgr.*) *CellDB*387'1333*t* *tunnels*183*t*	435·9|56·2|27·8 P32'F41' FK *Tanks in way of FPT*116*tAPT*128*t*	Oslo Norwegian *ptCem7BH* 3*BHtoSh dk* 4 ,, ,, 2*nd*,,	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 951NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0 26 ″ 8½	
26788 46806 JWXN	**Koa Maru** (*ex*Pasat-40, *ex*GrandeTerre-39, *ex*Anatolian-33) *ss*Rou.No.1-36 1*Dk*(*Stl*-ws) *Ref.Mchy.* D.F. *CruiserStern* *Fitted for oil fuel*	2024 1515 1126	✠ … 2,40 ✠	Dpe	*r*		1932 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	KyokuyoHogei K.K. *CellDBa&uE*104'	266·2|40·0|19·5 P26'Q72'B70'F29' FK *f*102' 378*t FPT*25*t*	Tokyo Japanese 4*BHptCem* *APT*81*t*	T.3Cy.20½",34"&56"-39" 292NHP 2SB,6*cf*,GS118,HS4294 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 9	
26789 2754 JJFM	— *OilEng.*	622 — 440					1939	………… Taguma	KoaKaiunK.K.	167·0|27·5|14·5	Zinsen Japanese	Oil Engines		
26790 46367 JYAN	**Koa Maru No. 2** *OilEng.*	352 — 226					1939	Mihara S.B.Yd. Osaka	NiwaGoro	120·0|27·9|11·5	Osyo Japanese	Oil Engines		
26791 46907 JYWN	**Koa Maru No. 3** *OilEng.*	377 — 193					1939	Mihara S.B.Yd. Osaka	NiwaGoro	119·9|27·9|13·1	Daisto Japanese	Oil Engines		
26792 42694 JKBL	**Koan Maru** Ⓟ TwinSc D.F. E.S.D. 2*Dks* *CruiserStern*	7080 — 3227					1936	Mitsubishi JukogyoK.K. Nagasaki	JapaneseGovernment(Dept.of Railways)	415·0|57·2|32·8 F350'	Tokyo Japanese *WB*	4 Steam Turbines SR geared to 2 Sc.Shafts 2000NHP MitsubishiJukogyoK.K. Nag.		
26793 JJRK	— (*ex*KungHo-38, *ex*VikingII-35,*ex*KariSkogland, *ex*Solingen) 2*Dks*	4306 — 3120					1905	Akt.Ges. "Neptun" Rostock	AmakasuSangyo KisenK.K.	376·6|48·7|26·9 P35*t*H237*t*F64*t*	Yokohama Japanese *WB*	T.3Cy.$27\frac{9}{16}$",$46\frac{1}{16}$"&76"-48" 400NHP A.G."Neptun",Rostock		N
26794 586 JQCG	— D.F. 1*Dk*	3463 3047 1996					1936	Uraga DockCo.Ld. Uraga	DairenKisenK.K.	347·8|50·0|24·5 P23'B87'F35'	Dairen Japanese	C.4Cy (2)13"&(2)23⅝"-15¾" S.R.geared&L.P.Turbine D.R.geared toSc.Shaft 308NHP UragaDockCo.Ld.Uraga		
26795 29810 JPFA	**Kōan Maru** *ss*Kob.No.3-6,35 *ss*Osa.No.1-39 2*Dks(Stl)&Web frames* *Longitudinal framing*	3184 2741 1970	✠100A1 6,40 ✠LMC6,40	Osa	*t*	CL 6,40	1924 3mo *Lloyd*	OsakaIron Works,Ld. Osaka *'sA&CP*	HiroumiSyoziK.K. *CellD*	305·0|43·9|27·2 P19'B82'F32' FK *B*255' 518*t FPT*74*t*	Kobe Japanese 5*BHCem* *APT*64*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWrks,Ld.Osaka	27 ″ 3 s 4 ″ 3½ 23 ″ 2	
26796 42702 JKPL	**Koan Maru** *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	885 — 425					1937	Tsurumi SeitetsuZosen K.K. Tsurumi	DemituSazo	187·0|32·0|15·6 P62'F22'	Mozi Japanese	T.3Cy.13",21"&36¾"-27" 70NHP TsurumiSeitetsuZosen K.K.Tsurumi		
26797 16333 JDHG	— Ⓟ (*ex*TaishinMaru-33) 2*Dks*	661 — 395					1913	S.Ono Osaka	FujiyamaKaiun K.K.	170·5|25·2|17·2	Nishinomiya Japanese	T.3Cy.12",19½"&31½"-22" 47NHP S.Ono,Osaka		
26798 FOTB	**Kobad** D.F. E.S.D. *Longitudinal framing* 2*Dks* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7329 6666 4013					1930	Chant.Nav Français Caen	Association Pétrolière	446·8|56·9|33·8 P113'B31'F53'	Dunkirk French *WB*	T.3Cy.26",44"&74"-51" 391NHP N.E.MarineEng.CoLdNwc		V
26799 47673 JNEO	**Kobe Maru** Ⓟ TwinSc *Ref.Mchy.* *CruiserStern*	7938 — 3090					1940	Mitsubishi JukogyoK.K Nagasaki	ToaKaiunK.K.	430·2|59·0|32·0	Tokyo Japanese *WB*	4 steam turbines SR geared to 2 sc. shafts 1917NHP MitsubishiJukogyoK.K. Nag.		
26800 108242 MLZV	**Kodumaa** (*ex*Napo,*ex*Harmony) *ss*Tln.3rdNo.3-9,34 *ss*Tln.No.1-38 *Well deck* 1*Dk(Irn)&Web frames* *Cargo battens not fitted*	1187 947 680	✠100A1 ~~1,42~~ ~~4,41~~ 4,42 BS4,42 ✠LMC MS7,38 ~~BS9,39 4,41~~	~~Goo~~ Lon	*n*	~~4,40~~ 3,42	1897 8mo	S.P.Austin &Son,Ld. Sunderland A&CP	~~Ministry of War Transport (E.P. Atkinson&Sons, *Mgrs.*)~~ *CellDBa*52'*uE&*	224·4|33·4|13·8 P25'Q50'B48'F26' FK *B*35' *f*90'339*t FPT*	Glasgow British 4*BHCem* 30*tAPT*48*t*	T.3Cy.19",31"&51"-33" (*s*) 160lb *80lb* 156NHP 1SB,4*pf*,GS71,HS2450 J.Dickinson&Sons,Ld.Sld.	16 ″ 7 s1 ″ 3¾ 15 ″ 5¾	
26801 38564 JORI	**Kōei Maru** (*ex*KoyeiMaru-38) *OilEng.* *ss*Kob.No.1-38 2*Dks(Stl)* *Ref.Mchy.*	6774 6046 4915	✠100A1 12,40 ✠LMC CS6,38 DBS12,40 7,39 Lloyd'sRMC7,39 *Carrying fish or vegetable oil in the fore peak tank* *Carrying cargo oil F.P. above150°F.in deep tank*	Smk	*b*†	CL 12,40	1934 1mo *Lloyd*	Mitsubishi ZosenKaisha Ld. Nagasaki *'sA&CP*	TakatihoSyosen K.K.(TaiyoKaiun K.K.*Mgrs.*) *'Tween dkBHabove after deep tankBHdispensed with* *CellDB*366' *DT*	436·4|58·5|32·8 P30'B127'F43' FK 1383*t* *a*36'1131*t FPT*259*t*	Tokyo Japanese *ptCem* 6 *BH to Udk* 1 ,, ,, 2*nd*,, *APTs*224*t*	Oil Engines 2S.C.SA 6Cy.28⅜"-$49\frac{3}{16}$" 839NHP DB*120lb* MitsubishiZosenKaisha Ld.Nag.	32″10 s 6″9¾ 26″2⅞	
26802														

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
26803 PFKQ	**Koert** (*ex*Raket-38) *OilEng.* *Mchy.Aft* 1*Dk* E.S.D. *CruiserStern*	482 338 236	✠100A1 3,40 ✠LMC4,36 ✠LMC(M)5,38 *Carrying vegetable oil in deep tanks* (SEE FOOTNOTE *)	Rot	*g*	CL 3,38	1936 4mo *Lloyd's*A&CP	N.N.Werf JanSmitCzn. Alblasserdam	MotorbootMaats. "Bynia" (F.Fontein,Jzn. *Mgr.*) *CellDBa*41′*f*47′12	156·1 P47′F20′ FK 3*tMTs*22′195*t FPT*	26·4	9·6	Harlingen Dutch 5*BHCem* 23*tAPT*23*t*	Oil Engines 4S.C.SA 6Cy.$11\frac{13}{16}$″–$18\frac{7}{8}$″ 81NHP NDB38 *100lb* WerkspoorN.V.Ams.	11 ″ 6 s 1 ″ 1 10 ″ 6	
26804 219408 KOSV	**Kofresi** (*ex*Kenowis-39) 2*Dks* D.F. Sub.Sig *Fitted for oil fuel* *Ref.Mchy.*	4934 4598 3014					1920	American Intern.S.B. Corp. HogIslandPa	WatermanS.S. Corp.	390·0 P39′B121′F43′	54·2	27·8	Mobile Utd.States *WB*	DRgearedSteamTurbine E*made*19*refitted*33 B*made*20*refitted*33 WestinghouseElec.&Mfg. Co.Phl.		R
26805 676 JQKG	**Koga Maru** *Mchy.Aft* *Cruiser Stern*	1535 772					1937	OsakaIron Works,Ld. Osaka	DairenKisenK.K.	246·4	39·0	18·1	Dairen Japanese	T.3Cy.$17\frac{1}{8}$″,$28\frac{3}{8}$″&$47\frac{1}{4}$″–$31\frac{1}{2}$″ 125NHP OsakaIronWorks,Ld.Osa.		
26806 44776 JHVL	**Kogane Maru** 2*Dks* *CruiserStern*	3132 — 1801					1938	Harima S.B.&Eng. Co.Ld. Harima	NipponKaiunK.K.	318·4 P36′B79′F36′	45·9	24·6	Tokyo Japanese *WB*	T.3Cy.$19\frac{11}{16}$″,$33\frac{11}{16}$″&$56\frac{11}{16}$″–39″ 200NHP HarimaS.B.&Eng.Co.Ld. Kobe		C
26807 41930 JOTK	— Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	1906 — 1007					1936	Mitsubishi JukogyoK.K Kobe	OsakaSyosenK.K.	244·4 F64′	39·4	19·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 8Cy.$16\frac{3}{4}$″–$24\frac{13}{16}$″ 218NHP MitsubishiJukogyoK.K. Kobe		
26808 25449 JAOD	**Kogen Maru** (*ex*YugaoMaru-32) 2*Dks*	2963 2696 1794	✠ ... 6,32 ✠				1919 5mo	Harima Dkyd.Co.Ld. Oh,Harima	Tyosen YusenK.K.	305·0 P25′B94′F33′ FK	43·7	27·2	Zinsen Japanese *WB*	T.3Cy.22″,37″&61″–42″ 289NHP KobeSteelWorks,Ld.Kobe	27 ″ 3	
26809 45368 JZEM	**Kogyo Maru** 2*Dks* *Cruiser Stern* *Fitted for oil fuel*	6353 — 3732					1938	Uraga DockCo.Ld. Uraga	OkadaGumiK.K.	423·2 P42′B159′F39′	59·0	32·8	Osaka Japanese *WB*	2steam turbines DRgeared to 1sc. shaft 517NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
26810	**Kogyoku Maru** *Mchy.Aft* 1*Dk*	1925 1540 1086					1939	Kawamin- amiKogyu K.K. Nagasaki	TamaiSyosenK.K.	271·6 P87′F29′	40·0	20·3	Kobe Japanese *WB*	T.3Cy.$18\frac{11}{16}$″,30″&50″–36″ 150NHP KawaminamiKogyoK.K.		
26811 218426 KEBQ	**Kohala** (*ex*GoldenCross-38, *ex*WestHenshaw) 2*Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel*	5833 5245 3674					1919	J.F.Duthie &Co. Seattle,Wash	MatsonNavigation Co.	409·7 P44′B115′F47′	54·2	27·7	S.Frncisco Utd.States *WB*	T.3Cy.$24\frac{1}{2}$″,$41\frac{1}{2}$″&72″–48″ Hooven,Owens, 359NHP RentschlerCo.Hamilton,O.		R
26812 7708 JTDE	**Kohan Maru** Ⓟ 2*Dks*	551 529 322					1903	S.Ono Osaka	TosadomeiKisen K.K.	171·0 B31′F19′	23·7	17·2	Osaka Japanese *WB*	T.3Cy.12″,$19\frac{1}{2}$″&$31\frac{1}{2}$″–22″ 47NHP S.Ono,Osaka		
26813 161353 GSF7	**Kohistan** *ss*Ant.No.2-38 D.F. 2*Dks*(*Stl*)	5884 5444 3708	✠100A1 12,41 ~~11,40~~ BS12,41 MS6,38 ✠LMC ~~BS3,40~~ *Fitted for oil fuel* 1.30 *F.P. above* 150° F.	~~Sws~~ Mch	*a*†	CL ~~3,40~~ 11,41	1930 1mo *Lloyd's*A&CP	J.Read- head&Sons, Ld. SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*367′1237*t*	425·8 P38′B131′F47′ FK *DTa*38′ 903*t FPT*1	55·0	28·5	London British 7*BHptCem* 07*tAPT*38*t*	T.3Cy.28″,46″&78″–51″& LP turbine with DR gear- ing & hydraulic coupling 210lb (*r*) 787NHP 3SB,*12cf*,GS207,HS9756 FD J.Readhead&Sons,Ld.Shl.	31 ″ 0 s 6 ″ $3\frac{1}{4}$ 24″$11\frac{1}{4}$	
26814 18703 JBZB	**Kohoku Maru** Ⓟ 2*Dks*	2574 2004 1566	✠ ... 5,20				1915 10mo	Kawasaki Dkyd.Co.Ld. Kobe	OsakaSyosenK.K.	284·5 P37′B100′F36′ FK	42·5	20·7	Osaka Japanese *WB*	T.3Cy.20″,$33\frac{1}{2}$″&57″–39″ 267NHP KawasakiDkydCoLdKobe	23 ″ 0	
26815 DABO	**Koholyt** (*ex*Marienburg) D.F. E.S.D. 1*Dk*	844 597 484	✠				1920	Stettiner Oderwerke Stettin	Kohlen-Impotr-u. Poseidon SchiffahrtsA.G.	202·4 Q65′B53′F28′	30·8	12·2	Königsbrg German *WB*	T.3Cy.$13\frac{3}{8}$″,$21\frac{3}{8}$″&$35\frac{3}{8}$″–$25\frac{3}{8}$″ 64NHP StettinerOderwerke		G
26816 22956 JFLD	**Kohuku Maru** (*ex*KofukuMaru-38) *ss*Yka.No.3-12.30 *ss*Yka.No.2-39 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5822 5586 4280	✠100A1 *Awng dk* *withfreeboard* 6,41 ~~6,40~~ 6,41 ✠LMC~~6,40~~	~~Osa~~ Smk	*y*	OG 6,40	1918 8mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	YamashitaKisen K.K. (*CollisionBHtoAwng dk* *CellDB*	385·0 FK 334′ 1118*tFPT*126*t*	51·0	36·0	Kobe Japanese *Cem* 5*BHtoUdk*) *APT*93*t*	T.3Cy.26″,$43\frac{1}{2}$″&72″–48″ (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5741 FD KawasakiDkyd.CoLdKobe	36 ″ 0 s 9 ″ $1\frac{3}{4}$ 27 ″ 1	
26817 39099 JRGJ	— (*ex*KofukuMaru-38) 2*Dks* *CruiserStern*	3210 2602 1906					1934	Mitsui Bussan Kaisha,Ld. Tama	YamasinaKisen K.K.	317·7 P25′B83′F33′	46·0	25·4	Tokyo Japanese *WB*	T.3Cy.$19\frac{11}{16}$″,$33\frac{7}{16}$″&$57\frac{1}{16}$″– $39\frac{3}{8}$″ 205NHP MitsuiBussanKaisha,Ld Tama		
26818 46823 JLAO	— *Mchy.Aft*	1920 1540 1055					1939	Kawamin- amiKogyo K.K. Nagasaki	DaikoSyosenK.K.	271·7 P87′F29′	40·0	20·3	Osaka Japanese *WB*	T.3Cy.$18\frac{11}{16}$″,30″&50″–36″ 150NHP KawaminamiKogyoK.K. Koyagisima		
26819 25512 JRIE	— (*ex*KofukuMaru-38) 1*Dk*	753 579 416					1919	Namura Gennosuke, Osaka	HayashiKozo	180·0 P15′B46′F28′ *WB*	27·5	16·5	Nishino- miya Japanese	T.3Cy.$11\frac{3}{4}$″,$19\frac{13}{16}$″&$33\frac{1}{2}$″–24″ 55NHP HasagawaTekkoshoOsaka		
26820 22457 JFLE	**Kohuku Maru No. 2** (*ex*KofukuMaruNo.2-38, *ex*MinamotoMaru) 1*Dk*	969 800 539					1918	Namura Gennosuke, Osaka	NaoyetsuSyosen K.K.	190·0 P22′B45′F22′ *WB*	31·0	18·5	Naoetsu Japanese	T.3Cy.$13\frac{1}{2}$″,$22\frac{1}{2}$″&$37\frac{1}{2}$″–27″ 73NHP HinomaruTekkosho,Osaka		
26821 853 ESCN	**Koidula** (*ex*LundyLight-32, *ex*Scottier, *ss*Tln.2ndNo.3-5,35 *ex*Kingsgate) *ss*Tln.No.1-39 1*Dk*(*ptIron&ptStl*)2*trB* *deepframing&Webframes*3*Dk rule*	3741 3476 2366	✠100A1 6,40 MS8,39 ✠LMC BS9,39 No later survey reported	Tln	*w*	CL 7,39	1909 5mo *Lloyd's*A&CP	JLThomp- son&Sons,Ld. Sunderland	M.Männapso (E.Bergmann, *Mgr.*) *CellDBa*	346·5 P23′B92′F32′ FK 119′*uE&B*40′*f*146′	50·8	23·3	Tallinn Estonian 6*BHCem* 887*tAPT*93*t*	T.3Cy.25″,41″&67″–45″ (*s*) 180lb *75lb* 329NHP 2SB,*8pf*,GS148,HS5100 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 4 21 ″ 5	
26822 19892	**Koju Maru** WoodAuxSr 1*Dk*	331 — 267					1917	Sakamoto Inosuke Osaka	OsakaKaijoHiak Kwaten	114·0	25·2	11·8	Nishino- miya Japanese	C.2Cy.10″&21″–14″ 14NHP YoshidaKynjiro,Osaka		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26823 28069	**Koju Maru No. 6** WoodAux 1*Dk*	369 305 239					1919	Sakamoto Inosuke Osaka	SakamotoInosuke	129·0	28·0	14·0	Nishino-miya Japanese	C.2Cy.11"&$23\frac{1}{16}$"-$15\frac{1}{2}$" 17NHP KawaharaTekkosho,Osaka		
26824 45707 JOSJ	**Kokai Maru** Ⓟ D.F. E.S.D. 2*Dks* *CruiserStern*	3871 — 2286					1939	Hakodate DockCo.Ld. Hakodate	SimataniKisen K.K.	340·4 P29'B100'F31'	48·2	26·2	Kobe Japanese *WB*	T.3Cy.$22\frac{7}{16}$",$33\frac{7}{16}$"&$59\frac{1}{16}$"-$44\frac{7}{8}$"&exhaust turbine driving steam compressor 232NHP HakodateDockCo.Ld.		
26825 23955 JIHC	— 1*Dk*	1269 1057 851					1918	Yoshiura Zosensho Yoshiura	KitaNipponKisen K.K.	226·7	33·5	18·5	Hutyu Japanese	T.3Cy.$14\frac{1}{2}$",$24\frac{1}{3}$"&40"-30" 88NHP TakaoTekkosho,Kobe		
26826 45710 JHIN	— *OilEng.* *Mchy.Aft*	541 — 316					1939	Sanoyasu DockGoshi Kaisha Osaka	SankoKisenK.K.	159·9	27·5	13·7	Amaga-saki Japanese	Oil Engines 4S.C.SA 6Cy.13"-$19\frac{1}{16}$" 98NHP HanshinIronWorks		
26827 28114 JAIA	**Koki Maru** *ss*Kob.No.3-7,35 *ss*Kob.No.1-39 2*Dks*(*Stl*) *Cargo battens not fitted*	5291 4927 3222	✠100A1 1,41 ~~8,40~~ ✠LMC ~~8,40~~ 1,41	Kob	*y*	CL ~~7,40~~ 11,40	1921 5mo	Ishikawa-jimaS.B.Co Tokyo A&CP	HashimotoKisen K.K. *CellDB*327'1076*t*	388·0 P31'B117'F34' FK *FPT*109*t* *APT*225*t*	53·2	32·0	Kobe Japanese 6*BHCem*	T.3Cy.26",$43\frac{5}{8}$"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD IshikawajimaSB.CoTokyo	32 ″ 0 s 6 ″ $7\frac{3}{4}$ 25 ″ 7	
26828	**Kokkinaki** D.F. *Cruiser Stern* 1*Dk*	2019 1699 1307					1939	Smiths' DockCo.Ld. S.Bank,Mdb.	U.S.S.R.	281·5 F27'B65'P24'	44·0	18·6	Petropav-lovskKam. *WB* Russian	T.3Cy.$18\frac{1}{4}$",$30\frac{1}{2}$"&52"-36" Smith'sDockCo.Ld.Mdb.		N
26829 45312 JXFM	**Kokko Maru** *OilEng.* *CruiserStern*	717 — 498					1938	Nakata Zosen-sho Osaka	SankoKisenK.K.	170·0	28·5	15·2	Amaga-saki Japanese	Oil Engines 4S.C.SA 6Cy.13"-$19\frac{1}{16}$" 99NHP HanshinIronWks.LdKobe		
26830 28978 JHOA	**Koko Maru** *Mchy.Aft* *Ref.Mchy.* 1*Dk*	1520 1191 785					1922	Yokohama DockK.K. Yokohama	NichiroGyogyo K.K.	240·0 P49'B56'F32'	35·0	20·0	Yokohama Japanese	T.3Cy.17",$28\frac{1}{2}$"&48"-30" YokohamaDock 126NHP Co.Ld.Yokohama		C
26831 46922 JJJO	**Kokoku Maru** *OilEng.*	544 — 313					1940	Sanoga-waya Yasutaro Osaka	SankoKisenK.K.	159·9	27·5	13·7	Amaga-saki Japanese	Oil Engines		
26832 43451 JSFL	**Kokuryu Maru** Ⓟ TwinSc *Ref.Mchy.* 3*Dks* D.F. *CruiserStern*	7369 — 4078					1937	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	425·8 F51'	57·1	33·3	Osaka Japanese *WB*	4DRgearedSteamTurbines 1083NHP MitsubishiJukogyoK.K. Nag.		
26833 280 JPOC	— (*ex*UsuriMaru) *ss*Drn.No.3-10,32 *ss*Kob.No.1-37 2*Dks*(*Stl*)	6113 5180 4459	✠ ... 1,38 ✠	Kob	*z*		1921 8mo	OsakaIron Works,Ld. Innoshima	DairenKisenK.K. *CellD*	407·2 P40'B137'F46' FK B360'980*tFPT*106*t*	50·8	30·0	Dairen Japanese 7*BHCem* *APT*26*t*	T.3Cy.27",45"&75"-51" 553NHP 3SB,9*cf*,GS190,HS8100 OsakaIronWorks,Ld.	32 ″ 7	
26834 45866 JXZM	**Kokuyo Maru** *Carrying Petroleum in bulk* *OilEng.* D.F. E.S.D. *CruiserStern* *Mchy.Aft* GyC. *Longitudinal framing*	10027 — 5834					1938	Kawasaki Dkyd.Co.Ld. Kobe	KokuyōKisenK.K.	503·3 P180'B43'F43'	65·0	37·1	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 8Cy$28\frac{3}{8}$"-$47\frac{1}{4}$" 2250NHP KawasakiDkydCoLdKobe		C
26835 UNMS	**Kola** (*ex*Amantea-32,*ex*Galata, *ex*Spartivento,*ex*Ilmenau) 1*Dk*&*Spar dk*	2654 1226 1000					1906	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	291·3 B28'	44·0	23·6	Odessa Russian *WB*	T3Cy.$20\frac{1}{16}$",$33\frac{1}{2}$"&$57\frac{7}{8}$"-$37\frac{1}{2}$" 192NHP Flensburger,Schiffsb.Ges.		
26836 147654 GKMN	— *OilEng.* *ss*Sng.No.3-7,36 *ss*Sng.No.1-40 1*Dk*(*Stl*)& *Shelter dk*(*ptStl*-teak s)	1538 1117 729	✠100A1 *withfreeboard* 1,41 ~~6,40~~ ✠LMC CS6,40 12,39	Sng	*r*	CL N7,39	1924 5mo *Lloyd*'s*A&CP*	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	BritishIndiaStm. Nav.Co.Ld. *CellDB*211'307*t*	278·3 F27' FK *FPT*30*tAPT*23*t*	40·0	14·2	London British 5*BHCem* (*Coll BH to Shdk* 4 ,, ,,2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.$17\frac{1}{2}$"-35" 318NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	16 ″ 8 s ″ 5 16 ″ 5	
26837 KZCN	**Kolambugan** *OilEng.* *Mchy.Aft* 1*Dk*	*690* *606* *385*	✠ ... 7,32 ✠NE19*refitted*29✠				1929 11mo	HongK'ng &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina Inc.	181·2 F26' FK	30·1	13·7	Cebu,P.I. Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.$16\frac{1}{2}$"-22" 286NHP MarinePipe&MchWksSea.	14 ″ 6	
26838 DAPP	**Kolberg** 1*Dk*	693 499 383					1925	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	184·8 Q53'B44'F22'	28·9	11·4	Stettin German *WB*	C.4Cy.(2)$12\frac{3}{4}$"&(2)$27\frac{9}{16}$"-$27\frac{9}{16}$" 67NHP OttensenerMaschf. G.m.b.H.Ottensen		G
26839 OYFD	**Koldinghus** Ⓟ 1*Dk*	674 463 348					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	187·4 P119'F23'	31·5	13·0	Vejle Danish *WB*	T.3Cy.$16\frac{1}{2}$",27"&44"-30" 106NHP KjbnhavnsFlydk.&Skbsv.		V
26840 FOQP	**Kolenté** 2*Dks*&*Awng dk* *Ref.Mchy.* D.F. *Fitted for oil fuel*	3723 3383 1751					1933	Ch.&Atel. deProvence S.A. Port deBouc	ChargeursRéunis	324·8 B96'	48·6	30·4	Bordeaux French *WB*	T.3Cy.$26\frac{3}{4}$",$40\frac{7}{8}$"&$66\frac{7}{8}$"-$43\frac{5}{16}$" 296NHP Ch.&Atel.deProvence,Msl.		V
26841 UOIJ	**Kolima** Ⓟ (*ex*Prosper) 1*Dk*&*Spar dk*	1528 1313 915					1906	Nylands Værksted Oslo	U.S.S.R.	240·4 B130*t*F30*t*	35·3	19·8	Vladvostk Russian *WB*	T.3Cy.$18\frac{5}{8}$",$29\frac{1}{4}$"&48"-33" 132NHP NylandsVærksted,Oslo		
26842 UPLF	**Kolkhosnik** (*ex*Rockcliffe-35) *ss*Shl.No.2-35 1*Dk*(*Stl*)	*3880* *3544* *2350*	✠ ... 8,36 ✠	Shl	*w*		1925 5mo	JReadhead &Sons,Ld. SouthShields	U.S.S.R. *CellD*	364·2 P34'B104'F33' FK *B*318' 987*t* *FPT*59*t*	50·6	23·7	Odessa Russian 6*BHptCem* *APT*170*t*	T.3Cy.25",42"&69"-45" 371NHP 2SB,6*cf*,GS120,HS6044 J.Readhead&SonsLd,S.Shl	26 ″ 0	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cert. si ce n'est dans le L.R. Durée.Cert.R.offTrade.
26843 LDRI	**Koll** TwinSc *OilEng* *ss*Rot.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in machinery space* *CruiserStern*	10044 9312 5891	✠100A1 ~~4,41~~ ~~9,40~~~~1,41~~ 3,42 ✠LMC CS8,39 DBS~~9,40~~8,41 ~~8,39~~11,41 *Carrying Petroleum in bulk*	~~NYk~~ ~~Bal~~ Gal	*e*†	CL ~~8,39~~ 4,41	1930 10mo *Lloyd*'*sA&CP*	Deutsche Werft.A.G. Finkenwrder	OddBergs TankrederiA/S (OddBerg,*Mgr.*) *CellDBuE72' 168t DTf43'807tFPT205tAPT252t*	487·4|66·0|37·3 505·3(O.L.) P112'F42' FK	Oslo Norwegian 14*BH*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$″–$35\frac{7}{16}$″ 1175NHP 2DB*170lb* 3DB(*Vertical*)– Maschfbk.Augsburg-Nürnberg,A.G.Augsburg	36 ″ 9	
26844 LJLX	**Kollbjörg** *ss*N.Yk.No.1-41 *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Part electrically welded* *CruiserStern*	8259 7561 4978	✠100A1 8,41 ~~8,40~~ DBS8,41 ✠LMC5,37 *Carrying Petroleum in bulk*	~~Gal~~ NYk	*c*†	CL 8,40	1937 5mo *Lloyd*'*sA&CP*	Eriksbergs M.V.Aktieb. Gothenburg	A/S Kollbjörg (Odd.Berg& HjalmarBjörge) *CellDBuE68'173tDTf23'500tAPT141t*	469·2|61·1|34·5 486·6(O.L.) P92'B28'F41' FK	Oslo Norwegian 12*BHptCem*	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$″–$47\frac{1}{4}$″ 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got.	34 ″ 0 s 7 ″ 5 26 ″ $9\frac{3}{4}$	
26845	**Kollektivizatzia** *OilEng.* 2*Dks*	3925					1934	StatesS.B. Yd."61 Kommunar" Nicolaieff	U.S.S.R.	347·8|51·5|24·0	Russian *WB*	Oil Engines RussianDieselWorks,Len.		
26846 LKJT	**Kollskegg** *OilEng.* *Mchy.Aft* D.F. E.S.D. 1*Dk* *CruiserStern* *Butts of shell & butts & seams of deck plating elec.welded*	9858 8975 5845	✠100A1 ~~7,41~~ ~~7,40~~2,42 ✠LMC1,40 *Carrying Petroleum in bulk*	~~Sou~~ ~~Mdb~~ Ply	*e*†	CL ~~N1,42~~ 2,42	1940 1mo *Lloyd*'*sA&CP*	Eriksbergs M.V.Aktieb. Gothenburg	OddBergs TankrederiA/S (OddBerg,*Mgr.*) *CellDBuE86'224t Wing tanks in ER 485tDTf27' 590tFPT151tAPT234t*	498·4|65·3|36·4 518·4(O.L.) P101'B37'F48' FK	Oslo Norwegian 11*BHptCem*	Oil Engines 2S.C.DA 8Cy.$17\frac{11}{16}$″–$47\frac{1}{4}$″ 861NHP 2DB*142lb* EriksbergM.V.Aktieb.Got	36 ″ 0 s7 ″ $7\frac{1}{4}$ 28 ″ $7\frac{1}{2}$	
26847 DHOH	**Köln** TwinSc (*ex*ElbingVIII) 1*Dk*	882 731 486					1912	F.Schichau Elbing	Schiffahrt-u.Asse-kuranz-GesE.Russ &Co.	220·4|33·5|12·6 Q66'B50'F25'	Hamburg German *WB*	T6Cy$11\frac{7}{10}$″,$19\frac{3}{5}$″&$31\frac{1}{2}$″–$17\frac{7}{10}$″ 84NHP F.Schichau,Elbing		G
26848 LEGM	**Kolsdal** (*ex*Syrier) *ss*Osl.No.3-5,33 *ss*Osl.No.1-36 1*Dk*(*Stl*) *Cargo battens not fitted*	1269 1027 735	✠100A1 ~~10,40~~11,41 ✠LMC MS6,37 BS~~10,40~~ 11,41	~~Shl~~ Bry	*o*	OG 10,40	1920 3mo *Lloyd*'*sA&CP*	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow	D/S A/S Argus (AlfLindö,*Mgr.*) *CellDB211'386tFPT21tAPT15t*	240·3|35·7|15·3 251·6(O.L.) P27'B57'F27' FK	Haugesnd Norwegian 4*BHCem*	T.3Cy.15″,25″&40″-27″ (*s*) 185lb 99NHP 2SB(Spt),4*cf*,GS48,HS815 McKie&Baxter,Glasgow	17 ″ 3	
26849 6991 SHLA	**Kolsnaren** *OilEng.* D.F. *ss*Got.No.3-1,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	2465 2030 1245	✠100A1 *Shelter dk withfreeboard* ~~2,41~~ ~~8,40~~7,41 ✠LMC CS1,39 DBS~~8,40~~ 7,41 ~~1,38~~ 2,41	~~Phl~~ ~~NFl~~ Bal	*y*	OG 10,38	1923 6mo *Lloyd*'*sA&CP*	Aktieb. Gotaverken Gothenburg	Rederi A/B Soya (O.Wallenius, *Mgr.*) *CellDB249'765t FPT121tAPT81t*	312·3|45·5|18·8 316·0(O.L.) FK *Collision*	Stockholm Swedish *ptCem* *BH to Sh dk* 4 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$″–$51\frac{3}{16}$″ *100lb* 355NHP Aktieb.Gotaverken,Got.	22 ″ 9 s 1 ″ 5 21 ″ $7\frac{1}{2}$	
26850 38561 JNFI	**Komaki Maru** Ⓟ *OilEng.* *ss*Kob.No.1-38 D.F. GyC. 2*Dks* *3rd dk except in aftermost hold* *CruiserStern* *Tonnage opening closed*'38	8525 7914 5189	✠100A1 *withfreeboard* 2,40 ✠LMC CS12,38 DBS2,40 12,38 *Carrying cargo oil F.P. above 150°F. in deep tanks*	Kob	*d*†	CL 12,38	1933 12mo *Lloyd*'*sA&CP*	Harima S.B.&Eng. Co.Ld. Harima *Upper'tween dk bhds except Coll BH dispensed with*	KokusaiKisenK.K. *CellDB352'1439t*	453·5|60·7|40·1 30·8 F40' FK (*Coll* *DTs a51'1387t tanks at sides of tunnel*	Kobe Japanese *BH to Wdk* 7 „ „ *2nd* „)	Oil Engines 2S.C.DA 7Cy.$29\frac{15}{16}$″–$47\frac{1}{4}$″ 2185NHP DB*100lb* KobeSteelWorks,Kobe *196tFPT90tAPT67t*	40 ″ 1 s12 ″ $3\frac{3}{4}$ 28 ″ $0\frac{1}{4}$	
26851 UNLF	**Komiles** *OilEng.* 1*Dk*	3962 3527 2256					1932	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·6|51·5|24·9 P29'B53'F30'	Leningrad Russian	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{4}$″–$47\frac{3}{16}$″ 497NHP RussianDieselWorks,Len.		
26852 LEGO	**Kommandören** Ⓟ 2*Dks*	543 282 315					1891	AkersMek Værksted Oslo	Fylkesbaatanei Sogn&Fjordane	161·8|24·4|19·8 H29*t*	Bergen Norwegian	T.3Cy.16″,26″&42″–30″ 97NHP AkersMek.Værksted,Oslo		
26853 DOFN	**Kommodore Johnsen** Aux4Mst (*ex*MagdaleneVinnen-36) *OilEng.* Bk (*TrainingShip*) Sub.Sig. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	3572 3094 2994					1921	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	328·8|48·2|26·9 P41'B107'F27'	Bremen German *WB*	Oil Engines 4S.C.SA 4Cy.$18\frac{1}{10}$″–$24\frac{4}{5}$″ 128NHP Frd.KruppA.G.Kiel		G
26854 UNYH	**Kommunist** (*ex*MichaelLund, *ex*Regimen) *ss*Sld.No.3-10,04 *ss*Rot.No.2-13 1*Dk*(*Irn*)&*Web frames& pt Awng dk*(*Irn*)	1941 1840 1180	✠ 10,19 ✠	Rot	*r*		1891 9mo	Sunderlnd S.B.Co.Ld. Sunderland	U.S.S.R.	264·7|38·2|19·6 P23'Q84' *pt Awng dk*158' FK *CellDB218'390tAPT49t*	Odessa Russian 6*BHCem*	T.3Cy.20″,34″&56″–36″ 192NHP 2SB,6*cf*,GS90,HS2928 N.E.MarineEng.CoLd.Nwc	19 ″ 6	
26855 237767 WNTO	**Komoku** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Electrically welded*	698 — 328					1938	MooreD.D. Co. Oakland,Cal.	Bay&River NavigationCo.	182·5|40·0|8·7	S.Frncisco Utd.States	Oil Engines 4S.C.SA 12Cy.11″–15″ 140NHP UnionDieselEng.Co. SanFrancisco,Cal.		R
26856 USBE	**Komsomolets Arctiki** Iron (*ex*ArcticPrince-36,*ex*Helder,*ex*Sirius, *ex*Madura) 1*Dk*&*Spar dk3trB* E.S.D. *Ref.Mchy.*	3450 3215 2310					1897	Nederl. Schps.Maats. Amsterdam	U.S.S.R.	322·4|44·2|28·5 F61'P152'	Murmansk Russian *WB*	T.3Cy.24″,36″&60″–42″ 233NHP Ned.Fab.v.Werk.Mat.Ams		
26857 UPOT	**Komsomolsk** D.F. E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5|48·0|20·3 P32'B96'F33'	Archangel Russian *WB*	T.3Cy.20″,33″&57″–42″ 210NHP N.E.MarineEng.CoLdNwc		
26858 24039 JHAD	**Kōnan Maru** (*ex*KohnanMaru-38) *ss*Yka.No.3-11,30 *ss*Kob.No.2-38 2*Dks*(*Stl*)	5227 4844 3201	✠ … 3,40 ✠	Yka	*z*		1918 11mo	Mitsubishi ZosenKaisha Ld.Nagasaki	KiharaSyōsen KōgyōK.K. *CellDB350'1075tFPT130tAPT37t*	400·0|54·5|30·3 P39'B121'F40' FK	Tokyo Japanese 6*BHCem*	T.3Cy.$27\frac{3}{8}$″,$44\frac{1}{2}$″&75″–48″& LP turbine with DR gearing & hydraulic coupling 548NHP 3SB,9*cf*,GS162,HS6591 MitsubishiZosenKaishaLd.	30 ″ 0	
26859 18453 JAJB	**Konan Maru** Ⓟ 2*Dks*	2627 2068 1603	✠ … 11,21 ✠				1915 9mo	OsakaIron Works Osaka	OsakaSyosenK.K.	284·7|42·5|23·0 P40'B100'F36' FK	Osaka Japanese *WB*	T.3Cy.20″,33″&57″–39″ 283NHP OsakaIronWorks,Osaka	23 ″ 0	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
26860 10387 JIHF	**Konan Maru** (*ex*KwonanMaru-38) 1*Dk*&*Spar dk*	1333 1151 768					1902	....	KonanKisenK.K. (HinodeKisen Kaisha,*Mgrs.*)	230·2 P31'B56'F29'	34·5	19·1	Tokyo Japanese *WB*	T.3Cy.18",30"&48"-33" 132NHP		
26861 22906 JQYE	— 1*Dk*	994 828 558					1918	Kyushu ZosenSho Wakamatsu	IkedaShojiK.K.	190·0 P28'B37'F25'	31·1	18·5	Nishino-miya Japanese *WB*	T.3Cy.13",21¾"&36"-27" 67NHP HasegawaTekkoshoOsaka		
26862 35937 JJFC	**Konei Maru** 1*Dk*	2345 1936 831					1930	MitsuiBus-sanK.K. Tama	YamasinaKisen K.K.	291·2 P22'B72'F33'	42·0	21·7	Tokyo Japanese	T.3Cy.19",32"&53"-36" 169NHP MitsuiBussanK.K.		C
26863 LEGP	**Kong Alf** (*ex*Scotland) *Mchy.Aft* 1*Dk*	686 573 369					1920	A/S Boker-öensSkibs-byg. Svelvik	DetSöndenfjelds NorskeDamp-skibsselskap	181·2 P58tH5tF24t	31·1	12·9	Oslo Norwegian *WB*	T.3Cy.14",23"&39"-27" 79NHP ShieldsE.&DDCoLd.N.Shl		N
26864 LEGQ	**Kong Björn** D.F. 1*Dk* *CruiserStern*	931 647 532					1921	A/S Larvik Slip& Verksted Larvik	DetSöndenfjelds NorskeDamp-skibsselskap	197·8 Q38tB116tH54t P32tF5t	32·3	12·4	Oslo Norwegian *WB*	T.3Cy.14",23½"&38"-27" 75NHP A/S LarvikSlip&Verksted. Larvik		N
26865 LCPR	**Kong Dag** Ⓟ 2*Dks*	1862 1331 1119					1923	Fredrkstad Mek.Værks. Fredrikstad	DetSöndenfjelds NorskeDamp-skibsselskap	255·1 P74tB183tH225t F32t	38·2	19·4	Oslo Norwegian *WB*	T.3Cy.22",36"&60"-39" 225NHP FredrikstadMV.Frdstad.		N
26866 LEGU	**Kong Haakon** Ⓟ 1*Dk*&*Awng dk*	874 794 472					1904	Schömer& Jensen Tönning	DetStavangerske Dampskibsselskab	196·0 H58t	28·7	13·9 21·1	Stavanger Norwegian *WB*	T.3Cy.18$\frac{11}{16}$",30$\frac{5}{16}$"&50"-29½" 136NHP Schömer&Jensen,Tönning		
26867 LCPS	**Kong Halfdan** (*ex*Rethymo) *Ref.Mchy.* D.F. 1*Dk*&*Shade dk*	1456 1298 835					1923	Schiffb.Ges Unterweser Weser-münde-L.	DetNordenfjeldske Dampskibsselskab	228·5 P25tB52t H83tF14t	34·5	20·0	Tr'ndheim Norwegian *WB*	T.3Cy.15¾",27½"&45⅝"-27½" 110NHP A.Borsig,G.m.b.H.Berlin		N
26868 LDLA	**Kong Magnus** TwinSc (*ex*Luksefjell,*ex*Cratheus) D.F. 1*Dk*	1410 1175 718					1911	Akers Mek.Værks. Oslo	DetNordenfjeldske Dampskibsselskab	251·7 P43tF30tH92t	38·2	15·8	Tr'ndheim Norwegian *WB*	T.6Cy.13½",22"&27½"-28" 80NHP AkersMek.Værks.Oslo		N
26869 142216 VPGS	**Kong Ning** Ⓟ TwinSc 1*Dk* & *Saloon dk*	1096 426 658					1918	LauSum Kee HongKong	WestRiver Transportation &TradingCo.Ld.	170·8	32·9	9·0	HongKong British	C.4Cy.13½"&27"-18" 75RHP E*made*16 KwongCheongLoongHKg		
26870 LEGW	**Kong Olaf** Iron 1*Dk*&*Awng dk*	562 521 297					1883	Stavanger Stöberi&Dok. Stavanger	DetStavangerske Dampskibsselskab	173·2 H41t	24·0	17·7	Stavanger Norwegian *WB*	T.3Cy.15",25"&41"-27" NE&B05 87NHP LaxevaagsMskbyg.Bgn.		
26871 LEGY	**Kong Oscar II** Ⓟ 1*Dk*&*Awng dk*	914 840 477					1904	Akt.Bur-meistr&Wain Copenhagen	A/S Arendals Dampskibsselskab	197·0 H74t	30·7	15·0 21·8	Arendal Norwegian *WB*	T.3Cy.18¼",30"&50"-33" 144NHP Akt.Burmeistr&Wain,Cpn		N
26872 LCPT	**Kong Ring** Ⓟ D.F. *CruiserStern* 2*Dks*	1994 1430 1201					1929	Nylands Værksted Oslo	DetSöndenfjelds NorskeDampskibs-selskab	271·3 P77tB204tH236t F32t	38·2	19·4	Oslo Norwegian *WB*	T.3Cy.22",35"&60"-42" 233NHP NylandsVærksted,Oslo		N
26873 LCPU	**Kong Sigurd** D.F. 1*Dk*	916 669 419					1927	Nylands Værksted Oslo	DetSöndenfjelds NorskeDampskibs-selskab	212·2 P56tH108tF9t	32·2	12·5	Oslo Norwegian *WB*	T.3Cy.15⅘",26"&44"-27" 101NHP NylandsVærksted,Oslo		N
26874 137684 VRDG	**Kong So** Ⓟ TwinSc (*ex*ChuenChow) 1*Dk*&*Shadedk*	789 310 482					1915	Kwong FookCheong HongKong	N.J.Asquith	157·7	27·0	9·2	HongKong British	C.2Cy.13½"&27"-18" 62RHP KwongFookCheong,H.Kg		
26875 LDPZ	**Kong Trygve** Ⓟ D.F. 1*Dk*	1141 819 586					1931	Fredrkstad Mek.Værks. Fredrikstad	DetSöndenfjelds NorskeDampskibs-selskab	227·3 P41tH198tF6t	35·1	13·3	Oslo Norwegian *WB*	C.4Cy.(2)13¾"&(2)32$\frac{5}{16}$"-30½" 96NHP FredrikstadM.V.Frdstad.		N
26876 40114 JWIJ	**Kongo Maru** Ⓟ *ss*Kob.No.1-39 *OilEng.* 2 *dks,3rd dk except in aftermost hold* D.F. GyC. *Tonnage opening closed* 38 *Cruiser Stern*	8624 7891 5111	✠100A1 *withfreeboard* 5,41 ~~6,40~~ ✠LMC CS3,39 DBS~~6,40~~5,41 6,406,41 *Carrying cargo oil F.P. above*150°	Kob	*d*†	CL ~~5,38~~ 5,41	1935 2mo *Lloyd'sA&CP*	Harima S.B.&Eng. Co.Ld. Harima F.*in deeptanks*	KokusaiKisenK.K. *CellDB*359'1420t *DTsa*49'1382t	453·5 F34' *Tanks at sides of tunnel* 167t	60·7	30·8 40·1 FK	Tokyo Japanese 8*BHptCem* (*Coll to W dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"-47¼" 2115NHP DB*100lb* KawasakiDkydCoLdKobe *FPT*76t*APTs*234t	40 ″ 0 s12 ″ 3⅝ 27 ″ 11½	
26877 42350 JIPK	— Ⓟ TwinSc D.F. E.S.D. *CruiserStern* 2*Dks*	7082 — 3212					1936	Mitsubishi JukogyoK.K Nagasaki	Government of Japan(Dept.of Railways)	415·0 F350'	57·2	32·8	Tokyo Japanese *WB*	4SteamTurbinesSRgeared Mitsubishi 2000NHP JukogyoK.K.Nag.		
26878 1276 JQIB	**Kongosan Maru** Ⓟ 2*Dks*	2116 1895 1335					1927	Uraga DockCo. Uraga	TyosenYusenK.K.	280·0 P23'B72'F29'	41·0	23·5	Zinsen Japanese *WB*	T.3Cy.18",29½"&50'-39" 156NHP UragaDockCo.Uraga		
26879 LJLZ	**Kongsdal** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	9959 9191 5899					1937	Bremer Vulkan Vegesack	A/SMoltzaus Tankrederi(Molt-zau&Christensen *Mgrs.*)	492·9 P113'B74'	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1163NHP BremerVulkan,Vegesack		N
26880 LJOB	**Kongsfjord** TwinSc Now "Gonzenheim," see No. 36755 in Supplement D.F. *OilEng.* *CruiserStern* 1*Dk*&*Shelter dk*	4000 3628 2365					1937	Eriksbergs M.V.Aktieb. Gothenburg	DenNorske Amerikalinje A/S	407·1	55·3	22·6	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 14Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 945NHP EriksbergM.V.Aktieb.Got.		N
26881 LJOH	**Kongsgaard** *ss*Fal.No.1-42 *Mchy.Aft OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Cruiser Stern Longitudinal framing* *Part electricallywelded,including butts of shell,upr dk & longitudinal bulkhd plating*	9467 8793 5677	✠100A1 ~~2,41~~ ~~3,40~~ 1,42 ~~DBS9,40~~ ✠LMC8,37 *Carrying Petroleum in bulk* DBS1,42	~~Gal.~~ ~~NYL~~ Fal	*e*† 2¼	CL ~~1,39~~ 2,41	1937 8mo *Lloyd'sA&CP*	Kockums M.V.Aktieb. Malmö	Skibs.A/S Solvang (A.GowartOlsen, *Mgr.*)	505·4 523·4(O.L.) P97'B41'F67' *CellDBuE*70'180t*DTf*34'469t*FPT*143t	63·1	36·4 FK	Stavanger Norwegian 11*BHptCem*	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1358NHP 2DB*171lb* ~~DB(WT)171lb~~ KockumsM.V.Akt.Malmö *APT*342t	36 ″ 7 s 8 ″ 3¾ 28 ″ 5	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
26882 LEUH	**Kongshaug** (*ex*Sicilia-35) 1*Dk*&*pt Awng dk*	1156 1044 656					1898	Fevigs Jernskibsbyg Arendal	DampskA/SKongshaugsRederi(M.H. Kongshavn&Sönner, *Mgrs.*)	217·4 B57*t*H42*t* *pt Awng dk*142'	31·9	20·7	Ålesund Norwegian *WB*	T.3Cy.16½",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb		N
26883 LEHC	**Kongshavn** (*ex*Langland, *ex*SantaCruz) *ss*Lon.No.3-5,19 *ss*Bgn.No.1-24 *Well deck* 1*Dk*	751 550 425	✠ ... 5,25 ✠				1906 6mo	Caledonian Eng.&S.B.Co Preston	D/S A/S M.H. Kongshavn&SönnersRederi(M.H. Kongshavn&SönnerA/S, *Mgrs.*)	194·0 Q92'B24'F19' FK	30·2	11·4	Haugesnd Norwegian *WB*	T.3Cy.16",26"&43"-30" 116NHP CaledonianE.&S.B.Co.Prs.	13 ″ 9	N †
26884 DJMX	**Königin Luise** Ⓟ TwinSc *OilEng.* Sub.Sig. 2*Dks*	2400 1874 1191					1934	Howaldts-werkeA.G. Hamburg	Hamburg-Amerik. Linie	288·0	42·1	21·4	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.20½"-27$\frac{9}{16}$" 885NHP Blohm&Voss,K.a.A.Ham.		G
26885 DOEB	**Königsberg** TwinSc *OilEng.* Sub.Sig. 2*Dks* D.F.	6466 5811 3978					1924	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	431·3 P61'B143'F38'	56·4	30·3	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.27$\frac{9}{16}$"-47¼" 880NHP PMchf.Augsburg.Nürnbrg sA.G.Weser,Bremen		G
26886 DRBM	— (*ex*Riga-34) 1*Dk*	999 800 571					1925	Gebr.Goed-hardtA.G. Lübeck	MathiesReed.K.G.	217·1 P14'Q58'B92'F21'	34·6	12·9	Hamburg German *WB*	T.3Cy.16$\frac{5}{16}$",27$\frac{9}{16}$"&43$\frac{5}{16}$"-27$\frac{9}{16}$" 98NHP GörlitzerMaschfbkGörlitz		G
26887 DAAQ	**Königsberg-Preussen** Sub.Sig. D.F. E.S.D. *Mchy.Aft* *CruiserStern* 1*Dk*	2530 2048 1217					1924	Frd.Krupp Akt.Ges. Kiel	Kohlen-Import-u. Poseidon Schiffahrts-A.G.	277·8 P83'F29'	44·2	20·8	Königsbrg German *WB*	T.3Cy.21¼",33⅞"&54¾"-39⅜" 188NHP Frd.KruppA.G.Kiel		G
26888 PFKT	**Koningin Emma** Ⓟ TwinSc *Oil Eng.* Sub.Sig. D.F. 3*Dks* E.S.D. *CruiserStern* *Butts of shell & deck plating electrically welded*	4135 2994 2100	✠100A1 *withfreeboard* 5,39 DBS4,40 ✠LMC5,39 *Channel Service, Flushing & Harwich, also European Summer Cruising*	Fls		OG	1939 5mo *Lloyd*'*sA&CP*	N.V.Konink.Maats. "DeSchelde" Flushing	Stoom.Maats. Zeeland	359·6 379·9(O.L.) F90'&*Prom. dk* FK *CellDBuE*72'196*t*	47·2	24·8	Flushing Dutch 9*BHptCem* (*Coll to U dk* 8 ,, 2*nd*,,) *DTsf*246*tL*	Oil Engines 2S.C.SA 20Cy.22$\frac{13}{16}$"-33$\frac{1}{16}$" 1824NHP DB171*lb* N.V.Konink.Maats. "DeSchelde"Flushing *Tsa*119*tFPT*57*tAPT*75*t*	28 ″ 0 s 6 ″ 9½ 13 ″ 6¾	
26889 PZAD	— Ⓟ *OilEng.* *ss*Dem.No.1-41 1*Dk* *Mchy.Aft* *CruiserStern*	535 304 361	✠100A1 8,41 ~~1,41~~ ✠LMC7,36 ✠LMC(M)2,39	Dem	*h*	1,41	1936 7mo *Lloyd*'*sA&CP*	A.Vuijk&Zonen Capellea/d Ysel	N.V.Gemengd BedryfVaartuigendienstSuriname *CellD*	165·2 P31'B43'F19' FK *B*108'144*t FPT*10*t*	26·5	8·7	Pramaribo Dutch 3*BHptCem* *APT*22*t*	Oil Engines 2S.C.SA 8Cy.10$\frac{13}{16}$"-18⅞" 163NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo	10 ″ 8 s ″10¾ 10 ″ 1	
26890 248 SVPZ	**Konistra** (*ex*Lamington) *ss*Pir.2ndNo.3-6,32 *ss*Pir.No.1-37 1*Dk*(*Stl*)&*deepframing*	3537 3337 2266	✠100A1 10,40 BS10,40 ✠LMC10,37	Pir	*w*	CL 3,39	1907 8mo *Lloyd*'*sA&CP*	A.Rodger &Co. Pt.Glasgow	T.N.Epiphaniades *Cell*	350·4 P25'B97'F38' FK *DBa&uE*133'*f*156'	48·0	24·3	Syra Greek 6*BHCem* 933*tAPT*86*t*	T.3Cy.24",40"&65"-42" (*s*) 160lb 294NHP 2SB,6*cf*,GS120,HS4720 A.Rodger&Co.Glasgow	27 ″ 0	
26891 337 JPZC	**Konsan Maru** *OilEng.* *ss*Nag.No.1-34 1*Dk*(*Stl*)	2733 2248 1556	✠ ... 1,38 ✠	Kob	*u*		1929 8mo	Mitsui Bussan Kaisha Tama *Cell*	DairenKisenK.K. *DB*230'769*t Tanks in way of*	326·5 P27'B63'F28' FK *tunnel* 173*tFPT*51*t*	46·5	21·5	Dairen Japanese 5*BHptCem* *APT*35*t*	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 270NHP MitsuiBussanKaishaTama	21 ″ 6	
26892 23 SYSY	**Konstantinos** (*ex*Amfiali-34, *ex*NikolaosSophios,*ex*Canari) *OilEng.* 1*Dk*	313 270 172					1918	Forg.&Ch. de la Médit LaSeyne	K.Kyriakides	132·3	24·0	12·0	Piræus Greek	Oil Engines 6Cy.10⅝"		
26893 DGKC	**Konsul Carl Fisser** (*ex*Jacatra-36, *ex*Westmark) D.F. 2*Dks*	5843 5458 3653					1914	Akt.Ges. "Weser" Bremen	HendrikFisser A.G.(Fisser&v. Doornum, *Mgrs.*)	421·6 P60'B126'F52'	56·2	29·6	Emden German *WB*	T3Cy28$\frac{7}{10}$",46$\frac{4}{5}$"&75$\frac{3}{5}$"-53$\frac{9}{10}$" 418NHP A.G."Weser,"Bremen		
26894 DFZU	**Konsul Schulte** (*ex*Cardiff) *ss*Gls.2ndNo.3-8,23 *ss*Bmn.No.1-28 1*Dk*2*tr B*&*Web frames*	2975 2621 1843	✠ ... 3,29 ✠NE20 ✠				1898 6mo	W.Gray& Co.Ld. WHartlepool	Schulte&Bruns	318·0 P27'B70'F31' FK	46·0	20·8	Emden German *WB*	T.3Cy.24¼",36"&59"-39" 264NHP G.Fletcher&Co.Ld.Derby	23 ″ 6	
26895 10 YLAP	**Konsuls P. Dannebergs** (*ex*Dungeness) *ss*Cff.No.3-2,18 D.F. 1*Dk*&*deep framing*	2747 2599 1744	✠ ... 2,21				1904 7mo	Richardsn, Duck&Co. Stockton	P.Danneberg	330·8 P30'B170'F29' FK	47·4	20·0	Riga Latvian *WB*	T.3Cy.23",38"&62½"-42" 257NHP Blair&Co.Ld.Stockton	22 ″ 6	C †
26896 OHXD	**Kontio** (*ex*Marie-35) Iron *ss*Got.3rdNo.3-5,30 D.F. *ss*Hfs.No.2-38 *Welldeck* 1*Dk*(*Irn*)&*Web frames*	1708 — 958	✠100A1 5,41 ~~2,39~~ BS6,39 LMC7,38 NO LATER SURVEY REPORTED	~~Shl~~ Lkr	*r*	CL 2,39	1892 7mo	Furness, Withy&CoLd WHartlepool A&CP	LaivaO/YRauma (JohnNurminen O/Y.*Mgrs.*)	279·3 268·5 P27'Q80'B110' FK F31' *CellDB*228'3	36·0	17·5	Helsingfrs Finnish 5*BHCem* 77*tAPT*17*t*	T3Cy21½"35$\frac{3}{16}$"&57"-36"(*s*) 160lb *80lb* NDB02 193NHP 1DB,4*cf*,GS63,HS2860 Blair&Co.(Ld.),Stockton	19 ″ 10 s 1 ″ 3 18 ″ 9½	
26897 FPGU	**Kontum** (*ex*Lenita-39, *ex*HeinrichSchuldt,*ex*Fasan, *ex*Hornbach,*ex*Quarta) 1*Dk* Sub.Sig.	*1565* *1232* *866*					1923	Flensburgr Schiffsb.Ges. Flensburg	Cie.Côtière de l'Annam	262·7 P20'Q81'B104'F32'	39·7	15·0	Saigon French *WB*	T.3Cy.17¾",29⅓"&48"-34$\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		V
26898 5103 SEAN	**Konung Gustaf V.** Ⓟ TwinSc (*Ferry*) Sub.Sig. D.F. GyC. 1*Dk*2*trB*	3170 2402 1109					1910	Lindholmens V.A Gothenburg	SvenskaStatens Jernvägar(E.von Friesen, *Mgr.*)	368·8 H525*t*	51·1	22·2	Trelleborg Swedish *WB*	T.6Cy.23¾",39"&64"-35¾" 490NHP MotalaV.NyaAkt.Motala		G
26899 429 SFEO	**Konung Oscar** Ⓟ Iron D.F. 2*Dks*&*Shelter dk*	735 404 426					1875 7mo	Bergsunds M.V.Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	182·6 H57*t* len04	25·1	13·1 20·4	Stockholm Swedish	T.3Cy.16",25"&42"-28" NE&B04 93NHP BergsndsM.V.Aktb.Skm.		
26900 TCBX	**Konya** Ⓟ (*ex*Konia,*ex*Hellopes, *ex*Arbroath, *ss*Dun.2ndNo.3-3,18 *ex*Perth) *ss*C.Tn.No.2-26 2*Dks*	1745 — 894	✠ ... 2,28 ✠				1890 7mo	WBThompson&Co.Ld. Dundee	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	280·0 P61'B73'F61' BK9½"	36·6	16·9	Istanbul Turkish *WB*	T.3Cy.24",39"&64"-48" 354NHP WBThompson&CoLdDun	19 ″ 3	
26901 4459 JLCM	**Konzan Maru** (*ex*WestMunham Maru-38, 2*Dks* *ex*WestMunham-37) *Fitted for oil fuel*	5488 — 3970	✠ ... 6,22 ✠				1919 4mo	Columbia RiverSBCorp Portland,Or	KokokuKisenK.K.	410·4 P44'B115'F47 FK	54·2	27·7	Kobe Japanese *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26902 8332 SLUN	**Kookaburra** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *Butts of shell & dks electrically welded* *Cruiser stern*	*4913* *4144* *2712*	✠100A1 *withfreeboard* ~~7,41~~ ~~1,41~~ 2,42 ✠LMC3,39 *Carrying cargo oil F.P. above 150° F. in deep tank*	~~Mel~~ Vcr	*a*†	OG 2,42	1939 3mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's* A&CP	Rederiakteb. Transpacific (G. Carlsson, *Mgr.*) *Duct keel fwd. of mchy. space* *Cell DB344' 1517t MT29' 1176t FPT121t APTs251t*	418·2 432·2 (O.L.) F39' FK	56·7	25·1	Gothenbrg Swedish *7BH* *(Coll BH to Sh. dk* *6 ,, 2nd ,,)*	Oil Engines 2S.C.DA 7Cy.$17\frac{11}{16}''-47\frac{1}{4}''$ 751NHP DB*100lb* Eriksberg M.V.Aktieb.Got	28 ″ 9 s 3 ″ $1\frac{1}{4}$ 25 ″ $9\frac{1}{2}$	
26903 140184 VLKM	**Koolama** Ⓟ TwinSc *OilEng.* D.F. 1*Dk 2nd dk in forward holds* *Ref. Mchy.* *Shade deck* *Cruiser Stern*	4068 2464 2113	✠100A1 *withfreeboard* 3,41 ✠LMC3,38 ✠Lloyd'sRMC~~10,40~~ 4,41	Sba	*w*	CL 3,41	1938 3mo	Harland & Wolff, Ld. Glasgow *Lloyd's* A&CP	Govt. of Western Australia *Cell DB277' 812t Tanks between tunnels 114t FPT 37t APT 87t*	348·0 362·2 (O.L.) FK *F on Shade dk 41'*	54·2	18·5	Fremantle British *6BH pt Cem*	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}''-35\frac{7}{16}''$ 808NHP Harland & Wolff, Ld. Gls.	22 ″ 6 s 4 ″ $7\frac{3}{4}$ 18 ″ 0	
26904 129384 MDGF	**Koolga** ssAbn. 2nd No.3–10,34 ssAbn. No.1–38 *Well deck* 1*Dk(Irn) & deep framing*	1110 794 564	✠100A1 10,41 ~~...38~~ ✠LMC9,41 ~~MS4,38~~ BS~~7,40~~ 9,41	~~Abn~~ Yar	*o*	CL ~~9,39~~ 9,41	1910 4mo	Caledon S. B. & E. Co. Ld. Dundee *Lloyd's* A&CP	Aberdeen S.N. Co. Ld. *Cell DBa 58' uE20' f96' 310t APT15t*	232·1 242·6 (O.L.) Q77' B68' F59' FK	33·9	14·9	Aberdeen British *4BH Cem*	T.3Cy.19",31"&51"–36" (*s*) 180lb 188NHP 2SB,*6cf*,GS99,HS3143 Caledon S.B.&E.Co.Ld.Dun	15 ″ 9 s ″ $5\frac{1}{2}$ 15 ″ 5	
26905 153922 VJFB	**Kooliga** ssMel. No.3–5,40 1*Dk(Stl)* *Cargo battens not fitted*	2459 2046 1303	✠100A1 8,41 ~~3,40~~ ✠LMC MS3,40 BS~~8,40~~ 8,41	Mel	*s*	CL ~~2,38~~ N8,41	1928 3mo	Caledon S. B. & E. Co. Ld. Dundee *Lloyd's* A&CP	McIlwraith McEacharn Ld. *Cell DB255' 342t FPT58t APT103t*	295·9 307·8 (O.L.) P29' B63' F29' FK	44·2	19·8	Melbourne British *5BH Cem*	T.3Cy.22",37"&61"–42" (*s*) 180lb 293NHP 2SB,*6cf*,GS130,HS4948 N.E.Marine Eng Co Ld Nw	22 ″ 3 s 3 ″ $3\frac{3}{4}$ 19 ″ 1	
26906 140160 VJFC	**Koolinda** Ⓟ TwinSc *OilEng.* ssFre. No.3–6,40 2*Dks(Stl–Weather dk–teak s)* *Ref. Mchy.* 3*rd dk(Stl) in forward holds* *CruiserStern*	4372 3049 2281	✠100A1 *withfreeboard* 4,41 ~~1,40~~ ✠LMC CS1,40 3,41 Lloyd'sRMC~~2,41~~ ~~8,41~~ 9,41	~~Sng~~ Sba	*w*	CL ~~1,40~~ 3,41	1926 12mo	Harland & Wolff, Ld. Glasgow *Lloyd's* A&CP	Government of Western Australia *Cell DB230' 527t DTf24' 571t FPT170t APT120t*	330·3 B220' F44' FK	50·2	25·4	Fremantle British *7BH pt Cem* *(5 to W dk* *2 ,, 2nd ,,)*	Oil Engines 4S.C.SA 16Cy.$23\frac{1}{4}''-47\frac{1}{4}''$ 830NHP Harland & Wolff, Ld. Gls.	27 ″ 6 s 8 ″ 11 18 ″ 8	
26907 153934 VJNF	**Koomilya** ssSyd. No.2–38 1*Dk(Stl) & Shelter dk(Stl)*	2780 2432 1592	✠100A1 *withfreeboard* 2,41 ✠LMC MS7,37 BS~~11,40~~ 11,41	NSW	*v*	CL 2,41	1929 5mo	Caledon S. B. & E. Co. Ld Dundee *Lloyd's* A&CP	McIlwraith McEacharn Ld. *Cell DB276' 697t FPT 110t APT62t*	326·8 339·4 (O.L.) F34' FK	46·6	20·3	Melbourne British *5BH Cem* *(Coll to Sh dk* *4 ,, 2nd ,,)*	T.3Cy.22",36"&58"–42"&LP Turbine with DR gear & hydraulic coupling (*s*) 180lb 391NHP 2SB,*6cf*,GS132,HS5372 FD Caledon S.B.&E.Co Ld.Dun	23 ″ 3 s 1 ″ $6\frac{1}{2}$ 21 ″ 10	
26908 129060 VJFG	**Koonda** (*ex*Hargrove) ssMel. 2nd No.3–8,34 ssMel. No.1–38 1*Dk(Irn) & deep framing* *Cargo battens not fitted*	1631 1332 906	✠100A1 11,41 ~~10,40~~ BS~~10,40~~ 11,41 ✠LMC10,38	Mel	*q*	~~10,39~~ 10,41	1910 1mo	W. Gray & Co. Ld. W Hartlepool *Lloyd's* A&CP	McIlwraith McEacharn Ld. *Cell DBa & uE102' f110' 497t FPT 63t APT50t*	265·0 275·5 (O.L.) P21' B60' F35' FK	36·1	17·0	Melbourne British *4BH Cem*	T.3Cy.21",33"&56"–36" (*r*) 180lb 220NHP 2SB,*6cf*,GS98,HS3602 Cen.Mar.Eng.Wks.W.Hpl.	19 ″ 6 s 2 ″ $6\frac{1}{2}$ 17 ″ 2	
26909 130149	**Koopa** Ⓟ TwinSc 1*Dk*	416 313 170	✠ ... 8,13 ✠				1911 10mo	Ramage & Ferguson, Ld Leith	Brisbane Tug & S.S.Co.Ld.	192·6 *Promenade dk 140'* FK	28·1	8·6	Brisbane British	T.6Cy.13",21"&34"–18" 176NHP Ramage & Ferguson, Ld.	9 ″ 0	
26910 137235	**Kooraka** Ⓟ *OilEng.* *Mchy. Aft* *Well deck* 1*Dk*	300 181 154	✠ ... 11,27 ✠				1925 4mo	G. Brown & Co. Ld. Greenock	Coast Steamships Ld.	135·3 Q58' F21' FK & BK1"	24·6	7·8	Adelaide British *WB*	Oil Engines 2S.C.SA 4Cy.$16\frac{1}{2}''-18\frac{15}{16}''$ 192NHP NV Kromhout Mot Fab Ams	8 ″ 9	
26911 159573 VLKR	**Kooringa** 1*Dk & Shelter dk* *CruiserStern*	3292 2903 1827	✠100A1 *withfreeboard* 9,41 ~~9,40~~ ✠LMC3,38	Mel	*x* $1\frac{13}{16}$	CL 9,41	1938 3mo	Caledon S. B. & E. Co. Ld Dundee *Lloyd's* A&CP	McIlwraith McEacharn Ld. *Cell DB288' 824t Tanks at sides of tunnel 40t FPT260t APT 150t*	363·6 374·5 (O.L.) F32' FK	49·7	20·7	Melbourne British *7BH Cem* *(Coll to Sh dk* *6 ,, 2nd ,,)*	T.3.Cy.20",32"&52"–42" & LP turbine with DR gearing & hydraulic coupling 220lb (*s*) 387NHP 2SB(Spt),*6cf*,GS132, HS5410 FD Barclay, Curle & Co.Ld.Gls.	24 ″ 4 s 1 ″ $9\frac{3}{4}$ 22 ″ $7\frac{1}{2}$	
26912 120742 VJFL	**Kooyong** ssSyd. 2nd No.3–10,33 ssSyd. No.1–38 1*Dk(Stl) & deep framing* *Cargo battens not fitted*	2296 2093 1393	✠100A1 7,41 ~~6,40~~ BS1,41 ✠LMC1,38	~~NSW~~ Syd	*l*	CL ~~6,40~~ 7,41	1907 10mo	Clyde S.B. & E.Co.Ld. Port Glasgow *Lloyd's* A&CP	McIlwraith, McEacharn Ld. *Cell DBa90' uE & B34' f132' 664t FPT 67t APT79t*	295·0 P31' F31' Fore B14' Main B62' FK	44·1	19·8	Melbourne British *7BH Cem*	T.3Cy.22",37"&61"–42" (*s*) 180lb 264NHP 2SB,*6cf*,GS107,HS4110 Clyde S.B.&E.Co.Ld.P.Gl.	22 ″ 3 s 3 ″ $2\frac{1}{4}$ 19 ″ 3	
26913 121598 ZMGP	**Kopara** TwinSc *Oil Eng* *Mchy. Aft CruiserStern* 1*Dk & Shelter dk* *Butts of keel & part deck elec. welded* *Cargo battens not fitted in 'tween dks*	679 527 334	✠100A1 *withfreeboard* 11,41 ~~12,40~~ ✠LMC9,38	Auk	*m*	OG 11,41	1938 9mo	Henry Robb, Ld. Leith *Lloyd's* A&CP	Richardson & Co. Ld. *Cell DB148' 283t FPT46t APT29t*	193·1 200·8 (O.L.) FK *H aft 45'* F27'	35·8 *37·0*	11·6	Napier, NZ British *4BH pt Cem* *(Coll to Sh dk* *3 ,, 2nd ,,)*	Oil Engines 2S.C.SA 8Cy.$13\frac{3}{8}''-22\frac{7}{16}''$ 250NHP British Auxiliaries, Ld. Gls.	13 ″ 9 s ″ 2 13 ″ 8	
26914 218835 KJCO	**Kopperston** (*ex*Bannack–38) D.F. E.S.D. Sub.Sig. 2*Dks*	5135 — 3121					1919	Standard S.B.Corp Shooter's Island, N.Y	Eastern Gas & Fuel Associates (State of Massachusetts, *Trustees*)	377·0 P25' B106' F41'	52·0	26·8	Boston Utd. States *WB*	T.3Cy.25",$42\frac{1}{4}''$&70"–48" 340NHP Standard S.B.Corp.		R
26915 LEHF	**Kora** (*ex*Krosfond, *ex*Rosebank) ssBgn. 2nd No.3–3,31 ssBgn. No.2–39 *Well deck* 1*Dk(Stl)* D.F.	817 594 420	✠100A1 7,39 ✠LMC7,39 (SEE FOOT NOTE *)	Bgn	*l*	CL 2,38	1906 6mo	Clyde S.B. & E.Co.Ld. Pt. Glasgow *Lloyd's* A&CP	Det Bergenske Dampskibsselskab *Cell DBa 46' f81' 163t APT38t*	198·2 209·0 (O.L.) Q69' B56' F25' FK	30·1	15·1	Bergen Norwegian *4BH Cem*	T.3Cy.15",$25\frac{5}{16}''$&40"–30" 180lb *80lb* 104NHP 1SB,*3cf*,GS50,HS1719 Clyde S.B.&E.Co.Ld.Pt Gls	14 ″ 10 s ″ $8\frac{1}{2}$ 14 ″ $3\frac{1}{4}$	
26916 144610 VJSN	**Koranui** (*ex*Cleopatra) ssSyd. 2nd No.3–6,38 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	1266 1096 728	100A1 11,41 ~~11,40~~ LMC MS6,38 BS4,41	Mel		CL ~~11,38~~ N11,41	1914	Schiffsw. v. Henry Koch Lübeck	Union S.S. Co. of New Zealand, Ld. *Cell DBa & uE75' f106' 318t FPT56t*	241·4 P&B176' F35' FK	36·2	15·6	Melbourne British *4BH Cem*	T3Cy$18\frac{1}{8}''$,$29\frac{15}{16}''$&$46\frac{15}{16}''-32\frac{1}{2}''$ 200lb (*s*) 161NHP 2SB(Spt),*4cf*,GS72,HS2712 Ottensener Maschinenfab. Ottensen	18 ″ 0 s 1 ″ $0\frac{1}{4}$ 17 ″ $1\frac{1}{4}$	
26917 SPBC	**Kordecki** (*ex*Robur V–40) ssGot. No.2–38 *Mchy. Aft* 1*Dk(Stl)* *Cargo battens not fitted* *CruiserStern* D.F. *Strengthened for navigation in ice*	1975 1472 1073	✠100A1 4,41 BS~~8,40~~ 9,41 ✠LMC5,38	Npt	*q*	OG 8,39	1930 8mo	Akt. Lindholmen-Motala Gothenburg *Lloyd's* A&CP	A. Falter (Wm. Cory & Son, Ld. *Mgrs.*) *Cell DB206' 502t FPT 193t APT55t*	257·6 P72' F22' FK *Trunk 154'*	41·1	18·6	Gdynia Polish *4BH Cem*	C4Cy.(2)$14\frac{9}{16}''$&(2)$31\frac{1}{2}''-31\frac{1}{2}''$ 207lb (*s*) 145NHP 2SB(Spt),*4cf*,GS48, HS1940 FD Akt. Lindholmen-Motala	20 ″ 11 s 3 ″ $3\frac{1}{4}$ 17 ″ $9\frac{1}{4}$	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille ¡Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
26918 OZEJ	**Korea** *OilEng.* D.F. E.S.D. 2*Dks,3rd dk in fwd.holds* *Cruiser Stern*	9945 9236 6182	✠100A1 *withfreeboard* 10,39 ✠LMC10,39 (SEE FOOTNOTE*) *Carrying vegetable oil in midship deep tanks*	Nkv	*f*†	CL	1939 10mo	Nakskov Skibs.A/S Nakskov *Lloyd'sA&CP*	A/S Det Östasiatiske Kompagni *2 intermediate* *CellDB418t1977t*	484·6 510·9(O.L.) F83' FK *BHs dispensed with* *MTs40'1272tTanks*	65·2	38·8	Copnhagn Danish *ptCem* *6BHonly* *in way of tu*	Oil Engines 2S.C.DA 8Cy.24 7/16″–55⅛″ 1642NHP DB*100lb* Akt.Burmeistr&Wain,Cpn *nnel162tFPT129tAPT78t*	41 ″ 9 s12 ″ 3¾ 29 ″ 8	
26919 31730 JHGB	**Korei Maru** Ⓟ (*ex*GunnarHeiberg, *ex*Snehætten,*ex*Uppland) *ss*Kob.2ndNo.3–6,26 1*Dk&deep framing*	2487 2309 1782	✠ ... 11,28 ✠				1904 6mo	W.Gray& Co Ld. WHartlepool	SanboSyosenK.K.	305·0 P27'B81'F32' FK	45·2	20·0	Hutyu Japanese *WB*	T.3Cy.22½″,36½″&62″–39″ 250NHP Cen.Mar.Eng.Wrks.WHpl	22 ″ 4	C †
26920 45717 JHNN	— *OilEng.*	541 — 313					1939	Sanoga- waya Yasutaro Osaka	SankoKisenK.K.	159·9	27·5	13·7	Amaga- saki Japanese	Oil Engines		
26921 157656 ZMKD	**Korowai** 1*Dk* *CruiserStern*	2525 2018 1426	✠100A1 11,41~~10,40~~ ✠LMC6,38	~~Syd~~ Wln	*t*	CL 11,41	1938 6mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB240'*	293·3 303·8(O.L.) P25'B90'F31' FK *532tMT8'195tFPT*	45·2	19·7	Wellingtn British *5BHptCem* *ptAsp* *62tAPT89t*	T.3Cy.21½″,34″&56″–39″ 200lb (*s*) 353NHP 2SB(Spt),*6cf*,GS120, FD HS5700 A.Stephen&Sons,Ld.Gls.	21 ″ 10 s3 ″ 0¾ 18 ″ 10⅝	
26922	**Korrigan IV** (*ex*Tooya-38, **TwinSc** *ex*Principio,*ex*Zaragoza, *OilEng.* *ex*Appollo,*ex*Principio, 1*Dk* *ex*ErnaDavid)	*597* *525* *344*					1920	Flensburgr Schiffsb.Ges. Flensburg	Cie.duBoléo	190·8 P11'H46'	24·1	15·7	Santa Rosalia Mexican *WB*	Oil Engines 2S.C.SA 12Cy.13¾″–12″ 401NHP E*made*18 VulcanWerke,Hamburg		C
26923 7194 SEUA	**Korsholm** *ss*Jck.No.1–42 *OilEng.* *ss*Got.No.3–4,38 D.F. 1*Dk(Stl)&Shelterdk(Stl)* *CruiserStern* *Strengthened for Navigation in Ice*	2647 2284 1418	✠100A1 *withfreeboard* ~~6,41~~ ~~12,40~~ 3,42 DBS6,41 ✠LMC3,42	~~PNl~~ Jck	*v*	CL ~~4,39~~ 3,42	1925 4mo	Aktieb. Götaverken Gothenburg *Lloyd'sA&CP*	A/B Svenska Amerika Mexiko Linien(E.Carlson, *Mgr.*) *CellDB272'902t*	336·2 339·6(O.L.) F32' FK (*FPT138t APT135t*	45·6	19·9	Gothenbrg Swedish *6BHptCem* *Collto Shdk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.24 13/16″–51 3/16″ 355NHP DB*85lb* Aktieb.Götaverken,Got.	22 ″ 11 s 1 ″ 8 21 ″ 4¼	
26924 LJEF	**Korsnes** D.F. 1*Dk* *Cruiser Stern*	1736 1459 983					1936	Rosenbrgs MekVerkA/S Stavanger	D/S A/S Nor (Kr.Jebsen,Jr. *Mgr.*)	260·8 P31'B52'F28'	41·2	17·4	Bergen Norwegian *WB*	C.2Cy.15¾″&31½″–31½″& LP turbine withDRgearing & hydraulic coupling 145NHP BergensMekVærksA/S		N
26925 7287 SIRA	**Korsö** (*ex*Consul-Olsson–39, *ex*Gracefield) *ss*Hbg.2ndNo.3–5,32 D.F. *ss*Mmo.No.2–40 1*Dk(ptIrn&ptStl)&deepframing* *Part electrically welded* '40	*2726* *2508* *1624*	✠100A1 ~~5,41~~ ~~6,40~~ 1,42 BS5,41 ✠LMC6,40	~~Mmo~~ ~~Skm~~Lkr	*u*	CL ~~6,40~~ 5,41	1905 11mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	RederiA/B Rex (K.M.Källström, *Mgr.*) *CellDBa98'uE&*	313·5 P30'B96'F35' FK *B36'f136'770tFPT*	46·5	21·1	Stockholm Swedish *5BHCem* *72tAPT93t*	T.3Cy.22″,37″&62″–42″ (*r*) 180lb 267NHP 2SB,*6cf*,GS104,HS4070 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 1 s 3 ″ 6½ 19 ″ 9	
26926 OXKS	**Korsör** Ⓟ **TwinSc** (*Ferry*) *OilEng.* D.F. E.S.D. *CruiserStern* 2*Dks*	2398 1890 991					1927	Helsingörs Jernsk&Msk. Helsingör	DeDanskeStats- baner	315·8 B200'	56·6	17·6	Korsör Danish *WB*	Oil Engines 4S.C.SA 16Cy.21⅝″–29½″ 700NHP AktBurmeister&Wain,Cpn		V
26927 LDSP	**Korsvik** (*ex*Sinbad,*ex*Torstein, **Iron** *ex*Abermaed) *ss*Osl.4thNo.3–4,31 *Well deck* *ss*Osl.No.2–40 D.F. 1*Dk(Irn)2trB*	1229 941 639	✠100A1 3,40 ✠LMC3,40 (SEE FOOTNOTE *)	Osl	*n*	3,39	1883 4mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	JensAndvig	225·5 Q113'B86'F54' BK8″ *DBa 63'f59'218t*	31·1	17·2	Oslo Norwegian *4BHCem* *APT10t*	C.2Cy.28″&52″–33″ 80lb *80lb* NDB06 119NHP 1SB,*3pf*,GS27,HS1917 Palmers'Co.Ld.Newcastle	18 ″ 3 s 3 ″ 5¼ 17 ″ 4¾	
26928 220 SVMB	**Korthion** (*ex*Noordwijk–33) *ss*Rot.2ndNo.3–12,33 *ss*Pir.No.1–38 1*Dk(Stl)&deepframing*	2116 1917 1285	✠100A1 8,40 BS~~2,41~~ 12,41 ✠LMC5,38	NNs	*s*	CL 4,38	1909 6mo	Schpw.v. JanSmit,Czn. Alblasserdam *Intermedia* *Lloyd'sA&CP*	SimbourasBros. *te bulkhead in fore* *Cell*	286·9 P20'B72'F32' FK *hold dispensed with* *DBa84'uE18'f120'*	42·2	19·5	Andros Greek *Cem* *4BH only* *590tAPT68t*	T.3Cy.21″,35″&57″–39″ (*s*) 160lb 221NHP 2SB,*6cf*,GS108,HS3586 Maats.deSchelde,Flushing	21 ″ 11 s 3 ″ 1½ 19 ″ 0	
26929 UOFL	**Koryak** (*ex*YesakiMaru) *ss*Kob.No.2–28 1*Dk&Shelter dk&Webframes* *Longitudinal framing*	4214 3656 2635	✠ ... 8,31 ✠				1919 9mo	OsakaIron Works,Ld. Innoshima	U.S.S.R.	344·0 P30'B98'F34' *on* *Shelter dk* FK	52·8	25·3	Vladvostk Russian *WB*	T.3Cy 24″,41″&67″–48″ 380NHP OsakaIronWorks,Ld.	28 ″ 2	
26930 8718 JAXB	**Koryo Maru** Ⓟ 2*Dks*	726 655 422					1903	OsakaIron Works Osaka	NaritaKatsutaro	187·2	26·0	18·1	Hakodate Japanese	T.3Cy.13″,21½″&37″–24″ 67NHP OsakaIronWorks,Osaka		
26931 141664 JILK	— *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	588 — 318					1936	Mitsui Bussan Kaisha,Ld. Tama	YamasinaKisen K.K.	176·9 P54'F17'	29·2	12·8	Tokyo Japanese	Oil Engines 4S.C.SA 6Cy.13″–23⅝″ 98NHP MitsuiBussanKaisha,Ld. Tama		C
26932 37152 JKDC	**Kōryū Maru** *OilEng.* *ss*TamaNo.2–40 2*Dks(Stl)*	6680 6048 4768	✠100A1 6,41 ~~5,40~~ ✠LMC CS5,40 DBS~~5,40~~6,41 ~~5,40~~6,41 *Carrying cargo oil F.P. above150°F. in deep tank*	~~Tama~~ Kob	*b*†	CL ~~5,38~~ 6,41	1931 12mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd'sA&CP*	HiroumiSyoziK.K. *'Tween deck BHab* *tank* *CellDB370'1382t*	436·4 P30'B127'F43' FK *ove after deep* *BH dispensed with* *DTa36'1158tFPT2*	58·5	32·8	Kobe Japanese *6BHtoUdk* 1 ,, ,, *2nd* ,, *59tAPT224t*	Oil Engines 2S.C.SA 6Cy.26¾″–47¼″ DB*100lb* 747NHP MitsubishiZosenKaisha, Ld.Nag.	32 ″ 10 s 6 ″ 11 26 ″ 1	
26933 32650 JULB	**Koryu Maru** (*ex*Belchers, *ex*WarHamilton) 1*Dk*	2170 1818 1276					1919	PolsonIron WorksCo.Ld. Toronto	EgutiKisenK.K.	251·0 P25'B28'F20'	43·6	20·7	Takasago Japanese	T.3Cy.20½″,33″&54″–36″ 175NHP PolsonI.W.Co.Ld.Toronto		
26934 45873 JPBN	**Kosei Maru** (*ex*Narenta–39) 3*Dks* D.F. *Fitted for oil fuel* *CruiserStern*	8223 7728 5942					1920	Workman, Clark&Co.Ld Belfast	NipponSuisanK.K.	450·2 P35'F44'	58·3	37·1	Tokyo Japanese *WB*	2 steam turbines DR geared to 1 sc. shaft Wrkman,Clark&Co.LdBel		C
26935 38063 JPIE	**Kōsei Maru** *OilEng.* *ss*Kob.No.1–38 2*Dks(Stl)*	6668 6040 4768	✠100A1 3,41~~4,40~~ ✠LMC CS5,38 DBS~~4,40~~ 3,41 ~~3,39~~3,41 *Carrying cargo oil F.P. above150°F.in deep tank*	Kob	*b*†	CL 4,40	1933 3mo	Mitsubishi ZosenKaisha Ld.Nagasaki *Lloyd'sA&CP*	HiroumiSyoziK.K. *'Tween deck BHab* *tank* *Cell DB370'1382tFPT*	436·4 P30'B127'F43' FK *ove after deep* *BH dispensed with* *259t APTs 220t DT*	58·5	32·8	Kobe Japanese *ptCem* *6BHto Udk* 1 ,, ,, *2nd* ,, *a36'1157t*	Oil Engines 2S.C.SA 6Cy.28⅜″–49 3/16″ DB*120lb* 839NHP MitsubishiZosenKaishaLd.	32 ″ 10 s6 ″ 9¼ 26 ″ 3	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26936 431 JNVG	**Kosei Maru** (*ex*CanadianWinner–33) *ss*Vcr.No.3–3,3 2*Dks*(*Stl*	5430 4884 3375	✠ … 12,36 ✠	Nag	*y*		1920 12mo	Harbour Marine,Ld. Victoria,B.C.	OkitoriGodo GyogyoK.K. *Bulkhead in fr'd hold dispensed with*	399·8|52·2|28·5 P49'B113'F40' FK *CellDB*332'1026*t FPT*149*t APT*131*t*	Tokyo Japanese 5*BH only Cem*	T.3Cy.27",44"&73"–48" 521NH 3SB,9*cf*,GS198,HS7743 JohnInglisCo.Ld.Toronto	31 ″ 0	C †
26937 2290 JEZG	— E.S.D. 2*Dks*	3551 — 2085					1937	Mitsubishi JukogyoK.K Yokohama	TyosenYusenK.K.	341·2|48·2|27·9 P26'B79'F34'	Zinsen Japanese *WB*	T.3Cy.$20\frac{11}{16}$",$34\frac{7}{16}$"&$57\frac{1}{16}$"–$43\frac{5}{16}$" HS4521 316NHP MitsubishiJukogyoK.K. Yka		
26938 44560 JFBM	— (*ex*BuffaloBridge–38) 1*Dk*,2*trB in fore & after holds & Web frames* *Fitted for oil fuel*	3263 — 1895	✠ … 6,20 ✠				1919 10mo	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0|46·0|28·5 P30'B90'F35' FK	Osaka Japanese *WB*	DR geared steam turbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	C
26939 29816 JPQA	— (*ex*MeijiMaru–33) 1*Dk*	2205 1970 1299					1924	KobeSteel Works Harima	SimataniKisen K.K.	285·8|42·0|23·0 P28'F31'	Otaru Japanese *WB*	T.3Cy.20",23"&55"–39" 189NHP KobeSteelWorks,Harima		C
26940 46918 JJCO	— *OilEng.*	865 — 587					1939	Mihara S.B.Yd. Osaka	SankoKisenK.K.	185·0|31·0|17·0	Amagasaki Japanese	Oil Engines		
26941 44585 JQPM	**Kosin Maru** *Fitted for oil fuel* D.F. GyC. *CruiserStern* 2*Dks*	6530 — 3911					1938	OsakaIron Works,Ld. Innoshima	Okada-gumiK.K.	424·1|57·0|34·4 P41'B154'F45'	Osaka Japanese	2 steam turbinesDRgeared to 1 sc. shaft 517NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
26942 30415 JPKA	**Kōsin Maru** (*ex*KoshinMaru–38) *ss*Kob.No.3–3,35 *ss*TamaNo.1–39 2*Dks*(*Stl*)	5485 5120 4006	✠100A1 7,41 ~~8,40~~ 7,41 ✠LMC~~8,40~~	~~Tama~~ Kob	*z*	CL ~~9,38~~ 7,41	1924 7mo	OsakaIron Works,Ld. Innoshima *Lloyd's A&CP*	HiroumiSyoziK.K. *Cell DB*355'1053*t DTa*27'767*t FPT*106*t APT*26*t*	407·2|50·8|32·5 P40'B137'F46' FK	Kobe Japanese 7*BHCem*	T.3Cy.27",45"&75"–51" (*s*) 180lb 553NHP 3SB,9*cf*,GS192,HS8110 FD OsakaIronWorks,Ld.	32 ″ 7 s 6 ″ 7¾ 26 ″ 2¼	
26943 32883 JTSB	**Kosin Maru** (*ex*Houthandel, *ex*Danubier,*ex*Lakeport) *ss*Ant.No.1–23 1*Dk*(*Stl*)	1869 1620 1088	✠ 3,27 ✠	Ant	*r*		1917 10mo	American S.B.Co. Cleveland,O.	Kuribayasi SyosenK.K. *CellDB*218'538*t FPT*56*t APT*69*t*	251·0|43·5|20·0 P25'B64'F23' FK	Tokyo Japanese 4*BHCem*	T.3Cy.20",33"&54"–40" 274NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.	20 ″ 2	C †
26944 46607 JWOM	— *OilEng.* *Carrying petroleum in cylindrical tanks*	420 — 260					1939	Kazasi Zosensyo K.K.Simizu	YamasinaKisen K.K.	142·1|25·6|11·5	Tokyo Japanese	Oil Engines 4S.C.SA 6Cy.$11\frac{7}{16}$"–17¼" KobeHatudokiSeizosyo K.K.Kobe		
26945 LDKS	**Kosmos** *ss*Sfj.No.2–37 3*Dks*(*Stl*)& *Webframes* *Mchy.Aft* *CruiserStern* D.F. *Longitudinal framing* *Strengthened for Navigation in Ice*	17801 16533 11789	✠100A1 *withfreeboard* 9,39 ✠LMC10,37 PrBS9,39 BS9,39 *Whaling Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,29 *F.P. above* 150° F.	Sfj	*l*†	CL 9,39	1929 7mo	Workman, Clark(1928) Ld. Belfast *Lloyd's A&CP*	Hvalfangerselskapet "Kosmos" A/S(A.Jahre) *CellDBuE&B*107' 428*t DTf*49' 926*t FPT*233*t APT*204*t Tanks above after peak* 499*t*	554·1|77·2|49·6 F141' FK	Sandefjord Norwegian 19*BH* (*CollBH to Wthr dk* 13 ,, 2*nd* ,, 5 ,, 3*rd* ,,)	Q.4Cy.29",42",60"&86"–60" 250lb (*s*) 988NHP 34Pr.B–60*lb* 2Pr.B–64*lb* 8Pr.B–43*lb* FD 5SB(4Spt),20*cf* HS14300 Workman,Clark(1928)Ld.	50 ″ 6 s15″8¼ 35 ″ 0¾	
26946 LDDI	**Kosmos II** TwinSc *Mchy.Aft* *ss*Sfj.No.2–39 D.F. *CruiserStern* 2*Dks*(*Stl*) *Longitudinal framing at inner tanks & above 2nd deck* *Strengthened for Navigation in Ice*	16966 12231 9794	✠100A1 *withfreeboard* ~~6,11~~ ~~9,40~~ 4,42 BS7,41 ✠LMC9,39 PrBS9,39 ~~BS9,40~~ *Whaling Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,31 *F.P. above* 150° F.	NYk	*l*†	CL ~~9,38~~ 6,41	1931 7mo	Workman Clark(1928) Ld. Belfast *Lloyd's A&CP*	Hvalfangerslsk. "KosmosII."A/S (A.Jahre) *CellDBuE&B*96'512*t DTs f*53'932*t Side tanks in fore hold* 53'702*t Sidetanks in mchy. space* 89'416*t FPT*393*t APT*551*t*	553·4|77·2|37·6 P134'F115' FK	Sandefjord Norwegian 19*BHptCem* (1 *to W dk* 18 ,, 2*nd* ,,)	Q8Cy.20",29",41½"&60"–45" 250lb (*s*) 938NHP 50Pr.B–~~60lb~~ 5SB(Spt),20*cf*,HS14320 FD WorkmanClark(1928)Ld.	53 ″ 0 s18″9½ 34 ″ 6¼	
26947 21136 JHDB	**Koso Maru** Ⓟ (*ex*KohsoMaru–38) *ss*Osa.No.3–6,29 *ss*Osa.No.2–37 2*Dks*(*Stl*)& *Webframes* *Longitudinal framing*	3178 2757 2016	✠ … 8,38 ✠	Osa	*t*	CL 10,36	1917 11mo	OsakaIron Works,Ld. Osaka A&CP	OsakaSyosenK.K. *CellDB*255'518*t APT*20*t*	305·0|43·7|27·2 P19'B82'F32' FK	Osaka Japanese 5*BHCem*	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,5*cf*,GS90,HS3824 OsakaIrn.Wrks.Ld.Osaka	27 ″ 3	
26948 YTKT	**Kosovo** Ⓟ (*ex*Trieste,*ex*TriesteD.) *ss*Spt.2ndNo.3–3,28 *ss*Spt.No.2–36 1*Dk*(*Stl*–ws)& *Shade dk*(*ptStl*–teak s)	896 833 503	✠100A1 *withfreeboard* 6,40 *For service in the Adriatic* ✠NB3,39 ✠LMC6,40 NO LATER SURVEY REPORTED	Ssk	*l*	CL 3,38	1909 2mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	Jadranska PlovidbaD.D. *CellDBa*31'*uE*15' *f*56'94*t FPT*23*t APT*11*t*	197·5|30·6|21·3 200·5(O.L.) FK	Split Yugoslav 4*BHCem*	T.3Cy.17½",29"&48"–30" (*s*) 180lb 176NH 2SB,4*cf*,GS68,HS2606 FD D.Rowan&Co.Glasgow	14 ″ 0 s 1 ″ 5 12″10¼	
26949 7280 SFER	**Koster** (*ex*Thorunn) 1*Dk*	*973* *834* *548*					1917	Hölens Verks.Akties Larvik	And.Smith	210·5|34·0|14·9 P23'B57'F24'H91*t*	Stockholm Swedish *WB*	T.3Cy.15½",25"&42"–30" 97NHP AkersMek.Værks.Oslo		N
26950	**Kosti** (*ex*Marathon,*ex*BirteJensen *ex*Allaguash, *ex*Rygja) *ss*Bhn.No.3–6,07 *ss*N.Yk.No.2–15 1*Dk*(*Spardk*)& *deepframing* *Now* "**Arica**," *see No.* 35568 *in Supplement*	3933 — 2555	✠ … 2,21 ✠				1905 6mo	JLThompson&Sons,Ld. Sunderland	Cia.Panameña EuropeaNavegaciónLtda.	364·6|50·5|15·4 23·4 P31'B242'F33' FK	Panama Pnamanian *WB*	T.3Cy.25",41"&67"–45" 338NHP J.Dickinson&Sons,Ld.Sld.	26 ″ 0	G †
26951 47676 JNAO	**Kosyo Maru**	1365 — 744					1940	Namura Shpyd.Co.Ld. Osaka	EgutiKisenK.K.	226·1|35·8|19·0	Tokyo Japanese	Steam Engine		
26952														

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. 3 Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Fovers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
26953 2549 JIBM	**Kosyo Maru** OilEng.	331 — 234					1939	.... Osaka	KoyoKisenK.K.	129·9	24·0	11·5	Reisui Japanese	Oil Engines		
26954 13872 JHOB	**Kosyu Maru** (exKoshuMaru-38, exTaiunMaruNo.3, exTaiunMaru) ssOsa.No.3-9,23 ssKob.No.1-27 1Dk	2812 2415 2150	✠ ... 12,30 ✠				1911 1mo	Kawasaki Dkyd.Co.Ld. Kobe	KaiMidori	298·1 P19'B67'F37' FK	43·6	23·0	Osaka Japanese WB	T.3Cy.17½",28"&46"-36" 149NHP KawasakiDkydCoLdKobe	25 ″ 2	C †
26955 PFLD	**Kota Agoeng** Ⓟ OilEng. ssRot.No.2-39 D.F. 3Dks(Stl-Udk teak s) Cruiser Stern	7356 6510 4558	✠100A1 ~~5,41~~ ~~11,40~~11,41 ✠LMC CS11,39 DBS~~11,40~~ 11,41 11,39 Carrying oil F.P. above 150°F. in deep tanks	Sba	c†	OG 10,40	1930 10mo	Maats. Fyenoord Rotterdam Lloyd'sA&CP	Rotterdamsche Lloyd CellDB378'1532t DTf28'1055t DTa35'767t FPT117t APT46t	449·6 P51'B155'F61' FK	60·8	29·7	Batavia Dutch 8BHptCem 1 „ to2nddk 1 „ „ 3rd „	2 Oil Engines 2S.C.DA coupled to 1 Sc. Shaft by hydraulic transformers & SR gear 10Cy.20½"-$27\frac{9}{16}$" DB100lb 1475NHP Maats.Fyenoord,Rot.& Maschinenfbrk.Augsburg-Nürnberg,A.G.Augsburg	33 ″ 6 s 6 ″ 11 26 ″ 9	
26956 PFLG	**Kota Baroe** Ⓟ OilEng. ssRot.No.2-37 3Dks(Stl-Udk teak s) D.F. E.S.D. Cruiser Stern	7281 6514 4570	✠100A1 ~~3,41~~ ~~6,40~~10,41 ✠LMC CS12,37 DBS11,40 5,40 Carrying oil F.P. above 150°F. in deep tanks	~~Sba~~ ~~Mob~~ Sba	c†	OG ~~10,38~~ 10,41	1929 2mo	Kon.Maats deSchelde Flushing Lloyd'sA&CP	Rotterdamsche Lloyd CellDB370'1291tDTf28'841t DTa35'695t FPT113tAPT87t	449·0 P51'B150'F61' FK	60·8	30·7	Batavia Dutch 8BHptCem 1 „ to 3rd dk	Oil Engines 2S.C.SA 8Cy.$29\frac{15}{16}$"-$52\frac{13}{16}$" 1250NHP DB95lb Maats.deSchelde,Flushing	33 ″ 6 s6 ″ 11½ 26 ″ 8½	
26957 PFLL	**Kota Gede** Ⓟ OilEng. ssSba.No.3-3,41 ~~ssHam.No.2-36~~ 3Dks(Stl-Udk teak s) D.F. E.S.D. Cruiser Stern	7323 6516 4561	✠100A1 9,41 ~~3,41~~ ✠LMC CS12,37 DBS3,41 ~~12,37~~ 8,39 Carrying oil F.P. above 150°F. in deep tanks	Sba	c†	OG 3,41	1928 9mo	Maats. Fyenoord Rotterdam Lloyd'sA&CP	Rotterdamsche Lloyd CellDB378'1472t DTf28'950tDTa37'767tFPT105tAPT46t	449·6 P51'B150'F61' FK	60·8	29·7	Batavia Dutch 8BHptCem 1 „ to 2nddk 1 „ 3rd „	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-47¼" 1857NHP DB100lb Maats.Fyenoord,Rot.	33 ″ 6 s6 ″ 11¼ 26 ″ 8¾	
26958 PFLQ	**Kota Inten** Ⓟ OilEng. ssRot.No.3-12,39 3Dks(Stl-U dk teak s) D.F. E.S.D. CruiserStern	7211 4707 4507	✠100A1 ~~8,41~~ ~~2,41~~4,42 ✠LMC CS2,41 DBS~~2,41~~12.41 12,39 Carrying oil F.P. above 150°F. in forward deep tank and foremost after deep tank Carrying vegetable oil in aftermost after deep tank	~~Sba~~ NYk	c†	OG 1,41	1927 10mo	Maats. Fyenoord Rotterdam Lloyd'sA&CP	Rotterdamsche Lloyd CellDB378'1472t DTf28'950tDTsa75'2052tFPT118tAPT46t	449·6 464·5(O.L.) P58'B130'F66' FK	60·8	29·7	Batavia Dutch 8BHptCem 1 to 2nd dk	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-47¼" 1857NHP DB100lb NDB(WT)36-100lb Maats.Fyenoord,Rot.	33 ″ 6 s 7 ″ 0¾ 26 ″ 8¼	
26959 PFLS	**Kota Nopan** Ⓟ OilEng. ssSch.No.2-40 D.F. E.S.D. 3Dks(Stl-U dk teak s) CruiserStern	7322 6511 4563	✠100A1 6,41 ~~1,40~~ ✠LMC CS4,40 DBS~~4,40~~ 6,41 1,40 Carrying cargo oil F.P. above150°F.in deeptanks	~~Sch~~ Sba	c†	OG 4,40	1931 7mo	Kon.Maats “DeSchelde” Flushing Lloyd'sA&CP	Rotterdamsche Lloyd CellDB370'1345tDTf28'944tDTa35'787tFPT116tAPT92t	449·9 P51'B155'F61' FK	60·8	30·7	Batavia Dutch 8BHptCem 1 „ to3rd dk	Oil Engines 2S.C.SA 8Cy.$29\frac{15}{16}$"-52¾" 1245NHP DB95lb Kon Maats.“DeSchelde”	33 ″ 6 s6 ″ 11¼ 26 ″ 9¼	
26960 PFLT	**Kota Pinang** Ⓟ OilEng. ssRot.No.2-39 3Dks(Stl-Udk teak s) D.F. CruiserStern	7277 6486 4529	✠100A1 4,39 ✠LMC CS4,39 DBS10,39 8,38 Carrying oil F.P. above 150°F. in forward deep tank and foremost lower after deep tank Carrying vegetable oil in aftermost after deep tank and after 'tween deck tank (SEE FOOTNOTE *)	Rot	c†	OG 1,37	1930 5mo	Nederl. Schps.Maats. Amsterdam Lloyd'sA&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,Mgrs.) CellDB378'1474tDTf28'950tDTa35'767tFPT114tAPT46t	449·3 P51'B150'F61' FK	60·7	29·7	Rottrdam Dutch 8BHCem 1 to 2nd dk 1 „ 3rd „	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-47¼" 1857NHP DB100lb NDB(W.T.)36-100lb Maats.Fyenoord,Rot.	33 ″ 6 s 6 ″ 11 26 ″ 9	
26961 PFLV	**Kota Radja** Ⓟ OilEng. ssSba.No.3-2,41 3Dks(Stl-Udk teak s) D.F. E.S.D.(2) Cruiser Stern	7177 6514 4511	✠100A1 8,41 ~~2,41~~ ✠LMC CS2,41 DBS9,40 2,41 Carrying oil F.P. above 150°F. in forward deep tank and foremost after deep tank Carrying vegetable oil in aftermost after deep tank	Sba	c†	OG 4,40	1927 10mo	Kon.Maats deSchelde Flushing Lloyd'sA&CP	Rotterdamsche Lloyd CellDB370'1342t DTf28'966tDTsa75'2110tFPT114t APT87t	448·8 P58'B128'F66' FK	60·8	30·7	Batavia Dutch 8BHptCem 1 „ to 2nd dk	Oil Engines 2S.C.SA 8Cy.$29\frac{15}{16}$"-$52\frac{13}{16}$" 1250NHP DB(lower)120lb NDB(WT)35-100lb Maats.deSchelde,Flushing	33 ″ 6 s 7 ″ 0½ 26 ″ 7½	
26962 PFLX	**Kota Tjandi** Ⓟ OilEng. ssRot.No.2-38 3Dks(Stl-U dkTeak s) D.F. Cruiser Stern	7295 6510 4548	✠100A1 ~~6,41~~ ~~5,40~~3,42 ✠LMC CS11,38 DBS~~3,40~~6,41 6,40 Carrying oil F.P. above 150°F. in forward deep tank and foremost lower after deep tank Carrying vegetable oil in aftermost after deep tank and after 'tween deck tank	~~N Yk~~ ~~Sba~~ NYk	c†	OG 5,39	1930 2mo	Wilton's E.&SlpwyCo Rotterdam Lloyd'sA&CP	Rotterdamsche Lloyd CellDB378'1488t DTf28'950tDTsa75'2172tFPT105tAPT46t	449·6 P51'B150'F61' FK	60·8	29·7	Batavia Dutch 8BHptCem 1 to 2nd dk 1 „ 3rd „	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-47¼" DB100lb 1857NHP NDB(WT)36-100lb Maats.Fyenoord,Rot.	33 ″ 6 s 6 ″ 11 26 ″ 9	
26963 26842 JOAD	**Koti Marù** (exKochiMaru-38) ssKob.No.1-25 2Dks(Stl)	2910 2688 1752	✠ 1,30 ✠	Kob	u		1920 11mo	Teikoku S.S.Co.Ld. Oh.Harima	SettuSyosenK.K. (OsakaSyosenK.K. Mgrs.) CellDB263'645tFPT53tAPT56t	305·0 P23'B92'F33' FK	43·7	27·2	Hutyu Japanese 5BHCem	T.3Cy.23",38"&64"-48" 352NHP 2SB,6cf,GS110,HS4558 TanakaEng.Works,Osaka	27 ″ 3	C †
26964 10344	— Ⓟ (exKochiMaru-38) 1Dk	303 222 165					1907	S.Ono Osaka	Otani Mokunosuke	141·0	20·8	9·9	Osaka Japanese	T.3Cy.12½",20"&31¾"-22" 47NHP S.Ono,Osaka		
26965 OHKD	**Kotka** (exZwijndrecht) D.F. 1Dk	1286 — 720					1918	N.V.Werf Conrad Haarlem	A/BHelsingfors S.S.Co.Ltd.(A/B Nielsen&Thorden O/Y,Mgrs.)	246·4 237·6 B57'F33'	37·1	17·6	Helsingfrs Finnish WB	T3Cy$12\frac{7}{10}$",$29\frac{1}{10}$"&$47\frac{1}{5}$"-$35\frac{2}{5}$" 132NHP Gebr.Stork&Co.Hengelo		V

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1	2, 3	4	5	6	7	7*	8	9	10	11				12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.		Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
26966 UPFX	**Kotlin** (*ex*Aldebaran-35, *ex*SirJamesBell-33) *ss*Ams.No.3-2,34 1*Dk*(*Stl*) *Fitted for oil fuel*	2545 2229 1382	✠ ... 8,35	Bkn	*t*		1921 10mo	JIThornycroft&Co.Ld Southampton	U.S.S.R. *Intermediate BH in fore hold dispensed with*	298·7	44·6	21·8	P28'B83'F33' FK *CellDB252'644tFPT102t*	Leningrad Russian *ptCem* *4BH only* *APT108t*	T.3Cy.21",34"&57"-36" 238NH 2SB,*6cf*,GS110,HS4018 JIThornycroft&CoLd.Sou	24 ″ 5	
26967 2287 JEXG	**Koto Maru** 2*Dks*	3557 — 2078					1937	Mitsubishi JukogyoK.K Yokohama	TyosenYusenK.K.	341·2	48·2	28·0	P26'B79'F34'	Zinsen Japanese *WB*	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$"-43$\frac{5}{16}$" 214NHP MitsubishiJukogyoK.K. Yka.		
26968 45735 JHTN	**Kōtō Maru** *CruiserStern*	1053 — 585					1939	Nakata Zosensho Osaka	SankoKisenK.K.	200·0	31·5	18·5		Japanese	T.3Cy.14",23$\frac{3}{8}$"&39"-30" 83NHP NakataZosensho		
26969 40179 JYTH	**Kotobuki Maru No. 2** *OilEng.* *CruiserStern* 1*Dk*	326 — 185					1935	YendoTekkosho Osaka	FujiokaTekko Senpakubu	125·0	23·0	11·5	B10'	Osaka Japanese	Oil Engines 2S.C.SA 4Cy.15"-20" 159NHP NipponHatsudokiKK.Kob		
26970 42436 JJHL	**Kotobuki Maru No. 3** *Mchy.Aft*	723 — 406					1936	Urabe Zosen Tekkosho Osaka	FujiokaTekko Senpakubu	184·0	28·0	17·0		Osaka Japanese	T.3Cy.13",21"&36"-22" 60NHP FujiokaTekkosho,Osaka		
26971 45777 JCKN	**Kotobuki Maru No. 5**	720 — 396					1939	Urabe Zosentek-kosyoK.K. Osaka	FuziokaSadaiti	179·9	28·0	16·0		Osaka Japanese	Steam Engine		
26972 22587 JEUD	**Kotohira Maru** (*ex*TaibuMaru) *ss*Kob.No.3-9,29 *ss*Kob.No.2-38 2*Dks*(*Stl*)	6101 5183 4485	✠100A1 5,41~~10,40~~ ✠LMC9,40	Kob	*z*	CL ~~7,38~~ 5,41	1918 6mo	OsakaIron Works,Ld. Innoshima A&CP	NaigaiKisenK.K.	407·2	50·8	32·5	P40'B137'F46' FK *CellDB360tFPT106t*	Kobe Japanese *7BHCem* *APT26t*	T.3Cy.26$\frac{7}{8}$",45"&75"-51" (*s*) 180lb 553NHP 3SB,*9cf*,GS190,HS8100 FD OsakaIronWorksLdOsaka	32 ″ 7 s6 ″ 10 26 ″ 1	
26973 43187 JJTL	**Kōtoku Maru** *OilEng.* *Ref.Mchy* 2*Dks* *Carrying cargo oil F.P. above 150°F. in deep tank*	6702 6077 4863	✠100A1 6,41~~9,40~~ ✠LMC CS6,41 DBS6,41 6,41 ~~DBS9,40~~ ~~✠LMC5,37~~ ✠Lloyd'sRMC~~9,40~~6,41	~~Nag~~ Tama	*b*†	CL 9,40	1937 5mo	Mitsubishi JukogyoK.K Nagasaki *Lloyd's A&CP*	HiroumiSyoziK.K. *CellDB322'13*	436·4	58·5	32·8	453·7(O.L.) P30'B127'F41' FK *78tDTa34'1112t* *Tank in way of tunnel257tFP*	Osaka Japanese *ptCem* *7BH to Udk* *1 „ „ 2nd „*	Oil Engines 2S.C.SA 6Cy.28$\frac{3}{8}$"-49$\frac{3}{16}$" 839NHP DB*121lb* MitsubishiJukogyoK.K. Nag. *T259tAPT224t*	33 ″ 0	
26974 HPRM	**Kotor** (*ex*Eurymedon-39, *ex*Stylianos-35, *ex*Sverre) *ss*Msl.2ndNo.3-10,27 *ss*Pir.No 2-36 1*Dk*(*Irn*)2*trB*&*deep framing*	*3678* *3390* *2438*	✠100A1 ~~11,40~~ ~~3,40~~1,42 Examined ~~11,40~~1,42 BS1,42 ✠LMC MS9,36 ~~BS3,40~~	~~Swn~~ NYk	*u*	CL ~~N12,37~~ 11,41	1904 4mo	W.Gray&Co.Ld. WHartlepool A&CP	Compania de Navegacion Sansalvador Panema *CellDBa&*	339·6	48·0	24·5	P25'B67'F32' FK *uE133'uB17'f146'1*	Panama Pnamanian *6BHCem* *005tAPT48t*	T.3Cy.25",40"&65"-42" (*s*) 160lb ~~180lb~~ NDB21 290NHP 2SB,*6cf*,GS112,HS4590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 2 s 5 ″ 0½ 22 ″ 4	
26975 UOUF	**Kotovsky** Ⓟ *OilEng.* 2*Dks* *Cruiser Stern*	1190 953 612					1928	Schiffsw(v.J.&Sch.)A.G. Hamburg	U.S.S.R.	202·4	33·3	18·4	P&B126'F22'	Odessa Russian *WB*	Oil Engines 4S.C.SA 8Cy.18$\frac{9}{16}$"-29$\frac{1}{16}$" 277NHP Motorenfabr."Deutz" A.G.Köln-Deutz		
26976 8363 JZHB	**Kotu Maru** Ⓟ (*ex*KotsuMaru-38) *ss*Hak.No.3-1,13 1*Dk*&*Spar dk*&*Web frames*	1541 1284 923	✠ ... 10,20 ✠				1902 2mo	Ishikawa-jimaS.B.&E.Co.Ld. Uraga	KitaNipponKisen K.K.	240·0	34·0	12·1	P37'B77'F39' 19·4 FK	Hutyu Japanese *WB*	T.3Cy.18½",30$\frac{1}{8}$"&52$\frac{1}{8}$"-36" 185NHP IshikawajimaS.B.&E.Co. Ld.Tokyo	22 ″ 0	
26977 231 SVDC	**Koumoundouros** (*ex*Daybreak-34) *ss*Cff.No.3-12,37 1*Dk*(*Stl*)	*3598* *3397* *2259*	✠100A1 6,41~~10,40~~ MBS6,41 ✠LMC DBS10,40 MS11,37	~~Liv~~ Bry	*w*	CL 1,39	1925 1mo	R.Thompson&Sons,Ld Sunderland *Lloyd's A&CP*	C.E.Embiricos	360·0	50·5	22·6	P34'B209'F35' FK *CellDB310'925*	Andros Greek *6BHCem* *tAPT137t*	T.3Cy.25",42"&68"-45" 180lb *100lb* 349NHP 2SB,*8cf*,GS141,HS5560 N.E.MarineEng.Co.Ld.Sld	25 ″ 0 s 3 ″ 2 22 ″ 0¼	
26978 22011 JZGB	**Koun Maru** Wood	753 — 421					1918	....	FukudaNisaburo	187·0	31·8	15·9		Maizuru Japanese			
26979 16523 JAYB	**Koun Maru No. 2** Ⓟ 2*Dks*	606 537 360					1913	GoshiKaishaHarada Shoko, Osaka	KanemoriSyosen K.K.	182·7	23·7	16·6		Hakodate Japanese *WB*	T.3Cy.11½",19¾"&33½"-22" 53NHP GoshiKaishaHaradaShoko		
26980 OHYX	**Koura** (*ex*Mimis-36, *ex*AgiosVlasios-34, *ex*Budapest, *ex*Szterényi) *ss*Pir.2ndNo.3-3,33 *ss*Cpn.No.1-38 1*Dk*(*ptIrn*&*ptStl*) ~~*Cargo battens not fitted*~~ &*deep framing* Now "Caribe," see No. 35941 in Supplement	3335 — 1989	✠100A1 8,39 BS1,41 ✠LMC6,37	Sch	*v*	CL 8,39	1907 3mo	W.Gray&Co.Ld. WHartlepool	KouranLaivaO.Y. (PaulEriksson, *Mgr.*) *CellDBa112' uE&*	341·9	48·0	21·8	331·0 | 48·3 P25'B124'F30' FK *B40'f142'922tFPT*	Vaasa Finnish *5BHCem* *75tAPT45t*	T.3Cy.24",40"&65"-42" (*s*) 180lb 292NHP 2SB,*6rf*,GS108,HS4424 Cen.Mar.Eng.Wrks.WHpl	24 ″ 6 s3 ″ 10½ 20 ″ 10	
26981 FNHZ	**Koutoubia** Ⓟ TwinSc 3*Dks*(*4th dk in Nos.1&2holds*) *Fitted for oil fuel* D.F. E.S.D. *Cruiser Stern*	8790 6156 4551					1931	Forg.&Ch.de laMédit. LaSeyne	Cie.deNav.Paquet	426·9	58·5	34·3	B192'F80'	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de laMédit. LaSeyne		V
26982 UOAN	**Kovda** 1*Dk* *Well deck*	1672 1226 1000	✠ ... 11,29 ✠				1924 12mo	Bergens Mek.Værks. Bergen	U.S.S.R.	250·3	39·1	16·1	P18'Q75'B56'F27' FK	Vladvostk Russian *WB*	T.3Cy.18$\frac{3}{8}$",29"&48"-33" 161NHP BergensMekVærksBergen	18 ″ 0	
26983 29818 JPNA	**Kowa Maru** (*ex*KohwaMaru-38, *ex*AtsutaMaruNo.5, *ex*GinryoMaru, *ex*Australglen, *ex*Strathord) *ss*Mel.No.3-5,18 *ss*Kob.No.1-24 1*Dk*&*Spar dk*&*deep framing*	4520 4086 2775	✠ ... 6,26				1906 9mo	Grngem'th&Greenock DockyardCo. Greenock	ShiotaShojiK.K.	370·0	52·2	17·5	25·5 P25'B92'F41' FK	Kobe Japanese *WB*	T.3Cy.25",41"&68"-48" 353NHP J.G.Kincaid&Co.Greenock	28 ″ 0	C †
26984 45154 JZAM	— (*ex*KwanHo-38, *ex*Mataram-35) *ss*Kob.2ndNo.3-8,35 1*Dk*(*Stl*)&*Spar dk*(*Stl-ptws*)	3217 2609 2250	✠ ... 12,38 ✠	Kob	*v*		1909 9mo	ClydeS.B.&E.Co.Ld. Pt.Glasgow	NipponKogyo KisenK.K. *Cell DBa88'u*	331·2	43·2	22·4	P29'B128'F44' FK *E18'f160'593tFPT*	Tokyo Japanese *5BHptCem* *79tAPT29t*	T.3Cy.24",40"&65"-42" 397NHP 2SB,*8cf*,GS150,HS6000 ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 9	
26985 46908 JHUN	— *OilEng.* *Mchy.Aft* *Cruiser Stern*	1107 — 719					1940	Nakata Zosensho Osaka	SankoKisenK.K.	211·6	32·0	18·5		Amagasaki Japanese	Oil Engines 4S.C.SA 6Cy.16$\frac{9}{16}$"-24$\frac{7}{16}$" 160NHP HanshinIronWorks		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres ou coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
26986 139113 VJFM	**Kowarra** ssSyd.2ndNo.3-3,40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2125 1610 1215	✠100A1 4,41 BS4,41 ✠LMC3,40	Syd	*r*	CL 3,39	1916 1mo	J.Priest-man&Co. Sunderland Lloyd'*sA&CP*	AustralianSteamships,Proprietary,Ld. (*Man.Agents*, HowardSmith, Ld.)	270·0|40·0|17·8 280·3(O.L.) P21'Q85'B55'F31' FK *CellDBa70'uE&B48'f106'541tFPT87tAPT118t*	Melbourne British 4*BHCem*	T.3Cy.20½",33½"&55"-39"(*s*) 180lb 242NHP 2SB,6*cf*,GS118,HS4236 G.Clark,Ld.Sunderland	20 ″ 0 s1 ″ 11 18 ″ 3	
26987 128040 VJSP	**Kowhai** (*ex*DevonCoast,*ex*Hopeful) ssMel.2ndNo.3-5,34 ssSyd.No.1-39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	793 556 404	✠100A1 3,42 ~~1,41~~ ~~BS2,41~~ ✠LMC~~7,39~~ 3,42	~~Mel~~ Syd	*k*	CL ~~6,39~~ 2,42	1910 4mo	W.Harkess&Son,Ld. Middlesbro' Lloyd'*sA&CP*	UnionS.S.Co.of NewZealand.Ld.	195·0|30·0|11·6 31·5 200·6(O.L.) FK P13'Q96'B13'F33' *CellDBf117'158tFPT39tAPT9t*	Melbourne British 3*BHCem*	T.3Cy.16",27"&44"-30" (*r*) 180lb 129NHP 2SB,4*cf*,GS68,HS2196 Richardsons,Westgarth&Co.Ld.Mdb.	13 ″ 10 s4 ″ 0¼ 13 ″ 4¾	
26988 25837 JKDD	**Koyo Maru** ssYka.No.3-7,32 ssTamaNo.2-40 2*Dks*(*Stl*)	5471 5036 3287	✠100A1 10,40 ✠LMC10,40 *Fitted for oil fuel 6,19 F.P. above 150°F.*	Tama	*z*	CL 5,39	1919 6mo	UragaDockCo.Ld. Uraga A&CP	ToyoKisenK.K.	400·0|53·2|32·0 P33'B124'F45' FK *CellDB336'976tAPT28t*	Yokohama Japanese 6*BHCem*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS179,HS7376 UragaDockCo.Ld.Uraga	32 ″ 0 s6 ″ 6¼ 25 ″ 8	
26989 25480 JBNB	**Kōyō Maru** (*ex*KohyoMaru-38) ssNag.No.1-24 2*Dks*	3010 2602 1820	✠ ... 1,28 ✠				1919 8mo	MatsuoIronWorks&Dockyard Nagasaki	NipponYusenK.K.	311·0|44·2|27·0 P21'B78'F41' FK	Tokyo Japanese *WB*	T.3Cy.22",37"&61"-42" 300NHP MatsuoI.W.&Dkyd.Nag.	27 ″ 0	
26990 28928 JNDA	**Kōyū Maru** ssOsa.No.3-5,33 ssTamaNo.1-38 2*Dks*(*Stl*)	5325 4846 3294	✠100A1 5,40 ✠LMC5,40	Tama	*z*	CL 3,39	1921 7mo	MitsubishiZosenKaisha Kobe A&CP	HiroumiSyoziK.K.	400·0|54·5|30·0 P39'B121'F43' FK *CellDBa127'uE28'f177'994tFPT128tAPT87t*	Kobe Japanese 6*BHCem*	T.3Cy.26½",44½"&75"-48" 200lb (*s*) 496NHP 3SB,9*cf*,GS175,HS6620 FD MitsubishiZosenKaisha	30 ″ 0 s5 ″ 6¾ 24 ″ 8	
26991 40157 JYCH	**Kozan Maru** *OilEng.* 2*Dks*	4180 — 2468					1935	MitsubishiJukogyo K.K Kobe	YamamotoKisen K.K.	360·0|50·0|29·0 P28'B76'F36'	Kobe Japanese	2 Oil Engines 1S.C.SA 12Cy.$17\frac{11}{16}$"-$16\frac{9}{16}$"& hydraulic couplingS.R. geared to 1Sc.Shaft370NHP MitsubishiJukogyoK.K. Kobe		C
26992 23481 JRBE	**Kozan Maru No. 2** **Wood** 1*Dk*	864 731 512					1919	FuruyamaYoshitaro, Niigata	TurumuruHirotaro	193·1|29·1|19·6 P25'B49'F28'	Tarumi Japanese	T.3Cy.$12\frac{13}{16}$",$21\frac{1}{16}$"&35⅛"-27" Hashimoto 63NHP Tekkosho,Osaka		
26993 42963 JNUL	**Kozui Maru** *OilEng.* *Ref.Mchy.* 2*Dks*	7072 6077 5219	✠100A1 2,41 ✠LMC CS2,41 DBS2,41 2,41 ✠Lloyd'sRMC2,41 *Carrying cargo oil in deeptanks F.P.above150°F*	Osa	*b*†	CL 8,40	1937 6mo	MitsubishiJukogyo K.K Nagasaki Lloyd'*sA&CP*	TakatihoSyosen K.K.(TaiyoKaiun K.K.,*Mgrs.*)	436·4|58·5|30·8 453·7(O.L.) P30'B127'F41' FK *CellDB372'1635tDTa36'1112tFPT259tAPT224t*	Tokyo Japanese [illegible]*ptCem*	Oil Engines 2S.C.SA 6Cy.28⅜"-$49\frac{3}{16}$" 839NHP DB*121lb* MitsubishiJukogyoK.K.	32 ″ 10	
26994 239 JPFC	**Kozyo-Maru** Ⓟ (*ex*Kojo-Maru-38) 1*Dk*	1684 1375 956					1925	ManchuriaDockCo.Ld. PortArthur, S.Manchuria	DairenKisenK.K.	249·0|37·5|21·0 P25'B62'F39'	Dairen Japanese *WB*	T.3Cy.18",28"&46"-36" 127NHP ManchuriaDockCo.Ld.		
26995 240 JEBG	— (*ex*OnjoMaru-38) 2*Dks*	370 — 198					1913	.... Osaka	ChosenSotokufu	130·0|24·2|15·5	Jinsen, Korea Japanese			
26996 134 JKVA	**Kozyun Maru** (*ex*KojunMaru-38)	2177 1885 1298					1917	....	DairenKisenK.K.	268·0|40·7|23·5	Dairen Japanese			
26997 30040 JGQB	**Kōzyun Maru** (*ex*KojunMaru-38) ssKob.No.3-3,35 ssSmk.No.1-39 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	1931 1614 1186	✠1... 1,42 ✠~~LMC4,40~~	Smk	*q*	CL 3,39	1924 7mo	OsakaIronWorksLd. Osaka Lloyd'*sA&CP*	HiroumiSyoziK.K.	255·0|39·0|22·7 P17'B65'F28' FK *CellDB207'406tFPT45tAPT16t*	Kobe Japanese 4*BHCem*	T.3Cy.18",30"&50"-36" (*s*) 200lb 211NHP 2SB,4*cf*,GS79,HS3013 FD OsakaIronWorks,Ld.	22 ″ 9 ~~s3 ″ 1¼~~ ~~19 ″ 9½~~	
26998 32 SPAE	**Krakow** (*ex*Frimaire) ssDnz.No.3-7,35 ssGdy.No.1-39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2017 1576 1112	✠100A1 ~~6,41~~ ~~4,40~~5,42 ~~5,41~~ BS5,42 ~~BS4,40~~ LMC5,39	~~Npt~~ Shl	*r*	5,39	1926 2mo	Chant.Nav Français Caen	ZeglugaPolska S.A.(PolishS.S. AgencyLd.,*Mgrs.*)	269·1|39·7|17·5 P22'Q87'B50'F23' *CellDBa&uE66'f107'405t* FK *DeepTanks aft34'205tFPT77tAPT22t*	Gdynia Polish 4*BHCem*	T.3Cy.18⅛",$29\frac{15}{16}$&$49\frac{3}{16}$"-$37\frac{13}{16}$" 185lb (*s*) 189NHP 2SB,4*cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 ″ 10 s1 ″ 8¼ 18 ″ 4¼	
26999 YTCK	**Kralj Aleksandar I** Ⓟ **TwinSc** ssSpt.No.1-36 2*Dks*(*weather dk Stl*-teak s) 3rd *dk*(*Stl*)*clear of mchy.space* *CruiserStern*	2463 1729 1126	✠100A1 *withfreeboard* 4,39 BS4,39 ✠LMC1,36 *For Service on the Adriatic and Cruising Service on the Mediterranean* *Fitted for oil fuel 3,32 F.P. above 150° F.* NO LATER SURVEY REPORTED	Spt	*s*	CL s2,38 P7,38	1932 3mo	LithgowsLd. PortGlasgow Lloyd'*sA&CP*	DubrovackaPlovidbaA.D.	270·5|42·1|23·8 FK *CellDBa&uE75'f82'163tFPT13tAPT74t*	Dubrovnik Yugoslav 7*BHCem*	Q8Cy18",25¾",36½"&52"-27" 225lb (*s*) 601NHP 4SB,12*cf*,GS244,HS9900 FD D.Rowan&Co.Ld.Gls.	24 ″ 6 s11 ″ 2¼ 13 ″ 7½	
27000 UNZM	**Krasin** (*ex*Sviatogor) **TrpSc** (*Icebreaker*) 4*Dks*(*Udk Stl*-ws)3*rd*&4*th dks*(*Stl*) &*Webframes* Sub.Sig. *CruiserStern*	4902 2418 2342	✠ 8,22 ✠	Lth	*z*		1917 2mo	ArmstrongWhitworth&Co.Ld. Newcastle	U.S.S.R.	318·0|71·5|42·2 *CellDBuE&B188'836t* FK *sidetanksinblr.space68'286tFPT608tAPT196t*	Leningrad Russian *Cem*	T.9Cy.26",42"&67"-45" 1643NHP 10SB,30*cf*,GS668,HS27600 Richardsons,Westgarth&Co.Ld.Mdb.		
27001 UPLY	**Krasnoarmeets** (*ex*Certo-35, *ex*Saga,*ex*GeneralWilliams) 1*Dk*	2200 2003 1277	✠ ... 12,23 ✠				1919 9mo	DominionS.B.Co.Ld. Toronto	U.S.S.R.	251·0|43·6|22·2 P25'B64'F20' FK	Vladvostk Russian *WB*	T.3Cy.20",33"&54"-40" 328NHP J.Inglis&Co.Ld Toronto	24 ″ 3	
27002	**Krasnodar** (*ex*Alexandra, *ex*Antigoni,*ex*City of Belfast,*ex*Socrates, *ex*City of Belfast) ssShl.No.3-7,01 ssShl.No.2-08 *Well deck* 1*Dk*(*Irn*)&*Web frames*	2068 1681 1099	✠ 2,14 ✠	Msl	*s*		1889 5mo	ShortBros. Sunderland	U.S.S.R.	290·3|39·1|19·6 P32'Q72'B118'F34' BK10" *CellDB206'383tAPT53t*	Marioupol Russian 6*BHCem*	T.3Cy.21",35"&58"-36" 202NHP 1DB,6*rf*,GS85 T.Richardson&Sons,Hpl.	21 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
27003 UNYD	**Krasnoe Znamya** (*ex*Waverley) *ss*Hul.No.2-09 1*Dk*(*Irn*)&*deep framing*	2271 2075 1403	✠ 8,19 ✠	Hul	*s*		1901 6mo	W.Gray& Co.Ld. WHartlepool	U.S.S.R.	301·7|43·0|19·6 P25'B72'F33' FK *CellDBa*&*uE*122'*uB*16'*f*122'668*t*	Archangel Russian 5*BHCem* *APT*77*t*	T.3Cy.22",35"&59"-39" 225NHP NB36 Cen.Mar.Eng.Wrks.WHpl	22 " 3	
27004 UOJC	**Krasnogvardeets** (*ex*Marjowetz-33,*ex*Albania,*ex*Marmara. *ex*Ostsee,*ex*Huntsclyde, 2*Dks*&*Shelter* *ex*Athena,*ex*Regina) *dk*&*deep framing* Sub.Sig.	2719 2571 1702					1904	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	292·0|41·4|25·9 H27'	Odessa Russian *WB*	T3Cy$20\frac{7}{8}$",$33\frac{7}{16}$"&$55\frac{1}{8}$"-$35\frac{7}{16}$" 180NHP FlensburgerSchiffsb.Ges.		
27005 UNYU	**Krasny Flot** Ⓟ (*ex*Reval, **Iron** *ex*Deutschland) 1*Dk*	712 507 342					1882	Stettiner Akt.Ges. Stettin	U.S.S.R.	198·5|26·0|14·8 P92'B35'	Odessa Russian *WB*	C.2Cy.23"&46"-27" 92NHP StettinerA.G.Stettin		
27006	**Krasny Moryak** Ⓟ **Pad** (*ex*Tusli) 1*Dk*	348 234 133					1859	....	U.S.S.R.	184·4|22·2| 7·5	Rostov Russian	C.2Cy.$21\frac{5}{8}$"&$36\frac{7}{16}$"-$40\frac{1}{2}$" NB36 70NHP		
27007 124 UNGJ	**Krasny Oktyabr** (*ex*Veerhaven, *ex*Zevenbergen) *ss*Rot.No.3-2,24 1*Dk*(*Stl*)	3295 2778 2041	✠ 2,24 ✠	Rot	*u*		1911 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	U.S.S.R.	324·8|46·9|22·4 P33'B98'F32' FK *CellDBa*102'*u* *E*24'*f*138'582*tFPT*	Vladvostk Russian 5*BHCem* 72*tAPT*101*t*	T.3Cy.$23\frac{1}{2}$",38"&64"-42" 290NHP 2SB,*6cf*,GS108,HS4488 Richardsons,Westgarth& Co.Ld.Hpl.	24 " 10	
27008	**Krasny Pakharj** (*ex*Nargen, *ex*Henriette,*ex*Ostsee) *Mchy.Aft* 1*Dk*&*Spar dk*	348 341 173					1900	Schiffsw. v. HenryKoch Lübeck	U.S.S.R.	121·0|21·8|16·1 B15'	Odessa Russian	C.2Cy.$12\frac{2}{3}$"&22"-13" 15NHP J.F.Ahrens,Ottensen		
27009 UNZY	**Krasny Partizan** (*ex*GregoriyZinovieff-33) Sub.Sig. 1*Dk*	2418 1925 1348	✠ ... 8,30 ✠				1927 9mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7|43·0|20·5 P14'B68'F24' FK	Vladvostk Russian *WB*	T.3Cy.$17\frac{11}{16}$",$29\frac{1}{8}$"&$48\frac{7}{16}$"- $35\frac{7}{16}$" 192NHP BalticS.B.&Eng.WrksLen	22 " 8	
27010 UNXY	**Krasny Profintern** (*ex*Argun, *ex*Hafis) 1*Dk*&*Spar dk*&*Web frames*	4648 4010 2560	✠ 11,03 ✠	Bry	*x*		1902 2mo	R.Craggs& Sons Middlesbro'	U.S.S.R.	332·5|48·0|28·8 P29'B104'F35' FK *CellD Ba*116' *uE*26'*f*152'	Odessa Russian 6*BHCem* 826*tAPT*25*t*	T.3Cy.25",40"&68"-48" 379NHP 3SB,*9cf*,GS148,HS6228 Richardsons,Westgarth& Co.Ld.Mdb.	22 " 9	
27011 UNZK	**Krechet** Ⓟ (*ex*Polaris) *ss*Hul.No.3-6,12 1*Dk*(*Stl*)&*Spar dk*(*Stl-ptws*) &*Web frames*	2282 1499 1206	✠ 7,19 ✠	Hul	*s*		1899 3mo	Gourlay Bros.&Co. Dundee	U.S.S.R.	281·3|38·2|28·6 P41'B102'F62' BK8" *CellDBa*36'*u E*&*B* 61'*f*94' 227*t*	Vladvostk Russian 4*BHCem* *APT*17*t*	T.3Cy.$30\frac{1}{8}$",47"&75"-45" 551NHP 3SB,*9cf*,GS183,HS8520 GourlayBros.&Co.Dundee	23 " 5	
27012 DJSB	**Krefeld** **TwinSc** *OilEng.* E.S.D. 1*Dk* *CruiserStern*	1213 979 641					1936	Lübecker Flender- WerkeA.G. LübeckSiems	Schiffahrt-und Assekuranz- Ges.E.Russ&Co.	242·4|36·3|14·3 B48'Q131'F31'	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.$11\frac{13}{16}$"-$16\frac{9}{16}$" 294NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
27013 UOWD	**Kreml** **TwinSc** (*ex*SoyuzVodnikov *OilEng.* S.S.S.R.-38) *CarryingPetroleum in bulk* *Mchy.Aft* Sub.Sig. 2*Dks* *Longitudinal framing*	7661 6784 4111					1932	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·0|56·1|34·2 P98'B42'F58	Tuapse Russian *WB*	Oil Engines 2S.C.SA 8Cy.$23\frac{5}{8}$"-$41\frac{11}{16}$" 772NHP AndréMarti,Nicolaieff		
27014 UOAE	**Krestyanin** Sub.Sig. 1*Dk*	2513 1980 1387	✠ ... 9,31 ✠				1928 7mo	BalticS.B. &E.Works Leningrad	U.S.S.R.	283·8|43·0|20·6 P20'B72'F32' FK	Leningrad Russian *WB*	T.3Cy.$17\frac{11}{16}$",$29\frac{1}{8}$"&$48\frac{7}{16}$"- $35\frac{7}{16}$" 193NHP BalticS.B.&E.Works	22 " 8	
27015 DHOK	**Kreta** D.F. Sub.Sig. 1*Dk*&*Shelter dk*	2359 2125 1354					1923	Howaldts- werke Kiel	DeutscheLevante LinieHamburg A.G.	309·3|44·1|20·0 F39'	Hamburg German *WB*	T.3Cy.22",$37\frac{3}{8}$"&$60\frac{1}{4}$"-$39\frac{3}{8}$" 228NHP Howaldtswerke,Kiel		G
27016 LYKA	**Kretinga** (*ex*Rimfrost-37, *ex*Louthside) *ss*Dub.No.3-3,28 *Mchy.Aft* *ss*Rga.No.2-36 *Ref.Mchy.* *Well deck* 1*Dk*(*Stl*)	542 362 205	✠100A1 4,40 ✠LMC MS10,36 BS4,40 ✠Lloyd'sRMC4,40 No later survey reported	Rga	*h*	CL 4,40	1920 10mo *Lloyd*	W.Simons &Co.Ld. Renfrew '*sA*&*CP*	Akc.B-véLietuvos BaltijosLloydas	167·2|26·7|10·4 Q94'B9'F32' BK$7\frac{1}{2}$" *CellD Bf*90' 134*tFPT*47*t*	Sventoji Lithuanian 3*BHCem* *APT*23*t*	T.3Cy.14",24"&40"-30" (*s*) 180lb 88NHP 1SB,*3cf*,GS61,HS2009 W.Simons&CoLd.Renfrew	12 " 8 s 4 " $3\frac{3}{4}$ 13 " $0\frac{1}{2}$	
27017 129675 VSNF	**Krian** Ⓟ	857 666 461					1911	Scotts'S.B. &Eng.Co.Ld. Greenock	StraitsS.S.Co.Ld.	210·0|35·2|12·2 P&B146'F35'	Singapore British *WB*	T.3Cy.18",29"&48"-33" 132NHP Scotts'S.B.&E.Co.Ld. Grk.		
27018 DAKV	**Kriemhild** 1*Dk*	800 600 487					1902	Nüscke& Co. Stettin	Rud.Christ.Gribel	202·7|30·3|12·6 Q59'B45'F21'	Stettin German *WB*	C.2Cy.20"&35"-24" E*made*99,*fitted*02 50NHP OderwerkeAct.Ges.Stettin		G
27019 UOUG	**Krim** Ⓟ **TwinSc** Sub.Sig. *OilEng.* *Ref.Mchy.* *Cruiser Stern* 3*Dks*	4867 3279 2683					1928	Frd.Krupp Akt.Ges. Kiel	U.S.S.R.	362·8|51·1|25·3 H82'B&F280'	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.$23\frac{5}{8}$"-$45\frac{1}{4}$" 1163NHP Frd.KruppAkt.Ges.Kiel		
27020 103 YLAU	**Krimulda** (*ex*GeneralDragomirow, *ex*Somerford) *ss*Lie.3rdNo.3-5,35 *ss*Rot.No.1-39 1*Dk*(*Irn*)&*deepframing*	1970 1668 1150	✠100A1 10,39 ✠LMC MS10,39 BS4,40 No later survey reported	Rot	*r*	CL 10,39	1899 8mo	BlythS.B. Co.Ld. Blyth A&CP	SeebergBros.	275·0|40·0|18·1 B70'F31' FK *CellDBa*&*uE*104'*uB*&*f*124'	Riga Latvian 4*BHCem* 590*tAPT*45*t*	T.3Cy.$20\frac{1}{2}$",33"&54"-36" (*s*) 170lb 190NHP 2SB,*4pf*,GS87,HS3073 MacColl&Pollock.Sld.	20 " 6 s 2 " $11\frac{3}{4}$ 17 " $8\frac{1}{2}$	
27021	**Krišjānis Valdemars** D.F. (*Icebreaker—Screw fore*&*aft*) 2*Dks*	*1932* *1678* *757*					1925	WmBeard- more&Co.Ld. Dalmuir	U.S.S.R.	196·5|55·8|22·1 B74'F19'	Russian *WB*	T.3Cy.$26\frac{1}{4}$",$42\frac{1}{4}$"&69"-$43\frac{1}{2}$"& T.3Cy.$16\frac{1}{2}$",$26\frac{1}{2}$"&$43\frac{1}{4}$"-20" Wm.Beardmore 398NHP &Co.Ld.Dalmuir		
27022	**Kristel** (*ex*MarineTrader-39, *ex*Arnaa-35, *ss*Ams.No.3-3,30 *ex*Gouwestroom-34) *ss*Cff.No.2-38 *Well deck* 1*Dk*(*Stl*)	*1391* *1148* *832*	✠ ∴ 7,39 ✠	Cff	*p*		1918 1mo	Rtterdam Droogd.Maat Rotterdam	Scotto,Ambrosino, PuglieseFils&Co.	245·0|37·3|15·8 255·5(O.L.) Q82'B61'F28' FK *CellDB*208'319*t*	Oran French 4*BHCem* *APT*43*t*	T.3Cy.$17\frac{7}{8}$",28"&47"-36" 155NHP 2SB,*4cf*,GS82,HS2534 RotterdamDroogd.Maats.	17 " 10	V †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
27023 LCPX	**Kristianiafjord** 3*Dks* D.F. *Fitted for oil fuel*	6759 4851 4149					1921	Napier& Miller,Ld. Glasgow	A/S DenNorske Amerikalinje	421·7 H258*t*	55·8	26·5 34·5	Oslo Norwegian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft CammellLaird&CoLd.Bkn		N
27024 LEHJ	**Kristiansand** Ⓟ 2*Dks*	473 423 253					1915	Nylands Værksted Oslo	A/S Arendals Dampskibsselskab	151·2	25·2	17·4	Arendal Norwegian *WB*	T.3Cy.13½",22"&37½"-24" 69NHP NylandsVærksted,Oslo		N
27025 ~~5480~~ ~~SELO~~	**Kristina** (*ex*Gudrun-39,*ex*Moskov) *Well deck* 1*Dk*	*960* *810* *444*					1880	Burmeister &Wain Copenhagen	HampusCompania deNavegacionS.A.	224·4 P113'H37*t*F29'	30·2	15·6	Panama Pnamanian	C.4Cy.21"&42"-30" 161NHP Burmeister&Wain,Cpn.		V
27026 3554 SHJK	— (*ex*Wisborg-39,*ex*Aira) *ss*Got.3rdNo.3-4,36 *Mchy.Aft* 1*Dk*(*Irn*) *Well,deck* *ss*Skm No.1-41	*716* *503* *280*	✠100A– 8,41 ~~11,40~~ DBS6,41 ✠LMC MBS11,40 MS6,41	~~Osc~~ Skm	*j*	OG ~~12,38~~ 8,41	1899 10mo	Scott& Sons Bowling A&CP	RederiA/B Kullaberg(Axel Sjösten,*Mgr.*) *CellDBuE&*	180·0 Q93'B10'H53*t*F19' FK B39'*f*103'222*tFPT*	30·1	11·7	Höganäs Swedish 3*BHCem* 46*tAPT*16*t*	T.3Cy.13¼",25½"&41"-27" 160lb *65lb* (*s*) 98NHP 1SB,3*pf*,GS51,HS1634 Ross&Duncan Glasgow	14 ″ 0 s 4 ″ 6¾ 13 ″ 6¾	
	Now "Hanna," *see No.* 36920 *in Supplement*															
27027	**Kristina Thordén** *OilEng.* D.F. E.S.D. GyC. *Ref Mchy.* *CruiserStern*	3645 2776 1868	100A1 *withfreeboard* (*ClassContemplated*)				1941	Crichton- VulcanA.B. Åbo	RederiA/B Suomi (GustafB.Thordén, *Mgr.*)	365·9	51·4	21·6	Helsingfrs Finnish	Oil Engines 2S.C.SA 7Cy.$25\frac{9}{16}$"-$49\frac{3}{16}$" Crichton-VulcanA.B.Åbo		
27028 546 SZKK	**Kriti** Ⓟ (*ex*ElenaM.-33, *ex*HelenaM., *ss*Gls.No.1-90 *ex*Eddystone) *Well deck* 2*Dks*	1028 — 613	✠ … 5,92	✠			1886 3mo	W.B. Thompson Dundee	HellenicCoast LinesCo.Ld.	233·3 P142'F54'	33·2	15·7	Piræus Greek *WB*	T.3Cy.23",37"&58"-48" 233NHP W.B.Thompson,Dundee	16 ″ 10	
27029 67 YLDJ	**Krivs** (*ex*Northdene) *ss*Shl.2ndNo.3-10,19 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1340 1082 822	✠ 1,24	Sld ✠	*o*		1893 11mo	S.P.Austin &Son Sunderland	Tv."Krivs" redereja (M.Kalnins, *Mgr.*) *DBa*62' *f*94' &	240·0 P28'Q59'B44'F27' FK *uE&B*32'410*tFPT*	36·2	18·3	Riga Latvian 4*BHCem* 29*tAPT*29*t*	T.3Cy.19",31"&51"-33" 155NHP 1SB,4*pf*,GS60,HS2420 W.Allan&Co.,Sunderland	17 ″ 7	V †
27030 TCME	**Krom** (*ex*Braddovey-38) 1*Dk* D.F. *Fitted for oil fuel*	*3359* *3080* *2045*					1927	Napier& Miller,Ld. Glasgow	T.C.Münakalât VekâletiDevlet Denizyollari Isletme U.M.	340·2 P35'B104'F34'	48·7	23·2	Istanbul Turkish *WB*	T.3Cy.21½",37"&62"-39" 240NHP D.Rowan&Co.Ld.Glasgow		
27031 SPCF	**Kromań** (*ex*Aghios Spyridon-39, *ex*Nicolaos *ss*Pir.2ndNo.3-6,36 Pittas-36,*ex*Glymynel-33,*ex*Melton) *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1864* *1438* *1105*	✠100A1 7,41 ~~2,41~~ Examined7,41 BS~~11,40~~ 7,41 ✠LMC6,36	~~Nwe~~ Nwe	*q*	CL 2,41	1912 4mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	CountessRóza Tyszkiewicz (BaltyckaSpólka Okretowa sp.z.o.o.) (BalticShipping Co.Ld.) (T.Olszowski,*Mgr*)	260·0 Q93'B52'F26' FK *CellDBuE&B*37' *f*114'346*t Tank in*	38·5	17·0	Gdynia Polish 4*BHCem* *way of tunnel*	T.3Cy.21",34"&56"-36" (*s*) 180lb 228NHP 2SB,6*pf*,GS129,HS3850 G.Clark,Ld.Sunderland 135*tFPT*70*tAPT*40*t*	19 ″ 3 s 1 ″ 10 17 ″ 7	
27032 OYKS	**Kronborg** Ⓟ (*Ferry—Screw fore&aft*) *OilEng.* *CruiserStern* 1*Dk*	481 372 191					1935	Nakskov Skibs.A/S Nakskov	DeDanskeStats- baner	145·5	36·8	13·0	Elsinore Danish	Oil Engines 4S.C.SA 6Cy.$11\frac{3}{16}$"-21¼" 81NHP A/S Frichs,Aarhus		V
27033 OFAO	**Kronoborg** (*ex*TowerDale-37, *ex*PortCurtis-36) *ss*Hul.No.3-1,33 D.F. *ss*Rot.No.1-37 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed*'40	8287 7770 5155	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~1.40~~ ✠LMO MS10,37 BS10,40 ✠NE*made*22*refitted*36 No later survey reported	Bal	*c*†	CL ~~N9,37~~ 5,41	1920 4mo	Workman, Clark&CoLd. Belfast *Lloyd*'*sA&CP*	J.A.Zachariassen &Co. *CellDB*383'1575*t*	461·9 449·5 P35'F43'*on* *Shelter dk* (*Coll* FK *FPT*105*tAPT*55*t* 5'*tween deckBHs di*	58·4	28·8	Nystad Finnish 7*BHCem* &*APtoShdk* 5 ,, 2*nd*,,) *spensed with*	T 3Cy.27½",46"&77"-48" 210lb (*s*) 729NHP 4SB,16*cf*,GS286,HS11452 FD Palmers'Co.Ld.Nwc.	40 ″ 0 s11 ″ 0¼ 29 ″ 3	
27034 DOGR	**Kronos** D.F. Sub.Sig. *CruiserStern* 1*Dk*	1412 1097 660					1925	Flensburgr Schiffsb.Ges. Flensburg	Dampfschifffahrts Ges.Neptun	240·8 P&B166'F26'	38·8	15·3	Bremen German *WB*	T.3Cy$19\frac{11}{16}$",31½"&53⅛"-$35\frac{7}{16}$" 168NHP FlensburgerSchiffsb.Ges.		G
27035 OZSH	**Kronprins Olav** Ⓟ TwinSc D.F. E.S.D. *OilEng.* *Cruiser Stern* 2*Dks&Shelter dk*	3038 1302 1807					1937	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	302·7	45·7	16·7	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 14Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 945NHP HelsingörsJernsk.&Mskb.		V
27036 LEHN	— 1*Dk*	1137 999 685					1908	Akers Mek.Værks. Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen A/S,*Mgrs.*)	228·5 P13*t*H58*t*F29*t*	36·1	15·7	Oslo Norwegian *WB*	T.3Cy.16½",27"&44"-33" 111NHP AkersMek.Værks,Oslo		N
27037 8089 SJPN	**Kronprinsessan Ingrid** Ⓟ TwinSc D.F. *CruiserStern* *OilEng.* 1*Dk 2nd dk except in forward hold* *Upper deck electrically welded* *Strengthened for Navigation in Ice* *Platform dk in fore hold*	*794* *486* *235*	✠100A1 *withfreeboard* 4,39 ✠LMC6,36	Got	*m*	OG 4,39	1936 6mo	Frdrkshvn Værft og Flydk.A/S Fredrikshavn *Lloyd*'*sA&CP*	RederiA/B Göte- borg-Frederiks- havn-Linjen (HarryTrapp, *Mgr.*) *CellDB*145'	200·9 209·9(O.L.) B&F157' FK 78*t DTa*15*t FPT*6*t*	35·6	11·6	Gothenbrg Swedish 6*BHptCem* *APT*13*t*	Oil Engines 2S.C.SA 12Cy.13⅜"-$22\frac{7}{16}$" 376NHP DB*50lb* Atlas-DieselA/B,Skm.	14 ″ 5 s 3 ″ 5½ 11 ″ 3½	
27038 5582 SFYN	**Kronprinsessan Margareta** TwinSc3Mst *OilEng.* E.S.D. *ss*Got.2ndNo.3-6,39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	*3746* *3365* *2232*	✠100A1 *Shelter dk* *withfreeboard* ~~8,41~~ ~~3,41~~ 2,42 DBS9,40 ✠LMC6,39 ✠LMC(M)3,41	~~Bel~~ ~~Mel~~ PNl	*x*	OG ~~s5,38~~ P6,39 S8,41	1914 4mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd*'*sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *WB=CellDB*	360·2 375·8(O.L.) FK	51·4	22·1	Stockholm Swedish 6*BHptAsp* *n*69' *uE*37'*f*	Oil Engines 4S.C.SA 12Cy.21¼"-28¾" 528NHP DB*80lb* Akt.Burmeistr&Wain,Cpn 212'1138*tFPT*74*tAPT*53*t*	25 ″ 6 s 2 ″ 4¼ 23 ″ 4	
27039 LEHP	**Kronprinsesse Märtha** Ⓟ 1*Dk&Shelter dk&pt3rd dk*	898 735 517					1929	Intrnationl SB&E.Co.Ld. Danzig	DetStavangerske Dampskibsselskab	176·8 H156*t*	31·2	19·9	Stavanger Norwegian *WB*	C.4Cy.(2)$12\frac{13}{16}$"&(2)27⅝"- 27⅝" 33NHP InternationalS.B.&ECoLd		N
27040 LCPY	**Kronviken** (*ex*Domburg,*ex*Delta) *ss*H.Kg.2ndNo.3-8,29 D.F. *ss*H.Kg.No.2-37 1*Dk*(*Stl*)&*deepframing&* *pt Awng dk*(*Stl*)	2363 2016 1519	✠100A1 *pt Awng dk* *withfreeboard* ~~7,41~~ ~~10,40~~ 3,42 BS~~10,40~~ 1,42 ✠LMC7,37	~~HKg~~ ~~PNl~~ Cal	*s*	CL 10,40	1904 11mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	A/S Wallem&Co. (H.J.Wallem, *Mgr.*) *CellDBa*84'	281·0 291·7(O.L.) P17'Q90'F31' *pt Awng dk*175' FK *uE&B*30'*f*114' 522*t*	42·6	16·6	Bergen Norwegian 4*BHCem* *APT*177*t*	T.3Cy.21",33"&56"-36" (*s*) 160lb 194NHP 2SB,6*rf*,GS73,HS3008 Cen.Mar.Eng.Wrks.WHpl	19 ″ 0 s 7 ″ 6½ 18 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27041 LIZL	**Krossfonn** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* D.F. E.S.D. *CruiserStern*	9323 8649 5550	✠100A1 5,40 DBS7,39 ✠LMC8,35 *Carrying Petroleum in bulk* (SEE FOOT NOTE *)	Gal	*d*†	CL N6,39	1935 8mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd'sA&CP*	Skibsaktieselsk. "Dalfonn"(Sigval Bergesen)	480·5 495·0(O.L.) P98'B37'F41' FK *CellDBuE71'231tDTf34'456tFPT175tAPT176t*	65·0	35·6	Stavanger Norwegian 12*BH*	Oil Engines 4S.C.SA 14Cy.23¼"-43$\frac{5}{16}$" 728NHP 2DB*160lb* Akt.Burmeistr&Wain,Cpn	35″0 s 7″3½ 28″0	
27042 FNEK	**Kroumir** (*ex*Gartland,*ex*Izmir, *ex*Aegina) *ss*Gls.No.3-2,22 *ss*Gls.No.1-26 2*Dks*	1881 1660 1135	... 6,30				1906	Bremer Vulkan Vegesack	Cie.Nouvelle de Nav.Busck	261·5 P26'B76'F31' FK	37·1	21·5	Marseilles French *WB*	T.3Cy20$\frac{1}{16}$",32⅞"&53¼"-39⅜" 239NHP BremerVulkan,Vegesack	23″11	V †
27043 DQNL	**Krückau** (*ex*Seemoos,*ex*Friedrich Schröder,*ex*Britta, *ss*Ant.No.3-5,10 *ex*City of Liverpool) 1*Dk*	493 426 242	✠ 11,15	Bmn	*e*		1898 4mo	Mackie& Thomson Glasgow	BugsierReed.& BergungsA.G.	189·6 Q61'F23' len20 BK7½'	23·5	10·(	Hamburg German 3*BHCem* *FPT22t*	T.3Cy.13",22"&35"-27" 76NHP 1SB,3*cf*,GS51,HS1270 Muir&Houston,Ld.Gls.	11″2	G †
27044 DQOD	**Krusau** (*ex*Bluestone) *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	1352 1030 773	✠ 1,27 ✠ ✠NE*made*8,19*refitted*10,23	Shl	*o*		1923 10mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	BugsierReed.& BergungsA.G.	235·1 Q145'F25' FK *CellDB198'380tFPT102tAPT61t*	36·1	15·3	Brmrhavn German 4*BHptCem*	T.3Cy.15",25"&40"-27" 120NH 2SB,4*cf*,GS49.HS1800 FD Cen.Mar.E.Wks.Ld.WHpl	17″6	G †
27045 135004 VSND	**Kuala** 1*Dk*	954 691 391					1911	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	225·2 P19'B48'F37'	35·6	12·8	Singapore British *WB*	T.3Cy.18",29½"&48"-33" 132NH CaledonS.B.&E.CoLd.Dun		
27046	**Kuang Hsiang** TwinSc	653 — 387					1912	.... HongKong	TaDahS.S.Co.Ld.	147·3	27·1	9·4	Shanghai Chinese	C.4Cy.		
27047 UOVY	**Kuban** *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·2 P21'B90'F29'	48·6	22·6	Odessa Russian	Oil Engines 2S.C.SA 6Cy.23⅝"-39⅜" 587NH Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
27048 135673 VPKD	**Kudat** Ⓟ (*ex*Barima) TwinSc *ss*Dun.No.2-23 1*Dk*&*Shelter dk* *Fitted for oil fuel*	1725 1384 1021	✠ ... 10,24 ✠				1914 4mo	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	250·5 B94'F42' len27 *onShelter dk* FK	37·1	18·4	Singapore British *WB*	T.8Cy(2)12",(2)20"&(4)24" -24" 182NH CaledonSB.&E.Co.Ld.Dun	20″6	
27049 UOBA	**Kuibishev** Sub.Sig. 1*Dk*	2332 2013 1296	✠ ... 7,31 ✠				1929 12mo	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	284·8 P18'B75'F32' FK	43·1	20·6	Leningrad Russian *WB*	T.3Cy.17$\frac{11}{16}$",29⅝"&48$\frac{7}{16}$"- 35$\frac{7}{16}$" 193NH LeningradS.B.Works "AndreaMarti,"Len	22″7	
27050 LEHQ	**Kul** (*ex*Grorud,*ex*Tello,*ex*Allan) *ss*Bgn.2ndNo.3-5,32 *ss*Bgn.No.1-37 1*Dk*(*Stl*)&*deep framing* *Well deck* *Cargo battens not fitted*	1310 1042 760	✠100A1 6,41 Examined 6,41 BS10,40 ✠LMC5,37	Shl	*o*	OG 10,40	1907 3mo	Mackay Bros. Alloa *Lloyd'sA&CP*	A/S Thv.Halvorsen	230·8 234·5(O.L.) Q120'B10'F26' FK *CellDBa56'uE16'f99'236tFPT46tAPT43t*	34·2	16·(	Bergen Norwegian 4*BHCem*	T.3Cy.18½",30⅜"&48"-33"(*s*) 180lb *80lb* 149NH 1SB,4*cf*,GS72,HS2385 Hutson&Sons,Ld.Glasgow	18″3 s 5″2½ 17″0	
27051 23 YLAB	**Kuldiga** (*ex*Penteifi, *ex*Wilh.Hemsoth) *ss*Rga.2ndNo.3-4,34 *ss*Lie.No.1-38 1*Dk*(*Stl*)&*ptAwng dk*(*Stl*)	1978 1362 1188	100A1 *ptAwng dk* *withfreeboard* 2,38 BS6,40 LMC2,38 Nolatersurveyreported	Lie	*r*	CL 1,38	1908	Nordseewk EmderWerft &DockA.G. Emden	SteamshipCo. Latvia-Belgian LineLtd.(Seeberg Bros.*Mgrs.*)	271·2 281·5(O.L.) PonQ24'Q103' FK *ptAwng dk*168' *Collision* *CellDB225'572tFPT61tAPT15t*	39·4	15·7	Riga Latvian *Cem* *BHtoAw dk* 4 ,, ,, *U* ,,	T.3Cy.18¾",31⅛"&50⅛"-35⅝" 185lb 192NH 2SB,6*cf*,GS108,HS3358 EiderwerftA.G.Tönning	18″0 s 0″6¼ 17″8	
27052 DICW	**Kulmerland** Ⓟ Sub.Sig. *OilEng.* D.F. E.S.D. 2*Dks* *Cruiser Stern*	7363 6164 4367					1929	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·6 P27'B426'FonB38'	60·1	28·0	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"-47¼" 1585NH AllgemeineElekGesBerlin		G
27053 UPMH	**Kulu** (*ex*Batoe-35) 3*Dks* *Fitted for oil fuel*	6492 — 4070					1917	Nederl. Schps.Maats. Amsterdam	U.S.S.R.	420·3 P40'F41'	54·7	33·4	Nagaevo Russian *WB*	T.3Cy.26$\frac{15}{16}$",47$\frac{15}{16}$"&77½"- 53$\frac{15}{16}$" 440NHP Werkspoor,Amsterdam		
27054 38753 JRBJ	**Kumagawa Maru** (*ex*NitiyoMaru-40, *OilEng* *ex*NichiyoMaru-38) *ss*Yka.No.1-37 2*Dks*(*Stl*)	7509 6070 5513	✠100A1 3,41 ~~2,40~~ ✠LMC CS9,37 DBS~~2,40~~3,41 ~~2,40~~3,41 *Carrying cargo oil F.P. above 150°F. in deep tanks*	Tama	*b*†	CL 7,39	1934 3mo	Mitsubishi ZosenKaisha, Ld. Nagasaki *Lloyd'sA&CP*	ToyoKaiunK.K.	436·3 P30'B157'F41' FK *'Tween Dk BH above after deep tank BH dispensed with* *CellDB369'1405tFPT263tAPTs227tDTa36'1145t*	58·5	32·8	Tokyo Japanese *ptCem* 6*BH to Udk* 1 ,, ,, *2nd* ,,	Oil Engines 2S.C.SA 6Cy.28⅜"-49$\frac{3}{16}$" DB*120lb* 839NHP MitsubishiZosenKaisha, Ld.Nag.	32″10	
27055 YTKY	**Kumanovo** Ⓟ TwinSc (*ex*GrandDuke *ss*Spt.2ndNo.3-2,33 Alexander *ss*Spt.No.1-37 Michailovitch, 1*Dk*(*Stl-ws*) *ex*PrinsessanMargareta) &*Shade dk* *2nd dk in holds*	1409 1142 669	100A1 *Shade dk* *withfreeboard* 2,39 BS2,39 LMC3,37 *Fitted for oil fuel*5,36 *F.P. above 150° F.* NO LATER SURVEY REPORTED	Spt	*o*	OG 2,39	1907	Kockums M.V.Aktieb Malmö *Lloyd'sA&CP*	Dubrovacka PlovidbaA.D.	250·6 H255*t* FK *CellDBuE28'40tFPT16tAPT30t*	34·2	20·1	Dubrovnik Yugoslav 5*BHCem*	T.6Cy.18⅛",27½"&47$\frac{3}{16}$"-27½" 185lb (*s*) 357NHP 4SB,12*cf*,GS221,HS6871 KockumsM.V.Akt.Malmö	15″0 s 1″10 13″6½	
27056 164269 GYNC	**Kumasian** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	4922 4146 2947	✠100A1 *withfreeboard* 10,40 Examined 3,41 BS2,40 ✠LMC10,35 *Carrying vegetable oil in deep tank*	Liv	*a*† 2$\frac{1}{16}$	CL 12,38	1935 10mo	Wm.Ham- ilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	UnitedAfrica Co.Ld.	404·1 F45' FK *CellDB334'946tDTa25'873tFPT188tAPT142t*	56·7	23·0	Liverpool British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.21½",35"&62"-45"& Exhaust turbine driving steam compressor 220lb (*s*) FD 397NHP 2SB(Spt),6*cf*,GS91,HS4810 D.Rowan&Co.Ld.Gls.	25″3 s 1″11 23″6½	
27057 143627 VPFD	**Kumsang** Ⓟ (*ex*Barrymore) *ss*H.Kg.No.3-4,32 D.F. *ss*H.Kg.No.2-40 2*Dks*(*Stl*)&*Shelter dk* (*Stl-teaks*)3*rdtrBinNo.1hold*	5447 4846 3341	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~8,40~~ BS8,41 ✠LMC8,40 ~~*Fitted for oil fuel*4,20 *F.P. above 150° F.*~~	HKg	*a*†	CL 8,40	1920 4mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	Indo-ChinaSteam Nav.Co.Ld.	420·3 F33'*on Shelter dk* FK *CellDB320'964tMT31'957tDTa31'861tFPT67tAPT52t*	55·0	27·9	HongKong British *Cem* *Coll BH to S dk* 7 ,, ,, *U* ,,	T.3Cy.29",49"&80"-54" (*s*) 180lb FD 712NHP 4SB,12*cf*,GS250.HS11000 Richardsons,Westgarth& Co.Ld.Mdb.	30″6 s 3″6½ 27″1¾	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.R.of Trade.
27058 151434 VPBP	**Kung Wo** TwinSc ssShi.No.3-4,38 Ref.Mchy. 1Dk	4636 3843 2825	A1 3,41 ~~7,40~~ BS8,40 For service on the Yangtsze River	~~Hkg~~ Sng LMC4,38		OG 7,40	1921	HongKong &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	350·0 362·7(O.L.)	48·5	14·0	HongKong British WB	T.8Cy.21",34"&(2)39"-33" 190lb 533NHP 3SB,9cf,HS8106 FD HongKong&Whampoa DockCo.Ld.HongKong		
27059 ~~7470~~ ~~SMJA~~	**Kungsholm** Ⓟ TwinSc ssN.Yk.No.3-12,40 OilEng. Ref.Mchy. ~~ssGot.No.2-36~~ Sub.Sig. 3Dks(Stl-Weather dk pt ws) D.F. E.S.D. GyC. 4th dk(Stl) in holds Strengthened for Navigation in Ice	20067 13526 10289	✠100A1 with freeboard 6,41 ~~12,40~~ DBS11,41 ✠LMC ~~DBS12,40~~	N Yk CS12,37 6,37		CL s5,40 PN5,40	1928 11mo Lloyd	Blohm& Voss Hamburg 'sA&CP	~~A/B Svenska AmerikaLinien (A.Jonsson, Mgr.)~~ CellDB513'2847tTanks in way of tunnels 1205t	594·9 609·2(O.L.) B&F518' FK	78·2	37·8	Utd.States 10BHCem	Oil Engines 4S.C.DA 16Cy.$33\frac{1}{16}$"-$59\frac{1}{16}$" 2DB142lb 3380NHP Akt.Burmeistr&Wain,Cpn FPT139tAPT174t	42 ″ 8 s13 ″ $9\frac{1}{2}$ 29 ″ $1\frac{1}{2}$	
27060 43727 JYGL	**Kunikawa Maru** D.F. GyC. OilEng. Ref.Mchy. CruiserStern 3Dks	6863 — 3980					1937	Kawasaki Dkyd.Co.Ld Kobe	KawasakiKisen K.K.	479·5	62·3	30·3	Kobe Japanese WB	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"-$47\frac{1}{4}$" 1850NHP KawasakiDkydCoLdKobe		C
27061 42978 JHJL	**Kunisima Maru** 2Dks CruiserStern	4083 — 2440					1937	Harima S.B.&Eng Co.Ld. Harima	IinoKisenK.K.	363·5 P29'B107'F30'	50·0	29·0	Kobe Japanese WB	2 steam turbines DR geared to 1 screw shaft KawasakiDkydCoLd Kobe		C
27062 43473 JHML	**Kunitu Maru** (exKunitsuMaru-38) CruiserStern	2722 — 1537					1937	Harima S.B.&Eng. Co.Ld. Harima	SettuSyosenK.K. (OsakaSyosenK.K. Mgrs.)	303·0	45·0	24·5	Osaka Japanese	2DRgeared steam turbines 266NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
27063 PFMI	**Kunlabori** OilEng. Mchy.Aft CruiserStern 1Dk	304 215 146					1935	NVSchpsw Gebr.v/dWrf. Deest	J.Kunst&K. Schuitema	125·8 P25'F20'	24·0	9·0	Groningen Dutch WB	Oil Engines 2S.C.SA 5Cy.$10\frac{1}{4}$"-$14\frac{9}{16}$" 93NHP N.V.Mchfb.Bolnes,Bolnes		VL
27064 9191 JKAE	**Kunsan Maru** Ⓟ 2Dks	735 654 433					1904	Kawasaki Dkyd.Co.Ld. Kobe	SetuyoSyosenK.K	186·2 B42'	27·1	18·1	Osaka Japanese WB	T.3Cy.15",$24\frac{3}{4}$"&39"-30" 83NHP Kawasaki DkydCoLdKobe		
27065 YTFV	**Kupa** (exTrewidden-37) ssBry.No.3-5,30 ssRot.No.2-38 1Dk(Stl)&Shelter dk(Stl)	4382 4131 2756	✠100A1 Shelter dk with freeboard 2,42 ~~1,41~~ 2,42 ✠LMC ~~MS11,38~~ BS~~7,40~~9,41 Carrying oil fuel F. P. above 150° F. in DB&APT	~~Sng~~ NYk	y	CL 2,40	1917 9mo Lloyd	J Readhead &Sons,Ld. SouthShields 'sA&CP	PrekomorskaPlovidbaD.D. CellDBa1	400·0 FK 31'uE23'f175'1003t	52·1	25·2	Susak Yugoslav 6BHCem APT50t	T.3Cy.26",43"&71"-48" (r) 180lb 416NHP 3SB,9cf,GS172,HS6951 J.Readhead&SonsLd.S.Shl	26 ″ 10 s2 ″ $10\frac{3}{4}$ 24 ″ $2\frac{1}{2}$	
27066 UOYD	**Kura** (exSiredal-33,exStein-33, exCerosco) Sub.Sig. 1Dk	2324 1942 1394					1919	McDougall -DuluthCo. Duluth,Min.	U.S.S.R.	250·3 P25'B64'F20'	43·3	21·4	Odessa Russian WB	T.3Cy.20",33"&54"-40" 184NHP McDougall-DuluthCo.		
27067 36412 JGDC	**Kurama Maru** OilEng. 2Dks	6789 6187 4066					1931	Uraga DockCo.Ld. Uraga	KokusaiKisenK.K.	438·0 P27'B173'F43'	58·0	33·4	Fuchu Japanese WB	Oil Engines 2S.C.SA 7Cy.$23\frac{2}{3}$"-$35\frac{2}{5}$" 688NHP Maschinefbrk.Augsburg-NürnbergA.G.Augsburg		C
27068 32649 JUKB	**Kuramasan Maru** OilEng. ssTama.No.3-8,40 1Dk(Stl)	1995 1650 1133	✠100A1 8,40 ✠LMC DBS8,40	Tama CS8,40 6,39	r	CL 7,40	1927 6mo Lloyd	MitsuiBussanKaisha Tama 'sA&CP	MitsuiBussan Kaisha,Ld. CellDB224'456tFPT44tAPT36t	275·5 P27'B62'F29' FK	40·7	21·0	Kobe Japanese 4BHptCem	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 224NHP DB80lb Akt.Burmeistr&Wain,Cpn		
27069 149487 GSRB	**Kurdistan** ssShl.No.2-37 D.F. 1Dk(Stl)	5844 5288 3546	✠100A1 ~~3,41~~10,41 MBS12,40 ~~BS10,39~~	~~PNl~~ Lon DBS7,41 ✠LMC12,36	z	CL N5,40	1928 12mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	HindustanStm. Shppg.Co.Ld. (CommonBros.Ld. Mgrs.) CellDB	420·0 434·0(O.L.) P37'B132'F38' FK 364'1452tFPT160t	54·0	29·3	Newcastle British 7BHCem APT287t	T.3Cy.23",39"&68"-48" (s) 220lb 175lb FD 430NHP 2SB(Spt)8cf,GS147,HS5714 J.Dickinson&Sons,Ld.Sld.	31 ″ 10 s6 ″ $5\frac{1}{4}$ 25 ″ $7\frac{1}{4}$	
27070 29724 JMQE	**Kurenai Maru** Ⓟ TwinSc OilEng. CruiserStern 2Dks	1547 1075 607					1924	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	238·2	38·0	19·6	Osaka Japanese WB	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{8}$" 449NHP AktBurmeister&Wain,Cpn		
27071 33997 JCNC	**Kuretake Maru** (exBenicia) ssKob.No.3-2,37 2Dks(Stl)	5175 4822 3246	✠100A1 11,40	Smk ✠LMC11,40	y	CL 6,39	1925 5mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	TatuumaKisen K.K. Intermediate 'tween dk BH in after hold dispensed with CellDB348'1072tDTa30'860tAPT102t	404·9 P38'B119'F39' FK	53·0	27·6	Tarumi Japanese ptCem 5BH to U dk 1 ,, ,, 2nd ,, only	T.3Cy.$27\frac{5}{16}$",44"&73"-48"(s) 180lb 477NHP 3SB,9cf,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0	
27072 45506 JZJM	— Mchy.Aft 1Dk	1924 1540 1074					1938	Kawaminami Kogyo K.K. Nagasaki	NipponYusenK.K.	271·7 P86'F29'	40·0	20·3	Tokyo Japanese WB	T.3Cy.18",30"&50"-36" 150NHP KawaminamiKogyoK.K. Nag.		
27073	**Kurikka** (exNewaster-33, exWarHamlet) Now "Chenango," see No. 35947 in Supplement	3106 2866 1786					1918	Irvine'sSB &D.D.Co.Ld. W Hartlepool	VaasanLaivaO/Y (PaulEriksson)	342·3 330·6 P33'B98'F29'	46·8	22·8	Wasa Finnish WB	T.3Cy.25",41"&68"-45" Richardsons, 310NHP Westgarth&Co.Ld.Hpl.		C
27074	**Kurisches Haff** TwinSc OilEng. CruiserStern 1Dk	385					1928	Schiffsw. Memel,Lindenau&Cia. Memel	MemelerDampfs. Ges.m.b.H.	152·5 B98'F10'	23·3		Memel German	Oil Engines 2S.C.SA 12Cy.$11\frac{3}{4}$"-$15\frac{3}{4}$" 290NHP Gebr.SulzerA.G. Winterthur		
27075 DHON	**Kurland** 1Dk	1349 1157 770					1919	V.dGiessen &Zonen Krimpen	RobertBornhofen	239·1 P23'B62'F25'	36·0	16·5	Hamburg German WB	T.3Cy.$17\frac{1}{2}$",29"&46"-36" 127NHP Pannevis&Zoon,Utrecht		G
27076 DHOO	**Kurmark** 2Dks Sub.Sig. D.F. Fitted for oil fuel	7021 5931 3535					1930	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·5 B&F422' UpperF45'	61·1	27·0	Hamburg German WB	4SRgearedSteamTurbines Emade27 refitted30 Blohm&Voss,Hamburg		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R.
27077 32627 JOMN	**Kurogane Maru** *Mchy.Aft* 1*Dk*	988 679 570					1926	OsakaIron Works,Ld. Osaka	IkedaShojiK.K.	209·9 P29'Q35'B40'F19' *WB*	30·0	17·5	Nishinomiya Japanese	T.3Cy.12½",21"&35"–24" 60NHP OsakaIronWrks.Ld.Osaka		
27078 230 JYKA	**Kurohime Maru** (*ex*Bogstad) *ss*Kob.No.3–12,32 2*Dks*(*Stl*) *Fitted for oil fuel*	4697 4295 2894	✠ … 10,36 ✠	Yka	*y*		1920 8mo	Lithgows, Ld. PortGlasgow	KurohimeKisen GoshiKaisha (ItayaSyosenK.K. *Mgrs.*)	384·8 P39'B230'F45' FK *CellDB*331'994*t*	52·0	26·7	Dairen Japanese 7*BHCem* *APT*20*t*	T.3Cy.27",45"&74"–51" 543NHP 3SB,*9cf*,GS186,HS8007 Rankin&BlackmoreLdGrk	29 ″ 3	C †
27079 22278 JASB	**Kurokamisan Maru** (*ex*Senyo Maru)	1242 1043 687					1918	………………	Turumaru Hirotaro	228·0	33·0	18·7	Hashidate Japanese			
27080 45674 JZPM	**Kurosio Maru** *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* D.F. *CruiserStern*	10519 — 6206					1938	Harima S.B.&Eng. Co.Ld. Harima	TyugaiKaiunK.K.	504·7	66·0	37·5	Tokyo Japanese	1 DRgearedSteamTurbine TokyoIshikawajima SB&E.Co.Tokyo		C
27081 157660 ZMFJ	**Kurow** 1*Dk* "*Arcform*" *Cargo battens not fitted except in upper portion of holds* *CruiserStern*	3900 3169 2028	✠100A1 ~~4,41 9,40~~ 12,41 ✠LMC2,39 *Lloyd's A&CP* *Fitted for oil fuel* 2,39 *F.P. above* 150° F.	~~Mel~~ ~~Auk~~ Mel	*w*	CL	1939 2mo	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co.of NewZealand,Ld.	344·6 359·5(O.L.) P36'B92'F39' FK *CellDB*272'743*tFPT*113*tAPT*159*t*	52·7	25·5	Wellingtn British 5*BHptCem ptAsp*	T.3Cy.24½",41"&68"–48" 200lb (*s*) FD 516NHP 3SB(Spt)*9cf*,GS184,HS7932 A.Stephen&Sons,Ld.Gls.	28 ″ 1 s4 ″ 6¼ 23 ″ 8½	
27082 UNZV	**Kursk** Ⓟ *ss*Gms.No.3–11,23 *ss*Kel.No.1–27 *Ref.Mchy.* 2*Dks*	5801 5173 3655	✠ … 1,30 ✠				1911 6mo	Swan,Hunter&Wigham Richardson. Ld.Newcastle	U.S.S.R.	407·4 P40'B137'F46' FK	51·1	29·9	Odessa Russian *WB*	T.3Cy.27",45"&75"–51" 509NHP WllsndSlpwy.Co.Ld.Nwc.	32 ″ 7	
27083 DHOP	**Kurt Hartwig Siemers** (*ex*GraafLodewijk) 2TwinMst *Mchy.Aft* *ss*Kel.No.3–4,31 *Well deck* *ss*Ham.No.1–35 1*Dk*(*Stl*)	1129 866 648	✠ 2,38 ✠	Ham	*n*		1918 1mo	Wilton's E&SlpwyCo. Rotterdam	G.J.H.Siemers& Co.	230·2 Q131'B13'F24' FK *CellDBuB*23'*f*152'389*tFPT*88*tAPT*48*t*	34·0	13·2	Hamburg German 4*BHCem*	T.3Cy.15½",25½"&41"–36" 120NH 1SB,*3cf*,GS67,HS1991 Wilton'sE.&Slpwy.Co.Rot	16 ″ 0	
27084 TCAR	**Kurtuluş** Ⓟ (*ex*Bülent–36, Iron *ex*Tesvikiye,*ex* *ss*Liv.No.3–10,96 Techvikie,*ex*Mihail *ss*Hpl.No.2–04 Archangel,*ex*Cephalonia,*ex* 2*Dks*(1*Irn*) BratiaParamonovi,*ex*RazetoB., *ex*Euripides)	1742 1489 994	✠ 3,10				1883 5mo	Caird Purdie&Co Barrow	TavilogluMustafa ve Kardesleri KollektifSirketi	250·7 P37'B53'F37' FK *FPT*32*tMT*24'208*tDTa*34'283*t*	35·1	21·8	Istanbul Turkish 4*BHCem*	C.2Cy.31"&60"–42" 195NHP W.Kemp,Glasgow	23 ″ 3	
27085 139178 VJLY	**Kurumba** TwinSc *ss*Syd.No.3–6,29 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3976 3479 2262	✠ … 9,36 ✠	Syd	*w*		1917 1mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Commonwealth ofAustralia (NavyDept.)	366·0 P119'B39'F87' FK *CellDBuE&B bunkers*83'138*tDTa*17'73*tDTf*48'451*tFPT*134*tAPT*134*t*	45·6	28·0	SydnyNSW British 16*BHptCem* (13 *to Udk* 3 „ 2*nd*„)	T.6Cy.17½",28"&46"–33" 336NHP 2SB,*6cf*,GS123,HS4938 WllsndSlpwy.Co.LdNwc.	28 ″ 1	
27086 DHOQ	**Kurzesee** (*ex*EdithSchröder, *ex*Damsterdiep) *Mchy.Aft*	734 536 333					1919	NVv/dKuy &v/dRees Schiedam	W.Schuchmann	180·8 Q105'B11'F20'	28·1	12·6	Brmrhavn German *WB*	T.3Cy.15",24"&40"–24" N.V.v/d.Kuy&v/d. 78NHP Ree'sMchfb&Schps.Rot.		G
27087 45714 JHFN	**Kusuyama Maru** (*ex*Michalakis–39, *ex*Barracoo–33) *ss*Apl.No.3–11,33 *ss*Alx.No.1–37 2*Dks*(*Stl*)	5307 4817 3779	✠ … 10,40 ✠	Kob	*y*		1919 12mo	R.Thompson&Sons,Ld. Sunderland	YamashitaKisen K.K.	400·3 P49'B113'F39' FK *CellDB*340'1057*tFPT*137*t*	52·3	28·5	Kobe Japanese 7*BHCem* *APT*213*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,*9cf*,GS189,HS7668 N.E.MarineEng.CoLd.Sld	31 ″ 0	C †
27088 105741 VRCR	**Kut-Wo** TwinSc *ss*Shi.No.3–7,37 1*Dk*&2*Shade dks*	2665 1921 1924	A1 7,37 MBS11,38 LMC7,37 No later survey reported *For Service on the Yangtsze River*	Shi		OG 6,37	1895	Lon.&Gls. Co.(Lim.) Glasgow	Indo-ChinaSteam Nav.Co.Ld.	290·0 301·0(O.L.) *Awning dk* FK *Promenade dk*	43·0	11·7	HongKong British *Asp*	T.6Cy.14",23"&37"–30" 160lb 221NHP 2SB,*6cf*,GS103,HS3510 FD Lon.&Gls.Co.(Lim.),Gls.	13 ″ 7	
27089 TCCD	**Kutlu** (*ex*Armathia,*ex*Kassos, Iron *ex*Symeon, *ss*Cpl.2ndNo.3–10,05 *ex*Sophia, *ss*Cpl.No.1–10 *ex*Bakouriani,*ex*Ayrshire) 1*Dk*(*Irn*) *Well deck*	794 628 450	✠ 3,16	Pir	*k*		1882 8mo	PearceBros Dundee	SirriDede	200·6 Q93'B20'F25' BK7½" *DBa*44'86*tFPT*57*t*	29·2	13·4	Istanbul Turkish 4*BHCem* *APT*22*t*	C.2Cy.23"&45"–30" 89NHP PearceBros.Dundee		
27090 146223 VPDN	**Kutsang** Ⓟ *ss*H.Kg.No.3–3,34 D.F. *ss*H.Kg.No.1–38 2*Dks*(*Stl–U* teak s)	5869 4926 3652	✠100A1 7,41 ~~7,40~~ BS7,41 ~~BS7,40~~ ✠LMC2,38 *Lloyd's A&CP* *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	HKg	*a*†	CL 7,40	1922 1mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Indo-ChinaSteam Nav.Co.Ld.	418·2 P48'B254'F47' FK&BK1¾" *CellDB*356'1071*tDTa*27'824*tFPT*109*tAPT*71*t*	54·3	28·5	HongKong British 8*BHptCem*	Q4Cy.26",37½",54"&78"–54" 220lb (*s*) 707NHP 4SB,*12cf*,GS251,HS10340FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s4 ″ 6¼ 26 ″ 8½	
27091 OFAA	**Kuurtanes** (*ex*Dirphys–36, *ex*IoannisCarras, *ss*Nap.2ndNo.3–7,33 *ex*Dirphys) 1*Dk*(*ptIrn*&*ptStl*) &*deep framing* Now "Arc Light," *see No.* 35560 *in Supplement*	3026 — 1821	✠ 9,37 ✠	Rot	*u*		1906 11mo	W.Gray& Co.Ld. W Hartlepool	KuurtanesO/Y (PaulEriksson)	342·6 332·0 P26'B176'F33' FK *CellDBa*114'*uE&B*40'*f*140'905*tFPT*85*tAPT*74*t*	47·6	20·1	Wasa Finnish 5*BHCem*	T.3Cy.24",38"&64"–42" 294NHP 2SB,*6cf*,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6	C †
27092 46369 JHSN	**Kuwayama Maru** (*ex*MountAtlas–40, *ss*Fal.No.3–9,28 *ex*Megna–35) *ss*Ams.No.2–37 2*Dks*(*Stl*)	5725 — 4393	✠ … 2,41 ✠	Smk	*a*†		1916 9mo	Russell& Co. PortGlasgow	YamashitaKisen K.K.	423·5 P38'B123'F'50' FK 1 *intermediate BH and* 1 *'tween dk BH dispensed with* *CellDB* 360'1181 *t*	56·0	28·7	Kobe Japanese *Cem* 5 *BH to Udk* 1 *BH to 2nd dk only* *APT*31*t*	T 3Cy.27",45"&74"–51" 556NHP 3SB,*9cf*,GS186,HS8301 D.Rowan&Co.,Glasgow	31 ″ 4	
27093 PFMS	**Kuwi** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	400 269 245					1938	Schpsw. "Volharding" GebrBodewes Foxhol	W.Koerts	140·6 P35'F17'	25·8	8·9	Zuidbroek Dutch *WB*	Oil Engines 4S.C.SA 5Cy.11 7/16"–17 11/16" 64NHP AppingedammerBrons Motorenfb.N.V.		VL
27094 UPIZ	**Kuzbass** (*ex*DavidDawson–35, *ex*Crandon–33,*ex*Havenside,*ex*Gardenia) 1*Dk*	3109 2873 1899					1914	TyneI.S.B. Co.Ld. Newcastle	U.S.S.R.	331·2 P30'B94'F34'	48·0	22·2	Leningrad Russian *WB*	T.3Cy.22½",36½"&62"–42" 249NHP N.E.MarineEng.CoLdNwc		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu ur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
27095 UPOK	**Kuznetskstroi** D.F. E.S.D. 1*Dk* *CruiserStern*	2981 — 1526					1936	Akt.Burmeistr&Wain Copenhagen	**U.S.S.R.**	325·1 P34'B70'F40'	48·1	21·5	Vladvostk Russian *WB*	T.3Cy.$22\frac{7}{16}$",$36\frac{7}{16}$"&61"-39" 232NHP HelsingörsJernsk.&Mskb.		
27096 UOIQ	**Kuznetz Lesov** (*ex*Severoles) *OilEng.* 1*Dk*	3974 3524 2256					1933	StatesS.B. Yd"Marti" Leningrad	**U.S.S.R.**	347·6 P29'B53'F30'	51·6	24·9	Vladvostk Russian	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{4}$"-$47\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
27097 1395·9 VPDL	**Kwai Sang** *ss*H.Kg.No.3-6,29 *ss*H.Kg.No.2-37 2*Dks*(*Stl-U* teaks)	2320 2126 1435	✠100A1 6,41~~9,40~~ ~~BS9,40~~ ✠LMC~~6,37~~ 6,41	HKg	*s*	CL ~~10,39~~ 5,41	1917 5mo *Lloyd*	HongKong &Whampoa DockCo.Ld. HongKong *'sA&CP*	**Indo-China Steam Nav.Co.Ld.** *CellDB* *a86'uE22'f*110'21	290·6 301·7(O.L.) B70'F38' FK 4*tDTa*24'400*tFPT*	42·1	22·7	**HongKong** British 5*BHCem* 60*tAPT*26*t*	T.3Cy.21",34"&56"-42" (*s*) 180lb *100lb* 256NHP 2SB,*6cf*,GS119,HS3552 FD HongKong&Whampoa DockCo.Ld.HongKong	25 ″ 0 s 3 ″ $9\frac{1}{4}$ 21 ″ 6	
27098 161061 MPDZ	**Kwaibo** **TwinSc** *OilEng.* 1*Dk*	396 309 223					1928	J.Crichton &Co.Ld. Saltney	**ElderDempster Lines,Ld.**	157·5 P19'B42'F22'	26·1	9·3	**Liverpool** British *WB*	Oil Engines 2S.C.SA 8Cy.$11\frac{13}{16}$"-$12\frac{13}{16}$" 197NHP J&CGBolinder'sCoLdSkm		
27099 XNBK	**Kwanglee** (*ex*Korigo,*ex*Knivsberg) 1*Dk*	1092 — 646					1897	Howaldtswerke Kiel	**Ching-KeeS.N.Co. Ld.**	230·0 P27'B66'F28'	33·1	12·7	**Chefoo** Chinese *WB*	T.3Cy.17",$27\frac{1}{2}$"&$43\frac{1}{4}$"-$24\frac{3}{4}$" 93NHP Howaldtswerke,Kiel		
27100 151431 GKQP	**Kwangtung** Ⓟ 2*Dks* *Fitted for oil fuel*	2626 2232 1572					1921	Taikoo Dkyd.&E.Co. ofH.Kg.Ld. HongKong	**ChinaNavigation Co.Ld.**	310·3 P&B190'F43'	44·2	20·9	**London** British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
27101	**Kwei Lee** **TwinSc** 3*Dks*	1293 — 879					1893	Napier, Shanks&Bell Glasgow	**Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)**	249·0	39·0	9·5	**Shanghai** Chinese *WB*	T.6Cy.13",19"&32"-21" 94NHP D.Rowan&Son,Glasgow		
27102 145216 GKQM	**Kweiyang** Ⓟ *Fitted for oil fuel*	2644 2225 1580					1921	Scotts'S.B. &E.Co.Ld. Greenock	**ChinaNavigation Co.Ld.**	310·3 F43'	44·2	20·9	**London** British	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
27103	**Kwen Lee** (*ex*Carrier-35, *ex*CanadianCarrier-34,*ex*Champlain-32, *ex*CanadianCarrier) 2*Dks*	3107 — 1896					1920	Pt.Arthur S.B.Co. P.Arthur,Ont	**ChingKeeS.N. Co.Ld.**	320·3 P41'B97'F34'	44·1	22·6	**Chefoo** Chinese *WB*	T.3Cy.23",38"&63"-42" 182NHP PortArthurS.B.Co.		N
27104 152106 VPJZ	**Kwong Fook Cheung** Ⓟ 1*Dk*& *Shade dk*	881 367 538					1923	Kwong FookCheong HongKong	**MingSangS.S.Co. Ld.**	169·2	28·2	10·0	**HongKong** British *WB*	C.2Cy.$15\frac{1}{2}$"&31"-23" 40RHP KwongFookCheong,H.Kg		
27105	**Kwong Foon** **TwinSc** *OilEng.* 2*Dks*	*611* *445* *487*					1922	Kwong FookCheong HongKong	**LeungMingHing**	154·4	26·1	7·3	**Canton** Chinese	Oil Engines 2S.C.SA 8Cy.$14\frac{5}{8}$"-16" 301NHP DensilMot.WksLdDenmrk		
27106 109869	**Kwong Sai** Ⓟ **TwinSc** (*ex*KwongChow) 2*Dks*& *Shade dk*	1309 1036 817					1902	W.S.Bailey &Co. HongKong	**ShiuOnS.S.Co.Ld.**	192·0	35·0	11·3	**HongKong** British	C.4Cy.14"&30"-22" 97RHP Ross&Duncan,Glasgow		
27107 116032	**Kwong Tung** Ⓟ **TwinSc** 2*Dks*	1218 477 757					1904	W.S.Bailey &Co. HongKong	**YuenOnS.S.Co.Ld.**	192·0	35·0	11·3	**HongKong** British	C.4Cy.$13\frac{1}{4}$"&32"-22" 98RHP Ross&Duncan,Glasgow		
27108	**Kwong Ying** **TwinSc** 2*Dks*	*685* *472* *424*					1914	Kwong FookCheong HongKong	**LeungChiSing**	150·7	28·0	7·7	**Canton** Chinese	C.4Cy.13"&26"-16" 23NHP KwongFookCheong,HKg.		
27109 DOSB	**Kybfels** *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	7764 7040 4785					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	**DeutscheDampfs. Ges."Hansa"**	485·6 P64'B207'F66'	61·3	31·1	**Bremen** German *WB*	2OilEngines 2S.C.DA each 6Cy.$20\frac{7}{8}$"-$29\frac{15}{16}$" SR geared to 1 sc. shaft 1830NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
27110 140159 VJFN	**Kybra** Ⓟ *OilEng.* *ss*Fre.No 3-10,38 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	858 549 440	✠100A1 *withfreeboard* 10,40 ✠LMC CS10,38 10,40	Syd	*m*	CL N9,40	1926 4mo *Lloyd*	Coaster Const.Co.Ld. Montrose *'sA&CP*	**Government of WesternAustralia** *CellDB*146'250*t*	204·2 P&B135'F42' FK *MT*12'115*tFPT*58*t*	31·1	12·0	**Fremantle** British 6*BHptCem* *APT*25*t*	Oil Engines 2S.C.SA 6Cy.15"-26" 233NHP SulzerBros.Winterthur	14 ″ 8 s 2 ″ 11 11 ″ 10	
27111 133532 VOLR	**Kyle** *ss*NFL.No.1-41 *ss*NFL.2ndNo.3-5,37 2*Dks*(*Stl-U*ws)	1055 860 548	✠100A1 12,41~~8,40~~ ✠NB5,37 ✠LMC~~5,37~~ 4,41 ~~BS4,41~~ BS5,42	NFL	*n*	CL ~~6,38~~ 11,41	1913 5mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *'sA&CP*	**Government of Newfoundland (Newfoundland Railway—Steamship Dept.)** *WB=CellDBa*45'	220·0 F32' FK *uE*17'*f*89'125*tFPT*	32·3	18·3	**SJhnsNFL** British 5*BHCem* 11*tAPT*10*t*	T.3Cy.$18\frac{1}{2}$",$30\frac{1}{2}$"&50"-36" 180lb (*s*) FD 266NHP 2SB,*6cf*,GS111,HS4422 Swan,Hunter&Wigham Richardson,Ld.Nwc.	20 ″ 6 s 3 ″ $2\frac{1}{2}$ 17 ″ 8	
27112 113369 MNKD	**Kyle Bute** (*ex*Elvington-34, *ex*Astra,*ex*Suffolk Coast,*ex*Thoughtful, *ex*Faithful) **3Mst** *ss*Bkn.3rdNo.3-8,35 *ss*Bkn.No.1-39 1*Dk*(*Stl*)& *deep framing* *Well deck* *Mchy.Aft*	795 590 346	✠100A1 11,39 BS7,41 ✠LMC MS3,40 ~~BS6,40~~	Bkn	*l*	CL 11,39	1900 6mo	Dundee Shipbuilders CoLd.Dundee A&CP	**KyleShipping Co.Ld.(Monroe Bros.*Mgrs.*)**	198·0 Q97'B12'F23' FK *CellDBf*123'181*t*	30·2	13·1	**Liverpool** British 3*BHCem* *FPT*62*t*	T.3Cy.$16\frac{1}{2}$",$27\frac{3}{4}$"&45"-30" 180lb (*s*) 123NHP 1SB,*3cf*,GS56,HS1900 Cooper&Greig,Dundee	15 ″ 4 s 1 ″ 0 14 ″ $5\frac{1}{2}$	
27113 142275 MJRY	**Kyle Castle** (*ex*Ardglass-35) *ss*P.Gl.No.3-12,31 *ss*Liv.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Well deck* *Cargo battens not fitted*	845 592 424	✠100A1 3,42~~7,40~~ Examined ~~1,41~~2,42 ✠LMC MS10,40 BS~~3,41~~3,42	Lth	*l*	CL 7,40	1919 10mo *Lloyd*	J.Fullerton&Co. Paisley *'sA&CP*	**WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*)** *Cell*	200·6 Q111'F26' FK *DBf*121'220*t FPT*	30·1	12·9	**Liverpool** British 3*BHptCem* 60*tAPT*49*t*	T.3Cy.16",26"&42"-27" (*s*) 180lb 90RHP 1SB,*3cf*,GS65,HS2030 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 0 s4 ″ $10\frac{3}{4}$ 14 ″ 3	
27114 163925 MMYV	**Kyle Fisher** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	604 397 369	✠100A1 ~~9,41~~ ~~4,40~~4,42 ✠LMC5,39	~~Shl~~ ~~Liv~~ Lan	*h*	OG 4,40	1939 5mo *Lloyd*	DeHaan&Oerlemans Scheepsbwf. Heusden *'sA&CP*	**JamesFisher& Sons,Ld.** *CellD*	164·2 171·6(O.L.) P45'Q54'F18' FK *B*104' 129*t FPT*32*t*	28·6	10·7	**Barrow** British 3*BHCem* *APT*33*t*	Oil Engines 2S.C.SA 5Cy.$11\frac{7}{16}$"-$19\frac{11}{16}$" 114NHP SulzerBros.Ld.Winterthur	12 ″ 10 s4 ″ 3 12 ″ $8\frac{1}{4}$	
27115 135527 MFBT	**Kyle Queen** (*ex*Cornish Coast-35,*ex*Volana) **3Mst** *ss*Bkn.2ndNo.3-7,38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	616 421 256	✠100A1 12,41~~7,38~~ ✠LMC MS7,38 ~~BS7,40~~ 12,41	~~Bkn~~ Bry	*i*	CL ~~7,38~~ 11,41	1913 11mo *Lloyd*	R.Williamson&Son Workington *'sA&CP*	**WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*)**	175·0 Q103'B9'F22' BK7" *CellDBf*101'120*t*	27·1	11·1	**Liverpool** British 3*BHCem* *FPT*53*t*	T.3Cy.14",24"&40"-27" (*s*) 180lb 80RHP 1SB,*3cf*,GS56,HS1956 Ross&Duncan,Glasgow	13 ″ 4 s4 ″ 7 13 ″ 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft in.*	15 Registers in which classed, if not in L.R. Date of B. of TradeCert
27116 145556 MKVW	**Kyle Rhea** (*ex*TodHead-35) *ss*Gmh.No.3-7,30 *Mchy.Aft* *ss*Grk.No.2-38 *Well deck* 1*Dk*(*Stl*)	323 216 123	✠100A1 4,42 ~~11,40~~ BS4,42 ~~BS6,40~~ ✠LMC3,38	Grk	*d*	CL 10,40	1921 10mo *Lloyd*'*sA&CP*	J.Cran& SomervilleLd Leith	Mrs.E.M.M.G. Cubbin(R.A.Colby Cubbin,*Mgr.*)	130·2 Q48'B8'F23 *FPT*33*t*	22·6 *24·1*	9·6 FK	Glasgow British 3*BHCem* *APT*16*t*	C.2Cy.15"&32"-24" (*s*) 130lb 60RHP 1SB,2*pf*,GS44,HS1168 J.Cran&Somerville,Ld.	10 ″ 6 s ″ 6 10 ″ 2	
27117 147777 MNFC	**Kylebank** (*ex*Copsewood-39) *ss*Shl.No.3-2,37 *ss*Bkn.No.1-40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	969 900 537	✠100A1 ~~8,40~~ 10,41 ~~MBS11,39~~ ✠LMC8,40 BS9,41	~~Liv~~ Bkn	*l*	CL 8,40	1925 4mo *Lloyd*'*sA&CP*	Osbourne, Graham& Co.Ld. Sunderland	KyleShipping Co.Ld.(Monroe Bros.*Mgrs.*) *CellDB*	198·0 204·7(O.L.) Q133'B14'F25' *f*128'217*tFPT*112*t*	32·3	12·4 FK	Liverpool British 3*BHCem* *APT*47*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 131NHP 1SB,3*pf*,GS61,HS2239 G.Clark,Ld.Sunderland	14 ″ 7 s 4 ″ 8¼ 14 ″ 6½	
27118 131387 MFZJ	**Kylebay** (*ex*HampshireCoast-36) *ss*Bkn.2ndNo.3-11,36 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	787 558 378	✠100A1 3,42 ~~4,40~~ Examined 10,41 BS~~4,40~~ 4,41 ✠LMC11,36	~~Bkn~~ Cff Bry	*k*	CL ~~3,40~~ 2,42	1911 9mo *Lloyd*'*sA&CP*	W.Harkess &Son,Ld. Middlesbro'	WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*) *Cell*	195·0 Q109'B13'F33' *DBf*117'158*t FPT*	30·0	11·6 FK	Liverpool British 3*BHCem* 39*tAPT*24*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 136NHP 2SB,4*cf*,GS72,HS2374 Richardsons,Westgarth& Co.Ld.Mdb	13 ″ 10 s 4 ″ 0¼ 13 ″ 5½	
27119 147785 MNSJ	**Kylebrook** (*ex*Homewood-39) *ss*Shl.No.3-5,39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	870 586 426	✠100A1 7,40 BS~~5,40~~ 7,41 ✠LMC5,39	Abn	*k*	CL 5,39	1927 1mo *Lloyd*'*sA&CP*	R.William- son&Son,Ld. Workington	~~KyleShippingCo.~~ ~~Ld.(MonroeBros.~~ ~~*Mgrs.*)~~ Northwest ShippingCo.Ld.	188·3 193·8(O.L.) Q116'B11'F23' *CellDB*114'177*t*	30·2	12·4 FK	Liverpool British 3*BHptCem* *FPT*44*t*	T.3Cy.14",24"&40"-27" (*s*) 200lb *100lb* 99RHP 1SB,3*cf*,GS54,HS1960 W.Beardmore&Co.Ld. Coatbridge	14 ″ 7 s4 ″ 10 14 ″ 4¼	
27120 152256 EIFJ	**Kyleclare** *ss*Liv.No.2-40 ~~*ss*Bkn.No.1-36~~ 1*Dk*(*Stl*)	700 568 261	✠100A1 7,41 ~~4,40~~ ✠LMC MS1,40 BS~~4,40~~5,41	~~Liv~~ Bry	*m*	CL ~~12,39~~ 6,41	1932 5mo *Lloyd*'*sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	LimerickS.S.Co. Ld. *CellDBa&uE* 54'*f*82'18	211·7 220·7(O.L.) P35'B82'F65' 3*tFPT*57*tAPT*34*t*	32·7	12·6 BK6"	Limerick British 4*BHptCem* *ptAsp*	T.3Cy.17",28"&46"-33" (*r*) 185lb 173NHP 2SB,6*cf*,GS99,HS3211 CaledonSB.&E.Co.Ld.Dun	13 ″ 3 s ″ 11¾ 12 ″ 11¼	
27121 132859 MDRB	**Kylecroft** (*ex*NormanQueen,-37 *ex*Anglesey *ss*Mch.2ndNo.3-8,36 Coast-37,*ex*Enda) 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	863 593 428	✠100A1 9,39 Examined 7,41 BS~~2,40~~ 7,41 ✠LMC8,36	Ayr Bkn	*l*	CL 9,39	1911 12mo *Lloyd*'*sA&CP*	Dublin DockyardCo. Dublin	KyleShippingCo. Ld.(MonroeBros. *Mgrs.*) *CellD*	200·2 Q115'B9'F34' *Ba*64'*f*53'159*tFPT*	30·6 *32·3*	12·5 BK7"	London British 3*BHCem* 64*tAPT*15*t*	C.2Cy.22"&46"-30" (*s*) 135lb *90lb* 87RHP 1SB,3*cf*,GS69,HS2370 Ross&Duncan,Glasgow	14 ″ 9 s 4 ″ 5 14 ″ 11¾	
27122 135551 MFBZ	**Kylegorm** (*ex*Broadgreen-34, **3Mst** *ex*MadameBrooke, *ss*Shl.No.3-12,26 *ex*Broadgreen) *ss*Bkn.No.2-36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	622 414 264	✠100A1 7,41 ~~11,40~~ Examined ~~11,40~~ 7,41 ~~BS10,39~~ ✠LMC~~3,36~~ 7,41	~~Mch~~ Mil	*i*	CL 5,39	1914 2mo *Lloyd*'*sA&CP*	J.Fuller- ton&Co. Paisley	WaltonS.S.Co.,Ld. (F.L.Dawson&Co., Ld.,*Mgrs.*) *CellD*	175·2 Q96'B9'F32' *Bf*95'137*t FPT*51*t*	28·1	10·4 BK6"	Liverpool British 3*BHCem* *APT*44*t*	T.3Cy.14",24"&40"-27" (*s*) 180lb 90RHP 1SB,3*pf*,GS54,HS1899 Ross&Duncan,Glasgow	13 ″ 0 s 4 ″ 5 13 ″ 1	
27123 106076	**Kylemore** Ⓟ (*ex*Vulcan, **PadSp** *ex*Britannia) 1*Dk*	319 261 126					1897	Russell& Co. Pt.Glasgow	Williamson- Buchanan Steamers(1936)Ld	200·5	24·1	7·7	Glasgow British	C.D.2Cy.23½"&47"-51" 93RHP Rankin&Blackmore,Grk.		
27124 122956 MCNJ	**Kylemount** (*ex*Northdale-34, **3Mst** *ex*Carterside, *ss*Bkn.2ndNo.3-8,31 *ex*Argus) *ss*Bkn.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	704 499 313	✠100A1 5,42 ~~8,40~~ Examined ~~6,41~~5,42 BS~~9,41~~ 5,42 ✠LMC5,40	~~Drt.~~ ~~Liv~~ Bkn	*j*	CL 4,40	1906 8mo *Lloyd*'*sA&CP*	J.Fuller- ton&Co. Paisley	WaltonS.S.Co.,Ld. (F.L.Dawson&Co., Ld.,*Mgrs.*) *Cell*	185·0 Q94'B9'F27' *DBf*106'177*t FPT*	30·1	11·6 FK	Liverpool British 3*BHCem* 61*tAPT*4*t*	T.3Cy.16",26"&44"-33" (*s*) 150lb NDB21 96RHP 1SB,3*pf*,GS56,HS1781 Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 8¾ 13 ″ 5	
27125 161548 GLKQ	**Kyloe** *ss*Shl.No.2-38 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2820 2378 1695	✠100A1 ~~7,40~~ ~~8,41~~ 1,42 BS1,42 ~~BS11,40~~ ✠LMC10,38	~~Nwc~~ Shl	*t*	CL ~~11,39~~ ~~7,41~~ 1,42	1930 3mo *Lloyd*'*sA&CP*	Smith's DockCo.Ld. Middlesbro'	SharpS.S.Co.Ld. (Sharp&Co.*Mgrs.*) *CellDB*205'681*t*	305·0 P23'B50'F23' *Trunk in wells* *DTa*56'255*t FPT*1	45·5	21·3 FK	Newcastle British 6*BHCem* 64*tAPT*100*t*	T.3Cy.21",35"&57½"-42" (*s*) 180lb 266NHP 2SB,6*cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 1¾ 20 ″ 6¾	
27126 753 SVKY	**Kyma** (*ex*Rothley-33) *ss*Pir.2ndNo.3-2,34 *ss*Pir.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	3959 3757 2481	✠100A1 7,41 ~~9,40~~ ✠LMC MS2,38 BS2,41	~~NYk~~ Bkn	*w*	CL ~~2,40~~ 7,41	1911 9mo *Lloyd*'*sA&CP*	BlythSB.& D.D.Co.Ld. Blyth	A.K.Pezas *Cell D Ba* 115'	352·5 P31'B98'F39' *uE&B*40'*f*154'929*t*	50·8	24·9 FK	Piræus Greek 6*BHCem* *APT*155*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 356NHP 2SB,6*cf*,GS136,HS5756 N.E.MarineEngCoLd Nwc	27 ″ 4 s 4 ″ 9½ 22 ″ 8	
27127 28143 JFOE	**Kyodo Maru** (*ex*Gallia) **TwinSc** *OilEng.* *ss*Rot.No.2-23 *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	1090 888 741	✠ ... 6,25 ✠				1914 3mo	Gebr.Pot Bolnes	KagitomiShosaku	190·0 P44'F21'	33·5	17·0 FK	Niigata Japanese *WB*	Oil Engines 2S.C.SA 8Cy.16½"-18⅞" 384NHP J&CGBolindersCo.LdSkm	18 ″ 0	
27128 11626 JSXE	**Kyodo Maru No. 11** **TwinSc** (*ex*YutakaMaru, *ex*KyodoMaruNo.11) 1*Dk*	372 262 161					1909	S.Ono Osaka	AwanokuniKyodo KisenK.K.	145·2	20·3	12·2	Toku-shima Japanese	T.6Cy.10",16¾"&28"-16" 63NH S.Ono,Osaka		
27129 13885 JSDB	**Kyodo Maru No. 13** (*ex*Bangkok, *ex*Charon) 2*Dks*	1999 1857 1409					1896	Workman, Clark&Co.Ld Belfast	OginunoSotaro	284·5 B74'F36'	40·0	21·0	Fushiki Japanese *WB*	T.3Cy.19",32"&52"-30" 148NHP Workman,Clark&Co.Ld.		
27130 11081 JOZE	**Kyodo Maru No. 18** Ⓟ 2*Dks*	794 671 537					1908	Hanta Ryotaro Osaka	ToaKaiunK.K.	180·0	28·0	18·6	Komatsu-shima Japanese	T.3Cy.13",21½"&36"-27" 67NHP HantaRyotaro,Osaka		
27131 30038 JSZE	**Kyodo Maru No. 28** Ⓟ (*ex*Vima, *ex*Zion,*ex*HaimMazza, *ss*Alx.No.1-24 *ex*Zion,*ex*HaimMazza, 2*Dks* *ex*Minoru) *CruiserStern*	1506 1328 887	✠ ... 6,24 ✠				1919 8mo	Swan.Hun- ter&Wigham Richardson, Ld Newcastle	ToaKaiunK.K.	258·0	34·8	23·7 FK	Amagasaki Japanese *WB*	T.4Cy.20½",33"&(2)37"-30" 207NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 6	
27132 35328 JIDC	**Kyodo Maru No. 36** Ⓟ 2*Dks*	1500 1192 902					1929	Kawasaki Dkyd.Co.Ld. Kobe	AwanokuniKyodo KisenK.K.	240·0 P46'B55'F32'	36·0	20·0	Amagasaki Japanese *WB*	T.3Cy.18",30"&49"-36" 144NHP KawasakiDockyardCo.Ld.		
27133 43726 JHNL	**Kyoei Maru** *OilEng.* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	603 — 368					1937	Harima S.B.&Eng. Co.Ld. Harima	KyoeiTankerK.K.	176·2	30·0	12·8	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$"-$22\frac{7}{16}$" 116NHP KobeSteelWorks,Kobe		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la derniere Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B.of Trade
27134 47588 JGVM	**Kyoei Maru No. 2**	1157 — 551					1940	Harima S.B.&Eng. Co.Ld. Harima	KyoeiTankerK.K.	209·1	34·4	17·2	Kobe Japanese	Steam Engine		
27135 26830 JHID	**Kyokkō Maru** (*ex*Kyokkoh Maru-38,*ex*Ypres Maru) *ss*Yka.No 3-1,31 *ss*Kob.No.2-40 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6783 6475 4988	✠100A1 *Shelter dk with freeboard* 6,40 ✠LMC6,40	Kob	*a*†	CL N6,40	1920 10mo	Teikoku S.S.Co. OHarima A&CP	YamashitaKisen K.K. *CellDB*366′1153*t*	425·0 FK *Collision* *DTa*39′936*tFPT*15	53·6	34·9	Kobe Japanese *ptCem* *BHtoShdk* 6 „ „ *U* „ 3*tAPT*72*t*	T.3Cy.28″,47″&79″-51″ (*s*) 200lb 584NHP 3SB,9*cf*,GS192,HS7956 FD KobeSteelWorks,Ld.Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
27136 44248 JDCM	**Kyokusei Maru** (*ex*ShunHwa-38, *ex*Chilcop-36, *ex*MargaretCoughlan) *ss*N.Yk.No.3-6,34 2*Dks*(*Stl*) D.F. *Fitted for oil fuel*	5493 — 4008	✠ … 8,38 ✠	Kob	*z*		1920 6mo	JCoughlan &Sons,Ld. Vancouver, B.C.	AsahiShojiK.K. *Intermediate Bulk* *&afterholds*	410·5 P44′B115′F47′ FK *head in fore* *dispensed with* 5*BH* *CellDB*361′	54·0	29·7	Tokyo Japanese *ptCem* *only* 1287*t DT*25′	T.3Cy.27″,44″&73″-48″ 520NHP 3SB,9*cf*,GS198,HS7743 J.G.Kincaid&Co.Ld.Grk. 511*tFPT*131*tAPT*87*t*	29 ″ 9	C †
27137 39886 JWTI	**Kyokuto Maru** *OilEng.* 1*Dk*&2*nd dk clear of oil tanks* *Mchy Aft* *CruiserStern* *Longitudinal framing in oil tanks* *Carrying Petroleum in bulk*	10052 9038 5821	✠ … 11,38 ✠	Yka	*f*†		1934 12mo	Kawasaki Dkyd.Co.Ld. Kobe	IinoShojiK.K. *CellDBuE*100′ 462*t*	502·3 P162′B37′F36′ FK *DTf*50′ 499*t FPT*	65·0	37·1	Nakamai-zuru Japanese 12*BHptCem* 220*tAPT*98*t*	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$″-47¼″ 2115NHP KawasakiDkydCoLdKobe	37 ″ 1	C †
27138 21788	— **WoodAux** **3MstSr** 1*Dk*	361 — 256					1917	Sakamoto Inosuke, Osaka	GoshiKaisha ChyuyetsuShoko	127·0	27·0	13·6	Higashi-Iwase Japanese	C.2Cy.12⅛″&24½″-14″ Tanabe 19NHP Tekkosho,Yokohama		
27139 45200 JQFM	**Kyokuyo Maru** (*WhaleOilFactory*) *OilEng.* D.F. E.S.D. GyC. 2*Dks*	17549 — 13764					1938	Kawasaki Dkyd.Co.Ld. Kobe	KyokuyoHogei K.K.	537·0 P150′F106′	74·0	48·8	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy. 23⅝″-35$\frac{7}{16}$″ 1560NHP KawasakiDkyd.CoLdKob.		C
27140 44836 JQAM	**Kyosei Maru** *OilEng.* *Mchy.Aft* *CruiserStern*	557 — 350					1938	Urabe ZosenTekko-sho Osaka	KyoseiKisenK.K.	150·0	27·5	14·0	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.13¾″-20½″ 111NHP KobeHatsudokK.K.Kobe		
27141 2291 JBVL	**Kyozin Maru** *OilEng.* *CruiserStern*	425 — 302					1937	Urabe ZosenTekko-sho Osaka	KyozinSyosenK.K.	135·0	26·0	13·0	Jinsen Japanese	Oil Engines 4S.C.SA 6Cy.11⅝″-17$\frac{5}{16}$″ 79NHP HanshinIronWorks,Kobe		
27142 2292 JBWL	**Kyozin Maru No. 2** *OilEng.* *CruiserStern*	433 — 302					1937	Urabe ZosenTekko-sho Osaka	KyozinSyosenK.K.	135·0	26·0	13·0	Jinsen Japanese	Oil Engines 4S.C.SA 6Cy.11⅝″-17$\frac{5}{16}$″ 79NHP HanshinIronWorks,Kobe		
27143 2296 JBYL	**Kyozin Maru No 3** *OilEng.* *CruiserStern*	433 — 310					1937	Urabe ZosenTekko-sho Osaka	KyozinSyosenK.K.	135·0	26·0	13·0	Jinsen Japanese	Oil Engines 4S.C.SA 6Cy.11⅝″-17$\frac{5}{16}$″ 79NHP HanshinIronWorks,Kobe		
27144 2299 JBZL	**Kyozin Maru No. 5** *OilEng.* *Cruiser Stern*	433 — 310					1937	Urabe ZosenTekko-sho Osaka	KyozinSyosenK.K.	135·0	26·0	13·0	Jinsen Japanese	Oil Engines 4S.C.SA 6Cy.11⅝″-17$\frac{5}{16}$″ 79NHP HanshinIronWorks,Kobe		
27145 239 JEAG	**Kyozyo Maru** 2*Dks*	372 — 212					1913	…………… Osaka	ChosenKisenK.K.	130·0	24·2	15·5	Fusan, Korea Japanese			
27146 DHOR	**Kyphissia** Sub Sig. **D.F.** 1*Dk*&*Shelter dk*	2964 2681 1739					1923	Schiffs-u. Dockbauw. Flender,A.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7 B59′F36′	48·2	21·1	Hamburg German *WB*	T.3Cy.23⅜″,38$\frac{3}{16}$″&62″-41$\frac{5}{16}$″ 246NHP G.SeebeckA.G. Wesermünde-G		G
27147 847 SZOC	**Kyrapanagia II** (*ex*Clonlee-35) *ss*Lth.2ndNo.3-10,23 *ss*Shl.No.2-32 *Well deck* 1*Dk*(*Irn*)&*deep framing*	*1012* *790* *396*	✠ — 1,37 ✠	Cff	*n*		1899 1mo	AilsaS.B. Co. Troon	A.G.Chalaris *CellDBa*50′*u*	224·0 P23′Q52′B53′F26′ FK&BK1″ *E*17′*f*83′286*t FPT*	33·1	15·6	Piræus Greek 4*BHCem* 45*tAPT*64*t*	T.3Cy.17⅝″,27½″&44″-33″ 123NHP 1SB,3*cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	16 ″ 6	
27148 LEIG	**Kysten** Ⓟ 2*Dks*	300 278 169					1909	Trndhjms Mek.Værks. Trondheim	NamsosDampskibs Selsk.	126·0 H13*t*	21·0	15·4	Namsos Norwegian *WB*	T.3Cy.12″,20″&33″-21″ 50NHP TrondhjemsMek.Værks.		
27149 DOFC	**Kythera** (*ex*Alimnia-36,*ex*Ostsee, *ex*Themisto) *ss*Rot.No.3-5,14 *ss*Rot.No.2-21 1*Dk*&*Spar dk*&*deep framing*	3727 3393 2338	✠ … 8,24 ✠				1901 8mo	C.S.Swan& Hunter,Ld. Newcastle	AtlasLevante-LinieA.G.	348·8 P28′B92′F39′	45·2	17·9 26·1 FK	Bremen German *WB*	T.3Cy.24″,40″&66″-45″ 321NHP Blair&Co.Ld.Stockton	28 ″ 10	G †
27150 760 SZKN	— (*ex*Reinunga-34) *ex*Grove,*ex*Aurora) 1*Dk*2*trB*	1070 970 649	✠ … 3,07 ✠				1902 5mo	Fevigs Jernskibsbyg Fevig	P.Th.Katrakis	225·1 P31′B59′F25′	34·2	17·1 FK	Piræus Greek *WB*	T.3Cy.16½″,27″&44″-30″ Richardsons, 117NHP Westgarth&Co.Ld.Mdb.	18 ″ 3	G †
27151 44564 JFHM	**Kyūsyū Maru** **TwinSc** *OilEng.* *Ref.Mchy.* 3*Dks* *CruiserStern*	8666 — 5180					1937	Mitsubishi JukogyoK.K Nagasaki	HaradaKisenK.K.	466·9 F12′	62·3	41·0	Osaka Japanese *WB*	Oil Engines 2S.C.SA. 14Cy.28⅜″-49$\frac{3}{16}$″ 1960NHP MitsubishiJukogyoK.K. Nag.		C
27152 41506 JPJK	**Kyusyu Maru** *Mchy.Aft* *CruiserStern* 1*Dk*	633 — 343					1936	Amagasaki ZosenSho Osaka	Amagasaki KisenBuGomei Kaisha	170·0	28·0	15·5	Osaka Japanese	C.2Cy.17½″&35⅝″-27″ 55NHP		

‸ Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27153 LCSC	**L. A. Christensen** *OilEng.* *Cruiser Stern* 2*Dks*	4362 3920 2516					1925	Deutsche WerftA.G. Hamburg	A/SUlabrand (HjalmarRöed& Co.*Mgrs.*)	382·7 P112*t*H303*t*F24*t*	53·4	25·4	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅜"-47¼" 492NHP AlgemeineElec.Ges.Berlin		N
27154 226374 KGFE	**L. E. Block** *ss*Cgo.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing at bottom& at deck* D.F. GyC. *Cargo battens not fitted*	9093 8608 7164	✠100A1 *For Service on the Great Lakes* 4,41 ~~4,40~~ BS2,42 ✠LMC3,40	Cgo		2,40	1927 3mo	American S.B.Co. Lorain,O. *Lloyd's A&CP*	InlandSteelCo. (Hutchinson&Co. *Mgrs.*) *CellDBuE&B57'* 221*t side tanks in way of holds*487'7659*t FPT*478*t APT*121*t*	604·2 F58' FK	64·2	28·6	Chicago Utd.States 3*BH*	T.3Cy.25½",41"&67"-42" (*r*) 185lb 497NHP 3SB,6*cf*,GS149,HS8078 FD AmericanS.B.Co.Lorain,O.	33 ″ 0 s10 ″ 11 22 ″ 4½	
27155 216986 WOCU	**L. J. Drake** *ss*N.Yk.No.3-9,30 *ss*Bal·No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)& *Webframes* D.F. GyC. *Longitudinal framing*	6693 6089 4796	✠100A1 ~~6,41~~ ~~3,41~~ 4,42 ✠NE6,22 ✠LMC7,38 BS~~8,40~~9,41 *Carrying Petroleum in bulk* *Fitted for oil fuel*10,18 *F.P. above* 150° F.	~~Gal~~ ~~NNs~~NYk	*a*†	CL ~~9,39~~ 9,41	1918 10mo	AmesS.B. &D.D.Co. Seattle,Wash A&CP	StandardOilCo. ofNewJersey *CellDBuE&B75'* 188*tDT*36'460*t*	419·6 P98'B41'F37' FK *FPT*192*t APT*54*t*	57·2	30·0	Wilmgton (Del.) Utd.States 16*BHCem* (14 *to U dk* 2 „ 2*nd*„)	T.3Cy.24½",41½"&72"-48"(*s*) 200lb 480NHP 3SB(Spt)9*cf*,GS207,HS7416 Hooven,Owens,Rentschler Co.Hamilton,O.	31 ″ 7	
27156 215348 WPCN	**L. L. Abshire** (*ex*WilliamGreen-36) *ss*Mob.2ndNo.3-5,41 ~~*ss*N.Os.No.3-8,28~~ ~~*ss*Mob.No.2-37~~ *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	6353 6056 3925	✠100A1 5,41 ~~5,40~~ BS5,40 ✠LMC~~6,37~~5,41 *Carrying Petroleum in bulk* *Fitted for oil fuel*7,17 *F.P. above* 150° F.	Mob	*b*†	CL 5,40	1917 7mo	W.Cramp& SonsS&EBCo Philadelphia A&CP	SabineTransportationCo.Inc. (M.T.Ball,*Mgr.*) *CellDB*61'235*tDTf*45'629*t*	430·0 446·3(O.L.) P103'B36'F49' FK *FPT*246*t APT*49*t*	58·2	33·3	Baltimore Utd.States 15*BHptCem* (7 *to Upr dk* 8 „ 2*nd*„)	T.3Cy.27¼",45½"&76"-51" 190lb (*r*) 565NHP 3SB,9*cf*,GS185,HS8095 FD W.Cramp&SonsS.&E.B. Co.Phl.	33 ″ 4 s6 ″ 7½ 26 ″ 11½	
27157 238115 WTHK	**L. P. St. Clair** 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft Carrying Petroleum in bulk* *CruiserStern Longitudinal framing*	8066 — 4814					1939	Bethlehem SteelCo.(S.B. Division) Sparrow'sPt. Md.	UnionOilCo.of California	445·4 P92'B35'F40'	64·2	34·9	L.Angeles Utd.States *WB*	2steamturbinesDRgeared to 1 Sc. shaft BethlehemSteelCo.(S.B. Division)Quincy,Mass.		R
27158 81597 WFKI	**L. S. Wescoat** (*ex*WilliamR.Linn-40) D.F. 1*Dk*2*trB* *Mchy.Aft Carrying Petroleum in bulk*	4068 — 2766					1898	Chicago S B.Co. Chicago Converted to	oil Tanker 1940 PureOilS.S.Co.	400·0	48·3	23·9	Baltimore Utd.States *WB*	Q4Cy.19",27½",40"&58"-42" 218NHP ChicagoS.B.Co.Chicago		R
27159 221038 KDOK	**L.V.Stanford**(*ex*AlbertE.Watts-41) *ss*Mob.No.3-2,33 *ss*N.Os.No.2-41 ~~*ss*N.Os.No.1-37~~ 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft Longitudinal framing* Sub.Sig.	7138 6509 5111	✠100A1 8,41 ~~7,40~~ ~~BS1,41~~ BS2,42 ✠LMC~~1,37~~8,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150°F.	~~Gal~~ NOs	*b*†	CL N7,40	1921 2mo	Bethlehem S.B. Corp.Ld. (HarlanPlnt) WlmngtnDel A&CP	SinclairRefining Co.Inc, *CellDBuE&B62'* 200*tDTf*40'588*t*	430·2 P134'B36'F40 FK *FPT*228*t APT*72*t*	59·2	32·8	Wilmingtn Del. Utd.States 17*BHptCem* (13 *to U dk* 4 „ 2*nd* „)	T.3Cy.26½",44"&74"-51"(*s*) 200lb 593NHP 3SB,9*cf*,HS8829 FD BethlehemS.B.Corp.Ld. (HarlanPlnt)Wlmngtn,Dl	33 ″ 3 s6 ″ 8¼ 26 ″ 10	
27160 206189 WNSW	**La Belle** D.F. GyC. *Mchy.Aft* 1*Dk*	6407 — 4876					1909	American S.B.Co. Lorain,Ohio	LaBelleSteamship Co.(M.A.Hanna Co.*Mgrs.*)	504·0 *WB*	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
27161 166530 GMMY	**La Carriere** D.F. E.S.D. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom& at deck*	5685 5141 3231	✠100A1 2,42 ~~2,41~~ BS2,40 ✠LMC8,38 *Carrying Petroleum in bulk* *Fitted for oil fuel*8,38 *F.P. above* 150°F.	~~Mob~~ NYk	*z* 1$\frac{15}{16}$	CL 3,39	1938 8mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	TrinidadLeaseholds,Ld. *CellDBuE&B92'*522*t DTf*43'260*t FPT*110'*APT*50*t*	415·0 430·6(O.L.) P111'B31'F57' FK	53·8	30·6	London British 16*BHptAsp*	T.3Cy.26",44"&74"-48" (*s*) 220lb 590NHP 3SB(Spt),9*cf*,HS8565 FD WallsendSlpwy.&E.Co.Ld	30 ″ 9 s5 ″ 2½ 25 ″ 9	
27162 167411 GFYQ	**La Cordillera** *OilEng.* D.F. E.S.D. GyC. 1*Dk*& *Shelterdk* *Tonnage opening closed'41(W.E.) CruiserStern*	5185 4637 3050	✠100A1 *with freeboard* ~~7,41~~ ~~1,41~~11,41 ✠LMC3,40	~~Cff~~ ~~Gal~~ Gls	*a*† 2	CL	1940 3mo	Wm.Doxford&SonsLd Sunderland *Lloyd's A&CP* *CellDB*356'	BuriesMarkes,Ld. 1235*t MT*29'611*t FPT*134*t APT*166*t*	429·8 444·7(O.L.) F38' FK	56·5	26·5	London British 7*BHptCem* (*Coll to Sh dk* 6 „2*nd*„)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 2DB120lb 687NHP Wm.Doxford&Sons,LdSld	38 ″ 1 s11 ″ 4¾ 26 ″ 10¾	
27163 TUGB	**La Corse** (*ex*Fram,*ex*MontePromina) *Now* "Castillo Jarandilla," *see No.* 35923 *in Supplement* *ss*Tri.No.2-25 1*Dk* *Web frames*	643 542 277	✠ ... ✠				1903 11mo	W.Harkess &Son,Ld. Middlesbro'	S.A.R.L.Louis Carlini&Cie.	174·7 P18'B44'F20' BK7½"	28·3	15·0	Marseilles French *WB*	T.3Cy.14",22½"&37"-27" 128NHP Richardsons,Westgarth &Co.Ld.Mdb	16 ″ 0	
27164	**La Estrella Caltex** (*ex* La Estrella Texaco-41) *OilEng.* *ss*Man.No.2-39 1*Dk*(*Stl*)2*nd dk in holds* *Mchy.Aft*	495 430 284	✠100A1 2,41 ✠LMC2,39 ✠LMC(M)2,41	Cebu	*g*	CL N8,40	1931 6mo	Taikoo D.&E.Co.of H.Kg.Ld. HongKong *Lloyd's A&CP*	Caltex (Philippines) Inc.	145·0 *After bridge*35' FK F20' *MT*15'90*t FPT*26*t*	28·1	13·6	Manila,P.I Utd.States 5*BHCem* 1 „ *to 2nd dk* *APT*26*t*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 102NHP Atlas-DieselA/B,Skm.	14 ″ 7 s2 ″ 1½ 12 ″ 7	
27165	**La Fe** (*ex*Argosy) 3Mst *ss*Abn.No 3-4,12 *Mchy.Aft Well deck* 1*Dk*	*404* *293* *168*	✠ ... 5,13 ✠				1905 2mo	T.Dobson &Co. Hessle, near Hull	EmpresaNaviera deCubaS.A.	151·0 Q81'B11'F17' FK	24·1	10·7	Havana Cuban	T.3Cy.12½",21"&34"-24" 58NHP Crabtree&Co.Ld.Gt.Yar.	11 ″ 9	
27166	**La Florecita** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	330 — 164	✠ ... 3,35 ✠	HKg	*f*		1931 10mo	HongK'ng &Whampoa DockCo.Ld HongKong	RobertDeeSeWee	141·0 F18' FK	27·1	9·7	Manila,P.I. Utd.States 3*BHCem* *FPT*35*t*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 102NHP Atlas-DieselA,B,Skm.	10 ″ 5	
27167 1037 IBCS	**La Foce** D.F. *Mchy.Aft* 1*Dk*	2497 1780 1386					1921	N.Odero fu A.&Co. Genoa	Soc.Anon.Ilva	286·9 P23'	41·2	28·4	Genoa Italian *WB*	T.3Cy18⅛",29⅛"&47$\frac{5}{16}$"-27$\frac{9}{16}$" 115NHP N.Odero fuA.&Co.Genoa.		I
27168 FNOU	**La France** TwinSc *ss*Bou.No.3-4,27 *ss*Bou.No.2-35 1*Dk*(*Stl*-ws)	751 613 175	✠100A1 4,39 BS3,39 ✠LMC2,35 SURVEYS DELAYED	Bou	*k*	11,37	1915 10mo	Jos.T.Eltringham& Co.Ld. Willington Quay *Lloyd's A&CP*	Cie.Franco- Hollando- Américaine	185·1 *Promenade dk* 154' FK *Cell DBf*19'25*t*	34·1	14·7	Boulogne French 4*BHCem*	T.6Cy.15",24½"&41"-27" (*s*) 180lb 219NHP 2SB.6*cf*,GS110,HS3800 JTEltringham&CoLd.Nwc	16 ″ 0 3 ″ 0½ 13 ″ 4	
27169 LEIH	— *ss*Cff.No.2-19 1*Dk*	617 540 354	✠ 11,22 ✠	Liv	*j*		1909 7mo	N.Wiborg Fevig	A/S LaFrance (O.G.GjessensEftf) *Cell DBa*33'*f*83'134*t APT*8*t*	182·0 B48'F24' FK	27·5	13·1	Skudesnæs Norwegian 4*BHCem*	T.3Cy.13",21"&33"-27" 78NHP 1SB,3*pf*,GS45,HS1423 AkersMek.Værks.Oslo	15 ″ 7	N †
27170 EEUU	**La Guardia** 1*Dk*2*trB*	667 — 284					1900	Cia.Trasatlantica Cadiz	Francisco y Josè MaCondeminas	160·4 H33'F22'	26·2	16·4	Barcelona Spanish *WB*	T.3Cy.11",18"&29"-24" 41NHP AkersMek.Værks.Oslo		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
27171 TTDS	**La Mailleraye** (*ex*Scherpendrecht) *Mchy.Aft* 1*Dk*	490 — 264					1918	Johs.Berg Delfzijl	Worms&Co.	160·0|25·7|11·9 P49'F22'	Havre French *WB*	T.3Cy.12⅗",$19\frac{9}{10}$"&31½"–21⅗" 46NHP Johs.Berg,Delfzijl		V
27172 FPDA	**La Marsa** (*ex*Sargasse–38, *ex*GouverneurGeneralPiquet–34, *ex*Etienne deFlacourt, 1*Dk&Shelter dk* *ex*Yalta,*ex*Cöln) *Fitted for oil fuel* D.F.	1439 1189 638					1914	G.Seebeck Akt.Ges. Weser- münde-G.	P.G.Cottaropoulos &P.Canallas(P.G. Cottaropoulos, *Mgr.*)	268·9|38·5|22·6 B34'F36'	Marseilles French *WB*	T.3Cy.22⅘",36⅗"&59"–39⅜" 190NHP G.SeebeckAkt.Ges.Wsm.		V
27173 215578 KLGK	**La Merced** AuxTwinSc4MstSr *OilEng.* 1*Dk2trB* (*See Sailing Ship Register*)	2146 — 1938					1917	J.Robert- son, Benicia,Cal.	~~AlaskaSouthern~~ ~~PackingCo.Inc.~~ ~~NickBez~~Penin- sularPackingCo	232·0|43·6|26·6	Seattle, Wash. Utd.States	Oil Engines 2S.C.SA 4Cy.16½"–$18\frac{15}{16}$" 192NHP J&CGBolindersMek.Verks A.B.Skm.		
27174 TWEJ	**La Nymphe** (*ex*Nymphe) TwinSc 1*Dk*	452 — 75					1916	Bremer Vulkan Vegesack	Soc.An.desBainsde Mer et duCercle des Etrangers de Monaco	182·7|24·1|16·6 F59'	Monaco	T6Cy13⅜",$19\frac{7}{10}$"&$30\frac{7}{10}$"–17¾" E*made*16 79NHP BremerVulkan,Vegesack		V
27175 EARN	**La Palma** Ⓟ *ss*LaP.2ndNo.3–5,26 *ss*LaP.No.2–35 1*Dk&Shelter dk*(*Teak*)	*871* *478* *486*	✠ — 12,39 ✠	LaP	*m*		1912 4mo	W.Harkess &Son,Ld. Middlesbro'	Cia.Trasmediter- rànea *Cell DBa*33'*uE*	210·0|30·0|10·2 B *on Shelter dk*72' FK 17'*f*95'160*tFPT*14*t*	SantaCruz Spanish 5*BHCem* *APT*13*t*	T.3Cy.16½",27"&44"–28" 149NHP 2SB,4*cf*,GS74,HS2561 MacColl&Pollock,Ld.Sld.	12 〃 3	
27176 166401 MMRV	**La Pampa** *OilEng.* D.F. 1*Dk&Shelter dk* E.S.D. GyC. *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4149 3636 2474	✠100A1 *withfreeboard* ~~4,118,40~~ 3,42 ✠LMC4,38	~~Hul~~ ~~Bal~~ Bom	*z*	CL ~~3,41~~ 3,42	1938 4mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP* *Interm* *CellDB*330'	BuriesMarkes,Ld. *ediate BHin after* 1569*t water ballast*	381·4|55·2|22·7 397·0(O.L.) F38' FK *hold dispensed with* *tank on Shelter dk*	London British 5*BHptCem* (*Coll to Sh dk* 4 ,, 2nd ,,) 28'273*tFPT*	Oil Engines 4S.C.SA 6Cy.29⅛"–$59\frac{1}{16}$" 490NHP 2DB85lb GötaverkenA/B,Got. 97*tAPT*243*t*	~~27 〃 6~~ ~~s2〃10¾~~ ~~24 〃 9¾~~ 36 〃 0 s10〃4¼ 25 〃 9¾	
27177 143671 GDLQ	**La Paz** TwinSc *OilEng.* *ss*Hul.No.3–10,32 *ss*Hul.No.1–36 2*Dks*(*Stl*) *Shelter dk*(*Stl*)	6548 6095 4052	✠100A1 *Shelter dk* *withfreeboard* ~~9,80~~ 10,41 Examined 10,41 ✠LMC CS9,37 DBS6,41 6,38	~~Hul~~ Liv	*z*	CL ~~4,38~~ 10,41	1920 10mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	PacificStmNavCo.	406·3|54·2|32·9 P32'B89'F45' FK *on Shelter dk* *CellDB*349'1039	Liverpool British *ptCem* 7*BHtoSh dk* *tFPT*116*tA*	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" DB100lb 810NHP Harland&Wolff,Ld.Gls. *PT*123*t*	35 〃 5 s8 〃 9 26〃10¾	
27178 225181 KDCK	**La Perla** Ⓟ *ss*N.Os.No.1–41 *ss*Bal.No.3–10,37 D.F. 4*Dks*(*Stl–Wthrdk ws*) *Ref.Mchy.* *CruiserStern*	3792 3187 2105	✠100A1 *withfreeboard* 2,42 ~~1,41~~ ~~10,41~~ MS10,41 ✠LMC ~~MS8,36~~ ~~BS8,40~~ 8,41 *Fitted for oil fuel* 7,25 *F.P. above* 150°F.	~~Bal~~ NOs		CL 1,41	1925 7mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP* *Inter* *CellDB*272'502	MunargoLineCo. (UnitedFruitCo. *Mgrs.*) *mediateBHin fore*	325·2|48·1|28·3 P36'B108'F40' BK1½"*on*FK *hold dispensed with* *tFPT*52*tAPT*13*t*	NewYork Utd.States 4*BHCem*	T.3Cy.24¾",41½"&69"–48" 200lb (*s*) 578NHP 3SB,12*cf*,HS9201 CammellLaird&CoLd.Bkn	31 〃 9 s 8 〃 3 23 〃 8½	
27179 221103 KDPX	**La Placentia** 2*Dks&Shelter dk 3trB* D.F. *Longitudinal framing* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	8272 6310 5107					1921	Southwest- ernS.B.Co. SanPedro,Cal	UnionOilCo.of California	440·0|58·2|32·8	Ls.Angeles Cal. Utd. States *WB*	Q.4Cy.24",34",51"&74"–54" 402NHP LlewellynIronWorks, LosAngeles		R
27180 DHUM	**La Plata** Ⓟ (*ex*Sachsen–37) 4Mst D.F. Sub.Sig. 2*Dks* *Ref.Mchy.* *Fitted for oil fuel*	8056 7337 4861					1922	Bremer "Vulkan" Vegesack	Hamburg-Süd- Amerik.Dampf- schiffahrtsGes.	468·7|58·3|32·7 P55'B224'F41	Hamburg German *WB*	T.3Cy.32¼",52¾"&86⅝"–55⅛" 556NHP BremerVulkan,Vegesack		G
27181 HPAM	**La Playa** *ss*N.Yk.No.1–28 *OilEng.* *Ref.Mchy.* 4*Dks* Sub.Sig. *Cruiser Stern*	*3682* *3183* *2144*	✠ ... 1,32 ✠NE9,27				1923 11mo	Cammell Laird&Co.Ld. Birkenhead	BalboaShppg.Co. Inc.(UnitedFruit Co.*Mgrs.*)	325·2|48·1|28·3 P35'B107'F41' BK1½"*on*FK	Balboa Pnamanian *WB*	4 Oil Engines connected to Elec. Motor & Sc. shaft 2S.C.SA 16Cy.$19\frac{11}{16}$"–$19\frac{11}{16}$" 1096NHP "Fiat"Stab.Grandi Motori,Turin	31 〃 9	C †
27182 221691 KDVJ	**La Purisima** 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	5091 — 3032					1921	Southwest- ernS.B.Co. SanPedro,Cal	UnionOilCo.of California	392·3|51·2|30·4	Ls.Angeles Cal. Utd.States	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
27183	**La Salina** TwinSc *ss*Aru.No.3–6,39 *Mchy.Aft* 1*Dk*(*Stl*)	2402 1743 1242	✠100A1 7,41 ~~1,41~~ BS8,41 ~~BS6,40~~ ✠LMC6,39 *CarryingPetr* *Fitted for oil*	Aru *oleum* *fuel* 6,	*t* *in* 27	CL N11,38 *bulk* *F.P. a*	1927 6mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast '*sA&CP* *Wing* 50° F.	Cia dePetroleo Lago *tanks f* 286*t Wing*	305·7|50·2|14·3 P67'F34' FK *Trunk*204' *tanks a* 356*t FPT*	Maracaibo Venezuelan 7*BHptCem* 60*tAPT*75*t*	T6Cy.13½",23½"&36"–27"(*s*) 180lb 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 〃 0 s1〃10¼ 13 〃 4	
27184 203628 WTBL	**La Salle** (*ex*F.A.Bailey, *ex*J.H.Sheadle) D.F. Sub.Sig. 1*Dk* *Mchy.Aft*	7238 — 6181					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs IronCo.	530·0|56·2|26·7	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",37"&63"–42" 257NHP GtLakesEngWrks.Detroit		R
27185 220889 KDLT	— (*ex*GeorgePeirce–40) 2*Dks&Web frames* Sub.Sig. *Fitted for oil fuel*	5462 4971 3365	✠ ... 1,21 ✠				1920 12mo	Merchant S.B.Corp. Chester,Pa.	WatermanS.S. Corp.	400·7|54·2|30·4 P36'B124'F44' FK	Mobile,Ala Utd.States *WB*	2 steam turbines DRgeared to 1 sc. shaft 635NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32〃10	R †
27186 557 ESFD	**Läänemaa** 4Mst *OilEng.* 1*Dk*	604 483 325					1922	Peter Wharf Tallinn	Tallinna LaevaühisusA.S. (TheTallinnShip- pingCo.Ld.)	166·6|28·7|12·1	Tallinn Estonian	Oil Engines 4S.C.SA 6Cy.$12\frac{13}{16}$"–16½" 96NHP Gebr.Körting,Hannover		G
27187 LEII	**Lab** D.F. 1*Dk*	1118 982 665					1912	Akers Mek.Værks. Oslo	A/S Lab (H.Tangvald- Pedersen)	226·4|36·5|15·7 P17'B52'F24'	Porsgrunn Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks.Oslo		N

No. in Book. / Official No. / Code Letters.	Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27188 1649 IPDO	**Labor** TwinSc *OilEng.* *Mchy.Aft* ssMfl.No.2-38 1*Dk*(*Stl*)& *Web frames*	510 370 249	✠100A1 12,39 ✠LMC CS7,38 5,39 *CarryingPetroleum in bulk* NO LATER SURVEY REPORTED	Mfl	*h*	CL 12,39	1930 5mo	Soc.Odero Terni Orlando Genoa *Lloyd'sA&CP*	"LaColumbia" Soc. Maritt.perTrasporto diPetrolio e Derivati	165·2|28·0|11·8 156·3 P49'F20' FK *Trunk*78'	Genoa Italian 10*BHCem*	Oil Engines 2S.C.SA 8Cy.10¼"-17$\frac{11}{16}$" 147NHP Soc.Anon Fiat,Turin	12 " 6 s 1 " 1½ 11 " 5½	
27189 CSGI	**Labrador** WoodAux3MstSr (*ex*Lydia-35,*ex*Sailing Vessel, *OilEng.* *ex*Skjold) 1*Dk* (*See Sailing Ship Register*)	307 275 226					1919	Korsör Skibs.A/S Korsör	Soc.Lisbonense de Pesca deBacalhau Ltda.	125·9|28·9|13·4 Q27'	Lisbon Portuguese	Oil Engines 2Cy.14"-16$\frac{15}{16}$" E*made—fitted*35 KorsörSkibsværftA/S		
27190 149430	**Lachinedoc** *Mchy.Aft* 1*Dk*	1926 1638 1149					1927	Swan,Hunter&Wigham Richardson, LdSunderlnd	PatersonSteamships,Ld.	252·8|43·4|17·8 Q100'F35'	FtWilliam Ont. British *WB*	T.3Cy.15",25"&40"-33" 92NHP MacColl&Pollock,Ld.Sld		C
27191 205349 WCDP	**Lackawanna** (*ex*EdwinE.Slick, *ex*DanielB.Meacham) D.F. *Mchy.Aft* 1*Dk*	6971 — 5482					1908	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	530·0|56·2|32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",37"&63"-42" 257NHP GreatLakesEng.Wks.Det.		R
27192 139260 GSMC	**Lackenby** ssCff.No.2-36 D.F. 1*Dk*(*Stl*)	5112 4846 3200	✠100A1 ~~8,11,41~~ 10,41 Examined 9,41 ~~BS5,40~~ ✠LMC~~3,39~~	~~BAs~~ ~~Gms~~ Hlx 9,41	*z*	CL ~~11,37~~ 8,41	1928 7mo	Wm.Gray &Co.Ld. WHartlepool *Lloyd'sA&CP*	RopnerShipping Co.Ld.	412·1|54·2|27·0 P30'B236'F41' FK *CellDB*366'1432t *FPT*173t	W.Hartlpl British 7*BHCem* *APT*192t	T.3Cy.26",41"&73"-48" (*s*) 180lb FD 515NHP 3SB(Spt)9*cf*,GS172,HS7614 Cen.Mar.Eng.Wrks.WHpl	29 " 11 s 4 " 11¼ 25 " 3	
27193 160633 GNBB	**Lacklan** (*ex*Vacuoline-34) 3Mst GyC. ssYka.No.2-37 D.F. *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing–bracketless system*	8670 8020 5223	✠100A1 10,41 ~~2,41~~ ~~Examined2,41~~ 10,41 BS2,41 ✠LMC8,37 *CarryingPetroleum in bulk* *Fitted for oil fuel*1,29 *F.P. above* 150° F.	~~Sba~~ ~~Sba~~ NYk	*d*†	CL ~~6,38~~ 10,41	1929 1mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	Socony–Vacuum Transportation Co.Ld.	460·0|62·8|36·5 P118'B42'F41' FK *Cell DBuE&B*65' *f*27'2	London British 18*BHptCem* *ptAsp* 80t*FPT*190t	Q4Cy24¾",35½",51"&73"-51" 230lb (*s*) 630NHP 3SB,9*cf*, HS9276 FD D.Rowan&Co.Ld.Glasgow *APT*130t	36 " 6 s 7 " 5½ 29 " 3½	
27194 145925 GJCD	**Laconia** Ⓟ TwinSc ssLiv.No.3-1,35 D.F. E.S.D. 2*Dks*(*Stl*)& *Shelter dk* Sub.Sig. (*Stl-ptws*)& *Shade dk*(*Stl-ws*) 3*rd dk*(*Stl*)*in holds except No.*4 *Ref.Mchy.* GyC.	19695 14245 11717	✠100A1 *Shelter dk withfreeboard* 1,42 ~~11,39~~ Examined 1,42 MS1,39 ~~BS12,38~~ ✠LMC~~1,34~~ Lloyd'sRMC~~7,39~~12,41 *Fitted for oil fuel*5,22 *F.P. above* 150° F.	~~Sou~~ Liv BS12,41	*n*†	CL s1,39 P10,39	1922 1mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	CunardWhite Star,Ld.	601·3|73·7|40·6 B284'*onShade dk* FK *CellDB*521'2571t *DTf*46'1650t *Tank 'tween tunnels* 18'82t *Tanks at sides of tunnel* 48'375t *FPT*122t *APT*69t	Liverpool British *ptCem* 10*BHtoSh dk*	6 Steam Turbines DR geared to2 Sc.Shafts (*r*) 220lb HS29916 2561NHP 3D&3SB,36*cf*,GS747 FD WllsndSlpwy.Co.Ld.Nwc.	45 " 0 s 12 " 9½ 32 " 8	BT till 12,42
27195 71 IBBS	**—** ssTri.2ndNo.3-7,36 D.F. 2*Dks*(*Stl*) *Now* "Elwood," *see No.* 36400 *in Supplement*	5932 5503 3762	✠100A1 8,39 ✠LMC MS7,36 BS11,39 NO LATER SURVEY REPORTED	Tri	*z*	CL 8,39	1912 5mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	LaconiaS.S.Co. (D.Tripcovich)	430·8|51·7|29·3 418·0 54·0 P37'B137'F44' FK *CellDBa*144'*uE*25'*f*182'1333t *DTa*34'990t*FPT*	Trieste Italian 7*BHCem* 112t*APT*36t	T.3Cy.27",45"&74"-48" 180lb *80lb* 481NHP 3SB,9*cf*,GS156,HS6993 FD N.E.MarineEngCo.LdNwc	32 " 2 s 6 " 7¼ 25 " 9	
27196 198 SVQA	**Laconikos** (*ex*Laconicos-33, *ex*Navigator) ssAnt.2ndNo.3-11,39 *Cargo battens not fitted* 2*Dks*(*Stl*)	3803 3602 2404	✠100A1 8,41 ~~8,40~~ ✠LMC MS3,39 BS~~11,39~~3,41	~~Gal~~ Bom	*w*	CL 3,39	1914 5mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	M.A.Embiricos	365·2|47·1|27·3 P33'B109'F37' FK *CellDBa*112'*uE&B*48'*f*158'820t*FPT*	Andros Greek 6*BHCem* 41t*APT*14t	T.3Cy.23",38½"&64"-48" (*s*) 215lb 382NHP 3SB,9*cf*,GS179,HS6456 Dunsmuir&JacksonLd.Gls	29 " 6 s 5 " 2½ 24 " 6	
27197 UOBN	**Ladoga** (*ex*Arnfried-32) Sub.Sig. 1*Dk*	2332 2011 1355					1921	J.Frerichs &Co.A.G Einswarden	U.S.S.R.	296·2|42·8|19·5 P&B233'F37'	Leningrad Russian *WB*	DR Geared Steam Turbine Frd.KruppA.G.Kiel		
27198 151207 CYGS	**Lady Alexandra** Ⓟ TwinSc 2*Dks* *CruiserStern* *Fitted for oil fuel*	1396 585 678					1924	Coaster Const.Co.Ld. Montrose	Union Steamships, Ld.	225·4|40·1| 9·7	Vancouver British *WB*	T.6Cy.13¼",21¼"&34"-21" E*made*19*fitted*21 106NHP Bow,McLachln&CoLd.Psy		C
27199 14628? GWDV	**Lady Anstruther** 3Mst ssIrv.No.3-5,34 1*Dk*(*Stl*) ssIrv.No.1-38 *Well deck* *Mchy.Aft*	527 363 203	✠100A1 11,41 ~~11,40~~ ~~BS8,40~~ ✠LMC6,38	Irv BS11,41	*h*	CL 11,40	1922 2mo	Dublin Shipbuilders, Ld. Dublin *Lloyd'sA&CP*	Nobel'sExplosives Co.Ld	167·4|26·6|10·6 174·4(O.L.) *28·1* Q94'B9'F31' BK7¼" *CellDBf*90'116t*FPT*	Glasgow British 3*BHCem* 54t*APT*30t	T.3Cy.14½",24"&40"-27" (*s*) 180lb 99RHP 1SB,3*cf*,GS58,HS2100 W.Beardmore&Co.Ld.Gls.	12 " 10 s 4 " 2½ 13 " 2¼	
27200 152718 CYGN	**Lady Cecilia** Ⓟ TwinSc (*ex*Swindon) 2*Dks* *Cruiser Stern* *Fitted for oil fuel*	944 691 325					1919	Ardrossan DD&SBCoLd Ardrossan	UnionSteamships, Ld.	219·5|28·6|15·5 B134'	Vancouver British	T.6Cy.13¼",21¼"&34"-21" 106NHP Ross&Duncan,Glasgow		C
27201 132019 MDGG	**Lady Connaught** Ⓟ TwinSc (*ex*Lady ssLiv.2ndNo.3-5,36 Leinster-38, 1*Dk*(*Stl-ptws*)2nd*dk* *ex*Patriotic) D.F. *in Nos.*1&2*holds*	2284 1427 962	✠100A1 *withfreeboard* 7,40 BS7,40 ✠LMC5,35 *Fitted for oil fuel*4,24 *F.P. above* 150°F	Liv		OG P5,38 s7,40	1912 3mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	British&IrishStm. PacketCo.Ld.	325·4|41·7|16·2 P53'B162'F76' FK&BK1½" *Cell DBu E*40'81t *FPT*	Liverpool British 7*BHCem* 37t*APT*48t	T8Cy(2)21½"(2)35"&(4)41" -36" 195lb (*s*) 840NHP 2DB&1SB20*cf*,GS386, HS14437 FD Harland&Wolff,Ld.Bel.	17 " 11 s1 " 7½ 16 " 6	BT till 7,41
27202 152899 CYGR	**Lady Cynthia** Ⓟ TwinSc (*ex*Barnstaple) 2*Dks* *CruiserStern* *Fitted for oil fuel*	950 691 390					1919	Ardrossan DD&SBCoLd Ardrossan	UnionSteamships, Ld.	219·3|28·6|15·5 B134'	Vancouver British	T.6Cy.13¼",21¼"&34"-21" 105NHP Ross&Duncan,Glasgow		C
27203 145035 GDQJ	**Lady Denison-Pender** TwinSc (*CableVessel*) E.S.D. ssSuz.No.3-10,33 ssSng.No.1-38 2*Dks*(*U Stl-ws*) & *Shelter dk*(*ptStl*-teaks) *Cruiser Stern*	1984 1814 841	✠100A1 *Shelter dk withfreeboard* 10,41 ~~7,40~~ ~~BS4,40~~ ✠LMC2,38 *Carrying oil fuel F.P. above* 150° F *in DB & DT* *Fitted for oil fuel*9,20 *F.P. above* 150° F.	CTn BS7,41	*q*	CL ~~12,38~~ 10,41	1920 9mo	Fairfield Co.Ld. Glasgow *Lloyd'sA&CP*	Cable and Wireless, Ld.(SirEdward Wilshaw,K.C.M.G. *Mgr.*)	269·2|38·1|23·8 B*onShelter dk*84' FK *CellDBa*54'*uE*23'*f*119'271t	London British *ptCem* 4*BHtoSh dk* 1 " " *U* "	T.6Cy.15½",25"&41"-30" (*s*) 180lb 352NHP 3SB,9*cf*,GS142,HS5676 FD FairfieldCo.Ld.Glasgow	25 " 0 s 7 " 3 18 " 1	
27204 137808 GWDT	**Lady Dorothy** ssIrv.2ndNo.3-6,40 *Well deck* 1*Dk*(*Stl*)	578 416 289	✠100A1 8,41 ~~6,40~~ BS8,41 ✠LMC5,40	Irv	*h*	OG 2,40	1916 3mo	Dundee S.B.Co.Ld. Dundee *Lloyd'sA&CP*	Nobel'sExplosives Co.Ld.	165·1|27·1|12·6 *28·5* 173·6(O.L.) Q85'B13'F24' FK *DBa*31'34t*FPT*	Glasgow British 4*BHCem* 38t*APT*16t	T.3Cy.13",21"&35"-24" (*s*) 180lb *70lb* 82RHP 1SB,3*pf*,GS51,HS1485 W.Beardmore&Co.Ld.Gls.	13 " 5 s 4 " 3¼ 12 " 11¾	

1 Numero l'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où ce n'est dans le R. Durée.Cert.R
27205 155050 VGZQ	**Lady Drake** Ⓟ TwinSc 3*Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel*	7985 5340 4920					1928	Cammell Laird&Co.Ld Birkenhead	LadyDrake,Ld.	419·5 P38′B225′F50′	59·1	28·2	Halifax NS British *WB*	4SRgearedSteamTurbines CammellLaird&CoLd Bkn		C
27206 138905 VWDZ	**Lady Fraser** TwinSc 2*Dks* D.F.	1669 1231 671					1908	Fairfield Co Ld. Glasgow	Govt.of India (CommerceDept.)	282·0 P&B202′F49′	38·1	19·8	Calcutta British *WB*	T.6Cy.13¾″,22″&36″-30″ 142NHP FairfieldCo.Ld.Glasgow		
27207 119167 GWDX	**Lady Gertrude Cochrane** 3Mst (*ex*Foyers) *ss*Irv.2ndNo.3-5,21 *Well deck Mchy.Aft* *ss*Irv.No.2-39 1*Dk*(*Irn*)	539 371 212	✠100A1 ~~8,41~~ ~~11,40~~ 5,42 ~~BS7,40~~ ✠LMC6,39	Irv 5,42 BS~~8,41~~	*i*	CL ~~8,38~~ 8,41	1904 9mo *Lloyd*	Scott& Sons Bowling *'sA&CP*	Nobel'sExplosives Co.Ld. *WB*	169·7 176·6(O.L.) Q89′B9′F34′ BK7½″ =*DBf*86′126*t FPT*	27·1 *28·6*	10·0	Glasgow British 3*BHCem* 40*t APT*10*t*	C.2Cy.20½″&44″-30″ (*s*) 130lb 80RHP 1SB,2*pf*,1*cf*,GS60,HS1880 Muir&Houston,Ld.Gls.	12 ″ 6 s 4 ″ 3¼ 12 ″ 11	
27208 155047 VGZP	**Lady Hawkins** Ⓟ TwinSc 3*Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel*	7988 5340 4920					1928	Cammell Laird&Co.Ld Birkenhead	"LadyHawkins," Ld.	419·5 P38′B225′F50′	59·1	28·2	Halifax,NS British *WB*	4SRgearedSteamTurbines CammellLaird&CoLd.Bkn		C
27209 144246 VJSR	**Lady Isobel** (*ex*Kampen, *ex*Millewa) *ss*Syd.No.3-3,35 *ss*Syd.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	1408 1221 805	100A1 7,41 ~~6,40~~ ~~BS6,40~~	Syd BS~~7,41~~ LMC4,38	*p*	OG ~~6,38~~ N7,41	1921 3mo	Gebr. Jonker Kinderdijk A&CP	AustralianSteam- shipsProprietary, Ld.(*Man.Agents,* HowardSmithLd.) *CellD*	240·7 252·0(O.L.) P24′B64′F25′ FK *B199′ 379t FPT28t*	37·0	16·8	Melbourne British 4*BHCem* *APT25t*	T.3Cy.17½″,29⅛″&46 1/16″-36″ 180lb (*s*) 174NHP 2SB,4*cf*,GS89,HS3163 Alblasserdamsch.Msch.Fab	19 ″ 1 s 2 ″ 3 17 ″ 2	
27210 112399 CGSL	**Lady Laurier** Ⓟ TwinSc (*Cable Vessel*) *Well deck* 2*Dks*(*Stl-Uws*)	1051 704 439	✠ 12,02	Psy ✠	*n*		1902 12mo	Fleming& Ferguson,Ld Paisley	CanadianGovern- ment(Dept.of Transport) *CellDBa33′f77′169t*	214·9 P&B116′F29′ FK *DTa12′13t FPT52t*	34·2	17·2	Ottawa British 4*BHCem* *APT36t*	T.6Cy.16½″,26″&43″-27″ 265NHP 2SB,6*cf*,GS109,HS3907 Fleming&Fergusn,Ld.Psy.	18 ″ 0	
27211 116641	**Lady Minto** Pad 2*Dks*	366 172 158					1903	Up.Ottawa Imp.Co.Ld Temiscamin- gue,Que.	UpperOttawa ImprovementCoLd	130·0	24·6	7·6	Ottawa British	C.2Cy.20″&38″-54″ 42RHP Bertram E.W.Co.Ld.Trnto		
27212 155046 VGZN	**Lady Nelson** Ⓟ TwinSc D.F. 3*Dks* *Ref.Mchy.* *Fitted for oil fuel*	7970 5340 4916					1928	Cammell Laird&Co.Ld. Birkenhead	"LadyNelson"Ld.	419·5 P39′B225′F50′	59·1	28·2	Halifax British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts CammellLaird&CoLd.Bkn		C
27213 149913 MNWT	**Lady Olga** *ss*Shl.No.3-10,40 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1266 969 683	✠100A1 ~~9,41~~ ~~10,40~~ 3,42 BS9,41	~~Shl~~ Sld ✠LMC10,40	*n*	CL ~~9,40~~ 9,41	1927 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP* *Cell*	GasLight&CckeCo (StephensonClarke &AssociatedCom- panies,Ld.*Mgrs.*) *DBuE20′ f 139′32*	225·0 234·0(O.L.) Q127′B16′F24′ FK 8*t DT f* 7′115*t FPT*	36·0	15·3	London British 5*BHCem* 169*t APT*23*t*	T.3Cy.18″,30″&49″-33″ (*s*) 180lb *90lb* 156NHP 1SB,4*cf*,GS75,HS2490 G.Clark,Ld.Sunderland	17 ″ 3 s 5 ″ 2 15 ″ 8	
27214 87034 CYGT	**Lady Pam** Ⓟ (*ex*Chilco-35, *ex*SantaMaria, 1*Dk* *ex*Yacht) *Fitted for oil fuel*	305 227 167					1883	J.Elder& Co. Glasgow	UnionSteamships, Ld.	154·0	22·3	12·4	Vancvr,BC British	C.2Cy.18″&36″-21″ 54RHP J.Elder&Co.Glasgow		
27215 154460 VGZR	**Lady Rodney** Ⓟ TwinSc *ss*Hfx.No.2-37 *Ref.Mchy.* 4*Dks*(*Stl-Weather dk* ws) D.F. *Strengthened for Navigation in Ice*	8194 5755 4936	✠100A1 *withfreeboard* 3,41 BS12,41 ✠LMC12,39 ~~MS1,36~~ ~~BS12,40~~ ✠Lloyd'sRMC~~1,41~~ ~~5,41~~ 12,41 *Two lower decks for fruit cargoes* *Fitted for oil fuel* 4,29 *F.P. above* 150° F.	Hfx	*b*†	CL 2,41	1929 4mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead *'sA&CP* *CellDB351′*	"LadyRodney"Ld. (CanadianNation- alSteamships) *Duct keel fwd* 888*t Tanks in way*	420·3 P40′B234′F39′ FK *Prom.dk*183′ *of machinery space* *of tunnels*101*t FPT*	60·2	30·2	Montreal British 7*BHptAsp* 54*t APT*103*t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 220lb 1094NHP 4SB(Spt),16*cf*,GS , FD HS13500 CammellLaird&Co.Ld.Bkn	32 ″ 9 s9 ″ 11¾ 23 ″ 0	
27216 145307 GMKZ	**Lady of Mann** Ⓟ TwinSc *ss*Brw.No.2-39 E.S.D. 1*Dk&Shelter dk*(*pt Stl*-teak s) D.F. *3rd dk clear of E&B spaces*	3104 2029 1258	✠ A1 *withfreeboard* *Irish Channel Service* 3,42 ~~7,40~~ 3,42 BS~~7,40~~ ✠LMC5,39 *Fitted for oil fuel* 6,30 *F.P. above* 150° F.	~~Bkn~~ Brw		OG ~~5,37~~ 3,42	1930 6mo *Lloyd*	Vickers- Armstrongs Ld. Barrow *'sA&CP*	Isle of ManSteam PacketCo.Ld. *CellDBa&uE94′1* *DTa22′*	363·6 372·3(O.L.) *Promenade dk*270′ 24*t* FK&BK1½″ 35*t DTf*14′69*t FPT*	50·2	17·4	DouglasIM British 10*BHCem* 24*t APT*80*t*	4SteamTurbinesSRgeared to2Sc.Shafts (*r*) 220lb 1878NHP 2DB&2SB,24*cf*,HS18746FD Vickers-Armstrongs,Ld.	18 ″ 6 s 5 ″ 9¼ 13 ″ 0¼	
27217 PFNE	**Laertes** Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	5825 5176 3613					1919	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	Nederlandsche Stoomv.Maats. "Oceaan"	423·9 P45′B117′F45′	52·3	29·9	Amstrdam Dutch *WB*	T.3Cy.26″,44″&75″-54″ 413NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		C
27218 219332 KORK	**Lafayette** (*ex*Dryden-39) 2*Dks&Shelter dk* Sub.Sig. *Fitted for oil fuel*	5887 — 3629	✠ ... 1,22	✠			1919 12mo	SunS.B.Co. Chester,Pa.	WatermanS.S. Corp.	434·3 FK	57·7	27·2	Mobile Utd.States *WB*	T.3Cy.27″,45½″&76″-51″ 612NHP SunS.B.Co.Chester,Pa.	30 ″ 3	R
27219 157540 VPTP	**Lafian** D.F. E.S.D. 1*Dk&Shelter dk* *Platform dk in part No. 2 hold* *CruiserStern* *Tonnage opening closed'41* (*W.E.*)	4876 4344 2776	✠100A1 *withfreeboard* 7,41 ~~10,40~~ ✠LMC12,37 *Fitted for oil fuel* 12,37 *F.P. above* 150°F.	~~Hul~~ Liv	*a*†	CL 7,41	1937 12mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP*	Elmina,Ld. (UnitedAfricaCo. Ld.*Mgrs.*) *CellDB296′1072t* *Tanks in way of tunnel* 363*t FPT*	422·5 438·3(O.L.) F44′ FK *MT25′931t* 183*t APT*139*t*	56·7	23·6	Freetown, Sierra Leone British 7*BHptAsp* (*Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.23″,38″&65″-45″ (*s*) 220lb Rht. 456NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS142,HS7030 N.E.MarineEng.CoLdNwc	~~26 ″ 2~~ ~~s2 ″ 4½~~ ~~24 ″ 0~~ 37 ″ 3 s12 ″ 5¼ 25 ″ 0¼	
27220 131348 GRQY	**Lafonia** Ⓟ (*ex*SouthernCoast-36, *ex*Dorothy *ss*Bkn.2ndNo.3-11,36 Hough) *ss*Bkn.No.1-40 Sub.Sig. E.S.D. 1*Dk*(*Stl*)	1961 1438 1228	✠100A1 10,41 ~~8,40~~ ~~BS10,41~~ ✠LMC8,40 *Fitted for oil fuel* 11,36 *F.P. above* 150°F.	~~Bkn~~ BAs BS2,42	*r*	CL 7,40	1911 6mo *Lloyd*	Greenock& Gr'ngemouth DockyardCo. Gr'ngemouth *'sA&CP*	FalklandIslands Co.Ld. *CellDBa*	283·3 P67′B97′F32′ FK 58′*u E*20′ *f* 70′ 250*t*	36·1	19·0	Liverpool British 6*BHCem* *APT*11*t*	T.3Cy.21 3/16″,35″&57″-39″(*s*) 180lb 249NHP 2SB,6*cf*,GS108,HS4236 J.G.Kincaid&Co.Ld.Grk.	20 ″ 3 s 2 ″ 1 18 ″ 6½	
27221																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27222 116004 MGBQ	**Lagan** 3Mst *ss*Bel.2ndNo.3-4,29 *ss*Bel.No.2-38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	364 271 140	✠100A1 7,41 ~~7,39~~ Examined 5,42 MS7,41 BS5,41 ✠LMC~~1,38~~	~~Bel~~ Bel	*g*	CL ~~11,38~~ 6,41	1903 7mo	Dublin DockyardCo. Dublin *Lloyd'sA&CP*	JohnKelly,Ld.(W. Clint,*Mgr.*)	148·0|24·2|10·1 P18'Q65'B7'F23' BK7" *WB=DBf*67'	Belfast British 3*BHCem* 65*tFPT*38*t*	O.2Cy.17$\frac{11}{16}$"&37"-27" (*s*) 120lb 69RHP 1SB,3*pf*,GS49,HS1364 Muir&Houston,Ld.Gls.	12 " 3 s 4 " 0½ 12 " 7	
27223 TFLA	**Lagarfoss** Ⓟ (*ex*Profit) D.F. 1*Dk*&*Spar dk*	1211 1054 737					1904	Nylands Værksted, Oslo	H/F Eimskipa-felagIslands	218·5|32·7|12·2 H84*t* 18·0	Reykjavik Icelandic *WB*	T.3Cy.16½",27"&44"-32" 119NHP NylandsVærksted,Oslo		N
27224 137855 GQRM	**Lagarto** (*ex*Glenavy) TwinSc *OilEng.* *ss*Gls.No.3-9,29 *ss*Hul.No.2-38 3*Dks*(*Stl*)	5072 4701 3198	✠100A1 2,42 ~~12,40~~ ✠LMC CS7,38 DBS~~5,40~~7,41 12,38	Liv	*y*	CL s5,39 P12,40	1917 9mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	PacificStmNavCo.	385·1|52·2|30·3 398·5(O.L.) P31'B84'F42' FK *CellD* *B*330' 980*t* *FPT*55*t*	Glasgow British 7*BHptCem* *APT*46*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-33½" DB-60*lb* 735NHP Harland&Wolff,Ld.Gls.	33 " 8 s 7 " 3 26 " 8¾	
27225 PUBM	**Lages** (*ex*Rauenfels) *ss*Ham.No.1-11 1*Dk*(*Stl*)&*Spar dk*(*Stl-pt* teak s)&*deep framing* *Fitted for oil fuel*	*5472* — *3523*	✠ 2,16 ✠	Ham	*a*†		1907 1mo	Swan,Hunter&Wigham Richardson, LdNewcastle	LloydBrasileiro *CellDBa*138'*uE* *'tween dk*	421·9|55·3|20·3 28·4 P61'B123'F46' FK 25'*f*186'1100*t* *tanks a*46' 470*t f*42'	R.Janeiro Brazilian 6*BHonly Cem* 480*tFPT*65*t*	Q.4Cy.24",34",51"&74"-54" NB30 528NHP 4SB,12*cf* HS8480 Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 " 2	V †
27226 LDMV	**Lago** (*ex*Vinnie-34) *Cruiser Stern* 1*Dk*	2552 2247 1488					1929	W.Doxford &Sons,Ld. Sunderland	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	300·2|47·1|20·9 P78*t*H171*t*	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"-39" 182NHP Earle'sCo.Ld.Hull		N
27227 2	**Lago Tana** TwinSc *OilEng.* 1*Dk* *CruiserStern*	783 616 312					1939	Soc.Cant. NavFranco Tosi Taranto	SocietàAnonima Navigazione Eritrea	212·6|32·1|14·6 Q59'F38'	Rome Italian *WB*	Oil Engines 4S.C.SA 12Cy.14$\frac{9}{16}$"-23⅝" 246NHP FrancoTosi,Legnano		
27228	**Lago Zuai** TwinSc *OilEng.* 1*Dk* *CruiserStern*	700					1940	Soc.Cant. NavFranco Tosi Taranto	SocietàAnonima Navigazione Eritrea	212·6|32·1|14·6 Q59'F38'	Rome Italian *WB*	Oil Engines 4S.C.SA 12Cy.14$\frac{9}{16}$"-23⅝" 246NHP FrancoTosi,Legnano		
27229 141432 KGAS	**Lagonda** *Mchy.Aft* (*Self-Unloader*) D.F. GyC. Sub.Sig. 1*Dk*2*trB*	3647 — 3017					1896	F.W. Wheeler&Co. W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	375·6|45·8|23·3 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.19",31"&52"-44" 179NHP *Erebuilt*09		R
27230 142875 VRXQ	**Lagos Pathfinder** (*ex*Pathfinder) *Well deck* 1*Dk*(*Stl*)	914 640 479	✠ 4,23 ✠	Lth			1923 4mo	Hawthorns &Co.Ld. Leith	JohnHolt&Co. (Liverpool)Ld. *CellD*	210·0|31·7|12·3 Q115'F35' FK *B*176'224*t* *FPT*17*t*	Lagos British 4*BHAsp* *APT*12*t*	T.3Cy.17",28"&46"-33" 151NHP 2SB,6*cf*,GS94,HS2564 Hawthorns&Co.Ld.Leith	14 " 6	
27231 161931 GDLV	**Lagosian** (*ex*Melmay-32) 3Mst *ss*Shl.No.3-10,41 ~~*ss*Rot.No.2-38~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D.	~~5412~~ ~~4976~~ ~~3371~~ 5449 4975 3258	✠100A1 *with freeboard* ~~8,40~~10,41 ~~BS5,40~~ ✠LMC~~11,38~~ 10,41 *Fitted for oil fuel* 9,30 *F.P. above* 150° F.	~~Hul~~ Shl	*b*†	CL ~~5,39~~ 8,41	1930 9mo	Greenock DockyardCo. Ld. Greenock *Lloyd'sA&CP*	UnitedAfricaCo. Ld. *Intermediate BH dispensed with* *CellDB*363'1517*t*	421·4|59·2|24·7 P36'B119'F45' *on Shelter dk* FK Coll *FPT*190*tAPT*81*t*	Liverpool British *ptCem* *BHtoShl.dk* 5 ,, ,, 2*nd* ,,	Q.4Cy.24",35",51"&73"-51" 225lb (*s*) 604NHP 3SB(Spt),12*cf*,GS200, FD HS8775 D.Rowan&Co.Ld.Glasgow	27 " 9 s 3 " 2 24 " 9	
27232 147226 GJKC	**Laguna** TwinSc *OilEng.* *ss*Hul.No.3-3,36 3*Dks*(*Stl*)	6466 6006 4037	✠100A1 3,41 Examined 3,41 ✠LMC CS4,35 DBS11,41 3,38	Liv	*a*†	CL P3,38 SN3,41	1923 7mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	PacificStmNavCo. *CellDB*351'1080*tD*	420·5|54·2|33·3 P33'B101'F42' FK *Ta*39'791*tFPT*114*t*	Liverpool British 8*BHptCem* *APT*83*t*	Oil Engines 4S.C.SA 12Cy.26¾"-43$\frac{5}{16}$" 832NHP DB100*lb* Harland&Wolff,Ld.Gls.	36 " 2 s 8 " 4½ 28 " 1½	
27233	— 1*Dk*	620 460 328					1925	Intrnationl SB&E.Co.Ld. Danzig	Herm.Stoltz&Co.	178·4|29·0|11·3 P11'Q39'B46'F36'	R.Janeiro Brazilian *WB*	T.3Cy.14$\frac{1}{16}$",22¼"&36⅜"-23" 64NHP InternationlS.B.&E.Co.Ld		
27234 105824 GTFB	**Laguna Belle** Ⓟ PadSk (*ex*SouthendBelle) 2*Dks*	617 480 327					1896	W.Denny &Bros. Dumbarton	GeneralSteam Nav.Co.Ld.	249·0|30·0|10·0 *Promenade dk*145'	London British	T.3Cy.28",41½"&60"-60" 279NHP Denny&Co.Dumbarton		
27235	**Lagunilla** TwinSc *ss*Aru.No.3-1,40 *Mchy.Aft* 1*Dk*(*Stl*)	*2402* *1743* *1242*	✠100A1 *with freeboard* 8,41 ~~2,41~~ ✠LMC MS7,39 BS2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	Aru	*t*	CL s1,39 ~~P1,40~~ P8,41	1927 6mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	StandardOilCo.of Venezuela	305·7|50·2|14·3 P67'F34' FK *Trunk*204' *Wing Tanks f* 286*t*	Maracaibo Venezuelan 7*BHptCem* *Wing Tanks*	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel. *a*356*tFPT*60*tAPT*75*t*	15 " 0 s1 " 10¼ 13 " 4	
27236 220763 DKFW	**Lahaina** (*ex*GoldenState-37, *ex*WestCarmona) 2*Dks* D.F. *Fitted for oil fuel*	5645 — 3517					1920	Western Pipe&Steel Co. SFrncisco	MatsonNavigation Co.	410·5|54·2|27·2 P46'B112'F46'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Joshua 359NHP HendyCo.SanFrancisco		R
27237	**Lahn** Ⓟ 4Mst Sub.Sig 2*Dks* D.F. E.S.D.	8498 7750 5300					1927	J.C.Tecklenborg A.G. Weser- münde-G.	Cia.Argentina de NavegaciónLloyd ArgentinoSociedad deResponsabilidad Ltda.	508·4|63·7|30·9 P27'B&F470' *Upper*F29'	Bns.Aires Argentine *WB*	T.3Cy.34¼",52¾"&86⅝"-57$\frac{1}{16}$" & 1 low pressure turbine 1000NHP J.C.TecklenborgA.G. Wesermünde-G		G
27238 DONM	**Lahneck** Sub.Sig. 2*Dks*	1663 1042 907					1922	Act.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	241·3|36·3|15·2 P12'Q157'F26'	Bremen German *WB*	T.3Cy.19¾",31½"&53⅛"-35½" 168NHP A.G."Weser,"Bremen		G
27239 OHZF	**Lahti** (*ex*Atlantica-36, *ex*Atalanta-32) *ss*Ard.2ndNo.3-3,28 *ss*Hfs.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	616 — 316	✠100A1 *Shelter dk* *with freeboard* 9,38 ✠LMC MS9,36 BS7,40 SURVEYS DELAYED	Hfs	*i*	CL 11,36	1905 4mo	J.Shearer &Sons Glasgow *Lloyd'sA&CP*	Laiva o/y Lahti (O.Brunila,*Mgr.*)	176·6|26·8|12·2 169·4 FK *DBf*16'23*tFPT*32*t*	Helsingfrs Finnish 3*BHCem* *APT*18*t*	T.3Cy.14",23"&37"-27" (*r*) 180lb 92NHP 1SB,3*cf*,GS53,HS1610 Muir&Houston,Ld.Gls.	19 " 0 s 5 " 10¼ 13 " 3	

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
27240	**Lai Hsing** (*ex*Tungyuan-32, *ex*Cavanba) *Well deck* 1*Dk*	573 338 281	✠ ... 1,06 ✠				1901 9mo	Bow,Mc- Lachlan&Co Ld. Paisley	Shaw HsingS.S. Co.Ld.	172·1 P&B100'F32' BK7"	26·1	12·1	N'wchwng Chinese *WB*	T.3Cy.16",27"&44"-30" 108NHP Bow,McLachln&CoLd.Psy	12 ″ 9	
27241 OYXH	**Laila** *Now trading as* "Maule," *see No.* 37621 *in Supplement* D.F E.S.D. 1*Dk&Shelter dk* *CruiserStern*	1700 463 973					1936	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	292·0	41·7	16·4	Esbjerg Danish *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine with reduction gear and chain drive HS3340 234NHP HelsingörsJernsk.&Mskb.		G
27242 132546 GPBR	**Lairds Isle** Ⓟ TrpSc (*ex*Riviera-33) 2*Dks&Awng dk*	1783 1203 696					1911	W.Denny &Bros. Dumbarton	Burns&Laird Lines,Ld.	316·0	41·1	15·8	Glasgow British *WB*	3 Steam Turbines Denny&Co.Dumbarton		
27243 164095 GZBF	**Lairdsbank** TwinSc D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk&Shelter dk*	789 617 316					1936	Harland& Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	229·0 B32'F26'	37·2	11·5	Glasgow British *WB*	Oil Engines 2S.C.SA 10Cy.13$\frac{13}{16}$"-24$\frac{7}{16}$" 332NHP Harland&Wolff,Ld.Bel.		C
27244 144238 MKND	**Lairdsbrook** Ⓟ (*ex*Sutherland Coast,*ex*Redbreast) *ss*Brs.No.3-2,34 *Mchy.Aft* *ss*Ard.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*ptStl*)	761 594 338	✠100A1 *Shelter dk* *withfreeboard* 4,42 ~~4,41~~ ~~BS5,41~~ ✠LMC~~5,39~~ 4.42	Gls	*k*	CL 4,40	1921 2mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	Burns&Laird Lines,Ld. *CellDBuE21'*	200·2 FK *f*120' 193*tFPT*28*t*	31·1	11·9	Glasgow British 3*BHCem* *Coll ,, toSh dk* *APT*4*t*	T.3Cy.16",26"&42"-30" (*s*) 180lb 123NHP 2SB,4*cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 ″ 4 s ″ 6 14 ″ 0¼	
27245 144983 GTND	**Lairdsburn** Ⓟ (*ex*LadyLouth) *ss*Ard.No.3-2,36 *ss*Gls.No.1-40 D.F. E.S.D. 2*Dks*(*Stl*)	1870 1084 934	✠100A1 6,41 BS6,41 ✠LMC2,35 *Fitted for oil fuel* 6,23 *F.P. above* 150° F.	Gls	*r*	CL 6,41	1923 6mo	Ardrossan DD&SBCoLd Ardrossan Lloyd'sA&CP	Burns&Laird Lines,Ld. *CellDBa*86' *uE*24'	276·6 287·5 (O.L.) P59'B122'F72' *Upr*B112' *Upr*F37' *f*74'243*t* FK *DTf*16'54*tFPT*24*t*	37·6	15·3	Glasgow British 5*BHptAsp&* *ptCem* *APT*4*t*	T.4Cy.22½",36"&(2)42"-39" 200lb (*r*) 336NHP 2SB,6*cf*,HS5032 FD J.G.Kincaid&Co.Ld.Grk.	16 ″ 8 s 2 ″ 5¾ 15 ″ 0	BT till 6,42
27246 164091 GYZP	**Lairdscrest** TwinSc D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk&Shelter dk*	789 617 316					1936	Harland& Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	229·0 B32'F26'	37·2	11·5	Glasgow British *WB*	Oil Engines 2S.C.SA 10Cy.13$\frac{13}{16}$"-24$\frac{7}{16}$" 332NHP Harland&Wolff,Ld.Bel.		C
27247 152236 MLXL	**Lairdsdale** (*ex*Sligo-36) TwinSc *ss*Gls.No.2-40 D.F. 1*Dk*(*Stl*)2*nd dk in holds* E.S.D.	891 757 349	✠100A1 ~~7,41~~ ~~1,40~~ 3,42 ~~Examined 1,41~~ ~~BS1,40~~ ✠LMC1,36 ~~BS1,41~~ 3,42	~~Gls~~ ~~Ard~~ Gls	*n*	OG 1,40	1930 12mo	Dublin Dyd.Co.(Vickers,Ireland) Ld. Dublin Lloyd'sA&CP	Burns&Laird Lines,Ld. *CellDBa&uE*48'	221·3 231·6(O.L.) P35'B96'F32' BK7½" *f*88'143*tFPT*27*t*	35·3	15·1	Glasgow British 4*BHCem* *APT*44*t*	T.6Cy.14½",25"&40"-27' (*s*) 200lb 249NHP 2SB(Spt)6*cf*,GS132,HS4600 McKie&Baxter,Ld.Gls.	16 ″ 3 s 1 9 15 ″ 3	
27248 141880 MJCD	**Lairdsferry** (*ex*Coney) *ss*Ard.No.3-6,30 *ss*Ard.No.2-39 1*Dk*(*Stl-ws*)&*Webframes*	697 609 280	✠100A1 3,42 ~~1,41~~ BS3,42 ~~BS2,41~~ ✠LMC1,39	Gls	*k*	CL ~~1,41~~ 3,42	1918 4mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	Burns&Laird Lines,Ld. *CellD*	195·0 203·5(O.L.) B54'F30' BK7" *B*75'87*t DTa*23' 64*t*	31·0	13·0	Glasgow British 4*BHCem* *FPT*12*t*	T.3Cy.17½",27"&44"-36" (*s*) 175lb *70lb* 97RHP 1SB,3*cf*,GS60,HS1900 A.&J.Inglis,Ld.Glasgow	15 ″ 4 s 1 ″ 11¼ 14 ″ 3	
27249 136293 GSDR	**Lairdsglen** Ⓟ (*ex*Maple) *ss*Ard.2ndNo.3-1,39 2*Dks*(*Stl*)	1276 962 529	✠100A1 1,42 ~~2,41~~ BS2,42 ~~BS2,41~~ ✠LMC2,39 *Adapted for oil fuel* 2,29 *F.P. above* 150° F.	Gls	*q*	CL 12,39	1914 5mo	AilsaS.B. Co.Ld. Ayr Lloyd'sA&CP	Burns&Laird Lines,Ld. *CellDBuE*32'	261·1 274·3(O.L.) P61'B104'F44' BK8" *f*34'110*tFPT*18*t*	36·2	15·4	Glasgow British 6*BHCem* *APT*9*t*	T.3Cy.28",45"&72"-42" (*s*) 180lb *60lb* 467NHP 2DB,12*cf*,GS225,HS6896 FD AilsaS.B.Co.Ld.Troon	16 ″ 6 s 1 ″ 11½ 15 ″ 4½	BT till ~~1,42~~ 1,43
27250 108749 GDTP	**Lairdsgrove** Ⓟ (*ex*Magpie) 2*Dks* *Fitted for oil fuel*	1227 929 537					1898	A&JInglis Glasgow	Burns&Laird Lines,Ld.	265·0 P79'B92'F49'	33·6	15·9	Glasgow British *WB*	T.3Cy.28",46"&74"-45" 367NHP A.&J.Inglis,Glasgow		C
27251 143723 MMJB	**Lairdshill** Ⓟ (*ex*Lady Longford-37, *ex*Lairdshill-36, *ss*Ard.No.3-3,33 *ex*LadyLongford, *ss*Ard.No.1-37 *ex*Ardmore) 2*Dks*(*UptStl*) E.S.D.	1776 1143 755	✠100A1 5,42 ~~5,41~~ Examined 3,42 BS5,42 ~~BS4,41~~ ✠LMC5,36 *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	~~Gls~~ Gls	*r*	CL 7,40	1921 2mo	Ardrossan DD&SBCoLd Ardrossan Lloyd'sA&CP	Burns&Laird Lines,Ld. *Cell*	274·4 285·4(O.L.) FK P35'B&F227' *Upr*B100'*Upr*F45' *DBa*67' *uE*27' *f*89'	37·9 *39·7*	17·2	Glasgow British 5*BHCem* (2 *to Sh dk* 3 ,, *U* ,,) 213*tAPT*12*t*	T.4Cy.26",42"&(2)48½"-42" 200lb (*r*) 553NHP 4SB,12*cf*,GS214,HS8932 FD J.G.Kincaid&Co.Ld.Grk.	18 ″ 3 s 1 ″ 8½ 16 ″ 11¾	BT till 4,42
27252 115692 GSDT	**Lairdsrose** Ⓟ (*ex*Rose) *ss*Ard.2ndNo.3-2,32 *ss*Ard.No.1-36 2*Dks*(*Stl-Upt* ws)	1098 807 458	✠100A1 5,42 ~~2,41~~ ~~11,41~~ Examined ~~2,41~~ 1,42 BS6,42 ✠LMC2,41	Gls	*p*	CL 1,41	1902 6mo	A&J.Inglis Ld. Glasgow Lloyd'sA&CP	Burns&Laird Lines,Ld.	250·5 261·7(O.L.) P43'B121'F39' *Shltr dk f*17' BK8½"	36·1	15·2	Glasgow British 5*BHCem* *FPT*28*t*	T.3Cy.26",42"&65"-42" (*s*) 165lb ~~*100lb*~~ 330NHP 2DB,12*cf*,GS191,HS5790 A.&J.Inglis,Glasgow	16 ″ 0 s 2 ″ 0 14 ″ 11	
27253 165153 GYZQ	**Lairdswood** TwinSc D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk&Shelter dk*	789 617 316					1936	Harland& Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	229·0 B32'F26'	37·2	11·5	Glasgow British *WB*	Oil Engines 2S.C.SA 10Cy.13¾"-24$\frac{7}{16}$" 332NHP Harland&Wolff,Ld.Bel.		C
27254 159483 VRBL	**Lakatoi** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	341 206 179	✠100A1 12,41 ~~5,38~~ ✠LMC5,38 ✠LMC(M)11,40	~~HKg~~ Port Moresby	*d*	CL 12,41	1938 5mo	Taikoo D.&E.Co.of H.Kg.Ld. HongKong Lloyd'sA&CP	BurnsPhilp&Co. Ld.	132·0 138·0(O.L.) F21' FK *FPT*6*t*	26·1	9·4	HongKong British 3*BHCem* *APT*23*t*	Oil Engines 2S.C.SA 4Cy.11$\frac{7}{16}$"-19$\frac{11}{16}$" 47RHP TaikooD.&E.Co ofH.Kg.Ld.H.Kg.	10 ″ 3 s 1 ″ 1¾ 9 ″ 4¾	
27255 172974 MDVW	**Lake Cask** WoodTwinSc *OilEng.*	349 331 210					1928	Cheng ShunFahS.Y. Wenchow	SaidHaskell Benjamin	157·5	28·0	11·5	Shanghai British	Oil Engines 4Cy.15"-16"		
27256 216454 KJPK	**Lake Chelan** D.F. GyC. 1*Dk*	2010 1630 1227	✠ ... 9.20 ✠				1918 6mo	ToledoS.B. Co. Toledo,O.	~~JohnJ.Boland~~ BisonS.S.Corp.	252·0 P21'B64'F30' FK	43·5	18·9	Buffalo Utd.States *WB*	T.3Cy.20½",33$\frac{3}{16}$"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	R †
27257 216571 KTAO	**Lake Frances** 1*Dk* *Fitted for oil fuel*	2013 1631 1196	✠ ... 4,22 ✠				1918 7mo	ToledoS.B. Co. Toledo,O.	CoastalS.S.Co.	252·0 P21'B64'F30' FK	43·5	18·9	Tacoma Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	R †
27258 123188 GPJW	**Lake Hallwil** (*ex*CarolDorian-38, *ex*Carol, *ss*Ist.2ndNo.3-10,32 *ex*Helmsdale) *ss*Ant.No.1-37 *Spar dk*(*Stl*)2*trB& deep* *framing Main dk inNos* 1&4*holds* *Cargo battens not fitted* *Now* "Ingman," *see No.* 37053 *in Supplement*	3169 2991 1997	✠100A1 *Spar dk* *withfreeboard* 5,41 Examined 5,41 ✠LMC5,41	Lon	*v*	CL N6,38	1907 10mo	A.Rodger &Co. PortGlasgow Lloyd'sA&CP	Ministry of War Transport(Harper, Matthew&Co.Ld. *Mgrs.*) *Cell*	330·5 P21'B92'F35' FK *DBa&u E*126'*f*146'	49·0	22·3	London British 5*BHCem* 846*tAPT*69*t*	T.3Cy.24",40"&65"-42" (*s*) 170lb NDB24 305NHP 2SB,6*cf*,GS128,HS4786 A.Rodger&Co.Glasgow	24 ″ 9 s 3 ″ 11¾ 21 ″ 0	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
27259 330 ESRU	**Lake Lucerne** (*ex*Barmoor-38) *ss*Shl.2ndNo.3-12,36 *Well deck* D.F. 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	2317 2044 1331	✠100A1 6,39 BS1,39 ✠LMC12,36 No later survey reported	Gmh	*s*	CL 11,37	1909 8mo	WoodSkin-ner&Co.Ld. Newcastle *Lloyd'sA&CP*	A.Inkapöõl,E. Jakobson&others (A.Truuberg *Mgr*) *Intermediate bulkheads in fore & afterholds dispensed with* *CellDBa*90'*uE&B* 38'*f*116' 547*tFPT*113*tAPT*177*t*	295·3 Q115'B52'F31' FK	40·5	18·2	Pärnu Estonian *Cem* 4*BH only*	T.3Cy.21",34"&56"-36" (*s*) 180lb 223NHP 2SB,6*cf*,GS105,HS3684 N.E.MarineEng.CoLdNwc	20 ″ 6 s 2 ″ 2 18 ″ 6	
27260 221008 KDNR	**Lake Miraflores** *Fitted for oil fuel* D.F. *Carrying oil in bulk* 1*Dk*2*tr B*	2702 — 1672					1921	Saginaw S.B.Co. Saginaw	SantaCruzOilCorp.	253·4 P25'B65'F26'	43·8	26·2	S.Frncisco Utd.States *WB*	T.3Cy.21",33"&59"-42" 225NHP BuckeyeEngineCoSalemO		R
27261 216716 KVUA	**Lake Ormoc** *OilEng.* D.F. GyC. 1*Dk*	2380 — 1429	✠ ... 12,19				1918 8mo	Detroit S.B.Co. Wyandotte	FordMotorCo.	250·5 P25'B64'F23' FK	43·8	22·2	Dearborn Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.17"-27" 303NHP Busch-SulzerBros.D.E.Co.		R †
27262 216914 KVAA	**Lake Osweya** *OilEng* D.F. E.S.D. GyC. 1*Dk*	2398 1942 1461					1918	Saginaw S.B.Co. Saginaw	FordMotorCo.	251·0 P24'B64'F26'	43·6	24·2	Dearborn Utd. States *WB*	Oil Engines 2S.C.SA 3Cy.20⅓"-38⅝" 382NHP NE31 SunS.B.Co.Chester		R
27263 HPPT	**Lake Traverse** D.F. GyC. Sub.Sig. 1*Dk*	1993 1688 1177	✠ ... 9,20 ✠				1918 4mo	McDougall DuluthCo. Duluth,Min.	WestIndia Steamships,Inc.	251·0 P28'B64'F27' FK	43·6	18·2	Panama Pnamanian *WB*	T.3Cy.20",33"&54"-40" 274NHP DuluthIronWorks,Duluth	20 ″ 3	R †
27264 150881	**Lake View** Ⓟ (*ex*Princess, *ex*U.S.Army Vessel) 3*Dks*	337 166 155					1913	Staten Isl'd S.B.Co Brooklyn,NY	NewBrasD'OrS.S. Co.Ld.	106·6	30·3	10·5	Sydney,NS British *WB*	T.3Cy.12",20"&32"-18" 52RHP Plenty&Son,Newbury		
27265 139240 MPGQ	**Lakeland** (*ex*Otterburn-37, *ex*Jordaens) *ss*Lth.No.3-7,37 *Well deck* 1*Dk*(*Stl*) D.F. E.S.D.	1543 1131 861	✠100A1 2,42 ~~3,41~~ 3,42 BS1~~,41~~ ✠LMC~~7,37~~	~~Gms~~ Lth MS3.41	*p*	CL 2,41	1925 4mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd'sA&CP*	*CellDBa*81'*uE*16'*f*92'418*tFPT*46*tAPT*101*t*	240·2 249·0(O.L.) Q181'F27' FK	37·1	15·9	Leith British 4*BHCem*	T.3Cy.18",30"&49"-33" (*s*) 180lb 175NHP 2SB,4*cf*,GS77,HS3036 N.E.MarineEng.Co.Ld.Sld	17 ″ 9 s 4 ″ 10¼ 17 ″ 0¼	
27266 173192 VCNT	**Lakeshell** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Elec.welded*	2238 1921 ~~1630~~ 1665	✠100A1 8,40 LMC8,40 *For service on the Great Lakes & River St. Lawrence, with freeboard corresponding to a draught of 14'* *CarryingPetroleum in bulk*	Qbc	1⅝	CL	1940 8mo	Marine Industries,Ld Sorel,P.Q. *Lloyd'sA&CP*	ShellCanadian Tankers,Ld. *CellDBuE*30'68*t FPT*177*t APT*63*t*	252·2 259·0(O.L.) P49'F31' *Trunk*172' FK	43·8	20·2	Toronto British 10*BHptCem*	Oil Engines 2S.C.SA 8Cy.$11\frac{7}{16}$"-$19\frac{11}{16}$" 182NHP DB(WT)*150lb* SulzerBros.Winterthur	20 ″ 0 s 6 ″ 1 14 ″ 0	
27267 137906 VGMF	**Laketon** (*ex*Saxona) *Mchy.Aft* D.F. GyC. 1*Dk*2*trB*	4423 4176 3248					1903	American S.B.Co. CleveIndOhio	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	416·0 F48'	50·0	24·0	Toronto British *WB*	T.3Cy.20",33½"&55"-40" American 191NHP S.B.Co.Cleveland,Ohio		R
27268 116025	**Lakewood** (*ex*Syracuse) 1*Dk*&*Spar dk*	1316 — 821					1884	Detroit DryDockCo. Wyandotte	BuffaloGravel Corpn.	246·5	38·5	16·0	Buffalo Utd.States	C.2Cy.28"&48"-48½" 134NHP DetroitDryDock,Detroit		
27269 139333 MJNQ	**—** (*ex*Hadrix) *ss*Shl.No.3-1,31 *Mchy.Aft Well deck* *ss*Shl.No.2-39 *Cargo battens not fitted* 1*Dk*(*Stl*)	570 392 252	✠100A1 ~~7,41 8,39~~ 1,42 7,41 BS~~9,40~~ ✠LMC8,39	~~Shl~~ ~~Cff~~ Npt	*h*	CL ~~8,39~~ N7,41	1919 2mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	O.Dorey&Sons,Ld. *CellDBa*39'*f*53' 118*t FPT*44*t*	164·8 Q94'B11'F28' FK	27·0	11·1	London British 4*BHCem*	T.3Cy.~~14~~",24"&39"-27" (*s*) 14½" 180lb 83RHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8¾ 13 ″ 2¾	
27270 UPFV	**Lakhta** (*ex*Hasselburg-35, *ex*Oceana,*ex*Witell,*ex*Markab, *ex*Solsvik) 1*Dk*	1352 1120 716					1917	Scheeps- bouwwerf Baanhoek Sliedrecht	U.S.S.R.	236·8 P23'B56'F21'	36·5	15·7	Archangel Russian	T3Cy$17\frac{3}{10}$"$29\frac{1}{10}$"&$46\frac{1}{10}$"-$35\frac{4}{5}$" 127NHP MachinefabriekJ.&A.v.d. Schuijt,Papendrecht		
27271 210869 WCCT	**Lakina** Ⓟ (*ex*ElCapitan, *ex*OliverJ.Olson) 3Mst 1*Dk* D.F. *Fitted for oil fuel*	2059 — 1233					1913	Harlan& Hollings- worthCor. Wlmgtn.Del.	AlaskaS.S.Co.Inc.	243·0	41·1	17·3	NewYork Utd. States *WB*	T.3Cy.19",30"&50"-36" 150NHP Harlan&HollingswrthCor.		R
27272 143665 GDQN	**Lalande** *ss*Bkn.No.3-9.32 *ss*Gls.No.1-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cruiser Stern*	7453 7028 4635	✠100A1 *,Shelter dk withfreeboard* 11,41 ~~8,40~~ Examined 9,41 BS1,41 ~~BS12,39~~ ✠LMC11,36 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	~~Liv~~ Liv Rio	*b*†	CL ~~11,30~~ N11,41	1920 9mo	D&WHen- dersn&Co.Ld Glasgow *Lloyd'sA&CP*	Lamport&Holt LineLd. *CellDB*395'1289*t MT*22'469*tDTa* 27'1015*t FPT*118*tAPT*20*t*	442·6 F46'*onShelter dk* FK	55·5	35·6 27·6	Liverpool British *ptCem* 7*BHtoSh dk* 1 „ „ *U* „	Q.4Cy.25¼",36",52"&73½"-54" 215lb (*s*) 670NHP 3DB(Spt),&1AuxSB,21*cf*, GS350,HS12737 D&WHendersn&CoLdGls.	38 ″ 0 s 9 ″ 4¾ 28 ″ 10	
27273 OYHD	**Lalandia** Ⓟ TwinSc&4Mst *OilEng.* *ss*Cpn.No.2-35 D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-teaks)3*rd dk*(*Stl*)*inNo.*1*hold*	4913 4021 3095	✠100A1 *withfreeboard* 3,40 ✠LMC CS9,36 DBS10,39 8,38 (SEE FOOT NOTE *)	Cpn	*z*	CL 2,40	1927 4mo	A/SNak- skovSkibsv. Nakskov *Lloyd'sA&CP*	A/S DetOstasiatiskeKompagni *Cell DB*340' 1030*t between tunnels*	389·8 405·3(O.L.) B73'F32' FK *Tank* 84*tFPT*87*tAPT*84*t*	53·4	25·3	Copnhagn Danish 6*BHptCem* (*Coll to Sh dk* 5 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 708NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 2¾ 24 ″ 11	
27274 LOHN	**Lambare** Ⓟ Pad 2*Dks*	953 — 407					1908	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	240·2 *Hurricane dk* 200'	34·0	17·7	Bns.Aires Argentine	T.3Cy.21",35"&54"-66" 237NHP A.&J.Inglis,Ld.Glasgow		
27275 212786 WDCY	**Lammot Du Pont** (*ex*San Francisco-33, *ex*SaintFrancis, *ex*SanFrancisco) *ss*N.Yk.2ndNo.3-8,38 2*Dks*(*Stl*) GyC.	5102 4694 3164	✠100A1 10,41 ~~10,40~~ ✠LMC MS8,38 BS~~6,40~~ 10,41	NYk	*z*	CL 10,39	1914 5mo	NofIreland S.B.Co.Ld. Londonderry *Lloyd'sA&CP*	International FreightingCorp. Inc. *'Tween dk BH in after hold dispensed with* *CellDBa*139'*uE&B*43'*f*178' 1113*t* *DTf*37'1024*tFPT*81*tAPT*23*t*	405·0 418·0(O.L.) P40'B254'F42' FK	52·0	28·1	Wilmgton (Del.) Utd.States *Cem* 5*BH to U dk* 1 „ „2*nd*„ *only*	T.3Cy.27",45"&75"-51" (*s*) 180lb 525NHP 3SB,9*cf*,GS184,HS7457 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	30 ″ 6 s 4 ″ 7 26 ″ 1¾	
27276	**Lamone** Ⓟ (*ex*Lung-On-38, *ex*Sui-An-37) TwinSc 1*Dk*,*Shade dk*&*Promenade dk*	*1682* — *1047*					1899	S.C.Farn- ham&Co.Ld. Shanghai	Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ld)	238·0	30·1	11·9	Shanghai Italian	T.6Cy.11",18"&30"-21" 82NHP S.C.Farnham&Co.Ld.Shi.		

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
27277 FNST	**Lamoricière** Ⓟ TrpSc 2*Dks* D.F. *Fitted for oil fuel*	4713 — 1979					1921	Swan,Hunter& Wigham Richardson LdNewcastle	Cie.Générale Transatlantique	370·0 P25 B158 F18'	50·0	29·8	Marseilles French *WB*	2SR gearedSteamTurbines ParsonsMar.TurbineCo. Ld.Nwc. T.4Cy.31",48"&(2)53"-45" Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
27278 20 IPEA	**Lampedusa** Ⓟ 1*Dk*	405 242 204					1911	Mackie& Thomson,Ld. Glasgow	LaMeridionale Soc.Anon.diNav.	162·4 153·0 P26'B63'F26'	24·0	10·4	Trapani Italian *WB*	T.3Cy.13",22"&36"-24" 64NH W.V.V.Lidgerwood,Gls.		I
27279 UOEW	**Lamut** (*ex*LakeElpueblo) 1*Dk*	2694 2233 1508					1919	Gt.Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·8 B95'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 226NH Gt.LakesEng.Works		
27280	**Lamy** (*ex*Jupiter-38, TwinSc *ex*Gertrud,*ex*Elisabeth,*ex*IndustrieX, *ex*IndustrieXVII, 1*Dk* *ex*AmsterdamV)	747 — 392					1895	Nederl. Schpsb.Maats Amsterdam	Cia.Commercio e Navegação	196·2 B48'F26'	28·1	12·1	R.Janeiro Brazilian *WB*	C.4Cy.12$\frac{3}{5}$"&25$\frac{1}{5}$"-15" 41NH NederlScheepsbMaatsAms		
27281 152253 EIJG	**Lanahrone** ssBkn.No.2-36 *Ref.Mchy.* 1*Dk*(*Stl*)2*nd dk in Nos.*1,2&3*holds*	1221 978 487	✠100A1 4,42 Examined11,41 Dub BS4,42 ✠LMC12,36	~~Liv~~ Bry	*q*	CL ~~7,39~~ 4,42	1928 5mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	LimerickSS.Co.Ld. *CellDBa&uE*69'*f*104'308*t FPT*27*tAPT*31*t*	251·5 P64'B78'F78' FK	37·1	16·4	Limerick British 5*BHCem*	T.3Cy.19",31"&50½"-39" (*s*) 185lb 230NH 2SB,6*cf*,GS123,HS4326 CaledonSB.&E.CoLd.Dun	17″6 s1″8¾ 16″1	
27282 KZEL	**Lanao** Ⓟ (*ex*Mindanao-37, *ex*HaiNing-37,*ex*Repose) 2*Dks* *Fitted for oil fuel*	*2104* *1324* *840*					1896	Delaware RiverCo. Chester,Pa.	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	297·3 P56'B130'F39'	46·1	16·4	Manila Utd.States *Wb*	T.3Cy.27½",48$\frac{5}{16}$"&75½"-54" 419NHP DelawareRiverCo.Chester		C
27283 145522 CYLS	**Lanark** (*ex*Glenlochie) *Mchy.Aft* 1*Dk*	1904 1575 1121					1923	Swan,Hunter&Wigham Richardson, LdNewcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F35'	42·5	18·0	Montreal British *Wb*	T.3Cy.16",26½"&44"-33" 111NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
27284 165973 GCTC	**Lanarkshire** TwinSc D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	9816 8954 5822	✠100A1 *with freeboard* ~~11,41~~ ~~6,41~~ 4,42 BS5,42 ~~BS3,41~~ ✠LMC4,40 ✠Lloyd'sRMC~~6,41~~ 5,42 ~~11,41~~ *Fitted for oil fuel* 4,40 *F.P. above* 150° F.	~~Gls~~ Bkn	*f*† 2¼	CL SN5,41	1940 4mo	Greenock Dockyard Co.Ld. Greenock *Lloyd'sA&CP* *Cell DB*407'1487*t Centre&side tanks in way of tunnels*73 2*tFPT*78*tAPT*161*t*	ScottishShire Line,Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*) *Duct keel fwd. of mchy. spaces in upper 'tween dk* 7 *Divisional BH*	481·9 505·3(O.L.) FK P28'B(amid.)81' B(fwd.)21'F72'	64·7	29·9	Glasgow British 8*BHptCem* (*Coll to W dk* 7 „ 2*nd* „)	6 steam turbines SR geared to 2 Sc. Shafts 250lb (*s*) 1549NHP 3WTB(Spt)HS14970 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	41″2 s12″11¼ 28″6¼	
27285 140529 GLZC	**Lancashire** Ⓟ TwinSc4Mst ssBkn.No.3-1,30 ssDrt.No.2-38 *Ref.Mchy.* D.F. 3*Dks*(*Stl-U* ws) *Cruiser Stern*	9557 7038 5864	✠100A1 1,42 ~~3,41~~ BS4,41 ✠LMC8,37 *Fitted for oil fuel* 1,20 *F.P. above* 150° F.	Bom	*e*†	CL 3,41	1917 7mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDB*419'1380*t* *MT*43'600*t Tanks between tunnels*110*t FPT*92*t APT*57*t*	482·4 *Shade dk* FK	57·3	32·1	Liverpool British 8*BHCem*	Q.8Cy.22",31½",46"&66"-51" 215lb (*s*) HS17040 942NHP 2DB&2SB,24*cf*,GS420, Harland&Wolff,Ld.Bel.	35″4 s11″1¾ 24″8¼	
27286 143635 GTYM	**Lancashire Coast** (*ex*PrincessOlga) D.F. E.S.D. 1*Dk&Shelter dk* *Mchy.Aft*	1104 837 431					1920	SirRDixon &Co.Ld. Middlesbro'	CoastLines,Ld.	240·1	34·9	14·3	Liverpool British *Wb*	T.3Cy.19",31"&52"-36" Richardsons, 162NHP Westgarth&Co.Ld.Mdb.		C
27287 216451 KQUE	**Lancaster** ssBal.No.3-5,30 ssN.Yk.No.2-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7516 — 5409	✠ 2,42 *Shelter dk* *with freeboard* ~~BS4,41~~ ✠~~LMC8,38~~ *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Bal	*b*†	CL 5,39	1918 6mo	SunS.B. Co. Chester,Pa. A&CP *CellDB*370'1355*tDTa*30'882*tFPT*117*tAPT*76*t*	AmericanSouth AfricanLine,Inc. 1 *Intermediate BH in after 'tween dks dispensed with*	434·3 FK	57·7	35·3 27·1	NewYork Utd.States *Cem* 5*BHtoShdk* 1 „ „ 2*nd* „ 1 „ „ 3*rd* „	T.3Cy.26¾"45$\frac{11}{16}$"&76$\frac{3}{16}$"-51" 190lb (*r*) 575NHP 3SB,9*cf*,GS185 FD SunS.B.Co.Chester,Pa.	38″0 ~~s10″1¼~~ ~~28″1¼~~	
27288 164318 GZMN	**Lancaster Castle** D.F. E.S.D. 1*Dk&Shelter dk* *Longitudinal framing at bottom & at decks* *CruiserStern*	5172 4563 3029	✠100A1 *with freeboard* 7,41 ~~7,40~~ Examined2,42 BS6,41 ✠LMC2,37	~~StJ~~ Phl Lth	*a*† 2	CL 7,40	1937 3mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	Lancashire ShippingCo.Ld. (J.Chambers&Co. *Mgrs.*) *CellDB*372'1231*t FPT*174*tAPT*168*t*	437·4 454·6(O.L.) F30' FK	57·1	24·3	Liverpool British 7*BHCem* (*Coll to Shdk* 6 „ 2*nd* „)	T.3Cy.23½",38"&66"-45" 220lb (*s*) Rht. FD 466NHP 2SB(Spt)&1AuxSB,8*cf*, GS122, HS6846 N.E.MarineEng.CoLdNwc	27″5 s2″11¼ 24″8¾	
27289 167486 GCSC	**Lancastrian Prince** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed*41(*WE*)	1914 1510 920	✠100A1 *with freeboard* 12,41 ~~1,41~~	~~Mch~~ NYk	*t*	CL	1940 5mo	Smith's DockCo.Ld S.Bank,Mdb. *Lloyd'sA&CP* 5*divisional watertight BHs in 'tweendks*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Cell DB*247'494*t FPT*31*t APTs*48*t*	304·0 315·0(O.L.) B69'F26' FK	44·2	16·5	London British 6*BHptAsp* (*Coll to Shdk* 5 „ 2*nd* „)	T.3Cy.21",35"&60"-42" 220lb (*s*) 395NHP 2SB(Spt)6*cf*,GS125,HS5968 FD Smith'sDockCo.Ld.Mdb.	26″6 s6″9 19″11½	
27290 LCSG	**Lancing** (*ex*Flackwell,*ex*Calanda, *ex*Omsk, ssOsl.3rdNo.3-9,34 *ex*RioTiete, ss.Sfj.No.1-38 *ex*KnightErrant) D.F. 2*Dks*(*Stl*)&*Webframes*	7866 7256 4561	✠LMC5,40 ✠100A1 ~~[illegible]~~ ~~11,40~~ 1,42 LMC8,38 PrBS8,39 BS~~4,40~~7,42 *Carrying Whale oil or oil fuel in bulk* *F.P.above*150° F. *except in Nos.* 10 & 11 *tanks* *Fitted for oil fuel* 8,30 *F.P. above* 150° F.	~~NYk~~ ~~Mel~~ NYk	*c*†	CL 11,40	1898 3mo	C.Connell &Co. Glasgow *Lloyd'sA&CP*	HvalfangerA/S Globus (Melsom&Melsom, *Mgrs.*) *CellDBa*163'*uE*& *B*52'*f*204'1748*t FPT*200*tAPT*50*t*	470·0 P43'B136'F56' FK	57·2	31·9	Larvik Norwegian *ptCem* 12*BHptAsp* (6 *to U dk* 6 „ 2*nd* „)	T.3Cy.27",46"&76"-51" (*s*) 200lb 737NHP NDB09*refitted*26 NB(PF)21*refitted*26 NB(FC)20*refitted*30 25Pr.B~~80lb~~4Pr.B~~43lb~~ 5SB,15*cf*,GS250,HS11883F Dunsmuir&Jackson,Gls.	34″10 s8″1½ 27″0	
27291	**Landego** (*CableVessel*) *Mchy.Aft* 1*Dk*	344 286 120					1927	A/S Moss Værft Moss	DenNorskeStat (Telegrafstyret)	135·7 H38*t*	24·1	12·3	Bodö Norwegian	T.3Cy.12",20"&33"-24" 53NHP A/S MossVærft,Moss		N
27292 DCSE	**Landsee** (*ex*GiselaSchröder) 1*Dk* *Mchy.Aft* *CruiserStern*	959 772 522					1926	J.Frerichs &Co.A.G. Einswarden	W.Schuchmann	181·3 Q59'F22'	34·3	15·0	Bremen German *WB*	T.3Cy.13",20½"&33$\frac{1}{10}$"-22⅘" JFrerichs&Co.A.G. 52NHP Osterholz-Scharmbeck		G
27293 1973 SFGR	**Landskrona** Ⓟ (*ex*Polhem) 1*Dk&Shelterdk* *Now named* "**Blekinge**," *see Supplement*	*311* *204* *118*					1889	W.LindbergsM.V. Stockholm	Blekinge ÅngfartygsA/B	121·4 H34*t*	24·0	11·2	Karlshmn Swedish	2Cy.20"&38"-25⅜" 61NHP W.LindbergsM.V.Skm.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Lecks, &c.	4 Regist'd Tonnage Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27294 153912 VLBY	**Lanena** *ss*Mel.No.3–10,38 *Well deck* 1*Dk*(*Stl*)	1018 796 561	100A1 10,41 ~~11,40~~ BS~~11,40~~ 10,41 LMC10,38	Mel	*n*	CL 10,39	1925 6mo	Nordsee-werkeZweig Emden *Lloyd*'s*A&CP*	W.Holyman&Sons Proprietary,Ld.	220·4 230·2(O.L.) P14'Q55'B54'F35' FK *CellDB*173'298*t* *FPT*47*tAPT*14*t*	34·9	13·0	Melbourne British 4*BHptCem* *ptAsp*	T.3Cy.17$\frac{11}{16}$",29$\frac{1}{8}$"&46$\frac{1}{16}$"–31$\frac{1}{2}$" 192lb (*s*) 152NHP 2SB,4*cf*,GS74,HS2582 F.Wilhelms-Hutte,Mulhm	15 ″ 7 s ″ 9$\frac{1}{4}$ 14 ″ 11	
27295 LCKY	**Langanger** TwinSc *OilEng.* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing at bottom & decks*	9215 8613 5514					1930	R.Duncan &Co.Ld. PortGlasgow	Westfal-Larsen& Co.A/S	473·6 P259*t*H204*t*	64·5	36·6	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{8}$"–51$\frac{3}{16}$" 713NHP J.G.Kincaid&Co.Ld.Grk.		N
27296 1564 IPFE	**Langano** (*ex*Neutral,*ex*Sines) 1*Dk& Spar dk*	1246 1108 750					1894	H.Koch Lübeck	G.Costa fu Andrea	234·1 227·5 B57'F24'	32·2	18·3	Genoa Italian *WB*	T.3Cy.15$\frac{3}{4}$",25$\frac{1}{2}$"&40"–27$\frac{1}{2}$" 84NHP H.Pauksch,Landsberga/W		I
27297 161551 GPRV	**Langleebrook** *ss*Shl.No.2–39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	4246 3939 2546	✠100A1 *withfreeboard* 4,42 ~~3,41~~ BS4,42 ~~BS5,41~~ ✠LMC1,39	~~Liv~~ Hpl	*z*	CL ~~2,39~~ 4,42	1930 3mo	Palmers' Co.Ld. Newcastle *Lloyd*'s*A&CP*	TheQuayside ShippingCo.Ld. (Connell&Grace, Ld.*Mgrs.*)	396·0 410·0(O.L.) FK *CellDB*344'1380*t* *FPT*108*tAPT*165*t*	54·7	22·6	Newcastle British 7*BHCem* (*Coll to Shdk* 6 ,, 2*nd* ,,)	T.3Cy.23",39$\frac{1}{2}$"&68"–45" (*s*) 225lb FD 422NHP 3SB(Spt)9*cf*,GS140,HS5610 Palmers'Co.Ld.Newcastle	34 ″ 4 s10 ″ 3 24 ″ 3	
27298 161528 GSWY	**Langleecrag** *ss*Nwc.No.2–37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	4909 4595 2997	✠100A1 *withfreeboard* 10,41 ~~10,40~~ BS10,41 ✠LMC MS8,37 ~~BS10,40~~	~~Hul~~ Mch	*a*†	CL 10,40	1929 7mo	Palmers' Co.Ld. Newcastle *Lloyd*'s*A&CP*	MedomsleySteam ShippingCo.Ld. (H.G.Mann,*Mgr.*)	416·0 431·5(O.L.) FK *CellDB*363'1514*t* *FPT*117*tAPT*194*t*	55·8	25·2	Newcastle British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.24",40$\frac{1}{2}$"&70"–48" (*s*) 225lb 481NHP 3SB,9*cf*,GS133,HS6558 FD N.E.MarineEngCoLdNwc	~~28 ″ 3~~ ~~s 3 ″ 4½~~ ~~25 ″ 1~~ 37 ″ 0 s11 ″ 1$\frac{1}{2}$ 26 ″ 1	
27299 161532 GSWZ	**Langleetarn** *ss*Nwc.No.2–37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	4908 4595 2986	✠100A1 *withfreeboard* ~~5,41~~ ~~11,40~~ 11,41 ✠LMC MS7,37 BS~~8,40~~8,41	~~Nwc~~ ~~Shl~~ Mdb	*a*†	CL ~~12,38~~ N5,41	1929 8mo	Palmers' Co.Ld. Newcastle *Lloyd*'s*A&CP*	MedomsleySteam ShippingCo.Ld. (H.G.Mann,*Mgr.*)	416·0 431·0(O.L.) FK *CellDB*363'1514*t* *FPT*117*tAPT*194*t*	55·8	25·2	Newcastle British 7*BHCem* (*Coll to Sh dk* 6 ,,2*nd*,,)	T.3Cy.24",40$\frac{1}{2}$"&70"–48" (*s*) 225lb 481NHP 3SB,9*cf*,GS133,HS6558 FD N.E.MarineEng.CoLdNwc	~~28 ″ 3~~ ~~s 3 ″ 4½~~ ~~25 ″ 1~~ 37 ″ 0 s11 ″ 1$\frac{1}{2}$ 26 ″ 1	
27300 DHOU	**Längssee** (*ex*Borkum) 1*Dk*	998 795 560					1925	Nordsee-werkeA.G. Emden	W.Schuchmann	219·6 P14'Q55'B54'F27'	34·9	13·1	Hamburg German *WB*	T3Cy17$\frac{3}{4}$",29$\frac{1}{16}$"&46$\frac{1}{16}$"–31$\frac{1}{2}$" 119NHP FriedrichWilhelms, Hütte,Mülheim,Ruhr		G
27301 142020 MKGV	**Lanrick** *ss*Lth.No.3–4,33 *ss*Lth.No.1–37 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	1276 1065 521	✠100A1 5,42 ~~4,41~~ Examined 5,42 BS~~5,41~~ 5,42 ✠LMC5,37	~~Gmh~~ Lth	*p*	CL 4,41	1920 11mo	Hawthorns &Co.Ld. Leith *Lloyd*'s*A&CP*	G.Gibson&Co.Ld.	258·4 *37·2* 266·0(O.L.) P29'B77'F35' FK *CellDB*69'*uE*25'*f*100'297*tFPT*28*t*	35·7	17·4	Leith British 5*BHCem* *APT*36*t*	T.3Cy.23",38"&62"–42" (*s*) 180lb 296NHP 2SB,6*cf*,GS129,HS4904 Hawthorns&Co.Ld.Leith	18 ″ 6 s 2 ″ 0 16 ″ 8$\frac{1}{4}$	
27302 ~~200505~~ ~~WFDA~~ 97782 VLQM	**Lansing** (*ex*BritishQueen) *ss*S.Fo.2ndNo.3–4,17 Sub.Sig *ss*S.Fo.No.1–22 2*Dks*(*Stl*)3*trB* *Carrying Petroleum in bulk* *Fitted for oil fuel*	~~4630~~ — ~~2892~~ 4422 4058 2606	✠ 8,26 ✠	SFo	*y*		1890 5mo	Palmers' Co.Ld. Newcastle	~~Fishermen's ProduceCo.~~ W.R.Carpenter Oversea Shipping,Ld.	389·4 P49'B86'F47' FK *W B*=*Cell DBuE&B*	47·2	27·6	Pt.Moresby British 13*BHCem* 56'*f*34'154*t*	T.3Cy.29",47"&76"–51" 446NHP 2DB,12*cf*,GS436,HS7820 Palmers'Co.Ld.Newcastle	30 ″ 8	
27303 EAFW	**Lanzarote** Ⓟ *ss*La.P.2ndNo.3–6,36 1*Dk& Shelter dk*(*Teak*) *ss*LaP.No.1–12	475 270 189	✠100A1 *Shelter dk* *withfreeboard* 2,42 ~~6,37~~ MS2,42 BS~~5,40~~ 4,41 ✠LMC6,36	LaP	*h*	CL ~~6,37~~ 5,41	1912 3mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'s*A&CP*	Cia.Trasmediter-ranea *WB*=*Cell DBa*33'	160·0 FK *uE*14'*f*66'87*t* *FPT*	25·9	10·4	LasPalmas Spanish 4*BHCem* 10*tAPT*10*t*	T.3Cy.13",22"&36"–26" (*s*) 180lb 100NHP 1SB,3*cf*,GS57,HS1940 Smith'sDockCo.Ld.Mdb	18 ″ 3 s 7 ″ 7$\frac{1}{2}$ 11 ″ 0	
27304 131442 GRQF	**Laomédon** Ⓟ D.F. 2*Dks*	6491 5554 4135					1912	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·0 P50'B162'F52'	52·8	32·1	Liverpool British *WB*	T.3Cy.30",50"&83"–60" 532NHP Wrkman,Clark&Co.Ld.Bel		
27305 FNZD	**Laos** (*ex*GouverneurGénéralPaul Doumer–38,*ex*LeMyre de Vilers, *ex*Pera,*ex*Trostburg) 2*Dks*	1467 1206 734					1918	Nüscke& Co.A.G. Stettin	Cie.Asiatique de Navigation	265·0 H20'F36'	40·0	14·6	Saigon French *WB*	T.3Cy.23$\frac{3}{5}$",37$\frac{2}{5}$"&50$\frac{1}{5}$"–41$\frac{7}{10}$" 163NHP OttensenerMschf.Ottensen		V
27306 140606 GKPD	**Laplace** *ss*Liv.No.3–6,31 D.F. *ss*Gls.No.1–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	7327 6850 4459	✠100A1 *Shelter dk* *withfreeboard* 11,41 ~~11,40~~ Examined ~~1,41~~ 11,41 ✠LMC MS2,39 BS~~10,40~~ 11,41	~~BAs~~ ~~Liv~~ Mch	*a*†	CL 10,40	1919 2mo	A.McMil-lan&SonLd. Dumbarton *Lloyd*'s*A&CP*	Lamport&Holt Line,Ld. *CellDB*362'1078*t* *DTa*33'759*t*	430·8 447·0(O.L.) F50' *on Shelter dk* FK *FPT*127*tAPT*65*t*	56·3	34·7	Liverpool British *ptCem* 5*BHtoSh dk* 3 ,, ,, *U* ,,	T.3Cy.29",47"&78"–54" (*s*) 180lb 666NHP 4SB,12*cf*,GS242,HS10224FD D.Rowan&Co.Ld.Gls.	37 ″ 6 s 9 ″ 1$\frac{3}{4}$ 28 ″ 7	
27307 164379 MMLK	**Lapland**(*ex*Honnör–37) D.F. E.S.D. 2*Dks* *CruiserStern*	1330 1047 750					1936	Fredrkstad Mek.Verks. Fredrikstad	CurrieLine,Ld.	251·2 P58*t*H124*t*F15*t*	42·2	14·0	Leith British *WB*	C.4Cy.(2)13"&(2)30$\frac{5}{16}$"–28$\frac{3}{4}$" 82NHP FredrikstadM.V.Frdstad		C
27308 6720 SJBA	**Laponia** TwinSc *OilEng.* D.F. *ss*Got.No.3–2,34 *ss*Got.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted*	5609 5223 2820	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~ ~~2,41~~ 1,42 ✠LMC CS1,38 DBS~~7,40~~7,41 11,38	~~NOs~~ SFo	*y*	OG 8,39	1922 3mo	A.B.Göta-verken Gothenburg A&CP	Trafikaktiebolaget Grängesburg-Oxelösund(M.Wal-denström,*Mgr.*) *CellDBuE*32'*f*105'651*t* *DTf*68' *DTa*103'1225*t*	393·7 399·0(O.L.) F40'*onShelter dk* FK 730*t* *Collisio* *FPT*58*tAPT*150*t*	53·4	30·9	Stockholm Swedish *ptCem* *n BHtoShdk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$"–35$\frac{7}{16}$" 629NHP DB–*100lb* A.B.Götaverken	34 ″ 1 s 8 ″ 0 26 ″ 3$\frac{1}{4}$	
27309 145023 MKFS	**Lapwing** *ss*Lon.No.3–3,33 E.S.D. *ss*Lon.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*)& *Shelter dk*(*Stl*–ws)	1348 983 625	✠100A1 *Shelter dk* *withfreeboard* 5,41 ✠LMC MS6,37 BS2,41 *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Brs	*p*	CL 7,39	1920 9mo	Bow,Mc-Lachlan&Co. Ld. Paisley *Lloyd*'s*A&CP*	GeneralStm.Nav. Co.Ld. *CellDBf*161'238*t*	250·6 FK *FPT* 20*t* *APT*18*t*	37·1	14·0	London British 4*BHCem* (2 *to Sh dk* 2 ,, 2*nd* ,,)	T.3Cy.22",35"&57"–39" (*s*) 180lb 273NHP 2SB,6*cf*,GS126,HS4939 Bow,McLachln&CoLdPsy	16 ″ 6 s ″ 2 16 ″ 5$\frac{1}{2}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu sur Quill Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
27310 217837 KEXN	**Lara** (*ex*Moline) *Ref.Mchy.* 2*Dks* *Fitted for oil fuel*	2967 2460 1760	✠ 5,19 ✠	Phl			1919 5mo	ThePusey &JonesCo. Wlmgtn,Del.	GraceLine,Inc.	300·0 P37'B76'F29' FK *WB*	44·1	22·9	Wilmgton (Del.) Utd.States	T.3Cy.19$\frac{3}{4}$",31$\frac{1}{2}$"&54$\frac{1}{4}$"-36" 332NHP Pusey&JonesCo.Wlmngtn	25 ″ 0	R †
27311 DNAP	**Larache** Sub.Sig. 1*Dk*	1999 1234 1231					1923	Schiffsw(v. J.&Sch.)A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1 P&B204'Q22'F31'	38·4	15·3	Oldenburg German *WB*	T.3Cy.22",35"&56"-33$\frac{7}{16}$" Christiansen& 182NHP Meyer,Harburg		G
27312 136668 VJST	**Laranah** (*ex*IslandQueen) 4Mst *ss*Mel.2ndNo.3-9,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	701 510 312	✠100A1 10,41 ~~10,40~~ BS10,41 ~~BS10,40~~ ✠LMC9,38	Mel	*j*	CL N9,39	1914 4mo *Lloyd's*A&CP	N.V.Schpb de Merwede Hardinxveld	W.Holyman&Sons ProprietaryLd. *WB = Cell DBf 103' 147t FPT 63t APT 7t*	180·0 *29·3* 187·7 (O.L.) Q105'B11'F23' FK	28·1	12·3	Melbourne British 3*BHCem*	T.3Cy.14",22$\frac{1}{2}$"&37"-24" (*s*) 180lb 99RHP 2SB,4*pf*,GS63,HS1900 Lidgerwood,Ld.Glasgow	14 ″ 6 s4 ″ 5$\frac{1}{4}$ 14 ″ 2$\frac{1}{4}$	
27313 148879 GLPR	**Larchbank** TwinSc *OilEng.* *ss*Ant.No.3-7,38 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-ws) *Tonnage opening closed* '41(*W.E.*)	5151 4764 3117	✠100A1 *withfreeboard* ~~6,41~~ ~~7,40~~ 3,42 DBS12,41 ~~DBS7,40~~ ✠LMC7,38 ✠LMC(M)7,40 *Carrying vegetable oil in deep tank*	~~Bel~~ ~~Lon~~ Bku	*a*†	CL ~~7,38~~ 6,41	1925 10mo *Lloyd's*A&CP	Harland& Wolff,Ld. Glasgow	BankLineLd.(A. Weir&Co.*Mgrs.*) *Cell DB357'1121t Tanks'tween tunnels115'251t DTf32'1067t FPT106t APT132t*	420·2 FK	53·9	26·5	Glasgow British 7*BHptCem* (*Coll toSh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.	~~29 ″ 2~~ ~~s3 ″ 7$\frac{3}{4}$~~ ~~25 ″ 8~~ 37 ″ 2 s10 ″ 11$\frac{1}{4}$ 26 ″ 8	
27314 140323 GVWY	**Larchol** *ss*Lon.No.3-3,30 *ss*Lon.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1162 845 502	✠100A1 ~~10,39~~ 3,42 BS11,41 ~~BS10,40~~ ✠LMC12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,17 F.P. above 150° F.*	Lon	*n*	CL 10,39	1917 8mo *Lloyd's*A&CP	Lobnitz& Co.Ld. Renfrew	TheAdmiralty *Cell DB uE&B 45'78t DTf 30' 261t FPT 37t APT 33t*	210·0 P61'F58' FK	34·7	15·6	London British 12*BHptCem*	T.3Cy.15",25"&40"-30" (*s*) 180lb 138NHP 2SB,4*cf*,HS2200 Lobnitz&Co.Ld.Renfrew	16 ″ 6 s1 ″ 6$\frac{1}{4}$ 15 ″ 0$\frac{3}{4}$	
27315	**Larenberg** *OilEng.* D.F. E.S.D. *CruiserStern*	4000	100A1 *withfreeboard* (*Class Contemplated*)				1940	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel	StoomvaartMaats. "Hillegersberg" (Vinke&Co.*Mgrs.*)				Amstrdam Dutch	Oil Engines 4S.C.SA 7Cy.19$\frac{11}{16}$"-43$\frac{5}{16}$" WerkspoorN.V.Ams.		
27316 129328 GKPC	**Largo** (*ex*Uskside) *ss*Shl.2ndNo.3-11,38 D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2209 1741 1378	✠100A1 2,41 BS6,41 ~~BS3,40~~ ✠LMC11,38	Lth	*r*	CL 10,38	1913 2mo *Lloyd's*A&CP	J.Priest- man&Co. Sunderland *Intermediate BH in fore hold dispensed with*	PeltonS.S.Co.Ld.	290·0 FK P24'Q90'B53'F28'	40·8	18·7	Newcastle British *Cem* 4*BHonly* *Cell DBa 108'f116'480t APT60t*	T.3Cy.21",35"&57"-39" (*s*) 180lb 218NHP 2SB,6*pf*,GS90,HS3340 N.E.MarineEng.Co.LdSld	20 ″ 0 s2 ″ 2 18 ″ 0	
27317 137225 GSMR	**Largs Bay** Ⓟ TwinSc *ss*Lon.No.3-7,34 *ss*Lon.No.1-38 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*-ws) 3*rd dk*(*Stl*)*in forward holds* D.F. E.S.D.	14182 11881 8477	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~11,40~~ 12,41 ✠LMC MS4,38 BS~~11,40~~12,41 ✠Lloyd'sRMC~~2,41~~ ~~8,41~~ 2,42 *Fitted for oil fuel 12,21 F.P. above 150° F.*	Syd	*i*†	CL ~~2,38~~ 5,41	1921 12mo *Lloyd's*A&CP	W.Beard- more&Co.Ld. Glasgow	Aberdeen&Com- monwealthLine, Ld.(ShawSavill& AlbionCoLd*Mgrs*) *Cell DB457'2259t MT24'1017t* *Tanks between tunnels51'197t FPT174t APT143t*	530·9 B215'F76'*on Sheltr dk* FK	68·3	39·9	London British *ptCem* 9*BHtoSh dk*	4 Steam Turbines DR geared to 2 Sc.Shafts (*r*) 220lb FD 1977NHP 3DB(Spt)&2SB(Spt),20*cf*, HS25923 W.Beardmore&Co.Ld.Dal.	43 ″ 6 s10 ″ 8$\frac{1}{4}$ 33 ″ 2	
27318 DOEE	**Larissa** (*ex*Avola-36,*ex*Oderland) Sub.Sig. 2*Dks*	1819 1595 1022					1922	Nordd. Unionwerke A.G Tönning	AtlasLevante- LinieA.G.	283·1 len28	39·8	17·8	Bremen German *WB*	T3Cy.19$\frac{7}{16}$",31$\frac{1}{2}$"&49$\frac{1}{2}$"-31$\frac{1}{2}$" 136NHP Waggon-u. Maschb.A.G.Görlitz		G
27319 149446 GFMK	**Laristan** *ss*Gls.No.3-8,40 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system* D.F. *Mchy.Aft* E.S.D.	6401 5883 3863	✠100A1 ~~4,41~~ ~~8,40~~ 12,41 BS8,41 ✠LMC8,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 11,27 F.P. above 150° F.*	~~Gls~~ ~~Rio~~ Shl	*a*†	CL ~~1,38~~ ~~1,41~~ 12,41	1927 11mo *Lloyd's*A&CP	ShortBros. Ld. Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *Cell DBuE&B78'319t DTf36'559t FPT98t APT98t*	420·0 P105'B34'F38' FK	55·0	34·8	Newcastle British 14*BHptCem* 5 „ *to 2nd dk*	T.3Cy.26",44"&74"-48" (*s*) 200lb 565NHP 3SB(~~Spt~~),12*cf*,HS8316 FD J.Dickinson&Sons,Ld.Sld.	34 ″ 9 s7 ″ 4$\frac{1}{4}$ 27 ″ 7$\frac{1}{4}$	
27320 137087 GKST	**Larpool** *ss*Shl.No.3-3,37 1*Dk*(*Stl*)	3872 3469 2311	✠100A1 6,41 ~~1,41~~ MBS12,40 ✠LMC3,37	~~Bry~~ Cff	*x*	CL 1,41	1924 12mo *Lloyd's*A&CP	W.Pickers- gill&Sons,Ld. Sunderland	Rowland&Mar- wood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *Cell DB318'1084t FPT88t APT170t*	363·5 P33'B222'F31' FK	51·4	22·8	Whitby British 6*BHCem*	T.3Cy.25",42"&68"-45" (*s*) 180lb 345NHP NDB38 *180lb* 2SB(Spt),6*cf*,GS126,HS5423 Richardsons,Westgarth& Co.Ld.Sld.	25 ″ 0 s3 ″ 1$\frac{1}{2}$ 22 ″ 1$\frac{1}{2}$	
27321 226889 WOBE	**Larry Doheny** (*ex*Foldenfjord) 2*Dks* *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	7038 — 4348					1921	SunS.B. Co. Chester,Pa.	RichfieldOilCorp.	430·4 P386tB163tH252t	59·3	33·3	LsAngeles Utd.States *WB*	T.3Cy.27",45$\frac{1}{2}$"&76"-51" 412NHP SunS.B.Co.Chester,Pa.		R
27322 167448 MPDM	**Lars Kruse** D.F. 1*Dk*	1807 1623 1074					1923	A/S Aal- borgSkibs. Aalborg	Ministry of War Transport(Lam- bertBros.Ld *Mgrs*)	276·8 P34'B169'F19'	42·1	17·8	London British *WB*	T.3Cy.20",31$\frac{1}{2}$"&53"-36" 169NHP Akt.Frichs,Aarhus		C
27323 154211 VSNK	**Larut** Ⓟ (*ex*Steamer-38) *OilEng.* 1*Dk*	894 685 480					1927	Hall,Rus- sell&Co.Ld. Aberdeen	StraitsSS.Co.Ld.	214·4 P&B131'F31'	35·7	11·7	Singapore British *WB*	Oil Engines 4S.C.SA 8Cy.15"-20" 175NHP NE38 Ruston&Hornsby,Ld.Lcn.		
27324 DNAQ	**Las Palmas** Sub.Sig. 2*Dks*	2317 1887 1342					1925	Deutsche Werft A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	270·5 P36'B77'F31'	41·7	21·5	Oldenburg German *WB*	C.4Cy.18$\frac{5}{16}$"&39$\frac{3}{8}$"-39$\frac{3}{8}$" Ottensener 162NHP Eisenwerk,Altona		G
27325 DHOW	**Lasbek** *ss*Ham.No.2-38 1*Dk*(*Stl*) *Well dk* *CruiserStern* *Strengthened for Navigation in Ice*	2159 1659 1263	✠ 8,39 ✠	Sch	*s*		1930 7mo	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl. *Cell DB244'573t FPT37t APT61t*	281·8 295·3(O.L.) P15'Q81'B126'F32' FK	44·2	16·9	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 216NHP 2SB(Spt),4*cf*,GS72, HS3120 A.BorsigG.m.b.H.Berlin	19 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27326 32 SUDA	**Lateef** (*ex*Ramleh,*ex*Egyptian Prince,*ex*Waterland) *ss*Rot.No.2-11 *Well deck* *Mchy.Aft* 1*Dk*	503 398 266	✠ … 7,15 ✠				1903 3mo	W.Dobson &Co. Newcastle	OvadiaIsrail Ovadia	164·0 Q47'F21'	25·0	11·8 FK	Alexndria Egyptian *WB*	T.3Cy.13",21"&34"-24" 57NHP MacColl&Pollock,Sld.	14 〃 3	
27327 DOSE	**Latona** TwinSc *OilEng.* D.F. 1*Dk* *Mchy.Aft* *Ref.Mchy.* *CruiserStern*	1126 843 587					1937	Schiffb.Ges "Unterweser" A.G. Wesermunde-L.	Dampfschiffahrts Ges."Neptun"	234·5 P115'F36'	34·7	13·4	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11$\frac{1}{4}$"-16$\frac{9}{16}$" 145NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
27328	**Latouche** Ⓟ 2*Dks* *Mchy.Aft* *Fitted for oil fuel*	2156 — 1248					1910	MoranCo. Seattle,Wash	Madrigal&Co.	240·0	41·0	20·0	Utd.States *WB*	T.3Cy.17",28"&47$\frac{1}{2}$"-36" 135NHP MoranCo.Seattle,Wash.		
27329	**Latvis** (*ex*Sonnenberg,*ex*Dortmund, *ex*Immo,*ex*BrunoMenzell) 1*Dk&deep framing*	1318 1090 798					1903	Flensburgr Schiffsb.Ges. Flensburg	M.Faulbaum SteamshipLine	245·8 P14'Q58'B112'F27'	35·5	15·2	German *WB*	T.3Cy.15",23$\frac{5}{8}$"&43$\frac{5}{16}$"-34$\frac{7}{16}$" 110NHP FlensburgrSchiffsb.Ges.		G
27330 OXKH	**Laura** *Now* "**Rocha**," *see No.* 38337 *in Supplement* D.F. *Ref.Mchy.* 1*Dk* *CruiserStern*	1471 1232 848					1933	Nakskov Skibs.A/S Nakskov	J.Lauritzen	262·2	39·7	15·7	Esbjerg Danish *WB*	C.4Cy.(2)14$\frac{3}{4}$"&(2)31$\frac{1}{2}$"-31$\frac{1}{2}$" & L.P. Turbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
27331 109 IBKS	**Laura C.** (*ex*Laura) *ss*Tri.No.3-2,36 D.F. 2*Dks*(*Stl*)&*Web frames* *Ref.Mchy.*	6181 5022 3851	✠100A1 12,39 BS2,40 ✠LMC2,35 ✠Lloyd'sRMC2,36 *Fitted for oil fuel* 3,23 *F.P. above* 150°F. NO LATER SURVEY REPORTED	Tri	*z*	CL 7,38	1923 3mo A&CP	Cant.Nav. Triestino Monfalcone *CellDBa*117'	"Italia"Soc.Anon. diNav. *uB&f*200'1141*tM*	417·7 397·7 P36'B151'F44' *T*34'920*t* *FPT*107*t*	54·2	30·2 FK	Trieste Italian 8*BHCem* *APT*135*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 512NHP 3SB,9*cf*,GS201,HS7551 FD Yates&ThornLd.Blackbrn	32 〃 10 s 7 〃 5$\frac{1}{4}$ 25 〃 7$\frac{1}{2}$	
27332 378 IBFS	**Laura Lauro** (*ex*Koudekerk, *ex*KirkstallAbbey, *ex*Kandelfels) *ss*Rot.No.3-9,25 *ss*Rot.No.1-30 D.F. 2*Dks*(*Stl-U* teak s) *Now* "**Cearaloide,**" *see No.*35957 *in Supplement*	5787 5419 3610	✠ … 4,34 ✠	Ams			1912 7mo	Akt.Ges. "Weser" Bremen 1*BH in lower hold forward dispensed with* *Cell DBa* 141'*uE&B*	A.Lauro	441·1 421·2 P60'B125'F58' 48'*f*207'1217*tFPT*	55·8	28·2 FK	Naples Italian *Cem* 6*BH only* 0*tAPT*24*t*	Q.4Cy.24",34$\frac{1}{16}$",51"&74"-53$\frac{15}{16}$" 518NHP 3SB,9*cf*,GS171,HS6781 A.G."Weser,"Bremen	31 〃 3	I †
27333 OYZO	**Laura Mærsk** TwinSc3Mst *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern* 1*Dk&Shelter dk,3rd dk except in Nos.*2&5*holds* *Now* "**Day Star,**" *see No.* 36113 *in Supplement*	6599 5422 3876	✠100A1 *with freeboard* 3,40 ✠LMC3,39 ✠Lloyd'sRMC12,39 *Carrying oil F.P. above 150° F. in upper & lower fore peak tanks* *Carrying oil F.P. above 150° F. Molasses or glycerine in deep tanks* *Carrying vegetable oil in upper after peak tank*	HKg	*c*†	CL	1939 3mo *Lloyd's*A&CP	Odense Staalskibsvft vedAPMöller Odense	A/SD/S Svendborg og D/S af 1912 A/S (A.P.Möller, Copenhagen, *Mgr.*)	455·9 483·8(O.L.) F52' *CellDB*367' 1527*tDTsf*65'17	59·1	27·3 FK	Copnhagn Danish 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd*„) 61*tDTsa*75'	Oil Engines 4S.C.SA 14Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 825NHP 2DB100*lb* Akt.Burmeistr&Wain,Cpn 1693*tFPTs*271*tAPTs*263*t*	30 〃 4 s3 〃 9 26 〃 9$\frac{1}{2}$	
27334 90 IPFM	**Laurana** Ⓟ TwinSc *OilEng.* *CruiserStern* 1*Dk*	391 271 157					1939	Cant.Nav. delQuarnaro Fiume	Soc.Fiumana di Navigazione	177·9 166·2 B36'	27·9	11·5	Fiume Italian *WB*	Oil Engines 2S.C.SA 12Cy.10$\frac{1}{4}$"-17$\frac{11}{16}$" 220NHP Soc.An"Fiat"S.G.M.Turin		I
27335 161261 GTCV	**Laurelwood** TwinSc *OilEng.* *ss*Shl.No.2-36 D.F. *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7347 6749 4360	✠100A1 ~~6,40~~ 12,41 DBS5,40 ✠LMC12,36 *Carrying Petroleum in bulk*	~~Grk~~ ~~NYk~~ Lth	*b*†	CL S2,40 P12,41	1929 7mo *Lloyd's*A&CP	Armstrong Whitworth &Co.Ld. Newcastle	Molasses&General TransportCo.Ld. (J.I.Jacobs&Co. Ld.*Mgrs.*) *Cell DBuE*22'66*tD*	436·0 P105'B30'F42' *Tf*29'479*tFPT*207*t*	59·5	33·8 FK	London British 16*BHptCem* *APT*223*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB150*lb* J.G.Kincaid&Co.Ld.Grk.	34 〃 0 s6 〃 6$\frac{3}{4}$ 27 〃 7$\frac{3}{4}$	
27336 131 ONQB	**Laurent Meeus** *OilEng.* *ss*Bkn.No.3-2,42 ~~*ss*Ant.No.2-38~~ D.F. GyC. *CruiserStern* 2*Dks*(*Stl*) *Mchy.Aft* *Longitudinal framing* E.S.D. *at bottom,decks&topsides*	6429 5642 4024	✠100A1 2,42 ~~2,40~~ ~~12,40~~ ✠LMC CS11,39 DBS2,42 2,42 *Carrying Petroleum in bulk*	~~Ams~~ LAn Bkn	*z*	CL ~~2,40~~ 12,41	1930 3mo *Lloyd's*A&CP	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam	Soc.Purfina-Maritime *CellDBuE*54'207*t*	401·7 P102'B32'F32' *FPT*189*tAPT*101*t*	55·2	32·6 FK	Ghent Belgian 14*BHptCem*	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 2DB140*lb* 652NHP Harland&Wolff,Ld.Gls.	32 〃 9 s 6 〃 0 26 〃 11$\frac{1}{4}$	
27337 126485	**Laurentia** WoodTwinSc (*ex*Lorancia) 2*Dks*	346 110 205					1909	Z.Leroux Valleyfield P.Q.	Mrs.D.Peltier	112·0	22·2	7·7	Montreal British	C.4Cy.9"&18"-12" 27RHP CiePontbriandLd.SorelPQ		
27338 113641 CGSQ	**Laurentian** Ⓟ (*ex*KingEdward) *ss*Qbc.No.2-10 *Well deck* 1*Dk*	355 252 155	✠ … 2,15 ✠				1902 5mo	Cook,Welt'n&Gemmell Beverley	CanadianGovernment(Dept.of Transport)	149·0 Q37'B40'F32'	24·0	11·1 BK7"	Quebec British *WB*	T.3Cy.13",22"&36"-27" 65RHP Amos&Smith,Hull	11〃10	
27339 130128 MNDW	**Laurieston** (*ex*Berkelstroom, *ex*Brederode, *ex*EigenHulpI) *ss*Gmh.No.3-11,29 *ss*Gmh.No.2-38 1*Dk*(*Stl*) *Cargo battens not fitted*	1304 1150 767	✠100A1 6,42 ~~5,41~~ Examined 6,42 6,42 BS~~6,41~~ ✠LMC4,38	Bry Gmb		CL ~~5,39~~ N6,42	1917 5mo	Wilton'sE. &SlipwayCo Rotterdam A&CP	RavelstonSS.CoLd (Gillespie&Nicol, *Mgrs.*)	240·3 P19'B63'F23' *CellDB*203'323*t*	36·4	15·9 FK	Grngemth British 4*BHCem* *APT*42*t*	T.3Cy.19$\frac{1}{16}$",32"&51"-36"(*s*) 180lb 186NHP 2SB,6*pf*,GS100,HS3100 Wilton'sE.&SlpwyCo.Rot.	18 〃 0 s2 〃 2$\frac{1}{2}$ 16 〃 0	
27340 LCKG	**Laurits Swenson** TwinSc *OilEng.* *ss*Osl.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Ref.Mchy.* 3*rd dk*(*Stl*) *except in No.* 5 *hold*	5725 5202 3556	✠100A1 *with freeboard* 12,41 DBS7,41 ✠LMC CS3,38 ~~DBS6,40~~ 8,40 ✠Lloyd'sRMC~~10,40~~ ~~7,41~~ 2,42 Stbd. chamber in No. 4 lower 'tween dk. not included.	Vcr	*b*†	CL 11,40	1930 1mo *Lloyd's*A&CP	Odense Staalskibsvft Odense	A/S GangerRolf (FredOlsen&Co. *Mgrs.*) *CellDB*387'1325*t*	435·9 P32'F41' (*CollBH&AP* *Tanks in way of tunnels* 185*tFPT*116*t*	56·2	27·8 FK	Oslo Norwegian 7*BH* *BH to Sh dk* 5 „ 2*nd*„) *APT*128*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP DB100*lb* Akt.Burmeistr&Wain,Cpn	30 〃 7 s4 〃 0 26 〃 8$\frac{3}{4}$	
27341 137487 GQRN	**Lautaro** (*ex*Glengyle, *ex*Bostonian) TwinSc *OilEng.* *ss*Hul.No.3-4,28 *ss*Hul.No.2-36 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6240 5892 3950	✠100A1 *Awng dk* *with freeboard* ~~7,41~~ ~~7,40~~ 4,42 Examined ~~7,40~~ 7,41 ✠LMC CS11,37 DBS~~1,41~~ 4,42 5,39	Liv	*z*	CL 4,39	1915 12mo *Lloyd's*A&CP	Harland& Wolff,Ld. Glasgow	PacificStmNavCo. *CellDB*338'1126*t*	399·1 412·1(O.L.) *Ba*69'*f*37'*on Awng dk* *DTa*28'540*tFPT*90	52·2	33·9 FK&BK2"	London British 8*BHptCem* *tAPT*61*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-33$\frac{1}{2}$" 719NHP DB100*lb* Burmeister&Wain,Gls.	37 〃 8 s 9 〃 0$\frac{1}{4}$ 28 〃 11	
27342 DONN	**Lauterfels** Sub.Sig. 2*Dks*	6310 5812 3849					1921	Akt.Ges. "Weser" Bremen	DeutscheDampfsfahrts.Ges.Hansa	431·6 P78'B133'F56'	56·3	30·4	Bremen German *WB*	T.3Cy.29",47"&76$\frac{2}{3}$"-54" &LPTurbine 608NHP A.G."Weser,"Bremen		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.R.of Trade.
27343 149456	**Lavaldoc** *Mchy.Aft* 1*Dk*	1918 1629 1142					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8 Q100′F35′	43·3	17·8	F.William, Ont. British *WB*	T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
27344 167591 GLTR	**Lavington Court** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnageopening closed'42(W.E.)*	5372 4853 3153	✠100A1 *withfreeboard* 11,41~~3,41~~ ✠LMC6,40	Liv	*a*†	CL	1940 6mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	CourtLine,Ld. (Haldin&Phillips, Ld.*Mgrs.*) *CellDB*358′1446*t*	433·0 449·8(O.L.) F38′ FK *MT*30′1286*t FPT*8	57·9	25·7	London British *7BHptCem* (*Coll to Sh dk* 6 „ *2nd* „) 4*tAPT*168*t*	Oil Engines 4S C.SA 6Cy.25$\frac{9}{16}$″–55⅛″ 378NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	~~20 ″ 1~~ ~~s 3 ″ 0¾~~ ~~25 ″ 8¾~~ 37 ″ 8 s11 ″ 1½ 26 ″ 8½	
27345 513 IBMR	**Lavoro** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk* *Longitudinal framing at bottom & at deck*	7886 — 4453					1938	Cantieri RiunitiDell' Adriatico Trieste	A.Lauro	483·3 460·0 P93′B47′F48′	59·2	33·8	Naples Italian *WB*	Oil Engines 2S.C.SA 8Cy.26¾″–43$\frac{5}{16}$″ 1000NHP SocAn"Fiat"S.G.M.Turin		I
27346 216119 WBDU	**Lawrence Philips** (*ex*Tillamook–35, *ss*L.An.No.3–7,30 *ex*PointArena) *ss*S.Fo.No.1–34 1*Dk*(*Stl*) *Fitted for oil fuel*	2117 1726 1285	✠ ... 10,36 ✠	LAn	*r*		1918 3mo	AlbinaEng &Mach.Wrks Portland,Or.	Lawrence-Philips S.S.Co. *CellD*	251·0 P25′B64′F25′ FK *B*212′477*tFPT*102*t*	43·5	18·1	L.Angeles Utd.States *4BHCem* *APT*112*t*	T.3Cy.20″,33″&54″–40″ 279NHP 2SB,*6cf*,GS115,HS5384 AlbinaE.&M.Wrks.Pld.O.	19 ″ 11	
27347 161513 VCFP	**Lawrendoc** *Mchy.Aft* 1*Dk*	1924 1627 1144					1929	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8	43·4	17·8	F.William, Ont. British *WB*	T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
27348 144569 VTCV	**Laxmi** (*ex*Karachi–33, *ex*GeorgeHarris) *ss*Bom.No.3–4,40 1*Dk* *Cargo battens not fitted*	310 246 120	100A1 4,40 LMC4,40	Bom	*e*	CL 3,40	1918 *Lloyd*	Hepple& Co.Ld. SouthShields '*sA&CP*	HindustanS.S. Co.Ld.(Joshi&Co. *Mgrs.*)	124·6 Q72′F21′	23·4	12·6	Bombay British *2BHCem*	T.3Cy.12½″,21″&35″–26″ (*s*) 180lb 87RHP 1SB,*3pf*,GS50,HS1619 Bellis&Morcom,Ld.Bmn.	13 ″ 6 s 2 ″ 0 13 ″ 1¼	
27349	**Lazar Kaganovich** TripleSc (*Icebreaker*) *CruiserStern* 5*Dks*	4866					1937	André MartiS.B.Yd. Nicolaieff	U.S.S.R.	335·9	75·8	29·9	Leningrad Russian	T.9Cy.22$\frac{1}{16}$″,38$\frac{3}{16}$″&64$\frac{3}{16}$″–44⅞″ 825NHP NicolaieffStateS.B.Yd.		
27350 EEVL	**Lázaro** (*ex*Besós) Iron	398 — 283					1862	.... England	M.CamposPeña	172·9	23·0	14·4	Seville Spanish	C.4Cy.13″&28″–24″ 64NHP		
27351 1860 IPNK	**Lazio** (*ex*Littoria–36,*ex*Senior–33) 1*Dk*	319 287 166					1899	Oderwerke Grabow	LaLigureRomana Soc.Anon.diNav. Maritt.eFluviale	167·3 158·4	25·8	8·6	Genoa Italian *WB*	C.2Cy.10⅞″&20⅛″–13¾″ 12NHP Oderwerke,Grabow		I
27352 85 IBLS	**Lazzaro Mocenigo** Ⓟ *OilEng.* D.F. 2*Dks*3*trB*	1403 — 593					1928	Cant.San Rocco SanRocco	SocietàFiumana diNavigazione	235·7 219·7	34·6	20·5	Fiume Italian *WB*	Oil Engines 2S.C.SA 6Cy.20½″–32¼″ 438NHP FiatSanGiangio,Turin		I
27353 PKEW	**Le Maire** 2*Dks*	3271 — 2060					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 P40′B104′F40′	44·0	22·3	Batavia Dutch *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP Maats.Fyenoord,Rot.		V
27354 LIUW	**Le Norvegien II** (*ex*Proteus–34, *ex*Amsel,*ex*Minna) Sub.Sig. 1*Dk*	1058 831 605					1921	Schiffsw(V J.&Sch.)A.G. Hamburg	DenNorske AmerikalinjeA/S	215·8 P23′B59′H49′F26′	34·2	14·1	Oslo Norwegian *WB*	T3Cy18½″,29½″&47$\frac{5}{16}$″-33$\frac{7}{16}$″ Hannoverische 130NHP MaschinerA.G Hannover		V
27355	**Le Progrès** TwinScSp (*ex*LeProgrès 1*Dk* No.119–33) *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk*	*511* *416* *205*					1892	Armstrong Mitchell&Co. LdNewcastle	MithadRecai Ögdevin,Mehmed AliKunt&Mrs.N. Gittel	164·0	27·0	13·5	Panama Pnamanian *WB*	C.4Cy.16″&30″–18½″ 70NHP WallsndSlp.Co.(Ld.),Nwc		I
27356 FNIA	**Le Rhin** Ⓟ 1*Dk&Shelter dk*	2456 1562 1494	✠ ... 10,24				1920 8mo	H.&C. Grayson,Ld. Garston	Cie.deNav.Paquet	264·8 FK	41·3	18·8	Marseilles French *WB*	T.3Cy.21″,34″&56″–36″ 252NHP McKie&Baxter,Glasgow	21 ″ 0	V †
27357 TTYT	**Le Trait** 1*Dk*	1158 856 450	✠				1934	Atel.&Ch. delaSeine Maritime WormsetCie LeTrait,S.I.	WormsetCie.	237·2 P187′F31′	34·2	14·7	Havre French *WB*	T.3Cy.17″,30″&50″–36″ 150NHP Atel.&Ch.delaSeine Maritime		V
27358 234 IPFZ	**Le Tre Marie** *ss*Gen.No.3–7,37 *Well deck* 1*Dk*(*Stl*)	1086 772 633	✠100A1 12,39 BS8,39 ✠LMC7,37 NO LATER SURVEY REPORTED	Gen	*n*	CL 11,38	1925 7mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	D.Tripcovich&Ci., Soc.Anon.diNav. Rimorchi e Salvataggi *Ce*	222·2 215·9 Q79′B56′F26′ FK *llDBa*47′*uE*25′*f*93′	35·0	13·0	Trieste Italian *4BHCem* 246*tAPT*8*t*	T.3Cy.17¾″,29″&47″–33″ (*r*) 180lb 194NHP 2SB,*4cf*,GS68,HS3000 FD OfficineNav.Triestino,Tri.	15 ″ 7 s1 ″ 0 14 ″ 9¼	
27359 TKDY	**Le Violent** 1*Dk*	441 322 184					1921	S.A.des AnciensCh. Dubigeon Nantes	LesTransports Bayonnais	136·7 B36′F16′	27·3	11·8	Bayonne French	T.3Cy.12″,20″&32″–22″ 48NHP E*made*19*refitted*32 McKie&Baxter,Ld.Psy.		V
27360 TSYO	**Le Zeramna** (*ex*Ain-Sefra–34, *ex*HonorineAchaque,*ex*Holland) 1*Dk*	559 388 274					1919	N.V.Werf. Zeeland Hansweert	ArmementNord- Africain	153·8 P86′B9′F27′	26·1	12·3	Algiers French	T3Cy11⅛″,17$\frac{7}{10}$″&31½″-17$\frac{7}{10}$″ N.V.Mach. 42NHP Fulton,Hoogezand		V
27361 165776 GDNG	**Lea Grange** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2969 2230 1646	✠100A1 5,41 ✠LMC12,39	Sld	*t*	CL	1939 12mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	TanfieldSteamshipCo.Ld.(W.B. Nisbet,*Mgr.*) *CellDB*262′955*t*	316·8 328·0(O.L.) FK Q188′F34′ *MT*10′243*tFPT*235	45·2	19·6	Newcastle British *5BHCem* *tAPT*77*t*	T.3Cy.18½″,29″&52″–39″ 220lb (*s*) FD 244NHP 2SB(Spt),*6cf*,GS70,HS3390 N.E.MarineEng.Co.(1938) Ld.Sld.	22 ″ 0 s 7 ″ 3 19 ″ 8¾	
27362 148110 GKRT	**Leadgate** (*ex*SevenSeasSound–37, *ex*Chilton–35) *ss*Sld.No.3–11,37 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2125 1856 1241	✠100A1 2,42~~2,41~~~~10,41~~ BS~~2,41~~ ✠LMC11,37 3,42	~~Sws~~ ~~Gls~~Lg	*s*	CL 1,41	1925 1mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	ConsettIronCo.Ld. (WilliamDickinson &Co.Ld.*Mgrs.*) *CellD*	280·0 P27′B49′F26′ FK *B*234′644*t FPT*160*t*	41·6	20·1	Newcastle British *4BHCem* *APT*117*t*	T.3Cy.20½″,33″&54″–39″ (*s*) 180lb 228NHP 2SB,*6cf*,GS103,HS3947 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 3 ″ 0¼ 19 ″ 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
27363 144397 VPJT	**Leana** (*ex*Tapti-37,*ex*Ulm) *ss*H.Kg.2ndNo.3-2,39 2*Dks*(*Stl*)&*lower dk beams in* *Well deck* *No.* 1 *hold*	4742 4371 2915	✠100A1 9,41 ~~12,40~~ 9,41 BS~~12,40~~ ✠LMC2,39	~~HKg~~ Sng	*z*	CL 2,39	1914 4mo	Akt.Ges. "Neptun" Rostock *Lloyd's A&CP*	LeanaS.S.Co.Ld. (Williamson&Co. *Mgrs.*) *CellDBa121'uE&B56'f178'1254tFPT85tAPT5t*	399·5 415·9(O.L.) P&B321'F54'	54·1	25·6 FK	Hong Kong British 7*BHCem*	T.3Cy.28¾",47¼"&77½"-48" 213lb (*s*) FD 653NHP 3SB(Spt)9*cf*,GS261,HS9688 A.G."Neptun,"Rostock	28 ″ 6 s 3 ″ 6 25 ″ 2¾	
27364 204720 WFDS	**Lebanon** (*ex*EffinghamB.Morris, *ex*JosiahG.Munro) D.F. *Mchy.Aft* 1*Dk*	6971 — 5482					1907	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	530·0	56·2	32·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"-42" 257NHP GreatLakesEng.Wks.Det.		R
27365 221358 KDTN	**Lebec** (*ex*Hamer) 2*Dks* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	6893 — 4296					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Socony-Vacuum OilCo.Inc.	435·0 P123'B50'F44'	56·2	33·5	NewYork Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
27366 223475 KFMP	**Lebore** TwinSc 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing*	8289 — 4546					1923	Bethlehem S.B.Corp.Ld. SanFrancisco	OreS.S.Corp.	549·6 P118'F50'	72·2	40·5	NewYork Utd.States *WB*	SR Geared Steam Turbines BethlehemS.B.Corp.Ld.		R
27367 SPBU	**Lech** *ss*Dnz.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Platform dk for light* *Ref.Mchy.* *cargoes in No.* 2 *hold* *CruiserStern* *Strengthened for Navigation in Ice*	1568 1241 790	✠100A1 *withfreeboard* 6,41 ~~12,39~~ ✠LMC MS5,38 BS~~6,40~~ 7,41	~~Lon~~ Liv	*r*	CL 4,38	1934 3mo	Swan,Hunter&Wigham- Richardson, Ld.Newcastle *Lloyd's A&CP*	PolishBritishS.S. Co.Ld.(PolishS.S. AgencyLd.*Mgrs.*) *CellDBa&uE97'f119'333tFPT17tAPT35t*	281·4 293·5(O.L.)	40·1	16·1 FK	Gdynia Polish 5*BHptCem* (*Coll to Sh dk* 4 ,, 2*nd* ,,)	T.3Cy.19½",33"&54"-36" (*s*) & LP Turbine with DR gearing & hydraulic coupling 210lb FD 335NHP 2SB(Spt)6*cf*,GS115,HS4043 Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 4 s ″ 7½ 16 ″ 10¼	
27368 SPAQ	**Lechistan** (*ex*Hemland-36) *OilEng* D.F. *ss*Got.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*1937* *1567* *967*	✠100A1 *withfreeboard* ~~4,41~~ ~~5,40~~ 3,42 ✠LMC CS8,37 DBS~~6,40~~ 7,41 ~~10,39~~ 9,40 *Carrying Vegetable Oil in No 4 DB tank*	~~Nwe~~ ~~NYk~~ Mch	*t*	CL 6,39	1929 4mo	Eriksbergs M.V.Aktieb Gothenburg *Lloyd's A&CP*	'ZeglugaPolska' S.A.(PolishS.S. AgencyLd.*Mgrs.*) *CellD*	289·2 305·2(O.L.) F26' *B246'646tAPT25t*	43·0	16·6 FK	Gdynia Polish 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 355NH DB*80lb* EriksbergM.V.Aktieb.Got	19 ″ 0 s ″ 4½ 18 ″ 9	
27369 FOBC	**Leconte de Lisle** Ⓟ TwinSc D.F. 3*Dks*&*Shade dk* *Ref.Mchy.* *Fitted for oil fuel*	9877 — 5376					1922	Soc.Provençale de Const.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	454·7 B252'F65'	61·0	37·4	Marseilles French *WB*	T.6Cy.24⅜",40⅛"&65¾"-47¼" 596NHP Soc.ProvençaledeConst. Nav		V
27370 HPFF	**Leda** TwinSc *OilEng.* *ss*Ham.No.3-7,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. GyC &*Web frames* *CruiserStern* *Longitudinal framing*	8546 — 5138	✠100A1 *Shelter dk* *withfreeboard* ~~6,41~~ ~~2,41~~ 2,42 Examined 2,42 ✠LMC CS5,38 ~~DBS2,41 9,41~~ 1,40 *Carrying Petroleum in bulk*	~~LAn~~ ~~NYk~~ NYk DBS2,42	*d*†	CL 7,40	1925 11mo	Howaldtswerke Kiel *Lloyd's A&CP*	Panama Transport Co. *Cell*	470·1 B34'F39' *DBuE69'160tDTf*	63·2	35·3 FK	Panama Pnamanian 18*BHptCem* *ptAsp* 13*BHtoUdk* 36'275*tDTa*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NH DB70*lb* 2 Water Tube DB-*200lb* SulzerBros.Ld.Winterthur 21'96*tFPT*182*tAPT*119*t*	35 ″ 6 s 8 ″ 6½ 27 ″ 3	
27371	— (*ex*Duba-41,*ex*Collingham) Now "**Irish Elm,**" *see No. 37070 in Supplement* *ss*Spt2ndNo.3-5,36 1*Dk*(*Stl*)2*trB*&*Web frames* *ss*N.Yk.No.1-41	4115 3830 2535	✠100A1 ~~4,41~~ ~~7,39~~ 6,41 4,41 ~~BS7,39~~ ✠LMC~~5,36~~	~~Spt~~ NYk	*w*	CL ~~5,38~~ 3,41	1910 1mo	JLThompson&Sons,Ld Sunderland *Lloyd's A&CP*	IrishShipping,Ld. *Cell*	351·7 P25'B145'F32' *DBa121'uE&B45'f145'1006tFPT1*	51·0	25·7 FK	Dublin British 6*BHCem* 04*tAPT*213*t*	T.3Cy.25",42"&68"-48" (*s*) 180lb 350NH 2SB,6*cf*,GS136,HS5415 J.Dickinson&Sons,Ld.Sld.	28 ″ 2 s 4 ″ 8¾ 23 ″ 8	
27372 LCSI	— Ⓟ D.F. E.S.D. 2*Dks*	2415 1549 1320					1920	Armstrong Whitworth &Co.Ld. Newcastle	DetBergenske Dampskibsselskab	305·6 P467*t*H339*t*F119*t*	41·7	18·4	Bergen Norwegian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WllsndSlpwy.Co.Ld.Nwc		
27373 280 OHCO	— *ss*Hfs.2ndNo.3-5,33 *ss*Abo.No.1-38 D.F. 1*Dk*(*Stl*)&*deep framing*	1283 1040 694	✠100A1 5,40 ✠NB12,34 ✠LMC MS6,38 BS7,39 No later survey reported	Hfs	*o*	OG 7,39	1908 6mo	Laxevaags Msk.&Jrnskb Bergen *Lloyd's A&CP*	FinskaÅngfAktieb *Cell*	239·2 227·6 P19'B61'F25' *DBa63'f119'285tFPT40tAPT51t*	35·2	14·4 FK	Helsingfrs Finnish 4*BHptCem* *ptAsp*	T.3Cy.16",$25\frac{13}{32}$"&43"-30"(*s*) 185lb *125lb* NDB34 120NHP 1SB,3*cf*,GS54,HS1957 LaxevaagsMsk&Jrns.Bgn	16 ″ 10 s 1 ″ 7 15 ″ 5	
27374 DONL	— 1*Dk*	594 462 347					1904	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·8 Q52'B43'F22'	27·2	11·8	Bremen German *WB*	T.3Cy.13",20½"&$33\frac{1}{16}$"-20⅝" 51NHP A.G."Weser,"Bremen		G
27375 LCXY	**Ledaal** (*ex*Skudefjord-34, *ex*Skogland, *ss*Ham.2ndNo.3-11,23 *ex*Polcarne, D.F. 1*Dk*(*Irn*)2*trB*& *ex*Everingham) *deep framing*	3076 2855 1886	✠ 4,26 ✠	Shl	*u*		1899 12mo	BlythS.B. Co.Ld. Blyth	D/SA/SLedaal(A. GowertOlsen&E. Gundersen,*Mgrs.*) *CellDBa*108'	322·9 H111*t*F51*t* *uE&B22'f128'690t*	47·0	22·4 FK	Stavanger Norwegian 6*BHCem* *APT*109*t*	T.3Cy.24",40"&65"-42" 281NHP 2SB,6*rf*,GS119,HS4325 Blair&Co.Ld.Stockton	24 ″ 10	N †
27376	**Lee An** (*ex*Kaimanawa-35, 4Mst *ex*JohnHeidmann) Sub.Sig. 1*Dk* *Cantilever framing*	2407 — 1257					1909	Flensburgr Schiffsb.Ges. Flensburg	AnKweaFeng	320·0 P24'B70'F29'	42·0	19·0	Chefoo Chinese *WB*	T.3Cy.21¼",35½"&59"-37½" 213NHP FlensburgerSchiffsb.Ges.		
27377 XNFV	**Lee Cheng** Steel&Iron (*ex*KichirinMaru-34, *ss*Nag.No.3-3,02 *ex*Girin,*ex*Blairmount) 1*Dk*(*Irn*)& *Web frames Beams Irn*	1491 — 901	✠ 3,02 ✠	Nag	*o*		1889 6mo	Sunderlnd S.B.Co.Ld. Sunderland	SunTeHsun	243·2 P29'Q53'	34·1	18·1 BK7"	Tientsin Chinese *WB*	T.3Cy.18½",30"&49"-33" 138NHP N.E.MarineEng.Co.Ld.Sld	17 ″ 6	
27378 150118 VPDY	**Lee Sang** (*ex*TeoPao) D.F. 2*Dks*	1655 1438 972					1907	Schiffsw.v. HenryKoch Lübeck	Indo-ChinaSteam Nav.Co.Ld.	265·8 P&B154'F40'	37·8	18·4	HongKong British *WB*	T.3Cy.20½",33½"&53½"-33½" 163NHP J.F.Ahrens,Altona	20 ″ 9 s 2 ″ 3 18 ″ 8½	
27379 XNFR	**Lee Shun** (*ex*YesanMaru-34, *ex*Burma) *ss*Kob.2ndNo.3-10,18 1*Dk*	3187 — 2313	✠ ... 6,20 ✠				1893 6mo	W.Gray& Co.Ld. W Hartlepool	AnKweaFeng	324·9 Q127' *ptAwng dk*198'	41·4	23·9 BK10½"	Tientsin Chinese *WB*	T.3Cy.$24\frac{3}{32}$",38"&64"-42" 256NHP Cen.Mar.Eng.Wrks.WHpl	24 ″ 0	
27380 148831 GDXQ	**Leeds City** 1*Dk*&*Shelter dk* D.F. *Fitted for oil fuel*	4758 4432 2884					1927	Wm.Gray &Co.Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	400·5 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25",42"&70"-48" 339NH Cen.Mar.Eng.Wrks.WHpl		C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques	3 Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où ce n'est dans le L.R. Durée.Cert.B.of Trade.
27381 853 OFDU	Leena (exFrancine-39, exFredavore-39, exThames) Well deck Cargo battens not fitted	ssHfs.2ndNo.3-8,31 ssSws.No.1-36 1Dk(ptIrn&ptStl) &deep framing	1133 — 626	✠100A1 1,41 ~~12,39~~ ✠LMC MS12,39 – BS8,40 Nolatersurvey reported	~~Cff~~ Hfs	n	CL 11,39	1905 9mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	LaivaO/YFennia S.S.Co.Ld.(John NurminenO/Y, Mgr.) CellDB60	220·9 232·3(O.L.) Q75'B49'F23' FK uE17'f96'278tFPT	33·3	14·0	Helsingfrs Finnish 4BHCem 49tAPT87t	T.3Cy.18",29½"&48¼"-33" 160lb *90lb* (s) 145NH 1SB,3pf,GS62,HS2371 G.Clark,Ld.Sunderland	16 ″ 6 s 1 ″ 2½ 15 ″ 5	
27382 1133 ESRP	Leeni (exPortos-37,exIlmari, exDordrecht) Well deck	ssTln.4thNo.3-7,38 1Dk(Irn)&Webframes Cargo battens not fitted	1842 1473 1129	✠100A1 7,38 ✠LMC MS9,37 BS5,39 Nolatersurvey reported	Tln	r	9,37	1891 8mo Lloyd	Wood, Skinner&Co. Newcastle 'sA&CP	A.Laane,F.Baltser &J.Petermann Cell	274·5 Q101'B64'F31' FK DBa76'uE18'f112'	37·2	17·2	Pärnu Estonian 4BHCem 320tAPT29t	T.3Cy.21¾",34"&56"-39"(s) 160lb 194NH 2SB,6pf,GS88,HS2900 N.E.MarineEng.CoLdNwc	19 ″ 8 s 2 ″ 1 17 ″ 9	
27383 PFNS	Leerdam Ⓟ D.F. Sub.Sig.	ssRot.No.3-9,34 ssRot.No.1-38 2Dks(Stl)&Shelter dk (Stl-ws)	8815 5846 5407	✠100A1 Shelter dk withfreeboard 8,41 ~~8,40~~ BS2,42 ~~BS12,40~~ ✠LMC11,38 Fitted for oil fuel10,21 F.P. above 150° F.	Lon NYk	c†	CL 8,40	1921 6mo Lloyd	NewWater -wayS.B.Co. Schiedam 'sA&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB367'1544t	450·0 B91'F50'onShelter dk FK MT27' 714t DT'a	58·2	37·2	Rottrdam Dutch ptCem 8BHtoSh dk 30'682tFPT	3SteamTurbinesDRgeared to 1 Sc. Shaft (s) 215lb HS11308 880NHP 4SB(Spt),12cf,GS247 FD J.Brown&Co.Ld. 172tAPT86t Clydebank	40 ″ 0 s10 ″ 2¾ 30 ″ 3¼	
27384 DHUE	Leesee (exRobertKöppen-33)	1Dk	2624 2240 1545					1922	Nüske&Co. Stettin	W.Schuchmann	322·9 len36 P28'B82'F35'	46·0	19·2	Bremrhvn German WB	T.3Cy.21 11/16",33⅞"&55"-35" 176NHP GörlitzerMaschfbk.Görlitz		G
27385 XNDX	Leetung (exSatsumaMaru)	ssYka.No.3-4,98 ssYka.No.1-02 2Dks(1Stl-ws)&Spar dk(Teak)	1853 1245 1111	✠ 6,05 ✠	Yka			1884 5mo	Napier, Shanks&Bell Glasgow	LeetungS.S.Co.Ld. (HweiTungS.SCo. Mgrs.)	265·5 26·0 BK9½"	35·7	18·4	Chefoo Chinese WB	C.2Cy.36"&68"-44" 267NHP J.Howden&Co.Glasgow	28 ″ 7	
27386 161213 MPJS	Leeuwarden Ref.Mchy. E.S.D.	ssLon.No.2-38 1Dk(Stl)&Shelter dk(Stl) CruiserStern	1209 861 538	✠100A1 withfreeboard 4,41 Examined 4,42 BS4,42 ~~BS4,41~~ ✠LMC3,38 ✠Lloyd'sRMC~~2,41~~ 4,42	Lon Liv	q	CL 4,41	1929 3mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	GeneralStm.Nav. Co.Ld. CellDB202'301	245·5 B62' FK tFPT31tAPT15t	40·1	12·8	London British 5BHCem (Coll to Sh dk 4 „ 2nd „	T.3Cy.21",34"&56"-36" (s) 200lb 304NHP 2SB,8cf,GS160,HS5834 AilsaS.B.Co.Ld.Troon)	14 ″ 9 s ″ 2 14 ″ 8½	
27387 KZAF	Legazpi	OilEng. 1Dk CruiserStern	1179 894 676	✠ ... 2,38 ✠	HKg	o		1937 5mo	HongK'ng &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina Inc. CellDB	213·6 221·5(O.L.) F36' FK uE58 150t FPT34t	40·2	12·0	Cebu Utd.States 4BHCem APT45t	Oil Engines 2S.C.SA 5Cy.19 11/16"-35 7/16" 337NHP Akt.Burmeistr&Wain,Cpn	15 ″ 9	
27388 202311 WCDN	Lehigh (exWilliamA.Rogers) Mchy.Aft D.F.	1Dk	6524 — 5101					1905	American S.B.Co. Lorain,O.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. Mgrs.)	525·0	55·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.BCo.Cleveland		R
27389 218450 KINM	— Sub.Sig.	Fitted for oil fuel 2Dks&Webframes	4983 4740 3046	✠ ... 6,20 ✠				1919 7mo	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B122'F43' FK	54·2	27·6	Phildlphia Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
27390 LDRL	Leiesten Mchy.Aft	OilEng. ssOsl.No.2-39 2Dks(Stl)&Webframes Longitudinal framing Strengthened for Navigation in Ice	6118 5412 3561	✠100A1 ~~4,41~~ ~~9,40~~10,41 DBS10,41 ~~DBS9,40~~ ✠LMC12,37 CarryingPetroleum in bulk	~~Meh~~ ~~NYk~~ Lon	z	CL ~~3,40~~ ~~7,41~~ 9,41	1930 11mo Lloyd	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle 'sA&CP	SkibsA/S Leiesten (Rafen&Loen- nechen) CellDBuE56' 171t	396·2 408·0(O.L.) P97'B29'F36' FK Trunk238' DTf34'523tFPT1	55·1	32·3	Tönsberg Norwegian 14BHptCem (9 to U dk 5 „ 2nd „) 35tAPT121t	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0	
27391 LJSI	Leif D.F.	OilEng. 1Dk&Shelter dk CruiserStern	1582 1220 851					1937	Akt.Lind- holmensVarv Gothenburg	D/SA/SLaly (C.T.Gogstad&Co. Mgrs.)	285·4	42·3	16·3	Oslo Norwegian WB	Oil Engines 2S.C.SA 6Cy.19 5/16"-35 7/16" 398NHP SulzerBros.Ld.Winterthur		N
27392 145877 GBZV	Leighton D.F.	TwinSc OilEng. ssLiv.No.3-4,34 ssLiv.No.1-39 2Dks(Stl)&Shelterdk(Stl) CruiserStern	7412 6874 4485	✠100A1 Shelter dk withfreeboard 10,41~~7,40~~ ✠LMC CS10,39 DBS~~2,40~~ 7,41 9,39	~~Meh~~ Rio	a†	CL ~~r4,38~~ ~~s5,39~~ 9,41	1921 10mo Lloyd	A.McMil- lan&Son Dumbarton 'sA&CP CellDB35	Lamport&Holt Line,Ld. 3'1108tDTa42'804	430·1 F37' onShelterdk FK tFPT120tAPT79t	56·2	34·9	Liverpool British ptCem 7BHtoSh dk 1 „ „ U „	Oil Engine 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB*100lb* Harland&Wolff,Ld.Gls.	37 ″ 6 s9 ″ 2¼ 28 ″ 7	
27393 LCSK	Leikanger	1Dk&Shelterdk Fitted for oil fuel	4003 3625 2483					1923	Lithgows' Ld. PortGlasgow	Westfal-Larsen& Co.A/S	375·3 P104tH244tF30t	52·3	23·9	Bergen Norwegian WB	T.3Cy.26",42"&70"-48" 339NHP J.G.Kincaid&Co.Ld.Grk.		N
27394 164343 GCGZ	Leinster Ⓟ D.F. E.S.D.	TwinSc OilEng. 2Dks CruiserStern	4303 1969 2321	✠100A1 withfreeboard ~~9,41~~ ~~6,41~~ 4,42 DBS4,42 ~~DBS6,41~~ ✠LMC11,37 For Irish Channel Service	Liv		OG 4,42	1937 11mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	CoastLinesLd.	353·0 367·0(O.L.) 52·5 FK P59'B186'F43' ForwardB22'	50·2	14·6	Liverpool British 8BHptCem CellDB258'	Oil Engines 2S.C.SA 20Cy.19 11/16"-35 7/16" 1347NHP DB*80lb* Harland&Wolff,Ld.Bel. 644tDTf10' 43tAPT52t	19 ″ 0 s 3 ″ 11¾ 15 ″ 1¼	
27395 DOTS	Leipzig Ⓟ D.F. E.S.D. Ref.Mchy.	OilEng. 2Dks CruiserStern	5898 4593 3419					1938	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	436·7 P21'B&F399' UpperF39'	56·3	24·4	Bremen German WB	Oil Engines 2S.C.DA 10Cy.20⅞"-29 15/16" 1529NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
27396 DAKN	— (exGertrud)	1Dk	795 552 476					1899	Flensburgr Schiffsb.Ges. Flensburg	Rud.Christ.Gribel	199·1 B106'F21'	29·0	12·0	Stettin German WB	T.3Cy.14⅝",20⅝"&32½-22" NE20 39NHP Schiffs w.u.Maschf A.G. Hamburg		G
27397 LJGJ	Leiv Eiriksson Mchy.Aft CruiserStern D.F. GyC. Carrying Petroleum in bulk	OilEng. 1Dk	9952 9191 5895					1936	Bremer Vulkan Vegesack	A/SLaboremus (T.Dannevig&Co. Mgrs.)	492·9 P113'F74'	66·1	36·4	Oslo Norwegian WB	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" 1167NHP BremerVulkan,Vegesack		N
27398 LEIW	Leka (exHitberwood) Well deck	ssMdb.No.1-26 1Dk	1599 1367 973	✠ ... 12,31 ✠				1922 11mo	J.S.White &Co.Ld. Cowes	D/S A/S Laly (C.T.Gogstad&Co. Mgrs.)	256·3 Q92'B59'F27' FK	40·3	15·9	Oslo Norwegian WB	T.3Cy.19",32"&52"-36" 200NHP J.S.White&Co.Ld.Cowes	18 ″ 2	N †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27399 PFOF	**Lekhaven** ssRot.No.3-12,33 D.F. ssRot.No.1-38 *1Dk(Stl)&Shelter dk(Stl)*	*4802* *4631* *2987*	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~10,41 BS5,41 MS8,37 ✠LMC ~~BS2,40~~	~~Hul~~ NYk	*x*	CL ~~5,41~~ 10,41	1921 5mo *Lloyd'sA&CP*	W.Dobson &Co. Newcastle	**N.V.Gebr.Van Uden'sScheepv.en ArgentuurMaats.**	359·9 FK *CellDB*313'960*t* *FPT*100*t* *APT*87*t*	52·0	31·5	**Rottrdam** Dutch *ptCemptAsp* *CollisionBHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.25",41"&69"-48" (*s*) 180lb 401NHP 3SB,*9cf*,GS174,HS6678 N.E.MarineEng.CoLdNwc	34 ″ 0 s 8 ″ 11¾ 25 ″ 3	
27400 PKEZ	**Lematang** (*ex*Willem vanDrielSr.) 1*Dk*	2512 2242 1476					1915	A.Vuijk& Zonen Capelle a/d Ysel	**Koninkl.Paketv. Maats.**	301·8 P22'B67'F23'	45·3	20·0	**Batavia** Dutch *WB*	T.3Cy.22½",37"&62"-39" 240NHP Maats.deSchelde,Flushing		V
27401 421 IBNS	**Leme** Ⓟ **TwinSc** *OilEng.* *Ref.Mchy.* ssMfl.No.3-8,38 D.F. *1Dk(Stl)&Shelter dk(Stl)* GyC. *2nd dk(Stl)in forward holds* *Now* "Lowlander," *see No.* 37463 *in Supplement*	8059 6711 4977	✠100A1 *Shelter dk* *withfreeboard* 10,39 ✠LMC8,38 ✠NE8,38 DBS6,39 ✠Lloyd'sRMC3,40 NO LATER SURVEY REPORTED	Mfl	*b*†	CL PN8,38 s6,39	1925 10mo *Lloyd'sA&CP*	Stabilmnto Tecnico Trieste	**"Italia"Soc.Anon. diNav.**	467·6 (O.L.) 450·0 B205'F41' FK *CellDB*362'1412*tDTa*1090*t* *FPT*133*t* *APT*67*t*	57·2	31·5	**Trieste** Italian 9*BHptCem* (8 *to Sh dk* 1 ,, *U* ,,)	Oil Engines 2S.C.SA 12Cy.26¾"-43$\frac{5}{16}$" 1500NHP 2DB*180lb&100lb* Soc.An."Fiat"S.G.M. Turin	35 ″ 0 s7 ″ 8¾ 27 ″ 6	
27402 152647 VGTM	**Lemoyne** (*ex*Glenmohr) *Mchy.Aft* 1*Dk* D.F. *pt.Longitudinal framing*	10480 9859 7503					1926	Midland S.B.Co.Ld. Midland,Ont.	**CanadaSteamship Lines,Ld.**	621·1 F48'	70·2	25·4	**Midlnd Ont** British *WB*	T.3Cy.25½",41½"&72"-48" *Ebuilt*18 359NHP Hooven,Owens&Rent-schlerCo.Hamilton,O.		CR
27403 215535 WJCS	**Lemuel Burrows** (*ex*Deepwater) ssBos.No.3-5,29 D.F. ssBal.No.2-38 *1Dk(Stl)&Web frames* *Cargo battens not fitted*	7610 6601 4787	✠100A1 ~~5,41~~ ~~5,40~~ ~~8,41~~ 1,42 MS5,40 BS4,41 ~~BS5,40~~ ✠LMC~~6,37~~ *Fitted for oil fuel* 10,17 *F.P above* 150° F.	Bal	*c*†	CL ~~5,39~~ 8,41	1917 10mo	NewYork S.B.Corp. Camden,N J A&CP	**EasternGas&Fuel Associates(State of Massachusetts Trustees)**	437·2 P28'B72'F32' FK *CellDB*386'2253*t* *Topside tanks* 1868*t* *FPT*205*t* *APT*140*t*	63·7	33·7	**Boston** Utd.States 7*BHCem*	T.3Cy.25",45"&75"-51" (*r*) 195lb 629NHP 3SB,*12cf*,GS220,HS9600 FD NewYorkS.B.Corp.	37 ″ 3 s 9 ″ 1½ 28 ″ 6	
27404 8439 SDNA	**Lena** *1Dk&Shelter dk* *Strengthened for navigation in ice* *CruiserStern* *Butts of bottom shell & deck plating electrically welded*	~~*1937*~~ ~~*1424*~~ ~~*1037*~~ *1938* *1424* *1043*	✠100A- *withfreeboard* 4,42~~7,40~~ ✠LMC7,40 *Fitted for oil fuel* 7,40 *F.P. above* 150° F	~~Ol~~ Skm		CL 4,42	1940 7mo	Fredrkstad MekVrksA/S Fredrikstad	**Rederiaktie-bolagetKare** (E.Brodin,*Mgr.*)	304·5 315·3(O.L.) FK *CellDB*229'546*t* *Tanks at sides of tunnel* 18'55*t* *FPT*80*t* *APT*91*t*	44·2	15·5	**Stockholm** Swedish 5*BH* (*Coll toSh dk* 4 ,, *2nd*,,)	C.4Cy.(2)15⅜"&(2)37$\frac{13}{16}$"-34$\frac{7}{16}$" (*s*) 277NHP 220lb FD 2SB(Spt)*6cf*,GS98,BS4117 FredrikstadM.V.A/S Fredrikstad	19 ″ 1 s ″ 6¼ 18 ″ 9	
27405	— (*ex*Navarinon-39, *ex*Stancliffe-38, ssCff.No.3-4,26 *ex*Drakelow-37, ssBly.No.2-35 *ex*BromptonManor-36, *1Dk(ptIrnptStl)* *ex*Warszawa,*ex*Aydon, *Mchy.Aft* *ex*Charity,*ex*Jet,*ex*Aydon) *Well deck* (*TORPEDOED & BEACHED 3,38—NOW IN PORT*) *Now* "Castillo Moncada," *see No.* 35944 *in Supplement*	*1735* *1293* *1021*	✠ 11,37 ✠	Cff	*q*		1914 4mo	BlythS.B. &D.D.Co.Ld. Blyth	**JeanA.Mylonas**	255·0 PonQ61'Q144'B14' F29' FK *CellDBuE&B*41'*f*172'482*t* *FPT*130*t* *APT*25*t*	38·3	17·0	Greek 4*BHCem*	T.3Cy.19",33"&54"-36" 224NHP 2SB,*6pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld.	19 ″ 6	
27406 UOYN	— (*ex*Kralingen-34) 1*Dk*	1459 1177 800					1917	L.Smit& Zoon Kinderdijk	**U.S.S.R.**	237·9 P23'B56'F25'	36·0	16·7	**Archangel** Russian *WB*	T.3Cy.17½",29$\frac{1}{16}$"&46"-36½" 127NHP L.Smit&Zoon,Kinderdijk		
27407 PFOJ	— *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	383 227 181					1938	Bodewes' Scheepswrvn Martenshoek	**ZeevaartMij "ZaandamI"**	136·9 P35'Q45'F24'	24·8	8·7	**Zaandam** Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		V
27408 220589 KDED	**Lena Luckenbach** (*ex*Eastern Soldier) ssMob.No.3-8,32 D.F. ssSea.No.2-40 ~~ssMob.No.1-36~~ GyC. *2Dks(Stl)&Shelter dk(Stl)*	5238 — 3207	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~7,40~~ 10,41 BS10,41 ~~BS12,40~~ ✠LMC1,40 ~~MS1,36~~ ~~BS1,40~~ *Fitted for oil fuel* 6,20 *F.P. above* 150° F	~~Sea~~ Mob	*a*†	CL ~~7,39~~ 10,41	1920 6mo	Harima DockyardCo. Harima A&CP	**LuckenbachS.S.Co**	425·0 FK *Shelter 'tween dk BHs.except CollBH. dispensed with* *CellDB*366'1104*t* *FPT*140*t* *APT*196*t*	53·6	34·9	**NewYork** Utd.States *ptAspptCem* 7*BH*	T.3Cy.27",45¼"&75¼"-51" &LPTurbine with DRgear-ing&hydraulic coupling 200lb (*s*) 669NHP 3SB,*9cf*,GS185,HS8331 FD KobeSteelWorks.Ld.Kobe	29 ″ 0 s 3 ″ 6½ 25 ″ 8¼	
27409 2078 IPGI	**Leneo** (*ex*Giannutri-36, *ex*Elba,*ex*ElbaII,*ex*Elba) 1*Dk* *Fitted for oil fuel*	345 300 176					1912	Fratelli Orlando&Co Leghorn	**GiacomoClerici**	165·6 154·1 P34'F40'	23·1	12·4	**Genoa** Italian *WB*	T.3Cy.10⅝"16$\frac{15}{16}$"&27$\frac{9}{16}$"-15¾" NE22NB36 30NHP Ganz&Co.Ld.Budapest		I
27410 UNZP	**Lenin** (*ex*St.Alexandre Nevsky) **TrpSc** ssKel.No.1-22 (*Icebreaker*) (*Two screws aft & one forward*) *1Dk(Stl)&Awng dk(Stl*-teak s) *& Web frames*	3828 3583 1310	✠ 12,23 ✠	Kel	*v*		1917 6mo	Armstrong Whitworth &Co.Ld. Newcastle	**U.S.S.R.**	281·0 FK *CellDBuE&B*171'584*t* *Side trimming tanks*95'872*t* *'tween dk tanks*22'85*t* *FPT*199*t* *APT*247*t*	63·9	32·8	**Archangel** Russian 6*BHCem*	T.9Cy.24½",38"&61"-39" 1038NHP 8SB,*24cf*,GS484,HS18696 WllsndSlpwyCo.Ld.Nwc.	23 ″ 3	
27411 109 UOLZ	— Ⓟ (*ex*Simbirsk) ssNag.No.2-18 *2DksLower dk(Stl)&* *Spar dk(Stl*-teak s)	2713 1692 1356	✠ 10,22 ✠	Kob	*u*		1909 9mo	F.Schichau Danzig	**U.S.S.R.**	311·1 FK *CellDBa*44' *uE&B*96'*f*92'304*t* *FPT*23*t* *APT*12*t*	41·5	28·2	**Odessa** Russian 5*BHCem*	T.3Cy.25½",43$\frac{3}{10}$"&70$\frac{9}{10}$"-47½" 584NHP 4SB,*12cf*,GS223,HS8978 F.Schichau,Elbing	30 ″ 8	
27412 66	— **IronPad** (*ex*Skory) 1*Dk*	409 — 243					1880	Mayer Linz	**U.S.S.R.**	190·0	23·5	9·0	**Odessa** Russian	C.2Cy.31"&51"-48" 150NHP Escher,Wyss&Co.Zurich		
27413 UNY1	**Leningrad** (*ex*KrasnyPetrograd, *ex*Linell,*ex*Marian) ssLth.2ndNo.3-5,14 *Well deck* *1Dk(Irn)&Web frames*	1783 1325 1043	✠ 10,19 ✠	Lth	*r*		1889 9mo	Irvine&Co. WHartlepool	**U.S.S.R.**	273·9 P29'Q76'B112'F37' BK9½" *CellDB*232'457*t*	37·1	16·7	**Odessa** Russian 4*BHCem*	T.3Cy.21",34"&56"-36" NB29 187NHP Blair&Co.Ld.Stockton	19 ″ 5	
27414 145525 CYLT	**Lennox** (*ex*Glenlinnie) *Mchy.Aft* 1*Dk*	1904 1575 1121					1923	Swan,Hun-ter&Wigham Richardson, LdNewcastle	**CanadaSteamship Lines,Ld.**	252·0 Q100'F35'	42·5	18·0	**Montreal** British *WB*	T.3Cy.16",26½"&44"-33" 111NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert.B.of Trade
27415 PFOK	**Leny** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	343 261 167					1937	Gebr.van Diepen Waterhuizen	G.deGroot	136·3 P37'F17'	24·6	9·7	Kampen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{1}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		VL
27416 OHWE	**Leo** (*ex*Landes–34) D.F. 2*Dks*	1395 1055 554					1920	Hawthorns &Co.Ld. Leith	FinskaÅngfartygs A/B	256·5 245·2	39·0	15·8	Helsngfors Finnish *WB*	T.3Cy.21½",35"&59"–39" 217NHP Hawthorns&Co.Ld.Leith		C
27417 650 SZKT	**Leon** Ⓟ (*ex*Eneo,*ex*Sarajevo, *ex*Pannonia) *ss*Fiu.2ndNo.3–7,22 *Well deck* 1*Dk*2*trB*	968 — 546	✠ ... 1,27 ✠				1896 8mo	Wigham Richrdsn&Co Newcastle	LakonikiStm.Nav. Co.	220·0 P140'F48' &*ptShade dk* BK7½"	29·2	14·4	Piræus Greek *WB*	Q.4Cy.17",24",36"&52"–36" 203NHP WighmRichrdsn&Co.Nwc	15 ″ 1	
27418 EAQX	**Leon y Castillo** Ⓟ *ss*La.P.No.3–5,25 *ss*La.P.No.2–33 1*Dk*&*Shelter dk*(*Teak*)	871 478 486	✠ ~~6,42~~ *Shelter dk* *withfreeboard* ~~✠LMC8,37~~ ~~NO LATER SURVEY REPORTED~~	LaP	*m*	CL 8,37	1912 3mo *Lloyd*	W.Harkess &Son,Ld. Middlesbro' '*sA&CP*	Cia.Trasmediter- ránea *Cell DBa*33'*uE*17'*f*95'160*tFPT* 14*tAPT*13*t*	210·0 *BonShelter dk*72'	30·0	10·2 FK	SantaCruz Spanish 5*BHCem*	T.3Cy.16½",27"&44"–28" (*s*) 180lb 140NHP 2SB,4*cf*,GS74,HS2561 MacColl&Pollock,Ld.Sld.	12 ″ 3 ~~s ″ 6½~~ ~~12 ″ 1~~	
27419 201959	**Leonard C. Hanna** D.F. *Mchy.Aft* 1*Dk*	6356 — 4922					1905	American S.B.Co. Cleveland,O.	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.Detroit		R
27420 7040 [illegible]FHI	**Leonardia** (*ex*SheafField) *ss*Mmo.2ndNo.3–1,32 *ss*Hpl.No.1–37 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1583 1425 933	✠100A1 ~~7,41~~ ~~7,39~~ 4,42 Examined 2,42 Npt ✠LMC BS7,41 MS1,37	~~Hpl~~ ~~Ard~~ Bry	*q*	CL ~~1,37~~ 9,41	1906 7mo *Lloyd*	BlythS.B. Co.Ld. Blyth '*sA&CP*	Rederi A/B Jons- torp(F.L.Hall, *Mgr.*) *Cell DBa*84'*uE*&*B*30'*f*102' 424*t FPT* 53*tAPT*20*t*	258·9 P23'B58'F30'	37·0	18·1 FK	Jonstorp Swedish 4*BHCem*	T.3Cy.~~19"~~ 19¼",30"&48"–36" (*s*) 180lb *80lb* 159NHP 1SB,4*pf*,GS71,HS2584 J.Dickinson&Sons,Ld.Sld.	20 ″ 5 s 2 ″ 8½ 17 ″ 11	
27421 159356 VRTV	**Leonardo da Vinci** Ⓟ TwinSc 2*Dks*&*Shelter dk* D.F. *Fitted for oil fuel*	7515 — 4205					1925	Ansaldo SanGiorgio Spezia	Ministry of War Transport(City Line,Ld.*Mgrs.*)	447·2	52·5	36·0 27·9	Mombassa British *WB*	6 Steam Turbines DR geared to 2Sc.Shafts AnsaldoSampierdarena		~~I~~
27422 59 IPGU	**Leonardo Palomba** (*ex*Stanton) *ss*Shl.2ndNo.3–7,24 *Well deck* *ss*Shl.No.1–28 1*Dk*&*Web frames*	1110 879 642	✠ ... 1,32 ✠				1899 8mo	Strand SlipwayCo. Sunderland	LeonardoPalomba	222·4 212·0 P17'Q44'B46'F23'	35·1	14·3 FK	Torre del Greco Italian *WB*	T.3Cy.17½",28"&47"–33" 154NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 5	I †
27423 LEIY	**Leonhard Nilsen** (*ex*Patrick) *Mchy.Aft* 1*Dk*	617 479 332					1918	Rosenb'rgs Mek.Verkstd Stavanger	A/S Nordlands- linjen(O.Jacobsen, *Mgr.*)	170·3 P56'F26'	28·1	12·3	Harstad Norwegian *WB*	T.3Cy.12",20"&33"–24" 53NHP BergensMek.Verkstd.Bgn		N
27424 164286 GYSQ	**Leonian** D.F. 1*Dk*&*Shelter dk* *CruiserStern*	5424 4447 3197	✠100A1 *withfreeboard* 3,40 ✠LMC4,36 *Carrying vegetable oil in deep tank* *Fitted for oil fuel*8,37 *F.P. above* 150° F.	Lon	*a*† 2$\frac{1}{16}$	CL 7,39	1936 4mo *Lloyd*	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G '*sA&CP*	UnitedAfricaCo. Ld. *CellDB*337'1058*t DTa*25'830*tFPT*226*tAPT*205*t*	417·5 433·0(O.L.) F43'	57·7	23·6 FK	Liverpool British 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.21⅝",35$\frac{7}{16}$"&57$\frac{1}{16}$"– 39⅜"&1LPturbine withDR gearing and hydraulic coupling 220lb FD (*s*) 350NHP 2SB(Spt)6*cf*,GS100,HS4476 DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.	25 ″ 8 s1 ″ 11¼ 23 ″ 10¾	
27425 UNGT	**Leonid Krasin** (*ex*Brann,*ex*Stavn, *ex*Brager) 1*Dk*	1840 1643 1152					1913	Fredrkstad Mek.Værks. Fredrikstad	U.S.S.R.	265·3 P32'B71'F29'	42·2	17·9	Archangel Russian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		
27426 253 SVVP	**Leonidas** (*ex*Bellorado–37) *ss*Cff.No.2–37 D.F. 2*Dks*(*Stl*)	4573 4327 2902	✠100A1 10,41 ~~2,41~~ Examined 10,41 ~~BS7,40~~ ✠LMC2,37 11,41	~~Bry~~ NYk	*y*	CL 3,40	1928 9mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	Th.L.Boyazides (Th.L.Boyazides &Co.*Mgrs.*) *Intermediate'Tween dk* *BH in after hold dispensed with* *Cell DB*331' 1012*t DTa*30'784*tAPT*16*t*	385·0 398·0(O.L.) P33'B112'F44'	52·0	26·6 FK	Andros Greek *ptCem* 4*BHtoUdk* 2 „ „2*nd* „	T.3Cy.25",42"&70"–48" (*s*) 200lb 471NHP 3SB,9*cf*,GS161,HS6786 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 3¾ 23 ″ 11½	
27427 135 SVVZ	**Leonidas M.** (*ex*Bellucia–37) *ss*Shl.No.2–37 D.F. 2*Dks*(*Stl*)	4573 4327 2902	✠100A1 ~~7,41~~ ~~11,40~~ 2,42 ✠LMC MS4,37 ~~BS8,40~~ 2,42	~~Bal~~ ~~Bry~~ Cal	*y*	CL 11,40	1929 1mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	C.N.Michalos& J.C.,N.C.&A.C. Hadjipateras (C.Hadjipateras& Sons,*Mgrs.*) *Intermediate'Tween dk* *BH in after hold dispensed with* *Cell DB*331' 1012*t DTa*30'784*tAPT*16*t*	385·0 P33'B112'F44'	52·0	26·6	Chios Greek *pt Cem* 4*BH to Udk* 2 „ „2*nd* „	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 3¾ 23 ″ 11½	
27428 239 SVIN	**Leonidas N. Condylis** (*ex*Branksome *ss*Pir2ndNo.3–6,38 Chine–35,*ex*Aurora–34, *ex*Swiftway,*ex*Arachne) 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	3923 3631 2484	✠100A1 10,41 ~~2,41~~ ✠LMC MS6,38 BS2,41	~~Mch~~ StJ	*w*	CL ~~6,38~~ 10,41	1912 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	D.L.Condylis *Cell DBa*117' *uE*25'*f*158' 925*tAPT*78*t*	360·0 P27'B105'F35'	49·1	25·6 FK	Andros Greek 6*BHCem*	T.3Cy.25",40½"&67"–45"(*s*) 180lb 337NHP 2SB,6*cf*,GS132,HS5323 Cen.Mar.Eng.Wrks.WHpl	28 ″ 0 s 5 ″ 1¾ 23 ″ 0½	
27429 DHOZ	**Leontes** 1*Dk*	338 292 180					1920	Schiffs.-u Dckbauwerft Flender Lübeck	Flensburg-Ekens- underDampfsch. Ges.(Vereinigte Flensburg-Ekens- under u.Sonder- burger Dampfsch. Ges.*Mgrs.*)	139·1 B34'F20'	22·5	11·8	Flensburg German *WB*	C.2Cy.14¾"&22⅘"–15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		G
27430 920 SVVX	**Leontios Teryazos** (*ex*Tarantia–37, *ss*N.Yk.No.3–7,20 *ex*Kirkfield) D.F. 2*Dks*	4479 — 2856	✠ ... 9,22 ✠				1911 7mo	Russell& Co. PortGlasgow	Th.L.Teryazos	400·0 P47'B119'F46'	51·9	26·9 FK	Piræus Greek *WB*	T.3Cy.26½",44"&72"–48" 488NHP D.Rowan&Co.Glasgow	29 ″ 6	C †
27431 OODA	**Léopold II** *ss*Ant.2ndNo.3–9,33 *ss*Ant.No.1–38 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	2902 2742 1851	✠100A1 *Spar dk* ~~7,41~~ ~~11,39~~ 9,41 ~~BS2,40~~ ✠LMC12,37 BS ~~7,41~~ 6,41	~~Ant~~ ~~Liv~~ Sws	*v*	CL 11,39	1906 3mo	W.Dobson &Co. Newcastle A&CP	Cie.RoyaleBelgo- Argentine (AgenceMaritime Internationale, S.A.*Mgrs.*) *WB*=*Cell DBa* 102'*uE*&*B*44'*f*140'619*tAPT*44*t*	331·2 P27'B96'F38'	44·2	16·2 24·2 FK	Antwerp Belgian 5*BHCem*	T.3Cy.23½",39"&66"–45" (*s*) 180lb 312NHP 2SB,6*cf*,GS129,HS4770 N.E.MarineEng.CoLdNwc	26 ″ 6 s 4 ″ 9½ 21 ″ 10¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27432 FOQD	Leopold L.,D. *Now "Aldebaran," see No. 35563 in Supplement* Sub.Sig. D.F. GyC. *OilEng.* *CruiserStern* 2*Dks*	5267 4632 3126					1933	Götaver-kenA/B Gothenburg	Louis-Dreyfus &Cie.	428·2|56·6|25·7 F35'	Dunkirk French *WB*	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"–59$\frac{1}{16}$" 653NHP GötaverkenA/B,Got.		V
27433 120 ONLB	Leopoldville Ⓟ TwinSc *ss*Ant.No.2–37 Sub.Sig. 3*Dks*(*Stl–Weather dk teaks*) *Ref.Mchy.* GyC. *CruiserStern* D.F.	*11509* *8305* *6941*	✠100A1 *withfreeboard* ~~9,41~~ ~~11,40~~ 3,42 Examined 3,42 ~~BS1,40~~ ✠Lloyd'sRMC3,40 *Fitted for oil fuel* 8,32 *F.P. above 150° F.* *Carrying Palm Oil in deeptank forward*	~~Liv~~ ~~Gls~~ Liv BS1,41 ✠LMC1,37	*f*†	CL ~~11,40~~ ~~s11,39~~ 3,42	1929 8mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd'sA&CP*	Cie.Maritime Belge(LloydRoyal) Soc.Anon. (Agence MaritimeInter-nationale,*Mgrs.*) *CellDB*	501·8|62·2|35·0 len37 FK B144'F98' *7BH to Weather dk pt Cem* 401'1596*t FPT*117*t*	Antwerp Belgian *APT*106*t*	Q.8Cy.23$\frac{13}{16}$",33$\frac{7}{8}$",48$\frac{7}{16}$"& 68$\frac{7}{8}$"–48$\frac{1}{16}$"&LPTurbines withDRgearing&hydraulic couplings 216lb (*s*) FD 1225NHP 6SB(4Spt),*18cf*,GS400, HS14850 Soc.AnJ.Cockerill,Seraing	38 " 1 s12 " 7$\frac{1}{2}$ 25 " 10$\frac{3}{4}$	
27434 168688 ~~TOPZ~~ BFXP	Léoville *Mchy.Aft* 1*Dk*	1050 -796 417					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	~~Worms&Co.~~ Ministry of War Transport(Bennett S.S.Co.Ld.*Mgrs.*)	~~215·9|30·6|~~12·6 P126'F57' 216·0|30·8|	Glasgow British *WB*	T.3Cy.18",30"&50"–33" 144NHP Atel.&Ch.delaSeineMarit.		V
27435 KZLP	Lepus (*ex*MingSang,*ex*KwongEng) 2*Dks*	1936 — 1106					1906	Schiffsw.v. HenryKoch Lübeck	Madrigal&Co.	265·7|37·8|18·4 P&B154'F40'	Manila Utd.States *WB*	T.3Cy.20$\frac{1}{2}$",33$\frac{1}{2}$"&53"–33$\frac{1}{2}$" 162NHP J.F.Ahrens,Altona		
27436 289 IBAF	Lero Ⓟ TwinSc *OilEng.* 2*Dks* *Cruiser Stern*	1980 — 1092					1936	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	263·9|40·2|21·1 249·3 F36'	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.17$\frac{11}{16}$"–29$\frac{1}{8}$" 656NHP Soc.An"Fiat"S.G.M.Turin		I
27437 526 SZIC	Leros (*ex*AspasiaNomikos–36, *ex*Cadmos,*ex*PanaghiVagliano) 1*Dk2trB*	846 695 497	—				1899	Smith's DockCo.Ld. NorthShields	D.E.Moschonas& J.A.Fasolis	224·4|32·0|12·0 B22'F19'	Piræus Greek *WB*	T.3Cy.15",25"&40"–27" 83NHP MacColl&Pollock,Sld.		G
27438 166435 GLLK	Lerwick D.F. E.S.D. 1*Dk* *CruiserStern*	5626 5130 3396	✠100A1 7,41 ~~2,41~~ *Fitted for oil fuel* 4,38 *F.P. above 150°F.*	~~Cff~~ Liv ✠LMC4,38	*z* 1$\frac{15}{16}$	CL 1,41	1938 4mo	JLThomp-son&Sons,Ld Sunderland *Lloyd'sA&CP*	Wallem&Co.Ld. (MuirYoung,Ld. *Mgrs.*) *CellDB*294'1142*t*	409·3|57·6|29·1 425·3(O.L.) P35'B122'F32' FK *Tanks at sides of tunnel* 315*t FPT*165*t*	London British 6*BHCem* *APTs*225*t*	T.3Cy.22",37$\frac{1}{2}$"&63"–45" 220lb (*s*) FD 395NHP 3SB(Spt),*9cf*,GS ,HS5580 GeorgeClark(1936)Ld.Sld.	31 " 7 s6 " 9$\frac{3}{4}$ 25 " 0	
27439 TTWI	Les Issers (*ex*Hermes,*ex*Mina) 1*Dk*	726 580 306					1919	J.Meyer's S.B.Co. Leeuwen	ArmementNord-Africain	180·8|28·2|12·5 Q52'B53'F22'	Oran French *WB*	T.3Cy.15$\frac{3}{4}$",25$\frac{1}{2}$"&39$\frac{1}{2}$"–23$\frac{1}{2}$" 76NHP Gebr.Storcks& Co.'s MaschinefabriekHengelo		V
27440 147232 GJXK	Lesbian *ss*Liv.No.3–6,36 *Well deck* 1*Dk*(*Stl*)2nd*dk*(*Stl*)*in forward holds* *CruiserStern*	2370 1773 1454	✠100A1 5,40 BS7,39 SURVEYS DELAYED	Liv ✠LMC4,36	*s*	CL 6,39	1923 9mo	Swan,Hun-ter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	EllermanLines,Ld. (Ellerman&Papa-yanniLines,Ld. *Mgrs.*) *CellDB*233'	272·1|41·7|19·9 P&B172'F31' FK 472*tAPT*21*t*	Liverpool British 5*BHCem*	T.3Cy.18",31$\frac{1}{2}$"&54"–36" (*s*) 225lb 274NHP 2SB,*6cf*,GS106,HS3954 FD Wllsnd.Slpwy.Co.Ld.Nwc.	23 " 9 s2 " 4$\frac{3}{4}$ 21 " 5$\frac{1}{2}$	
27441 560 SZKS	Lesbos Ⓟ (*ex*MaryM.–33, *ex*Hound) *ss*Gls.2ndNo.3–2,18 *ss*Ard.No.1–22 2*Dks*	1009 799 418	✠ … 3,26	✠			1893 4mo	Fairfield Co.(Lim.) Glasgow	HellenicCoast LinesCo.Ld.	250·3|32·1|15·5 P78'B80'F48' ND05 BK8$\frac{1}{2}$"	Piræus Greek *WB*	T.3Cy.26$\frac{1}{2}$",42"&68"–42" 359NHP FairfieldCo.(Lim.),Gls.	16 " 3	
27442	— TwinSc (*ex*Venizelos–35, *ss*Pir.2ndNo.3–8,35 *ex*AnnaD,*ex*SvetoiSpiridon) 1*Dk*(*Stl*) *Mchy.Aft*	1005 742 471	✠ ~~—~~ 7,40	Pir ✠	*m*		1910 7mo	Dundee S.B.Co.Ld. Dundee	A.AbdulWahab *CellD*	220·1|33·0|11·9 Q161'F32' FK *Bf*132'216*tDTf*22'	Beyrout French 5*BHCem* 151*tAPT*15*t*	T.3Cy.10$\frac{1}{2}$",17$\frac{1}{2}$"&28"–21" 103NHP 2SB,*4pf*,GS70,HS1944 W.V.V.Lidgerwood,Gls.	13 " 9	
27443	Leslie(*ex*Josephine–41, *ex*StellaLykes–41, *ex*LakeFlagstaff) D.F. 1*Dk2trB* *Fitted for oil fuel*	2609 2261 1610	✠ … 3,21				1919 10mo	McDougall DuluthCo. Duluth, Minn	WorthS.S.Corp.	251·0|43·7|25·8 P25'B64'F20' FK	NewYork Utd. States *WB*	T.3Cy.21",35"&59"–42" 352NHP MorganEng.Co.Alliance,O	28 " 2	R †
27444 147126 MLSJ	Lesrix *ss*Hul.No.3–8,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	703 478 354	✠100A1 11,40 Examined9,41 ~~BS11,40~~	~~Hul~~ Hul BS9,41 ✠LMC8,36	*j*	CL 6,38	1924 1mo	Cochrane &Sons,Ld. Selby *Lloyd'sA&CP*	Williamstown ShippingCo.Ld. (CombenLong-staff&CoLd*Mgrs*) *CellDBf*99'142*tFPT*	175·1|29·0|11·4 Q99'B11'F25' FK	Hull British 4*BHCem* 55*tAPT*28*t*	T.3Cy.13",23"&37"–26" (*s*) 200lb 96RHP 1SB,*3pf*,GS48 HS1683 C.D.Holmes&Co.Ld.Hull	13 " 6 s3 " 9$\frac{3}{4}$ 13 " 3$\frac{1}{2}$	
27445 140710 GSFD	Lesto *ss*Shl.No.3–12,36 *Well deck* D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1893 1498 1043	✠100A1 5,42 ~~4,41~~ Examined ~~4,41~~ BS~~4,41~~ 4,42	~~Shl~~ Nwc 5,42 ✠LMC12,36	*q*	CL ~~7,39~~ 4,42	1918 4mo	J.Crown& Sons,Ld. Sunderland *Lloyd'sA&CP*	PeltonS.S.Co.Ld. *CellDB*215' 462*t Side Tanks u E room*	268·0|37·9|17·6 P24'Q82'B51'F30' FK p30*t* s59*tFPT* 150*t*	Newcastle British 4*BHCem* *APT*132*t*	T.3Cy.21",34"&56"–39" (*s*) 180lb 221NHP 2SB,*6pf*,GS88,HS3534 N.E.MarineEng.Co.Ld.Sld	19 " 9 s1 " 11 18 " 0	
27446 5745 SKFA	Lestris (*ex*Lao,*ex*Hyllos, *ex*Craigneuk) *ss*Osc.3rdNo.3–10,37 *ss*Osc.No.1–42 1*Dk*(*Stl*)2*trB*&*deep framing* *Cargo battens not fitted*	*2615* *2360* *1488*	✠100A1 *Spar dk* *withfreeboard* 4,42 ~~5,40~~ 4,41 MS~~10,37~~	~~Got~~ Osc ✠LMC BS5,40	*t*	CL N6,39	1898 11mo	A.Rodger &Co. Pt.Glasgow A&CP	RederiA/B Iris (S.Abrahamsen, *Mgr.*) *CellDBa*	314·4|44·0|20·8 P29'B79'F29' FK 102'*uE*&*B*36' *f*130'	Stockholm Swedish 5*BHCem* 686*tAPT*97*t*	T.3Cy.20$\frac{1}{2}$",34"&58"–42" (*s*) 200lb *100lb* NDB12 241NHP 2SB(Spt),*6rf*,GS98,HS3590 Hall-Brwn,Buttery&C.Gls	23 " 3 s3 " 9$\frac{1}{2}$ 19 " 8	
27447 147702 CYKF	Lethbridge *Mchy.Aft* 2*Dks*&*Webframes* *Longitudinal framing*	2407 2226 1750	✠ … 10,29	✠			1924 7mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaSteamship Lines,Ld.	250·0|42·9|24·3 F37' FK	Montreal British *WB*	T.3Cy.18",30"&50"–36" 195NHP Richardsons,Westgarth& Co.Ld.Hpl.	26 " 6	C †
27448 148847 GLBX	Letitia Ⓟ TwinSc 3*Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. GyC. *CruiserStern*	13595 10217 8243					1925	Fairfield Co.Ld. Glasgow	Donaldson AtlanticLine,Ld. (Donaldson Bros.& Black,Ld.*Mgrs.*)	525·7|66·4|38·0 B&F427'	Glasgow British *WB*	6 Steam Turbines DR geared to 2 Screw Shafts FairfieldCo.Ld.Glasgow		C
27449 386 ISJT	Letizia Steel&Iron3Mst (*ex*IlneaI–37,*ex* *ss*Bkn.No.3–11,08 QuintinoV–36,*ex*Monte *ss*Shl.No.2–18 Moro–35,*ex*QuintinoV–34, 1*Dk* *ex*Poolton,*ex*Oliver, *Well deck* *ex*StanleyForce) *Mchy.Aft*	391 298 209	✠ … 11,21	✠			1890 3mo	R.William-son&Son Workington	GustavoMontanari	154·8|23·6| 9·9 151·9 Q84'B10'F20' BK7"	Trieste Italian *WB*	T.3Cy.13$\frac{1}{2}$",20"&33"–24" 53NHP Dunsmuir&Jackson,Gls.	11 " 3	I †

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Construit. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
27450 PFOM	**Leto** D.F. E.S.D. 1*Dk& Shelter dk*	4712 4292 2830					1929	Rotterdam Droogd.Maat Schiedam	N.V.Maatschappy "Zeevaart"(Hudig &Veder,*Mgrs.*)	400·8|55·3|25·1 F34′	Rottrdam Dutch *WB*	T.3Cy.25″,41″&68″–45″& L.P.Turbine 339NHP RotterdamDroogd.Maats.		VL
27451 DHPA	**Leuna** D.F. *Ref.Mchy.* Sub.Sig. 2*Dks3trB*	6856 6070 3996					1928	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·2|61·1|28·0 P35′B419′F49′	Hamburg German *WB*	2 Steam Turbines AllgemeineElecGes.Berlin		G
27452 DOVG	**Levante** *OilEng* E.S.D. 2*Dks* D.F. *CruiserStern*	4769 3697 2735					1939	Nordsee-werke Emden G.m.b.H. Emden	Atlas-Levante LinieA.G.	408·5|56·6|21·4 F24′	Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.25$\frac{9}{16}$″–49$\frac{3}{16}$″ 797NHP Fr.KruppGermaniawft AG Kiel		G
27453 147768 MLTB	**Levenwood** ssShl.No.3–2,36 *Well deck* ssShl.No.1–40 *Mchy.Aft* 1*Dk*(*Stl*)	803 548 374	✠100A1 ~~7,41~~ ~~6,41~~ 5,42 BS~~6,41~~ 5,42 ✠LMC4,40	~~Shl~~ ~~Hpl~~ Sou	*k*	CL ~~7,40~~ 5,42	1924 2mo *Lloyd'sA&CP*	R.William-son&Son,Ld. Workington	JosephConstantine SteamshipLine,Ld.	186·5|29·4|12·4 192·0(O.L.) B9′Q116′F23′ FK *CellDBf*112′162*t*	Middlsbro' British 3*BHCem* *FPT*40*t*	T.3Cy.14″,24″&40″–27″ (*s*) 180lb NDB38–*100lb* 99RHP 1SB,*3pf*,GS55,HS1952 W.Beardmore&Co.Ld.Gls.	14 " 7 s4 " 10½ 14 " 5	
27454 DICX	**Leverkusen** Ⓟ D.F. E.S.D. *OilEng* Sub.Sig. *CruiserStern* 2*Dks*	7386 6164 4364					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.-Linie)	463·6|60·1|28·0 F27′B426′F*on*B38	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$″–47¼″ 1585NHP AllgemeineElecGes.Berlin		G
27455 DJVY	— **TwinSc** *OilEng* D.F. E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	1273 983 660					1937	Lübecker Flender-WerkeA.G LübeckSiems	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	243·3|36·3|14·3 Q123′F29′	Hamburg German *WB*	2 Oil Engines 4S.C.SA 12Cy.14⅜″–19$\frac{11}{16}$″ 241NHP Fr.KruppGermaniawftAG		G
27456 148880 GLPZ	**Levernbank** **TwinSc** *OilEng.* ssAnt.No.3–7,38 1*Dk*(*Stl*)*& Shelter dk*(*Stl*–ws) *Tonnage opening closed '41*(*W.E.*)	5150 4764 3110	✠100A1 *withfreeboard* ~~7,41~~~~10,40~~ 3,42 DBS7,41 ~~DBS9,40~~ ✠LMC~~7,36~~7,38 ✠LMC(M)7,40 *Carrying vegetable oil in deep tank*	~~Lth~~ ~~Cal~~ Cff	*a*†	CL ~~s6,38~~ ~~p10,40~~ 7,41	1925 11mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB357′1121t Tanks between tunnels115′251tDTf 32′1067tFPT106tAPT132t*	420·0|53·9|26·5 FK (	Glasgow British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd*,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–37$\frac{13}{16}$″ 717NHP DB*110lb* Harland&Wolff,Ld.	~~29 " 2~~ ~~s3 " 7¾~~ ~~25 " 8~~ 37 " 2 s10 " 11¼ 26 " 8	
27457 SPAR	**Lewant** (*ex*Blåland–35) *OilEng* ssGot.No.2–38 D.F. 1*Dk*(*Stl*)*& Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*1942* *1567* *970*	✠100A1 *withfreeboard* 4,42 ~~4,41~~ ~~11,41~~ ✠LMC CS4,41 DBS~~4,41~~4,42 4,41 *Carrying vegetable oil in No. 4 DB tank*	~~Shl~~ ~~Liv~~ Gls	*t*	CL 3,41	1930 4mo *Lloyd'sA&CP*	Eriksbergs M.V.Aktieb Gothenburg	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*) *CellDB246′ 646t APT25t*	289·3|43·0|16·6 305·2(O.L.) F26′ FK (	Gdynia Polish 6*BHptCem* *Coll to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$″–51$\frac{3}{16}$″ 355NHP DB*80lb* EriksbergMV.Aktieb Got.	19 " 0 s " 4½ 18 " 9	
27458 217883 WFOE	**Lewis Luckenbach** **TwinSc** *Fitted for oil fuel* D.F. GyC. *CruiserStern* 2*Dks*	6574 — 4054					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	LuckenbachS.S. Co.Inc.	496·0|68·0|40·0 B74′	NewYork Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts BethlehemS.B.Corp.Ld.		R
27459 OZAK	**Lexa Mærsk** *OilEng.* 1*Dk& Shelter dk, 3rd dk in No.* 1 *hold* D.F. E.S.D. *CruiserStern* *Ref.Mchy.* Now "Buchanan," *see No.* 35721 *in Supplement*	5614 4899 3388	✠100A1 *withfreeboard* 1,40 ✠LMC5,39 ✠Lloyd'sRMC4,40 *Carryingcargo oil F P. above 150°F. inFPT&DTs* *Carryingcargo oil F P above 150°F. Molasses* *orglycerine in tank above APT*	HKg	*b*†	CL	1939 5mo *Lloyd'sA&CP*	Odense Staalskibsvft vedAPMöller Odense	A/SD/S Svendborg &D/Saf1912A/S (A.P.Moller, Copenhagen,*Mgr.*) *CellDB374′1538t DTsf65 1907t DTs a36′ 83tAPT71t* *1171tTank above APT126tFPT*	439·0|57·7|24·4 466·3(O.L.) F45′ FK (	Copnhagn Danish 9*BH* *Coll to Sh dk* 8 ,, *2nd*,,)	Oil Engines 4S.C.SA 9Cy.29⅛″–59$\frac{1}{16}$″ 731NHP 2DB*100lb* Akt.Burmeistr&Wain,Cpn	28 " 7 s 3 " 4¾ 25 " 5¼	
27460 KZAN	**Leyte** (*ex*Romulus) **Iron** ssMan.No.3–4,92 ssMan.No.1–97 *Mchy.Aft* *Well deck* 1*Dk2trB*	854 688 534	✠ … 7,01 ✠				1879 6mo	HM'Intyre &Co. Paisley	Cia.Maritima (Fernandez Hnos.Inc.*Mgrs.*)	210·0|29·2|15·3 P133′F16′ BK8″	Manila Utd.States *WB*	C.2Cy.28″&50″–33″ 114NHP Hutson&Corbett,Glasgow		
27461 FNED	**Lézardrieux** (*ex*ProsperSchiaffino–37,*ex*Hinrich Peters,*ex*Leona) 1*Dk*	934 670 535					1922	Howaldts-werke Kiel	Cie.France-NavigationS.A. (*in liq.*)	194·6|32·9|14·0 P12′Q43′B53′F24′	Marseilles French *WB*	T.3Cy.14⅜″,23¼″&38$\frac{3}{16}$″-25⅜″ 73NHP Howaldtswerke,Kiel		V
27462 159479 VRBB	**Li Wo** **TwinSc** 2*Dks*	707 320 342	✠ A1 1,41 ~~6,40~~ 1,41 BS~~3,40~~ ✠LMC4,38 *ForServiceon the Yangtsze River* *Carrying cargo oil F.P.above 150° F. in deep tanks*	Sng		OG 1,41	1938 4mo *Lloyd'sA&CP*	Hong K'ng &Whampoa DockCo.Ld HongKong	Indo-ChinaSteam Nav.Co.Ld. *CellDBuE11′9tDTa40′107t DTsf17′113t*	163·8|30·1|9·1 169·9(O.L.) B&F147′ FK	Hong Kong British 6*BHptAsp* *FPT*17*t*	T.6Cy.11¾″,18¾″&32″–15″ 250lb FD 278NHP 2WTB,GS126,HS5000 HongKong&Whampoa DockCo.Ld.HongKong	9 " 6	
27463 437 IBZS	**Liana** (*ex*Giekerk–35, *ex*Bawean) ssHam.No.3–2,27 ssRot.No.1–31 D.F. 2*Dks*(*Stl*)*& Shelter dk*(*Stl*) *& Web frames* *Longitudinal framing* Now "Baialoide," *see No.* 35737 *in Supplement*	6400 6062 4057	✠ … 11,35 ✠	Rot	*a*†		1914 9mo	W.Hamil-ton&Co.Ld. Pt.Glasgow	A.Lauro *'Tween dk BH in No. 3 hold dispensed with* *CellDBa132′uE& B58′ f172′1278t* *DTa32′712t FPT64tAPT15t*	436·4|54·5|34·0 420·1 FK	Naples Italian *Cem* 5*BH to U dk* 1 ,, ,, *Sh*,, 1 ,, ,,*2nd*,,	T.3Cy.27½″,45″&75″–51″ 638NHP 4SB,*12cf*,GS187,HS10128 D.Rowan&Co.Glasgow *only*	36 " 6	I †
27464 120636 GMKB	**Liangchow** Ⓟ 2*Dks*	1999 1725 1220					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·9|40·2|21·7 B81′F34′	London British *WB*	T.3Cy.20″,33½″&56″–39″ 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
27465 1895 SFHR	**Libau** 1*Dk*	*332* *274* *173*					1890	Göteborgs Mek.Verkstb Gothenburg	Rederi A/B Egon (S.M.Stjerna, *Mgr.*)	139·1|21·6|11·9 B32′H8*t*	Malmö Swedish	C.2Cy.15⅝″&28¼″–19½″ 29NHP GöteborgsMk.Vks.Got.		V
27466 216452 WQCD	**Libby-Maine** **WoodTwin** ptGIB *OilEng.* Salted & specially treated HardwoodTreenails 2*Dks*	1811 1467 1458	✠ … 2,23 ✠		12		1918 6mo	G.M.Stan-diferConst. Corp. Portland,O.	~~Libby,McNeill&Libby~~ Pargram S.S.Corp.	226·0|44·1|20·7 P30′F26′	S.Frncisco Utd.States	Oil Engines 4S.C.SA 12Cy.12⅛″–18″ 172NHP DowPump&DieselEng. Co.Alameda,Cal.		
27467														

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27468 PFOO	**Libelle** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	338 203 167					1937	Scheepswrf Waterhuizen J.Pattje Waterhuizen	**T.vanDijk**	134·4 P40'B16'F20'	24·1	8·2	Delfzijl Dutch	Oil Engines 4S.C.SA 4Cy.$12\frac{3}{16}$"-$13\frac{3}{4}$" 58NHP AppingedammerBrons Motorenfb.N.V.		C
27469	**Liberal** **TwinSc** *ss*LourençoMarques2ndNo.3-3,28 *ss*LourençoMarquesNo.1-32 1*Dk*(*Stl*-ws)	333 242 159	✠ ~~—~~ 2,37 ✠	Lour- enço Marques	*e* M		1904 6mo	W.Chal- mers&Co. Rutherglen	**Empreza do LimpopoA.Couto Ltda.** *DBa*37'23*t*	140·3 P12'B47'F21' *FPT*15*tAPT*10*t*	26·1	9·5 FK	**Lourenço Marque** Portuguese 4*BHCem*	C.4Cy.13"&26"-18" 69NHP 1SB,*3cf*,GS51,HS1400 Campbell&Calderw'd,Psy.	10 ″ 3	
27470 216541 KRIU	**Liberator** D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& Sub.Sig. *Webframes* *Longitudinal framing* *Fitted for oil fuel*	7720 7598 5750	✠ 11,21 ✠	Bal	*a*†		1918 7mo	Bethlehem S.B.Corp.Ld. SanFrancisco *CellDB*325'	**LykesBros.** **SteamshipCo.Inc.** 1192*tMT*25'798*tD*	410·0 *Ta*30' 228*t FPT*80*t*	56·0	29·0 38·0 FK	**Galveston, Tex.** Utd.States 7*BHptAsp* *APT*195*t*	T.3Cy.$26\frac{1}{2}$",47"&78"-48" 609NHP 3SB,*9cf*,HS8490 BethlehemS.B.Corp.Ld.	41 ″ 0	R †
27471 164284 GYRN	**Liberian** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	5129 4343 3013	✠100A1 *withfreeboard* 3,42 ✠NB(Aux)3,42 Examined ~~1,41~~ 3,42 BS2,~~41~~ 3,42 ✠LMC4,36 *Carrying vegetable oil in deep tank*	~~Liv~~ Nwc	*a*†	CL ~~11,39~~ 3,42	1936 4mo	Howaldts- werkeA.G. Hamburg *Lloyd'sA&CP* *CellDB*341'	**UnitedAfricaCo. Ld.** 1179*t DTa*25'893*t*	402·8 422·7(O.L.) F45' *FPT*248*tAPT*144*t*	57·7	23·2 FK	**Liverpool** British 7*BHptCem* *ptAsp* (*Coll to Shdk* 6 ,, 2*nd* ,,)	T.3Cy.$24\frac{7}{16}$",$38\frac{9}{16}$"&65"-$45\frac{1}{4}$" 220lb (*s*) 450NHP 2SB(Spt)&1AuxSB,*9cf*, GS152,HS6586 FD HowaldtswerkeA.G.Kiel	~~25 ″ 6~~ ~~s 2 ″ $0\frac{3}{4}$~~ ~~23 ″ $7\frac{1}{4}$~~ 37 ″ 3 s12 ″ 10 24 ″ $7\frac{1}{4}$	
27472 2929 LOGI	**Libertador** (*ex*Mitra-35) *ss*Rot.2ndNo.3-8,35 *ss*B.As.No.1-39 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft*	3792 — 1973	✠100A1 9,41 ~~10,40~~ BS9,41 ~~BS10,40~~ ✠LMC9,39 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 7,12	BAs	*z*	CL 7,39	1912 7mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	**EstrellaMaritima S.A.deNavegacion y Comercio** *CellDBuE&B*77' *DTf* 50' 521*t*	406·5 P110'B33'F38' 128*t* *FPT*72*tAPT*106*t*	51·3	28·9 FK	**Bns.Aires** Argentine 15*BHCem* (10 *to Udk* 5 ,, *Mdk*)	T.3Cy.$26\frac{1}{2}$",43"&72"-48" (*s*) 180lb 449NHP 3SB,*9cf*,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0	
27473 PFOQ	**Liberty** (*ex*Ardjoeno-37) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	312 210 148					1936	Gebr. Niestern&Co. Delfzijl	**J.P.Beck**	127·6 P30'F15'	24·1	8·7	**Groningen** Dutch *WB*	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"&$14\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		VL
27474 218597 KIQZ	**Liberty Glo** 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Fitted for oil fuel* D.F.	4979 4740 3060	✠ 8,19 ✠	Hog Island	*z*		1919 8mo	American International S.B.Corp. HogIslandPa	**AmericanForeign S.S.Corp.** *CellDB*279' 1380*tM*	390·0 P39'B122'F43' *T*24'748*t FPT*144*t*	54·2	27·6 FK	**NewYork** Utd. States 8*BHCem* *APT*100*t*	DR geared Steam Turbine HS8706 3 Water Tube Boilers GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
27475 LJDQ	**Libra** (*ex*Grangewood-36, *ex*Grangetown) *ss*Nwc.No.3-5,30 1*Dk*(*Stl*)	1536 1141 865	✠ ~~—~~ 5,36 ✠	Nwc	*p*		1917 4mo	Murdoch& Murray,Ld. PortGlasgow	**D/S A/S Altair** **(H.Östervold,** *Mgr.*) *CellDB*190'344*tD*	257·0 Q188'F31' *Ta*29'125*t FPT*51*t*	36·6	14·7 FK	**Bergen** Norwegian 4*BHCem* *APT*71*t*	T.3Cy.19",31"&50"-36" 196NHP 2SB,*6cf*,GS110,HS3478 Ross&Duncan,Glasgow	17 ″ 2	N †
27476 PFOR	— *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	391 238 195					1938	Gebr.van DiepenN.V. Waterhuizen	**J.Kramer**	143·0 P43'Q45'F19'	26·1	8·5	**Groningen** Dutch *WB*	Oil Engines 2S.C.SA 6Cy. N.V.Mchfb.Bolnes,Bolnes		C
27477 ~~2268~~ ~~ISDQ~~	**Librato** (*ex*Elsa-40, 3Mst *ex*Poggioreale-39, *ss*Liv.2ndNo.3-11,21 *ex*MegMerrilies-37, *ss*Liv.No.2-29 *ex*NellJess) *Mchy.Aft* 1*Dk*(*Irn*) *Well deck*	486 370 218	✠ ... 7,34 ✠	Liv	*h*		1896 1mo	S.Mc- Knight&Co. Ayr	~~**FratelliMaggi**~~ LloydBrasileiro	173·7 168·0 Q82'B14'F24' *DBf*88'100*t*	26·6	12·7 11·0 FK	R.Janeiro Brazilian 3*BHCem* *FPT*45*t*	C.2Cy.21"&42"-30" 87NHP 1SB,*3pf*,GS51,HS1555 Hutson&Son,Glasgow	13 ″ 5	I †
27478 OYVC	**Lica Mærsk** 1*Dk* *CruiserStern* D.F. *Fitted for oil fuel*	2480 2172 1471					1927	Lübecker Maschb.Ges. Lübeck	**A/S D/S Svendborg (A.P.Möller, Copenhagen,** *Mgr.*)	308·7 P20'B202'F37'	43·9	20·1	**Aalborg** Danish *WB*	T3Cy$21\frac{1}{4}$"$33\frac{13}{16}$"&$55\frac{1}{16}$"-$29\frac{5}{16}$" & LP Turbine A.Borsig,G.m.b.H.Berlin		V
27479 DOFY	**Lichtenfels** D.F. E.S.D. Sub.Sig. *CruiserStern* 2*Dks*	7566 6688 4594					1929	Deutsche Sch-u-Mschb. A.G."Weser" Bremen	**DeutscheDampfs. Ges."Hansa"**	506·4 F51'	62·2	27·9	**Bremen** German *WB*	T.3Cy.$30\frac{3}{4}$",$49\frac{1}{4}$"&$78\frac{3}{4}$"-$55\frac{1}{8}$" & LP Turbine 785NHP A.G."Weser,"Bremen		G
27480 SPBV	**Lida** 1*Dk* *CruiserStern* *Strengthened for navigation in Ice*	*1387* *1163* *771*	✠100A1 2,42 ~~4,41~~ ✠LMC10,38	~~Swa~~ Liv	*p*	CL	1938 10mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	**Polish-BritishS.S. Co.Ld.(PolishS.S. Agency,Ld.** *Mgrs.*) *CellD*	242·9 252·8(O.L.) P&B144'F30' *B*202' 363*t FPT*20*t*	38·7	16·1 FK	**Gdansk** Polish 4*BHptCem* *APT*39*t*	C.2Cy.17"&34"-28"&LP turbine with DRgearing & hydraulic coupling 210lb (*s*) FD 152NHP 2SB(Spt),*4cf*,GS60,HS1925 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 1 s 1 ″ $5\frac{1}{4}$ 16 ″ $9\frac{1}{2}$	
27481 5866 SGUA	**Lidingö** (*ex*Bellona-40, *ex*Skagern-39) ~~*ss*Mmo.No.3-5,29~~ *ss*Mmo.2ndNo.3-8,41 ~~*ss*Got.No.2-38~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	*5842* *5582* *3605*	✠100A- *Shelter dk* *withfreeboard* 8,41 ~~4,40~~ 8,41 ~~BS5,40~~ ✠LMC~~5,38~~	~~Got.~~ Mmo		OG ~~3,39~~ 8,41	1917 1mo	Göteborgs Nya VAktieb Gothenburg	**RederiA/B Rex (K.M.Källström,** *Mgr.*) *Cell DB*340' 998*t DT*	406·2 409·6(O.L.) *a*30' 1020*t FPT* 54*t*	53·7	31·6 FK	**Stockholm** Swedish 6*BHCem* *APT*36*t*	T.3Cy.28",$42\frac{1}{8}$"&$72\frac{1}{16}$"-48" 185lb (*s*) 430NHP 3SB(Spt),*9cf*,GS137, HS5664 FD Göteborgs Nya Værks.Got	34 ″ 1 s 9 ″ 4 24 ″ $11\frac{1}{4}$	
27482 LOOT	**Lido** 1*Dk*	1918 1697 1149					1930	Nylands Værksted Oslo	**D/S A/S Laly (C.T.Gogstad&Co.** *Mgrs.*)	271·5 P65*t*H95*t*	42·9	18·4	**Oslo** Norwegian *WB*	C.4Cy.(2)$14\frac{3}{4}$"&(2)$31\frac{1}{2}$"-$31\frac{1}{2}$" 93NHP NylandsVærksted,Oslo		N
27483 1519 IPJC	— (*ex*Mary,*ex*Ostmark,*ex*London) 1*Dk*&*Spar dk*3*trB*	1243 1217 718					1889	Akt.Ges. "Vulcan" Stettin	**IgnazioMessina &C.**	241·3 231·1 F12'	31·1	20·9	**Genoa** Italian *WB*	T.3Cy.15",24"&39"-24" 75NHP A.G."Vulcan,"Stettin		I
27484 LKBQ	**Lidvard** *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	4785 4101 2799					1939	Kockums M.V.Aktieb Malmö	**KlostersRederi A/S(Lauritz Kloster,** *Mgr.*)	409·8 P30'F34'	55·7	25·5	**Oslo** Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 970NHP KockumsM.V.Akt.Malmö		N
27485 DONO	**Liebenfels** Sub.Sig. 2*Dks*	6318 5812 3852					1921	Akt.Ges. Weser Bremen	**DeutscheDmpfs-fahrts.Ges.Hansa**	431·6 P64'B135'F52'	56·4	30·3	**Bremen** German *WB*	T.3Cy.$29\frac{1}{8}$",$49\frac{1}{4}$"&$76\frac{3}{8}$"-54" &LP Turbine 430NH A.G.Weser,Bremen		G

1 Numero d'Ordre Numero Officiel. Signaux	2 Nom du Navire Matériaux, Gréement, etc 3 Ex-nom s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
27486 221073 KDPG	**Liebre** ssBal.No.3-4,33 ssN.Yk.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7057 6824 4327	✠100A1 1,42~~10,40~~~~10,41~~ Examined 10,41 ~~BS2,40~~ ✠~~LMC9,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	~~Gal~~ Bal Gal 10,41	*b*†	CL 10,40	1921 2mo	UnionConstructionCo. Oakland,Cal A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B*62'178*t* *DTf*50'1049*t*	435·0 P106'B50'F42' FK *FPT*118*t* *APT*80*t*	56·0	33·4	NewYork Utd.States 15*BHptAsp* (9 *to U dk* 6 „ *2nd* „)	T.3Cy.27½",47"&78"-48" (*s*) 220lb 621NHP 3SB,*9cf*,HS8736 FD LlewellynI.W. L.Angeles,Cal.	33 ″ 6 s 6 ″ 5½ 27 ″ 3½	
27487 OTYA	**Liège** (*ex*Erhard,*ex*Adelheid Menzell) 2*Dks*	*4398* *4072* *2782*					1908	FlensburgrSchiffsb.Ges. Flensburg	Cie.Nationale Belge deTransp. Mar.(Armement Deppe, *Mgrs.*)	383·7 P43'B113'F42'	52·1	25·3	Antwerp Belgian *WB*	T.3Cy 22¾",39¼"&66½"-48" 306NHP FlensburgerSchiffsb.Ges.		V
27488	**Lies** *OilEng.* *Mchy.Aft* *CruiserStern*	465	100A1 (*ClassContemplated*)				1940	Werf de Noord Alblasserdam	Hollandsche Zeereederij J.Vermaas' Scheepvaart Bedrijf				Rottrdam Dutch	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" Klöckner-Humboldt-DeutzA.G.Köln-Deutz		
27489 FNYJ	**Lieutenant de la Tour** (*ex*War Queen) 2*Dks*&*Awng dk* D.F. *Fitted for oil fuel*	5700 — 4287	✠ … 11,20				1917 4mo	Kawasaki Dkyd.Co.Ld. Kobe	Cie. des Messageries Maritimes	385·3 FK	51·2	33·5	Dunkirk French *WB*	T.3Cy.26",44"&72"-48" 440NHP KawasakiDkydCoLdKobe	36 ″ 0	V †
27490 165175 GMNN	**Lieutenant Robert Mory** (*ex*CapitaineHenriRallier) ssDnk.No.1-26 *Well deck* 1*Dk*	3176 2811 1660	✠ … 11,29	✠ ✠			1922 9mo	Chant.NavalsFrançais Caen	Ministry of War Transport(G.Heyn &Sons,Ld.*Mgrs.*)	313·6 P15'Q90'B59'F29' FK	45·9	20·5	Belfast British *WB*	T.3Cy18⅛"29$\frac{15}{16}$"&50⅜"-37$\frac{13}{16}$" NB42 235NHP Atl&Ch.delaLoire,StDenis	23 ″ 0	V L †
27491 168238 BFXN	**Lieutenant St. Loubert Bie** Ⓟ (*ex*Mannheim) ssNts.No.2-21 *Well deck* D.F. 2*Dks*	6126 5466 3460	✠ … 3,22	✠			1911 11mo	J.C.TecklenborgA.G. Wesermünde-G.	Ministry of War Transport.TheClan LineSteamers,Ld. (CayzerIrvine&Co, Ld.*Mgrs.*)	451·0 P&B392'F45' FK	57·2	27·3	~~Dunkirk~~ ~~French~~ London British *WB*	T3Cy27$\frac{15}{16}$",46$\frac{13}{16}$"&78¾"-53⅞" &LPTurbine J.C.TecklenborgAG.Wsm	29 ″ 8	V †
27492 UNYE	**Lieutenant Schmidt** (*ex*Frascati) 2*Dks*	2493 1537 1469					1913	Akt.Ges. "Neptun" Rostock	U.S.S.R.	297·3 P&B226'F31'	40·1	15·7	Vladvostk Russian *WB*	T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&53⅜"-37$\frac{7}{16}$" 174NHP A.G."Neptun,"Rostock		
27493 167455 MPGM	**Lifland** D.F. 1*Dk*	2254 1913 1358					1920	Odense Staalskibs.v. Odense	Ministry of War Transport (G.Nisbet&Co. *Mgrs.*)	284·9 P19'B77'F31'	42·4	19·9	London British *WB*	DR geared Steam Turbine Vickers,Ld.Barrow		V L
27494 145492 GBFC	**Lightfoot** ssShl.No.3-7,35 ssShl.No.1-40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1894 1489 1103	✠100A1 ~~7,41~~~~9,40~~ 4,42 ✠LMC MS12,39 ~~BS8,40~~7, 41	Shl	*q*	CL ~~12,39~~ 4,42	1922 7mo	J.Crown&Sons,Ld. Sunderland *Lloyd'sA&CP*	TheHillSteam Shpg.Co.Ld. (Witherington& Everett,*Mgrs.*) *CellDB*205'383*t*	268·0 P24'Q82'B55'F30' FK *FPT*105*t*	37·9	17·6	Newcastle British 4*BHCem* *APT*100*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 199NHP 2SB,*4cf*,GS77,HS3092 N.E.MarineEng.CoLd.Sld.	19 ″ 9 s 1″10½ 18 ″ 1	
27495 6700 SFID	**Ligur** (*ex*Dalhem,*ex*Grete) 1*Dk*	*1151* *989* *642*					1920	Skiens VerkstedA/S Skien	RederiA/B Wallen (A.J.Falkland, *Mgr.*)	226·6 P43*t*H65*t*	36·4	14·4	Helsingbrg Swedish *WB*	T.3Cy.16",25"&42"-30" 97NHP SkiensVerkstederA/S		N
27496 2041 IBOQ	**Liguria** Ⓟ (*ex*Melita-35) TrpSc ssGls.No.3-1,30 Sub.Sig. 4*Dks*(*Stl*)&*Awng dk*(*Stl*-ws) *Ref.Mchy.* *pt5th dk*(*Stl*)	15354 — 9306	✠ 6,33	Gls ✠	*i*†		1918 1mo	Barclay, Curie&Co.Ld. Glasgow	LloydTriestino Soc.Anon.diNav. *CellDB*445'2053*t*	546·5 520·0 FK&BK2" *FPT*106*t*	67·3	50·3	Genoa Italian 10*BHCem* *APT*57*t*	T.8Cy.(2)26½",(2)41½"&(4)47"-51"&1LP Turbine 5DB,*30cf*,GS590HS24730FD Harland&Wolff,LdBelfast	54 ″ 3	I †
27497 218849 KISF	**Lihue** (*ex*Seattle-37, *ex*Wheatland Montana) 3*Dks* *Fitted for oil fuel* D.F.	7001 6752 5451					1919	Skinner&EddyCorp. Seattle,Wash	MatsonNavigation Co.	410·1	54·2	27·1	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,OwensRentschlerCo.Hamilton,O.		R
27498 574 ESCG	**Liina** (*ex*LinaPerrone,*ex*Simeto, *ex*Kinsale) ssTln.3rdNo.3-6,35 ssTln.No.1-40 1*Dk*(*Stl*)2*trB* *Cargo battens not fitted*	2480 2254 1518	✠100A1 6,40 ✠LMC MS5,40 BS12,39 No later survey reported	Tln	*t*	CL 2,38	1896 8mo	Richardsn, Duck&Co. Stockton *Lloyd'sA&CP*	R.Gildemann &E. Bergmann(E. Bergmann,*Mgr.*) *CellDBa*104'*uE&B*40'*f*120'	310·0 FK	44·0	20·4	Tallinn Estonian 5*BHCem* 689*t* *APT*71*t*	T.3Cy.22½",37"&61"-42" (*s*) 160lb 246NHP 2SB,*6cf*,GS104,HS3778 Blair&Co.(Lim.),Stockton	22 ″ 10 s4 ″ 2½ 18 ″ 10	
27499 OFDT	**Liisa** (*ex*Juliette-41, *ex*Camden-39, *ex*Edenor) ssShl.2ndNo.3-6,36 1*Dk*(*Stl*) *Arch deck* *Cargo battens not fitted*	1460 — 820	✠100A1 4,40 ✠LMC MS11,35 BS11,40 No later survey reported	Shl	*n*	CL 10,39	1911 4mo	Osbourne, Graham&Co. Sunderland *Lloyd'sA&CP*	LaivaO/YFennia S.S.Co.Ld.(John NurminenO/Y, *Mgrs.*) *CellDBa*77'*uE&*	240·2 250·2(O.L.) P18'F23' FK *B*29'*f*96'322*t* *FPT*4	34·2	20·1	Helsingfrs Finnish 4*BHCem* 8*t* *APT*65*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 140NHP 2SB,*4pf*,GS68,HS2336 MacColl&Pollock,Ld.Sld.	22 ″ 2 s6 ″ 1¼ 16 ″ 3¼	
27500 ESFE	— (*ex*Garibaldi-39) 1*Dk*	782 579 429					1902	Stavanger Stöberi&Dok Stavanger	M.Utow	195·0 Q73*t*B46*t*H13*t*F30*t*	30·2	11·2	Tallinn Estonian *WB*	T.3Cy.14",23½"&38"-27" 150NHP StavangerStöberi&Dok		V
27501 165792 GMVG	**Lilian I** (*ex*Lilian-40,*ex*Bryssel) D.F. 1*Dk*	1271 971 732					1924	Howaldtswerke Kiel	Ministry of War Transport(J.T. Salvesen&Co. *Mgrs.*)	238·0 P15'Q71'B93'F31'	37·2	13·7	Newcastle British *WB*	T.3Cy.15",24"&40"-27" E*made*20*fitted*24 105NHP KjbnhavnsFlydk&Skbsv.Cpn.		N
27502 147527 BCGN	**Lilleaa** TwinSc3Mst (*ex*Lillehorn-39,*ex*Majong) *OilEng.* 1*Dk*	921 757 491					1922	Rennie, Ritchie& Newport,Ld. Wivenhoe	Ministry of War Transport (Dundee,Perth& LondonShipping Co.Ld.*Mgrs.*)	207·5	33·6	13·4	Greenock British *WB*	Oil Engines 2S.C.SA 8Cy.16½"-18$\frac{15}{16}$" 383NHP J&CGBolindersCoLd.Skm		C
27503 OUIH	**Lilleborg** 1*Dk*	1452 1199 861					1916	Helsingörs Jernsk&Msk. Elsinore	Dampskibsselsk. Dannebrog(C.K. Hansen,*Mgr.*)	251·3 P28'Q69'B98'F33'	37·2	16·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
27504 LIYL	**Lillemor** (*ex*MargitR.-36) D.F. *CruiserStern* 1*Dk*	1571 1278 910					1935	Fredrkstad Mek.Værks. Fredrikstad	Partrederiet "Lillemor"(Th. Brövig,*Mgr.*)	244·1 P11'B59'F12'	40·1	16·9	Farsund Norwegian *WB*	C.4Cy.(2)11⅝"&(2)27$\frac{3}{16}$"-25$\frac{3}{16}$" 62NHP FredrikstadM.V.Frdstad.		N
27505 LFFJ	**Lillgunvor** (*ex*Vardvik-35) 1*Dk*	1305 1133 739					1930	Stavanger Stöberi&Dok Stavanger	Partrederiet "Lillemor"(Th. B.övig,*Mgr.*)	242·7 P21'B56'F24'	37·2	16·0	Farsund Norwegian *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&Dok		N

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27506 111098 KLGP	**Lillian Anne** (*ex*Riverside) *OilEng.* 1*Dk*	330 — 224					1895	Delaware RiverIsland S.B.&E.Wks. Chester,Pa.	E.M.Gatewood	141·5|27·1|10·3	Wilmgton (Del.) Utd.States	Oil Engines		
27507 217859 WLCG	**Lillian Luckenbach** TwinSc (*ex*Marica) 6TwinMst D.F. GyC. *ss*Bos.No.3-6,31 *ss*Sea.No.2-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6369 5766 3999	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~10,40~~ BS1,41 ✠NB3,23 *Fitted for oil fuel*6,19 *F.P. above* 150° F.	~~Sea~~ NYk ✠LMC1,39 ~~BS1,40~~	*b*†	CL ~~S7,38~~ P1,40 S7,41	1919 5mo	SunS.B. Co. Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. *CellDB*389' 1831*t*'*tween dk tanks in E&B space*36'405*t FPT*281*t APT*271*t*	448·9|60·2|28·2 37·8 FK (	NewYork Utd.States 8*BH pt Asp* *Coll to Sh dk* 7 „ *U* „)	4 Steam Turbines SR geared to 2 Sc. Shafts 225lb (*r*) 1032NHP 3SB,*12cf*,GS239,HS12780 FD DeLavalSteamTurbineCo. Trenton,N.J.	31 ″ 3 s4 ″ 3¼ 27 ″ 4½	
27508 7881 SDAT	**Lillie Matthiessen** (*ex*Imperator-33) D.F. 1*Dk*	986 880 557					1905	Stavanger Stöberi&Dok Stavanger	RederiA/B West-india(SvenSalén, *Mgr.*)	230·6|33·2|14·9 P12*t*H44*t*F29*t*	Stockholm Swedish *WB*	T.3Cy.17″,28″&47″-33″ 127NHP StavangerStöberi&Dok		N
27509 FNWI	**Lillois** (*ex*Student) *ss*Npt.No.3-5,22 *ss*Rot.No.1-26 1*Dk*&*Spar dk*&*deepframing*	3681 3298 2322	✠ ... 3,30	✠			1910 3mo	C.Connell &Co.Ld. Glasgow	Cie.desBateaux àVap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgrs.*)	349·6|45·9|27·0 P31'B102'F34' FK	Dunkirk French *WB*	T.3Cy.20″,34″&58″-48″ 300NHP Dunsmuir&JacksonLdGls	29 ″ 6	V †
27510 7077 SFIG	**Lilly** (*ex*Chaddesley,*ex*Nicolaos Pappis,*ex*Kalfond) *ss*Hbg.3rdNo.3-6,37 *Well deck* 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted* *ss*Hbg.No.1-40	*1271* *942* *711*	✠100A1 ~~8,41~~ ~~7,40~~ 10,41 MS12,40 ~~BS3,40~~ MBS8,41	~~Got~~ ~~Hbg~~ Skm ✠~~LMC6,37~~ DBS2,42	*n*	OG ~~7,40~~ 9,41	1900 8mo	Dundee Shipbuilders' CoLd.Dundee A&CP	RederiA/B Wallen (A.J.Falkland, *Mgr.*) *CellDBa*54'*uE*13'*f*88'269*tFPT*56*tAPT*20*t*	225·0|35·2|14·8 234·8(O.L.) Q83'B54'F27' FK	Hlsngborg Swedish 4*BHCem*	T.3Cy.17″,28½″&47″-30″ (*s*) 180lb *80lb* 133NHP NDB00*refitted*26 1SB,*3cf*,GS55,HS2076 Cooper&Greig,Dundee	17 ″ 3 s1 ″ 1½ 16 ″ 3	
27511 LIXP	**Lilly I** (*ex*Lilly-35) *ss*Got.No.3-2,30 *ss*Bgn.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*)	309 249 204	✠100A1 12,40 ~~6,39~~ ~~BS6,39~~ ~~SURVEYS DELAYED~~	~~Bgn~~ Got BS12,40 ✠LMC8,38	*c*	OG ~~8,38~~ 11,40	1916 9mo	P.Larsson Thorskog	~~LarsKyrkjebö~~ (Stockholms RederiaktiebSvea, *Mgrs.*) *CellDB*22'27*tFPT*20*tAPT*15*t*	123·1|22·6|10·4 127·5(O.L.) P26'F15' FK len17	Stockholm Swedish 3*BHCem*	C.2Cy.13″&20″-16″ (*s*) 120lb 22NHP 1SB,*2cf*,GS46,HS490 P.Larsson,Thorskog	12 ″ 0 s1 ″ 2½ 10 ″ 10½	
27512 216848 WFEI	**Liloa** (*ex*ConstanceChandler-38, *ex*WestHosokie) 2Dks D.F. *Fitted for oil fuel*	5523 5117 3419					1918	Skinner& EddyCorp. Seattle,Wash	MatsonNavigation Co.	409·6|54·2|27·1 P43'B115'F47' *WB*	S.Frncisco Utd.States	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
27513 787 SVMO	**Lily** (*ex*Legie-33,*ex*TaikaiMaru) *ss*Ham.No.3-10,33 *ss*Rot.No.1-38 2*Dks*(*Stl*)	5719 4848 3379	✠100A1 ~~10,41~~ ~~12,40~~ 2,42 BS12,40	~~Gls~~ ~~Mel~~ Bel ✠LMC3,38	*z*	~~CL~~ ~~1,38~~ 2,42	1920 4mo	UchidaSB. &Eng.Co.Ld. Yokohama A&CP	Ch.N.Pateras *CellDB*350'1076*tFPT*138*tAPT*92*t*	400·0|54·5|30·0 P39'B121'F40' FK	Piræus Greek 6*BHCem*	T3Cy.26″,43½″&70$\frac{7}{8}$″-48″(*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD IshikawajimaSB&ECoTok	30 ″ 0 s5 ″ 6¾ 24 ″ 8	
27514 CSAZ	**Lima** Ⓟ (*ex*Westerwald) *ss*Lis.No.3-6,37 2*Dks*(*Stl*) *Udk*(teak s)	3881 3070 2375	100A1 9,41 ~~4,41~~ BS4,41	Lis LMC5,37		CL 10,39	1907 *Lloyd'sA&CP*	Furness, Withy&CoLd WHartlepool	EmpresaInsulana deNav.(Bensaude &Co.*Mgrs.*) *CellDBuE&a*113'*f*138' 495*t FPT*35*t APT*17*t*	352·1|45·1|26·0 P40'B115'F69' FK&BK3″	Lisbon Portuguese 9*BHCem*	T.3Cy.25½″,43″&73″-48″ (*s*) 200lb 497NHP 3SB,*9cf*,GS159,HS6868 FD Richardsons, Westgarth&Co.Ld.Hpl.	28 ″ 10 s5 ″ 0¼ 24 ″ 5¾	
27515 5974 SHJA	— TwinSc3Mst *OilEng.* D.F. *ss*Got.No.3-4,31 *ss*Mmo.No.2-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '40	~~5244~~ ~~4072~~ ~~3185~~ *4959* *3376* *3084*	✠100A1 *Shelter dk* *withfreeboard* 4,42 ~~4,41~~ ~~DBS4,40~~	~~Liv~~ ~~Sba~~NYk ✠LMC(M)7,41 DBS7,41 ✠LMC5,39	*x*	OG ~~5,38~~ 10,41	1918 5mo	Akt.Bur- meistr&Wain Copenhagen A&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*323'1148*t FPT*75*t APT*60*t*	364·1|51·5|22·1 384·0(O.L.) FK	Stockholm Swedish 6*BHptCem*	Oil Engines 4S.C.SA 12Cy.23¼″-35$\frac{7}{16}$″ 629NHP DB*100lb* AktBurmeistr&Wain,Cpn	34 ″ 0 s9 ″ 4 24 ″ 10¼	
27516	— (*ex*Waunta-39,*ex*CayoCristo, *ex*BargeP.D.10) 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	642 — 409				*Rebuilt*1921 *by* Franco-Belge de Réparations Nav.Antwerp	1919	N.ofIrelnd. S.B.Co.Ld. Londonderry	ManuelR.Aguirre	180·0|31·2|13·0 P16'B48'F28'	Callao Peruvian *WB*	T.3Cy.13″,23″&37″-26″ 70NHP Cooper&Greig,Ld.Dundee		C
27517	— TwinSc (*ex*WarVessel) *OilEng.* 1*Dk* *CarryingPetroleum in bulk*	494 413 274					1915	SirRaylton Dixon&CoLd Middlesbro'	Soc.desPétroles Shell de l'Ouest AfricainFrançais	177·1|31·2|11·2 170·1 31·2 11·4 H111*t*	Dakar French *WB*	Oil Engines 2S.C.SA 8Cy.16$\frac{17}{32}$″-18$\frac{23}{32}$″ 388NHP J.&C.G.BolindersCo.Skm.		
27518 26947 JCMD	**Lima Maru** TwinSc *ss*Yka.No.3-3,32 *ss*Yka.No.2-40 ~~*ss*Yka.No.1-36~~ 2*Dks*(*Stl*)	6989 6469 4298	✠100A1 6,41 ~~5,40~~ BS6,41 *Carrying Vegetable oil in Nos*. 3 & 6 *DB Tanks*	Yka ✠LMC5,40	*b*†	CL ~~SN4,36~~ P5,40 S6,41	1920 4mo *Lloyd'sA&CP*	Mitsubishi ZosenKaisha Nagasaki	NipponYusen K.K. *CellDB*380'1297*tDTa* 42'1338*t FPT*75*tAPT*62*t*	445·0|58·0|34·0 P35'B138'F35' FK	Tokyo Japanese 7*BHCem*	T.6Cy.20½″,33½″&56″-48″ 200lb (*s*) 620NHP 4SB,*12cf*,GS225,HS8903 FD MitsubishiZosenKaisha	34 ″ 0 s7 ″ 6½ 26 ″ 8	
27519 1420 IPLK	**Limbara** Ⓟ (*ex*Terranova, Sp *ex*Tavolara) 1*Dk*	402 288 158	✠ 5,10	Gls ✠	*h*		1910 5mo	A.&J. Inglis,Ld. Glasgow	“Tirrenia”Soc. Anon.diNav.	163·0|26·6|13·1 154·0 P27'B57'F37' BK7″	Genoa Italian 4*BHCem* *DBf*15'24*t*	T.3Cy.12½″,21″&33″-24″ 90NHP 2SB,*4cf*,GS58,HS1490 A.&J.Inglis,Ld.Glasgow	13 ″ 9	I †
27520 PFOT	**Limburg** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk*	345 266 203					1928	Gebr.Pot Bolnes	N.V Scheepv. Maats.Limburg (T.denHartigh, *Mgr.*)	147·8|25·2|8·7 P46'F20'	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11″-17¾″ 46NHP Motorenfabr.“Deutz” A.G.Köln-Deutz		VL
27521 148634 GLJB	**Limerick** TwinSc *Oil Eng.* *ss*Syd.No.3-5,38 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	8724 8311 5479	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~8,40~~ DBS1,41 ✠Lloyd'sRMC10,41 for aft. machine &port &stbd.chambers in No.4 lower 'tween deck only *Carryingfuel oilF.P.above*150° *F.in deeptanks*	Syd ✠LMC CS5,38 3,39	*d*†	CL ~~P1,38~~ S10,39 P6,41	1925 7mo *Lloyd'sA&CP*	W.Hamil- ton&Co.Ld Port Glasgow	IrishCounties Steamers(Union S.S.Co.of New Zealand,Ld. *Mgrs*) *CellDB*386'1425*tMTs*55'1574*t DTsa*76'1818*tFPT*121*tAPT*100*t*	460·5|62·7|35·2 B&F424' FK *Coll*	London British 7*BH ptCem* *BH to Sh dk*	Oil Engines 2S.C.SA 12Cy.26¾″-47¼″ 1495NHP 2DB*180lb* J.Brown&Co.Ld.Gls.	37 ″ 9 s6 ″ 9¾ 31 ″ 2¾	
27522 OXJE	**Limfjorden** Ⓟ D.F. 1*Dk*	488 364 245					1904	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	190·8|25·8|10·4 P101'F20' len.13	Aalborg Danish *WB*	T.3Cy.13″,21½″&37″-24″ 67NHP HelsingörsJernsk.&Mskb.		V

1	2	3	4	5	6	7	7*	8	9	10	11	12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Visites Périodiques.	*Ex-nom, s'il y a lieu.* Nombres des Ponts	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
27523 173241 VCRN	**Limoges** (*ex*Wallingford-40) D.F. *MchyAft*	 2*Dks*~~1*Dk*~~ *Fitted for oil fuel*	2306 2135 1366					1919	LongBeach S.B.Co. LongBeach, Cal.	CanadianGovernment(Canadian GovernmentMerchantMarine,Ld.) (CanadianNationalSteamships*Mgrs*)	~~244·0|42·0|26·0~~ 245·6|42·1|24·1	Montreal ~~French~~ British *WB*	T.3Cy.18",30"&44$\frac{5}{16}$"-30" 105NHP UnionIronWorks,S.Fo.		R
27524 140436 GVXB	**Limol** *Mchy. Aft*	 *ss*Ply.No.3-4,30 *ss*Ply.No.2-38 1*Dk*(*Stl*)&*Web frames*	1159 845 476	✠100A1 *withfreeboard* ~~9,40~~ 10,41 BS6,42 ✠LMC MS9,38 ~~BS4,41~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*12,17 *F.P. above* 150° F.	~~Gms~~ Nwc	*n*	CL 8,40	1917 12mo *Lloyd's A&CP*	Lobnitz& Co.Ld. Renfrew	TheAdmiralty *CellDB uE&B* 45'78*t*	210·0|34·7|15·6 P61'F58' FK *DT f* 30' 261*t FPT*	London British 12*BHptCem* 37*t APT*33*t*	T.3Cy.15",25"&40"-30" (*s*) 180lb 138NHP 2SB,4*cf*,HS2200 FD Lobnitz&Co.Ld.Renfrew	16 ″ 6 s 1 ″ 6¼ 15 ″ 0¾	
27525	**Limousin** (*ex*Nore-39) D.F. *Mchy.Aft*	 *OilEng.* *ss*Nwc.No.2-38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	7619 7247 4570	✠ ... 11,39 ✠	Sfj	*c*†		1930 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle	FrenchGovernment(Ministère de laMarineMarchande) (Soc.Française deTransports PétroliersS.A. *Mgrs.*) *Cell*	460·5|59·5|34·1 P109'B30'F60' FK *DBu E*85' 327*t DT*	Havre French 16*BHptCem* (10 *to U dk* 6 „ *2nd*„) *f*41'523*t FPT*	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP WllsndSlpwy.Co.Ld.Nwc. 199*t APT*146*t*	34 ″ 1	V †
27526	**Limpopo**	**TwinSc** *ss*L.Mq.No.2-38 1*Dk*(*Stl*)	*647* *371* *286*	✠100A1 6,41 ~~12,40~~ BS12,40 ✠LMC3,38	LMq	*i*	OG 7,39	1930 8mo *Lloyd's A&CP*	Earle'sCo. Ld. Hull	Emprezado LimpopoA.Couto, Ltda. *CellDB*136'14	170·2|30·2|9·7 P22'B78'F23' FK 2*t FPT*21*t APT*15*t*	Lourenço Marques Portuguese 4*BHCem*	T.6Cy.11¼",18"&30"-18" (*s*) 180lb 116NHP 2SB,4*cf*,GS70,HS2240 Earle'sCo.Ld.Hull	11 ″ 6 s ″ 9 10″11¾	
27527 2175 IBWA	**Lina** (*ex*Minhla-38) *Mchy.Aft*	 *ss*Ist.2ndNo.3-9,34 1*Dk*(*Stl*)2*trB* *CarryingPetroleum in bulk* *Fitted for oil fuel*	1235 970 653	✠ ... 3,38 ✠	Varna	*n*		1909 3mo	Armstrong Whitworth &Co.Ld. Newcastle	Navigazione e CommercioSoc. Anon.Italiana	208·0|34·0|17·5 200·0 P26'B32'F30' FK	Genoa Italian 10*BHCem* *CellDB*	T.3Cy.17",28"&46$\frac{1}{16}$"-30" 136NHP 2SB,4*cf*,GS62,HS2230 WllsndSlpwy.Co.Ld.Nwc. *uB*21'25*t FPT*38*t APT*4*t*	18 ″ 6	I †
27528 1630 IBET	**Lina Campanella** (*ex*Aras) *Mchy.Aft* D.F.	 *ss*Bkn.3rdNo.3-1,30 1*Dk*&*Spar dk*& *Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3356 3198 1952	✠ ... 11,30 ✠				1893 6mo	Palmers' Co.(Ld.) Newcastle	TitoCampanella Soc. di Nav.	337·2|42·7|28·7 325·0 21·0 P73'B20'F38' FK	Genoa Italian *WB*	T.3Cy.24",40½"&64"-42" 295NHP Palmers'Co.(Ld.)Nwc.	29″10	I †
27529 DHCR	**Lina Fisser** (*ex*Bollan-36,*ex*Bellini, *ex*LuisPidal, *ex*ThyraMenier) *Arch deck*	 *ss*Dnk.No.3-10,25 *ss*Kel.No.2-33 1*Dk*(*Stl*)	1497 1288 838	✠ ... 2,36 ✠	Kel	*o*		1912 9mo	BlythS.B. Co.Ld. Blyth	Fisser&v.DoornumReederei G.m.b.H.(Fisser& v.Doornum,*Mgrs.*) *CellDBa*75'*uE*&	238·8|36·1|20·0 P16'F28' FK *B*31' *f* 96'354*t FPT*	Emden German 4*BHCem* 49*t APT*55*t*	T.3Cy.17$\frac{3}{16}$",28"&46"-33" 146NHP 2SB,4*cf*,GS65,HS2450 G.T.Grey,SouthShields	22 ″ 2	
27530 YTQE	**Lina Matkovic**(*ex*EmileDelmas-36, *ex*Arucas)		2325 — 1323					1914	Nuescke& Co. Stettin	EugenMatkovic	291·4|41·5|17·0 P103'F81'	Split Yugoslav	T.3Cy.23",37⅜"&57"-35½" 224NHP Nuescke&Co.Stettin		V
27531 LJUT	**Lind** *Mchy.Aft*	 *OilEng.* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	461 351 186					1938	NV.Schpsf v/hDeGroot &VanVliet Slikkerveer	Skibs-A/SOljetransport(J.O. Odfjell,*Mgr.*)	168·3|25·9|9.9 Q57'F23'	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 93NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		N
27532 OYYH	**Linda** D.F. E.S.D.	 2*Dks* *CruiserStern*	962 770 501					1936	Helsingörs Jernsk&Msk. Elsinore	J. Lauritzen	235·5|36·9|12·9	Esbjerg Danish *WB*	C.3Cy.(2)13⅜"&33$\frac{7}{16}$"-33$\frac{7}{16}$" &LP Turbine&chain drive HS2200 152NHP HelsingörsJernsk.&Mskb.		G
27533 DHAS	**Lindenau** (*ex*Alster-35) *Well deck*	 1*Dk*	997 804 481					1914	Reiherst'g Schiffsw. Hamburg	Bugsier-Reed. u. Bergungs-A.G.	222·3|34·6|13·1 P&B170'F32'	Hamburg German *WB*	T.3Cy.16½",27½"&43"-33½" Reiherstieg 109NHP Schiffsw.uMaschf.		G
27534	**Lindenfels** Sub.Sig. E.S.D.	 2*Dks* *CruiserStern*	8457 7771 5193					1928	J.C.Tecklenborg A.G Weser-münde-G.		490·7|62·2|32·3 P65'B285'F39'		T.3Cy.34¼",52¾"&86⅝"-55⅛" & 1 LP Turbine 785NHP J.C.TecklenborgA.G.Wsm		G
27535 160778 GCCV	**Lindenhall** D.F.	 1*Dk*&*Shelter dk* *Cruiser Stern* *Tonnage opening closed*'41(*W.E.*)	5248 4749 3099	✠100A1 *withfreeboard* 2,42 ~~5,41~~ ✠LMC10,37	~~Lon~~ Hpl	*a*†	CL 4,41	1937 10mo *Lloyd's A&CP*	W.Gray &Co.Ld. WHartlepool	WestHartlepool Stm.Nav.Co.Ld. *CellDB*373'1092*t*	439·0|56·1|26·0 453·8(O.L.) F48' FK *DTa*32'1091*t FPT*1	W.Hartlpl British 7*BHCem* (*Coll to Shdk* 6 „ *2nd* „) 55*t APT*172*t*	T.3Cy.23",37"&65"-45"& LPturbine withDRgearing &hydraulic coupling (*s*) 220lb FD 548NHP 3SB(Spt)9*cf*,GS153,HS7020 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	36″10 s10″10 26 ″ 3½	
27536 148127 MNGQ	**Lindisfarne**	 *ss*Nwc.No.3-9,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	999 792 427	✠100A1 *withfreeboard* ~~2,40~~12,41 BS7,41 ✠LMC MS9,37 ~~BS11,39~~	~~Sch~~ Hul	*o*	CL ~~2,40~~ 11,41	1925 6mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Tyne-TeesSteam ShippingCo.Ld. *CellDBa&uE*60'	231·3|35·1|14·3 B63' FK *f*104'168*t*	Newcastle British 4*BHCem* (*Coll to Shdk* 3 „ *2nd* „)	T.3Cy.20",31"&53"-36" (*s*) 180lb 240NHP 2SB,6*cf*,GS135,HS4476 Hwthrn,Leslie&C.Ld.Nwc.	16 ″ 6 s ″ 6 16 ″ 2	
27537 LCTX	**Lindvangen**	 *ss*N.Os.No.2-40 1*Dk*(*Stl*) *Cargo battens not fitted*	2412 1993 1392	✠100A1 ~~3,41~~ ~~7,40~~ ~~8,41~~ 4,42 BS4,42 ~~BS3,41~~ ✠LMC6,40 *Fitted for oil fuel*10,31 *F.P. above* 150° F.	Mob	*s*	OG ~~11,39~~ 8,41	1931 10mo *Lloyd's A&CP*	Internatnl S.B.&E.CoLd Danzig *Intermediate BH in forehold dispensed with*	SkibsA/S Karaibien(Görrissen& Co.A/S,*Mgrs.*) *CellDB*	291·2|45·7|18·5 P28'B84'F33' FK 248'623*t FPT*	Oslo Norwegian 4*BHptCem* 61*t APT*78*t*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 206lb (*s*) 229NHP 2SB,6*cf*,GS72,HS3380 FD InternationalSB&E.CoLd *Wing tanks in Bridge*42*t*	20 ″ 6 s2 ″ 8¼ 17 ″11½	
27538 LEJJ	**Linea** (*ex*Unverzagt-33,*ex*Jannakis) *Mchy.Aft*	 1*Dk*	737 562 402					1919	N.V.Schps. Mij.deYssel Gonderak	Skibs-A/S Linea (E.Hansen)	197·6|28·3|11·9 Q25*t*B85*t*H15*t*F27*t* len27	Xiansand Norwegian *WB*	T.3Cy.13",20½"&35"-20" N.V.v.d. 55NHP Kuy&v.d.Rees,Rotterdam		G
27539 151718 GLCX	**Ling Kong**	 *ss*Shi.No.1-27 2*Dks*	850 603 312	✠ ... 10,31 ✠				1923 2mo	NewEng.& S.B.Wrks.Ld. Shanghai	ShanghaiPilot BoatCo.(1928)Ld.	180·0|34·1|14·9 FK	Shanghai British *WB*	T.3Cy.18½",29"&49"-33" 186NHP NewEng.&S.B.Wks.LdShi.	16 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dateof B.ofTradeCert.
27540 PFOY	**Linge** *ss*Rot.No.2–37 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2114 1892 1261	✠100A1 6,41 Examined 1,42 BS1,42 ✠LMC9,40	Lth Abn	*s*	CL 6,38	1928 7mo *Lloyd'sA&CP*	A.Vuijk& Zonen Capelle a/d Ysel	N.V."Houtvaart" (Vinke&Co.*Mgrs.*)	281·3 P22'B34'F22' FK *Cell DB*242'542*t FPT*	42·7	19·3	Rottrdam Dutch 4*BHCem* 62*t APT*54*t*	T.3Cy.21",34½"&57"–36" (*s*) 210lb 248NHP 2SB,6*cf*,GS106,HS4054 ArnhemscheStoom-sleephellingMij.Arnhem	21 ″ 4 s 3 ″ 1¾ 18 ″ 3¾	
27541 171304 VQYV	**Lingfield** (*ex*Niki–37,*ex*Hopper *Barge*Slinger) *Mchy.Aft* 1*Dk*	1002 813 584	✠ … 4,20 ✠				1917 5mo	Lobnitz& Co.Ld. Renfrew	FinchleyS.S.Co. Ld.	195·0 F20' FK	35·5	14·4	Gibraltar British *WB*	T.3Cy.17",27"&43"–27" 151NHP Lobnitz&Co.Ld.Renfrew	15 ″ 6	C †
27542 UNQA	**Linne** TwinSc 2*Dks* *Carrying Petroleum in bulk*	943 831 542					1882	Mek.Verks Motala	U.S.S.R.	239·0 F15'B36'P25'	27·9	15·5	Archangel Russian	C.4Cy.19$\frac{7}{16}$"&33¼"–20½" 83NHP Mek.Verkst.Motala		
27543 FNMR	**Linois** (*ex*SantaElena) D.F. Sub.Sig. 2*Dks*	7473 — 4597					1907	Blohm & Voss Hamburg	ChargeursRéunis	434·4 P&B349'F50'	54·9	28·9	Havre French *WB*	Q.4Cy.24$\frac{13}{16}$",35½",48¾"& 72$\frac{13}{16}$"–53" 385NHP Blohm&Voss,Hamburg		V
27544 160735 MJMX	**Linwood** *ss*Shl.No.2–40 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	992 655 570	✠100A1 2,12 ~~2,41~~ ~~BS2,41~~ ✠LMC2,40	~~Sld~~ Shl BS2,42	*m*	CL ~~N1,40~~ N2,42	1932 4mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	JosephConstan-tineS.S.Line,Ld.	199·9 Q144'F26' FK *Cell DB*132'267*tFPT*	33·7	12·4	Middlsbro' British 3*BHCem* 74*t APT*42*t*	T.3Cy.13½",23"&38"–27" 200lb *125lb* (*s*) 105NHP 1SB,3*cf*,GS45,HS1871 N.E.MarineEng.Co.Ld.Sld	14″8½ s4 ″ 9½ 14 ″ 6¾	
27545 LCSO	**Lionel** TwinSc *OilEng.* D.F. 2*Dks*	5653 5329 3481					1926	Odense Staalskibsvft Odense	D/S A/S Östlandet (A.Mohn,*Mgr.*)	375·6 H225*t*	52·5	33·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 450NHP Akt.Burmeistr&Wain,Cpn		N
27546 FNMS	**Lipari** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9954 — 6090	✠Lloyd'sRMC~~4,40~~ 12,41				1922	Atel.&Ch. de laLoire St.Nazaire	ChargeursRéunis	478·5 B266'F56'	59·2	27·4	Havre French *WB*	6 Steam Turbines DR geared to 2 Sc.Shafts Atel.&Ch.de laLoire,Nts.		V
27547 DHPF	— D.F. *CruiserStern* 1*Dk*	1943 1597 1127					1930	Flensburgr Schiffsb.Ges. Flensburg	R.M.Sloman,Jr.	296·4 P21'B&F268' *Upper*F35'	42·7	16·2	Hamburg German *WB*	T.3Cy.22$\frac{1}{16}$",34⅝"&56$\frac{5}{16}$"–37⅜" 194NHP FlensburgerSchiffsb.Ges.		G
27548 154210 VSNL	**Lipis** Ⓟ *OilEng* 1*Dk*	914 693 493					1927	Scotts'S.B. &E.Co.Ld. Greenock	StraitsSteamship Co.Ld.	214·3 P130'F32'	35·6	11·6	Singapore British *WB*	Oil Engines 4S.C.SA 8Cy.15"–20" 175NHP NE38 Ruston&Hornsby,Ld.Lcn.		
27549 2584 DODH	**Lippe** (*ex*City of Dunedin, *ex*Porta) 4Mst *ss*Cal.No.2–26 2*Dks* D.F. Sub.Sig. 3*rd dk in No.1 hold*	7849 7296 4870	… 4,29				1917	Bremer Vulkan Vegesack	Norddeutscher Lloyd	475·3 P28'B143'F86' FK	60·7	32·9	Bremen German *WB*	T.3Cy.32$\frac{5}{16}$",52$\frac{11}{16}$"&86⅝"–55⅛" 817NHP BremerVulkan,Vegesack	35 ″ 6	G †
27550 240264 WGOB	**Lipscomb Lykes** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel*	6744 — 4004					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	LykesBros. S.S.Co.Ld.	395·0	60·0	37·5	Corpus Christi Texas Utd.States	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
27551 1302 CBL1	**Lirquen** (*ex*Presidente Alessandri–36, *ex*Suzanne etMarie–33) *Whale Oil Factory* 2*Dks*	1811 — 934					1891	Lobnitz &Co. Renfrew	Cia.deMuelles de laPoblacion Vergara	255·4 P46'B68'F40'	35·6	21·2	Valparaiso Chilian	T.3Cy.20",34"&54"–42" 189NHP Lobnitz&Co.Renfrew		V
27552 DJRW	**Lisa** (*ex*Kilkenny–36,*ex*ElginCoast, *ex*LadyTennant) *ss*Lth.2ndNo.3–7,29 *Mchy.Aft* *ss*Ham.No.2–37 1*Dk*(*Stl*–ws)	494 348 199	✠ 7,37 ✠	Ham	*h*		1904 1mo	Napier& Miller,Ld. Glasgow	H.W.B.Ohlmeier	164·2 Q95'B12'F22' BK6" *Cell D B*88'116*tFPT*	26·2	10·5	Hamburg German 3*BHCem* 35*t APT*6*t*	T.3Cy.16",26"&43"–30" 117NHP 1SB,3*cf*,GS66,HS1908 D.Rowan&Co.Glasgow	12 ″ 6	
27553 6988 SJFW	— WoodAux4MstSr (*ex*Annelise) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	*359* *324* *279*					1918	Nakskov Skibsv. Nakskov	G.L.Berg	138·2 Q31'H12*t*	30·0	12·9	Bergqvara Swedish	Oil Engines 2S.C.SA 2Cy.13¾"–16$\frac{3}{16}$" 67NHP NE30 JönköpingsMotorfbk.		V
27554 DIBH	**Lisa Essberger** TwinSc (*ex*ElsaEssberger–38) *OilEng.* D.F. *Mchy.Aft* *ss*.HamNo.2–39 2*Dks*(*Stl*) *Longitudinal framing at dk* *CruiserStern & sides in summer tanks* *Strengthened for Navigation in Ice* *Carrying Petroleum in bulk*	1172 1134 794	✠ 5,39 ✠	Ham			1930 12mo	Deutsche Werft.A.G. Hamburg	JohnT.Essberger	244·8 254·0(O.L.) F35' FK len34 *CellD BuE*16'13*tFPT*39*t*	36·6	15·8	Hamburg German 10*BHptCem* *ptAsp* *APT*23*t*	Oil Engines 4S.C.SA 12Cy.10$\frac{13}{16}$"–16$\frac{5}{16}$" 137NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	11 ″ 9	
27555 LCSP	**Lisbeth** 1*Dk*	2732 2418 1636					1922	Bergens Mek.Værks Bergen	D/S A/S Lisbeth (KnutKnutsen, O.A.S.,*Mgr.*)	300·2 P68*t*H104*t*F54*t*	47·3	20·8	Haugesnd Norwegian *WB*	T.3Cy.22",37"&60"–39" 225NHP BergensMekVærksBergen		N
27556 DMAB	**Lisbeth Cords** *Mchy.Aft* 1*Dk*	907 773 496					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords	231·2 P&B177'F25'	33·8	12·0	Rostock German *WB*	T.3Cy.14⅜",24$\frac{3}{16}$"&38⅝"–26¾" 77NHP A.G."Neptun,"Rostock		G
27557 DNAI	**Lisboa** 1*Dk*	1799 1593 1090					1911	Schiffsw.v. HenryKoch Lübeck	Oldenbrg.-Portug. Dmpfsch.Rhed.	277·7 P&B220'F35'	39·2	17·9	Oldenburg German *WB*	T.3Cy.22$\frac{1}{16}$",35$\frac{1}{16}$"&53⅛"–33$\frac{7}{16}$" 163NHP OttensenerMchFabAltona		G
27558 27254 JOLD	**Lisbon Maru** TwinSc *ss*Kob.No.3–9,32 *ss*Yka.No.2–40 ~~*ss*Yka.No.1–36~~ 2*Dks*(*Stl*)	7053 6450 4308	✠100A1 10,40 ✠LMC10,40 *Fitted for oil fuel 8,23 F.P. above 150° F.*	Yka	*b*†	CL S9,39 P10,40	1920 7mo *Lloyd'sA&CP*	Yokohama DockCo. Yokohama	NipponYusenK.K.	445·0 P35'B138'F35' FK *Cell DB*392'1314*t DTa*42' 1337*t DT'sf*	58·0	34·0	Tokyo Japanese 7*BHCem* 1440*tFPT*73*tAPT*58*t*	T6Cy.20½",33½"&56"–48"(*s*) 200lb 632NHP 4SB,12*cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
27559 LDSG	**Lise** *OilEng.* D.F. *ss*Got.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing–bracketless system*	6826 5985 3966	✠100A1 11,41 ~~1,41~~ DBS9,40 ✠LMC8,39 *Carrying Petroleum in bulk* DBS(2 lower)11,41	~~Bom~~ NYk	*a*†	CL N8,39	1931 7mo *Lloyd'sA&CP*	W.Doxford &Sons,Ld. Sunderland	A/S Lise(S.Holter-Sörensen)	416·2 P94'B32'F40' FK *Trunk in wells* *CellDB uE*35'157*tDTf*35'538*t FPT*15	58·0	32·8	Oslo Norwegian 11*BHptCem* 1*t APT*276*t*	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"–85" 598NHP NDB(WT)40–*142lb*2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
27560 OUIJ	**Lise** (*ex*H.A.Hansen) 1*Dk*	1247 948 718					1920	P.Ph. Stuhr's Msk& Skbs Aalborg	D/S A/S Nautic (Aa. M.Vollmond, *Mgr.*)	238·7|36·2|13·4 P26'Q71'B99'F30'	Copnhagn Danish *WB*	T.3Cy.16½",25"&42½"–30" 99NHP Akties.Frichs Aarhus		V
27561 DJOO	**Liselotte Essberger** TwinSc *OilEng.* *Mchy.Aft* *ss*Ham.No.1–39 D.F. E.S.D. 1*Dk* *Strengthened for Navigation in ice* *Longitudinal framing* *CruiserStern* *Rudder & Sternpost electrically welded* *Carrying Petroleum in bulk*	1593 1323 737	✠ 3,39 ✠	Ham	*p*		1935 4mo	H.C.Stülcken Sohn Hamburg	JohnT.Essberger *CellDBuE*30'30*t DTf*19' 115*t FPT* 44*tAPT*34*t*	244·6|41·5|16·8 255·0(O.L.) P65'F31' FK	Hamburg German 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.14⅜"–19$\frac{11}{16}$" 241NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	16 ″ 9	
27562 3644 PJAM	**Liseta** TwinSc *ss*Cco.No.3–5,39 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2580 1715 1116	✠100A1 4,42 ~~5,41~~ 4,42 BS~~5,41~~ ✠LMC4,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,27 F.P. above 150° F*	~~Shl~~ Gmb	*t*	CL ~~P10,36~~ S5,40 P4,42	1927 7mo *Lloyd'sA&CP*	Cant.Nav. Triestino Monfalcone	N.V.Curacaosche Scheepv.Maats.	305·0|50·2|15·1 Q89'F29' *Trunk* 187' FK	Willemst'd Dutch 9*BHptCem* *ptAsp* *APT*84*t*	T.6Cy 12¾",20½"&33⅞"–24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,*4cf*, HS4168 FD RotterdamscheDD.Co.Rot	15 ″ 0 s1 ″ 6¾ 13 ″ 6¾	
27563	**Lisita** *OilEng.* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing*	8500	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1941	Kockums M.V.Aktieb. Malmö	A/S Uglands Rederi(J.M. Ugland,*Mgr.*)	476·0|62·1|34·7 P91'B32'F63'	Grimstad Norwegian	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" KockumsM.V.Akt.Malmö	34 ″ 6 s 7 ″ 5½ 27 ″ 2	
27564 LCSQ	**Liss** *ss*Osl.No.3–8,34 *ss*Got.No.1–38 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F.	5932 5658 3583	✠100A1 1,41 ✠LMC MS11,38 BS9,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,21 F.P. above 150° F.*	Bom	*z*	CL 1,41	1921 8mo *Lloyd'sA&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	RederiA/S Damp (Arth.H.Mathiesen,*Mgr.*) *CellDBuE&B*70'	400·2|53·0|32·9 413·5(O.L.) P68'B34'F37' FK *f*38'249*tAPT*110*t*	Oslo Norwegian 14*BHCem* (9 „ *to U dk* 5 „ „*2nd*„)	T.3Cy.27","38&75"–51"& Exhaust turbine driving steam compressor (*s*) 180lb 626NHP 3SB,*9cf*,GS187,HS8580 FD Richardsons,Westgarth&Co.Ld.Mdb.	35 ″ 6	
27565 148923 MNSX	**Lissa** *ss*Trn.No.3–5,40 1*Dk*(*Stl*) *Cargo battens not fitted*	1511 1391 916	✠100A1 12,40 ✠LMC MS5,40 BS8,40	Goo	*q*	CL 12,40	1927 5mo *Lloyd'sA&CP*	R.Duncan &Co. Port Glasgow	ClydesdaleShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*) *CellDBa&uE*92'	254·0|39·2|17·4 264·2(O.L.) P23'B64'F22' FK *f*104'390*tAPT*70*t*	Glasgow British 4*BHptCem* *ptAsp*	T.3Cy.20",34"&53"–36" (*s*) 180lb 207NHP 2SB,*6cf*,GS107,HS3516 Rankin&BlackmoreLdGrk	19 ″ 2 s 2 ″ 4 17 ″ 0	
27566 LCDA	**Lista** (*ex*RioGrande) 2*Dks* *Fitted for oil fuel*	3671 3340 2215					1920	W.Dobson &Co. Newcastle	A/S J.Ludwig MowinckelsRederi	360·3|52·1|23·5 P89*t*H221*t*F20*t*	Bergen Norwegian *WB*	T.3Cy.25½",41"&69"–48" 330NHP N.E.MarineEng.CoLdNwc		N
27567 LDJC	**Listo** (*ex*Colmar,*ex*WarOsiris) *ss*Osl.No.3–5,31 *ss*Osl.No.1–36 1*Dk*(*Stl*) *Cargo battens not fitted*	1998 1802 1158	✠100A1 9,39 BS11,38 ✠LMC5,36 (SEE FOOTNOTE.*)	Mch	*r*	CL 11,38	1918 7mo A&CP	Pt.Arthur S.B.Co.Ld. Pt.Arthur, Ont.	HerlofAndersens RederiA/S (H.Andersen, *Mgr.*) *CellD*	251·3|43·7|20·6 P25'B64'F30' FK *B*226' 526*tFPT*80*t*	Xiansand Norwegian 4*BHCem* *APT*78*t*	T.3Cy.20⅜",33"&54⅛"–40" 190lb (*s*) 278NHP 2SB,*6cf*,GS126,HS5246 Pt.ArthurS.B.Co.Ld.	23 ″ 0 s 2″10½ 20 ″ 3¾	
27568 FOOY	**Listrac** 3Mst *Mchy.Aft* 1*Dk*	778 — 144					1907	Forges&C. de la Médit. Havre	Worms&Cie.	196·0|27·8|14·6 P&B128'F35'	Havre French	T.3Cy.15",23⅝"&37"–27⅝" 72NHP Forges&C.delaMédit.Hav.		V
27569 LEYL	**Lita** (*ex*Steinar–36,*ex*Friedrich Fischer,*ex*Hela) 1*Dk*	318 241 152					1890	J.W.Klawitter Danzig	D/S A/S Marna (M.Clausen, *Mgr.*)	129·2|21·4|12·1 Q17*t*B48*t*H8*t*F12*t*	Haugesnd Norwegian *WB*	C.2Cy.17"&32"–20" 38NHP J.W.Klawitter,Danzig		N
27570 137540 MGLB	**Lithium** Yl *ss*Liv.No.3–2,29 *Mchy.Aft* *ss*Bkn.No.2–37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted above lower side stringer*	301 206 113	✠100A1 8,41 ~~8,40~~ Examined 2,42 ✠LMC MS2,37 BS~~8,40~~ 8,41	~~Bkn~~ Bkn	*e*	OG ~~2,39~~ 8,41	1917 4mo *Lloyd'sA&CP*	Cochrane& Sons,Ld. Selby	I.C.I.(Alkali),Ld.	135·2|23·1| 9·4 143·7(O.L.) Q50'B9'F21' FK	Liverpool British 3*BHCem* *APT*17*t*	T.3Cy.12",20"&34"–24" (*s*) 180lb 69RHP 1SB,*2cf*,GS33,HS1175 ShieldsE.&DDCo LdN.Shl	10 ″ 6 s ″ 7 10 ″ 1	
27571 LCSR	**Litiopa** (*ex*Dockleaf) *ss*Stv.No.3–2,29 *ss*Rot.No.2–37 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames*	5356 4717 3171	✠100A1 9,41 ~~9,40~~ Examined 9,41 BS9,41 ~~BS9,40~~ ✠LMC~~7,37~~ 9,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,17 F.P. above 150°F.*	~~N Yk~~ NOs	*y*	CL 1,40	1917 4mo *Lloyd'sA&CP*	Bartram& Sons,Ld. Sunderland	A/SMosvolds RederiII.(M.Mosvold,*Mgr.*) *CellDBa*84'154*t* *DTf*35'408*tFPT*116*tAPT*143*t*	400·0|52·4|28·1 412·5(O.L.) P121'B33'F46' FK	Farsund Norwegian 15*BHptCem* (10 „ *to U dk* 5 „ „ *2nd*„)	T.3Cy.27½",45"&75"–48"(*s*) 180lb 476NHP 3SB,*9cf*,HS8055 J.Dickinson&Sons,Ld.Sld.	30 ″ 6 ~~s 5 ″ 10~~ ~~24 ″ 11~~ s4″10½ 25″10¼	
27572	**Littoria** (*ex*HsinPu–38,*ex*Pong Tong–34,*ex*Quinnebaug,*ex*PongTong, *ex*ElisabethRickmers) 2*Dks*&*Spardk*	1723 1489 1001					1903	Rickmers Akt.Ges. Bremerhaven	Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ld)	253·2|37·4|19·6 P&B161'F26'	Shanghai Italian *WB*	T3Cy.19$\frac{9}{16}$",30⅞"&49½"–33½" 142NHP OttensenerMaschinenf.Alt		
27573 UPTV	**Litvinov** 2*Dks* *OilEng.* *CruiserStern*	5114 2989					1932	Severney S.B.Yard Leningrad	U.S.S.R.	381·3|53·3|29·4 P30'B57'F23'	Russian *WB*	Oil Engines 2S.C.SA 6Cy.26¾"–47$\frac{3}{16}$" 746NHP RussianDieselWks.Len.		
27574 LCAD	**Liv** *ss*Shl.No.3–5,12 *ss*Osl.No.2–21 1*Dk*(*ptStl&ptIrn*)2*trB*& *Web frames* &*ptAwng dk*(*Irn*)	3068 2325 1979	✠ 10,24 ✠	Bgn	*u*		1896 9mo	Ropner& Son Stockton	D/S A/S Liv (Brummenæs& Torgersen) *CellD*	322·2|41·5|20·6 P25'Q106' BK10" *ptAwng dk*191' *Ba*110'*uE* 24'*f*120'	Haugesnd Norwegian 5*BHCem* 576*tAPT*30*t*	T.3Cy.23",37"&61"–42" 246NHP 2SB,*6rf*,GS104,HS3760 Blair&Co.(Lim.),Stockton	24 ″ 0	N †
27575 DHPH	**Livadia** D.F. 1*Dk*&*Shelter dk* Sub.Sig.	3094 2829 1824					1922	Schiffs.- Dockbauw. Flender,A.G. Lübeck	DeutscheOst-AfrikaLinie	337·7|48·2|21·1 F36'	Hamburg German *WB*	T.3Cy.23⅘",38⅕"–61⅘"–41$\frac{3}{10}$" 246NHP G.SeebeckA.G. Wesermünde-G.		G
27576 115 SVTF	**Livatho** (*ex*DahHan–38, *ex*Tsang-Woo–38,*ex*Drafn, *ex*Iosco,*ex*Johanne) 2*Dks*	1667 — 1024					1903	Schiffsw.v. H.Koch,A.G. Lübeck	G.Stamatelatos	255·8|36·2|18·1 P31'B65'F29'	Argostoli Greek *WB*	T3Cy. 17¾",29½"&47¼"–33½" 130NHP J.F.Ahrens,Altona		C

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
27577 113 IBFT	**Livenza** ssTri.No.3-3,35 1*Dk*(*Stl*)& D.F. *Shelter dk*(*Stl*)	5343 5025 3328	✠100A1 *Shelter dk* *withfreeboard* 2,38 ✠LMC7,39 *Fitted for carrying oil* 3,30 *F.P. above 150° F. in deep tank* *Adapted for oil fuel* 3,30 *F.P. above 150° F.* NO LATER SURVEY REPORTED	Tri	*y*	CL 6,39	1922 9mo	Stabilmnto Tecnico Trieste A&CP	"Italia"Soc.Anon. diNav. *CellDB*331'1234t	404·2 389·9 B125'*on Shelter dk* FK *DTa*40'880t *FPT*125t *APT*214t	54·0	29·0	Trieste Italian *ptCem* 6 *BH to S dk* 1 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 600NHP 3SB(Spt),9*cf*,GS190,HS7668 FrancoTosiSocAnon.Lgn.	32 ″ 0 s 6″11¼ 25 ″ 3	
27578 24769 JPLD	**Liverpool Maru** ssSmk.No.1-41 ssYka.No.3-4,37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5866 5586 4271	✠100A1 *Awng dk* *withfreeboard* 7,41 ~~9,40~~ ✠LMC~~9,40~~ 7,41	Smk	*y*	OG ~~7,39~~ 7,41	1919 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisenK.K. *CellDB*	385·0 FK *Collision BH to Awng dk* 334'1118t *FPT*126t	51·0	36·0	Kobe Japanese *Cem* 5*BH to U dk* *APT*93t	T.3Cy.26″,43½″&72″-48″ (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
27579 145710 MLCD	**Liverpool Rover** (*ex*Tudor King-33,*ex*Ville de SaintAmarin) ssAnt.No.3-7,33 ssHfx.No.1-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1426 1060 733	✠100A1 ~~1,41~~ 1,42 Examined 1,42 BS~~1,41~~ 1,42 ✠LMC2,37	~~Bos~~ Phl	*p*	CL N2,40	1920 12mo	J I Thornycroft&Co.Ld. Southampton *Lloyd's A&CP*	RoverShippingCo. Ld.(Markland ShippingCo.Ld. *Mgrs.*) *CellD*	240·4 Q136'B10'F28' FK *B*201'396t *FPT*29t	36·1	16·3	Cardiff British 4*BHCem* *APT*52t	T.3Cy.18″,30″&50″-33″ (*s*) 180lb 176NHP 2SB,4*cf*,GS82,HS3000 J.I.Thornycroft&Co.Ld.	18 ″ 6 s 5 ″6½ 17 ″ 1	
27580 149470 ~~MPBC~~ VOFN	**Livingston** ssMtl.No.3-5,41 ~~ssTto.No.2-37~~ *Mchy.Aft* 1*Dk*(*Stl*) ~~*Cargo battens not fitted*~~	~~2115~~ ~~1747~~ ~~1386~~ 2140 1747 1303	✠100A1 *withfreeboard* ~~4,41~~ ~~5,39~~ 4,42 BS4,42 BS~~1,40~~ ✠LMC~~12,36~~ 12,40 *For Service on the Great Lakes & River St. Lawrence and to Newfoundland, including Eastern United States ports. Mexican Gulf, West Indies & to the Guianas*	~~Tto~~ ~~Mtl~~ NYk	*r*	CL ~~N5,39~~ 4,42	1928 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	Bowater'sNewfoundlandPulp& PaperMills,Ld. *CellDB*228'667t	253·0 P70'F37' FK 3 *Watertight BH, also intermediate BH in holds, lower part watertight* *FPT*140t *APT*15t	43·7	19·3	S.Jhn'sNFL British	T.3Cy.17″,28″&46″-36″ (*s*) 200lb 190NHP 2SB,4*cf*,GS74,HS2762 FD Armstrong,Whitworth& Co.Ld.Nwc.	21 ″ 6 s 4 ″ 7½ 17 ″ 0¼	
27581 221031 KDOD	**Livingston Roe** ssN.Yk.No.3-2,33 ssGal.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* GyC. *Longitudinal framing*	8151 7852 5066	✠100A1 *Shelter dk* *withfreeboard* 12,40 BS5,41 ~~BS5,40~~ ✠LMC5,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above 150° F.*	Gal	*c*†	CL 12,40	1921 2mo	GMStandiferCnst.Corp. Vancouver, Wash. AP	StandardOilCo. of NewJersey *Cell DBuE&B&bunker*86'280t	462·4 FK *DTf*50'335t'*tween dk tanks a* 9'67t *FPT*179t *APT*103t	60·2	36·5	Wilmgton (Del.) Utd. States 18*BHptCem* (3 „ *to S dk* 11 „ „ *U* „ 4 „ „2*nd*„)	Q.4Cy.24″,35½″,51″&75″-51″ 220lb (*s*) 552NHP 3SB,9*cf*,HS7434 FD Hooven,Owens,Rentschler Co.Hamilton,O.	37 ″ 3 s10″3¼ 27 ″ 3	
27582 DHPI	**Livorno** D.F. 1*Dk*	1829 1573 1044					1924	Akt.Ges. "Neptun," Rostock	Rob.M.Sloman,jr.	287·1 P&B225'F33'	41·3	16·7	Hamburg German *WB*	T.3Cy.21¼″,34⅗″&55 9/10″-37⅖″ 191NHP A.G."Neptun,"Rostock		G
27583 YTTF	**Ljubica Matkovic** (*ex*PhyllisSoto-38, *ex*Chetopa-37) 1*Dk*2*trB in fore*& *after holds*&*Web frames* *Fitted for oil fuel*	3289 2906 2040	✠ ... 6,20 ✠				1919 1mo	Submarine BoatCorp. Newark,N.J.	E.Matkovic	324·0 P30'B90'F35' FK	46·2	25·0	Split Yugoslav *WB*	DR geared steam turbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	V †
27584 YTLJ	**Ljubljana** Ⓟ (*ex*Salona) ssSsk.No.3-6,33 ssSsk.No.1-37 1*Dk*(*Stl*)&*deepframing*&*Shelter dk lower dk*(*Stl*)*forward*	985 867 608	✠100A1 *Shelter dk* *withfreeboard* 2,40 BS11,40 ✠LMC3,37 No later survey reported	Ssk	*m*	CL 2,40	1904 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	JadranskaPlovidbaD.D.	225·0 233·4(O.L.) BK7' *Cell DBa* 22' *uE*24'*f*94'126t	30·1	31·7	Susak Yugoslav 4*BHCem*	Q.4Cy.17⅛″,24″,36″&52″-36″ 200lb (*r*) 203NHP 2SB,6*cf*,GS116,HS3338 Swan,Hunter&Wigham Richardson,Ld.Nwc.	14 ″ 4 s ″ 11¼ 14 ″ 0	
27585 6208 SJZA	**Ljusterö** (*ex*Malmen-36) ssEls.No.3-11,31 D.F. ssSkm.No.2-41 ~~ssGot.No.1-36~~ 1*Dk*(*Stl*)	*3653* *3357* *2215*	✠100A1 ~~6,41~~ ~~5,40~~ 4,42 BS~~7,39~~ 6,41 ✠LMC~~9,38~~ M85,40	~~Mmo~~ ~~Skm~~ Got	*w*	CL ~~5,40~~ ~~6,41~~ 3,42	1919 11mo	N.V.Schps. Dordrecht Dordrecht A&CP	RederiA/BRex (K.M.Kallström, *Mgr.*) *CellDB*304'951t *FPT*80t *APT*74t	352·5 ... P29'B210'F29' FK	51·2	23·0	Stockholm Swedish 6*BHCem*	T.3Cy.23 9/16″,37″&62″-42″(*s*) 180lb 333NHP 3SB(Spt)9*cf*,GS169,HS6000 Maats.Fyenoord,Rot.	25 ″ 3 s 3 ″ 2½ 22 ″ 2¼	
27586 165338 GZGB	**Llanashe** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4836 4396 2911	✠100A1 *withfreeboard* ~~7,41~~ ~~10,40~~ 4,42 Examined 11,41 BS~~10,40~~ 11,41 ✠LMC11,36	~~Npt~~ Hul Mdb	*a*† 2	CL 2,40	1936 11mo	Bartram&Sons,Ld. Sunderland *Lloyd's A&CP*	ClarissaRadcliffe S.S.Co.Ld.(Evan ThomasRadcliffe& Co.*Mgrs.*) *CellDB*361'1207t	417·8 FK *FPT*100t *APT*168t	56·6	25·1	London British 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „)	C.4Cy.(2)10 9/16″&(2)20″-13″ SR geared & LP turbine DR geared to screw shaft 230lb (*s*) 348NHP 2SB(Spt)(FD)&1AuxSB, 8*cf*,GS110,HS4837 White'sMarineEng.Co.Ld. Nwc.	36 ″ 2 s10″4¼ 26 ″ 0½	
27587 149971 GNKX	**Llanberis** ssLth.No.2-36 D.F. E.S.D. 1*Dk*(*Stl*)	5055 4625 3074	✠100A1 ~~8,41~~ ~~2,41~~ 1,42 Examined ~~2,41~~ 1,42 BS8,41 ✠LMC5,36	~~Shl~~ ~~Nwc~~ Mdb	*z*	CL 1,41	1928 1mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	LlanberisS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *CellDB*356'1176t *FPT*98t *APT*168t	400·8 415·0(O.L.) P37'B&F319' FK	53·7	26·1	London British 6*BHCem*	T.3Cy.27″,44½″&73″-48″ (*s*) 180lb *120lb* 460NHP 3SB,9*cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	28 ″ 0 s 3 ″ 5 24 ″ 9½	
27588 161606 GZZF	**Llancarvan** (*ex*Biddlestone-40) D.F. E.S.D. 1*Dk* *CruiserStern*	4910 4512 2953	✠100A1 ~~8,41~~ ~~9,40~~ 5,42 BS11,41 ✠LMC7,37	~~Cff~~ ~~Jck~~ Hul	*y* 1⅞	CL 9,40	1937 7mo	ShortBros. Ld. Sunderland *Lloyd's A&CP*	ClarissaRadcliffe S.S Co.Ld.(Evan ThomasRadcliffe &Co.*Mgrs.*) *Cell DB*350'1249t *FPT*110t *APT*205t	401·9 414·8(O.L.) P36'B123'F35' FK	53·9	26·6	London British 6*BHCem*	C.4Cy(2)10⅛″&(2)20¼″-13″ SR geared & LP turbine DR geared to sc. shaft 240lb (*s*) 348NHP 2SB(Spt&FD)&1AuxSB, 9*cf*.GS124,HS4936 White'sMarEngCoLdNwc	29 ″ 0 s 5 ″ 7¼ 23 ″ 7¼	
27589 165463 GZPJ	**Llandaff** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4825 4406 2902	✠100A1 *withfreeboard* 1,42 ~~6,41~~ BS1,42 ✠LMC5,37	~~Liv~~ Mdb	*a*† 2	CL 10,39	1937 5mo	Bartram& Sons,Ld. Sunderland *Lloyd's A&CP*	WimborneS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *CellDB*362'1217t	417·8 432·7(O.L.) FK *FPT*100t *APT*150t	56·6	25·1	London British 7*BHCem* (*Coll to Sh dk* 6 „2*nd*„)	C.4Cy.(2)10¼″&(2)20″-13″ SR geared&LP turbine DR geared to sc. shaft (*s*) 230lb 348NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS110,HS4837 White'sMarEngCoLdNwc	36 ″ 2 s 10″4¼ 26 ″ 0½	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où outre si ce n'est dans le L.R. Durée,Cert.B.of Trade
27590 149752 GJYP	**Llandaff Castle** Ⓟ TwinSc *ss*Bel.No.3–5,39 *Ref.Mchy.* 3*Dks*(*Stl–Weather dk* teaks) D.F. E.S.D. 4*th dk*(*Stl*)*in Nos.*1,2& Sub.Sig. *after holds*	10799 9086 6538	✠100A1 *withfreeboard* 9,41 ~~8,40~~ BS5,40 ✠LMC5,38 *Fitted for oil fuel* 5,39 *F.P. above* 150°F.	~~Lon~~ PN1	*f*†	CL S2,38 ~~P4,39~~ P9,41	1926 12mo *Lloyd*	Workman, Clark&CoLd. Belfast '*sA&CP*	Union-CastleMail S.S.Co.Ld. *CellDB*405'1430*t* *Tank between tunnels* 39'99*t FPT*118*t APT*128*t*	471·2 B212'F65' FK	61·7	39·2	London British 8*BHCem*	Q.8Cy.23",33¼",48"&70"–51" 220lb (*s*) 1086NHP 2SB&3DB,*24cf*,GS506, HS19668 Wrkman,Clark&CoLd.Bel	42 ″ 6 s15 ″ 6 27 ″ 4	BT till 5,41
27591 160414 GNRS	**Llandilo** *ss*Cff.No.2–36 D.F. 1*Dk*(*Stl*) E.S.D.	4966 4575 2985	✠100A1 8,40 BS2,40 ✠LMC11,36	Shl	*z*	CL 8,40	1928 4mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	GwenllianThomas S.S.Co.Ld.(E. ThomasRadcliffe &Co.*Mgrs.*) *CellDB*358'1141*t FPT*136*t APT*149*t*	400·2 P37'B&F319' FK	53·4	26·0	London British 6*BHCem*	T.3Cy.27",44½"&73"–48" (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s3 ″ 4 24 ″ 7¾	
27592 148678 GLWS	**Llandovery Castle** Ⓟ TwinSc *ss*Lon.No.3–8,37 *Ref.Mchy.* 3*Dks*(*Stl–Wthr dk pt* teak s) D.F.E.S.D. 4*thDk*(*Stl*) *in Nos.*1&2 *holds* Sub.Sig.	10640 8939 6467	✠100A1 *withfreeboard* 3,41 BS3,41 LMC8,37 *Fitted for oil fuel* 5,39 *F.P. above* 150°F.	Sou	*f*†	CL P2,41 S3,39	1925 9mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	Union-CastleMail S.S.Co.Ld. *CellDB*358'1489*t* *Tank between tunnels* 50'99*t FPT*116*t APT*140*t*	471·1 B212'F66' FK	61·7	39·0	London British 8*BHptCem*	Q.8Cy.23",33¼",48"&70"–51" 220lb (*s*) 1085NHP 3D&2SB,*24cf*,GS517, HS19647 Barclay,Curle&Co.Ld.Gls.	42 ″ 6 s15 ″ 5¾ 27 ″ 4½	
27593 161329 GPLV	**Llangibby Castle** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 3*Dks*,4*th dk in Nos.*1&2*holds* D.F. E.S.D. Sub.Sig. *CruiserStern*	11951 9584 7199					1929	Harland& Wolff,Ld. Glasgow	Union-CastleMail S.S.Co.Ld.	485·6 B212'F65'	66·2	36·0	London British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"–59$\frac{1}{16}$" 1300NHP Harland&Wolff,Ld.Gls.		BT till ~~1,42~~ 11,42
27594 160363 GNKY	**Llangollen** *ss*Bry.No.2–35 D.F. E.S.D. 1*Dk*(*Stl*)	5056 4625 3074	✠100A1 ~~9,41~~ ~~4,41~~ 12,41 Examined ~~1,41~~ 4,42 ✠LMC6,36 MBS4,42 DBS9,41	Shl ~~Hul~~ Cff	*z*	CL ~~3,40~~ 8,41	1928 2mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	LlangollenS.S.Co. Ld.(E.ThomasRad- cliffe&Co.*Mgrs.*) *Cell DB*356' 1176*t FPT*98*t APT*168*t*	400·7 P37'B&F319' FK	53·7	26·1	London British 6*BHCem*	T.3Cy.26",44½"&73"–48" (*s*) 180lb *120lb* 460NHP 3SB(Spt)*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	28 ″ 0 s3 ″ 5 24 ″ 9½	
27595 160369 GNMT	**Llanover** *ss*Rot.No.2–37 D.F. E.S.D. 1*Dk*(*Stl*)	4959 4575 2982	✠100A1 ~~3,41~~ ~~11,40~~ 2,42 Examined 3,41 MS3,37 ✠LMC DBS2,42 MBS3,41	Hul ~~Lon~~ NYk	*z*	CL ~~5,39~~ 2,42	1928 3mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	AnneThomasSS.Co Ld(E.ThomasRad- cliffe&Co.*Mgrs.*) *CellDB*358'1141*t FPT*136*t APT*149*t*	400·2 415·0(O.L.) P37'B&F319' FK	53·4	26·0	London British 6*BHCem*	T.3Cy.26",44½"&73"–48" (*s*) 180lb *120lb* 460NHP 3SB(Spt)*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s3 ″ 4 24 ″ 7¾	
27596 135315 GLWJ	**Llanstephan Castle** Ⓟ TwinSc *ss*Bel.2ndNo.3–6,39 Sub.Sig. 2*Dks*(*St*-Uteak s) *Ref.Mchy.* &*Shelter dk*(*Stl*-teak s)& D.F.E.S.D. 3*rd dk*(*Stl*)*in Nos.*1,2&3*holds*	11348 8881 7020	✠100A1 *Shelter dk* *withfreeboard* ~~3,41~~ ~~12,40~~ 4,42 BS8,40 ✠LMC11,36 *Fitted for oil fuel* 6,39 *F.P. above* 150°F.	~~PN1~~ ~~Liv~~ Gls	*g*†	CL ~~2,37~~ 4,42	1914 2mo *Lloyd*	Fairfield Co.Ld. Glasgow '*sA&CP*	Union-CastleMail S.S.Co.Ld. *CellDB*426'1611*t* *Tanks between tunnels*103'231*t FPT*116*t APT*61*t*	500·5 P59'B243'F86' *on Shltr dk* FK&BK2'	63·3	37·2	London British 10*BHCem*	Q.8Cy.24",34",50"&73"–51" 220lb (*s*) 1157NHP 3D&2SB,*24cf*,GS529, HS20726 FairfieldCo.Ld.Glasgow	40 ″ 0 s11 ″ 11 28 ″ 8	BT till ~~6,41~~ ~~11,41~~ 8,42
27597 EEWM	**Llodio** (*ex*AuroraRivero, *ex*MarquesdeBolarque)	763 — 458					1916	Soc.Españ- ola deConst. Metal. Gijon	Sociedad Metalur- gica DuroFelguera	171·4	26·7	18·7	Gijon Spanish	C.2Cy.17"&32"–22" 40NHP		
27598 PFPH	**Loa-Koeloe** (*ex*Atna–39) *CruiserStern* 1*Dk*	1865 1635 1115					1930	Fredrkstad Mek.Værks Fredrikstad	Reed"Oost- Borneo"N.V.	265·3 P55*t*H89*t*	42·1	18·0	Amstrdam Dutch *Wb*	T.3Cy.20¾"33"&56"–36" 118NHP FredrikstadM.V.Frdstad		N
27599 164698 MLNM	**Loanda** *OilEng.* *ss*Cff.No.1–40 1*Dk* *Mchy.Aft* *CruiserStern*	534 333 274	✠100A1 1,42 ~~9,40~~ ✠LMC10,40	Cff	*h*	OG ~~9,40~~ 12,41	1936 8mo *Lloyd*	GooleS.B. &RepgCo. Ld. Goole '*sA&CP*	T.E.Evans&Co.Ld. *Cell DB*114'180*t FPT*54*t APT*41*t*	183·6 190·6(O.L.) P42'Q100'F18' FK	27·1	8·0	London British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.12½"–19" 91NHP Mirrlees,Bickerton&Day, Ld.Stockport	10 ″ 5 s3 ″ 11½ 10 ″ 0¼	
27600 1048 ICMW	**Loasso** (*ex*Messico–36, TwinSc *ex*Vejo) *OilEng.* *ss*Gen.No.3–8,29 D.F. *ss*Gen.No.1–33 *Mchy.Aft* 2*Dks*(*Stl–Weather dk pt* ws)	5968 5765 3491	… 9,36	Gen			1921	Ansaldo SanGiorgio Spezia	"Polena"Società diNavigazione *'Tween dk BHs, except coll&fwd* *mchy. space BH dispensed with* *CellDB*310'1289*t MT*43'1635*t DTa*14'124*t FPT*211*t APT*92*t*	394·3 379·0 FK	51·7	35·1	Genoa Italian *Cem* 2*BH to Wdk* 5 ″ ″ 2*nd* ″	Oil Engines 2S.C.SA 8Cy.24$\frac{13}{16}$"–35$\frac{7}{16}$" 862NHP AnsaldoSanGiorgio,Turin	37 ″ 9	I †
27601 CSBB	**Lobito** (*ex*PortoAlexandre, *ex*Ingbert,*ex*ThoraMenzell) Sub.Sig. 1*Dk*&*Spar dk*	2720 2588 1663					1906	Eiderwerft Akt.Ges. Tönning	Cia.Colonial de Navegaçâo	295·1	43·9	16·7 24·4	Loanda Portuguese *WB*	T.3Cy.21¼",36"&56¾"–37⅜" 197NHP EiderwerftA.G.Tönning		
27602 145879 GDXL	**Lobos** TwinSc *OilEng.* *ss*Hul.No.3–9,33 *ss*Liv.No.1–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6479 6061 4007	✠100A1 *Shelter dk* *withfreeboard* ~~10,40~~11,41 DBS3,42 ✠LMC CS7,38 ~~DBS12,40~~ 10,39	~~Tal~~ Liv	*z*	CL ~~6,38~~ 11,41	1921 10mo *Lloyd*	Harland& Wolff,Ld. Greenock '*sA&CP*	PacificStmNavCo. *CellDB*349'1039*t FPT*116*t APT*123*t*	405·6 P32'B89'F46'*on Shelter dk* FK	54·2	32·8	Liverpool British *pt Cem* 6*BHtoSh dk* 1 ″ ″ *U* ″	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" 810NHP DB*100lb* Harland&Wolff,Ld.Gls.	35 ″ 6 s8 ″ 9 26 ″ 10¾	
27603 164122 GZQN	**Loch Dee** *ss*Cff.No.1–41 E.S.D. D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed*'41 (*W.E.*)	5252 4756 2978	✠100A1 *withfreeboard* 2,42 ~~5,41~~ ✠LMC5,41	~~Cff~~ Mch	*a*†	CL 4,41	1937 5mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP*	Steamship "Induna"Co.Ld. (Maclay& McIntyreLd*Mgrs*) *One intermediate BH dispensed with Collision BH to Sh dk* 5 ″ ″ 2*nd* ″ *CellDB*291'1011*t Tanks in way of tunnel* 65' 355*t FPT*255*t APT*187*t*	420·0 437·2(O.L.) F39' FK	58·9	26·4	Glasgow British *Cem*	T.3Cy.23",38"&65"–45" (*s*) 220lb FD 409NHP 3SB(Spt)*9cf*,GS139,HS5682 N.E.MarineEng.CoLd.Sld.	38 ″ 9 s12 ″ 0¼ 26 ″ 11	
27604 165906 GZSK	**Loch Don** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	5249 4756 2977	✠100A1 *withfreeboard* 2,42 ~~5,41~~ ✠LMC7,37	Lon Hul	*a*†	CL 8,40	1937 7mo	JLThomp- son&Sons,Ld. Sunderland	GlasgowNav.Co. Ld.(Maclay& McIntyre,Ld. *Mgrs.*) 1 *Intermediate BH dispensed with Coll BH to S dk* 5 ″ ″2*nd*″ *CellDB*291'1011*t Tanks in way of tunnel* 65'355*t FPT*255*t APT*187*t*	420·0 437·2(O.L.) F39' FK	58·9	26·4	Glasgow British *Cem*	T.3Cy.23",38"&65"–45" (*s*) 220lb FD 409NHP 3SB(Spt)*9cf*,GS139,HS5682 N.E.MarineEng.CoLd.Sld.	38 ″ 9 s11 ″ 11¾ 26 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27605 165074 MMMY	**Loch Fisher** (*ex*Ngarua-37, *ex*Maraboe-36) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	511 307 245					1931	NVSchpsw Gebr.Pot. Bolnes	JamesFisher& Sons,Ld.	151·6 Q96'F65'	25·6	9·8	Barrow British *WB*	Oil Engines 4S.C.SA 6Cy.11"-19$\frac{11}{16}$" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
27606 164035 GWWG	**Loch Ranza** *ss*Bry.No.1-38 D.F. E.S.D. 1*Dk&Shelter dk* *3rd dk in E&B spaces* *CruiserStern* *Tonnage opening closed* 41 (*W.E.*)	4958 4557 2936	✠100A1 *withfreeboard* ~~5,41~~10,41 BS8,40 ✠LMC12,38	Gls	*a*†	CL 4,41	1934 10mo	A.Stephen ns Ld. Glasgow *Lloyd'sA&CP*	GlasgowUnited ShippingCo.Ld. (Maclay&Mc- Intyre,Ld.*Mgrs.*) 1 *Intermediate* *CellDB*365'1422*t*	415·0 F35' *BH dispensed with* *FPT*156*t APT*240*t*	56·2	25·5 FK *Coll*	Glasgow British *Cem* *BH to Sh dk* 5,, ,,*2nd*,,	C.3Cy.23½"&(2)43"-42" (*s*) 220lb FD 382NHP 3SB(Spt)9*cf*,GS126,HS5628 A.Stephen&Sons,Ld.Gls.	37″11 s12″0 26″2	
27607 98646 MFRT	**Lochdunvegan** (*ex*DenbighCoast, *ex*Kelvindale, *ss*Ard.3rdNo.3-7,35 *ex*Grouse) *ss*Ard.No.1-40 1*Dk*(*Stl*-ws)	411 380 171	100A1 *For Coasting purposes* *Mallaig,Irish Channel& London* 8,41 ~~2,40~~ ✠NB3,25	Ard LMC7,39 BS~~3,40~~8,41	*h*	CL 7,38	1891	Caird&Co. Ld. Greenock *Lloyd'sA&CP*	DavidMacBrayne, Ld.	175·4 B77'F24'	28·0 *29·8*	11·9 BK7½"	Glasgow British 5*BHCem*	T.3Cy.15¼",25$\frac{1}{16}$"&40⅜"-30" 160lb (*s*) 85RHP 1SB,3*cf*,GS51,HS1566 Caird&Co.Ld.Greenock	12″9 s2″2 11″6	
27608 161916 GFVK	**Lochearn** Ⓟ TwinSc *OilEng.* 1*Dk*	542 276 206					1930	Ardrossan Dockyard,Ld Ardrossan	DavidMacBrayne, Ld.	155·7 P&B96'F50'	29·1	9·0	Glasgow British *WB*	Oil Engines 2S.C.SA 12Cy.12½"-15" 330NHP L.Gardner&Sons,Ld.Mch.		C BT till 3,42
27609 144719 GBBX	**Lochee** *ss*Liv.No.1-41 *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	964 691 535	✠100A1 ~~8,41~~ ~~11,39~~3,42 ✠LMC~~8,37~~ 8,41	~~Liv~~ Sws	*o*	OG 3,41	1937 8mo	Henry Robb,Ld. Leith *Lloyd'sA&CP*	Dundee,Perth& LondonShpg.CoLd	227·0 237·0(O.L.) P103'*Raised dk*58' F67' *CellDB*172'370*t FPT*	36·2	12·0 FK	Dundee British 5*BHptCem* 51*tAPT*29*t*	Oil Engines 2S.C.SA 8Cy.13⅜"-22$\frac{7}{16}$" 250NHP BritishAuxiliaries,Ld.Gls.	18″6 s1″9½ 16″9½	
27610 161949 MQBG	**Lochfyne** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	754 355 291					1931	W.Denny &Bros.Ld. Dumbarton	DavidMacBrayne, Ld.	209·9 Q11 B&F197'	30·1	7·9	Glasgow British *Motors by*	2 Oil Engines 4S.C.SA connected to Electric Motors & Sc. Shafts 10Cy.15¾"-20" 247NHP Davey,Paxman&Co.LdCol MetVickersElec.CoLdMch		C BT till 6,42
27611 108764 GDTN	**Lochgarry** Ⓟ (*ex*Lairdsrock-37, *ex*Vulture) 2*Dks* *Fitted for oil fuel*	1670 929 727					1898	A&J.Inglis Glasgow	DavidMacBrayne, Ld.	265·0 P79'B91'F49'	33·6	15·9	Glasgow British *WB*	T.3Cy.28",46"&74"-45" 367NHP A.&J.Inglis,Glasgow		C
27612 106053 MQWJ	**Lochgorm** (*ex*Lairdspool-37,*ex*Lily) *ss*Gls.3rdNo.3-5,32 *ss*Ard.No.1-36 1*Dk*(*ptStl*-ws) *Light scantling platform dk in fwd holds*	635 524 256	✠100A1 7,41~~5,40~~ BS7,41 Examined 6,41 ✠NB12,20 ✠LMC5,40	~~Ard~~ Gls Gls	*j*	CL 5,40	1896 12mo	Blkwood &Gordon Pt.Glasgow *Lloyd'sA&CP*	DavidMacBrayne, Ld.	190·5 P45' B65'F51' *CellDBa*	29·3 *31·3*	13·3 FK&BK1"	Glasgow British 5*BHCem* 44'*f*46'105*t*	T.3Cy.15",24½"&40"-30" (*s*) 170lb 126NHP 2SB,4*cf*,GS77,HS2458 Blackwood&Gordon,P.Gls	14″0 s1″4¼ 13″0	
27613 165966 MPPY	**Lochiel** Ⓟ TwinSc *OilEng.* 1*Dk* *CruiserStern*	603 299 236					1939	Wm Denny &Bros.Ld. Dumbarton	DavidMacBrayne Ld.	183·7 *P&Prom.Dk.*114' F40'	32·1	7·7	Glasgow British *WB*	Oil Engines 4S.C.SA 16Cy.9½"-17" 140NHP Davey,Paxman&Co. (Colchester),Ld.		C BT till ~~6,41~~ 7,42
27614 146228 GDYM	**Lochkatrine** TwinSc *Oil Eng.* *Ref.Mchy.* *ss*Rot.No.3-10,33 D.F. E.S.D. *ss*Rot.No.1-38 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Cargo battens not fitted in* *bridge&forecastle*	9419 8535 5813	✠100A1 *Awngdk* *withfreeboard* ~~5,41~~ ~~5,40~~4,42 DBS10,41 ✠LMC CS8,38 ~~DBS10,40~~ ~~8,39~~10,41 ✠Lloyd'sRMC~~3,41~~ ~~10,41~~ 3,42 *Carrying bean or similar oil in deep tank*	~~Lon~~ ~~Ver~~NYk	*e*†	CL ~~8,38~~ 5,41	1922 1mo	J.Brown& Co.Ld. Glasgow *Lloyd'sA&CP*	RoyalMailLines, Ld. 1 *CellDB*413'1617*t*	485·4 P40'B153'F59'*on* *Awng dk* FK&BK2" *BH dispensed with all* *DTa*30' 706*t FPT*	62·3	35·8	London British *ptCem* 7*BH only,* *to Awng dk* 130*tAPT*80*t*	Oil Engines 4S.C.SA 16Cy.29⅛"&45¼" 1317NHP DB*100lb* Harland&Wolff,Ld.Gls.	38″10 s9″4¼ 29″8¾	
27615 147677 GDXR	**Lochmonar** TwinSc *OilEng.* *ss*Rot.No.3-9,36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awngdk*(*Stl*) D.F. E.S.D. *3rddk*(*Stl*)*inNo.3hold*	9412 8533 5815	✠100A1 *Awngdk* *withfreeboard* ~~12,40~~12,41 Examined 10,41 ✠LMC CS9,36 DBS~~8,40~~5,41 6,39 ✠Lloyd'sRMC~~3,41~~10,41 *Carrying oil fuel F.P. above 150°F. in deep tank*	Ver Liv	*e*†	CL 12,40	1924 6mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	RoyalMailLines, Ld. 1*BHdispensed* *CellDB*421' 1718*t D*	485·6 P40'B153'F58'*on* *Awngdk* FK&BK2" New fore end 1929 *with 7 BH only, all* *Ta*30'686*tFPT*130*t*	62·2	35·5	London British *Cem* *to Awngdk* *APT*78*t*	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP DB*100lb* Harland&Wolff,Ld.Gls.	38″9 s9″4¼ 29″8¼	
27616 161923 GFWT	**Lochmor** Ⓟ TwinSc *OilEng.* 1*Dk*	542 276 206					1930	Ardrossan Dkyd.Co.Ld. Ardrossan	DavidMacBrayne, Ld.	155·7 P&B96'F50'	29·1	9·0	Glasgow British *WB*	Oil Engines 2S.C.SA 12Cy.12½"-15" 330NHP L.Gardner&Sons,Ld.Mch.		C BT till ~~4,42~~ 2,43
27617 121346 GDTV	**Lochnagar** Ⓟ (*ex*Lairdswood, *ex*Woodcock, *ss*Abn.2ndNo.3-5,32 *ex*Woodnut, *ss*Abn.No.1-36 *ex*Woodcock) 2*Dks*(*UStl*-ws)	1619 1044 688	✠100A1 3,42 ~~7,40~~ Examined 3,42 ✠LMC MS2,56	~~Abn~~ Abn BS~~4,40~~3,42	*q*	CL ~~4,38~~ 3,42	1906 6mo	J.Brown& Co.Ld. Clydebank *Lloyd'sA&CP*	AberdeenStm.Nav. Co.Ld.	270·4 279·0(O.L.) P&B190'F60' *DTa*10'	36·1 *38·2*	16·6 BK8"	Aberdeen British 5*BHCem* 24*tFPT*30*t*	T.3Cy.29",48"&76"-45" (*s*) 175lb *70lb* 460NHP 2DB,*12cf*,GS264,HS7720 J.Brown&Co.Ld.Clydebnk	17″6 s1″11½ 16″6½	BT till 3,43
27618 160262 GTFS	**Lochness** Ⓟ TwinSc 1*Dk&Shelter dk* *CruiserStern* *Fitted for oil fuel*	777 456 299					1929	Harland& Wolff,Ld. Glasgow	DavidMacBrayne, Ld.	200·3 F27' *on Shelter dk*	34·1	10·5	Glasgow British *WB*	T.6Cy.14",23"&38"-27" 150NHP J.G.Kincaid&Co.Ld Grk.		C BT till 5,42
27619 164029 MBWP	**Lochnevis** Ⓟ TwinSc 1*Dk* *CruiserStern*	568 313 228					1934	W.Denny &Bros.Ld. Dumbarton	DavidMacBrayne, Ld.	171·7 B50'	31·1	8·7	Glasgow British *WB*	Oil Engines 4S.C.SA connectedtoElectricMotors &Sc.Shafts 12Cy.13"-16" Davey,Paxman&Co.Ld. Colchester		C

1 Numero d'Ordre Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. ps.*	15 Registres où cote, si ce n'est dans le L.R. Durée, Cert.B.of Trade
27620 148128 MNGR	**Lochside II** *ss*Shl.No.3-6,37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	368 265 169 —	✠100A1 ~~7,41~~ ~~1,41~~ 10,41 BS~~1,41~~ ✠LMC6,37 3,42	Shl	*e*	6,40	1925 6mo *Lloyd*	Smith's DockCo.Ld Middlesbro' *'sA&CP*	JamesDeuchar,Ld.	140·0 Q43'B12'F19' FK *FPT*34*t*	24·0	10·2	Newcastle British 3*BHCem* *APT*13*t*	C.2Cy 17"&36"-27" (*s*) 130lb 81NHP 1SB,3*cf*,GS50,HS1566 ShieldsE&DDCo.Ld.N.Shl	11 ″ 0 s ″ 9½ 10 ″ 3¾	
27621 161519	**Lockwell** *Mchy.Aft* 1*Dk*	1928 1629 1148					1929	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	253·0	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Swan,Hunter&Wigham Richardson.Ld.Nwc.		C
27622 166585 GPPX	**Lodestone** D.F. 1*Dk*& *Shelter dk* *Cruiser Stern* *Tonnage opening closed*'41(*W.E.*)	4877 4446 2887	✠100A1 *withfreeboard* ~~12,40~~ 11,41 ✠LMC9,38 *Fitted for oil fuel* 9,38 *F.P.above*150°F.	~~Ver~~ Gls	*a*† 2	CL	1938 9mo *Lloyd*	Bartram& Sons,Ld. Sunderland *'sA&CP*	AlvaS.S.Co.Ld. (Navigation&Coal TradeCo.Ld. *Mgrs.*) *Cell DB*350'1253*t*	415·6 430·8(O.L.) FK (*MT*23'943*t FPT*12	55·6	25·1	London British 7*BHCem* *Coll toSh dk* 6 „ 2*nd* „) 7*t APT*257*t*	T.3Cy.23",38"&65"-42" (*s*) 220lb 400NHP 2SB(Spt&FD)&1AuxSB 8*cf*,GS129,HS5845 N.E.MarineEng.Co.(1938) Ld.Sld	~~27 ″ 8~~ ~~s 2 ″ 7½~~ ~~25 ″ 3~~ 36 ″ 2 s10 ″ 2 26 ″ 3	
27623 1865 IBFI	**Lodoletta** (*ex*ConteStefanoTisza-33, *ex*GrófTiszaIstván) *ss*Tri.No.3-4,21 *ss*Shl.No.1-26 D.F. 1*Dk*2*tr B*&*deep framing*	2822 2518 1686	✠ ... 1,30 ✠				1904 11mo	W.Dobson &Co. Newcastle	GiovanniGavarone	327·0 318·4 P27'B96'F30' FK	43·8	21·3	Genoa Italian *WB*	T.3Cy.23½"39"&66"-45" 311NHP N.E.MarineEngCo.LdNwc	23 ″ 9	I †
27624 LDTQ	**Lofoten** Ⓟ *Ref.Mchy.* 1*Dk*&*Shelter dk* *CruiserStern*	1571 697 915					1932	Fredrkstad Mek.Værks. Fredrikstad	A/S Vesteraalens Dampskibsselskab	235·6 H356*t* 21·7	38·1	14·4	Stkmrknes Norwegian *WB*	T.3Cy.23⅝",37 7/16"&63"-39" 248NHP FredrikstadM.V.Frdstad.		N
27625 LEJN	**Log** D.F. 1*Dk*	1560 1361 890					1931	Bergens Mek.Værks. A/S Bergen	AugustKjerland& Co.A/S	250·6 P60*t*H78*t*	39·3	17·4	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMek.Værks.A/S		N
27626 HPJR	**Loida** (*ex*Lampas-39, *ex*Laurelleaf) ~~*ss*Bkn.No.3-6,28~~ *ss*S.Fo.2ndNo.3-4,41 ~~*ss*Got.No.2-36~~ *Mchy.Aft* — 1*Dk*(*ptStl*)&*Shelter dk* (*Stl*)&*Webframes*	5505 5107 2965	✠100A1 *Shelter dk* *withfreeboard* ~~4,41~~ 9,40 2,42 10,41 MS4,41 BS~~6,40~~ ✠LMC4,36 ✠AuxNB11 *refitted*32 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16 *F.P. above* 150°F.	~~Gal~~ ~~SFo~~ NNs	*x*	CL ~~1,39~~ 2,42	1916 12mo *Lloyd*	CraigTay-lor&Co.Ld. Stockton *'sA&CP*	Cia.Maritima Atlantica,Ltda. *Cell DBuE & B*71'196*t*	370·1 383·8(O.L.) P108'F48' FK *DTf*35'540*t FPT*92*t*	51·4	32·1	Panama Pnamanian 15*BHptCem* *APT*184*t*	T.3Cy.26",42½"&69½"-45" 180lb 488NHP 2SB,(*r*)(FD)&Aux.B,(*s*) 8*cf*,HS7740 Blair&Co.Ld.Stockton	34 ″ 6 s 7 ″ 4 27 ″ 5	
27627 ONQC	**Loire** (*ex*Neutraal) 1*Dk*	992 — 574					1917	N.V.Schps. &Mch.deKlop Sliedrecht	Cie.Nationale Belge deTransp. Mar.(L.Dens&Co. Ld.*Mgrs.*)	217·5 Q77'B60'F25'	34·7	13·5	Antwerp Belgian	T3Cy15⅜",24⅝"&40 9/16"-27 9/16" N.V.Schps.&Mach. 86NHP deKlop,Sliedrecht		C
27628 UOUT	**Lokbatan** (*ex*Bakou-34) *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 2*Dks* *Longitudinal framing*	1827 1000 827					1930	Nicolaieff StateSBYard 'AndreMarti' Nicolaieff	U.S.S.R.	250·9 P70'B38'F25'	37·4	20·7	Tuapse Russian *WB*	Oil Engines 2S.C.SA 4Cy.21½"-32⅝" 315NHP Maschfbk.Augsburg- Nürnburg,Augsburg		
27629 LDGS	**Loke** (*ex*Claymont,*ex*Porthcawl) *ss*Rot.2ndNo.3-7,39 1*Dk*(*Stl*) *Cargo battens not fitted*	2421 2214 1432	✠100A1 8,41 ~~3,41~~ BS~~7,40~~ ✠LMC7,39 7,41	~~Gms~~ Sws	*t*	CL 6,39	1915 7mo *Lloyd*	Craig,Tay-lor&Co.Ld Stockton *'sA&CP*	D/S A/S Laly(C.T. Gogstad&Co *Mgrs*) *Intermediate bulk* *in fore*	295·0 P27'B78'F30' FK *head* *hold dispensed with* *Cell DBa*92'*uE*	45·0	20·3	Oslo Norwegian *Cem* 4*BHonly* &*B*34' *f*124'	T.3Cy.22",36"&60"-39" (*s*) 180lb 250NHP 2SB,6*cf*,GS100,HS3916 N.E.MarineEng.CoLd.Sld 628*t FPT*83*t APT*94*t*	22 ″ 6	
27630 SKDN	**Lola** (*ex*Tuskar-37) D.F. *Ref.Mchy.* 2*Dks*&*Shade dk*	*1193* *1067* *492*					1920	Caledon SB &Eng.Co.Ld. Dundee	EricEricsson	270·0 P38'B134'F73'	36·2	16·7	Surte Swedish *WB*	T.3Cy.26",42"&70"-45" 328NHP CaledonSB&ECo.Ld.Dun.		
27631 PFPJ	— *OilEng.* *CruiserStern* 1*Dk* *Strengthened for navigation in ice* *Deck plating elec. welded*	500 321 321	✠100A1 4,40 LMC4,40	Gro	*g*		1940 4mo *Lloyd*	N.V.E.J. Smit&Zoon Schpsw. Westerbroek *'sA&CP*	N.V.E.J.Smit& ZoonSchpsw. *Cell*	156·2 168·5(O.L.) P40'Q53'F24' FK *DB*96'114*t FPT*59*t*	27·5	9·9	Hoogezand Dutch 3*BHptCem* *APTs*18*t*	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 94NHP Klöckner-Humboldt- DeutzA.G.Köln-Deutz	11 ″ 6 s 3 ″ 7⅜ 11 ″ 4¾	
27632 EEVZ	**Lolina** *ss*Bbo.No.1-24 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	398 256 188	✠ 2,29 ✠	Bbo			1919 7mo	Soc.Anon. Astilleros Riera Gijon	AngelAlvarez, S.enC.	132·0 Q46'B9'F23 FK	24·0	10·6	Aviles Spanish 3*BHCem* *FPT*33*t*	C.2Cy.14½"&30"-21" 49NHP NB29 Soc.Anon.AstillerosRiera	10 ″ 6	
27633 EAAO	**Lolita Artaza** (*ex*Itxas-Zabal-39, *ex*LolitaArtaza-37, *ss*Cff.No.3-10,38 *ex*Harcourt-34) 1*Dk*(*Stl*) *Mchy.Aft* *Well deck* *Cargo battens not fitted*	1511 1184 902	✠100A1 2,41 BS~~1,40~~ ✠LMC10,38 6,41	Bbo	*p*	CL 3,40	1925 2mo *Lloyd*	TvanDuij-vendijk Lekkerkerk *'sA&CP*	Artaza yCia. *CellD*	245·5 Q150'F19' FK *B*206'599*t FPT*76*t*	37·9	17·2	S.Sebast'n Spanish 4*BHCem* *APT*52*t*	T.3Cy.19",31"&52"-36" (*s*) 180lb 221NHP 2SB,6*cf*,GS114,HS4040 H.Versteeg&Zonen, Hardinxveld	19 ″ 10 s 5 ″ 5 17 ″ 6½	
27634 LEJO	**Lom** D.F. 1*Dk*	1268 1082 719					1920	NVSchpsw DeMerwede Hardinxveld	Dampsk.A/S Ibis (Johs.Larsen, *Mgr.*)	238·8 P52*t*H70*t*F25*t*	36·8	15·6	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP Penn&Bauduin, Dordrecht		N
27635 143743 GDZQ	**Lombardy** 2*Dks*&*Shelter dk* D.F. *Fitted for oil fuel*	3379 3082 2067					1921	Richardsn, Duck&Co.Ld Stockton	RoyalMailLines, Ld.	380·0 P22'F41' *onShelter dk*	48·1	23·4	Liverpool British *WB*	T.3Cy.26",42"&70½"-45" 332NHP Blair&Co.Ld.Stockton		C
27636 UNIT	**Lomonosov** (*ex*Eclipse) **WoodAux** 2*Dks* (*See Sailing Ship Register*)	493 405 214					1867	Hall&Co. Aberdeen	U.S.S.R.	149·8 P48'	29·4	16·0	Archangel Russian	C.2Cy.23"&40"-27" 28NHP NE&B02 Hall&Co.Aberdeen		
27637 5180 SGNK	**Lona** (*ex*Therese,*ex*Torridon) *ss*Bly.No.2-97 *Well deck* 1*Dk*(*Irn*)&*Webframes*	*1577* *1319* *925*	✠ 2,03 ✠	Nwc	*q*		1889 9mo	Osbourne, Graham&Co Sunderland	ErikBancksRederi *Cell DB*214'408*t*	258·0 P33'Q62'B110'F33' BK9"	37·1	16·8	Hlsngborg Swedish 4*BHCem* *APT*56*t*	T.3Cy.19",31"&51"-36" 157NHP 2SB,4*rf*,GS70,HS2361 G.Clark,Sunderland	19 ″ 2	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
27638 144702 GCRJ	**London** Ⓟ E.S.D. *2Dks&Shelter dk* *Fitted for oil fuel*	1499 1196 802					1921	Hawthorns &Co.Ld. Leith	Dundee,Perth& LondonShipping Co.Ld.	250·5|35·3|16·8	Dundee British *WB*	T.3Cy.20″,33″&53″-39″ 175NH Hawthorns&Co.Ld.Leith		C
27639 OTLA	**London-Istanbul** Ⓟ TrpSc (*ex*VilledeLiége-36) (*CarFerry*) 3*Dks*	1849 1778 890					1913	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	300·0|36·0|14·6 B186′	Ostend Belgian	3 Steam Turbines Soc.An J.Cockerill,Seraing		
27640 28698 JCLA	**London Maru** Ⓟ 2*Dks* *Fitted for oil fuel*	7191 — 4414					1921	Cammell Laird&Co.Ld. Birkenhead	OsakaSyosenK.K.	451·1|56·5|35·2 P43′B189′F51′	Osaka Japanese *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft CammellLaird&CoLd.Bk		C
27641 163319 MBCK	**London Queen** ssLon.No.2-41 ~~ssGoo.No.1-37~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	781 573 429	✠100A1 ~~6,41~~ ~~10,40~~ 11,41 BS~~8,40~~ 8,41 ✠LMC5,37	~~Lon~~ ~~Bly~~ Lon	*k*	OG 10,40	1933 2mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	BritishChannel IslandsShipping Co.Ld.	195·0|30·7|12·4 Q110′B14′F25′ *CellDBf*124′ BK7″ 196*t* *FPT*57*t*	London British 3*BHCem* *APT*34*t*	T.3Cy.14″,24″&40″-27″ (*s*) 200lb 129NH 1SB,3*cf*,GS58,HS1953 D.Rowan&Co.Ld.Gls.	14 ″ 6 s 4 ″ 2¾ 14 ″ 6½	
27642 LOFV	**Londres** Ⓟ TrpSc (*RiverSteamer*) 1*Dk*(*ptStl&ptTeak*)*Shadedk* (*ptStl*-teaks)*Prom.dk&upperProm.dk*	2307 — 989	✠ 10,06 ✠	BAs			1906 7mo	Gourlay Bros.&Co. (Dundee),Ld. Dundee	Cia.Argentinade Nav.Mihanovich Ltda.	292·6|45·1|11·2 *Promenade dk*260′ *UpperProm.dk*258′ FK	Bns.Aires Argentine 7*BHAsp* *FPT*10*t*	T12Cy(3)16″,(3)26″&(6)29″-21″ 453NH 4SB,12*cf*,GS198,HS7810 FD GourlayBros.&Co. (Dundee),Ld.Dundee	12 ″ 0	
27643 217731 WNCV	**Lone Star** (*ex*Delalba-40, *ex*Saugerties-35) 2*Dks&Webframes* *Fittedforoilfuel*	5101 4740 3093	✠ … 6,20 ✠				1919 4mo	American International S.B Corp. HogIslandPa	StatesMarine Corp.	390·0|54·2|27·6 P39′B122′F43′ FK	Houston, Texas Utd. States *WB*	DR geared steam turbine 600NH GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
27644 208175 KJPZ	**Long Island** Ⓟ Wood (*ex*Correction) 3*Dks*	778 — 422					1910	R.Palmer &Sons Noank,Conn	Bridgeport&Pt. JeffersonSteamboatCo.(G.M. Tooker,*Mgr.*)	159·7|36·5|12·0	Bridgeprt Conn. Utd.States	C.2Cy.15″&30″-20″ 34NH J.W.SullivanCo.N.Yk.		
27645 145386 ~~[illegible]~~	**Longbird** (*ex*NewtonBay, *ex*Kilmuckridge) 1*Dk*	636 492 286					1919	Smith's DockCo.Ld Middlesbro' *Rebuilt in*1920 *by* J.S.White&Co.Ld.Cowes	DerwentSteam ShippingCo.Ld. (Anthony&Bainbridge,Ld.*Mgrs.*)	170·0|30·0|15·7	Newcastle British	T.3Cy.16″,26″&44″-26″ 94RH Smith'sDockCo.Ld.Mdb.		C
27646 120712 MNQM	**Longford** Ⓟ (*ex*Lady Connaught-38, *ex*Heroic) TwinSc ssLiv.2ndNo.3-4,32 ssLiv.No.1-36 D.F. 2*Dks*(*UStl*-ws)	1913 1333 791	100A1 *withfreeboard* 4,42 ~~4,41~~ Examined ~~4,41~~ 4,42 BS~~2,41~~ ,42 LMC~~4,36~~ *Fitted for oil fuel*2,24 *F.P. above* 150° F.	~~Bkn~~ Liv MS10,39	*t*	OG 2,40	1906	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	British&IrishStm. PacketCo.Ld. *CellDBa*	320·3|41·3|16·8 P51′B160′F76′ FK&BK1½″ 58′ *uE*24′109*tFPT*	Liverpool British 6*BHCem* 15*tAPT*25*t*	Q.8Cy.21″,29″,41″&58″-36″ 200lb FD (*s*) 649NH 1DB(*made*20*refitted*2,24)& 2SB(*new*2,24),12*cf*,HS9948 Harland&Wolff,Ld.Bel.	18 ″ 2 s 1 ″ 11 16 ″ 6	BT till ~~2,42~~ ~~4,42~~ 2,43
27647 162473 GRKT	**Longwood** TwinSc *OilEng.* D.F. E.S.D. ssShl.No.2-39 1*Dk*(*Stl*)2nd *dk*(*Stl*)*clear of oil tanks* *Longitudinal framing at bottom&at deck* *Mchy.Aft* *CruiserStern*	9463 8661 5559	✠100A1 7,41 ~~3,40~~ ✠LMC CS8,39 DBS~~3,40~~ 7,41 3,40 *CarryingPetroleum in bulk*	~~Grk~~ ~~Alx~~	*e*†	CL 2,40	1930 8mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	Oil&Molasses Tankers,Ld.(J.I. Jacobs&Co.Ld. *Mgrs.*) *CellDBuE*65′295	476·3|66·4|35·3 P106′B44′F58′ FK *tDTf*27′465*tFPT*3	London British 16*BHptCem* 21*tAPT*250*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″-51$\frac{3}{16}$″ 709NH 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 5 s 7 ″ 1¾ 28 ″ 6¾	
27648 1299 CBLT	**Lontuè** (*ex*Runa-36,*ex*Wisla,*ex*Edna, *ex*Ernst) 1*Dk*	783 — 418					1908	Göteborg M.V.Aktieb Gothenburg	Martinez,Pereira &Cia.Lda.	184·1|28·4|11·4 Q135′B37′H18*t* F22′	S.Antonio Chilian *WB*	T.3Cy.14$\frac{3}{16}$″,22¼″&37$\frac{7}{16}$″-23⅝″ 68NHP GoteborgsMV.Aktieb.Got		V
27649 120989 VRCV	**Loongwo** TwinSc ssShi.No.3-6,37 1*Dk*	3923 1748 2386	A1 6,37 MBS8,38 LMC6,37 No later survey reported *ForService on the Yangtsze River*	Shi		OG 6,37	1906	HongK'ng &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	330·0|46·1|14·5 340·0(O.L.) F49′ FK *Promenade dk*	HongKong British 6*BH*	T8Cy(2)17″(2)28″&(4)31½″-33″ 180lb FD 292NHP 2SB,8*cf*,GS136,HS5430 HongKong&Whampoa DockCo.Ld.HongKong	15 ″ 6	
27650 PFPM	**Loppersum** (*ex*Harpalyce-37) ssShl.No.2-37 D.F. 1*Dk*(*Stl*)	4691 4308 2792	✠100A1 11,39 BS11,39 ✠LMC7,37 (SEE FOOTNOTE*)	Sch	*y*	CL 10,37	1930 9mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	Stoomv.Maats. "Oostzee"(Vinke& Co.*Mgrs.*) *CellDBa&uE*152′*f*	394·6|54·2|24·8 409·6(O.L.) P36′B245′F32′ FK 177′1160*t* *FPT*102*t*	Amstrdam Dutch 6*BHCem* *APT*220*t*	T.3Cy.24¾″,41″&68″-45″(*r*) 200lb 436NHP 2SB(Spt)&1AuxB,9*cf*, GS176,HS7743 J.Readhead&Sons,Ld.SShl	27 ″ 2 s 3 ″ 8 23 ″ 8¾	
27651	**Lorain** ssBal.2ndNo.3-5,41 1*Dk&Shelter dk* Sub.Sig. *&Web frames* *Longitudinal framing* ~~*Fitted for oil fuel*~~	6213 5705 3836	✠100A1 *Shelter dk with freeboard* 5,41 ✠LMC5,41 *Fitted for oil fuel* 5,19 *F.P. above* 150°F.	Bal	*z*	CL 5,41	1919 5mo	Federal S.B.Co. Kearny,N.J.	Ministry of War Transport(CanadianPacificSteamships,Ld.*Mgrs.*) *Cell*	395·5|55·0|31·4 P45′B110′ F38′*onShltr dk* FK *DB*331′1512*tFPT*1	Hamilton Bermuda British *Cem* ~~*WB*~~ 7*BHtoSh dk* 87*tAPT*175*t*	DR Geared Steam Turbine 210lb (*s*) 619NHP 3SB(Spt)9*cf*,HS8934 FD GeneralElectricCo. Schenectady,N.J	34 ″ 11	~~R~~ ~~†~~
	Now "Empire Thrush," *see No.* 33430 *in Supplement*													
27652 162525 GTRP	**Lorca** ssShl.No.2-39 D.F. 1*Dk*(*Stl*)	4875 4559 3007	✠100A1 4,42 ~~5,41~~ ~~12,41~~ ✠LMC MS4,39 BS~~2,40~~ 1,41	~~Shl~~ ~~Lon~~ Cff	*y*	CL 4,40	1931 1mo	J.Readhead&SonsLd SouthShields *Lloyd'sA&CP*	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *CellDBa&uE*147′*f*	393·4|53·8|26·6 408·0(O.L.) P30′B117′F39′ FK 175′1133*tFPT*142*t*	London British 6*BHCem* *APT*155*t*	T.3Cy.25″,42″&69″-48″ (*r*) 200lb *120lb* 427NHP 2SB,6*cf*,GS127,HS5754 FD J.Readhead&Sons,Ld.	29 ″ 0 s 5 ″ 7¼ 23 ″ 7½	
27653 163465 GWSQ	**Lord Byron** (*ex*Arcgow-36) ssBkn.No.1-38 *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & decks & bridge sides "Arcform"* *Locked steel interchangeable hatches*	4118 3812 2479	✠100A1 4,42 ~~3,41~~ ✠LMC MS12,37 BS~~9,40~~ 3,42	~~Hul~~ Bos	*w* $\frac{13}{16}$	CL 3,41	1934 5mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	NorfolkS.S.Co.Ld. (ShipsFinance& ManagementCo. Ld.*Mgrs.*) *CellDBa&uE*	362·5|57·5|24·7 P33′B122′F31′ FK 121′*f*168′713*tFPT*	London British 6*BHptCem* 75*tAPT*175*t*	T.3Cy.21¼″,37″&62″-42″(*s*) 220lb 352NHP 2SB(FD)&1AuxSB,8*cf*, GS135,HS5102 D.Rowan&Co.Ld.Gls.	26 ″ 9 s 4 ″ 4 22 ″ 7½	
27654 163432 GWRM	**Lord Cochrane** (*ex*Arcwear-37) ssAms.No.1-38 *Cruiser Stern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & decks & bridge sides "Arcform"* *Locked steel interchangeable hatches*	4157 3815 2503	✠100A1 7 ~~,41~~ ~~10,40~~ 2,42 BS~~10,40~~ 7,41 ✠LMC7,38	~~Bry~~ ~~Bel~~ Hul	*w* 1$\frac{3}{16}$	CL 7,39	1934 1mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	NorwichS.S.Co.Ld. (ShipsFinance& ManagementCo. Ld.*Mgrs.*) *CellDBa&uE*11	362·7|57·5|24·7 P33′B122′F31′ FK 6′*f*168′703*tFPT*75	London British 6*BHCem* *tAPT*177*t*	T.3Cy.21½″,37″&62″-42″(*s*) 220lb 357NHP 2SB(FD)&1AuxSB,8*cf*, GS113,HS5209 NE.MarineEng.CoLd Nwc	26 ″ 9 s 4 ″ 4 22 ″ 7½	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
27655 139127 GDMN	**Lord Kelvin** TwinSc *Cable Vessel* ssHfx.2ndNo.3–9,40 D.F. GyC. 2*Dks*(*Stl U*–ws) Sub.Sig. E.S.D. 3rd *dk*(*Stl*) *in* No.1 *hold*	2641 2105 1306	✠100A1 ~~9,40~~ 11,41 5,41 ✠LMC BS~~5,40~~ MS9,40 *Fitted for oil fuel* 3,16 *F.P. above* 150° F.	Hfx	*l*	CL 9,40	1916 1mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	Anglo-American TelegraphCo.Ld. *Cell D*	316·6 333·2(O.L.) P50'B100'F62 FK *B* 153'405*t FPT* 40*t APT* 55*t*	41·2	22·7	London British 5*BH Cem*	T.6Cy.17",28½"&48"–33" (*s*) 190lb 380NHP 2SB,6*cf*, HS5580 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 ″ 0 s 3 ″ 0 22 ″ 2¼	
27656 137447	**Lord Strathcona** 4Mst ssNwc.No.1–20 1*Dk*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7335 6892 4184	✠ 10,25 ✠ (*Reclassification Contemplated*)	Cff	*b*†		1915 5mo	W.Doxford &Sons,Ld. Sunderland	DominionShipping Co.Ld. *Cell DB a* 137' *u E&B*	455·0 P27'B77'F33' FK 46'*f* 201'1738*t Topside tanks* 416' 1587*t FPT* 129*t APT* 159*t*	58·0	31·0	Halifax NS British 7*BH Cem*	T.3Cy.28½",47"&79"–54" 612NHP 3SB,9*cf*,GS198,HS8814 W.Doxford&Sons,Ld.Sld.	33 ″ 9	C †
27657 290 IBQR	**Loredan** Ⓟ *Oil Eng* 2*Dks* *Cruiser Stern*	1357 990 626					1936	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	236·8 220·3 B90'F33'	35·6	18·6	Venice Italian *WB*	Oil Engines 2S.C.SA 8Cy.17$\frac{1}{16}$"–23⅛" 440NHP SocAn"Fiat"S.G.M.Turin		I
27658 DHPK	**Lorenz L.-M. Russ** Sub.Sig. 1*Dk*	1448 1167 832					1925	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	239·1 P15'Q71'B61'F29'	38·8	15·2	Hamburg German *WB*	T3Cy.18⅞",31⅛"&51$\frac{3}{16}$"–35$\frac{7}{16}$" 153NHP StettinerOderwerke		G
27659 86 IBMT	**Lorenzo Marcello** Ⓟ *Oil Eng* D.F. 2*Dks*	1413 1136 601					1928	Stabilmnto Tecnico Trieste	SocietàFiumana diNavigazione	233·9 219·8	34·6	20·5	Fiume Italian *WB*	Oil Engines 2S.C.SA 6Cy.20½"–32$\frac{5}{16}$" 440NHP Soc.An.FiatS.G.M.Turin		I
27660 141913 GBQC	**Loreto** (*ex*Glenade) TwinSc *Oil Eng.* ssHul.No.3–6,31 ssHul.No.1–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6682 6099 4069	✠100A1 *Shelter dk with freeboard* 1,42 ~~4,40~~ Examined ~~2,41~~ 1,42 ✠LMC CS~~3,38~~ 1,42 DBS~~6,40~~ 8,41 ~~7,38~~ 7,39 *Carrying oil fuel F. P. above* 150° F. *in DB*	Liv	*z*	CL 2,39	1919 7mo	Harland& Wolff,Ld Glasgow *Lloyd's A&CP*	PacificStm.Nav. Co. *Cell DB* 348'1039*t DT a* 46'754*t FPT* 116*t APT* 123*t*	406·2 420·7(O.L.) 23·6 P43'B81'F48' FK *on Shelter dk*	54·2	32·9	Glasgow British *pt Cem* 7*BH to Shdk*	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" 810NHP DB 100lb Harland&Wolff,Ld.Gls.	35 ″ 5 s 8 ″ 9 26 ″ 11	
27661 390 IPOK	— (*ex*Astrée–33) 1*Dk*	1055 793 541					1912	Sunderlnd S.B.Co.Ld. Sunderland	A.Lauro	231·6 223·0 Q71'B50'F25'	32·9	13·8	Naples Italian *WB*	T.3Cy.17½",29"&47"–33" 127NHP N.E.MarineEng.Co.Ld.Sld		I
27662 174320 BFWM	**Lorient** *Well deck* 1*Dk*	4737 3642 2779	✠ ... 7,22 ✠				1921 9mo	TyneI.S.B. Co.Ld. Newcastle	Ministry of War Transport(British ContinentalCoal& InvestmentsCo. Ld.*Mgrs.*)	364·5 P18'Q128'B68' FK	52·8	24·5	Cardiff British *WB*	T.3Cy.23½",38"&64"–42" 347NHP ArmstrongWhitworth& Co.Ld.Nwc.	26 ″ 8	V †
27663 141927 GCLM	**Loriga** (*ex*Glenariffe) TwinSc *Oil Eng.* ssHul.No.3–8,31 ssHul.No.1–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6665 6095 4054	✠100A1 *Shelter dk with freeboard* 6,41 Examined ~~7,41~~ 10,41 ✠LMC CS1,38 DBS6,41 5,39	~~Liv~~ Liv	*z*	CL S3,40 P4,39	1919 10mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	PacificStmNavCo. *Cell DB* 348'1039*t DT a* 46'706*t FPT* 116*t APT* 123*t*	406·0 420·6(O.L.) 23·6 P43'B81'F48' FK *on Shelter dk*	54·2	32·9	Glasgow British *pt Cem* 7*BH to Shdk*	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" 810NHP DB–100lb Harland&Wolff,Ld.Gls.	35 ″ 5 s 8 ″ 9 27 ″ 0	
27664 159571 VLKN	**Lorinna** ssMel.No.1–41 *Oil Eng.* 1*Dk* *Mchy. Aft* *Cruiser Stern*	1185 920 706	✠100A1 ~~4,41~~ 10,41 ~~LMC1,38~~ ✠LMC CS10,41 3,40	~~Adl~~ Mel	*n*	OG ~~4,41~~ 10,41	1938 1mo	Grngemth Dkyd.Co.Ld. Grngemouth *Lloyd's A&CP*	*Intermediate BH in hold dispensed with* *Cell D*	230·7 241·0(O.L.) FK P60'B18'F27'	35·2 36·8	14·9	Melbourne British 3*BH Asp*	Oil Engines 2S.C.SA 7Cy.13¾"–24$\frac{7}{16}$" 231NHP J.G.Kincaid&Co.Ld.Grk. *B* 188'292*t FPT* 92*t APT* 50*t*	17 ″ 2 ~~s1 ″ 11¼~~ ~~15 ″ 4¼~~ s1 ″ 11½ 15 ″ 4¼	
27665 149831 GJSP	**Lormont** (*ex*Woodcock–39) ssLiv.No.3–6,39 D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	1561 824 713	✠100A1 *with freeboard* 9,39 ✠LMC BS9,38 MS6,39	Lon	*q*	CL 1,37	1927 5mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd's A&CP*	MossHutchison Line,Ld. *Cell D*	241·4 B84' FK *B* 200'285*t FPT* 25*t APT* 15*t*	40·2	12·7	Liverpool British 5*BH Cem* (*Coll to Shdk* 4 „ 2*nd* „)	T.3Cy.23",37"&62"–39" (*s*) 200lb 341NHP 2SB,8*cf*,GS180,HS6136 J.G.Kincaid&Co.Ld.Grk.	15 ″ 0 s8 ″ 6½ 14 ″ 11½	
27666 98413	**Lorna Doone** Ⓟ PadSp	410 344 168					1891	Napier, Shanks&Bell Glasgow	Southamptn.I.ofW S.ofEng.Royal MailStmPktCo.Ld.	220·5 *Promenade dk* 168'	26·0	9·2	S'thamptn British	C.2Cy.32"&62"–60" 248NHP D.Rowan&Son,Glasgow		
27667 148881 GMCD	**Lornaston** ssAnt.No.3–5,38 D.F. 1*Dk*(*Stl*)	4934 4605 3072	✠100A1 ~~5,41~~ 12,41 BS~~7,40~~ ✠LMC5,38 5,41	~~Lth~~ Hul	*z*	CL N4,39	1925 12mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd's A&CP*	Galbraith, Pembroke &Co , Ld. *Cell DB* 349'1159*t DT a* 29' 1105*t APT* 241*t*	407·0 P39'B245'F44' FK	53·5	25·7	Glasgow British 6*BH Cem*	T.3Cy.26",42"&70"–48" (*s*) 180lb 100lb 457NHP 2SB,8*cf*,GS147,HS6606 FD Rankin&BlackmoreLdGrk	28 ″ 0 s 4 ″ 0½ 24 ″ 2¼	
27668 FNWL	**Lorrain** (*ex*Kenmore–37) ssAnt.No.3–8,35 D.F. E.S.D. 1*Dk*(*Stl*)2*tr B* *Cruiser Stern* *Fitted for oil fuel*	3819 3226 2138	✠ ... 5,37 ✠	Ant	*x*		1923 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgs.*) *Duct keel in Blr. space & forward* 141' *Cell DB* 292'1145*t DT a* 22' 450*t FPT* 50*t APT* 47*t*	363·5 P45'B178'F77' FK	52·0	23·4	Dunkirk French 8*BH pt Cem* *pt Asp*	T.3Cy.26",43"&73"–48" 545NHP 3SB,9*cf*,GS187,HS8323 Richardsons,Westgarth& Co.Ld.Hpl	26 ″ 7	V †
27669 FPDR	**Lorraine** (*ex*Argus–38) TwinSc *Carrying Petroleum in bulk* *Oil Eng.* 1*Dk*,2*nd dk clear of cargo tanks* *Mchy. Aft* D.F. *Cruiser Stern* *Longitudinal framing–bracketless system*	9512 8778 5874	✠ ... 10,38 ✠	Got	*d*†		1937 11mo	Akt.Burmeistr.&Wain Copenhagen	Soc.Française de Transports PétroliersS.A. *Cell DB u E* 76'329*t DT f* 43'600*t FPT* 97*t APTs* 175*t*	479·8 501·1(O.L.) P101'B31'F44' FK	65·4	33·2	Havre French 12*BH pt Cem*	Oil Engines 2S.C.SA 14Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 943NHP Akt.Burmeistr&Wain,Cpn	35 ″ 4	V †
27670																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27671 LOJK	**Los Pozos** (*ex*SanSalvador-39) *ss*Shl.No.3-7,36 *ss*B.As.No.1-40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5810 — 3548	✠100A1 12,41 ~~11,40~~ BS12,41 ✠LMC11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,24 F.P. above 150° F.*	~~BAs~~ NYk	z	CL ~~9,40~~ 11,41	1924 3mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	Cia.Argentina de Nav.Mihanovich, Ltda.	407·4|52·2|31·4 P105′B37′F60′ FK *CellDBuB*26′57*tAPT*30*t*	Bns.Aires Argentine 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	T.3Cy.27″,45″&75″–48″ (*r*) 180lb 538NHP 3SB,*9cf*,GS186,HS7896 FD WllsndSlpwy.Co.Ld.Nwc.	31″6	
27672 145888 GDXM	**Losada** TwinSc *OilEng.* *ss*Hul.No.3-2,34 *ss*Hul.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6520 6090 4021	✠100A1 *Shelter dk with freeboard* 9,41 ~~10,40~~ ✠LMC CS3,39 DBS~~5,40~~ 9,41 ~~10,39~~ 10,40	Liv	z	CL ~~S5,38~~ ~~P9,38~~ 9,41	1921 10mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP	PacificStm.Nav. Co.	406·1|54·2|32·8 420·7(O.L.) P32′B89′F45′*on Shelter dk* FK *CellDB*349′1039*tFPT*116*tAPT*123*t*	Liverpool British *ptCem* 7*BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.26⅜″–39⅜″ DB*100lb* 810NHP Harland&Wolff,Ld.Gls.	35″5 s8″9 27″0	
27673 219284 KOQB	**Losmar** (*ex*Clauseus) *ss*Bal.No.3-5,32 *ss*Bal.No.2-40 ~~*ss*Bal.No.1-36~~ D.F. 2*Dks*(*Stl*)	5549 5139 3417	✠100A1 ~~8,41~~ ~~8,40~~ 11,41 11,41 ~~BS4,40~~ MS8,40 ✠LMC1,36 *Fitted for oil fuel 1,20 F.P.above 150° F.*	Bal	z	CL 10,39	1919 12mo	Northwest SteelCo. Portland,Or. A&CP	CalmarS.S.Corp. *Intermediate BH in after hold& Intermediate 'tween dkBH's in fore & after holds dispensed with*	409·8|54·2|27·7 P44′B115′F47′ FK *CellDB*355′1139*tMT*29′745*t FPT*132*tAPT*143*t*	NewYork Utd.States *ptCem* 5*BH to Udk* 1 „ „ *2nd* „	T.3Cy.24$\frac{9}{16}$″,41½″&72″–48″ 210lb (*r*) 582NHP 3SB,*9cf*,GS196,HS8324 FD Hooven,Owens,Rentschler Co.Hamilton.O.	30″2 s6″5 24″0	
27674 161863 GBTF	**Lossiebank** TwinSc *OilEng.* *Ref.Mchy.* *ss*Bel.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) D.F.	5627 4979 3412	✠100A1 *with freeboard* ~~7,41~~ ~~9,40~~ 2,42 DBS5,41 ~~DBS4,40~~ ✠LMC2,39 ✠Lloyd'sRMC7,40 for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanks between tunnels*	~~HK~~ ~~Cal~~ Hul	b†	CL ~~2,39~~ 1,42	1930 6mo	Workman, Clark(1928) Ld. Belfast *Lloyd's*A&CP	BankLineLd. (A.Weir&Co. *Mgrs.*)	426·7|57·4|25·7 FK *CellDB*356′1190*t Tanks in way of tunnels*263*tMT*60′ 2389*t FPT*95*t APT*152*t*	Belfast British 7*BH pt Cem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 10Cy.26¾″–47¼″ 1246NHP DB*120lb* Workman,Clark(1928) Ld.	29″9 s 3″7¼ 26″4½	
27675 DHOY	**Lothar** (*ex*Leonhard,*ex*JonasSell) Sub.Sig. 1*Dk*	720 578 429					1906	Nüscke& Co. Stettin	ArthurSommer (Joh.Ick,*Mgr.*)	203·0|30·2|12·5 Q62′B46′F23′	Hamburg German *WB*	T.3Cy.14″,21″&36″–24″ 63NHP Schwft.Uebigau,Dresden		G
27676 145870 MKSY	**Lothdale** (*ex*BrockleyCombe-37, *ex*Redesmere) *ss*Apl.No.3-8,34 *Mchy.Aft* *ss*Pet.No.1-39 *Well deck* 1*Dk*(*Stl*)	345 221 133	✠100A1 9,40 BS11,41 ✠LMC MS8,39 ~~BS7,40~~	Abn	e	CL 8,39	1921 9mo	Cook,Welt'n&Gemmell Ld. Beverley *Lloyd's*A&CP	G.Couper&Co.Ld.	135·0|23·1| 9·0 24·2 Q50′B9′F21′ *FPT*38*tAPT*1*t* FK	Bristol British 3*BHCem*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 73RHP 1SB,*2pf*,GS34,HS1271 C.D.Holmes&Co.Ld.Hull	10″3 s″6½ 9″10	
27677 OYWP	**Lotta** Now trading as "Tolten," see No. 33664 in Supplement D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	1858 1514 1014	✠100A1 *with freeboard* 3,41 ~~2,40~~ ✠LMC6,38	~~Vpo~~ Tal	s	CL	1938 6mo	Aalborg VærftA/S Aalborg *Lloyd's*A&CP	Dampskibsselsk. "Vesterhavet" (J.Lauritzen)	280·7|43·6|17·5 298·8(O.L.) FK *CellDB*236′ 576*t FPT*52*t APT*94*t*	Esbjerg Danish 4*BHptAsp* (*Coll to Sh dk* 3 „ *2nd* „)	C.3Cy.(2)15¾″&39⅜″–37⅜″& LPturbine with SR gearing &chain drive 231NHP 220lb (*s*) FD 2SB(Spt),*4cf*,GS75,HS3315 HelsingörsJernsk.&Mskb.	19″8 s″6¾ 19″2½	
27678 DHPL	**Lotte** (*ex*HeleneBlumenfeld, *ex*JacobSchröder, *ex*HeleneBlumenfeld) 1*Dk*	2115 1697 968					1905	Schiffsw.v HenryKoch Lübeck	Reinecke&Bremer	295·9|40·7|18·1 P26′B84′F28′	Hamburg German *WB*	T.3Cy.27⅛″,43⅜″&69″–41⅜″ 312NHP J.F.Ahrens,Altona		
27679 OXWH	— (*ex*Elsie-37,*ex*ElisabethMærsk, *ex*Tyskland) D.F. 1*Dk*	1420 1172 854					1906	Howaldtswerke Kiel	Dampskslsk.ag 1937A/S(OveSkou *Mgr.*)	241·2|36·1|16·5 P13′Q73′B105′F29′	Copnhagn Danish *WB*	T 3Cy16¾″,26$\frac{9}{16}$″&42⅛″–29½″ 96NHP Howaldtswerke,Kiel		V
27680 DGWI	**Lotte Halm** TwinSc (*ex*Broomhill,*ex*Alsen,*ex*Fehmarn) *Mchy.Aft* 1*Dk*	1198 1008 644					1914	Howaldtswerke Kiel	KölnerReed.A.G.	233·4|34·6|15·1	Cologne German *WB*	T.6Cy.11$\frac{15}{16}$″,19$\frac{5}{16}$″&31⅝″–18″ 84NHP Howaldtswerke,Kiel		G
27681 DJVE	**Lotte Leonhardt** D.F. E.S.D. 2*Dks* *CruiserStern*	4167 3806 2350					1937	Neptunwerft Rostock G.m.b.H. Rostock	Leonhardt& Blumberg	399·8|55·8|20·7 F36′	Hamburg German *WB*	C.4Cy.(2)18⅞″&(2)39⅜″–39⅜″&LPturbine withDR gearing&hydraulic coupling HS4951 367NHP NeptunwerftRostock G.m.b.H.Rostock		G
27682 151923	**Lottia** (*ex*ShellDezassete-41,*ex* Sultan vanKoetei) *ss*Sng.2ndNo.3-5,36 *Mchy.Aft* 1*Dk*(*ptIrn*&*ptStl*) &*Webframes*&*Trunk dk*(*Stl*) *Fitted for oil fuel* *Carrying Petroleum in bulk*	1862 1441 1165	✠ ... 5,34	Lis			1904 12mo	Nederl. Schps. Maats. Amsterdam	AngloSaxon PetroleumCo.Ld.	241·0|41·9|18·7 P68′F43′ FK *CellDBuE*&*B*46′ 70*t FPT*103*t APT*37*t*	London British 11*BHCem*	T.3Cy.20$\frac{13}{16}$″,32⅝″&55⅛″–35⅜″ 248NHP NB18,*refitted*22 2SB,*6cf*,GS102,HS3650 N.V.Werkspoor,Ams.	19″11	
27683 141625 KNTR	**Lottie Bennett** Wood4Mst *OilEng.* (*ex*Sailing Vessel,*ex*Normandie,*ex*LottieBennett) 1*Dk* *Mchy.Aft*	585 — 448					1899	HallBros. Pt.Blakeley Wash.	MarineTradingCo.	170·4|37·6|12·8 P34′H—	L.Angeles Utd.States	Oil Engines 2S.C SA 6Cy.9″–10⅝″ 85NHP NE20*refitted*37 ElectricBoatCo.Groton, Conn.		
27684 145577 MMMN	**Lottie R.** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	972 628 551	✠100A1 ~~7,41~~ ~~2,40~~ 3,42 ✠LMC9,37	~~Cff~~ ~~Sws~~ Bry	l	CL 7,41	1937 9mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's*A&CP	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*)	204·6|32·7|12·1 213·4(O.L.) Q146′F25′ FK *CellDB* 136′290*t FPT*64*t APT*47*t*	Llanelly British 3*BHptCem*	Oil Engines 2S.C.SA 5Cy.13⅜″–22$\frac{7}{16}$″ 81RHP BritishAuxiliaries,Ld.Gls.	14″8 s4″7 14″5¼	
27685 162104 MBRL	**Lottinge** (*ex*Orleans-34) 1*Dk*	2468 2301 1481	✠ ... 1,22 ✠				1918 3mo	ForthS.B. &Eng.Co.Ld. Alloa	Constants(South Wales),Ld. (J.C.Radcliffe, *Mgr.*)	305·3|42·8|21·5 P24′B85′F32′ FK	Cardiff British *WB*	T.3Cy.20½″,33″&54″–39″ 234NHP G.T.Grey&Co.Ld.South Shields	23″9	V L †

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement. etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
27686 5786 SLXA	**Louis de Geer** (*ex*HolmenI, 4Mst *ex*Therese,*ex*Boren) ~~ssShl.No.3–6,28~~ *ss*Got.2ndNo.3–4,41 ~~ssLkr.No.2–36~~ 1*Dk*(*Stl*) *Now* 'Eknö,' *see No.* 36446 *in Supplement*	*1847* *1621* *1089*	✠100A1 4,41 ~~5,39~~ ~~BS5,39~~	~~Rot~~ Got ✠LMC	*r* 4,41 ~~5,36~~	OG ~~5,39~~ 4,41	1916 4mo	Lindholmens M.V. Gothenburg	HolmensBruks& FabriksA/B	262·0|42·7|18·1 P24'B65'F31' FK *CellDB*224'	Nrrköping Swedish 4*BHCem* 471*tAPT*41*t*	T.3Cy.20½",33"&55"–36" (*s*) 185lb 214NHP 2SB,*6cf*,GS110,HS3500 LindholmensM.V.Got.	20 ″ 6 s 2 ″ 8¼ 18 ″ 0	
27687 FOYG	**Louis L. D.** *Now* "Fomalhaut," *see No.* 36616 *in Supplement* *OilEng.* D.F. E.S.D. 2*Dks* GyC. *CruiserStern*	5795 4948 3333					1936	Atel.&Ch. deFrance Dunkirk	LouisDreyfus&Cie.	446·8|57·1|25·7 F43' 34·7	Dunkirk French *WB*	Oil Engines 2S.C.SA 3Cy.25⅝"–47¼" 911NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		V
27688 215518 WNSX	**Louis W. Hill** *Mchy.Aft* 1*Dk&Webframes* D.F. GyC. *Longitudinal framing*	7038 6827 5649	✠ ... 11,21	✠			1917 8mo	American S.B.Co. Lorain,Ohio	NationalSteelCorp (M.A.HannaCo. *Mgrs.*)	525·0|58·0|31·0 F48' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"–42" 376NHP AmericanS.B.Co.Lorain,O.	32 ″ 0	R †
27689 125645 GWJT	**Louise Moller** (*ex*Balto–33, *ex*Björnefjord. *ss*Osl.No.3–5,21 *ex*RiverPlate) 1*Dk2trBdeepframing&* *Webframes*	3764 3448 2337	✠ ... 9,25	✠			1907 11mo	JLThompson&Sons,Ld Sunderland	MollerLineLd. (Mollers'Ld. *Mgrs.*)	346·5|50·8|22·9 P23'B92'F31' FK	Shanghai British *WB*	T.3Cy.24½",40"&66"–45" 307NHP J.Dickinson&Sons,Ld.Sld.	25 ″ 6	C †
27690 DMAP	**Louise Schröder** (*ex*Urania–39, *ex*GeorgZelck, *ss*Gls.No.3–2,15 *ex*Parklands,*ex*Marie *ss*Nwc.No.2–23 Glaeser) *Welldeck* 1*Dk*	1327 1097 798	... 2,25				1905	Akt.Ges. "Neptun" Rostock	RichardSchröder	244·0|36·1|14·9 P15'Q64'B110'F31' FK	Rostock German *WB*	T.3Cy.16⅜",25⅝"&41¾"–31½" 98NHP A.G."Neptun,"Rostock	17 ″ 8	G †
27691 236493 WOYO	**Louisiana** *ss*N.Yk.No.1–41 *OilEng.* D.F. E.S.D. *Mchy.Aft* 1*Dk* *Longitudinalframing at bottom & deck in* *CruiserStern* *centretanks*	8587 — 5081	✠100A1 ~~4,41~~ ~~8,40~~ 12,41 ~~DBS6,41~~ *Carrying Petroleum in bulk*	NYk ✠LMC CS12,41 2,40	*d*† 2$\frac{3}{16}$	CL 8,40	1937 7mo *Lloyd*	SunS.B.& DryDockCo. Chester,Pa. '*sA&CP*	TheTexasCompany *CellDB*	468·1|65·3|34·3 490·5(O.L.) P111'B39'F61' FK *uE*82'277*tFPT*141*t*	Wilmgton (Del.) Utd.States 14*BH* *APT*115*t*	Oil Engines 2S.C.SA 4Cy.31"–86" 1197NHP 3DB(WT)*227lb* SunSB&DD.Co.ChesterPa	34 ″ 3	
27692 OYXC	— TwinSc *OilEng.* D.F. 1*Dk&Shelter dk*	6513 6200 4046					1921	Ardrossan DD&SBCoLd Ardrossan	DetForenede DampskibsSelsk.	407·8|55·2|33·5	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–35$\frac{7}{16}$" 629NHP Burmeister&Wain,Cpn.		V
27693 CSBC	**Lourenço Marques** Ⓟ TwinSc (*ex*Admiral) *ss*Lis.No.3–5,34 Sub.Sig. *ss*Lis.No.1–38 E.S.D. 2*Dks,3rddkinNos.1,2&4holds*	6298 4759 3857	100A– 9,41 ~~11,40~~ BS6,41 MS6,38	Lis LMC ~~BS1,40~~		OG 10,40	1905	Blohm& Voss Hamburg	Cia.Nacionalde Navegaçâo *CellDB*337'919*t*	420·0|50·2|27·6 P&B284'F85' FK *FPT*101*t APT*113*t*	Lisbon Portuguese 9*BHptCem* *ptAsp*	T6Cy.23⅝",39⅜"&66$\frac{15}{16}$"–47¼" 200lb (*s*) FD 790NHP 3DB,*18cf*,GS302,HS10587 Blohm&Voss,Hamburg	31 ″ 0 s 5 ″ 0½ 26 ″ 5½	
27694 120714 GTGR	**Louth** Ⓟ (*ex*Lady TwinSc Munster–38, *ss*Liv.3rdNo.3–5,36 *ex*Graphic) 2*Dks*(*UStl*–ws) D.F.	1915 1333 791	100A1 *withfreeboard* 9,41 ~~8,40~~ Examined ~~5,41~~ 5,42 BS~~5,40~~8,41 *Fitted for oil fuel* 11,23 *F.P. above* 150° F.	~~Liv~~ Liv LMC~~5,36~~	*l*	OG P6,39 S9,41 6,39	1906 *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	British&IrishStm. PacketCo.Ld. *CellDBa*	320·3|41·3|16·8 P51'B160'F76' FK&BK1½" 58'*uE*24'109*tFPT*	Liverpool British 6*BHCem* 15*tAPT*25*t*	Q8Cy21" 29"41"&58"–36"(*s*) 215lb FD 660NHP 1DB&2SB(DB19*fittd*11,23) SB(*new*11,23)*12cf*,HS9922 Harland&Wolff,Ld.Bel	18 ″ 2 s1 ″ 11 16 ″ 6	BT till ~~8,41~~ 8,42
27695 LEUA	**Lövaas** (*ex*Röisheim) 4Mst D.F. 1*Dk*	1891 1689 1126					1917	Trndhjms Mek.Værks Trondheim	Skibs.A/SGeirulv (G.A.Gjeruldsen, *Mgr.*)	265·0|42·1|18·0 P60*t*H82*t*	Arendal Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsMV Trndheim	20 ″ 0	N
27696 1009 CBLO	**Lovart** Ⓟ *ss*P.Ar.2ndNo.3–4–18 *ss*P.Ar.No.1–22 1*Dk*	450 293 269	✠ ... 7,24	✠			1892 9mo	Ardrossan S.B.Co.Ld. Ardrossan	SocAnonComercial Braun&Blanchard	145·0|26·1|9·2 P11'B44'F17' FK	PntaArenas Chilian *WB*	T.3Cy.11",18"&30"–21" 52NHP Ross&Duncan,Glasgow	11 ″ 6	
27697 117906	**Lovat** Ⓟ *ss*Hfx.No.1–40 *ss*Hfx.No.3–5,36 2*Dks*(*Weatherdk*–teak 2nd*dkStl*)	830 737 441	✠100A1 *withfreeboard* ~~5,41~~ ~~5,40~~ 5,42 ~~1,41~~ ~~BS1,40~~	Hfx BS1,42 ✠LMC MS4,40	*k*	CL ~~N4,39~~ 5,42	1924 6mo *Lloyd*	Bow,McLachlan&Co. Ld. Paisley '*sA&CP*	LovatS.S.Co.Ld. (W.Fraser) *CellDBa* 28'*u E*22'*f*71'134*t*	175·0|29·1|19·7 FK&BK1" *C* *FPT*23*tAPT*16*t*	MagdlenI's British 4*BHptCem* *oll „ to W dk*	T.3Cy.15",25½"&41"–30" (*s*) 200lb 141NHP 2SB,*4cf*,GS82,HS2624 Bow,McLachlan&Co.Ld.	20 ″ 6 s8 ″ 10 11 ″ 11¾	
27698 HPRT	**Lovcen** Ⓟ (*ex*Rosalind–36, *ex*LadyGwendolen) *ss*Tri.2ndNo.3–5,37 2*Dks*(*UStl*–ws)	2390 1753 1511	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~11,40~~ Examined 7,41 ~~BS4,40~~ *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	~~NYk~~ NYk BS7,41 ✠LMC4,36	*s*	CL 4,40	1911 9mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. PortGlasgow '*sA&CP*	Cia.Centro Americana deNav. Ltda. *CellD*	300·2|39·7|17·5 P62'B115'F54' BK8" *Ba*59'*f*69'265*tFPT*	Panama Pnamanian 5*BHCem* 43*tAPT*27*t*	T.3Cy.26",42"&68"–45" (*s*) 170lb 362NHP 2DB,*12cf*,GS200,HS6080 ClydeS.B.&E.Co.Ld.Pt.Gl.	26 ″ 3 s 9 ″ 6½ 17 ″ 8	
27699 LJZW	**Lövstad** (*ex*GeorgiosMantacas–38, *ex*Georgios) *ss*Pir.No.3–2,34 *ss*Cff.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	3246 2969 1953	✠100A1 7,41 ~~8,40~~ MS12,37 *Fitted for oil fuel* 3,21 *F.P above* 150°F.	~~HKg~~ PN1 ✠LMC BS8,40	*v*	CL 8,40	1921 3mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. PortGlasgow '*sA&CP*	SkibsA/S Sunde (V.Samuelsen, *Mgr.*) *CellD*	325·0|47·2|24·2 P29'B100'F34' FK *B*275'749*tFPT*110*t*	Farsund Norwegian 5*BHCem* *APT*99*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb 306NHP 3SB,*9cf*,GS150,HS4830 ClydeS.B.&E.Co.Ld.P.Gl.	26 ″ 6 s4 ″ 4¼ 22 ″ 4½	
27700 151814 VJFT	**Lowana** *ss*Mel.No.3–3,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	3021 2659 1687	✠100A1 *Shelter dk* *withfreeboard* 3,41 BS3,41	Syd ✠LMC3,37	*v*	CL 3,41	1924 6mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow *sA&CP*	MelbourneS.S.Co. Ld. *CellDB*288'74	334·0|47·0|22·9 344·5(O.L.) F31'*onShelter* FK *dk* *Collision* 5*t FPT*93*t APT*57*t*	Melbourne British *Cem* *BH to Sh dk* 4 „ „ *U* „	T.3Cy.25",41"&68"–45" (*s*) 180lb 362NHP 3SB,*9cf*,GS165,HS5925 Dunlop,Bremner&Co.Ld.	25 ″ 2 s 2 ″ 1½ 23 ″ 3¼	
27701 164156 MPPL	**Lowestoft Trader** *OilEng.* *Mchy.Aft* 1*Dk* *ss*Yar.No.1–39 *CruiserStern* *Cargo battens not fitted*	311 231 149	✠100A1 1,42 ~~12,40~~	~~Yar~~ Cff ✠LMC3,39	*d*	OG 12,40	1934 12mo *Lloyd*	GooleS.B. &Repg.Co. (1927)Ld. Goole '*sA&CP*	Gt.Yarmouth ShippingCo.Ld.	130·7|24·6|9·0 P37'F14' FK *FPT*	Yarmouth British 3*BHCem* 38*tAPT*19*t*	Oil Engines 2S.C.SA 5Cy.9$\frac{13}{16}$"–16$\frac{9}{16}$" 84NHP BritishAuxiliaries,Ld.Gls	9 ″ 8 s ″ 10¼ 8 ″ 11¼	
27702 161610 MMNL	**Lowick** 3Mst *OilEng.* 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	586 465 276	✠100A1 *withfreeboard* 7,41 ~~9,39~~	~~Lon.~~ Ayr ✠LMC12,37	*k*	CL 7,38	1937 12mo *Lloyd*	J.Koster Hzn.Schpsw. "Gideon" Groningen '*sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellDB*114'291*tF*	189·6|31·6|10·9 195·9(O.L.) FK (*PT*65*tAPT*30*t*	Newcastle British 3*BHptCem* *Collto Sh dk* 2 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 6 s ″ 2 13 ″ 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Late when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
27703 164311 GZKT	**Lowther Castle** D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern* *Longitudinal framing at bottom&at decks*	5171 4563 3028	✠100A1 *withfreeboard* 4,42 ~~9,41~~ Examined 4,42 BS2,41 ✠LMC2,37	~~Mch~~ Hpl	*a*† 2	CL 4,40	1937 2mo *Lloyd*	SirJ.Laing &SonsLd. Sunderland *'sA&CP*	LancashireShippg. CoLd.(J.Chambers &Co.*Mgrs.*) *CellDB*372'1231*t*	437·4 454·2(O.L.) F30' FK *FPT*174*tAPT*168*t*	57·1	24·3	Liverpool British 7*BHCem* (*Coll toSh dk* 6 ,, *2nd*,,)	T.3Cy.23½",38"&66"-45" (*s*) 220lb Rht. 466NHP 2SB(Spt)&1AuxSB,*8cf*, FD GS122,HS6846 N.E.MarineEngCoLd.Nwc	27 " 5 s 2"11¼ 24 " 8¾	
27704 FNZI	**Loyauté** (*ex*Loyalty,*ex*SaintMichel) *ss*NoumeaNo.3-11,33 *Well deck* 1*Dk*(*Stl*)	486 294 271	✠ ... 8,38 ✠	Bsb	~~*h*~~		1913 2mo	N.V.Werf deNoord Alblasserdm.	SociétédesIles Loyauté(Hagen Frères,*Mgrs.*)	155·2 Q114'F23' FK *FPT*23*t*	26·1	11·7	Noumea French 4*BHCem* *APT*28*t*	T.3Cy.13",18"&31"-21" 64NHP 1SB,*2cf*,GS37,HS1210 Earle'sCo.Ld.Hull	12" 6	V †
27705 UNAP	**Lozovski** (*ex*Merkur,*ex*SanPietro, *ex*PeterBerg,*ex*Vera) *ss*Bly.No.3-2,20 *Spar dk*(*ptIrn* *Ref Mchy.* *&ptStl*)*2trB&deep framing*	3011 2824 1851	✠ 10,24 ✠	Ham	*u*		1903 12mo	Irvine'sSB &D.D.Co.Ld W Hartlepool	U.S.S.R. *CellDBa*98'*v*	324·2 P30'B102'F31' FK *E*22'*f*142'785*tFPT*	47·0	22·2	Vladvostk Russian 5*BHCem* 74*tAPT*106*t*	T.3Cy.23½",38"&64"-42" 301NHP 2SB,*6cf*,GS116,HS4815 Richardsons,Westgarth& Co.Ld.Hpl.	24"10	
27706	**Lu Kiang**	416 — 236					1908	.... Scotland	ChiangTehSeng	137·0	21·6	16·4	Amoy Chinese	C.		
27707 CSAT	**Luabo** **TwinSc** 1*Dk& Awng dk*	1435 — 855	✠ ... 11,13 ✠				1909 9mo	Russell& Co. PortGlasgow	Cia.Nacional de Navegação	240·0 P41'F43' FK	33·5	19·2	Lisbon Portuguese *WB*	T.6Cy.11½",20"&32"-27" 144NHP J.G.Kincaid&Co.Ld.Grk.	21 " 6	
27708 413 IPON	**Luana** (*ex*LeopoldDeWael-33, *ex*Majorca) *ss*Shl.2ndNo.3-7,19 *Well deck* *ss*Ant.No.3-1,28 1*Dk*(*Irn*)*&Web frames*	1140 871 691	✠ —— 6,33 ✠	Ant	*n*		1892 6mo	S.P.Austin &Son Sunderland	RaffaeleRomano *CellD*	235·9 225·0 P28'Q50'B44'F25' FK *B*178'310*tFPT*	33·4	14·4	Naples Italian 5*BHCem* 38*tAPT*22*t*	T.3Cy.18½",30"&49"-33" 136NHP 1SB,*4cf*,GS63,HS2007 G.Clark(Lim.),Sunderland	16"11	I †
27709 DHPR	**Lübeck** D.F. 1*Dk*	3703 3317 2145					1923	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	338·7 P&B220'F42'	47·3	26·2	Hamburg German *WB*	T.3Cy.23⅗",39$\frac{3}{10}$"&65¾"- 45$\frac{5}{16}$" 290NHP Frk.KruppA.G.Kiel		G
27710 SPBN	**Lublin** D.F. 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	*1409* *1085* *686*					1932	Helsingörs Jerns.&Msk. Elsinore.	PolishBritishS.S. Co.Ld.(PolishS.S. AgencyLd.*Mgrs.*)	264·4	39·4	15·2	Gdynia Polish *WB*	C.4Cy.(2)16½"&(2)35⅜"- 35⅜" 148NHP HelsingörsJernsk.&Mskb.		V
27711 ~~ONUA~~	**Lubrafol** **TwinSc** *OilEng.* D.F. *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	*7138* *6738* *3988*					1924	Armstrong Whitworth &Co.Ld. Newcastle	~~BelgianGulfOil~~ ~~Co.S.A.~~GulfOil Corporation	440·8 P101'B32'F46'	57·4	34·0	~~Antwerp~~ ~~Belgian~~ Panama Pnamanian	Oil Engines 2S.C.SA 8Cy.23⅗"-41$\frac{7}{10}$" 774NHP ArmstrngWhitwrth&CoLd		C
27712 1492 IBNT	**Lucania** (*ex*Coalinga,*ex*Pectan) *ss*Gen.2ndNo.3-2,28 2*Dks&Web frames* *Mchy.Aft.* *lower dk in forehold* D.F. GyC *Carrying Petroleum in bulk* *Fitted for oil fuel*	8106 6903 5090	✠ ... 6,32 ✠				1902 10mo	W.Gray& Co.Ld. W Hartlepool	DittaLuigi PittalugaVapori	483·1 471·0 P123'B54'F63' FK	55·0	32·9	Genoa Italian *WB*	T.3Cy.29½",48"&78"-54" 581NHP Cen.Mar.Eng.Wrks.WHpl	34"10	I †
27713 166255 GQQB	**Lucellum** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Longitudinal framing at bottom & deck* *in centre tanks*	9425 8657 5742	✠100A1 7,41 ~~8,40~~ ✠LMC12,38 *CarryingPetroleum in bulk*	~~Bkn~~ NYk	*e*†	CL 3,39	1938 12mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense *'sA&CP*	AstrakhanS.S.Co. Ld.(H.E.Moss& Co.*Mgrs.*) *CellDBuE*89'430*t*	485·6 501·2(O.L.) P104'B34'F37' FK *DTf*26'436*tFPT*16	65·5	35·7	Liverpool British 14*BH* 5*tAPTs*347*t*	Oil Engines 4S.C.SA 7Cy.29⅛"-59$\frac{1}{16}$" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35"10 s8 " 0¾ 28 " 0¼	
27714 162323 GPDB	**Lucerna** *OilEng.* *ss*Shl.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)*&Webframes* D.F. *Longitudinal framing*	6556 6108 3928	✠100A1 2,42 ~~4,41~~ ✠LMC CS5,39 DBS ~~4,41~~ 8,41 4,41 *CarryingPetroleum in bulk*	Mch	*a*†	CL 11,40	1930 8mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP* *CellDBuE*	LuminaS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) 47'132*tDTf*36'410	430·5 P110'B34'F44' FK *tFPT*149*tAPT*91*t*	56·6	32·9	Liverpool British 17*BHptCem* (11 *to U dk* 6 ,,*2nd* ,,)	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 749NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	32 " 9 s 6 " 1¾ 26 "10½	
27715	**Lucho** (*ex*San Julian-38, *ex*Benita C.T.-33, *ex*SofiaV, *ex*Forestdene, 1*Dk* *ex*Freddysmith,*ex*Jan vanGalen)	488 — 278					1919	Gebr.S. Volker,Afzn. Sliedrecht	Moretti,Tomatis &Cia.	177·3 Q&B74'F25'	28·4	12·3	Bns.Aires Argentine *WB*	T.3Cy.13",21"&34"-18$\frac{1}{10}$" 50NHP MachinefabriekBolnes		V
27716 104 IBPT	**Lucia C.** (*ex*Lucia) *ss*Tri.No.3-9,34 *ss*Tri.No.1-39 D.F. 2*Dks*(*Stl*)*&Web frames*	6123 4998 3647	✠100A1 9,39 ✠LMC9,39 *Fitted for oil fuel*3,22 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Tri	*z*	CL 5,38	1922 3mo	Cant.Nav. Triestino Monfalcone A&CP *CellD*	"Italia"Soc.Anon. diNav. *Ba*117'*uB&f*198'1	417·7 401·0 P36'B124'F44' FK 132*tMT* 27'816*tFP*	54·0	29·7	Trieste Italian 6*BHCem* *T*107*tAPT*1	T.3Cy.26⅝",42⅛"&70$\frac{1}{16}$"- 48$\frac{1}{16}$" 180lb (*s*) 483NHP 3SB(Spt),*9cf*,GS148, HS7221 FD UnitedMachineFactories, 35*t* Praga	32"10 s 7 " 8⅝ 25 " 4	
27717	**Lucia Carbó** **TwinSc** (*TrainFerry*) 1*Dk* *Fitted for oil fuel*	1682 — 959					1907	A.&J. Inglis,Ld. Glasgow	EntreRiosRlys.Co. Ld.	283·0	56·2	17·2	Bns.Aires Argentine	T.6Cy.17",28"&46"-30" 232NHP A.&J.Inglis,Ld.Glasgow		
27718 313 ICIL	**Luciano** (*ex*Maronian-38) *ss*Liv.No.3-7,26 *ss*Hul.No.2-35 *Well deck* 1*Dk*(*Stl*)*&2nd dk*(*Stl*) *in Nos.1&2holds* *CruiserStern*	3329 2331 2127	✠ —— 7,39 ✠	Hul	*u*		1913 8mo	Earle'sCo. Ld. Hull	E.Szabados	332·0 318·5 P&B207'F39' FK *Cell DB a*93'*uE&B*	42·4	21·8	Venice Italian 6*BHCem* 53'*f*135'648*t*	T.3Cy.20½",35¼"&60"-42" 343NHP 3SB,*6cf*,GS110,HS4875 Earle'sCo.Ld.Hull	26 " 9	I †
27719 142317 GPDZ	**Lucient** *ss*Shl.No.3-5,31 *Mchy.Aft* *Well deck* *ss*Sld.No.2-39 *Cargo battens not fitted* 1*Dk*(*Stl*)	1879 1482 1115	✠100A1 8,41 ~~6,40~~ BS ~~6,40~~ ✠LMC6,39 7,41	~~Shl~~ Sld	*r*	CL ~~6,39~~ 7,41	1918 3mo *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle *'sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCom- panies,Ld.*Mgrs.*) *CellD*	270·6 279·7(O.L.) Q163'B*on*Q11'F29 FK *B*222'595*t FPT*91*t*	38·2	18·0	London British 4*BHCem* *APT*56*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 217NHP 2SB,*6pf*,GS98,HS3610 J.Dickinson&Sons,Ld.Sld.	20 " 6 s 6 " 0¼ 18 " 3¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
27720 1642 IBRT	**Lucifero** (*ex*Arminco, *ex*F.A.Tamplin) *ss*Ant.No.3–9,25 *ss*Ant.No.1–29 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Fitted for oil fuel* *CarryingPetroleum in bulk* *Now* "Potrero del Llano," *see No.* 38054 *in Supplement*	4000 3576 2418	✠ … 11,33 ✠	Fiu			1912 12mo	Palmers' Co.Ld. Newcastle	SocietàPetrolifera EserciziMarittimi *CellDBuE&B*57' 115*t DT f*29' 106*t*	364·0 350·0 P86'B26'F29' *FPT*111*tAPT*62*t*	47·5	26·6 FK	Genoa Italian 13*BHCem* (10 *to U dk* 3 ,, 2*nd*,,)	T.3Cy.25",41"&66"–45" 346NHP 2SB,8*cf*,GS143,HS5756 Palmers'Co.Ld.Nwc.	28 ″ 0	I †
27721 YTFY	**Lucijana** (*ex*Offham–37, *ex*Pentyne–33) *ss*Spt.No.3–4,40 D.F. 1*Dk*(*Stl*)	*4062* *3848* *2481*	✠100A1 12,41 ~~11,40~~ 8,41 BS~~2,40~~	~~Bel~~ NYk ✠LMC MS4,40	*x*	CL ~~4,40~~ 12,41	1928 3mo *Lloyd*	Burntislnd S.B.Co.Ld Burntisland '*sA&CP*	"Jadran" BrodarskoDrustvo S.O.J. *Cell*	370·0 380·9(O.L.) P29'B224'F34' FK *DB*318' 1126*t FPT*	51·4	25·1	Susak Yugoslav 6*BHCem* 77*tAPT*189*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 371NHP 3SB,9*cf*,GS173,HS6201 D.Rowan&Co.Gls.	27 ″ 6 s 3 ″ 8¾ 24 ″ 0	
27722 3551 PJAK	**Lucita** TwinSc *ss*Cco.No.3–12,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2604 1715 1136	✠100A1 8,41 ~~10,40~~ ~~BS12,39~~ ✠ *CarryingPetr* *Fitted for oil*	~~Sou~~ Cff BS8 41 LMC12,38 *oleum* *fuel*10	*t* *in* ,26	CL P12,38 S10,40 *bulk* *F.P. a*	1926 11mo *Lloyd* *bove* 1	Cant.Nav. Triestino Monfalcone '*sA&CP* 50° F.	N.V.Curacaosche ScheepvartMaats.	305·0 Q89'*Trunk dk*187' F29' FK	50·2	15·1	Wllemstad Dutch 9*BHptCem* *APT*84*t*	T.6Cy.12¾",20½"&33⅞"–24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*, HS4168 FD RotterdamD.D.Co.Rot.	15 ″ 0 s1 ″ 6¾ 13 ″ 7	
27723 170140	**Lucius W. Robinson** *Mchy.Aft* Sub.Sig. 1*Dk*	1914 1680 1142					1912	Detroit S.B.Co. Wyandotte	HallCorporation ofCanada	247·5 F38' *WB*	43·0	18·7	Montreal British	T.3Cy.18",29"&48"–40" 146NHP DetroitS.B.Co.Detroit		R
27724 171307 VQYZ	**Lucky** (*ex*Loke–37) *ss*Skm.No.3–1,26 *ss*Skm.No.2–34 *Well deck* 1*Dk*(*Stl*)&*deep framing* Sailing as "CASTILLO BENISANO"	1201 1014 714	✠ 10,37 ✠	Ant	*o*		1905 5mo	Cmpbltwn S.B.Co. Campbeltwn	ToussiShppgCo. Ld.(A.Avgherino, *Mgr.*) *CellDBa*54	230·1 Q80'B57'F29' FK *uE&B*37' *f*100'300*t*	34·4	16·0	Gibraltar British 4*BHCem* *APT*90*t*	T.3Cy.18",27½"&45"–33" 128NHP 2SB,4*cf*,GS73,HS2100 J.G.Kincaid&Co.Greenock	18 ″ 3	
27725 507 IBIN	**Lucrino** (*ex*Afghanistan–38, *ex*Aberdeen) *ss*Shl.No.3–8,30 *ss*Shl.No.1–35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*	5536 5354 3483	✠ … 4,39 ✠	Shl	*y*		1917 7mo	Sunderlnd S.B.Co.Ld. Sunderland	A.Lauro *CellD*	385·0 397·0(O.L.) *B*338' 1084*t FPT*87*t*	53·0	32·4 24·3 FK	Naples Italian 6*BHCem* *APT*115*t*	T.3Cy.25",42"&69"–48" NDB37 371NHP 2SB,6*cf*,GS141,HS5892 N.E.MarineEng.Co.Ld.Sld	34 ″ 8	I †
27726 161132 GRNZ	**Luculus** *OilEng* *ss*Nwc.No.2–37 *Mchy.Aft* 2*Dks*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	6546 6108 3925	✠100A1 11,41 ~~1,44~~ Examined 11,41 11,41 DBS~~5,41~~ *CarryingPet*	~~Nwc~~ NYk ✠LMC5,37 *roleum*	*a*† *in*	CL 4,40 *bulk*	1929 12mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP* *CellDBuE*	LucigenS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) 47'132*tDTf*36'410	430·5 P110'B34'F44' FK *tFPT*149*tAPT*91*t*	56·6	32·9	Liverpool British 17*BHptCem* (11 *to U dk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 749NHP 2DB120*lb* WllsndSlpwy Co.Ld.Nwc.	32 ″ 9 s 6 ″ 2 26 ″ 10¼	
27727 231610 WOAQ	**Lucy** *CarryingPetroleuminbulk* *OilEng.* *Mchy.Aft* 1*Dk* D.F. *Longitudinal framing*	382 322 228					1932	BrewerDry DockCo. StatenIsland, N.Y.	TankerLucyCorp.	138·3	26·0	11·5	Boston Utd.States	Oil Engines 4S.C.SA 6Cy.13"–19" 99NHP Ingersoll-RandCo. Toledo,O		
27728 145021 GPGQ	**Lucy Borchardt** (*ex*Saturn–37, *ex*Rolandseck–32,*ex*Brocklane,*ex* Florenz) 2*Dks*	1850 1728 1145					1905	Flensburgr Schiffsb.Ges. Flensburg	FairplayTowage &ShippingCo.Ld. (Commonwealth SteamTugCo.Ld.)	269·5 E73'	37·7	20·6	London British *WB*	T.3Cy.20$\frac{7}{16}$",33½"&55$\frac{13}{16}$"– 37⅜" 190NHP FlensburgerSchiffsb.Ges.	23 ″ 0	G
27729 DHPI	**Lucy Essberger** (*ex*Petroleum) *Mchy.Aft* *CarryingPetroleum in bulk* 2*Dks*	881 558 362					1911	Kjöbnhvns Flydk.&Skbs Copenhagen	JohnT.Essberger	175·4	37·4	13·9	Hamburg German *WB*	T.3Cy.15",24½"&40"–27" 83NHP KjbnhvnsFlydk.&Skbsv.		
27730 220441 WUAL	**Ludington** Ⓟ (*ex*JamesOtis) 1*Dk*&*Shelter dk* GyC. *Longitudinal framing* *Fitted for oil fuel*	8266 — 6189	✠ … 9,20				1920 7mo	ThePusey &JonesCo. Gloucester, N.J.	UnitedStates Maritime Commission	439·6 P41'B134'F46'*on* *Shelter dk* FK	60·2	33·7	NewYork Utd. States *WB*	DRgeared steam turbine 627NHP DeLavalSteamTurbineCo. Trenton,N.J.	36 ″ 8	
27731 DHXY	**Ludolf Oldendorff** (*ex*Tractor–37, *ex*FordsonI,*ex*MaxBernstein, *ex*Wethersfield, 1*Dk* *ex*Westmount) D.F.	1953 1759 1122					1903	G.S.Swan& Hunter,Ld. Newcastle	EgonOldendorff	247·6 F27'	42·0	20·5	Lübeck German *WB*	T.3Cy.21",35"&58"–39" 210NHP N.E.MarineEngCoLd.Nwc		G
27732 4877 SGNR	**Ludvig Kollberg** *ss*Got.2ndNo.3–8,33 *ss*Got.No.1–37 *Well deck* 1*Dk*(*Stl*) *Now* "Gripen," *see No.* 36771 *in Supplement*	*564* *379* *241*	✠100A1 5,41 ~~5,40~~ BS~~5,40~~ 5,41	Got ✠LMC6,37	*h*	OG 3,39	1908 7mo *Lloyd*	Göteborgs M.V.Aktieb. Gothenburg '*sA&CP*	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*) *DBa*	165·2 176·4(O.L.) Q72'P14'B13'F16' BK7" 35' *uE*14' 52*t FPT*	27·0	11·6	Gothenbrg Swedish 4*BHCem* 39*tAPT*16*t*	T.3Cy.14$\frac{3}{16}$",22$\frac{7}{16}$"&39"–23⅝" 190lb 90*lb* (*s*) 91NHP 1SB,2*cf*,GS38,HS1526 GöteborgsMV.Aktieb.Got	12 ″ 5 s 4 ″ 2¼ 12 ″ 6¼	
27733 DHFQ	**Ludwig** (*ex*Irmgard) Sub.Sig. 1*Dk*	1065 835 623					1920	Schiffsw(v. J.&Sch.)A.G. Hamburg	MathiesReed.K.G.	243·6 Q97'B90'F25' len23	32·0	13·2	Hamburg German *WB*	T.3Cy.16$\frac{9}{10}$",27"&43$\frac{3}{10}$"–33½" 108NHP Gall&Seitz,Hamburg		G
27734 7654 SGNO	— (*ex*Elisabet) 1*Dk*	*599* *444* *283*					1909	Nüscke& Co. Stettin	RederiA/B Egon (S.M.Stjerna, *Mgr.*)	170·8 Q50'B43'F20'H43*t*	30·1	11·0	Malmö Swedish *WB*	T.3Cy.13",21"&33"–22" Christiansen& 51NHP Meyer,Harburg		V
27735 DHGO	— (*ex*Erica–34) 1*Dk*	301 239 128					1911	Stettiner Oderwerke Stettin	Sartori&Berger	128·6 B29'F18'	22·7	11·0	Kiel German *WB*	C.2Cy.15$\frac{7}{10}$"&27⅗"–15$\frac{7}{10}$" 25NHP StettinerOderwerke		G
27736 UOBP	**Luga** (*ex*Irmgard–32) Sub.Sig. 1*Dk*	2329 2011 1350					1922	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	296·3 P243'F36'	42·8	19·6	Leningrad Russian *WB*	2 steam turbinesDRgeared to 1 Sc. Shaft GermaniaWerft,Kiel		
27737 374 IBVJ	**Luigi** (*ex*Modemi,*ex*Modica) D.F. 1*Dk*	4283 4033 2554					1920	Fredrkstad Mek.Værks. Fredrikstad	Angelo Scinicariello	383·2 372·1 P118*t*H159*t*	52·1	25·9	Naples Italian *WB*	T.3Cy.23",38½"&65"–42" NE26 271NHP N.E.MarineEngCoLd.Nwc		I
27738 1069 IPPU	— Aux4MstSr (*ex*Bertha,*ex*Carmen, *OilEng.* *ex*MargaretheWitte, *ss*Hav.No.2–13 *ex*SailingVessel,*ex*Margarethe 1*Dk* Gertrude,*ex*Weert,*ex*Henning) (*See Sailing Ship Register*)	433 375 345	✠ 1,18	Hav	*j*		1904 12mo	Klippans Varfs.Akt. Gothenburg	Dani&C.	166·5 164·2 P26'	28·9	11·4 BK7"	Genoa Italian 1*BHCem*	Oil Engines 4S.C.SA 4Cy.11"–17¾" 46NHP *Emade&fitted*25 GasMfbkDeutzKölnDeutz	12 ″ 0	I †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27739 1751 IPQJ	**Luigi Martini** (*ex*Seraphicus-34, *ex*Catania) 1*Dk* *Mchy.Aft*	874 — 706					1926	FlliBiriaco Catania	"C.I.CO.MA."Cia. ItalianaComm. Marittima(Piero& MarioMartini)	204·4 196·8 F14′	29·9	15·9	Genoa Italian *WB*	T.3Cy.13″,20⅞″&36⅜″-27½″ 70NHP FlliBiriaco,Catania		I
27740 2082 IBJT	**Luigi Razza** (*ex*Penmorvah-36) *ss*Cff.No.3-5,27 D.F. *ss*Cff.No.2-36 1*Dk*(*Stl*)	4334 3966 2671	✠ ... 6,39 ✠	Gen	*x*		1913 10mo	W.Gray& Co.Ld. WHartlepool	Soc.Anon.Cooper- ativa diNav. "Garibaldi" *CellDBa&uE*145′*f*	365·2 377·2(O.L.) P25′B106′F36′ FK 159′966*t FPT*110*t A*	50·8	26·0	Genoa Italian 6*BHCem* *PT*109*t*	T.3Cy.24⅞″,41″&68″-48″ 371NHP 2SB,8*cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4	I †
27741 24 IPQM	**Luigi Rizzo** Ⓟ 1*Dk*	382 283 147					1929	Cant.Nav. Riuniti Ancona	"Eolia"Soc.Anon. diNav.	172·0 157·0 F33′	25·6	12·6	Messina Italian	T3Cy16¼″24 3/16″&39⅜″-27 9/16″ 81NHP Cant.Nav.Riuniti,Ancona		I
27742 631 IPRE	**Luigia Garrè** Aux3MstSr (*ex*Mornar,*ex*Rozetta) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	354 315 266					1918	Gebr.G.& H.Bodewes Martenshoek	RiccardoGarrè fu F.	141·0 131·8	25·3	11·7	Viareggio Italian	Oil Engines 4S.C.SA 6Cy 8¼″-12⅝″ NE33 40NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
27743 EAFU	**Luis Adaro** (*ex*Wenceslao, *ex*Somerhill) *ss*Bbo.2ndNo.3-1,14 *ss*Cdz.No.2-22 *Well deck* 1*Dk*(*Stl*)&*Webframes*	2285 — 1374	✠ 9,27 ✠	Bbo	*s*		1888 1mo	Richardson Duck&Co. Stockton	Gumersindo Junquera *CellD*	273·2 P30′Q82′B114′F30′ BK10″ *B*236′466*tAPT*14*t*	37·7	21·9	Gijon Spanish 5*BHptAsp* *ptCem*	T.3Cy.21½″,35½″&58½″-39″ 217NHP 2SB,6*cf*,GS85,HS3301 Blair&Co.Ld.Stockton	22 ″ 1	
27744 EAGB	**Luis Caso de los Cobos** (*ex*Chivichiaga) *ss*Bbo.No.2-28 *Mchy.Aft* 1*Dk* *Longitudinal framing inDB*	2493 1950 1477	✠ ... 1,33 ✠				1919 11mo	Soc.Espan- ola deConstr. Naval Bilbao	CementosFradera S.A.	269·0 P74′B26′F34′ FK	40·0	20·7	Aviles Spanish *WB*	2 SteamTurbinesSRgeared to1 Sc. Shaft 192NHP 2SB,4*cf*,GS80,HS3132 Soc.Española deConstr. Naval,Ferrol	23 ″ 1	
27745 2058 IPRT	**Luisa** (*ex*SantaCruz-35) 1*Dk*&*Spar dk*	1483 1337 906					1905	Fredrkstad Mek.Værks. Fredrikstad	Dani&C.	246·9 237·7 B77*t*H54*t*	35·2	19·6	Genoa Italian *WB*	T.3Cy.17″,30″&49″-33″ 138NHP FredrikstadM.V.Frdstad		I
27746 DHYA	**Luise Bornhofen** (*ex*Traunstein-39, *ss*Sou.No.3-8,17 *ex*Siptah,*ex* D.F. *ss*Sld.No.2-25 Shahristan) 1*Dk*&*Spardk*&*deepframing*	2860 2607 1763	✠ ... 3,30 ✠				1906 8mo	ClydeS.B. &E.Co.Ld. PortGlasgow	RobertBornhofen	330·2 P25′B84′F34′ 22·4 FK	43·2	14·4	Hamburg German *WB*	T.3Cy.23¾″,40″&65″-42″ 354NHP ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 9	C †
27747 DJWK	**Luise Leonhardt** (*ex*Siltonhall-38) *ss*Hpl.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4816 4374 2816	✠ 3,39 ✠	Ham	*z*		1932 9mo	W.Gray& Co.Ld. WHartlepool	Leonhardt& Blumberg *CellDB*358″1143*t* *DTa*28′1076*t*	408·7 F35′ FK *FPT*170*tAPT*152*t*	54·8	25·0	Hamburg German 7*BHCem* (*Coll toSh dk* 6 „ 2*nd* „)	Q4Cy20″,25½″,41½″&61″-48″ 467NHP 3SB(Spt)9*cf*,GS144,HS6811 Cen Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	27 ″ 7	
27748 1293 IBST	**Luisiano** (*ex*Baytown,*ex*Reginolite) *ss*Gen.No.2-25 1*Dk*&*Webframes* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk*	2552 2063 1322	✠ ... 5,30 ✠				1917 10mo	TheColl- ingwoodS.B. Co.Ld. Collingwood	Ditta G.M.Barbagelata	255·9 250·0 P73′F35′ FK	43·6	23·4	Genoa Italian *WB*	T.3Cy.18″,30″&50″-36″ 211NHP CollingwoodS.B.Co.Ld.	25 ″ 0	I †
27749 6851 SHBA	**Luleå** TwinSc *OilEng.* *ss*Got.No.3-3,35 *ss*Got.No.1-38 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	5611 5223 2819	✠100A1 *Shelter dk* *withfreeboard* 9,41~~2,41~~ ✠LMC CS3,39 DBS~~1,38~~8,41 5,38	Got	*y*	OG ~~2,41~~ 8,41	1922 9mo	A.B.Göta- verken Gothenburg A&CP	Trafikaktieb. Grängesberg- Oxelösund (M.Waldenström, *Mgr.*) *CellDb* *DTf*68′730*tDT*	393·7 F40′*onShelterdk* FK *Collision* *uE*32′*f*105′651*t* *a*103′ 1225*t FPT*58	53·4	30·9	Stockholm Swedish *pt Cem* *BH to Sh dk* 6 „ „ *U* „ *tAPT*155*t*	Oil Engines 4S.C.SA 12Cy.23 3/16″-35 7/16″ 629NHP DB*100lb* A.B.Götaverken,Got.	34 ″ 1 s 8 ″ 0 26 ″ 3¼	
27750	— Ⓟ Iron (*ex*Skandia) 2*Dks*&*Shelter dk*	627 351 440					1872	Bergsunds Mek.Verkst. Stockholm		165·5 H40*t*	25·0	12·9 20·1	German	T.3Cy.13⅜″21¼″&35 13/16″-25⅞″ NE02 65NHP QvillebäckensM.V.Got.		
27751 167631 GMKG	**Lulworth Hill** D.F. *CruiserStern* 2*Dks* *Longitudinal framing at bottom & at decks* "*Arcform*"	7628 7217 5595	✠100A1 *withfreeboard* 8,41 ~~9,40~~ ✠LMC9,40 *Fitted for oil fuel* 9,40 *F.P. above* 150° F.	~~PGl~~ Mtl	*a*† 2	CL	1940 9mo *Lloyd's A&CP*	Wm.Ham- ilton&Co.Ld. PortGlasgow	DorsetS.S.Co.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*) *4 divisional WTBHs in 'tween dk* *1 Intermediate BHdispensed with*	421·1 434·5(O.L.) FK	60·4	35·8	London British 6*BHptCem* (*Coll to Wdk* 5 „ 2*nd* „) *CellDB*353′	T.3Cy.24″,39″&68″-48″ (*s*) 225lb 520NHP HS7643 FD 2SB(Spt),1AuxSB,8*cf*, D.Rowan&Co.Ld.Gls. 1105*tFPT*148*tAPT*336*t*	38 ″ 3 s 10 ″ 3 28 ″ 2½	
27752 CQAV	**Lumane** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	854 753 450	✠100A1 *withfreeboard* 11,39 ✠LMC4,39	LMq	*j*		1939 4mo *Lloyd's A&CP*	NVSchpsw "DeMer- wede"v/h van Vliet&Co. Hardinxveld	EmprezadoLim- popoA.Couto,Ltda. *CellD*	181·5 190·6(O.L.) B40′ FK *B*134′ 168*t FPT*39*t*	30·5	16·8	Lourenco Marques Portuguese 5*BHCem* *APT*40*t*	Oil Engines 4S.C.SA 12Cy.11″-17 11/16″ 142NHP Klöckner-Humboldt- Deutz,A.G.Köln-Deutz.	11 ″ 6 s 1 ″ 0¼ 10 ″ 6¾	
27753 217424 WMEO	**Lumberlady** (*ex*Lumberman-40, *ex*F.A.Warner, 1*Dk* *ex*Cottonplant) D.F. *Fitted for oil fuel* *Mchy.Aft*	2333 1855 1389					1918	Gt.Lakes Eng.Works Ecorse,Mich.	Owens-Parks LumberCo.	253·4 P75′F25′	43·7	24·5	Ls. Angeles Utd. States *WB*	T.3Cy.21″,34½″&57″-42″ 211NHP Gt.LakesEng.Wks.Detroit		R
27754 147327 GLQM	**Lumen** TwinSc *OilEng.* *ss*Nwc.No.3-7,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6483 5834 4455	✠100A1 6,40 6,41 DBS~~11,39~~ ✠LMC8,37 *Carrying Petroleum in bulk*	Bdx	*a*†	CL PN 11,39 s11,39	1925 9mo *Lloyd's A&CP*	J.Brown& Co.Ld. Clydebank	H.E.Moss&Co.'s Tankers,Ld.(H.E. Moss&Co.*Mgrs.*) *CellDB*	420·1 P95′B35′F47′ FK *uE*58′232*t DT*34′ 3	54·4	32·8	Liverpool British 18*BHptCem* 12 „ *to U dk* 88*tFPT*195*t*	Oil Engines 2S.C.SA 8Cy.23⅝″-41¾″ 776NHP 2DB*120lb* J.Brown&Co.Ld. *APT*177*t*	32 ″ 8 s 6 ″ 1¾ 26 ″ 9	
27755 149637 GLVF	**Luminetta** *ss*Nwc.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6159 5645 3690	✠100A1 1,42 7,40 Examined ~~7,40~~ 7,41 ~~BS12,40~~ ✠LMC11,34 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,27 *F.P. above* 150° F. BS1,42	NYk Mch	*a*†	CL 7.40	1927 9mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	AstrakhanS.S. Co.Ld.(H.E.Moss &Co.*Mgrs.*) *CellDBuE&* *B*74′150*tDT*	420·5 P109′B34′F41′ FK *f*34′ 467*t FPT*111*t*	54·5	32·5	Liverpool British 18*BHptCem* 5 *to* 2*nd dk* *APT*138*t*	T.3Cy.25¼″43½″&75″-51″(*s*) 220lb *120lb* 545NHP 3SB(Spt),9*cf*,GS166, HS7281 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s 6 ″ 0¼ 26 ″ 11	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres ou coté, si ce n'est dans le L. R. Durée. Cert. R. of Trade.
27756 DOGH	**Lumme** Sub.Sig. *CruiserStern* 1*Dk* D.F.	1730 1392 757					1928	Frerichs-werftA.G. Einswarden	ArgoReederei RichardAdler &Co.	275·5	42·2	15·5	Bremen German *WB*	T.3Cy.$21\frac{3}{4}$",$33\frac{7}{8}$"&$55\frac{1}{8}$"–$39\frac{3}{8}$" &1 LP turbine A.Borsig 242NHP G.m.b.H.Berlin-Tegel		G
27757 PFPV	**Luna** *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 2*Dks*	1456 1181 855					1922	H.Te. Veldhuis Papendrecht	West-Indische Scheepv.Maats.	265·9	39·2	14·8	Amstrdam Dutch *WB*	T.3Cy.20",31"&50"–36" N.V.Mach. 150NHP J.&K.Smit,Kinderdijk		V
27758 DOUV	— Ⓟ **TwinSc** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1125 843 571					1938	Schiffb.Ges "Unterweser" A.G. Weser-munde-L.	Dampfschiffahrts Ges.Neptun	234·9 P125'F22'	34·7	13·4	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.$11\frac{1}{4}$"–$16\frac{9}{16}$" 147NHP Maschinenfbrk Augsburg-NürnbergA.G.Augsburg		G
27759 UPLQ	**Lunacharski** (*ex*Leeghwater-35, *ex*Eemdijk) *ss*Rot.No.3-5,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3618 3292 2193	✠ ... 8,36 ✠	Rot	*w*		1922 3mo	NVBurger-hout'sMschfb &Scheepswft. Rotterdam	U.S.S.R. *CellDB*308'978*t*	360·2 FK *FPT*63*tAPT*73*t*	50·3	21·8	Odessa Russian *Asp* *Collision BHto Sdk* 5 ,, ,, *U* ,,	T.3Cy.$25\frac{9}{16}$",$41\frac{5}{16}$"&$66\frac{15}{16}$"–$15\frac{1}{4}$" 345NHP 3SB,*9cf*,GS150,HS5565 Burgerhout'sMchf&Schpv	24 ″ 6	
27760 124459 MCYX	**Lunan** (*ex*Inchbrayock) **3Mst** *Mchy.Aft* 1*Dk*	363 276 161					1909	Montrose S.B.Co. Montrose	Osborn&Wallis, Ld.	140·2 Q54'F27'	23·7	11·0	Bristol British *WB*	C.2Cy.17"&36"–24" 60RHP W.V.V.Lidgerwood,Gls.		C
27761 OZEE	**Lundby** (*ex*Saga) *OilEng.* Now "Pink Star," see No. 38069 in Supplement D.F. *CruiserStern* 1*Dk*	4150 3703 2506					1926	A/B Ore-sundsvarvet Landskrona	A/S Motortramp (A.Reimann, *Mgr.*)	357·0 P123*t* H202*t*F22*t*	51·3	25·4	Kallehave Danish *WB*	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 391NHP A/B Götaverken,Got.		N
27762 DHPS	**Lüneburg** (*ex*CityofSydney, *ex*Freiberg) *ss*Lon.No.3-6,21 *ss*Ham.No.2-30 2*Dks*(*Stl*)&*3rd dk* D.F. *Well deck* *inNo.1hold only*	5828 5436 3668	✠ ... 6,33 ✠	Ham			1914 4mo	J.C.Teck-lenborgA.G Weser-münde-G.	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *Cell*	451·1 P&B381'F51' FK *DB a* 146'*uE&B*71'	57·2	27·0	Hamburg German 9*BHCem* *f*190'1453*t*	T.3Cy.$29\frac{15}{16}$"$48\frac{13}{16}$"&$80\frac{3}{4}$"–$55\frac{1}{8}$" &LP turbine with DR gearing&hydraulic coupling 872NHP 4SB,*12cf*,GS258,HS11192 J.C.TecklenborgA.G.Wsm	29 ″ 8	G †
27763 XNBH	**Lung Shun** Ⓟ (*ex*MitakeMaru, *ex*Vita) 1*Dk*&*Awng dk*	921 — 536	✠ 6,90 ✠	Cly	*j*		1890 6mo	AilsaS.B. Co. Troon	TaTungHsingS.S. Co.	200·0 19·3 BK$7\frac{1}{2}$"	29·0	12·1	Newch-wang Chinese 4*BHCem*	T.3Cy.17",27"&44"–30" 130NHP 1DB,*4cf*,GS78,HS2304 Dunsmuir&Jackson,Gls.		
27764 149640 GNFM	**Lunula** *ss*Nwc.No.2-34 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	6363 5857 3776	✠100A1 1,41 Examined 4,40 ✠LMC9,34 MBS4,40 DBS1,41 *CarryingPetroleum in bulk* *Fitted for oil fuel*10,27 *F.P. above* 150°F.	Bkn	*a*†	CL N9,40	1927 10mo	W.Hamil-ton&Co. PortGlasgow *Lloyd's*A&CP	AralS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) *CellDBuE&B*48'	420·0 P108'B34'F47' FK 130*t DTf*38'483*t* F	54·4	32·5	Liverpool British 18*BHptCem* (14 *to U dk* 4 ,, *2nd*,,) *PT*230*t AP*	T.3Cy.$25\frac{1}{4}$",$43\frac{1}{2}$"&75"–51" 220lb *120lb* (*s*) 544NHP 3SB(Spt),*9cf*,GS169, HS7269 FD D.Rowan&Co.Ld.Glasgow *T*115*t*	32 ″ 8 s 6 ″ $0\frac{1}{2}$ 26 ″ $10\frac{1}{4}$	
27765 6955 SFNT	**Luossa** **TwinSc** *OilEng.* *ss*Mmo.No.3-6,35 *ss*Got.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern* *Cargo battens not fitted*	5578 5223 2824	✠100A1 *Shelter dk* *withfreeboard* ~~6,41 1,40~~ 10,41 ✠LMC CS12,39 DBS~~8,40~~6,41 5,39	~~Got~~ Lkr	*y*	OG ~~12,39~~ 6,41	1923 3mo	A.B.Göta-verken Gothenburg A&CP	Trafikaktiebolaget Grängesberg- Oxelösund(M.Waldenström,*Mgr.*) *Cell DBuE* 32'*f*105' 68'730*tDTa*	393·6 F40'*onShelter* FK *dk* *Collision* 651*tDTf* 103' 1225*t FPT*58*t*	53·4	30·9	Stockholm Swedish *ptCem* *nBHtoShdk* 6 ,, ,, *U* ,, *APT*155*t*	Oil Engines 4S.C.SA 12Cy.$23\frac{3}{16}$"–$35\frac{7}{16}$" DB-*100lb* 629NHP A.B.Götaverken,Got.	34 ″ 1 s 8 ″ 1 26 ″ $2\frac{1}{4}$	
27766 245 IPSF	**Lupa** (*ex*Welf-38,*ex*Donau-32, **Comp** *ex*Saalfeld,*ex*Trude,*ex*Henny, *OilEng.* *ex*Brage) 1*Dk*	349 292 191					1918	Varfs.& Rederi A/BBrage Norrköping	G.G.Vajo	135·5 P30'F12'	25·9	11·2	Leghorn Italian	Oil Engines 4S.C.SA 4Cy.$10\frac{3}{8}$"–13" NE27 42NHP Starke&Hoffmann, Hirschberg		IV
27767 231979 KIEK	**Lurline** Ⓟ **TwinSc** *ss*SFo.No.1-37 *Ref.Mchy.* 4*Dks*(*Stl*)5*th dk*(*Stl*) *in forward hold*&*Web frames* D.F. GyC. E.S.D. *Cruiser Stern* *Platform deck in No.2 hold*	18163 — 10300	100A1 *withfreeboard* ~~5,41 11,40~~4,42 ~~MS12,38~~ BS11,41 ~~BS11,40~~ LMC~~12,35~~ *Fitted for oil fuel* 12,32 *F.P. above* 150° F.	SFo		CL ~~12,38~~ N4,42	1932 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	MatsonNav.Co. *CellDB*514'3308*t* *tun*	604·0 B410'F60' FK *Tanks in way of* *nels*1081*t FPT*178*t*	79·3	30·5	S.Frncisco Utd.States 11*BH Asp* *APT*161*t*	6 steam turbines SR geared to 2 Sc. Shafts 5363NHP 12 WaterTubeBoilers(Spt) 400lb HS53520 (*s*) FD BethlehemS.B.Corp.Ld. Quincy,Mass.	44 ″ 6 s 16 ″ $6\frac{1}{2}$ 28 ″ $2\frac{3}{4}$	
27768 217293 WPUE	**Lurline Burns** (*ex*Caddopeak-37) 1*Dk* *Fitted for oil fuel*	2865 — 1769					1918	Albina E.&M.Wrks Astoria,Or.	BurnsS.S.Co.	289·0	44·1	19·2	S.Frncisco Utd.States *WB*	T.3Cy.$22\frac{1}{8}$",$36\frac{15}{16}$"&60"–42" AlbinaEng.& 233NHP Mach.Wks.Astoria,Or.		R
27769 CSMN	**Lusitania 3°** **WoodAuxSr** (*ex*Luzitania-33) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	315 294 236					1919	J.daSilva Lapa, VillaNova de Goya	"Lusitania" Cia.Portuguesa dePesca	128·1	30·5	12·8	Figueira daFoz Portuguese	Oil Engines 4S.C.SA 4Cy.$7\frac{7}{8}$"–$10\frac{1}{4}$" NE33 24NHP SulzerBros.Winterthur		
27770 CSBD	**Luso** (*ex*Machico,*ex*Colmar) *ss*Lis.2ndNo.3-12,37 *Well deck* 2*Dks*(*Stl*)&*lowerdk in forehold*	6207 5728 3898	✠100A1 ~~7,41 1,41~~3,42 BS~~3,41~~ 2,42 ✠LMC12,37	Lis	*c*†	CL ~~6,39~~ 3,42	1912 9mo	Akt.Ges. "Neptun" Rostock *Lloyd's*A&CP	Soc.Geral deCommercioIndustria e Transportes,Ltda. *Cell*	459·9 P&B382'F57' FK *DBa* 140'*uE & B*72'	58·1	26·9	Lisbon Portuguese 9*BHCem* *f*194'1600*t*	T.3Cy.28",$47\frac{1}{4}$"&$77\frac{3}{16}$"–54" 213lb *120lb* (*s*) 617NHP 3SB,*9cf*,GS186,HS8405 FD A.G."Neptun,"Rostock	29 ″ 10 s 4 ″ 7 25 ″ $6\frac{1}{4}$	
27771 FNCV	**Lussac** (*ex*Rheinland) D.F. 1*Dk*	1586 — 864					1922	Nordd. Union WerkeA.G Tönning	Worms&Co.	251·3 P&B186'F30'	39·8	17·6	Havre French	T.3Cy.$19\frac{7}{10}$",$31\frac{1}{2}$"&$49\frac{1}{2}$"–$31\frac{1}{2}$" 136NHP Waggon-u.Maschinenb. A.G.Görlitz		V
27772 27705 JTOD	**Lusyan Maru** Ⓟ *ss*Shi.No.3-12,32 2*Dks*(*Stl*–*U* ws)	2531 1968 1507	✠ ... 6,34 ✠	Shi	*s*		1920 12mo	Uraga DockCo.Ld. Uraga	ToaKaiunK.K. *CellDB*230'580*t*	284·5 P37'B100'F36' FK *DT*18'208*t FPT*39*t*	42·6	23·0	Tokyo Japanese 4*BHCem* *APT*15*t*	T.3Cy.21",35"&58"–39" 303NHP 2SB,*6cf*,GS99,HS4370 UragaDockCo.Ld.Uraga	23 ″ 2	
27773 145642 VJSX	**Lutana** (*ex*Machado) *ss*Mel.No.3-5,41 ~~*ss*Mel.No.3-11,34~~ ~~*ss*Mel.No.1-38~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	918 686 542	✠100A1 5,41~~9,40~~ ~~BS9,40~~ ✠LMC~~9,38~~ 5,41	Mel	*m*	OG ~~9,39~~ 3,41	1922 3mo	E.J.Smit& Zoon Westerbroek *Lloyd's*A&CP	W.Holyman& SonsProprietary, Ld. *CellDB*169'258*t*	206·7 217·5(O.L.) FK Q71'B49'F24' *FPT*42*tAPT*20*t*	32·1 *33·3*	13·4	Melbourne British 4*BHCem*	T.3Cy ~~15"~~,$23\frac{1}{4}$"&$39\frac{3}{8}$"–$23\frac{5}{8}$" 185lb *14"* (*s*) 77RHP 2SB,*4cf*,GS59,HS1938 E.J.Smit&Zoon,Hgznd.	15 ″ 5 s 1 ″ $0\frac{3}{4}$ 14 ″ 6	

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27774	**Lütjehörn** (*ex*Balboa-39, *ex*Allegro-37, *ex*Hemland, *ex*Midas) Iron *ss*Got.4thNo.3-3,30 *ss*Ham.No.2-38 1*Dk*(*Irn*)2*trB*	*1953* *1667* *1149*	✠ 1,39 ✠	Ham	*r*		1883 5mo	T.&W. Smith N.Shields	Hansegesellschaft Aschpurwis& Veltjens	276·0 P29'B64'F29' FK *DBa*82'*f*28'&*uE*& 297*tFPT*24*t*	36·7	21·2	Hamburg German 4*BHCem* *B*40' *APT*17*t*	T.3Cy.19½",32"&56"-40" 180NHP 1SB,3*cf*,GS60,HS2417 *Tpd*03 LindholmnsMVGot	22 〃 6	
27775 LJQD	**Lutz** (*ex*Martinique-37,*ex*Ninna-35) 1*Dk* D.F. *Fitted for oil fuel* *Cruiser Stern*	1416 1232 790					1933	Helsingörs Jernsk&Msk. Elsinore	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	263·6 P198'F34'	39·8	15·8	Oslo Norwegian *WB*	C.4Cy.(2)14¾"(2)31½"-31½"&LP turbine 192NHP HS2520 HelsingörsJernsk.&Mskb.		VL
27776 DIUN	**Luvsee** (*ex*ElsaKöppen-32, *ex*Westsee,*ex*Darius, *ex*Earlswood) *ss*Shl.No.3-10,11 *ss*Bry.No.2-19 1*Dk*&*deep framing*	2373 2203 1448	✠ … 2,24 ✠				1898 10mo	R.Craggs& Sons Middlesbro'	W.Schuchmann	298·5 P27'B58'F33' FK	43·3	20·3	Brmrhavn German *WB*	T.3Cy.23⅛",36½"&61"-42" 245NHP SirC.Furness,Westgarth& Co.Ld.Mdb.	23 〃 0	G †
27777 147888 GKFJ	**Luxmi** Ⓟ *OilEng.* *ss*Cal.No.3-2,36 1*Dk*(*Stl*)&*Sh dk*(*Stl*-ws) *ss*Cal.No.1-40 *Tonnage opening closed*'42(*W.E.*)	4148 3607 2537	✠100A1 *with freeboard* ~~2,4~~112,41 DBS3,42 ✠LMC1,40 ✠LMO(M)12,41	Cal	*x*	CL 2,41	1924 3mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP* *CellDB*309'	BankLine,Ld.(A. Weir&Co.*Mgrs.*) 1121*tMT*1140*tFP*	370·0 F37' FK *T*128*tAPT*95*t*	48·2	25·6	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ „ 2*nd* „	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.)	~~28 〃 0~~ ~~s 2 〃 11¾~~ ~~25 〃 2~~ 36 〃 0 s10〃2½ 26 〃 2	
27778 161141 GSKJ	**Luxor** *OilEng.* D.F. *ss*Nwc.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6554 6108 3926	*Carrying vegetable oil in deep tank* ✠100A1 ~~3,41~~12,41 ✠LMC CS4,39 DBS3,41 2,39 *Carrying Petroleum in bulk*	~~Sws~~ Lon	*a*†	CL 2,41	1930 2mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP* *CellDBuE*47'13	H.E.Moss&Co's. Tankers,Ld. (H.E.Moss&Co. *Mgrs.*)	430·5 P110'B34'F44' FK 2*tDTf*36'410*tFPT*	56·6	32·9	Liverpool British 17*BHptCem* (11 *to U dk* 6 „ 2*nd* „) 149*tAPT*91*t*	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 749NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	32 〃 9 s 6 〃 2 26〃10¼	
27779 KZAL	**Luzon** Ⓟ (*ex*Yazoo,*ex*Marudu) 1*Dk*	1679 — 892					1905	Schiffsw. v. HenryKoch Lübeck	Cia.Maritima (FernandezHnos, Inc.*Mgrs.*)	260·8 P33'B93'F36'	37·2	16·1	Manila Utd.States *WB*	T.3Cy.21½",33½"&55"-33½" 175NHP J.F.Ahrens,Altona		
27780 SPBT	**Lwow** D.F. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	*1409* *1085* *687*					1932	Helsingörs Jernsk&Msk. Elsinore	PolishBritishS.S. Co.Ld.(PolishS.S. Agency,Ld.*Mgrs.*)	264·3	39·4	15·2	Gdynia Polish *WB*	C.4Cy.(2)16½"&(2)35½"-35½" 125NHP HelsingörsJernsk.&Mskb.		V
27781 135467 GRPV	**Lycaon** Ⓟ D.F. 2*Dks*	7350 6304 4645					1913	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	455·3 P53'B162'F60'	56·3	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"-60" 572NHP N.E.MarineEng.CoLdNwc		BT till 10,41
27782 LCUA	**Lyder Sagen** (*ex*LavalCounty, *ex*Storborg,*ex*MeichuMaru) *ss*Bgn.No.1-23 D.F. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	3944 3615 2390	✠ … 7,26 ✠				1918 11mo	OsakaIron Works,Ld. Osaka	ÖrvigsDampskslsk A/S(A.M.Wik, *Mgr.*)	345·0 P30'B99'F34'*on Shelter dk*	49·8	28·1	Bergen Norwegian *WB*	T.3Cy.24",41"&67"-48" 390NHP OsakaIronWrks.Ld.Osaka	28 〃 2	N †
27783 PUXC	**Lydia M.** (*ex*CarloVictoria, *ex*KingJohn) *ss*Sws.No.3-8,18 *ss*Cff.No.1-23 1*Dk*(*pt Irn*&*pt Stl*)2*trB* *deep framing*&*Web frames*	*3664* *3387* *2352*	✠ 2,25 ✠	Cff	*w*		1906 10mo	JLThompson&Sons,Ld. Sunderland	Soc.Paulista de Nav.Matarazzo Ltda. *CellDBa*119'*u*	350·0 P46'B94'F33' FK *E*23'*f*148'864*tFPT*	50·2	23·2	Santos Brazilian 6*BHCem* 74*tAPT*100*t*	T.3Cy.25",41"&67"-45" 332NHP 2SB,6*cf*,GS124,HS4900 Blair&Co.Ld.Stockton	25 〃 9	
27784 127935 VPBN	**Lyeemoon** Ⓟ (*ex*Gorgon) 2*Dks*	2885 2297 1734					1908	Scotts'S.B. &Eng.Co.Ld. Greenock	CheongHingS.S. Co.Ld.(WoFat Shing,*Mgr.*)	303·6 P40'B104'F36'	42·2	23·8	HongKong British *WB*	T.3Cy.19½",33"&55"-39" 189NHP Scotts'S.B.&EngCoLdGrk		
27785 7688 SFJK	**Lygia** (*ex*Patria,*ex*RuthFischer, *ex*Horta) 1*Dk*	*1506* *1244* *871*					1901	Schiffsw.v. HenryKoch Lübeck	RederiA/B Ljungan (G.Jansson,*Mgr.*)	249·7 P14'Q62'B114'F26'	36·7	15·8	Stockholm Swedish *WB*	T.3Cy.16$\frac{15}{16}$",28¾"&45⅝"-33" 120NHP H.Pauksch,Landsberg		G
27786 160344 GTCK	**Lylepark** *ss*Shl.No.2-37 D.F. E.S.D. 2*Dks*(*Stl*)	5186 4938 3307	✠100A1 ~~9,41~~ ~~1,41~~4,42 Examined ~~9,41~~4,42 BS~~10,40~~ ✠LMC5,37 9,41	~~Lon~~ ~~Phl~~ Lon	*z*	CL ~~6,38~~ 8,41	1929 6mo *Lloyd*	Scotts'S.B. &E.Co.Ld. Greenock '*sA&CP*	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*) *Inter* *BH in after* *CellDB*356'	407·3 P36'B115'F43' FK *mediate 'tween dk* *hold dispensed with* 1089*t DTa*35' 1021*t*	53·3	28·5	Greenock British *Cem* 5 *BH to U dk* 1 „ „ 2*nd* „ *APT*45*t*	T.3Cy.26",43"&73"-48" (*r*) 200lb 534NHP 2SB(Spt)&1SB,9*cf*,GS165, HS7758 FD Scotts'S.B.&E.Co.Ld.Grk.	31 〃 0 s 6 〃 1¾ 25 〃 0¼	
27787 202056 WDMS	**Lyman C. Smith** D.F. GyC. 1*Dk* *Mchy.Aft*	6200 — 4916					1905	DetroitS.B. Co. Wyandotte	GreatLakesS.S.Co. Inc.	525·0 F44' *WB*	55·2	31·0	Oswego, N.Y. Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R
27788 142569 GBRX	**Lyminge** (*ex*NeathAbbey-39, *ex*BaronHerries-34, *ex*Trevelyan) *ss*Gls.No.3-4,33 *ss*Rot.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	2499 2258 1449	✠100A1 12,41~~3,41~~ Examined ~~3,41~~12,41 ✠NB8,27 ✠LMC1,37 BS~~3,41~~12,41	~~Cff~~ Gls		CL 10,38	1919 7mo *Lloyd*	C.Hill& Sons Bristol '*sA&CP*	Constants(South Wales)Ld. (H.Constant,*Mgr*)	303·0 P33'B80'F33' FK *CellDB*252'670*tFPT*	43·0	20·8	Cardiff British 6*BHptCem* 70*tAPT*180*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 270NHP 2SB,6*cf*,GS115,HS4604 Richardsons,Westgarth& Co.Ld.Hpl.	23 〃 0 s 3 〃 4¾ 19 〃 10	
27789 OYTZ	**Lynæs** (*ex*Pia-38,*ex*Nadja-38) *CruiserStern* *Mchy.Aft* 1*Dk*	656 514 347					1916	Eriksbergs M.V.Aktieb. Gothenburg	Dampskslsk. SolnæsA/S(Oluf Svendsen,*Mgr.*)	176·2 P56'F22'H54'	28·9	11·8	Copnhagen Danish *WB*	T.3 Cy.14⅛",22$\frac{7}{16}$"&36⅝"-24" 65NHP EriksbergM.V.Aktieb.Got		V
27790 LJHP	**Lyng** (*ex*Livonia-36,*ex* Ambleside-33,*ex*MaindyTransport) D.F. 1*Dk* *Mchy.Aft*	953 774 465					1920	Rennie, Ritchie&NewportS.B.Co. Ld. Wivenhoe	A/R Jotun(Paul Jebsen,*Mgr.*)	207·5	33·6	13·5	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP Plenty&Son,Ld.Newbury		C
27791 LEJX	**Lyngen** Ⓟ *Cruiser Stern* 1*Dk*&*Shelter dk*	489 408 272					1931	Trndhjms Mek.Værks. Trondheim	A/S TromsFylkes Dampskibsselskab	150·5 H81*t*	26·1	16·7	Tromsö Norwegian *WB*	T.3Cy.13¾",23"&38"-22" 68NHP TrondhjemsM.W.Trndhm.		
27792 LDYN	**Lynghaug** (*ex*CanadianTrooper) *ss*St.J.No.2-27 D.F. 1*Dk*(*Stl*)	2829 2527 1693	✠ —— 3,33 ✠	Hfx	*u*		1919 8mo	Wallace Shipyards,Ld Vancouver, B.C.	Hvide'sRederi A/S(JohanHvide, *Mgr.*) *CellD*	320·0 P29'B96'F34' FK *B*262'528*tFPT*73*t*	44·2	22·9	Bergen Norwegian 5*BHCem* *APT*29*t*	T.3Cy.25",41"&68"-45" 375NHP 2SB,6*cf*,GS132,HS5162 WallaceShipyards,Ld.	25 〃 0	N †

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course—Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
27793 160039 MNTL	**Lynn Trader** (*ex*Goldfinch-36, *ex*Vivonia) *ss*Yar.No.3-9,39 *Mchy.Aft* 1*Dk*(*Stl*)	327 226 122	✠100A1 12,40 BS12,40 ✠LMC9,39	Mdb	*t*	OG 12,40	1927 5mo *Lloyd*	W.J.Yar- wood&SnsLd Northwich '*sA&CP*	Gt.Yarmouth ShippingCo.Ld.	130·8|23·6|9·5 Q45'B9'F19' FK *FPT*25*t*	Yarmouth British 3*BIICem* *APT*10*t*	T.3Cy.12",20"&34"-24" (*s*) 180lb 53RHP 1SB,2*cf*,GS42,HS1375 W.J.Yarwood&Sons,Ld.	10 ″ 6 s ″ 8 9 ″ 11	
27794 165606 GZYJ	**Lynton Grange** 1*Dk*&*Shelter dk* *CruiserStern*	5029 4420 2986					1937	Blythsw'd S.B.Co.Ld. Glasgow	HoulderLine,Ld. (HoulderBros.& Co.Ld.*Mgrs.*)	417·7|56·0|24·3 F*onShelter dk*34'	London British *WB*	T.3Cy.22½",36"&65"-48" 293NHP D.Rowan&Co Ld.Gls		C
27795 LDLL	**Lynx** D.F. 2*Dks* *Ref Mchy.*	1367 1314 784					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskab	231·4|34·2|21·8 H36*t*	Bergen Norwegian *WB*	T.3Cy.18",30"&50"-33" 143NHP Atel.&Ch.de laSeine, Maritime		N
27796	**Lyon** D.F.	4533 3950 2696	100A1 *withfreeboard* (*Class Contem*	*plated*)			1940	Ch.&Atel. deSt.Nazaire (Penhöet)SA Rouen	Cie.deNavigation d'Orbigny	405·0|54·9|34·0 F33'	LaRochlle French	T.3Cy.24½",42"&70"-48" Atel.&Ch.de laSeine MaritimeWormsetCie.		
27797 26949 JOMD	**Lyons Maru** TwinSc *ss*Yka.No.3-2,32 *ss*Kob.No.2-40 2*Dks*(*Stl*)	7018 6450 4340	✠ 2,40 ✠	Kob	*b*†		1920 5mo	Yokohama DockCo.Ld Yokohama	NipponYusenK.K. *CellDB*392'1314*t*	445·0|58·0|34·0 461·6(O.L.) P35'B138'F35' FK *DTa* 42'1337*t FPT*	Tokyo Japanese 7*BHCem* 73*tAPT*58*t*	T6Cy.20½",33½"&56"-48" 632NHP 4SB,12*cf*,GS225,HS9200 YokohamaDockCoLd.Yka	34 ″ 0	
27798 LCSU	**Lyra** (P) (*ex*Schlesien,*ex*PrinsEitel Friedrich) **E.S.D.** Sub Sig **D.F.** 1*Dk*	1474 949 835					1912	Akt.Ges. "Vulcan" Stettin	DetBergenske Dampskibsselskab	241·5|34·6|15·4 P324*t*H159*t*F31*t*	Bergen Norwegian *WB*	T.3Cy.19¾"31½"&51$\frac{3}{16}$"-31½" 148NHP A.G."Vulcan,"Stettin		
27799 OHVH	— **Iron** (*ex*Kant) *ss*Ros.No.2-88 *Well deck* 1*Dk*	355 251 206	✠ ... 1,94 ✠				1881 11mo	Baxter& Co. Sunderland	KarlForsström A/B	166·3|20·2|10·1 158·9 len98 FK	Åbo Finnish *WB*	C.2Cy.16"&32"-20" 38NHP R.Smith,Preston	10 ″ 6	
27800 913 SVVT	**Lyras** (*ex*AvonBridge-37, *ex*AlmaDawson-35, *ss*Sws.No.3-8,30 *ex*Bradclyde-34, *ss*Bly.No.2-38 *ex*WarCastle) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) **D.F.**	*5685* *5486* *3558*	✠100A1 *Shelter dk* *withfreeboard* ~~1,41,1,44~~4,42 BS4,42 ~~BS12,40~~ ✠LMC10,38	~~Sws~~ ~~Gff~~ Gls	*y*	CL N1,41	1918 10mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	M.N.&P.G.Lyras *CellDB*351'1284*t*	399·6|53·0|32·8 24·3 F39'*onShelter dk* FK *FPT*60*tAPT*90*t*	Piræus Greek 7*BHptCem* (*ColltoSh dk* 6 „ 2*nd*,,)	T.3Cy.27",45"&75"-54" (*s*) 180lb 620NHP 3SB,12*cf*,GS220,HS9525 FD N.E.MarineEngCoLdNwc.	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
27801 ONSC	**Lys** (*ex*Bremen, *ss*Ant.2ndNo.3-8,32 *ex*MinnaCords) *ss*Ant.No.1-37 *Well deck* 1*Dk*(*Stl*)	*1609* *1349* *954*	100A1 10,39 MS10,36 (SEE FOOT	Ant LMC BS10,39 NOTE.*)		CL 10,39	1908 *Lloyd*	Akt.Ges. "Neptun" Rostock '*sA&CP*	CieNationaleBelge deTransp.Marit. (ArmementDeppe, *Mgrs.*) *CellDB*217'547*t FPT*	262·0|38·1|16·4 P12'Q83'B106'F28' FK	Antwerp Belgian 4*BHCem* 70*tAPT*11*t*	T.3Cy.18$\frac{9}{16}$",30½"&48"-33$\frac{1}{16}$" 200lb 114NHP 2SB,4*cf*,GS64,HS1256 A.G."Neptun,"Rostock	19 ″ 4 s 1 ″ 1½ 18 ″ 5	
27802 LEKC	**Lysaker** (*ex*Ramscapelle,*ex*Delfzijl) *Mchy.Aft* 1*Dk*	910 665 485					1919	NV.Schpsb My.Farmsum Delfzijl	L.Lorentzen	194·7|32·2|13·0 Q105*t*H21*t*B21*t* F28*t*	Oslo Norwegian *WB*	T.3Cy.14⅖",23⅖"&38⅗"-26⅘" 77NHP AlblasserdamMsch.Fab.		N
27803 LJCE	**Lysaker IV** (*ex*ValeofMowbray-35) *ss*Hpl.No.3-12,35 *ss*Sld.No.1-40 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1551 1143 973	✠100A1 ~~1,41,2,41~~3,42 BS4,41 ✠LMC6,40	~~Nwc~~ ~~Gls~~ Bry	*p*	CL 5,40	1924 9mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	L.Lorentzen *CellDB*175'451*t* *DT at sides of tun*	245·6|38·6|15·4 Q183'F24' FK *nels*34'192*tFPT*59*t*	Oslo Norwegian 4*BIIptCem* *APT*85*t*	T.3Cy.17",27½"&45"-33" (*s*) 180lb 156NHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Glasgow	21 ″ 9 s 5 ″ 4 16 ″ 7	
27804 LJHV	**Lysaker V** D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1571 1283 888					1936	Porsgrund Mek.Værks. Porsgrunn	L.Lorentzen	246·6|37·9|18·2 P66'F29'	Oslo Norwegian *WB*	C.2Cy.13¾"&27$\frac{9}{16}$"-27$\frac{9}{16}$"& LP turbine with DR gear- ing&hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
27805 LEKE	**Lysefjord** 1*Dk*	1091 915 597					1915	Stavanger Stöberi&Dok Stavanger	A/S D/S Lysefjord (K.Olsen)	237·5|33·1|15·2 P20'B58'F31'	Stavanger Norwegian *WB*	T.3Cy.19",30½"&51"-33" 149NHP StavangerStöberi&Dok		N
27806 LEKG	**Lysland** (*ex*Ryhope) *ss*Bgn.2ndNo.3-10,31 D.F. *ss*Shl.No.2-40 1*Dk*(*ptIrn*&*ptStl*)&*deep framing* *Well deck* *Cargo battens not fitted*	1335 1015 727	✠100A1 10,41~~10,40~~ ✠LMC BS~~3,40~~ 5,41	~~Shl~~ Sld MS10,40	*o*	CL 9,38	1907 8mo *Lloyd*	BlythS.B. Co.Ld. Blyth '*sA&CP*	HalvorsenShip- pingCo.A/SLd. (A/S Thv. Halvorsen,*Mgrs.*) *CellDBa* 65' *uE*&	234·7|34·5|15·0 244·4(O.L.) Q121'B10'F24' FK *B*35'*f* 98'341*tFPT*	Bergen Norwegian 4*BHCem* 53*tAPT*75*t*	T.3Cy.19",31 &51"-36" (*s*) 180lb 179NHP 2SB,4*cf*,GS62,HS2900 Richardsons,Westgarth& Co.Ld.Sld.	17 ″ 3 s 5 ″ 0¼ 15 ″ 11½	

⁎⁎⁎ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27807 210228 WGGF	**M. E. Lombardi** 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* Sub.Sig. *Cruiser Stern* *Longitudinal framing* *Carrying Petroleum in bulk*	5325 — 2929					1940	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of California	378·2 P100'B38'F50'	57·2	29·0	S.Frncisco Utd. States	2 steam turbines DR geared to 1 sc. shaft 516NHP WestinghouseElec.&Mfg. Co.Phl.		
27808 220999 KDNK	**M. F. Elliott** *Fitted for oil fuel* *Mchy.Aft Longitudinal framing* 2*Dks* D.F. GyC. *Carrying Petroleum in bulk*	6940 — 4277					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of NewJersey	425·8 P106'B40'F41'	57·0	33·1	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27½",46"&78"–51" 434NHP Hooven,Owens,Rentschler Co.Hamilton,O		R
27809 OYTA	**M. G. Melchior** Ⓟ Iron D.F. 1*Dk*& *Awng dk*	1029 689 623					1885	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	221·4 B15*t*H43*t*	30·1	15·0 22·4	Frdrkshvn Danish *WB*	C.2Cy.33"&60"–36" 180NHP Burmeister&Wain,Cpn.		V
27810 236354 WDOK	**M. L. Sylvia** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Electrically welded*	686 — 519					1937	Hathaway MachineCo. Fairhaven, Mass.	ColonialMarine TransportCorp.	174·2	32·0	13·7	N.Bedford, Mass. Utd. States	Oil Engines 4S.C.SA 12Cy.13"–16" 200NHP Atlas-ImperialDiesel Eng.Co.Oakland,Cal.		R
27811 215766 WMBV	**M. & J. Tracy** (*ex*Lakeland) Sub.Sig. D.F. *Mchy.Aft Topside tanks* 1*Dk*	2364 2004 1395	✠ ... 2,21				1917 11mo	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·0 P115'F26'	43·5	25·6	NewYork Utd.States *WB*	T.3Cy.19½",34½"&57"–42" 284NHP GtLakesEng.Wrks.Detroit	27 ″ 6	R †
27812 PFQD	**Maartje** *ss*Rot.No.1–36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	348 242 234	✠100A1 5,39 ✠LMC6,36 ✠LMC(M)4,38 (SEE FOOTNOTE *)	Rot	*d*	4,38	1932 4mo	N.V.Werf. "Voorhuit" Enkhuizen *Lloyd'sA&CP*	A.Goumare	132·1 P36'F13' FK *Cell DBf*28'30*tFPT*16*t*	24·7	8·3	Middlhrnis Dutch 3*BHptCem* *APT*12*t*	Oil Engines 4S.C.SA 4Cy.11"–17$\frac{11}{16}$" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 10 s ″ 10¾ 9 ″ 0½	
27813 PFQH	**Maas** (*ex*Musel,*ex*Weser) 1*Dk*	941 793 511					1923	Hamburg ElbeSchiffsw. A.G. Wilhlmsburg	P.A.vanEs&Co.	221·9 P&B171'F30'	34·5	13·5	Rottrdam Dutch *WB*	T.3Cy.17¾",28½"&47½"–31½" Gutehoffnungs- 125NHP hütte,Sterkrade		G
27814 PFQN	**Maasburg** 3Mst D.F. 2*Dks*	6415 5820 3508					1921	Flensburgr N.V.Schiffsb. Ges.Flensbrg	Scheepv.&Trans-portMij.Atlantica (Halcyon-LijnN.V. *Mgrs.*)	454·1	59·9	27·7	Rottrdam Dutch *WB*	T.3Cy.28¾",46⅗"&76"–48" 399NHP FlensburgerSchiffsb.Ges.		G
27815 PFRH	**Maaskerk** Ⓟ *ss*Ham.No.2–37 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) D.F. *CruiserStern*	4452 3215 2447	✠100A1 *with freeboard* ~~10,41~~ ~~1,41~~ 5,42 Examined ~~1,41~~ 5,42 ✠LMC MS10,37 BS~~1,41~~5,42 *Fitted for oil fuel* 5,29 *F.P. above* 150° F. *Fitted for carrying oil* 5,29 *F.P. above* 150° F. *in deep tank*	Liv ~~Gls~~	*y*	CL 1,41	1929 5mo	Nüscke& Co.A.G. Stettin *Lloyd'sA&CP*	VereenigdeNeder-landscheScheep. Maats.(Holland WestAfrikaLijn N.V.*Mgrs.*)	368·7 383·8(O.L.) B112'F36' FK (*CollBH&AP* *CellDB*301'726*tDTf*27'502*tFPT*80*tAPT*44*t*	53·2	22·0	TheHague Dutch 7*BHptCem* *ptAsp* *BHtoShdk* 4 „ 2*nd* „ 1 „ 3*rd* „)	2 steam turbines DR geared to 1 sc. shaft (*s*) 225lb 653NHP 4SB(Spt),*12cf*,GS174, FD HS8439 EscherWyss&Cie.Zurich	25 ″ 6 s2 ″ 1½ 23 ″ 6¼	
27816 LEKQ	**Mabella** 1*Dk*	1513 1285 839					1926	F.Schichau Elbing	A/S Mabella (KarlBruusgaard, *Mgr.*)	261·7 P61*t*H101*t*F36*t*	40·1	15·6	Drammen Norwegian *WB*	T.3Cy.18$\frac{9}{16}$",31$\frac{9}{16}$"&51½"–29½" 142NHP F.Schichau,Elbing		N
27817 HPAK	**Macabi** 1*Dk* Sub.Sig. *Fitted for oil fuel*	2802 2377 1522					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	303·0 B83'F38'	47·2	21·5	Balboa Pnamanian *WB*	T.3Cy.20⅝",34¼"&57"–45" 217NHP Wrkman,Clark&Co.LdBel		C
27818 26362 JNVD	**Macassar Maru** Ⓟ *ss*Osa.No.3–10,32 *ss*Osa.No.2–40 2*Dks*(*U*-ws)	4026 3476 2519	✠100A1 3,41 ✠LMC11,40	Kob	*w*	OG 2,41	1920 12mo	Mitsubishi ZosenKaisha, Ld. Kobe A&CP	NanyoKaiunK.K.	345·0 P33'B74'F40' FK *CellDB*294'765*tAPT*26*t*	50·0	29·0	Tokyo Japanese 6*BHCem*	T.3Cy.23",38"&64"–48" (*s*) 200lb FD 312NHP 2SB,*6cf*,GS109,HS4394 MitsubishiZosenKaisha Ld	29 ″ 1 s5 ″ 5¾ 24 ″ 0	
27819 153506 VRBJ	**Macau** (*ex*PaulBeau–38, TwinSc *ex*MingShun,*ex*PaulBeau) 2*Dks*& *Shade dk*	1665 1144 1054					1903	Cie.Fran- çaisedeNav. Nantes	TaiSangS.S.Co.Ld.	222·2 H—	38·1	12·3	HongKong British	T.6Cy.14$\frac{21}{32}$",21$\frac{21}{32}$"&35$\frac{7}{16}$"–21$\frac{21}{32}$" 118NHP Cie.FrançaisedeNav.Lyons		
27820 147934 GKWM	**Macbrae** (*ex*Carlbeath–37) *ss*Sld.No.3–7,37 *Arch deck* 1*Dk*(*Stl*) *Cargo battens not fitted Cruiser Stern*	2117 1904 1256	✠100A1 *with freeboard* ~~11,41,41~~ 3,42 Examined 3,42 BS3,42 ✠LMC7,37	~~Cff~~ ~~Bry~~ Shl	*r*	CL ~~10,30~~ 11,41	1924 12mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	HudsonS.S.Co. Ld.	274·5 P19'F19' FK *Cell DB*231'592*tDT in ER*13'139*t FPT*90*t*	39·9	23·3	London ~~Glasgow~~ British 4*BHptCem* *APT*101*t*	T3Cy.20",33"&54"–36" (*s*) 180lb 220NHP 2SB,*6cf*,GS110,HS3804 D.Rowan&Co.Ld.Glasgow	25 ″ 5 s6 ″ 9¾ 18 ″ 9¼	
27821 136014 MFDV	**Macclesfield** *ss*Gms.No.3–10,26 *ss*Gms.No.2–34 D.F. 1*Dk*(*Stl*)&2*nd Dk* *in Nos.*1&3 *holds*	1049 864 552	✠100A1 11,41 ~~12,40~~ BS12,41 Examined ~~12,40~~ 11,41 ~~BS11,40~~ ✠LMC5,39	~~Lth~~ Liv	*o*	CL 5,39	1914 6mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	London&North EasternRly.	250·1 P30'B92'F31' FK *CellDBa*64'*uE*15'*f*96'186*t*	34·2	16·0	Grimsby British 5*BHCem* *APT*24*t*	T.3Cy.21½",35"&58"–39" (*r*) 180lb 278NHP 2SB,*6cf*,GS133,HS4928 Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 0 s 2 ″ 1¼ 15 ″ 0¼	
27822 157594 VJNC	**Macdhui** Ⓟ *OilEng.* *ss*Syd.No.2–39 3*Dks*(*Stl–Weather dk* teak s) *Ref.Mchy.* *Cruiser Stern*	4561 3661 2626	✠100A1 *with freeboard* 11,41 ~~1,41~~ DBS8,41 ✠LMC CS6,39 ~~DBS [illegible] 3,41~~ ~~2,40~~ 8,41 ✠Lloyd'sRMC ~~12,40~~ ~~6,41~~ 1,42 Aft centre chamber for temp. 39° F.	Syd	*x*	CL 5,40	1931 3mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	Burns,Philp&Co. Ld.	341·9 F34' FK *CellDB*277'680*t DTa*15'105*t* *FPT*76*tAPT*56*t*	51·2	29·1	Sydney British 7*BHptCem* (*Coll to W dk* 6 „ 2*nd*„)	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 653NHP 2DB*100lb* J.G.Kincaid&Co.Ld.Grk.	31 ″ 6 ~~s 9 ″ 0¾~~ ~~22 ″ 0¼~~ s9 ″ 7¼ 22 ″ 3	
27823																

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
27824 139122 VJFW	**Macedon** *ss*Syd.2ndNo.3-9,41 ~~*ss*Mel.No.3-3,29~~ ~~*ss*Syd.No.2-37~~ 2*Dks*(*Stl*) *Cargo battens not fitted*	4368 3958 2613	✠100A1 9,41 ~~7,40~~ ~~BS7,40~~ ✠LMC~~7,37~~ 9,41	Syd	*x*	CL 7,40	1916 4mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow '*sA&CP*	AustralianSteamshipsProprietary Ld. (*Man.Agents*, HowardSmithLd.) *Cell*	365·0 P30'B81'F33' FK *DB*318'1049*t FPT*	51·4	26·0	Melbourne British 6*BHCem* 91*tAPT*212*t*	T.3Cy.25½",42"&70"-48" (*s*) 180lb 421NHP 3SB,9*cf*,GS186,HS7212 D.Rowan&Co.Glasgow	28 ″ 6 s 5 ″ 3¾ 23 ″ 5	
27825 DHPX	**Macedonia** (*ex*Cuba,*ex*Olinda, *ex*Gutfeld) D.F. 2*Dks*	2875 2591 1685					1922	Schiffs-u. Dockbauw Flender Lübeck	DeutscheLevante-LinieHamburg A.G.	337·8 P17'B101'F33'	48·5	19·9	Hamburg German *WB*	T.3Cy.23¼",38⅝"&63"-43$\frac{3}{10}$" 262NHP G.SeebeckA.G.Wsm.		G
27826 600 SVBX	— Ⓟ (*ex*Aetos-33,*ex Yacht*Aphrodite)	1839 — 700					1898	BathIron Works Bath,Me.	HellenicCoast LinesCo.Ld.	262·5	35·6	20·1	Piræus Greek	T.3Cy.28",43"&70"-36" 294NHP BathIronWorks,Bath		
27827 DHAZ	**Maceio** (*ex*Amassia-36) Now "Suloide," *see No.* 38530 *in Supplement* D.F. Sub.Sig. 2*Dks*	3235 2958 1870					1920	Akt.Ges. "Neptun" Rostock	Hamburg-Süd-Amerik.Dampf.-schifffahrtsGes.	338·1 B25'F43'	48·2	21·0	Hamburg German *WB*	T3Cy.23⅗",38⅕"&63¾"-45$\frac{3}{10}$" 272NHP A.G."Neptun,"Rostock		G
27828 PUMJ	— (*ex*Carolina-35,*ex*Bollwerk, *ex*Carolina, *ss*Got.3rdNo.3-12,22 *ex*Upland, *ss*Got.No.3-6,28 *ex*Bishopsgate) *ss*Got.No.1-33 *Well deck* 1*Dk*(*Stl*)&*Web frames*	*2294* *1801* *1434*	✠ 5,37	Rio	*s*		1888 12mo	JLThompson&Sons Sunderland	Cia.Carbonifera Rio-Grandense	290·0 P29'Q80'B122'F33' BK10" *DBa*88'*f*64'	38·7	20·9	R.Janeiro Brazilian 6*BHCem* 314*tAPT*25*t*	T3Cy.22⅛",37$\frac{5}{32}$"&60"-39" 232NHP 2SB(Spt),6*cf*,GS92,HS3600 J.Dickinson,Sunderland	22 ″ 3	
27829 200747	**MacGilvray Shiras** (*ex*Umbria) GyC. 1*Dk*2*trB*	4077 — 3519					1904	American S.B.Co. Cleveland	PittsburghS.S.Co.	420·0	50·0	28·0	D'luth,Min Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clevelnd		
27830 143317 GBNC	**Macgregor** (*ex*BaronGarioch-35, *ex*WarMelon) 1*Dk*	2498 2267 1451					1919	ForthS.B. &Eng.Co.Ld. Alloa	Ohlson&Co.Ld. (SirEricOhlson, Bart. *Mgr.*)	303·3 P33'B80'F33'	43·0	20·0	Ardrossan British *WB*	T.3Cy.22",36"&59"-39" 217NHP Douglas&Grant,Ld.Kirk'y		C
27831 161450 GSBM	**Macgregor Laird** *OilEng.* 3*Dks*	4992 4510 3026					1930	D&WHendersn&Co.Ld. Glasgow	ElderDempster Lines,Ld.	370·1 P37'F43' 28·8	51·7	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
27832 166228 GKKF	**Macharda** D.F. E.S.D. *Ref.Mchy.* *CruiserStern* 2*Dks*3*rd dk in No.*1 *hold*	7998 7308 4762	✠100A1 ~~7,41~~ ~~2,41~~ 2,42 BS2,42 ✠LMC3,38 *Fitted for oil fuel* 3,38 *F.P. above* 150°F.	Gls	*d*† 2⅜	CL 2,42	1938 3mo *Lloyd*	Wm.Hamilton&Co.Ld. Port Glasgow '*sA&CP*	Thos.&Jno Brocklebank,Ld. *Duct keel forward of mchy.space* *CellDB*386'1244*t*	475·6 493·6(O.L.) P51'B161'F54' FK *DTa*36' 1227*t FPT*	62·7	32·3	Liverpool British 8*BHptCem* (1 ,, *to2nd dk*) 90*t APT*95*t*	3 steam turbines SR geared to 1 sc shaft 250lb (*r*) 1170NHP 4SB(Spt) 16*cf*,HS14060,FD D.Rowan&Co.Ld.Gls.	34 ″ 10 s 7 ″ 3¼ 27 ″ 10	
27833 141922 VJFX	**Mackarra** *ss*Syd.No.3-11,31 *ss*Syd.No.2-39 1*Dk*(*Stl*) *CruiserStern* *Now* "Cardross," *see Supplement*	2515 2261 1456	✠100A1 6,40 BS8,40 ✠LMC7,39	Syd	*t*	CL 6,40	1919 10mo *Lloyd*	C.Hill&Sons Bristol '*sA&CP*	Australasian UnitedStm.Nav. Co.Ld. *CellD*	303·0 313·0(O.L.) P33'B80'F33' FK *B*252' 670*t FPT* 70*t*	43·0	20·7	Melbourne British 5*BHCem* *APT*180*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* HS5140 331NHP 2 Water Tube Boilers FD Richardsons,Westgarth&Co.Ld.Hpl.	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
27834 217770 KEXB	**McKeesport** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6198 5895 3828	✠ ... 5,20 ✠				1919 4mo	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5 P45'B110'F38'*on Shelter dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
27835 135602 GDLX	**Maclaren** (*ex*SingletonAbbey-36) *ss*Sld.2ndNo.3-1,40 1*Dk*(*Stl*) *Cargo battens not fitted*	2330 2159 1420	✠100A1 7,41 ~~10,40~~ BS7,41 ✠LMC1,40	~~Gms~~ Trn	*s*	CL ~~12,39~~ 5,41	1915 7mo *Lloyd*	Richardsn,Duck&Co.Ld Stockton '*sA&CP*	Ohlson&Co.Ld. (SirEricOhlson, Bart.*Mgr.*) *CellDBa*102'*u*	303·0 313·1(O.L.) P25'B64'F31' FK *E*22'*f* 122'642*tFPT*	43·0	20·0	Cardiff British 5*BHCem* 94*tAPT*60*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 249NHP 2SB,6*pf*,GS111,HS4008 Blair&Co.Ld.Stockton	22 ″ 5 s 3 ″ 4¾ 19 ″ 3	
27836 PFRR	**Macoma** *ss*Sba.No 1-40 D.F. E.S.D. *OilEng.* 1*Dk*2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8011 7237 4767	✠100A1 11,41 ~~10,40~~ ✠LMC CS10,40 DBS10,40 ~~8,37~~10,40 *Carrying Petroleum in bulk*	~~Sba~~ Bom	*c*†	CL 10,40	1936 5mo *Lloyd*	NVNederl.Schps.Maats. Amsterdam '*sA&CP*	N.V.Petroleum Maats."LaCorona" *CellDBuE*64'157*t*	462·9 P93'B47'F48' FK *DTf*25' 264*t FPT*1	59·3	33·8	Willemstad ~~TheHague~~ Dutch 15*BH* 35*tAPT*83*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5¼	
27837 166308 GNKZ	**Macon** (*ex*PointAncha-40,*ex*Delight) 2*Dks*, GyC. *Fitted for oil fuel* *Longitudinal framing*	5135 4394 3267					1919	ToddD.D.&Con.Co. TacomaWsh.	Ministry of War Transport(Elder DempsterLines, Ld.*Mgrs.*)	379·9 P39'B102'F41'	53·1	26·9	Liverpool British *WB*	T.3Cy.25⅛",41$\frac{13}{16}$"&72"-48" & LP turbine with DR gearing & hydraulic coupling 358NHP SeattleConst.&DryDock Co.Seattle,Wash.		RC
27838 KZDW	**Mactan** (*ex*HaiKong, TwinSc *ex*Moura,*ex*NorthLyell) 2*Dks*	2067 1773 1270					1899	Armstrong Whitworth &Co.Ld. Newcastle	Cia.Maritima (FernandezHermanos,Inc.*Mgrs.*)	300·0	40·6	20·1	ManilaP.I. Utd.States *WB*	T.8Cy.(2)17",(2)27½"&(4) 31"-30" 210NHP WighmRichrdsn&Co.Nwc.		
27839 164589 GYRQ	**Mactra** *OilEng.* D.F. E.S.D. *ss*Liv.No.1-40 1*Dk*2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6193 5496 3627	✠100A1 5,41 ✠LMC CS6,41 DBS7,40 6,41 *Carrying Petroleum in bulk*	Shl	*a*†	CL 1,39	1936 3mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*61'13	430·3 446·3(O.L.) P87'B37'F48' FK 2*tDTf*25'261*tFPT*	54·5	30·7	London British 16*BH* 106*tAPT*59*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
27840 PFSB	**Macuba** TwinSc *OilEng.* D.F. *ss*Sba.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *CruiserStern* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8249 7476 4783	✠100A1 12,41 ~~12,40~~ ✠LMC CS5,39 DBS~~4,40~~8,41 8,38 *Carrying Petroleum in bulk*	~~Sng~~ Cff	*c*†	CL 4,40	1931 6mo *Lloyd*	N.V.Mch.&Scheepswrf vanP.Smit,Jr Rotterdam '*sA&CP*	N.V.Petroleum Maats."LaCorona" *CellDBuE*69'222*t*	450·8 P103'B35'F43' FK *DTf*32'355*tFPT*2	62·0	34·1	Willemstad ~~TheHague~~ Dutch 14*BH* 25*tAPT*41*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 714NHP 2DB*150lb* Werkspoor,Amsterdam	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	
27841 141935 VJFY	**Macumba** *ss*Syd.No.3-1,31 *ss*Syd.No.2-39 1*Dk*(*Stl*) *Cruiser Stern*	2526 2247 1447	✠100A1 5,41 ~~6,40~~ BS~~8,40~~ ✠LMC8,39 5,41	~~NSW~~ Syd	*t*	CL ~~10,38~~ 5,41	1919 12mo *Lloyd*	C.Hill&Son Bristol '*sA&CP*	Australas'nUnited Stm.Nav.Co.Ld. *CellD*	303·0 P33'B80'F34' FK *B*252' 670*t FPT*70*t*	43·0	20·7	Melbourne British 5*BHCem* *APT*180*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* HS5140 332NHP 2 Water Tube Boilers FD Richardsons,Westgarth&Co.Ld.Hpl.	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27842 136753 MFSP	**Macville** (*ex*Ray) **3Mst** *ss*Bwg.2nd.No.3–11,39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	666 462 335	✠100A1 1,42 ~~9,40~~ BS~~11,40~~ ✠LMC11,39 2,42	Bwg	*i*	CL 9,40	1915 1mo *Lloyd'sAP*	Dundee S.B.Co.Ld. Dundee	WesternNav.Co. Ld.(Wm.S.Scott& Co.*Mgrs.*) *Cell*	170·1 Q96'B15'F22' BK8 *DBf*101'141*tFPT*	29·0 30·2	11·3	London British 3*BHCem* 55*tAPT*5*t*	T.3Cy.15",25"&41"–27" (*s*) 180lb 84RHP 1SB,3*pf*,GS58,HS1915 Earle'sCo.Ld.Hull	13 〃 6 s4 〃 $1\frac{3}{4}$ 13 〃 $9\frac{1}{4}$	
27843 FOVE	**Madali** (*ex*Rialto,*ex*Olympos) *ss*Npt.No.3–4,21 *ss*Liv.No.1–25 D.F. 1*Dk&Shelter dk*	3014 2700 1811	… 10,28				1911	Akt.Ges. "Neptun" Rostock	LesCargosAlgériens.Soc.Anon.	337·1 F33'*onShelter dk* FK	48·2	29·2	Algiers French *WB*	T.3Cy.$23\frac{9}{16}$",38"&62"–$41\frac{5}{16}$" 309NHP A.G "Neptun,"Rostock	23 〃 9	V †
27844 818 OHNY	**Madare** **Wood4MstSr** (*exSteamer*FoxIII,*ex*Teie, *OilEng.* *ex*MotorVessel,*ex*SydGeorgia) 1*Dk*	545 539 362					1919	Æröeskö-bingsSkibs-værft Æröesköbing	Gust.Erikson	167·2 157·4 Q15*t*H52*t*	34·9	15·5	Mariehmn Finnish	Oil Engines 2S.C.SA 3Cy.$17\frac{3}{4}$"–$18\frac{3}{4}$" 166NHP *Emade*18*fitted*28 A/B J.Svensons Motorfbk Skm.		V
27845 1827 IBER	**Madda** (*ex*Bogota–33) *ss*Hul.No.2–27 D.F. 2*Dks*(*Stl*)	5181 — 3108	✠ 1,33 ✠	Hul	*y*		1919 5mo	Cammell Laird&Co.Ld Birkenhead	G.&F.Fratelli Bozzo *CellDB*	412·5 400·0 P49'B113'F40' FK 343'1152*t FPT*113*t*	52·1	28·4	Genoa Italian 7*BHptCem* *APT*166*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS190,HS7668 CammellLaird&Co.Ld Bkn	31 〃 0	I †
27846 3 IKHY	**Maddalena** **Aux3MstSr** (*ex*ArrigoGiuntini–34, *OilEng.* *ex*Istriano) (*See Sailing Ship Register*)	345 306 254					1920	Van der Werff Doesburg	GiuseppeRoggero	146·1	27·2	11·1	Imperia Italian	Oil Engines 4S.C.SA 4Cy.$10\frac{5}{8}$"–$16\frac{9}{16}$" 44NHP NE32 DeutscheWerkeKielA.G.		I
27847 2220 IBES	**Maddalena G.** (*ex*Maria Stathatos–38,*ex*Piave, 1*Dk* *ex*WarNorman) *Fitted for oil fuel*	5212 4784 3131					1918	Barclay, Curle&Co.Ld. Glasgow	GiuseppeGavarone	401·1 P49'B113'F39'	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 369NHP Barclay,Curle&Co.Ld.Gls.		I
27848 1043 IBAU	**Maddalena Odero** (*ex*MaddalenaO.) 1*Dk* D.F. *Mchy.Aft* *Fitted for oil fuel*	5479 4443 3308					1921	N.Oderofu A.&Co. SestriPnente	Navig.OderoSoc. Anon.	394·4 P&B252'F38'	51·7	27·2	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft N.OderofuA.&Co.SestriP.		I
27849	**Madeirense** (*ex*Gripen–34, *ex*Cimbria) *OilEng.* *Mchy.Aft* 1*Dk*	*469* *373* *320*					1919	A/B Sven-skaMaritim-verken Trelleborg	Empresa de Trasportes de Funchal	156·6 P32'B38'H23*t*F21'	27·6	11·7	Funchal Portuguese *WB*	Oil Engines 2S.C.SA 6Cy.$9\frac{13}{16}$"–$16\frac{9}{16}$" 67NHP NE30 Atlas-Diesel,Skm.		V
27850 208288 KGBN	**Madison** Ⓟ (*ex*Warszawa, *ex*Madison) 2*Dks&Awng dk*3*tr B* D.F. *Fitted for oil fuel*	3734 — 2406					1911	NwprtNws S.B.&D.D.Co NewprtNews	EasternS.S.Lines Inc.	353·3	42·1	16·8	NewYork Utd.States *WB*	T.3Cy.$26\frac{1}{2}$",44"&74"–54" NB39 402NHP NewportNewsSB&DD.Co.		R
27851 PFSL	**Madoera** *OilEng.* *ss*Ams.No.3–11,33 D.F. *ss*Ams.No.1–38 3*Dks* *Tonnage opening closed* '40	9382 8832 5830	✠100A1 ~~5,41~~~~10,39~~2,42 ✠LMC CS12,37 ✠NE10,33 10,39 DBS~~10,39~~12,40 *Carrying vegetable oil in fore & after deeptanks*	~~Cal~~ NYk	*e*†	CL ~~3,38~~ 11,40	1922 8mo *Lloyd'sA&CP*	ForthS.B. &Eng.Co.Ld. Alloa	N.V.Stoomv. Maats.Nederland *CellDBa*164' *uE*85'*f*142'150	501·0 P48'B31'F67' FK len33 9*tDT f*39'1556*tDT*	60·5	27·6 37·5	Batavia Dutch 8*BHptCem* *a*39'1494*t F*	2S.R.gearedOilEngines 2S.C.SA 14Cy.$22\frac{1}{16}$"–$31\frac{1}{2}$" 2DB*190lb* 1184NHP 2NDB(WT)33 *213lb* WerkspoorN.V.Ams. *P*7200*tAPT*38*t*	40 〃 3 s10〃 $3\frac{1}{2}$ 30 〃 $3\frac{1}{4}$	
27852 165857 GBPB	**Madras City** 1*Dk&Shelter dk* D.F. *Fitted for oil fuel* *CruiserStern*	5092 4625 2953					1940	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	421·8 F30'	56·8	25·5	Bideford British *WB*	T.3Cy.24",39"&68"–48" 320NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		C
27853 25205 JIRD	**Madras Maru** Ⓟ *ss*Osa.No.3–3,31 *ss*Kob.No.1–34 2*Dks*(*Stl*)	3802 3456 2299	✠ … 3,38 ✠	Osa	*w*		1919 3mo	Mitsubishi ZosenKaisha Ld. Nagasaki	NanyoKaiunK.K. *Ce*	345·0 P33'B74'F41' FK *llDB*294'770*t FPT*	50·0	29·0	Tokyo Japanese 6*BHCem* 53*tAPT*26*t*	T.3Cy.23",$36\frac{3}{8}$"&$64\frac{3}{8}$"–48" 380NHP 2SB,6*cf*,GS124,HS5250 MitsubishiZosenKaishaLd	29 〃 1	C †
27854 DOEP	**Madrid** Ⓟ (*ex*Sierra **TwinSc** Nevada) D.F. Sub.Sig. 3*Dks*	8777 7089 4977					1922	Vulcan Werke Stettin	Hamburg-SüdamerDampf-schiff.-Ges.	439·5 B151'F126'	56·7	27·4	Bremen German *WB*	T.6Cy.$25\frac{1}{2}$",$40\frac{9}{16}$"&$68\frac{1}{2}$"–$47\frac{1}{4}$" 642NHP VulcanWerke,Stettin		G
27855 LDGF	**Madrono** *ss*Rot.No.3–8,29 *ss*Sfj.No 2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5894 5314 3697	✠100A1 4,41 ~~5,40~~ Examined 4,41 BS4,41 ~~BS5,40~~ ✠LMC2,38 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 4,17	~~Fal~~ NOs	*z*	CL ~~2,38~~ 3,41	1917 4mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	A/SNorskRutefart (A.I.Langfeldt &Co.*Mgrs.*) *CellDBuE&B*53' 98*tDTf*40'	407·5 P98'B28'F40' FK 481*tAPT*339*t*	52·4	31·6	Xiansand Norwegian 15*BHptCem* (10 *to U dk* 5 „ 2*nd* „)	T.3Cy.$26\frac{1}{2}$",44"&73"–48"(*s*) 180lb 498NHP 3SB,9*cf*,GS174,HS7212 FD G.Clark,Ld.Sunderland	31 〃 6 s 5〃 $8\frac{3}{4}$ 26 〃 0	
27856 234743 WOHY	**—** Ⓟ **Iron** *OilEng.* *Ref.Mchy.* 2*Dks*	543 — 187					1885	J.H.Dia-logue Camden,N.J.	RedSalmon CanningCo.	163·7 RQD24'B92'	27·5	14·7	S.Frncisco Utd.States	Oil Engines 2S.C.SA 6Cy.14"–17" NE36 206NHP FairbanksMorse&Co. Beloit,Wis.		
27857 LOFW	**Madryn** (*ex*Marmevo) 2*Dks* *Fitted for oil fuel*	1827 — 913					1921	NVRotter-dmschSchpw. My.Werf I. Rotterdam	ArgentinaNueva Cia. General de Nav. S.A.(A.M. Delfino y Cia. *Mgrs.*)	269·3 B64'F26'	42·2	25·7	Bns.Aires Argentine *WB*	T.3Cy.20",31"&57"–36" 195NHP N.V.v.d.Kuy&v.d.Rees' Mchfb.&Schps.Rot.		V
27858 146268 GDMX	**Madura** Ⓟ **TwinSc** *Ref.Mchy.* 2*Dks*(*Stl–Uteak s*) D.F. *CruiserStern* *Fitted for oil fuel*	9032 7265 5525	✠ 9,25 ✠ Lloyd'sRMC~~12,40~~ 8,41	Mdb	*d*†		1921 11mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*403'1568*t* *Tanks btwn tnnls*	465·2 P44'B175'F53' FK 114'253*t FPT*164*t*	58·3	33·5	Glasgow British 9*BHptCem* *APT*69*t*	6SteamTurbinesDRgeared to 2 Sc. Shafts HS13948 1008NHP 4SB&1AuxSB,*18cf*,GS339 Barclay,Curle&Co.Ld.Gls.	36 〃 0	
27859 217282 WJOE	**Mae** Ⓟ (*ex*WestEldara–36) 2*Dks* D.F. *Fitted for oil fuel*	5607 5033 3516					1918	Skinner& EddyCorp. Seattle, Wash	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	409·6 P43'B115'F47'	54·2	27·1	NewYork Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
27860 28124 JAEA	**Maebasi Maru** TwinSc (*ex*Mayebashi *ss*Kob.No.3-12,33 Maru-38) *ss*Kob.No.1-38 2*Dks*(*Stl*)	7005 6450 4321	✠100A1 1,41 BS1,41 ✠LMC12,38 *Carrying oil fuel F. P. above 150° F. in double bottom & forward deep tank* *Fitted for oil fuel* 8,21 *F.P. above* 150° F.	Yka	*b*†	CL 1,41	1921 8mo	Yokohama DockCo. Yokohama *Lloyd'sA&CP*	NanyoKaiunK.K. *CellDB*382'1326*t* *DTa*39'1309	445·0 P35'B135'F35' FK *tDTf*27'1002*t FPT*	58·0	34·0	Tokyo Japanese 7*BHptCem* 73*tAPT*58*t*	T6Cy.20½",33½"&56"-48" (*s*) 200lb 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
27861 PKOF	**Maetsuycker** Ⓟ D.F. E.S.D. *OilEng* *Ref.Mchy.* 3*Dks*	4131 3182 2418	✠Lloyd'sRMC8,40 ~~1,41~~ 11,41 6,43				1936	NVNederl. Dok.Maats. Amsterdam	Koninkl.Paketv. Maats.	361·6	52·5	23·2	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.28⅜"-55⅛" 620NHP WerkspoorN.V.Ams.		VL
27862 ONMF	**Mafuta** (*ex*Ronald-40) *ss*Osl.No.3-1,34 *ss*Osl.No.1-38 D.F. 2*Dks*(*Stl*)	6322 5592 3666	✠100A1 4,42 ~~4,41~~ Examined 4,42 MBS5,42 ✠LMC MS4,38 ~~BS4,41~~ DBS11,41 *Fitted for carrying whale oil or other oils in bulk, having a F.P. above* 150° F.	~~Liv~~ Liv	*a*†	CL 1,40	1920 7mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationaleS.A. *Mgrs.*) *IntermediateBH in fore & in after 'tween decks dispensed with* *Cell*	422·0 437·3(O.L.) P45'B&F338' FK *DB*368'1202*tFPT*1	56·0	28·8	Antwerp Belgian *Cem* 5*BH to U dk* 6 ,, ,, 2*nd* ,, 45*tAPT*51*t*	T.3Cy.27",45"&74"-51" (*s*) 180lb *160lb* 573NHP 2NDB91*refitted*28 3SB,*9cf*,GS192,HS8700 FD D.Rowan&Co.Ld.Glasgow	31 ″ 4 s 4 ″ 6 27 ″ 0¼	
27863	**Magalhaes** (*ex*Senang-38, *ex*Fivel-34,*ex*Nordstern, *OilEng.* *ex*Schleswig,*ex*LucieHeins, 1*Dk* *ex*Yara) *Mchy.Aft*	313 258 213					1921	Ver.Elbe& Norderwerft Hamburg	Empresa deNavegacaoNacional Sul. Ltda.	135·8 P22'F15'	25·9	9·1	Laguna Brazilian	Oil Engines 2S.C.SA 4Cy.11⅜"-17" 90NHP E*made*24 *fitted*— GrossMtrnwrk.Hamburg- MannheimA.G.Hamburg		G
27864 EAHI	**Magallanes** Ⓟ TwinSc *ss*Cdz.No.3-6,40 Sub.Sig. 3*Dks*(*Stl-Upper dk teak s*) D.F.	9689 7774 5312	✠100A1 *withfreeboard* 5,41 ✠LMC MS6,40 BS2,41 *Fitted for oil fuel* 8,28 *F.P. above* 150°F.	Bbo	*c*†	CL s4,41 P1,40	1928 8mo	Soc.Española de Const.Nav Cadiz *Lloyd'sA&CP*	Cia.Trasatlantica *CellDB*	459·8 P54'B315'F49' FK 390'1331*t Tanks in tunnels*291*tFPT*	56·0	32·0 29·3	Barcelona Spanish 9*BHptCem* *way of* 57*tAPT*69*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 180lb (*s*) 1217NHP 5SB,*15cf*,GS345,HS14945 Soc.Española deCnst.Nav Cartagena	32 ″ 2 s6 ″ 7¼ 26 ″ 0	
27865 1315 CBMG	— (*ex*Hibernia-38) *ss*N.Yk.No.3-12,32 *ss*Vpo.No.2-41 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1813 — 920	✠100A1 *Shelter dk* *withfreeboard* ~~9,40~~10,41 BS7,41 ✠LMC3,41	Clo	*s*	OG N1,40	1920 7mo	Eriksbergs M.V.Aktieb Gothenburg *Inter*	Cia.Chilena de Nav.Interoceanica (H.R.Samsing, *Mgr.*) *mediateBH in fore hold dispensed with* *CellDB*256'54	299·9 0*t FPT*29*t APT*31*t*	43·2	23·3 16·3 FK	Valparaiso Chilian *Cem* 1*BHtoSh dk* 3 ,, ,, *U* ,,	T.3Cy.22⅞",35½"&58½"-36" 185lb (*s*) 274NHP 2SB(Spt),*6cf*,GS103, HS3910 FD EriksbergM.V.Aktieb.Got	26 ″ 0 s5 ″ 2¾ 20 ″ 11½	
27866 KZDM	— Ⓟ Iron (*ex*Libelle) *ss*Shl.No.3-1,85 *Well deck* *ss*Shl.No.1-89 1*Dk*(*Irn*)2*trB*	1376 1128 865	✠ 9,94	Sng	*o*		1880 12mo	Schlesingr Davis&Co. Newcastle	Gutierrez Hermanos	244·5 Q128'B15'F29' BK8½" *DBa*67'*f*96'	33·2	18·0	Manila Utd. States 4*BHCem* 279*tAPT*32*t*	C.2Cy.29"&56"-36" 157NHP T.Clark&Co.Newcastle		
27867	— Iron (*ex*Solis,*ex*Colon)	381 — 250					1884	…………… Germany	D.Davide	177·9	27·6	8·9	Bns.Aires Argentine	C.2Cy.13½"&27"-16" 24NHP		
27868 34017 JOOH	**Magane Maru** 1*Dk*	1416 1137 792					1929	KobeSteel Works Harima	IkedaShojiK.K.	240·5 P23'Q63'B48'F22'	35·0	19·0	Nishinmya Japanese *WB*	T.3Cy.15½",26"&42½"-32" 108NHP HarimaDockyard,Harima		
27869 PFSP	**Magdala** TwinSc *OilEng.* *ss*H.Kg.No.2-40 D.F. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *Mchy.Aft clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8248 7476 4784	✠100A1 ~~3,41,40~~ 1,42 ✠LMC CS8,39 4,40 DBS2,42 *Carrying Petroleum in bulk*	~~HKg~~ ~~Sng~~ Lth	*c*†	CL ~~N12,38~~ 1,42	1931 9mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd'sA&CP*	N.V.Petroleum Maats"LaCorona" *CellDBuE*69'22	450·9 P103'B35'F43' FK 2*t DTf*32'355*tFPT*	62·0	34·1	Willemstad Dutch 14*BH* 225*tAPT*41*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 714NHP 2DB*150lb* WerkspoorN.V.Ams.	34 ″ 0 s6 ″ 7½ 27 ″ 6½	
27870 5568 SFRI	**Magdalena** (*ex*Nora-39, Iron *ex*Langdon) *ss*Ham.No.3-1,94 *Well deck* 1*Dk*2*trB*	1265 956 718	✠ … 12,98 ✠				1882 3mo	J.Readhead&Co. S.Shields	RederiA/BStrim (HelgeNorlander, *Mgr.*)	236·0 Q90'B40'H88*t*F31' FK	32·0	15·9	Stockholm Swedish *WB*	C.2Cy.30"&57"-36" 147NHP J.Readhead&Co.S.Shields	17 ″ 0	V †
27871 DHPY	**Magdalena Reith** (*ex*Anneliese, *ex*Alioth) 1*Dk*	2130 1928 1305					1905	Schpw.v. JanSmit,Czn Alblasserdm	Joh.M.K.Blumenthal	280·4 P27'B72'F32'	41·2	20·5	Hamburg German *WB*	T.3Cy.21",35"&57"-39" 203NHP Maats.deSchelde,Flushing		G
27872 DOVC	**Magdalene Vinnen** (*ex*Dunstaffnage-39) *ss*Fal.No.3-7,35 D.F. 2*Dks*(*Stl*)	4594 4278 2816	✠ 7,39 ✠	Bmn	*y*		1922 9mo	Lithgows, Ld. Pt.Glasgow *'Tw* *Cell DB*3	F.A.Vinnen&Co. *een dk BH in after* 31'1031*t DTa*30'78	383·8 398·2(O.L.) P34'B113'F44' FK *hold dispensed with* 0*tFPT*64*tAPT*20*t*	52·0	26·7	Bremen German *Cem* 5*BH to Udk* 1 ,, ,, 2*nd*,,	T.3Cy.26",42",&70-48" 488NHP 3SB,*9cf*,GS170,HS7345 Rankin&BlackmoreLdGrk *only*	29 ″ 3	
27873 DIDC	**Magdeburg** *OilEng.* *ss*Ham.No.1-29 2*Dks*(*Stl*) D.F. Sub.Sig. 3*rd dk in No.* 1 *hold*	6128 5423 3696	✠ … 12,33 ✠	Ham			1925 12mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *Cell*	449·4 P&B374'F54' FK *DB*389'1501*t FPT*	58·2	26·8	Hamburg German 8*BHptCem* 100*tAPT*10*t*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"-47¼" 1587NHP Blohm&Voss,Hamburg	29 ″ 6	G †
27874 DHQA	**Maggie** (*ex*Phaleron) *Mchy.Aft* 1*Dk*	325 283 175					1921	Schiffs.-u Dckbauwerft Flender Lübeck	Gebr.Goedhart A.G.	139·0 B34'F20'	22·5	11·8	Düsseldorf German *WB*	C.2Cy.14¾"&22⅘"-15¾" 17NHP G.SeebeckA.G. Wesermünde-G		G
27875 CNAG	**Maghreb** (*ex*Moghreb-40, *ex*Bothnia-38) *OilEng.* D.F. 1*Dk* *Mchy.Aft CruiserStern*	494 355 252	✠ … 1,39 ✠	Rot	*g*		1937 6mo	WerfJan Smit,Czn. Alblasserdam	Cie.Chérifienne d Armement *CellDB*	159·7 169·3(O.L.) P31'F17' FK 102'158*t FPT*	27·4	9·7	Casabl'nca Moroccan 3*BHptCem* 48*tAPT*10*t*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 8	V †
27876 147314 GLNR	**Magician** *ss*Mch.No.3-7,38 2*Dks*(*Stl*)	5105 4743 3181	✠100A1 4,41 ✠LMC MS7,38 ~~BS9,40~~ 11,41	Liv	*y*	CL N3,38	1925 6mo	New Waterway S.B.Co. Schiedam *Lloyd'sA&CP*	CharenteS.S.Co. Ld(T.&J.Harrison *Mgrs.*) *CellDB*339'1110*t* *DTa*29'751	394·9 410·1(O.L.) P37'B128'F40' FK *tFPT*77*tAPT*22*t*	52·5	27·9	Liverpool British *Cem* 7*BH to Udk* 1 ,, 2*nd* ,,	T.3Cy.26",43"&73"-48" (*r*) 200lb *120lb* 465NHP 2DB(Spt),*12cf*,GS210, HS7706 NewWaterwayS.B Co.	30 ″ 6 s 5 ″ 8¾ 24 ″ 11½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27877 141424 VPLK	**Magister** (*ex*CanadianVolunteer-33, *ex*Cornwallis, *ex*Canadian Volunteer) *ss*Mtl.No.3-5,31 ~~*ss*NYk.No.1-36~~ *ss*Kgn.No.2-40 1*Dk*(*Stl*)& 2nd *dk*(*Stl*)*in holds*	3188 2543 1910	✠100A1 ~~4,41~~ ~~4,40~~ ~~10,41~~ 4,42 ✠LMC3,40 BS~~3,41~~ 4,42	~~Bal~~ ~~NOs~~ V	*u*	CL 10,39	1919 6mo	Wallace Shipyards,Ld Vancouver, B.C. *Lloyd's A&CP*	Mrs.A.A.Webster (J.S.Webster& Sons,*Mgrs.*)	320·0|44·2|22·9 P29'B96'F34' FK *CellDB*262' 528*tFPT*	Kngstn,Ja British 5*BHCem* 73*tAPT*29*t*	T.3Cy.25",41"&67"-45" (*s*) 180lb 375NHP 2SB,4*cf*,GS132,HS5162 FD WallaceShipyards,Ld.	25 ″ 0 s 3 ″ 9¾ 21 ″ 5	
27878 7553 SEPN	**Magna** *ss*Skm.No.3-4,41 ~~*ss*Osc.No.2-37~~ *Cargo battens not fitted* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	*1788* *1589* *1013*	✠100A1 4,41 ~~8,40~~ ✠LMC4,41 ~~MS10,37~~ ~~BS8,40~~	~~Hbg~~ Skm	*r*	CL ~~N4,38~~ 4,41	1929 8mo	Fredrkstad Mek.Værks. Fredrikstad *Lloyd's A&CP*	A/B Transmarin (S.Redig,*Mgr.*)	269·2|42·1|17·5 273·5(O.L.) P&B200'F23' FK *CellDBa&uE*110'*f*102'545*tFPT*	Helsingbrg Swedish 4*BHCem* 35*tAPT*80*t*	T.3Cy18½",29½"&50"-36"(*s*) 190lb 189NHP 2SB,6*cf*,GS60,HS2568 FD FredrikstadM.V.Frdstad.	20 ″ 0 s 1 ″ 3 18″10½	
27879 5378 SFJU	**Magne** Sub.Sig. 1*Dk*&*Shelter dk*	*1226* *979* *558*					1912	Helsingörs Jernsk.& Msk Elsinore	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)	246·9|37·1|14·0 H96*t* 21·6	Stockholm Swedish *WB*	T.3Cy.19",32"&53"-36" 169NHP HelsingörsJernsk.&Msk.		V
27880 LETV	**Magnhild** (*ex*Santiago-36) 1*Dk*&*Spar dk*	1383 1262 881					1903	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Magnhild (M.Clausen)	231·7|34·2|19·9 B59*t*H60*t*	Haugesnd Norwegian *WB*	T.3Cy.17",30"&49"-33" 138NHP FredrikstadM.V.Frdstad.		N
27881 UPET	**Magnitogorsk** (*ex*Novgorod-35, *ex*Procyon-34) Sub.Sig. 1*Dk*	3566 3259 2175					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8|48·8|23·3 P25'B115'F35'	Leningrad Russian *WB*	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		
27882 233865 WNFU	**Magnolia** *ss*NYk.No.1-40 D.F. E.S.D. GyC. 2*Dks* *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system*	9511 8829 5894	✠100A1 6,41 ~~9,40~~ ✠LMC MS1,40 BS~~8,40~~7,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,35 *F.P. above* 150°F.	NYk	*e*†	CL ~~3,38~~ 6,41	1935 9mo	NewYork S.B.Co. Camden,N.J. *Lloyd's A&CP*	Socony-Vacuum OilCo.Inc.	484·0|66·0|36·8 500·1(O.L.) P103'B34'F49' FK *CellDBuE*71'198*t* *DTf*22' 705*tFPT*4	NewYork Utd.States 17*BH* (13 *to U dk* 4 ,, *2nd* ,,) 49*t APT*63*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 450lb HS11164 1104NHP 3WTB(2Spt424lb) FD DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
27883 165724 MMWM	**Magrix** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	454 289 224	✠100A1 8,41 ~~8,40~~ ✠LMC8,38	Hul	*g*	N7,40	1938 8mo	J.Koster Hzn.Schpsw. "Gideon" Groningen *Lloyd's A&CP*	R.Rix&Sons	157·7|25·8| 8·8 *26·0* 165·3(O.L.) FK P40'Q48'F18' *CellDB*97'136*t FPT*	Hull British 3*BH* 50*tAPTs*18*t*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 0 s 3″10½ 10 ″ 11¼	
27884 135700 GMJL	**Mahana** TwinSc *ss*Lon.No.3-4,30 *ss*.Lon.No.2-38 E.S.D. *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl-ptws*) *Tonnage opening closed* '40	10951 10230 6925	✠100A1 *Shelter dk with freeboard* ~~2,41~~ 11,41 ✠LMC MS1,38 BS~~10,40~~2,42 ✠Lloyd'sRMC~~5,41~~ ~~2,41~~ ~~2,42~~ 6,42	~~Syd~~ Wln	*f*†	CL ~~6,38~~ 6,42	1917 7mo	Workman, Clark&Co.Ld Belfast *Lloyd's A&CP*	ShawSavill& AlbionCo.Ld.	500·9|63·3|39·6 520·8(O.L.) B197'F56'*on Shelter dk* FK&BK2" *7 upper'tween dk BH to abaft Coll BH dispensed with* *CellDB*435'1646*t*	S'thamptn British 9*BHCem* (*Coll to Shdk* 8 ,, *2nd*,,)	4SteamTurbinesSRgeared to 2Sc.Shafts 180lb (*s*) 2DB&2SB, 1119NHP 24*cf*,GS399,HS15534 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	43 ″ 0 s12 ″ 11 30 ″ 4¼	
27885 149834 GNBY	**Maharaja** Ⓟ *ss*Cal.No.3-5,40 2*Dks*(*Stl*)&*Shade dk* (*Stl-teaks*)	2895 2358 1716	✠100A1 *with freeboard* 2,41 BS2,41 ✠LMC5,40	Cal	*w*	CL N3,40	1927 5mo	Lithgows' Ld. PortGlasgow *Lloyd's A&CP*	AsiaticStm.Nav. Co.Ld.	335·0|47·5|20·8 F46' FK *CellDB*278'742*t* *FPT*62*tAPT*26*t*	London British 6*BHptCem ptAsp* (*Coll BH to Sh dk* 5 ,, *2nd*,,)	T.3Cy.24",40"&68"-45" (*r*) 200lb *110lb* 405NHP 2SB,8*cf*,GS154,HS5510 FD Rankin&BlackmoreLdGrk	23 ″ 6 s 2 ″ 1¼ 21 ″ 9½	
27886 135701 GNZV	**Mahia** TwinSc *ss*Lon.No.3-10,29 *ss*Gls.No.2-38 E.S.D. *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '40	10014 9599 6381	✠100A1 *Shelter dk with freeboard* ~~4,41~~ 8,40 5,42 Examined 5,42 ✠LMC MS8,37 BS~~4,41~~1,42 ✠Lloyd'sRMC~~7,41~~ ~~1,42~~ 5,42	~~Lon~~ ~~Dun~~ Bry	*e*†	CL ~~8,39~~ P 9,41 S5,42	1917 8mo	Workman. Clark&Co.Ld Belfast *Lloyd's A&CP*	Norfolk&N. AmericanStm. ShippingCo.Ld. (ShawSavill& AlbionCo.Ld. *Mgrs.*)	477·6|63·1|39·7 B180'F47' FK *on Shelter dk* (*Coll BH to Sh dk* 8 *BH to U dk*) *Shelter 'tween dk BHs except Coll BH dispensed with* *CellDB*425'1588*t*	S'thamptn British 9*BHCem*	Q8Cy22",31½",45½"&65"-48" 220lb (*s*) 997NHP 2DB&2SB,18*cf*,GS355, HS15126 FD Wrkman,Clark&Co.LdBel	42″10 s13″0¼ 30 ″ 0¼	
27887 221666 KDVH	**Mahimahi** (*ex*GoldenDragon-38, *ex*WestChopaka) 2*Dks*&*Shelter dk* *Ref.Mchy.* *Fitted for oil fuel*	7350 — 4445					1921	LsAngeles S.B.&D.D.Co SanPedro,Cal	MatsonNavigation Co.	430·7|54·3|26·2	S.Frncisco Utd.States *WB*	T.3Cy.28½",47"&78"-48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
27888 147347 GDZN	**Mahout** *ss*Mdb.No.3-2,38 2*Dks*(*Stl*)3rd *dk*(*Stl*) D.F. E.S.D. *in No.1 hold* *CruiserStern*	7921 7313 4880	✠100A1 ~~10,40~~ 10,41 ✠LMC MS4,41 BS12,41	~~Sws~~ Cal	*d*†	CL ~~12,39~~ 9,41	1925 12mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd's A&CP*	Thos.&Jno. Brocklebank,Ld.	470·1|62·1|32·2 P46'B158'F39' FK *CellDB*395'1502*t* *DTa*36'1228*tFPT*76*t*	Liverpool British 8*BHptCem* 1 ,, *to2nd dk* *APT*93*t*	2SteamTurbinesSRgeared to 1 Sc. Shaft 200lb (*r*) FD 1047NHP 4SB,16*cf*,GS273,HS15000 D.Rowan&Co.Ld.Gls.	34″10 s 7 ″ 6¾ 27 ″ 6	
27889 147329 GLTJ	**Mahronda** *ss*Mdb.No.3-12,37 D.F. E.S.D. 2*Dks*(*Stl*)3rd *dk*(*Stl*) *in No.1 hold* *CruiserStern*	7926 7313 4889	✠100A1 ~~7,41~~ ~~12,39~~ ~~11,40~~ 3,42 9,41 ✠LMC MS~~8,37~~ BS~~6,40~~7,41	~~Mch~~ ~~Bal~~ Mch	*d*†	CL ~~11,38~~ 3,42	1925 10mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd's A&CP*	Thos.&Jno. Brocklebank,Ld.	470·1|62·1|32·2 489·5(O.L.) P46'B158'F39' FK *CellDB*395'1502*t* *DTa* 36' 1228*tFPT*	Liverpool British 8*BHptCem* 1 ,, *to2nd dk* 76*tAPT*93*t*	2SteamTurbinesSRGeared to 1 Sc. Shaft (*r*) 200lb 1047NHP 4SB,16*cf*,GS273,HS15000FD D.Rowan&Co.Ld.Glasgow	34″10 s 7 ″ 6¾ 27 ″ 6	
27890 147341 GLPC	**Mahseer** *ss*Mdb.No.3-9,37 D.F. 2*Dks*(*Stl*)3rd *dk in No.1 hold* E.S.D. *CruiserStern*	7911 7320 4946	✠100A1 9,41 ~~11,40~~ BS11,40 ✠LMC9,37	~~Bkn~~ Bal	*d*†	CL 11,40	1925 11mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	Thos.&Jno. Brocklebank,Ld.	470·2|62·2|32·4 P46'B158'F39' FK *CellDB*403'1532*t* *DTa*35'1230*t FPT*	Liverpool British 8*BHptCem* 1 ,, *to2nd dk* 72*tAPT*86*t*	2SteamTurbinesSRGeared to1 Sc.Shaft (*r*) 200lb FD 1047NHP 4SB,16*cf*,GS273 HS15000 D.Rowan&Co Ld.Glasgow	34″11 s 7 ″ 7 27 ″ 7½	
27891 140553 GSCP	**Mahsud** *ss*Mdb.No.3-4,30 *ss*Cal.No.2-38 E.S.D. 2*Dks*(*Stl*) D.F. 3rd *dk*(*Stl*)*in No.1 hold* *CruiserStern*	7540 7056 4631	✠100A1 3,41 BS9,41 ✠LMC MS5,38 ~~BS11,40~~ *Fitted for oil fuel* 6,18 *F.P. above* 150°F.	Cal	*c*†	CL 3,40	1917 12mo	Russell& Co. PortGlasgow *Lloyd's A&CP*	Thos.&Jno. Brocklebank,Ld.	470·4|58·2|32·1 490·7(O.L.) P47'B126'F47' FK *CellDB*414'1460*t* *DTa*37'1234*t FPT*	Liverpool British 7*BHCem* 100*tAPT*96*t*	T.3Cy.28$\frac{5}{16}$",47½"&80"-54" 200lb (*r*) 772NHP 2DB&1SB,19*cf*,GS295, HS14969 J.G.Kincaid&Co.Ld.Grk.	34″10 s 7 ″ 9½ 27 ″ 3¼	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où cotés, si ce n'est dans le L.R. Durée. Cert. B. of Trade
27892 150 ESBH	**Mai** (*ex*MayScott) *ss*Tln.2ndNo.3-6,34 *ss*Rot.No.1-39 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1549 1319 916	✠100A1 5,39 ✠LMC MS5,39 BS8,39 No later survey reported	Rot	*p*	CL N8,38	1909 6mo *Lloyd*	BlythS.B. Co.Ld. Blyth '*sA&CP*	TallinnaLaevaühisusA.S.(Tallinn ShippingCo.Ld.) *CellDBa*71'*uE&B*	245·0 Q90'B48'F21' FK 35' *f*102' 402*t FPT*	36·7	16·0	Tallinn Estonian 4*BHCem* 62*tAPT*79*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb *90lb* 181NHP 1SB,4*cf*,GS75,HS2945 N.E.MarineEng.CoLdNwc	18 ″ 4 s1 ″ 8½ 16 ″ 10	
27893 938 ESRB	**Maia** (*ex*Scandia-34,*ex*Danebrog) *ss*Kel.No.3-6,30 *ss*Shl.No.2-39 1*Dk*(*Stl*)	1932 1705 1116	✠100A1 6,39 BS6,40 ✠LMC4,38 No later survey reported	Shl	*r*	CL 5,39	1917 6mo	Chicago S.B.Co. Chicago A&CP	KäsmuLaeva Omanikud(O.Tiedemann,*Mgr.*) *CellD*	250·1 P25'B64'F26' FK B220' 528*t FPT*67*t*	43·7	18·0	Käsmu Estonian *BHCem* *APT*77*t*	T.3Cy.20",33"&54"-40" (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 4 s 2 ″ 7¾ 17 ″ 11	
27894 142610 GPBS	**Maid of Orleans** Ⓟ TwinSc 3*Dks*4*trB* *Fitted for oil fuel*	2386 1424 937					1918	W.Denny &Bros. Dumbarton	SouthernRailway	341·1	42·1	16·0	London British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Denny&Co.Dumbarton		BT till 10.42
27895 182 SZKW	**Maid of Samos** (*ex*Bingen) 1*Dk*& *Awng dk*	*1190* *821* *718*					1901	Bremer Vulkan Vegesack	D.&M.Goulandris (Th.L.Boyazides &Co.*Mgrs.*)	232·4 Q85' *Awng dk*147'	33·2	13·4	Andros Greek *WB*	T.3Cy.16⅛",26"&$41\frac{11}{16}$"-27⅛" 90NHP BremerVulkan,Vegesack		C
27896 150838	**Maid of Stirling** TwinSc (*ex*Willowbay-36,*ex*Oissel, *ex*Tôlier) 1*Dk* *Mchy.Aft*	1247 827 659					1920	Atel.&Ch. Maritimes du Sud-Ouest Bordeaux	StirlingShipping Co.Ld.(A.T. O'Leary,*Mgr.*)	218·8 P75'F29'	34·4	12·6	Halifax NS British *WB*	T.6Cy.$12\frac{3}{10}$",20"&31½"-16⅔" 80NHP Atel&Ch.de la Loire, St.Nazaire		V
27897 218485 KIPX	**Maiden Creek** Ⓟ 2*Dks*&*Web frames* D.F. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.*	5031 4740 3078	✠ … 6,20 ✠				1919 7mo	American International S.B.Corp. HogIslandPa	WatermanS.S. Corp.	390·0 P39'B122'F43' FK	54·2	27·6	Mobile Utd. States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
27898 148754 MNQV	**Maidstone** TwinSc *CruiserStern* *Dk*	688 626 267					1926	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·7 B90'F37'	33·6	14·2	London British *WB*	T.6Cy.15",25"&41"-24" 166NH D&W.Hendersn&CoLdGls		
27899 140518 GSCL	**Maihar** *ss*Lon.No.3-2,30 E.S.D. *ss*Gls.No.2-38 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.*1 *hold* D.F. *CruiserStern*	7563 7056 4657	✠100A1 11,41 ~~1,40~~ ~~12,40~~ ✠LMC MS12,37 BS~~6,40~~7,41 *Fitted for oil fuel* 3,38	~~Gls~~ ~~Cal~~ Gls	*c*†	CL N11,40 *F.P. a*	1917 6mo *Lloyd* *bove* 1	Russell& Co. Port Glasgow '*sA&CP* 50°F.	Thos.&Jno. BrocklebankLd. *CellDB*414'1615*t*	470·4 490·5(O.L.) P47'B126'F47' FK *DTa* 37' 1234*t FPT*	58·2	32·1	Liverpool British 7*BHCem* 100*tAPT*96*t*	T.3Cy.28",47½"&80"-54"(*r*) 200lb HS15710 800NHP 2DB&1SB,20*cf*,GS308, J.G.Kincaid&Co.Ld.Grk.	34 ″ 10 s 7 ″ 9½ 27 ″ 3¼	
27900 UOUV	**Maikop** *Mchy.Aft* *OilEng.* *Longitudinal framing* 2*Dks* *Carrying Petroleum in bulk*	1846 1446 945					1929	Nicolaieff StateSBYard 'AndreMarti' Nicolaieff	U.S.S.R.	250·9 P64'B28'F23'	37·4	20·7	Tuapse Russian *WB*	Oil Engines 2S C.SA 4Cy.21¼"-$35\frac{11}{16}$" 315NHP Maschfbk.Augsburg- Nürnberg,Augsburg		
27901 UOKG	— (*ex*ElenaCouppa) TwinSc *Mchy.Aft* 1*Dk*	398 360 240					1893	Stablimnto Tecnico Trieste	U.S.S.R.	185·3	27·0	8·2	Odessa Russian *WB*	C.4Cy.13½"&24"-20" NB36 42NHP StabilimentoTecnico,Tri.		
27902 LEKR	**Mailand** D.F. 1*Dk*	836 668 363					1915	Akers Mek.Værks Oslo	A/S Jelölinjen (FredOlsen&Co. *Mgrs.*)	208·0 P&B95'F42'	32·6	14·8	Oslo Norwegian *WB*	T.3Cy.16½",27"&45"-33" 116NHP AkersMek.Værks.Oslo		N
27903 DAUD	**Main** 1*Dk*	964 714 539					1926	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	216·1 Q80'B50'F23'	33·0	11·7	Stettin German *WB*	T.3Cy.$14\frac{3}{16}$",$22\frac{13}{16}$"&37⅞"- $25\frac{9}{16}$" 71NHP StettinerOderwerke		G
27904 220199 KJUC	**Maine** (*ex*PacificPine-37,*ex* WestNorranus) 2*Dks* *Fitted for oil fuel*	5435 — 3392					1920	S.Western S.B.Co. SanPedro,Cal	CaliforniaEastern Line,Inc.(Pacific- AtlanticS.S.Co. *Mgrs.*)	410·5 P46'B112'F46'	54·3	27·2	Portlnd,Or Utd. States *WB*	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
27905 221123 KDPK	— (*ex*Franklin) *ss*Clv.No.3-40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	3432 2998 2429	✠100A1 *ForServiceon the* *GreatLakes* 2,41 BS3,42 ~~BS2,41~~ ✠LMC4,40 *CarryingPetroleum in bulk* *Fitted for oil fuel*3,21	Clv		CL 1,40 *F.P. a*	1921 4mo *bove* 1	StatenIsld. S.B.Co. Mariners' Harbor,N.Y 50°F.	TheTexasCo. *Cell DBuE&B*45'5	353·3 P103'B38'F28' len34 FK 2*tFPT*65*tAPT*52*t*	43·1	25·6	Wilmgton (Del.) Utd. States 14*BHptCem* (12 *to U dk* 2 „ *2nd* „)	T.3Cy.21¼",$35\frac{5}{16}$"&59"-42" 200lb (*r*) 380NHP 2SB,6*cf*,GS132,KS5954 FD StatenIslandS.B.Co. PortRichmond,N.Y.	26 ″ 0 s 4 ″ 6¼ 21 ″ 8¾	
27906 1047 OHEV	**Maininki** (*ex*Nonni, *ex*Jökul) 1*Dk*	329 211 157					1891	MossJern- stöberi&M.V Moss	SuomenMootlorilaivaO/Y(L.G.W. Boxberg,*Mgr.*)	138·2 132·0 P110*t*F14*t*	22·1	9·7	Helsingfrs Finnish *WB*	T.3Cy.11¼",18"&29½"-22" 41NHP MossJernstöberi&Mk.Vk.		N
27907 1298 CBMA	**Maipo** Ⓟ Iron3Mst 2*Dks*&*Shade dk*	2614 — 1593	✠ 7,82	Cly	*u*		1882	J.Reid&Co Pt.Glasgow	CiaSudAmericana deVap.	332·2 F33' *DBa*34'*f*166'&*u*	39·9	21·0	Valparaiso Chilian 5*BHCem* *E&B*74'343*t*	C.2Cy.45"&80"-54" 392NHP Rankin&Blackmore,Grk.		
27908 100 SZKZ	**Mairi Deftereou** (*ex*Hunter- field-32) *ss*Gmh.2ndNo.3-4,28 *ss*Alx.No.2-37 *Well deck* 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*1383* *1078* *753*	✠100A1 11,39 BS11,39 ✠LMC6,37	Pir	*o*	CL 9,38	1903 5mo *Lloyd*	AilsaS.B. Co.Ld. Ayr '*sA&CP*	B.P.Deftereos *Cell DBa*63 *uE*	240·1 P16'Q71'B59'F31' FK 17' *f*96'315*t FPT*43*t*	36·2	17·1	Argostoli Greek 4*BHCem* *APT*33*t*	T.3Cy.18",30"&48"-33" (*s*) 180lb *90lb* 145NHP 1SB,3*cf*,GS60,HS2260 Muir&Houston,Ld.Gls.	18 ″ 0 s 1 ″ 3½ 16 ″ 10	
27909 147945 VLQJ	**Maiwara** (*ex*Schleswig) *ss*Syd.No.3-5,41 1*Dk*	606 460 331	100A1 ~~✠5,41~~ 12,41 LMC5,41	Syd	*j*	OG 11,40	1924	Intrnationl SB &E.Co.Ld Danzig	AulcoPty.Ld.	179·2 188·0(O.L.) P11'Q39'B46'F25'FK *CellDB*146'177*t*	29·1	11·2	SydnyNSW ~~Glasgow~~ British 4*BHCem* *FPT*9*tAPT*17*t*	T.3Cy.$14\frac{3}{16}$",$22\frac{13}{16}$"&30⅝"-22⅞" 185lb *110lb* (*s*) 85NHP 1SB,2*cf*,GS41,HS1507 International S.B.&E.Co.Ld.Danzig	13 ″ 4 s ″ 11 12 ″ 6	
27910 8371 SGNU	**Maj** Aux3MstSr (*ex Lighter*LeTrapu-39, *OilEng.* *ex*SteamTug) *Mchy.Aft* (*See Sailing Ship Register*)	*398* *297* *174*					1921	Soc.Anon. desAnciens Ch.Dubigeon Nantes	RederiA/BSkansholmen(AxelHans- son,*Mgr.*)	138·3	26·8	11·6	Västervik Swedish	Oil Engines 2S.C.SA 5Cy.$9\frac{1}{16}$"-15¾" 72NHP *Emade&fitted*39 FredrikshavnsJernstöberi &Maskfbk.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27911 167256 GTGT	**Maja** TwinSc D.F. E.S.D. ssSng.No.2-39 *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8181 7470 4801 —	✠100A1 ~~9,41~~ ~~8,40~~ 4,42 ✠LMC CS5,39 DBS~~9,40~~ 9,41 11,39 *Carrying Petroleum in bulk*	~~Shl~~ ~~Bkn~~Liv	c †	CL ~~7,38~~ P9,41 SN9,41	1931 11mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *'sA&CP*	Anglo-Saxon PetroleumCo.Ld.	451·0|62·1|34·0 467·9(O.L.) P103'B35'F43' FK *CellDBuE69'222t*	London British 14*BH* *DTf32'355t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB150*lb* WerkspoorN.V.Ams. *FPT225tAPT41t*	34 〃 0 s6 〃 7½ 27 〃 6½	
  PKGH	**Majang** *OilEng.* *Mchy.Aft* 1*Dk*	536 362 362					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3|28·9| 9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-15¼" 122NHP SulzerBros.Winterthur		V
27913 6833 SFKE	**Majfrid** 1*Dk* *Cruiser Stern*	897 645 514					1922	LarvikSlip &Verks A/S Larvik	Rederiaktieb. Östersjön(A. Christensen, *Mgr.*)	195·6|31·8|12·6 Q56'F21'	Trelleborg Swedish *WB*	T.3Cy.14",23"&38"-27" 75NHP LarvikSlip&VerkstedA/S		N
27914 217046 WFII	**Major Wheeler** 1Dk *Fitted for oil fuel*	3431 2906 2038	✠ ... 2,21	✠			1918 10mo	Hanlon D.D.&S.B.Co Oakland, Cal.	Baltimore-Insular LineInc. (A.H.Bull &Co.Inc. *Mgrs.*)	305·0|46·0|24·5 P26'B79'F33' FK	Baltimore Utd. States *WB*	T.3Cy.24",39"&65"-42" BethlehemS.B. 382NHP Corp.Ld.Alameda,Cal.	26 〃 9	R †
27915 147196 MLJP	**Majorca** (*ex*Aigburth,*ex*Fædreland) ssLth.No.3-3,34 D.F. ssLth.No.1-38 *Well deck* 1*Dk*(*Stl*)	1126 854 589	✠100A1 8,41 ~~6,40~~ ~~BS6,40~~	~~Hul~~ Nwc BS8,41 ✠LMC6,38	*n*	CL 6,40	1921 3mo *Lloyd*	OuseS.B. Co.Ld. Goole *'sA&CP*	CurrieLine,Ld.	220·0|35·1|13·8 230·0(O.L.) Q77'B54'F23' FK *CellDB178'223t FPT*	Leith British 4*BHCem* *41tAPT72t*	T.3Cy.18",29"&50"-33" (*s*) 180lb 160NHP 2SB,4*pf*,GS73,HS2520 Earle'sCo.Ld.Hull	15〃10 s1 〃 2½ 14 〃 9	
27916 PKGJ	**Makasser** *OilEng.* *Mchy Aft* 1*Dk*	537 350 363					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3|28·9| 9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
27917 HRNH	**Makawao** (*ex*Sujerseyco) ssN.Yk.No.1-25 1*Dk2trB in fore&after holds&Web frames* D.F. *Fitted for oil fuel*	3253 3005 1977	✠ ... 6,28	✠			1921 2mo	Submarine BoatCorp. Newark,N.J.	~~MatsonNavigation Co.~~ UnitedStates Maritime Commission	324·0|46·2|25·0 P30'B90'F35' FK	Puerto Cortes Honduran *WB*	1DRGearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 〃 6	R †
27918 217844 KJQI	**Makaweli** (*ex*Cowee) D.F. 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Carrying oil or molasses in bulk*	2630 — 1534					1919	Gt.Lakes Eng.Works Ashtabula,O.	MatsonNavigation Co.	253·5|43·5|27·5	S.Frncisco Utd. States *WB*	T.3Cy.19",32"&54"-40" Gt.LakesEng 184NHP Works,Ashtabula,O.		R
27919 LEKN	**Måkefjell** D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1567 1283 899					1932	Porsgrund Mek.Værks Porsgrunn	A/SLuksefjell (Olsen&Ugelstad, *Mgrs.*)	246·6|37·9|18·2 P28*t*H148*t*	Oslo Norwegian *WB*	C.4Cy.(2)13¼"&(2)27½"-27½" 66NHP PorsgrundM.V.Porsgrunn		N
27920	**Makena** (*ex*Cowboy) 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	2729 — 1653					1919	Gt.Lakes Eng.Works Ashtabula,O.	Makena S.S.Co.Ld.	253·5|43·5|27·5	Panama Pnamanian *WB*	T.3Cy.19",32"&54"-40" Gt.LakesEng. 184NHP Works,Ashtabula,O.		R
27921 PKGN	**Makian** *OilEng.* *Mchy.Aft* 1*Dk*	537 350 363					1928	NV Intern. Scheepsbouw Mij.deMaas Slikkerveer	Koninkl.Paketv. Maats.	165·3|28·9| 9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
27922 215832 WMCD	**Makiki** (*ex*Woonsocket,*ex*Rhode Island) ssSFo.No.3-3,30 *Ref.Mchy.* ssSFo.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Webframes* Sub.Sig. D.F. *Longitudinal framing*	5924 — 3721	✠100A1 *Shelter dk withfreeboard* 8,41 ~~6,40~~ BS12,41 MS1,38 *Fitted for oil fuel 11,17 F.P. above 150°F.*	~~SF~~ Sea ✠LMC ~~BS1,41~~	2	CL ~~9,28~~ 8,41	1917 11mo	TheTexas Co. Bath,Maine A&CP	MatsonNavigation Co. *CellDB343'1074t*	402·0|54·2|30·6 P34'B120'F39' FK *on Shelter dk* *DTa32'1075t FPT*	S.Frncisco Utd. States 6*BHCem* *108tAPT63t*	T.3Cy.$26\frac{5}{8}$",44"&74"-51" (*s*) 190lb 555NHP 3SB,9*cf*,HS8118 FD H.G.TroutCo,BuffaloN.Y.	33〃11 s7 〃 1½ 26 〃 11¾	
27923 121595 ZMFK	**Mako** ssSyd.No.1-41 ssAuk.2ndNo.3-9,37 *Well deck* 1*Dk*(*Stl*)	493 322 215	✠100A1 8,41~~9,37~~ ~~BS4,40~~	~~Auk~~ Syd ✠LMC~~9,37~~ 8,41	*g*	CL ~~8,37~~ 6,41	1914 9mo *Lloyd*	Bow,Mc-Lachlan&Co. Ld. Paisley *'sA&CP*	CoconutProducts Ld. *DBa28'38tCellDB*	153·5|25·1|12·8 Q83'B20'F21' FK *f55'44tFPT18tAP*	PtMoresby British 4*BHCem* *T6t*	T.3Cy.13",22"&36"-30" (*s*) 180lb 92RHP 1SB,3*cf*,GS58,HS1651 Bow,McLachln&CoLdPsy	13 〃 6 s3 〃 6½ 13 〃 0¾	
27924	**Mako Maru** (*ex*Luso-40, *ex*YingHsiang-38,*ex*ShengAn-37, *ex*Ryuko Maru-32,*ex*Opland) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	1398 1275 928	✠ 1,07	Mdb ✠	*p*		1903 7mo	Fevigs Jernskibsbyg Arendal	YamasitaKisen K.K.	235·7|35·0|19·6 FK *CellDBa52'f104'*	Japanese 4*BHCem* *281tAPT27t*	T.3Cy.17½",27"&47"-33" 138NHP 1SB,3*pf*,GS60,HS2142 Richardsons,Westgarth& Co.Ld.Mdb.	21 〃 0	
27925 220245 KUZF	**Makua** (*ex*Suholco) ssNYk.No.1-25 1*Dk*(*Stl*)2*trB in fore& after holds&Web frames* D.F. *Fitted for oil fuel*	3275 — 1974	✠ ... 6,28	✠			1920 7mo	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0|46·2|25·0 P30'B90'F35' FK	S.Frncisco Utd. States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 〃 6	R †
27926 212517 WKCR	**Malabar** (*ex*JohnD.Rockefeller) ssNYk.No.3-12,20 ssNYk.No.2-29 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel* *Longitudinal framing*	8465 — 6462	✠ ... 9,33	NYk ✠			1914 9mo	NwprtNws S.B.&D.D.Co NewprtNews *CellDBa17'*	Grosvenor-Dale Co. *uE&B65'f50'546t*	458·3|60·0|28·6 FK *FPT190tAPT94t*	Wilmgton (Del.) Utd. States 14*BHptCem* (11 „ *to Udk* 3 „ „ *2nd* „)	Q4Cy24",35",51"&75"-51⅝" 533NHP 3SB,9*cf*,GS177,HS7035 NewportNewsSB&DD Co.	36 〃 2	R †
27927 219395 KERT	**Malacca** (*ex*Bethelridge) Now "Ponca City," see No. 38064 in Supplement 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	7051 4261					1919	Baltimore D D.&S.B.Co. Baltimore Md	C.D.MalloryCorp.	431·0|59·2|31·4 P123'B37'F39'	Wilmgton (Del.) Utd. States	T.3Cy.24½",41¾"&72"-48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
27928 DJQD	**Malaga** D.F. E.S.D. 2*Dks* Sub.Sig. *Cruiser Stern*	2146 1635 1103					1935	Neptunwft Rostock G.m.b.h. Rostock	Rob.M.Sloman,jr.	303·1|43·6|16·1 P25'B25'F33'	Hamburg German *WB*	C.4Cy.(2)16⅛"&(2)$35\frac{7}{16}$"-$35\frac{7}{16}$"&LP turbine with DRgearing&hydraulic coupling 205NHP NeptunwerftRostock G.m.b.H.		G

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
27929 134655 CYBR	**Malahat** WoodAuxTwin5MstSr *OilEng.* *Salted* ssSea.23 (*See Sailing Ship Register*)	1544 1389 1199	✠ ... 9,24 ✠				1917 8mo	Cameron- GenoaMills Shipb'ldrs,Ld Victoria,B.C.	GibsonShippingCo. Ld.	245·7 P30'F30'	43·8	21·0	Vancouvr British	Oil Engines 2S.C.SA 4Cy.$16\frac{1}{2}$"–$18\frac{15}{16}$" 18RHP J&CGBolindersCoLd.Skm	22 ″ 4	
27930 157606 VJYY	**Malaita** Ⓟ ssSyd.No.1-37 *OilEng.* *Ref.Mchy.* 2*Dks*(*Stl-Upr dk pt* teak) *CruiserStern*	3310 2323 1883	✠100A1 ~~4,41~~ 10,41 ✠LMC CS~~8,37~~ 10,41 DBS~~7,40~~ 7,41 ~~1,40~~ 1,41 ✠Lloyd'sRMC~~4,41~~ 10,41	Syd	*u* $1\frac{11}{16}$	CL 4,41	1933 10mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's*A&CP	Burns,Philp&Co. Ld. *CellDB*258'656t	315·1 P42'B158'F36' FK *FPT*70t*APT*26t	47·0	21·1	SydnyNSW British 8*BHptCem* (1,,*to 2nd dk*)	Oil Engines 2S.C.SA 8Cy.$19\frac{1}{16}$"–$35\frac{7}{16}$" 538NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	23 ″ 6 s 2 ″ $6\frac{1}{2}$ 21 ″ $1\frac{1}{4}$	
27931 142995 VOBK	**Malakoff** (*ex*Steamer-36,*ex*Trawler) ssNFL.No.3-5,31 ssNFL.No.2-39 *Mchy.Aft.* *OilEng.* 1*Dk*	313 233 195	✠100A1 8,41 ~~6,40~~ ✠NE7,36 ✠LMC7,39 *Coasting Newfoundland & Labrador* ✠LMC(M)8,41	NFL		CL ~~3,39~~ 8,41	1918 11mo	Canada Car &FoundryCo. Ld. FortWilliam. A&CP Ont.	Commissioner for NaturalResources, Commissioner of Govt.of Newfound- land.	135·6 Q74'F27' BK7" Alt.36 *FPT*3t*APT*2t*DTf* 7'8t	22·6	12·7	SJhnsNFL British 5*BHCem*	Oil Engines 2S.C.SA 4Cy.$9\frac{13}{16}$"–$16\frac{9}{16}$" 67NHP BritishAuxiliaries,Ld.Gls.	13 ″ 3	
27932 217928 KIBF	**Malama** (*ex*MilwaukeeBridge) D.F. 1*Dk*2*trBin fore & after holds* *& Web frames* *Fitted for oil fuel*	3275 3005 1996	✠ ... 6,20 ✠				1919 5mo	Submarine BoatCorp. PortNewark N.J.	MatsonNavigation Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States *WB*	DR GearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
27933 216821 WJAO	**Malamton** (*ex*Missoula-35, *ex*M.J.Scanlon) 1*Dk* D.F. *Mchy.Aft* *Fitted for oil fuel* Now "Minotaur," *see No.* 37624 *in Supplement*	4554 3860 2721					1918	NewYork S.B.Corp. Camden,N.J.	C.D.MalloryCorp.	362·3	51·2	32·2 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.$24\frac{17}{32}$",$39\frac{15}{16}$"&67"–45" 301NHP NYorkSBCorp.CamdenNJ		R
27934 164327 GZRD	**Malancha** D.F. E.S.D. 2*Dks*,3*rd dk in No.*1*hold* *Ref.Mchy.* *CruiserStern*	8124 7308 4852	✠100A1 ~~2,41~~ 10,41 BS7,41 ✠LMC7,37 *Fitted for oil fuel* 7,37 *F.P.above* 150°F.	~~Cal~~ Liv	*d*† $2\frac{3}{8}$	CL 5,40	1937 7mo	Wm.Ham- ilton&Co.Ld PortGlasgow *Lloyd's*A&CP	Thos.&Jno. Brocklebank,Ld. *CellDB*386'1297t*Ta*36'1227t*FPT*90t*APT*95t	475·6 493·6(O.L.) P51'B161'F54' FK	62·7	32·3	Liverpool British 8*BHptCem* 1 ,, *to 2nd dk*	3 steam turbines SR geared to 1 screw shaft (*r*) 250lb 1170NHP 4SB(Spt),*16cf*,HS14060 FD D.Rowan&Co.Ld.Gls.	34 ″ 10 s7 ″ $3\frac{1}{4}$ 27 ″ 10	
27935 220751 KDHY	**Malang** (*ex*EasternLeader) 2*Dks* D.F. *Fitted for oil fuel*	3735 3443 2265	✠ ... 1,22 ✠				1920 6mo	Fujinagata Dockyard Osaka	~~C.D.MalloryCorp.~~ TheWrightCo.	344·8 P33'B73'F40' FK	50·1	26·6 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&64"–48" 342NHP FujinagataDkyd.Osaka	29 ″ 1	R †
27936 CSAJ	**Malange** (*ex*CarloPisacane,*ex*Algier, *ex*Hornfels) 1*Dk & Spar dk*	3155 2995 2393					1904	Akt.Ges. "Neptun" Rostock	Companhia Colonial de Navegaçao.	302·2 H31'	45·3	25·4	Lisbon Portuguese *WB*	T.3Cy.$20\frac{7}{8}$",$35\frac{7}{16}$"&$55\frac{7}{8}$"–$37\frac{3}{8}$" 192NHP A.G."Neptun,"Rostock		C
27937 237554 WNOP	**Malantic** (*ex*Themoni-38, *ex*Burnhope-33) ssN.Ns.No.3-7,38 1*Dk*(*Stl*)	3837 3483 2334	✠100A1 8,41 ~~2,41~~ BS~~8,40~~ ✠LMC7,38 8,41 *Fitted for oil fuel* 7,38 *F.P. above* 150° F.	NYk	*x*	CL 6,39	1929 2mo	Nthmblnd S.B.Co. (1927),Ld. Newcastle *Lloyd's*A&CP	~~C.D.MalloryCorp.~~ MarineOperating Co.Inc. *CellDB*324'1064t*FPT*77t*APT*109t	370·3 P35'B230'F36' FK	51·8	22·6	Wilmgton (Del.) Utd.States 6*BHCem*	Q.4Cy.20",28",40"&58"–42" 225lb (*s*) 298NHP 2SB(Spt),*6cf*,HS4968 N.E.MarineEng.CoLdNwc	24 ″ 8 s2 ″ $11\frac{1}{2}$ 21 ″ $11\frac{1}{4}$	
27938 7325 SDVA	**Mälaren** *OilEng.* ssGot.No.3-7,39 D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Cruiser Stern* Now "Sälen," *see No.* 33547 *in Supplement*	*2699* *2344* *1434*	✠100A1 *withfreeboard* 1,42 ~~11,40~~ ✠LMC CS8,39 DBS~~6,40~~ 7,41 ~~1,39~~ 7,40	~~Mtl~~ Gls	*v*	CL 7,39	1927 3mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's*A&CP	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *CellDB*280'818t*FPT*130t*APT*154t	337·0 340·3(O.L.) FK	45·6	20·3	Gothenbrg Swedish 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 ″ 11 s1 ″ $7\frac{1}{2}$ 21 ″ $4\frac{3}{4}$	
27939 221304 KDSI	**Malay** (*ex*Swiftwind-33) ssMob.No.3-10,33 D.F. ssMob.No.2-41 ~~ssMob.No.1-37~~ *Mchy.Aft* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing*	8207 7779 5092	✠100A1 *Shelter dk* *withfreeboard* 3,42 ~~4,41~~ ~~11,41~~ 11,41 ✠LMC MS~~5,37~~ BS~~4,41~~ 3,42 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	~~NNs~~ ~~Mob~~ NNs	*c*†	CL ~~N3,41~~ 2,42	1921 6mo	Northwest Bridge&Iron Co. Portland,Or. A&CP	Grosvenor-Dale Co. *CellDBuE&B*71'230t *DTf*50'444t '*tween dk tanks a*30t*FPT*183t*APT*31t	464·4 481·9(O.L.) FK	60·2	27·7	Wilmgton (Del.) Utd.States 17*BHptCem* (3 *to S dk* 10 ,, *U* ,, 4 ,, 2*nd* ,,)	T.3Cy.$27\frac{3}{4}$",46"&78"–51" (*s*) 210lb 662NHP 3SB,*9cf*,HS9690 FD Hooven,Owens,Rentschler Co.Hamilton,O.	36 ″ 5 s8 ″ $11\frac{3}{4}$ 27 ″ 8	
27940 165982 GMLM	**Malaya II** TwinSc4Mst (*ex*Malaya-40) *OilEng.* ssCpn.No.3-4,34 ssCpn.No.1-39 D.F. 2*Dks*(*Stl*)& *Awng dk*(*Stl*)	8651 8189 5515	✠100A1 *Awng dk* *withfreeboard* 5,41 ~~9,40~~ ✠LMC CS7,39 DBS~~9,40~~ 5,41 9,38	~~Gls~~ Mtl	*c*†	CL ~~P8,37~~ ~~S6,39~~ 5,41	1921 7mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's*A&CP	Ministry of War Transport(United Baltic Corpora- tion,Ld.*Mgrs.*) *CellDB*392'1468t*Tanks between tunnels*46'130t*FPT*108t*APT*108t	445·8 464·5(O.L.) F77'*on Awng dk* FK *Coll*	60·3	39·1	Glasgow British *ptCem* *BH to Aw dk* 6 ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"–$45\frac{1}{4}$" 987NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	42 ″ 0 s10 ″ $4\frac{3}{4}$ 31 ″ 10	
27941 148730 GFVW	**Malayan Prince** TwinSc *OilEng.* ssH.Kg.No.3-3,38 3*Dks* D.F. E.S.D. *CruiserStern* GyC *Tonnage opening closed* 38	8593 8083 5288	✠100A1 *withfreeboard* ~~10,40~~ 4,42 ✠LMC CS10,38 DBS~~10,39~~ 2,41 12,38 *Carrying oil F.P. above* 150°F. *or Latex in deep tanks* *Carrying vegetable oil or Latex in fore & after peak tanks*	~~Cal~~ Gls	*d*†	CL S10,39 P10,40	1926 3mo	Deutsche WerftA.G. Hamburg *Lloyd's*A&CP ~~*Upper 'tween dk bhds. except collision bhd. dispensed with*~~	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel fwd of Mchy. space* 159' 1 *Upper 'tween dk BH dispensed with* *CellDB*367'1386t *MTs* 73'2554t *FPT*130t*APT*156t	441·6 F42' FK	60·3	39·2 29·2	London British 8*BHptCem* *ptAsp* (5 *to W dk* 3 ,,2*nd* ,,)	Oil Engines 4S.C.SA 16Cy.$29\frac{1}{8}$"–$47\frac{1}{4}$" 1313NHP DB~~*100lb*~~ DB(*Upper*)*43lb* AlgemeineElec.Ges.Berlin	42 ″ 3 s13 ″ $0\frac{3}{4}$ 29 ″ $4\frac{1}{2}$	
27942 219783 KULC	**Malchace** (*ex*Chickamauga) 1*Dk*2*trB* D.F. *Fitted for oil fuel* *Longitudinal framing*	3516 — 2125					1920	Merrill StevensS.B. Corp. Jacksonville, Fla.	~~C.D.MalloryCorp.~~ SalvayProcessCo.	333·8 P36'B100'F36'	48·0	24·9	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",39"&65"–42" NE&B29 274NHP BethlehemS.B.Corp.Ld. Bal.		R
27943 146286 GDNB	**Malda** Ⓟ TwinSc 2*Dks*(*Stl-U teak s*) D.F. *CruiserStern* *Ref.Mchy* *Fitted for oil fuel*	9066 7265 5550	✠ 7,25 ✠ Lloyd'sRMC5,41	Mdb	*d*†		1922 3mo	Barclay, Curle& Co.Ld Glasgow	BritishIndiaS.N. Co.Ld. *CellDB*403'1568t*Tanks between tunnels*114'253t*FPT*164t*APT*69t	465·0 P44'B175'F53' FK	58·3	33·5	Glasgow British 9 *BHpt Cem*	6SteamTurbinesDRgeared to 2 Sc.Shafts HS13948 1008NHP 4SB&1AuxSB,18cf,GS338 Barclay,Curle&Co.Ld.Gls.	36 ″ 0	BT till 4,42

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27944 FPGX	**Malgache** *OilEng.* D.F. *2Dks&Shelter dk* *Ref.Mchy.* *CruiserStern*	6300 — 3600					1939	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	NouvelleCie.HavraisePéninsulaire deNav.	459·3 F37'	61·7	38·9	Havre French *WB*	Oil Engines 2S.C.SA 10Cy.28$\frac{5}{16}$"–48$\frac{13}{16}$" 1403NHP Cie. deConstr.Mecaniques Sulzer,St.Denis		V
27945 194 SVPN	**Maliakos** (*ex*Intombi) *ss*Pir.2ndNo.3-8,37 *2Dks(Stl)&Web frames* *Longitudinal framing*	*3903* *3689* *2505*	✠100A1 7,41 ~~3,40~~ ~~BS1,40~~ ✠LMC8,37	~~Ant~~ NYk BS8,41	*w*	CL 3,40	1912 7mo *Lloyd'sA&CP*	W.Hamilton&Co.Ld. PortGlasgow	M.A.Embiricos *Cell DBa111' uE&*	365·0 P33'B108'F38' FK *B56'f147'829tFPT*	47·0	27·0	Andros Greek 6*BHCem* 64*tAPT*15*t*	T.3Cy.22",37"&62"–48" (*s*) 215lb 364NHP 3SB,*9cf*,GS173,HS6255 Dunsmuir&JacksonLdGls	29 ″ 6 s 5 ″ 4¼ 24 ″ 3¾	
27946 92973	**Malietoa** *Mchy.Aft* GyC. 1*Dk2trB*	4584 — 3921					1899	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	454·0	50·0	24·3	D'luth Min Utd.States *WB*	Q.4Cy.15¾",23¾",36½"&56"–40" 198NHP AmericanS.B.Co.Clevelnd.		
27947 UNAB	**Maligin** (*ex*SoloveyBoudimirovitch, *ex*Bruce) *ss*Ham.No.3-4,22 *2Dks&Awng dk*	1571 1367 534	✠ … 9,26 ✠				1912 1mo	Napier& Miller,Ld. Glasgow	U.S.S.R.	250·0 F *onAwng dk*36' FK	36·1	22·3	Archangel Russian *WB*	T.3Cy.25",42"&68"–45" 521NHP J.G.Kincaid&Co.Ld.Grk.	25 ″ 3	
27948 217115 WDOI	**Maliko** (*ex*CapeMay) *ss*S.Fo No.3-10,30 *Ref.Mchy.* *2Dks&Shelter dk* D.F. *Longitudinal framing* *Fitted for oil fuel*	6847 6596 4280	✠ … 3,33 ✠				1918 10mo	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	MatsonNavigation Co.	415·0 FK	53·7	36·3	S.Frncisco Utd.States *WB*	T.3Cy.30½",52"&86"–54" 813NHP BethlehemS.B. Corp.Ld Sparrow'sPt.Md.	39 ″ 6	R †
27949 415402 GJCN	**Malines** Ⓟ TwinSc Sub.Sig *2Dks&Shelter dk* E.S.D. *CruiserStern*	2980 2384 1262	✠ … 11,22 ✠				1921 7mo	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRly.	320·7 F128'*onShelter dk* FK	43·2	25·7	Harwich British *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts 1525NHP WllsndSlpwy.&Eng.Co. Ld.Nwc.	26 ″ 6	
27950 DIDD	**Malkah** (*ex*J.C.&H.C.Kiehn) *OilEng.* 1*Dk* *Carrying Petroleum in bulk*	1118 972 598					1923	J.C.&H.C. Kiehn Hamburg	Europäische Tanklager-u. Transp.A.G.	221·9 P52'F20'	32·5	15·3	Hamburg German	Oil Engines 4S.C.SA 6Cy.15¾"–29$\frac{1}{10}$" 144NHP *Emade&fitted*27 Motorenfbr."Deutz"A.G. Köln-Deutz		G
27951 438 ESAZ	**Mall** (*ex*Germinal,*ex*LakeHarney) *ss*Tln.No.3-5,31 *ss*Tln.No.1-36 1*Dk*(*Stl*) Now "Irish Rose," *see No.* 37068 *in Supplement* *Cargo battens not fitted*	1863 1625 1094	✠100A– 6,40 Examined 6,40 BS6,40 ✠LMC3,36	Bry		CL 5,39	1918 7mo	American S.B.Co. Lorain,O.	Tallinna LaevaühisusA.S. (TallinnShipping Co.Ld.) *CellDB218'538t FPT*	251·0 P25'B64'F23' FK	43·5	20·0	Tallinn Estonian 6*BHCem* 56*tAPT*69*t*	T.3Cy.20$\frac{7}{16}$",33"&54"–40"(*s*) 180lb 274NHP 2SB,*6cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 2 s 2 ″ 7¼ 17 ″ 9	
27952 232352 WNEA	**Mallard** (*ex*AmericanCardinal-36, *ex*Dicto-33) ~~*ss*Nwc.No.3-2,29~~ *ss*Gal.2ndNo.3-2,41 ~~*ss*Mob.No.2-36~~ 1*Dk*(*Stl*)2*trB* Now "Larranaga," *see No.* 37471 *in Supplement*	3804 3463 2375	Surveys delayed ✠ … 1,42 ✠NE2,29 ✠~~LMC10,36~~ ~~BS7,40~~ 7,40 *Fitted for oil fuel* 8,17 *F.P. above* 150° F.	~~NNs~~ Gal	*v*	CL 4,39	1917 7mo	UnionIron WorksCo. Alameda,Cal A&CP	~~G.D.MalleryCorp.~~ UnitedStatesMaritimeCommission *CellD*	341·0 P29'B73'F36' FK *B290' 967t FPT12*	48·2	24·5	Panama Pnamanian 6*BHptCem* 0*tAPT*102*t*	T.3Cy.24⅜",38"&64"–42" (*s*) 195lb 372NHP 2SB,*8cf*,HS6690 McKie&Baxter,Ld.Gls.	27 ″ 3 ~~s 4 ″ 10~~ ~~22 ″ 7½~~	
27953 218809 KIXX	**Mallemak** (*ex*Wekika) Now "Dunboyne," *see No.* 35118 *in Supplement* 1*Dk2trB* D.F. *Fitted for oil fuel* *Longitudinal framing*	3515 3216 2125					1919	Merrill- StevensCo. Jacksonville	~~G.D.MalleryCorp.~~ UnitedStates Maritime Commission	333·8 P36'B97'F36'	48·0	24·9	Wilmgton (Del.) Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J		R
27954 EAOZ	**Mallorca** Ⓟ 1*Dk&Shelter dk*(*Stl-ws*) *2nd dk in holds*	2205 — 1198	✠ 1,20 ✠	Bcl	*s*		1914 11mo	N.Odero fu A.&Co. SestriP'nente	Cia.Trasmediterranea *Cell D BuE&*	297·2 FK *B101'f45'189tFPT*	38·6	26·6	Palma de Mallorca Spanish 6*BHCem* 19*tAPT*57*t*	T3Cy.24",38⅜"&67$\frac{5}{16}$"–47¼" 509NHP 4SB,*12cf*,GS186,HS7888 N.Odero fu A.&Co.	27 ″ 6	V †
27955 LCSX	**Malmanger** *ss*Mob.No.3-2,32 *ss*Rot.No.1-37 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	7078 6404 4411	✠100A1 2,42 ~~3,41~~ Examined 11,40 ✠LMC MS4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	~~Liv~~ Fal Grk BS~~6,40~~2,42	*a*†	CL 3,41	1920 6mo *Lloyd'sA&CP*	SirJ.Laing &Sons,Ld. Sunderland	Westfal-Larsen& Co.A/S *CellDBuE*	425·0 440·3(O.L.) P101'B28'F42' FK *&B55'142tDTf38'5*	57·0	33·1	Bergen Norwegian 15*BHptCem* (9 *to Up dk* 6 „ 2*nd* „) 18*tAPT*53*t*	T.3Cy.27",45"&74"–54" (*s*) 180lb 559NHP 4SB,*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s 6 ″ 2 27 ″ 0¼	
27956 3759 SEDA	**Malmö** Ⓟ TwinSc (*TrainFerry*) 2*Dks*	1588 1401 556					1900	Kockums M.V.Aktieb. Malmö	SvenskaStatens Jernvägar(E.von Friesen,*Mgr.*)	266·6 H130*t*	51·0	17·3	Malmö Swedish *WB*	T.6Cy.16$\frac{15}{16}$",27$\frac{3}{16}$"&47¼"–27$\frac{9}{16}$" 234NHP KockumsAktieb.Malmö		
27957 DHQC	— 1*Dk*	981 705 468					1918	H.C.Stülcken Sohn Hamburg	Bissmark-Linie	217·1 P61'B59'F21'	32·4	12·7	Hamburg German *WB*	T3Cy.17$\frac{7}{10}$",29⅓"&46½"–31½" 122NHP H.C.StülckenSohn,Ham.		G
27958 OXEE	— Ⓟ 1*Dk*	618 440 258					1914	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dampskslsk. ÖresundA/S(M.N. Suenson,*Mgr.*)	194·0 B70'F32'	33·2	12·9	Copnhagn Danish *WB*	T.3Cy.17",27"&45"–30" 111NHP KjbnhavnsFlydk.&Skbsv.		V
27959 145437 GFBD	**Maloja** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. *2Dks(Stl-ptws)&* *CruiserStern* *Shl dk(Stl-ws)&UShl dk* (*Stl-ws ptteak*)*3rd dk*(*Stl*) *in No.* 1 *hold*	20914 17305 12792	✠ 11,26 ✠ ✠Lloyd'sRMC8,39	Lon	*n*†		1923 10mo	Harland& Wolff,Ld Belfast *Tanks'*	P.&O.Stm.Nav.Co. *CellDB527'2615t* *tween tunnels 180t*	600·8 B351'F111'*on U Sh dk* FK&BK2" *Collision* *FPT182t APT254t*	73·4	48·6	Belfast British *ptAsp ptCem* *BHtoU S dk* 10 „ „ *Sh* „	Q.8Cy.33",47",67½"&97"–60" 2632NHP 6DB&2SB,*56cf*,HS41358 Harland&Wolff,Ld.Bel.	52 ″ 8	BT till 2,43
27960 LCKJ	— TwinSc (*ex*Danwood-36) *OilEng.* D.F. E.S.D. *ss*Vcr.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*) *Special Surveys to date from* 4,31	6400 4562 3764	✠100A1 1,41 ✠LMC CS11,40 ✠DBS6,40 2,39	Ddn	*z*	CL P(N) 2,38 s6,40	1930 8mo *Lloyd'sA&CP*	Fredrkstad Mek.Værks. Fredrikstad	Skibs.A/S Avanti (Tschudi&Eitzen, *Mgrs.*) *2 Watertight* *CellDB 328'1280t Tank in*	386·6 P&B263'F49' FK *BH dispensed with* *bridge860tFPT249*	60·2	25·6	Oslo Norwegian 4*BH* *tAPT203t*	Oil Engines 2S.C.SA 16Cy.16$\frac{9}{16}$"–28⅜" 765NHP DB*80lb* A/S AtlasDieselPolar,Skm	29 ″ 0 s 4 ″ 0 25 ″ 2	
27961	— (*ex*Nora-40,*ex*Highbury-38, *ex*Panis-37, *ex*Tosto-32) *ss*Nwc.No.3-10,19 *ss*Shl.No.2-27 *Well deck* 1*Dk*(*Irn*)&*deepframing*	*1788* *1457* *1121*	✠ — 6,33	Shl	*q*		1906 7mo	S.P.Austin &Son,Ld. Sunderland	SwissShippingCo. Ld. *CellDBa76'uE&*	267·7 P27'Q74'B51'F34' FK *B32'f112'450tFPT*	37·8	17·4	Basle Swiss 4*BHCem* 80*tAPT*140*t*	T.3Cy.21½",35"&57"–39" 220NHP 2SB,*6pf*,GS112,HS3540 G.Clark,Ld.Sunderland	19″9	G †

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. ignaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
27962 26404 JMTD	**Malta Maru** ssKob.No.3-11,37 2Dks(Stl)	5500 4988 3466	✠ ... 1,39 ✠	Kob	z		1919 10mo	Asano S.B.Co. Tsurumi	IshiharaSangyo KaiunKaisha,Ld.	400·0 P33'B124'F41' FK Cell DB339'942t	53·2	29·4	Hutyu Japanese 6BHCem APT27t	T.3Cy.26",43½"&72"-48" 513NHP 3SB,9cf,GS175,HS7376 IshikawajimaSB&ECoTok	32 ″ 0	
27963 ~~WLEW~~	**Malton** (exBaronGlenconner-33) Now "Tintagel," see No. 33673 in Supplement 1Dk Fitted for oil fuel	2972 2721 1818					1923	Napier& Miller,Ld. Glasgow	~~C.D.MalloryCorp.~~ UnitedStates Maritime Commission	332·6 P29'B97'F34'	48·3	22·0	Panama Pnamanian WB	T.3Cy.21½",35½"&60"-39" 225NHP J.G.Kincaid&Co.Ld.Grk.		R
27964 219782 KULB	**Maltran** (exCarolinas,exPinellas) 1Dk2trB Fitted for oil fuel D.F. Longitudinal framing	3513 3216 2144					1920	Merrill- StevensS.B. Corp. Jacksonville	~~C.D.MalloryCorp.~~ ~~SolvayProcessCo.~~ SolvayProcessCo.	333·8 P36'B97'F36'	48·0	24·9	Wilmgton (Del.) Utd.States WB	2steam turbinesDRgeared to 1 sc. shaft W.&A.FletcherCo. Hoboken,N.J.		R
27965 7216 SFKG	**Malva** ssGot.No.1-42 ssGot.No.3-11,37 Mchy.Aft 1Dk(Stl) CruiserStern	519 382 254	✠100A1 11,41 ~~11,40~~ ~~BS11,41~~ ~~BS11,40~~ ✠LMC11,41	Got	h	OG ~~11,40~~ 11,41	1925 7mo Lloyd	Aktieb. LödöseVarf Lödöse 'sA&CP	FörynadeAngf- A/BGötha(Hakon Sternhagen,Mgr.)	151·7 P46'F25' FK CellDBf59' 84t FPT	28·1	12·5	Gothenburg Swedish 3BHCem 13tAPT19t	C.2Cy.12"&27"-18" (s) 130lb 36NHP 1SB,2cf,GS28,HS700 Aktieb.LödöseVarf,Lödöse	13 ″ 3 s 1 ″ 0½ 12 ″ 4	
27966 164324 GZMM	**Malvernian** D.F. E.S.D. 1Dk&Shelter dk Ref.Mchy.	3133 2485 1397	✠100A1 withfreeboard 11,39 ✠LMC6,37 ✠Lloyd'sRMC1,40	Npt	w	CL 11,39	1937 6mo Lloyd	W.Gray& Co.Ld. W Hartlepool 'sA&CP	EllermanLines,Ld. (Ellerman& PapayanniLines, Mgrs.) CellD	345·6 F29' FK B291' 745t FPT24t	50·1	20·7	Liverpool British 7BHptCem (Coll to Shdk 6 ,, 2nd ,,) APT11t	T.3Cy.23",38"&65"-48"& LPturbine withDRgearing & hydraulic coupling 225lb (s) FD 606NHP 3SB(Spt)9cf,GS166,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 ″ 3 s 1 ″ 3 22 ″ 2½	
27967 PFTE	**Malvina** TwinSc OilEng. ssRot.No.1-35 Mchy.Aft 1Dk(Stl)2nd dk(Stl) D.F. clear of cargo tanks Longitudinal framing at bottom & at deck	8245 7476 4784	✠100A1 9,41 ~~2,41~~ Examined ~~2,41~~ 1,42 ✠LMC CS2,41 DBS2,41 9,39 CarryingPetr	~~BAs~~ Shl W oleum	c† md in	CL N2,39 bulk	1932 1mo Lloyd	N.V.Maats voorSch.en Werk "Fyenoord" Rotterdam 'sA&CP	N.V.Petroleum Maats."LaCorona" CellDBuE69'222tD	450·9 468·0(O.L.) P103'B35'F43' FK Tf32'355tFPT225t	62·0	34·1	Willemstad Dutch 14BH APT41t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 2DB150lb 714NHP WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	
27968 CMQB	**Mambi** Iron (exSailingVesselNinfa, ssGen.No.1-16 exLadakh) 2Dks Fitted for oil fuel Carrying Molasses in bulk	1983 — 886	✠ 8,16	Gen	v Lv		1883 2mo	Oswald, Mordaunt &Co. Southampton	Cia.Cubana de Transporte de Mieles	269·0 BK10"	39·5	24·2	Havana Cuban 1BHCem	T.3Cy.19",32"&56"-36" Emade18fitted21 188NHP WorthingtonPump& Mchy.Corp.Buffalo,N.Y.		R †
27969 35646 JIGC	**Mamiya Maru** Ⓟ (Icebreaker) 2Dks	1127 853 469					1929	KobeSteel Works Harima	KitaNipponKisen K.K.	210·0 P27'B66'F36'	31·0	20·0	Hutyu Japanese WB	T.3Cy.$18\frac{7}{16}$",29⅝"&50¾"-33" Emade92fitted29 148NHP KawasakiDkydCoLdKobe		
27970 LEKY	**Mammy** (exMandeville-35) 2Dks3trB	1656 993 1038					1911	Akt.Bur- meistr&Wain Copenhagen	D/S A/S Carrier (ValdemarSkog- landA/S,Mgrs.)	255·3 B34' 1,42	35·7	22·6	Haugesnd Norwegian WB	T.3Cy.22",35"&60"-42" 233NHP Akt.Burmeistr&Wain,Cpn		N
27971 PKGO	**Mampawa** OilEng. Mchy.Aft 1Dk	468 350 289					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
27972 PJDH	**Mamura** TwinSc ssNwc.No.2-40 OilEng. 1Dk(Stl)2nddk(Stl)clear D.F. Mchy.Aft of cargotanks Longitudinal framing at bottom & at deck	8245 7476 4784	✠100A1 ~~5,41~~ ~~10,40~~ 10,41 DBS5,41 ✠LMC CS11,39 ~~DBS2,40~~ 6,38 CarryingPetr	~~Nwc~~ ~~NYk~~Bkn oleum	c† in	CL 2,39 bulk	1932 1mo Lloyd	N.V.Wil- ton'sMachfbr &Scheepswrf. Rotterdam 'sA&CP	N.V.Petroleum Maats"LaCorona" CellDBuE69'22	450·8 467·2(O.L.) P103'B35'F43' FK 2tDTf32'355tFPT	62·0	34·1	Willem- stad Dutch 14BH 225tAPT41t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB150lb WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	
27973 159485 VRBM	**Mamutu** Wood OilEng. Mchy.Aft 1Dk CruiserStern	300 208 160					1938	HongK'ng &Whampoa DockCo.Ld. HongKong	BurnsPhilp (SouthSea)Co.Ld.	113·0 F30'	25·5	10·8	HongKong British	Oil Engines 2S.C.SA 7Cy.$8\frac{11}{16}$"-$14\frac{9}{16}$" 47NHP HongKong&Whampoa DockCo.Ld.HongKong		
27974	**Man Hing** (exWing WoodTrpSc Hung,exFookSing, OilEng. exWahKiu) 2Dks&Shadedk	839 636 528					1919	Kwong TuckCheong HongKong	ChoungChongCo. (SamTickS.S.Co. Mgrs.)	163·4	30·7	16·5	Macao Portuguese	Oil Engines 12Cy.(8)11"- 12"&(4)12½"-13½" 282NHP KwongTuckCheong,HKg.		
27975 HRZG	**Mana** (exMoraviaBridge) 1Dk2nd trB in fore&after D.F. holds&Web frames Fitted for oil fuel	3283 3005 1996	✠ ... 6,20 ✠				1920 3mo	Submarine BoatCorp. Newark,N.J.	~~MatsonNavigation Co.~~ UnitedStates Maritime Commission	324·0 P30'B9'F35' FK	46·2	25·0	Puerto Cortes Honduran WB	DR geared steam turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
27976 PUBO	**Manaos** 2Dks&Shade dk	1719 1331 1169	✠ 2,84	Gls	Lv		1883 11mo	J.&G. Thomson Clydebank	LloydBrasileiro	266·3 H327t F47' APT	36·1	19·5	R.Janeiro Brazilian 3BH 1PBH	C.2Cy.35"&70"-45" 274NHP J.&G.Thomson,Clydebank		
27977 144255 GCGJ	**Manaqui** Sub.Sig. 1Dk D.F. Fitted for oil fuel	2802 2377 1522					1921	Workman, Clark &Co.Ld Belfast	FurnessWithy& Co.Ld.	303·0 B83'F38'	47·2	21·7	London British WB	T.3Cy.20½",34"&57"-45" 217NHP Wrkman,Clark&Co.LdBel		C
27978 220639 KDFM	**Manatawny** 2Dks Fitted for oil fuel Carrying Petroleum in bulk	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	Madrigal&Co.	390·0 P39'B121'F43'	54·2	27·8	ManilaP.I. Utd.States WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
27979 147409 GLRM	**Manchester Citizen** ssMch No.3-4,38 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNos.1, D.F. E.S.D. 2&3holds Ref.Mchy. CruiserStern	5343 4698 3009	✠100A1 withfreeboard 10,41 ~~1,41~~ ✠LMC MS4,37 BS~~2,40~~9,41 ✠Lloyd'sRMC~~2,40~~~~10,41~~5,42 Fitted for oil	Mch fuel	b† 7,25	CL 4,40 F.P. a	1925 8mo Lloyd bove 1	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP 50° F.	ManchesterLiners, Ld. Duct keel forward CellDB34	417·7 B127'F36' FK of Mchy.space 129' 4'1286t DTa33'859t	57·0	27·7	Manchestr British 9BHptCem (Coll to Sh dk 6 ,, 2nd ,, 2 ,, 3rd ,,) DTf33'938t	T.3Cy.29",49"&80"-54" (s) 190lb FD 691NHP 3SB(Spt),12cf,GS239, HS10300 Richardsons,Westgarth& Co.Ld.Hpl. FPT74tAPT97t	30 ″ 3 s 4 ″ 1¼ 26 ″ 4½	
27980																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
27981 147429 GBBP	**Manchester City** D.F. E.S.D. *1Dk&Shelter dk* *Ref.Mchy.* *3rd dk except in aftermost hold* *CruiserStern*	5600 4939 3329	✠100A1 *with freeboard* 4,41 ✠LMC8,37 ✠Lloyd'sRMC4,41	Nwc	*b*† $2\frac{1}{16}$	CL	1937 8mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	ManchesterLiners, Ld.	430·7|57·0|27·0 446·5(O.L.) B127'F37' FK *Duct keel forward of mchy. space* *CellDB354'1065tMT27'776tDTa35'852tFPT*	Manchestr British *7BHCem* (*Coll to Sh dk* 6 „ *2nd* „)	3 steam turbines SR geared to 1 screw shaft 225lb (*s*) FD 800NHP 3SB(Spt)*9cf*,GS153,HS9279 D.Rowan&Co.Ld.Gls. *106tAPT78t*	29 ″ 9 s 3 ″ $6\frac{3}{4}$ 26 ″ $4\frac{1}{2}$	
27982 147408 GKMY	**Manchester Commerce** *ss*Mch.No.3-5,38 *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl) in Nos.1,2&3holds* D.F. E.S.D. *Ref.Mchy.* *CruiserStern* *Tonnage opening closed '41 (W.E.)*	5343 4698 3068	✠100A1 *with freeboard* 6,42 ~~4,41~~ BS4,42 ✠LMC MS5,37 ~~BS1,40 4,42~~ ✠Lloyd'sRMC~~1,41~~ ~~7,41~~ ~~11,42~~ 6,42 *Fitted for oil fuel* 6,25 *F.P. above* 150° F.	Mch	*b*†	CL ~~1,38~~ 6,42	1925 7mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	ManchesterLiners, Ld.	417·7|57·0|27·7 B127'F36' FK *Duct keel forward of Mchy.space 129'* *CellDB344'1286tDTa33'859tDTf33'938t*	Manchestr British *9BHptCem* (*Coll to Sh dk* 6 „ *2nd* „ 2 „ *3rd* „)	T.3Cy.29",49"&80"-54" (*s*) 190lb FD 691NHP 3SB(Spt),*12cf*,GS239, HS10300 Richardsons,Westgarth& Co.Ld.Hpl. *FPT74tAPT97t*	38 ″ 6 s11 ″ $4\frac{1}{4}$ 27 ″ $4\frac{1}{4}$	
27983 135369 GBYR	**Manchester Division** *ss*Mch.No.3-8,30 *ss*Mch.No.2-38 *1Dk(Stl)&Shelter dk(Stl)* *2nd dk(Stl) in Nos.1,2,3&4holds* *Cargo battens not fitted in Shltr'tween dks* *Ref.Mchy.* D.F. E.S.D.	6048 5766 3768	✠100A1 *Shelter dk* *with freeboard* 3,42 ~~3,41~~ ✠LMC MS11,38 BS5,41 Lloyd'sRMC~~5,41~~ 12,41 Port chamber for temp. 25° F.	Mch	*z*	CL 11,38	1918 10mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP*	ManchesterLiners, Ld.	418·0|53·5|33·4 B on *Shelter dk 126'* FK *CollisionBHtoShltr dk* *6BHtoU dk* *CellDB368'999tDTa33'734tFPT68tAPT64t*	Manchestr British *Cem*	T.3Cy.29",$49\frac{9}{16}$"&80"-54"(*s*) 190lb FD 690NHP 3SB,*12cf*,GS231,HS10300 Richardsons,Westgarth& Co.Ld.Hpl.	36 ″ 0 s 7 ″ $11\frac{3}{4}$ 28 ″ 3	
27984 140584 GPMN	**Manchester Exporter** (*ex*Rexmore) *ss*Mch.No.3-3,30 *ss*Mch.No.2-38 *2Dks(Stl)&Shelter dk(Stl)* D.F. E.S.D. *3rd tr beams in No.1 hold* *Cargo battens not fitted in Shltr 'tween dks* *Tonnage opening closed '41 (W.E.)*	5277 4725 2897	✠100A1 *Shelter dk* *with freeboard* 11,41 ~~12,40~~ BS6,41 ✠LMC MS1,38 ~~BS6,40~~ *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	~~Liv~~ Mch	*a*†	CL 5,40	1918 6mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	ManchesterLiners, Ld.	420·3|55·0|27·9 431·2(O.L) F *on Shelter dk 33'* FK *CellDB321'964tDTf31'957tDTa31'861t*	Manchestr British *7BHCem* *APT52t*	T.3Cy.29",49"&80"-54" (*s*) 180lb FD 712NHP 4SB,*12cf*,GS249,HS11000 Richardsons,Westgarth& Co.Ld.Mdb.	39 ″ 1 s11 ″ $2\frac{3}{4}$ 28 ″ $2\frac{1}{4}$	
27985 147439 MQLM	**Manchester Merchant** D.F. E.S.D. *2Dks,3rd dk except in after hold* *Ref.Mchy.* *CruiserStern*	7264 6643 4408	✠100A1 *with freeboard* 10,41 ~~1,41~~ ✠LMC5,40 ✠Lloyd'sRMC~~1,41~~ 2,42	Mch	*b*† $2\frac{1}{16}$	CL	1940 5mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow *sA&CP*	ManchesterLiners, Ld.	432·0|57·0|35·2 446·5(O.L.) B127'F40' FK *Duct keel fwd. of mchy. space* (*Upper'tween dk BHs except Coll BH dispensed with* *CellDB354'1065tMT27'792tDTa35'862t*	Manchestr British *7BHCem* *Coll to W dk* 6 „ *2nd* „)	3 steam turbines SR geared to 1 screw shaft 225lb (*s*) FD 824NHP 3SB(Spt)*9cf*,GS133,HS9195 D.Rowan&Co.Ld.Gls. *FPT112tAPT78t*	38 ″ 1 s 10 ″ $10\frac{1}{2}$ 27 ″ $5\frac{1}{4}$	
27986 147428 GYNF	**Manchester Port** *ss*Mch.No.1-40 *Ref.Mchy* D.F. *2Dks3rd dk except in aftermost hold* E.S.D. *CruiserStern* *Tonnage opening closed '40*	7071 6517 4338	✠100A1 *with freeboard* ~~7,41~~ ~~12,40~~ 4,42 BS4,42 ✠LMC12,39 ✠Lloyd'sRMC~~12,40~~ 4,42	Mch	*b*† $2\frac{1}{16}$	CL 2,39	1935 10mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	ManchesterLiners, Ld.	422·2|56·7|27·1 35·4 B124'F37' FK *Duct keel forward of Mchy. space* (*Upper 'tween dk BHs except Coll BH dispensed with* *CellDB349'1031tDTa35'855tMT27'785tFPT99t*	Manchestr British *7BHCem* *Coll to W dk* 6 „ *2nd* „)	3SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 225lb 768NHP 3SB(Spt),*12cf*,GS195, FD HS8568 D.Rowan&Co Ld.Gls. *APT74t*	37 ″ 11 s10 ″ $8\frac{1}{2}$ 27 ″ $4\frac{3}{4}$	
27987 147432 GPGD	**Manchester Progress** D.F. E.S.D. *1Dk&Shelter dk,3rd dk* *Ref.Mchy.* *except in aftermost hold* *CruiserStern*	5620 4939 3343	✠100A1 *with freeboard* ~~8,41~~ ~~4,41~~ 3,42 ✠LMC9,38 ✠Lloyd'sRMC~~1,41~~ ~~8,41~~ 3,42	Mch	*b*† $2\frac{1}{16}$	CL	1938 9mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	ManchesterLiners, Ld.	430·7|57·0|27·0 446·5(O.L.) B127'F37' FK *Duct keel fwd. of mchy.space* (*CellDB354'1065tMT27'776tDTa35'852tFPT106tAPT78t*	Manchestr British *7BHCem* *Coll to Sh dk* 6 „ *2nd* „)	3SteamTurbinesSRgeared to 1Sc.Shaft (*s*) 225lb FD (*s*) 796NHP 3SB(Spt)*9cf*,GS133,HS9195 D.Rowan&Co.Ld.Gls.	29 ″ 10 s 3 ″ $7\frac{1}{4}$ 26 ″ 5	
27988 140566 GPVY	**Manchester Spinner** (*ex*GrampianRange) D.F. E.S.D. *1Dk*	4767 4372 2968					1918	Irvine'sSB &D.D.Co.Ld. WHartlepool	ManchesterLiners, Ld.	385·0|52·0|27·0 P36'B126'F38'	Manchestr British *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
27989 168551 GMWG	**Manchester Trader** D.F. E.S.D. *2Dks,3rd dk except in after hold* *Ref.Mchy.* *CruiserStern*	5671 4969 3373	✠100A1 *with freeboard* ~~7,41~~ ~~5,41~~ 5,42 ✠LMC5,41 ✠Lloyd'sRMC~~5,41~~ 12,41	~~Gls~~ Mch	*b*† $2\frac{1}{16}$	CL	1941 5mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	Manchester Liners Ld.	432·0|57·0|27·0 446·5(O.L.) 35·2 B127'F40' FK *Duct keel fwd. of mchy. space* (*Upper 'tween dk BHs except Coll BH dispensed with* *Cell DB354'1065tMT27'792t*	Manchestr British *7BHCem* *Coll to W dk* 6 „ *2nd* „) *DTa35'862t*	3 steam turbines SR geared to 1 sc. shaft 225lb (*s*) FD 824NHP 3SB(Spt)*9cf*,GS133,HS9195 D.Rowan&Co.Ld.Gls. *FPT112tAPT78t*	38 ″ 1 s10 ″ $1\frac{1}{2}$ 27 ″ $5\frac{1}{4}$	
27990 132097 GRLW	**Mandalay** *2Dks* D.F. E.S.D. *Fitted for oil fuel*	5529 5132 3539					1911	W.Denny &Bros. Dumbarton	British&Burmese S.N.Co.Ld.(P. Henderson&Co. *Mgrs.*)	425·0|54·2|28·3 P54'B123'F52'	Glasgow British *WB*	T.3Cy.26",44"&73"-48" 369NHP Denny&Co.Dumbarton		C
27991 PKGQ	**Mandar** *OilEng.* *Mchy.Aft* *1Dk*	536 362 362					1929	NV.Intern. Schps.Maats. "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3|28·9|9·5 B32'F25'	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-$15\frac{3}{4}$" 122NHP Gebr.Sulzer,Winterthur		V
27992 PUBP	**Mandu** (*ex*Belmonte,*ex*Posen) Sub.Sig. *2Dks&Shelter dk*	6588 6181 4153					1913	Bremer Vulkan Vegesack	LloydBrasileiro	471·2|59·2|28·9 H—	R.Janeiro Brazilian *WB*	T3Cy$32\frac{3}{10}$",$52\frac{4}{5}$"&$86\frac{3}{5}$"-$55\frac{1}{10}$" 557NHP BremerVulkan,Vegesack		V
27993 144250 GDMW	**Manela** Ⓟ **TwinSc** *2Dks(Stl-U teak s)* D.F. *Fitted for oil fuel* *Ref.Mchy.*	8303 6842 5041	✠ 5,24 ✠	Mdb	*c*†		1921 4mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld.	450·0|58·3|32·8 P44'B161'F42' FK *CellDB419'1550tFPT124t*	Glasgow British *9BHCem* *APT60t*	6SteamTurbinesDRgeared to 2 Sc.Shafts 926NHP 4SB,*16cf*,GS301,HS12628 Barclay,Curle&Co.Ld.Gls.	35 ″ 6	BT till 8,42
27994 5794 SFK	**Manfred** (*ex*Bismark *ex*LiselotteLinneman) *1Dk*	607 475 322					1909	Eiderwerft A.G. Tönning	VerkebäcksÅngf. Aktieb.(Ruben Olsson,*Mgr.*)	175·2|30·1|10·9 Q52'B47'F22'	Verkebäck Swedish *WB*	T.3Cy.$12\frac{3}{4}$",$20\frac{1}{2}$"&$32\frac{1}{4}$"-22" 49NHP EiderwerftA.G.Tönning		G

1	2 3	4	5 Détails de la Classification.	6	7	7*	8 Construit.	9	10	11 Dimensions d'après la Douane. Superstructures, &c.			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. — Sous le Pont. — Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
27995	**Mangalia** Ⓟ OilEng. Now "Pleiades," *see No.* 38086 *in Supplement* *Ref.Mchy. Cruiser Stern 2Dks*	3600					1939	Cant.Nav. Riuniti Palermo	~~RoumanianState~~ ~~MaritimeService~~ UnitedStatesMaritimeCommission	361·0 B84'F34'	50·9	23·0	Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.$23\frac{5}{8}$"–$41\frac{5}{16}$" 582NHP Soc.An"Fiat"S.G.M.Turin		
27996 137223 VSPM	**Mangola** (*ex*Eudunda) *ss*Mel.No.3-6,32 *ss*Syd.No.2-40 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing* *Tonnage opening closed* '41(*W.E.*)	3352 3009 1922	✠100A1 *Shelter dk withfreeboard* 7,41 ~~10,40~~ ✠LMC MS1,40 ~~BS6,40~~ 5,41	Syd	*v*	N10,40	1920 9mo	Common-wealthNaval Dockyard Sydney,NSW A&CP	Burns,Philp&Co. Ld. *CellDB*276'882*t*	331·0 341·1(O.L.) FK *FPT*118*tAPT*204*t* *Collision BHtoSh dk* 4 „ „ *U* „	47·9	23·5	Singapore British *Cem*	T.3Cy.25",41"&68"–45" (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.Pty.Ld. Castlemaine,Melbourne	~~26 ″ 1~~ ~~s 2 ″ 5~~ ~~28 ″ 10¾~~ 33 ″ 8 s9 ″ 0 24 ″ 10¾	
27997 216413 WQCG	**Mangore** 3Mst *ss*Bal.2ndNo.3-3,42 ~~*ss*Bal.No.3-11,29~~ ~~*ss*Bal.No.2-37~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* D.F. *Longitudinal framing* *Cargo battens not fitted*	4066 3415 2416	✠100A1 ~~9,41~~ ~~2,41~~ 3,42 ✠LMC 9,41 ~~MS11,37~~ ~~BS5,40~~ 9,41 *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Bal	*w*	CL ~~5,39~~ 3,42	1918 6mo	Bethlehem S.B.Corp. Sparro'PtMd A&CP 1	OreS.S.Corp. *Intermediate bulkhead dispensed with 5BH only* *CellDBuE&B*50'*f*231'1036*t side tanks* 231'718*t FPT*193*tAPT*244*t*	357·3 P108'F27' FK	50·3	24·5	NewYork Utd.States *Cem*	T.3Cy.20½",35"&60"–42" (*s*) 200lb 337NHP 2SB,6*cf*,GS123,HS4886 FD BethlehmSBCor.Sparr'Pt.	27 ″ 5	
27998 231779 WIEA	**Manhattan** Ⓟ TwinSc *Ref.Mchy.* 4*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel*	24289 — 13924					1932	NewYork S.B.Co. Camden,N.J.	UnitedStatesLines Co.	668·4 B&F584'	86·3	33·3	NewYork Utd.States *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts NewYorkS.B.Co.		R
27999 UPCX	**Manich** (*ex*MaryWalton-34, *ex*Heathside-33, *ss*Shl.No.3-11,32 *ex*Portscatho) 1*Dk*(*Stl*)	3122 2830 1773	✠ ... 1,35 ✠	Cff	*u*		1920 2mo	IrvinesS.B. &D.D.Co.Ld. WHartlepool	U.S.S.R. *CellDB*	331·1 P33'B100'F28' FK 284'699*tFPT*110*tAPT*121*t*	46·8	23·1	Odessa Russian 5*BHCem*	T.3Cy.25",41"&68"–45" 361NHP 3SB,9*cf*,GS165,HS5925 Richardsons,Westgarth&Co.Ld.Hpl.	25 ″ 6	
28000 UOXP	— TwinSc (*ex*Alkibiadis) 1*Dk*	307 276 187					1883	Stablimnto Tecnico, Trieste	U.S.S.R.	176·3	27·0		Rostov Russian	C.4Cy.$11\frac{3}{16}$"&$22\frac{1}{16}$"–18" 34NHP Stabilimento Tecnico,Tri.		
28001 18449 JMRD	**Manila Maru** Ⓟ TwinSc *Ref.Mchy.* *ss*Kob.2ndNo.3-12,38 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) 3*rd dk*(*Stl*)*in No.*1 *hold*	9486 8808 5935	✠100A1 *Shelter dk withfreeboard* 5,41 ~~10,40~~ ✠LMC10,40 Lloyd'sRMC10,39 *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	Kob	*d*†	CL ~~2,38~~ SN 12,38 P5,41	1915 9mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd'sA&CP* *CellDBa*150'	OsakaSyosenK.K. *uF&B*84'*f*178'150	475·0 P35'B30'F45' *on Shelter dk* FK 8*t DTa*48'855*tFPT*	61·0	38·1 32·7	Osaka Japanese 8*BHCem* 76*tAPT*40*t*	T.6Cy.26½",44¾"&75⅝"48"– 200lb (*s*) 1013NHP 5SB(Spt),15*cf*,GS331, FD HS13732 Mitsu BishiD.&E.WksNag	40 ″ 9 s13 ″ 7 27 ″ 10	
28002 220561 KDDQ	**Manini** (*ex*Susherico) *ss*NYk.No.1-25 D.F. 1*Dk*2*trBin fore&after holds&Web frames* *Fitted for oil fuel*	3253 3005 1977	✠ ... 6,28 ✠				1920 9mo	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States *WB*	1DRgearedSteamTurbine 386NHP WestinghouseElectric&Mfg.Co.Essington,Pa.	28 ″ 6	R †
28003 PKGR	**Manipi** OilEng. *Mchy.Aft* 1*Dk*	536 362 362					1929	NV.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3 B32'F25'	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"–15¾" 122NHP SulzerBros.Winterthur		V
28004 91879 VGML	**Manitoba** Ⓟ 3Mst *Mchy.Aft* D.F.	2616 1997 1699					1889	PolsonI.W Co.(Ld.) OwenSound	CanadianPacific RailwayCo.	303·0	38·1	14·7	Montreal British	C.2Cy.30"&64"–48" NE&B14 236NHP CollingwoodS.B.Co.Ld. Collingwood		
28005 96058 VGLN	**Manitoulin** Ⓟ TwinScSp (*ex*Modjeska) *Mchy.Aft*	913 — 453					1889	Napier, Shanks&Bell Glasgow	OwenSoundTransportationCo.Ld.	178·0	31·1	12·3	OwenSnd. Ont. British	T.6Cy.15",24"&40"–27" 166NHP Dunsmuir&Jackson,Gls.		R
28006 40767 JYSJ	**Mankō Maru** Ⓟ D.F. 2*Dks* *CruiserStern*	4472 3900 2628					1935	Yokohama DockCo.Ld. Yokohama	NipponYusenK.K.	364·2 F33'	50·9	32·5	Tokyo Japanese *WB*	2DRgearedSteamTurbines IshikawajimaS.B.&E Co. Ld.Tokyo		
28007 29139 JHZA	**Manko Maru** *Mchy.Aft Ref.Mchy.* 1*Dk*	1503 1159 802					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0 P42'B58'F38'	37·0	19·0	Shinagawa Japanese *WB*	T.3Cy.17",28½"&48"–30" 126NHP YokohamaDockCo.Yka.		C
28008 DHQE	**Mannheim** TwinSc 1*Dk*	897 705 527					1906	G.Seebeck Akt.Ges. Bremerhaven	Schiffahrt-und Assekuranz Ges.E.Russ&Co.	217·4 Q73'B43'F22'	32·9	12·0	Hamburg German *WB*	T6Cy.9⅝",$18\frac{11}{16}$"&$25\frac{9}{16}$"&16½" 52NHP G.SeebeckA.G.Bremerhvn		G
28009 167477 GLFK	**Manö** 1*Dk*	1418 1157 834					1925	Helsingörs Jernsk&Msk Elsinore	Ministry of War Transport(SpringwellShipping Co.Ld.*Mgrs.*)	249·5 P17'Q76'B96'F28'	38·1	15·0	London British *WB*	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		VL
28010 211832 WMCF	**Manoa** Ⓟ *ss*SFo.2ndNo.3-4,39 D.F. 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*in No.*1 *hold* *Ref.Mchy.* *Mchy.Aft Well deck*	6806 5769 4356	✠100A1 2,42 ~~1,41~~ BS2,42 ~~BS1,41~~ ✠LMC1,39 *Fitted for oil fuel* 12,13 *F.P. above* 150° F.	SFo	*a*†	CL 1,41	1913 12mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	MatsonNav.Co. *CellDBuE&B*74'*f*281'1584*t DTf*70'1117*tFPT*133*tAPT*96*t*	422·6 P&B295'F48' FK	54·0	33·3	S.Frncisco Utd.States 7*BHCem*	Q.4Cy.27",39",58"&87"–54" 225lb (*s*) 747NHP 6SB,18*cf*, HS12300 NewportNewsSB&DD.Co.	33 ″ 6	
28011 PFTL	**Manoeran** OilEng. D.F. E.S.D. *ss*Ams.No.3-10,33 *ss*Cal.No.1-37 3*Dks* *Tonnage opening closed* '39	9371 — 5837	✠100A1 3,42 Examined 3,42 ✠LMC CS12,38 12,39 ✠NE10,33 DBS~~1,40~~ 3,41 *Carrying oil F.P. above* 150° F. *in after deep tank* *Carrying vegetable oil in forward deep tank*	~~Sba~~ NYk	*e*†	CL 3,41	1922 10mo	ForthS.B. &E.Co. (1921)Ld. Alloa *Lloyd'sA&CP*	NV.Stoomv.Maats Nederland *CellDBa*164'*uE*85'*f*142'1509*tDTf*39'1556*t DTa*39'1494*t FPT*200*tAPT*38*t*	501·0 P48'B31'F67' FK len33	60·4	27·6 37·4	Batavia Dutch 8*BHptCem*	2SRgeared Oil Engines 2S.C.SA 14Cy.$22\frac{1}{16}$"–31½" 2DB*190lb* 1184NHP 2NDB(WT)33 *213lb* WerkspoorN.V.Ams.	40 ″ 3 s10 ″ 3½ 30 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'c Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Dateof B.of TradeCert.
28012 ~~1328~~ ~~ICIQ~~ 159355 VRTT	**Manon** (*ex*SursumCorda-37,*ex*Gilgai, *ex*Wildenfels) ssGen.2ndNo.3-5,26 ssHam.No.2-34 D.F. 1*Dk*(*Stl*)&*Spar dk* (*Stl-pt* teak s)&*Web frames*	5597 5190 3520	✠ … 3,39 Examined L.R. 8,41 8,41 ✠ BS8,41	~~Gen~~ Bom	z	CL 8,41	1901 4mo	Wigham Richrdsn&Co Ld Newcastle	Ministry of War Transport(British IndiaStmNavCo. Ld.*Mgrs.*) *CellDBa*1	428·1|55·1|26·9 ~~120·8~~ P60'B96'F48' BK11" 42'*uE*27'*f*177'1115	Mombasa British 6*BHCem* *tAPT*40*t*	Q.4Cy.24",34",51"&74"-54" 210lb 494NHP 3SB,*9cf*,GS150,HS6303 WighmRichardson&CoLd	31 ″ 4 s6 ″ 8½ 25 ″ 7½	I †
28013 153959 VLDL	**Manoora** Ⓟ TwinSc *OilEng.* ssSyd.No.1-39 D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	10856 7396 6261	✠100A1 *withfreeboard* 8,40 ✠LMC CS2,39 DBS9,38 10,36	Syd	*f*† 2¼	CL s12,39 P8,40	1935 2mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	TheAdelaide SteamshipCo.Ld. *CellDB*378'1124*t*	463·5|66·2|29·8 482·0(O.L.) B280'F86' FK *DTs a* 55'442*tFPT*	Melbourne British 6*BHptCem* 126*tAPT*97*t*	Oil Engines 4S.C.SA 16Cy.29⅛"-59$\frac{1}{16}$" 1306NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 6 s11 ″ 9 23 ″ 11	
28014 68 SVDX	**Manoula** (*ex*DéputéGeorgesChaigne-34) 1*Dk*	1966 — 1111					1920	Govern-mentYard Brest	G.G.Caravias	266·7|39·4|23·0 P19'B54'F23'	Ithaca Greek *WB*	T.3Cy.18$\frac{1}{10}$",29$\frac{9}{10}$"&49⅕"-37⅘" 149NHP Atel.&Ch.de laLoire,Nts.		G
28015 25222 JARD	**Mansei Maru** TwinSc (*ex*AmurMaru-34) ssOsa.No.3-5,31 ssYka.No.2-39 2*Dks*(*Stl*)&*Awng dk*(*Stl*) &*Webframes* *Longitudinal framing*	7770 7329 4823	✠100A1 *Awning dk* *withfreeboard* 8,40 ✠LMC8,40	Kob	*b*†	CL S6,39 P7,40	1919 4mo	OsakaIron Works,Ld Osaka *Lloyd'sA&CP*	YamashitaKisen K.K. *CellDB*370'1195*tDT*	425·0|56·2|40·5 FK *Col* *a*34'909*tAPT*85*t*	Osaka Japanese *Cem* *lBHto Shdk* 6 „ „ *U* „	T.6Cy.21½",35"&58"-48" (*s*) 200lb 655NHP 3SB(Spt)&1AuxSB,*11cf*, GS225,HS9332 FD OsakaIronWrks.Ld.Osaka	40 ″ 6 s 9 ″ 7¾ 31 ″ 1	
28016 5399 SFKO	**Mansuria** (*ex*Oscarborg) 1*Dk*	*1083* *903* *563*					1912	Oskrshmns M.V.Aktieb. Oskarshamn	RederiAktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	221·4|35·9|13·7 P24'B57'H128*t* F25'	Gothenbrg Swedish *WB*	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		VL
28017 149 JNXD	**Mansyu Maru** ssKob.No.3-9,33 2*Dks*(*Stl*)	5267 4767 3183	✠ … 1,38 ✠	Nag	z		1921 2mo	UchidaSB. &Eng.Co. Yokohama	DairenKisenK.K. *CellDB*	400·0|54·5|30·0 P38'B121'F40' FK 350'1100*t FPT*133*t*	Dairen Japanese 6*BHCem* *APT*92*t*	T.3Cy.26",43½"&72"-48" 513NHP 3SB,*9cf*,GS175,HS7376 UchidaS.B.&E.Co.Yka.	30 ″ 0	
28018 15985 JKLD	— Ⓟ TwinSc (*ex*KomaMaru-33) 3*Dks*	3054 2663 1497					1912	Kawasaki Dkyd.Co.Ld. Kobe	NipponkaiKisen K.K.	324·0|43·0|30·0 F49'	Tokyo Japanese *WB*	T.6Cy.19",32"&53"-36" 337NHP KawasakiDkydCoLdKobe		
28019 116580	**Mantadoc** (*ex*Cepheus,*ex*Frank W.Gilchrist) *Mchy.Aft* 1*Dk2trB*	4466 4268 3060					1903	WestBay CityS.B.Co. W.BayCity	PatersonSteam-ships,Ld.	423·5|50·2|24·0	F.William Ont. British *WB*	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
28020 24758 JIZD	**Mantai Maru** (*ex*Vancouver Maru-34) ssYka.No.3-8,31 ssKob.No.1-36 2*Dks*(*Stl*)&*Awngdk*(*Stl*)	5864 5586 4259	✠100A1 *Awng dk* *withfreeboard* 11,40 ✠LMC11,40	Yka	y	OG 11,40	1919 3mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	YamashitaKisen K.K. *CellDB*334'1118*t*	385·0|51·0|36·0 FK *CollB* *FPT*126*tAPT*93*t*	Kobe Japanese *Cem* *HtoAwngdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,GS154, HS5741 FD KawasakiDkydCoLd Kobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
28021 88 OAPM	**Mantaro** TwinSc 2*Dks*&*Shade dk* *Fitted for oil fuel*	4617 2573 2427					1910	Chant.de Normandie Rouen	Cia.Peruana de Vap.yDique del Callao	360·0|46·0|23·7	Callao Peruvian	T.6Cy.20",33"&55"-40" 383NHP Ch.&Atel.deSt.Nazaire		V
28022 PUCT	**Mantiqueira** TwinSc 1*Dk*	*1696* *1570* *1045*					1907	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2|44·9|16·4 F29'	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"-21" 126NHP Wrkman,Clark&Co.Ld Bel		
28023 PJCU	**Manto** *OilEng.* 2*Dks* *Mchy.Aft* *CruiserStern*	389 293 159					1939	NVSchpsw Gebr.Pot. Bolnes	WestIndische Scheepv.Maats.	179·7|29·9| 8·2	Curacao Dutch *WB*	Oil Engines 2S.C.SA 8Cy.10$\frac{3}{16}$"-18⅞" 162NHP Gbr.Stork&CoNV Hengelo		VL
28024 146274 GDMY	**Mantola** Ⓟ TwinSc 2*Dks*(*Stl-U* teak s) D.F. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	9065 7268 5545	✠ 9,25 ✠ Lloyd'sRMC2,41	Mdb	*d*†		1921 12mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaS.N. Co.Ld. *CellDB*403'1568*t* *between tunnel*	465·3|58·3|33·5 P44'B175'F53' *Tanks* FK *s* 114'253*tFPT*164*t*	Glasgow British 9*BHptCem* *APT*69*t*	6SteamTurbinesDRgeared to 2 Sc. Shafts HS13948 FD 1008NHP 4SB&1AuxSB,*18cf*,GS338, Barclay,Curle&Co.Ld. Gls.	36 ″ 0	BT till 2,42
28025 EAKW	**Manu** (*ex*Marion-38, *ex*Manu-37, ssBbo.No.3-7,32 *ex*CanadianFisher) ~~ssBbo.No.1-36~~ ssBbo.No.2-41 1*Dk*(*Stl*) *Cargo battens not fitted*	3314 — 1841	✠100A1 12,41~~2,41~~ ~~BS4,40~~ ✠LMC~~1,37~~ 11,41	Bbo	v	CL ~~12,37~~ 3,40	1921 1mo	Tidewater Shipbuilders, Ld. Three Rivers,P.Q. *Lloyd'sA&CP*	Cia.Nav.Amaya (Benito Urrechaga,*Mgr.*) *CellD*	~~363·2|46·8|23·2~~ 331·0|46·5|25·5 P33'B98'F33' FK *B*266' 674*t FPT*95*t*	Bilbao Spanish 6*BHCem* *APT*73*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb (P&SSpt) 470NHP 3SB,*9cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 ″ 9 s 3 ″ 11¾ 21 ″ 9	
28026 EAGE	**Manuchu** ssBbo.No.3-4,42~~ssBbo.No.3-8,39~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	3205 — 1963	✠100A1 4,42~~2,41~~ ~~BS7,40~~ ✠LMC~~8,39~~ ~~10,41~~ 4,42	Bbo	v	CL ~~1,41~~ 2,42	1921 1mo	W.Hamil-ton&Co.Ld PortGlasgow *Lloyd'sA&CP*	Cia.NavieraBachi (Hijos deAstigar-raga,*Mgrs.*) *CellDB*287'887*t*	330·8|48·9|22·1 P31'B97'F30' FK	Bilbao Spanish 5*BHCem* *APT*83*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb 323NHP 3SB,*9cf*,GS156,HS5205 D.Rowan&Co.Ld.Glasgow	24 ″ 3 s 3 ″ 11¼ 20 ″ 7	
28027 EAGF	**Manuel Arnus** Ⓟ TwinSc ssBcl.No.2-31 3*Dks*(*StlU*-teak s) D.F. Sub.Sig.	7578 5591 4402	✠ 4,40 ✠	Cdz			1923 5mo	Soc.Espa-ñola de Const.Nav. Cadiz	Cia.Trasatlantica *CellDB*378'1226*t t* *Tank at aft end*	435·0|56·0|29·1 P36'F39' FK&BK1" *anks at sides of tun* *of tunnels* 35*t FPT*	Barcelona Spanish 9*BHCem* *nels* 944*t* 34*tAPT*68*t*	4SteamTurbinesDRgeared to 2 screw shafts 1173NHP 5SB,*15cf*,GS345,HS14945 Vickers,Ld.Barrow	32 ″ 0	
28028 EAGH	**Manuel Calvo** Ⓟ TwinSc~~3Mst~~ (*ex*H.H.Meier) ~~ssBcl.3rdNo.3-6,27~~ D.F. 3*Dks*(2*Irn*-ws)&*Web frames* Sub.Sig. ssCdz.4thNo.3-4,41	5617 4640 3342	✠100A1 4.41 ~~1.31~~ ✠LMC MS4,41 BS12,40	~~Bel~~ Cdz	z	CL 11,39	1892 3mo	Armstrong Mitchell&Co. Ld Newcastle A&CP	Cia.Trasatlantica *CellDB* 387'920*t*	421·0|48·0|29·2 P39'B140'F54' BK13½"	Barcelona Spanish 7*BHCem* *APT*110*t*	T.6Cy.24½",40"&66"-45" (*s*) 160lb 592NHP 3DB,*18rf*,GS351,HS9000 Hwthrn.Leslie&C.Ld.Nwc.	32 ″ 3 s7 ″ 1 26 ″ 3½	
28029	**Manuel Rionda** ssHna.No.3-10,32 ssHna.No.2-41 ~~ssHna.No.1-27~~ 1*Dk*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	1375 974 799	✠100A1 *Self propelled Barge* 12,41~~11,40~~ ✠LMC12,41 ~~MS8,39~~ ~~BS4,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 7,20 F.P. above 150° F.*	Hna	o	CL ~~11,40~~ 11,41	1920 6mo	ToddShip-yardsCorp Brooklyn, A&CP N.Y	SinclairCubaNav. Co. *CellDBuE*15'28*t*	210·0|44·1|13·6 P51'F41' FK *MTs*20'410*tFPT*41	Havana Cuban *Cem* *tAPT*28*t* 10*BH*	T.3Cy.16",25 &42"-30" (*r*) 180lb 156NHP 2SB,*4cf*,HS2476 FD ToddShipyardCorp.N.Yk.	14 ″ 0	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Donane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée.Cert.B.of Trade
28030 233117 WHFS	**Manuela** 2Dks D.F. *Fitted for oil fuel*	4772 — 2946					1934	NwprtNws S.B.&DD Co NewprtNews	A.H.BullSteam- shipCo.Inc.(A.H. Bull&Co.Inc.*Mgs*)	393·8|55·3|28·1 P34'B125'F35'	NewYork Utd.States *WB*	2steam turbinesDRgeared to 1 Sc. Shaft NewportNewsSB&DD.Co.		R
28031 3381 PJAD	— TwinSc *ss*Cco.No.3-10,36 *ss*Cco.No.1-41 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing* *at bottom & at dk*	2694 1799 1483	✠100A1 ~~8,41~~ ~~1,41~~ 2,42 BS2,42 *CarryingPetr* *Fitted for oil*	Cco ✠LMC1,41 *oleum* *fuel* 9,	*t* *in* 24	CL ~~P5,39~~ ~~s11,39~~ 2,42 *bulk* *F.P. a*	1924 9mo *Lloyd* *bove* 1	Rotterdam Droogd.Maat Rotterdam *'s*A&CP 50° F.	N.V.Curaçaosche Scheepvaart Maatschappij	305·0|50·2|15·1 Q87'*Trunk*189' FK F29'	Wllemstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.$12\frac{3}{4}$",$20\frac{1}{2}$"&$33\frac{7}{8}$"-$24\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ $6\frac{1}{4}$ 13 ″ $7\frac{1}{2}$	
28032 221279 KDSF	**Manukai** *ss*S.Fo.No.3-6,33 GyC. *ss*S.Fo.No.2-41 ~~*ss*S.Fo.No.1-37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Ref.Mchy.*	9547 9173 5896	✠100A1 *Shelter dk* *withfreeboard* 4,41 ~~4,40~~ MS6,37 *Fitted for oil*	SFo ✠LMC BS~~3,41~~2,4 *fuel* 6,	*e*† 2 21	CL 4,39 *F.P. a*	1921 6mo *bove* 1	MooreS.B. Co. Oakland,Cal. A&CP 50° F.	*Cell DB*420' 2284*t L*	480·6|62·2|37·8 FK *Collision* *Tf*54'612*t FPT*75*t*	S.Frncisco Utd.States *ptAsp* *BH to Sh dk* 8 „ „ *U* „ *APT*123*t*	2steam turbines DRgeared to 1 Sc. Shaft 225lb (*s*) 1242NH 5SB(Spt),20*cf*,HS17500 FD WestinghouseElectric &Mfg.Co.Essington,Pa.	41 ″ 10 s10 ″ 8 31 ″ 6	
28033 221215 KDRQ	**Manulani** *ss*S.Fo.No.3-4,33 *ss*S.Fo.No.2-41 ~~*ss*S.Fo.No.1-37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *Ref.Mchy.*	9556 9173 5903	✠100A1 *Shelter dk* *withfreeboard* 10,41 ~~9,40~~ MS4,37 *Fitted for oil*	SFo ✠LMC BS~~6,40~~5,4 *fuel* 4,	*e*† 1 21	CL 3,40 *F.P. a*	1921 4mo *bove* 1	MooreS.B. Co. Oakland,Cal. A&CP 50° F.	MatsonNav.Co. *CellDB*420'2284*t* *DTf*54'612*t*	480·6|62·2|37·8 FK *Collisio* *FPT*75*tAPT*123*t*	S.Frncisco Utd.States *ptAsp* *nBHtoSh dk* 8 „ „ *U* „	2 steam turbinesDRgeared 1Sc.Shaft225lb(*s*)1242NHP 5SB(Spt),20*cf*,HS17500 FD WestinghouseElectric &Mfg.Co.Philadelphia,Pa.	41 ″ 10 s10 ″ 8 31 ″ 6	
28034 153933 VJNB	**Manunda** Ⓟ TwinSc *OilEng.* *ss*Syd.No.3-7,41 ~~*ss*Syd.No.2-36~~ E.S.D. 3*Dks*(*Stl–Weatner dk* teak s) D.F. *Ref.Mchy.* *CruiserStern*	9115 6707 5300	✠100A1 *withfreeboard* 12,41 ~~4,41~~ ✠LMC DBS~~8,40~~	Syd CS4,37 7,41 10,39	*c*†	CL P9,39 s7,40	1929 4mo *Lloyd*	W.Beard- more&Co.Ld. Glasgow *'s*A&CP	TheAdelaideS.S. Co.Ld. *CellDB*344'1100*t* *of tunnels* 359*t*	430·0|60·2|35·6 447·7(O.L.) F82' FK *Tanks in way* (*FPT*75*tAPT*82*t*	Melbourne British 8 *B Hpt Cem* *Coll to W dk* 6 „ *2nd*„ 1 „ *3rd*„)	Oil Engines 4S.C.SA 16Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 1304NHP DB*100lb* Harland&Wolff,Ld.Gls.	38 ″ 6 s13″$11\frac{3}{4}$ 24 ″ 11	
28035 PFTO	**Manvantara** TwinSc *OilEng.* *ss*HKg.No.2-39 D.F. *Mchy.Aft* 1*Dk*(*Stl*)*2nd dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8237 7467 4770	✠100A1 12,41 ~~10,40~~ ✠LMC ~~DBS10,40~~ *CarryingPetr*	~~Bat~~ Sba DBS12,41 CS2,40 2,40 *oleum*	*c*† *in*	CL 2,40 *bulk*	1931 12mo *Lloyd*	Nederl. Schps.Maats. Amsterdam *'s*A&CP	N.V.Petroleum Maats."La Corona" *CellDBuE*64'221	450·8|62·0|34·1 P103'B35'F43' FK *tDTf*32'365*t FPT*	Wllemstad Dutch 14*BH* 226*tAPT*41*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB*150lb* WerkspoorN.V.Ams.	34 ″ 0 s6 ″ $7\frac{3}{4}$ 27 ″ $6\frac{1}{4}$	
28036 131763 GKMF	**Manx Maid** Ⓟ TrpSc (*ex*Caesarea) 2*Dks* D.F. *Fitted for oil fuel*	1512 990 616					1910	Cammell Laird&Co.Ld. Birkenhead	IsleofManSteam PacketCo.Ld.	284·6|39·1|15·8	DouglasIM British *WB*	3 steam turbines CammellLaird&Co.Ld.Bkn		
28037 118603 GFPS	**Manxman** Ⓟ TrpSc 2*Dks*&*Shelter dk* D.F. *Fitted for oil fuel*	2030 1413 835					1904	Vickers,Ss. &Maxim,Ld. Barrow	IsleofManSteam PacketCo.Ld.	334·0|43·1|17·3	DouglasIM British *WB*	3 steam turbines Parson'sMarineSteam TurbinesCo.Ld.Nwc		
28038 44235 JWWL	**Manyo Maru** 1*Dk* *CruiserStern*	2904 2530 1671					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	305·4|45·3|26·2 P24'B79'F29'	Tokyo Japanese *WB*	T.3Cy.$20\frac{11}{16}$",$34\frac{7}{16}$"&$57\frac{1}{16}$"- $43\frac{5}{16}$" HS2547 202NHP MitsubishiJukogyoK.K. Yka.		
28039	**Manzanillo** (*ex*Gharb) TwinSc 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	1025 — 571					1915	Forg.&Ch. de la Médit LaSeyne	EmpresaNaviera deCubaS.A.	216·5|34·1|14·8 P75'F29'	Havana Cuban *WB*	T.6Cy.$12\frac{5}{16}$",$19\frac{11}{16}$"&$31\frac{15}{16}$"- $15\frac{5}{8}$" 80NHP Forg.&Ch.delaMédit.Msl.		
28040 32 IBFU	**Manzoni** (*ex*Lydia,*ex*SzéllKálmán) *ss*Fiu.2ndNo.3-4,28 D.F. *ss*Fiu.No.3-12,37 Sub.Sig 1*Dk*(*Stl*)&*Spar dk*(*Irn*)& *deep framing*	3955 3633 2516	✠100A1 *Spar dk* 2,40 BS2,40 NO LATER	Tri ✠LMC2,36 SURV	*x* EY	CL 2,40 REPO	1902 3mo RTED	Wigham- Richrdsn&Co Ld Newcastle A&CP *CellDBa*132'	"Tirrenia"Soc. Anon.diNav. *uE&B*76'*f*114'855*t*	375·4|48·2|17·8 365·4 25·1 FK P51'B127'F38' *FPT*55*tAPT*28*t D*	Fiume Italian 6*BHCem* *Ta*28'680*t*	T.3Cy.$22\frac{1}{2}$",40"&66"-48" (*r*) 200lb 361NHP 3SB(Spt)9*rf*,GS159,HS5754 Wigham-Richardson& Co.Ld.Nwc.	28 ″ 3 s5 ″ $1\frac{3}{4}$ 23 ″ $3\frac{1}{4}$	
28041 31173 JCIB	**Manzyu Maru** Ⓟ TwinSc (*ex*SantosMaru-41) *OilEng.* *ss*Kob.No.3-4,37 3*Dks*(*Stl*)-*Weather dk* WS) *Ref.Mchy.* GyC.	7267 6038 4350	✠100A1 *wtihfreeboard* 5,40 ✠LMC DBS5,40 ✠Lloyd'sRM	Kob CS4,37 5,38 C5,40	*b*†	CL s5,38 P5,40	1925 12mo *Lloyd*	Mitsubishi ZosenKaisha Ld.Nagaski *'s*A&CP	OsakaSyosenK.K. *CellDB*353'1368*t* *Tanks at sides*	430·7|55·7|36·0 B63'F47' FK *of tunnels*719*t FPT*	Osaka Japanese 7*BHptCem* 117*tAPT*46*t*	Oil Engines 2S.C.SA 12Cy.$23\frac{5}{8}$"-$41\frac{3}{4}$" 1164NHP DB*100lb* SulzerBros.Winterthur	36 ″ 0 s11″$2\frac{3}{4}$ 25 ″ $2\frac{3}{4}$	
28042 28252 JBNA	— Ⓟ (*ex*ManjuMaru-38) *ss*Kob.No.3-7,34 *Mchy.Aft* *ss*Kob.No.1-38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6515 5691 3848	✠100A1 6,41 ~~9,40~~ *CarryingPetr* *Fitted for oil*	Kob ✠LMC9,40 *oleum* *fuel* 9,	*a*† *in* 21	CL 9,40 *bulk* *F.P. a*	1921 9mo *bove* 1	KobeSteel Works Harima Dockyard A&CP 50° F.	AsahiSekiyuK.K. *CellDBuE* &*B*81'155*tDTf*41'	420·0|54·0|32·9 440·0(O.L.) P117'B36'F35' FK 375*t 'tween dk tan*	Tokyo Japanese 16*BHptCem* (11 *to U dk* 5 „ *2nd*„) *k aft* 10' 46*t*	T.3Cy.27",45"&75"-51" (*s*) 200lb 560NHP 3SB,9*cf*,GS192,HS7956 FD KobeSteelWorks,Kobe *FPT*116*tAPT*26*t*	33 ″ 0 s 6 ″ $7\frac{3}{4}$ 26 ″ $7\frac{1}{2}$	
28043 24724 JIKD	— (*ex*ManjuMaru-38, *ss*Kob.No.3-12,31 *ex*JufukuMaru-34) 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5877 5586 4285	✠ … 2,37 ✠	Kob	*y*		1919 2mo	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K. *CellDB*334'111	385·0|51·0|36·0 FK *Collision* 8*tFPT*126*tAPT*93*t*	Osaka Japanese *Cem* *BH to A dk* 5 „ „ *U* „	T.3Cy.26",$43\frac{1}{2}$"&72"-48" 444NHP 2SB(Spt)6*cf*,GS126,HS5809 KawasakiDkydCoLdKobe	36 ″ 0	C †
28044	— Ⓟ D.F. 2*Dks* *CruiserStern*	2298 1551 961					1939	Mitsubishi JukogyoK.K Kobe	DairenKisenK.K.	262·1|42·0|20·7 P49'Q33'B121'F43'	Dairen Japanese *WB*	C.4Cy.(2)$20\frac{1}{16}$"&(2)$43\frac{5}{16}$"- $43\frac{5}{16}$" 206NHP MitsubishiJukogyoK.K. Kobe		
28045 XNBL	**Mao Lee** (*ex*HwahChie,*ex*Käthe) 2*Dks*	1946 1753 1221					1911	Howaldts- werke Kiel	ChingKeeS.N.Co. Ld.	271·0|39·1|20·8 P23'B76'F39'	Chefoo Chinese *WB*	T.3Cy.$20\frac{1}{16}$",$32\frac{5}{16}$"&$52\frac{1}{16}$"- $35\frac{3}{4}$" 161NHP Howaldtswerke,Kiel		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
28046 21721 JPCB	**Maoka Maru** 1*Dk*	1219 — 829					1917	OsakaIron Works,Ld. Osaka	KitaNipponKisen K.K.	220·0 P23'B34'F24'	33·6	18·5 *WB*	Amagasaki Japanese	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWks,Ld.Osaka		
28047 117598 ZMMN	**Maori** Ⓟ TrpSc 3*Dks* *Fitted for oil fuel*	3488 1557 1567					1907	W.Denny &Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	350·5 F63'	47·2	24·7	Wellingtn British *WB*	3Steam Turbines Denny&Co.Dumbarton		C
28048 219766 KUKL	**Mapele** (*ex*Mala-36,*ex*Pittsburgh Bridge) 1*Dk2trBinfore&afterholds &Webframes* D.F. *Fitted for oil fuel*	3297 — 1998	✠ ... 7,21 ✠				1920 5mo	Submarine BoatCorp. Newark,N.J.	MatsonNav.Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine 385NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
28049 PFTQ	**Mapia** *OilEng.* D.F. E.S.D. *ss*Ams.No.3-2,34 *ss*Ams.No.1-38 3*Dks*	9389 8824 5819	✠100A1 ~~5,41~~ ~~12,40~~ ~~10,41~~ 1,42 ✠LMC CS3,39 7,39 ✠NE3,34 DBS~~5,40~~5,41 *Carrying vegetable oil in frwrd deep tank* *Carrying oil F.P. above 150° F.in after deep tank*	~~Sba~~ NYk	*e*†	CL 12,40	1923 1mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	N.V.Stoomv. Maats.Nederland	501·0 P48'B31'F67' len34 *CellDBa164'uE85'f142'1509t DTf39'1556tDTa39' 1494t FPT200t*	60·5	27·6 37·5 FK	Batavia Dutch *8BHCem* *APT38t*	2 SR geared Oil Engines 2S.C.SA 14Cy.22$\frac{1}{16}$"–31½" 2DB*190lb* 1184NHP 2(WT)NDB33 *213lb* WerkspoorN.V.Ams.	40 ″ 3 s10 ″ 3½ 30 ″ 3¼	
28050 PKHA	— *OilEng.* *Mchy Aft* 1*Dk*	550 350 363					1929	N.V.Schps. "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·4 F25'	28·9	9·3	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"–15¾" 122NHP SulzerBros.Winterthur		V L
28051 116954	**Maplebranch** IronTwinSc (*ex*Ionic,*ex*Cuba) 1*Dk* *Carrying Petroleum in bulk*	1014 886 634					1872	KingIron Works Buffalo,N.Y. *Altered* Montreal '28 *Altered* Sorel PQ 1935	BranchLines,Ld.	231·8	35·5	12·6	Sorel,P.Q. British	C.4Cy.17"&40"–36" 160NHP H.G.Trout&Co.Buffalo		
28052 166322 MCFK	**Maplefield** *Mchy.Aft* *CruiserStern* *For full particulars see No. 37607 in Supplement*	495 331 205	100A1 (*ClassContemplated*)				1941	LythamSB &E.Co.Ld. Lytham	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 P50'Q35'F20'	27·2	11·4	Liverpool British	T.3Cy.12¾",21"&36"–24" LythamS.B.&E.Co.Ld.		
28053 129767 CYMZ	**Mapleheath** (*ex*Toiler) *Mchy.Aft* 1*Dk*	1692 1585 1036					1910	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	255·4 Q43'F38'	42·5	17·3	Kingston, Ont. British *WB*	T.3Cy.17",28"&46"–36" E&B*made*03*fitted* 29 PolsonIronWorks, 127NHP Toronto		R
28054 123961 CYLW	**Mapleton** *Mchy.Aft* 1*Dk*	1782 1492 1140					1909	Sunderlnd S.B.Co.Ld. Sunderland	Canada Steamship Lines,Ld.	250·0 P96'F36'	42·7	16·4	Montreal British *WB*	T.3Cy.17",28"&46"–33" 122NHP N.E.MarineEng.Co.Ld.Sld		C
28055 160728 GPVZ	**Maplewood** *ss*Shl.No.2-38 D.F. 1*Dk*(*Stl*) E.S.D. Gy.C.	4566 4158 2829	✠100A1 10,41 ~~11,40~~ ✠LMC MS12,38 BS~~6,40~~5,41	~~Nwe~~ Lon	*y*	CL 12,38	1930 5mo	Nthmblnd S.B.Co. (1927),Ld. Newcastle *Lloyd'sA&CP*	JosephConstantineS.S.Line,Ld.	382·5 P33'B119'F30' *CellDB332'1056tFPT96t*	52·0	26·6 FK	Middlsbro' British *6BHCem* *APT140t*	T.3Cy.24",39"&66"–45" & exhaust turbine driving steam compressor 200lb (*s*) 464NHP 2SB(Spt)(FD)&1Aux.B, 8*cf*,GS152,HS6619 N.E.MarineEng.CoLdNwc	29 ″ 0 s5 ″ 4¼ 23 ″ 10¼	
28056 859 CBMP	**Mapocho** Ⓟ Iron3Mst 3*Dks*(1*Irn*)&*Shadedk*	2652 1829 1552	✠ 3,83	Liv	*s*		1882 11mo	LairdBros. Birkenhead	CompañiaSud AmericanadeVap *WB*	331·2 =*CellDB274'f344t*	41·4	19·3	Valparaiso Chilian *5BHCem*	C.2Cy.45"&80"–54" 392NHP LairdBros.,Birkenhead		
28057 2200 IBNZ	**Mar Bianco** (*ex*Martano-38, *ex*Martand-38, *ex*PortNapier-36, *ex*HawkesBay) TwinSc *ss*Gen.2ndNo.3-7,38 D.F. 2*Dks*(*Stl*)&*Shelterdk*(*Stl*-ws) *Ref.Mchy.*	8446 7793 5255	✠100A1 *Shelter dk withfreeboard* 2,40 ✠LMC MS9,37 BS7,39 Lloyd'sRMC2,40 *Fitted for oil fuel*7,38 *F.P. above 150° F.* NO LATER SURVEY REPORTED	Gen	*e*†	CL P4,38 S2,40	1912 12mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	A.Zanchi *CellDBa131'*	506·9 489·0 *uE&B88'f209'1530t*	61·4	32·9 FK	Genoa Italian *8BHCem* *APT70t*	T6Cy.23",38½"&64½"–45"(*s*) 200lb 804NHP 4SB,*16cf*,GS274,HS11628FD Wrkman,Clark&Co.LdBel	35 ″ 8 s 5 ″ 11¾ 29 ″ 11¾	
28058 EAKU	**Mar Cantabrico** TwinSc *OilEng.* *ss*Bbo.No.3-4,40 D.F. 2*Dks*(*Stl*) *CruiserStern*	6632 5355 4493	✠100A1 *withfreeboard* ~~5,41~~ ~~4,40~~ 1,42 ~~DBS4,40~~ ✠LMC4,40 DBS~~3,41~~4,42	~~Bbo~~ Bcl	*z*	CL P4,40 ~~S5,41~~ S1,42	1930 2mo	CiaEuskalduna Bilbao *Lloyd'sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *'Tween dkBHs,except collision& Mchy.space BHs dispensed with* *CellDB332'1079tFPT67t*	404·3 F43'	54·2	31·4 FK	Bilbao Spanish *3BHtoWdk* 4 ″ ″ *2nd* ″ *APT226t*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 8 ″ 2¼ 25 ″ 11½	
28059 EAGK	**Mar Caribe** *ss*Bbo.2ndNo.3-7,39 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Longitudinal framing in DB*	4716 — 2988	✠100A1 *Shelter dk withfreeboard* 3,42 ~~4,41~~ BS3,42 ✠LMC MS6,39 ~~BS4,41~~ *Fitted for oil fuel* 7,32 *F.P. above 150° F.*	Bcl	*x*	CL ~~4,39~~ 3,42	1920 7mo	Soc.Espanola de Const.Nav. Bilbao *Lloyd'sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *CellDB314'783t DTa40'76t*	357·6 P29'B131'F38' *on Shelter dk* *FPT87tAPT40t*	48·1	31·5 FK	Bilbao Spanish *Cem* *6BHtoShdk* 1 ″ ″ *U* ″	T.3Cy.25",41"&68"–45" (*s*) 180lb HS8289 443NHP 3 Water Tube Boilers J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 7 ″ 5½ 26 ″ 8½	
28060 OOZH	**Mar Del Plata** Ⓟ *OilEng.* D.F. E.S.D. 2*Dks&Shelterdk* *Ref.Mchy.* Sub.Sig. *CruiserStern*	7340 5403 4350	✠100A1 *withfreeboard* 7,39 ✠LMC9,38 ✠Lloyd'sRMC3,40 (SEE FOOTNOTE *)	Ant	*c*†	CL	1938 9mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd'sA&CP*	CieMaritimeBelge (LloydRoyal)S.A (AgenceMaritime Internationale, *Mgrs.*) *CellDB365'1864t*	435·9 F50' *Wing tanks in ER156t FPT90t*	61·5	26·8 FK	Antwerp Belgian *8BHptCem ptAsp* (*Coll to Shdk* 7 ″ *2nd* ″) *APT92t*	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"–55⅛" 1028NHP DB*100lb* SocAn.J.Cockerill,Seraing	30 ″ 2 s 3 ″ 9 26 ″ 7½	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
28061 1224 [illegible]	**Mar Glauco** (*ex*Aquitania,*ex*S.E. Calvert,*ex*Lübeck,*ex*Drumcondra) D.F. *Now "Mokatan," see No. 77616 in Supplement*	4690 3840 2969					1906	W.Doxford &Sons,Ld. Sunderland	M.Maresca&C.	403·9 379·5 P23'B151'F37'	51·6 51·1	24·5	Genoa Italian *WB*	T.3Cy.26",43"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		CI
28062 EAKV	**Mar Negro** TwinSc *Oil Eng.* *ss*Bbo.No.3-3,40 D.F. 2*Dks*(*Stl*) *CruiserStern*	6632 5355 4493	✠100A1 *with freeboard* ~~✠~~12,41 DBS3,41 ✠LMC3,40	Bcl	*z*	CL P3,40 S12,41	1930 6mo *Lloyd*'*sA&CP*	CiaEuskal- duna Bilbao	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *'Tween dkBHs,except collision&* *Mchy.space BHs dispensed with* *CellD B332'1079tFPT67t*	404·3 F43' FK	54·2	31·4	Bilbao Spanish 3 *BH to Wdk* 4 ,, ,, 2*nd* ,, *APT*226*t*	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 723NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 8 ″ 2¼ 25″11½	
28063 EAGM	**Mar Rojo** *ss*Bbo.No.3-2,30 *ss*Bbo.No.2-39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	~~3640~~ ~~3002~~ ~~2072~~ 3627 3002 2102	✠100A1 6,41 ~~11,40~~ ✠LMC MS5,39 ~~BS3,41~~3,42 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	~~Bbo~~ Bcl	*u*	CL 4,30	1917 8mo *Lloyd*'*sA&CP*	Astilleros deNervion Bilbao	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*)	325·4 P31'B80'F39' FK *CellDB* 270*t* 818*t*	46·9	22·5	Bilbao Spanish 6*BHCem* *APT*130*t*	T.3Cy.24",40"&65"-45" 180lb *80lb* 295NHP 2SB,*6cf*,GS120,HS4374 J.G.Kincaid&Co.Ld.Grk.	24″11 s 4 ″4¼ 20 ″ 9	
28064 EAFZ	**Mar Tirreno** (*ex*Luchana-39, *ex*Oquendo, *ss*Bbo.2ndNo.3-6,32 *ex*Tuscany) *ss*Bbo.No.2-40 *Spar dk*(*Stl*)2*trB* *&deep framing* *Cargo battens not fitted*	~~3000~~ ~~2807~~ ~~1872~~ 3086 — 1898	✠100A1 *Spar dk* *with freeboard* 7,41 ~~5,40~~ 3,42 BS3,42 ~~BS7,41~~ ✠LMC5,40	~~Bbo~~ Bcl	*u*	CL ~~6,39~~ 7,41	1908 2mo *Lloyd*'*sA&CP*	Irvine'sSB &D.D.Co.Ld WHartlepool	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *CellDBa*102'*uL*	325·0 P32'B101'F31' FK 24'*f*138' 573*t FPT*	47·0	13·8 22·4	Bilbao Spanish 5*BHCem* 8[illegible] *APT*7[illegible]*t*	T.3Cy.24",38"&64"-42" (*s*) 160lb *100lb*~~85lb~~ 287NHP 2SB *6cf*,GS102,HS4637 Richardsons,Westgarth& Co.Ld.	24″10 s 3″11½ 21 ″ 1	
28065 YVAB	**Maracaibo** TwinSc *2Dks&pt Shade dk* *Fitted for oil fuel*	1771 — 1095					1899	Harlan& Hollings- worthCo. Wlmgtn,Del.	Cia.Anon.de Navegación deCarenero	267·5 P26'F48' *pt Shade dk* 120'	37·0	18·5	Caracas Venezuelan *WB*	T.6Cy.14",22"&36"-24" 127NHP Harlan&HollingsworthCo. Wilmington,Del.		
28066 162595 GQRF	**Maracay** TwinSc *ss*Aru.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*)	3794 2881 1842	✠100A1 9,41 ~~3,41~~ ~~BS9,40~~ ✠LMC8,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,31 *F.P. above* 150° F.	Aru BS9,41	*w*	OG S3,41 CL P3,41	1931 6mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Side tanks*	350·6 P73'F42' FK *Trunk*236' *f*32'384*tFPT*113*t*	60·2	16·7	London British 9*BHptCem* *APT*9[illegible]*t*	T.6Cy.16",26"&42"-28" (*s*) 180lb 314NHP 2SB,*6cf*,GS253,HS5112 Harland&Wolff,Ld.Bel	17 ″ 6 s 2 ″ 7 15 ″ 1	
28067 PUYD	**Marahú** Ⓟ TwinSc 1*Dk&Shelter dk*	*746* *479* *378*	✠ ... 3,11 ✠				1906 10mo	AilsaS.B. Co.Ld. Troon	Cia. de Nav. Bahiana	200·0 FK	32·2	11·2	Bahia Brazilian *WB*	T.3Cy.13½",22"&36"-24" 151NHP Muir&Houston,Ld.Gls.	11″10	
28068	**Marajó** (*ex*Malistan-37) *ss*Shl.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*) *Fitted for oil fuel* *Carrying Petroleum in bulk*	*5553* *4994* *3438*	✠ ... 5,37 ✠	Shl	*y*		1924 2mo	Bartram& Sons,Ld. Sunderland *CellDBuE&*	BrazilianNavy *B87'211tDTf37'345t FPT92t APT76t*	400·0 P109'B34'F38' FK	52·2	31·3	R.Janeiro Brazilian *ptCem* 10*BHtoUdk* 4 ,, ,,2*nd*,,	T.3Cy.27½",45"&75"-48" 476NHP 3SB,9*cf*,HS8056 J.Dickinson&Sons,Ld.Sld.	31 ″ 0	
28069 TCLU	**Marakaz** Ⓟ TwinSc D.F. E.S.D. 2*Dks* Sub.Sig. *CruiserStern*	1415 761 514					1938	Frd.Krupp Germaniawft A.G. Kiel	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	249·1 B&F178'	36·2	13·0	Istanbul Turkish *WB*	4 steam turbines SR geared to 2sc shafts HS6457 695NHP Fr.KruppGermaniawftAG Kiel		G
28070 31 IPWG	**Maralunga** (*ex*Ricopino, *ex*Cortellazzo,*ex*Dalmazia) *Mchy.Aft* 1*Dk*	557 406 266					1921	Flli.Orlan- do&Co. Leghorn	Ing.G.B.Bibolini	157·3 P33'F63'	28·0	12·8	Spezia Italian *WB*	C.2Cy.$16\frac{15}{16}$"&$35\frac{7}{16}$"-$21\frac{13}{16}$" 49NHP Flli.Orlando&Co.Leghorn		I
28071 237 IBGU	**Marangona** (*ex*QueenTailte, *ex*Westwego, *ss*Bel.No.3-4,26 *ex*SteauaRomana) 2*Dks&Web frames* D.F. *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	5257 4706 3068	✠ ... 1,31 ✠				1914 6mo	J.Frerichs &Co.A.G. Einswarden	CompagniaItali- anaMarittima	402·1 P89'B34'F42' FK	51·7	28·7	Venice Italian *WB*	T.3Cy.27",45"&74"-48" 505NHP N.E.MarineEngCoLd.Nwc	30 ″ 3	CI †
28072 PUBQ	**Maranguape** (*ex*Gunther) 2*Dks*	3037 2586 1913					1906	Irvine'sSB. &D.D.Co.Ld. WHartlepool	LloydBrasileiro	318·8 P38'B102'F40'	44·9	22·2	R.Janeiro Brazilian *WB*	T.3Cy.23½",38"&64"-42" Richardsons, 265NHP Westgarth&Co.Ld.Hpl.		
28073	**Maranon** Ⓟ (*ex*Schleswig-31, *ex*Askania-36,*ex*Nord- 2*Dks* Schleswig) Sub.Sig. *Fitted for oil fuel*	3369 2963 2063					1922	Frd.Krupp A.G. Kiel	PeruvianGovern- ment(Cia.Peruana deVapores yDique delCallao,*Mgrs.*)	289·6 F32'	47·0	25·6	Callao Peruvian *WB*	T.3Cy23⅝",$38\frac{3}{16}$"&62"-$39\frac{9}{16}$" 244NHP Frd.Krupp,A.G.Kiel		GC
28074 LCKT	**Marathon** *ss*Cff.No.2-38 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	7208 *6727* *4358*	✠100A1 ~~5,41 7,40~~ 1,42 ~~BS4,40~~ ✠LM~~C2,38~~1,42 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,30 *F.P. above* 150° F.	~~BAs~~ ~~NOs~~ Bos ~~BS5,41~~	*b*†	CL ~~7,39~~ 1,42	1930 3mo *Lloyd*'*sA&CP*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	Skibsaktiesel- skapetMarathon (Halle&Petersen) *CellDBuE&B66'254t DTf34'551t FPT126t APT174t*	441·4 455·8(O.L.) P105'B30'F40' FK	58·4	33·7	Oslo Norwegian 16*BHptCem* (11 *to U dk* 5 ,, 2*nd* ,,)	T.3Cy.~~27~~27¾",45"&75"-54" (*s*) 180lb 605NHP 3SB,*12cf*, HS9186 FD WllsndSlpwy.Co.Ld.Nwc	33 ″ 9	
28075 HPAL	**Maravi** 1*Dk* Sub.Sig. *Fitted for oil fuel*	*2802* *2377* *1522*					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	303·0 B88'F38'	47·2	21·7	Balboa Pnamanian *WB*	T.3Cy.20½",34"&57"-45" 217NHP Wrkman,Clark&Co.LdBel		C
28076 DOHV	**Marburg** Ⓟ (*ex*Saale-38) 4Mst *OilEng* D.F. E.S.D. 2*Dks* *Ref.Mchy.* Sub.Sig.	7564 6668 4633					1928	F.Schichau Danzig	Norddeutscher Lloyd	503·6 P25'B&F463' *Upper*F56' len.38	61·2	28·7	Bremen German *WB*	2 Oil Engines 2S.C.DA SR geared to 1sc. shaft 16Cy.20⅞"-$29\frac{15}{16}$" 2440NHP NE38 Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
28077 ONUD	**Marcel** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	543 369 329					1938	S.A. Brugeoise d'Arrimage et de Rep. deNav. Bruges	ArmementL. HermansS.A.	177·2 P49'F28'	28·6	11·6	Bruges Belgian *WB*	Oil Engines 4S.C.SA 6Cy.15"-$22\frac{1}{16}$" 131NHP Carels&Van deKerchove, Ghent		VL

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28078 FNWO	**Marcel Schiaffino** 2*Dks* *Fitted for oil fuel*	3482 3068 2063					1929	Howaldtswerke A.G Kiel	Soc.Algérienne de Nav. pour l'Afrique du Nord (Ch.Schiaffino&Cie. *Mgrs.*)	337·0 P49'B112'F49'	48·0	8·5	Algiers French *WB*	T.3Cy.$22\frac{13}{16}$",$37\frac{3}{8}$"&$60\frac{1}{4}$"-$39\frac{3}{8}$" 228NHP HowaldtswerkeA.G.Kiel		V
28079 160349 GNQC	**Marcella** *ss*Ant.No.2-37 2*Dks*(*Stl*)	4592 4300 2947	✠100A1 1,42 ~~3,41~~ Examined ~~3,41~~ 1,42 ✠LMC MS6,36 BS5,41 *Fitted for oil fuel* 2.28 *F.P. above* 150° F.	~~Mch~~ Liv	*y*	~~CL~~ ~~8,41~~ 11,41	1928 2mo	Lithgows, Ld. PortGlasgow *Lloyd's*A&CP	KayeTransportCo. Ld.(KayeSon&Co. Ld. *Mgrs.*) *Intermediate* *in after* *Cell DB*32	385·0 397·5(O.L.) P33'B112'F44' FK *'tween dk BH* *hold dispensed with* 9'1003*tDTa*30'777*t*	52·0	26·6	London British *ptCem* *4BH to U dk* 2 ,, ,, *2nd* ,, *APT*16*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*, HS6789 FD Rankin&Blckmore,LdGrk	29 ″ 0 s5 ″ $3\frac{1}{4}$ 23 ″ $11\frac{1}{2}$	
28080 OZLH	**Marchen Mærsk** TwinSc *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk 3rd dk* *Ref.Mchy.* *except in Nos.* 2 *&* 5 *holds* *CruiserStern* *Now* "Caldera," *see No.* 35927 *in Supplement*	6580 5624 4100	✠100A1 *with freeboard* 3,39 ✠LMC4,37 ✠Lloyd'sRMC3,40 *Carrying vegetable oil, molasses or glycerine in deep tanks*	HKg	*d*†	CL	1937 4mo	Bremer Vulkan Vegesack *Lloyd's*A&CP	A/S D/S Svendborg & Dampskslsk. af 1912A/S (A.P.Möller, Copenhagen, *Mgr.*) *CellDB*	471·9 497·0(O.L.) F59' FK 372'1416*tDTs a*68'1	59·4	26·9	Copnhagn Danish *7BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) 724*t MTs*68	Oil Engines 2S.C.DA 10Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1945NHP DB*114lb*2DB(WT)*114lb* BremerVulkan,Vegesack 1918*tFPTs*230*tAPTs*280*t*	30 ″ 5 s3 ″ 10 26 ″ $9\frac{1}{2}$	
28081 164069	**Marchioness of Graham** Ⓟ TwinSc *CruiserStern* 2*Dks*	585 442 219					1936	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	220·2	30·1	10·1	Glasgow British	4 steam turbines SR geared to 2 sc. shafts 267NHP FairfieldCo.Ld.Glasgow		BT till ~~3,42~~ 4,42
28082 164050	**Marchioness of Lorne** Ⓟ Pad *CruiserStern* 1*Dk&Promenade dk*	427 259 146					1935	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	199·5	27·1	7·5	Glasgow British	T.3Cy.$18\frac{1}{2}$",29"&45"-48" 140NHP FairfieldCo.Ld.Glasgow		BT till ~~0,42~~ 3,43
28083 287 IMXT	**Marco** (*ex*Federazione-37,*ex*Brand, *ex*Labor) 1*Dk*	1487 1174 888					1901	Grngem'th &Greenock DockyardCo Grngemouth	SocietàAlluminio Veneto-Anonima (Soc.Abruzzese di Nav.Anon. *Mgrs.*)	254·4 245·5 Q99*t*B—H—F31*t*	36·2	16·2	Venice Italian *WB*	T.3Cy.18",30"&50"-33" 144NHP Cooper&Greig,Dundee		I
28084 94 IBSL	**Marco Foscarini** *OilEng.* 1*Dk&Shelter dk,3rd dk in No.1 hold* D.F. GyC. *CruiserStern* *Butts of shell&decks electrically welded* *Longitudinal framing at decks*	6342 5345 3712	✠100A *with freeboard* 1,40 ✠LMC1,40 *Carrying oil fuel F.P. above* 150° F. *in deep tank* NO LATER SURVEY REPORTED	Mfl	*c*†	CL	1940 1mo	Cantieri RiunitiDell'Adriatico Monfalcone *Lloyd's*A&CP	SocietàItaliana di Armamento "Sidarma" *CellDB*380'1151*t*	470·7 (O.L.) F36' FK *MT*28'1275*t FPT*1	60·6 60·7	23·6 26·0	Fiume Italian *8BHptCem* (*Coll toSh dk* 7 ,, *2nd* ,,) 31*tAPT*227*t*	Oil Engines 2S.C.DA 6Cy.$25\frac{3}{16}$"-$45\frac{11}{16}$" 1328NHP DB*100lb* SocAn"Fiat"S.G.M.Turin	29 ″ 10 s3 ″ 11 26 ″ $1\frac{3}{4}$	
28085 70 ICCW	**Marco Polo** Ⓟ TwinSc (*ex*Gange-36, *ss*Tri.2nd.No.3-4,39 *ex*PresidenteWilson, *ex*KaiserFranzJosefI.) *Ref.Mchy.* 3*Dks*(*Stl-Uws*)*&Shelter dk*(*Stl*-ws) D.F. Sub.Sig. *4th dk*(*Stl*)*inNo.1hold*	12272 9739 6752	✠100A1 *Shelter dk* *with freeboard* 1,40 ✠LMC MS1,38 BS10,39 Lloyd'sRMC3,40 *Fitted for oil fuel* 15,26 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Ven	*f*†	CL S4,39 P1,40	1912 5mo	Cant.Nav. Triestino Monfalcone *Lloyd's*A&CP	"Adriatica" Soc. Anon.diNav. *CellDBa*	500·0 477·5 FK *BonShelter dk*176' 89'*uE&B*147'*f*165'	62·1	43·2	Trieste Italian *9BHCem* 1418*t FPT*5	Q8Cy.28"40"57"&82"-57"(*s*) 220lb HS28757 FD 1834NHP 6DB&1AuxSB,*39cf*,GS732 D.Rowan&Co.Glasgow 2*tAPT*40*tMTs*560*t*	45 ″ 0 s16 ″ 4 29 ″ 0	
28086	— TwinSc (*ex*Lung-Shin-38,*ex*LungShan-37) 2*Dks&Shade dk*	3063 2193 1897					1923	HongK'ng &Whampoa DockCo.Ld. HongKong	Cia.ItalianadiNav. S.A.I.(Chinese ItalianNav.Co.Ld)	300·4 290·0	54·1	11·8	Shanghai Italian *WB*	T.3Cy.20",33"&55"-30' 332NHP HongKong&Whampoa DockCo.Ld.HongKong		
28087 2270 IPWZ	**Marconi** (*ex*Tove-39) 1*Dk*	1406 915 847					1919	Kjöbnhvns Flydk.&Skbs Copenhagen	MerluzzoItaliano S.A.	246·6 235·4 P13'Q69'B98'F29'	36·2	13·7	Genoa Italian *WB*	T.3Cy.15",24"&40"-27" 83NHP KjbhavnsFlydk.&Skbsv.		CI
28088 167380 GDND	**Marcrest** (*ex*MarijaRacic-39, *ex*Atlantica) *ss*Spt.2ndNo.3-3,36 1*Dk*(*Stl*)	4224 3924 2597	✠100A1 7,41 ~~9,40~~ Examined 2,41 BS2,41 ✠LMC12,34	Hpl Hul	*x*	CL 11,39	1911 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP *Cell*	CrestShippingCo. Ld. *DBa*132'*u E&B*78'	378·1 P23'B201'F34' FK *f*161'987*tFPT*131*t*	52·3	23·9	London British *6BHCem* *APT*95*t*	T.3Cy.26",42"&68"-48" (*s*) 180lb *100lb* 391NHP 2SB,*8cf*,GS155,HS6624 Blair&Co.Ld.Stockton	26 ″ 4 s3 ″ $10\frac{1}{4}$ 22 ″ 8	
28089 1069 ESVB	**Mare** (*ex*Highland-36, *ex*Oosterland-32) *ss*Rot.No.3-5,27 *ss*Tln.No.2-36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1217 1021 727	✠100A1 11,39 ✠LMC BS8,39 MS11,39 (SEE FOOTNOTE *)	Hul	*o*	OG 5,38	1916 2mo	Wrf.voorh. Rijkee&Co Rotterdam A&CP	J.Michelmann& others *CellDBa*65'*u*	230·0 Q83'B52'F26' FK *E*19'*f*98'309*t FPT*	34·6	14·8	Pärnu Estonian *4BHCem* 21*tAPT*18*t*	T.3Cy.$17\frac{1}{2}$",29"&46"-36"(*r*) 180lb 155NHP 2SB,*4cf*,GS78,HS2620 Maats.Fyenoord,Rot.	17 ″ 1 s1 ″ $1\frac{3}{4}$ 16 ″ $0\frac{3}{4}$	
28090 FNYM	**Maréchal Gallieni** (*ex*Möwe) 2*Dks*	1559 1262 656					1912	G.Seebeck Akt Ges. Weser-münde-G.	Cie.desMessageries Maritimes	236·3 P35'B81'F32'	34·8	18·1	Diego-Suarez French *WB*	T.3Cy.$22\frac{13}{16}$",$36\frac{5}{8}$"&$59\frac{1}{16}$"-$39\frac{3}{8}$" 220NHP G.SeebeckA.G.Bremerhvn		V
28091 FNYV	**Maréchal Joffre** Ⓟ TwinSc *OilEng* D.F. *Ref.Mchy.* 4*Dks* *CruiserStern*	12063 8388 6670					1933	Soc.Provençale de Cnst.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	468·7 B189'	64·0	37·9	Marseilles French *WB*	Oil Engines 4S.C.SA 16Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 1307NHP Schneider&Cie.LeCreusot		V
28092 FNHN	**Maréchal Lyautey** Ⓟ TwinSc D.F. E.S.D. 3*Dks* *CruiserStern* *Fitted for oil fuel*	8256 — 4162					1924	Forg.&Ch. de la Médit. LaSeyne	Cie.deNav.Paquet	428·0 B194'F80'	56·8	33·8	Marseilles French *WB*	T.6Cy.$27\frac{3}{4}$",$44\frac{1}{2}$"&74"-$47\frac{1}{8}$" 750NHP Forg.&Ch.de laMédit.Msl.		V
28093 132479 VJGF	**Mareeba** (*ex*Echuca) *ss*Syd.No.3-1,34 *ss*Syd.No.1-38 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *Longitudinal framing & Web frames*	3472 3017 1990	✠100A1 *Shelter dk* *with freeboard* 5,40 BS4,41 ✠LMC1,38	NSW	*v*	CL 9,39	1921 11mo	Walkers, Ld. Maryboro' Queensland A&CP	Australasian UnitedSteamNav. Co.Ld. *CellDB*277'882*t*	332·7 FK *Collisio* *FPT*118*tAPT*204*t*	47·1	27·1	Melbourne British *Cem* *nBH to S dk* 4 ,, ,, *U* ,,	T.3Cy.25",41"&68"-45" (*s*) 185lb 520NHP 3 Water Tube Boilers HS8289 FD Walkers,Ld.	26 ″ 1 s2 ″ 4 23 ″ $11\frac{3}{4}$	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
28094 35169 JEMD	**Marei Maru** (*ex*MalayMaru-38, *ex*Craighall) ssKob.No.3-7,17 ssKob.No.1-22 2*Dks*(*Stl*)&*deep framing*	4557 4153 3250	✠ 9,26 ✠	Kob	*x*		1905 3mo	D&WHen-dersn&Co.Ld. Glasgow	HatiumaKisen K.K. *CellDBa*121'*u*	379·9 P40'B98'F40' FK *E&B*37'*f*165'1011*t*	50·1	26·0	Kobe Japanese 6*BHCem* *APT*122*t*	T.3Cy.25".41"&67"-48" 368NHP 3SB,*9cf*,GS173,HS6160 D&WHendersn&CoLd.Gls	28 ″ 8	C †
28095 143170 GBKJ	**Marella** Ⓟ (*ex*Wahehe, TwinSc *ex*HildaWoermann) ssSyd.2ndNo.3-2,38 2*Dks*(*Stl-U*teaks) *Ref.Mchy.* &*Shelter dk*(*Stl*-teaks)	7475 6318 4340	100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~3,41~~11,41 BS11,41 ~~BS3,40~~3,41 LMC3,37 ✠Lloyd'sRMC~~3,41~~10,41 Port and stbd. chambers in No. 3 hold not included.	Mel	*b*†	CL ~~u8,38~~ ~~s8,39~~ 5,41	1914	Reiherst'g Schiffsw. Hamburg AP	Burns,Philp&Co. Ld. 11,41	426·0 441·8(O.L.) FK&BK3" *Collision BH to Sdk* 6 „ „ *U* „ *CellDBa*117'*uE*66'140'1190*t*	55·8	35·2	London British *Cem*	Q.8Cy.22$\frac{5}{16}$",33$\frac{7}{16}$",49$\frac{7}{16}$"& 71$\frac{11}{16}$"-49$\frac{7}{8}$" (*s*) 227lb FD 1111NHP 3DB,*18cf*,GS305,HS15403 ReiherstMaschinenf.Ham.	38 ″ 1 s 11·9¼ 26 ″ 11	
28096 925 IPXQ	**Maremola** WoodAuxBkn (*ex*SailingVessel-38) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	428 399 330					1921	L.Pegollo &C. PietraLigure	A.Dell'Acqua	140·3	29·2	15·6	Genoa Italian	Oil Engines 4S.C.SA 4Cy.9$\frac{7}{16}$"-14$\frac{3}{16}$" 35NHP *Emade*31,*fitted*38 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
28097 127938 MFYZ	**Marena** ssFal.2ndNo.3-7,34 *Mchy.Aft* ssFal.No.1-39 *Well deck* 1*Dk*(*Stl*)	303 255 111	✠100A1 1,42~~10,36~~ BS3,41 ✠LMC10,39	~~Cff~~ Fal	*e*	CL ~~9,30~~ 1,42	1908 10mo	Scott& Sons Bowling *Lloyd'sA&CP*	WoodtownShippingCo.Ld. (CombenLongstaff&Co.Ld.*Mgrs.*)	140·3 Q46'B8'F22' BK7" *FPT*64*t*	24·1	10·3	Liverpool British 3*BHCem* *APT*7*t*	C.2Cy.17"&38"-24" (*s*) 140lb 81RHP 1SB,*3pf*,GS45,HS1488 Ross&Duncan,Glasgow	11 ″ 6 s ″ 11¾ 11 ″ 2	
28098 549 ESCD	**Maret** (*ex*Llangorse,*ex*Boverton) ssTln.2ndNo.3-4,36 1*Dk*(*Irn*) *Cargo battens not fitted* *Now* "Sysonby," *see No.* 38476 *in Supplement*	3025 2677 1794	✠100A1 7,39 BS7,39 ✠LMC4,36 SURVEYS DELAYED	Npt	*u*	CL 5,37	1910 9mo	J.Blumer &Co. Sunderland *Lloyd'sA&CP*	TallinnaLaevaühisusA.S.(Tallinn ShippingCo.Ld.) *Cell DB a* 104'	315·5 P26'B92'F29' FK *uE&B*36'*f*128'719*t*	46·5	21·5	Tallinn Estonian 5*BHCem* *APT*186*t*	T.3Cy.23",38"&62½"-42" (*s*) 180lb 267NHP 2SB,*6cf*,GS118,HS4008 Blair&Co.Ld.Stockton	23 ″ 4 s 3 ″ 3 20 ″ 3	
28099 LELD	**Marga** 1*Dk*	1583 1374 934					1923	Nylands Værksted Oslo	A/SBruusgaard	254·2 P46*t*H88*t*F14*t*	39·2	17·0	Drammen Norwegian *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
28100 148748 GMPB	**Margalau** ssNpt.No.3-2,38 2*Dks*(*Stl*)	4541 4303 2886	✠100A1 ~~1,41~~10,41 BS5,41 ✠LMC6,38 *Fitted for oil fuel* 4,26	Liv	*y*	CL ~~9,39~~ 10,41 *F.P. above* 150° F.	1926 4mo	Lithgows Ld. Pt.Glasgow *Lloyd'sA&CP*	WalmarS.S.Co.Ld.(Kaye,Son&Co.Ld.*Mgrs.*) *Intermediate 'tween dk BH* *in after hold dispensed with* *CellDB*329'1003*t D Ta*30' 760*t APT*16*t*	385·0 397·5(O.L.) P33'B112'F44' FK	52·0	26·6	London British *ptCem* 5*BH to Udk* 1 „ „ 2*nd* „	T.3Cy.26",42"&70"-48" (*s*) 180lb 484NHP 3SB,*9cf*,HS7263 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 3¼ 23 ″ 11½	
28101 1233 CBMR	**Margara** (*ex*Notos,*ex*Agnetapark) 2*Dks* *Now* "Irish Fir," *see No.*37073 *in Supplement*	1461 — 1029					1920	Bremer Vulkan Vegesack	RafaelTorresy Cia.Soc.Anon. Comercial	238·8	31·2	19·5	Valparaiso Chilian *WB*	T.3Cy16⅓",26¾"&44$\frac{1}{16}$"-29½" 106NHP BremerVulkan,Vegesack		V
28102 213988 WKCH	**Margaret** ssBal.2ndNo.3-8,41 ~~ssN.Yk.No.3-8,28~~ ~~ssBal.No.2-36~~ Sub.Sig. 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	3352 2752 2125	✠100A1 8,41~~11,40~~ 11,41 MS7,41 ~~BS11,40~~ ✠LMC~~9,36~~ *Fitted for oil fuel* 1,17	Bal	*u*	CL ~~9,38~~ 7,41 *F.P. above* 150° F.	1916 4mo	Maryland SteelCo.of Baltimore Sparro'PtMd A&CP	A.H.BullSteamshipCo.Inc.(A.H.Bull&Co.Inc.*Mgrs.*) *CellDBa*90'*uE*20'*f*146'691*tFPT*78*tAPT*296*t*	327·2 P35'B98'F38' FK	46·2	22·9	NewYork Utd.States 5*BHCem*	T.3Cy.22$\frac{3}{16}$",37½"&60"-42" 190lb (*s*) 293NHP 2SB,*6cf*,GS144,HS4933 MarylandStl.Co.Sparr'Pt.	25 ″ 6 s4 ″ 6¼ 21 ″ 2	
28103 7476 SFZA	**Margaret Johnson** Ⓟ TwinSc *OilEng.* ssGot.No.2-36 D.F. 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*)	*5143* *4087* *2929*	✠100A1 *withfreeboard* 6,41~~6,40~~ DBS8,40 ✠LMC~~11,35~~ 6,41 ✠LMC(M)4,39 ✠Lloyd'sRMC~~6,40~~5,41	~~NNs~~ Got	*a*†	OG ~~p4,37~~ s1,40 P12,40	1928 10mo	A.B.Götaverken Gothenburg *Lloyd'sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*343'1618*t* *Tanks in way of tunnels* 206*t FP T*97*tAPT*66*t*	407·3 F43' FK	54·1	23·7	Stockholm Swedish 7*BHptCem* (*Coll to Shdk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 703NHP DB*85lb* A.B.Götaverken,Got.	28 ″ 0 s 2 ″ 11½ 25 ″ 2¾	
28104 126962 EIDX	**Margaret Lockington** 3Msts ssBkn.No.3-12,32 ssBel.No.2-41 ~~ssAyr.No.1-37~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Well deck*	460 308 179	✠100A1 10,41~~11,40~~ ~~BS11,40~~ ✠LMC~~1,37~~ 10,41	~~Ard~~ Bel	*g* 1½	CL ~~11,40~~ 7,41	1921 1mo	Cochrane &Sons,Ld Selby *Lloyd'sA&CP*	S.Lockington&Co. Ld. *Cell DBf*38'40*t FPT*65*t APT*21*t*	152·0 Q86'B9'F25' FK	25·1	11·0	Dundalk British 3*BHCem*	T.3Cy.14½",24"&40"-27" (*s*) 200lb 112NHP 1SB,*3pf*,GS56,HS1940 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8½ 11 ″ 10½	
28105 218916 KOBX	**Margaret Lykes** Ⓟ (*ex*Moshico) 2*Dks* D.F. *Fitted for oil fuel*	3537 2868 2200					1919	Mobile S.B.Co. Mobile,Ala.	LykesBros. SteamshipCo.Inc.	324·5	46·0	27·6	Houston Utd.States	T.3Cy.22¼",37½"&60"-42" NB29 233NHP EllicottMachineCo.Bal.		R
28106 217011 WQBB	**Margaret Schafer** (*ex*Timberman-37, 1*Dk* *ex*Corsicana) *Fitted for oil fuel*	2059 1777 1229	✠ ... 6,20 ✠				1918 10mo	Manitowoc S.B.Co. Manitowoc, Wis.	SchaferBros.S.S. Lines	250·5 P27'B64'F26' FK	43·7	20·4	S.Frncisco Utd.States *WB*	T.3Cy.20",33"&54"-40" 263NHP ManitowocS.B.Co.	23 ″ 1	
28107 149727 ZMJL	**Margaret W.** (*ex*Margot) *OilEng.* *Mchy.Aft* 1*Dk*	394 347 290					1919	A/S Svendborgs Skibs. og Maskin. Svendborg	GisborneSheepFarmers'Frozen Meat&Mercantile Co.Ld.	139·3 Q33'H30*t*	29·7	11·0	AuklndNZ British *WB*	Oil Engines 2S.C.SA 5Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" NE38 84NHP BritishAuxiliaries,Ld.Gls.		
28108 ~~387~~ ~~OFEB~~ 174324 VPVN	**Margareta** (*ex*Atlantic-39) ssHul.2ndNo.3-1,31 D.F. ssHul.No.1-36 1*Dk*(*Irn*)2*trB*&*deep framing*3*Dk rule*	3103 — 1854	✠100A1 5,41 Examined 5,41 BS10,40 ✠LMC8,39	Bry Liv	*u*	CL 5,41	1904 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Ministry of War Transport *Cell DBa&uE*130'*f*136'726*tAPT*53*t*	323·9 336·1(O.L.) P29'B88'F34' FK	47·1	22·3	Gibraltar ~~British~~ 5*BHCem*	T.3Cy.24",38"&64"-42" (*s*) 160lb 270NHP 2SB,*6cf*,GS102,HS4128 Cen.Mar.Eng.Wrks WHpl	24 ″ 10 s 4 ″ 2 20 ″ 10	
28109 OHGZ	— (*ex*BellaGaditana, *ex*Eidsvaag,*ex*Altair) D.F. 1*Dk*	1860 1591 1040					1919	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Marga (ArthurKarlsson, *Mgr.*)	277·4 265·1 P57*t*H76*t*	42·1	17·5	Mariehmn Finnish *WB*	T.3Cy.18½",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
28110 2876 SEDG	— Iron (*ex*Fortunatus-39) ssSbg.4thNo.3-7,34 *Well deck* ssMmo.No.1-38 1*Dk*(*Irn*)	*1272* *1071* 722	✠100A1 9,41~~1,41~~ MS9,38 ✠LMC ~~BS6,39~~ DBS~~2,40~~ ~~MBS2,40~~ 4,41	~~Got~~ Skm	*o*	OG 8,40	1884 3mo	Irvine&Co. WHartlepool A&CP	RederiA/BStrim (H.Norlander, *Mgr.*) *CellDB*201'315*t*	245·0 Q94'B61'H25*t*F31' BK8½"	33·0	16·0	Stockholm Swedish 4*BHCem*	C.2Cy.30"&57"-33" 75lb *90lb* NDB03 156NHP 2SB,*4pf*,GS66 T.Richardson&Sons,Hpl.	18 ″ 11 s 1 ″ 8¾ 17 ″ 11½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28111 610 OHCZ	**Margareta** *OilEng.* *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	680 — 277					1925	Nüscke& Co.A.G. Stettin	RederiA/B Nobel Standardi Finland	188·9 182·1 Q52'F23'	29·8	10·9	Helsingfrs Finnish	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{8}$"–22$\frac{1}{8}$" 141NHP NE30 Aktie.AtlasDiesel,Skm.		G
28112 DHQF	— *Mchy.Aft* 1*Dk*	369 302 170					1922	Union Giesserei Königsberg	MathiesReed.K.G.	137·6 P&B98'F21'	25·1	11·3	Hamburg German *WB*	C.2Cy.13$\frac{3}{8}$"&23$\frac{1}{4}$"–17$\frac{3}{4}$" 19NHP UnionGiesserei,Konigsbrg		G
28113 DMAC	**Margarethe Cords** Sub.Sig. *CruiserStern* 1*Dk*	1912 1561 1127					1927	Akt.Ges. "Neptun" Rostock	Aug.Cords	266·9 P15'Q85'B77'F31'	42·1	16·9	Rostock German *WB*	T3Cy17$\frac{3}{10}$",29$\frac{1}{10}$"&47$\frac{1}{5}$"–31$\frac{1}{2}$" &1 LPTurbine 143NHP A.G."Neptun,"Rostock		G
28114 663 SVMN	**Margarita** (*ex*Latium, *ss*Brs.2ndNo.3–5,08 *ex*Oltenia, *ss*Bry.No.1–12 *ex*Archimides,*ex*Iolo,*ex* 1*Dk*(*Irn*)& SarahRadcliffe) *Well deck Web frames*	2187 1680 1318	✠ 8,20 ✠	Pir	*r*		1889 6mo	Ropner& Son Stockton	S.A.Sofianos	272·2 P27'Q78'B114'F29' BK9" *CellDB*218'	38·8	18·6	Piræus Greek *4BHCem* *426tAPT91t*	T.3Cy 21",35"&57"–39" 206NHP 2SB,*4cf*,GS74,HS3123 Blair&Co.Ld.Stockton	21 ″ 11	
28115 EEXS	— (*ex*Anselmi-32,*ex*Margarita, *ex*Machrie) 1*Dk* *Mchy.Aft* *Well Deck*	324 — 166	✠ … 1,06 ✠				1900 10mo	Scott& Sons Bowling	A.Alvarez,S.enC.	122·8 Q42'B8'F24' BK7"	21·5	9·4	Bilbao Spanish *WB*	C.2Cy.14"&29"–21" 32NHP Muir&Houston,Ld.Gls.	10 ″ 3	
28116 927 SVYI	**Margarita Chandris** (*ex*Rockport-38) 2*Dks*&*Web frames* Sub.Sig. *Fitted for oil fuel*	5401 4942 3364	✠ … 3,21 ✠				1920 2mo	Pensacola S.B.Co. Pensacola Fla.	J.D.Chandris	400·7 P36'B124'F44' FK	54·2	30·2	Piræus Greek *WB*	2 steam turbines DR geared to 1 screw shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	G
28117 166049 MLCJ	**Margaux** 2*Dks*	1463 1247 671					1912	Atel.&Ch. deFrance Dunkirk	Ministry of War Transport(London &EdinburghShippingCo.Ld.*Mgrs.*)	241·3 P20'B72'F33'	34·8	18·7	Bristol British *WB*	T.3Cy.19",30$\frac{1}{2}$"&51"–36" 156NHP Atel.&Ch.deFrance.Dnk.		V
28118 11 IBRU	**Marghera** (*ex*Bloomfield) 3Mst *ss*Nwc.2ndNo.3–7,25 1*Dk*&*Spar dk*&*Web frames* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk*	4531 4086 2732	✠ … 12,28 ✠				1899 10mo	TyneIron S.B.Co.Ld. Newcastle	SocietàItaliana Petroliere d'Oriente(Agenzia Marittima Italiana,Cap. G.Folcini,*Mgrs.*)	360·6 350·0 P100'B32'F57' FK	50·2	29·6	Rhodes Italian *WB*	T.3Cy.27",45"&74"–48" 430NHP N.E.MarineEngCoLdNwc.	31 ″ 0	I †
28119 170 IPZG	**Margherita Madre** WoodAuxSc (*ex*SailingVessel-39) 3MstSr *OilEng.* (*See Sailing Ship Register*)	305 — 278					1920	A.Donna- rumma Vietri sul Mare	FrancescoDella Monica e Fratelli	121·0	26·5	13·8	Salerno Italian	Oil Engines 4S.C.SA 4Cy.9$\frac{7}{16}$"–14$\frac{3}{16}$" 35NHP E*made38fitted*39 Klöckner-Humboldt- DeutzA.G.Köln-Deutz		I
28120	**Margit** (*ex*Alice-38,*ex*Gatun-38, *ex*Helendra-38,*ex*Djebel-Antar-37, *ex*MustaphaII-33, 2*Dks*&*Promenade dk* *ex*TheodoreMante)	*3257* *2415* *1491*					1912	Forg.&Ch. delaMédit LaSeyne	MargitS.S.Co.Inc	346·4 F46'	44·6	22·2	Colon Pnamanian *WB*	T.3Cy.34",54"&85$\frac{7}{16}$"–45$\frac{9}{32}$" 490NHP Forg.&Ch.delaMédit.Msl.		V
28121 168002 GMWR	— D.F. 1*Dk*	1735 1376 1026					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	MinistryofWar Transport(Atkinson&Prickett,Ld. *Mgrs.*)	261·1 P15'Q77'B106'F31'	40·1	16·9	London British *WB*	T.3Cy.18",28$\frac{1}{2}$"&48"–33" 132NHP KjbnhavnsFlydk.&Skbsv.		VL
28122 168621 MLZD	**Margo** (*ex*AntonIvovic-34,*ex*Ville d'Alexandrette,*ex*Luna,*ex*Pungué, *ex*LindaWoermann, 1*Dk* *ex*Gutrune) *Cargo battens not fitted*	1412 1029 993	100A= *For Coastal service Gt. Britain& Ireland* (*Classification Contemplated*) Examined 2,42 BS2,41 2,42	Cff		1,42	1895	Flensburgr Schiffsb.Ges Flensburg	MinistryofWar Transport(P.MacCallum&Sons,Ld. *Mgrs.*)	232·8 Q71'B107'F25' —	34·3	13·7	Cardiff British *WB*	T.3Cy.16",26"&43"–33" 165lb *80lb* 106NHP 1SB FlensburgerSchiffsb.Ges.	16 ″ 8 s ″ 5$\frac{3}{4}$ 16 ″ 9$\frac{3}{4}$	V
28123 149754 GMTV	**Margot** *ss*Gls.No.3–6,39 2*Dks*(*Stl*)	4545 4303 2917	✠100A1 9,41 ~~1,41~~ ~~BS4,41~~ ✠LMC9,37 *Fitted for oil fuel* 12,26 *F.P. above* 150° F. BS9,41	~~Grk~~ Mch	*y*	CL 8,38	1926 12mo *Lloyd's*A&CP	Lithgows, Ld. PortGlasgow	WalmarS.S.Co.Ld. (Kaye Son&Co.Ld. *Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with*	385·0 397·5(O.L.) P33'B112'F44' FK *CellDB*329'1003t *DTa*30'760t	52·0	26·6	London British *ptCem* *4BH to Udk* *2 ,, ,,2nd ,,* *APT*16t	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB.*9cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk.	29 ″ 0 s 5 ″ 3$\frac{1}{4}$ 23 ″ 11$\frac{1}{2}$	
28124 OUIR	**Margrete** *ss*Els.No.2–26 1*Dk*	1196 999 728	✠ … 7,30 ✠				1917 10mo	Kjöbnhvns Flydk &Skbs. Copenhagen	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	239·9 P27'B54'F25' FK	35·7	14·5	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 98NHP Kjbnhavns.Flydk&Skbsv.	17 ″ 3	V †
28125 OYJD	**Margrethe** Ⓟ (*ex*Moskov) *Ref.Mchy.* D.F. 3*Dks*	2465 1486 1487					1914	Helsingörs Jernsk.&Msk Elsinore	DetForenede Dampskibsselsk.	286·7 F35'	40·5	25·5	Aalborg Danish *WB*	T.3Cy.22",36"&60"–42" 233NHP HelsingörsJernsk.&Mskb.		V
28126 LJXV	**Margrethe Bakke** *OilEng.* D.F. 1*Dk*&*Shelter dk*,*3rd dk* *Ref.Mchy.* *forward of mchy.space* *CruiserStern* *Sparred dk in No.3 hold*	5478 4729 3281	✠100A1 *with freeboard* ~~6,41 11,40~~ 1,42 ✠LMC7,38 ✠LMC(M)6,40 ✠Lloyd'sRMC3,40 for temp. 33° F.	~~NYk~~ ~~Col~~NYk	*b*†	CL 6,41	1938 7mo *Lloyd's*A&CP	A/BGöta- verken Gothenburg	D/S A/SGolden Gate(KnutKnutsenO.A.S.*Mgr.*) *CellDB*304'1228t *DTf*16'67t	435·9 453·2(O.L.) F38' FK (*Coll* *DTa*47'349t *FPT*52t	58·8	26·0	Haugesnd Norwegian *7BH* *BH to Shdk* *6 ,, ,, 2nd ,,*) *APT*146t	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55$\frac{1}{8}$" 1236NHP A/BGötaverken,Got.	28 ″ 6 s 3 ″ 2 25 ″ 6$\frac{1}{2}$	
28127 FNNV	**Marguerite Finaly** TwinSc D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft* *ss*Ams.No.1–37 1*Dk*(*Stl*)2nd*dk*(*Stl*)*clear of cargo tanks*, 3rd*dk*(*Stl*)*aft of cargo tanks* *Longitudinal framing* *Web frames* *CruiserStern* *ProgressiveSurvey of oil tanks*	12309 11757 6260	✠100A1 7,41 ~~1,35~~ ✠LMC CS5,38 DBS~~11,39~~ 4,40 8,41 *Carrying Petroleum in bulk* ~~SURVEYS DELAYED~~	~~Hav~~ Msl		CL ~~5,37~~ 7,41	1933 12mo *Lloyd's*A&CP	Cantieri RiunitiDell' Adriatico Monfalcone	Standard Française desPétroles *CellDBuE*78'135t *DT*	522·3 *Aft*B55'B40'F39' FK *sf*53'2312t*FPT*291	70·2	38·7	Havre French *16BHptCem* t*APT*250t	Oil Engines 2S.C.SA 12Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1162NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* SocAn"Fiat"S.G.M.Turin	38 ″ 9 s 8 ″ 6$\frac{1}{2}$ 30 ″ 5$\frac{1}{4}$	
28128 LELF	**Mari** (*ex*Björkhaug) *Mchy.Aft* 1*Dk*	563 441 279					19$\frac{20}{25}$	Akers Mek.Værks. Oslo	A/S Odderö (A.I.Langfeldt& Co.)	161·0 P59tH5tF26t	28·6	11·5	Kristiansand Norwegian	T.3Cy.12",20"&33"–24" 53NHP AkersMek.Værks,Oslo		N

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres,—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
28129 165994 MNCK	**Mari II** (*ex*Mari-40, *ex*CapBlancNez,*ex*OudeMaas) 1*Dk*	1395 1226 811	100A1 (*ClassContemplated*) Examined 1,41 1,41	Cff		1,41	1918	N.V.Werf Conrad Haarlem	Ministry ofWar Transport(W.C. Lawson,*Mgr.*)	238·1 B57′F25′	37·3	17·4	Glasgow British *WL*	T.3Cy.17¾″,29⅝″&47¼″- 35$\tfrac{7}{16}$″ 133NH Gebr.Stork&Co.Hengelo	20 ″ 0 s 2 ″ 9 17 ″ 4½	
28130 EELS	**Mari-Begona** (*ex*Elgüeta-35, *ex*CigaleII) 1*Dk*	368 — 181					1918	Ch.&At.de Provence Port de Bouc	IldefonsoIrala	129·4 B14′F27′	25·2	12·3	Bilbao Spanish	C.2Cy.17¾″&35$\tfrac{7}{16}$″-23⅝″ 51NH Ch.&At.deProvence,Port deBouc		V
28131 EGGF	**Mari-Elena** (*ex*Pepin-35, *ex*Olimpia) *ss*Bbo.No.3-11,05 *ss*Bbo.No.1-10 *Well deck* 1*Dk*(*Irn*)	446 347 201	✠ 1,15- ✠	Bbo	*g*		1893 8mo	W.Harkess &Son Middlesbro′	IldefonsoIrala	160·0 Q82′B14′F24′ BK7″ *DBa*31′28*tFPT*	24·5	12·2	Bilbao Spanish 4*BHCem* 18*tAPT*10*t*	T.3Cy.13″,21″&34″-24″ 65NHP 1SB,2*rf*,GS38,HS1086 Wstgrth,English&Co.Mdb	12 ″ 9	
28132 263 IBNU	**Maria** *OilEng.* *Ref.Mchy.* *ss*Mfl.No.3-10,32 *ss*Tri.No.1-37 D.F. 3*Dks*(*Stl-Wthr dk* ws)	6339 5931 4007	✠100A1 *withfreeboard* 9,39 ✠LMC CS12,37 DBS5,39 5,39 ✠Lloyd'sRMC8,37 NO LATER SURVEY REPORTED	Tri	*z*	CL N9,39	1926 11mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP* *CellDB*334′	“Italia”Soc.Anon. diNav. 1125*tDTa*43′1130*t*	418·0 F44′ *FPT*105*tAPT*95*t*	53·2	24·7 32·4 FK	Trieste Italian 8*BHptCem* *Coll to W dk* 1 „ 3*rd* „	Oil Engines 2S.C.SA 4Cy 29½″-49$\tfrac{3}{16}$″ 606NHP DB*100lb* “Fiat”Stabilimento GrandiMotori,Turin	35 ″ 10 s2 ″ 10⅞ 25 ″ 1½	
28133 1000 ESTX	— (*ex*Normandiet-34,*ex*Gulfaxe) D.F. 1*Dk*	1485 1268 879					1909	Helsingörs Jernsk&Msk Elsinore	KäsmuLaeva Omanikud(O. Tiedemann,*Mgr.*)	249·2 P17′Q77′B102′F29′	38·1	14·9	Käsmu Estonian *WB*	T.3Cy.18″,30″&50″-36″ Helsingörs 150NH Jernsk.&Mskb.Elsinore		V
28134 ~~OYYL~~	— (*ex*Caravelle-38,*ex*Helga-35) D.F. 1*Dk* *Ref.Mchy.* *Fitted for oil fuel* *CruiserStern* Now “Uranus,” see No. 38807 in Supplement	1369 1201 769					1933	Helsingörs Jernsk&Msk. Elsinore	~~J.Lauritzen~~ UnitedStates Maritime Commission	258·2 P&B195′F35′	39·7	15·5	Utd.States *WB*	C4Cy(2)14¼″&(2)31½″-31½″ &elec.drive from LPturb. HS2520 192NHP Helsingörs Jernsk.&Mskb.		V
28135 19 IPZY	— (*ex*Algol, *ss*Hul.No.3-4,17 *ex*Cameronian) 1*Dk*(*Stl*) *Well deck*	440 — 243	✠ 9,22	Sld	*i*		1903 4mo	BlythS.B. Co.Ld. Blyth *CellD*	GennaroJacomino fuVzo.	178·0 Q98′B9′F20′ *Ba*49′*f*63′139*tFPT*	26·3	11·3 FK	Torre del Greco Italian 4*BHCem* 40*tAPT*12*t*	T.3Cy.13⅜″,21″&34″-24″ 57NHP 1SB,3*pf*,GS43,HS1228 G.T.Grey,SouthShields	13 ″ 5	I †
28136 EEXZ	— 3Mst (*ex*Robin) *ss*Bbo.2ndNo.3-9,15 *ss*Bbo.No.2-23 1*Dk*(*ptIrn*)	366 273 176	✠ 4,25 ✠	Bbo	*e*		1890 11mo	RThomson London	Hijo deAngel Perez yCia.	143·0 Q73′B7′F30′ BK7″	22·9	11·0	Bilbao Spanish 3*BHCem* *FPT*45*t*	T.3Cy.12″,18″&30″-21″ 47NHP 1SB,2*pf*,GS30,HS800 GourlayBros.&Co.,Dun.	11 ″ 9	
28137 1333 IJPE	**Maria Adelaide** Iron (*ex*Amsicora-38,*ex*Luciana, *ex*Hansa,*ex*Lina) 1*Dk*& *Awng dk*	591 — 340					1880	F.Schichau Elbing	Zolezzi&Tortora	187·4 P&B97′F26′	25·3	13·1 21·1	Genoa Italian	C.2Cy.22″&41″-25¼″ 70NHP F.Schichau,Elbing		I
28138 EEYN	**Maria Amalia** (*ex*SanMames) 1*Dk*2*trB*	744 393 430					1918	Cia. Euskalduna Bilbao	JoséResteguiSolar	183·5 Q46′B&F137′	27·0	13·6	Gijon Spanish *WB*	T.3Cy.12½″,21″&34″-24″ 57NH Cia.Euskalduna,Bilbao		G
28139 CSBE	**Maria Amelia** (*ex*Gaia,*ex*Girgenti) *ss*Lis.2ndNo.3-9,40 Sub.Sig. 1*Dk*(*Stl*) *Well deck*	1766 1560 1039	100A- ~~6,41~~ ~~9,40~~ 8,41 LMC9,40 BS1,42	Lis		CL ~~3,38~~ 8,41	1913	Akt.Ges. “Neptun” Rostock *CellDBa&uE*	Soc.Geral deCom- mercioIndustria e Transportes,Ltda.	287·7 P&B227′F32′ 103′*f*122′498*tFPT*	41·1	16·3 FK	Lisbon Portuguese 5*BHCem* 53*tAPT*20*t*	T.3Cy.19$\tfrac{13}{16}$″,35$\tfrac{11}{16}$″&56½″ (*s*) -37⅜″ 190lb 261NHP 2SB,4*cf*,GS71,HS3680 FD A.G.“Neptun,”Rostock	19 ″ 1 s 1 ″ 1¾ 18 ″ 1	
28140 CSBF	**Maria Cristina** (*ex*Maria Christina,*ex*Urd) *ss*Lis.No 3-5,33 *ss*Lis.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	*3265* *2973* *1939*	✠100A1 11,41 ~~6,40~~ LMC MS8,37 ~~BS6,40~~ 7,41	Lis	*v*	CL 5,39	1920 7mo *Lloyd*	Smith's DockCo.Ld. Middlesbro′ '*sA&CP*	Soc.GeraldeCom- mercioIndustria e Transportes,Ltda. *CellD*	334·2 344·5(O.L.) P33′B102′F33′ *B*290′725*tFPT*124*t*	48·0	22·7 FK	Lisbon Portuguese 5*BHCem* *APT*90*t*	T.3Cy.24″,39″&65″-42″ (*s*) 180lb 315NHP 2SB,8*cf*,GS140,HS5104 Smith'sDockCo.Ld.Mdb.	24 ″ 11 s 3 ″ 10¼ 21 ″ 3	
28141 2005 IBIV	**Maria Eugenia** (*ex*MariaD'Al-35, *ex*Amplegarth-34, *ss*Gen.No.2-36 *ex*Eastborough-33) D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	4702 4217 2853	✠100A1 *withfreeboard* 9,38 ✠LMC MS10,39 BS3,40 NO LATER SURVEY REPORTED	Gen	*z*	CL 3,40	1928 1mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton '*sA&CP*	Soc.Esercizio Armamento *CellDB*344′1312*t*	414·9 400·8 F32′ *FPT*121*tAPT*146*t*	53·5	25·1 FK (*Coll*	Genoa Italian 6*BHptCem* *BH to Sh dk* 5 „ 2*nd* „)	T.3Cy.25½″,42″&70″-48″ (*s*) 180lb 417NHP 3SB,9*cf*,GS160,HS7080 Blair&Co.(1926)Ld.Stk.	27 ″ 6 s 3 ″ 1¼ 24 ″ 8	
28142 7606 SFKW	**Maria Gorthon** 1*Dk*	*1572* *1346* *856*					1930	NyaVarvs. Akt.Öresund Landskrona	RederiA/B Gylfe (J.Gorthon,*Mgr.*)	259·1 P26′B160′F26′	40·5	16·0	Helsingbrg Swedish *WB*	T3Cy18½″29$\tfrac{15}{16}$″&48$\tfrac{1}{16}$″-33½″ 133NHP NyaVarvs.Akt Öresund		V
28143 125 SVID	**Maria L.** (*ex*Brynmel-35, *ex*Bradburn,*ex*AtlanticCity) 1*Dk*	4707 *4456* *2934*					1912	Ropner& Sons,Ld. Stockton	CostisE.Lemos	378·5 P38′B126′F39′	51·5	27·5	Chios Greek *WB*	T.3Cy.26″,42″&70″-48″ 339NHP Blair&Co.Ld.Stockton		
28144 66 IQHC	**Maria Luisa** (*ex*Delfino,*ex*Dolphin) *ss*Nwc.2ndNo.3-6,20 *Mchy.Aft* *ss*Hul.No.3-9,22 1*Dk*(*Stl*)	345 314 198	✠ 3,27 ✠	Lon	*e*		1895 5mo	Montrose S.B.&E.CoLd Montrose	Soc.Anon.Cia. BarionMarittima	139·9 130·2 F15′ BK7″ *DBf*72′	25·2	11·5	Bari Italian 3*BHCem* 88*tAPT*7*t*	C.2Cy.15″&32″-24″ 53NHP 1SB,2*pf*,GS33,HS930 HallBrwn,Buttery&CoGls	13 ″ 11	I †
28145 645 SZLF	**Maria Nomicou** (*ex*Anastassios, *ex*Helena) 2*Dks*	1165 927 694					1899	Rijkee&Co Rotterdam	LoucasNomicos	228·0 B55′F27′	32·0	18·5	Piræus Greek *WB*	T.3Cy.17½″,28″&45″-36″ 121NHP Maats.deMaasRot.		
28146 74 IQIP	**Maria Pompei** (*ex*Alboran-35, *ex*Most-32,*ex*Quickstep) *ss*Sld.No.3-2,22 *ss*Nwc.No.1-27 *Well deck* 1*Dk*(*Stl*)& *deep framing*	1407 — 777	✠ 5,32 ✠	Ant	*o*		1909 7mo	J.Crown& Sons,Ld. Sunderland *CellDB*	GiuseppePalomba *a*65′*uE*17′*f*104′349	246·2 239·5 P24′Q59′B50′F26′ *tFPT*53*tAPT*92*t*	36·0	15·6 FK	Torre del Greco Italian 4*BHCem*	T.3Cy.19″,31″&51″-36″ 174NHP 1SB,4*pf*,GS66,HS2743 N.E.MarineEng.Co.Ld.Sld	17 ″ 9	CI †
28147 EAAN	**Maria R** Ⓟ (*ex*Alhambra-40, *ex*Cataluña) *ss*Bcl.2ndNo.3-11,35 2*Dks*(*M-Stl*)& *Awng dk*(*ptStl*)	1689 1646 922	✠ 11,35 ✠	Bcl	*q*		1908 12mo	R.Thomp- son&Sons,Ld. Sunderland *CellDB*	Hijo deRamonA. Ramos	250·0 BK9″ *a*67′ *uE*&*B*33′*f*100′	35·0	16·0	Barcelona Spanish 6*BHCem* 260*tAPT*8*t*	T.3Cy.18½″,30″&49″-33″ 153NHP 1SB,3*cf*,GS62,HS2400 N.E.MarineEng.Co.Ld.Sld	26 ″ 4	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28148 DJRI	**Maria S. Müller** 3Mst Sub.Sig. E.S.D. *CruiserStern* 1*Dk*	1589 1361 742					1936	Flensburgr Schiffsb.Ges. Flensburg	OttoA.Müller	259·7 P206′F22′	41·3	16·0	Hamburg German *WB*	C.4Cy.(2)$14\frac{3}{16}$"&(2)$31\frac{1}{2}$"–$31\frac{1}{2}$" & LP Turbine with DR gearing & hydraulic coupling 153NH OttensenerMch.G.m.b.H. Altona		G
28149 EEZW	**Maria Santiuste** (*ex*Basurto) *Mchy.Aft* 1*Dk*	399 — 214					1912	Cia.Euscal-duna deConst Bilbao	VaporesCosteros, S.A.(A.G.Trevilla &F.GarciaCastillo, *Mgrs.*)	151·5	27·4	12·3	Bilbao Spanish *WB*	T.3Cy.12",20"&32"–23" 49NHP MacColl&Pollock,Ld.Sld.		
28150 87 IQKJ	**Maria Serra** WoodAuxBkn (*ex*SailingVessel) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	335 — 197					1920	Cant.Fran-cescoSerra S.Bartolomeo	Soc.Anon.Italiana Importazione CarbonieNavig.	132·7 P61′F23′	28·9	13·9	Savona Italian	Oil Engines4S.C.SA 6Cy.$8\frac{11}{16}$"–$14\frac{3}{16}$" 44NHP *Emade&fitted*35 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
28151 OXQB	**Maria Toft** *ss*Cpn.No.2-37 D.F. 1*Dk*(*Stl*)	1911 1671 1152	✠100A1 9,39 BS9,39 ✠LMC7,37 (SEE FOOTNOTE *)	Cpn	*r*	CL 9,39	1928 10mo	Antwerp Eng.Co.Ld Hoboken *Lloyd'sA&CP*	Dampskibsselsk. "Jutlandia"A/S (JensToft,*Mgr.*) *CellD*	278·5 289·8(O.L.) P22′B60′F30′ FK *B*238′607*t FPT*46*t*	40·2	18·3	Copnhagn Danish 4*BHCem* *APT*67*t*	T.3Cy.18",30'&49"–36" (*s*) 180lb 175NHP 2SB(Spt),4*cf*,GS67,HS2956 N.E.MarineEngCoLd.Nwc	20 ″ 7 s 3 ″ $0\frac{1}{2}$ 17 ″ $8\frac{3}{4}$	
28152 EALE	**Maria Victoria** (*ex*Potenza-39, *ex*MariaVictoria-37, *ss*Bbo.No.3-12,32 *ex*Gydavore,*ex*Oceania) 1*Dk*(*Stl*)	*3619* *3337* *2245*	✠ —— 1,38 ✠ (*ReclassificationContemplated*)	Bbo	*w*		1920 6mo	Campbel-townS.B.Co. Ld. Campbelt'wn	Viuda deF. Astorqui	348·6 P29′B213′F36′ FK *CellDB*300′995*t*	49·9	23·6	Bilbao Spanish 6*BHCem* *APT*85*t*	T.3Cy.25",40"&65"–45" 327NHP 3SB,9*cf*,GS161,HS5313 J.G.Kincaid&Co.Ld.Grk.	26 ″ 0	I †
28153 213385 KJQS	**Mariana** *ss*Mob.No.3-1,28 *ss*Bal.No.2-36 2*Dks*(*Stl*)	3110 2890 1920	✠100A1 ~~2,41~~ ~~2,40~~ 2,42 BS2,42 ✠LMC2,41 ~~MS5,39~~ ~~BS2,40~~	NYk	*u*	CL ~~2,39~~ 2,42	1915 7mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP *'Tween* *CellDB a*95′*u*	Agwilines,Inc. (NewYork&Porto RicoS.S.Co. *Mgrs*) *dk bulkhead infore* *E&B*41′ *f*147′845*t*	335·0 FK *hold dispensed with* *FPT*85*tAPT*43*t*	46·8	22·7	NewYork Utd.States *Cem* 4*BH to U dk* 1 „ 2*nd* „	T3Cy.$21\frac{1}{2}$",$36\frac{5}{8}$"&63"–42"(*s*) 190lb 309NHP 3SB,9*cf*,GS184,HS5040 NewportNewsSB&DD.Co. *only*	25 ″ 0	
28154 3427 PJAE	— TwinSc *ss*Cco.No.3-7,37 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & at deck*	2682 1799 1473	✠100A1 ~~3,41~~ ~~9,40~~ ~~5,41~~ 9,41 9,41 ~~9,40~~ ~~BS9,40~~ ✠~~LMC8,37~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,25	~~Cco~~ Wmd	*t*	CL P2,40 S8,39 *F.P. above*	1925 4mo *Lloyd* 150° F.	Rotterdam Droogd.Maat Rotterdam *'sA&CP*	N.V.Curacaosche Scheepsv.Maats.	305·0 Q87′F29′*Trunk dk* 189′ FK	50·2	15·1	Willmstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.$12\frac{3}{4}$",$20\frac{1}{2}$"&$33\frac{7}{8}$"–$24\frac{7}{16}$" 180lb (*s*) 236NHP 2SB.4*cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ $6\frac{1}{4}$ 13 ″ $7\frac{1}{2}$	
28155 DAYQ	**Marianne** (*ex*Uskmoor-36) *ss*Stn.No.3-10,36 *Arch dk* D.F. 1*Dk*(*Stl*) *CruiserStern*	2743 2441 1683	✠ 2,39 ✠	Stn	*t*		1924 11mo	BlythS.B. &D.D.Co.Ld Blyth	F.L.Nimtz *CellDB*277′743*t*	319·6 P21′F26′ FK *FPT*48*tAPT*99*t*	43·0	24·1	Stettin German 5*BHptCem*	T.3Cy.$23\frac{1}{2}$",38"&64"–42" 323NHP 2SB,8*cf*,GS126,HS5464 NEMarineEng.Co.LdNwc	26 ″ 9	
28156 LCNH	— (*ex*Nygaard,*ex*Haraldshaug) 1*Dk*	1915 1688 1110					1920	N.V.T. van Duijvendijk's Scheepswerf Lekkerkerk	A/SNesjar(Eilert Lund,*Mgr.*)	265·4 P62*t*H94*t*F8*t*	42·2	18·6	Bergen Norwegian *WB*	T.3Cy.19",31"&52"–36" 162NH H.Versteeg&Zonen, Hardinxveld		N
28157 6680 SFLD	— (*ex*Elsa,*ex*SylviaI) 1*Dk*	*1166* *1011* *647*					1921	Skiens Verks.A/S Skien	Ångf-A/BAdolf. (A.Bratt&Co. *Mgrs.*)	226·4 P43*t*H65*t*	36·6	15·7	Gothenbrg Swedish *WB*	T.3Cy.16",25"&42"–30" 97NH SkiensVerks.A/S,Skien		N
28158 DJQI	— (*ex*Edo-36,*ex*Torland) *ss*Ham.No.3-7,30 *ss*Ham.No.2-38 *Well deck* Sub.Sig. 1*Dk*(*Stl*)	802 618 435	✠ 5,39 ✠	Ham	*k*		1918 11mo	E.J.Smit& Zoon Westerbroek	ArthurSommer (JohnIck,*Mgr.*)	193·0 201·7(O.L.) Q65′B49′F24′ FK *CellDB*153′223*tFPT*	32·2	12·7	Hamburg German 4*BHCem* 39*tAPT*18*t*	T.3Cy.15",$23\frac{1}{4}$"&$39\frac{9}{16}$"–$23\frac{5}{8}$" 106NH 2SB,4*cf*,GS59,HS1937 EJSmit&Zoon,Hoogezand	14 ″ 6	
28159 DIDH	— TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	523 425 285					1925	Werft. G.m.b.H. Nobiskrug Rendsburg	Haltermann&Co.	172·1	29·3	10·6	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.$7\frac{7}{8}$"–$14\frac{3}{16}$" 72NHP Mschfbk.Augsburg-Nürnberg,Augsburg		G
28160 DIDI	— *OilEng.* *Mchy.Aft* 1*Dk*	349 310 206					1920	C.Lühring Kirchham-melwarden	Reinecke&Bremer	139·1 P16′	28·0	9·8	Hamburg German	Oil Engines 4S.C.SA 4Cy.$13\frac{3}{4}$"–$15\frac{3}{4}$" 74NHP *Emade&fitted*30 BremerVulkan,Vegesack		G
28161 167521 GLKL	**Marianne II** (*ex*Marianne-40) 1*Dk*	1239 1059 715					1924	A/SRödby Havns Jernskibs. RödbyHavn.	Ministry ofWar Transport (Glen & Co.Ld.*Mgrs.*)	236·4 P23′B49′F25′	37·1	14·6	London British *WB*	T.3Cy.15",24"&40"–27" 83NHP A/SFrichs,Aarhus		VL
28162 2243 IQMS	**Mariannina** (*ex*AnnaMaria-39, *ex*Compostela-37, *ss*Gls.2ndNo.3-3,06 *ex*Ariadne, *ss*Bdx.No.2-15 *ex*GeneralGordon) 1*Dk*(*Stl*)2*trB* *Well deck*	1262 1027 748	✠ 5,19 ✠	Bbo	*o*		1885 8mo	A.Stephen &Sons Glasgow	E.N.Vintiadis	240·4 Q84′B57′F28′ BK8" *CellDB*184′326*t*	34·1	16·0	Genoa Italian 4*BHCem* *APT*21*t*	T.3Cy.15",24"&40"–36" 106NHP 1SB,3*cf*,GS48,HS1753 A.Stephen&Sons,Glasgow	18 ″ 6	I
28163 EGAB	**Mariavi** (*ex*Angus,*ex*Gloria) *ss*Lth.No.2-27 *Well deck* *Mchy.Aft* 1*Dk*	336 — 109	✠ ... 12,28				1918 11mo	Astilleros Riera Gijon	VaporesCosteros, S.A.(A.G.Trevilla &F.GarciaCastillo, *Mgrs.*)	119·8 Q46′B9′F21′ FK	21·9	10·1	Bilbao Spanish *WB*	C.2Cy.$14\frac{3}{4}$"&$25\frac{5}{8}$"–$15\frac{9}{16}$" 36NHP AstillerosRiera,Barcelona	9 ″ 9	
28164 LIUS	**Maridal** TwinSc *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	6479 5562 3872					1934	Eriksbergs M.V.Aktieb. Gothenburg	A/S Moltzau's Tankrederi (Moltzau&Christ-ensen,*Mgrs.*)	408·6 P202*t*H528*t*F73*t*	55·3	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21",21"&32"–$39\frac{3}{8}$" 543NHP EriksbergM.V.Aktieb.Got		N
28165 133 ORSA	**Marie** (*ex*TinternAbbey-36, *ex*Forestbeech) *ss*Cff.No.3-5,36 1*Dk*(*Stl*) *Cargo battens not fitted*	1409 1244 971	✠100A1 3,42 ~~1,40~~ Examined ~~5,41~~ 2,42 ~~BS2,41~~ ✠LMC5,36 2,42	~~Liv~~ ~~Lon~~ Cff	*p*	CL ~~N5,39~~ 2,42	1924 8mo	Swan,Hun-ter&Wigham Richardson, Ld Sunderlnd *Lloyd'sA&CP*	M.Goossens(T.D. John(Shipping) Ld.*Mgrs.*)	240·0 246·0(O.L.) P17′B58′F22′ FK *CellDB*203′417*tFPT*	37·2	17·7	Antwerp Belgian 4*BHCem* 82*tAPT*29*t*	T.3Cy.18",29"&48"–33" (*s*) 180lb 168NHP 2SB,4*cf*,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s 2 ″ 6 17 ″ $4\frac{1}{2}$	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
28166 LCTC	**Marie Bakke** TwinSc3Mst *OilEng.* 2*Dks*	4307 3870 2565					1926	Odense Staalskibsvft Odense	SkibsA/SMarie Bakke(Knut Knutsen,O.A.S.)	375·6 P115tH251tF32t	52·5	24·7	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 426NHP Akt.Burmeistr&Wain,Cpn		N
28167 OUIC	**Marie Clausen** (*ex*Phönix) D.F. 1*Dk&ptAwng dk*	324 240 167					1911	Nüscke& Co. Stettin	C.Clausen	136·1 B31'	25·7	15·9	Haderslev Danish *WB*	T.3Cy.12¼" 19"&31"–20½" 43NHP Christiansen&Meyer,Har.		G
28168 167319 GMNM	**Marie Dawn** (*ex*CommandantCharlesMeric–39) 1*Dk*	2157 1709 1159					1922	Chant.Nav Français Caen	Ministry of War Transport(Moor- ingwellS.S.Co.Ld. *Mgrs.*)	270·3 P31'B54'F24' FK	39·5	19·6	Cardiff British *WB*	T3Cy18⅛"29$\frac{15}{16}$"&49$\frac{3}{16}$"–37$\frac{13}{16}$" 175NHP Atel.&Ch.delaLoire,Nts.		VL †
28169 DMCD	**Marie Ferdinand** (*ex*Wrotham, *ex*Bearwood, *ss*Ros.2ndNo.3–6,33 *ex*Garesfield) *ss*Kel.No.1–38 D.F. 1*Dk*(*Stl*) *Well deck*	1757 1373 1069	✠ 8,39 ✠	Rot			1911 4mo	R.Thomp- son&Sons,Ld. Sunderland	H.Ferdinand *CellBa*80'*uE§*	267·4 P20'Q84'B56'F25' FK *B*35'*f*110'523t*FPT*	38·5	17·0	Rostock German 4*BHCem* 35t*APT*53t	T.3Cy.21",34"&56"–36" 218NHP 2SB,*6cf*,GS100,HS3550 Blair&Co.Ld.Stockton	19 ″ 8	
28170 DGLG	**Marie Fisser** D.F. 1*Dk* *CruiserStern*	1235 880 685					1937	Lübecker Flender- WerkeA.G. LübeckSiems	Fisser&v.Doornum ReedereiG.m.b.H. (Fisser&v.Door- num,*Mgrs.*)	222·4 Q84'F17'B49'	34·8	13·6	Emden German *WB*	C.4Cy.(2)12$\frac{13}{16}$"&(2)27$\frac{9}{16}$"– 27$\frac{9}{16}$" 213lb 134NHP HS2045 Christiansen&Meyer, Harburg		CG
28171 OOZL	**Marie-Flore** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	*545* *417* *266*					1937	Beliard Crighton&Co (Belgium)SA Ostend	ArmementRené Geurts	164·7 F19'	28·5	12·3	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 8Cy.8$\frac{11}{16}$"–14$\frac{3}{16}$" 104NHP SocAn.J.Cockerill,Seraing		VL
28172 DHQK	**Marie Leonhardt** D.F. Sub.Sig. 1*Dk&Shelter dk*	2594 2331 1522					1922	Stettiner Oderwerke Stettin	Leonhardt& Blumberg	329·0	46·1	18·7	Hamburg German *WB*	T.3Cy.22½",35¾"&57½"–39⅜" 205NHP StettinerOderwerke		G
28173 FPJV	**Marie-Louise Le Borgne** (*ex*Tordis,*ex*Hercules) 1*Dk*	1263 955 769					1903	J.C.Teck- lenborgA.G Weser- munde-G	Cie.Ch.LeBorgne	229·6 Q82'B56'F26'	36·2	14·8	Marseilles French *WB*	T.3Cy.17",28"&45"–33" 116NHP J.C.TecklenborgA.G.Wsm		V
28174 146654 GDNP	**Marie Louise Mackay** TwinSc (*CableVessel*) *ss*Ply.No.3–7,34 *Mchy.Aft* *ss*Fal.No.1–38 Sub.Sig. 1*Dk*(*Stl*)&*Awngdk*(*Stl*–ws) D.F. E.S.D.	1378 1339 675	✠100A1 *Awngdk* *withfreeboard* ~~1,41~~12,41 ✠LMC MS8,38 BS~~1,41~~1,42 *Fitted for oil fuel* 10 *F.P. above* 150°F.	Bel	*o*	CL 1,41	1922 10mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	CommercialCable Co. *CellDBuE*31'*f*90'	234·0 FK *Collisio* 173t *DTf*88' *FPT*	34·2	22·2	London British *Cem* *n BHtoAdk* 3 " " *U* " 39t*APT*43t	T.6Cy.12⅝",20"&33"–24" (*s*) 180lb 155NHP 2SB,*4cf*,HS2336 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 4 s7 ″ 8 17 ″ 1	
28175	**Marie Mærsk** TwinSc D.F. *OilEng.* *Mchy.Aft* *ss*Rot.No.2–37 1*Dk*(*Stl*)&*Webframes* *Longitudinalframing–bracketless system*	8271 7800 5057	✠100A1 9,40 ✠LMC OS3,38 DBS9,40 6,38 *Carrying Petroleum in bulk* (SEE FOOTNOTE *)	PNI	*d*†	CL 8,40	1928 6mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd'sA&CP*	Ministry of War Transport(C.T. Bowring&Co.Ld. *Mgrs.*) *CellDBuE*48'205t	466·3 P101'B34'F39' FK *DTf*38'640t *FPT*1	61·8	34·2	 British 12*BHptCem* 85t*APT*100t	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	36 ″ 3 s8 ″ 4½ 28 ″ 1½	
28176 416 YMCZ	**Marie Siedler** (*ex*Noordergat) *Mchy.Aft* 1*Dk*	438 338 221					1920	H.van Vlaardingen Gouda	F.G.Reinhold	148·4 Q77'B14'F20'	25·2	11·9	Danzig *WB*	T.3Cy.10½",17"&28"–17" 32NHP J&Av.d.Schuyt,Papndrcht		V
28177 FPJW	**Marie-Thérèse Le Borgne** (*ex*Brancas–36) *ss*Nts.No.3–9,32 *ss*Nts.No 1–36 1*Dk*(*Stl*)*PlatformDk*(*Stl*)*forlight* *cargoesinNos.*1,2&3*holds* *Longitudinal framing in DB & at decks*	1599 1368 977	✠ ... 3,37 ✠	Dnk	*q*		1920 1mo	Grngem'th Dkyd.Co.Ld. Grangem'th	Cie.CharlesLe Borgne	253·3 P26'B64'F24' FK *CellDB*198'452t	37·4	18·4	Dunkirk French 4*BHCem* *APT*47t	T.3Cy.18",29"&48"–33" 192NHP 2SB,*6cf*,GS115,HS3622 Ross&Duncan,Glasgow	20 ″ 6	V †
28178 OFAS	**Marieborg** (*ex*OlgaS.–37) D.F. 1*Dk*	1737 — 966					1920	Kjöbnhvns Flydk.&Skbs. Copenhagen	J.A.Zachariassen &Co.	272·7 260·9 P15'Q77'B106'F30'	40·0	16·8	Nystad Finnish *WB*	T.3Cy.18",29"&48"–33" 132NHP KjbnhavnsFldyk.&Skbsv		V
28179 7958 SMXA	**Marieholm** Ⓟ D.F. 2*Dks* *Cruiser Stern*	*1162* *844* *563*					1934	Odense Staalskibsvft vedAPMöller Odense	A/BSvenska Amerikalinien (A.Jonsson,*Mgr.*)	209·1	32·5	18·9	Gothenbrg Swedish *WB*	C.3Cy.19$\frac{11}{16}$"&(2)29½"–29½" 79NHP Akt.Burmeistr&Wain,Cpn		V
28180 123 IUDQ	**Mariella** (*ex*Saraceno–39, *ex*Sarajevo) *ss*Tri.2ndNo.3–2,25 *ss*Tri.No 1–29 1*Dk*(*Stl*)	655 494 389	✠ ... 9,33 ✠	Tri			1899 9mo	Stabilmnto Tecnico Trieste	GustavoMontanari *CellDB*	192·9 Q104'B16'F27' FK a30' *f*77'129t *FPT*	28·9	10·3	Trieste Italian 4*BHCem* 24t*APT*16t	T.3C.13",20½"&34¼"–20½" 73NHP 1SB,*2cf*,GS42,HS1410 StablilimentoTecnico,Tri.	13 ″ 0	I †
28181	**Marienburg** Ⓟ TwinSc	6200					1939	Stettiner OderwrkeAG Stettin	Reichsverkehrs- ministerium	431·6	60·7	26·7	Stettin German	2 steam turbines connected to elec. motors & sc. shafts AllgemeineElecGes.Berlin		
28182 DACM	— (*ex*Kemi, *ex*Moordrecht) *ss*Cpn.No.3–2,30 D.F. E.S.D. 1*Dk*	1322 1165 777	✠ ... 7,30 ✠				1917 10mo	Jonker& Stans HenrikIdo Ambacht	KohlenImport u. Poseidon SchiffahrtA.G.	236·7 P20'B58'F24' FK	36·5	15·9	Königsbrg German *WB*	T.3Cy.17½",29⅜"&46$\frac{1}{16}$"– 36$\frac{1}{16}$" 177NHP MachinefabriekBolnes	18 ″ 0	G †
28183 DONS	**Marienfels**, *Now* "Empire Rani," *see No.* 36360 *in Supplement* Sub.Sig. 2*Dks*	7575 7046 4679					1921	J.C.Teck- lenborgA.G Wesermünde -G	DeutscheDmpfs- fahrts.Ges.Hansa	468·5 P80'B138'F59'	58·6	32·4	Bremen German *WB*	T3Cy.31½",50$\frac{13}{16}$"&82$\frac{1}{16}$"–55" &1LPturbine 692NHP J.C.Tecklenborg,A G. Wsm.		G
28184 PFUL	**Marietje Böhmer** *OilEng* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	928 635 493	✠100A1 2.40 ✠LMC2,39 (SEE FOOTNOTE *)	Sch	*l*	1,40	1939 2mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd'sA&CP*	N.V.W.Böhmer's Scheepvaart- bedrijf *CellDB*113'233t*F*	201·2 213·0(O.L.) P54'Q77'F25' FK *PT*58t*APT*30t	32·9	12·7	Rottrdam Dutch 3*BHCem*	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	15 ″ 0 s4 ″ 8¼ 14 ″ 5	

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1	2 3	4	Particulars of Classification.	6	7	7*	8 Built.	9	10	11 Regist'd Dimensions Deck Erections, &c.			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	When	By Whom Where	Owners.	Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28185 167596	**Marietta E.** 2*Dks* *CruiserStern* *Longitudinal framing at bottom & at decks* *"Arcform"*	7628 7217 5595	✠100A1 *with freeboard* 11,41 ~~12,40~~ ✠LMC7,40 *Fitted for oil fuel* 7,40 *F.P. above* 150° F.	~~Npt~~ Lon	*a*† 2	CL	1940 7mo *Lloyd's A&CP*	Wm. Hamilton & Co.Ld. Port Glasgow *1 Intermediate BH & 'tween dk BHs except Coll BH dispensed with*	LeithHillShipping Co.Ld.(Counties ShipManagement Co.Ld. *Mgrs.*) *Cell DB353' 1105t FPT148t APT336t*	421·1 434·5(O.L.)	60·4	35·8 FK	London British *5 BHpt Cem* (*Coll to Wdk* 5 „ *2nd* „)	T.3Cy.24",39"&68"-48" 225lb (*s*) 520NHP 2SB(Spt)1AuxSB,*8cf*, HS7643 FD D.Rowan&Co.Ld.Gls.	38 ″ 3 s10 ″ 3 28 ″ $2\frac{1}{2}$	
28186 748 SVLW	**Marietta Nomikos** (*ex*Taransay-33) 1*Dk*	*5241* *4779* *3200*					1919	Napier& Miller,Ld OldKilpatrck	E.A.Karavias (PetrosM.Nomikos,Ld. *Mgrs.*)	400·2 P49'B113'F39'	52·4	28·5	Piræus Greek	T.3Cy.27",44"&73"-48" 369NHP D&W.Hendersn&CoLdGls		C
28187 FOBF	**Mariette Pacha** Ⓟ TwinSc 7*Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel*	12239 — 7145					1925	SocProvençale deConst. Navales LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	495·2 B229'	62·7	40·5	Marseilles French *WB*	T.6Cy.$29\frac{15}{16}$"$49\frac{9}{16}$"&$84\frac{5}{8}$"-$53\frac{1}{8}$" 1044NHP Soc.Provençale deConst. Navales,LaCiotat		V
28188 30 IBAV	**Marigola** (*ex*Colaba) 2*Dks*(*Stl*)3*trB* D.F. *Fitted for oil fuel*	5996 5735 3704	✠ 9,09 ✠	Mdb	*a*†		1906 1mo	W.Denny &Bros. Dumbarton	Ing.G.B.Bibolini *CellDBa154'uE&B87'f143'1153t APT85t*	439·6 430·6 B82'F56'	54·0 54·4	31·5 31·9 FK	Spezia Italian *7BHCem*	T.3Cy.33",$53\frac{1}{2}$"&86"-60" 741NHP 4SB,*12cf*,GS266,HS10920F Denny&Co.Dumbarton	34 ″ 10	CI †
28189 FNRF	**Marigot** (*ex*Ardèche-35) 3*Dks* D.F. *Fitted for oil fuel* *Ref.Mchy.*	4047 3272 1782					1932	Ch.&Atel. deSt.Nazaire (Penhöet) SA Gd.Quevilly	Cie.Générale d'Armements Maritimes	325·5 P36'B100'F42'	52·5	28·7	Marseilles French *WB*	3 steam turbines SR geared to 1 sc. shaft Atel.& Ch.de la Loire.St.N		V
28190 YTCN	**Marija Petrinovic** (*ex*Efstathios, *ex*WarCitadel) *ss*Rot.No.3-7,31 *ss*Sch.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	*5684* *5486* ~~*3570*~~ *3585*	✠100A1 *Shelter dk with freeboard* 9,41 ~~4,30~~ BS3,41 ~~BS3,40~~ ✠LMC4,39	~~Rot~~ Cff	*y*	CL 3,39	1918 11mo *Lloyd's A&CP*	Nthmblnd S.B.Co.Ld Newcastle	Jugoslavenski Lloyd.a.d. *Cell DB351' 1284t FPT50t APT90t*	399·6 F39' *on Shelter dk*	53·0	32·8 FK	Split Yugoslav *pt Cem* *7BH to Sh dk*	T.3Cy.24",$39\frac{3}{32}$"&$65\frac{3}{16}$"-54" 180lb (*s*) 568NHP 3SB,*12cf*,GS220,HS9525 F N.E.MarineEng.CoLdNw	35 ″ s9 ″ $4\frac{1}{2}$ 26 ″ 3	
28191 UOAC	**Marija Ulianova** Ⓟ (*ex*JanRudzutak-37) *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks*	3870 2889 2249	✠ … 11,30 ✠				1928 10mo	Severney S.B.Yard Leningrad	U.S.S.R.	324·6 P48'B96'F36'	48·0	25·9 FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.$25\frac{5}{8}$"-$33\frac{7}{8}$" 692NHP Russian Diesel Works,Len.	28 ″	
28192	**Marijampole**(*ex*Nordsöen-37) 1*Dk*	941 813 548					1919	Nüscke& Co.A/G Stettin	Akc.B-véLietuvos BaltijosLloydas	223·8 P27'B63'F23'	32·9	14·2	Sventoji Lithuanian *WB*	T.3Cy.$15\frac{2}{5}$",$25\frac{1}{5}$"&$41\frac{3}{4}$"-$25\frac{3}{5}$" 85NHP AtlasWerkeA.G.Bremen		G
28193 15 SVLB	**Marika Protopapa** (*ex*Darius-33, *ex*Nolisement) *ss*Bry.No.3-3,27 *ss*Ant.No.2-36 1*Dk*(*Stl*)	4447 — 2618	✠100A1 9,41 ~~2,41~~ Examined 2,41 ✠LMC MS3,39 BS7,~~40~~ 10,41	Dub Hul	*y*	CL N1,41	1915 1mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	PanosProtopapas (J.Livanos&Sons,Ld. *Mgrs.*) *CellDBa125'uE26'f166'1078tAPT83t*	380·0 P30'B240'F36'	52·0	26·0 FK	Hydra Greek *5BHCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb ~~*80lb*~~ 392NHP 2SB,*8cf*,GS159,HS6649 Cen.Mar.Eng.Wks.WHpl	28 ″ 6 s4 ″ $0\frac{1}{4}$ 24 ″ 9	
28193A 135865 MDVV	**Marilyse Moller** TwinSc (*ex*TseangTah-41) 1*Dk*	786 694 492					1915	Kiangnan D.&E.Wks. Shanghai	(Mollers'Ld. *Mgrs.*)	204·3	35·1	11·8	Shanghai British	T.6Cy.10",16"&26"-18" 68RHP KiangnanD.&E.Wks.Shi.		
28194 204 IBEV	**Marin Sanudo** *OilEng.* *ss*Gen.No.3-12,38 D.F. 2*Dks*(*Stl*)	5081 4384 3139	✠100A1 1,40 ✠LMC CS5,39 DBS1,40 4,38 NO LATER SURVEY REPORTED	Gen	*z*	CL 8,38	1926 12mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	LloydTriestino, Soc.Anon.diNav. *CellDB334'1116t* *DTa52'1000t*	418·1 400·0 P34'B261'F44' *FPT94tAPT86t*	53·2 53·2	25·3 25·4 FK	Venice Italian *8BHptCem* 1 „ *to 2nd dk*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27 ″ 10 s3 ″ $7\frac{1}{4}$ 24 ″ 5	
28195 LJBF	**Marina** *OilEng.* *ss*Rot.No.1-39 *Mchy.Aft* 1*Dk*,2*nd dk in Mchy. space* D.F. *CruiserStern*	9898 9190 5903	✠100A1 10,41 ~~3,41~~ ✠LMC CS8,40 DBS~~6,39~~3,41 6,39 *Carrying Petroleum in bulk*	Sba	*e*†	CL N6,39	1935 10mo *Lloyd's A&CP*	Deutsche WerftAG Bet Finkenwrder Hamburg	A/STanktransport (ThorvaldBerg, *Mgr.*) *CellDBuE75'227t DTf43'732t FPT161t APT252t*	492·9 P114'F69'	66·1	36·4 FK	Tönsberg Norwegian *12BHptCem*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 3DB *170lb* 1163NHP AllgemeineElecGes.Berlin	35 ″ 11 s7 ″ 10 28 ″ $4\frac{3}{4}$	
28196 OHYB	— (*ex*Gustavsberg-35) D.F. 1*Dk*	1407 — 772					1910	Oskrshmns M.V.Aktieb Oskarshamn	RederiA/BMarina (A/BVictorEkO/Y, *Mgrs.*)	241·9 227·7 P26'B52'F28'	36·8	15·9	Helsingfrs Finnish *WB*	T.3Cy.$17\frac{1}{2}$",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
28197 847 IBDV	**Marina,O.** *Now* "Tabasco," *see No.* 38652 *in Supplement* 1*Dk* D.F. *Fitted for oil fuel*	5480 4573 3357					1918	N.Odero fu A.&Co. Sestri Pnente	Navig.OderoSoc. Anon.	393·7 P37'B113'F33'	51·8	27·6	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft F.Tosi&Co.Legnano		I
28198	**Marion** (*ex*Raleigh) D.F.	1185 — 805					1906	Maryland SteelCo. Saginaw,Mch	~~Madrigal&Co.~~ Wallem&Co.	222·0	33·0	21·3	Panama Pnamanian	T.3Cy.19",30"&50"-44" Maryland 166NHP SteelCo.Sparrow'sPt.Md		
28199 125777 GQDZ	**Marion Moller** (*ex*CymricPride, *ex*Brinkburn) *ss*Shl.No.3-8,22 *ss*Shl.No.1-27 1*Dk*(*pt Irn & pt Stl*) 2*trB deep framing & Web frames*	3827 3633 2440	✠ — 7,32 ✠	Nwc	*w*		1909 4mo	JLThompson&Sons,Ld Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDBa117'uE&B42'f146'951tFPT61tAPT60t*	346·0 P23'B94'F31'	49·5	25·3 FK	Shanghai British *6BHCem*	T.3Cy.$24\frac{7}{8}$",42"&68"-48" 350NHP 2SB,*8pf*,GS143,HS5428 J.Dickinson&Sons,Ld.Sld.	27 ″ 11	C †
28200 184 SVNU	**Marionga D. Thermiotis** (*ex*Laleham, *ex*Llangorse, *ex*Llanover, *ex*ClarissaRadcliffe) *ss*Npt.2ndNo.3-6,28 *ss*Pir.No.2-37 1*Dk*(*Stl*)2*trB & Web frames* *Cargo battens not fitted*	*4784* *4156* *2917*	✠100A1 *Trunk dk no sheer* 5,41 Examined 5,41 ✠LMC MS10,37 BS11,40	Mch	*x*	CL 3,40	1904 10mo *Lloyd's A&CP*	Ropner& Son Stockton	A.A.Kyrtatas *CellDBa114'uE&B44'f144'1074tFPT214tAPT244t*	351·5 F33'	53·1	27·6 FK	Andros Greek *6BHCem*	T.3Cy.$24\frac{9}{16}$",42"&70"-48" (*s*) 150lb 361NHP 3SB,*9rf*,GS160,HS5750 Blair&Co.Ld.Stockton	30 ″ 4	
28201 958 SZON	**Marios** (*ex*Cavan-39,*ex*Lady Cavan-38,*ex*Wexfordian-33, *ex*Poolmina,*ex*Fido) 1*Dk*	*602* *518* *267*					1906	Earle'sCo. Ld. Hull	MichailA. Karageorgis	178·0 P101'F22'	29·6	14·1	Piræus Greek *WB*	T.3Cy.$14\frac{1}{2}$",24"&40"-27" 83NHP Earle'sCo.Ld.Hull		C
28202 231312 WGEN	**Mariposa** Ⓟ TwinSc *ss*SFo.No.2-39 4*Dks*(*Stl*)5*th dk*(*Stl*)*in forward hold Web frames* *Ref.Mchy.* D.F. E.S.D. GyC. *CruiserStern*	18017 — 10313	100A1 *with freeboard* 11,41 ~~12,40~~ LMC MS5,38 BS3,41 *Fitted for oil fuel* 12,31 *F.P. above* 150° F.	SFo	*o*† $3\frac{1}{8}$	CL ~~N10,39~~ P11,41 SN 10,39	1931 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OceanicSteamship Co.(MatsonNav. Co. *Mgrs.*) *CellDB514'3308t Tanks in way of tunnels 1081t FPT178t APT161t*	604·0 B410'F60'	79·3	30·5 FK	L.Angeles Utd.States *11BH Asp*	6SteamTurbinesSRgeared to 2 Sc. Shafts 5363NHP 400lb (*s*) HS53520 FD 12 WaterTubeBoilers(Spt) BethlehemS.B.Corp.Ld. Quincy,Mass.	44 ″ 6 s16 ″ $6\frac{1}{2}$ 28 ″ $2\frac{3}{4}$	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cot. si ce n'est dans le L.R. Durée. Cert. B.of Trade.
28203 160472 GNMZ	**Mariposa** (*ex*GreekMariner–38, *ex*Galeb–35,*ex* Cefnbryn–35, *ex*Galeb–34,*ex*Dedinje–34,*ex*Cefnbryn, *ex*Theofano,*ex*IoannisVatis) *ss*Npt.2ndNo.3–6,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	3807 3552 2335	✠100A1 *Shelter dk* *withfreeboard* 1,42 ~~3,41~~ BS11,40 ✠LMC5,38	~~Bal~~ Bry	*w*	CL N3,41	1914 5mo *Lloyd*'*sA&CP*	J.Priestman&Co. Sunderland	Neill&Pandelis,Ld. (G.O.Till, *Mgr.*)	350·0 FK *CellDBa*106' *u E*25' *f*154'863*t DTa*29'936*t APT*106*t*	50·9	24·5	London British 7*BHCem*	T.3Cy.25",41"&67"–45" (*s*) 180lb 327NHP 3SB,9*pf*,GS156,HS5044 G.Clark,Ld.Sunderland	26 ″ 0 s 2 ″ 6¼ 23 ″ 8½	
28204 92448 WODV	— D.F. GyC. *Mchy.Aft* 2*Dks*	2898 2677 1763					1892	GlobeIron WorksCo. Cleveland,O.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	330·1 H—F36' *WB*	45·2	20·3	Wilmgton (Del.) Utd. States	T.3Cy.24",39"&63"–48" 275NH GlobeIrnWksCo.,Clevelnd		R
28205 59 IUSQ	**Marisa** WoodAuxBkn (*exSailingVessel*Teresa–38, *ex*Nibbio) *OilEng.* 1*Dk* (*SeeSailingShip Register*)	342 317 282					1920	Soc.Anon. Costruz.eNav Velieri Viareggio	GiacomoDelfino fuBaldassare	140·0	28·2	14·9	Spezia Italian	Oil Engines 4S.C.SA 4Cy·8$\frac{7}{16}$"–14$\frac{3}{16}$" 28NHP E*made*37–*fitted*38 DeutscheWerkeKielA.G. Kiel		I
28206 ~~735~~ ~~OHHD~~ HPUN	**Marisa Thordén** (*ex*Starck–35, *ex*Stakesby) *ss*Nwc.No.3–8,35 *ss*Got.No.1–39 D.F. *Cargo battens not fitted* *Now* "Bushranger," *see No.* 35730 *in Supplement*	4536 — 2653	✠100A1 1,41 ✠LMC MS9,39 BS2,40	NYk	*x*	OG 9,39	1922 9mo *Lloyd*'*sA&CP*	JLThompson&Sons,Ld Sunderland	~~RederiA/B Peggy Thordén(G.B. Thordén, *Mgr.*)~~	376·8 365·0 P28'Q118'B80'F29 FK *CellDB*309' 959*t FPT*70*t APT*221*t*	52·8	24·3	Panama Pnamanian 6*BHptCem*	T.3Cy.25⅜",41"&68"–45" (*s*) 180lb 357NHP 3SB,9*cf*,GS162,HS5778 J.Dickinson&Sons,Ld.Sld.	26 ″ 8 s3 ″ 8 23 ″ 3	
28207 48 IQRC	**Mariska** (*ex*Virginia) *OilEng.* *ss*Cpn.No.1–25 *Mchy.Aft* 1*Dk*	619 520 355	✠ ... 12,29 ✠				1921 11mo	A/S NakskovSkibsværft Nakskov	Soc.Anon.diNav. GiovanniRiboli	177·2 P46'F25' FK	31·9	13·1	Fiume Italian *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$"–22$\frac{7}{16}$" 123NH A/S HolebyDieselmotorfabrik,Holeby	14 ″ 3	I †
28208 2264 IBGW	**Maristella** (*ex*Ebani–39) *ss*Gen.2ndNo.3–8,39 2*Dks*(*Stl*)&*Shelterdk*(*Stl*–ws) *Ref.Mchy.* *New* "Rio Atuel," *see No.* 38329 *in Supplement*	4872 — 2940	✠100A1 *Shelter dk* *withfreeboard* 4,40 BS3,40 ✠LMC1,39 NO LATER SURVEY REPORTED	Gen	*z*	CL 1,39	1912 10mo *Lloyd*'*sA&CP*	Palmers' Co.Ld. Newcastle	FratelliRizzuto	405·1 420·0(O.L.) P31'B78'F47' *onShelter dk* FK *CellDBa*125'*uE*28'*f*172'1016*t FPT*120*t APT*80*t*	54·0	23·5	Genoa Italian 7*BHCem*	T.3Cy.26",44"&74"–51" (*s*) 205lb 566NHP 3SB,9*cf*,GS191,HS8100 FD Palmers'Co.Ld.Newcastle	26 ″ 0 s2 ″ 9½ 23 ″ 5	
28209 147905 ~~GKTY~~	**Mariston** *ss*Rot.No.3–11,36 2*Dks*(*Stl*) *Now* "English Monarch," *see No.* 35344 *in Supplement*	4557 4303 2884	✠100A1 5,41 BS8,39 ✠LMC11,36	Mdb	*y*	CL 10,40	1924 7mo *Lloyd*'*sA&CP*	Lithgows Ld. PortGlasgow	MonarchS.S.Co.Ld Raeburn&Verel, Ld.*Mgrs.*) *Intermediate'tween dk BH in after hold dispensed with*	385·0 P33'B112'F45' FK *CellDB*332'1012*t DTa*30'760*t APT*16*t*	52·0	26·6	Glasgow British *Cem* 5*BH to Udk* 1 „ „ 2nd „	T.3Cy.25¼",42"&70"–48" (*s*) 180lb 404NH 3SB,9*cf*,GS185,HS6713 Rankin&BlackmoreLdGrk *only*	29 ″ 0 s 5 ″ 3¼ 23 ″ 11½	
28210 LDQP	**Marit** (*ex*Crenatula,*ex*WarSubadar) *ss*H.Kg.No.3–9,30 *ss*Got.No.2–39 1*Dk*(*Stl*)2*trB*& *Web frames* *Longitudinal framing*	5542 4729 3422	✠100A- 1,42 ~~3,41~~ BS3,41 ✠LMC11,39 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel* 8,18 *F.P. above 150° F.*	~~NYk~~ Bom		CL 3,41	1918 8mo	W.Gray&Co.Ld. WHartlepool	A/S JensensRederi II.(J.P.Jensen, *Mgr.*) *Middle line Bulkhead not oil-tight*	400·0 P49'B121'F39' FK *CellDBuE&B*59'240*tf*50'65*t*	52·3	28·4	Arendal Norwegian 11*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.W Hpl	31 ″ 0 s 5 ″ 8 25 ″ 7¼	
28211 LJQW	**Marit II** (*ex*ScottishStrath–37) 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk*	7417 6734 4523					1922	Armstrong Whitworth &Co.Ld. Newcastle	A/SJensensRederi II.(J.P.Jensen, *Mgr.*)	440·8 P101'B35'F39'	57·4	34·0	Arendal Norwegian *WB*	T.3Cy.27",46"&77"–51" 424NHP Armstrong,Whitworth& Co.Ld.Nwc		C
28212 OYXV	**Marit Mærsk** 1*Dk*&*Shelter dk* E.S.D. *Fitted for oil fuel* *Cruiser Stern*	1894 1513 1043					1938	Fredrkstad MekVrksA/S Fredrikstad	Dampskibsslsk.af 1912A/S (A.P.Möller,*Mgr.*)	301·3	44·6	16·1	Kalundbrg Danish *WB*	C.4Cy.(2)15⅜"&(2)37¾"–34½" 140NHP FredrikstadM.V.A/S		N
28213 LCTD	**Marita** 1*Dk*	1931 1677 1136					1919	Shanghai Dk&E.Co.Ld Shanghai	A/SBruusgaard	265·0 P34'B74'F30'	42·2	17·9	Drammen Norwegian *WB*	T.3Cy.18",29½"&50"–36" 150NH ShanghaiDk.&Eng.Co.Ld		N
28214 9007 OHYT	— (*ex*Dampfire–36) *ss*Lkr.No.1–41 *ss*Osl.No.3–5,36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1869 — 1034	✠100A1 7,41 ~~12,40~~ MS7,41 BS8,39 ✠LMC No later survey reported	~~Skm~~ Lkr	*q*	CL 12,40	1923 8mo A&CP	Gebr.G.&A deKorte, Moerdijk	RederiA/BMarita (ÅkeNordgren)	262·9 252·8 P26'B65'F22' FK *CellDBa*77'*u E*16'*f*98'480*t FPT*49*t APT*47*t*	39·9	17·7	Kotka Finnish 4*BHCem*	T.3Cy.17$\frac{3}{16}$",28"&46"–36" (*s*) 180lb 175NH 2SB,4*cf*,GS96,HS3228 Machfab."Bolnes,"Bolnes	19 ″ 10 s 2 ″ 6½ 17 ″ 6½	
28215 228828	— (*ex*Kaspar,*ex*Seghill, *ex*Kilmacrennan) *ss*Dun.No.3–9,20 GyC. 1*Dk*	633 490 270	... 3,23				1918	Smith's DockCo.Ld. Middlesbro'	CopperS.S.Co. (C.W.Bryson, *Mgr.*)	172·2 B50' FK	30·0	15·7	Fairport,O Utd.States *WB*	T.3Cy.16",26"&44"–26" 99NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 6	
28216 92459 WODW	**Maritana** *Mchy.Aft* 2*Dks* D.F. GyC. Sub.Sig.	2914 2700 1770					1892	Chicago S.B.Co. Chicago,Ill.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	330·0 H—F40' *WB*	45·2	20·3	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&63"–48" 275NHP GlobeIrnWksCo.Clevelnd		R
28217 132733 GKDT	**Maritima** (*ex*ClanGraham–38,*ex* CambrianBaroness, *ex*Port Lincoln) *ss*Gls.2ndNo.3–5,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) D.F.	~~5804~~ ~~5237~~ ~~3562~~ 5801 5237 3540	✠100A1 *Shelter dk* *withfreeboard* ~~3,41~~ 12,41 Examined 12,41 BS12,41 ✠LMC MS12,36 ~~BS11,39~~	~~Shl~~ Bel	*a*†	CL 3,41	1912 6mo *Lloyd*'*sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Neill&Pandelis, Ld.(G.O.Till, *Mgr.*)	426·0 *F on Shltr dk*50' FK ~~*CellDBa*117'*u E&B*88'*f*170'1033*t APT*27*t*~~ *CellDBaguL*152'*f*170'840*t*	54·1	29·3 37·3	London British 7*BHCem*	Q4Cy27½",39",56"&81½"–54" 180lb (*s*) 777NHP 4SB,16*cf*,GS276,HS11420 FD N.E.MarineEng.CoLdNwc	31 ″ 10 s4 ″ 5½ 27 ″ 7¼	
28218 DJRH	**Maritza** 2*Dks* D.F. *CruiserStern*	2910 2526 1609					1936	Neptunwerft Rostock Schiffsw. und Masch. G.m.b.H. Rostock	FlensburgerDampfercompagnie HaraldSchuldt &Co.K.G.	332·1 P27'B21'F26'	49·0	19·1	Hamburg German *WB*	C.4Cy.(2)16⅛"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$"&LP turbine withDR gearing & hydraulic coupling 207NHP NeptunwerftRostock Schiffsw.undMasch.GmbH		G
28219 218075 WODR	**Marjory** (*ex*MarjoryWeems, *ex*Chamberino) Sub Sig. 1*Dk*	2323 — 1394					1919	McDougall DuluthCo. Duluth, Minn	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	251·0 P25'B64'F20'	43·6	22·2	Baltimore Utd. States *WB*	T.3Cy.20",33"&54"–40" 184NHP McDougallDuluthCo.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
28220 PFUO	**Marken** *OilEng.* D.F. 1*Dk,2nd dk in Nos.* 1&5 *holds* *CruiserStern*	5719 5204 3353	✠100A1 6,41 ~~10,39~~ Examined 3,41 ✠LMC1,37	Mtl ~~Bat~~ Kgn	*a*†	CL ~~8,38~~ 6,41	1937 1mo *Lloyd*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam *sA&CP*	NV.Stoomv.Maats. "Rotterdam"(W. Ruys&Zonen, *Mgrs.*) *CellDB*363'1172*t*	431·6 P33'B250'F35' *MT*37'1463*tFPT*30	55·2	26·5 FK	Rottrdam Dutch 7*BHptCem* 9*tAPT*216*t*	Oil Engines 4S.C.SA 6Cy.$29\frac{3}{8}$"-$59\frac{1}{16}$" 490NHP DB*120lb* N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	29″0 s4″$9\frac{1}{2}$ 24″4	
28221 161102 GTFZ	**Markhor** *ss*Mdb.No.2-37 D.F. E.S.D. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.*1 *hold* *CruiserStern*	7917 7219 4779	✠100A1 10,41 ~~1,41~~ 5,41 MS~~3,37~~ ✠LMC BS~~8,40~~7,41	Bal	*d*†	CL ~~4,38~~ 10,41	1929 7mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow *sA&CP*	Thos.&Jno.Brocklebank,Ld. *CellDB*386'1279*t*	470·0 P47'B158'F39' *DTa*36'1229*t FPT*	62·3	32·3 FK	Liverpool British 8*BHptCem* 1 ,, *to 2nd dk* 45*tAPT*88*t*	3SteamTurbinesSRgeared to 1 Sc. Shaft 220lb (*r*) 1111NHP 4SB,*16cf*,GS273,HS15000 FD D.Rowan&Co.Ld.Gls	34″10 s7″6 27″$7\frac{1}{4}$	
28222 161135 GMPC	**Markland** Ⓟ TwinSc *ss*Hfx.No.2-38 1*Dk*(*Stl*) *CruiserStern*	4454 3555 2695	✠100A1 ~~6,41~~ ~~10,40~~ 12,41 ✠LMC5,41 ~~MS9,37~~ ~~BS4,40~~5,41 *Fitted for oil*	~~NYk~~ Bos *fuel*	*w* 12,29	CL P11,39 SN4,40 *F.P. above*	1929 12mo *Llcyd* 150° F.	Earle'sCo. Ld. Hull *sA&CP*	Markland ShippingCo.Ld. *Duct keel forward* *Cell DBuE&B*40'*f*140'	P21'F31' *Trunk* 275' *of machinery space* 547*t deep wing tanks*	52·7	27·3 FK	Liverpool British 7*BHptCem* *s a*279*tFPT*	T.6Cy.16",27"&44"-33" (*s*) 180lb 337NHP 3SB,*6cf*,GS126,HS5205 FD Earle'sCo.Ld.Hull 109*tAPT*123*t*	30″0 s5″$11\frac{3}{4}$ 24″$2\frac{1}{2}$	
28223 142682 GCVL	**Marklyn** (*ex*Watsness,*ex*War Combe) 1*Dk*	3090 2849 1852	✠ … 11,21 ✠				1918 10mo	TyneI.S.B. Co.Ld. Newcastle	MervynSteam ShippingCo.Ld. (Martyn,Martyn& Co.Ld.*Mgrs.*)	331·3 P33'B100'F29'	46·8	23·1 FK	Newport, Mon. British *WB*	T.3Cy.25",41"&68"-45" 430NHP N.E.MarineEngCoLd.Nwc	25″6	C †
28224 148064 MLWK	**Marlwood** (*ex*Swandale-38, *ex*Fellside) *ss*Goo.No.3-10,36 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	996 706 529	✠100A1 5,42 ~~4,41~~ Examined ~~4,41~~5,42 BS~~4,41~~ 5,42 ✠LMC10,36	~~Goo~~ Shl	*m*	OG 4,41	1924 5mo *Lloyd*	J.Crown& Sons.Ld. Sunderland *sA&CP*	WFrance,Fenwick &Co.Ld. *CellDB*176'	212·0 Q122'F26' 275*tMT*8'129*tFPT*	33·5	12·7 FK	London British 5*BHCem* 68*tAPT*34*t*	T.3Cy.17",$28\frac{1}{2}$"&47"-33"(*s*) 180lb 166NHP 2SB,*4cf*,GS71,HS2946 N.E.MarineEng.Co.Ld.Sld	14″8 s4″$10\frac{3}{4}$ 13″$11\frac{3}{4}$	
28225 XCMS	**Marmex** (*ex*Calmex, *ex*L'Aquila,*ex*LaGolondrina,*ex* Federalship,*ex*Gertrude, *ex*Arnold,*ex*Campine) Iron 1*Dk&Spar dk* 3*trB* *Fitted for oil fuel*	1284 — 875					1884	G.Howaldt Kiel	CarlosE.Bernstein	222·7 P5'H30*t*	31·3	22·4	Ensenada Mexican *WB*	C.2Cy.$25\frac{1}{2}$"&$43\frac{1}{4}$"-30" 85NHP Gebr.Howaldt,Kiel		
28226 121340 MFTS	**Marmion** Ⓟ PadSk 1*Dk*	409 286 158					1906	A.&J. Inglis,Ld. Glasgow	London&North EasternRly.	210·0 Q20' *Promenade dk*160'	24·0	8·3	Glasgow British	C.D.2Cy.31"&56"-66" 212NHP A.&J.Inglis,Ld.Glasgow		
28227 102622 VGWJ	— Steel&Iron *ss*Ard.No.3-8,05 *ss*Vcr.No.2-14 *Well deck* 1*Dk* *Mchy.Aft*	324 237 124	✠ … 6,18 ✠				1893 9mo	Scott& Sons Bowling	QueenCharlotte Towing&Salvage Co.Ld.	140·0 Q54'B14'F25'	24·0	10·5 BK7"	Vancouver British *WB*	C.2Cy.21"&42"-30" 70RHP Muir&Houston,Glasgow	11″3	
28228 ~~OYQH~~	**Marna** *CruiserStern* D.F. 2*Dks*	1700 1463 973					1936	Helsingörs Jernsk&Msk. Elsinore	~~J.Lauritzen~~ MarineOperating Co.Inc.	292·0	41·7	16·4	Panama Pnamanian *WB*	C3Cy.(2)$15\frac{3}{4}$"&$39\frac{3}{8}$"-$37\frac{3}{8}$"& LPTurbine with reduction gear & chain drive HS3340 234NH HelsingörsJernsk &Mskb.		G
Now "Azra," see No. 35530 in Supplement																
28229 LELH	— (*ex*Beverö,*ex*Walross) 2*Dks*	430 347 182					1917	Schiffs.u. Msch.Hansa A.G.Tönning	Dampskslsk. MarnaA/S(Sigurd Owren)	174·5 F14*t*H5*t*B37*t* len20	23·2	10·4	Oslo Norwegian *WB*	T.3Cy.13",$20\frac{1}{4}$"&$33\frac{1}{16}$"-$22\frac{1}{2}$" 53NH GörlitzerMaschb.Görlitz		V
28230 PFVA	**Marnix van St. Aldegonde** Ⓟ TwinSc D.F. Sub.Sig. 4*Dks* *OilEng.* *Ref.Mchy.* *CruiserStern*	19355 — 11582					1930	Nederl. Schps.Maats. Amsterdam	Stoom.Maats. Nederland	586·2 P63'B410'F85'	74·8	36·1	Batavia Dutch *WB*	Oil Engines 2S.C.SA 20Cy.$29\frac{9}{16}$"-$52\frac{3}{4}$" 3100NHP KoninklijkeMaats "DeSchelde"Flushing		V
28231 955 SWBB	**Maro** (*ex*Maro Y.-40, *ex*HellenicPioneer-39, *ex*Gisla-38) TwinSc *OilEng.* 2*Dks*	3838 — 2249					1924	Odense Staalskibs. Odense	YannoulatosBros. (China)	360·5 P96*t*H252*t*F27*t*	51·0	21·5	Piræus Greek *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 450NH Akt.Burmeistr&Wain,Cpn		N
28232 FPAN	**Maroc** (*ex*SaintPaul-37) 2*Dks&Awng dk*	2456 2214 1337					1908	Atel.&Ch. deFrance Dunkirk	Cie.Nav.Afrique duNord(Comptoir MaritimeFranco- Belge,*Mgrs.*)	288·8 B31'F32'	38·9	16·6 24·2	Havre French *WB*	T.3Cy.19",$30\frac{1}{2}$"&51"-36" 156NHP Atel.&Ch.deFrance,Dun.		V
28233 323 IQRU	**Marocchino** (*ex*Eos,*ex*Florapark) 2*Dks*	1524 — 892					1920	Bremer Vulkan Vegesack	D.Tripcovich&Ci. Soc.Anon.diNav. RimorchieSalvataggi	246·6	34·1	19·2	Trieste Italian *WB*	T.3Cy.$16\frac{1}{2}$"$26\frac{3}{4}$"&$44\frac{1}{10}$"-$29\frac{1}{2}$" 106NHP BremerVulkan,Vegesack		I
28234 OYLH	**Marocco** Ⓟ D.F. *OilEng.* 1*Dk&ptShelterdk* *Ref.Mchy.* *CruiserStern*	1641 1298 924					1936	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	271·7	40·4	16·6	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 5Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 338NHP Akt.Burmeistr&Wain,Cpn		V
28235 161152 GPXB	**Maron** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*	6487 5207 3969					1930	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	433·0 P44'B256'F47'	56·3	26·3	Liverpool British *WB*	Oil Engines 4S.C.SA 12Cy.$24\frac{7}{16}$"-$51\frac{3}{16}$" 687NHP N.E.MarineEngCoLd.Nwc		
28236 222197 KDZO	**Marore** TwinSc *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing*	8215 — 4172					1922	Bethlehem S.B.Corp Ld. Sparrow's Pt.	OreS.S.Corp.	550·3 P139'B82'F50'	72·2	43·9	NewYork Utd.States *WB*	SR Geared Steam Turbines BethlehemS.B.Corp. Ld.ForeRiver,Mass.		R
28237 PKHC	**Maros** *OilEng.* *Mchy.Aft* 1*Dk*	550 350 363					1929	NVSchps. "deMaas" Slikkerveer	N.V.Koninkl. Paketv.Maats.	165·4 B32'F25'	28·9	9·3	Batavia Dutch *WB*	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-$15\frac{3}{4}$" 122NHP Gebr.Sulzer,Winterthur		V
28238 LELI	**Marosa** 1*Dk*	1513 1285 839					1925	F.Schichau Elbing	A/S Mabella (KarlBruusgaard, *Mgr.*)	261·7 P61*t*H100*t*F36*t*	40·1	15·6	Drammen Norwegian *WB*	T3Cy$18\frac{9}{16}$",$31\frac{9}{16}$"&$51\frac{1}{8}$"-$29\frac{1}{2}$" 141NHP F.Schichau,Elbing		N

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
28239 77 SVKJ	**Marouko Pateras** (*ex*Harpagus, *ex*Clydemede, *ss*Pir.No.3-5,30 *ex*Oakmore) *ss*Shl.No.2-38 1*Dk*(*Stl*)	*4269* *4020* *2670*	✠100A1 5,41 ~~2,40~~ ~~BS2,40~~ ✠LMC10,38	~~Ant~~ HKg BS5,41	*y*	CL 2,40	1917 12mo *Lloyd*'*sA&CP*	W.Pickersgill&Son.Ld. Sunderland	Anastassios Pateras&Sons	390·0 401·0(O.L.) P40'B244'F35' FK *CellDB*338'1117*t FPT*110*t*	53·3	23·5	Chios Greek 6*BHCem* *APT*77*t*	T.3Cy.27",45"&74"-48" (*s*) 180lb 466NHP 3SB,9*cf*,GS204,HS7917 J.Dickinson&Sons,Ld.Sld.	26 ″ 0 s 3 ″ 6 22 ″ $8\frac{3}{4}$	
28240 232 SVES	**Maroussio Logothetis** (*ex*QueenslandTransport-34) 1*Dk*	4669 *4399* *2922*					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	GoulandrisBros.	385·0 P36'B119'F36'	52·0	27·1	Andros Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
28241 LDNX	**Marpesia** D.F. 1*Dk*	1959 1729 1119					1930	S.P.Austin &Son,Ld. Sunderland	A/S Mabella (KarlBruusgaard, *Mgr.*)	275·9 P61*t*H104*t*	42·3	18·7	Drammen Norwegian *WB*	T.3Cy.$20\frac{1}{2}$",34"&56"-39" 195NHP G.Clark,Ld.Sunderland		N
28242 PFVE	**Marpessa** *OilEng.* *ss*Sba.No.3-1,39 *Mchy.Aft* 1*Dk*(*Stl*)*Longitudinal* D.F. *framing at bottom and at deck*	7408 6761 4237	✠100A1 9,41 ~~7,40~~ ✠LMC CS9,39 DBS~~7,40~~8,41 ~~5,38~~7,40 *Carrying Petroleum in bulk*	~~Sba~~ Cal	*b*† $2\frac{1}{2}$	CL 12,38	1927 3mo *Lloyd*'*sA&CP*	Rotterdam Droogd.Maat Rotterdam	Nederl.Indische Tankstoomboot Maats.	440·1 P99'B34'F58' FK *CellDBuE*69'285*tDTf*32'284*t FPT*162*t*	59·3	32·7	Willemstad Dutch 15*BHptCem* *APT*67*t*	Oil Engines 4S.C.SA 6Cy.$32\frac{1}{4}$"-$59\frac{1}{16}$" 602NHP 2DB*180lb* N.E.Mar.Eng.Co.Ld.Nwc.	32 ″ 9 s 6 ″ $3\frac{1}{2}$ 26 ″ $7\frac{3}{4}$	
28243 794 SVCT	— (*ex*Ontario-34, *ss*Bly.No.3-12,34 *ex*WarCompany) *ss*Hul.No.1-38 2*Dks*(*Stl*)	*5476* *4904* *3387*	✠100A1 ~~5,41 12,38~~ 2,42 ~~BS4,41~~ ✠LMC2,38 ✠NB19 *refitted* 12,34	~~Hul~~ NYk BS5,42	*z*	CL ~~N1,38~~ 5,41	1919 8mo *Lloyd*'*sA&CP*	JCoughlan &Sons Vancouver, B.C.	N.Eustathiou&Co.	410·5 427·2(O.L.) P44'B115'F47' FK *Intermediate BH in fore hold dispensed with* *CellDB*368'1274 *FPT*	54·1	27·5	Piræus Greek *ptCem* 6*BH only* 131*tAPT*85*t*	T.3Cy.24",$39\frac{1}{2}$"&67"-48"(*s*) 190lb 523NHP 3SB,9*cf*,GS189,HS8325 FD N E.MarineEng.Co.Ld.Sld	29 ″ 9 s5 ″ $9\frac{3}{4}$ 24 ″ 2	
28244 EAGX	**Marques de Chavarri** *ss*Bbo.No.3-9,31 *ss*Bbo.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	3256 2673 2002	✠100A1 12,41 ~~4,41~~ BS4,41 ✠LMC12,39	~~Cdz~~ Bbo	*u*	CL ~~4,41~~ 12,41	1918 6mo *Lloyd*'*sA&CP*	Soc.Anon. Espanola de Const.Nav. Bilbao	AltosHornos de VizcayaSoc.Anon.	314·0 P76'F39' FK *CellDB*262'801*tFPT*190*t*	48·1	22·1	Bilbao Spanish 5*BHCem* *APT*46*t*	2SteamTurbinesSR geared to 1 Sc. Shaft (*s*) 200lb 262NHP 2SB,6*pf*,GS120,HS4220 Soc.Espan.deConst.Nav.	24 ″ 4 s 4 ″ $6\frac{1}{4}$ 20 ″ 1	
28245 EAHJ	**Marques de Comillas** Ⓟ TwinSc *ss*Cdz.No.3-10,39 Sub.Sig. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*-ws) D.F. *Shadedk*(*Stl*-teak s) *Lowerdk*(*Stl*)*except in Nos.*4&5 *holds* *Longitudinal framing in double bottom*	9922 — 5477	✠100A1 *Shelter dk* *withfreeboard* 12,41 ~~2,41~~ ~~10,41~~ BS12,41 ~~BS10,40~~ ✠LMC10,39 *Fitted for oil fuel* 8,28 *F.P. above* 150° F.	Bbo	*c* †	CL 1,41	1928 9mo *Lloyd*'*sA&CP*	Soc.Española de Const.Naval Ferrol	Cia.Trasatlantica	459·7 F49' FK&BK1" *CellDB*378'1210*t Tanks in way of tunnels*	55·9	29·3	Barcelona Spanish 9*BHptCem*	4SteamTurbinesSRgeared to2 Sc.Shafts (*r*) 1217NHP 180lb 5SB,15*cf*,GS345,HS14945 FD Soc.Espan.deConst Nav. 266*tFPT*30*tAPT*53*t*	32 ″ 0 s 6 ″ $7\frac{1}{4}$ 25 ″ $10\frac{1}{2}$	
28246 EAGY	**Marques de Urquijo** (*ex*Carlos, *ex*Benhead, *ss*Bbo.2ndNo.3-4,20 *ex*Cyrano,*ex*Whitburn) 1*Dk*&*pt Awngdk*	2597 *1931* *1728*	✠ ... 6,24 ✠				1894 1mo	ShortBros. Sunderland	AltosHornos de VizcayaSoc.Anon.	300·4 Q120'B120'RFD58' F on RFD30' FK	40·1	18·9	Bilbao Spanish *WB*	T.3Cy.$20\frac{1}{2}$",$37\frac{3}{8}$"&$61\frac{1}{4}$"-42" 242NHP J.Dickinson,Sunderland	21 ″ 3	
28247 140586 GPDV	**Marquesa** TwinSc *ss*Lon.No.3-9,30 *ss*Lon.No.2-39 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*-ws) *CruiserStern*	8979 7484 5604	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~7,40~~ ✠LMC MS5,38 BS4~~,40~~8,41 ✠Lloyd'sRMC~~3,41~~8,41 3,42~~11,41~~	~~Lon~~ Mch	*c* †	CL ~~3,38~~ 8,41	1918 7mo *Lloyd*'*sA&CP*	W.Hamilton&Co Ld. PortGlasgow	Furness,Houlder ArgentineLines, Ld.	430·2 450·4(O.L.) B257'F41' *on Shl dk* FK *Cell DB*370'1178*tFPT*	61·1	35·7	Liverpool British 7*BHtoSh dk* 47*tAPT*132*t*	T.6Cy.26",$42\frac{1}{2}$"&70"-45" (*s*) 200lb 1087NHP 5SB(Spt),20*cf*,GS404, FD HS16890 D.Rowan&Co.Ld. Glasgow	38 ″ 3 s 7 ″ $10\frac{3}{4}$ 30 ″ $6\frac{3}{4}$	
28248 203540 KFNP	**Marquette** (*ex*E.L.Wallace) D.F. *Mchy.Aft* 1*Dk*	4956 — 3678					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-CliffsSS Co.(Cleveland- CliffsIron Co.*Mgs*)	420·0 *WB*	52·2	29·0	Wilmngtn (Del.) Utd. States	T.3Cy.20",$33\frac{1}{2}$"&55"-42" 196NHP Gt.LakesEng.Wks.Detroit		R
28249 FNSJ	**Marrakech** Ⓟ TwinSc (*ex*Haïti) *Fitted for oil fuel* D.F. 5*Dks*	6179 4795 3712					1913	Ch.&Atel. deProvence Port deBouc	Cie.Générale Transatlantique	414·3 P27'F46'	51·6	28·6	Bordeaux French *WB*	T.6Cy.22",$34\frac{1}{2}$"&$56\frac{3}{4}$"-$39\frac{3}{8}$" &LP turbines 400NHP Atel.&Ch.deProvence,Msl.		V
28250 129125 VJGK	**Marrawah** *ss*Mel.2ndNo 3-11,34 *ss*Mel.No.2-41 ~~*ss*Bsb.No.1-38~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	472 381 231	✠100A1 ~~12,40~~ 12,41 ~~BS12,40~~ ✠LMC~~11,39~~ 12,41	~~Bsb~~ Mel OG	*h*	OG N11,39	1910 8mo *Lloyd*'*sA&CP*	VanVliet &Co. Hardinxveld	AustralianSteamshipsProprietary Ld.(*Man.Agents*, HowardSmithLd.)	165·0 *29·5* 175·5(O.L.) Q84'B14'F22' FK *DBa*32'37*t FPT*	28·1	11·5	Melbourne British 4*BHCem* 46*tAPT*15*t*	T.3Cy.$13\frac{1}{2}$",$21\frac{9}{16}$"&$35\frac{3}{8}$"-24" 180lb *100lb* (*s*) 87RHP 1SB,3*pf*,GS51,HS1625 W.V.V.Lidgerwood,Gls.	12 ″ 2 s 4 ″ $3\frac{1}{4}$ 11 ″ $11\frac{3}{4}$	
28251	**Mars** D.F. E.S.D. *OilEng.* *CruiserStern* 1*Dk*&*Shelter dk*	2500					1939	Deutsche Sch-u-Mschb A.G.Seebeck Wesrmünd-G	Dampfschifffahrts Ges.Neptun	328·1 F36'	47·6		Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.$24\frac{7}{16}$"-$45\frac{1}{4}$" 727NHP Fr.KruppGermaniawft A.G.Kiel		
28252 PFVK	— (*ex*Delamere) *ss*Ams.No.3-5,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &3*rd dkStl in No.*1 *hold*	1582 1376 895	✠100A1 *withfreeboard* ~~8,41~~ ~~5,41~~ 4,42 Examined 4,42 BS3,42 ~~BS3,41~~ ✠LMC4,37	~~Abn~~ ~~Hul~~ Gls	*r*	CL 4,41	1925 11mo *Lloyd*'*sA&CP*	NewWaterwayS.B.Co. Schiedam	KoninklijkeNederlandscheStoomb. Maats.	267·9 FK *CellDBa*64'*uE*24'*f*124'428*tFPT*31*tAPT*35*t*	39·1	16·8	Amstrdam Dutch 4*BHCem* (*Coll toSh dk* 3 „ 2*nd* „)	T.3Cy.18",30"&49"-36" (*s*) 180lb 207NHP 2SB(Spt)6*cf*,GS110,HS3900 NewWaterwayS.B.Co.	18 ″ 10 s ″ 6 18 ″ $6\frac{1}{2}$	
28253 ESUX	— (*ex*Waal-36) *ss*Rot.No.3-1,25 *ss*Rot.No.2-34 *Well deck* 1*Dk*(*Stl*)	1293 1168 758	✠ ... 12,36 ✠	Tln	*o*		1912 5mo	A.Vuijk& Zonen Capelle a/d Ysel	J.Rang	235·4 Q83'B63'F28' FK *CellDBa*69'*uE*15'*f*102'310*t*	35·7	15·4	Tallinn Estonian 4*BHCem* *FPT*60*t*	T.3Cy.17",28"&46"-36" 147NHP 1SB,3*cf*,GS63,HS2408 G.T.Grey,SouthShields	17 ″ 6	V †
28254 TTYL	— (*ex*MontSaintClair,*ex*Lauwerzee) *Mchy.Aft* 1*Dk*	721 — 329					1918	N.V.Shps. v/hWd.A.van Duyvendijk Papendrecht	Cie.desAffréteurs Français(Heuzey &Chastellain, *Mgrs.*)	180·0 Q106'B12'F17'	28·0	14·5	Rouen French *WB*	T.3Cy.15",25"&40"-27" 93NHP Straatman,Dordrecht		V
28255 LELK	— 1*Dk*	699 537 405					1909	Chant.Nav Anversois Hoboken	SkibsA/S Haugen, Tellefsen&Co.II (E.Tellefsen,*Mgr.*)	195·5 Q69*t*B24*t*H20*t*F20*t*	30·3	11·2	Oslo Norwegian *WB*	T.3Cy.14",23"&38"-27" 75NHP NE.MarineEng.CoLd.Nwc	13 ″ 3	N
28256	— WoodAuxBn *OilEng.* *Mchy.Aft* (*See Sailing Ship Register*)	369 274					1939	Emilio Picchiotti Viareggio	AgenziaCarboni ImportazioneVia MareSoc.Anon. Ital.	129·3	28·9	13·0	Rome Italian	Oil Engines 4Cy.$10\frac{7}{16}$"-$16\frac{1}{2}$" Soc.Anon.Ansaldo,Gen.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28257 160601 GSVC	**Marsa** ssShl.No.3-8,40 D.F. 1Dk(Stl)	4405 4076 2738	✠100A1 ~~7,41~~ ~~12,40~~ ~~10,41~~ 2,42 BS2,42 ✠LMC10,40	~~Shl~~ ~~BknMdb~~ Cff	x	CL 11,40	1928 11mo	J Readhead &Sons,Ld. SouthShields Lloyd'sA&CP	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.Mgrs.) CellDBa&uE144' f 160'1075tFPT135t APT115t	370·0 384·3(O.L.) P28'B104'F36' FK	52·3	25·9	London British 6BHCem	T.3Cy.24½",41"&66"-45" (r) 180lb 120lb 341NHP 2SB,6cf,GS109,HS4460 FD J.Readhead&Sons,LdSShl	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	
28258 167422 GBKB	**Marsdale** E.S.D. 1Dk&Shelter dk CruiserStern	4890 4430 2963	✠100A1 with freeboard 4,40 ✠LMC4,40 Fitted for oil fuel 4,40 F.P. above 150° F.	PGl	a†	CL	1940 4mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	"K"S.S.Co.Ld. (Kaye,Son&Co. Ld.Mgrs.) One intermediate BH dispensed with CellDB360'1097t MT28'1040t FPT107t APT127t	420·3 436·4(O.L.) F40' FK	56·9	24·3	London British 6BHptCem (Coll to Sh dk 5 ,,2nd,,)	T.3Cy.27",44"&76"-51" (s) 220lb Rht. 668NHP 3SB(Spt),9cf,GS175, HS9897 FD N.E.Marine Eng.Co.(1938) Ld.Nwc.	26 ″ 9 s2 ″ 10¾ 24 ″ 0¼	
28259 148056 GKJL	**Marsden** ssSld.No.3-4,37 D.F. E.S.D. ssSld.No.1-40 1Dk(Stl) Cargo battens not fitted	2874 2578 1692	✠100A1 10,41 ~~12,40~~ BS10,41 ✠LMC, ~~BS11,40~~ MS7,40	~~Shl~~ Sld	u	CL 11,40	1924 3mo	WoodSkinner&Co.Ld. Newcastle Lloyd'sA&CP	TanfieldS.S.Co.Ld. (W.B.Nisbet Mgr.) CellDB276'793tFPT125t APT230t	334·6 356·5(O.L.) P27'B70'F25' FK	44·6	21·6	Newcastle British 5BHptCem	T.3Cy.22",36¼"&61½"-42" 200lb (s) 344NHP 2SB(Spt)8cf,GS168,HS6120 NE.MarineEng.CoLd.Nwc	24 ″ 0 s 4 ″ 1¼ 20 ″ 1	
28260 3345 PJAG	**Marsella** TwinSc ssCco.No.3-5,36 Mchy.Aft ssCco.No.1-40 1Dk(Stl) Longitudinal framing at bottom&at deck	2698 1796 1486	✠100A1 ~~4,41~~10,41 BS10,41 ✠LMC9,40 Carrying Petroleum in bulk Fitted for oil fuel 6,24 F.P. above 150° F.	Cco	t	CL P6,39 S8,40	1924 6mo	Rotterdam Droogd.Maat Rotterdam Lloyd'sA&CP	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'F29' FK Trunk189'	50·2	15·1	Willemstd Dutch 8BHptCem APT81t	T.6Cy.12¾",20½"&33⅞"-24 7/16" 180lb (s) 236NHP 2SB,4cf,HS4168 FD Droogd.Maats.Rotterdam	15 ″ 0 s1 ″ 6¼ 13 ″ 7½	
28261 204283 WTIN	**Marshall B. Hall** IronTwinSc (exBostonFloatingHospital-33) OilEng. 1Dk Carrying oil in bulk	675 — 547					1906	Atlantic Works, E.Bos.	UnionTankers Corp.	160·4	47·0	8·8	Boston Utd.States	Oil Engines 4S.C.SA 12Cy.11½"-15" 155NHP NE33 AtlasImperialDiesel Eng.Co.Oakland,Cal.		
28262 165566 MMML	**Marsworth** (exMerwede-37, exKoningsdiep) Mchy.Aft 1Dk	366 270 188					1925	J.Smit Vierverlaten	GrandUnion (Shipping)Ld.	131·6 P38'F21'	23·2	11·5	London British WB	T.3Cy.10",16"&27"-19¼" 32RHP Botje,Ensing&Co.Grningn		VL
28263 5651 SFPD	**Märta** (exEmmaMejakowa, exDambassis, exAris.exGeorgeClarkson) ssGms.2ndNo.3-10,14 Well deck 1Dk(Stl)2trB	1589 1340 898	✠ 7,20	Hul	q		1889 2mo	T.Turnbull&Son Whitby	Rederi.A/B Fenja (C.H.Witt,Mgr.)	255·4 P28'Q60'B112'F32' FK DBa72'f104'342t	37·1	18·0	Hlsngborg Swedish 4BHCem	T.3Cy.20",33"&54"-36" 170NHP 2SB,4cf,GS58,HS2483 Blair&Co.Ld.Stockton	19 ″ 4	V †
28264 929 ESBL	— (exFritiof-33,exGilcomston) ssTln.3rdNo.3-11,36 Well deck 1Dk(Stl)&deep framing	1414 1168 818	✠100A1 5,39 MS11,36 ✠LMC BS10,39 NO LATER SURVEY REPORTED	Ant	o	OG 9,38	1900 8mo	Hall,Russell&Co.Ld. Aberdeen Lloyd'sA&CP	A.Laane CellDBa73'f98' 290tAPT80t	250·0 259·0(O.L.) Q86'B100'F27 FK	36·2	15·1	Pärnu Estonian 4BHptAsp ptCem	T.3Cy.18",29"&48"-36" 165lb 147NHP 2SB,4rf,GS79,HS2292 Hall,Russell&Co.Ld.Abn.	16 ″ 1 s ″ 10½ 15 ″ 4	
28265 OFDD	— Iron (exJyden, exHermine, exContest) ssHam.2ndNo.3-11,07 ssMmo.No.2-16 1Dk(Irn) Well deck	496 — 259	✠ 12,19	Mmo	h		1879 12mo	J.Laing Sunderland	RudolfJohnsson (A/BJohn Dahlberg,Mgrs.)	164·3 Q52'B36'F21' BK7"	26·7	12·2	Åbo Finnish 4BHCem DBa33'f28'	C.2Cy.20"&40"-30" 76NHP 1SB,2pf,GS38,HS1443 G.Clark,Sunderland	12″11	C †
28266 EGAJ	**Marta Junquera** (exMechelin) 1Dk	607 393 318					1918	Cia.Euskalduna Bilbao	VaporesCosteros, S.A.(A.G.Trevilla &F.Garcia Castillo,Mgrs.)	183·5 Q51'F28'	27·0	9·6	Santander Spanish	T.3Cy.11 5/16",19"&30"-22" 42NHP Cia.Euskalduna,Bilbao		
28267 164042 GWYC	**Martaban** E.S.D. CruiserStern D.F. 1Dk	4161 3836 2445					1934	D&WHendersn&Co.Ld. Glasgow	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co)	392·9 P42'B236'F40'	53·2	24·0	Glasgow British WB	T.3Cy.20½",34½"&58"-42" NE37 218NHP N.E.MarineEng.Co.Ld. Nwc.		C
28268 166271 GTGG	**Martand** D.F. E.S.D. 2Dks,3rd dk in No.1hold Ref.Mchy. CruiserStern	7967 7253 4753	✠100A1 11,41 ~~4,41~~ ✠LMC6,39 Fitted for oil fuel 6,39 F.P. above 150°F.	~~Mcb~~ Gls	d† 2⅜	CL	1939 6mo	Wm.Hamilton&Co.Ld. Port Glasgow Lloyd'sA&CP	Thos.&Jno. Brocklebank,Ld. Duct keel forward of mchy. space CellDB394'1637t DTa36'1169t FPT 80t APT76t	475·7 494·8(O.L.) P44'B161'F54' FK	62·7	32·3	Liverpool British 8BHptCem (7 to U dk 1 ,, 2nd ,,)	3 steam turbines SR geared to 1 sc. shaft 250lb (r) 1065NHP 3SB(Spt),12cf,HS11172 FD D.Rowan&Co.Ld.Gls.	34″10 s 7 ″ 4¼ 27 ″ 9	
28269 819 IBLV	**Marte** D.F. 1Dk	5290 4731 3295					1917	Cant.Nav. Riuniti Palermo	Soc.Ligure di Armamento	394·9 P37'B123'F35'	51·7	27·6	Genoa Italian WB	T.3Cy.26",42½"&69 11/16"-48" 335NHP Cant.Nav.Riuniti,Palermo		CI
28270 EAGZ	— ssBbo.2ndNo.3-11,25 1Dk(Stl)&Spar dk(ptIrn&ptStl)&deep framing	3714 3483 2399	✠ 6,34 ✠	Npt	w		1900 3mo	LndnderrySB.&E.Co.Ld Londonderry	Cia.Anon.Marit. "Union"(M. Urruchua,Mgr.) CellDBa114'uE&B42'f150' 848tAPT43t	361·0 P31'B108'F32' FK	46·2	17·9 25·8	Bilbao Spanish 6BHCem	T.3Cy.24",40"&67"-45" 347NHP 2SB,6cf,GS92,HS4500 Dunsmuir&Jackson,Gls.	28 ″ 6	†
28271 2184 IAMG	— (exNavalVesselProcione,exVesta) D.F. 2Dks CarryingPetroleum in bulk	2502 2309 1455					1892	Armstrong Mitchell& Co.(Lim.) Newcastle	ItalianNavy (operated bySoc. Anon.Cooperativa diNav.Garibaldi)	300·9	37·8	26·3	Genoa Italian	T.3Cy.23 9/16",36"&59"-39" 199NHP NorthumberlandEng Wks. Nwc		I
28272 DAOD	**Martha** (exHeleneOtto Ippen10,exNordstern,exSailingVessel W.T.A.G.32) TwinSc 1Dk	546 467 303					19$\frac{00}{20}$	E.Berninghaus Duisburg	Ippen-LinieReed. A.G.	194·5	26·4	10·3	Stettin German	T.6Cy.7 1/16",11⅗",&18 9/10"-11" E&B made 09 fitted— H.PauchschA.G 24NHP Landsberg a.W		G
28273																

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
28274 PFVS	**Martha** (*ex*Ceram-39) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	336 213 162					1938	NVSchpsw Delfzijl v|h Gebr.Sanders Delfzijl	H.Paap	130·4 P35'Q44'F15'	24·1	8·3	Groningen Dutch *WB*	Oil Engines 2S.C.SA 3Cy.11$\frac{7}{16}$"–17$\frac{1}{8}$" 69NHP AppingedammerBrons Motorenfb.N.V.		VL
28275 227895 WDRG	**Martha E. Allen** TwinSc *OilEng.* *Mchy.Aft* *ss*Clv.No.2-41 GyC. 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2935 2297 1994	✠100A1 *For service on the Great Lakes* 3,41 DBS~~3,41~~ 3,42 ✠LMC3,41 *CarryingPetroleum in bulk*	Clv		3,41	1928 10mo	American S.B.Co. Lorain,O. *Lloyd's*A&CP	LakeTankersCorp.	334·0 P85'*Trunk*197' F52' FK CellDBuE60'40tFPT	51·2	18·9	Wilmgton (Del.) Utd. States 11*BH* 64*tAPT*68*t*	Oil Engines 4S.C.SA 12Cy.18$\frac{1}{8}$"–35$\frac{7}{16}$" 380NHP DB*150lb* Werkspoor,Ams.	18 ″ 6 s1 ″ 7¾ 17 ″ 0½	
28276 DGWG	**Martha Halm** TwinSc 1*Dk*	984 689 542					1927	Nüscke& Co.A.G. Stettin	KölnerReed.A.G.	216·0 Q84'B49'F25'	33·0	11·8	Cologne German *WB*	T.6Cy.11$\frac{7}{16}$",17$\frac{5}{16}$"&28⅜"–16$\frac{15}{16}$" 33NHP A.Borsig,G.m.b.H.Berlin		G
28277 DHQP	**Martha Russ I** 1*Dk*	996 790 574					1920	Stettiner Oderwerke Stettin	ErnstRuss	211·2 P12'Q61'B55'F22'	33·9	13·3	Hamburg German *WB*	T.3Cy.15¾",25½"&41$\frac{3}{16}$"–29½" 92NHP StettinerOderwerke		G
28278 223089 WCFA	**Marthas Vineyard** Ⓟ (*ex*Islander) 2*Dks*	1089 — 456					1923	BathIron Works,Ld. Bath,Me.	NewEnglandS.S. Co.	202·4	36·1	13·1	N.Bedford, Mass. Utd. States	T.4Cy.16",26"&(2)30"–24" 44NHP BathIronWorks,Bath,Me.		
28279 3465 PJBA	**Martica** TwinSc *ss*Cco.No.3-2,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2679 1799 1471	✠100A1 10,41~~4,41~~ ✠LMC MS7,37 BS4,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,25 *F.P. above* 150° F.	Cco	*t*	CL S4,41 P3,40	1925 7mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's*A&CP	N.V.Curaçaosche Scheepsv.Maats.	305·0 Q87'*Trunk*189' FK F29'	50·2	15·1	Wllemstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"–24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*, HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 6¼ 13 ″ 7½	
28280 LJDT	**Martin Bakke** *OilEng.* *ss*LAn.No.1-39 *Ref.Mchy* 1*Dk*& *Shelter dk 3rd dk in* D.F. *Nos.*1&3*holds* *CruiserStern*	5484 4724 3269	✠100A1 *withfreeboard* 1,42 ~~4,41~~ ✠LMC9,39 ✠Lloyd'sRMC~~6,40~~ 1,42 for temp. 32° F.	~~NYk~~ Mob	*o*†	CL 3,41	1936 4mo	Götaver-kenA/B Gothenburg *Lloyd's*A&CP	Skibs.A/S Marie Bakke(KnutKnutsen,O.A.S.*Mgr.*) *CellDB*324'1310*t* *DTa*42'310	435·9 453.2(O.L.) F36' FK *DTf*19'57*t* *tFPT*53*tAPT*150*t*	58·8	26·0	Haugesnd Norwegian 7*BH* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"–55⅛" 1021NHP GötaverkenA/B,Got.	28 ″ 6 s 3 ″ 2 25 ″ 6¼	
28281 OUIX	**Martin Carl** D.F. 1*Dk*	1412 1157 828					1924	Helsingör Jernsk&Msk Elsinore	A/S Dampskelsk. Heimdal(M.Carl, *Mgr.*)	249·5 P17'Q77'B96'F29'	38·1	15·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		V
28282 201025 KDXY	**Martin Mullen** D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	4093 — 2926					1904	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	416·0 F48'	50·0	28·0	Wilmgton (Del.) *WB* Utd. States	T.3Cy.22",35"&58"–40" 213NHP AmericanSBCo.Cleveland		R
28283 3334 PJAH	**Martina** TwinSc *ss*Cco.No.3-4,36 *Mchy.Aft* *ss*Cco.No.1-40 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2698 1796 1486	✠100A1 ~~3,41~~ ~~2,41~~ 2,42 BS8,41 ~~BS6,40~~ ✠LMC6,39 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	~~Cco~~ Wmd	*t*	CL ~~6,39~~ 2,42	1924 5mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's*A&CP	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'*Trunk*189' FK F29'	50·2	15·1	Wllemstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"–24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*, HS4168 FD Droogd.Maats.Rotterdam	15 ″ 0 s1 ″ 6¼ 13 ″ 7½	
28284 OFBB	**Martta** (*ex*Märta-37,*ex*Louise) *Mchy.Aft* 1*Dk*	315 258 195					1913	Eriksbergs M.V.Aktieb Gothenburg	Laiva O/Y Martta (K.Soini)	128·0 123·2 P32'H20*t*F15'	22·4	11·5	Nystad Finnish *WB*	C.2Cy.10"&22½"–15" 17NHP EriksbergM.V.Aktieb.Got		V
28285 OFDG	**Martti-Ragnar** (*ex*Ähtäri-39, *ex*MimisChandris-38, *ss*Msl.No.3-7,24 *ex*Oueme-36,*ex*Ingo) *ss*Msl.No.2-32 *Well deck* 1*Dk*(*Stl*-ws)	3989 3389 2417	✠ ... 7,37 ✠	Msl	*w*		1912 3mo	Akt.Ges. “Neptun” Rostock *CellDBa*	LovisaRederiA/B (A/BR.Nordström &Co.O/Y,*Mgrs.*) 97'*uE*&*B*42'*f*164'	361·5 P&B234'F45' 940*tDTf*21'918*tFP*	50·0	23·7	Lovisa Finnish FK 7*BHCem* *T*80*tAPT*8*t*	T.3Cy.29$\frac{9}{16}$",41"&68⅞"–47¼" 470NHP 3SB,9*cf*,GS148,HS6387 A.G.“Neptun,”Rostock	26 ″ 0	G †
28286 151978 VPQB	**Marudu** Ⓟ *OilEng.* 2*Dks*	1926 1408 982					1924	Workman, Clark&Co.Ld. Belfast	StraitsS.S.Co.Ld.	263·2 P154'B36'	41·7	18·2	Singapore British *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP Burmeister&Wain,Cpn.		
28287 3441 PJBB	**Maruja** TwinSc *ss*Cco.No.3-5,37 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & at dk*	2681 1799 1473 —	✠100A1 ~~7,41~~ ~~1,41~~ 1,42 ~~BS7,40~~ ✠LMC~~5,37~~ 7,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,25 *F.P. above* 150° F.	Cco	*t*	CL P7,40 ~~S5,38~~ S7,41	1925 5mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's*A&CP	N.V.Curaçaosche Scheepsv.Maats.	305·0 Q87' *Trunk dk* 189' F29' FK	50·2	15·1	Willmstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"–24$\frac{1}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s 1 ″ 6¼ 13 ″ 7½	
28288 EAAU	**Maruja y Aurora** (*ex*Angela, *ex*RiverClyde) *ss*Bbo.2ndNo.3-4,29 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*	*3913* *3658* *2526*	✠ 5,31 ✠	Bcl	*w*		1905 3mo	Russell& Co. Pt.Glasgow	Gumersindo Junquera *CellDBa*&	344·8 25·9 P28'B90'F42' FK *uE*134'*uB*16'*f*148'	49·8	17·9	Gijon Spanish 6*BHCem* 899*tAPT*71*t*	T.3Cy.25$\frac{3}{16}$",41"&67"-48" 374NHP 3SB,9*cf*,GS169,HS6150 J.G.Kincaid&Co.Grk.	28 ″ 5	
28289 LCTK	**Marvel** 1*Dk*	1566 1353 904					1921	Akers Mek.Værks. Oslo	A/S Jelölinjen (Fred.Olsen&Co. *Mgrs.*)	255·9 H85*t*P41*t*F27*t*	39·7	17·0	Oslo Norwegian *WB*	T.3Cy.19".31"&53"–36" 169NHP Akers.Mek.Værks.Oslo		N
28290 984 ESTR	**Marvi** (*ex*Jane-34,*ex*Bjora, Iron *ex*Lord,*ex*AnneThomas) *ss*Nwc.No.3-3,94 *ss*Bry.No.2-02 1*Dk*2*trB*	*1429* *1240* *809*	✠ ... 4,06 ✠				1883 8mo	Palmers' Co.Ld. Newcastle	J.Michelmann	249·5 B48'F26' BK9"	35·3	17·7	Pärnu Estonian *WB*	C.2Cy.30"&58"–36" 49NHP Palmers'Co.Ld.Newcastle	19 ″ 2	V †
28291 144596 GDJM	**Marvia** (*ex*Castelar, *ex*Orotava) *ss*Gen.2ndNo.3-11 38 *Mchy.Aft* 1*Dk*(*Stl*)	1989 1586 1159	100A1 1,41 MS2,38 LMC BS12,40	Bry	*s*	OG 12,40	1914	Schiffsw.v. HenryKoch Lübeck *Lloyd's*A&CP	J.Gasan,J.Pace& U.Pace(G.O.Till, *Mgr.*) 1*BH in fore hold* *CellDB*245'765*t*	291·3 P&B107'F81' *omitted* FK *FPT*180*tAPT*37*t*	41·1	16·6	London British *Cem* 4*BHonly*	T.3Cy.23¼",37½"&57"–35$\frac{7}{16}$" 185lb (*s*) 252NHP 2SB,4*cf*,GS82,HS3552 FD OttensenerMaschf.Altona	20 ″ 0 s 2 ″ 3¼ 17 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
28292 164263 MBVY	**Marwarri** ssMdb.No.1-39 D.F. E.S.D. *2Dks,3rd dk in No.1 hold* *CruiserStern*	8067 7290 4816	✠100A1 9,~~412,41~~ 4,42 BS1,42 ✠LMC2,41	~~Npt~~ ~~Lon~~	Bkn	CL 7,40	1935 7mo *Lloyd*	Wm.Hamilton&Co.Ld. PortGlasgow '*sA&CP*	Thos.&Jno. Brocklebank,Ld. *CellDB*381'1280t	471·6 P52'B159'F54' FK *DTa*36' 1226t *FPT*	62·7	32·3	Liverpool British 8*BHCem* *1 to 2nd dk* 63t*APT*95t	3SteamTurbinesSRgeared to 1 Sc.Shaft 1150NHP 250lb (r) FD 4SB,16cf,GS272,HS14060 D.Rowan&Co.Ld.Gls.	34 ″ 10 s 7 ″ 3¼ 27 ″ 10	
28293 167449 MPDP	**Marx** 1*Dk*	1259 1059 721					1924	A/SRödbyhavns Jernskibs Rödbyhavn	Ministry of War Transport(R.S. Dalgliesh,Ld. *Mgrs.*)	236·4 P22'B49'F25'	37·1	14·6	London British *WB*	T.3Cy.15",24"&40"-27" 83NHP A/S Frichs,Aarhus		VL
28294 220603 KDEX	**Mary** (*ex*Cody-39) 2*Dks* D.F. GyC. *Fitted for oil fuel*	5104 4598 3113					1920	American International S.B.Corp. HogIslandPa	A.H.BullS.S.Co. Inc. (A.H.Bull&Co.Inc. *Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
28295 6872 SHIE	— ssSbg.No.2-41 Iron (*ex*Vikvall-36, ssOsc.4thNo.3-4,33 *ex*Ester,*ex*Kotka) ~~ssLkr.No.1-37~~ *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	*1533* *1263* *875*	✠100A1 5,42 ~~8,40~~ BS~~8,40~~ 5,42 ✠LMC~~4,37~~ 5,41	Sbg	*q*	~~8,40~~ 4,42	1884 4mo *Lloyd*	HSEdwrds &Son Newcastle '*sA&CP*	RederiA/B Skansholmen (A.Hansson,*Mgr.*)	260·0 266·0(O.L.) P26'Q84'B50'F26' BK9½" *DBa*88'*f*82'	36·2	18·5	Vestervik Swedish 4*BHCem* 335t*APT*20t	C.2Cy.32"&60"-39" 80lb 178NHP 2SB,6pf,GS95,HS3011 Nrthn.Mar.Eng.Co.Gts.	19 ″ 10 s 1 ″ 11 18 ″ 9½	
28296 PFVX	— ssRot.No.1-39 *Mchy Aft* *OilEng.* D.F. 1*Dk* *CruiserStern*	416 339 177	✠100A1 3,40 DBS3,40 ✠LMC1,39 *Carrying Petroleum in bulk* (SEE FOOTNOTE *)	Rot	*g*	1,39	1934 10mo *Lloyd*	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam '*sA&CP*	NV.Tank-KustvaartMaats.	164·6 Q59'F23' *Trunk*82' FK *FPT*106t	25·9	9·9	Rottrdam Dutch 8*BHptCem* *APT*20t	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP DB100lb Motorenfbr."Deutz"A.G. Köln-Deutz	10 ″ 4 s ″ 4¾ 10 ″ 0½	
28297 EEGL	**Mary Carmen** (*ex*CarmenMillan-34, *ex*Sancho, ssBbo.No.3-10,18 *ex*Colonel) 1*Dk*(*Stl*) *Well deck* *MchyAft*	342 179 175	✠ 7,22 ✠	Bbo	*d*		1905 11mo	J.Shearer &Sons,Ld. Glasgow	Construcciones S.L.	129·9 Q46'B7'F19' BK7"	22·7	12·2	Spanish 3*BHCem* *FPT*27t	C 2Cy.15"&32"-24" 56NHP 1SB,2cf,GS42,HS1030 J.Ritchie,Glasgow	10 ″ 3	
28298 220254 KUZN	**Mary D.** (*ex*Pansa) 2*Dks* *Fitted for oil fuel* D.F. GyC. *Longitudinal framing*	4861 4272 3042					1920	ToddD.D.&Const.Corp. Tacoma, Wash	PacificAmerican Fisheries,Inc.	380·2 P50'B102'F41'	53·1	27·0	Bellinghm, Wash. Utd.States *WB*	T.3Cy.24",40"&70"-48" 339NHP DoddD.D.&Const. Corp.Tacoma,Wash		R
28299 162510 GRCS	**Mary Kingsley** *OilEng.* 3*Dks*	5021 4531 3037					1930	Ardrossan Dkyd.Ld. Ardrossan	ElderDempster Lines,Ld.	370·5 P36'F43' 28·8	51·6	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 650NHP J.G.Kincaid&Co.Ld.Grk.		C
28300 141 SVXW	**Mary Livanos** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	*4771* *4379* *2838*	✠100A1 *with freeboard* ~~5,418,40~~ 2,42 ✠LMC10,38	~~Mch~~ Cal	*a*†	CL N2,42	1938 10mo *Lloyd*	W.Gray&Co.Ld. W Hartlepool '*sA&CP*	LivanosBros. MaritimeCo.Ld. (N.G.Livanos, *Mgr.*) *CellDB*	419·2 431·1(O.L.) F36' FK 365' 1200t *FPT*198t	56·7	25·3	Chios Greek 7*BHCem* (*Coll to Shdk* 6 ,, *2nd*,,) *APT*200t	T.3Cy.22½",39"&65"-45" 225lb (s) 463NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS147,HS7135 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 ″ 10 s 3 ″ 0 25 ″ 1	
28301 217365 KEFB	**Mary Luckenbach** (*ex*Black Falcon-41, 2*Dks&Webframes* *ex*SacCity-32) *Fitted for oil fuel* D.F. E.S.D.	5049 4664 3114	✠ ... 6,20 (*Reclassification contemplated*) ✠				1919 1mo	American International S.B.Corp. HogIslandPa	LuckenbachS.S. Co.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DRgeared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
28302 117411 GPCS	**Mary Moller** (*ex*Dilkera) ssSyd 2ndNo.3-5,27 ssSyd.No.1-31 1*Dk deep framing* *&Shade dk*	2698 2504 1674	✠ ... 7,32 ✠				1902 5mo	TyneIron S.B.Co.Ld. Newcastle	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	326·0 P41'B&F253' FK	45·3	21·8	Shanghai British *WB*	T.3Cy.23",38"&61"-42" 277NHP Wallsend SlipwayCo.Ld. Nwc.	23 ″ 0	C †
28303 161149 GSKB	**Mary Slessor** *Ref.Mchy.* *OilEng.* 3*Dks*	5027 4507 3041					1930	A.McMillan&Son Dumbarton	ElderDempster Lines,Ld.	370·6 P37'F41' 28·8	51·6	20·1	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
28304 205285 WCDQ	**Maryland** (*ex*ArthurE. Newbold, *ex*JamesCorrigan) *Mchy.Aft* D.F. 1*Dk*	6971 — 5482					1908	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	530·0 *WB*	56·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"-42" 257NHP Gt.LakesEng.Wks.Detroit		R
28305 161227 KSLF	— TwinSc (*ex*SailingVesselKineo) *OilEng.* ssGal.2ndNo.3-2,37 *Mchy.Aft* 1*Dk* ssGal.No.1-41	1484 1290 926	A- *Barge* *For Coastwise Service in the Gulf of Mexico* ~~7,41~~ ~~3,40~~ 1,42 LMC~~2,37~~ 7,41 *Carrying Petroleum in bulk*	~~Gal~~ NOs		~~2,37~~ 6,41	1903	A.Sewall &Co. Bath,Me.	TheTexasCompany	247·6 P72'F24' FK *DTf*11'138t *FPT*48t	44·9	16·3	Wilmgton (Del.) Utd.States 9*BHptCem* *APT*24t	Oil Engines 4S.C.SA 12Cy.12"-18" 168NHP NE19 McIntosh&SeymourCorp. N.Yk.	16 ″ 0 s2 ″ 5½ 13 ″ 8½	
28306 204242 KMVU	— Ⓟ TwinSc 2*Dks*	1369 — 827					1907	Maryland SteelCo. Sparrow'sPt.	NewYork Philadelphia& NorfolkR.R.Co.	249·5	40·1	14·1	Cape CharlesVa. Utd.States	T.6Cy.17",27½"&44"-26" NB29 197NHP MarylandSteelCoSprwsPt		
28307 161369 GSJF	**Marylyn** ssLiv.No.2-38 2*Dks*(*Stl*)	4555 4295 2880	✠100A1 ~~1,42 8,41~~ 5,42 BS7,41 ~~BS6,40~~ ✠LMC5,38 *Fitted for oil fuel* 2,30 *F.P. above* 150° F.	~~Sws~~ ~~Liv~~ Imm	*y*	CL ~~2,41~~ ~~12,41~~ N4,42	1930 2mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP*	KayeTransportCo. Ld.(Kaye,Son&Co. Ld. *Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*	385·0 P33'B112'F44' FK 329' 1003t *DTa*30'7	52·0	26·6	London British *ptCem ptAsp* 4*BH to Udk* 2 ,, ,, *2nd* ,, 77t *APT*16t	T.3Cy.24",41"&70"-48" (s) 220lb 489NHP 3SB,9cf,GS173,HS6792 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 3¼ 23 ″ 11½	
28308 218612 KILK	**Marymar** (*ex*ColoradoSprings-39) 2*Dks&Shelter dk* Sub.Sig. *Fitted for oil fuel*	6847 — 5384					1919	Skinner& EddyCorp. Seattle,Wash	CalmarS.S.Corp.	409·5	54·2	27·1	NewYork Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
28309 425 IQSK	**Marzamemi** (*ex*Storm-34, *ex*MargareteSchröder,*ex*Nazaré, *ex*MinnaSchuldt) 1*Dk*	958 715 568					1891	Flensburgr Schiffsb.Ges. Flensburg	A.Lauro	229·0 Q73'B51'F28'	32·1	12·8	Naples Italian *WB*	T.3Cy.15",22½"&43"-30" 101NHP FlensburgerSchiffsb.Ges.		I

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Lloyd's Cert. R. of Trade.
28310 EGAN	**Marzo** ssBbo.2ndNo.3-9,23 1*Dk(Stl)&deepframing* *&ptAwng dk(Stl)*	1296 912 754	✠ 11,27 ✠	Bly	*n*		1897 8mo	Cmpbltwn S.B.Co. Campbeltwn	AugustoLajusticia	230·5 Q79' *ptAwng dk*151' *Cell DBa*54'*f*94'208*t*	33·1	16·3 FK	Bilbao Spanish 4*BHCem* *APT*80*t*	T.3Cy.17½",27½"&45"-33" 114NHP 1SB.3*rf*,GS63,HS1709 J.G.Kincaid&Co.Grk.	17 ″ 4	
28311 19795 JQAC	**Masaki Maru** 1*Dk*	1239 — 722					1917	OsakaIron Works,Ld. Osaka	ArataSyokaiK.K.	220·0 P23'B44'F24'	33·6	18·5	Tokyo Japanese *WB*	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWorksLdOsaka		
28312 22573 JKJC	**Masaki Maru No. 2** 1*Dk*	1224 — 710					1918	OsakaIron Works,Ld. Osaka	KusakabeKisen K.K.	220·0 P23'B44'F24'	33·6	18·5	Tokyo Japanese *WB*	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWorksLdOsaka		
28313 232109 WKEP	**Masaya** TwinSc (*ex**U.S.N.*Dale-33) *OilEng.* 2*Dks* *CruiserStern*	1174 1090 701					1920	ForeRiver S.B.Corp. Quincy,Mass.	StandardFruit& S.S.Co.	314·4	31·7	20·7	N.Orleans Utd. States *WB*	Oil Engines 4S.C.SA 16Cy.16"-24" 398NHP NE33 Rathbun-JonesEng.Co Tol		R
28314 28021 JUOB	**Masayosi Maru** Ⓟ 2*Dks*	971 811 545					1920	Namura Gennosuke Osaka	TohoSuisan K.K.	193·8 P15'B49'F27'	31·0	18·5	Kagoshima Japanese *WB*	T.3Cy.14⅔",24½"&39⅔"-30" 86NHP YoshidaTekkosho,Osaka		
28315	**Masbate** (*ex*FernandezHermanos-35, *ex*Juno) 1*Dk&Awng dk*	742 702 483	✠ ... 8,96 ✠				1895 6mo	Gourlay Bros.&Co. Dundee	Wallem&Co.	180·0	28·0	10·7 17·7 FK	Panama Pnamanian *WB*	T.3Cy.14",22½"&36"-27" 67NHP GourlayBros.&Co. Dundee	19 ″ 10	
28316 FOQO	**Mascot** 1*Dk*	1225 937 688					1922	Xiansands Mek.Værks Xiansand	Scotto,Ambrosino, Pugliese,Fils&Co.	239·5 P36*t*Q95*t*H105*t* F40*t*	36·2	13·1	Oran French *WB*	T.3Cy.17",29"&47"-33" 127NHP XiansandsM.V.Xiansands		V
28317	— TwinSc (*ex*Cienfuegos-41, *Mchy.Aft* 1*Dk* *ex*Sebou,*ex*Marin) *Fitted for oil fuel*	1033 — 582					1919	Atel.&Ch. de laLoire St.Nazaire	Cia.Escandinava deVaporesS A.	216·6 Q66'F25'	34·2	13·1	Panama Pnamanian *WB*	C4Cy.16"&30"-19½" Ch.&At.de 66NHP Penhoët,St.Nazaire		R
28318 PFWG	**Mascotte** *OilEng.* 1*Dk* *Cruiser Stern*	364 250 186					1936	NVSchpsw Delfzijl v/h Gebr.Sanders Delfzijl	FransWesters	135·7 P34'F15'	24·5	9·1	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17 1/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
28319 4779 SFLW	**Masen** (*ex*Monika-33,*ex*Fagern, *ex*Tord) *ss*Skm.2ndNo.3-1,33 *ss*Got.No.2-41 ~~*ss*Ant.No.1-37~~ 1*Dk(Stl)&deep framing* *Cargo battens not fitted*	*1316* *1171* *759*	✠100A1 ~~4,41~~ ~~7,40~~ 4,42 ~~BS5,40~~ ✠LMC~~2,37~~ BS4,42 4,41	~~Skm~~ Got	*p*	OG ~~7,40~~ ~~3,41~~ 4,42	1907 8mo *Lloyd'sA&CP*	W.Harkess &Sons,Ld. Middlesbro'	RederiA/B Sjöstjärnan(G. Lindegren,*Mgr.*) *Cell DBa&uE*100'	241·7 P21'B136'F29' *uB*18'*f*92'425*tFPT*	38·0	15·5 FK	Stockholm Swedish 4*BHCem* 40*tAPT*29*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 164NHP 2SB,4*cf*,GS67,HS2720 N.E.MarineEng.Co.Ld.Sld.	18 ″ 0 s1 ″ 3¼ 16 ″ 10¾	
28320 5917 SICA	**Masilia** D.F. *ss*Kel.No.3-4,30 *ss*Sbg.No.2-38 1*Dk(Stl)&Shelter dk(Stl)*	*1608* *1277* *770*	✠100A1 *Shelter dk* *withfreeboard* ~~4,41~~~~8,40~~ 1,42 ✠LMC MS9,38 BS~~7,40~~8,41	~~Got~~ ~~Skm~~ Mmo	*r*	OG ~~12,39~~ 4,41	1917 8mo	Oskrshmns M.V.Aktieb. Oskarshamn	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*237' 473	270·6 285·5(O.L.) *t FPT*44*t APT*20*t*	41·1	24·1 FK (	Gothenbrg Swedish 4*BHCem* *ColltoSh dk* 3 ,, *U* ,,)	T.3Cy.22½",35½"&58½"-36" 185lb (*s*) 270NHP 2SB(Spt),6*cf*,GS87, HS3800 FD OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 3 17 ″ 10½	
28321 148357 XYCX	**Masimpur** D.F. E.S.D. *Mchy.Aft* *ss*Cal.No.3-9,40 2*Dks(Stl)&Web frames* *CruiserStern* *Longitudinal framing*	5586 5080 3201	✠100A1 8,41 ~~9,40~~ BS8,41 ✠LMC9,40 *CarryingPetroleum in bulk* *Fitted for oil fuel*12,27 *F.P.above* 150° F.	Cal	*y*	CL ~~7,40~~ 8,41	1927 12mo *Lloyd'sA&CP*	SirJ.Laing &Sons,Ld. Sunderland	BurmaOilCompany(Tankers) Ld. *CellDBuE&B*78' 234*tDTf*34'485*t*	389·7 P90'B38'F58' *FPT*178*tAPT*51*t*	54·3	32·7 FK	Rangoon British 14*BHCem* (11 *to U dk* 3 ,, *2nd* ,,)	T3Cy.27½",46½"&79"-54"(*s*) 200lb FD 658NHP 3SB&1AuxSB,15*cf*,HS9503 G.Clark,Ld.Sunderland	32 ″ 6 s6 ″ 6½ 26 ″ 2½	
28322 140627 GSCX	**Masirah** D.F. E.S.D. *ss*Cal.No.3-5,32 *ss*Gls.No.2-40 2*Dks(Stl)* *CruiserStern*	6578 6148 4079	✠100A1 ~~11,41~~~~12,40~~ 3,42 ✠LMC MS10,39 BS~~5,40~~7,41	~~Liv~~ ~~Cal~~ Npt	*b*†	CL 8,39	1919 6mo *Lloyd'sA&CP*	C.Connell &Co.Ld. Glasgow	Thos.&Jno. Brocklebank,Ld. *CellDB*398' 1398*t MT*27' 896*t*	448·0 P102'B163'F49' *FPT*106*t APT*75*t* *AfterPeak*	56·0	31·8 FK	Liverpool British *Cem* 6*BHto U dk* *BH* ,, *2nd* ,,	T.3Cy.26½",45"&75"-54" (*s*) 200lb *110lb* 643NHP 2DB.16*cf*,GS258,HS12142 Dunsmuir&Jackson LdGls	34 ″ 6 s 6 ″ 3½ 28 ″ 5¾	
28323 21 SUCP	**Masr** (*ex*CitédePéronne,*ex*Grive) 1*Dk*	331 — 151					1918	Forg.&Ch. delaMédit. LaSeyne	Soc.Misr de Navigation Maritime	137·8	23·4	11·7	Alexndria Egyptian	C.2Cy.18"&36"-24" 106NHP Forg.&Ch.delaMédit.Msl.		
28324 220286 KUZV	**Massachusetts** (*ex*Dungannon-41) *Mchy.Aft* D.F. *ss*NYk.No.3-4,35 *ss*NYk.No.1-39 2*Dks(Stl)&Web frames* *Longitudinal framing*	6928 6670 4292	100A1 ~~12,40~~~~5,40~~ 9,41 LMC MS8,39 BS~~5,40~~6,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,23 *F.P.above* 150° F.	NYk	*b*†	CL ~~1,38~~ 12,40	1920	Bethlehem S.B.Corp.Ld Alameda,Cal.	TheTexas Company *CellDBuE&B*62' *DTf*50'885*t*	435·0 P106'B48'F43' 202*t* *FPT*97*tAPT*74*t*	56·0	32·0 FK	Wilmgton (Del.) Utd. States 13*BHptCem* (9 *to U dk* 4 ,, *2nd* ,,)	T 3Cy.27",48⅛"&76¼"-48" 220lb (*s*) 597NHP 3SB,9*cf*,HS8235 FD BethlehemS.B.Corporation S.Fo.	33 ″ 6	
28325 393 IBPV	**Massaua** Ⓟ D.F. *Fitted for oil fuel* 2*Dks*	1524 1007 870					1913	Cant.Nav. Riuniti Ancona	LloydTriestino Soc.Anon.diNav.	268·8	35·3	16·6	Naples Italian *WB*	T.3Cy.19⅜",32 11/16"&55⅛"-39⅜" 190NHP Cant.Nav.Riuniti,Ancona		I
28326 FOTN	**Massilia** Ⓟ QuadSc D.F. 7*Dks*	15363 10204 6151					1920	Forg.&Ch. de laMédit LaSeyne	Cie.de Nav.Sud-Atlantique	577·1 P315'	64·1	37·0	Bordeaux French *WB*	T.6Cy46½",59½"&73⅜"-43 15/16" &2LP Turbines Forg.&Ch.de laMédit.Msl.		V
28327 FOTO	**Massis** D.F. *Mchy.Aft* *ss*Shl.No.3-4,37 2*Dks(Stl)&Web frames* *Longitudinal framing*	*5022* *4470* *2769*	✠100A1 11,39 BS11,39 ✠LMC4,37 No later survey reported *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,14 *F.P above* 150° F.	Hav	*x*	CL 2,38	1914 10mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Anon.Les Pétroles d'Outre-Mer *CellDB* *f* 36' 316*t*	385·2 P88'B28'F41' *uB*24'35*tDT* *FPT* 73*t APT* 39*t*	50·3	30·3 FK	Dunkirk French 16*BHptCem* (9 *to Upr dk* 7 ,, *2nd* ,,)	T.3Cy.25½",42"&70"-48" (*s*) 180lb *120lb* 425NHP 2SB,6*cf*,GS126,HS5862 N.E MarineEng.CoLdNwc	30 ″ 3 ~~s 5 ″ 5~~ ~~25 ″ 1~~	
28328 220047 KUSQ	**Massmar** (*ex*JamesB.Duke, *ex*EasternCloud) D.F. 2*Dks&Awngdk* *Fitted for oil fuel*	5328 4120 3601	✠ ... 4,22 ✠				1920 3mo	Kawasaki Dkyd.Co.Ld. Kobe	CalmarS.S.Corp.	385·0	51·2	25·6 FK	NewYork Utd.States *WB*	T.3Cy.26",43½"&72"-48" 437NHP KawasakiDkydCoLdKobe	36 ″ 0	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28329 942 SVXU	**Master Elias Kulukundis** D.F. E.S.D. 1Dk&Shelter dk Longitudinal framing at bottom & at decks CruiserStern "Arcform" Tonnage opening closed '42(W.E.)	5548 4933 3234	✠100A1 with freeboard 1,42 ~~1,41~~ ✠LMC10,38 Fitted for oil fuel 10,38 F.P. above 150°F.	~~NN~~ NYk	a† 2	CL	1938 10mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	AtlanticosSteamshipCo.Ld.(KulukundisShipping Co.S.A.Mgrs.) One intermediate BH dispensed with CellDB350'1101t	420·6 433·5(O.L.) FK MT14'615tFPT171t	60·5	26·3	Piræus Greek pt Cem (Coll to Sh dk 5 ,, 2nd,,) APT303t	T.3Cy.$23\frac{1}{2}$",38"&66"-45" 220lb Rht. (s) 428NHP 2SB(Spt&FD)&AuxSB, 8cf,HS6280 N.E.MarineEng.CoLd.Sld	~~28 ″ 0~~ ~~s3 ″ 0$\frac{1}{4}$~~ ~~25 ″ 11$\frac{3}{4}$~~ 37 ″ 3 s10 ″ 9$\frac{1}{4}$ 26 ″ 8$\frac{1}{2}$	
28330 141904 GBSQ	**Masula** TwinSc ssFal.No.3-3,31 Ref.Mchy. ssCal.No.2-39 2Dks(Stl)	7324 6821 4565	✠100A1 7,41 ~~12,40~~ BS7,41 ✠LMC ~~BS3,40~~ MS2,39 ✠Lloyd'sRMC ~~3,41~~ 7,41	Cal	c†	CL ~~12,39~~ P12,39 S7,41	1919 6mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB390' 1551t	449·7 P44'B149'F41' FK FPT120t	58·2	32·7	Glasgow British 7BHCem APT67t	T.6Cy.$21\frac{3}{16}$",$35\frac{1}{2}$"&61"-45" 215lb (s) 830NHP 4SB&1AuxSB,18cf,GS338, HS12628 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s7 ″ 10 27 ″ 11$\frac{3}{4}$	
28331 160258 GTFC	**Masunda** ssBry.No.2-38 D.F. 1Dk(Stl)	5250 4912 3286	✠100A1 ~~2,41~~ ~~5,40~~ 11,41 ~~BS4,40~~ ✠LMC1,38	~~Npt~~ ~~Bos~~ Phl BS8,41	z	CL ~~8,39~~ 11,41	1929 7mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	S.S."Magdala"Co. Ld.(Maclay& McIntyre,Ld. Mgrs.) CellDB	402·5 P45'B126'F48' FK 344'1458tFPT152t	55·0	28·5	Glasgow British 6BHptCem APT309t	T.3Cy.23",40"&67"-51" (s) 200lb HS6738 464NHP 3SB(Spt),9cf,GS154. FD A.Stephen&Sons,Ld.Gls.	31 ″ 0 s5 ″ 11$\frac{1}{4}$ 25 ″ 4	
28332 DADE	**Masuren** D.F. E.S.D. CruiserStern 1Dk	2383 1859 1297					1935	F Schichau G.m.b.H. Danzig	Kohlen-Import-u. PoseidonSchiffahrtsA.G.	281·1 P24'Q85'B112'F22'	44·5	18·6	Königsbrg German WB	C.4Cy.(2)$16\frac{1}{2}$"&(2)$35\frac{3}{8}$"- $35\frac{3}{8}$"&L.P.Turbine 223NHP FSchichauG.m.b.H.Elbing		G
28333 1074 JSEB	**Masuyama Maru** (exEkisan Maru-39,exDaiho MaruNo.2-39, exBenten Maru,exVenus) ssKob.2ndNo.3-4,19 ssKob.No.2-27 1Dk&Spar dk&deep framing	3690 338 262	✠ ... 4,31 ✠				1896 8mo	Russell& Co. PortGlasgow	TomoeGumiKisen K.K.	339·4 B66'F36' FK	46·0	17·8 25·8	Tokyo Japanese WB	T.3Cy.25",40"&64"-45" 294NH Rankin&Blackmore,Grk.	28 ″ 6	
28334 134962 MFWN	**Mata Hari** 1Dk(Stl-teak s)&Shade dk(Teak) Fitted for oil fuel	1020 755 511	✠ 10,15 ✠	Sng	n		1915 6mo	C.Renoldson&Co. SouthShields	P.&O.Stm.Nav.Co. CellDB a51' u E	220·0 P15'F23' FK &B38'f94'254tFPT16t	35·2	13·0	S.Shields British 5BHCem APT25t	T.3Cy.$17\frac{1}{2}$",29"&47"-30" 165NHP 2SB,6cf,GS89,HS3082 ShieldsEng.Co.Ld.N.Shl.	15 ″ 0	
28335 150810	**Mataafa** (exPennsylvania) Mchy.Aft GyC. 1Dk2trB	4319 — 3604					1899	Cleveland S.B.Co. Lorain.O.	PittsburghS.S.Co.	429·6	50·0	25·0	Dul'th,Min Utd.States WB	Q.4Cy.$15\frac{3}{4}$",$23\frac{3}{4}$",$36\frac{1}{2}$"&56"- 40" 198NHP ClevelandSB.Co.Cleveland		
28336 164305 GZFD	**Matadian** ssLiv No. 1-40 Mchy.Aft D.F. 1Dk CruiserStern Longitudinal framing	4275 3328 2483	✠100A1 12,41 ~~3,41~~ ✠LMC ~~11,36~~ 12,40 Carrying Petroleum in bulk Fitted for oil fuel 11,36 F.P. above 150°F.	Bkn	x $1\frac{13}{16}$	CL ~~8,39~~ N12,41	1936 11mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	UnitedAfricaCo. Ld. CellDBuE33'58t	383·2 397·1(O.L.) P107'Trunk234' F39' FK DTf39'194tFPT74t	50·2	23·3	Liverpool British 13BHptCem APT73t	T.3Cy.$19\frac{1}{2}$",33"&54"-36"& LPTurbinewithDRgearing & hydraulic coupling (s) 210lb FD 396NHP 2SB(Spt),6cf,HS5290 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 3 s2 ″ 5$\frac{1}{4}$ 21 ″ 0	
28337 159498 VRBY	**Matafele** Ⓟ TwinSc OilEng. Mchy.Aft 1Dk CruiserStern	335 206 186	✠100A1 5,41 ~~11,38~~ ✠LMC11,38 ✠LMC(M)3,41	~~HKg~~ Port Moresby	d	OG	1938 11mo	HongKong &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	BurnsPhilp (SouthSea)Co.Ld.	115·5 122·2(O.L.) F29' FK Boat dk aft CellDB14'20t FPT17t	25·6	10·6	HongKong British 3BHptCem ptAsp APT15t	Oil Engines 2S.C.SA 8Cy.$8\frac{11}{16}$"-$14\frac{9}{16}$" 105NHP HongKong&Whampoa DockCo.Ld HongKong	11 ″ 6 s1 ″ 1$\frac{1}{4}$ 10 ″ 8$\frac{1}{4}$	
28338 232110 WKET	**Matagalpa** TwinSc (exU.S.N.Osborne-33) OilEng CruiserStern 2Dks	1174 1000 701					1920	ForeRiver S.B.Corp. Quincy,Mass.	StandardFruit& S.S.Co.	314·4	31·7	20·7	N.Orleans Utd.States WB	Oil Engines 4S.C.SA 16Cy.16"-24" 398NHP NE33 Rathbun-JonesEngCo.Tol.		R
28339 151520 ZMGW	**Matai** Ⓟ TwinSc 1Dk(Stl-ws)&2nd dk in holds Sub.Sig. Well deck Fitted for oil fuel CruiserStern	1050 657 383	✠ 7,30 ✠	Nwc			1930 7mo	Hawthorn, Leslie&Co.Ld Newcastle	NewZealand Government CellD	219·0 P&B145'F26' BK7" B154'170tFPT34t	35·1	13·6	Wellington British 4BHCem APT35t	T.6Cy.$12\frac{1}{2}$",21"&35"-26" 178NHP 2SB,6cf,GS110,HS3320 Hwthrn,Leslie&CoLd.Nwc	15 ″ 6	
28340 170722 VCBD	**Matane I.** Ⓟ OilEng. 1Dk(raised fwd.) Cruiser Stern Electrically welded	470 262 225	✠100A1 5,40 ✠LMC7,38 For Service on the River St.Lawrence & for coastwise service on the north shore of the Gulf of St.Lawrence, west of Cape Charles	Qbc	h	CL 5,40	1938 7mo	Marine Industries,Ld Sorel,P.Q. Lloyd'sA&CP	Cie.deTransport duBasSt.Laurent, Ltée.	147·2 152·5(O.L.) P&B84'F21' FK DTf5'26tFPT29t	32·6 33·1	12·5	Quebec British 4BHCem APT14t	Oil Engines 2S.C.SA 6Cy.$11\frac{7}{16}$"-$19\frac{11}{16}$" 136NHP SulzerBros.Ld.Winterthur	12 ″ 6 s7 ″ 6$\frac{1}{4}$ 8 ″ 6$\frac{1}{2}$	
28341 154015 VSPB	**Matang** Ⓟ TwinSc Fitted for oil fuel 2Dks	1463 974 769					1928	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	252·9	42·6	10·5	Singapore British WB	T.6Cy.11",19"&$31\frac{1}{2}$"-20" 44NHP TaikooD.&E.Co.of H.Kg.Ld.H.Kg.		
28342 120750 ZMFT	**Matangi** Ⓟ TwinSc (exMourilyan) ssMel.No.3-5,21 ssAuk.No.1-25 1Dk&Awng dk	1366 1012 631	✠ ... 11,29 ✠				1908 8mo	A.Stephen &Sons,Ld. Glasgow	AnchorShppg.& FoundryCo.Ld.	220·7 F44' FK	36·2	11·0 18·7	NelsonNZ British WB	T.6Cy.$14\frac{1}{2}$",23"&38"-30" 273NHP A.Stephen&Sons,Ld.Gls.	19 ″ 6	
28343 144814 GCSV	**Mataroa** Ⓟ (exDiogenes) TwinSc ssGls.No.3-10,34 ssLon.No.1-38 E.S.D. 2Dks(Stl)&Shelter dk D.F. Ref.Mchy. (Stl-ws) CruiserStern	12390 7886 7332	✠100A1 Shelter dk with freeboard ~~1,41~~ 11,41 BS6,41 ✠LMC1,39 ✠Lloyd'sRMC ~~1,41~~ ~~6,41~~ 3,42 ~~11,41~~ Fitted for oil fuel 11,26 F.P. above 150°F.	Liv	g†	CL P1,41 S3,40	1922 7mo	Harland& Wolff,Ld Belfast Lloyd'sA&CP	ShawSavill& AlbionCo.Ld. Cell DB425'1822t Tanks at sides of tunnel14'40t	500·4 P34'B226'F87' on Shelter dk FK&BK2" FPT175t	63·2	39·6	S'thamptn British Cem 9BHtoSh dk 1 ,, ,, U ,, APT158t	4SteamTurbinesDRgeared to 2 Sc. Shafts (s) 215lb 1334NHP 4DB(Spt)&1SB(Spt),27cf, GS571,HS24268 Harland&Wolff,Ld.Bel.	42 ″ 9 s10 ″ 4$\frac{1}{2}$ 32 ″ 10	BT till ~~12,41~~ 6,42
28344 147705 MLYW	**Matching** ssNwc.No.3-9,37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1321 991 715	✠100A1 10,41 ~~3,41~~ BS ~~7,40~~ 10,41 ✠LMC9,37	Sld	o	CL 8,38	1924 8mo	J.Crown& Sons,Ld. Sunderland Lloyd'sA&CP	StephensonClarke &Associated Companies,Ld. CellDB201'	235·0 246·0(O.L.) Q147'F25' FK 373tMT9'177tFPT76t	35·6	14·8	London British 5BHCem APT56t	T.3Cy.19",31"&51"-36" (s) 180lb 100lb 180NHP 1SB,4cf,GS77,HS2920 J.Dickinson&Sons,Ld.Sld.	16 ″ 9 s4 ″ 11$\frac{1}{2}$ 15 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cote, si ce n'est dans le L. R. Durée.Cert.R.ofTrade.
28345 217030 WTIU	**Mathew Luckenbach** (*ex*Kelvinia, *ss*Phl.No.3-3,30 *ex*Deerfield) *ss*Sea.No.2-38 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5848 5356 3597	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~ ~~5,40~~ 2,42 BS2,42 ✠LMC MS11,37 ~~BS8,40~~ 7,41 *Fitted for oil*	Sea *fuel* 1	*b*† 0,1	CL ~~7,08~~ 7,41 8 *F.P.*	1918 10mo 1 *Int* *above*	Sun S.B.Co Chester,Pa. A&CP *ermediate BH* *CellDB*370 150° F.	LuckenbachS.S. Co.Inc. *in after 'tween de* 1355*t DTa* 30' 882*t*	435·6 FK *cks dispensed with* *FPT*117*t APT*76*t*	57·7	27·3 35·1	NewYork Utd.States *Cem* 1*BHtoShdk* 5 ,, ,, *U* ,, 1 ,, ,, *2nd*.,	T.3Cy.27",45⅜"&76"-51"(*r*) 190lb 696NHP 4SB,*12cf*,GS247,HS11108FD SunS.B.Co.Chester,Pa.	30 " 3 s 4 " 5 26 " 0¾	
28346 141679 VGFC	**Mathewston** D.F. GyC. *Mchy.Aft* 1*Dk*	7403 6909 5918					1922	Pt.Arthur S.B.Co.Ld. PtArthurOnt	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	530·0	58·3	27·1	Toronto British *WB*	T.3Cy.25½",41"&67"-42" 291NHP PortArthurS.B.Co.Ld.		R
28347 DJUZ	**Mathias Stinnes** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	5337 4458 2640					1937	Flensburgr Schiffsb.Ges. Flensburg	"Brenntag" BrennstoffChemikalien-u, TransportA.G.	415·5 B&F376'*Upr*F33'	60·2	21·3	Hamburg German *WB*	2 Oil Engines 2S.C.SA 16Cy.20½"-27$\frac{9}{16}$" SRgeared to 1 screw shaft 1180NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
28348 LDJA	**Mathilda** *ss*Bgn.No.3-7,33 D.F. *ss*Mob.No.2-42 ~~*ss*Ant.No.1-37~~ 1*Dk*(*Stl*)	3650 3298 2223	✠100A1 ~~8,41~~ ~~2,40~~ 2,42 ✠LMC2,42 ~~MS3,37~~ ~~BS12,39~~	~~Bal~~ ~~Cf~~ Mob	*w*	CL ~~1,39~~ ~~8,41~~ N2,42	1920 3mo *Lloyd*	J.Blumer& Co.Ld. Sunderland '*sA&CP*	A/SD/S Mathilda (J.Christensen)	356·3 P41'B170'F33' FK *CellDB*312'867*t*	48·8	23·9	Bergen Norwegian 6*BHCem* *APT*109*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb 318NHP 2SB,*6cf*,GS136,HS5024 J.Dickinson&Sons,Ld.Sld.	25"11 s3 " 6½ 22 " 6½	
28349 4387 SFLM	**—** *ss*Osc.3rdNo.3-7,41 (*ex*Rymmen,*ex*Titti, ~~*ss*Osc.2ndNo.3-3,28~~ *ex*AnnaHermine) ~~*ss*Sbg.No.2-37~~ 1*Dk*(*ptIrn ptStl*)&*deep framing* *Cargo battens not fitted*	*1264* *1094* *764*	✠100A1 7,41 ~~5,39~~ 7,41 ✠LMC MS~~4,37~~ BS~~1,39~~4,41	~~Skm~~ Osc	*n*	CL 5,39	1902 4mo *Lloyd*	W.Harkess &Son Middlesbro' '*sA&CP*	ÅkeDanielsson *DB*	225·0 Q83'B56'RFD86' F23' FK *a&uE*79'*uB*15'*f* 92'	35·1	17·8	Norrköpng Swedish 4*BHCem* 351*tAPT*29*t*	T.3Cy.17",28½"&46"-33" (*s*) 180lb *90lb* 131NHP 1SB,*3cf*,GS59.HS2025 MacColl&Pollock,Sld.	16 " 6 s7 " 4 16 " 6	
28350 ~~889~~ ~~OFDC~~ HPUQ	**Mathilda Thordén** *OilEng.* D.F. E.S.D. GyC. 1*Dk*&*Shelter dk* *Cruiser Stern* 3*rd dk in forward hold* *Strengthened for Navigation in Ice*	3641 2853 1867	✠100A1 *withfreeboard* 11,40 ✠LMC8,38	Phl	*x*	CL	1938 8mo *Lloyd*	Crichton- VulcanA.B. Åbo '*sA&CP* *CellD*	A/B FinskaNord-amerikaLinjen (G.B.Thordén, *Mgr.*) *B*286' 956*t DTa*31*t*	365·9 388·2(O.L.) FK *FPT*69*tAPTs*155*t*	51·4	21·6	Panama Pnamanian 6*BH* (*Coll to Shdk* 5 ,,*2nd*,,)	Oil Engines 2S.C.SA 7Cy.25$\frac{9}{16}$"-49$\frac{3}{16}$" 795NHP DB*57lb* Fr.KruppGermaniawftAG	25 " 5 s1 " 9½ 23 " 8¾	
Renamed "Amazon," & *Now* "Thunderer," *see No.* 33670 *in Supplement*																
28351 OZRC	**Mathilde Mærsk** (*ex*PeterMærsk, *ex*Haderslev) *ss*Cpn.No.3-5,34 *ss*Cpn.No.1-38 D.F. 1*Dk*(*Stl*)	2088 1832 1205	✠100A1 10.39 ✠LMO MS5,38 BS11,38 Surveys delayed	NYk	*s*	CL 5,38	1921 9mo *Lloyd*	Yarrow& Co.Ld. Glasgow '*sA&CP*	A/S D/S Svendborg (A.P.Möller, Copenhagen,*Mgr.*) *CellDBa*86'*u*	286·0 296·8(O.L.) P27'B166'F31' FK *E*18'*f*124'565*t FPT*	43·4	18·7	Aalborg Danish 5*BHCem* 48*tAPT*87*t*	T.3Cy.20½",33"&54"-36" (*s*) 180lb 208NHP 2SB(Spt)*6cf*,GS102,HS3452 Yarrow&Co.Ld.Glasgow	21 " 0 s1 " 9¼ 19 " 5½	
28352 143690 GCXQ	**Mathura** *ss*Gls.No.3-4.33 *ss*Cal.No.1-37 D.F. E.S.D. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.* 1 *hold* *Cruiser Stern*	8890 8359 5480	✠100A1 ~~2,40~~ 10,41 MS11,41 ✠NE5,28 ✠LMC ~~MS12,36~~ BS~~4,40~~3,41 *Fitted for oil*	~~Bkn~~ Liv *fuel* 12	*g*† ,20	CL 4,40 *F.P.* a	1920 12mo *Lloyd* *bove* 1	C.Connell &Co.Ld. Glasgow '*sA&CP* 50° F.	Thos.&Jno. Brocklebank,Ld. *CellDB*417'1893*t*	480·5 501·0(O.L.) P49'B185'F42' *Shortened*35 FK *DTa*40'1568*t FPT*	63·9	35·6	Liverpool British 8*BHptCem* 111*tAPT*90*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb HS19266 1147NHP 2DB&2SB,*24cf*,GS420. D.Rowan&Co.Ld.Gls.	38 " 4 s 8 " 4¾ 30 " 2¼	
28353 146294 GDMZ	**Matiana** Ⓟ TwinSc *Ref.Mchy.* 2*Dks*(*Stl-U* teak s) D.F. *CruiserStern* *Fitted for oil fuel*	9045 7263 5524	✠ 12,26 ✠ Lloyd'sRMC~~1,41~~7,41	Ant	*d*†		1922 4mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*403'1568*t* *Tanks between tu*	465·0 P44'B175'F53' FK *nnels* 114'253*t FPT*	58·3	33·5	Glasgow British 9*BHptCem* 164*tAPT*69*t*	6SteamTurbinesDRgeared to 2 Sc. Shafts HS13958 1011NHP 4SB&1Aux SB,*18cf*,GS338. Barclay,Curle&Co.Ld.Gls.	36 " 0	BT till ~~7,41~~ 4,42
28354 1204 CBDM	**Matias Cousiño** (*ex*Silvermoor) *ss*Vpo.No.3-10,37 *Well deck* 1*Dk*(*Stl*)	1896 — 1078	✠100A1 5,41 ~~2,40~~ ✠LMC MS10,37 BS~~5,40~~4,41	~~Vpo~~ Tal	*q*	CL 2,40	1925 2mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	Cia.Carbonifera e Industrial deLota *CellDBa&uE*9	268·0 Q105'B56'F30' FK 9'*f*106'382*tFPT*86*t*	37·8	17·6	Valparaiso Chilian 4*BHCem* *APT*173*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 216NHP 2SB,*6cf*,GS92,HS3594 N.E.MarineEng.CoLd.Sld.	19 " 9 s 2 " 0 18 " 0¾	
28355 3549 PJAJ	**Matilde** TwinSc *ss*Cco.No.3-9,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing* *at bottom & at deck*	2601 1714 1132	✠100A1 5,41 ~~11,40~~ BS11,40 ✠LMC8,37 *CarryingPetr* *Fitted for oil*	Cco *oleum* *fuel* 10	*t* *in* ,26	CL SN9,38 P9,38 *bulk* *F.P.* a	1926 10mo *Lloyd* *bove* 1	New Waterway S.B.Co. Schiedam '*sA&CP* 50° F.	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'*Trunk*189' FK F29'	50·3	15·1	Willemstd Dutch 9*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"-24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,*4cf*,HS4168 FD RotterdamDroogd.Maats.	15 " 0 s 1 " 6¼ 13 " 7½	
28356 213157 WBCT	**Matinicock** (*ex*Leda) *ss*N.Ns.No.3-8,25 *Mchy.Aft* *ss*N.Yk No 1-30 D.F. GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing*&*Web frames* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6769 6134 4159	✠ ... 9,33 ✠	NYk			1914 1mo	Howaldts- werke Kiel	~~FarrSpinning &~~ ~~OperatingCo.Inc.~~ MatinicockS.S. Corp. *CellDBuE* 218*tDTf*53'425*t*	459·1 FK &*B*&*f*65' *FPT*135*tAPT*68*t*	60·0	28·8	Wilmgton (Del.) Utd.States 16*BH* *ptCemptAsp* (12*BHtoUdk* 4 ,, ,, *2nd*,	Q4Cy.25"36½"52⅛"&74¾"-52" 528NHP 3SB.*9cf*.GS163,HS7014 Howaldtswerke,Kiel)	28 " 9	R †
28357 72 SVFT	**Matronna** (*ex*Ioannis,*ex*Attiki) *ss*Pir.2ndNo.3-9,29 *ss*Pir.No.1-35 1*Dk*(*Stl*)2*trB*&*Webframes*	2846 — 1894	✠ 10,39 ✠	Pir	*u*		1902 4mo	R.Craggs& Sons Middlesbro' Cell	N.D.Bogiazides& Co. *DBa*102'*u E*&*B*40'	330·1 339·5(O.L.) P27'B166'F35' FK *f*140' 747*t DT a*24'	46·0	22·2	Andros Greek 5*BHCem* 432*tFPT*86*t*	T.3Cy.24",38"&64"-42" 289NHP 2SB,*6cf*,GS175,HS4677 Richardsons,Westgarth& *APT*45*t* Co.Ld.Mdb	24 " 4	
28358 226454 WMCE	**Matsonia** Ⓟ TwinSc (*ex*Malolo-37) *ss*S.Fo.No.3-11,40 D.F. GyC. 3*Dks*(*Stl*)4*th Dk*(*Stl*) *in* E.S.D. *forward holds* *Cruiser Stern*	17226 12442 8210	✠100A1 *withfreeboard* ~~12,41~~ ~~11,40~~ 4,42 BS10,41 ✠LMC11,40 *Fitted for oil*	SFo *fuel*10	*n*† P ,27	CL ~~S11,38~~ N11,40 S12,41 *F.P.* a	1927 10mo *Lloyd* *bove* 1	W.Cramp& SonsS&EBCo Philadelphia '*sA&CP* C 50° F.	MatsonNav.Co. *ell DB*424' 1959*tD*	554·0 B&F490' FK *Ts a* 938*t FPT*181*t*	83·2	30·7	S.Frncisco Utd.States 12*BHCem* *APT*168*t*	8 steam turbines SR geared to 2 sc. shafts (*s*) 280lb 5112NHP 12WaterTubeBoilers (Spt280lb) HS55764 FD W.Cramp&SonsS&E.B.Co.	44 " 6 s15 " 9 29 " 0	
28359 147465 GBDF	**Mattawin** (*ex*Ediba) TwinSc *OilEng.* *Ref.Mchy.* *ss*Shl.No.3-2,36 D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl-ptws*)	6919 6082 4220	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~12,39~~ 4,42 ~~Examined5,41~~ 4,42 ✠LMC CS2,36 DBS~~7,40~~8,41 8,38	~~PNl~~ ~~NYk~~ Liv	*z*	CL S12,39 P3,42	1923 4mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	ElderDempster Lines,Ld. *CellDB*338'1005*t*	406·0 P43'B151'F48' *on* *Shelter dk* FK *tankbetweentunnels*	54·2	32·9	Liverpool British 7*BHptCem* 6 ,, *to Shdk* 55*tFPT*116*t*	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB*100lb* Harland&Wolff,Ld.Gls. *APT*123*t*	35 " 6 s 7 " 11½ 27 " 9½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28360	**Matteo Ricci** (*ex*Fu-Lung–38, *ex*Doen-Samud,*ex*Chiengmai) *1Dk&deep framing*	1911 — 1172					1906	Schiffsw. v. HenryKoch Lübeck	Cia.Italiana diNav. S.A.I.(Chinese Italian Nav.Co.Ld)	275·0|40·0|16·6 265·8 P36'B75'F38'	Shanghai Italian *WB*	T.3Cy.17½",28¾"&46⅛"–32½" 121NHP J.F.Ahrens,Altona		
28361 159575 VLLG	**Matthew Flinders** *CruiserStern* 1*Dk* D.F. *Cargo battens not fitted*	2235 1920 1254	✠100A1 3,41 ✠LMC10,38	Syd	*s*	OG	1938 10mo *Lloyd*	Burntislnd S.B.Co.Ld Burntisland '*sA&CP*	H.C.S.Coasters Proprietary,Ld. (H.C.Sleigh,*Mgr.*) *Cell D*	283·4|44·1|19·7 296·0(O.L.) P26'B72'F28' FK *B229' 548t FPT76t*	Melbourne British *4BHptCem* *APT92t*	T.3Cy.17½",28"&50"–33" 220lb (*s*) FD 222NHP 2SB(Spt),*6cf*,GS99,HS3202 D.Rowan&Co.Ld.Gls. FD	21″10 s 2″11 19″1½	
28362 VLFL	— 1*Dk*	450 372 172	✠ ... 6,17 ✠				1914 7mo	Fleming& Ferguson,Ld Paisley	Government of Queensland (Harbours & MarineDept.)	160·3|28·1|14·2 B42 F31' BK8"	Brisbane British	T.3Cy.15¼",24"&40"–27" 167NHP Fleming&Fergusn,Ld.Psy.	14″11	
28363 33246 JDIC	**Matu Maru** 1*Dk*	689 575 346					1928	Tochiki ShojiK.K. Wakamatsu	TochikiShojiK.K.	176·0|26·7|16·0	Kobe Japanese	T.3Cy.		
28364 37492 JUKH	— *OilEng* *Mchy.Aft* *CruiserStern* 1*Dk&pt dk*	415 367 233					1932	OsakaIron Works,Ld. Osaka	UwazimaUnyu KK	145·0|26·0|14·0 F17'	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14⅜"–19$\frac{11}{16}$" 121NHP YokohamaDockCoLd.Yka		
28365 157790 ZMBN	**Matua** Ⓟ TwinSc D.F. E.S.D. *OilEng* *ss*Auk.No.1–40 1*Dk,2nd dk except in aftermost hold* *Ref.Mchy.* *CruiserStern*	4193 2853 2112	✠100A1 *withfreeboard* 9,41 ~~10,40~~ ✠LMC CS~~10,40~~ 9,41 DBS9,41 ~~8,39~~10,40	Auk	*w* $1\frac{13}{16}$	CL S2,39 P8,39	1936 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB272'596 in way*	355·2|50·5|21·7 B140'F43' *Tanks* FK&BK2" *of tunnels247tFPT*	AckIndNZ British *8BHptCem pt.Asp* *29tAPT96t*	Oil Engines 2S.C.SA 12Cy.23⅝"–44½" 1160NHP ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.	26″6 s 5″3 21″6	
28366 28102 JOFD	**Matue Maru** TwinSc (*ex*MatsuyeMaru–39) *ss*Yka.No.3–5,36 *ss*Yka.No.1–40 D.F. 2*Dks*(*Stl*)	7061 6450 4358	✠100A1 4,41 BS4,41 ✠LMC4,40 *Carrying oil fuel F. P. above* 150° F	Yka	*b*†	CL P4,40 S10,40	1921 4mo *Lloyd*	Yokohama DockCo. Yokohama '*sA&CP* *in DB & forward DT*	NipponYusenK.K. *CellDB392'1334t* *DTa42'1337tDT*	445·0|58·0|34·0 P35'B135'F35' FK *f27' 1002tFPT73t*	Tokyo Japanese *7BHptCem* *APT58t*	T.6Cy.20$\frac{11}{16}$",33½"&56"–48" 200lb (*s*) 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34″0 s 7″6½ 26″8	
28367 45692 JGFN	**Matuei Maru** 1*Dk*	1878 — 1095					1938	Osaka IronWorks Osaka	MoritaKogyo K.K.	271·7|40·0|20·3	Tokyo Japanese	SteamEngines		
28368 44855 JQTM	**Matukawa Maru** 2*Dks* D.F. E.S.D. *CruiserStern*	3826 — 2255					1938	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	354·7|50·0|27·6	Kobe Japanese	2 steam turbinesDR geared to 1 sc. shaft 333NH KawasakiDkydCoLdKobe		C
28369 30472 JYYA	**Matumae Maru** Ⓟ TwinSc GyC. 1*Dk*	3429 2295 1253					1924	Mitsu-bishiZosen K.K. Nagasaki	Government of Japan(Dept.of Railways)	350·0|52·0|22·0	Tokyo Japanese	S.R.gearedSteamTurbines		
28370 28109 JCDA	**Matumoto Maru** TwinSc (*ex*Matsumoto *ss*Yka.No.3–1,36 Maru–38) *ss*Yka.No.1–39 2*Dks*(*Stl*)	7025 6450 4334	✠100A1 3,41 BS3,41 ✠LMC11,39 *Carrying oil fuel F. P, above* 150° F.	Yka	*b*†	CL P11,39 S8,40	1921 5mo *Lloyd*	Yokohama DockCo. Yokohama '*sA&CP* *in DB & forward DT*	NipponYusenK.K. *CellDB382'1326t* *DTsa39'1309t*	445·0|58·0|34·0 P35'B135'F35' FK *DTf27'1002tFPT*	Tokyo Japanese *7BHptCem* *73tAPT58t*	T.6Cy.20½",33½"&56"–48" 200lb (*s*) 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34″0 s 7″6½ 26″8	
28371 YVAH	**Maturines** (*ex*O.T.Waring–35) *Fitted for oil fuel* *ss*N.Os.No.3–4,30 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* GyC. E.S.D. *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	5580 5091 3379	✠ ~~1,1110,33~~10,33 ✠ (*Reclassification Contemplated*)	~~NOs~~ ~~Bal~~NOs	*z*		1918 9mo	Bethlehem S.B.Corp.Ld Wlmgtn,Del	StandardOilCo. of Venezuela *CellDBuE&B67* *DTf32'336*	411·6|53·4|29·8 P114'B29'F41' FK *inBunkers13'245t* *tFPT106tAPT105t*	Guiria Venezuelan *18BHptCem* (*14 to U dk* *4 „ 2nd „*)	T.3Cy.27",45"&74"–48" 528NHP 2SB,*8cf*,GS360,HS7788 BethlehemS.B.Corp.Ld.	31″0 s 6″9½ 24″5½	
28372 17021 JPGB	**Matuura Maru** Ⓟ (*ex*Matsuura *ss*Nag.No.2–21 Maru–38) 1*Dk*	3185 2880 2240	✠ ... 7,24				1913 6mo	Russell& Co. Pt.Glasgow	NipponYusenK.K.	331·0|49·0|21·9 P27'B98'F35' FK	Tokyo Japanese *WB*	T.3Cy.23",37"&61"–42" 285NHP ClydeS.B.&E.Co.Ld.P.Gl.	24″3	
28373 14928 JCZG	**Matuyama Maru** 2*Dks*	423 — 247					1912	S.Nagata Osaka	KanemoriSyosen K.K.	149·3|21·6|15·5 B30'	Hakodate Japanese *WB*	T.3Cy.10$\frac{13}{16}$",17⅝"&28$\frac{7}{16}$"–20" 36NHP T.Kubo,Osaka		
28374	**Mauá** Ⓟ (*ex*Scanyork–40, *ex*Schenectady–32) 2*Dks&Web frames* D.F. E.S.D. GyC. *Fittedforoilfuel* *Ref.Mchy.* Sub.Sig.	5163 — 3162	✠ ... 6,20 ✠				1919 1mo	American International S.B.Corp. HogIsland Pa	LloydBrasileiro	390·0|54·2|28·0 P39'B122'F43' FK	R.Janeiro Brazilian *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32″0	R †
28375 KZBM	**Mauban** Ⓟ *ss*Man.2ndNo.3–5,28 *ss*Man.No.1–33 *Well deck* 1*Dk*(*Stl–ws*)&*deep framing lower dk in fore hold*	1253 1015 791	✠ —— 4,37 ✠	Man	*o*		1900 10mo	Cmpbltwn S.B.Co. Campbeltwn	Cia.General de Tabacos de Filipinas *C*	230·0|34·5|17·3 Q79'B57'F28' FK ND14 *ellDBa54' f94'224t*	Manila Utd.States *4BHCem* *APT86t*	T.3Cy.17½",27½"&45"–33" 120NHP 1SB,*3cf*,GS68,HS1870 J.G.Kincaid&Co.Grk.	18″3	
28376 LDOX	**Maud** *OilEng.* D.F. 1*Dk*	3189 2747 1908					1930	Akt.Bur-meistr&Wain Copenhagen	A/S Maud (HjalmarRöed &Co.)	326·5|50·0|21·0 P44*t*H133*t*	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.21⅝"–59$\frac{1}{16}$" 267NHP Akt.Burmeistr&Wain,Cpn		N
28377 313 SFHU	— (*ex*Libra–39, Iron *ex*Wilberforce) *ss*Hbg.4thNo.3–4,35 *Well deck* *ss*Hbg.No.1–39 1*Dk*(*Irn*) *Cargo battens not fitted*	*1407* *1118* *834*	✠100A1 12,418,~~40~~ ~~BS8,40~~ ✠LMC3,39 MBS5,42 DBS12,41	Hbg	*p*	8,40	1882 6mo *Lloyd*	J.Read-head&Co. S.Shields '*sA&CP*	RederiA/B Maud(N.M.Thore, *Mgr.*)	249·2|36·1|17·4 256·7(O.L.) Q96'B52'F31' BK9" *DBa74'*	Jonstorp Swedish *4BHCem* *f100'371t*	C.2Cy.29$\frac{9}{16}$"&54"–36" 80lb *90lb* NDB04 135NHP 1SB,*4pf*,GS61,HS2196 J.Readhead&Co.S.Shields	18″7 s 1″5½ 17″11	
28378 OHXH	**Maud Thordén** (*ex*Tergus–35, *ex*Older) D.F. 1*Dk*	1335 1123 723					1920	Stavanger Stöberi&Do Stavanger	RederiA/BMaud Thorden(GustafB. Thordén,*Mgr.*)	254·9|37·1|14·7 242·4 P65*t*H71*t*F15*t*	Helsingfrs *Brändö* Finnish *WB*	T.3Cy.17½",28½"&48"–39" 144NHP StavangerStöberi&Dok		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert.B.of Trade
28379 214861 WMCH	**Maui** Ⓟ TwinSc ssS.Fo.No.3-10,29 ssS.Fo.No.2-37 2Dks(Stl)&Shelter dk(Stl-teak s) Platform dk in No. 2 hold Mchy.Aft Ref.Mchy. D.F. GyC.	9941 — 5933	✠ ... 6,41 Shelter dk with freeboard 11,41 ✠LMC ~~MS7,37~~ ~~BS1,41~~ Fitted for oil fuel 4,17 F.P. above 150° F.	SFo	e†	CL ~~11,40~~ 11,41	1917 4mo	Union Iron WorksCo. SanFrancisco A&CP	UnitedStates Maritime Commission Intermediate 'tween dkBH FK ptAsp in forehold dispensed with 1BHto Shelter dk Cell DB 338'1695t MT 23'838t 6 ,, Upper ,, DTf 68'747tFPT 125tAPT277t 1 ,, ,, 2nd ,,	484·0	58·0	39·7	S.Frncisco Utd.States	4 steam turbines SRgeared to 2 Sc. Shafts 2370NHP 250lb HS32096 (s) 8WaterTubeBoilers(Spt) WestinghouseCo. only Pittsburgh,Pa.	45 ″ 0 s14″11½ 30 ″ 6½	
28380 151514 ZMFS	**Maui Pomare** Ⓟ TwinSc OilEng. Ref.Mchy. D.F. 1Dk Mchy.Aft CruiserStern	1203 756 754	✠ ... 11,31 ✠				1928 2mo	Dublin DockyardCo. Dublin	Government of NewZealand (PacificIslands Administration)	210·8 Q82'B&F110' FK	35·1	14·0	Wellingtn N.Z. British WB	Oil Engines 2S.C.SA 12Cy.16½″-18″ 575NHP Petters(Ipswich)Ld.Ips.	16 ″ 0	
28381 202 IBRV	**Mauly** TwinSc OilEng. D.F ssGen.No.3-1,38 2Dks(Stl)	5463 4883 3418	✠100A1 2,40 ✠LMC CS1,38 DBS5,39 1,39 NO LATER SURVEY REPORTED	Gen	z	CL P1,39 SN.1,39	1925 8mo	Cant.Nav. Triestino Monfalcone Lloyd'sA&CP	LloydTriestino Soc.Anon.di Nav. CellDB332'1181tDTa35'765tFPT103tAPT97t	407·8 P37'B135'F38' FK	54·0	29·1	Venice Italian 7BHptCem (1 to 2nd dk)	Oil Engines 2S.C.SA 8Cy.23⅝″-37⅜″ 779NHP DB100lb "Fiat"Stabilimento GrandiMotori,Turin	32 ″ 0 s 6 ″ 3 25 ″ 11¼	
28382 216864 WQEU	**Mauna Ala** (exCanibas) ssS.Fo.No.3-1,31 ss.S.Fo.No.2-39 1Dk(Stl)&Shelter dk(Stl)& D.F. Webframes,Lower dk in No.2 hold Ref.Mchy. Longitudinal framing	6256 — 3945	✠100A1 Shelter dk with freeboard 9,41 ~~6,40~~ ✠LMC MS5,39 BS3,41 Fitted for oil fuel 9,18 F.P. above 150°F.	~~SFo~~ Sea	a†	CL 5,39	1918 9mo	TexasS.S. Co. Bath,Maine A&CP	MatsonNavigation Co. Cell DB361'1192t DTa32'1075tFPT114tAPT63t	420·5 P42'B130'F39' FK	54·2	31·4	S.Frncisco Utd.States 8BHCem	T.3Cy.26½″,44″&74″-51″ (r) 190lb 555NHP 3SB,9cf,HS8118 FI H.G.TroutCo.BuffaloNYk	33″10 s 7 ″ 4¾ 26 ″ 7½	
28383 218098 KEPD	**Mauna Kea** (exGoldenRiver-34, exDiablo) 1Dk&Shelter dk D.F. Fitted for oil fuel Sub.Sig. Longitudinal framing	6064 — 3817					1919	Pacific CoastS.B.Co BayPoint, Cal.	MatsonNavigation Co.	402·5 P34'F38'	53·0	32·0	S.Frncisco Utd.States WB	T.3Cy.24½″,41½″&72″-48″ NE29 359NHP LlewellynIronWorks, LosAngeles		R
28384 218048 KIFP	**Mauna Loa** (exGoldenEagle-34, exWestConob) 2Dks D.F. Fitted for oil fuel	5436 — 3405					1919	LsAngeles S.B.&D.D.Co SanPedro,Cal	MatsonNavigation Co.	410·0 P43'B115'F47'	54·4	27·2	S.Frncisco Utd. States WB	T.3Cy.28½″,47⅜″&78″-48″ 422NHP LosAngelesS.B.&D.D.Co.		R
28385 220183 KJRD	— (exDomingoNazabal) 2Dks Mchy.Aft Fitted for oil fuel	1050 — 577					1920	LngBeach S.B.Co.Long Beach,Cal.	W.W.Keene (KeeneLine, Mgrs)	180·5 P42'F21'	34·2	17·8	L'sAngeles Utd.States	T.3Cy.13½″,22″&36″-24″ UnitedEng.Wks. 64NHP SanFrancisco,Cal.		
28386 221226 KDRV	**Maunalei** (exMountClinton) ssS.Fo.No.3-6,33 ssS.Fo.No.2-41 ~~ssS.Fo.No.1-37~~ 2Dks(Stl)&Shelter D.F. dk(Stl-ws)&Webframes Ref.Mchy. Cargo battens not fitted in Shelter 'tween decks	7159 6777 4385	✠100A1 Shelter dk with freeboard ~~3,41~~2,40 12,41 BS3,42 2,41 ✠LMC ~~MS5,37~~ ~~BS4,40 3,41~~ Fitted for oil fuel 5,21 F.P. above 150° F.	SFo	b†	CL 2,40	1921 5mo	Merchant S.B.Corp. Chester,Pa. A&CP	MatsonNavigation Co. CellDB367'1343tDTa29'833tFPT140tAPT120t	440·3 FK	57·2	36·0	S.Frncisco Utd.States ptCemptAsp CollBH to Sdk 6 ,, ,, U ,,	2 steam turbines DR geared to 1 Sc. Shaft (r) 220lb FD 930NHP 1 Water Tube DB 4SB(Spt),12cf,GS262, HS12264 WestinghouseElectric& Mfg.Co.Essington,Pa.	39 ″ 0 s10″11 28 ″ 9	
28387 92974	**Maunaloa** Mchy.Aft GyC. 1Dk2trB	4322 — 3239					1899	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	430·0	50·2	24·0	Duluth, Minn. WB Utd.States	Q.4Cy.17″,27″,42″&64″-42″ 265NHP ChicagoS.B.Co.Chicago		
28388 221132 KDQT	**Maunawili** (exMountCarroll) ssS.Fo.No.3-5,33 ssS.Fo.No.1-37 2Dks(Stl)&Shelter dk D.F. (Stl-ws)&Webframes Ref.Mchy.	7409 7045 4580	✠100A1 Shelter dk with freeboard 5,41 ~~1,41~~ ✠LMC MS4,37 ~~BS7,40~~ 7,41 Fitted for oil fuel 3,21 F.P. above 150° F.	SFo	b†	CL ~~1,41~~ 5,41	1921 3mo	Merchant S.B.Corp. Chester,Pa. A&CP	MatsonNavigation Co. Cell DB367'1343tDTa29'833tFPT140tAPT120t	440·3 FK Collision	57·2	36·0	S.Frncisco Utd.States ptCem ptAsp BH toSh dk 6 ,, ,, U ,,	2 steam turbines DR geared to 1 Sc. Shaft (r) 220lb FD 930NHP 1 Water Tube DB 4SB(Spt),12cf,GS262, HS12264 WestinghouseElectric &Mfg.Co.Essington,Pa.	39 ″ 0 s10″11 28 ″ 9	
28389 127810 ZMDY	**Maunganui** Ⓟ TwinSc ssWln.No.1-41 ssWln.2ndNo.3-5,37 3Dks(UStl-ws&2nd dk ptStl) Ref.Mchy. &Promenade dk(Stl-teak s) D.F. &Webframes	7527 7022 4542	✠100A1 4,41 ~~7,40~~ BS ~~4,41~~ 10,41 7,40 ~~BS7,40~~ ✠LMC ~~10,38~~ Fitted for oil fuel 11,20 F.P. above 150° F.	Wln	b†	CL 7,40	1911 12mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	UnionS.S.Co.of NewZealand,Ld. Cell DBa79'uE&B151'f133'918tFPT110tAPT140t DTsf43'389t	430·8 447·1(O.L.) FK&BK2″	55·7	31·2	Wellingtn N.Z. British 7BHCem	Q8Cy24½″35½″50½″&73″-45″ 220lb (r) 1304NHP 2D&2SB,24cf,GS517, FD HS20400 FairfieldCo.Ld Glasgow	34 ″ 0 s 9 ″ 4 25 ″ 2	
28390 166267 GTTM	**Mauretania** Ⓟ TwinSc D.F. E.S.D. GyC. 4Dks,5th dk(except Ref.Mchy. in No.4 hold) 6th dk in Sub.Sig. CruiserStern fwd. holds	35739 26266 20170	✠100A1 with freeboard ~~9,40~~11,41 BS10,41 ✠LMC6,39 ✠Lloyd'sRMC6,39 Fitted for oil fuel 6,39 F.P. above 150°F.	~~Sng~~ PNl		CL	1939 6mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	CunardWhiteStar Ld. CellDB626'3172tTanks in way of tunnels1886tMTs39'1685t FPT154tAPT400t	739·4 771·8(O.L.) B&F614' FK UpperBridge381'	89·4	51·7	Liverpool British 12BHptCem	6 steam turbinesSRgeared to 2 Sc. Shafts 8373NHP 465lb (s) FD 6WTB (Spt425lb),HS64500 CammellLaird&Co.Ld.Bkn	56 ″ 6 s25″10 30 ″ 10½	
28391 FNNM	**Maurice Delmas** (exMateba-37) 1Dk&2nd dk in holds Fitted for oil fuel	3161 2605 1873					1919	W.Dobson &Co. Newcastle	Cie.Delmas Vieljeux	330·7 P33'B99'F32' UprB26'	47·5	21·5	LaRochlle French WB	T.3Cy.25″,41″&68″-45″ 310NHP N.E.MarineEngCoLd.Nwc		V
28392 162326 MPXK	**Maurice Rose** ssBly.No.2-39 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1600 1231 946	✠100A1 12,41 ~~3,41~~ ✠LMC MS11,39 BS3,41	~~Bly~~ Bry	p	CL 11,39	1930 10mo	D&WHen-dersn&Co.Ld. Glasgow Lloyd'sA&CP	RichardHughes& Co.(Liverpool)Ld. CellDB169'373tFPT93tAPT66t	250·0 B15'Q140'F25' FK	37·2	16·4	Liverpool British 4BHptCem	T.3Cy.19″,31″&52″-36″ (s) 180lb 232NHP 2SB,6cf,GS132,HS4366 D&W.Hendersn&CoLdGls	18 ″ 6 s 5 ″ 4½ 17 ″ 3½	
28393 225917 KGBV	**Maurice Tracy** (exNordstrand, exSekstant) ssShi.No.2-24 D.F. Mchy.Aft Sub.Sig. 1Dk	2468 2207 1509	✠ ... 8,26 ✠				1916 9mo	Gt.Lakes Eng.Works Ashtabula	M.&J.Tracy,Inc.	253·3 P97'F26' FK	43·6	25·4	NewYork Utd. States WB	T.3Cy.19½″,34¾″&57″-42″ 284NHP Gt.LakesEng.Works,Ash.	27 ″ 6	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders —Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
28394 173240 VCWT	**Maurienne** D.F. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	3255 2594 1888					1938	Akt.Bur-meistr&Wain Copenhagen	CanadianGovernment(Canadian GovernmentMerchantMarine,Ld.) (CanadianNationalSteamships.*Mgs*)	~~315·0~~ F122' 324·7	~~45·5~~ 45·8	~~28·8~~ 26·0	Montreal British *WB*	Oil Engines 2S.C.SA 9Cy.$19\frac{1}{16}$"–$35\frac{7}{16}$" 608NHP Akt.Burmeistr&Wain,Cpn		V L
28395 LELN	**Maurita** D.F. 1*Dk*	1569 1171 911					1925	Bergens Mek.Værks. Bergen	J.M.Johannesens Rederi A/S (J.M.Johannesen, *Mgr.*)	244·9 B116*t*Q103*t*P72*t* H70*t*	37·7	15·6	Bergen Norwegian *Wb*	T.3Cy.18¾",23"&48"–39" 132NHP BergensMek.Værk.Bgn.		N
28396 7691 SFLR	**Mauritz** (*ex*Luksefjell,*ex*Storöy, *ex*Rigel, *ss*Hbg.No.3-5,35 *ex*Jomfruland) 1*Dk* *Cargo battens not fitted* *ss*Hbg.No.1-40	*1480* *1169* *814*	100A1 ~~4,41~~12,41 BS4,41	~~Lis~~ Hul LMC3,40	*p*	CL 2,41	1916	Bergens Mek.Værks Bergen *Lloyd'sA&CP*	RååRederiA/B (M.Jonasson,*Mgr*) *CellDBa&uE90'* *f*102'348*tPoop*	242·6 P16'Q73'B65'F27' *tank* 10'51*tFPT*48*t*	37·8	15·3 FK	Råå Swedish 4*BHCem* *APT*40*t*	T.3Cy.18",29⅓"&49"–33" (*s*) 180lb 158NHP 2SB,4*cf*,GS67,HS2532 BergensMekVærksBergen	17 ″ 8	
28397 15142 VPDS	**Mausang** Ⓟ (*ex*Yannis) *ss*H.Kg.No.3-10,32 *ss*H.Kg.No.2-41 1*Dk*(*Stl*)	3372 2830 2063	✠100A– 4,41	HKg ✠LMC4,41		CL 2,41	1920 6mo	Shanghai Dk.&Eng.Co. Ld. Shanghai	Indo-ChinaS.N. Co.Ld. *CellD*	331·2 P33'B100'F29' *B*284'745*t FPT*110*t*	46·8	23·0 FK	HongKong British 6*BHCem* *APT*45*t*	T.3Cy.23⅛",41"&68"–45" (*s*) 180lb 434NH 3SB,9*cf*,GS155,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25 ″ 6 s4 ″ 0 21 ″ 8¼	
28398 DJHU	**Max** (*ex*Lighter) *OilEng.* *Mchy.Aft* 1*Dk*	367 317 207					1913	C.Lühring Kirch-Hammelwarden	Reinecke&Bremer	139·0 F16'	28·0	9·8	Hamburg German	Oil Engines 4S.C.SA 6Cy.11"–$16\frac{9}{16}$" 71NHP *Emade&fitted*36 DeutscheWerkeKielA.G.		G
28399 DIDL	**Max Albrecht** TwinSc *Oil Eng.* D.F. *ss*Ham.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern* *Carrying Petroleum in bulk*	5824 5039 3474	✠ 3,38	Ham ✠	*z*		1929 1mo	Kockums M.V.Aktieb Malmö	AlbrechtGebrüder &Co.(Dr.Max Albrecht,*Mgr.*) *Ce*	385·0 402·5(O.L.) P96'B40'F50' *Trunk*239' *llDBuE*65'180*tDT*	55·1	32·0 FK	Hamburg German 11*BHptCem* *f*30'194*tAP*	Oil Engines 4S.C.SA 12Cy.$22\frac{7}{16}$"–39⅜" 584NHP KockumsM.V.Akt.Malmö *Ts*320*tFPT*77*t*	32 ″ 0	
28400 UOJS	**Maxim Gorki** (*ex*No.4-39) *CarryingPetroleum in bulk* *OilEng* D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Strengthened for Navigation in Ice*	1021 782 347	✠ 8,37	Yka ✠	*m*		1937 8mo	Mitsubishi JukogyoK.K Yokohama	U.S.S.R. *CellD*	196·8 209·0(O.L.) P69'F25' *Trunk*71' *BuE*41'52*tDTf*36'	36·1	17·0 FK	Vladvostk Russian 12*BHptCem.* 44*tAPT*53*t*	Oil Engines 4S.C.SA 7Cy.14⅜"–$19\frac{11}{16}$" 141NHP MitsubishiJukogyoK.K. Yka.	17 ″ 0	
28401 UPCS	**Maxim Gorky** (*ex*Exportles) *OilEng.* 1*Dk*	3974 3527 2256					1932	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·9 F30'B53'P29'	51·5	24·9	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–$47\frac{3}{16}$" 497NHP RussianDieselWorks, Leningrad		
28402 3483 PJBC	**Maximina** TwinSc *ss*Cco.No.3-12,37 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at dk*	2679 1799 1471	✠100A1 1,42 Examined 1,42 BS1,42 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10.25 *F.P. above* 150° F.	~~Cco~~ Wmd ✠LMC1,41	*t*	CL P1,42 S7,41	1925 10mo	Rotterdam Droogd.Maat Rotterdam *Lloyd'sA&CP*	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'*Trunk*189' F29'	50·2	15·1 FK	Willmstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"–$24\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 6¼ 13 ″ 7½	
28403 164372 GZYS	**May** TwinSc *OilEng.* D.F. 1*Dk*&2*nd dk clear* E.S.D. *CruiserStern* *of mchy. space*	491 328 149	✠ ... 6,38	Gls ✠			1937 3mo	A&J.Inglis Ld. Glasgow	Commissioners of NorthernLighthouses *C*	147·5 156·1(O.L.) P&B72'F27' *ellDB*66'43*t DTf*7'	29·2	12·1 FK	Leith British 6*BHCem* 19*tFPT*11*t*	Oil Engines 2S.C.SA 10Cy.$9\frac{13}{16}$"–$16\frac{9}{16}$" 168NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0	
28404 HRCD	**Maya** (*ex*VitusBering-40, *ex*Mazatec-38,*ex*Maya) ~~*ss*Avn.No.2-37~~ 2*Dks*(*Stl–Weather dk* teak s) *Ref.Mchy.* 3*rd&*4*th dks*(*Stl*)*in holds* *ss*L.An.No.3-7,41	5383 4708 3085	✠100A1 *withfreeboard* ~~7,41~~ ~~1,41~~ 12,41 ~~BS2,40~~ *Fitted for oil fuel* 4,29 *F.P. above* 150°F.	LAn ✠LMC7,41 ~~MS7,41~~ ~~✠LMC3,37~~	*z*	CL ~~2,39~~ N7,41	1929 4mo	Barclay, Curle&CoLd Glasgow *Lloyd'sA&CP*	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*) *Intermediate BH* *CellDB*333'740*tT*	388·8 P29'F40' *in after Coll* *hold dispensed with* *anks at sides of tun*	53·2	31·2 FK	Amapala Honduran *ptCem* *BH to Wdk* 4 ,, ,, 2*nd* ,, *nel*225*tFPT*	T.4Cy.30½",51"&(2)62"–48" 200lb (*s*) 947NHP 5SB,20*cf*,GS385,HS15235 FD Barclay,Curle&Co.Ld.Gls. 69*tAPT*36*t*	33 ″ 6 s10 ″ 4 23 ″ 7½	
28405 1141 IBDU	— 3Mst (*ex*Fiamma,*ex*Sirius, *ss*Shl.No.3-12,05 *ex*Lackawanna) *ss*Ham.No.2-13 *Mchy.Aft* D.F. *Fitted for oil fuel* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* *Carrying Petroleum in bulk*	3867 3550 2198	✠ 7,16	Ham ✠	*u*		1894 2mo	DavidJ. Dunlop&Co Pt.Glasgow	CisterneItaliane Soliani& Saltamerenda	355·4 345·0 P96'B30'F47' *CellDb*	44·4	30·1 23·0 FK	Genoa Italian 15*BHCem* 72'192*tFPT*	T.3Cy.27",43½"&70"–51" 413NH 2DB,6*pf*,6*cf*,GS230,HS7150 DavidJ.Dunlop&Co.P.Gl. 165*tAPT*100*tDTf*22'390*t*	31 ″ 6	I †
28406 30936 JCBB	**Maya Maru** Ⓟ 2*Dks*	3145 2700 1881					1925	Yokohama DockCo. Yokohama	ToaKaiunK.K.	352·0 P37'B87'F39'	46·0	27·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 284NH YokohamaDockCo.		C
28407 HPHM	**Mayan** (*ex*LakeFestus) *ss*Gal.No.3-11,28 E.S.D. *ss*St.J.No.2-37 1*Dk*(*Stl*)2*trB*	2571 2197 1588	✠100A1 4,40 MS11,37 *Fitted for oil fuel* 7,19 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Pal ✠LMC BS6,39	*s*	CL 8,37	1919 7mo	Toledo S.B.Co. Toledo,O. CP	PanEuropean Navigation(S. Cappiello,*Mgr.*) *CellDB*204'	248·6 P25'B64'F23' 444*t DTa*87*t FPT*	43·7	25·9 FK	Panama Pnamanian 4*BHptCem* 69*tAPT*95*t*	T.3Cy.22",36"&59"–42" (*s*) 180lb 315NHP 2SB,6*cf*,GS105,HS4640 FD ToledoS.B.Co.Toledo	28 ″ 2 s3 ″ 10¾ 24 ″ 5¼	
28408 HPAJ	**Mayari** *Fitted for oil fuel* Sub.Sig. *CruiserStern* 1*Dk*	*2802* *2377* *1519*					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	303·0 B82'F38'	47·2	21·7	Balboa Pnamanian *WB*	T.3Cy.20½",34"&57"–45 218NH Wrkman,Clark&Co.LdBel.		C
28409 19226 JKIA	**Mayati Maru** (*ex*KaiwoMaru) 1*Dk*	2159 1886 1281					1916	Uraga DockCo.Ld. Uraga	HokkaidoTanko KisenK.K.	268·0 P13'B58'F27'	40·7	23·6	Kobe Japanese *WB*	T.3Cy.19",31½"&52"–39" 169NHP UragaDockCo.Ld.Uraga	23 ″ 6	
28410 133113 GNBV	**Maycrest** (*ex*Istok-40, *ex*Mongolian *ss*Rot.2ndNo.3-3,37 Prince,*ex*Verdala) 2*Dks*(*Stl*)	5923 5494 3703	✠100A1 2,42 ~~1,41~~ Examined 4,42 Hul MS2,37	~~Bal~~ Phl ✠LMC BS~~6,40~~ 6,41	*a*†	CL ~~11,40~~ 1,42	1913 4mo	Russell& Co. PortGlasgow *Lloyd'sA&CP*	CrestShippingCo. Ld. 1 *Inter* 2'*tweendk BHds*	423·5 438·0(O.L.) P44'B123'F43' *mediate BH&* *dispensed with* *CellDBa*132'	56·0	28·7 FK	London British *Cem* }4*BH to Upr dk* }2*BH to 2nd dk* *uE* 24' *f* 186'	T.3Cy.27",45"&75–48" (*s*) 180lb 537NHP 3SB,9*cf*,GS171,HS7890 FD Rankin&Blackmore,Grk. *only.* 1243*tDTa*36'1120*tAPT*32*t*	31 ″ 4 s6 ″ 2¾ 25 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
28411 FNRJ	**Mayenne** (*ex*Saga) *ss*Msl.2ndNo.3-3,32 *ss*Msl.No.1-37 2*Dks*(*Stl*--*pt* ws) *Well deck* D.F. *Ref.Mchy.*	2943 1939 1552	✠ ... 7,41 ~~BS3,40~~ ✠~~LMC3,37~~ *Fitted for oil fuel* 3,37 *F.P. above* 150° F. ~~SURVEYS DELAYED~~	Msl	*u*	OG 10,37	1909 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	Cie.Générale Transatlantique	322·7 P&B222'F78' FK *CellDBa56'uE&B58'f156'315tFPT*	46·1	19·2	Marseilles French 5*BHCem* 20*tAPT*15*t*	T.3Cy.$28\frac{7}{16}$",46¼"&75"-48" 170lb (*r*) 500NHP 3SB,9*cf*,GS182,HS7155 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21″11 ~~s2″2~~ ~~20″1~~	
28412 92291 WEFR	**Mayflower** Ⓟ **WoodPad** 1*Dk*	786 — 575					1891	Montgomery&Howard Chelsea,Mass	Nantasket Boston SteamboatCo.	202·5	32·5	10·4	Boston Utd.States	B.1Cy.48"-108" W.&A.Fletcher 240NHP Co.Hoboken,N.J.		
28413 208616 KMVX	— Ⓟ **TwinSc** (*ex*Porpoise,*ex*Moosehead) 1*Dk*2*trB*	719 — 488					1911	BathIron WorksCorp. Bath,Me.	F.V.Drake	185·3	35·8	13·9	NewYork Utd.States	T.8Cy.(2)16",(2)26"&(4) 30"-24" 176NHP		
28414 120889 MCQY	— *ss*Liv.2ndNo.3-2,31 *ss*Liv.No.2-39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	370 289 140	✠100A1 2,42 ~~5,30~~ 2,42 ~~BS11,40~~ ✠LMC6,39	Liv	*f*	CL ~~5,30~~ 2,42	1905 10mo	AilsaS.B. Co.Ld. Troon *Lloyd's A&CP*	ZillahShipping&CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	143·5 Q46'B9'F26' BK7" *CellDBf72'103tFPT*	25·6	10·3	Liverpool British 3*BHCem* 44*tAPT*7*t*	C.2Cy.18"&40"-27" (*s*) 130lb NB23 *fitted*35 94RHP 1SB,3*pf*,GS56,HS1902 Ross&Duncan,Glasgow	12″11 s ″10½ 12″8	
28415 181416 KZAP	**Mayon** **TwinSc** *ss*Man.No.2-38 1*Dk*(*Stl*-*pt* teaks) *Ref.Mchy.* &*Shade dk*(*Stl*-teaks)	3371 — 1529	✠100A1 *withfreeboard* 8,41 ~~8,40~~ ✠LMC MS12,38 ~~BS8,40~~ 3,41 ✠Lloyd'sRMC3,41 *For Service at the Philippine Islands between Manila & Zamboanga* *Fitted for oil fuel* 9,30 *F.P. above* 150° F.	~~Man~~ HKg	*v*	CL ~~8,39~~ 8,41	1930 9mo	Vickers-Armstrong, Ld. Barrow *Lloyd's A&CP*	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	347·5 B119'F50' FK *CellDBa&uE102'f122'387t FPT30t*	50·4	16·3	Manila Utd.States 9*BHAsp* *APT*73*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts 1287NHP 4WTB. (Spt),230lb (*s*) HS16256 FD Vickers-ArmstrongLdBrw	17″10 s2″10½ 15″1	
28416 145322 GJTD	**Maywood** (*ex*Parkhill) *ss*Bry.No.3-9,35 D.F. *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1823 1313 972	✠100A1 4,42 Examined 4,42 BS5,42 ✠LMC ~~BS9,40~~ MS11,40	~~Cff~~ Gls	*q*	CL ~~11,40~~ 3,41	1923 3mo	C.Rennoldson&Co. SouthShields *Lloyd's A&CP*	FrancesDuncan S.S.Co.Ld.(J.T. Duncan&Co.Ld. *Mgrs.*)	270·0 279·1(O.L.) *P*on*Q*22'Q106'B54' F22' FK *DBa38'CellDB192'585tFPT*	37·3	15·9	Cardiff British 4*BHCem* 74*tAPT*106*t*	T.3Cy.21",34"&56"-36" (*s*) 190lb 244NHP 2SB,6*cf*,GS108,HS4224 N.E.MarineEngCo.Ld.Sld	18″6 s1″6½ 17″2	
28417 56 IBZQ	**Mazara** Ⓟ 2*Dks* *CruiserStern* *Fitted for oil fuel*	984 — 445					1934	Cant.Nav. Riuniti Palermo	"LaMeridionale" Soc.Anon.diNav.	218·8	32·3	13·2	Trapani Italian	T.3Cy.16¾",$28\frac{9}{16}$"&$45\frac{11}{16}$"-$33\frac{1}{16}$" 121NHP CantieriNavaliRiunitiAnc.		I
28418	**Mazatlan** (*ex* Atlas-41) Should be "Las Choapas," see No 27454 in Supplement D.F. 1*Dk*&*Spar dk* *Carrying Oil in bulk* *Fitted for oil fuel*	2005 1740 1128					1898	Delaware RiverCo. Chester,Pa.	Petroleos Mexicanos S.A.	263·4 254.3	40·3	20·0	Mexican	T.3Cy.21",34"&56"-42" 203NHP DelawareRiverCo.Chester		I
28419	— Ⓟ **Wood** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	385 — 280					1937	W.J.H. Eisenhauer, MahoneBay, N.S.	Maritima de Mazatlan,S.A.	133·0 P42'B12'F23'	28·0	11·3	Mazatlan Mexican	Oil Engines 2S.C.SA 6Cy.14"-17" 207NHP *E*made30*refitted*37 FairbanksMorse&Co. Beloit,Wis		
28420 145132 ZSJW	**Mead** 1*Dk*	606 492 256					1919	Smith's DockCo.Ld Middlesbro'	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*)	170·0	30·0	15·7	Durban British	T.3Cy.16",26"&44"-26" 94RHP Smith'sDockCo Ld.Mdb.		C
28421 160716	**Meadcliffe Hall** *Mchy.Aft* 1*Dk*	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	HallCorporation ofCanada	253·0 F31'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
28422 151043 CYLX	**Meaford** (*ex*RobertJ.Buck) *Mchy.Aft* 1*Dk*	1824 1558 983					1925	TheCollingwood S.B.Co.Ld. CollngwdOnt	CanadaSteamship Lines,Ld.	252·0 Q93'F35'	43·1	16·8	Montreal British *WB*	T.3Cy.15½",26"&44"-26" *E*made19*fitted*25 94RHP Hewes&Phillips, Newark,N.J.		C
28423 221117 KDQH	**Meanticut** 1*Dk*&*Shelter dk* D.F. Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6061 — 3771					1921	Pacific CoastS.B.Co BayPoint,Cal	LykesBros. SteamshipCo.,Inc.	402·5 P34'F38'	53·0	32·0	Houston, Texas Utd.States *WB*	DR GearedSteamTurbine KerrTurbineCo. Wellsville,N.Y		R
28424 162100	**Mearim** **TwinSc** 1*Dk*	1037 849 695					1914	A.F.Smulders Schiedam	Gueret,Llewellyn &Merrett,Ld.	169·8	40·6	18·6	Cardiff British	C.2Cy.15"&30"-16" 75RHP A.F.Smulders,Schiedam		
28425 FOQJ	**Mécanicien Moutte** (*ex*WarBee) *ss*Msl.No.3-9,39 *Well deck* 1*Dk*(*Stl*)	1570 1311 968	✠ —— 1,36 ✠	Msl	*r*		1918 7mo	Nva.Scotia Steel&Coal Co.Ld. NewGlasgow N.S.	Cie.deNavigation Mixte	248·2 Q91'B56'F26' FK *CellDB211'432t*	35·1	22·3	Marseilles French 4*BHCem* *APT*33*t*	T.3Cy.17",28"&46"-33" 151NHP 2SB,4*cf*,GS77,HS2566 NovaScotiaStl&CoalCoLd	20″0	V L †
28426 FNQI	**Mécanicien Principal Carvin** D.F. 1*Dk*	4281 — 2648					1921	Ch.&Atel. de la Gironde Havre	Cie.Commerciale de l'AfriqueEquat. Française(Cie. DelmasVieljeux, *Mgrs.*)	362·9 P231'F28'	49·2	24·4	Havre French *WB*	T.3Cy.24",39"&65"-44⅛" 280NHP Schneider&Co.Havre		V
28427 PFWM	**Mecklenburg** Ⓟ **TwinSc** *ss*Rot.No.3-10,34 *ss*Sch.No.1-38 Sub.Sig. D.F. 3*Dks*(*StlU*-ws)	2907 2408 1122	✠ A- *withfreeboard* *For Channel Service Flushing&Harwich also European Summer Cruising* 4,39 ✠LMC MS11,38 BS2,40	Sch		OG 9,36	1922 7mo	Kon.Maats deSchelde Flushing	Stoomv.Maats. Zeeland	350·4 F60' FK *CellDBuE12'23t*	42·7	23·9	Flushing Dutch 11*BHAsp* *APT*56*t*	T.8Cy.28",43½"&(2)49"-33" 190lb (*s*) FD 1130NHP 4DB,24*cf*,GS534,HS19440 Maats.deSchelde, Flushing	25″0 s11″11¾ 13″4	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
28428 DSPE	Mecklenburg Ⓟ TwinSc (Ferry) Sub.Sig. D.F.	1547 1361 782					1903	F.Schichau Danzig	DeutscheReichsbahnGes.,ReichsbahnDirektion Schwerin	282·0 B99′	46·0	21·3	Wrnemnde German WB	T.6Cy.23⅝″,39⅜″&59″–33½″ NB34 402NHP F.Schichau,Elbing		G
28429 PFWT	Medea 2Dks Ref.Mchy. CruiserStern	1311 1091 735					1916	Wrf.voorh. Rijkee&Co. Rotterdam	N.V.Koninklijke Nederl.Stoomboot. Maats.	266·4	39·2	14·4	Amstrdam Dutch WB	T.3Cy.20″,31″&50″–36″ 150NHP Werkspoor,Amsterdam		VL
28430 DORU	— TwinSc D.F. 1Dk Mchy.Aft CruiserStern	1246 954 653					1936	NeptunwerftRostock G.m.b.H. Rostock	Dampfschiffahrts Ges.“Neptun”	246·4 P120′F31′	34·7	14·1	Bremen German WB	Oil Engines 4S.C.SA 12Cy.11¼″–16$\frac{3}{16}$″ 146NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
28431 165791 GMRY	Medée (exFrancaise) ssShl.No.3–11,32 D.F. ssRot.No.1–37 Well deck 1Dk(Stl) Cargo battens not fitted	2163 1682 1196	✠100A1 4,42 ~~6,41~~ Examined 12,41 BS9,41 ✠LMC7,40	~~Shl~~ Off	s	CL ~~6,40~~ 4,42	1920 11mo Lloyd'sA&CP	BlythS.B. &D.D.Co.Ld Blyth CellDBuk	Ministry of War Transport(Watts, Watts&Co.Ld. Mgrs.) & B42′f116′354tD	285·3 P25′Q84′B58′F24′ FK Ba82′ 343t FPT97t	42·0	17·8	Newcastle British 6BHCem APT110t	T.3Cy.22″,36″&60″–39″ (s) 180lb 274NHP 2SB,6cf,GS123,HS4642 N.E.MarineEngCoLd.Nwc	20 ″ 0 s 2 ″ 1½ 18 ″ 1	
28432 2265 IBGG	Mediceo (exAkera–39, exWarSinger) ssRot.No.3–8,30 ssRot.No.1–35 1Dk(Stl) Fitted for oil fuel	5083 4668 3058	✠ —— 11,39 ✠	Rot	y		1918 6mo Converted from tanker to cargo vessel '39	C.Connell &Co.Ld. Glasgow	M.Querci	400·8 413·8(O.L.) P49′B113′F39′ FK	52·3	28·5	Genoa Italian	T.3Cy.27″,44″&73″–48″ 490NHP 3SB,9cf,GS190,HS7020 D.Rowan&Co.Ld.Gls.	31 ″ 0	I †
28433 FNHO	Médie II Ⓟ 2Dks D.F. Fitted for oil fuel	5078 — 3079					1922	Forg.&Ch. de la Médit LaSeyne	Cie.deNav.Paquet	385·9 P188′F101′	46·0	27·3	Marseilles French WB	T.3Cy.27$\frac{9}{10}$″,44½″&74″–47⅕″ 365NHP Forg.&Ch.de la Médit.Msl.		V
28434 212561 WHCG	Medina 2Dks Fitted for oil fuel	5426 — 3470					1914	NwprtNws S.B.&D.D.Co. NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,Mgrs.)	397·7	54·3	24·4	NewYork Utd.States	T.3Cy.29″,49″&84″–54″ 518NHP NewportNewsSB&DD.Co.		R
28435 161721 MPYS	— Ⓟ TwinSc OilEng. CruiserStern 1Dk	342 258 150					1931	JIThornycroft&Co.Ld. Southampton	Southamptn.I.ofW &S.ofEng.Royal MailStmPktCo.Ld	143·0 F27′	28·1	8·7	S'thamptn British	Oil Engines 2S.C.SA 12Cy.11″–13¼″ 255NHP L.Gardner&Sons,Mch.		BT till ~~2,42~~ 5,42
28436 FOCO	Medjerda (exCapitaineCharles Boivin) 1Dk D.F. Fitted for oil fuel	4578 3539 2649					1923	Ch.&Atel. delaGironde Harfleur	Cie.Delmas Vieljeux	362·9 P231′F28′	49·1	24·4	LaRochlle French WB	T.3Cy.24$\frac{1}{16}$″,39″&65″–44⅛″ 280NHP Schneider&Co.Havre		V
28437 FOOX	Medoc ssHav.No.1–34 Well deck 1Dk(Stl)2nd dk(Stl)in No.1hold	1166 878 439	✠ … 6,38 ✠	Ant	o		1930 6mo	D&WHendersn&Co.Ld. Glasgow	Worms etCie.	237·3 P&B186′F31′ FK CellDB192′275t FPT	34·1	14·7	Havre French 5BHCem 16tAPT51t	T.3Cy.18″,30″&50″–36″ 188NHP 1SB.3cf,GS63,HS2495 D.&W.Henderson&Co.Ld.	16 ″ 9	V †
28438 147217 GDRY	Medon OilEng. D.F. 2Dks	5444 4845 3312					1923	Palmers' Co.Ld. Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	406·5 P38′B130′F45′	52·2	29·3	Liverpool British WB	Oil Engines 4S.C.SA 8Cy.29⅛″–59$\frac{1}{16}$″ 652NHP Burmeister&Wain,Cpn.		C
28439 100754	Medora 2Dks	377 158 256					1893	F.W.Doty Gravenhurst, Ont.	MuskokaLakes Nav.&HotelCo.Ld.	142·6	25·4	8·5	Toronto British	C.2Cy.14″&26″–18″ 29RHP JohnDotyEng.Works,Tto.		
28440 133246 VSNP	Medusa 1Dk&Promenade dk	793 561 323					1913	TaikooDkyd&EngCo.of HongK'ngLd HongKong	StraitsS.S.Co.Ld.	195·7 P19′F26′	31·6	12·4	Singapore British WB	T.3Cy.15″,25″&42″–30″ 97NHP TaikooDkyd.&Eng.Co.of HongKong,Ld.		
28441 147403 MLZN	Medway Coast (exSentry–39) ssMch.No.3–3,37 1Dk(Stl)&Shelter dk(Stl) D.F.	1014 863 478	✠100A1 withfreeboard 7,41 ~~4,40~~ Examined 4,42 4,40✠LMC MS~~11,36~~ BS~~11,40~~10,41	~~Liv~~ Lth Liv	o	CL 4,40	1924 8mo Lloyd'sA&CP	TyneI.S.B. Co.Ld. Newcastle	CoastLines,Ld. CellDBa&uE7	230·5 FK Coll 7′f100′209tAPT18t	35·0	15·0	Liverpool British 5BHCem BH to Sh dk 4 ,, ,, 2nd ,,	T.3Cy.18″,30″&49″–33″ (s) 180lb 193NHP 2SB,6cf,GS97,HS3560 NE.MarineEng.CoLd.Nwc	17 ″ 0 s ″ 2 17 ″ 0	
28442 148361	Medway Queen Ⓟ Pad 1Dk	316 219 134					1924	AilsaS.B. Co.Ld. Troon	NewMedwaySteam PacketCo.Ld.(S.J. Shippick,Mgr.)	179·9 B170′	24·2	7·8	Rochester British	C.2Cy.21″&43″–48″ NB38 76RHP AilsaS.B.Co.Ld.Troon		
28443 PFWW	Meerkerk (exTamora, 4Mst exNienburg) ssRot.No.3–4,34 ssRot.No.1–38 D.F. 2Dks(Stl–Uptws) 3rd Dk(Stl)inNo.1 hold	7995 7333 5050	100A1 withfreeboard 7,41 ~~10,40~~ LMC MS11,37 BS~~7,40~~ 7,41	~~Liv~~ Nwc		OG ~~10,40~~ 7,41	1916	Bremer Vulkan Vegesack	N.V.Vereenigde Nederlandsche Scheepv.Maats. (Directie en AgentuurMaats. “HollandOost Azie”LijnN.V. Mgrs.)	508·6 P28′B144′F86′ FK len34 CellDBa144′uE32′ D	60·8	32·9	TheHague Dutch 8BHAsp f217′1610t Tsa31′745t	T3Cy32⅞″,53″&86$\frac{11}{16}$″–55⅛″ & LPturbine with DR gearing & hydraulic coupling 205lb (s) 954NHP 4SB(Spt),12cf,GS254, FD HS11840 BremerVulkan,Vegesack FPT78tAPT39t	35 ″ 8 s8 ″ 5½ 27 ″ 6½	
28444 ESGB	Meero (exUsko–39,exNivaa–33, exFloreal, ssHfs.No.3–6,33 exLakeOtisco) ssAnt.No.1–37 1Dk(Stl)	1866 1628 1093	✠100A1 10,40 BS10,40 ✠LMC8,37 No later survey reported	Tln	r	CL 10,40	1918 2mo	American S.B.Co. Cleveland,O. A&CP	Laevaühing “Meero” (J.Pruun,Mgr.)	251·0 P25′B64′F23′ FK CellDB218′538t FPT	43·5	20·0	Tallinn Estonian 4BHCem 56tAPT69t	T.3Cy.20½″,33″&54″–40″ 180lb (s) 272NHP 2SB,6cf,GS126,HS5246 AmericanSBCoClevelndO.	20 ″ 2 s2 ″ 7½ 17 ″ 9	
28445 167393 GTGL	Megara TwinSc OilEng. D.F. E.S.D. ssAms.No.2–37 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	7931 7124 4530	✠100A1 12,41 ~~2,41~~ Examined 5,41 ✠LMC CS12,41 DBS12,41 2,40 Carrying Petroleum in bulk Fitted with cylindrical tanks	~~Bkn~~ Aru		CL N1,41	1929 5mo Lloyd'sA&CP	Atel.&Ch. de laSeine Maritime LeTrait,S.I.	Anglo-Saxon PetroleumCo.Ld. CellDBuE61′272t	423·6 P95′B36′F49′ FK DTf28′305tFPT	65·1	33·0	London British 14BH 210tAPT87t	Oil Engines 4S.C.SA 12Cy.26⅜″–47¼″ 806NHP 2DB180lb Werkspoor,Amsterdam	33 ″ 0 s 6 ″ 2½ 27 ″ 1	
28446	Mei Lee No. 2 (exFooTong–37, exSong-Bo–32,exTitania) 1Dk	1574 — 948					1912	Schiffsw.v. H.KochA.G. Lübeck	MeiLeeSteam Nav.Co.	225·6 P&B177′F28′	32·8	14·9	Shanghai Chinese WB	T.3Cy.18$\frac{1}{10}$″,29$\frac{1}{10}$″&46¼″–32½″ 122NHP OttensenerMaschf.Altona		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expir . Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
28447 27897 JNHD	**Meigen Maru** ssKob.No.3-11,32 ssTamaNo.1-39 2*Dks*(*Stl*)	5441 — 3821	✠100A1 6,41 ~~5,40~~ ✠LMC~~5,40~~ 6,41	Tama	*z*	CL 5,40	1920 7mo	AsanoS.B. Co.Ld. Tsurumi A&CP	MeiziKaiunK.K. *CellDB*339'941*t*	400·0 P33'B124'F41'	53·2	29·4 FK	**Tarumi** Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0	
28448 19759 JCAD	**Meikai Maru** ssKob.No.2-25 2*Dks*& *Web frames* *Longitudinal framing*	3198 2757 1961	✠ … 9,27 ✠				1917 1mo	OsakaIron Works,Ld. Innoshima	MeiziKaiunK.K.	305·0 P19'B82'F32'	43·7	27·2 FK	**Tarumi** Japanese *WB*	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWrks.Ld.Osaka	27 ″ 3	C †
28449 22017 JDOD	**Meiko Maru** ssKob.No.2-26 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Longitudinal framing*& *Web frames*	4383 3692 2759	✠ —— 8,30 ✠	Kob	*w*		1918 3mo	OsakaIron Works,Ld. Innoshima	MeiziKaiunK.K. *CellDB*298'1136*tDTa*32'693*t FPT*115*t APT*29*t*	345·0 P30'B99'F34'*on Shelter dk*	49·8	28·1 FK	**Tarumi** Japanese 6*BHCem*	T.3Cy.24",41"&67"-48" 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWrks.Ld.Osaka	28 ″ 2	C †
28450 DOKP	**Meise** (*ex*Billung,*ex*Adara) *Mchy.Aft* 1*Dk*	868 618 420					1918	Haarlem- scheShpb.Mij Haarlem	ArgoReederei RichardAdler&Co.	201·5 Q128'F20'	30·2	13·2	**Bremen** German	T.3Cy.15",25"&40⅜"-24" Machinefabriek 79NHP DeBiesbosch,Dordrecht		G
28451 32635 JTUB	**Meisei Maru** Ⓟ (*ex*Fruithandel, *ex*Nipponier,*ex*Lake Champlain) ssOsa.No.3-4,30 1*Dk*	1893 1664 1096	✠ … 10,31 ✠				1917 9mo	Superior S.B.Co. Superior, Wis	HiyoshiKaiunK.K. (Y.Yamaguchi, *Mgr.*)	251·0 P25'B64'F27'	43·8	18·2 FK	**Kobe** Japanese *WB*	T.3Cy.20$\frac{5}{16}$",33"&54"-40" 274NHP DetroitSBCo.Detroit	20 ″ 3	C †
28452 45308 JQVM	**Meiten Maru** *OilEng.* *Mchy.Aft* 1*Dk*	4474 — 2617					1938	TamaS.B. Co.Ld. Tama	MeiziKaiunK.K	363·5 P84'B20'F28'	50·0	29·0	**Kobe** Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅝"-39⅜" 453NHP TamaS.B.Co.Ld.Tama		C
28453 142 JFVD	**Meiu Maru** **TwinSc** (*ex*MeiwuMaru-38) ssKob.No.3-10,30 ssTamaNo.2-38 2*Dks*(*Stl*)& *Shelter dk*(*Stl*	8230 7815 5115	✠100A1 *Shelter dk* *withfreeboard* 3,41 ✠LMC9,40	Tama	†	CL 8,40	1918 9mo	Uraga DockCo.Ld Uraga A&CP	TaisyoKaiunK.K. (MeiziKaiunK.K. *Mgrs.*) *Collision BH to Shelter dk* *CellDB*387'1409*t FPT*105*t*	445·0	58·0	40·0 FK	**Dairen** Japanese *Cem* 6*BH to U dk* *APT*35*t*	T.6Cy.22",36½"&61"-48" (*s*) 200lb 703NHP 4SB,*12cf*,GS233,HS7376 FD UragaDockCo.Ld.Uraga	40 ″ 2 s11 ″ 10 28 ″ 8	
28454 46934 JYFN	**Meiyo Maru** *CruiserStern*	5628 — 3258					~~1939~~ 1940	TamaS.B. Co.Ld. Tama	MeiziKaiunK.K.	406·8	55·1	30·8	**Kobe** Japanese	T.3Cy. ~~3Cy.~~25$\frac{9}{16}$",39⅜"&72$\frac{13}{16}$"-51$\frac{3}{16}$" &exhaust turbine driving steam compressor 379NHP TamaS.B.Co.Ld.Tama		C
28455 43084 JJMK	**Meizi Maru** *Mchy.Aft* 1*Dk*	1934 — 1377					1937	Tsurumi SeitetsuZosen K.K. Tsurumi	HinodeKisenK.K.	270·0 P87'F29'	40·0	20·3	**Tokyo** Japanese *WB*	T.3Cy 18",29½"&50"-39" 156NHP TsurumiSeitetsuZosenKK Tsurumi		
28456 TTKW	**Mekong**	746 — 337					1894	R.Napier& Sons Glasgow	Cie.Saïgonnaise de Nav.&deTransp.	210·0 P22'F39'	28·0	13·8	**Saigon** French	T.3Cy.18",29"&47"-30" 121NHP R.Napier&Sons,Glasgow		
28457 PFXM	**Melampus** Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	5962 — 3662					1924	Palmers' Co.Ld. Newcastle	Nederl.Stoomv. Maats."Oceaan"	428·7 P43'B127'F45'	54·9	30·1	**Amstrdam** Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Palmer'sCo.Ld.Newcastle		C
28458 35918 JIFC	**Melbourne Maru** *OilEng.* ssYka.No.2-39 *Ref Mchy* 3*Dks*(*Stl*)	5423 4955 3219	✠100A1 *withfreeboard* 6,41 ~~5,40~~ ✠LMC CS~~5,39~~5,41 DBS~~5,40~~5,41 ✠Lloyd'sRMC~~6,40~~6,41	~~Yka~~ Kob	*y*	CL ~~5,38~~ 5,41	1930 3mo	Yokohama DockCo.Ld. Yokohama Lloyd'sA&CP	OsakaSyosenK.K. *CellDB*317'805*t FPT*47*t APT*71*t*	380·0 B23'F43'	54·5	34·2 FK	**Osaka** Japanese 6*BH* (*Coll to W dk* 5 ,,*2nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59" DB*100lb* 489NHP Akt.Burmeistr&Wain.Cpn	34 ″ 3 s2 ″ 8 24 ″ 2¾	
28459 165326 GYZZ	**Melbourne Star** **TwinSc** *OilEng.* D.F. E.S.D. 2*Dks* GyC. *3rd dk except in No.1hold* *4th dk forward of mchy.space* *Ref.Mchy.* *CruiserStern* *Tonnage opening closed '40*	12806 11614 7964	✠100A1 *withfreeboard* 6,41 ~~5,40~~ Examined 6,41 DBS6,41 ✠LMC11,36 ✠Lloyd'sRMC~~5,41~~12,41	~~Gls~~ Liv	*i*† 2$\frac{7}{16}$	CL s3,39 PN5,40	1936 11mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *Duct keel forward of mchy.space* *Upper'tween dk BHs except Coll BH dispensed with* *CellDB*380'1376*t Tanks in way of tunnels* 1424*t FPT*116*t*	530·0 548·8(O.L.) P83'B202'F70'	70·4	32·2 40·6 FK	**London** British 8*BHptCem* (*Coll to W dk* 7 ,, *2nd* ,,) *APT*166*t*	Oil Engines 2S.C.SA 20Cy.28⅜"-49$\frac{3}{16}$" 2806NHP 2DB*100lb* SulzerBros.Ld.Winterthur	43 ″ 4 s13 ″ 0¾ 30 ″ 6½	
28460 PKEJ	**Melchior Treub** **TwinSc** 2*Dks* *Fitted for oil fuel*	3242 2004 1671					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	350·3 P42'B188'F40'	48·1	18·4	**Batavia** Dutch *WB*	T.8Cy.(2)20½",(2)34"& (4)39½"-36" 374NHP Maats.Fyenoord,Rot.		V
28461 440 SZLJ	**Meletios Venetzianos** (*ex*Sia, *ex*RioJamary) ssPra.No.1-17 1*Dk* (*Stl-teak* s)& *Promenade dk*(*Teak*)	423 — 201	✠ 4,21 ✠	Pra			1912 5mo	Smith's DockCo.Ld. Middlesbro'	P.&A.Venetzianos	145·2 F30'	30·1	8·3 FK	**Piræus** Greek 4*BHCem*	T.3Cy.12¼",20"&34"-22" 73NHP 1SB,*2cf*,GS44,HS1330 ShieldsEng.Co.Ld.N.Shl.	8 ″ 6	
28462 DNAN	**Melilla** Sub.Sig. 2*Dks*	2653 2349 1642					1923	H.C.Stül- ckenSohn Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	279·3 P26'B39'H41'F30'	40·9	24·9	**Oldenburg** German *WB*	T3Cy22$\frac{1}{16}$",36¼"&58¼"-35$\frac{7}{16}$" 205NHP H.C.StülckenSohn,Ham.		G
28463 LESA	**Meline** ssShl.No.3-5,31 ssOsl.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)& *Webframes* *Longitudinal framing*	7019 6374 4399	✠100A1 3,42 ~~8,41~~ ~~11,41~~ ~~BS6,40~~ ✠LMC6,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	~~Bal~~ ~~NYk~~ BS8,41	*a*† Mch	CL 3,41	1918 3mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	A/STanktransport (Th.Berg.*Mgr.*) *CellDB* *uE&B*55'142*tDTf*38'518*t APT*53*t*	425·0 P101'B28'F42'	57·0	33·1 FK	**Tönsberg** Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&75½"-54" (*s*) 180lb 559NHP 1SB,*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s7 ″ 4 26 ″ 0	
28464 155329 VLCV	**Melinga** *OilEng* *Ref.Mchy.* *Mchy.Aft* 1*Dk*	536 360 243					1928	Akt.Bur- meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	154·1 P28'F30'	34·6	8·5	**SydnyNSW** British *WB*	Oil Engines 4S.C.SA 6Cy.13"-23⅝" 98NHP Akt.Burmeistr&Wain,Cpn		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28465 PFXR	**Meliskerk** Ⓟ (*ex*Cesario, *ex*D.A.D.G.76) *ss*Ams.No.3-5,35 *ss*Ams.No.1-39 2*Dks*(*Stl*)3*rd tr* B*in*No.1 *hold* *Well deck Ref.Mchy.* D.F.	6045 5404 3745	100A1 *withfreeboard* 12,41~~11,40~~ BS5,41 LMC6,39 ✠Lloyd'sRMC~~12,40~~ 10,41 for temp. 32° F.	~~Mdb~~ Lon		CL N6,39	1919	Blohm& Voss Hamburg	VereenigdeNederl. Scheepv.Maats. (Directie en AgentuurMaatsHolland AfrikaLijnN.V. *Mgrs.*)	449·2 465·7(O.L.) P&B380'F54' FK *CellDB*1443*tDTa*3	58·2	26·9	The Hague Dutch 8*BHCem* 3'906*t FPT*	Q4Cy28$\frac{5}{16}$",40⅛",57$\frac{7}{16}$"&82$\frac{3}{16}$" -55$\frac{1}{16}$" (*s*) 856NHP 225lb FD 4SB,*12cf*,GS267,HS12874 Blohm&Voss,Hamburg 32*tAPT*8*t*	29 ″ 7 s 4″11½ 24 ″ 9¼	
28466 124672 MCWD	**Melissa** *ss*Bel.2ndNo.3-5,34 *Well deck* *ss*Bel.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)	481 345 184	✠100A1 1,42 ~~7,40~~ ✠LMC MS8,38 BS4,40 8,41	Bel	*h*	CL 7,40	1908 7mo	AilsaS.B. Co.Ld. Troon *Lloyd's A&CP*	~~J.Kelly,Ld.~~ ~~(W.Clint,Mgr.)~~ AlexanderKing, Ld. (W.Clint, *Mgr.*) *Cell*	167·4 P16'Q79'B9'F30' BK7" *DB f* 91'124*tFPT*4	25·9	10·2	Belfast British 3*BHCem* 3*tAPT*7*t*	C.2Cy.19¾"&44"-30" (*s*) 130lb 79RHP 1SB,*3pf*,GS60,HS2068 AilsaS.B.Co.Ld.Troon	12 ″ 9 s 4 ″ 4 13 ″ 0¼	
28467 137457 MFWT	**Melito** (*ex*Kyleglen-37, *ex*WelshCoast,-36, *ss*Bkn.No.3-11,27 *ex*Macroom, *ss*Bkn.No.2-36 *ex*WelshCoast) *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	1070 811 545	✠100A1 ~~3,40~~12,41 Examined ~~12,40~~ 12,41 ~~BS3,41~~ 6,41 ✠LMC12,36	~~Rot~~ Brs	*m*	CL ~~8,38~~ 11,41	1915 6mo	C.Hill& Sons Bristol *Lloyd's A&CP*	BristolSteamNav. Co.Ld. *Cell*	212·4 Q116'B15'F34' FK *DB f* 112'222*tFPT*	34·1	13·2	Bristol British 3*BHCem* 47*tAPT*15*t*	T.3Cy.18",29½"&48½"-33" 180lb (*s*) 174NHP 2SB,*6pf*,GS98,HS3070 G.Clark,Ld.Sunderland	15 ″ 6 s4 ″ 8¾ 14 ″11¼	
28468 CSBG	**Mello** (*ex*Graziella,*ex*Hebburn) 4Mst *ss*Lis.2ndNo.3-4,42 ~~*ss*Lis.No.3-8,28~~ ~~*ss*Lis.No.2-36~~ 1*Dk*(*ptIrn ptStl*)	4020 3695 2504	✠100A1 4,42~~9,40~~ ~~BS9,40~~ ~~9,41~~ ✠LMC~~7,36~~ 4,42	Lis	*x*	CL ~~8,39~~ 4,42	1915 4mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd's A&CP*	Soc.Geral deCommercioIndustria e Transportes,Ld. *CellDBa*115'*uE&*	370·0 P30'B89'F30' FK B47'*f*159'885*tFPT*	51·0	25·0	Lisbon Portuguese 8*BHCem* 100*tAPT*85*t*	T.3Cy.25",40"&68"-48" (*r*) 180lb 370NHP 3SB,*9cf*,GS187,HS6025 Richardsons,Westgarth& Co.Ld.Sld.	27 ″ 5 s 4″10¾ 22 ″ 9	
28469 DIKK	**Mellum** (*exLighter*-38,*ex*Irmgard, *ex*Stör) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	676 588 445					1912	Heinrich Brandenburg Hamburg *Converted to cargo vessel '38 by* RickmersWerft,Wsm.	ErnstGlässel	164·9 P48'F21'	30·3	13·9	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"-19$\frac{11}{16}$" 81NHP *Emade&fitted*38 Waggon-u.Maschinenb. A.G Görlitz		G
28470 142478 GNWL	**Melmore Head** D.F. E.S.D. 2*Dks*	5273 4845 3287					1918	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&SonsLd. *Mgrs.*)	390·4 P47'B117'F78'	51·8	29·8	Belfast British *WB*	3SteamTurbinesDRgeared to 1 Sc. Shaft Wrkman,Clark&Co.LdBel		C
28471 174215 ~~ZNAP~~ BFWF	**Melpomene** *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Longitudinal framing* ~~2*Dks*~~1*Dk*	7011 6347 3989					1923	Ch.&Atel. delaGironde Bordeaux	MinistryofWar Transport(British TankerCo.Ld. *Mgrs.*)	426·9 P100'B27'F41'	56·7	32·6	Swansea British *WB*	T.3Cy.27$\frac{9}{10}$",46$\frac{1}{10}$"&76"- 51$\frac{9}{10}$" 416NHP Soc.Provençale deConst. Navale,LaCiotat		V
28472 204848 WJCU	**Melrose** 3Mst D.F. Sub.Sig. *Mchy.Aft* 1*Dk*	5148 — 3205					1907	ForeRiver S.B.Co. Quincy,Mass.	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*)	373·2	52·7	29·8	Boston Utd.States *WB*	T.3Cy.25½",44"&73"-48" 369NHP ForeRiverS.B.Co.Quincy		R
28473 162109 GYWM	**Melrose Abbey** *ss*Sws.No.1-40 D.F. 1*Dk* *CruiserStern*	2473 2274 1484	✠100A1 7,41~~12,40~~ ✠LMC6,40	~~Cff~~ Gms	*t*	CL 12,40	1936 6mo	W.Gray &Co.Ld. W Hartlepool *Lloyd's A&CP*	MelroseAbbey ShippingCo.Ld. (F.Jones&Co. *Mgrs.*) *CellD*	307·7 P25'B68'F30' FK B262'796*t FPT*88*t*	45·1	20·7	Cardiff British 5*BHCem* *APT*115*t*	T.3Cy.20",33"&55"-39" (*s*) 200lb *100lb* 234NHP 2SB,*6cf*,GS88,HS3826 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 ″ 4 s 3 ″ 7¾ 19 ″ 11	
28474 160830 GSYW	— Ⓟ *ss*Gms.No.2-38 1*Dk*(*Stl*-teak s)2*nd dk*(*Stl*) *CruiserStern* *inNos.*1,2&3*holds*	1908 1247 916	✠100A1 *withfreeboard* 11,41~~3,41~~ Examined2,42 ✠LMC1,42 *For service between Hull & Rotterdam*	~~Lon~~ Gmh	*r*	OG ~~3,38~~ 10,41	1929 4mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	Hull&Netherlands S.S.Co.Ld. (The AssociatedHumber Lines)	281·3 P55'B110'F66' FK *CellDBa&uE*90'*f*92'	38·2	17·3	Hull British 6*BHptCem* *ptAsp* 235*tFPT*14*t*	T.3Cy.21½",37"&64"-42" (*r*) 220lb 474NHP 3SB,*9cf*,GS193,HS7350 FD Earle'sCo.Ld.Hull *APT*38*t*	18 ″ 3 s 3 ″2¾ 15 ″ 4¾	BT till 9,41
28475 TWEM	**Mélusine** TwinSc *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	466 — 208					1926	Chant.Nav. Français Caen	Cie.Marocaine de Transp.Mar.	150·7 P43'F20'	24·3	11·6	Fedala Moroccan *WB*	Oil Engines 2S.C.SA 8Cy.13¼"-13¾" 248NHP KromhoutMotorenfabr. Amsterdam		V
28476 742 SVLH	**Memas** 3Mst (*ex*Aigaion-36, *ss*Sld.No.3-3,21 *ex*Corstream-33, *ss*Bly.No.2-30 *ex*Helene-Hugo *Mchy·Aft* 1*Dk*(*Stl*) Stinnes14) *Cantileverframed Topsidetanks*	1755 — 906	— 1,34	Bly	*q*		1912	G.Seebeck Akt.Ges. Weser- münde-G.	N.D.Couroclis *CellDB*228'408*tTopsidetanks*	258·9 P69'F25' FK 175'368*t Forward tank on deck*	38·1	17·8	Piræus Greek 4*BHCem*	T.3Cy.17⅞",28⅜"&44½"-35½" 186NHP 2SB,*4cf*,GS58,HS2776 G.SeebeckA.G.Wsm. 16'30*tFPT*114*tAPT*38*t*	20 ″ 4	G †
28477 DOQF	**Memel** (*ex*Cairo-35) *OilEng.* 1*Dk* D.F. *Cruiser Stern*	3183 2621 1827					1934	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8 P30'B&F314' UpperF22'	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA each6Cy.20$\frac{9}{16}$"-27$\frac{9}{16}$"&hydraulic coupling SR geared to 1 Sc.Shaft 879NHP DeutscheSchiff.-uMschb. A.G.Weser,Bremen		G
28478 DRBK	— (*ex*Reval-34) 1*Dk*	1057 820 599					1925	Schiffs.-u Dckbauwerft FlenderA.G. Lübeck	MathiesReed.K.G.	220·8 P13'Q64'B92'F22'	34·6	12·5	Hamburg German *WB*	T.3Cy.16¾",27$\frac{9}{16}$"&43$\frac{5}{16}$"- 27$\frac{9}{16}$" 98NHP Waggon-u,Maschinenbau A.G Görlitz		G
28479 DJNQ	**Memphis** (*ex*Vera,*ex*VirginiaExpress, *ex*LakeStirling) 1*Dk*	1996 1611 1182	✠ … 9,20 ✠				1918 4mo	Detroit S.B.Co. Wyandotte, Mich.	Hanseatische ReedereiEmilOffen &Co.	250·8 P25'B64'F23' FK	43·8	18·1	Hamburg German *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
28480 221511 KDTR	**Memphis City** 2*Dks*3*trB* GyC. *Fitted for oil fuel*	5686 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	425·2 P58'B&F350'	56·2	26·5	NewYork Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft FederalS.B.Co.Kearny,NJ		R
28481 28719 JHXA	**Menado Maru** Ⓟ 2*Dks* *Fitted for oil fuel*	2166 1911 1290					1922	OsakaIron Works,Ld. Innoshima	OsakaSyosenK.K.	270·0 P144'B22'F28'	43·0	22·5	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" 210NH OsakaIrnWrks,Innoshima		C

1 Numero d'Ordre. Numero Officiel. Signaux	3 Nom du Navire. Matériaux Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la derniere Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n est dans le L. R. Durée. Cert. B. of Trade.
28482 159829 EIND	**Menapia** *OilEng.* 1*Dk*,2nd *dk in after hold* *Mchy.Aft* *CruiserStern*	902 591 620	✠100A1 ~~5,40~~10,41 ✠LMC11,39	~~Liv~~ Dub	*l*	OG	1939 11mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	WexfordSteamshipsCo.Ld.	205·0 213·8(O.L.) P49'Q82'F24' Cell*DB*128' 193*t FPT*	32·6 34·2	11·7 FK	Wexford British 3*BHptCem* *ptAsp* 75*t APT*36*t*	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	14 ″ 0 s 4 ″ 4¼ 13 ″ 8½	
28483 168677 BFVM	**Mendoza** Ⓟ **TwinSc** 2*Dks& Awng dk*3*tr B* *Ref.Mchy.* *Fitted for oil fuel* *CruiserStern*	8233 6285 4565					1919	Swan,Hunter&Wigham Richardson, LdNewcastle	Ministry ofWar Transport(A.Holt &Co.*Mgrs.*)	450·5 P48'B249'F83'	58·5	31·5	Glasgow British *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts Swan,Hunter&Wigham-Richardson,Ld.Nwc.		IV BT till 5,42
28484 DJTN	— (*ex*MountIda–37, *ex*Ballena–33) *ss*Bly.No.3–1,33 *ss*Rou.No.1–37 2*Dks*(*Stl*)	5193 4783 3168	✠ … 3,38 ✠	Ham	*y*		1920 2mo	W. Dobson &Co. Newcastle	Hamburg-Süd-Amerik.Dampf-schiffahrtsGes. *CellDB*344'1073*t*	399·5 P49'B113'F39' *FPT*130*t APT*198*t*	52·3	28·4 FK	Hamburg German 7*BHCem*	T.3Cy.27",44"&73"–48" 452NHP 3SB,9*cf*,GS190,HS7668 N.E.MarineEng.CoLdNwc	31 ″ 0	G †
28485 147235 GFXC	**Menelaus** Ⓟ **TwinSc** *Ref.Mchy.* D.F. 3*Dks*	10307 9295 6319					1923	CaledonS. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	495·5 P69'B174'F55'	62·3	39·6	Liverpool British *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts N.E.MarineEngCoLd.Nwc		BT till ~~5,41~~ 11,42
28486 DHQV	**Menes** Ⓟ Sub.Sig. D.F. 3*Dks*	5609 4815 3349					1926	Bremer "Vulkan" Vegesack	Hamburg-Amerik.Packetf.Akt.Ges. (Ham.-Amr.Linie)	438·6 F54'	55·3	25·4	Hamburg German *WB*	T.3Cy.29$\frac{15}{16}$",48$\frac{7}{16}$"&77$\frac{15}{16}$"–55$\frac{3}{16}$" 437NHP Bremer"Vulkan,"Vegesck		G
28487 161134 GBDT	**Menestheus** Ⓟ **TwinSc** *OilEng.* *Ref.Mchy.* D.F. E.S.D. 2*Dks*	7494 6474 4646					1929	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	460·0 P63'B181'F57'	59·4	29·2	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"–59$\frac{1}{16}$" 1295NHP Akt.Burmeistr&Wain,Cpn		
28488 FOVK	**Menhir Braz** (*ex*EmmiArp) D.F. 1*Dk&Spar dk*	2834 2645 1725					1906	Akt.Ges. "Neptun" Rostock	LesCargosAlgériens,Soc.Anon.	291·2	43·9	16·9 24·2	Dunkirk French *WB*	T3Cy20½",36$\frac{7}{16}$"&56$\frac{9}{16}$"–37⅜" 195NHP A.G."Neptun,"Rostock		V
28489 UPLO	**Menjinski** (*ex*Oudewater–35, *ex*Kinderdijk) *ss*Rot.No.3–5,34 1*Dk*(*Stl*)	3683 3403 2237	✠ … 8,36	Rot	*w*		1919 12mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R. *Cell*	358·8 P25'B216'F34' *DB*310'933*t FPT*81	50·3	22·0 FK	Odessa Russian 6*BHCem* *tAPT*116*t*	T.3Cy.25",41"&67"–45" 340NHP 3SB,9*cf*,GS168,HS5418 Werf.Gusto,FirmaA.F.Smulders,Schiedam	24 ″ 7	
28490 137408 GPZS	**Mentor** Ⓟ D.F. 2*Dks*	7383 6306 4644					1914	Scotts'S. B. &EngCo.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	455·2 P53'B165'F60'	56·2	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"–60" 572NHP Scotts'SB&Eng Co.Ld.Grk		BT till ~~2,42~~ 6,42
28491 OYKD	**Meonia** Ⓟ **TwinSc** *OilEng.* D.F. *ss*Cpn.No.2–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–*teaks*)3*rd dk*(*Stl*)*inNo.*1*hold*	5218 4158 3288	✠100A1 *withfreeboard* 11,39 ✠LMC CS1,37 DBS8,39 6,36 SURVEYS DELAYED	Cpn		CL 9,38	1927 11mo *Lloyd*	A/SNakskovSkibs. Nakskov '*sA&CP*	A/S DetÖstasiatiskeKompagni *CellDB*355'1068*t* *between tunnels*9	404·7 419·0(O.L.) B88' *Tank* 0*t FPT*75*t APT*81*t*	54·4	25·3 FK	Copnhagn Danish 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{3}{16}$"–51$\frac{3}{16}$" 708NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 3¼ 24 ″ 10½	
28492 PKQO	**Merak** 1*Dk&Awng dk*	1848 1254 1043					1926	Rotterdam Droog.Maat. Rotterdam	Koninkl.Paketv.Maats.	260·1	42·3	16·1	Batavia Dutch *WB*	C.4Cy.18$\frac{11}{16}$"&39⅜"–39⅜" 162NHP RotterdamDroog.Maats.		V
28493 2161 IBYV	**Merano** Ⓟ (*ex*Meran) *ss*Tri.No.3–12,20 D.F. *Fitted for oil fuel* 1*Dk&Awng dk*3*trB*	3705 3083 2196	✠ … 11,23 ✠				1909 9mo	Lloyd Austriaco Trieste	"Adriatica"Soc.Anon.diNav.	346·7 B160'	45·5	25·9 FK	Genoa Italian *WB*	T.3Cy.23¼",39"&66"–48" 390NHP LloydAustriaco,Trieste	28 ″ 5	I †
28494 OSIA	**Mercator** **AuxBkn** *ss*Ant.No.1–37 (*TrainingShip*) *OilEng.* D.F. 2*Dks*(*Weather dk Stl*–*teak s*) (*See Sailing Ship Register*)	770 *683* *514*	✠100A1 *withfreeboard* 10,39 ✠LMC CS7,36 7,36 *Corresponding to a draught of*14'1"	Ant	*p*	CL 10,38	1932 4mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	BelgianGovernment *MTs*13'	209·7 Q36'F40' 62*t*	35·0	16·8 BK7	Antwerp Belgian 6*BHCem*	Oil Engines 4S.C.SA 6Cy.13"–23⅝" 98NHP SocAn.J.Cockerill,Seraing	18 ″ 6	
28495	**Mercedes Lacroze** 1*Dk* (*Train ferry*) *Fitted for oil fuel*	1515 — 864					1909	A.&J. Inglis,Ld. Glasgow	EntreRiosRlys.Co.Ld	283·2	56·2	17·2	Bns.Aires Argentine	T.3Cy.13½",23½"&36"–27" 116NHP A.&J.Inglis,Ld.Glasgow		
28496	**Mercer** *Now* "Empire Kangaroo," *see No.* 36275 *in Supplement* Sub.Sig. 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6219 5895 3836	✠ … 6,20 ✠ (*Reclassification Contemplated*)				1919 1mo	FederalS.B Co. Kearny,N.J.		395·5 P45'B110'F38' *on Shelter dk*	55·0	31·4 FK	 British *WB*	DR GearedSteamTurbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	
28497 218754	**Mercer Victory** 2*Dks&Web frames* *Fitted for oil fuel* *Now* "AlcoaRambler" *seeSupplement*	5500 5090 3381	✠ … 6,20 ✠				1919 9mo	Merchant S.B.Corp. Harriman,Pa.	AlcoaS.S.Corp.Inc.	400·7 P35'B123'F44'	54·2	30·4 FK	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric&Mfg Co.Essington.Pa.	32 ″ 10	R
28498 162411 GWWC	**Merchant** *ss*Liv.No.1–39 2*Dks*	4615 4322 2914	✠100A1 7,41 ~~11,40~~ ✠LMC MS8,39 BS3,41	~~Liv~~ Mch	*y*	CL ~~1,40~~ 7,41	1934 10mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	CharenteS.S.CoLd. (T.&J.Harrison, *Mgrs.*) *Intermediate'tween dk BH in after hold dispensed with* *Cell DB*331' 1012*t DTa*30'777*t APT*16*t*	385·0 397·6(O.L.) P31'B112'F44'	52·0	26·6 FK	Liverpool British *ptCem* 5*BH to U dk* 2 ,, ,,2*nd*,,	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 4 23 ″ 11	
28499 167333 GKMQ	**Merchant Prince** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* 41 (*W.E.*)	5229 4685 3066	✠100A1 *withfreeboard* 4,42 ~~3,41~~ ✠LMC9,39	~~N Yk~~ Cff	*a*†	CL	1939 9mo *Lloyd*	Wm.Doxford&SonsLd Sunderland '*sA&CP*	DrakeShippingCo.Ld. *CellDB*351'1179*t* *MT*29'1205*t FPT*1	427·0 442·9(O.L.) 34*t APT*155*t*	56·5	26·5 FK	London British 7*BHptCem* (*Coll toSh dk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.SA 3Cy.23⅝"–91$\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	38 ″ 1 s 11 ″ 4¾ 26 ″ 10¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
28500 147796 GNMS	**Merchant Royal** (*ex*Goodwood-36) *ss*Hul.No.2-36 D.F. E.S.D. 1*Dk*(*Stl*)	5008 4579 3112	✠100A1 12,41 ~~10,40~~ Examined ~~3,4~~12,42 BS~~10,40~~ ✠LMC4,36 12,41	NNs ~~Sws~~ ~~Nwe~~ Mdb	*z*	CL 10,40	1928 2mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	DrakeShippingCo. Ld. *CellDB*35	401·2 416·1(O.L.) P34'B254'F31' FK 1'1143*t* *DTa*26'990*t*	55·0	25·6	London British 7*BHCem* *APT*121*t*	T.3Cy.25",40¾"&67"-45" (*r*) 200lb FD 423NHP 3SB(Spt)9*cf*,GS164,HS6027 J.Readhead&Sons,Ld.	28 ″ 1 s3 11¾ 24 ″ 3½	
28501 7044 SFMJ	**Mercia** (*ex*Margrete,*ex*Rijn,*ex*Vlug) *ss*Hbg.3rdNo.3-4,34 *ss*Hbg.No.1-38 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1184* *962* *691*	✠100A1 4,39 BS4,39 ✠LMC4,38 SURVEYS DELAYED	Hbg	*n*	CL 4,39	1897 3mo	W.Gray& Co.Ld. W Hartlepool A&CP	RederiA/B Arild (J.A.Thore,*Mgr.*) *CellDB*	231·4 240·8(O.L.) Q80'B55'F27' FK *a&u E*75' *f*105'346*t*	33·7	14·8	Arild Swedish 4*BHCem* *APT*37*t*	T3Cy.18",28½"&47½"-33"(*s*) 160lb *100lb* NDB12 127NHP 1SB,3*rf*,GS42,HS1875 Oen.Mar.Eng.Wrks.WHpl	17 ″ 3 s 1 ″ 4 16 ″ 1	
28502 OFDZ	**Mercur** (*ex*Sandvik,*ex*Violet) Iron *ss*Got.3rdNo.3-6,14 *ss*Ham.No.2-23 1*Dk*2*trBin forehold*	1376 — 735	✠ ... 2,27 ✠				1880 12mo	JLThomp- son&Sons Sunderland	NorthernSteam- shipCo.Ld.(O.S. Nylund,*Mgr.*)	248·0 P29'B46'F26'	35·3	17·6 BK9"	Helsingfrs Finnish *WB*	C.2Cy.27"&56¼"-42" (*s*) 156NHP Black,Hawthorn&Co.Gts.		V †
28503 OUIZ	— (*ex*Falkenstein,*ex*Diana) 2*Dks*	791 629 473					1901	Maats. Fyenoord Rotterdam	Dampskslsk. af 1925(Ludvig, Christensen, *Mgr.*)	201·2 Q73'F24'	30·2	13·6	Esbjerg Danish *WB*	T.3Cy.15",25"&40"-36" 96NHP Maats.Fyenoord,Rot.		G
28504 DOGX	— 1*Dk*	758 591 426					1912	Akt.Ges. "Weser" Bremen	Dampschifffahrts Ges."Neptun"	202·5 P45'B50'F22' len37	28·2	12·9	Bremen German *WB*	T.3Cy.13⅜",21⅞"&34½"-$23\frac{7}{10}$" 58NHP A.G."Weser,"Bremen		G
28505 162 IBVU	**Mercurio** (*ex*VirginiaDespatch-35, *ex*LakeFernwood) 1*Dk*	1979 — 1185	✠ ... 4,22 ✠				1918 6mo	American S.B.Co. Lorain,O.	Soc.Anon.Sbarchi, Imbarchi eTras- porti	260·9 251·0 P25'B64'F23' FK	43·5	18·1 20·0	Rome Italian *WB*	T.3Cy.20",33"&54"-40" 274NHP AmericanS.B.Co.Lorain,O.	20 ″ 2	I †
28506 5924 SFMR	**Mercurius** *Mchy.Aft* 1*Dk*	*539* *402* *272*					1917	A/B Göta- verken Gothenburg	O.F.Ahlmark&Co. Eftr.A/B	165·4 P51'F23'	27·3	11·0	Karlstad Swedish *WB*	T.3Cy.13⅜",22¼"&37⅜"-23⅛" 68NHP A/B Gotaverken,Got.		V
28507 236327 WOZH	**Mercury** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing–bracketless system* *Electrically welded*	1518 1362 1182	✠100A1 12,41 ~~3,40~~ 4,42 ✠LMC6,57 ~~✠LMC(M)2,40~~ *CarryingPetroleum in bulk* *For Service on the Great Lakes also coastwise between Eastport, Me. & Rio Grande* ~~*& Houston, Tex. & Everglades, Fla.*~~	~~Cgo~~ NOs		CL ~~2,40~~ 12,41	1937 6mo Lloyd	Penn- sylvaniaShip yard,Inc. Beaumont, Tex. 'sA&CP	~~AlliedOilTransportCo.Inc.~~ ~~(ClevelandTankers Inc. *Mgrs.*)~~ ClevelandTankers,Inc.	250·8 258·0(O.L.) AfterB34'F33' FK *Trunk*172' *FPT*62*t* *APT*19*t*	43·0	16·3	Wilmgton (Del.) Utd.States 10*BH*	Oil Engines 4S.C.SA 12Cy.14"-16" 230NHP DB*125lb* WintonEng.Corp.Clevelnd	16 ″ 6 s2 ″ 9½ 13 ″ 10	
28508 161979	— Ⓟ Pad *CruiserStern* 2*Dks*	621 421 235					1934	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	223·8	30·1	9·5	Glasgow British	T.3Cy.22½",35"&56"-54" 230NHP FairfieldCo.Ld.Glasgow		
28509 231354 WGEP	**Mercury Sun** *OilEng.* GyC. *ss*Phl.No.2-40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	8893 8361 5398	✠100A1 ~~4,41~~ ~~11,40~~12,41 ✠LMC CS4,40 DBS~~9,40~~8,41 9,39 *CarryingPetroleum in bulk*	Phl	*e*†	CL ~~11,40~~ 12,41	1931 12mo Lloyd	SunS.B.& DryDockCo. Chester,Pa. 'sA&CP	MotorTankship Corporation *CellDBuE*76'379*t* *DTf*20'692*t*	480·5 *Aft*B77'B38'F48' FK *FPT*186*t* *APT*84*t*	66·0	36·8	Wilmington Del. Utd.States 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 690NHP 2WTDB*225lb*&*200lb*(*Uppr*) SunSB&DD.Co.Chester,Pa	37 ″ 0	
28510 6888 SFMU	**Mergus** (*ex*StigGorthon,*ex*Stig, *ex*Thelma) D.F. 1*Dk*	*1368* *1227* *807*					1906	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Brubor (R.Brunkman, *Mgr.*)	257·3 P14*t*H39*t*F27*t*	38·1	15·1	Hlsngborg Swedish *WB*	T.3Cy.19½",31"&51"-36" 156NHP LaxevaagsMsk.&Jrns.Bgn		VL
28511 218981 KODQ	**Mericos H. Whittier** (*ex*Hulaco) 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	6972 — 4293					1919	Bethlehem S.B.Corp.Ld Sparrow'sPt. Md.	TideWater AssociatedOilCo.	435·6 P122'B58'F45'	56·2	31·7	S.Frncisco Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
28512 HRCF	**Merida** (*ex*Kuressaar-41, *ex*Inverawe-35) *ss*Tln.2ndNo.3-6,38 1*Dk*(*Stl*) *Cargo battens not fitted*	2283 2009 1383	✠100A1 3,42 ~~2,41~~ BS~~3,40~~ ✠LMC~~6,38~~ 8,41 MS3,42	~~Bel~~ Phl	*s*	CL ~~3,40~~ 2,42	1914 5mo Lloyd	Mackay Bros. Alloa 'sA&CP	EstodurasS.S.Co. *CellDBa*83'*uE*	285·0 296·0(O.L.) P24'B72'F32' FK 20' *f*116'418*t* *FPT*	42·6	20·2	Puerto Cortez Honduran 4*BHCem* 90*t* *APT*25*t*	T.3Cy.21",35"&57"-36" (*s*) 180lb 230NHP 2SB,6*pf*,GS107,HS3800 Earle'sCo.Ld.Hull	22 ″ 6 s 3 ″ 1½ 19 ″ 7	
28513 TUGK	**Merignac** 1*Dk*	767 487 384					1929	Atel.&Ch. de la Seine Maritime LeTrait,S.I.	Worms&Cie.	188·3 P119'F33'	29·6	11·6	Havre French *WB*	T.3Cy.15",25"&43½"-27$\frac{3}{16}$" 97NHP Worms&Co.LeTrait		V
28514 ESGN	**Merilind** WoodAux4MstSr (*ex*Sandö) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	358 310 266					1919	Wasa FartygsA/B Varf, Wasa	KäsmuLaeva Omanikud (O.Tiedemann, *Mgr.*)	138·7	28·9	11·8	Käsmu Estonian	Oil Engines 3Cy. A/S HeraMotorfabrik, Copenhagen		V
28515 2603 OHOC	**Merilintu** WoodAux4MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	450 374 312					1920	J.Hedlund Wiborg	PuulaivaO/Y (MattiMannonen, *Mgr.*)	159·1 147·3	33·3	11·8	Wiborg Finnish	Oil Engines 2S.C.SA 2Cy.15"-16" 79NHP J&CGBolindersCoLdSkm.		
28516																

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où ce n'est dans le L.R. Durée Cert. B. of Trade
28517 OFBD	**Meripoika** WoodAux3MstSr (*ex*SailingVesselPescador–37) *OilEng.* (*See Sailing Ship Register*)	323 286 248					1912	Tran- chemer LaRichardais	KoivistonLaiva Meripoika (H.Hagman,*Mgr.*)	133·5|27·4|13·5 121·8	Helsingfrs Finnish	Oil Engines 2S.C.SA 2Cy.$12\frac{9}{16}$"–$14\frac{9}{16}$" 55NHP NE37 SkandiaVerkenA/B,Lyskl		V
28518 OFEQ	**Merita** (*ex*Werner–39, *ex*Heluan–36,*ex*HansRudolf Reichel,*ex*ElbingII) 1*Dk*	591 — 364					1895	F.Schichau Danzig	JakobstadsRederi A/B	179·6|27·7|11·5 Q59'B39'F20'	Jakobstad Finnish *WB*	T.3Cy.$12\frac{3}{5}$",$20\frac{1}{2}$"&$31\frac{1}{2}$"–$19\frac{3}{4}$" 44NH F.Schichau,Elbing		
28519 PUQK	**Merity** (*ex*Gerfrid,*ex*Teenkai) *ss*Liv.2ndNo.3–7,20 2*Dks&deepframing*	4742 4395 2958	✠ ... 9,23 ✠				1895 10mo	D&WHen- derson&Co. Glasgow	Cia.Commercio e Navegação	410·0|48·1|26·2 P44'B110'F47' BK9"	R.Janeiro Brazilian *WB*	T.3Cy.27",46"&76"–60" 532NH D.&W.Henderson&Co.Gls	29 〃 2	
28520 161841 MBXT	**Merkland** 2*Dks* D.F. E.S.D. *CruiserStern*	1363 1131 630					1934	Barclay, Curle&Co.Ld. Glasgow	CurrieLineLd.	262·2|40·2|15·9	Leith British *WB*	T.3Cy.15",25"&41"–33" 97NHP Barclay,Curle&Co.Ld.Gls.		C
28521 157848 VSRV	**Merkur** Ⓟ (*ex*RioBravo–34) TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. D.F. *ss*Syd.No.3–8,35 *ss*Mel.No.1–39 2*Dks*	5952 4013 3642	100A- *withfreeboard* ~~8,41~~ ~~11,40~~ 2,42 LMC CS4,40 DBS2,41 ~~4,40~~ 4,41 ✠Lloyd'sRMC~~12,40~~ 2,42 ~~6,41~~	~~Mel~~ Syd		~~2,40~~ 1,42	1924	Frd.Krupp Akt.Ges. Kiel *CellDB*346'	Burns,Philp&Co. Ld. 990*t Tanks in way*	393·1|51·9|25·3 410·8(O.L.) P&B279'F84' FK *of tunnels*191*tFPT*	Singapore British 7*BHptCem* 87*tAPT*43*t*	Oil Engines 4S.C.SA 12Cy.$25\frac{9}{16}$"–$39\frac{3}{8}$" 762NHP 2DB71*lb* Frd.KruppA.G.Kiel	27 〃 8 s 6 〃 $5\frac{1}{4}$ 21 〃 8	
28522 PKOG	**Merkus** *OilEng.* *Mchy.Aft* 1*Dk*	865 647 596					1937	NVSchpsw Gebr.Pot. Bolnes	N.V.Koninkl. Paketv.Maats.	188·4|33·1|13·2 P20'B19'F29'	Batavia Dutch *WB*	Oil Engines 4S.C SA 6Cy.$13\frac{3}{4}$"–$26\frac{3}{4}$" 110NHP WerkspoorN.V.Ams.		V
28523 153918 VJGN	**Mernoo** *ss*Mel.No.3–10,38 1*Dk*(*Stl*) *Cargo battens not fitted*	2417 2023 1408	✠100A1 5,41 ~~1,40~~ ✠LMC MS10,38 BS~~3,40~~5,41	Mel	*s*	CL ~~1,38~~ 4,41	1926 9mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	MelbourneS.S.Co. Ld. *CellD*	285·3|42·7|20·4 296·0(O.L.) P26'B168'F29' FK B242'604*t FPT*97*t*	Melbourne British 4*BHCem* *APT*139*t*	T.3Cy.22",35"&58"–39" (*s*) 180lb 251NHP 2SB,6*cf*,GS130,HS4188 GeorgeClark,Ld.Sld.	22 〃 6 s 2 〃 $0\frac{1}{4}$ 20 〃 $7\frac{1}{2}$	
28524 161065 GSQL	**Meroë** (*ex*Lafian–36) *ss*Liv.No.2–37 D.F. 2*Dks*(*Stl–Wthr dk* teak s) *Ref.Mchy.*	3832 3478 2270	✠100A1 *withfreeboard* 12,40 BS2,41 ~~BS1,40~~ ✠LMC8,37 Lloyd'sRMC1,40	Suz	*v*	CL 3,39	1928 10mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	MossHutchison Line,Ld. *CellDBa&uE*	331·2|48·2|27·9 P27'F28' FK 105'*f*164'638*tFPT*	Liverpool British 6*BHptCem* 60*tAPT*13*t*	T.3Cy.22",$37\frac{1}{4}$"&63"–45" (*s*) 210lb 359NH 3SB,9*cf*,GS187,HS6111 Barclay,Curle&Co.Ld.Gls.	30 〃 0 s 9 〃 7 20 〃 10	
28525 FOEF	**Mérope** 1*Dk*2*trB* *Mchy.Aft* *Fitted for oil fuel* D.F. *CarryingPetroleum in bulk*	7011 — 3989					1923	Soc.Pro- vençale de Const.Nav. LaCiotat	Cie.Africaine d'Armement	426·0|56·7|32·7 P102'B27'F40'	Havre French *WB*	T.3Cy.28",46"&76"–52" 416NHP Soc.Provençale deConst. Nav.LaCiotat		V L
28526 PFYS	**Merope** *CruiserStern* 2*Dks*	1162 956 648					1918	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	N.V.Koninklijke Nederlandsche Stoomboot.Maats.	256·2|36·7|13·6	Amsterdm Dutch *WB*	T.3Cy.$18\frac{1}{2}$",30"&48"–36" 138NHP H.&J.Suyver,Amsterdam	——	V
28527 236 SVNE	**Meropi** (*ex*Tregurno) *ss*Nwc.2ndNo.3–3,36 1*Dk*(*ptStl&ptIrn*)2*trB*	*4181* *3971* *2650*	✠100A1 4,41 Examined 4,41 ✠LMC MS11,35 BS9,40	Bry	*x*	CL 4,41	1911 6mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	A.Pappas *CellDBa*	363·0|51·1|26·1 P31'B225'F32' FK 119'*uE*24'*f*158'922	Syra Greek 6*BHCem* *tAPT*62*t*	T.3Cy.$26\frac{3}{16}$",42"&69"–48"(*r*) 180lb 382NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&SonsLd.S.Shl	27 〃 8 s 3 〃 $9\frac{1}{2}$ 24 〃 $2\frac{1}{4}$	
28528 226810 KLHB	**Merrimac** *OilEng.* *Mchy.Aft* 1*Dk*	386 332 215					1927	NewJersey D.D.&Trnsp. Co. Elizabeth- port,N.J.	MerrimacChemical Transptn.Co.	140·8|25·0|13·5	Boston Utd.States	Oil Engines 4S.C.SA 6Cy.$13\frac{1}{2}$"–17" 107NHP NE*fitted*27 StandardGasEngine& PowerCo Newark,N.J		R
28529 219656 KUFF	**Merrimack** (*ex*LakeFloris–33) *Fitted for oil fuel* *Ref.Mchy.* D.F. Sub.Sig. 3*Dks*	2606 2225 1612	✠ ... 11,20 ✠				1920 4mo	McDougall DuluthCo. Duluth,Minn	Merchants& MinersTranspn. Co.	251·0|43·6|26·2 P25'B64'F20' FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&$59\frac{5}{8}$"–42" 386NHP McDougallDuluthCo.	28 〃 2	R †
28530 FOQV	**Mers el Kebir** (*ex*Patria–36, *ex*Lyderhorn–32) *ss*Ant.No.3–2,30 *ss*Osl.No.1–35 1*Dk*(*Stl*)	1953 1601 1138	✠ ... 4,38 ✠	Rot	*r*		1917 4mo	American S.B.Co. Cleveland,O. *CellDB*222'478*t*	Scotto,Ambrosino PuglieseFils&Co.	251·8|43·4|18·1 P31'B63'F19' FK *FPT*67*tAPT*77*t*	Oran French 4*BHCem*	T.3Cy.20",$33\frac{9}{16}$"&54"–40" 272NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain,(	20 〃 2	V †
28531 166234 GMGD	**Mersey Coast** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	509 414 253	✠100A1 *withfreeboard* 4,41 ✠LMC5,38	Liv	*k*	OG	1938 5mo *Lloyd*	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam '*sA&CP*	CoastLines,Ld. *CellDB*122'168*t* *DTf*16'80*t*	195·6|31·6| 9·7 *32·9* 201·6(O.L.) FK F27' (*Col* *FPT*62*tAPT*24*t*	Liverpool British 3*BHptCem* *lBHtoSh dk* 2 „ „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.$15\frac{3}{4}$"–26" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 〃 8 s 〃 2 17 〃 $7\frac{1}{4}$	
28532 TCCF	**Mersin** Ⓟ (*ex*Antioch, TwinSc *ex*MichailSidoroff,*ex*Emperor NicolasII) *ss*Shl.2ndNo.3–7,22 1*Dk&Spar dk&* *deep framing*	1186 853 659	✠ ... 8,24 ✠				1896 4mo	W.Dobson &Co. Newcastle	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	238·0|32·0|12·2 P63'B52'F57' 19·4 FK	Istanbul Turkish *WB*	T.6Cy.14",$22\frac{1}{2}$"&37"–27" 167NH N.E.MarineEng.CoLdNwc	20 〃 0	
28533 149142 MPVY	**Merstone** Ⓟ Pad 1*Dk*	342 285 136					1928	CaledonS. B.&E.Co.Ld. Dundee	SouthernRailway	190·0|25·1| 8·7 *Promenadedk*130'	Portsmth British	C.2Cy.27"&51"–54" 159NHP A.&J.Inglis,Ld.Glasgow	~~37 〃 10~~ ~~s10 〃 $9\frac{3}{4}$~~ ~~27 〃 8~~	BT till ~~11,41~~ ~~2,42~~ 2,43
28534	**Merton** *For full particulars see No.* 37603 *in Supplement* *CruiserStern*	7150 6900 5410	100A1 *withfreeboard* (*ClassContemplated*)				1941	Burntislnd S.B.Co.Ld. Burntisland	R.Chapman&Son	420·0|58·0|35·3	Newcastle British	T.3Cy. D.Rowan&Co.Ld.Gls.	37 〃 10 s10 〃 $9\frac{3}{4}$ 27 〃 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28535 220683	**Merton E. Farr** *Mchy.Aft* 1*Dk* *pt. Longitudinal framing*	8349 — 6387					1920	Detroit S.B.Co. Wyandotte, Mich.	ConsolidatedS.S. Co.(G.A.Tomlinson, *Mgr.*)	587·1|60·0|27·8 F54′	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½″,41″&65″–42″ 275NHP AmericanS.B.Co.Lorain,O		R
28536 PFYU	**Merula** TwinSc *OilEng.* *ss*H.Kg.No.2–40~~*ss*H.Kg.No.1–36~~ *Mchy.Aft* 1*Dk*(*Stl*)2nd*dk*(*Stl*) clear *of cargo tanks* D.F. *Longitudinal framing at bottom & at deck*	8228 7467 4776	✠100A1 5,41~~8,39~~ ✠LMC CS7,40 DBS~~7,40~~5,41 8,39 *Carrying Petroleum in bulk*	~~Bkn~~ Bom	*c*†	CL N8,39	1932 4mo	NV.Nederl Schps.Maats. Amsterdam *Lloyd's A&CP*	N.V.Petroleum Maats. "LaCorona"	451·2|62·0|34·2 P103′B35′F43′ FK *Cell DBuE*64′221*t*	Willemstad Dutch 14*BH* *DTf*32′365*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–43$\frac{5}{16}$″ 714NHP 2DB*150lb* WerkspoorN.V.Ams. *FPT*226*t APT*41*t*	34 ″ 0 s6 ″ 7¾ 27 ″ 6¾	
28537	**Merwede** *OilEng.* D.F. E.S.D. *CruiserStern*	5300	100A1 *withfreeboard* (*Class Contemplated*)				1940	A.Vuijk& Zonen Capelle a/d Ysel	N.V.Houtvaart (Vinke&Co. *Mgrs.*)		Rottrdam Dutch	Oil Engines 6Cy.27$\frac{9}{16}$″–47¼″ Gbr.Stork&CoNV Hengelo		
28538 LELQ	**Meryl** (*ex*Grado) 1*Dk*	485 368 253					1918	Johs.Berg Delfzijl	Dampskslsk. MarnaA/S (Sigurd Owren, *Mgr.*)	160·4|25·9|10·7 P68*t*H39*t*F6*t*	Oslo Norwegian *WB*	T.3Cy.12⅗″,19$\frac{9}{10}$″&31½″–21⅗″ 46NHP Johs.Berg.Delfzijl		V
28539 33605 JXPB	**Mesima Maru** Ⓟ (*ex*MeshimaMaru–38) 2*Dks*	336 246 192					1928	Namura Gennosuke Osaka	KyushuSyosen K.K.	135·0|22·0|13·0	Nagasaki Japanese	T.3Cy.		
28540 DJUT	**Messina** D.F. E.S.D. 1*Dk* *CruiserStern*	2192 1651 1104					1937	Neptunwerft Rostock G.m.b.H. Rostock	Rob.M.Sloman, Jr.	303·0|43·6|16·3 P24′B&F268′ UpperF33′	Hamburg German *WB*	C.4Cy.(2)16¾″&(2)35$\frac{7}{16}$″–37⅜″&LPturbine with DRgearing&hydraulic coupling HS4198 312NHP Christiansen&Meyer, Harburg		G
28541 17 IBAW	— Ⓟ TwinSc (*Ferry*) *OilEng.* 1*Dk*	1343 — 507					1923	R.Arsenale diMarina Taranto	ItalianState Railways	308·0|39·0|13·0	Messina Italian *WB*	Oil Engines 4S.C.SA 16Cy.17″–26$\frac{7}{16}$″ 450NHP FrancoTosi,Legnano		I
28542 UOVT	**Mestkom** TwinSc *OilEng.* 1*Dk*	925 753 668					1930	Sevastopol MarineWrks. Sevastopol	U.S.S.R.	229·6|34·0|11·8 P68′F33′	Rostov Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{9}{16}$″–19$\frac{11}{16}$″ 214NHP KolomenskieStatesEng. Works,Kolomna		
28543 161932 MPWV	**Meta** D.F. 1*Dk*	1575 1329 924					1930	Burntislnd S.B.Co.Ld. Burntisland	ClydesdaleShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*)	252·3|40·0|16·5 P15′B90′Q43′F24′	Glasgow British *WB*	T.3Cy.18″,30″&49″–33″ 138NHP N.E.MarineEng.CoLdNwc		C
28544 212604 KDAY	**Metapan** 2*Dks*&2*pt Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig.	4736 3903 2718					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	379·2|50·3|29·1 B160′F45′	NewYork Utd. States *WB*	T.3Cy.27″,45″&75″–54″ 413NHP Wrkman,Clark&Co.Ld.Bel		C
28545 TCEJ	**Mete** (*ex*Tjömö–33,*ex*Torlak Skogland,*ex*Scarlet Tower,*ex*Nigretia) *ss*Ham.No.3–9,23 *ss*Abg.No.1–28 1*Dk*(*Stl*)	3258 3010 2041	✠ —— 10,33 ✠	PNl	*r*		1910 4mo	A.Rodger &Co. Pt.Glasgow	KalkavanRiza veOgluIsmail VapurIdaresi	334·0|48·0|22·3 P29′B90′F36′ FK *Cell DBa&uE*125′*f*149*t*	Istanbul Turkish 5*BHCem* 735*t APT*56*t*	T.3Cy.24″,40″&65″–42″ 300NHP 2SB,6*cf*,GS112,HS4674 A.Rodger&Co.Glasgow	24 ″ 9	I †
28546 LCTO	**Meteor** Ⓟ TwinSc D.F. 3*Dks*	3717 1972 1883					1904	Blohm& Voss Hamburg	DetBergenske Dampskibsselskab	346·2|44·2|26·4 H183*t*B633*t* 18·4	Bergen Norwegian *WB*	T.6Cy.16⅕″,25⅗″&45⅘″–31½″ 235NHP Blohm&Voss,Hamburg		N
28547 127379 WRCQ	— Ⓟ (*ex*ChesterW. Chapin–38) TwinSc 2*Dks*	2868 — 1822					1899	Maryland SteelCo. Sparrow'sPt. Md.	ColonialNav.Co.	312·0|64·0|16·9	NewYork Utd. States *WB*	T.6Cy.24″,38″&60″–30″ 394NHP MarylandStl.Co.Baltimore		
28548 1294 IBBW	— TwinSc *OilEng.* *ss*Mfl.No.3–2,37 D.F. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1685 1334 965	✠100A1 6,39 ✠LMC CS2,37 DBS6,39 6,39 *Carrying Petroleum in bulk* NO LATER SURVEY REPORTED	Pal	*p*	CL 1,37	1925 4mo	N.Odero fu A.&Co. SestriPnente *Lloyd's A&CP*	"LaColumbia"Soc. Mar.perTrasporto diPetrolio e Derivati	242·7|39·3|16·7 P62′F23′ FK *Cell DBuE*39′47*t FPT*	Genoa Italian 10*BHCem* 54*t APT*55*t*	Oil Engines 4S.C.SA 12Cy.13$\frac{9}{16}$″–19$\frac{11}{16}$″ 214NHP 2DB(P) (C)*140lb* Mchfbk.Augsbrg NurnbergA/G,Augsburg	18 ″ 5 s1 ″ 8¾ 16 ″ 10	
28549 DIDO	**Methan** *OilEng.* *Mchy.Aft* 1*Dk*	471 355 297					1924	J.Frerichs &Co.A.G. Einswarden	ErnstKomrowski Reederei	164·8|26·4|10·1 P46′F21′	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.12⅝″–17¾″ 88NHP NE39 MtrnwrkeMannheim,A.G.		G
28550 137246 MFQZ	**Methilhill** (*ex*Bamburgh–38, *ex*Arkleside) *ss*Shl.No.3–12,27 *Mchy.Aft Well deck* *ss*Mdb.No.2–36 *Cargo battens not fitted* 1*Dk*(*Irn*)	648 463 373	✠100A1 ~~5,41~~ ~~1,41~~ 4,42 Examined ~~1,41~~ 4,42 BS 5,42 ✠LMC2,36	~~Lth~~ Nwc	*J*	OG 1,41	1914 12mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP*	M.Taylor	179·9|28·0|11·4 Q119′B11′F22′ FK *Cell DBf*136′*FPT*	Methil British 3*BHCem* 33*t APT*28*t*	T.3Cy.15½″,25″&41″–30″(*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1975 MacColl&Pollock,Ld.Sld.	13 ″ 6 s3 ″ 9½ 13 ″ 4½	
28551 220386 KDBM	**Meton** Sub.Sig. 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7027 — 4408	✠ ... 2,21				1920 7mo	Moore S.B.Co. Oakland,Cal.	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	425·8|57·0|33·1 P106′B40′F41′ FK	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½″,41½″&72¼″–48″ 352NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
28552 OYKC	**Mette** (*ex*Jelling–37,*ex*Frumentia) *ss*Abg.2ndNo.3–5,33 *ss*Abg.No.1–38 D.F. 1*Dk*(*Stl*)&*deep framing* &*Shltr dk*(*Stl*)	1909 1728 1172	✠100A1 *Shelterdk withfreeboard* 9,39 BS7,39 ✠LMC4,38 (SEE FOOTNOTE *)	Abg	*s*	CL 1,39	1906 10mo	Howaldtswerke Kiel *Intermediate bulkhead in fore hold dispensed with* A&CP	Dampskslsk. af 1937 A/S(Ove Skou, *Mgr.*)	285·6|42·0|18·5 296·6(O.L.) 26·0 FK	Copnhagn Danish *Cem* 4*BH only* *Cell DBa*	T.3Cy.20⅞″,33$\frac{1}{16}$″&55⅛″–35½″ 185lb (*s*) 206NHP 2SB,6*cf*,GS100,HS3279 Howaldtswerke,Kiel 88′*uE*20′*f*124′551*t APT*150*t*	20 ″ 7 s ″ 11¼ 19 ″ 9½	

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
28553 220524 KDCU	**Mevania** *Mchy.Aft* *2Dks&Web frames* D.F. *Longitudinal framing* *Fitted for oil fuel* *CarryingPetroleum in bulk*	6886 — 4289	✠ ... 5,21				1920 8mo	Moore S.B.Co. Oakland,Cal.	~~FarrSpinning&~~ ~~OperatingCo.Inc.~~ LoneStarS.S.Corp.	425·8|57·0|33·1 P106'B40'F41' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 879NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
28554 203971 WACK	**Mexican** TwinSc *ss*Bos.2ndNo.3–12,32 D.F. *Fitted for oil fuel* *2Dks(Stl)&deep framing* *&Shelter dk(Stl)* *Orlop dk(Stl)inNo.1hold*	7061 — 4438	✠ ... 4,34 ✠	SFo			1907 4mo	UnionIron WorksCo. SanFrancisco	American- HawaiianS.S.Co. *CellDBa* 137'*uE&B*61'*f*204'	472·3|57·2|32·3 FK *Coll* 1789*t Side tanks in*	NewYork Utd.States *ptCem* *BH to Sh dk* 7 ,, ,, *U* ,, *boiler room*	T.6Cy.24½",42"&65"–45" 821NHP 4SB,*16cf*,GS260,HS11600 UnionIronWorksCo.S.Fo. 35'266*tFPT*156*tAPT*83*t*	35 ″ 0	R †
28555 231976 WKEG	**Mexico** Ⓟ (*ex*Colombia–38) *3Dks* *Fitted for oil fuel* *Ref.Mchy.* D.F. E.S.D. GyC.	5236 — 3042					1932	NwprtNws SB.&D.D.Co. NewprtNews	NewYork&Cuba MailS.S.Co.	385·5|57·8|20·0 P39'B183'F43'	NewYork Utd.States *WB*	3SR geared steam turbines NewportNewsSB.&DD.Co		R
28556	— Ⓟ TwinSc *Well deck* *1Dk(Stl)*	1258 — 758	✠ 12,12 ✠	Dun			1912 12mo	Caledon SB.&E.Co.Ld Dundee	Cia.Argentina de Nav.Mihanovich Ltda.	250·2|40·1|10·7 Q73'B78'F26' FK *FPT*57*t*	Bns.Aires Argentine *5BHCem* *APT*23*t*	T8Cy(2)12",(2)20"&(4)24" -24" 182NHP 2SB,*4cf*,GS78,HS2892 CaledonS.B.&E.Co.Ld.Dun	11 ″ 6	
28557 13662 JMXD	**Mexico Maru** Ⓟ TwinSc *ss*Osa.2ndNo.3–11,34 *ss*Osa.No.1–38 *2Dks(UptIrn ptStl,MStl)* *&deep framing* *Lower dk(Stl)in fore hold*	5785 4959 3560	✠ ... 8,39 ✠	Osa	*z*		1910 10mo	MitsuBishi Dkyd&EWks Nagasaki	OsakaSyosenK.K. *Cell*	400·0|51·0|32·4 29·8 P34'B152'F44' FK *DBa*131'*uE&B*79'	Osaka Japanese *7BHCem* *f*137'1070*tF*	T.6Cy.19¼",32"&54"–48" 578NHP 3SB,*9cf*,GS198,HS8344 MitsuBishiD.&E.Wks.Nag *PT*122*tAPT*39*t*	32 ″ 6	
28558 216397 KJRJ	**Mexoil** TwinSc D.F. *Mchy.Aft* *1Dk&Web frames* *Fitted for oil fuel* *Longitudinal framing* *CarryingPetroleum in bulk*	1370 1090 760	✠ ... 3,22 ✠NE&B5,21	✠			1918 7mo	Alabama- NewOrleans TransptnCo Violet,La.	GreatLakes TransportCorp.	242·5|36·9|19·7 P72'F21' FK	NewYork Utd.States *WB*	C.4Cy.16"&32"–24" 194NHP StatenIs.S.B.Co. Pt.Rchmd.N.Y.	19 ″ 0	R †
28559 FOVP	**Mexphalte** (*ex*Paquita) TwinSc *ss*Bkn.No.2–37 D.F. *1Dk(Stl)* *Mchy.Aft* *Longitudinal framing* *at bottom&at deck*	2578 1794 954	✠100A1 5,40 BS9,39 ✠LMC12,36 *CarryingPetr* *Carrying Asp* *Fitted for oil* (SEE FOOT	Hav *oleum* *halt on* *fuel* 11 NOTE	*t* *in* *ly* ,28 *)	CL S 4,38 PN4,40 *bulk or* *& limit* *F.P.*	1928 11mo *Lloyd* *ed to c* *above*	SirJ.Laing &Sons,Ld. Sunderland *'sA&CP* *entre tanks* 150° F.	Soc.Anon. Française des PétrolesShell *Wingt*	302·5|49·6|15·0 P87'*Trunk*176' FK *anks*128'1254*tFPT*	Algiers French *9BHptCem* *ptAsp* 148*tAPT*98*t*	T.6Cy.13¼",21"&35"–24"(*s*) 180lb 234NHP 2SB,*4cf*,HS4038 G.Clark,Ld.Sunderland	15 ″ 0 s1 ″ 11¼ 13 ″ 3	
28560 168165 BCKB	**Michael E.** *2Dks* *Longitudinal framing at bottom&at decks* *CruiserStern* *"Arcform"*	7628 7217 5508	✠100A1 *withfreeboard* 5,41 ✠LMC5,41 *Fitted for oil*	PGl *fuel* 5,	*a*† 2" 41	CL *F.P. a*	1941 5mo *Lloyd* *bove* 1	Wm.Ham- ilton&Co.Ld. PortGlasgow *'sA&CP* *CellDB*353' 50° F.	BuryHillShipping Co.Ld.(Counties ShipManagement Co.Ld.*Mgrs.*) 1105*tFPT*148*tAP* *IntermediateBH*	421·1|60·4|35·8 434·5(O.L.) FK (*T*336*t* *dispensed with 4 Di*	London British *6BHptCem* *Coll to WDk* 5 ,, *2nd* ,,) *visional W.*	T.3Cy.24",39"&68"–48" (*s*) 225lb 443NHP 2SB(Spt)*6cf*,HS5940 FD D.Rowan&Co.Ld.Gls. *T.BHs in 'tween dks*	38 ″ 3 s10″ 3 28 ″ 2½	
28561 204630 KFST	**Michael Gallagher** (*ex*EdwinN.Ohl) *Mchy.Aft* D.F. Sub.Sig. *1Dk*	5141 — 3818					1907	Detroit S.B.Co. Wyandotte	MidlandS.S.Line Inc.	420·0|54·2|29·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
28562 116723	**Michael J. Bartelme** (*ex*SirHenryBessemer) *Mchy.Aft* D.F. Sub.Sig. *1Dk2trB*	3850 — 2709					1896	GlobeIron WorksCo. Cleveland,O.	ColumbiaTrans- portationCo.(John T.Kelly,*Mgr.*)	413·2|48·0|24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",41"&66"–42" 282NHP GlobeIW.Co.Cleveland,O		R
28563 251 SVUW	**Michael J. Goulandris** (*ex*LinaL.D.–37, *ss*Shl.No.3–10,33 *ex*Hallgyn) *ss*Pir.No.1–38 D.F. *1Dk(Stl)&Shelter dk(Stl)*	6669 6315 4164	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~8,39~~ BS12,39 ✠LMC6,38 *Fitted for oil*	~~Rot~~ Bkn *fuel* 9,	*a*† 21	CL ~~3,37~~ 6,41 *F.P. a*	1921 10mo *Lloyd* *bove* 1	W.Doxford &Sons,Ld Sunderland *'sA&CP* 50° F.	TheHeirs of the late MichaelJ. Goulandris (GoulandrisBros. *Mgrs.*) *Intermedi* *CellDB*360'1156*t*	420·0|54·0|34·3 FK *ateBH in forehold* *dispensed with* *MT*15' 606*t FPT* 10	Andros Greek *ptCem* *1BHtoShdk* 5 ,, ,, *U* ,, 5*tAPT*231*t*	T.3Cy.27",44½"&75"–54" (*s*) 180lb 577NHP 3SB,*9cf*,GS189,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ 11½ 28 ″ 4	
28564 172766 MKYB	**Michael Jebsen** Ⓟ *2Dks*	2323 2061 1383	Examined LR ~~1,41~~ 7,41 12,41 ~~12,41~~ BS7,41(175lb) ~~BS6,40(175lb)~~	~~Npt~~ Lon ~~Hfx~~ Hul		OG 7,41	1927	Howaldts- werkeA.G. Kiel	Ministry of War Transport(David Alexander&Sons, *Mgrs.*)	281·2|41·9|21·9 P22'B81'F38' *WB*	Hull British	T.3Cy.20$\frac{1}{16}$",32$\frac{11}{16}$"&54$\frac{5}{16}$"– 37⅜" 180NHP HowaldtswerkeA.G.Kiel		G
28565 89 SVCC	**Michael L. Embiricos** (*ex*WarMalayan) *ss*Nwc.No.3–3,29 *ss*Bkn.No.2–38 *1Dk(Stl)*	5202 4755 3130	✠100A1 ~~12,41 3,41~~ 5,42 Examined 12,41 ✠LMC MS7,38 BS9,41	~~Cff~~ Grk	*y* ~~Cff~~	CL 3,41	1918 6mo *Lloyd*	Caird&Co. Ld. Greenock *'sA&CP*	S.G.Embiricos *CellDBa*150'*f.*	400·3|52·3|28·5 P50'B113'F39' FK 180'1059*t FPT*123*t*	Andros Greek *7BHptCem* *APT*90*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Caird&Co.Ld.Greenock	31 ″ 0 s5 ″ 11¼ 25 ″ 3½	
28566 139 SVXG	**Michael Livanos** D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern*	*4774* *4379* *2843*	✠100A1 *withfreeboard* 7,41 ~~3,40~~ ✠LMC4,38	~~Syd~~ Bom	*a*†	CL	1938 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	TheofanoMaritime Co.Ld.(N.G. Livanos,*Mgr.*) *CellDB*365'1200*t*	419·2|56·7|25·3 431·1(O.L.) F35' FK (*FPT*198*tAPT*200*t*	Chios Greek *7BHCem* *Coll to Shdk* 6 ,, *2nd* ,,)	T.3Cy.22½",39"&65"–45" 225lb (*s*) 463NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS147,HS7135 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 ″ 10 s3 ″ 0 25 ″ 1	
28567 217269 WMEE	**Michael Tracy** (*ex*CoteBlanche) *Mchy.Aft* D.F. Sub.Sig. *1Dk*	2351 1855 1433	... 8,22				1919 5mo	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·4|43·7|25·1 P115'F26' FK	NewYork Utd.States *WB*	T.3Cy.21",34½"&57"–42" 284NHP Gt.LakesEngWrksDetroit	27 ″ 6	R †
28568 281 SVGL	**Michalios** (*ex*Julia–35, *ex*Nordsee,*ex*Estremadura, *ex*SantaUrsula) *1Dk&Spar dk*	3742 3396 2196					1908	Akt.Ges. "Neptun" Rostock	XilasBros.	351·8|50·2|15·4 P24'B216'F43'23·4	Syra Greek *WB*	T.3Cy22$\frac{1}{16}$",36⅝"&60⅛"–41⅜" 231NHP A.G."Neptun,"Rostock		G
28569 266 SVLI	**Michalis** (*ex*Kassos–39,*ex*Elveric–33, *ex*WarCapitol) *ss*Pir.No.3–10,34 *ss*Pir.No.1–38 *1Dk(Stl)&Shelterdk(Stl)* *Cargo battens not fitted in Shltr'tweendks* *Tonnage opening closed'39*	5685 5486 3563	✠100A1 *Shelter dk* *withfreeboard* 3,41 BS12,40 ✠LMC9,38 *Fitted for oil*	Gls *fuel* 1	*y* 1,1	CL 3,39 9*F.P.*	1919 1mo *Lloyd* *above*	Nthmblnd S.B Co.Ld. Newcastle *'sA&CP* 150° F.	L.Fatsis *CellD*	399·6|53·0|32·8 FK 24·3 F39'*on Shelter dk* B351'1284*tFPT*60*t*	Syra Greek *ptCem* *7BHtoShdk* *APT*90*t*	T.3Cy.26⅜",45"&75"–54" (*s*) 180lb 619NHP 3SB,*12cf*,GS220,HS9525 FD N.E.MarineEngCoLdNwc	35 ″ 5 s9 ″ 4¾ 26 ″ 3	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert
28570 203206 KFLN	**Michigan** *Mchy.Aft* D.F. Sub.Sig. 1*Dk*	6924 — 5476					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo*Mgrs*)	530·0	56·2	32·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23″,37″&63″–42″ Great 257NHP LakesEng.Works,Detroit		R
28571 ~~[illegible]~~	— *ss*Hav.No.3-10,34 *ss*Hav.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6419 6152 4023	✠100A1 *Shelter dk* *withfreeboard* 2,42~~12,39~~ BS1,42 ~~BS11,39~~ ✠LMC9,38	~~Hav~~ NOs	*a*†	CL 12,39	1920 4mo	JLThompson&Sons,Ld Sunderland *Lloyd's*A&CP	UnitedStates Maritime Commission *CellDB*366'1361*t DTa*27'1028*t*	412·5 F36'*onShelter dk* FK *FPT*154*t APT*88*t*	55·5	34·4	Utd.States *Cem* *CollisionBHtoShdk* 6 „ „ *U*„	T.3Cy.27″,45″&75″–54″ (*s*) 180lb 564NHP 4SB,*12cf*,GS260,HS9760 J.Dickinson&Sons,Ld.Sld	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	
28572 218750 KEGS	— (*ex*WestHartland) 2*Dks* *Fitted for oil fuel*	5594 — 3476					1919	Columbia RiverSBCorp Portland,Or.	StatesSteamship Co.	410·0 P44'B115'F46'	54·2	27·6	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine GeneralElectricTurbineCo Schenectady,N.Y.		R
28573 127752 WNJZ	— (*ex*CharlesM.Warner) D.F. *Mchy.Aft* 1*Dk2trB*	3739 — 2707					1903	Chicago S.B.Co. Chicago	GreatLakesDredge &DockCo.	377·0 F44'	48·2	24·0	Duluth Utd.States *WB*	T.3Cy.20″,33½″&55″–40″ 191NHP ChicagoS.B.Co.Chicago		
28574 221467 WCIO	— TwinSc (*ex*I.L.I.105-36, *OilEng.* *ex*Interwaterways *ss*Clv.No.3-4,35 LineIncorporated *ss*N.Yk.No.1-39 105-32) 1*Dk*(*Stl*) *Mchy.Aft*	1040 956 797	✠ A1 *Self-propelled Barge* ~~5,41~~ ~~3,40~~2,42 DBS~~4,39~~5,41 ✠LMC4,39 LMC(M)3,41 *For service between New York via Erie & Welland Canals* *Port Huron & Montreal* *Carrying liquid caustic soda in deep tanks in Nos.* 2,4&6*holds*	NYk	*e*	~~12,28~~ ~~12,39~~ ~~1,41~~ N12,41	1921 7mo	McDougall DuluthS.BCo. Duluth,Minn. A&CP	MichiganAtlantic Corporation (EdwardP.Farley &Co.Inc. *Mgrs.*) *Side tanks f*12'23*t FPT*30*t*	254·0 FK	36·0	14·0	NewYork Utd.States 5*BHCem* *APT*13*t*	Oil Engines 2S.C.SA 12Cy.10″–12½″ 211NHP NDB35–*100lb* NE4,27 FairbanksMorseCo.Beloit. Wis.	14 ″ 0	
28575 UOXT	**Michurin** TwinSc3Mst (*ex*G.Yagoda-37, *OilEng.* *ex*Eñukidze-35, *ss*Gls.No.2-31 *ex*Castilian 1*Dk*(*Stl*)2*nd dk*(*Stl*) Prince-33,*ex*Sycamore) *in forward holds* *Well deck* Sub.Sig. *CruiserStern*	3908 3298 2041	✠ —— 2,34 ✠	Gls	*x*		1923 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. *CellDB*270'1164*t*	364·0 P&B225'F88' FK *Ductkeelamidships* *DTa between tunnels*39'88*t DTf*	52·2	24·1	Odessa Russian 6*BHptAsp* 140' 29'590*t FPT*80*t APT*67*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$″–38⅜″ 695NHP Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 11	
28576 210644 KGGO	**Middlesex** *Mchy.Aft* 1*Dk* Sub.Sig. D.F.	4727 4109 2780					1912	NewYork S.B.Co. Camden,N.J.	CoastwiseTransportationCorp.	369·0 P80'B17'F33'	50·1	28·0	Prtlnd,Me. Utd.States *WB*	T.3Cy.23¼″,38½″&67″–45″ 301NHP NewYorkSBCo.CamdnNJ		R
28577 116669 VGMP	**Midland Prince** (*Self-Unloader*) D.F. GyC. *Mchy.Aft*	6339 6098 4244					1907	Collingw'd S.B.Co. CollngwdOnt	CanadaSteamship Lines,Ld.	474·0	55·0	27·0	MidlndOnt British *WB*	T.3Cy.23″,38½″&63″–42″ 257NHP CollingwoodS.B.Co.		R
28578 LELR	**Midnatsol** Ⓟ D.F. E.S.D. 1*Dk&Awng dk2trB*	978 860 505					1910	Bergens Mek.Værks Bergen	DetBergenske Dampskibsselskab	202·8 H118*t*	31·1	19·8	Bergen Norwegian *WB*	T.3Cy.19″,30″&52″–33″ 155NHP BergensMekVærksBergen		
28579 25492 JBED	**Midori Maru** Ⓟ (*ex*CapeTown *ss*Yka.No.3-6,34 Maru-36) 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Fitted for oil fuel*	5827 5590 4228	✠ ... 2,38 ✠	Nag	*y*		1919 9mo	Kawasaki Dkyd.Co.Ld Kobe	TochikiShojiK.K. *CellDB*334'1118*t*	385·0 FK *Coll* *FPT*126*t APT*93*t*	51·0	36·0	Kobe Japanese *ptCem* *BH toAw dk* 5 „ „ *U dk*	T.3Cy.26″,43½″&72″–48″ 440NHP 2SB&1AuxSB,*8cf*, GS154,HS5636 KawasakiDkydCoLdKobe	36 ″ 0	C †
28580	**Midosi** (*ex*Mormactide-40, *ex*Sagaporack-38) 2*Dks*&*Shelter dk* D.F. E.S.D. GyC. *Webframes* Sub.Sig. *Fitted for oil fuel*	4951 — 3079	✠ ... 6,20 ✠				1919 3mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 FK	54·2	27·6	R.Janeiro Brazilian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
28581 PFZL	**Midsland** *ss*Rot.2ndNo.3-10,39 *Well deck* 1*Dk*(*Stl*)	1089 758 608	✠100A1 10,39 ✠LMC10,39 (SEE FOOTNOTE *)	Rot	*n*	OG 4,38	1915 10mo	Maats. Fyenoord Rotterdam A&CP	Scheepv.en SteenkolenMaats. N.V. *Cell DBa* 58' *u*	224·8 Q72'B55'F22' FK *E*19'*f* 98' 301*t FPT*	33·2	14·3	Rottrdam Dutch 4*BHCem* 17*t APT*12*t*	T.3Cy.17½″,29″&46″–36″(*r*) 180lb 155NHP 2SB,*4cf*,GS78,HS2620 Maats.Fyenoord,Rot.	15 ″ 1 s 1 ″ 0½ 14 ″ 2¾	
28582 220920	**Midway** *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk*	978 — 586					1920	Pacific Cst. S.B.Co. BayPoint,Cal	TideWater AssociatedOilCo.	193·5	38·0	15·1	S.Frncisco Utd. States	C.2Cy.16″&34″–24″ TheHallideCo. 53NHP Spokane,Wash.		
28583 27312 JIZB	**Mie Maru** (*ex*MiyeMaru-38) 2*Dks*	2914 2673 1761	✠ ... 12,23 ✠				1920 7mo	TobaShipyard Toba	NipponYusenK.K.	305·0 P23'B92'F33' FK	43·7	27·2	Tokyo Japanese *WB*	T.3Cy.23″,38″&64″–48″ 352NHP TanakaEng.Co.Osaka	27 ″ 3	
28584 EAFY	**Mieres** (*ex*CeferinoBallesteros, *ex*Rosario, *ss*Bbo.2ndNo.3-12,21 *ex*KendalCastle) *ss*Bbo.No.2-31 1*Dk*(*Stl*)&*deep framing* &*ptAwng dk*(*Stl*)	2884 2116 1747	✠ ... 5,34 ✠	Bbo	*t*		1896 5mo	W.Pickersgill&Sons Sunderland	Soc.Anon.Fabrica deMieres *CellDB*	310·0 P27'Q42' *ptAwng dk*241' FK *a*96'*uE*&*B*44' *f*120'	42·9	19·2	Gijon Spanish 6*BHCem* 647*t APT*38*t*	T.3Cy.21½″,36″&60″–42″ 245NHP 2SB,*6pf*,GS98,HS3865 G.Clark,Ld.Sunderland	21 ″ 9	
28585 120461 MLRV	**Miervaldis** (*ex*Kingsdon, *ex*St.Edmund) *ss*Bry.No.3-8,17 *ss*Cff.No.2-26 *Well deck* 1*Dk*&*deep framing*	1265 1017 804	✠ ... 8,30 ✠				1904 10mo	ClydeS.B. &E.Co.Ld. Pt Glasgow	Ministry of War Transport (Broomhill Steamships,Ld. *Mgrs.*)	234·6 Q89'B46'F30' FK	36·1	14·9	Swansea British *WB*	T.3Cy.19¼″,31″&51″–36″ 167NHP ClydeS.B.&E.Co.Ld. P.Gls	17 ″ 3	C †
28586 PFZO	**Mies** *ss*Rot.No.1-36 *OilEng.* *CruiserStern* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	309 227 222	✠100A1 5,41 ✠LMC3,40	Cff	*d*	N3,40	1933 2mo	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam *Lloyd's*A&CP	HollandscheZeereed(J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*) *Cell DB f*28' 28*t FPT*10*t APT*4*t*	131·9 Q26'F16' FK	23·5	8·8	Rottrdam Dutch 3*BHCem*	Oil Engines 4S.C.SA 4Cy.11″–17$\frac{11}{16}$″ 47NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	9 ″ 6 s ″ 11½ 8 ″ 7½	
28587 498 IQVM	**Migliarino** WoodAuxBkn (*ex*SailingVessel) *OilEng.* 1*Dk2trB* (*See Sailing Ship Register*)	391 — 312					1920	Flli Picchiotti Viareggio	L.G.Tomei	139·4	30·1	14·9	Viareggio Italian	Oil Engines 2S.C.SA 3Cy.8$\frac{11}{16}$″–14$\frac{9}{16}$″ 39NHP *E made*32*fitted*35 Akt.Burmeistr&Wain,Cpn		I

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade.
28588 149387 MMJK	**Migrante** TwinSc (*ex*Audacieux-38, *ss*Msl.No.2-36 *ex*Victrix-36, AnnualSurvey Msl.2,37 *ex*Migrant) (*Yacht*) *OilEng* 1*Dk*(*Teak*)	348 235 201	✠100A1 4,38 ✠LMC12,35 ✠LMC(M)3,38	Sou		CL 2,38	1927 11mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. Port Glasgow '*sA&CP*	F.G.T.Dawson	128·0 B57'F24' *DTa*8'5*tFPT*	24·2	11·3 BK7½"	Greenock British 5*BHptCem* *ptAsp* 3*tAPT*16*t*	Oil Engines 4S.C.SA 12Cy.$10\frac{13}{16}$"–$16\frac{9}{16}$" 136NHP Maschfbk.Augsburg- Nürnberg,Augsburg		
28589 147287 GKXJ	**Miguel de Larrinaga** 2*Dks*	5231 4855 3197					1924	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	388·4 P29'F36'	53·0	29·8	Liverpool British *WB*	T3Cy$25\frac{3}{8}$",$43\frac{3}{16}$"&$70\frac{9}{16}$"–$47\frac{1}{4}$" 345NHP F.Schichau,Elbing		C
28590 30369 JMSE	**Mihara Maru** Ⓟ *OilEng.* 2*Dks*	697 570 379					1925	KobeWrks. Mitsubishi ZosenKaisha, Ld. Kobe	SetsuyoSyosen K.K.	170·0	28·6	18·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.$18\frac{1}{4}$"–27" 195NHP Vickers,Ld.Barrow		
28591 33998 JCPC	**Miharu Maru** (*ex*Oyama-Maru-38, *ex*Tsurugi san *ss*Kob.2ndNo.3-11,23 Maru,*ex*Cardiganshire) *ss*Drn.No.1-27 1*Dk*&*Spar dk*&*deep framing*	3857 3450 2371	✠ ... 12,30 ✠				1899 2mo	Sunderlnd S.B.Co.Ld. Sunderland	SugayaK.K.	356·0 P38'B92'F46'	45·2	18·7 26·5 FK	Kobe Japanese *WB*	T.3Cy.24",40"&64"–42" 292NHP N.E.MarineEng.Co.Ld.Sld	29 ″ 4	
28592 15870 JCPG	**Miho Maru** Ⓟ 1*Dk*	515 457 283					1913	OsakaIron Works Osaka	ChishimaKisen K.K.	163·4	25·9	14·4 *WB*	Kobe Japanese	T.3Cy.12",20"&34"–22" 54NHP OsakaIronWorks,Osaka		
28593 22394 JEGC	**Mihuku Maru** 1*Dk*	1206 1025 661					1918	Matsuo Magohashi Koyaki	Turumaru Hirotaro	200·0	33·0	20·0	Kobe Japanese *WB*	T.3Cy.$14\frac{1}{2}$",$24\frac{1}{2}$"&40"–30" Matsuo 88NHP Magohashi,Nagasaki		
28594 19215 JBID	**Miikesan Maru** *ss*Kob.No.3-11,29 *ss*Kob.No.1-34 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3179 2757 1961	✠ ... 5,35 ✠	Kob	*t*		1916 6mo	OsakaIron Works,Ld. Innoshima *CellD*	SugayaK.K. *Ba&uE*101'*f*138'47	305·0 P19'B82'F32' 4*tDTa*25'534*tFPT*	43·7	27·2 FK	Kobe Japanese 5*BHCem* 79*tAPT*20*t*	T.3Cy.22",37"&61"–42" 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWrks.Ld.Osaka	27 ″ 3	C †
28595 PGBF	**Mijdrecht** *OilEng.* *ss*Rot.No.2-39 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in way of mchy.* D.F. *space&Webframes Longitudinal* *framing at bottom & at deck*	7493 6720 4398	✠100A1 9,41~~11,40~~ ~~DBS11,40~~ ✠LMC1,39 *Carrying Petroleum in bulk* DBS9,41	~~Sh~~ Mdb	*b*†	CL 10,40	1931 2mo *Lloyd*	NVRotter- damDroogd Maats. Rotterdam '*sA&CP*	N.V.Maats.Motor- schip"Mijdrecht" (N.V.Phs.Van Ommeren'sSheepv. Bedrijf,*Mgrs.*)	440·3 P110'F44' *CellDBuE*32'59*t*	58·7	35·0 FK	Rottrdam Dutch 12*BH* *DTf*25'243*t*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 652NHP 2DB*142lb* Harland&Wolff,Ld.Gls. *FPT*220*tAPT*136*t*	34 ″ 11 s 7 ″ $9\frac{3}{4}$ 27 ″ $3\frac{1}{2}$	
28596 PKQR	**Mijer** *OilEng.* 1*Dk*	1873 1716 1128					1914	Wrf.voorh. Rijkee&Co Rotterdam	Koninkl.Paketv. Maats.	278·2 P34'F30'	41·2	16·8	Batavia Dutch *WB*	Oil Engines4S.C.SA 6Cy.22"–$39\frac{3}{8}$" 280NHP NedFb.v.Wrk&Spoor,Ams		VL
28597	**Mr. Linthorst Homan,** *see No.*	28960														
28598 46318 JWQM	**Mikado Maru** *OilEng.*	398 — 269					1940	Endo Zosensyo Osaka	UwazimaKisen K.K.	131·2	24·5	12·5	Uwazima Japanese	Oil Engines		
28599 28556 JUEB	**Mikage Maru** Ⓟ (*ex*Iran,*ex*Paroo) 1*Dk*&*Spar dk*&*deep framing*	2742 2231 1666	✠ ... 1,02 ✠				1897 11mo	Russell& Co. PortGlasgow	MukoKisenK.K.	315·6 B92' FK P36'*Shade dk a*24' F35'*Shade dkf*28'	40·1	14·6 22·1	Mikage Japanese *WB*	T.3Cy.25",40"&64"–45" 291NHP Hutson&Son,Glasgow	24 ″ 6	
28600 40713 JGJJ	**Mikage Maru No. 2** *OilEng* 1*Dk*	617 — 401					1935	Mihara S.B.Yd Osaka	MukoKisenK.K.	170·0	28·0	14·9	Mikage Japanese *WB*	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$"–$20\frac{7}{8}$" 118NHP HanshinTekkosho,Kobe		
28601 33188 JAYC	**Mikage Maru No. 3** (*ex*Mifune Maru) 1*Dk*	3111 2775 1843					1928	KobeSteel Works Harima	MukoKisenK.K.	330·5 P25'B93'F35'	46·7	25·0	Mikage Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP KobeSteelWorks,Kobe		C
28602 29806 JPLA	**Mikage Maru No. 5** (*ex*Kratos) *ss*Cpn.No.3-9,17 *ss*Kob.No.2,25 1*Dk*&*deep framing*	3532 3216 2190	✠ ... 10,28 ✠				1904 9mo	W.Gray& Co.Ld. WHartlepool	MukoKisenK.K.	340·0 P27'B100'F32'	49·1	22·8 FK	Mikage Japanese *WB*	T.3Cy.$25\frac{3}{16}$",$40\frac{5}{8}$"&67"–45" 335NHP Cen.Mar.Eng.Wrks.WHpl	25 ″ 3	C †
28603 31738 JHMB	**Mikage Maru No. 8** (*ex*Shakespear) *ss*Sld.No.3-4,25 *ss*Kob.No.1-29 1*Dk*	3371 3133 2567	✠ ... 1,30 ✠				1912 3mo	JLThomp- son&Sons,Ld Sunderland	MukoKisenK.K.	342·0 P39'B94'F34'	49·1	22·9 FK	Mikage Japanese *WB*	T.3Cy.24",40"&65"–42" 294NHP Blair&Co.Ld.Stockton	25 ″ 4	C †
28604 42636 JNHL	**Mikage Maru No. 18** *Cruiser Stern* 1*Dk*	4319 — 2556					1937	Mitsubishi JukogyoK.K Kobe	MukoKisenK.K.	360·0 P25'B105'F32'	50·0	29·0 *WB*	Mikage- Chyo Japanese	1DR gearedSteamTurbine 383NHP		C
28605 33630 JQNB	**Mikasa Maru** Ⓟ 2*Dks*	3143 2700 1877					1928	Yokohama DockCo. Yokohama	ToaKaiunK.K.	325·0 P29'B87'F38'	46·0	27·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 284NHP YokohamaDockCo.Yka.		C
28606 UNIA	**Mikhail Frunze** Sub.Sig. 1*Dk*	2357 1911 1231	✠ ... 12,30 ✠				1928 9mo	Sevastopol MarineWks. Sevastopol	U.S.S.R.	277·3 P14'B58'F26'	43·2	20·3 FK	Leningrad Russian *WB*	T.3Cy.$17\frac{3}{4}$",$29\frac{1}{8}$"&$48\frac{7}{16}$"– $35\frac{7}{16}$" 192NHP BalticS.&E.Wks.Leningrd	22 ″ 8	
28607	**Mikhail Gromov** (*ex*Rusoilprod-39) *OilEng.* *ss*Cff.No.1-34 1*Dk*(*Stl*) *Mchy.Aft* *Carrying Petroleum in bulk*	836 — 410	✠ ... 2,37 ✠	Brs	*l*		1930 7mo	C.Hill& Sons,Ld. Bristol	U.S.S.R.	190·0 P54'F22' *DTf*9'39*tFPT*40*t*	32·6	13·3 FK	Tuapse Russian 8*BH* *APT*36*t*	Oil Engines 4S.C.SA 6Cy.$20\frac{7}{8}$"–$20\frac{7}{8}$" 256NHP Maschfbk.Augsburg- Nürnberg-Augsburg	14 ″ 4	
28608 UNIH	**Mikoyan** Sub.Sig. 1*Dk*(*Stl*)	2332 2013 1296	✠ — 8,33 ✠	Len	*s*		1929 12mo	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	284·8 P14'B72'F20' *CellDB*228'554*t FPT*	43·1	22·9 FK	Vladvostk Russian 4*BHptCem* 51*tAPT*85*t*	T.3Cy.$17\frac{11}{16}$",$29\frac{1}{8}$"&$48\frac{7}{16}$"– $35\frac{7}{16}$" 193NHP 2SB,4*cf*,GS64,HS2690 BalticS.B.&E.Works,Len.	22 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length	Breadth	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulae; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28609 22280 JEXB	**Mikuni Maru** Ⓟ 2Dks	1015 840 579					1918	Kawasaki Zosensho Kobe	KitaNipponKisen K.K.	194·0	32·0	19·0	Amino Japanese	T.3Cy.15",25"&42"-30" 97NHP KawasakiZosensho,Kobe		
28610 27178 JMYD	**Milan Maru** ssNag.No.3-11,34 2Dks(Stl)	5467 4996 3409	✠ … 1,39 ✠	Kob	z		1920 7mo	AsanoS.B. Co. Tsurumi	IshiharaSangyo KaiunKaisha,Ld.	400·0 P33'B124'F41' FK CellDB339'941t	53·2	29·4	Hutyu Japanese 6BHCem APT28t	T.3Cy.26",43½"&72"-48" 513NHP 3SB,9cf,GS175,HS7376 KobeSteelWorks,Kobe	32 ″ 0	
28611 429 IBCW	**Milano** Ⓟ TwinSc 2Dks3trB D.F. Fitted for oil fuel	4028 — 2225					1913	Cant.Nav. Riuniti Spezia	"Tirrenia"Soc. Anon.di Nav.	361·6	44·7	24·4	Naples Italian WB	T.6Cy.21¼",34¼"&59 7/16"-41⅜" Soc.Esercizio 454NHP Bacini,RivaTrigoso		I
28612 43 IQVS	— WoodAuxBkn (exSailingVessel-37) OilEng. 1Dk2trB (See Sailing Ship Register)	379 — 334					1919	E.Picchiotti Viareggio	Soc.AnonSbarchi Imbarchi e Trasporti	142·3	30·2	14·4	Rome Italian	Oil Engines 2S.C.SA 4Cy.8¼"-10¼" 48NHP Emade & fitted37 SulzerBros.Ld.Winterthur		I
28613 140609 GCVG	**Milcrest** (exLika-39,exKobac-38, exCefn-y-Bryn-38, ssAnt.No.3-4,31 exDacreCastle-37) ssSch.No.2-38 2Dks(Stl)	5283 4866 3387	✠100A1 ~~7,41~~ ~~11,40~~ 8,41 ✠LMC MS11,38 BS~~4,40~~6,41	~~Bel~~ Hul	y	CL 11,40	1919 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	CrestShippingCo. Ld. CellDB	400·1 P49'B113'F29' FK 340'1019tFPT130t	52·4	28·4	London British 7BHptCem APT204t	T.3Cy.27",44⅜"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s5 ″ 11½ 25 ″ 3¼	
28614 PFZP	**Mildred** OilEng. Mchy.Aft 1Dk D.F. CruiserStern	552 425 246	✠100A1 7,39 ✠LMC7,39 Carrying Petroleum in bulk (SEE FOOTNOTE *)	Alb	i	OG	1939 7mo	Werf de Noord Alblasserdam Lloyd'sA&CP	N.V.TankKustvaartMaats.	180·3 189·0(O.L.) Q62'Trunk85'F33' FK FPT	27·8	10·7	Rottrdam Dutch 9BH 117tAPT20t	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 94NHP DB145lb Klöckner-Humboldt-DeutzA.G.Köln-Deutz	11 ″ 2 s ″ 4 10 ″ 11½	
28615 130164 VJGP	**Mildura** (exEnoggera) ssSyd.No.3-9,33 ssSyd.No.1-37 1Dk(Stl)&Shelter dk(Stl) Longitudinal framing &Web frames	3478 3013 2003	✠100A1 Shelter dk with freeboard ~~5,41~~ ~~11,40~~ 10,41 ✠LMC MS1,37 BS~~5,40~~5,41	Syd	v	CL ~~1,39~~ 10,41	1920 12mo	H.M.Dockyard Newcastle, N.S.W. A&CP	Australasian UnitedStm.Nav. Co.Ld. CellDB277'884t	331·0 340·8(O.L.) FK Collision BH to S dk FPT118t APT204t	47·7	26·1	Melbourne British Cem 4 „ „ U „	T.3Cy.25",41"&68"-45" (s) 190lb 519NHP 3 Water Tube Boilers FD HS8289 H.M.Dockyard,Nwc.NSW	26 ″ 1 s 2 ″ 4¾ 23 ″ 11	
28616 CSKS	**Milena** WoodAux4MstSr (exSailingVessel OilEng. Burkeland-35) Mchy.Aft 1Dk2trB (See Sailing Ship Register)	757 664 583					1918	Bagdad S.B. Milton,Fla.	Industria AveirensedePesca, Ltda.	180·5	35·7	16·4	Aveiro Portuguese	Oil Engines 2S.C.SA 4Cy.9 13/16"-16 9/16" 68NHP Emade&fitted36 Atlas-DieselA/B,Skm.		
28617 1265 CBTM	**Millabu** (exAtacama-33, TwinMsts exStadHaarlem) ssVpo.No 3-12,34 ssVpo.No.1-39 2Dks(Stl)	3378 — 1880	✠100A1 4,40 BS8,41 ~~BS9,40~~ ✠LMC7,39 Fitted for oil fuel 11,22 F.P. above 150° F.	Vpo	u	CL 3,40	1922 11mo	W.Gray& Co (1918)Ld. WHartlepool Lloyd'sA&CP	Cia.deMuelles de laPoblacion Vergara Cell	310·1 P23'Ba23'B84' FK Bf23'F32' DB 265'758t FPT	46·5	23·7	Valparaiso Chilian 6BHptCem 120tAPT60t	T.3Cy.25",41"&68"-45" (r) 200lb 414NHP 3SB,6cf,GS132,HS5727 FD Cen.Mar.Eng.Wks.W.Hpl	26 ″ 3 s4 ″ 3 22 ″ 4	
28618 207579 WKCI	**Millinocket** ssBal.2ndNo.3-6,34 ssBal.No.1-38 1Dk(Stl)2trB&Web framing Longitudinal framing	3274 2716 2078	✠100A1 C,41 ~~9,40~~ BS8,41 ~~BS5,40~~ ✠LMC2,38 Fitted for oil fuel 12,22 F.P. above 150° F.	Bal	u	CL 12,39	1910 6mo	Maryland SteelCo. Sparro'PtMd A&CP	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. Mgrs.) CellDBa82'uE	317·3 P26'B93'F36' FK 18'f134'485tFPT102t	44·2	23·8	New York Utd.States 5BHCem APT46t	T.3Cy.21⅞",37½"&60"-42"(s) 180lb 277NHP 2SB,6cf,GS144,HS4580 MarylandStl.Co.Sparr'.Pt.	26 ″ 6 s4 ″ 3½ 22 ″ 4½	
28619 PKNO	**Milo** OilEng Mchy.Aft 1Dk	322 280 247					1919	A Pannevis Alphen a/d Rijn	Nederl.Ind.TankstoombootMaats.	135·9	24·6	10·4	Batavia Dutch WB	Oil Engines 2S.C.SA 2Cy.15¾"-17¾" 88NHP KromhoutMotoren Fabriek,Amsterdam		C
28620 6796 SGMN	**Milos** (exBrynmead,exIzaston, exWilliam ssShl.3rdNo.3-4,37 Broadley) 1Dk(Irn)2trB&deep framing3Dkrule D.F. Cargo battens not fitted	3058 2831 1844	✠100A1 ~~11,40~~ 5,42 Examined 5,42 ✠LMC5,42	~~PNl~~ ~~NN~~ Bel	u	CL ~~1,40~~ 3,42	1898 8mo	BlythS.B. Co.Ld. Blyth Lloyd'sA&CP	RederiA/B Helsingborg(O. Hillerström,Mgr.) CellDBa	325·1 P27'B74'F34' FK uE130'f130'701t	47·0	22·4	Hlsngborg Swedish 5BHCem APT49t	T3Cy24 3/16",40¼"&65"-42"(s) 160lb NDB17 280NHP 2SB,1rf,2cf,GS119,HS4325 Blair&Co.Ld.Stockton	24 ″ 10 s 4 ″ 1½ 20 ″ 11	
28621 DHQZ	— (exMain,exMaria,exRegina) 1Dk&Spardk	2702 2447 1666					1906	Flensburgr Schiffsb.Ges. Flensburg	DeutscheLevante-LinieHamburg A.G.	290·3 P27'B72'F34'	44·0	23·8	Hamburg German WB	T.3Cy.20 1/16",33½"&55⅞"-37½" 192NHP FlensburgerSchiffsb.Ges.		G
28622 678 SZLK	— Ⓟ (exMoschanthiTogia-33,exYacht Catania) ssRot.2ndNo.3-5,21 2Dks	598 — 239	✠ … 1,23 Yacht ✠				1895 6mo	D&WHenderson&Co. Glasgow	HellenicCoast LinesCo.Ld.	203·0	26·7	15·3	Piræus Greek	T.4Cy.18",28½"&(2)32"-27" 126NHP D.&W.Hendersn&Co.Gls.		
28623	— Ⓟ (exCanisbay-40, Iron exMariaL.-40,exArgolis,exVine) 1Dk2trB Now "Atzila," see No. 35558 in Supplement	572 — 212					1878	D&WHenderson Glasgow	J.Lykouris	183·0 P51'F29'	25·5	13·3	Pnamanian	C.2Cy.27"&49"-36" NB89 120NHP D.&W.Henderson,Gls.		
28624 122842 MCLK	**Miltrap** (exRosalie-39,exCompass, exLilian) ssSld.2ndNo.3-10,32 ssSld.No.1-36 Mchy.Aft 1Dk(Stl) Now a Salvage Vessel. Transferred to No. 17308 Cargo battens not fitted	320 227 130	✠1 ~~[illegible]~~ 12,41 ~~✠LMC~~ ~~MS10,39~~ ~~BS5,40~~	Nwc	e	CL 4,40	1906 5mo	GooleS.B. &RepgCo.Ld Goole Lloyd'sA&CP	BritishIron&SteelCorporation (Salvage)Ld. (A.H.Turner,Mgr.)	134·0 Q44'F20' FK	24·0	10·2	Newcastle British 3BHCem FPT28t	C.2Cy.18"&36"-24" (s) 130lb 71NH 1SB,3pf,GS44,HS1328 G.T.Grey,SouthShields	11 ″ 3 ~~″ 9~~ ~~10 ″ 7~~	
28625 DIDP	**Milwaukee** Ⓟ TwinSc Ref.Mchy. Sub.Sig. OilEng. D.F. GyC. 4Dks CruiserStern	16754 12844 9415					1929	Blohm&Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	546·6 B213'F52'	72·4	42·2	Hamburg German WB	Oil Engines 2S.C.DA 24Cy.19 1/16"-25¼" 3250NHP Blohm&Voss,Hamburg		G
28626 201768 WADM	**Milwaukee Clipper** Ⓟ (exJuniata-40) D.F. Mchy.Aft 2Dks&Awngdk	4272 — 3137					1905	American S.B.Co. Cleveland	Wisconsin&MichiganS.S.Co.	346·0	45·0	28·0	Buffalo NY Utd. States WB	Q.4Cy.22",31½",45"&65"-42" 274NHP DetroitS.B.Co.Detroit		R
28627 LELT	**Mimer** 1Dk	1143 999 681					1905	Bergens Mek.Værks Bergen	RederiA/SMimer (S.A.Larsen& E.Thorvildsen)	228·8 P21tH48tF30t	35·2	15·8	Oslo Norwegian WB	T.3Cy.16½",26"&44"-30" 106NHP BergensMekVærksBergen		N
28627A 5530 SFMW	— 1Dk	975 734 374					1913	LindholmensV.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	221·5 P133'H150tF55'	36·1	13·1	Stockholm Swedish WB	T.3Cy.19¼",32"&52"-33" 155NHP LindholmensV.A.Got.		V

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade.
28628	**Mimina** (*ex Trawler*Montenotte) 1*Dk*	355 303 102	✠ 9,24 ✠	Sav			1919 8mo	Foundat'n Co. Savannah,Ga	HavanaMolasses Co.	150·0 Q79'F26' BK7" *FPT6t*	25·0	14·7	Havana Cuban 4*BHCem* *APT8t*	T3Cy.12¾″,21½″&35″–24″ 89NHP 1SB,3*pf*,GS53,HS1700 CanadianAllis-Chalmers Ld.Rochfield,P.Q.	14 ″ 8	
28629 LELU	**Mimona** 1*Dk*	1147 980 660					1919	Trndhjms Mek.Værks Trondheim	SkibsA/S Mimona (K.Andersen&Co. A/S,*Mgrs.*)	226·3 P35*t*H51*t*F28*t*	36·5	15·7	Frdrkstad Norwegian *WB*	T.3Cy.17″,27½″&46″–30″ 117NHP Trondhjem M.V.Trndheim		N
28630 835 SVBS	**Mimosa** (*ex*Michael–33, *ex*Kirnwood) *ss*Nwc.No.3–9,20 *ss*Cff.No.1–25 1*Dk*(*ptIrn&ptStl*)2*trBdeep framing & Web frames*	*3071* *2849* *1950*	✠ 5,30 ✠	Hul	*v*		1905 7mo	R.Craggs &Sons,Ld. Middlesbro' *CellD*	SociétéCommerciale et d'ArmementSoc.Anon.	330·1 P30'B166'F32' FK *Ba*102'*uE*26'*f* 140'	47·0	22·2	Syra Greek 5*BHCem* 695*tAPT*92*t*	T.3Cy.23½″,39″&64″–42″ 273NHP 2SB,6*rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 4	C †
28631 FNYO	**Min** Ⓟ (*ex*Java) *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)&3*rd dk in Nos. 1, 2 & 4 holds*	7997 7102 4176	✠ 1,17 ✠	Veg	*e*†		1913 7mo	Bremer Vulkan Vegesack	Cie. des Messageries Maritimes *CellDBa*142'*uE*	484·0 P&B385'F78' FK 37'*f*191'1559*t FPT*	62·5	29·8	Dunkirk French 9*BHCem* 61*tAP T*28*t*	Q.4Cy.28¾″,41¼″,60¼″&87⅜″–55⅛″&LPTurbine 4SB,12*cf*,GS269,HS12916 BremerVulkan,Vegesack	32 ″ 6	V †
28632 235 SVIH	**Mina L. Cambanis** (*ex*Somerton–35) *ss*Cff.No.3–9,34 *ss*Pir.No.1–38 1*Dk*(*Stl*)	*5227* *4792* *3139*	✠100A1 3,41 BS3,40 ✠LMC11,38	Pir	*y*	CL 3,41	1920 2mo *Lloyd'sA&CP*	W.Pickersgill&Sons,Ld. Sunderland	TheHeirs of the lateL Z.Cambanis *CellDb*	400·0 P49'B113'F38' FK 345'1047*t FPT*132*t*	52·3	28·5	Andros Greek 7*BHCem* *APT*218*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 11½ 25 ″ 3¾	
28633 EADC	**Mina Piquera** (*ex*CaboSanta Maria,*ex*Segundo, *ex*Pleiades) 2*Dks* *Fitted for oil fuel*	3754 — 2943					1900	Maryland SteelCo. Sparro'Pt.Md	JoaquinVelasco	331·5 P26'B71'F42'	47·2	25·4	Gijon Spanish *WB*	T.3Cy.21″,35″&56″–42″ 203NHP MarylandSteelCo.		
28634	**Minatitlan**(*ex*Tuscania–41, *ex*Caloric) *ss*Rot.No.3–11,26 *Mchy.Aft.* *ss*Gen.No.1–32 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	6904 6367 4 129	✠ … 3,35 ✠	Gen	*a*†		1914 9mo	SirJ.Laing &Sons,Ld. Sunderland *Cell D*	PetroleosMexicanos S.A. *Bu E&B*55'142*t D*	441·2 425·0 P101'B28'F45' FK *Tf*38'511*t AP T*53*t*	57·0	33·1	Tampico Mexican 15*BHptCem* (9 *to Upr dk* 6 ,, 2*nd* ,,)	T.3Cy.27″,45″&74″–54″ 555NHP 4SB,12*cf*,GS196,HS8150 G.Clark,Ld.Sunderland	33 ″ 0	I †
28635	**Mindanao** (*ex*Anatina–38, *ex*WarHermit) *ss*Sba.No.3–3,30 *ss*Sba.No.2–39 1*Dk*(*Stl*)	5236 4764 3150	✠100A1 12,40 ✠LMC MS8,39 BS6,40 No later survey reported *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel* 4,18 *F.P. above* 150° F.	HKg	*y*	CL N12,40	1918 4mo *Lloyd'sA&CP*	J.Brown& Co.Ld. Clydebank	Cia.Maritima (Fernandez Hermanos,Inc. *Mgrs.*) *CellDb*	400·7 P49'B113'F39' FK *Middle line Bulkhead* 345'1134*t FPT*118*t*	52·3	28·5	Manila Utd.States 11*BHptCem* *not oil-tight* *APT*176*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 489NHP 3SB,9*cf*,GS190,HS7020 FD Fullerton,Hodgart& Barclay,Ld.Paisley	31 ″ 0 s4 ″ 11¾ 26 ″ 3¼	
28636 170256	**Mindemoya** Comp (*ex*Jos.W.Simpson–38, *ex*Manchester) 1*Dk* *Mchy.Aft*	1778 1631 1084					1889	Detroit D.D.Co. Wyandotte, Mich.	~~Mindemoya TransportationCo.Ld.~~ AlbatrossS.S.Co. Ld.	243·2 *Shortened*22	41·8	19·6	Toronto British	T.3Cy.29″,32″&54″–42″ 189NHP S.F.Hodge&Co.Detroit, Mich.		R
28637 8488 SEHT	**Mindoro** TwinSc *OilEng.* 1*Dk& Shelter dk3rd dk except in after hold* D.F. *Dk in upper 'tween dks at ends* *CruiserStern*	*6532* *5291* *3395*	✠100A1 *with freeboard* 10,41 ✠LMC10,41 *Carrying vegetable oil in deep tank & tanks between tunnels*	Got	*d*† 2⅝	CL	1941 10mo	A/B Götaverken Gothenburg *CellDB*392'1389*tMT*30'951*tTanks*	A/B Svenska Ostasiatiska Kompaniet ~~C.~~ (K.Nilsson,*Mgr.*)	461·9 477·8(O.L.) FK (*Coll to Sh. dk* *in way of tunnels* 466*tAPT*124*t*	64·2	28·1	Gothenbrg Swedish 7*BHptCem* 6 *to* 2*nd dk*)	Oil Engines 2S.C.SA 12Cy.26¾″–59$\frac{1}{16}$″ 1488NHP DB*100lb* A/B Götaverken,Got.	31 ″ 0 s3 ″ 10¾ 27 ″ 4¼	
28638 LDOU	**Minerva** TwinSc *OilEng.* 2*Dks*	5883 5373 3600					1930	Akt.Burmeistr&Wain Copenhagen	SkibsA/S"Corona" (H.M.Wrangell& Co.A/S)	402·1 P94*t*H278*t*	56·2	29·2	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP Akt.Burmeistr&Wain,Cpn		N
28639 DOUU	— *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	2446 1708 1302					1939	Bremer Vulkan Vegesack	Dampfschifffahrts Ges.Neptun	333·4 F26'	47·8	14·4	Bremen German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝″–35$\frac{7}{16}$″ 975NHP BremerVulkan,Vegesack		G
28640 103 IQWH	— 1*Dk*	1905 1637 1093					1918	Cant.Nav. Riuniti Palermo	Soc.Anon.Sbarchi. Imbarchi e Trasporti	266·8 P26'B59'F21'	38·3	23·6	Rome Italian	T.3Cy.18⅛″,20⅛″&40⅛″–27⅗″ 89NHP Cant.NavaleRiuniti, Palermo		I
28641 161574 VRCG	**Ming Sang** Ⓟ (*ex*HaiLi–38) *ss*H.Kg.No.1–38 E.S.D. 2*Dks* D.F.	3420 2714 2025	✠100A1 *with freeboard* 3,41 BS3,41 ✠LMC12,38	HKg	*u* 1$\frac{11}{16}$	CL 2,41	1934 10mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	Indo-ChinaSteam Nav.Co.Ld. *CellDB*275'575*t*	328·7 P35'B126'F44' FK *DTa*23'435*t FPT*42*t*	47·2	23·2	HongKong British 6*BHptCem* *APT*43*t*	T.3Cy.22″,36″&60″–42″ (*s*) 200lb *100lb* FD 383NHP 2SB(Spt)6*cf*,GS138,HS5927 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 ″ 0 s7 ″ 8 17 ″ 6¾	
28642 LDOI	**Minister Wedel** *OilEng.* *ss*Rot.No.2–38 *Mchy.Aft* D.F. 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	6833 5985 4022	✠100A1 ~~7,40~~ 9,41 ✠LMC CS7,38 DBS~~7,40~~ 9,41 7,40 *CarryingPetroleum in bulk*	~~Bom~~ ~~Sag~~ Auk	*a*†	CL ~~10,39~~ 9,41	1930 7mo *Lloyd'sA&CP*	W.Doxford &Sons,Ld. Sunderland	RederiA/SNorsk Transatlantic (KarlBruusgaard, *Mgr.*) *CellDBuE*35'157*t*	416·2 P112'B32'F56' FK *Trunk in wells* *DTf*35'538*tFPT*151*tAPT*276*t*	58·0	32·8	Oslo Norwegian 11*BHptCem*	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$″–85″ 598NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 0	
28643 LOEF	**Ministro Frers** 2*Dks* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	8868 7856 4601					1926	Ch.&Atel. delaGironde Bordeaux	ArgentineGovernment(Yacimientos Petroliferos Fiscales)	480·0 P108'B36'F36'	63·4	33·5	Bns.Aires Argentine *WB*	T.3Cy.29″,49″&80″–54″ 470NHP Ch.&Atel.delaGirondeBdx		
28644 LOEG	**Ministro Lobos** (*ex*Danville) 2*Dks& Web frames* *Mchy.Aft* *Longitudinal framing* *Fitted for oil fuel* *CarryingPetroleum in bulk*	4310 3808 2520	✠ … 9,20 ✠				1920 4mo	Baltimore D.D.&SB.Co. Baltimore, Md.	ArgentineGovernment(Yacimientos Petroliferos Fiscales)	340·1 P92'B35'F31' FK	49·2	27·1	Bns.Aires Argentine *WB*	DR gearedSteam Turbine 390NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
28645 PKOH	**Minjak** *OilEng.* 2*Dks*	966 826 647					1937	N.V.Int. Scheepsbw. Maats."De Maas" Slikkerveer	N.V.Koninkl. Paketv.Maats.	203·9 P40'B21'F16'	34·1	15·1	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.13¾"–26¾" 110NHP WerkspoorN.V.Ams.		V
28646 746 ESBO	**Minna** (*ex*Copthorne) *ss*Tln.No.3–6,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1365 1222 810	✠100A1 9,39 BS4,39 ✠LMC6,36 NO LATER S	Tln URVE	*o* Y	CL 9,39 REPO	1923 4mo *Lloyd* RTED	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	KäsmuLaeva- Omanikud (O.Tiedemann, *Mgr.*) *CellD*	234·2 P16'Q67'B58'F23' FK *B*192' 381*t FPT*40*t*	35·5	16·7	Käsmu Estonian 4*BHCem* *APT*36*t*	T.3Cy.18¼",28½"&48¼"–33" 180lb (*s*) 179NHP 2SB,*6pf*,GS104,HS3236 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s 1 ″ 5½ 17 ″ 4	
28647 DMAL	**Minna Cords** Sub.Sig. 1*Dk*	951 830 552					1921	Atlas WerkeA.G. Bremen	Aug.Cords	223·9 P29'B63'F23'	32·8	14·1	Rostock German *WB*	T.3Cy.15⅓",25⅓"&41$\frac{7}{10}$"–25⅗" 89NHP AtlasWerkeA.G.Bremen		G
28648 210534 WACL	**Minnesotan** *ss*S.Fo.No.3–1,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in No.*1*hold & Web frames* D.F *Longitudinal framing* *Fitted for oil fuel*	5202 — 3144	✠ … 11,34 ✠	SFo	*a*†		1912 9mo	Maryland SteelCo. Sparro'Pt Md *Inte*	American- HawaiianS.S.Co. *rmediate 'tween de* *No.* 2 *CellD*	407·7 FK *ck BH in Coll* *hold dispensed with* *Ba*122'*uE&B*54' *f*1	53·7	28·1	NewYork Utd.States *Cem* *BHto Sh dk* 5 ,, ,, *U* ,, 1 ,, ,,2*nd*,, 66'1234*t DT*	Q.4Cy.25½",37¼",53½"&78"– 54" 665NHP 3SB,*12cf*,GS205,HS9519 MarylandStl.Co.Sparr'Pt. *only* *f*30'866*t FPT*125*tAPT*52*t*	31 ″ 6	R †
28649 137239 VJTG	**Minnipa** Ⓟ *OilEng.* *Ref.Mchy.* *ss*Adl.No.3–6,39 2*Dks*(*Stl–Weather dk*–teak s)	1977 1581 986	✠100A1 *with freeboard* 11,41 ~~11,40~~ ✠LMC CS8,39 DBS12,40 5,39	Mel	*r*	CL 11,39	1927 5mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	TheAdelaide SteamshipCo.Ld. *CellDB*188'293*tF*	253·1 266·3(O.L.) F29' FK&BK¾" *PT*57*tAPT*69*t* (*Co*	39·9	22·0	P.Adelaide British 5*BH* *ll ,, to W dk*)	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 473NHP DB*80lb* Akt.Burmeistr&Wain,Cpn	24 ″ 3 s 9 ″ 1 15 ″ 8	
28650 DOVE	**Minos** TwinSc *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1127 845 572					1939	Schiffb.Ges 'Unterweser' A.G. Weser- munde-L.	Dampfschiffahrts Ges."Neptun."	234·9 P125'F22'	34·7	13·4	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11¼"–16$\frac{3}{16}$" 147NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
28651 44567 JILL	**Minryo Maru** D.F. E.S.D. 2*Dks* *Cruiser Stern* *Strengthened for navigation in ice*	2195 1769 1162	✠100A1 5,38 ✠LMC5,38	Nag	*r*	CL	1938 5mo *Lloyd*	Kawami- namiKogyo K.K. Nagasaki '*sA&CP*	TatunamiSyosen K.K. *CellD*	257·1 269·6(O.L.) P23'B77'F31' FK *B*211'424*tFPT*151*t*	40·4	23·0	Osaka Japanese 7*BHCem* *APT*14*t*	T.3Cy.18⅞",31⅞"&52¾"–39" 199lb (*s*) 294NHP 2SB,*6cf*.GS118,HS4617 FD KawaminamiKogyoK.K. Nagasaki	23 ″ 0	
28652 UOWY	**Minsk** (*ex*Murla–32,*ex*BaronOgilvy, *ex*Forst) 2*Dks*	5949 5428 3686					1918	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	450·0 P&B377'F52'	58·2	27·0	Odessa Russian *WB*	Q.4Cy.28½",40",57½"&82½"– 54" 500NHP FlensburgerSchiffsb.Ges.		
28653 147709 MLZJ	**Minster** TwinSc *CruiserStern* 1*Dk*	707 625 278					1924	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·4 B90'F37'	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"–24" 165NHP D&WHendersn&CoLd.Gls		
28654 107453	**Minto** Ⓟ CompSternPad *Mchy.Aft*	829 — 522					1898	T.J.Bulger Nakusp,B.C.	CanadianPacific RailwayCo.	161·7	30·1	5·1	Vancouver British	H.S.2Cy.16"–72" 17RHP BertramIronWorks,Tto.		
28655 1598 IBDW	**Mira**(*ex*Gabon–35,*ex*Milanese, *ex*Merchant) *ss*Liv.No.3–2,21 *ss*Liv.No.1–25 1*Dk&Spar dk&deep* *framing*	3615 3423 2277	✠ … 4,31 ✠				1908 9mo	C.Connell &Co.Ld. Glasgow	TitoCampanella Soc.diNav.	363·0 349·3 P31'B102'F34' FK	46·0	27·1 18·1	Genoa Italian *WB*	T.3Cy.21",35"&58"–48" 292NHP Dunsmuir&JacksonLd.Gls	29 ″ 6	I †
28656 7637 SFNG	— (*ex*AlfredHage) 1*Dk*	*1540* *1242* *851*					1904	Helsingörs Jernsk&Msk Elsinore	RederiA/B Wallo- nia(MorganWed- lin, *Mgr.*)	246·6 P17'Q73'B106'F28	37·4	15·8	Hlsngborg Swedish *WB*	T.3Cy.19",32"&53"–36" 169NHP HelsingörsJernsk.&Mskb.		G
28657 319 OHCH	— Ⓟ (*ex*Virgo) *ss*Hfs.3rdNo.3–5,35 D.F. 1*Dk*(*Irn*)&*Awng dk*	820 — 445	✠100A1 *Awng dk* *with freeboard* 5,39 BS5,39 ✠LMC5,35 NO LATER S	Hfs URVE	*j* Y	CL 4,38 REPO	1898 12mo *Lloyd* RTED	Grangmth Dockyard Co. Grangmouth '*sA&CP*	FinskaÅngfAktieb *C*	183·2 178·2 BK7" *ell DBuE&B* 40'32*t*	28·3	19·0	Helsingfrs Finnish 4*BHCem* *APT*27*t*	T.3Cy.15",25¼"&40$\frac{7}{16}$"–30" 160lb (*s*) 101NHP 2SB,*4pf*,GS64,HS1705 Cooper&Greig,Dundee	21 ″ 0 s 7 ″ 6¾ 14 ″ 2¾	
28658 PFZX	— *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	313 199 152					1937	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	H.Nieboer	126·5 P35'F15'	24·1	8·3	Groningen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11$\frac{13}{16}$"–18⅞" 53NHP N.V.Werkspoor Amsterdam		V
28659 CSHK	**Mira-Terra** (*ex*Porto, *ex*Westminster *ss*Lis.No.3–2,37 Bridge,*ex*Poeldiep) *Mchy.Aft Well deck* 1*Dk*(*Stl*)	504 367 255	100A1 5,41 BS5,41	Lis LMC3,37	*h*	5,40	1919 *Lloyd*	Gebr.Boot Leiderdorp '*sA&CP*	Soc.Geral deCom- mercioIndustria e Transportes,Ltda	163·8 Q57'B11'F22' FK *CellDBf*92'116*t*	25·8	10·4	Lisbon Portuguese 3*BHCem* *FPT*23*t*	T.3Cy.13",21"&34"–24" (*s*) 178lb 90NHP 1SB,*3cf*,GS45,HS1860 KoninklijkNederl. Grossmederij Leiden	12 ″ 10 s ″ 10¾ 12 ″ 0	
28660 EAHD	**Miraflores** (*ex*Salazar, *ss*Bbo.No.3–3,31 *ex*WarSirocco) *ss*Bbo.No.2–40 1*Dk*(*Stl*) *Cargo battens not fitted*	3209 2866 1918	✠100A1 8,41 ~~4,40~~ BS8,41 ✠LMC4,40 ✠NB01*refitted*3,35	Bbo	*u*	CL 4,40	1919 1mo *Lloyd*	Irvine's SB &D.D.Co.Ld. WHartlepool *sA&CP*	Cia.Nav. Vascongada *CellD*	331·1 P33'B100'F28' FK *B*284'699*tFPT*110*t*	46·8	23·2	Bilbao Spanish 7*BHptCem* *APT*121*t*	T.3Cy.25",41"&68"–45" (*s*) 160lb 302NHP 2SB,*6cf*,GS113,HS4404 Richardsons,Westgarth &Co.Ld.Hpl.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
28661 145445 VPLF	— *ss*N.Os.No.3–6,35 *ss*N.Yk.No.1–39 *Ref.Mchy.* 1*Dk*(*Stl*–ws)&*Shelter dk* (*Stl*–ws)2*nd dk in holds*	2158 1909 1201	✠100A1 *Shelter dk* *with freeboard* ~~4,41~~ ~~5,40~~10,41 BS4,41 ✠LMC3,40 ✠Lloyd'sRMC3,~~40~~6,41 for temp. 50° F. *Fitted for oil*	~~NOs~~ NNs *fuel* 5,	*r* 21	CL ~~N12,37~~ 10,41 *F.P. a*	1921 5mo *Lloyd* *bove* 1	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP* 50° F.	Llanrumney,Ld. (StandardFruit& S.S.Co.*Mgrs.*) *CellDB*196'357	270·7 FK *Collisio* *t DTa*16'140*t FPT*	39·0	14·7 22·4	Kingstn,J. British *ptCem* *n BH to S dk* 3 ,, ,, *U* ,, 36*tAPT*28*t*	T.4Cy.20½",33"&(2)37"–30" 190lb *125lb* (*s*) 305NHP 2SB,*6cf*,GS137,HS5250 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc	25 ″ 0 s 5 ″ 3½ 20 ″ 1½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Macr.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
28662 162134 GTGQ	**Miralda** *ss*Fal.No 1–40 D.F. E.S.D. *OilEng.* 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8013 7235 4817	✠100A1 6,41 ~~7,40~~ ✠LMC CS7,40 DBS~~7,40~~ 6,41 9,39 *CarryingPetr*	~~Fal~~ NYk *oleum*	*c*† *in*	CL 9,39 *bulk*	1936 7mo *Lloyd*	NVNederl. Schps.Maats. Amsterdam '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64' *DT*	463·0 P90'B43'F48' FK 157*t* *f*25' 264*tFPT*135*t*	59·3	33·9	Cardiff British 15*BH* *APT*83*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502NHP DB*180lb* Werkspoor,N.V.Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5¼	
28663 8271 SDBT	**Miramar** D.F. 1*Dk* *Strengthened for navigation in ice* *Cargo battens not fitted*	*1555* *1173* *856*	✠100A1 ~~4,41~~ 10,41 BS~~11,40~~ ✠LMC6,38 10,41	HKg	*q*	OG 2,40	1938 6mo *Lloyd*	Helsing- borgsVarfs Aktiebolaget Helsingborg '*sA&CP*	RederiA/B Reut. (HakonReuter, *Mgr.*)	256·3 267·9(O.L.) P19'Q83'B102'F20' FK *CellDB*221'460*t FPT*	38·2	15·1	Gothenbrg Swedish 4*BHCem* 28*tAPT*55*t*	T.3Cy.17$\frac{3}{16}$",27$\frac{3}{16}$"&45¼"– 33$\frac{7}{16}$" 213lb FD (*s*) 165NHP 2SB(Spt),4*cf*,GS54,HS2260 HelsingborgsVarfs.A/B	17 ″ 6 s ″11¼ 16 ″ 8¼	
28664	— (*ex*CargoShipper, *ex*Kwiek,*ex*Gebroeders *OilEng.* BodewesX) *ss*Yar.No.3–7,25 *ss*B.As.No.1–29 *Mchy.Aft* 1*Dk*(*Stl*)	301 274 240	 8,29	BAs			1919	Gebr.G&H Bodewes Martenshoek	Gourinski&Co. Fonda&Ranucci	136·0 P26' FK	24·5	11·2	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.12"–14" NE21 54NHP Vickers,Petters,Ld.Ips.	11 ″ 6	V †
28665 PUCU	**Miranda** Ⓟ **TwinSc** *Mchy.Aft* 1*Dk*	*1108* *810* *505*					1907	Mackay Bros. Alloa	LloydBrasileiro	235·1 Q79'B62'F39'	36·1	11·3	R.Janeiro Brazilian	T.6Cy.11",18"&30"–18" 76NHP Aitchison,Blair&Co.Gls.		
28666 CSBH	**Mirandella** (*ex*FernãoVeloso, *ex*Khalif) *ss*Lis.3rdNo.3–9,39 2*Dks*(*Stl–Udk*ws) *Well deck*	5179 4765 3805	100A1 1,42 ~~5,41~~ BS3,42 MS9,39	Lis LMC ~~BS3,41~~		CL 1,39	1906 *Lloyd*	Bremer Vulkan Vegesack '*sA&CP* *Intermediate*	Soc.Geral deCom- mercio,Industria e Transportes,Ltda. '*tween dkBHinfwd* *Cell*	409·3 P&B260'F50' FK *hold dispensed with* *DB*356'1204*t FPT*	52·7	28·0	Lisbon Portuguese *Asp* 6*BHtoUdk* 1 ,, ,,2*nd* ,, 82*tAPT*14*t*	Q4Cy25½"34¾"50½"&73"–54" 227lb (*s*) 605NHP 4SB,12*cf*,GS206,HS8640 FD BremerVulkan,Vegesack	30″10 s 5 ″ 1¼ 26 ″ 0	
28667 160406 GNMQ	**Mirani** *ss*Syd.No.3–11,39 ,, *Well deck* 1*Dk*(*Stl–ws*) *Now* "Bulimba," *see No.* 35713 *in Supplement*	739 509 381	✠100A1 10,40 BS10,40 ✠LMC11,39	Syd	*k*	CL 10,39	1928 4mo *Lloyd*	Grangm'th Dkyd.Co.Ld. Gr'ngemouth '*sA&CP*	Australasian UnitedSteamNav. Co.Ld. *CellDBa&uE*44'	180·0 Q46'B55'F29' FK *f*84' 188*t FPT* 15*t*	31·1	11·3	London British 4*BHCem* *APT*20*t*	T.3Cy.12⅝",21"&34"–24" (*s*) 200lb *100lb* 62RHP 1SB,3*cf*,HS1995 McKie&Baxter,Ld.Gls.	13 ″ 6 s ″ 9¼ 13 ″ 0¾	
28668 133382 GRDR	**Miriam** (*ex*Sorrento–38) *Cruiser Stern* 1*Dk*	1903 1736 1124					1912	Earle'sCo. Ld. Hull	PalestineMaritime Lloyd,Ld(Cyprus) (PalestineMari- timeLloyd,Ld. *Mgrs.*)	300·0	44·7	17·8	London British *WB*	T.3Cy.22",35"&59"–39" 217NHP Earle'sCo.Ld.Hull		C
28669 143680 MKPN	**Miriam Thomas** *ss*Bkn.No.3–3,34 *ss*Bkn.No.1–39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	430 276 179	✠100A1 4.40 BS~~3,40~~ ✠LMC3,39 2,42	Liv	*f*	CL 2,39	1920 10mo *Lloyd*	ColbyBros. Ld. Lowestoft '*sA&CP*	CarriersShipping Co.Ld.(O.H. Thomas,*Mgr.*)	142·4 Q81'B9'F19' BK7"	24·1	10·6	Liverpool British 3*BHCem* *FPT*28*t*	C.2Cy.17"&36"–27" (*s*) 130lb 77RHP 1SB,3*cf*,GS44,HS1468 ShieldsE&DD.CoLd.N.Shl	11 ″ 6 s 4 ″ 2 11 ″ 11	
28670 LCTP	**Mirlo** *ss*Osl.No.3–3,34 *ss*N.Yk.No.2–41 ~~*ss*Fal.No.1–37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7455 6887 4415	✠100A1 6,41 BS3,41 *CarryingPetr* *Fitted for oil*	~~Phl~~ NYk ✠LMC MS6,41 *oleum* *fuel* 1,	*b*† *in* 22	CL 5,40 *bulk* *F.P. a*	1922 1mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 50° F.	Wilh.Wilhelmsen	441·0 P95'B32'F45' FK *CellDBuE&B*50'152*t*	57·5	34·1	Tönsberg Norwegian 18*BHptCem* (11 *to U dk* 7 ,, 2*nd*,,) *DTf*43'448*t*	T.3Cy.28",46"&77"–51" (*s*) 180lb 574NHP 3SB,9*cf*,GS204,HS8331 FD Armstrong,Whitworth& Co.Ld.Nwc. *FPT*135*tAPT*42*t*	41 ″ 5	
28671 UNGS	**Mironych** (*ex*MikhailTomsky–36) Sub.Sig. 1*Dk*	2274 1925 1261	✠ ... 11,30 ✠				1927 9mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7 P14'B68'F24' FK	42·9	20·5	Leningrad Russian *WB*	T.3Cy.17¾",29¼"&48$\frac{7}{16}$"– 35⅞" 192NHP BalticS.B.&Eng.WrksLen	22 ″ 8	
28672 7407 SFOA	**Mirrabooka** Ⓟ **TwinSc** *OilEng.* D.F. *ss*Vcr.No.3–12,40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in forwd.holds* *Cruiser Stern*	*5739* *4834* *3305*	✠100A1 *withfreeboard* ~~7,41~~ ~~12,40~~ 2,42 ✠LMC CS12,40 DBS~~6,40~~ 6,41 4,40 10,41	Vcr	*b*†	OG P1,40 S12,40	1928 1mo *Lloyd*	A/BGöta- verken Gothenburg '*sA&CP*	Rederiaktieb. Transpacific (G.Carlsson,*Mgr.*) *CellDB*373'1561*t* *in way of tunnels*72	448·8 457·0(O.L.) F105' FK *Tanks* 9*tFPT*83*tAPT*61*t*	57·1	23·5	Gothenbrg Swedish 7*BHptCem* (*Coll to Shdk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.29⅛"–59$\frac{1}{16}$" 978NHP DB*85lb* A/B Götaverken,Got.	30″10 s 4 ″ 2 26 ″ 10	
28673 147509 GDFL	**Mirror** **TwinSc** (*CableVessel*) *ss*Fal.No.3–11,35 D.F. 2*Dks*(*Stl*)&*U dk*(*ptStl*- E.S.D. *CruiserStern* *pt*teak s)	1850 1671 656	✠100A1 *withfreeboard* 3.41 Examined 3,41 ✠LMC MS11,35 BS~~11,39~~ 11,40 *Fitted for oil*	Gib *fuel* 7,23	*q*	CL 8,38 *F.P. a*	1923 7mo *Lloyd* *bove* 1	J.Brown& Co.Ld. Clydebank '*sA&CP* 50° F.	CableandWireless, Ld.(SirEdward Wilshaw,K.C.M.G. *Mgr.*) *CellDBa*32'*uE*21'*f* *Tanks at sides*	259·2 B89' FK 117'230*tDTf*6'27*t* *of tunnels*19'29*tFP*	37·2	22·9	London British 5*BHptCem* *T*9*tAPT*44*t*	T.6Cy.15",24½"&40"–30" (*s*) 180lb 320NHP 3SB,9*cf*,GS139,HS5382 FD J.Brown&CoLd Clydebank	25 ″ 0 s7 ″ 3 18 ″ 1	
28674 118659 GBXK	**Mirupanu** (*ex*Leafield–32) *ss*Gls.No.3–5,19 *ss*Gls.No.2–27 1*Dk*(*ptIrn&ptStl*)&*deepframing*	2539 2388 1616	✠ —— 6,32 ✠	Ard	*t*		1905 6mo	WoodSkin- ner&Co.Ld. Newcastle	MirupanuS.S.Co. Ld. *CellDBa*80'*uE*30'	313·3 P26'B96'F27' FK *f*136'688*tFPT*109*t*	45·0	20·5	Glasgow British 5*BHCem* *APT*108*t*	T3Cy.23",37½"&61½"–39" 266NHP 2SB,6*cf*,GS122,HS4230 N.E.MarineEngCoLd.Nwc	23 ″ 0	VL †
28675 PGAB	**Mirza** (*ex*Descubridor–35, **TwinSc** *ex*Mirza–35) *OilEng.* *ss*Rot.No.2–39 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7991 7148 4484	✠100A1 5,41 Examined 11,41 ✠LMC CS1,39 DBS5,41 *CarryingPetr*	Avn Liv 1,39 *oleum*	 *in*	CL 6,40 *bulk*	1929 12mo *Lloyd*	Atel.&Ch. de la Seine Maritime LeTrait,S.I '*sA&CP*	N.V.Petroleum Maats."LaCorona" *CellDBu*	423·3 P95'B36'F49' FK *E*61'272*tDT f* 28'3	65·2	33·0	Willemstad ~~TheHague~~ Dutch 14*BH* 05*tFPT*210*t*	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NHP 2DB*180lb* Werkspoor,Amsterdam *APT*87*t*	33 ″ 0 s6 ″ 2 27 ″ 1¼	
28676 29706 JPTA	**Misaki Maru** (*ex*Australcrag, *ex*Strathleven) *ss*Kob.2ndNo.3–3,33 *ss*Tama No.3–12,39 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deepframing*	4422 4107 3277	✠100A1 *Spar d.* 1,41 ✠LMC1,41	Tama	*x*	CL 6,40	1907 10mo *Lloyd*	W.Hamil- ton&Co.Ld Pt.Glasgow '*sCP*	MatuokaKisen K.K. *CellDBa*122'*u*	376·3 P27'B92'F40' FK 42'*E&Bf*168'1091*t*	52·3	17·4 25·4	Hutyu Japanese 6*BHCem* *APT*113*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb 366NHP 3SB,9*cf*,GS165,HS5868 D.Rowan&Co.Glasgow	28 ″ 0	
28677 19574 JBRG	**Misaki Maru No. 2** Ⓟ 1*Dk*	766 651 534					1917	Hakodate DockCo. Hakodate	WadaGonjiro	180·0 P19'B43'F28'	29·0	16·5	Hakodate Japanese *WB*	T.3Cy.14½",24½"&40"–30" 88NHP OsakaIronWrks Ld.Osaka		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28678 444 IKHA	**Miseno** (*ex*Arnaldo-36, TwinSc *ex*GianCarlo-32, *ss*Nwc.2ndNo.3-6,20 *ex*Grampus) 1*Dk*(*Stl*)	1298 983 773	✠ 5,27 ✠	Nwc			1902 6mo	W.Simons &Co.Ld. Renfrew	MarioVolpicelli fu Raffaele	228·9|36·6|14·8 218·2 Q71'RFD53'F28' *Trunk*116' FK *FPT*69*t*	Naples Italian 4*BHCem* *APT*12*t*	T.6Cy.13½",24½"&39"-24" 164NHP 2SB,6*cf*,GS104,HS2670 W.Simons&Co.Ld.Rnf	15 ″ 7	I †
28679 46805 JDAO	**Misima Maru** *Mchy.Aft* 1*Dk*	1934 — 1090					1939	Tsurumi SeitetsuZosen K.K. Yokohama	HinodeKisenK.K.	271·6|40·0|20·3 P87'F29'	Tokyo Japanese *WB*	T.3Cy.18",29½"&50"-39" HS3761 214NHP TsurumiSeitetsuZosen K.K.Yka.		
28680 165526 GZRS	**Misoa** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck* *CruiserStern* "*Arcform*"	4800 3685 2372	✠100A1 7,41 ~~11,40~~ ✠LMC7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,37 *F.P. above* 150° F.	~~Bos~~ Nwc	*x* 1 13/16	CL s5,38 PN 11,39	1937 7mo	Furness S.B.Co.Ld Haverton Hill-on-Tees *Lloyd's A&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*)	371·1|64·2|18·1 379·4(O.L.) P89'B36'F37' FK *Trunk in wells* *CellDBuE&B*58'195*t* *DTf*40'555*tFPT*333*t*	London British 8*BHptCem ptAsp* *APT*215*t*	T.6Cy.16½",28½"&48"-36" 225lb (*s*) 551NHP 2SB,8*cf*,HS8870 FD N.E.MarineEng.CoLdNwc	18 ″ 0 s 2 ″ 11¾ 15 ″ 2½	
28681 220700 KDHC	**Mississippi** (*ex*Harvester-40) *ss*Gal.No.3-2,42 ~~*ss*Mob.No.3-2,30~~ ~~*ss*N.Yk.No.2-38~~ D.F. GyC. 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	6416 6071 3991	✠100A1 ~~7,41~~ ~~10,40~~ 2,42 ✠LMC2,42 ~~MS4,38~~ ~~BS10,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	~~N.Yk~~ Gal	*a*†	CL 3,40	1920 10mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany	416·8|56·1|31·1 P107'B35'F33' FK *CellDBuE&B*64' 209*t* *FPT*229*t*	Wilmgton (Del.) Utd. States 16*BHptCem* *APT*130*t*	T.3Cy.26½",44"&74"-51"(*s*) 190lb 549NHP 3SB,9*cf*,HS7979 FD H.G.TroutCo.Buffalo,N.Y	32 ″ 10 s 6 ″ 3¼ 26 ″ 9	
28682 200861 WQDK	**Missouri** Ⓟ *Mchy.Aft* 2*Dks*&*Awngdk*	2434 — 1484					1904	Chicago S.B.Co. Chicago	Wisconsin& MichiganS.S.Co.	225·0|40·1|24·5	Milwaukee Utd.States	T.3Cy.20",33"&54"-36" 175NHP ChicagoS.B.Co.Chicago		
28683 164634 GYVZ	**Mr. Therm** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	2974 2268 1747	✠100A1 7,41 5 ~~40~~ Examined 7,41 BS5,40 ✠LMC5,36	~~Nwc~~ Sld	*l*	CL ~~5,40~~ 6,41	1936 5mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP*	TheGasLight and CokeCompany (Stephenson Clarke &Associated Companies,Ld.)	318·4|45·7|20·0 329·0(O.L.) Q188'F32' FK *CellDB*262'1065*t*	London British 5*BHCem* *Midship dk*	T.3Cy.19½",32"&54"-39"(*s*) 200lb 259NHP 2SB,6*cf*,GS82,HS3732 FD N.E.MarineEng.CoLd.Sld. *Tank*55*tFPT*240*tAPT*50*t*	22 ″ 2 s 7 ″ 3¾ 19 ″ 10½	
28684 145403 MLPW	**Mistley** *Mchy.Aft* 1*Dk*	487 326 202					1922	MistleyS.B &Repg.Co. Mistley	F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock, *Mgr.*)	144·0|25·2|11·1 Q83'B9'F19'	Harwich British *WB*	T.3Cy.12",20"&34"-23" 55NHP Allen,Sons&CoLd.Bedford		C
28685 44254 JHOL	**Mitakesan Maru** 2*Dks* *Cruiser Stern*	4442 — 2578					1937	Harima S.B.&Eng. Co.Ld. Harima	KaburagiKisen K.K.	363·6|50·0|29·0 P31'B110'F33'	Tokyo Japanese *WB*	2steamturbinesDRgeared to 1 sc. shaft 467NHP KawasakiDkydCoLd Kobe		C
28686 17381	**Miti Maru** (*ex*MichiMaru-38) 1*Dk*	1384 1224 772					1914	Tochigi Zosensho, Koyaki	TochikiShoji K.K.	245·0|34·0|20·5	Kobe Japanese *WB*	T.3Cy.19",31"&50½"-36" 151NHP OkamatoKosakusho,Osaka		
28687 FOVM	**Mitidja** (*ex*Mundale,*ex*Luristan) *ss*N.Yk.No.3-4,19 D.F. 1*Dk*&*Spar dk*&*deep framing*	3351 3086 2098	✠ … 11,23 ✠				1906 7mo	W.Hamilton&Co.Ld Port Glasgow	LesCargos Algériens,Soc. Anon.	358·0|45·2|16·3 24·3 P25'B86'F41' FK	Dunkirk French *WB*	T.3Cy.25",41"&67"-45" 364NHP D.Rowan&Co.Glasgow	26 ″ 10	V †
28688 28097 JMVD	**Mito Maru** TwinSc *ss*Yka.No.3-4,36 *ss*Yka.No 1-40 2*Dks*(*Stl*)	7061 6450 4358	✠100A1 4,40 ✠LMC5,40 *Carrying oil fuel F.P. above* 150° F.	Yka	*b*†	CL P7,39 s4,40	1921 2mo	Yokohama DockCo. Yokohama *Lloyd's A&CP*	NipponYusenK.K.	445·0|58·0|34·0 P35'B135'F35' FK *in DB & forward DT* *CellDB*392'1334*t* *DTa*42' 1337*t* *DTf*27'1002*tFPT*73*tAPT*58*t*	Tokyo Japanese 7*BHptCem*	T.6Cy.20½",33½"&56"-48" 200lb (*s*) 632NHP 4SB,12*cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
28689 DIDR	**Mittelmeer** *OilEng.* D.F. E.S.D. *ss*Ham.No.3-7,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *Carrying Petroleum in bulk*	6370 5783 3658	✠ 7,39 ✠	Ham			1927 6mo	Akt.Ges. "Weser" Bremen	JohnT.Essberger	412·8|55·1|32·9 430·9(O.L.) P123'B23'F41' FK *CellDB&uE*64'142*t* *DTf*25'164*t* *FPT*171*t*	Hamburg German 18*BHptCem* 6 „ *to 2nd dk* *APT*151*t*	Oil Engines 4S.C.SA 6Cy.27 9/16"-55⅛" 438NHP Akt.Ges."Weser"Bremen	32 ″ 9	G †
28690 44138 JCCM	**Mitu Maru** (*ex*MitsuMaru-38, *ex*Concordia-38, *ss*H.Kg.No.3-10,32 *ex*Cardita, *ss*Kob.No.1-37 *ex*WarGaekwar) 1*Dk*(*Stl*)2*trB*& *Longitudinal framing* *Web frames* *Carrying oil fuel in bulk* *Fitted for oil fuel*	5682 — 3550	✠ … 2,39 ✠	Kob	*z*		1919 9mo	Lithgow's Ld. Port Glasgow	Taihei Kisen K.K. (Yamashita Kisen K.K. *Mgrs.*)	400·3|52·2|28·4 P50'B121'F39' FK *Middle line BH not oil tight* *CellDBuE&B*72'250*tf*50'65*tFPT*95*tAPT*75*t*	Kobe Japanese 11*BHptCem*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 D.Rowan&Co.Ld. Glasgow	31 ″ 0	C †
28691 39506 JCDI	— *OilEng.* 1*Dk*	327 — 240					1934	Matsuura Ryoichi Higashino	KitaKyushu SyosenK.K.	119·2|23·1|12·6	Fukuoka Japanese	Oil Engines		
28692 14179 JDBD	**Mituki Maru** (*ex*SaintBede) *ss*Hak.No.3-9,11 *ss*Kob.No.2-19 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3894 3333 2853	✠ 6,24 ✠	Kob	*w*		1899 3mo	W.Pickersgill&Sons Sunderland	SakaiKisenK.K.	350·0|46·2|17·6 25·6 P31'B100'F33' FK *CellDBa*110'*uE&B*38'*f*144'815*t*	Tokyo Japanese 6*BHCem* *APT*48*t*	T.3Cy.23½",39"&66"-45" 320NHP 2SB,6*cf*,GS97,HS3998 G.Clark,Ld.Sunderland	28 ″ 1	C †
28693 23839 JEJI	**Mitumine Maru** (*ex*MitsumineMaru-38,*ex* DaitokuMaru-37) 1*Dk*	996 873 572					1918	Osaka Zosensho Osaka	TohoKaiunK.K.	193·7|31·2|18·5	Nagasaki Japanese *WB*	T.3Cy.13½",22⅝"&37⅓"-27" 72NHP SanyoTekkosho,Osaka		
28694 139159 GVSV	**Mixol** *ss*Lth.2ndNo.3-8,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F.	1977 1584 1053	✠100A1 9,41 ~~5,40~~ ~~BS5,40~~ ✠LMC8,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,16 *F.P. above* 150° F.	~~Lth~~ Grk BS10,41		CL 4,40	1916 10mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd's A&CP*	TheAdmiralty	270·0|38·7|21·9 P97'B25'F57' FK *CellDBuE&B*61'66*t* *DTf*33' 157*tFPT*46*t*	London British 14*BHptAsp* (9 „ *toU dk* 5 „ „*2nd* „) *APT*59*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb FD 310NHP 2SB6*cf*,HS5168 CaledonSB.&E.Co.Ld.Dun	23 ″ 4 s 2 ″ 6 21 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade
28695 32655 JUPB	**Miyadono Maru** (*ex*Argalia, *ex*WarKestrel) *ss*Kob.No.3-10,31 2*Dks*(*Stl*) *Fitted for oil fuel*	5196 4776 3198	✠ ... 1,36 ✠	Kob	*y*		1918 7mo	Craig,Taylor&Co.Ld. Stockton	TatuumaKisen K.K. *CellDB*336'1077*t FPT*121*t APT*179*t*	400·1 P49'B113'F40'	52·3	28·5 FK	Nishinomiya Japanese 7*BHptCem*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 Blair&Co.Ld.Stockton	31 ″ 0	
28695A 17079 JFDA	**Miyako Maru** Ⓟ 2*Dks*	971 761 567					1914	OsakaIron Works Osaka	OsakaSyosenK.K.	189·9 P22'B69'F31'	32·0	18·5	Osaka Japanese *WB*	T.3Cy.15",25"&42"-30" 96NHP OsakaIronWorks,Osaka		
28696 24358 JARA	**Miyaura Maru** Ⓟ *ss*Kob.No.1-23 *Well deck* 1*Dk*	1856 1334 1092	... 10,24				1919 1mo	Mitsubishi ZosenKaisha Ld.Nagasaki	NipponYusenK.K.	250·0 P&B132'F33'	37·7	20·5 FK	Tokyo Japanese *WB*	T.3Cy.17½",28½"&48"-36" 188NHP Mitsubishi ZosenKaishaLd	20 ″ 6	
28697 47862 JQHO	**Miyazaki Maru**	3944 — 2300					1940	Mitubishi JukogyoK.K. Kobe	NipponSeitetuK.K	353·2	79·2	26·5	Tokyo Japanese	Steam Turbine		
28698 9363 JPXB	**Miyo Maru** (*ex*Helios) 1*Dk*	1455 1259 882					1897	Wood, Skinner&Co. Newcastle	KonanKisenK.K. (HinodeKisen K.K.*Mgrs.*)	236·9 B30'F28'	35·1	20·7	Tokyo Japanese *WB*	T.3Cy.18$\frac{7}{8}$",30"&49"-33" 138NHP N.E.Marine EngCoLdNwc		
28699 42938 JNYL	— (*ex*Miwa Maru-38) *OilEng.*	335 — 229					1937	Sanoyasu DockGoshi Kaisha Osaka	MaruiKisenK.K	136·0	22·1	13·0	Shikama Japanese	Oil Engines HanshinIronWorks,Kobe		
28700 31569 JTLB	**Mizuho Maru** Ⓟ TwinSc (*ex*MidzuhoMaru-38, *ss*Nag.No.3-3,27 *ex*InfantaIsabel) *ss*Kob.No.2-35 3*Dks*(*Stl-Uws*)&*Shadedk*(*Stl-ws*) 4*th dk in No.*1*hold*	8506 7277 5195	✠ ... 7,38 ✠	Kob	*c*†		1912 9mo	Russell& Co. PortGlasgow	OsakaSyosenK.K. *CellDBa*133'*u E&B*77'*f*176'1169*t FPT*98*t APT*77*t*	459·5 F45'	58·2	36·8 FK	Osaka Japanese 7*BHCem*	Q.8Cy.24½",35",50"&72"-51" 1134NHP 3D&2SB30*cf*GS572HS20610 D.Rowan&Co.Glasgow	39 ″ 6	
28701 5628 SFNK	**Mjölner** 1*Dk*	976 736 376					1914	Lindholmens V.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	225·0 P130'H118*t*F55'	36·0	13·2	Stockholm Swedish *WB*	T.3Cy.18",29$\frac{13}{16}$"&48$\frac{13}{16}$"-29⅓" 98NHP *E made*88*refitted*32 W.LindbergsA/B,Skm.		V
28702 OXMS	— Ⓟ (*Icebreaker*) D.F. 1*Dk*	503 412 202					1890	Helsingörs Skibsbyggri Elsinore	DeDanskeStatsbaner	140·0 Q28*t*B29*t*F13*t*	33·3	14·7	Helsingör Danish *WB*	C.2Cy.29½"&55¼"-32" 144NHP HelsingörsMaskinbyggeri		
28703 OZOD	— Ⓟ 1*Dk*	302 241 121					1930	Svendborg Skibsv.Af 1926A/S Svendborg	A/S Sydfyenske Dampskibsselskab	141·1	27·3	9·4	Nakskov Danish *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)24$\frac{7}{16}$"-24$\frac{7}{16}$" 49NHP Christiansen&Meyer, Harburg		V
28704 159465 VPJS	**Moamoa** *ss*Syd.No.1-41 *OilEng.* 1*Dk* *CruiserStern*	554 338 296	✠100A1 8,41 ~~1,41~~ ✠LMC2,41 *Carrying molasses in side tanks & deeptank forward*	Syd	*g*	CL 1,41	1937 10mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	ColonialSugar RefiningCo.Ld. *DBtanks at ends of motor space* 22*t DTf*7'13*t FPT*6*t APT*23*t*	148·5 161·4(O.L.) P52'F31'	28·5	10·6 FK	SydnyNSW ~~HongKong~~ British ~~5*BHCem*~~ 4*BHCem*	Oil Engines 2S.C.SA 4Cy.11"-19$\frac{11}{16}$" 84NHP Harland&Wolff,Ld.Gls.	12 ″ 3 s ″11 11 ″ 8½	
28705 OPCE	**Moanda** *OilEng.* 1*Dk*&*Shelter dk*,3*rd dk in No.*1 *hold* *Cruiser Stern*	4621 3993 2634	✠100A1 *withfreeboard* 11,41 ~~8,40~~ ✠LMC12,37 *Carrying palm oil in deep tanks*	~~Lon~~ Liv	*z*	CL 2,38	1937 12mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd'sA&CP*	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, *Mgrs.*) *CellDB*338'1167*t MT*41'1490*t FPT*15*t APT*220*t*	387·6 409·9(O.L.) F36'	54·0	24·7 FK	Antwerp Belgian 7*BH* *ptCemptAsp* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP 2DB 75*lb* SocAn.J.Cockerill,Seraing	27 ″ 2 s2 ″ 7¾ 24 ″ 8¼	
28706 OPCI	**Mobeka** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern* *Tonnage opening closed* '41(*W.E.*)	6111 5267 3512	✠100A1 *withfreeboard* 9,41 ~~9,40~~ DBS1,42 ✠LMC8,37 ✠Lloyd'sRMC9,40 *Carrying vegetable oil in deep tanks*	~~Cff~~ Liv	*a*†	CL 9,40	1937 8mo	Flensburger Schiffsb.Ges. Flensburg *Lloyd'sA&CP*	Cie.MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, *Mgrs.*) *CellDB*345'1435*t MTs*45'1629*t FPT*197*t APT*65*t*	426·5 449·4(O.L.)	55·7	25·0 FK	Antwerp Belgian 7*BH* *ptCemptAsp* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.DA 5Cy.23⅝"-43$\frac{5}{16}$" 972NHP DB70*lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	~~27 ″ 10~~ ~~s2 ″ 10~~ ~~25 ″ 2¼~~ 36 ″ 10 s10 ″ 10¼ 26 ″ 2¼	
28707 220436 KDCE	**Mobile City** *ss*Bal.No.3-4,32 *ss*Bal.No.2-40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) GyC. &*Web frames* *Longitudinal framing*	6157 5705 3801	✠100A1 *Shelter dk* *withfreeboard* 11,41 ~~11,40~~ BS11,41 ✠LMC MS3,39 ~~BS11,40~~ *Fitted for oil fuel* 9.20 *F.P. above* 150° F.	Bal	*z*	CL 11,40	1920 9mo	Chickasaw S.B.&CarCo Chickasaw, Ala. A&CP	IsthmianS.S.Co. *CellDB*331'1508*t FPT*187*t APT*173*t*	395·5 P45'B110'F38'*on Shelter dk*	55·0	31·4 FK	NewYork Utd.States *ptCem* 6*BHtoShdk*	T.3Cy.24⅝",41$\frac{13}{16}$"&72$\frac{5}{16}$"-48" 210lb FD (*s*) 587NHP 3SB(Spt)9*cf*,GS181,HS8919 Hooven,Owens,Rentschler Co.Hamilton,O.	34 ″ 11 s7 ″ 10¾ 27 ″ 2¾	
28708 238413 WTUM	**Mobilfuel** *Mchy.Aft* 1*Dk* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing* *Butts of shell & deck plating elec. welded*	10221 9139 6181	✠100A1 6,41 ~~3,41~~ BS3,41 ✠LMC5,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,39 *F.P. above* 150°F.	NYk	*f*† 2$\frac{9}{16}$	CL	1939 5mo	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md. *Lloyd'sA&CP*	Socony-Vacuum OilCo.Inc. *CellDBuE*71'160*t DTf*36'1099*t FPT*442*t APT*79*t*	488·3 501·7(O.L.) P106'B34'F50'	68·3	36·9 FK	NewYork Utd.States 13*BH*	2steam turbines DRgeared to 1 sc shaft 769NHP 450lb 2WTB(Spt435lb) HS5300 WestinghouseElec. FD &Mfg.Co.Phl.	37 ″ 0	
28709 235840 WOPY	**Mobilgas** *ss*N.Yk.No.1-41 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *Longitudinal framing-bracketless system* D.F. E.S.D. GyC. *CruiserStern*	9925 — 6174	✠100A1 8,41 ~~8,40~~ ~~BS8,40~~ ✠LMC~~2,37~~ 8,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,37 *F.P. above* 150°F.	NYk	*f*†	CL 12,39	1937 2mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd'sA&CP*	Socony-Vacuum OilCo.Inc. *CellDBu mchy*73'96*t DTf*22' 650*t FPT*466*t APT*121*t*	486·3 501·6(O.L.) P105'B34'F49'	68·3	36·9 FK	NewYork Utd.States 15*BH*	2steam turbines DRgeared to 1 sc shaft 1104NHP 450lb HS11164 FD 2WTB(Spt424lb)&1Aux WTB DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
28710 235790 WOPX	**Mobiloil** *ss*N.Yk.No.1-41 *Mchy.Aft* 1*Dk*,2*nd dk clear of cargo tanks* *Longitudinal framing-bracketless system* D.F. E.S.D. GyC. *CruiserStern*	9925 — 6174	✠100A1 ~~5,41~~ ~~7,40~~ ~~12,41~~ 4,42 BS~~1,40~~ 12,41 ✠LMC~~1,37~~ 1,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,37 *F.P. above* 150°F.	~~NYk~~ ~~Gal~~ NYk	*f*† 2$\frac{9}{16}$	CL 1,40	1937 1mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd'sA&CP*	Socony-Vacuum OilCo.Inc. *CellDBu mchy space*73'96*t DTf*22'650*t FPT*466*t APT*121*t*	486·3 P105'B34'F49'	68·3	36·9 FK	NewYork Utd.States 15*BH*	2steam turbines DRgeared to 1 sc shaft 1104NHP 450lb HS11164 FD 2WTB(Spt424lb)&1Aux WTB DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28711 238660 WCJO	**Mobilube** *Mchy.Aft* 1*Dk* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing* *Butts of shell & deck plating elec. welded*	10222 9139 6181	✠100A1 11,41 ~~2,41~~ ~~DBS5,40~~ 11,41 ✠LMC6,39 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 6,39	~~NYk~~ Mob	*f*† 2$\frac{9}{16}$	CL 11,41	1939 6mo	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md. Lloyd's *A&CP*	Socony-Vacuum OilCo.Inc. *Cell DBuE71' 160t DT f36' 1099t FPT 442t APT79t*	488·3 501·7(O.L.) P106'B34'F50' FK	68·3	36·9	NewYork Utd.States 13*BH*	2 steam turbines DRgeared to 1 sc. shaft 769NHP 450lb 2WTB(Spt435lb) HS5300 WestinghouseElec. &Mfg.Co.Phl. FD	37 ″ 0	
28712 146272 GFDZ	**Modasa** Ⓟ TwinSc 2*Dk.*(*Stl-U*teak s) *Ref.Mchy* *Fitted for oil fuel* D.F. E.S.D. *CruiserStern*	9070 7268 5636	✠ 1,25 ✠ Lloyd'sRMC~~1,41~~ 8,41	Mdb	*d*†		1921 6mo	Swan,Hunter& Wigham Richardson. Ld Newcastle	BritishIndiaStm. Nav.Co.Ld. *Cell DB403' 1354t Tanks between tunnels* 114'253t *FPT* 164*t APT*71*t*	465·0 P44'B175'F53' FK	58·3	33·5	Glasgow British 9*BHCem*	4 steam turbines DRgeared to 2 sc. shafts 1065NHP HS13812 4SB&1AuxSB,*18cf*,GS342 Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 ″ 0	BT till ~~6,41~~ 12,41
28713 148922 GMVZ	**Modavia** *OilEng.* ssGls.No.3-12,39 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) D.F. E.S.D. 4*th dk*(*Stl*)*in Nos.* 2 & 3 *holds* *Tonnage opening closed*'41(*W.E.*)	4858 4403 2859	✠100A1 *with freeboard* 12,41 ~~12,40~~ ✠LMC CS4,40 DBS~~5,41~~3,42 4,40 ✠Lloyd'sRMC~~6,41~~ 11,41	~~Gls~~ Mch	ż	CL ~~11,38~~ N12,41	1927 4mo	Vickers, Ld. Barrow Lloyd's *A&CP*	DonaldsonLineLd. (DonaldsonBros. &Black,Ld. *Mgrs.*) *Cell DB312' 1025t FPT 110t APT65t*	387·0 399·5(O.L.) F42' FK	53·7	27·5	Glasgow British 6*BHptCem* (*Coll to Sh dk* 5 „ 2*nd* „)	Oil Engines 4S.C.SA 8Cy.30″-45″ 699NHP 2DB-*120lb* Vickers,Ld.Barrow	~~30 ″ 0~~ ~~s 3 ″ 5¾~~ ~~26 ″ 7¾~~ 38 ″ 0 s10 ″ 5½ 27 ″ 7¾	
28714 5360 SFNM	**Mode** Sub.Sig 2*Dks*	*1227* *980* *555*					1912	Helsingörs Jernsk.&Msk Elsinore	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)	246·9	37·1	14·0 21·6	Stockholm Swedish *WB*	T.3Cy.19″,32″&53″-36″ 169NHP HelsingörsJernsk.&Mskb.		V
28715 ~~329~~ ~~OHHR~~ 139187 BCTV	**Modesta** ssSld.No.3-9,29 ssRot.No.2-37 1*Dk*(*Stl*)	3849 3522 2406	✠100A1 ~~2,41~~ 10,41 BS~~11,40~~ 10,41 ✠LMC10,37	~~Mob~~ Gls	*w*	CL 2,41	1917 1mo	J.Priestman&Co. Sunderland Lloyd's *A&CP*	Ministry of War Transport(Euxine ShippingCo.Ld. *Mgrs.*) *Intermediate BH in after hold dispensed with* *Cell DB340' 900t APT*105*t*	346·5 P29'B100'F34' FK	50·8	23·5	Glasgow British *Cem* 5*BH only*	T.3Cy.24½″,40½″&67″-45″ 180lb (*s*) 319NHP 2SB,*6cf*,GS124,HS4800 N.E.MarineEngCo.Ld Sld	26 ″ 0 s 4 ″ 8¾ 21 ″ 6	
28716 PGAJ	**Modjokerto** (*ex*Steamer-34) *OilEng.* ssRot.No.3-7,34 ssCal.No.1-39 D.F. 3*Dks* *CruiserStern*	8806 8380 5657	✠100A1 *Shelter dk with freeboard* 9,41 ~~8,41~~ ✠NE8,34 ✠LMC CS8,39 DBS~~3,39~~ 4,41 12,39 *Carrying vegetable oil in aftermost deep tank* *Carrying oil F.P. above 150°F. in forward deep tank*	~~Cal~~ Sba		OG 8,39	1922 7mo	WearShipyard of W. Gray&Co. (1918),Ld. Sunderland Lloyd's *A&CP*	Rotterdamsche Lloyd *Cell DB398' 1568t*	480·1 F40' *on Shelter dk* len34 FK *DTs a47' 1736t MT24' 1179t FPT*	57·4	38·4 30·3	Batavia Dutch 8*BH pt Cem* (*Coll to W dk* 7 „ 2*nd* „) 200*t APT*47*t*	2 Oil Engines 2S.C.DA SR geared&hydraulic coupling 12Cy.20⅞″-29$\frac{15}{16}$″ 1835NHP 2NDB(WTB)34-*225lb* 2DB-*225lb* N.V.Wilton'sMachinefbr. &Scheepswrf,Rot.	33 ″ 1 s 4 ″ 10 28 ″ 5½	
28717	**Modlin** (*ex*Wilja,*ex*Laurent Schiaffino,*ex*LeBourget,*ex*Tinos,*ex* HildaHorn,*ex*Gavelon) 1*Dk*&*Spardk*	*3569* *3370* *2193*	100A- (*Classification Contemplated*) Examined7,41 BS7,41 3,42 ~~7,41~~	Mch Lon		CL 4,41	1906	Flensburgr Schiffsb.Ges. Flensburg	PolishGovernment	341·3 H24'	48·8	17·2 25·0	Polish	T.3Cy.20$\frac{1}{16}$″,34⅞″&61″-39⅜″ 307NHP 200lb NB26 NDB18-*150lb* 2SB,*6cf*,GS135,HS4200 FD FlensburgerSchiffsb.Ges.	27 ″ 8 s6 ″ 5 21 ″ 5¾	
28718 162402 MBTP	**Moelfre Rose** ssBly.No.1-39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* *Special Surveys to date from* 4,34	631 428 277	✠100A1 12,40 ✠LMC MS2,39 ~~BS2,40~~ BS ~~10,41~~ 5,42	Cff	*i*	CL 12,40	1931 7mo	NVSchpsw "deMerwede" v/h van Vliet&Co. Hardinxveld Lloyd's *A&CP*	RichardHughes& Co.(Liverpool)Ld. *Cell DB105' 144t*	175·4 Q101'B11'F25' FK *FPT54t APT4t*	27·1	11·1	Liverpool British 3*BHCem*	T.3Cy.13″,21½″&35″-27″ (*s*) 180lb 88RHP 1SB,*3cf*,GS54,HS1615 D.&W.Henderson& Co.Ld.Gls.	13 ″ 0 s3 ″ 10 12 ″ 9½	
28719 PGAO	**Moena** ssAms.No.3-7,36 ssSba.No.1-41 D.F. 3*Dks*(*Stl*)	9286 8711 5730	✠100A1 10,41 ~~1,41~~ ✠NB8,27 ✠LMC9,40 BS10,41	~~Lon~~ Bat	*e*†	CL ~~8,39~~ 10,41	1923 5mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd's *A&CP*	Stoomv.Maats. Nederland *Cell DBa152' uE 14' uB41'* *f183' 1642t DTa39' 1752t FPT*	480·5 P48'B31'F49' FK	60·4	37·4	Batavia Dutch 8*BHCem* 147*t APT*39*t*	T.3Cy.32″,52″&88″-54″ (*s*) 190lb 1053NHP 5SB(Spt),*15cf*,GS330, HS17500 FD Armstrong,Whitworth &Co.Ld.Nwc.	40 ″ 3 s 10 ″ 2 30 ″ 5	
28720 OPLD	**Moero** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern*	*6111* *5267* *3512*	✠100A1 *with freeboard* 8,39 ✠LMC6,37 ✠Lloyd'sRMC6,40 *Carrying vegetable oil in deep tanks.* (SEE FOOTNOTE *)	Ant	*a*†	CL	1937 6mo	Flensburgr Schiffsb.Ges. Flensburg Lloyd's *A&CP*	Cie.MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, S.A.*Mgrs.*) *Cell DB345' 1435t* *MTs45' 1629t*	426·5 449·4(O.L.) FK *FPT197t APT65t*	55·7	25·0	Antwerp Belgian 7*BHptCem* *pt Asp* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.DA 5Cy.23⅝″-43$\frac{5}{16}$″ 972NHP DB*70lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	27 ″ 10 s 2 ″ 10 25 ″ 2¼	
28721 PKHJ	**Moesi** *OilEng* *Mchy.Aft* 1*Dk*	913 632 573					1930	Rotterdam Droogd.Maat Scheidam	Koninkl.Paketv. Maats.	203·3 Q134'B24'F28'	34·2	11·2	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13$\frac{9}{16}$″-19$\frac{11}{16}$″ 144NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
28722 EGBO	**Mogador** (*ex*JosePerez) Iron ssCdz.4thNo.3-10,30 ssBbo.No.2-39 1*Dk*	466 357 282	✠100A1 3,42 ~~12,40~~ BS3,42 ~~BS1,41~~ ✠LMC1,40 ✠NB91 *refitted*18	Bbo	*h*	~~12,39~~ 3,42	1879 11mo	R.Chambers,jun. Dumbarton A&CP	Cia.Trasatlantica	166·0 P35'B31'F31' BK7″ ND14	24·1	13·1	Barcelona Spanish 4*BHCem*	C.2Cy.20″&35″-27″ 75lb 49NHP 1SB,*2cf*,GS43,HS800 M.Paul&Co.Dumbarton	13 ″ 10 s 1 ″ 10½ 12 ″ 11	
28723 39102 JRHJ	**Mogamigawa Maru** (*ex*GetuyoMaru-40, *ex*GetsuyoMaru-38) *OilEng* ssTamaNo.1-38 2*Dks*	7497 6070 5480	✠100A1 3,40 ✠LMC CS3,40 DBS3,40 1,39 *Carrying cargo oil F.P. above 150°F. in deep tanks*	Tama	*b*†	CL 3,40	1934 6mo	Mitsubishi Jukogyo K.K. Nagasaki Lloyd's *A&CP*	ToyoKaiunK.K. *'Tween dk BH above after deep tank BH dispensed with* *Cell DB369' 1405t DTa36' 1145t*	436·3 P30'B157'F41' FK	58·5	32·8	Tokyo Japanese 7*BHptCem* 6 „ *to U dk* 1 „ „2*nd*„ *FPT263t APTs227t*	Oil Engines 2S.C.SA 6Cy.28⅜″-49$\frac{3}{16}$″ 839NHP DB*120lb* MitsubishiJukogyoK.K.	32 ″ 9	
28724 PUQM	**Mogy** (*ex*Gaasterland-35, *ex*CastellPelesch) 1*Dk*&*Shelter dk*	3464 3192 2128					1912	Akt.Ges. "Neptun" Rostock	Cia.Commercio e Navegação	365·9 F36'	50·5	21·6	R.Janeiro Brazilian *WB*	T.3Cy.23⅝″,38$\frac{3}{16}$″&62″-41$\frac{3}{16}$″ 247NHP A.G."Neptun,"Rostock		G

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
28725 201088	**Mohawk** Ⓟ (*ex*AnnaArundel-38, *ex*AnneArundel-38) 2*Dks*	419 — 254					1904	Baltimore S.B.&D.D.Co Baltimore	**StonyCreek ImprovementCo.**	174·0	36·0	10·2	Baltimore Utd. States	T.3Cy.13",21"&34"–24" 57NHP		
28726 216586 KLHD	— *OilEng.* *Carrying Petroleum in bulk*	369 — 274					1918	Merrill, StevensCo. Jacksonville, Fla.	**GulfOilCorporation**	145·0	23·3	12·0	Phildlphia Utd. States	Oil Engines 4S.C.SA 6Cy.12"–14" NE23 84NHP StandardMotorConst.Co. JerseyCity,N.J.		
28727 DJXH	**Mohlenhof** (*ex*Hsin Ningshao-38) **TwinSc** *ss*Shi.No.2–21 1*Dk&2nd dk&Promenade dk*	3407 2401 2151	✠ ... 3,25 ✠				1914 11mo	NewEng.& S.B.Wks.Ld. Shanghai	**Dr.AdoNolte, RudolfLaurenz& GustavRöhreke (Carlowitz&Co, *Mgrs.*)**	289·5 FK	46·0	15·0	**Shanghai** German *WB*	T.6Cy.16",27"&43"–30" Richardsons, 325NHP Westgarth&Co.Ld.Mdb.	23 " 0	V †
28728 LIZB	**Moira** *ss*Sfj.No.1–39 *Mchy.Aft* 1*Dk* D.F. *CruiserStern* *Longitudinal framing in double bottom* *Electrically welded*	1560 1307 744	✠100A1 ~~4,41~~ 4,4010,41 BS4,41 ✠LMC7,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,35 *F.P. above* 150°F.	~~NOs~~ NYk	*q*	CL 4,40	1935 5mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	**Dampskibsselsk. MarnaA/S(Sigurd Owren,*Mgr.*)** *Cell DBuE&B40'f130' in way of cargo*	248·4 259·0(O.L.) P70'F29' FK *Trunk*142' 415*t DTf*14'23*t Wing tanks*130'275*t FPT*54*t APT*31*t*	42·1	16·3	Oslo Norwegian 10*BHptCem*	C.2Cy.17"&34"–28" & LP turbine with DR gearing & hydraulic coupling (*s*) 210lb FD 223NHP 2SB(Spt)6*cf*,GS103,HS3574 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 " 0 s 1 " 3½ 16 " 9¾	
28729 221302 KDSH	**Mojave** (*ex*Hambro) 2*Dks* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	6900 — 4255					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	**Socony-Vacuum OilCo.Inc.**	435·0 P128'B50 F44'	56·2	33·5	**NewYork** Utd. States *WB*	T.3Cy.27",47"&78"–48" 422NHP BethlehemS.B.Corp.Ld.		R
28730 OODP	**Mokambo** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* GyC. *3rd dk in No.1 hold* *CruiserStern* *Tonnage opening closed* 41(*W.E.*)	*4996* *4403* *2845*	100A1 *with freeboard* 8,41 ~~1,41~~ LMC12,38 *Carrying vegetable oil in deep tank*	~~Npt~~ Gls	*z*	CL	1938 12mo *Lloyd'sA&CP*	Flensburgr Schiffsb.Ges. Flensburg	**Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,*Mgrs.*)** *Cell DB*346'1235*t*	414·3 F35' FK *MT*34' 1329*t FPT*69*t APTs*186*t*	55·7	25·0	**Antwerp** Belgian 7*BHptCem* (2 *to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.DA 5Cy.23⅝"–43$\frac{5}{16}$" 969NHP DB-*100lb* DB(WT)*100lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	~~28 " 6~~ ~~8 " 2½~~ ~~25 " 5¼~~ 36 " 6 s10 " 6¾ 26 " 1¼	
28731 221603 KDUK	**Mokihana** (*ex*GoldenSun-38, *ex*WestProspect) 2*Dks&Shelter dk* *Ref.Mchy.* *Fitted for oil fuel*	7460 — 4520					1921	LsAngeles S.B.&D.D.Co SanPedro,Cal	**MatsonNavigation Co.**	430·7	54·3	26·2	**S.Frncisco** Utd. States *WB*	T.3Cy.28½",47"&78"–48" 422NHP LosAngelesS.B.&D.D.Co.		R
28732 LJPH	**Molda** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5137 4567 2983					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	**A/SJ.Ludwig MowinckelsRederi**	435·2	55·8	25·2	**Bergen** Norwegian *WB*	2 Oil Engines 2S.C.SA SR geared to 1 sc. shaft 12Cy.20½"–27$\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
28733 LCZM	**Moldanger** *OilEng.* D.F. *Ref.Mchy.* 1*Dk&Shelter dk*	6827 6013 4232					1933	Nederl. Schps.Maats. Amsterdam	**Westfal-Larsen& Co.A/S**	464·4 P257*t*H502*t*F22*t*	61·2	27·4	**Bergen** Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.27½"–47¼" 1842NHP AlgemeineElec.Ges.Berlin		N
28734 UOUE	**Moldaviya** Ⓟ *OilEng.* 2*Dks* *CruiserStern*	1190 953 612					1928	Schiffsw(v. J.&Sch.)A.G. Hamburg	**U.S.S.R.**	202·4 P&B126'F22'	33·3	18·4	**Odessa** Russian *WB*	Oil Engines 4S.C.SA 8Cy.18$\frac{9}{16}$"–29$\frac{1}{16}$" 286NHP Motorenfabr."Deutz"A.G. Köln-Deutz		
28735	**Moldova** (*ex*Ithaki-39,*ex*Anne, *ex*AenneRickmers) 2*Dks*	*4083* *3822* *2572*					1911	Rickmers Akt.Ges. Bremerhaven	~~**Capt.S.N.Vlassopol**~~ Cia.Ithaca de Vapores,S.A.	367·1 P37'B94'F44'	47·7	27·3	Panama Pnamanian *WB*	T.3Cy.23¼",38⅞"&63"–43½" 261NHP BremerVulkan,Vegesack	30 " 0	V
28736 LCRG	**Molla**(*ex*Bratli,*ex*Bomma-38, *ex*IngeborgBakkevig) D.F. 1*Dk*	805 582 461					1920	Xiansands Mek.Værks. Xiansand	**A/S Wilhelms Rederi(T.Wilhelms *Mgr.*)**	186·0 Q57*t*H46*t*B76*t*F28*t*	31·2	12·0	**Frdrikstad** Norwegian *WB*	T 3Cy.14",23½"&38"–27" 75NHP XiansandsM.V.Xiansand		N
28737 XCMZ	**Molokai**(*ex*FlaurenceWard) **WoodSr** *Salted*CB *OilEng.* HTHonolulu,14 1*Dk*	356 — 220	✠ 3,14 ✠	Honolulu			1907 1mo	Bendixsen S.B.Co. Eureka,Cal.	**Compañia Maritima deNavegacion(KeeneLine, *Mgrs.*)**	105·9	24·4	14·2	**Guaymas** Mexican	Oil Engines 2S.C.SA 4Cy.14"–14" 138NHP FairbanksMorseCo.N.Yk.	15 " 1	
28738 UOUX	**Molot** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk*	949 758 472					1928	Odessa StateSBYard AndreMarti Odessa	**U.S.S.R.**	232·1 P55'F25'	34·0	11·8	**Vladvostk** Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{13}{16}$"–19$\frac{5}{16}$" 222NHP StateEngineWorks, Kolominska		
28739 UOBC	**Molotov** Sub.Sig. 1*Dk*	2332 2013 1296	✠ ... 5,32 ✠				1930 1mo	BalticS.B. &Eng.Wrks. Leningrad	**U.S.S.R.**	284·8 P18'B75'F32' FK	43·1	20·5	**Leningrad** Russian *WB*	T.3Cy.17¾",29⅜"&48$\frac{7}{16}$"–35$\frac{7}{16}$" 193NHP LeningradS.B.Works "AndreaMarti,"Len.	22 " 7	
28740 152022 VJGR	**Momba** *OilEng.* *ss*Syd.No.3–1,38 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	3021 2735 1758	✠100A1 3,41 ✠LMC CS1,38 DBS3,41 5,40	Syd	*u*	CL 1,39	1926 3mo *Lloyd'sA&CP*	Akt.Burmeistr&Wain Copenhagen	**TheAdelaide SteamshipCo.Ld.**	331·8 P34'B159'F34' FK *Cell DB*286'778*t FPT*67*t APT*120*t*	46·6	23·1	**Melbourne** British 6*BHptCem*	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 473NHP DB*100lb* Burmeister&Wain,Cpn.	25 " 6 s 3 " 4½ 22 " 3½	
28741 40424 JIXH	**Momo Maru** *OilEng.* 1*Dk*	443 — 253					1935	Ohara Zosen TekkoshoKK Osaka	**UwazimaUnyu K.K.**	148·9	26·5	14·0	**Uwajima** Japanese	Oil Engines		
28742 33181 JAVC	**Momoha Maru** (*ex*Goldenway, *ex*Terrific,*ex*Cosmos *ss*Kob.No.3–6,31 Volga,*ex*WarIsland) 1*Dk*(*Stl*) 2*nd Dk*(*Stl*)*in Nos.2&4holds*	3103 2855 1843	✠ ... 4,36 ✠	Kob	*u*		1918 9mo	Craig,Taylor&Co.Ld. Stockton	**TatuumaKisen K.K.**	331·1 P33'B98'F29' FK *CellDB*280' 687*t FPT* 109*t APT*112*t*	46·8	23·2	**Nishinomiya** Japanese 7*BHptCem*	T.3Cy.25",41"&68"–45" 359NHP 3SB,*9cf*,GS155,HS5841 Blair&Co.Ld.Stockton	25 " 6	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders —Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28743 45712 JHCN	**Momoyama Maru** (*ex*MountCynthos-39, *ss*Pir.No.3-11,38 *ex*Zeriba-33,*ex*VillaAda, *ex*FratelliBianchi, 2*Dks*(*Stl*) *ex*WarLeopard)	5217 4773 3712	✠ ... 10,40 ✠	Kob	*y*		1918 7mo	Workman, Clark&Co.Ld Belfast	YamashitaKisen K.K. *CellDb*	400·4 P49'B113'F39' FK 347'1120*t FPT* 115*t*	52·3	28·4	Kobe Japanese 7*BHptCem* *APT*170*t*	T.3Cy.27",44"&73"-48" 518NH 3SB,9*cf*,GS190,HS7668 Wrkman,Clark&Co.LdBel	31 ″ 0	C †
28744	**Mon Village** (*ex*Oxford, **TwinSc** *ex*Yvetot,*ex*Menuisier) *Mchy.Aft* 1*Dk* Now "Lipsa," see No. 37461 in Supplement	1065 — 588					1919	ChantAug. Normand Havre	Herran,Decia& Muller	219·4 P59'F19'	34·2	12·3	Montevideo Uruguayan *WB*	T.6Cy.12⅗",19$\frac{7}{10}$"&31½"-16½" 80NH At.&Ch.delaLoire,StDenis		
28745 4091 SGON	**Mona** (*ex*Bratland,*ex*Wermland) *ss*Hpl.No.2-11 1*Dk*(*Stl*)&*deep framing* &*pt Awning dk*(*Stl*)	*1971* *1609* *1115*	✠ 2,11 ✠	Hpl	*s*		1902 7mo	W.Gray& Co.Ld. WHartlepool	RederiA/B Alfa (AllanBörjesson, *Mgr.*) *CellDBa*	279·6 Q107' FK *ptAwng dk*175' 84'*uE*30'*f*112'521*t*	42·6	16·4	Hlsngborg Swedish 4*BHCem* *APT*115*t*	T.3Cy.21",33"&56"-36" 194NH 2SB,4*pf*,GS72,HS3014 Cen.Mar.Eng.Wrks.WHpl	19 ″ 0	V †
28746 120522 GFPN	**Mona's Isle** Ⓟ (*ex*Onward) **TrpSc** D.F. 2*Dks*&*Awng dk*	1688 1162 698					1905	W.Denny &Bros. Dumbarton	IsleofManSteam PacketCo.Ld.	311·2	40·1	15·8	DouglasIM British *WB*	3 Steam Turbines Denny&Co.Dumbarton		
28747 YVAS	**Monagas** **TwinSc** *ss*N.Yk.No.3-8,39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*2650* *1890* *1514*	✠100A1 5,41 ~~6,40~~ 5,41 BS~~6,40~~ ✠LMC10,38 *CarryingPetroleum in bulk* *Fitted for oil fuel 8,27 F.P. above 150°F.*	~~Arn~~ NYk	*t*	ICL ~~S10,38~~ ~~P5,40~~ 5,41	1927 8mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	MeneGrandeOilCo. C.A. *CellDB*	305·4 316·8(O.L.) P69'F33'B22' FK *Trunk*181' *uE*&*B*42'107*t FPT*	50·2	16·3	Maracaibo Venezuelan 11*BHptCem* 194*t APT*85*t*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 212NH 2SB,6*cf*,HS4055 Richardsons,Westgarth& Co.Ld.Mdb	16 ″ 6 s 2 ″ 0¼ 14 ″ 8	
28748 GQKS	**Monarch** **TwinSc** (*CableVessel*) 1*Dk*&*Awng dk* E.S.D.	1150 1049 476	✠ ... 11,20 ✠				1916 8mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	H.M.Postmaster General	222·7 FK	32·2	19·1	British *WB*	T.6Cy.12½",20"&33"-24" 146NH Swan,Hunter&Wigham Richardson,Ld.Nwc	22 ″ 0	
28749 82358 MNFD	— Ⓟ **Pad**	315 274 129					1888	R.&H. Green, London	Cosens&Co.Ld.	210·0	22·2	9·0	Weymouth British	D.2Cy.41"-48" 179NH J.Penn&Son,London		
28750 162650 GZKD	**Monarch of Bermuda** Ⓟ **Quad Sc** *ss*N.Yk.No.2-39 E.S.D. 3*Dks*(*Stl-Weather dk* teak s) Sub.Sig. 4*th dk*(*Stl*)*in holds* GyC. 5*thDk*(*Stl*)*except in boiler spaces* D.F. (*Topsides-Special quality steel*) *Ref.Mchy.* *CruiserStern*	22424 13088 12876	✠100A1 *withfreeboard* 2,42 ~~4,41~~ BS11,41 ~~BS10,40~~ ✠LMC11,39 ✠Lloyd'sRMC~~6,41~~ 11,41 *Fitted for oil fuel 11,31 F.P. above 150° F.*	~~PNl~~ Liv	*m*†	CL P*f*6,38 S*f*6,38 P*a*11,38 S*a*11,38	1931 11mo	Vickers- Armstrongs, Ld. Newcastle *Lloyd'sA&CP*	Furness,Withy& Co.Ld. *CellD* *Tan* 947*t*	553·2 B354'F94' FK *Upperbridge*385' *B*430'1938*t*'*tween dk tanks a*59'496*t* *ks in way of tunnels*477*t MTs*57' *DTsf*40'831*t FPT*1	76·7	39·0	London British 12*BHptCem* *Coll,,to W dk* *Turbines by* *Motors by* 13*t APT*126*t*	2 Steam Turbines con- nected to Electric Motors & Sc. Shafts (*s*) 4411NH 400lb HS42200 FI 8 Water Tube Boilers (Spt400lb) Fraser&Chalmers,Erith GeneralElectricCo.Ld. Witton,Birmingham	43 ″ 3 s16 ″ 5¾ 27 ″ 0¾	BT till ~~9,41~~ 4,42
28751	**Monasses** 1*Dk*&*Shelter dk* *Ref.Mchy.* &*Webframes* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing* Now "Empire Whimbrel," see No. 36416 in Supplement	5983 5657 3695	✠ ... 4,22 ✠				1919 6mo	MooreS.B. Co. Oakland,Cal.		402·5 P34'F39' *on Shelter dk* FK	53·0	32·0	British *WB*	2SteamTurbinesDRgeared to1 Sc.Shaft 637NH MidwestEngineCo. Indianapolis	34 ″ 6	R †
28752 841 IBMW	**Monbaldo** (*ex*Sori) D.F. 2*Dks*&*Shltr dk*	6214 — 4043					1918	Soc.Eser- cizioBacini RivaTrigoso	Nav.AltaItaliaSoc. Anon.	389·5	51·5	26·6	Genoa Italian	T.3Cy.26",42½"&69$\frac{7}{10}$"-48" 337NH Soc.EsercizioBaciniR.Trig		I
28753 2146 IBNW	**Moncalieri** (*ex*WarLinnet) *ss*Tri.No.3-3,31 *ss*Tri..No.2-39 D.F. 2*Dks*(*Stl*)	5723 4819 3533	✠100A1 12,39 ✠LMC MS4,39 BS11,39 *Adapted for oil fuel 9,29 F.P. above 150° F.* NO LATER SURVEY REPORTED	Tri	*y*	CL N9,38	1918 12mo	Craig,Tay- lor&Co.Ld. Stockton *Lloyd'sA&CP*	LloydTriestino Soc.Anon.diNav. *Cell*	400·0 413·0(O.L.) P49'B113'F40' FK *DB*336'1015*t FPT*1	52·3	28·4	Genoa Italian 7*BHptCem* 28*t APT*207*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NH 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 5 ″ 10½ 25 ″ 4¾	
28754 165176 MJYB	**Moncousu** (*ex*Nestor) *ss*Nts.2ndNo.3-2,37 1*Dk*(*Stl*)*Platform dk*(*Stl*) *Well deck* *for light cargoes in* *Nos.*2&3*holds*	1420 1120 862	✠100A1 2,41 BS3,41 ✠LMC2,37	Npt	*o*	CL 10,38	1912 8mo	Mackay Bros. Alloa *Lloyd'sA&CP*	Ministry of War Transport (G.Gibson&Co.Ld. *Mgrs.*) *CellDB a*58'*uE*	235·2 Q86'B56'F29' FK 17'*f*94'357*t FPT*64*t*	36·0	16·3	Belfast British 4*BHCem* *APT*36*t*	T.3Cy.18",29"&48"-35" (*s*) 180lb *100lb* 153NH 1SB,3*cf*,GS66,HS2484 MacColl&Pollock,Ld.Sld.	18 ″ 6 s 1 ″ 5½ 17 ″ 2	
28755 TTKO	**Mondara** (*ex*Steamer) *OilEng.* *Mchy.Aft* *ss*Bel.No.3-1,33 *Well deck* 1*Dk*(*Stl*)	359 255 147	✠ ... 9,37 ✠	Bou	*e*		1921 2mo	J.&D. Morris,Ld. Newcastle	P.LeLouarn& F.Ollivier *FPT*	135·2 P44'B8'F18' FK	23·6	10·0	Paimpol French 3*BHCem* 25*t APT*12*t*	Oil Engines 4S.C. 6Cy.11$\frac{1}{16}$"-19$\frac{1}{16}$" NE38 Waggon-u-Masch.A.G. Görlitz	11 ″ 0	V †
28756 149459	**Mondoc** *Mchy.Aft* 1*Dk*	1926 1637 1147					1928	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	PatersonSteam- ships,Ld.	253·0 Q100'F35'	43·3	17·8	Ft.William British *WB*	T.3Cy.15",25"&40"-33" 92NH Swan,Hunter&Wigham Richardson,Ld.Nwc		C
28757 ~~IBRW~~	**Monfiore** (*ex*WestHesseltine) 2*Dks* D.F. *Fitted for oil fuel* Now "White Clover," see No. 39005 in Supplement	5498 3975 3370					1920	J.F.Duthie &Co. Seattle,Wash	UnitedStates Maritime Commission	423·7 410·3 P44'B115'F47'	54·2	26·6 27·7	~~Genoa~~ ~~Italian~~ *WB*	T.3Cy.24½",41½"&72"-48" O'NeilIron 359NH Works,Buffalo,N.Y.		~~IR~~ R
28758 8466 SEIT	**Mongabarra** D.F. E.S.D. *OilEng.* *CruiserStern* 1*Dk*&*Shelter dk*	5279 *4583* *3041*					1941	A/B Göta- verken Gothenburg	Rederiaktieb. Trans-Ex(G. Carlsson,*Mgr.*)	433·8	56·7	24·8	Gothenbrg Swedish *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NH A/BGötaverken,Got.		
28759 ICJR	**Mongioia** (*ex*Terni,*ex*Crispi) D.F. 1*Dk*&*Awng dk* *Fitted for oil fuel* Now "Exterminator," see No. 36397 in Supplement	6113 3795					1924	Flli. Orlando&Co. Leghorn	Nav.AltaItaliaSoc. Anon.	392·4	51·7	35·1	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" E*made*18*fitted*30 369NH D.Rowan&Co.Glasgow.		I
28760 UOGH	**Mongol** (*ex*LakeFablus) 1*Dk*2*trB* *Fitted for oil fuel*	2606 2287 1612	✠ ... 12,20				1919 10mo	Detroit S.B.Co. Wyandotte	U.S.S.R.	251·8 P25'B64'F23' FK	43·3	26·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
28761 RACE	**Mongoughai** Ⓟ (*ex*Pronto) 1*Dk*&*Spar dk*	993 883 593					1891	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	202·5 B58'	30·3	18·5	Vladvostk Russian *WB*	T.3Cy.15",27½"&43"-27" 96NHP FlensburgerSchiffsb.Ges.		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Nav'res. — Macn.	9 Construit. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade.
28762	**Moni Rickmers** (*ex*Trewyn-37) *ss*Fal.No.3-6,35 D.F. 2*Dks*(*Stl*)	5272 4787 3225	✠ 3,39 ✠	Ham	*y*		1920 2mo	J Readhead &Sons,Ld South Shield	*CellDB*	399·4|52·4|28·5 413·8(O.L.) P49'B117'F39' FK 345' 1085*t FPT*130*t*	7*BHCem* *APT*205*t*	T.3Cy.27 1/16",44"&73 5/16"-48" 513NHP 3SB,9cf,GS190,HS7563 J.Readhead&SonsLd.S.Shl	31 ″ 0	
28763 8424 SHNR	**Monica** (*ex*Slamat-40) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	~~394~~ ~~273~~ ~~182~~ 396 235 170	✠100A1 3,40 ✠LMC2,39	Skm	*f*		1939 2mo *Lloyd*	NV Schpsw Gebr.v/d Werf Deest *'sA&CP*	~~RederiA/BErling (IvarH.Galeen, Mgr.)~~ A.Adler *CellDB*84'69*t*	142·4|25·1|8·7 151·1(O.L.) P37'Q49'F20' FK *FPT*40*t APT*13*t*	Gothenbrg Swedish 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11¼"-16 9/16" 74NHP Maschinenfbrk. Augsburg-NürnburgA.G.Augsburg	9 ″ 10 s 3 ″ 3⅞ 9 ″ 9¼	
28764 PGBC	— *OilEng.* *ss*Rot.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	325 260 126	✠100A1 5,41 Examined 5,41 DBS4,39 ✠LMC1,36 ✠LMC(M)4,38 *CarryingPetroleum in bulk*	~~Grk~~ Grk	*f*	9,40	1932 9mo *Lloyd*	J.Koster Hzn.Schpsw. "DeGideon" Groningen *'sA&CP*	N.V.Tank KustvaartMaats.	137·9|25·4|9·8 P49'F20' *Trunk*70' FK *FPT*65*t APT*10*t*	Rottrdam Dutch 8*BHptCem*	Oil Engines 4S.C.SA 6Cy.11"-19⅛" 71NHP DB ~~100lb~~ Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 2 s ″ 4¾ 9 ″ 11	
28765 149956 GNLC	**Monkleigh** *ss*Bry.No.3-3,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	5203 4810 3105	✠100A1 *withfreeboard* ~~1,41~~10,41 ✠LMC MS2,39 BS~~4,40~~10,41	~~Cff~~ Imm	*a*†	CL 1,41	1927 12mo *Lloyd*	R.Thomp-son&Sons,Ld Sunderland *'sA&CP*	TatemStm.Nav. Co.Ld.(W.J. Tatem,Ld.*Mgrs.*) *CellDBa&*	420·7|55·3|25·7 434·5(O.L.) F34' FK *uE*138'*f*201' 1391*t FPT*210*t APT*147*t*	London British 7*BHCem* *Coll to Sh dk* 6 ,, 2nd.	T.3Cy.27",45"&75"-51" (*s*) 180lb 570NHP 3SB,9cf,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Sld	36 ″ 4 s10 ″ 8½ 25 ″ 10¼	
28766 147484 MLKY	**Monkstone** *ss*Nwc.No.3-5,36 *ss*Shl.No.1-39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	867 591 425	✠100A1 ~~8,41~~ ~~7,39~~ 2,42 BS~~1,40~~ ✠LMC7,39 2,42	Shl	*k*	CL 7,39	1923 5mo *Lloyd*	HansenSB &ShipRepng Co.Ld. Bideford *'sA&CP*	~~S.&R.Steamships, Ld.(Stone&Rolfe, Ld.Mgrs.)~~ George W.Grace&Co.Ld. *CellD*	190·0|30·1|12·5 Q120'BonQ14'F26' FK *B*126'239*t FWTank in break*7'14*t FPT*	London British 3*BHCem* 53*t APT*30*t*	T.3Cy.15",25"&41"-27" (*s*) 180lb 84RHP 2SB,4cf,GS60,HS1824 LythamSB&ECoLdLytham	14 ″ 6 s 4 ″ 6 14 ″ 1⅜	
28767 145345 MKYF	**Monksville** (*ex*Slievenamon) *ss*Apl.No.3-10,34 *ss*Bkn.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	499 347 234	✠100A1 4,41 ✠LMC MS6,39 BS~~6,40~~7,41 ✠NB18*refitted*21	Liv	*g*	CL 4,41	1921 8mo *Lloyd*	JI Thorny-croft&Co.Ld Southampton *'sA&CP*	JohnS.Monks,Ld.	155·7|26·2|11·4 Q86'B11'F25' FK *FPT*	Liverpool British 3*BHCem* 48*t APT*20*t*	T.3Cy.13⅝",22"&35"-27" (*s*) 180lb 95NHP 1SB,3cf,GS51,HS1832 JIThornycroft&CoLdSou.	12 ″ 6 s 3 ″ 8 12 ″ 6	
28768 166343 GFFP	**Monkwood** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1591 1229 922	✠100A1 4,42 ~~3,41~~ ✠LMC1,38	Shl	*p*	CL ~~12,39~~ 4,42	1938 1mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	WFrance,Fenwick &Co.Ld. *CellDB*	255·2|37·4|16·5 264·0(O.L.) Q140'B12'F27' FK 213' 559*t FPT*140*t*	London British 4*BHCem* *APT*26*t*	T.3Cy.15½",25"&44"-33" 220lb (*s*) FD 176NHP 2SB(Spt),6cf,GS50,HS2570 N.E.MarineEng.CoLd.Sld	18 ″ 6 s 5 ″ 7 17 ″ 0½	
28769 217318	**Monmouth** 2*Dks*	4756 4287 2963	✠ ... 7,21 ✠				1918 12mo	Standard S.B.Corp. Shooter's Island,N.Y	UnitedStates Maritime Commission	377·0|52·2|26·8 P25'B106'F34' FK	NewYork Utd.States *WB*	T.3Cy.24",40"&70'-48" 478NHP StandardS.B.Corp.	29 ″ 0	
28770 92022 KJRQ	— Ⓟ IronTwinSc 2*Dks*	1440 — 931					1888	W.Cramp &SonsCo. Philadelphia	CentralRailroad Co.ofNewJersey	260·5|35·1|14·0	NewYork Utd.States	T.6Cy.19",30"&50"-30" 274NH W.Cramp&SonsCo.Phi.		
28771 146413 MKZV	**Monmouth Coast** (*ex*Grania-33) *ss*Bkn.No.3-5,36 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) D.F. E.S.D.	878 618 396	✠100A1 ~~3,41~~12,41 Examined ~~3,41~~3,42 BS4,41 ✠LMC5,36	Liv	*l*	CL ~~3,41~~ 12,41	1924 3mo *Lloyd*	Ayrshire Dkyd.Co.Ld. Irvine *'sA&CP*	CoastLines,Ld. *CellDBuB*32'	200·4|30·6|13·2 Q128'F28' BK7" *f*102'166*t FPT*122*t*	Liverpool British 3*BH* *APT*44*t*	T.3Cy.17½",27½"&45"-33" 180lb (*s*) 155NHP 2SB,4cf,GS79,HS2784 Ross&Duncan,Glasgow	15 ″ 3 s 4 ″ 1½ 15 ″ 2¾	
28772 147816 ZMCD	**Monowai** Ⓟ (*ex*Razmak) TwinSc *ss*Auk.No.3-6,37 D.F. *Ref Mchy* 3*Dks*(*Stl*)	10852 7510 4925	✠100A1 *withfreeboard* 5,39 BS5,39 ✠LMC10,36 ✠Lloyd'sRMC5,39 *Fitted for oil fuel* 2,25 *F.P. above* 150° F.	Wln	*g*†	CL S5,37 P4,39	1925 2mo *Lloyd*	Harland& Wolff,Ld. Greenock *'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*429'1298*t* *Tanks at sides*	P&B396'F73' FK *of tunnels*436*t FPT*	Wellingtn. N.Z. British 10*BHCem* 57*t APT*102*t*	Q.8Cy.30½"44"63"&89"-54"&L.P.TurbineswithDRgearing & hydraulic coupling 215lb (*s*) 2255NHP 4D&2SB,40cf,HS29610 FD Harland&Wolff,Ld.Bel.	37 ″ 6 s11 ″ 7¾ 26 ″ 1	
28773 219388 WGHT	**Monroe** 2*Dks*&*Webframes* *Fitted for oil fuel*	5533 5044 3410	✠ ... 5,21 ✠				1920 4mo	Newburgh ShipyardInc. Newburgh, N.Y	A.H.BullSSCo.	400·5|54·2|30·4 P36'B124'F44' FK	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1Sc.Shaft 676NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 10	
28774 93382	**Monroe C. Smith** D.F. *Mchy.Aft* 1*Dk*2*trB*	4281 — 3016					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	380·0|50·0|28·0 F48'	Oswego,NY Utd.States *WI*	T.3Cy.22",35"&58"-40" 177NHP AmericanS.B.Co.Cld.O.		R
28775 1168 IBWW	**Monrosa** (*ex*Indiano,*ex*Indus) *ss*Pal.No.3-4,24 D.F. 2*Dks* *Fitted for oil fuel*	6703 5092 4216	✠ ... 5,28 ✠				1920 7mo	J.Coughlan &Sons,Ld. Vancouver, B.C.	Nav.AltaItalia Soc.Anon.	428·0|54·3|27·3 410·5 P44'B241'F47' FK	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 420NHP Vickers,Ld.Barrow-in-Furness	29 ″ 9	I †
28776 139635 MBQL	**Mons** (*ex*Southminster, *ss*Lwt.No.3-6,31 *ex*Woolacombe, *ss*Gms.No.2-39 *ex*Lorient) *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	641 455 359	✠100A1 1,42 ~~3,40~~ ✠NB4,19 ✠LMC MS9,39 BS3,41 ✠NE*made*91*refitted*19	~~Gms~~ Shl	*j*	CL ~~5,30~~ 1,42	1919 4mo *Lloyd*	Dibles, Ld. Southampton *'sA&CP*	DerwentSteam ShippingCo.Ld. (Anthony&Bainbridge,Ld.*Mgrs.*) *CellD*	178·0|29·0|11·1 185·6(O.L.) Q102'B11'F21' FK *Bf*112'196*t FPT*75*t*	Newcastle British 3*BHptCem* *APT*26*t*	T.3Cy.13⅜",19½"&33"-24"(*s*) 160lb 76NHP 2SB,4pf,GS60,HS1476 J.Penn&Sons,Ld.London	13 ″ 3 s 3 ″ 8¾ 12 ″ 8½	
28777 FOLH	**Monselet** *ss*Rot.No.2-37 1*Dk*(*Stl*) *Cargo battens not fitted*	3372 2929 1984	✠100A1 4,40 ✠LMC MS4,37 BS4,40 SURVEYS DELAYED	Dnk	*v*	CL 4,40	1929 1mo *Lloyd*	R.Thomp-son&Sons,Ld Sunderland *'sA&CP*	Cie.Nantaise des Chargeurs de l'Ouest *CellDBa&uE*128'	340·0|47·5|21·9 358·5(O.L.) P32'B94'F26' FK *f*147'788*t FPT*102*t*	Nantes French 6*BHCem* *APT*212*t*	T.3Cy 21",35"&57"-39" (*s*) 180lb 247NHP 3SB,6cf,GS105,HS4170 N.E.MarineEng.CoLd.Sld.	24 ″ 2 s 3 ″ 11¾ 20 ″ 4½	
28778 DJYP	**Monserrate** Ⓟ D.F. E.S.D. *OilEng.* *CruiserStern* 2*Dks*	5578 4397 3245					1938	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	441·9|56·3|23·1 UpperF38' P22'B&F405'	Hamburg German *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"-43 5/16" 1357NHP BremenVulkan,Vegesack		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28779 879 IBXW	**Monstella** (*ex*Fert,*ex*WarGazelle) D.F. 2*Dks*	5311 4791 3153					1918	W.Doxford &Sons,Ld. Sunderland	Nav.AltaItalia Soc.Anon.	413·2 400·0 P49'B112'F39'	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 369NHP W.Doxford&Sons.Ld.Sld.		I
28780 DOIX	**Monsun** (*ex*Adige) 1*Dk&Shelter dk* *CruiserStern*	6590 6234 4008	✠ … 1,27	✠			1920 12mo	Monmouth S.B.Co.Ld. Chepstow	Kauffahrtei Seereed,Adolf Wiards&Co.	411·9 F39'*onShelter dk* FK	55·5	34·3	Hamburg German *WB*	2steamturbinesDRgeared to 1 Sc. Shaft 677NHP MetropolitanVickers E.Co.Ld.Manchester	38 ″ 0	G †
28781 FNBO	**Mont Agel** *ss*Msl.No.3-12,32 *ss*Msl.No.2-41 ~~*ss*Msl.No.1-37~~ 2*Dks*(*Stl*) *Longitudinal framing in DB & at dks*	*4572* *4090* *2887*	✠100A1 1,41 ~~1,40~~ ✠LMC1,41 *Fitted for oil fuel* 6,20	✠ Msl	*x*	CL 12,40 *F.P. above* 1	1920 6mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd'sA&CP* 50° F.	Soc.Gén.deTransp. Mar.àVap.	377·0 P37'B105'F41' FK *CellDB*324'1102*t*	52·2	26·0	Marseilles French 6*BHptCem* *APT*128*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb 354NHP 3SB,*9cf*,GS173,HS5550 Rankin&BlackmoreLdGrk	28 ″ 6 s5 ″ 3¾ 23 ″ 5	
28782 FNBR	**Mont Everest** (*ex*MountEverest, *ex*WarDrake) *ss*Msl.No.3-1,31 *ss*Msl.No.2-38 2*Dks*(*Stl*)	5120 — 3119	✠100A1 4,42 ~~3,40~~ BS12,41 ~~BS9,39~~ ✠LMC9,38	~~Hav~~ NYk	*y*	CL ~~N11,37~~ 4,42	1918 8mo	D&WHen- dersn&Co.Ld Glasgow *Lloyd'sA&CP*	Soc.Gén.deTransp. Mar.àVap.	400·6 P49'B113'F39' FK *CellDB*345'1132*tFPT*117*t*	52·3	28·5	Marseilles French 7*BHptCem* *APT*177*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D&WHendersn&CoLd.Gls	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
28783 OTRV	**Mont Liban** (*ex*Elli-37, *ex*VilledeLattaquié-37, *ex*Ville deNice-34,*ex*Christiana, *ex*Melford,*ex*Kilmelford) 1*Dk*	611 485 257					1919	Smith's DockCo.Ld Middlesbro'	ComptoirMaritime deSyrieF.Eddé & Co.	170·6 B27'F29'	29·8	15·6	Beirut French *WB*	T.3Cy.16",26"&44"–26" 99NHP Smith'sDockCo.Ld.Mdb.		C
28784 147791	**Mont Louis** *Mchy.Aft* 1*Dk*	1905 1613 1123					1927	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	252·6 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Smith'sDockCo.Ld.Mdb.		C
28785	**Mont Saint Clair** (*ex*Levensau-39, *ex*Minho,*ex*Mogador) 1*Dk&Spar dk*	1227 1072 717					1905	Bremer Vulkan Vegesack	ArmementDelom &Scotti	231·0 B68'F23'	33·6	17·5	Sète French *WB*	T.3Cy.17 5/16",28 5/16"&46¾"– 31½" 122NHP BremerVulkan,Vegesack		GV
28786 FNBV	**Mont Viso** *ss*Msl.No.3-3,34 *ss*Msl.No.1-38 *Well deck* 2*Dks*(*Stl*)	4531 4191 2828	✠100A1 3,41 BS3,41 ✠LMC2,38 *Fitted for oil fuel* 7,21	Msl	*y*	CL 3,41 *F.P. above* 1	1921 7mo	Sir Raylton Dixon&Co.Ld Middlesbro' *Lloyd'sA&CP* 50° F.	Soc.Gén.deTransp. Mar.àVap.	369·9 P&B240'F40' FK *CellDB*321' 1044*t FPT*86*t*	53·3	26·0	Marseilles French 6*BHCem* *APT*67*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 364NHP 3SB,*9cf*,GS158,HS6015 Richardsons,Westgarth& Co.Ld.Mdb.	28 ″ 6 s3 ″ 11¼ 24 ″ 9¾	
28787 FOXX	**Montaigne** (*ex*Livonier) *ss*Rot.No.3-8,32 *ss*Msl.No.2-41 2*Dks*(*Stl*)	2770 2443 1634	✠100A1 ~~3,41~~12,41 1,42 ✠LMC BS~~11,40~~ MS1,41	Msl	*t*	CL N12,40	1920 7mo	Pusey& JonesCo. Wilmington, CP Del.	Etabl.Maurel& Prom	293·4 314·9(O.L.) P37'B79'F29' FK *CellDB*244'644*t DTa*12'43*t FPT*64*t*	44·1	22·0	Bordeaux French 6*BHCem* *APT*99*t*	T.3Cy.19¾",31½"&54¼"–36" 200lb (*r*) 305NHP 2SB,*6cf*,GS118,HS4842 FD Pusey&Jones,Ld.Wmn.	25 ″ 0 s3 ″ 11¼ 21 ″ 3	
28788 DJNF	**Montan** *OilEng.* *CruiserStern* 1*Dk*	1275 963 692					1934	Frd.Krupp Germaniawft A.G Kiel	ErnstKomrowski Reederei	231·4 Q97'B46'F26'	36·2	13·9	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.16⅛"–26⅜" 222NHP Fr.KruppGermaniawftAG		G
28789	**Montana** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft CarryingPetroleum in bulk*	10170 9350 6000					1940	A/B Göta- verken Gothenburg	A/S Tanktransport (Th.Berg,*Mgr.*)	496·1 P96'B36'F64'	64·4	38·7	Tönsberg Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.24 7/16"–55⅛" 1029NHP A/B Götaverken,Got.		
28790 214901 WACN	**Montanan** (*ex*SantaPaula) *ss*Bos.No.3-8,29 *Fitted for oil fuel* *ss*Bos.No.1-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in No.1 hold only. Web frames* D.F. *Longitudinal framing*	4898 4353 2866	✠ … 9,35	SFo ✠	*z*		1917 4mo	W Cramp& SonsS&EBCo Philadelphia	American- HawaiianS.S.Co. *CellDB*346'1209*tD*	404·6 F*onShelter dk* 31' FK *Tf*32' 826*t FPT*71*t*	53·9	34·2	NewYork Utd.States 6*BHCem* *APT*16*t*	Q.4Cy25½"37"52½"&76"–54" 631NHP 3SB,*12cf*,GS214,HS8881 WCramp&SnsS&EBC.Phl	28 ″ 9	R †
28791 KZFM	**Montanes** Ⓟ (*ex*Sorsogon-38, **Iron** *ex*AntonioMacleod, 4thSurveyLon.1-97 *ex*LochGarry) 1*Dk&Awngdk*2*trB*	1236 1070 812	✠ … 8,01				1880 1mo	Gourlay Bros.&Co. Dundee	J.GarciaAlonso	210·3 FK	29·7	15·7	Manila Utd.States *WB*	C.2Cy.23"&44"–42" 100NHP GourlayBros.&Co.Dundee	16 ″ 11	
28792 92294	**Montauk** Ⓟ **IronPad** (*ex*ForestCity,*ex*KingEdward, *ex*Montauk)	418 — 241					1891	Harlan& Hollings- worthCo. Wlmgtn,Del.	Clow&Nicholson Transptn.Co.Inc.	175·0	31·0	9·0	Duluth, Min. Utd.States	1Cy.38"–108" 115NHP Harlan&HollingsworthCo.		
28793 ~~145903~~ GFTJ	**Montcalm** Ⓟ **TwinSc** *ss*Liv.No.3-12,33 *ss*Sou.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* D.F. E.S.D. *CruiserStern*	16418 12156 9789	✠100A1 *Shelter dk* *withfreeboard* 12,39 ✠LMC2,37 ✠NE3,29 BS3,39 *Fitted for oil fuel* 12,21	Gls	*j*†	CL S3,39 P12,39 *F.P. above* 1	1921 12mo	J.Brown& Co.Ld. Glasgow *Lloyd'sA&CP* 50° F.	CanadianPacific RailwayCo. (CanadianPacific StmshipsLd.*Mgrs*)	549·5 B&F490'*onShltrdk* *Upper*B265' FK *CellDB*474'2358*tDTf*37'1074*tFPT*181*t* *FWtanks at sides of tunnel*40'524*t*	70·2	40·2	~~Liverpool~~ British *ptCem* 12*BHtoS dk* *APT*160*t*	6steamturbinesSR geared to 2 Sc. Shafts 215lb (*r*) (No.4Blr–222lb) 2390NHP 10SB(7Spt),*30cf*, FD HS28442 Harland&Wolff.Ld.Bel.	43 ″ 3 s15 ″ 6¼ 28 ″ 1	
28794 117069 CGSM	— Ⓟ **TwinSc** (*Icebreaker*) D.F. 2*Dks*(*Stl-Mpt ws*) *CruiserStern*	1432 973 586	✠ 6,08	Qbc ✠	*q*		1904 11mo	Napier& Miller,Ld. Glasgow	CanadianGovern- ment(Dept.of Transport) *Cell DBa*42'*uE*	245·0 P&B168'F42' BK9" &*B*56'*f*80'240*tFPT*67*t*	40·6	15·7	Ottawa British 5*BHCem* *APT*48*t*	T.6Cy.23½",38"&64"–42" WaterTubeBoilers 840NHP 4B,GS349,HS12800 Fleming&Ferguson,LdPsy	18 ″ 0	
28795 145964 GFTL	**Montclare** Ⓟ **TwinSc** *ss*Liv.No.3-1,35 2*Dks*(*Stl*)&*Shelterdk*(*Stl-ws*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* D.F. *CruiserStern*	16314 12156 9724	✠100A1 *Shelter dk* *withfreeboard* 11,39 ✠LMC1,34 ✠NE3,30 BS11,38 *Fitted for oil fuel* 8,22	Liv	*j*†	CL 11,38 *F.P. above* 1	1922 8mo	J.Brown& Co.Ld. Glasgow *Lloyd'sA&CP* 50° F.	CanadianPacific RailwayCo.(Cana- dianPacificSteam- ships,Ld.*Mgrs.*) *Cell*	549·5 B&F490'*onShelter dk Upper*B265' FK *DB*475'2358*t DTf*37'1074*t FWtanks at sides of tunnel* 37'524*tFPT*181*t*	70·2	40·2	Liverpool British *ptCem* 12*BHtoSdk* *APT*160*t*	6steamturbinesSRgeared to 2 Sc. Shafts (*r*) 215lb(222lb–Nos.3,4&8 Blrs.) FD 2524NHP 10SB(7Spt),*30cf*,HS28442 Harland&Wolff,Ld.Bel.	43 ″ 4 s15 ″ 7¾ 28 ″ 1	
28796 EAKJ	**Monte Abril** Ⓟ (*ex*Artza-Mendi-39) *ss*Bbo.No.2-39 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rdDk in No.*1 &*after hold*	2955 2062 1608	✠100A1 *withfreeboard* 11,41 ~~8,40~~ ✠LMC CS5,39 7,36	Bbo	*u* 2	CL 7,40	1930 7mo	CiaEuskal- duna Bilbao *Lloyd'sA&CP*	NavieraAznar Soc.Anon.	335·0 FK *CellDB*270'541*tAPT*13*t*	45·6	17·7	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 ″ 0 s ″ 11 19 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
28797 EAKP	**Monte Albertia** Ⓟ (*ex*Axpe-Mendi–39) *OilEng.* D.F. *ss*Bbo.No.3–9,39 *1Dk(Stl)&Shelter dk(Stl)* *3rd dk inNo.1&after hold*	2955 2062 1608	✠100A1 *withfreeboard* 5,41 ~~11,40~~ ✠LMC9,39	Bbo	*u* 2	CL 7,39	1929 11mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	NavieraAznar Soc.Anon. *CellD*	335·0|45·6|17·7 352·0(O.L.) FK *B*270'541*t APT*13*t*	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 〃 0 s 〃 11 19 〃 3	
28798 EAKQ	**Monte Almanzor** Ⓟ (*ex*Aya-Mendi–39) *OilEng.* D.F. *ss*Bbo.No.2–39 *1Dk(Stl)&Shelter dk(Stl)* *3rd dk in holds*	2955 2062 1698	✠100A1 *withfreeboard* 5,40 ✠LMC CS3,39 5,40	Bbo	*u* 2	CL 5,40	1929 9mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	NavieraAznar Soc.Anon. *CellD*	335·0|45·6|17·7 FK *B*270'541*tAPT*13*t*	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 〃 0 s 1 〃 5½ 18 〃 10¼	
28799 EAKN	**Monte Altube** Ⓟ (*ex*Altube-Mendi–39) ~~*ss*Bbo.No.2–38~~ *ss*Bbo.No.3–4,42 *OilEng.* D.F. *1Dk(Stl)&Shelter dk(Stl)* *3rd dk in holds*	2955 2062 1594	✠100A1 *withfreeboard* 4,42 ~~9,40~~ 4,42 ✠LMC ~~CS3,38~~ ~~3,38~~12,40	Bbo	*u* 2	CL 9,40	1929 7mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	NavieraAznar Soc.Anon. *CellDB*	335·0|45·6|17·7 FK 270'541*tAPT*13*t*	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 〃 0 ~~s 1 〃 5½~~ ~~18 〃 10¼~~ s 〃 11 19 〃 3	
28800 EAKA	**Monte Amboto** Ⓟ (*ex*Amboto-Mendi–39) *OilEng.* ~~*ss*Bbo.No.2–37~~ D.F. *ss*Bbo.No.3–11,41 *1Dk(Stl)&* *Shelter dk(Stl)3rd dk in holds*	2955 2062 1527	✠100A1 *withfreeboard* 11,41 ~~10,40~~ ✠LMC11,41 ~~✠LMC CS10,37~~ ~~11,38~~	Bbo	*u* 2	CL ~~5,40~~ 10,41	1929 1mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	NavieraAznar Soc.Anon. *CellD*	335·0|45·6|17·7 FK *B*270'541*tAPT*43*t*	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 388NHP SulzerBros.Winterthur	20 〃 0 s 〃 11 19 〃 3	
28801 EABH	**Monte Arnabal** Ⓟ (*ex*Arnabal-Mendi–39) *OilEng.* *ss*Bbo.No.2–38 D.F. *1Dk(Stl)&Shelter dk(Stl)* *3rd dk.inNo.1&after holds*	2955 2062 1608	✠100A1 *withfreeboard* 4,42 ~~10,40~~ ✠LMC CS6,38 3,39	Bbo	*u* 2	CL 10,40	1929 11mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	NavieraAznar Soc.Anon. *CellDB*	335·0|45·6|17·7 FK 270'541*tAPT*13*t*	Bilbao Spanish 5*BHCem* (3 *to Sh dk* 2 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn	20 〃 0 ~~s 1 〃 5½~~ ~~18 〃 10¼~~ s 〃 11 19 〃 3	
28802 EAKD	**Monte Ayala** Ⓟ (*ex*Ayala-Mendi–40,*ex*Elise–38, *OilEng.* *ex*AyalaMendi–37) *ss*Bbo.No.2–38 *1Dk(Stl)&Shelter dk(Stl)* *3rd dk in holds*	2955 2062 ~~1527~~ 1608	✠100A1 *withfreeboard* 7,40 ✠LMC CS5,38 8,39	Bbo	*u* 2	CL 7,40	1929 2mo *Lloyd*	CiaEuskal-dunadeConst. Bilbao *'sA&CP*	NavieraAznar Soc.Anon. *CellDB*	336·1|45·5|17·7 FK (270'541*tAPT*13*t*	Bilbao Spanish 5*BHCem* 3*BH toShdk* 2 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 388NHP SulzerBros.Winterthur	20 〃 0 s1 〃 5½ 18〃10¼	
28803 EAKO	**Monte Banderas** (*ex*Atxuri-Mendi–39) *ss*Bbo.No.2–39 *1Dk(Stl)&Shelter dk(Stl)* D.F.	1597 1329 756	✠100A1 *withfreeboard* 7,40 BS~~7,40~~ ✠LMC4,39 10,41	Bbo	*r*	CL 4,39	1929 7mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'sA&CP*	NavieraAznar Soc.Anon. *CellD*	280·0|39·0|16·1 289·2(O.L.) FK (*B*245'376*tAPT*40*t*	Bilbao Spanish 4*BHCem* *Coll to Sh dk* 3 ,,*2nd*,,)	T.3Cy.20½",33½"&55"–39" 180lb (*s*) 291NHP 2SB,*6cf*,GS105,HS4532 FD Cen.Mar.E.Wks.LdWHpl.	18 〃 2 s 〃 4 18 〃 0¾	
28804 EAJZ	**Monte Bizcargui** (*ex*Alona-Mendi–39) ~~*ss*Hfs.No.2–37~~ *1Dk(Stl)&Shelter dk(Stl)* D.F. *ss*Bbo.No.3-1,42	1597 1327 756	✠100A1 *withfreeboard* 1,42 ~~9,39~~ 1,42 ~~BS1,41~~ ✠LMC~~10,37~~	Bbo	*r*	CL ~~9,39~~ 1,42	1929 1mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'sA&CP*	NavieraAznar Soc.Anon. *CellDB*	280·0|39·0|16·1 FK (245'376*tAPT*40*t*	Bilbao Spanish 4*BHCem* *Coll to Sh dk* 3 ,,*2nd*,,)	T.3Cy.20½",33½"&55"–39" 180lb (*s*) 291NHP 2SB,*6cf*,GS106,HS4532 FD Cen.Mar.Eng.Wks.W.Hpl	18 〃 2 s 〃 4 18 〃 0¾	
28805 EAKB	**Monte Buitre** (*ex*Andutz-Mendi–40) *ss*Bbo.No.3–6,41 ~~*ss*Bel.No.2–37~~ *1Dk(Stl)&Shelter dk(Stl)*	1808 ~~1327~~ ~~758~~ 1494 912	✠100A1 *withfreeboard* 6,41 ✠LMC6,41	~~Bel~~ Bbo	~~*r*~~ 1¾	CL 4,41	1929 2mo	W.Gray& Co.Ld. W Hartlepool *Intermediate BH in fwd.hold dispensed with*	NavieraAznar Soc.Anon. *CellD*	~~280·1~~|39·0|16·1 310·1| len.41 FK (*B*245' 376*t APT*40*t*	Bilbao Spanish 4*BHCem* *Coll to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.20½",33½"&55"–39" 180lb (*s*) 291NHP 2SB,*6cf*,GS105,HS4532 FD Cen.Mar.Eng.Wrks.WHpl	18 〃 2	
28806 EAKC	**Monte Bustelo** (*ex*Aralar-Mendi–39) *ss*Bbo.No.3–6,39 *1Dk(Stl)&Shelter dk(Stl)* D.F.	1597 1329 757	✠100A1 *withfreeboard* 8,41 ~~11,40~~ ✠LMC MS5,39 BS~~5,40~~6,41	~~Bbo~~ Cdz	*r*	CL 11,40	1928 12mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'sA&CP*	NavieraAznar Soc.Anon. *CellDB*	280·0|39·0|16·1 FK 245'376*tAPT*40*t* (	Bilbao Spanish 4*BHCem* *Coll to Sh dk* 3 ,, *2nd*,,)	T.3Cy.20½",33½"&55"–39" 180lb (*s*) 291NHP 2SB,*6cf*,GS106,HS4532 FD Cen.Mar.Eng.Wrks.WHpl	18 〃 2 s 〃 4 18 〃 0¾	
28807 EABJ	**Monte Castelo** (*ex*Arnotegi-Mendi–39) *ss*Bbo.No.3–7,37 D.F. *1Dk(Stl)&Shelter dk(Stl)* *Cargo battens not fitted* *ss*Bbo.No.1–42	3222 2806 1858	✠100A1 *Shelter dk* *withfreeboard* 5,42 ~~12,40~~ ✠LMC 3,42 ~~MS7,37~~ ~~BS5,41~~	Bbo	*v*	CL ~~6,40~~ 2,42	1921 5mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	NavieraAznar Soc.Anon. *CellDBa*110'*uE*	335·0|46·6|22·0 FK 18'139 640*tAPT*98*t*	Bilbao Spanish *Cem* 2*BHtoSh dk* 3 ,, ,, *U* ,,	T.3Cy.24",40"&65"–42" (*s*) 180lb *100lb* 333NHP 2SB,*6cf*,GS136,HS5620 Blair&Co Ld.Stockton	24 〃 5 s 1 〃 11 22 〃 8¾	
28808 EAAT	**Monte-Contes** (*ex*Andraka-Mendi–39, *ex*Plencia) ~~*ss*Bbo.2ndNo.3–8,24~~ ~~*ss*Bbo.No.3–9,40~~ *1Dk(ptStl&ptIrn)lower dk in holds&* *Webframes & ptAwng dk(Irn)* *ss*Bbo.3rdNo.3–9,40	~~2516~~ ~~1801~~ ~~1644~~ 2519 1801 1644	✠100A1 *ptAwng dk* *withfreeboard* 9,40 BS8,41 ✠LMC9,40	Bbo		CL 8,40	1898 5mo	SirR Dixon &Co.Ld. Middlesbro' A&CP	NavieraAznar Soc.Anon. *CellDBa*98'	289·5|42·0|17·7 P24'Q88' FK *ptAwng dk*176' *uE&B*34' *f*106'530*t*	Bilbao Spanish 5*BHCem* *APT*69*t*	T.3Cy.22½",36½"&60"–39" 160lb *80lb* (*s*) 224NHP 2SB,*6cf*,GS97,HS3350 Blair&Co.Ld.Stockton	20 〃 3	
28809 EAAX	**Monte Coroña** (*ex*Araitz-Mendi–39) *ss*Bbo.No.3-1,35 D.F. *ss*Bbo.No.1–40 *1Dk(Stl)&Shelter dk(Stl)*	2572 2181 1445	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~6,40~~ BS8,41 ✠LMC6,40	Bbo	*t*	CL 6,40	1922 1mo	CiaEuskal-duna deConst Bilbao A&CP	NavieraAznar Soc.Anon. *CellDB*252'564*t*	300·0|44·1|20·2 FK *APT*55*t* *Collisio*	Bilbao Spanish *Cem* *nBH to S dk* 4 ,, ,, *U* ,,	T.3Cy.23",37½"&61½"–39" 180lb *100lb* (*s*) 262NHP 2SB,*6cf*,GS121,HS4142 Cia.Euskalduna deConst.	22 〃 6 s 1 〃 3¾ 21 〃 4½	
28810 EABQ	**Monte Espadan** (*ex*Artiba-Mendi–40) *ss*Bbo.No.3–1,34 D.F. *ss*Bbo.No.1–38 *1Dk(Stl)*~~*&2nd dk in holds*~~ *Cargo battens not fitted*	2543 2181 1459	✠100A1 11,41 ~~11,39~~ ~~BS8,40~~ ✠LMC2,38 ✠NB99*refitted*11,21 BS11,41	~~Bbo~~ Cdz	*t*	CL ~~11,39~~ 11,41	1921 7mo	CiaEuskal-duna deConst Bilbao A&CP	NavieraAznar Soc.Anon.	300·0|44·1|20·2 P26'B70'F31' FK *CellDB*250'	Bilbao Spanish 5*BHCem* 564*tAPT*55*t*	T3Cy.23",37½"&61½"–39"(*s*) 160lb ~~*100lb*~~ 244NHP 2SB,*6cf*,GS94,HS3784 Cia.Euskalduna deConst.	22 〃 6 s 3 〃 3¾ 19 〃 5	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
28811 EACC	**Monte Facho** (*ex*Bizkargi-Mendi-39) *ss*Bbo.3rdNo.3-9,39 D.F. 1*Dk*(*ptIrn&ptStl*) *Cargo battens not fitted*	3234 2695 1959	✠100A1 9,39 BS3,42 ~~BS1,41~~ ✠LMC9,39	Bbo	*u*	CL 5,39	1910 11mo *Lloyd*	CiaEuskal-duna deCon.y Rp.de Buques Bilbao *'sA&CP*	NavieraAznar Soc.Anon.	320·0|46·6|21·5 P29'B74'F31' FK *CellDBa*102'*uE*18'*f*133'801*t*	Bilbao Spanish 5*BHCem* *APT*128*t*	T.3Cy.22½",37"&61"-42"(*s*) 180lb 253NHP 2SB,*6cf*,GS102,HS3787 Blair&Co.Ld.Stockton	23″11	
28812	**Monte Faro** (*ex*ArateMendi-39, *ex*Ellen-38, *ex*ArateMendi-37, *ex*RioNavia-35, *ex*Mar del Norte) ~~*ss*Bbo.No.3-1,28~~ ~~*ss*Ham.No.2-37~~ 1*Dk*(*ptIrn ptStl*) *ss*Bbo.2ndNo.3-6,39	2917 2378 1654	✠100A1 1,42~~12,39~~ ~~BS6,40~~ ✠LMC~~1,37~~ 1,42	Bbo	*t*	CL ~~5,39~~ 10,41	1915 11mo *Lloyd*	CiaEuskal-duna de Const Bilbao *'sA&CP*	NavieraAznar Soc.Anon.	305·4|44·2|21·9 P33'B70'F35' FK *CellDBa*102'*uE*20'*f*120'633*tFPT*150*t*	Bilbao Spanish 5*BHCem* *APT*163*t*	T.3Cy.23",36½"&62"-42"(*s*) 180lb 268NHP 2SB,*6cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24″7 s3″9¼ 21″0	
28813 EABR	**Monte Galera** (*ex*Siena-39, *ex*Artxanda-Mendi) *ss*Bbo.No.3-1,40 D.F. 1*Dk*(*Stl*)	3222 2806 1909	✠100A1 4,41 BS11,41 ~~BS10,40~~ ✠LMC1,40 ~~DBS4,41~~	Bbo	*u*	CL 4,41	1921 4mo *Lloyd*	CiaEuskal-duna de Const Bilbao *'sA&CP*	NavieraAznar Soc.Anon.	335·0|46·6|22·0 P39'B74'F28' FK *CellDBa*110'*uE*18'*f*139'640*t*	Bilbao Spanish 5*BHCem* *APT*98*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 333NHP 2SB,*6cf*,GS135,HS5620 Blair&Co.Ld.Stockton	24″2 s4″0 20″4¾	
28814 56 IBZW	**Monte Gargano** Ⓟ **TwinSc** *OilEng.* 2*Dks* *CruiserStern*	1976 1597 1073					1931	Cantieri RiunitiDell'Adriatico Monfalcone	"Adriatica" Soc.Anon.diNav.	267·3|40·2|22·6 F34'	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17$\frac{11}{16}$"-29⅛" 654NHP SocAn."Fiat"S.G.M.Turin		I
28815 EAAY	**Monte Gorbea** (*ex*Arantza-Mendi-39, *ex*Leece-38, *ex*Arantza-Mendi-37) *ss*Hul.No.3-5,36 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl-pt* ws) *Longitudinal framing in DB* *ss*Bbo.No.1-41	3720 3068 2048	✠100A1 *Shelter dk withfreeboard* 9,41~~1,40~~ 1,42 ✠LMC CS~~4,37~~ 9,41 DBS~~8,40~~1,42 ~~4,37~~	~~Bry~~ Bbo	*w*	CL ~~1,40~~ 9,41	1923 4mo	CiaEuskal-duna deConst Bilbao A&CP	NavieraAznar Soc.Anon.	345·8|48·7|22·4 F32'*on Shelter dk* FK *Collision* *CellDB*279'852*tAPT*124*t*	Bilbao Spanish *Cem* *BH to S dk* 5 ,, ,, *U* ,,	Oil Engines 4S.C.SA 6Cy.29⅛"-59" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	24″10 s1″10¼ 23″2	
28816 EABF	**Monte Gurugu** (*ex*Artea-Mendi-39) *ss*Bbo.No.3-2,35 D.F. *ss*Bbo.No.1-39 1*Dk*	3554 3236 2178	✠100A1 3,42~~12,39~~ 3,42 ~~BS1,41~~ ✠LMC12,39	Bbo	*v*	CL ~~10,39~~ 3,42	1921 10mo *Lloyd*	C.Hill& Sons Bristol *'sA&CP*	NavieraAznar Soc.Anon.	325·0|48·0|25·2 P27'B102'F34' FK *CellDB*262'713*tFPT*80*t*	Bilbao Spanish 5*BHCem* *APT*100*t*	T.3Cy.24",39"&64"-42" (*s*) 180lb *100lb* 320NHP 2SB,*6cf*,GS121,HS5387 Richardsons,Westgarth& Co.Ld.Hpl	27″6 s4″7¼ 23″1	
28817 EAAD	**Monte Iciar** (*ex*Aizkarai-Mendi-39, *ex*Erica-38, *ex*Blanca-37, *ex*Aizkarai-Mendi-36) *ss*Bbo No.3-5,35 *ss*Bbo.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3303 3032 1981	✠100A1 *Shelter dk withfreeboard* 1,41 BS2,42 ✠LMC MS4,39 ~~BS1,41~~	Bbo	*v*	CL 1,41	1922 3mo *Lloyd*	RopnerS.B &Rpg.Co. (Stockton)Ld Stockton *'sA&CP*	NavieraAznar Soc.Anon.	339·5|48·6|22·5 FK *Collision* *CellDBa* 108'*u E*25'147'784*tAPT*126*t*	Bilbao Spanish *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.24",40"&66"-45" (*s*) 180lb ~~100lb~~*75lb* 358NHP 2SB,*6cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24″10 s1″11¾ 23″0½	
28818 EABE	**Monte Igueldo** (*ex*Arinda-Mendi-39) *ss*Bbo.No.3-5,34 *ss*Bbo.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3453 3032 2044	✠100A1 *Shelter dk withfreeboard* 3,41 ✠LMC MS10,39 BS10,40	Bbo	*v*	CL 4,41	1921 4mo *Lloyd*	RopnerS.B &Rpg Co. (Stockton)Ld Stockton *'sA&CP*	NavieraAznar Soc.Anon.	340·3|48·6|22·5 FK *Collision* *CellDBa*108' *u E*25'*f*147' 784*tAPT*126*t*	Bilbao Spanish *Cem* *BHtoS dk* 5 ,, ,, *U* ,,	T.3Cy.24",40"&66"-45" (*s*) 180lb *100lb* 358NHP 2SB,*6cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24″10 s1″11½ 23″0¾	
28819 EAAR	**Monte Inchorta** (*ex*Alu-Mendi-39) *ss*Bbo.No.3-9,33 *ss*Bbo.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	~~3350~~ ~~3018~~ ~~1915~~ 3264 1977	✠100A1 *Shelter dk withfreeboard* 10,41~~12,39~~ ✠LMC MS4,39 BS12,40	~~Fls~~ Bcl	*v*	CL ~~2,39~~ 10,41	1920 12mo *Lloyd*	RopnerS.B &Rpg.Co. (Stockton) Ld.Stockton *'sA&CP*	NavieraAznar Soc.Anon.	340·2|48·7|22·4 FK *Collision* *CellDBa*108'*uE*25'*f*147'784*tAPT*126*t*	Bilbao Spanish *Cem* *BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.24",40"&66"-45" (*s*) 180lb 358NHP 2SB,*6cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24″10 s1″11¾ 23″0½	
28820 EABV	**Monte Isabela** (*ex*Atxeri-Mendi-39) *ss*Bbo.No.3-1,34 *ss*Bbo.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3615 3020 2096	✠100A1 *Shelter dk withfreeboard* 10,41~~10,38~~ BS6,41 ~~BS3,40~~ ✠LMC3,39	Bbo	*v*	CL ~~9,39~~ N9,41	1921 3mo *Lloyd*	RopnerS.B &Rpg.Co. (Stockton)Ld Stockton *'sA&CP*	NavieraAznar Soc.Anon.	340·2|48·7|22·4 FK *Collision* *CellDBa*108'*uE*25'*f*147'784*tAPT*126*t*	Bilbao Spanish *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.24",40"&66"-45" (*s*) 180lb 358NHP 2SB,*6cf*,GS137,HS6078 Blair&Co.Ld.Stockton	24″10 s1″11¾ 23″0½	
28821 EAJM	**Monte Jarindo** (*ex*Upo-Mendi-40) *Turret deck* 1*Dk*	4193 3810 2563					1911	Cia.Euscal-duna Bilbao	NavieraAznar Soc.Anon.	350·2|50·2|28·4 P31'B117'F32'	Bilbao Spanish *WB*	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		
28822 EAEI	**Monte Jata** (*ex*Eretza-Mendi-40) *ss*Bbo.2ndNo.3-3,37 D.F. *ss*Bbo.No.1-40 1*Dk*(*ptIrn&ptStl*)&*deepframing*	4126 3831 2269	✠100A1 10,40 ✠LMC10,40	Bbo	*x*	CL 12,39	1909 3mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	NavieraAznar Soc.Anon.	365·0|50·3|25·2 P27'B94'F34' FK *CellDBa&uE*144' *f* 161' 940*t*	Bilbao Spanish 6*BHCem* *APT*113*t*	T.3Cy.27",43"&72"-45" (*s*) 180lb 379NHP 3SB,*9rf*,GS145,HS5875 Cen.Mar.Eng.Wks.W.Hpl	27″10 s5″3¾ 22″9	
28823 EAJL	**Monte Javalon** (*ex*Unbe-Mendi-39) *ss*Bbo.2ndNo.3-12,39 1*Dk*(*ptStl&ptIrn*)	4313 3979 2663	✠100A1 5,42 ~~3,40~~ ✠LMC 5,42 ~~MS12,39~~ ~~BS3,41~~	Bbo	*w*	CL ~~3,40~~ 5,42	1914 10mo *Lloyd*	CiaEuskal-dunadeConst Bilbao *'sA&CP*	NavieraAznar Soc.Anon.	365·0|50·2|25·2 P29'B100'F38' FK *CellDBa*119'*uE*26'*f*159'934*t*	Bilbao Spanish 6*BHCem* *APT*152*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 382NHP 3SB,*9cf*,GS156,HS6062 Cen.Mar.Eng.Wrks.WHpl	27″10 s5″3½ 22″8	
28824 EAAZ	**Monte Monjuich** (*ex*Ardantza-Mendi-39, *ex*Maraglo) *ss*Bbo.No.3-1,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4904 4648 3583	✠100A1 *Shelter dk withfreeboard* 11,40 BS3,41 ✠LMC1,37	Bcl	*w*	OG 5,39	1922 2mo *Lloyd*	NVScheeps deKlop Sliedrecht *'sA&CP*	NavieraAznar Soc.Anon.	357·6|50·3|30·0 FK *Collision* *CellDB*305'953*tFPT*77*tAPT*110*t*	Bilbao Spanish *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.23⅝",38$\frac{9}{16}$"&62$\frac{3}{16}$"-41⅜" (*s*) 180lb 332NHP 3SB,*9cf*,GS189,HS5958 BurgerhoutsMachFab.Rot	32″6 s8″8½ 24″0½	
28825 EAFC	**Monte Mulhacen** (*ex*Igotz-Mendi-39) *ss*Bbo.No 3-8,31 D.F. *ss*Bbo.No.2-40 ~~*ss*Bbo.No.1-36~~ 1*Dk*(*ptIrn&ptStl*)	4648 4293 2877	✠100A1 7,41~~9,40~~ ~~BS9,40~~ ✠LMC~~12,38~~ 9,40 BS1,42	Bbo	*x*	CL ~~3,39~~ 7,41	1916 1mo *Lloyd*	CiaEuskal-duna deConst Bilbao *'sA&CP*	NavieraAznar Soc.Anon.	385·0|50·2|25·8 P30'B101'F41' FK *CellDBa*132'*uE*26'*f*166'1104*tFPT*113*t*	Bilbao Spanish 6*BHCem* *APT*174*t*	T.3Cy.27",44½"&73"-48"(*s*) 180lb 401NHP 3SB,*9cf*,GS190,HS6169 Blair&Co.Ld.Stockton	28″4 s5″7½ 22″11	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
28826 EABI	**Monte Naranco** (*ex*Arno-Mendi-39) *ss*Bbo.No.3–10,35 *ss*Bbo.No.1–39 1*Dk*(*Stl*)	5754 5158 3389	✠100A1 12,41 ~~10,39~~ ~~BS6,41~~ 11,41	Bbo ✠LMC10,39	*z*	CL ~~7,39~~ 12.41	1920 4mo ~~*Lloyd*~~ *Lloyd*	CiaEuskal- duna de Const Bilbao ~~'*sA&CP*~~ '*sA&CP*	NavieraAznar Soc.Anon. *CellDB*	400·0|53·5|28·6 P35'B115'F38' FK 351'1103t*FPT*145t	Bilbao Spanish 6*BHCem* *APT*142t	T.3Cy.27",44"&73"–48" (*s*) 180lb 461NHP 3SB,*9cf*,GS198,HS7947 Cen.MarEngWksLdWHpl	31 ″ 2 s6 ″ 2¼ 25 ″ 2	
28827 EABG	**Monte Navajo** (*ex*Aritz-Mendi-40) *ss*Bbo.No.3–12,36 1*Dk*(*Stl*)	5754 5158 3389	✠100A1 3,40 BS5,41 ~~BS6,40~~	Sws ✠LMC12,36	*z*	CL 3,40	1920 8mo *Lloyd*	Cia.Euscal- duna de Const y Rep. Bilbao '*sA&CP*	NavieraAznar Soc.Anon. *CellDB*	400·0|53·5|28·6 P40'B115'F38' FK 351'1103t *FPT*145t	Bilbao Spanish 6*BHCem* *APT*142t	T.3Cy.27½",45"&75"–48" (*s*) 180lb 456NHP 3SB,*9cf*,GS195,HS7494 J.Dickinson&Sons,Ld.Sld	31 ″ 2 s6 ″ 1¾ 25 ″ 2½	
28828 EABT	**Monte Negro** (*ex*Astoi-Mendi-39, *ex*Highmead, ~~*ss*Bbo.No.3–5,31~~ *ex*Cromarty, ~~*ss*Bbo.No.1–35~~ *ex*WarJasmine) 1*Dk*(*Stl*) *ss*Bbo.No.3–3,41 ~~*ss*Bbo.No.2–41~~	5252 4817 3210	✠100A1 3,41 ~~3,39~~ ~~BS4,40~~	~~Cff~~ Bbo ✠LMC~~11,35~~ 3,41	*y*	CL ~~3,37~~ 3,41	1919 1mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	NavieraAznar Soc.Anon. *CellDB*	400·1|52·3|28·3 P49'B113'F39' FK 342'1062t*FPT*127t	Bilbao Spanish 7*BHptCem* *APT*218t	T.3Cy.27$\frac{1}{16}$",44"&73"–48" 180lb (*s*) 517NHP 3SB,*9cf*,GS190,GS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s6 ″ 0 25 ″ 3½	
28829 EABO	**Monte Nuria** (*ex*Artagan- *ss*Bbo.No.3–12,30 Mendi-39) *ss*Bbo.No.2–40 D.F. 1*Dk*(*ptIrn ptStl*)	5718 5108 3409	✠100A1 9,40 BS6,41	Bbo ✠LMC5,40	*z*	CL 4,40	1917 10mo	CiaEuskal- duna Bilbao A&CP	NavieraAznar Soc.Anon. *CellDB*	400·0|53·5|28·5 P27'B115'F39' FK 351'1103t *FPT*145t	Bilbao Spanish 6*BHCem* *APT*142t	T.3Cy.27",44½"&73"–48" (*s*) 180lb 448NHP 3SB,*9cf*,GS194,HS7554 Blair&Co.Ld.Stockton	31 ″ 0 s6 ″ 1½ 25 ″ 0¾	
28830 EABC	**Monte Oiz** (*ex*Ariaga-Mendi-40, *ex*Delfshaven) ~~*ss*Bbo.No.3–11,35~~ Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Bbo.No.3–9,41	5534 5282 3478	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~5,39~~ ~~BS5,39~~ *Fitted for oil fuel* 10,21	~~Ant~~ Bbo ✠LMC~~12,35~~ 10,41	*y*	OG ~~N5,39~~ 8,41 *F.P. above* 150° F.	1921 10mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	NavieraAznar Soc.Anon. *CellDB*356'1166t	400·0|53·0|30·8 FK *Collision* *FPT*104t*APT*175t	Bilbao Spanish *ptCem* *BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&74"–48" (*s*) 180lb 511NHP 3SB,*9cf*,GS153,HS7395 FD N.E.MarineEng.CoLdNwc	33 ″ 4 s7 ″ 11¾ 25 ″ 7	
28831 DIDS	**Monte Olivia** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 4*Dks* Sub.Sig. D.F. GyC. *CruiserStern*	13750 10262 7841					1924	Blohm& Voss Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·6|65·8|37·9 B246'	Hamburg German *WB*	Geared Oil Engines 4S.C.SA 1309NHP 24Cy.23⅝"–27$\frac{9}{16}$" Blohm&Voss,Hamburg		G
28832 EAAC	**Monte Orduña** (*ex*Agire-Mendi-39, *ex*Schiehaven) *ss*Bbo.No.3–10,35 Sub.Sig. *ss*Bbo.No.1–40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5529 5282 3475	✠100A1 *Shelter dk* *withfreeboard* 3,42 ~~3,40~~ BS4,41 *Fitted for oil fuel*12,21	~~Bbo~~ Cdz ✠LMC3,40	*y*	OG 2,40 *F.P. above* 150° F.	1922 1mo *Lloyd*	W.Dobson &Co. Newcastle *sA&CP*	NavieraAznar Soc.Anon. *CellDB* 356'1164t	400·0|53·0|30·8 FK *Collision* *FPT*104t*APT*175t	Bilbao Spanish *ptCem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&74"–48" (*s*) 180lb 511NHP 3SB,*9cf*,GS153,HS7395 FD N.E.MarineEngCoLd.Nwc	33 ″ 4 s7 ″ 11¾ 25 ″ 7	
28833 DIDT	**Monte Pascoal** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. 4*Dks*7*trB* D.F. GyC. *CruiserStern*	13870 10278 7762					1930	Blohm& VossK.a.A. Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·3|65·7|37·8 F247'	Hamburg German *WB*	4 Oil Engines 4S.C.SA SR geared to 2Sc.Shafts 24Cy.24¾"–27$\frac{9}{16}$" 1435NHP Blohm&Voss,Hamburg		G
28834 174207 ZNAH	**Monte Piana** *OilEng.* *ss*Tri.No.3–5,38 D.F. 2*Dks*(*Stl*) *Now "Empire Baron," see No.* 36351 *in Supplement*	5390 4431 3715	✠100A1 8,39 DBS1,40 NO LATER SURVEY REPORTED.	Tri ✠LMC CS9,38 9,38	*y*	CL N8,39	1926 7mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	Ministry ofWar Transport *CellDB*33	416·8|53·2|24·7 P34'B261'F44' FK 4'1116t *DTa*52'1000t *FPT*94t *APT*86t	Aden British 8*BHptCem* 1 ,, *to 2nd dk*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27 ″ 10 s3 ″ 7¼ 24 ″ 5	
28835 DIDU	**Monte Rosa** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. 4*Dks*7*trB* D.F. GyC. *Cruiser Stern*	13882 10278 7788					1930	Blohm& Voss,K.a.A. Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·3|65·7|37·8 B299'	Hamburg German *WB*	4 Oil Engines SR geared to 2 Sc. Shafts 4S.C.SA 24Cy.24¾"–27$\frac{9}{16}$" 1438NHP Blohm&Voss,Hamburg		G
28836 EAAP	**Monte Saja** (*ex*Altobizkar-Mendi-39) ~~*ss*Bbo.No.1–17~~ ~~*ss*Bbo.No.3–4,38~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Sub.Sig. 2nd*Dk*(*Stl*)*inNo.*3*hold* *Cargo battens not fitted in 'tween dks* *ss*Bbo.No.3–6,41	5989 5602 3581	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~4,39~~ ~~BS5,40~~	~~Ant~~ Bbo ✠LMC~~4,38~~ 6,41	*z*	CL ~~N4,39~~ 5,41	1921 2mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	NavieraAznar Soc.Anon. *CellDB*351'	400·0|53·0|32·8 F38'*onShelter dk* FK *Collision* 1272t*APT*100t	Bilbao Spanish *Cem* *BHto S dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&75"–51" (*s*) 180lb 573NHP 3SB,*9cf*,GS188,HS8580 FD Richardsons,Westgarth& Co.Ld.Mdb.	35 ″ 5 s9 ″ 5½ 26 ″ 2½	
28837 IBMX	**Monte Santo** *Now "Rio Colorado," see No.* 38321 *in Supplement* *ss*Nap.No.1–25 D.F. 1*Dk*&*Shelter dk*	5850 5610 3699	✠ ... 2,29 ✠				1920 8mo	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Anon. Cooperativa diNav "Garibaldi"	400·0|52·9|32·8 F38'*onShelter dk* FK	Genoa Italian *WB*	T.3Cy.27",45"&75"–51" 572NH Richardsons,Westgarth& Co.Ld.Sld.	35 ″ 5	I †
28838 DIDV	**Monte Sarmiento** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. 4*Dks* D.F. GyC. *Cruiser Stern*	13625 10262 8018					1924	Blohm& Voss Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·6|65·8|37·9 B247'	Hamburg German *WB*	Geared Oil Engines 4S.C.SA 1300NHP 24Cy.23⅝"–27$\frac{9}{16}$" Blohm&Voss,Hamburg		G
28839 EAAA	**Monte Serantes** (*ex*Abodi-Mendi-39) *ss*Bbo.No.3–8,34 *ss*Bbo.No.1–40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween dks* Sub.Sig.	5914 5618 3530	✠100A1 *Shelter dk* *withfreeboard* ~~2,40~~ 10,41 BS10,41	Bbo ✠LMC3,40	*z*	CL ~~3,40~~ 10,41	1921 5mo *Lloyd*	Furness S.B.Co.Ld Haverton Hill-on-Tees '*sA&CP*	NavieraAznar Soc.Anon. *CellDB*	400·0|53·0|32·8 F37'*onShelter dk* FK *Collision* 351'1170t*APT*100t	Bilbao Spanish *Cem* *BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&75"–51" (*s*) 180lb 569NHP 3SB,*9cf*,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Hpl.	35 ″ 5 s9 ″ 5¼ 26 ″ 2½	
28840 EABL	**Monte Sollube** (*ex*Arola-Mendi-39) *ss*Bbo.No.3–9,41 ~~*ss*Bbo.No.3–7,35~~ Sub.Sig. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	5914 5618 3530	✠100A1 *Shelterdk* *withfreeboard* 9,41 ~~8,40~~ ~~BS8,40~~	~~MVo~~ Bbo ✠LMC~~7,35~~ 10,41	*u* 2	CL 8,40	1921 4mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	NavieraAznar Soc.Anon. *CellDB*351'	400·0|53·0|31·8 F38 *onShelterdk* FK *Collision* 1272t*APT*100t	Bilbao Spanish *Cem* *BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&75"–51" (*s*) 180lb 573NHP 3SB,*9cf*,GS188,HS8580 FD Richardsons,Westgarth& Co Ld.Mdb.	35 ″ 5 s9 ″ 5¼ 26 ″ 2½	
28841 EAAQ	**Monte Teide** (*ex*Aizkori-Mendi-39, *ex*Altuna-Mendi-37) *ss*Bbo.No.3–10,35 Sub.Sig. *ss*Bbo.No.1–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in fore& after holds* *Cargobattens not fitted in Shelter 'tween dk*	6202 5838 3897	✠100A1 *Shelter dk* *withfreeboard* ~~12,39~~ 12,41 BS~~4,41~~ 4,42	~~Bry~~ Bcl ✠LMC2,39	*z*	CL ~~2,39~~ 11,41	1922 3mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	NavieraAznar Soc.Anon. *Cell DBa&uE*152'*f*	400·5|53·4|33·9 P38'F40' *on Shelter dk* FK 177'1098t*APT*154t	Bilbao Spanish *Cem* 2*BHtoSh dk* 4 ,, ,, *U* ,,	T.3Cy.27",44"&73"–48" (*r*) 180lb 448NHP 3SB,*9cf*,GS190,HS7566 J.Readhead&Sons,Ld.	36 ″ 6 s8 ″ 6¾ 28 ″ 2	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade cert.
28842 221100 KDPR	**Montebello** 2Dks&Shelter dk Mchy.Aft Carrying Petroleum in bulk D.F. Fitted for oil fuel Longitudinal framing	8272 6010 5107					1921	South WesternS.B.Co. SanPedro Cal	UnionOilCo.of California	440·4	58·2	32·8	LsAngelos Cal. Utd. States WB	Q.4Cy.24",34",51"&74"-54" 402NHP LlewellynIronWorks, LosAngeles		R
28843 243 IQXU	— (exOpus,exNaworth, ssNwc.No.3-8,20 exKillour) 1Dk	570 472 249	... 3,23				1918	Smith's DockCo.Ld. Middlesbro'	Nav.Carlo Martinolich S.a.g.l.	179·6 B50' FK	30·1	15·7	Trieste Italian WB	T.3Cy.16",26"&44"-26" 94NHP N.E.MarineEngCoLd.Nwc	16 ″ 6	I †
28844 1439 IBAX	**Montello** 3Dks D.F. Fitted for oil fuel	6117 4095 3616	✠ ... 1,31 ✠				1927 1mo	Cantieri delTirreno RivaTrigoso	Nav.AltaItalia Soc.Anon.	403·5 B114'F33' FK	54·5	33·6	Genoa Italian WB	T3Cy.26",42½"&$69\frac{11}{16}$"-$48\frac{1}{16}$" 516NHP Cant.delTirreno,R.Trgoso	36 ″ 1	I †
28845 1252 CBAV	**Montemar** Ⓟ (exAviles-40, TwinSc exEmilia,exEmiliaB.) 1Dk	824 585 497					1905	J.Reid& Co.Ld. Glasgow	RafaelTorres y Cia.Soc.Anon. Comercial	205·0 B56'F22'	... 33·7	10·7	Valparaiso Chilian WB	T.6Cy.11",18"&30"-22" 84NHP Muir&Houston,Ld.Gls.		
28846 140408 GVSW	**Montenol** ssMlt.No.3-5,30 D.F. ssSld.No.2-38 2Dks(Stl)&Web frames Longitudinal framing	2646 2223 1061	✠100A1 ~~7,41~~ ~~5,40~~4,42 Examined4,42 ~~BS5,40~~ ✠LMC12,[illegible] For Government Service Carrying Petroleum in bulk Fitted for oil fuel 11,17 F.P. above 150° F.	~~Gls~~ Grk BS~~7,41~~5,42		CL 4,40	1917 11mo	W.Gray &Co.Ld. WHartlepool Lloyd'sA&CP	TheAdmiralty CellDBuE&B68'146t	320·0 P46'B107'F39' FK DTf24'91tFPT49t	41·5	23·1	London British 16BHptCem (10 ,, toU dk 6 ,, ,, 2nd ,,) APT32t	T.3Cy.26",42½"&70"-45" (s) 200lb 545NHP 3SB,9cf,HS8466 FD Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s3 ″ 4 22 ″ 4½	
28847 98 IKAC	**Monteponi** (exAntonioLandi-36, exVinci-35,exArzic-33,exMerwede, exLövestein) 1Dk	747 542 416					1917	J.Meyer's S.B.Co. Leeuwen	Soc.di.Monteponi	189·9	28·2	12·5	Savona Italian WB	T.3Cy.14",22½"&36"-24" 63NHP Gebr.Stork&Co.Hengelo		I
28848 231480 WHEX	**Monterey** Ⓟ TwinSc ssS.Fo.No.2-40 ~~ssS.Fo.No.1-35~~ Ref.Mchy. 4Dks(Stl)5thdk(Stl)in forward hold&Web frames D.F. E.S.D. GyC. CruiserStern	18017 — 10304	100A1 withfreeboard 8,41 ~~9,39~~ ~~10,40~~ 4,38 ~~MS11,35~~ Fitted for oil fuel 4,32 F.P. above 150° F.	SFo LMC BS3,41		CL ~~s2,38~~ ~~s5,37~~ s10,40 P8,41	1932 4mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OceanicS.S.Co. (MatsonNav.Co. Mgrs.) CellDB514'3308t in way of tunnels	604·0 B410'F60' FK Tanks 1081tFPT178t	79·3	30·5	S.Frncisco Utd.States 11BHAsp APT161t	6 steam turbinesSRgeared to 2 Sc. Shafts 5363NHP 12W.T.B.(Spt)400lb (s) HS53520 FD BethlehemS.B.Corp.Ld	44 ″ 6 s16 ″ 6½ 28 ″ 2	
28849 232021 WKEJ	— Ⓟ (exPuertoRico-39, exHaiti-38) D.F. Fitted for oil fuel Ref.Mchy. GyC. E.S.D. 3Dks	5236 — 3042					1932	NwprtNws SB.&D.D.Co. NewprtNews	NewYork and Cuba MailS.S.Co.	385·5 P39'B166'F40'	57·8	20·0	NewYork Utd.States WB	3SR geared steam turbines NewportNewsSB.&DD.Co		R
28850 FODS	**Montesquieu** Ⓟ (exDominic-32, exClausHorn,exNord ssMsl.No.3-3,37 Friesland) 2Dks(Stl) Sub.Sig. D.F.	3325 2905 2061	100A1 withfreeboard 11,41 ~~11,40~~ ~~BS5,40~~ 8,41	Msl LMC3,37	t	CL 11,40	1922	Frd.Krupp Akt.Ges. Kiel	Etabl.Maurel& Prom CellDB248'569tFPT	288·4 F33' FK Coll	46·8	26·3	Bordeaux French 5BHCem BH to W dk 57tAPT18t	T.3Cy.23⅝",$38\frac{3}{16}$"&62"-$41\frac{5}{16}$" 200lb (s) 338NH 2SB,6cf,GS114,HS4740 FD Frd.KruppA.G.,Kiel	28 ″ 10 s 8 ″ 11½ 20 ″ 1	
28851 DJSC	**Montevideo** Now "Brasiloide," see No.35751 in Supplement OilEng. Sub.Sig. 1Dk D.F. CruiserStern	6075 5182 3447					1936	HowaldtswerkeA.G Hamburg	Hamburg-Süd-Amerik.Damsfschifffahrts Ges.	446·4 P31'B&F403' UpperF31'	61·3	23·8	Hamburg German WB	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-47¼" 906NHP HowaldtswerkeA.G.Kiel		G
28852 LCAB	— TwinSc4Mst (exUruguayo-39,exSud OilEng. Pacifico) ssBal.No.3-3,41 ~~ssBal.No.2-37~~ 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in No.1hold	4639 4119 2771	✠100A1 withfreeboard ~~8,41~~ ~~6,40~~ ~~10,41~~ 1,42 ✠LMC CS4,36 DBS~~2,40~~1,41 6,37	~~Bal~~ NYk	z	CL ~~6,40~~ 3,41	1928 6mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	A/SIvaransRederi (S.Holter-Sörensen,Mgr.) CellDB334'1062t	381·8 FK FPT112tAPT156t	53·8	25·1	Oslo Norwegian 6BHCem (Coll toSh dk 5 ,,2nd ,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-$5\frac{1}{16}$" 534NHP DB100lb Akt.Burmeistr&Wain,Cpn	28 ″ 9 s 2 ″ 11½ 25 ″ 11	
28853 31553 JIAB	**Montevideo Maru** Ⓟ TwinSc ssOsa.No.1-41 OilEng. Ref.Mchy. ssKob.No.3-5,37 GyC. 3Dks(Stl-Weather dk-ws)	7267 6088 4378	✠100A1 withfreeboard 5,41 ~~6,40~~ 5,41 ✠LMC ~~CS9,37~~ DBS~~6,40~~5,41 ~~1,40~~6,40 ✠Lloyd'sRMC~~11,40~~5,41	~~Kob~~ Osa	b†	CL ~~2,38~~ 5,41	1926 8mo	Mitsubishi ZosenKaisha, Ld. Nagasaki Lloyd'sA&CP	OsakaSyosenK.K. CellDB353'1368t Tanks at sides	430·0 F47'B63' FK of tunnel 719t FPT	56·0	36·0	Osaka Japanese 7BHptCem 117tAPT46t	Oil Engines 2S.C.SA 12Cy.23⅝"-41¾" 1164NHP DB100lb MitsubishiZosenKaisha,Ld	36 ″ 0 s 11 ″ 2¾ 25 ″ 2¾	
28854 PGBE	**Montferland** ssAms.No.3-10,33 D.F. ssHam.No.1-37 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) 3trB in No.1hold CruiserStern	6790 6215 4099	✠100A1 Shelter dk withfreeboard 1,41 ✠LMC MS4,37 BS2,40 ✠Lloyd'sRMC10,40 Fitted for oil fuel 8,21 F.P. above 150° F.	Syd	c†	CL 3,38	1921 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	N.V.tot.Voortzetting van denKoninklijkenHollandschenLloyd CellDB402'1544tDTa28'608tFPT71t	459·8 477·2(O.L.) FK Collision	60·4	27·6	Amstrdam Dutch ptCem BH to Sh dk 6 ,, ,, U ,, APT36t	2 steam turbinesDRgeared to 1 Sc Shaft (s) 200lb 1066NHP 5SB(Spt),15cf,GS327, FD HS13300 Swan,Hunter&Wigham Richardson,Ld.Nwc. Turbines by Met.VickersElecCoLdMch	30 ″ 6 s 4 ″ 5½ 26 ″ 2¾	
28855 220795 KDJZ	**Montgomery City** 2Dks3trB D.F. GyC. Fitted for oil fuel	5686 — 3450					1920	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2 P57'B&F350'	56·2	26·5	NewYork Utd.States WB	2 steam turbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
28856	**Monticello** Ⓟ TwinSc (exAgamemnon,exKaiserWilhelmII) Sub.Sig. 4Dks&Shade dk5trB	19361 13596 6353					1902	Akt.Ges. "Vulcan" Stettin		684·3 F89' Promenade dk	72·3	40·2	NewYork Utd.States WB	Q.16Cy.37⅖",49⅕",74⅘"& 112½"-71" 4243NHP A.G."Vulcan,"Stettin		
28857 131499 VSPR	**Montoro** Ⓟ ssSyd.2ndNo.3-10,34 ssSyd.No.1-40 Ref.Mchy. 2Dks(StlU-ws) 3rd dk in fore hold	4088 3141 2521	✠100A1 ~~5,41~~ ~~11,40~~8,41 ~~BS7,40~~ ✠LMC1,40 Lloyd'sRMC~~1,41~~ 7,41 No. 2 'tween dk. chambers for temp. 28° F	~~Mel~~ Syd BS3,41	w	CL 10,39	1911 12mo	ClydeS.B. &E.Co.Ld. PortGlasgow Lloyd'sA&CP	Burns,Philp&Co. Ld. CellDBa84'uE&	360·6 373·5(O.L.) P41'B158'F48' FK B61'f167'746tFPT	47·2	23·8	Singapore British 6BHCem 68tAPT20t	T.3Cy.27",43"&72⅝"-48" (r) 180lb 661NHP 4SB,12cf,GS252,HS11156 FD ClydeS.B&E.Co.Ld.P.Gl.	26 ″ 3 s3 ″ 5¾ 22 ″ 11½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
28858 208367 KJRT	**Montoso** Ⓟ *ss*N.Yk.No.1-41 *ss*Mob.2ndNo.3-10,36 2*Dks*(*Stl*)	3110 2890 1920	✠100A1 9,41 ~~6,40~~ ~~BS9,40~~ ✠LMC~~10,36~~ 9,41	~~Bal~~ NYk	*u*	CL N6,39	1911 3mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs*) *CellDBa*95' *f*147'84	335·0 348·5(O.L.) *uE& B*41' 5*tFPT*85*tAPT*43*t*	46·8	22·7 FK	NewYork Utd. States *Cem* 4*BH to U dk* 1 ,, ,, 2*nd*,,	T.3Cy.21½",36"&63"–42" (*s*) 190lb 309NHP 3SB,*9cf*,GS184,HS5040 NewportNewsSB&DDCo.	25 ″ 0	
28859 143621 GCNJ	**Montreal City** (*ex*Pinar delRio–33) *ss*N.Yk.No.3-12,32 *ss*Brs.No.1–37 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in holds* D.F.	3066 2829 1831	✠100A1 11,41 ~~4,41~~ Examined 11,41 BS11,41 ✠LMC MS2,37 ~~BS10,40~~ *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	~~Brs~~ Bal	*u*	CL 12,39	1920 3mo	N.ofIre-landSBCo.Ld Londonderry *Lloyd*'*sA&CP*	BristolCityLine of Steamships,Ld. (C. Hill&Sons,*Mgrs.*) *CellD*	331·1 P33'B100'F40' *B*280'750*tFPT*104*t*	46·7	23·2 FK	Bristol British 6*BHCem* *APT*134*t*	T.3Cy.24½",41"&68"–45" (*s*) 180lb *120lb* 378NHP 2SB,*6cf*,GS190,HS5112 FD Buckley&Taylor,Ld. Oldham	25 ″ 6 s3 ″ 11½ 21 ″ 9	
28860 28910 JHED	**Montreal Maru** *ss*Kob.No.3–1,34 *ss*Kob.No.1–39 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6577 6157 4129	✠ ~~11,41~~ *Awng dk* *withfreeboard* ✠~~LMC5,40~~ *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Yka	*z*	CL 2,40	1922 12mo	Kawasaki DkydCo.Ld. Kobe A&CP	KawasakiKisen K.K. *CellDB*342' 1234*tDTa*35'807*t*	405·0 F33'*on Awng dk* *FPT*104*tAPT*36*t*	53·0	37·0 FK *Collisio*	Kobe Japanese *ptCem* *nBH to A dk* 5 ,, ,, *U* ,,	T.3Cy.28",46½"&78"–54" (*s*) 200lb 578NHP 3SB(Spt)*9cf*,GS190,HS7800 KawasakiDkydCoLdKobe	37 ″ 0 s 8 ″ 10½ ~~28 ″ 5~~	
28861 152843 VGCY	**Montrolite** TwinSc *OilEng.* *ss*NNs.No.3–4,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Mchy.Aft* D.F. GyC. *Longitudinal framing* *CruiserStern*	11309 10782 5781	✠100A1 *Shelter dk* *withfreeboard* 10,41 ~~3,41~~ ✠LMC CS12,38 DBS3,41 12,38 *CarryingPetroleum in bulk*	NYk	*f*†	CL 3,41	1926 2mo	Frd.Krupp Akt.Ges. Kiel *Lloyd*'*sA&CP*	ImperialOil,Ld., MarineDepartment (H.J. Rahlves,*Mgr.*) *CellDBuE*45'175*t* *DTf*37'321*t*	510·9 B34'F42' *DTa*18'133*t* *FPT*292*t APT*205*t*	68·2	37·9 FK 20	Montreal British 21*BHptCem* *ptAsp* *BH to Sh dk* 1 ,, ,, *U* ,,	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"–51$\frac{3}{16}$" 2WTDB*200lb* 905NHP Frd.KruppA.G.Kiel	38 ″ 0 s 9 ″ 1¼ 29 ″ 2½	
28862 145435 GFBC	**Mooltan** Ⓟ TwinSc 2*Dks*(*Stl–pt*ws)& *Sh dk*(*Stl*–ws)&*U Sh dk*(*Stl*–ws *pt* teak) *CruiserStern* 3*rd dk*(*Stl*)*inNo.*1*hold* D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig.	20952 17305 12823	✠ 2,27 ✠Lloyd'sRMC5,39	Lon	*n*†		1923 9mo	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co. *CellDB*527'2615 '*tween tunnels*150*t*	600·8 B351'&F111'*on U Sh dk* *tTanks* *FPT*182*t APT*254*t*	73·4	48·6 FK&BK2" *Collision*	Belfast British *ptAsp ptCem* *BH to U Sdk* 10 ,, ,, *Sh* ,,	Q.8Cy.33",47",67½"&97"–60" & electric drive fromLP turbines 2878NHP 6DB&2SB,*56cf*,HS41358 Harland&Wolff,Ld.Bel.	52 ″ 8	BT till 5,42
28863 168159 BCJW	**Mooncrest** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*WE*)	5202 4637 3119	✠100A1 *withfreeboard* ~~1,42~~ ~~5,41~~ 3,42 ✠LMC5,41	~~PGl~~ ~~PNl~~ Grk	*a*†	CL	1941 5mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	CrestShippingCo. Ld. *CellDB*370'1507*t*	431·9 447·6(O.L.) F39' *FPT*110*tAPT*177*t*	56·2	24·8 FK (	London British 7*BHCem* *Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 436NHP 2SB,*8cf*,GS134,HS5830 FD Rankin&BlackmoreLdGrk	36 ″ 10 s11 ″ 3¼ 25 ″ 9	
28864 156004 VJNZ	**Moonta** Ⓟ *OilEng.* *ss*Adl.No.2–39 *CruiserStern* 2*Dks*(*Stl*)	2693 2066 1538	✠100A1 *withfreeboard* 12,41 ~~11,40~~ ✠LMC CS10,39 DBS~~6,40~~ 6,41 ~~4,40~~ 5,41	Mel	*t*	CL 11,40	1931 9mo	Akt.Bur-meistr&Wain Copenhagen *Lloyd*'*sA&CP*	TheAdelaide SteamshipCo.Ld. *CellDB*223'220*tF*	288·2 298·3(O.L.) B140'F33' *PT*56*tAPT*68*t*	43·7	22·9 FK *Co*	P.Adelaide British 5*BHptCem* *ll BHto Wdk*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	25 ″ 3 s 9 ″ 9 15 ″ 8¼	
28865 162108 GYSR	**Moorby** *OilEng.* D.F. *ss*Shl.No.1–40 *CruiserStern* 1*Dk*&*Shelter dk* *Tonnage opening closed* '41(*WE*)	4992 4624 3092	✠100A1 *withfreeboard* ~~3,41~~ ~~10,40~~ 2,42 DBS4,40 ✠LMC4,40	~~Avn~~ ~~[illegible]~~ Shl	*a*†	CL 7,39	1936 4mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	RopnerShipping Co.Ld. *CellDB*346'1174*t*	423·7 *MT*1236*tAPT*191*t*	54·2	26·1 FK (	Cardiff British 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	37 ″ 3 s10 ″ 11½ 26 ″ 6	
28866 137275 MKLD	**Moorlands** (*ex*Wearside) *ss*Mdb.No.3–5,33 *ss*Hpl.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	420 289 163	✠100A1 ~~3,41~~ ~~4,41~~ 2,42 Examined 9,41 ✠LMC MS11,36 BS4,41	~~Dun~~ Lth	*f*	CL 4,39	1921 1mo	J.Crichton &Co.Ld. Connah's Quay *Lloyd*'*sA&CP*	M.Taylor	142·8 149·9(O.L.) Q86'B9'F24' *FPT*44*t*	24·1	10·8 FK	Methil British 3*BHCem* *APT*28*t*	C.2Cy.17"&36"–24" (*s*) 130lb 48RHP 1SB,*3pf*,GS48,HS1490 J.Crichton&Co.Ld. Saltney,nr.Chester	12 ″ 0 s 3 ″ 0½ 11 ″ 7½	
28867 167413 GDWW	**Moorwood** D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2056 1491 1106	✠100A1 10,40 ✠LMC3,40	Sld	*r*	CL	1940 3mo	S. P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	W.France Fenwick &Co.Ld. *CellDB*224'61	273·3 283·6(O.L.) Q160'F32' 3*tMT*8'208*tFPT*13	41·0	17·4 FK	London British 5*BHptCem* 9*tAPT*32*t*	T.3Cy.17",27"&48"–36" 220lb (*s*) 205NHP 2SB(Spt)*6cf*,GS50,HS2904 FD N.E.MarineEng.Co.(1938) Ld.Sld.	19 ″ 6	
28868 9195 JKBE	**Moppo Maru** Ⓟ 2*Dks*	739 655 438					1904	Kawasaki Dkyd.Co.Ld. Kobe	SetsuyoSyosen K.K.	186·2 B42'	27·1	18·1	Osaka Japanese *WB*	T.3Cy.14½",24½"&39"–30" 83NHP Kawasaki DkydCoLdKobe		
28869 147663 MBYL	**Morar** (*ex*Herbert–34, *ex*Cramlington–32, *ex*Forestash) *ss*Gmh.No.3–11,36 1*Dk*(*Stl*) *Cargo battens not fitted*	1507 1279 845	✠100A1 12,41 ~~4,41~~ Examined 1,42 BS1,41 ✠LMC4,40	~~Nwe~~ Gmh	*p*	CL ~~3,40~~ 12,41	1924 5mo	Swan,Hun-ter&Wigham Richardson, Ld Sunderlnd *Lloyd*'*sA&CP*	WesternNav.Co. Ld.(Wm.S.Scott& Co.*Mgrs.*) *CellD*	240·0 P17'B58'F22' *B*203'417*t FPT*82*t*	37·2	17·7 FK	Newcastle British 4*BHptCem* *APT*29*t*	T.3Cy.18",29"&48"–33" (*s*) 180lb 168NHP 2SB,*4cf*,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s 2 ″ 6 17 ″ 4½	
28870 166307 MKDL	**Moray Coast** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	687 507 251	✠100A1 *withfreeboard* 6,41 ~~11,40~~ ✠LMC11,40	~~Ard~~ Liv	*m*	OG	1940 11mo	Ardrossan Dockyard,Ld Ardrossan *Lloyd*'*sA&CP*	CoastLines,Ld. *CellDB*150'214*t*	201·8 209·6(O.L.) F23'B(*aft*)33' *FPT*99*tAPT*39*t*	33·2 *34·9*	11·2 FK (	Liverpool British 4*BHCem* *Coll to Sh dk* 3 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 7Cy.13⅜"–22$\frac{7}{16}$" 218NHP BritishAuxiliaries,Ld.Gls.	13 ″ 8 s ″ 2 13 ″ 7½	
28871 149449 MNXQ	**Moray Firth** *ss*Shl.No.2–36 *Welldeck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	541 346 255	✠100A1 2,41 Examined ~~2,41~~ 2,42 ✠LMC3,41	~~Shl~~ Mdb	*h*	CL 2,41	1927 11mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd*'*sA&CP*	FirthShippingCo. Ld. *Cell*	160·2 Q113'B9'F23' *DB*95'121*tFPT*42*t*	26·6	9·9 FK	Newcastle British 3*BHCem* *APT*19*t*	T.3Cy.12",21"&34"–24" (*s*) 200lb 63RHP 1SB,*2pf*,GS38,HS1407 J.Lewis&Sons,Ld.Abn.	12 ″ 0 s 3 ″ 8 11 ″ 11¾	
28872 ~~HRBI~~ HPUA	**Morazan** Ⓟ (*ex*Manco) *ss*N.Os.2ndNo.3–8,33 *ss*N.Os.No.1–37 1*Dk*(*Stl*–ws)*Main dk*(*Stl*) *forward*&*pt Main dk*(*Stl*)*aft* 2*nd trB in after hold* 3*rd trB in holds* &*deep framing*	2984 2178 1835	✠100A1 6,41 ~~8,40~~ ✠LMC MS1,37 BS3,41 *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	NOs	*u*	OG 7,39	1908 2mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd*'*sA&CP*	~~SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*)~~ Wallem&Co	300·3 P&B191'F40' *Cell DBa* 90' *uE*26	45·2	21·1 FK	Panama Panamanian 7*BHCem* *f* 114'495*tD*	T.3Cy.23",38"&64"–42" (*s*) 180lb *100lb* 381NHP 2SB,*6cf*,GS126,HS5728 FD Scotts'S.B.&E.Co.Ld.Grk. *Ta*22'302*tFPT*63*tAPT*18*t*	23 ″ 6 s 3 ″ 0½ 20 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
28873 2054 ICAE	**Morea** (*ex*Padilla-35, *ex*LakeCrescent) D.F. 1*Dk*	1968 — 1156	✠ … 9,20 ✠				1918 4mo	Chicago S.B.Co. Chicago	MarinoQuerci	261·3 247·2 P25'B64'F22' FK	43·5	18·3	Genoa Italian *WB*	T.3Cy.20",33"&54"-40" 274NHP AmericanSBCo.ClevelndO	20 〃 4	I †
28874 LEMK	**Mörejarl** Ⓟ (*ex*Mörejarl I, *ex*Industry,*ex*Tay&Tyne) *ss*Bgn.No.3-9,25 2*Dks*	733 702 422	✠ … 3,26 ✠				1909 1mo	Dundee S.B.Co.Ld Dundee	MöreFylkes Ruteselskap	180·1 BK7"	26·2	19·9	Molde Norwegian *WB*	T.3Cy.16½",27"&44"-30" 110NHP Cooper&Greig,Dundee	20 〃 9	
28875 130169 GSMT	**Moreton Bay** Ⓟ TwinSc *Ref.Mchy.* *ss*Nwc.No.3-8,34 *ss*Lon.No.1-39 D.F. 2*Dks*(*Stl*)&*Shelterdk*(*Stl*-ws) E.S.D. 3*rd dk*(*Stl*)*in forward holds*	14193 11883 8584	✠100A1 *Shelter dk* *withfreeboard* ~~10,39~~12,41 ✠LMC MS9,37 BS~~2,39~~11,41 ✠Lloyd'sRMC6,39 *Fitted for oil fuel*11,21 *F.P. above* 150° F.	~~Syd~~ Bkn	*i*†	CL 6,39	1921 11mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP*	Aberdeen&CommonwealthLine, Ld.(ShawSavill& Albion CoLd *Mgrs*) *CellDB*458'2228*t* *tanks between tunnels*	530·6 B208'F78'*onShtrdk* FK *MT*24'1016*t* 51' 195*t* *FPT*128*t*	68·3	39·9	London British *ptCem* 9*BHtoSh dk* *APT*142*t*	4SteamTurbinesDRgeared tc 2 Sc. Shafts (*r*) 220lb 1977NHP 3DB(Spt)&2SB(Spt),*32cf*, GS663,HS25923 FD Vickers,Ld.Barrow	43 〃 6 s10〃8¼ 33 〃 2	BT till 11,42
28876 LDRH	**Morgenen** *OilEng.* *ss*Osl.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *Progressive Survey of oil tanks*	7093 6665 4288	✠100A1 ~~4,41~~ ~~5,40 11,41~~ 5,42 ~~DBS9,40~~ DBS9,41 ✠LMC11,37 ✠LMC(M)10,40 *Carrying Petroleum in bulk*	~~Fal~~ ~~NYk~~Bkn	*b*†	CL ~~6,39~~ ~~N1,41~~ 3,42	1930 10mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	A/S Tanktransport (ThorvaldBerg, *Mgr.*) *CellDBuE*65' *DTf*41'458*t*	442·7 P110'B31'F42' FK 236*t* *FPT*113*t**APT*116*t*	58·8	33·0	Tönsberg Norwegian 16*BHptCem* (11 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.26⅜"-49⅝" 727NHP 2DB*150lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 〃 0	
28877 168004 GLQY	**Morialta** Ⓟ *OilEng.* 1*Dk* *Cruiser Stern*	1379 861 695	✠100A1 10,41~~10,40~~ ✠LMC10,40	Dun	*o* 1⅜	CL 9,41	1940 10mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	TheAdelaide SteamshipCo.Ld.	219·5 227·3(O.L.) FK P&B212'F37' *CellDB*162'351*t**FPT*	39·1 *41·1*	13·0	London British 5*BHptCem* 68*t**APT*60*t*	Oil Engines 2S.C.SA 5Cy.19 11/16"-35 7/16" 337NHP Akt.Burmeistr&Wain,Cpn	16 〃 6 s 〃 10½ 15 〃 9¼	
28878 131571 VJGT	**Morinda** Ⓟ *ss*Syd.2ndNo.3-5,38 *Ref.Mchy.* *Welldeck* 1*Dk*(*Stl*-ws)	2025 1243 1146	✠100A1 ~~5,41~~ ~~11,40~~ ~~7,41~~ 11,41 ✠LMC MS5,38 BS12,40	Syd	*q*	CL ~~4,38~~ 5,41	1913 8mo *Lloyd*	Greenock& Grngemouth. Dkyrd.Co.Ld Grngemouth '*sA&CP*	Burns,Philp&Co. Ld.	260·0 271·6(O.L.) P&B165'F39' FK *CellD*	38·1	16·3	SydneyNSW British 4*BHCem* *Ba*50'*uE*20'	T.3Cy.20",33½"&55"-36" (*s*) 180lb *100lb* 231NHP 2SB,*6cf*,GS107,HS4012 Dunsmuir&JacksonLdGls *f*142' 327*t* *FPT*21*t* *APT*30*t*	18 〃 9 s1 〃 2¼ 17 〃 11¾	
28879 27691 JOKD	**Morioka Maru** *ss*Yka.No.3-9,32 *ss*Yka.No.2-40 2*Dks*(*Stl*)	4469 3936 3096	✠~~100A1~~ … 12,41 ~~✠LMC10,40~~	Yka	*x*	CL 11,39	1920 9mo	Uraga DockCo.Ld. Uraga A&CP	NipponYusenK.K. *CellD*	360·0 P20'B94'F42' FK *B*291'919*t**FPT*114*t*	51·2	28·5	Tokyo Japanese 6*BHCem* *APT*46*t*	T.3Cy.22",36½"&61"-48" (*s*) 200lb 341NHP 2SB,*6cf*,GS119,HS4658 FD UragaDockCo.Ld.Uraga	28 〃 6 ~~s 5 〃 5¼~~ ~~23 〃 3~~	
28880 167815 MKXS	**Morlaix** (*ex*EdmondTroppey, *ex*Fedalah,*ex*Oran) *Mchy.Aft* 1*Dk*(*Stl*)	419 310 145	✠ 5,11 ✠	Goo			1911 5mo	GooleS.B. &RepgCo.Ld. Goole	Ministry of War Transport(G.F. CuthbertBrown& Co.Ld.*Mgrs.*)	175·0 B18'F25' FK *FPT*	28·1	10·0	Cardiff British 3*BHCem* 50*t**APT*16*t*	T.3Cy.13½",21"&35"-24" 85NHP 1SB,*3pf*,GS51,HS1600 Richardsons,Westgarth& Co.Ld.Mdb	10 〃 0	VL †
28881 216535 KJUI	**Morlen** (*ex*ErnestH.Meyer-40, *ex*PointLobos) *ss*S.Fo.No.2-26 D.F. 1*Dk* *Fitted for oil fuel*	2186 1944 1325	✠ … 4,29 ✠				1918 7mo	AlbinaEng &Mach.Wrks Portland,Or.	LindalG.Gray	289·0 P24'B144'F32' FK	44·1	19·0	Prtlnd,Or. Utd. States *WB*	T.3Cy.22",37¾"&60"-42" 313NHP EllicottMachineCorp.Bal.	21 〃 6	R †
28882 238987 WCTH	**Mormacdove** Ⓟ *OilEng.* D.F. E.S.D. GyC. 2*Dks*&*pt 3rd dk* *Ref.Mchy.* *CruiserStern*	6198 — 3651					1939	SunS.B.& DryDockCo. Chester,Pa.	Moore- McCormack Lines,Inc.	438·3 P38'B75'F46'	63·2	27·5	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 4Cy.32"-95" 696NHP SunSB&DD.Co.ChesterPa		R
28883 239031 WDIV	**Mormacgull** Ⓟ *OilEng.* D.F. E.S.D. 2*Dks*&*pt3rd dk* GyC. *Ref.Mchy.* *CruiserStern*	6198 — 3651					1939	SunS.B.& DryDockCo. Chester,Pa.	Moore- McCormack Lines,Inc.	438·3 P38'B75'F46'	63·2	27·4	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 4Cy.32"-95" 696NHP SunSB&DD.Co.ChesterPa		R
28884 239370 WDSH	**Mormacland** *OilEng.* D.F. E.S.D. GyC. 2*Dks*&*Shelter dk* *Ref.Mchy.* *ptLongitudinal framing* *CruiserStern*	7886 — 4682					1940	SunS.B.& DryDockCo. Chester,Pa.	UnitedStates Maritime Commission	468·1 F43'	69·7	29·1	NewYork Utd. States	4 Oil Engines 2S.C.SA 28Cy.20½"-27" with electromagnetic slip couplings & SR gearing 2060NHP Busch-SulzerBros.Diesel Eng.Co.St.Louis		
28885 239032 WDIW	**Mormaclark** Ⓟ *OilEng.* D.F. E.S.D. 2*Dks*&*pt3rd dk* GyC. *Ref.Mchy.* *CruiserStern*	6198 — 3651					1939	SunS.B.& DryDockCo. Chester,Pa.	Moore- McCormack Lines,Inc.	438·3 P38'B75'F46'	63·2	27·4	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 4Cy.32"-95" 696NHP SunSB&DD.Co.ChesterPa		R
28886 220582 KDDV	**Mormacmar** (*ex*Culberson-38) 2*Dks* Sub.Sig. *Fitted for oil fuel*	5453 — 3395					1920	Ls.Angeles S.B.&DD.Co. SanPedro, Cal	UnitedStates Maritime Commission	410·0 P47'B115'F44'	54·2	27·2	NewYork Utd. States *WB*	T.3Cy.28½",47"&78"-48" 421NHP LosAngelesS.B.&D.D.Co. SanPedro		R
28887 240203 WGMT	**Mormacmoon** (*ex*Exchester-40) 3*Dks* Sub.Sig. D.F. E.S.D. *Fitted for oil fuel* GyC. *CruiserStern* *Elec.welded*	7939 — 4697					1940	IngallsS.B. Corp. Pascagoula, Miss.	Moore- McCormack Lines,Inc.	467·5 P24'B431'	69·6	29·6	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP GeneralElectricCo.Lynn, Mass.		
28888 240588 WHPV	**Mormacpenn** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* Sub.Sig. *Elec. welded* *CruiserStern*	7954 — 4609					1940	IngallsS.B. Corp. Pascagoula, Miss.	UnitedStates Maritime Commission	467·5 P24'B431'	69·6	29·6	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc.shaft 1416NHP		
28889 239271 WDTG	**Mormacport** (*ex*SeaFox-40) 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *pt Longitudinal framing* *CruiserStern*	7773 — 4585					1940	Federal S.B.&D.D.Co Kearny.N.J.	Moore- McCormack Lines,Inc.	469·0 F42'	69·6	38·8	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1417NHP DeLavalStm.TurbineCo. Trenton.N.J.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert. B.ofTrade.
28890 218294 KILT	**Mormacrey** (*ex*WestCalumb-38) 2*Dks* Sub.Sig. *Fitted for oil fuel*	5946 — 3744					1919	Ls.Angeles S.B.&D.D.Co L.AngelesCal	UnitedStates Maritime Commission	410·0 P47'B114'F44'	54·4	27·2	NewYork Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
28891 218810 KIXZ	**Mormacrio** (*ex*WestSelene-38) 2*Dks* Sub.Sig. *Fitted for oil fuel*	5940 — 3729					1919	Ls.Angeles S.B.&D.D.Co SanPedro.Cal	UnitedStates Maritime Commission	410·0 P43'B115'F47'	54·4	27·2	NewYork Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
28892 240378 WGUD	**Mormacsea** (*ex*SeaPanther-40) 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *pt Longitudinal framing CruiserStern*	7773 — 4585					~~1940~~ 1941	MooreDry DockCo. Oakland,Cal.	Moore-McCormack Lines,Inc.	468·3 F44'	69·7	38·8	S.Frncisco Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1417NHP		
28893 240208 WGIS	**Mormacstar** (*ex*SeaStar-40) 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *pt Longitudinal framing CruiserStern*	7773 — 4585					1940	MooreDry DockCo. Oakland,Cal.	Moore-McCor-mackLines,Inc.	468·3 F44'	69·7	38·8	S.Frncisco Utd.States *WB*	2 steam turbinesDR geared to 1 sc.shaft 1417NHP		
28894 219718 KUJB	**Mormacsul** (*ex*TheAngeles-38) 2*Dks* Sub Sig. *Fitted for oil fuel*	5481 — 3420					1920	LsAngeles S.B.&D.D.Co L.AngelesCal	UnitedStates Maritime Commission	410·0 P46'B114'F44'	54·4	27·2	NewYork Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B.& 422NHP D.D.Co.SanPedro,Cal.		R
28895 240541 WELG	**Mormacsun** D.F. 3*Dks* E.S.D. GyC. *Fitted for oil fuel* *ptLongitudinal framing CruiserStern*	~~8900~~ 7773 — 4585					1940	MooreD.D. Co. Oakland, Cal.	Moore-McCor-mackLines,Inc.	468·3 F44	69·7	38·8	S.Frncisco Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 1417NHP		
28896 239173 WDQJ	**Mormacswan** (*ex*FlyingFish-40) D.F. E.S.D 3*Dks* GyC. *CruiserStern Fitted for oil fuel* *Ref.Mchy. pt Longitudinal framing*	7194 — 4344					1939	Federal S.B.&D.D.Co Kearny,N.J.	Moore-McCormack Lines,Inc.	439·0 P38'B75'F47'	63·2	27·5	NewYork Utd.States *WB*	2 steam turbinesGRgeared to 1 sc. shaft 1000NHP GeneralElectricCo. Lynn,Mass.		
28897 238893 WCWM	**Mormactern** (*ex*Lightning-40) D.F. E.S.D. 3*Dks* GyC. *Ref.Mchy. Fitted for oil fuel* *pt Longitudinal framing CruiserStern*	7194 — 4344					1939	Federal S.B.&D.D.Co Kearny,N.J.	Moore-McCormack Lines,Inc.	439·0 P38'B75'F47'	63·2	27·5	NewYork Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft GeneralElectricCo. Lynn,Mass.		R
28898 240348 WGVS	**Mormactide** D.F. E.S.D. 3*Dks* GyC. Sub.Sig. *Fitted for oil fuel* *Elec.welded CruiserStern*	7954 — 4707					~~1940~~ 1941	IngallsS.B. Corp. Pascagoula, Miss.	Moore-McCor-mackLines,Inc.	~~465·0~~ P24'B431' 467·5	~~69·6~~ 69·6	~~33·6~~ 29·6	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP GeneralElectricCo. Lynn,Mass.		R
28899 238889 WCTI	**Mormacwren** Ⓟ *OilEng.* D.F. E.S.D. GyC. 2*Dks&pt 3rd dk* *Ref.Mchy. CruiserStern*	6198 — 3651					1939	SunS.B.& DryDockCo. Chester,Pa.	Moore-McCormack Lines,Inc.	438·3 P38'B75'F46 12,41	63·2	27·5	NewYork Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.32"–95" 696NHP SunSB&DD.Co.ChesterPa		R
28900 240294 WGRT	**Mormacyork** D.F. E.S.D. GyC. 3*Dks* *ptElec.welded Fitted for oil fuel* *Longitudinal framing CruiserStern*	7796 — 4601					~~1940~~ 1941	Federal S.B.&D.D.Co Kearny,N.J.	Moore-McCor-mackLines,Inc.	468·3 F42'	69·7	29·1	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NH DeLavalSteam TurbineCo.Trenton,N.J.		
28901 FOTJ	**Moron** *ss*Ant.No.2-38 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	4128 3746 2439	✠100A1 *withfreeboard* 9,41 ~~9,40~~ ✠LMC MS4,38 BS~~4,40~~4,41	Msl	*y*	CL 7,39	1930 5mo	Napier& Miller,Ld. Glasgow *Lloyd'sA&CP*	Cie.deNavigation d'Orbigny	394·5 F34' FK *CellDBa&u E153' f181' 947t FPT74t APT124t*	53·0	22·7	LaRochlle French 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.24",41"&68"–48" (*s*) 210lb 496NHP 2SB(FD)&1AuxSB,9*cf*, GS165,HS7577 D.Rowan&Co.Ld.Gls.	25 ″ (s 2 ″ 2¾ 22 ″ 11¾	
28902 93151 KFTB	**Morris S. Tremaine** (*ex*MaryC. Elphicke) D.F. *Mchy.Aft* 1*Dk*2*trB*	4904 — 3879					1901	Chicago S.B.Co. Chicago	AutomotiveTrades S.S.Co.	430·0 *WB*	50·2	24·4	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&64"–40" 259NHP ChicagoS.B.Co.		R
28903 SPEJ	**Morska Wola** (*ex*RioNegro-39, *ex*Hindhead-36, *OilEng.* *ex*ConsulHorn-36) *ss*Ham.No.3-9,34 *ss*Got.No.1-39 *CruiserStern 2Dks*	*3208* *2744* *1911*	100A1 *withfreeboard* ~~1,4,40~~ 9,41 DBS4,41 *Carrying vegetable oil in deep tank in bridge tween decks*	~~Cff~~ NYk LMC10,37	*u*	CL 3,40	1924	Frd.Krupp Act.Ges. Kiel *Lloyd'sA&CP*	Gdynia-America Shipping Lines,Ld.	306·7 P25'B98'F23' FK *CellDB248'652t FPT* *Deep tank in bridge tween decks24'246t*	47·7	23·5	Gdynia Polish 5*BHCem* 58*tAPT*48*t*	Oil Engines 4S.C.SA 6Cy.25$\tfrac{9}{16}$"–39⅜" 381NH DB70*lb* Frd.Krupp,A.G.Kiel	25 ″ 1 s 4 ″ 8¼ 21 ″ 3¾	
28904 147708 VLKD	**Mortlake Bank** (*ex*Elfstone-37) ~~*ss*~~Syd.No.1-41 *ss*Nwc.No.3-3,37 *Well deck Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted*	1371 1032 791	✠100A1 5,41 ~~5,40~~ BS~~5,40~~5,41	Syd MS1,41 LMC~~3,37~~	*o*	CL ~~4,38~~ 4,41	1924 8mo	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	McIlwraith McEacharnLd.	235·1 241·0(O.L.) Q145'F25' FK *CellDB198'380t FPT*	36·1	15·3	SydneyNSW British 4*BHptCem* 102*tAPT*82*t*	T.3Cy.15½",25"&40"-27" 180lb (*s*) 120NHP NE&B19*refitted*24 2SB,4*cf*,GS49,HS1820 FD J.Abernethy&Co.Ld.Abn.	17 ″ 6 s 5 ″ 3¼ 16 ″ 4½	
28905 242 SVIU	**Moscha D. Kydoniefs** (*ex*LadyCharlotte-36, *ss*Shl.No.3-3,28 *ex*Noelle,*ex*Bronze *ss*Ams.No.2-37 Wings) 1*Dk(Stl)&Shelterdk(Stl)*	*3874* *3673* *2400*	✠100A1 *Shelter dk* *withfreeboard* 1,41 Examined ~~1,41~~12,41 ~~BS9,39~~ ✠LMC2,36	~~Lis~~ Hul Lis BS12,41	*x*	CL 9,39	1915 3mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	D.A.Kydoniefs	375·2 FK *CellDBa125'u E&B42' f163'1182t*	51·9	23·7	Andros Greek 6*BHCem* *APT*143*t*	T.3Cy.25",41"&69"–48" (*s*) 180lb 371NHP 3SB,9*cf*,GS160,HS5895 N.E.MarineEngCoLd.Nwc	26 ″ 1 s 2 ″ 6¾ 23 ″ 9	
28906 204 SVFA	**Moscha L. Goulandris** (*ex*Ridderkerk-33, *ss*Rot.No.3-2,33 *ex*Kieldrecht, *ss*Pir.No.1-37 *ex*WarRoach) 2*Dks(Stl)*	5199 4702 3174	100A1 9,41 ~~9,40~~ MS4,37 No later survey reported *Fitted for oil fuel*10,19 *F.P. above* 150° F.	~~Bal~~ Hul LMO BS3,40	*y*	CL 9,39	1918	CaledonSB &E.Co.Ld. Dundee *Lloyd'sA&CP*	GoulandrisBros.	400·1 412·9(O.L.) P49 B113'F38' FK *CellDB342'10*	52·2	28·5	Andros Greek 7*BHptCem* 16*tFPT*112*t*	T.3Cy.27",44"&73"–48" 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD CaledonSB&ECo.Ld.Dun. *APT*165*t*	31 ″ 0 s 5 ″ 11¾ 25 ″ 3½	
28906A 867 SZKJ	**Moschanthi** Ⓟ (*ex*CleoV-37, *ex*Cleo,*ex*ExpressI,*ex*Heerenveen) 1*Dk*	*311* *272* *108*					1901	J.&K.Smit Krimpen a/dLek	ToyiasS.S.Co. (AlcibiadesToyias, *Mgr.*)	169·7	23·0	11·0	Piræus Greek	T.3Cy.11¼",16⅝"&27⅛"–18⅛" 31NHP Löhnis&Co.Rotterdam		
28907 LKIB	**Mosdale** *OilEng.* D.F. 2*Dks,Sparred 3rd dk in* *Ref.Mchy. fwd.holds for light cargo* *CruiserStern*	3022 2617 1785	✠100A1 *withfreeboard* ~~11,41~~ ~~5,41~~ 5,42 ✠LMC10,39 ✠Lloyd'sRMC~~10,40~~ 6,42 ~~10,41~~ for temp. 33° F.	~~Bkn~~ Mtl	*u*	CL 5,40	1939 10mo	Akt.Bur-meistr.&Wain Copenhagen *Lloyd'sA&CP*	A/S Mosvold ShippingCo. (M.Mosvold,*Mgr.*) *CellDBuE&f182'*	324·3 336·3(O.L.) F131' FK 457*t Tanks in way of tunnel*520*t*	45·8	26·1	Farsund Norwegian 5*BH* (*Coll to W dk* 4 *to* 2*nd* „)	Oil Engines 2S.C.SA 9Cy.19$\tfrac{11}{16}$"–35$\tfrac{7}{16}$" 608NHP DB80*lb* Akt.Burmeistr&Wain,Cpn *FPT*24*tAPT*75*t*	28 ″ 10 s 9 ″ 7¾ 19 ″ 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
28908 DOFA	**Mosel** Ⓟ 4Mst 2*Dks* D.F. E.S.D. Sub.Sig.	8428 7632 5280					1927	Deutsche Sch-u-Mschb. A.G.Werk A.G.Weser Bremen	Norddeutscher Lloyd	508·5|63·7|30·2 P26′B&F472′ *Upper*F29′	Bremen German *WB*	T3Cy.33¼″,52¾″&86⅝″–57$\frac{1}{16}$″ & 1 low pressure turbine 1000NH A.G.“Weser,”Bremen		G
28909 LJYS	**Mosfruit** D.F. *Ref.Mchy.* *OilEng.* *CruiserStern* 1*Dk*&*Shelter dk*	2714 2284 1520					1938	Eriksbergs M.V.Aktieb Gothenburg	A/S Mosvold ShippingCo.(M. Mosvold,*Mgr.*)	314·4|50·3|23·3	Farsund Norwegian *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 608NHP EriksbergM.V.Aktieb.Got		N
28910 HPPZ	**Moshill** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	2959 2663 1716					1940	Framnæs Mek.Værks A/S Sandefjord	NeptuneShipping Ltda.S.A.	321·6|46·2|26·1 F143′	Colon Pnamanian *WB*	Oil Engines 2S.C.SA 7Cy.23⅝″–40$\frac{15}{16}$″ 680NH SulzerBros.Ld.Winterthu		N
28911 LEMF	**Mosken** Ⓟ 2*Dks*	410 356 213					1924	Trosvik Mek.Værks Brevik	A/SVesteraalens Dampskibsselskap	140·5|23·1|16·2	Stok-marknes *WB* Norwegian	T 3Cy.12½″,20¼″&33″–21″ TrondhjemsM.V. 50NHP Trondheim		
28912 UOWE	**Moskva** (*ex*Mossoviet-34) TwinSc *OilEng.* 1*Dk* *Carrying oil in bulk* *Longitudinal framing*	6086 5476 3167					1931	StatesS.B. Yard“61 Kommunar” Nicolaieff	U.S.S.R.	409·1|54·5|32·2 P98′B31′F36′	Tuapse Russian	Oil Engines 2S.C.SA 8Cy.23⅝″–41$\frac{11}{16}$″ 776NHP SulzerBros.Ludwigshafen		
28913 LJBP	**Mosli** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern CarryingPetroleuminbulk*	8291 7624 5003					1935	Eriksbergs M.V.Aktieb Gothenburg	A/S Mosvold ShippingCo.(M. Mosvold,*Mgr.*)	476·8|61·1|34·5 P93′B28′F38′	Farsund Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$″–47¼″ 641NHP EriksbergM.V.Aktieb.Got		N
28914 LDVN	**Mosna** (*ex*Fiorella-33,*ex*Lauwerzee) 1*Dk*	1385 1190 769					1923	N.V.Shps. v/hWd.a.van Duijvendijk Papendrecht	A/SFarsundShippingCo.(J.M.Johannesen,*Mgr.*)	238·3|36·6|16·7 P54*t*H84*t*F25*t*	Farsund Norwegian *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP N.V.Mchfbk.Holland Hardinxveld		N
28915 161157 MPTR	**Moss Rose** *ss*Bly.No.2–39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	739 512 343	✠100A1 ~~12,41~~ ~~11,40~~ 5,42 BS12,41 ✠LMC MS4,39 ~~BS11,40~~	~~Bkn~~ ~~Shl~~ Hpl	*j*	OG 4,39	1930 5mo	NVSchpsw deMerwede Hardinxveld *Lloyd's A&CP*	RichardHughes&Co.(Liverpool)Ld.	180·0|28·1|12·6 Q105′B13′F24′ FK *CellDB*108′ 156*t* *FP*	Liverpool British 3*BHCem* *T*63*t* *APT*7*t*	T.3Cy.15″,25″&40″–27″ (*s*) 180lb 89RHP 2SB,4*pf*,GS62,HS2100 Earle'sCo.Ld.Hull	14 ″ 6 s 4 ″ 5¼ 14 ″ 1¾	
28916 UPOI	**Mossovet** E.S.D. 1*Dk* GyC. *CruiserStern*	2981 2449 1530					1935	Akt.Burmeistr&Wain Copenhagen	U.S.S.R.	325·1|48·0|21·5 P34′B97′F39′	Leningrad Russian *WB*	T.3Cy.22$\frac{7}{16}$″,36$\frac{7}{16}$″&61″–39″ 232NHP HelsingörsJernsk.&Mskb. Els.		
28917 FNHV	**Mostaganem** (*ex*OuedZem-37, *ex*Aug.Borremans) 1*Dk*	1942 1660 1173					1921	T vanDuijvendijks Lekkerkerk	Cie.France-NavigationS.A.(*in liq.*)(Cié.Gén.Transatlantique,*Mgrs.*)	265·2|42·3|18·6 P24′B77′F30′	Rouen French *WB*	T.3Cy.19″,31″&52″–36″ N.V.Versteeg's 162NHP Mschf.Hardinxveld		V
28918 LJWB	**Mostun** D.F. *Ref.Mchy.* *OilEng.* *CruiserStern* 1*Dk*&*ShelterDk*	2713 2284 1519					1938	Eriksbergs M.V.Aktieb Gothenburg	M.Mosvold	314·4|50·3|23·3	Farsund Norwegian *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 608NHP EriksbergM.V.Aktieb.Got		N
28919 23 IBRX	**Motia** (*ex*Sicania,*ex*WarDirk) *ss*Nap.No.3–5,28 *Well deck* *ss*Nap.No.2–36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2473 1798 1398	✠100A1 12,39 BS2,39 ✠LMC2,36 NO LATER SURVEY REPORTED	Pal	*s*	CL 9,38	1918 11mo	CaledonSB&E.Co.Ld. Dundee *Lloyd's AP*	GiuseppeD'Ali&C.	298·0|42·0|19·0 285·0 FK P28′Q75′B58′F32′ *CellDB*228′ 579*t* *FPT*100*t*	Trapani Italian 7*BHptCem* *APT*209*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 410NHP 2SB,8*cf*,GS148,HS5882 FD CaledonS.B.&ECo.Ld.Dun	21 ″ 2 s 2 ″ 1¼ 19 ″ 3	
28920 HPGM	**Motocarline** TwinSc *OilEng.* *Mchy.Aft* *ss*Ant.No.3–4,37 Sub Sig. 1*Dk*(*Stl*)&*ShelterDk*(*Stl*) GyC. &*Web frames* *Longitudinal framing* *CruiserStern* *Progressive survey of oil tanks*	8917 8481 4676	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~3,41~~ ✠LMC CS4,38 DBS1,40 2,39 *CarryingPetroleum in bulk*	~~NYk~~ Bal	2$\frac{7}{16}$	CL 2,41	1925 8mo	Frd.Krupp Act.Ges. Kiel *Lloyd's A&CP*	PanamaTransport Co.	468·7|63·2|35·2 B33′F39′ FK *CellDBuE*73′160*t* *DTf*36′315*t*	Panama Pnamanian 18*BHptCem* *ptAsp* (13 *to U dk*) *DTa*19′ 111*t*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$″–51$\frac{3}{16}$″ 905NHP DB*70lb* 2 Water Tube DB *200lb* Frd.KruppA.G.Kiel *FPT*186*t* *APT*106*t*	35 ″ 6 s 8 ″ 8¼ 27 ″ 2	
28921 EADE	**Motomar** (*ex*Cabo Tortosa-32, *ex*Hemland) TwinSc *OilEng.* *ss*Gen.No.3–2,34 *ss*Bbo.No.1–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in forward holds*	5724 5239 3477	✠100A1 *Shelter dk* *withfreeboard* 3,41 ✠LMC CS10,39 ✠NE10,30 ~~5,36~~ 12,40 DBS~~12,40~~ 3,42	Bal	*y*	OG S9,39 P6,40	1921 11mo	Aktieb. Götaverken Gothenburg *Lloyd's A&CP*	Cia.Espanola de Nav.MaritimaS.A.	392·9|53·9|30·2 F36′*onShelter dk* FK *CellDB*307′1121*t* *Tanks at sides* *Coll* *of tunnels*33′181*t* *FPT*133*t* *APT*42*t*	Seville Spanish *ptCem* *BHto Sh dk* 5 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.22$\frac{13}{16}$″–33$\frac{1}{16}$″ 610NHP DB*100lb* MaschinenfbrkAugsburg-NürnbergA.G.Augsburg	33 ″ 4 s 8 ″ 5½ 25 ″ 0¾	
28922 150894	**Motor Princess** Ⓟ WoodTwinSc *OilEng.* *Mchy.Aft* *Salted* 1*Dk* *CarFerry*	1243 301 779	✠ ... 8,25 ✠		10		1923 3mo	Yarrows, Ld. EsquimaltBC	CanadianPacific RailwayCo.	165·0|43·5| 9·0	Vict'riaBC British	Oil Engines 4S.C.SA 12Cy.16½″–24″ 318NHP McIntoshSeymour, Auburn,N.Y.	11 ″ 5	
28923 42202 JMMK	**Motoyama Maru No. 1** (*ex*TosoMaruNo.2–38) *OilEng.*	371 — 262					1936	Ishihara Masaichi Shimonoseki	Hamada Sanzaimon	130·0|24·0|12·0	Ube Japanese	Oil Engines		
28924 FNFK	**Motrix** 2*Dks* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk*	6587 — 3641					1922	Ch.&Atel. deSt.Nazaire Rouen	Soc.Anon.Mazout Transports(Cie.de Nav.Mixte, *Mgrs.*)	422·5|57·6|30·1 P117′B33′F50′	Marseilles French	T.3Cy.27½″,44½″&75″–51″ 400NHP Ch.&Atel.deSt.Nazaire		V
28925 OFEE	**Motto** (*ex*Fagerstrand-37,*ex*Hird) 1*Dk*	1173 929 651					1903	Hasseldalens Jrnskbs. Grimstad	O/YViasveden HöyryA/B(Petter C.Molander,*Mgr.*)	230·3|34·3|13·5 Q132*t*B52*t*F35*t*H8*t*	Björnebrg Finnish *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP J.S.Vaux&Co.Ld.Sld.		N

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où si ce n'est dans le L.R. Durée.Cert.B.of Trade.
28926 516 SVVB	**Mount Aetna** (*ex*LeithHill-37, *ex*Fife-36, *ss*Sws.No.2-37 *ex*Penybryn-32) 1*Dk*(*Stl*) D.F.	4230 3878 2623	✠100A1 1,42 ~~3,41~~ ✠LMC MS1,38 ~~BS1,41~~1,42	~~Lis~~ NYk	*x*	CL ~~N1,38~~ 1,42	1929 3mo	Burntislnd S.B.Co.Ld Burntisland *Lloyd'sA&CP*	AtlanticosS.S.Co. Ld.&Kulukundis ShippingCo.S.A. (KulukundisShippingCo.S.A.*Mgrs.*) *CellDB*322'1133*t FPT*96*t APT*175*t*	370·9 P29'B233'F35' FK	51·4	25·1	Piræus Greek 6*BHptCem*	T.3Cy.23",$39\frac{11}{16}$"&65"-45"(*s*) 200lb ~~120lb~~ 331NHP 2SB(Spt),6*cf*,GS129, HS5190 D.Rowan&Co.Ld.Gls.	27 " 6 s 3 " 7¼ 24 " 1½	
28927	**Mount Battock** (*Coasting*) *Mchy.Aft CruiserStern*	396 278 154					1939	J.Lewis& Sons,Ld. Aberdeen	The"Dodds"Steam FishingCo.Ld. (J.A.Lewis,*Mgr.*)	140·9 Q44'B9'F24'	25·6	9·6	Aberdeen British *Wb*	T.3Cy.11",18"&30"-21" 41NHP J.Lewis&Sons,Ld.Abn.		C
28928 [illegible] [illegible]	**Mount Evans** Sub.Sig. 2*Dks* *WellDeck Fitted for oil fuel*	5536 5248 3433					1919	Columbia RiverS.B. Corp. Portland,Or.	UnitedStates Maritime Commission	410·0 P44'B115'F46'	54·2	27·6	Panama Pnamanian *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
28929 772 SVHH	**Mount Helikon** (*ex*Jagersfontein-32, *ss*Ams.No.3-4,30 *ex*KaiyeiMaru) *ss*Rot.No.2-38 2*Dks*(*Stl*)	5525 5183 3483	✠100A1 8,41 ~~3,40~~ BS5,41 ✠LMC11,38	~~Gen~~ NYk	*z*	CL 4,41	1918 8mo	OsakaIron Works,Ld. Osaka A&CP	Kulukundis ShippingCo.S.A. *CellDB*360'982*t FPT*106*t APT*26*t*	407·3 P40'B137'F46' FK	51·1	30·1	Piræus Greek 7*BHCem*	T.3Cy.27",45"&75"-51" (*s*) 180lb 553NHP 3SB,9*cf*,GS190,HS8100 FD OsakaIronWrks,Ld.Osaka	32 " 7 s6 " 6 26 " 3¼	
28930 889 SVUZ	**Mount Helmos** (*ex*Invergordon-37) *ss*Ams.No.3-6,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge*	6481 6069 3976	✠100A1 *Shelter dk withfreeboard* ~~3,41~~12,41 BS12,40 ✠LMC6,37 *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	~~Bel~~ Cal	*a*†	CL 10,39	1923 4mo	J.Brown& Co.Ld. Clydebank *Lloyd'sA&CP*	Kulukundis ShippingCo.S.A. *CellDB*342'1482*t FPT*87*t APT*126*t*	412·9 F40' *on Shelter dk* FK	55·6	25·0 34·4	Piræus Greek 7*BHCem* (*Collto Shdk* 6 ,, 2*nd* ,,)	T.3Cy.27",44"&73"-48" (*s*) 180lb 540NHP 4SB,12*cf*,HS10224 JBrown&CoLd.Clydebank	38 " 0 s 9 " 11¾ 28 " 3¾	
28931 290 SVRP	**Mount Ithome** (*ex*Maidenhead-36, *ex*Newquay) *ss*Shl.No.3-4,27 *ss*Bly.No.2-36 1*Dk*(*ptIrn ptStl*) Now sailing as "Monrovia"	4207 4009 2658	✠100A1 1,40 BS6,39 ✠LMC3,36 SURVEYS DELAYED	Mch	*x*	CL 5,38	1914 2mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	Rethymnis&Kulukundis(Hellas) Ld.&C.Scarvellis *CellDBa*114'*uE*26'*f*166' 964*t APT*60*t*	369·9 P33'B226'F34' FK	51·1	25·3	Syra Greek 6*BHCem*	T.3Cy.24½",42"&69"-48"(*r*) 180lb 386NHP 2SB,6*cf*,GS133,HS6329 J.Readhead&SonsLd.SShl	27 " 8 s 3 " 10¼ 24 " 1½	
28932 SVUT	**Mount Kassion** TwinSc (*ex*DocteurPierreBenoit-37) 2*Dks*&*Shelter dk*	7914 7815 4973	✠ ... 11,20 ✠				1918 5mo	Uraga DockCo.Ld. Uraga	Kulukundis ShippingCo.S.A.	445·0 FK	58·0	40·0	Piræus Greek *WB*	T.6Cy.22",36½"&61"-48" 703NHP UragaDockCo.Ld.Uraga	40 " 0	VL †
28933 272 SVHO	**Mount Kitheron** (*ex*Bellglade-32, *ex*Chevington) *ss*Ams.2ndNo.3-10,37 1*Dk*(*ptIrn ptStl*)	3876 3657 2447	✠100A1 6,41 BS9,41 ✠LMC MS10,37 ~~BS10,40~~	Npt	*x*	CL 10,40	1912 2mo	JReadhead &Sons,Ld SouthShields *Lloyd'sA&CP*	Kulukundis ShippingCo.S.A. *CellDBa*114'*u E&B*39'*f*163'1060*t APT*110*t*	367·3 P32'B224'F34' FK	53·9	22·8	Syra Greek 6*BHCem*	T.3Cy.26",42"&69"-43" (*r*) 180lb 372NHP 2SB,6*cf*,GS134,HS5940 J Readhead&Sons,Ld.	25 " 2 s 3 " 4 22 " 1¼	
28934 973 SWBG	**Mount Kyllene** (*ex*WalterD. *ss*Mob.No.3-10,35 Munson-40) 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3703 3508 2238	✠100A1 4,42 ~~3,41~~ ~~11,41~~ Examined ~~3,41~~ 11,41 ~~BS8,40~~ 11,41 ✠LMC10,35 *Fitted for oil fuel* 10,17 *F.P. above* 150° F.	~~NYk~~ Cff Npt	*w*	CL ~~5,40~~ 11,41	1917 10mo	Bethlehem SteelCo. Sparro'Pt.Md A&CP	Rethymnis& Kulukundis (Hellas)S.A.& others *'TweendkBHinafterhold dispensed with* *CellDB*311'834*t FPT*63*t APT*21*t Cylindrical tanks in No.2 hold* 308*t*	368·2 P52'B108'F41' FK	48·3	24·7	Piræus Greek *Cem* 5 *BH to Udk* 1 ,, ,, 2*nd* ,, *only*	T.3Cy.24",41"&68"-48" (*s*) 200lb 486NHP 3SB,9*cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt	27 " 4 s4 " 8¼ 22 " 10	
28935 289 SVRO	**Mount Lycabettus** (*ex*Turkestan-35, *ss*Bly.No.3-12,35 *ex*WarFlower) 1*Dk*(*Stl*)	4292 3975 2648	✠100A1 7,41 ~~6,39~~ Examined 7,41 ~~BS5,40~~ 8,41 ✠LMC12,35	~~Shl~~ NYk	*x*	CL ~~4,38~~ 7,41	1917 11mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd'sA&CP*	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) *CellDB*319' 980*t FPT*110*t APT*90*t*	364·8 P40'B94'F40' FK	51·1	26·1	Syra Greek 7*BHCem*	T.3Cy.23¾",41"&68"-45"(*s*) 180lb 468NHP 3SB,9*cf*,GS168,HS7215 FD Richardsons,Westgarth& Co.Ld.Mdb.	28 " 4 s 5 " 0¾ 23 " 6	
28936 216215 KJEU	**Mount McKinley** Ⓟ (*ex*SantaAna-36, *ss*S.Fo.No.3-5,30 *ex*ElSalvador,*ex*Santa *ss*Sea.No.2-38 Luisa) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4861 — 2851	✠100A1 *Shelter dk withfreeboard* ~~5,41~~ ~~2,41~~2,42 ✠LMC MS12,38 ~~BS1,41~~2,42 *Fitted for oil fuel* 5,18 *F.P. above* 150° F.	Sea	*y*	CL 2,41	1918 5mo	WCramp& SonsS&EBCo Philadelphia A&CP	AlaskaS.S.Co.Inc. *CellDB*294'870*t FPT*70*t APT*71*t*	360·2 F40'*onShelter dk* FK	51·6	22·8 30·8	NewYork Utd.States 7*BHCem*	Q.4Cy.25½",37",52½"&76"-54" (*s*) 223lb 633NHP 4SB,12*cf*,GS215,HS8923 FD W.Cramp&SnsS&EBCPhl	33 " 6 s 9 " 2¾ 24 " 6	
28937 888 SVMA	**Mount Mycale** (*ex*MaroussioCoulouthros-37, *ex*Ryde) *ss*Pir.2ndNo 3-11,32 *ss*Rou.No.1-37 1*Dk*(*ptIrnptStl*)&*deepframing*	3556 3331 2288	✠100A1 5,41 ~~2,40~~ Examined ~~2,41~~ 8,41 BS8,41 ✠LMC 2,40 ~~MS6,37~~ ~~BS2,40~~	~~Cal~~ ~~Gts~~ Cff	*w*	CL 1,40	1907 2mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd'sA&CP*	AtlanticosS.S.Co. Ld.&GiorgilisBros. (KulukundisShippingCo.S.A.*Mgrs.*) *CellDBa*110'*uE*25'*f*152' 868*t APT*99*t*	348·5 P28'B100'F37' FK	50·1	23·1	Piræus Greek 6*BHCem*	T.3Cy.24",40"&66"-45" (*s*) 180lb NDB30 *120lb* 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 " 8 s 4 " 5½ 21 " 5	
28938 767 SVHG	**Mount Olympus** (*ex*Toba-32) *ss*Rot.No.3-8,32 *ss*Rou.No.1-36 2*Dks* *Tonnage opening closed* '38	6692 6433 4157	✠100A1 *Shelter dk withfreeboard* 1,42 Examined 1,42 BS6,41 ✠LMC12,36 *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	~~NSW~~ NYk	*a*†	CL ~~3,40~~ 6,41	1920 6mo	Harima Dockyd.Co. O Harima A&CP	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) *CellDB*366'1153*t* *DTa*39'936*t FPT* 153*t APT*72*t*	425·2 FK *Collision*	54·0	35·0 26·6	Piræus Greek *ptCem* *BH to Wdk* 6 ,, 2*nd* ,,	T.3Cy.28",47"&79"-51" (*s*) 200lb 600NHP 2SB&1AuxB,11*cf*, FD GS194,HS8270 KobeSteelWorks,Ld.Kobe	37 " 6 s 9 " 1¾ 28 " 7	
28939 ~~HPJN~~ SVHK	**Mount Othrys** (*ex*Newton-33) *ss*Grk.No.3-5,33 *ss*Ams.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *Tonnage opening closed* '39	6527 6230 4078	✠100A1 *Shelter dk withfreeboard* ~~9,41~~ ~~11,40~~5,42 Examined 11,41 BS5,42 ~~BS6,41~~ ✠LMC3,37	~~Bkn~~ Hull ~~Nl~~ Liv	*a*†	CL 10,40	1919 5mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	M.Marcou *CellDB*343'1571*t DTa*25' 858*t FPT*91*t APT*126*t*	412·6 F40'*onShelter dk* FK	55·8	34·4	Greek *ptCem* 6*BHtoShdk* 2 ,, ,, *U* ,,	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 " 0 s 10 " 0½ 28 " 3	
28940 947 SVXX	**Mount Parnes** (*ex*AmericanEagle-37, *ss*Osl.No.3-5,29 *ex*Thekla, *ss*NYk.No.2-37 *ex*Hampholm, 1*Dk*(*Stl*)2*trB* *ex*Thordis)	4371 — 2759	✠100A1 1,42 ~~4,41~~ ✠NE8,25 ✠LMC MS4,37 BS5,41 *Fitted for oil fuel* 3,17 *F.P. above* 150° F.	~~Lis~~ Lth	*x*	CL 9,39	1917 3mo	Moore& ScottIrnWks Oakland,Cal A&CP	Kulukundis ShippingCo.S.A. *CellDB*283'1061*t FPT*96*t APT*132*t*	376·2 P33'B70'F40' FK	52·6	25·8	Piræus Greek 6*BHptAsp*	T.3Cy.24",41"&68"-45" (*r*) 200lb 493NHP 3SB,9*cf*, HS7509 FD N.E.MarineEng.CoLdNwc	28 " 0 s 5 " 6¾ 22 " 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
28941 273 SVHN	**Mount Pelion** (*ex*CommissairePierreLecocq-33, *ex*WarPrince) 3*Dks*	5655 — 4124	✠ ... 11,20	✠			1917 5mo	Kawasaki Dkyd.Co.Ld. Kobe	E.G.Culucundis &S.C.Costomeni	385·5	51·3	33·5	Syra Greek *WB*	T.3Cy.26",43$\frac{1}{2}$"&72"-48" 440NHP KawasakiDkydCoLdKobe	36 ″ 0	VL †
28942 78 SVHP	**Mount Pera** (*ex*Grelisle-33,*ex*War Painter) *ss*Fal.No.3-2,33 *ss*Pir.No.1-36 1*Dk*(*Stl*)	5214 — 3178	✠100A1 ~~3,41~~ 5,42 Examined 9,41 BS~~3,41~~ 5,42	~~Bry~~ Hp Shl ✠LMC8,36	*y*	CL 3,41	1918 6mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP* C	J.A.Cosmetto& Kulukundis ShippingCo.S.A. *ellDB*343'1122*t D*	400·0 412·7(O.L.) P49'B113'F40' FK *Ta*28'1166*t FPT*11	52·4	28·4	Piræus Greek 7*BHptCem* 3*tAPT*166*t*	T.3Cy.26$\frac{7}{8}$",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD CammellLaird&Co.LdBkn	31 ″ 0 s 5 ″ 11$\frac{3}{4}$ 25 ″ 3$\frac{1}{4}$	
28943 885 SVUY	**Mount Pindus** (*ex*Zinal-37) *ss*Shl.No.3-10,35 2*Dks*(*Stl*)&*Shelterdk*(*Stl*)	5729 5467 3569	✠100A1 *Shelter dk* *withfreeboard* 3,42 ~~1,41~~ ~~10,41~~ Examined ~~1,41~~ 10,41 MS4,40	~~Lis~~ ~~Hul~~ Mch ✠LMC BS~~1,41~~ 3,42	*y*	CL ~~4,40~~ 3,42	1920 8mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP*	Kulukundis ShippingCo.S.A. *CellDB*346'121	400·2 FK 8*t FPT*70*t APT*35*t*	54·8	21·5 29·9	Piræus Greek *Cem* 4*BHtoShdk* 2 „ „ *U* „	T.3Cy.27",44$\frac{1}{2}$"&73"-48" (*s*) 180lb 581NHP 3SB,9*cf*,GS193,HS9146 FD Blair&Co.Ld.Stockton	32 ″ 4 s 7 ″ 9$\frac{1}{4}$ 24 ″ 9	
28944 954 SVSW	**Mount Prionas** (*ex*Dunclutha-35) *ss*Bly.2ndNo.3-6,35 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deepframing* Now sailing as "Andorre"	3986 3745 2546	✠100A1 *Spar dk* 10,39 BS5,40	Npt ✠LMC6,35	*w*	CL 10,38	1910 4mo *Lloyd*	Russell& Co. PortGlasgow '*sA&CP*	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) *CellDBa*	360·0 P29'B90'F40' FK 120'*u*E22'*f*154'920	49·2	25·5	Piræus Greek 6*BHCem* *tAPT*36*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb NDB22 355NHP 2SB,8*cf*,GS148,HS5562 J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s 4 ″ 11$\frac{1}{2}$ 23 ″ 3	
			SURVEYS DELAYED													
28945 759 SVMZ	**Mount Rhodope** (*ex*Boutry-34) *ss*Lon.No.3-1,34 *ss*Pir.No.1-38 2*Dks*(*Stl*)	5182 4760 3192	✠100A1 ~~6,41~~ ~~9,40~~ 4,42 BS~~9,40~~ 12,41	~~Gls~~ ~~Phl~~ Hul ✠LMC9,38	*y*	CL N6,39	1919 6mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP*	OceanosMaritime S.S.Co.(I.,A.&G. Margaronis) *CellDB*	400·0 P49'B113'F38' FK 347'1126*t FPT*117*t*	52·3	28·5	Piræus Greek 7*BHptCem* *APT*178*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Richardsons,Westgarth& Co.Ld.Hpl.	31 ″ 0 s 5 ″ 11$\frac{1}{4}$ 25 ″ 3$\frac{3}{4}$	
28946 268 SVHR	**Mount Taurus** (*ex*Proteus-32, *ex*BrattonCastle) *ss*Bkn.No.3-4,33 *ss*Ams.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *2nd dk*(*Stl*)*in fore hold Bevelled bilge* *Longitudinal framing*	6696 6227 4154	✠100A1 *Shelter dk* *withfreeboard* ~~8,41~~ ~~10,40~~ 4,42 Examined 4,42 BS11,41 MS8,37	~~NYk~~ ~~Lon~~ Lth ✠LMC ~~BS11,40~~	*a*†	CL ~~10,40~~ 3,42	1920 5mo *Lloyd* *Ce*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* *llDBa*123'*uB*	AtlanticosS.S.Co. Ld.&Tramp ShippingDevelop- mentCo.Ld.(Kulu- kundisShippingCo. S.A.*Mgrs.*) 24'*f*162'1457*t DT*	412·2 P55'F36' *onShelter* *dk* FK *a*31'1062*tFPT*142*t*	55·8	34·4	Syra Greek *Cem* 6*BHtoShdk* 2 „ „ *U* „ *APT*206*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEngCoLdNwc.	38 ″ 1 s 9 ″ 8$\frac{3}{4}$ 28 ″ 6$\frac{1}{4}$	
28947 SWBH	**Mount Taygetus** (*ex*Mundixie-40, *ex*Redman) *ss*Bos.No.3-2,37 1*Dk*(*Stl*)2nd*trB* *infore&afterholds& Webframes*	3286 2890 1965	✠100A1 ~~4,41~~ 12,41 ~~BS1,41~~ *Fitted for oil fuel*1,23	~~Cff~~ Mtl BS12,41 ✠LMC2,37	*v*	CL 5,40 *F.P. a*	1921 6mo *bove* 1	NewYork HarborD.D Corp. PJeffersnNY 50° F.	Rethymnis&Kulu- kundis(Hellas)S.A &others(Rethym- nis&Kulukundis (Hellas)S.A.*Mgs.*)	324·0 P30'B90'F35' FK *CellDB*251'844*t M*	46·2	25·0	Piræus Greek 6*BHptCem* *T*20'396*tFP*	T.3Cy.22",37$\frac{1}{2}$"&60"-42"(*r*) 200lb HS5852 380NHP 2 Water Tube Boilers FD EllicottMachineCorp.Bal. *T*111*tAPT*71*t*	28 ″ 6 s 5 ″ 7$\frac{3}{4}$ 23 ″ 1$\frac{1}{4}$	
28948 124239 GFMB	**Mountstewart** Ⓟ (*ex*Pladda-36) 2*Dks*	1099 1023 457					1907	Scotts'S.B. &E.Co.Ld. Greenock	Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, *Mgr.*)	252·3 P&B151'F50'	35·7	17·0	Belfast British *WB*	T.3Cy.25",40"&65"-48" 293NHP Scotts'S.B.&E.Co.Ld.Grk.		C
28949 123266 GRCN	**Mourino** *Ref.Mchy.* 1*Dk*	2165 1554 1256					1906	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	300·0 P187'F32'	41·5	18·4	Hull British *WB*	T.3Cy.21",36"&60"-42" 233NHP Earle'sCo.Ld.Hull		
28950 CSDW	**Mouzinho** Ⓟ TwinSc (*ex*MariaCristina, *ss*Nap.2ndNo.3-11,27 *ex*Guglielmo *ss*Lis.No.3-4,38 Peirce,*ex*Cor- 2*Dks*(*Stl-Udk* teak s)& covado,*ex*Sueh, Sub.Sig. *Web frames* *ex*Corcovado) *Ref.Mchy.*	8374 5830 5194	100A1 6,41 BS~~4,40~~ 6,41	Lis LMC4,38		CL 6,41	1907	Frd.Krupp Akt.Ges. Kiel	Cia.Colonialde Nav.	448·3 P&B293'F79' FK *CellDB*389'1331*t*	55·2	28·0	Loanda Portuguese 9*BHptCem* *ptAsp* *APT*18*t*	Q.8Cy.21$\frac{5}{8}$",31$\frac{1}{8}$",45$\frac{1}{4}$"&65$\frac{3}{8}$" -47$\frac{1}{4}$" 213lb (*s*) 889NHP 2D&1SB,15*cf*,GS308, HS12863 FD Frd.KruppA.G.Kiel	31 ″ 0 s 5 ″ 6$\frac{3}{4}$ 25 ″ 11	
28951 147941 GKYW	**Moveria** *OilEng.* *ss*Gls.No.3-9,37 D.F. *ss*Gls.No.1-41 E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *4th dk in No.2 hold* *Tonnage opening closed*'41(*W.E.*)	4867 4370 2873	✠100A1 *withfreeboard* 6,42 ~~5,41~~ DBS~~4,41~~ 4,42 6,40 ✠Lloyd'sRMC~~5,41~~ 1,42	Gls ✠LMC CS4,41	*z*	CL 8,39	1925 1mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP* C	DonaldsonLine,Ld. (DonaldsonBros.& BlackLd.*Mgrs.*) *ellDB*308'946*t FP*	385·6 398·3(O.L.) B73' FK 783*tAPT*45*t* (	51·6	28·6	Glasgow British 6*BHptCem* *Coll to Shdk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.30"-45" 699NHP 3DB*120lb* Vickers,Ld.Barrow	~~31 ″ 0~~ ~~s 3 ″ 9~~ ~~27 ″ 4$\frac{1}{4}$~~ 39 ″ 0 s10 ″ 9 28 ″ 4$\frac{1}{4}$	
28952 DORN	**Möwe** 1*Dk* *CruiserStern*	1310 855 613					1936	Nordsee- werkeEmden G.m.b.H. Emden	ArgoReederei RichardAdler& Co.	244·7 P49'B&F188' *Upper*F21'	38·4	12·4	Bremen German *WB*	C.2Cy.17$\frac{11}{16}$"&35$\frac{7}{16}$"-35$\frac{7}{16}$"& LPturbine withDR gearing & hydraulic coupling DeutscheSchiff-u 115NHP Mschb.A.G.Weser,Bmn.		G
28953 DANC	— 1*Dk*	300 221 148					1912	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	128·7 P44'F19'	22·7	10·7	Stettin German *WB*	C.2Cy.15$\frac{7}{10}$"&27$\frac{3}{5}$"-15$\frac{7}{10}$" 25NHP StettinerOderwerke		G
28954 147374 EIGY	**Moyalla** *ss*Liv.No.3-3,39 D.F. 1*Dk*(*Stl*)	642 489 245	✠100A1 ~~3,40~~ 12,41 BS~~3,40~~ 12,41	~~Liv~~ Lim ✠LMC3,39	*k*	CL ~~2,40~~ 11,41	1927 5mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	LimerickS.S.Co. Ld.(S.J.K.Roy- croft,*Mgr.*) *CellDBa&u*	190·2 200·7(O.L.) P29'B70'F65' FK&BK1$\frac{1}{4}$" E42'*f*80'165*tFPT*	30·6	10·9	Limerick British 4*BHCem* 40*tAPT*20*t*	T.3Cy.16$\frac{1}{2}$",27"&44"-30" (*s*) 185lb 147NHP 2SB,4*cf*,GS70,HS2691 CaledonSB.&E.Co.Ld.Dun	13 ″ 3 s ″ 8$\frac{1}{2}$ 12 ″ 10$\frac{1}{2}$	
28955 107454	**Moyie** Ⓟ CompSternPad *Mchy.Aft*	835 — 526					1898	JM.Bulger Nelson,B.C.	CanadianPacific RailwayCo.	161·7	30·1	5·1	Vancouver British	H.S.2Cy.16"-72" NB29 17RHP BertramIronWorks,Tto.		
28956 161562	**Moyra** *ss*St.J.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1396 1197 759	✠100A1 *withfreeboard* 8,41 ~~5,40~~ BS~~4,40~~ 4,41	~~StJ~~ Hfx ✠LMC5,39	*q*	CL 5,40	1931 5mo *Lloyd*	SwanHun- ter&Wigham Richardson, LdSunderlnd '*sA&CP*	MoiraShippingCo. Ld.(F.K.Warren, *Mgr.*) *CellDB*206'466*t*	248·0 FK *FPT*57*tAPT*39*t* (	39·5	14·9	HalifaxNS British 4*BHptCem* *Coll to Shdk* 3 „ *2nd*„)	T.3Cy.~~15$\frac{1}{2}$~~",25"&40"-33" (*s*) 180lb 15$\frac{11}{16}$" 124NHP 2SB(Spt),4*cf*,GS68,HS2238 Swan,Hunter&Wigham Richardson,Ld.Sld.	16 ″ 10 s ″ 3$\frac{1}{4}$ 16 ″ 8$\frac{3}{4}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Visites Périodiques	3 Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
28957 LNAA	**Möysalen** (exImatra-40,exSebenico)	1Dk	990 796 544					1922	Nord- deutsche UnionWerke Boizenburg		221·4 P23'Q56'B97'F30'	34·6	13·4	Stork- marknes Norwegian WB	T.3Cy.$17\frac{5}{16}$",$27\frac{9}{16}$"&$45\frac{11}{16}$"– $27\frac{9}{16}$" 108NHP A.BorsigG.m.b.H.Berlin		G
28958 28982 JIRA	**Mozi Maru** Ⓟ (exMojiMaru-38)	2Dks	3831 3397 2297					1922	Yokohama DockCo. Yokohama	NipponYusenK.K.	345·0 P33'B74'F40'	50·0	29·0	Tokyo Japanese WB	T.3Cy.23",38"&64"–48" 275NHP YokohamaDockCo.Yka.		
28959 41364 JHPJ	—	(exMojiMaru-38) OilEng. 1Dk	318 — 183					1936	Tochigi ZosenshoK.K Wakamatsu	TochikiShojiK.K.	139·9	24·0	12·5	Kobe Japanese	Oil Engines		
28960 PGBK	**Mr. Linthorst Homan** Mchy.Aft	OilEng. 1Dk CruiserStern	400 248 255	✠100A1 5,41 ✠LMC3,39	Fal	f	OG 9,39	1939 3mo Lloyd'sA&CP	Van der Werff's Scheepsb. Westerbroek	N.V.Motorschip "Mr.Linthorst Homan" (W.Schuitema) Cell	145·7 156·0(O.L.) P37'Q52'F22' FK DB92'101tFPT35t	26·4	8·6	Groningen Dutch 3BH APTs12t	Oil Engines 4S.C.SA 6Cy.$11\frac{1}{4}$"–$16\frac{9}{16}$" 74NHP MtrnWerkeMannheimAG	10 ″ 2 s3 ″ $5\frac{3}{8}$ 10 ″ $1\frac{1}{2}$	
28961	**Mr. Therm**—see No. 28683																
28962 UOBY	**Msta** (exKollgrim-33,exSkrymer)	ssOsl.No.3-5,33 1Dk(Stl)	1984 1752 1139	✠ ... 1,35 ✠	Osl	r		1921 3mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	U.S.S.R. CellD	271·7 P32'B75'F32' FK B229'460tFPT49t	41·6	19·4	Leningrad Russian 4BHCem APT75t	T.3Cy.20",33"&54"–39" 221NHP 2SB,6cf,GS105,HS3719 J.G.Kincaid&Co.Ld.Grk.	21 ″ 6	
28963 DHRE	**Muansa** D.F.	2Dks	5472 4916 3387					1911	Bremer Vulkan Vegesack	DeutscheOst- AfrikaLinie	419·8 P&B334'F58'	54·5	28·2	Hamburg German WB	Q.4.Cy27"$34\frac{5}{8}$"$50\frac{3}{8}$"&$72\frac{7}{8}$"– $53\frac{1}{8}$" 387NHP BremerVulkan,Vegesack		G
28964 UNJP	**Mudyug** Ⓟ	TwinSc CruiserStern 2Dks	810 645 316					1930	StatesS.B. Yard"Marti" Leningrad	U.S.S.R.	174·3 B55'F24'	30·3	14·8	Archangel Russian WB	T6Cy.$8\frac{11}{16}$",$13\frac{3}{4}$"&$22\frac{7}{16}$"–$15\frac{3}{4}$" 42NHP StatesS.B.Yard"Marti"		
28965 LJEU	**Mui Hock** D.F.	Cruiser Stern 1Dk	2144 1794 1305					1936	Nylands Verksted Oslo	A/S ArneSveen's Rederi(Arne Sveen,Mgr.)	283·6 P28'B165'F25'	44·2	18·8	Oslo Norwegian WB	C.4Cy.(2)$13\frac{3}{4}$"&(2)$31\frac{1}{2}$"– $31\frac{1}{2}$" 92NHP NylandsVerksted,Oslo		N
28966 OZGE	**Muinam** Ⓟ D.F.	TwinSc3Mst OilEng ssH.Kg.No.2-39 1Dk&Shade dk	3113 2290 1739	✠[illegible] 3,41 ~~✠LMC CS11,39~~ ~~DBS11,39~~ ~~7,39~~	Msl	v $2\frac{1}{8}$	CL 10,39	1931 6mo Lloyd'sA&CP	Nakskov Skibs.A/S Nakskov	A/S DetÖstasia- tiskeKompagni	330·2 B101'F64' on Shade dk FK CollBH CellDB282'685t	48·9	19·2	Copnhagn Danish 7BHptCem to Shade dk DTf21'534t	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" DB100lb 449NHP Akt.Burmeistr&Wain,Cpn FPT50tAPT84t	21 ″ 6 ~~s 8 ″ $6\frac{3}{4}$~~ ~~18 ″ $8\frac{1}{2}$~~	
28967 43725 JTUL	**Muko Maru**	CruiserStern	4862 — 2908					1937	OsakaIron Works,Ld. Osaka	TaiheiKisenK.K. (YamashitaKisen K.K.Mgrs.)	369·8	54·1	29·2	Kobe Japanese	T.3Cy.27",45"&74"–48" E&Bmade22refitted37 378NHP PortsmouthNavalDock- yard		C
28968 146298 GFTM	**Mulbera** Ⓟ Ref.Mchy. D.F.	TwinSc 2Dks(Stl-Uteaks) CruiserStern Fitted for oil fuel	9100 7289 5521	✠ 12,25 ✠ Lloyd'sRMC~~L,A3,41~~12,41	Mdb	d†		1922 6mo	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. CellDB400'1447t	466·3 P50'B175'F44' FK Tanks'tweentunnels96'243tFPT92t	60·1	33·3	Glasgow British 9BHptCem APT104t	6 Steam Turbines DR geared to2 Sc. Shafts 1068NHP 5SB,20cf,GS375,HS15712 A.Stephen&Sons,Ld.Gls.	36 ″ 0	
28969 137236 VJNK	**Mulcra**	OilEng. ssAdl.No.3-11,37 CruiserStern 1Dk(Stl)	1168 791 604	✠100A1 4,41 ✠LMC CS11,37 10,39	Adl	n	CL ~~9,38~~ 12,41	1925 9mo Lloyd'sA&CP	Svendborg Skbs.&Msk. Svendborg	TheAdelaide SteamshipCo.Ld. CellD	215·7 P27'Q56'B58'F26' FK B180'247tFPT38t	34·2	13·6	P.Adelaide British 4BHptCem APT56t	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 224NHP Akt.Burmeistr&Wain,Cpn	15 ″ 6 s ″ $9\frac{1}{4}$ 14 ″ $10\frac{3}{4}$	
28970 DJVL	**Mülheim Ruhr** D.F. E.S.D.	OilEng. 1Dk Cruiser Stern	5350 4459 2604					1937	Flensburgr Schiffsb.Ges. Flensburg	"Brenntag" Brennstoff- Chemikalien-u, TransportA.G.	415·5 P25'B&F376' UpperF33'	60·2	21·3	Hamburg German WB	2 Oil Engines 2S.C.SA 16Cy$20\frac{1}{16}$"–$27\frac{9}{16}$"SRgeared to 1 screw shaft 1180NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
28971 159461 VPJQ	**Muliama**	ssSyd.No.1-41 OilEng. 1Dk CruiserStern	689 434 384	✠100A1 ~~5,41~~ ~~10,40~~ 10,41 5,41 ✠LMC~~8,37~~ ~~✠LMC(M)6,39~~	Syd	j	CL ~~10,40~~ 4,41	1937 8mo Lloyd'sA&CP	HongK'ng &Whampoa DockCo.Ld. HongKong	BurnsPhilp&Co. Ld. Cell	165·7 173·2(O.L.) P&B109'F31' FK DBa11f6'19tFPT	31·1	12·6	HongKong British 4BHCem 17tAPT24t	Oil Engines 2S.C.SA 7Cy.$11\frac{1}{16}$"–$19\frac{11}{16}$" 148NHP Harland&Wolff,Ld.Gls.	13 ″ 6 s ″ 2 13 ″ 5	
28972 1298 IQYM	**Multedo** (exAlbarosa,exGin, exUssa,exColn)	Iron 1Dk&Spar dk3trB	1130 1118 659					1884	Akt.Ges. "Vulcan" Stettin	IgnazioMessina& C.	230·3	30·7	19·7	Genoa Italian WB	C.2Cy.$24\frac{6}{10}$"&$49\frac{1}{5}$"–$31\frac{1}{2}$" 112NHP A.G."Vulcan,"Stettin		I
28973 128799 VLJL	**Mulubinba** Mchy.Aft	ssSyd.No.1-40 1Dk&Shelter dk CruiserStern	1262 903 479	✠100A1 withfreeboard 9,41 ~~4,41~~ BS~~7,40~~ ✠LMC~~4,37~~ 9,41 7,40	Syd	p $1\frac{3}{4}$	CL 7,40	1937 4mo Lloyd'sA&CP	Henry Robb,Ld. Leith	Newcastle&Hun- terRiverS.S.Co.Ld	223·7 231·7(O.L.) FK&BK$1\frac{1}{2}$" Sidetanks a 53tDT f14'99tFPT34tAPT26t	39·2	14·6	Newcastle N.S.W. British 5BHCem (Coll to Shdk 4 ,,2nd,,)	T.3Cy.$16\frac{1}{2}$",$28\frac{1}{2}$"&48"–33" 235lb (s) 265NHP GS134,HS4200 FD 2 WaterTube Boilers(Spt) N.E.MarineEngCoLd.Nwc	16 ″ 0 s ″ 2 16 ″ $0\frac{1}{4}$	
28974 35839 JFIC	**Munakata Maru** Ⓟ D.F.	CruiserStern 1Dk	3310 2677 1878					1930	Uraga DockCo.Ld. Uraga	NipponSeitetu K.K.	320·7 P145'F31'	46·5	25·0	Yawata Japanese WB	T.3Cy.22",37"&61"–42" 241NHP UragaDockCo.Ld.Uraga		
28975 22668 JSPB	—	Ⓟ 1Dk	980 856 569					1918	Nobuki Zosensho Osaka	KitaNipponKisen K.K.	200·0	32·0	18·0	Amagasaki Japanese	T.3Cy.$13\frac{1}{2}$",$22\frac{1}{2}$"&$37\frac{1}{2}$"–28" 75NHP TakedaInosuke,Osaka		
28976 38324 JWVH	— (exNisshoMaruNo.1-37)	OilEng. 1Dk	394 — 291					1893	Hayashi Frajiro	DemituSazo	154·5	21·0	16·2	Moji Japanese	Oil Engines		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
28977 221839 KDWH	**Munargo** Ⓟ ssN.Yk.No.2-29 E.S.D. 2Dks(Stl)&Shelter dk(Stl) D.F. GyC. Fitted for oil fuel	6337 — 3659	✠ ... 6,35 ✠	NYk	b†		1921 12mo	NewYork S.B.Corp. Camden,N.J	MunargoLineCo. (UnitedFruitCo. Mgrs.) CellDB340'1264t	413·8 P43'B162'F49' on Shelter dk FK	57·8	22·8	NewYork Utd.States ptCem CollisionBHtoSh dk 7 „ „ U „	2SteamTurbinesDRgeared to 1 Sc. Shaft 1280NHP 5SB,20cf,GS367,HS17575 NewYorkSBCor.Cmdn,NJ	34 ″ 6	R †
28978 149674 GNRX	**Muncaster Castle** TwinSc OilEng. ssLiv.No.3-12,40 ~~ssH.Kg.No.2-36~~ D.F. E.S.D. 2Dks(Stl) Longitudinal framing at bottom & at decks	5853 5328 3625	✠100A1 ~~2,40~~11,41 ✠LMC CS5,40 DBS~~2,40~~4,41 7,39 Fitted for carrying oil 5,28 F.P. above 150° F. in deeptanks	~~NYk~~ Gls	a†	CL P11,40 S2,40	1928 5mo	Cammell Laird&Co.Ld Birkenhead Lloyd'sA&CP	Lancashire ShippingCo.Ld. (J.Chambers&Co. Mgrs.)	428·0 P28'B275'F39' FK Cell DB 375'1376t way of tunnels	56·1	28·9	Liverpool British 7BH Tanks in 107tMTs37'	Oil Engines 4S.C.SA 12Cy.$28\frac{3}{4}$"–$59\frac{1}{10}$" 953NHP DB 135lb N.E.MarineEngCo.LdNwc 1224tFPT136tAPT56t	31 ″ 9 s 5 ″ 0¾ 26 ″ 11	
28979 152024 VJGW	**Mundalla** (exMundoo) OilEng. ssSyd.No.3-2,38 1Dk(Stl) CruiserStern Cargo battens not fitted	3018 2735 1757	✠100A1 3,41 ✠LMC2,38 DBS3,41 4,40	Syd	u	CL 2,40	1926 3mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	TheAdelaide SteamshipCo.Ld.	331·8 P34'B159'F34' FK CellDB286'778t FPT67t	46·6	23·1	Melbourne British 6BHptCem APT120t	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 473NHP DB100lb Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 3 ″ 4½ 22 ″ 3½	
28980 144220 GDMT	**Mundra** TwinSc ssCal.No.2-40 ssMdb.No.3-1,33 Ref.Mchy. ~~ssCal.No.1-36~~ 2Dks(Stl)	7341 6820 4576	✠100A1 7,41~~11,40~~ BS10,41 8,40 ~~BS8,40~~ ✠LMC10,36 ✠Lloyd'sRMC~~2,41~~ ~~6,41~~ 10,41	Cal	c†	CL 8,40	1920 9mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld.	450·2 P44'B149'F41' FK CellDB381'1550t FPT	58·1	32·8	Glasgow British 7BHCem 120tAPT67t	T.6Cy.21",35½"&61"–45" (s) 215lb 832NHP 4SB,16cf,GS300,HS12628 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s 7 ″ 10 27 ″ 11¾	
28981 141905 GCGG	**Muneric** ssPhl.No.3-7,33 ssMsl.No.1-38 2Dks(Stl) Cargo battens not fitted	5229 4855 3267	✠100A1 10,40 ✠LMC MS6,38 BS6,41	Hul	y	CL 3,39	1919 6mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	BrightNav.Co.Ld.	400·5 P49'B113'F39' FK CellDB347'1120t FPT115t	52·3	28·5	London British 7BHptCem APT170t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Wrkman,Clark&Co.LdBel.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
28982 21880	**Muneyoshi Maru** WoodAux 3MstSr 1Dk	326 286 234					1917	Toba Zosensho Toba	KosugiMasaji	122·6	26·0	14·4	Fushiki Japanese	C.2Cy.11"&23¼"–15" 17NHP YoritaTekkosho,Osaka		
28983 137221 VLDG	**Mungana** (exEurelia) ssSyd.No.3-2,33 ssSyd.No.2-41 1Dk(Stl)&Shelter dk(Stl)& Web frames Longitudinal framing	3351 3008 1921	✠100A1 Shelter dk withfreeboard ~~2,41~~10,41 ✠LMC BS~~5,40~~6,41 MS2,41	~~NSW~~ Mel	v	CL 1,40	1920 10mo	N.S.W. Govt.Dkyd Newcastle, N.S.W. A&CP	Australasian UnitedSteamNav. Co.Ld. CellDB277'884t	331·0 FK Coll FPT118tAPT204t	47·9	23·5	Melbourne British Cem BH to Sh dk 4 „ „ U „	T.3Cy.25",41"&68"–45" (s) 190lb HS8289 519NHP 3 Water Tube Boilers FD GovernmentDockyard, Newcastle,N.S.W.	26 ″ 1 s 2 ″ 5 23 ″ 10¾	
28984 220732 KDHU	**Munger T. Ball** (exChilsco-35, exLilmae) 2Dks&Web frames D.F. GyC. Carrying Petroleum in bulk Mchy.Aft Fitted for oil fuel Longitudinal framing	5104 4522 3126	✠ ... 3,23				1920 10mo	TerryS.B. Corp. Savannah,Ga	SabineTransportationCo.Inc.(M.T. Ball,Mgr.)	391·9 P99'B34'F44' FK	51·2	30·0	Baltimore Utd.States WB	T.3Cy.24½",41½"&72"–48" 562NHP IngersollRandCo. Phillipsburg,N.J.	30 ″ 2	R †
28985 7778 SIVA	**Munin** D.F. CruiserStern Sub.Sig 1Dk&Shelter dk2trB	*1367* *1021* *667*					1931	Finnboda VarfAkt. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg Mgr.)	263·4	37·2	13·9	Stockholm Swedish WB	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$"–$35\frac{7}{16}$" 124NHP A.Borsig,Berlin-Tegel		V
28986 LEMJ	— D.F. 1Dk	1285 1162 766					1899	Schiffsw. v. H.Koch Lübeck	A/S Inger (JacobKjödeA/S, Mgrs.)	241·0 H66tF34t	35·2	17·4	Bergen Norwegian WB	T3Cy.$16\frac{5}{8}$",$27\frac{15}{16}$"&44½"–32½" 113NHP J.F.Ahrens,Ottensen		N
28987 121218 KFNQ	**Munising** (exF.M.Osborne) D.F. Mchy.Aft Sub.Sig. 1Dk2trB	3838 — 2970					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. Mgrs.)	380·0	50·0	28·0	Wilmgton (Del.) Utd.States WB	T.3Cy.22",$35\frac{11}{64}$"&58"–40" 213NHP AmericanS.B.CoCleveland		R
28988 5655 SFOK	**Munkfors** Mchy.Aft 1Dk	*322* *251* *192*					1914	P.Larsson Thorskog	UddeholmsAktieb. (Fritiof Olsson, Mgr.)	125·7 P30'H20tF13'B26'	22·5	9·6	Uddeholm Swedish WB	C.2Cy.13"&20"–16" 13NHP ThorskogsM.V.Thorskog		V
28989 171175 MMZK	**Munlock** (exMundelta-38) ssShi.2ndNo.3-10,38 2Dks(Stl)	5240 4427 3864	✠100A1 1,41 BS1,41 ✠LMC3,38 No later survey reported	Smk	x	CL 9,38	1917 4mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	G.E.Marden (Wheelock&Co. Ld.Mgrs.)	370·3 P27'B104'F22' FK 'Tween dk bulkheads in forward & after holds dispensed with CellDB302'1050t	53·2	27·0	Shanghai British Cem 4BH to Udk 2 „ 2nd „ only	T.3Cy.24½",41½"&72"–48" 190lb (s) 471NHP 2SB,8cf,HS6564 FD NewportNewsSB&DD.Co. FPT152tAPT317t	30 ″ 0 s 6 ″ 1¾ 24 ″ 0½	
28990 157618 VLDM	**Munmorah** ssSyd.No.1-38 Mchy.Aft 1Dk Cargo battens not fitted CruiserStern	1273 920 671	✠100A1 1,42~~1,41~~ BS1,42 ~~BS1,41~~ ✠LMC12,38	Syd	o	CL 1,41	1934 10mo	H.Robb, Ld. Leith Lloyd'sA&CP	WallarahCoalCo. Ld. CellDBuE24'f139'	231·4 Q142'F37' FK&BK1½" 348tMT7'103tFPT	36·7	14·1	SydnyNSW British 5BHCem 126tAPT22t	T.3Cy.16½",27"&46"–30" 200lb (s) 163NHP 2SB,6cf,GS79,HS2900 Plenty&Son,Ld.Newbury	16 ″ 0 s 4 ″ 9 15 ″ 5½	
28991 DIDW	**Münsterland** Ⓟ TwinSc OilEng. D.F. 2Dks Sub.Sig.	6408 5592 3878					1922	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0 P&B344'F60'	58·3	26·9	Hamburg German WB	GearedOilEngines4S.C.SA 20Cy.$20\frac{7}{8}$"–$20\frac{7}{8}$" 856NHP Emade16fitted21 Mchfb.Augsburg-NürnbergA.G.Augsburg		G
28992	**Mur** OilEng. D.F. E.S.D. 1Dk CruiserStern	3290 — 1835					1939	Deutsche Sch-u-Mschb. A.G.Werk Bremen	Norddeutscher Lloyd	350·0 P29'Q321'	50·0	19·8	Bremen German WB	Oil Engines 2S.C.SA 12Cy.20½"–$27\frac{5}{16}$" 885NHP SRgeared to 1 screw shaft DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		
28993 151543 VJLN	**Murada** (exErriba) ssSyd.No.3-3,34 ssSyd.No.1-37 1Dk(Stl)&Shelter dk(Stl) &Webframes Longitudinal framing	3345 3013 1919	✠100A1 Shelter dk withfreeboard 4,41 BS4,41 ✠LMC3,38	Syd	v	CL 6,40	1921 6mo A&CP	Common-wealthGovt. Dockyard Williamstwn Victoria	Australasian UnitedSteamNav. Co.Ld. CellDB277'882t	331·0 FK Collision FPT118tAPT204t	47·9	23·6	Melbourne British Cem BH to Sh dk 4 „ „ U „	T.3Cy.25",41"&68"–45" (s) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castle-maine)Proprietary,Ld.	26 ″ 1 s 2 ″ 4¾ 23 ″ 11	

1	2–3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero l'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
28994 28083 JTVH	**Murasaki Maru** Ⓟ **TwinSc** 2*Dks*	1597 1172 833					1921	OsakaIron Works Osaka	OsakaSyosenK.K.	230·0 F42'	38·0	21·0	Osaka Japanese *WB*	T.6Cy.$14\frac{3}{4}$",$24\frac{1}{2}$"&40"–30" Osaka 176NHP TekkoshoK.K.Osaka		
28995 PGBM	**Murena** **TwinSc** *OilEng* *ss*Rot.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8252 7476 4782	✠100A1 7,41 ~~8,40~~ Examined8,~~40~~ 7,41 ✠LMC CS11,39 DBS~~11,39~~7,41 6,38 *CarryingPetr*	NYk Oco *oleum*	*c*† *in*	CL ~~PN2,39~~ ~~s11,39~~ 7,41 *bulk*	1931 12mo *Lloyd*	NV Burgerhout'sM.&S. Rotterdam *'sA&CP*	N.V.Petroleum Maats "LaCorona" *CellDBuE*69'22	450·8 467·8(O.L.) P103'B35'F43' FK 2t*DTf*32'355t*FPT*	62·0	34·1	Willemstad Dutch 14*BH* 225t*APT*41t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 714NHP 2DB*150lb* N.V.Burgerhout'sM.&S.	34 ″ 0 s6 ″ $7\frac{1}{2}$ 27 ″ $6\frac{1}{2}$	
28996 31571 JNBH	**Muro Maru** Ⓟ **TwinSc** *OilEng.* *CruiserStern*	1607 1052 749					1926	Mitsubishi S.B.&Eng.Co Ld. Kobe	OsakaSyosenK.K.	230·0 F149'	37·0	20·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 12Cy.$18\frac{1}{4}$"–27" 386NHP MitsubishiZosenKaishaLd		
28997	**Muron** Now "Eldaren," *see No.* 36283 *in Supplement* *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Butts of keel electrically welded*	476 346 176	✠100A1 2,40 ✠LMC8,38 *CarryingPetr*	Skm *oleum*	*g* *in*	*bulk*	1938 8mo *Lloyd*	NV.Schpsf v/hDeGroot &VanVliet Slikkerveer *'sA&CP*	SwedishGovernment(Kungl.Marinförvaltningen)	166·4 174·9(O.L.) Q56'F23'*Trunk*87' FK *FPT*94t*APT*19t	25·9	9·8	Stockholm Swedish 8*BHptCem*	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 94NHP DB*100lb* Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 4 s ″ 6 9 ″ $11\frac{1}{4}$	
28998 26035 JAKD	**Muroran Maru** *ss*Yka.No.3–6,30 *ss*Osa.No.2–39 2*Dks*(*Stl*)	5374 4826 3251	✠100A1 5,40 BS6,40 ✠LMC2,39	Yka	*z*	OG 2,39	1919 11mo	Mitsubishi ZosenKaisha, Ld. Nagasaki A&CP	NipponYusenK.K. *CellDB*35	400·0 P39'B121'F43' FK 0'1075t*FPT*85t*AP*	54·5	30·0	Tokyo Japanese 6*BHCem* *T*87t	T.3Cy.$26\frac{1}{2}$",$44\frac{1}{2}$"&75"–48" 200lb (*s*) 495NHP 3SB,*9cf*,GS163,HS6591 FD MitsubishiZosenKaisha,Ld	29 ″ 11 s 5 ″ $8\frac{1}{2}$ 24 ″ 7	
28999 28094 JJUH	**Muroto Maru** Ⓟ **TwinSc** *CruiserStern* 2*Dks*	1257 977 561					1922	OsakaIron Works,Ld. Innoshima	TosaSyosenK.K.	215·0 P&B150'F40'	37·0	20·0	Osaka Japanese *WB*	T.6Cy.$14\frac{1}{8}$",$23\frac{5}{8}$"&39"–30" 146NHP OsakaIronWorks,Ld.		
29000 162295 MKMY	**Murrayfield** (*ex*Yolande–35,*ex* Ferdiborg–34,*ex*Ruth) *ss*Osl.No.3–3,21 *ss*Got.No.2–29 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	576 405 292	✠ 4,34 ✠ ✠NE&B12,05*fitted*08	Got	*h*		1908 3mo	W.Walker Maryport	BorderShipping Co.Ld.	160·5 Q92'B9'F28' FK *DBf*88'120t*FPT*	28·1	11·0	Aberdeen British 3*BHCem* 40t*APT*4t	T.3Cy.$13\frac{1}{2}$",$21\frac{1}{2}$"&$34\frac{1}{2}$"–27" 78RHP 1SB,*3pf*,GS50,HS1414 Hutson&SonsLd.Glasgow	13 ″ 1	C †
29001 PUBR	**Murtinho** Ⓟ **TwinSc** *Mchy.Aft* 1*Dk*	*1106* *809* *511*					1907	Mackay Bros. Alloa	LloydBrasileiro	235·1 Q79'B62'F39'	36·1	11·3	R.Janeiro Brazilian *WB*	T.6Cy.11",18"&30"–18" 76NHP Aitchison,Blair&Co.Gls.		
29002 HPCF	**Musa** Ⓟ *Ref.Mchy.* 4*Dks* E.S.D. *Fitted for oil fuel*	5663 5016 2976					1930	Workman, Clark(1928) Ld. Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	416·4 P39'B123'F36'	56·3	30·9	Panama Pnamanian *WB*	1SteamTurbine connected to ElectricMotor&Sc.Shaft BritishThomson-Houston Co.Ld.Rugby		C
29003 41270 JIFK	**Musasino Maru** *OilEng.* *Mchy.Aft*	311 — 187					1935	Namura,G. Shipbldg.Yd. Osaka	City of Tokyo	135·9	27·0	12·0	Tokyo Japanese	Oil Engines 4S.C.SA 6Cy.13"–$20\frac{7}{8}$" 99NHP KobeSteelWorksLd.Kobe		
29004 212984 WBCR	**Muskogee** (*ex*Triton) 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk*	7034 6647 4435					1913	F.Schichau Danzig	~~FarrSpinning& OperatingCo.Inc.~~ MuskogeeS.S. Corp.	451·0 P104'B31'F36'	58·0	31·3	Wilmgton (Del.) Utd. States *WB*	T.3Cy.$25\frac{9}{16}$",$43\frac{5}{16}$"&$70\frac{7}{8}$"–$47\frac{1}{4}$" 344NHP 3SB P.Schichau,Elbing		R
29005 217072 KJSA	**Mustang** (*ex*CentralAmerican) *ss*Gal.No.2–27 *Mchy.Aft* 1*Dk*(*Stl*) *Fitted for oil fuel*	357 303 169	✠ ... 9,36 ✠	Gal	*f*		1918 10mo	Texas S.S.Co. Bath,Me.	HumbleOil& RefiningCo. *DTf*18'	124·6 BK6 58t*FPT*18t*APT*17t	30·0	12·3	Houston, Texas Utd. States 4*BHCem*	C.2Cy.16"&34"–24" 114NHP 1SB,*3cf*,HS2055 StatenIslandS.B.Co.N.Y.	13 ″ 2	
29006 24117	**Mutuura Maru** **WoodAux** **3MstSr** *OilEng* 1*Dk*	467 375 233					1918	KanaiSaji Kanazawa	KanaiSaji	138·1	28·7	15·9	Aomori Japanese	Oil Engines 2S.C.SA 2Cy.$16\frac{1}{2}$"–18" 96NHP TsukishimaHatsudoki, Tokyo		
29007 LKKD	**Myken** D.F. *Mchy.Aft* *OilEng.* *Electrically welded* 1*Dk* *CarryingPetroleum in bulk* *CruiserStern*	788 639 394					1940	Kaldnes Mek.Verks. Tönsberg	SkibsA/S "Myken" (Simonsen& Astrup)	199·0 P52'	32·1	14·6	Oslo Norwegian	Oil Engines 2S.C.SA 5Cy.$13\frac{19}{32}$"–$22\frac{13}{16}$" 162NHP Nydqvist&HolmA/B. Trollhättan		N
29008 OHKC	**Myllykoski** (*ex*Willem-René–33, *ex*Tervaete,*ex*AdelineHugoStinnes3) D.F. 1*Dk*	2869 — 1658					1909	Bremer Vulkan Vegesack	A/B Mare(Th. Kramer,*Mgr.*)	336·0 325·5 P19'B77'F26'	45·0	19·8	Åbo Finnish *WB*	T3Cy$23\frac{13}{16}$",$39\frac{3}{16}$"&64"–$43\frac{5}{16}$" 270NHP BremerVulkan,Vegesack		V
29009 45867 JZCM	**Myogi Maru** D.F. 1*Dk* *CruiserStern*	4021 — 2342					1939	Mitsubishi JukogyoK.K Yokohama	NipponYusenK.K.	362·8 P31'B12'F32'	50·0	29·0	Tokyo Japanese *WB*	2 steam turbines DR geared to 1 sc. shaft 600NHP MitsubishiJukogyoK.K. Nag.		C
29010 45690 JGAM	**Myōhō Maru** D.F. 2*Dks* *CruiserStern*	4122 3500 2261					1939	Harima S.B.&Eng. Co.Ld. Harima	ToaKaiunK.K.	364·0 P32'B113'F33'	50·0	29·0	Tokyo Japanese *WB*	Steam turbine DR geared 600NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
29011 45197 JHXL	**Myoken Maru** D.F. 2*Dks* *CruiserStern*	4124 — 2262					1938	Harima S.B.&Eng. Co.Ld. Harima	ToaKaiunK.K.	360·0 P32'B113'F32'	50·0	29·0	Tokyo Japanese *WB*	1 DR geared steam turbine 600NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
29012 43740 JYRL	**Myoko Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	5081 — 2945					1937	Tama Zosen-sho K.K.Tama	ItayaSyosenK.K.	422·4	58·1	27·2	Kobe Japanese	Oil Engines 2S.C.DA 8Cy.$17\frac{11}{16}$"–$47\frac{1}{4}$" 855NHP TamaZosen-shoKK,Tama		C
29013 46264 JGZN	— D.F. 1*Dk* *CruiserStern*	4103 3500 2263					1939	Mitsubishi JukogyoK.K Yokohama	ToaKaiunK.K.	364·0 P31'B115'F32'	50·0	29·0	Tokyo Japanese *WB*	2 steam turbines DRgeared to 1 sc. shaft 600NHP MitsubishiJukogyoK.K. Nag.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade
29014 ~~HPJG~~	**Myriam** (*ex*Nikitas-Roussos-35, *ex*Myriam-34) *ss*Rou.No.3-10,32 *ss*Pir.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* Now "Oesteloide," *see No.37935 in Supplement*	7012 6366 4402	✠100A1 10,41 ~~,40~~ ✠LMC 10,41 MS12,37 ~~BS9,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 2,21 F.P. above 150° F.*	Gal	*a*†	CL ~~11,38~~ N10,41	1921 2mo	Sir J.Laing &Sons,Ld. Sunderland *CellD*	~~CiaMaritima Istmenia,Ltda.~~ LloydBrasileiro *BuE&B*55'142t*DT*	425·0 P101'B28'F41' FK *f*38'518t*APT*53t	57·0	33·1	Brazilian 15*BHptCem* (9 *to U dk* 6 „ 2*nd* „)	T.3Cy.27",45"&74"-54" (*s*) 180lb 559NHP 4SB,*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s 6 ″ 2¼ 27 ″ 1	
29015 163302 GLZY	**Myriel** 3Mst (*ex*Wieldrecht) *ss*Ams.2ndNo.3-9,37 1*Dk*(*Stl*)&*Web frames*	3560 2909 2113	✠100A1 *Trunk dk* 10,41 ~~3,40~~ BS10,41 ✠LMC9,37 ✠NB11,27 ~~BS5,40~~ *Carrying Petroleum in bulk*	~~Cza~~ Alx	*u*	OG ~~8,37~~ 8,41	1913 11mo	Rotterdam Droogd.Maat Rotterdam A&CP	EuxineShipping Co.Ld.	331·7 P73'F32' FK	47·3	22·6	London British 15*BH ptAsp* *APT*80t	T.3Cy.23",38"&62¼"-42" (*s*) 180lb 325NHP 2SB,*6cf*,GS126,HS4612 FD RotterdamDroogd.Maats.	24 ″ 0 s 2 ″ 11½ 21 ″ 3	
29016 162321 GPZV	**Myrmidon** Ⓟ TwinSc D.F. *OilEng.* *Longitudinal* 2*Dks* *framing at Upper and Bridge dks*	6278 — 3848					1930	Scotts' S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co.*Mgs.*)	432·5 P43'B260'F50'	56·3	26·3	Liverpool British *WB*	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 685NHP Scotts' S.B.&E.Co.Ld.Grk.		BT till 9,41
29017 228960 KJSB	**Myron C. Taylor** *Mchy.Aft* GyC. 1*Dk*	7945 — 6337					1929	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghS.S.Co.	580·0	60·8	28·0	D'luth,Min Utd.States *WB*	T.3Cy.24½",41"&65"-42" 610NHP Gt.LakesEng.Works,Det.		R
29018 148885 GLQB	**Myrtlebank** TwinSc *OilEng.* *ss*Ant.No.3-6,38 1*Dk*(*Stl*)& *Shelter dk*(*Stl*-ws) *Tonnage opening closed '42(W.E.)*	5150 4764 3111	✠100A1 *with freeboard* 12,41 ~~5,41~~ ✠LMC(M)12,40 DBS5,41 ✠LMC6,38 *Carrying vegetable oil in deep tank*	~~Lon~~ Sws	*a*†	CL 5,41	1925 12mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP	BankLine,Ld. (A.Weir&Co.*Mgs*) *CellDB*357'1121t *Tanks between*	420·2 FK *tunnels* 115'251t D	53·9	26·5	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „) *Tf*32' 1067t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls. *FPT*106t*APT*132t	~~29 ″ 2~~ ~~s 3 ″ 7¾~~ ~~25 ″ 8~~ 37 ″ 2 s10 ″ 11 26 ″ 8	
29019 LDGX	**Mytelus** *ss*Got.No.3-4,37 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	5693 5276 3421	✠100A1 8,39 BS7,39 ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,16 F.P. above 150° F.*	Fal	*z*	CL 8,36	1916 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	*CellDBuE&B*78'	412·0 P109'B26'F46' FK	53·5	31·3	British 16*BHCem* (12 *to Udk* 4 „2*nd*„) 245t*DTf*32'	T.3Cy.27",45"&74"-48" (*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7557 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. 315t*FPT*80t*APT*135t	31 ″ 0 s 6 ″ 7 24 ″ 7¾	
29020 165696 MMQQ	**Mytongate** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	410 264 215	✠100A1 ~~6,41~~ ~~3,41~~ 4,42 ✠LMC2,38	~~Bwg~~ ~~Bel~~ Goo	*f*	OG 3,41	1938 2mo	Clelands (Successrs)Ld. Willington Quay onTyne *Lloyd's*A&CP	HullGates ShippingCo.Ld. *CellDB*100'131t	155·5 161·0(O.L.) P27'Q67'*After*B on Q11'F21' FK *FPT*32t*APT*18t	26·2	7·9	Hull British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	10 ″ 0 s 3 ″ 6¾ 9 ″ 10¼	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade.
29021 156510 CGSN	**N. B. McLean** Ⓟ TwinSc (*Icebreaker*) GyC. 2*Dks*(*Stl*)3rd*Dk*(*Stl*) D.F. *clear of Machinery space* *Fitted for oil fuel* *CruiserStern*	3254 2907 1171	✠ ... 12,33 ✠	Qbc			1930 8mo	Halifax Shipyards,Ld Halifax,N.S.	Canadian Government (Dept.ofTransport) *CellDB*164'476*t* *DT's a*29'299*tDTf*19'96*tFPT*78*tAPT*200*t*	260·0 F68'	60·3	28·7 FK	Ottawa British 7*BHCem* 1 ,,*to2nd dk*	T.6Cy.27½",43"&70"–42" 1033NHP 6SB,*18cf*,GS414,HS16440 CollingwoodShipyards,Ld. Collingwood,Ont.	31 ″ 0	
29022 205250 KGNY	**N. F. Leopold** (*ex*W.R.Woodford) D.F. GyC. *Mchy Aft* 1*Dk*	6929 — 5245					1908	WestBay CityS.B.Co. BayCityMch.	InlandSteelCo. (Hutchinson&Co. *Mgrs.*)	532·0	56·0	27·3 *WB*	Cleveland, Ohio Utd. States	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.DetroitMch.		R
29023 OUJI	**N. J. Ohlsen** 1*Dk*	819 641 474					1924	H.C.Chris- tensensStaal- skibs.Værft Marstal	A/S H.C.Christen- sensDamp.&Seil- skibsrederi(Alfr. Petersen,*Mgr.*)	205·2 P21'Q50'B54'F24'	32·7	12·4 *WB*	Marstal Danish	T.3Cy.15",24"&40"–27" 83NHP HelsingörsJernsk.&Mskb.		V
29024 LCUO	**N. T. Nielsen-Alonso** TwinSc (*ex*Polcevera,*ex*Custodian) 4Mst D.F. *ss*Sfj.3rdNo.3–10,37 3*Dks*(*Stl*)*deep framing*&*Web frames*	9348 7284 5553	✠100A1 9,41 ~~9,40~~ Examined 9,41 LMC10,37 Pr.BS8,39 BS~~4,40~~6,41 *Carrying Whale oil in bulk or oil fuel in bulk* *F.P.above150°F. except in Nos. 10&11 tanks* *Fitted for oil fuel 7,30 F.P. above 150° F.*	~~NYk~~ Bal	*d*†	CL P7,39 S8,41	1900 2mo	C.Connell &Co. Glasgow *Lloyd*'*sA&CP*	Hvalfangerselsk PolarisA/S(Mel- som&Melsom, *Mgrs.*) *CellDBa*159'*uE&B*59'*f*209'1610*tFPT*145*tAPT*55*t*	481·7	57·2	31·9 39·4 FK	Larvik Norwegian 16*BHCem* 8 ,, *to 3rd dk*	T.3Cy.21",35"&58"–48" (*s*) 180lb NSB(*s*)7,28 690NHP 21Pr.B–*60lb* 6Pr.B–*43lb* 2D&2SB *18cf*GS378HS13137 Dunsmuir&Jackson,Gls.	42 ″ 4 s 11 ″ 2½ 31 ″ 5	
29025 PGCG	**Naaldwijk** *ss*Rot.No.3–5,33 *ss*Rot.No.1–37 Sub.Sig 1*Dk*(*Stl*) *Cargo battens not fitted*	2041 1764 1158	✠100A1 4,40 ✠LMC MS5,37 BS4,40 (SEE FOOTNOTE*)	Sch	*r*	OG 4,39	1921 4mo	NVSchpsw Baanhoek Sliedrecht *Lloyd*'*sA&CP*	N.V.StoomMaats. "Wijklijn" (Erhardt&Dek- kers,*Mgrs.*) *CellDB*225'477*tFPT*60*tAPT*90*t*	267·1 P30'B64'F30'	42·1	18·4 FK	Rottrdam Dutch 4*BHAsp*	T.3Cy.19$\frac{11}{16}$",32¼"&52"–36$\frac{3}{16}$" 180*lb* *100lb* (*s*) 207NHP 2SB,*6cf*,GS100,HS3588 Penn&Bauduin,Dordrecht	20 ″ 6 s 2 ″ 7 18 ″ 0¾	
29026 589 SVQR	**Nadin** (*ex*Nadine–34,*ex*Dragon–33, *ex*Eastwood) *ss*Pir.2ndNo.3–9,30 *ss*Pir.No.1–35 1*Dk*(*pt Irn&ptStl*)2*tr B&* *deep framing*	*3582* *3378* *2335*	✠ —— 11,39 ✠	Ams	*v*		1904 10mo	W.Gray& Co.Ld. W Hartlepool	Soc.Commerciale etd'Arméement S.A. *CellDBa*111'*uE&B*40'*f*146'952*t DTf*21'666*tAPT*30*t*	340·0 P25'B113'F32'	48·0	24·8 FK	Piræus Greek 7*BHCem*	T.3Cy.24½",40"&65"–42" 296NHP 2SB,*6cf*,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27 ″ 4	I †
29027 217130 WPOU	**Naeco** (*ex*CharlesM.Everest-33) *ss*Phl.No.3–12,33 *ss*Mob.No.1–38 *Mchy.Aft* 3*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	5373 4911 3238	✠100A1 ~~7,40~~ 7,41 BS7,41 ~~BS7,40~~ ✠LMC8,38 *Carrying Petroleum in bulk* *Fitted for oil fuel12,18 F.P. above 150° F.*	~~Gal~~ Mob	*z*	CL 12,39	1918 12mo	Bethlehem S.B.Corp.Ld. WlmngtnDel A&CP	Chas.Kurz&Co. Inc.(Pennsylvania ShippingCo.*Mgrs*) *CellDBuE&B*67'*in Bunkers*13' 245*tDTf*32'336*tFPT*106*tAPT*105*t*	411·6 428·0(O.L.) P114'B29'F41'	53·4	31·2 FK	Wilmgton (Del.) Utd. States 18*BHptCem* (14 *to U dk* 4 ,,*2nd*,,)	T.3Cy.27½",45"&74"–48"(*s*) 180lb 528NHP 2SB,*8cf*,GS360,HS7788 FD BethlehemS.B.Corp.Ld.	31 ″ 0 s 5 ″ 8¼ 25 ″ 6½	
29028 KZAM	**Naga** TwinSc *OilEng.* *Mchy Aft* 1*Dk*(*Stl*) *CruiserStern*	624 — 297	✠ ... 8,33 ✠	Man			1929 3mo	HongK'ng &Whampoa DockCo.Ld. HongKong	ManilaRailroadCo. *CellDBuE*18'30*tDTf*9'64*t FPT*11*tAPT*24*t*	155·4 P44'F24'	35·1	12·5 FK	Manila Utd. States 3*BHAsp*	Oil Engines 4S.C.SA 12Cy.9⅞"–15¾" 113NHP MotorenWerke,Mannheim	13 ″ 6	
29029 19305 JCID	**Nagano Maru** 2*Dks*	3824 3468 2308	✠ ... 9,21 ✠				1917 5mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	345·0 P33'B74'F40'	50·0	29·0 FK	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 342NHP MitsuBishiD.&E.WksNag	29 ″ 1	C †
29030 135708 GQVC	**Nagara** TwinSc *ss*Liv.No.3–8,31 *ss*Liv.No.1–35 2*Dks*(*Stl*)&*Awng dk*(*Stl*-ws) *Ref.Mchy.* D.F. *CruiserStern*	8791 5796 5372	✠100A1 *Awng dk* *withfreeboard* 7,41 ~~11,40~~ Examined 2,41 ~~BS11,40~~ ✠LMC9,35 ✠Lloyd'sRMC~~6,41~~11,41	~~Npt~~ Liv BS11,41	*c*†	CL 11,40	1919 6mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd*'*sA&CP*	RoyalMailLines, Ld. *CollisionBH to Awng dk* *CellDB*372'919*tFPT*86*tAPT*139*t*	430·0 B211' *on Awng dk* F44' *on Awng dk*	61·3	27·8 FK	S'thamptn British *Cem* 6*BH to U dk*	Q8Cy24⅝",33½",47"&68"–48" 215lb (*s*) 1094NHP 5SB(Spt),*20cf*,GS415, FD HS16770 Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 ″ 5 s 8 ″ 3½ 30 ″ 4¼	
29031 7514 SEIN	— TwinSc *OilEng.* D.F. *ss*Got.No.3–11,40 ~~*ss*Got.No.2–38~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in forward holds*	*6525* *5567* *3980*	✠100A1 *withfreeboard* ~~4,41 11,40~~ 4,42 4,41 ✠LMC CS~~8,37~~ DBS~~5,40~~4,42 1,40 *Carrying vegetable oil in No.5 double bottom* *tank and in tanks in way of tunnels*	Got	*c*†	CL 11,40	1929 4mo	AB.Göta- verken Gothenburg *Lloyd*'*sA&CP*	Aktieb.Svenska OstasiatiskaKomp. ~~(G.Borin,*Mgr.*)~~ (K.Nilsson,*Mgr.*) *CellDB*369'1335*t tanks in way of tunnels*689*tAPT*59*t*	437·0 455·8(O.L.)	57·0	28·5 FK	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 *to 2nd* ,,)	Oil Engines 4S.C.SA. 12Cy.24$\frac{13}{16}$"–66$\frac{15}{16}$" 700NHP DB*85lb* A.B.Götaverken,Got.	31 ″ 6 s 4 ″ 2½ 27 ″ 5½	
29032 39666 JBNH	**Nagara Maru** Ⓟ *ss*Kob.No.1–38 *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	7149 6369 4247	✠100A1 8,39 ✠LMC CS8,39 DBS8,39 8,39 ✠Lloyd'sRMC12,39 *Carrying cargo oil F.P. above 150°F. in deep tanks*	Kob	*c*†	CL 6,38	1934 8mo	Yokohama DockCo.Ld. Yokohama *Lloyd*'*sA&CP*	NipponYusenK.K. *CellDB*354'1615*tDTs a*42' 1341*t Wing tanks in way of tunnel* 94*t FPT*72*tAPT*68*t*	449·6 P23'B173'F41'	62·3	34·4 FK	Tokyo Japanese 8*BH*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1851NHP DB*100lb* YokohamaDockCoLd.Yka	34 ″ 5	
29033 46820 JZVN	— *OilEng.*	856 — 460					1940	Urabe TekkosyoKK Osaka	SankyoKaiunK.K.	185·0	31·0	17·3	Osaka Japanese	OilEngines		
29034 20587 JEQB	**Nagaragawa Maru** Ⓟ 1*Dk*	990 834 589					1917	Nagata Sanjuro Osaka	KusakabeKisen K.K.	190·0	32·0	18·5	Amagasaki Japanese	T.3Cy.14⅜",22$\frac{11}{16}$"&36⅝"–21½" 62NHP		
29035 29052 JAXA	**Nagasaki Maru** Ⓟ TwinSc *ss*Kob.No.3–11,34 *ss*Kob.No.1–39 D.F. 2*Dks*(*Stl–pt ws*)&*Awng* *dk*(*Stl*–teaks)	5268 4220 2208	✠ ... 1,40 ✠	Kob	*z*		1922 9mo	W.Denny &Bros.Ld. Dumbarton	ToaKaiunK.K. *CellDB*302'286*tFPT*23*tAPT*45*t*	395·0 F56' *on Awng dk* *Collision*	54·2	29·0 FK	Tokyo Japanese *Cem* *BH to Aw dk* 7 *U* ,,	4SteamTurbinesSRgeared to2 Sc. Shafts 1852NHP 10SB,*30cf*,GS680,HS23600 W.Denny&Bros.Ld.	32 ″ 0	
29036 42697 JJLK	**Nagata Maru** *CruiserStern* 1*Dk*	2969 — 1698					1936	Mitsubishi JukogyoK.K Yokohama	NipponYusenK.K.	305·4 P24'B80'F29'	45·3	26·2	Tokyo Japanese *WB*	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$" –43$\frac{5}{16}$" 214NHP MitsubishiJukogyoK.K.		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29037 40020 JFGJ	**Nagata Maru** *OilEng.* 1*Dk*	479 — 340					1934	KasadoDk. K.K. Suitake-minami	KobeSanbashiK.K.	161·5	28·5	13·0	Kobe Japanese	Oil Engines		
29038 18224 JFBI	**Nagata Maru No. 28** 1*Dk* *Carrying oil in bulk*	670 596 310					1915	Nagata Sanjuro Osaka	NipponSekiyuK.K.	182·0	29·5	15·3	Nishino-miya Japanese	T.3Cy.12″,19½″,&32$\frac{5}{8}$″-22″ 50NHP NagataSanjuro,Osaka		
29039 22878 JEYD	**Nagato Maru** *ss*Yka.No.3-7,30 *ss*Yka.No.2-38 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5901 5586 4325	✠100A1 *Awng dk withfreeboard* 7,40	Yka	*y*	OG 7,40	1918 7mo	Kawasaki Dkyd.Co.Ld Kobe Lloyd'*sA&CP*	NipponYusenK.K.	385·0 FK *Collision* *CellDB*334′ 1118*tFPT*126*tAPT*98*t*	51·0	36·0	Tokyo Japanese *Cem* *BH to Aw dk* 5 ,, ,, *U* ,,	T.3Cy 26″,43½″&72″-48″ (*s*) 200lb FD 444NHP 2SB(Spt)*6cf*,GS126,HS5809 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
29040 144267 GFSK	**Nagina** *ss*Cal.No.3-5,33 *ss*Cal.No.1-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* *Tonnage opening closed* '41 (*W.E.*)	6551 6161 4090	BS7,40 ✠LMC8,38 ✠100A1 *Shelter dk withfreeboard* ~~12,40 1,40~~ 8,41 BS~~12,40~~ 12,41 ~~BS1,40~~ ✠LMC10,36 *Carrying oil fuel F. P. above 150° F in DB & DT*	Cal	*b*†	CL 1,40	1921 4mo	W.Gray& Co.(1918)Ld. Sunderland Lloyd'*sA&CP*	BritishIndiaStm. Nav.Co.Ld.	433·0 451·0(O.L.) FK *Collision* *CellDB*385′ 1443*tDTa*27′778*t*	57·4	30·2	Glasgow British *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,,	2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb (*s*) 769NHP 4SB,*12cf*,GS247,HS10000FD Cen.Mar.Eng.Wrks.W Hpl	~~32 ″ 10~~ ~~s4 ″ 7¾~~ ~~28 ″ 6~~ 41 ″ 0 s11 ″ 9¾ 29 ″ 6	
29041 36560 JJWC	**Nagisan Maru** *OilEng.* *Mchy.Aft* 1*Dk*	4391 3672 2602					1931	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	361·5 P76′B20′F28′	50·0	29·0	Kobe Japanese *WB*	OilEngines4S.C.SA 8Cy.21$\frac{5}{8}$″-39$\frac{3}{8}$″ 361NHP MitsuiBussanKaishaLd.		C
29042 37699 JJDE	**Nagoya Maru** Ⓟ 2*Dks*(*Stl*)	6072 5281 3745	… 9,37 ✠	Yka	*a*†		1932 8mo	Mitsubishi ZosenKaisha Ld. Nagasaki	NanyoKaiunK.K.	406·8 P31′B138′F40′ FK *CellDB*348′ 1203*t Tank in ER*36*t FPT*94*t*	55·5	32·5	Tokyo Japanese 7*BHCem* *APT*133*t*	T.3Cy.25½″,41½″&69″-51″& L.P.Turbine with DR gearing & hydraulic coupling 691NHP 3SB(Spt),*9cf*,HS8934 MitsubishiZosenKaisha Ld.Nag.	32 ″ 6	C †
29043 144054 GDBW	**Nagpore** D.F. 2*Dks*(*Stl*)	5283 4793 3226	✠ 11,22 ✠	Bom	*y*		1920 6mo	Earle'sCo. Ld. Hull	P.&O.Stm.Nav.Co.	400·4 P49′B113′F39′ FK *CellDB*340′1023*t FPT*	52·2	28·5	Hull British 7*BHCem* 132*tAPT*69*t*	T.3Cy.27″,44″&73″-48″ 517NHP 3SB,*9cf*,GS190,HS7668 Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0	
29044 OHYY	**Nagu** (*ex*Bradesk-36) 1*Dk*	3393 3080 2023					1927	Napier& Miller,Ld. Glasgow	J.W.Paulin	352·2 339·4 P35′B104′F34′	47·9	22·9	Wiborg Finnish *WB*	T.3Cy.21½″,37″&62″-39″ 240NHP D.Rowan&Co.Ld.Glasgow		C
29045 1248 CBNA	**Naguilan** (*ex*JongeMariá, *ex*Delfia, *ex*LaSambre) *ss*Rot.No.2-27 1*Dk*&*Shelter dk* *Fitted for oil fuel*	2461 — 1675	✠ … 8,31 ✠				1920 11mo	H.&C. Grayson,Ld. Garston, Liverpool	Haverbeck& Skalweit	264·8 FK	41·3	18·8	Valdivia Chilian *WB*	T.3Cy.21″,34″&56″-36″ 252NHP McKie&Baxter,Ld.Gls.	28 ″ 10	G †
29046 157928 ZSQM	**Nahoon** *ss*P.Nl.No 1-40 *Mchy.Aft* 1*Dk*	788 529 363	✠100A1 ~~8,41~~ 12,41 BS12,41 ✠LMC5,40	PNl	*k*	CL ~~N10,38~~ 12,41	1936 1mo	Scott& Sons Bowling Lloyd'*sA&CP*	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*)	190·0 195·5(O.L.) Q106′B13′F34 FK *Cell DB* 112′ 191*t FPT*	30·9	11·6	Durban British 3*BHCem* 63*t APT*46*t*	T.3Cy.15″,25½″&41″-30″ (*s*) 200lb *100lb* 127NHP 1SB,*3cf*,GS63,HS2224 Aitchison,BlairLd. Clydebank	13 ″ 9 s4 ″ 3½ 13 ″ 6¼	
29047 162113 GYYM	**Nailsea Court** 1*Dk*&*Shelter dk* *Fitted for oil fuel* D.F. *Cruiser Stern*	4946 4461 2914					1936	Bartram& Sons,Ld. Sunderland	BanthamS.S.CoLd. (E.R.Management Co.Ld.*Mgrs.*)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C.4Cy.(2)10$\frac{9}{16}$″&(2)19$\frac{5}{8}$″-13″ SRgeared&LPTurbine DRgeared to Sc.Shaft 255NHP White's Mar EngCoLdNwc		C
29048 162126 GDGQ	**Nailsea Manor** 1*Dk*&*Shelter dk* D.F. *Fitted for oil fuel* *Cruiser Stern*	4926 4415 2946					1937	Bartram& Sons,Ld. Sunderland	NailseaS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C.4Cy(2)10$\frac{5}{16}$″&(2)21″-13″ SR geared & LP turbine DR geared to screw shaft 242NHP White'sMarEngCo.LdNwc		C
29049 162118 GZKW	**Nailsea Meadow** 1*Dk*&*Shelter dk* D.F. *Fitted for oil fuel* *Cruiser Stern*	4962 4461 2943					1937	Bartram& Sons,Ld. Sunderland	BanthamS.S.CoLd. (E.R.Management Co.Ld.)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C.4Cy.(2)10$\frac{3}{8}$″&(2)20″-13″ SR geared&LP turbine DR geared toSc.Shaft 255NHP White'sMarEngCoLdNwc		C
29050 162123 GCCB	**Nailsea Moor** 1*Dk*&*Shelter dk* D.F. *Fitted for oil fuel* *Cruiser Stern*	4926 4419 2948					1937	Bartram& Sons,Ld. Sunderland	NailseaS.S.Co.Ld. (E.R. Management Co.Ld.*Mgrs.*)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C4Cy(2)10$\frac{5}{16}$″&(2)20¾″-13″ SR geared & LP turbine DR geared to Sc. Shaft 255NHP White'sMarEngCoLdNwc		C
29051 132476 VJGY	**Nairana** Ⓟ TwinSc *ss*Mel.2ndNo.3-9,41 ~~*ss*Mel.No.3-9,29~~ E.S.D. ~~*ss*Mel.No.2-37~~ 2*Dks*(1*ptStl*-ws)&*Shelter dk*(*Stl*-teaks)	3042 1459 1228	✠100A1 *Shelter dk withfreeboard* 9,41 ~~4,41~~ MS~~10,36~~ 6,40 ✠LMC BS~~8,40~~ 7,41	Mel	*u*	CL PN9,39 s9,39	1917 9mo	W.Denny &Bros. Dumbarton Lloyd'*sA&CP*	Tasmanian SteamersPty,Ld.	315·8 329·8(O.L.) F60′ FK&BK2″ *CellDBa*30′48*tuEf*98′143*tFPT*38*t*	45·6	23·6	Melbourne British 5*BHptCem* *ptAsp* *APT*59*t*	4 SteamTurbinesSRgeared to 2 Screw Shafts (*s*) 200lb RS20604 1490NHP 6 Water Tube Boilers FD Denny&Co.Dumbarton	24 ″ 9 s10 ″ 3 14 ″ 11¼	
29052 148867 GLNM	**Nairnbank** TwinSc *OilEng.* *ss*Liv.No.3-12,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Tonnage opening closed* '41 (*W.E.*)	5156 4768 8117	✠100A1 *withfreeboard* ~~9,41~~ ~~10,40~~ 3,42 ~~DBS3,41~~ ✠LMC1,39 *Carrying vegetable oil in deep tank* DBS3,42	~~Syd~~ ~~Cal~~ Bkn	*a*†	CL ~~s12,38~~ ~~PN~~ ~~12,38~~ 2,42	1925 7mo	Harland& Wolff,Ld. Glasgow Lloyd'*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	420·1 FK *CellDB*357′ 1121*t Tanks between tunnels* 115′ 251*t DTf*32′ 1067*t FPT*106*tAPT*132*t*	53·9	26·5	Glasgow British 7*BHptCem* (*Coll to Shdk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″-37$\frac{13}{16}$″ 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	~~29 ″ 2~~ ~~s8 ″ 7¾~~ ~~25 ″ 8~~ 37 ″ 2 s10 ″ 11¼ 26 ″ 8	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
29053 900 ESDA	**Naissaar** (*ex*FordCastle–33) *ss*Tln.2ndNo.3–7,37 *Well deck* 1*Dk*(*Stl*)	1893 1600 1080	✠100A1 11,38 BS5,40 ✠LMC7,37 No later survey reported	Cff	*q*	CL 11,38	1911 12mo *Lloyd*	J.Crown&Sons,Ld. Sunderland *'sA&CP*	A/S Merilaid&Co. *Cell DBa&uE* 102'*f*104'383*tFPT*105*t* *APT*100*t*	268·0 277·5(O.L.) P24'Q82'B51'F31' FK	37·9	17·6	Tallinn Estonian 4*BHCem*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 199NHP 2SB,4*pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s 1 ″ 11 18 ″ 0	
29054 DOSA	**Najade** Ⓟ **TwinSc** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1246 954 653					1936	Neptunwerft Rostock G.m.b.H. Rostock	Dampfschiffahrts Ges."Neptun"	246·4 P120'F31'	34·8	14·1	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11¼"–16$\frac{9}{16}$" 146NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
29055 OFER	**Najaden** (*ex*Örkild,*ex*Boscia) 1*Dk*&*Awng dk*	1993 1782 1188					1906	Helsingörs Jernsk&Msk Elsinore	FinskaÅngf–A/B	281·7	42·1	17·9	Helsingfrs Finnish *WB*	T.3Cy.20",32"&53"–36" 192NHP HelsingörsJernsk.&Msk.		V
29056 39727 JRWJ	**Nako Maru** Ⓟ *OilEng.* *ss*Kob.No.1–39 *Ref.Mchy.* D.F. 2*Dks* *CruiserStern*	7145 6377 4271	✠100A1 6,41 ~~1,41~~ ✠LMC CS1,39 DBS~~4,40~~6,41 ~~10,39~~6,41 ✠Lloyd'sRMC~~1,41~~6,41 *Carrying cargo oil F.P. above 150°F.in deep tanks*	Kob	*c*†	CL 1,39	1934 10mo *Lloyd*	Uraga DockCo.Ld. Uraga *'sA&CP*	NipponYusenK.K. *CellDB*354'1615*t* *DTsa*42'1341*t wing tanks in way of tunnel* 94*t*	449·7 P23'B173'F41' FK	62·3	34·4	Tokyo Japanese 8*BH*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1851NHP DB*100lb* YokohamaDockCoLd.Yka *FPT*72*tAPT*68*t*	34 ″ 5	
29057 153790 VSRS	**Nam Yong** (*ex*Kapelle) 1*Dk*	1345 1160 769					1917	Gebr. Jonker Kinderdijk	HeapEng.MohS.S. Co.Ld.	240·0 P30'B60'F24'	36·2	16·7	Singapore British *WB*	T.3Cy.17½",29"&46"–36" 127NHP Alblasserdam.Msch.Fab.		VL
29058 218943 KJQX	**Namarib** (*ex*Marsodak–41) 1*Dk*2*trBin fore*&*after holds* &*Web frames* *Fitted for oil fuel*	3279 3005 2023	✠ … 6,20 ✠				1919 10mo	Submarine BoatCorp. Newark,N.J.	NamaribLd.Corp.	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd.States *WB*	DR geared steam turbine 386NHP WestinghouseElectric&Mfg.Co.Essington,Pa.	28 ″ 6	R †
29058A 157636 VLJK	**Nambucca** **WoodTwinSc** *Mchy.Aft* 1*Dk*	489 333 185					1936	E.Wright Tuncurry, N.S.W.	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	153·0	35·1	8·7	SydnyNSW British	C.4Cy.(2)12"&(2)24"–18" 48RHP E&B*made*14*refitted*36 Campbell&CalderwoodPsy		
29059 7033 SMAN	**Nämdö** (*ex*Eskil–40,*ex*Wright,*ex*Harlseywood) *ss*Lkr.2ndNo.3–6,33 *ss*Lkr No.2–41 ~~*ss*Skm No.1–38~~ 1*Dk*(*ptIrn*&*ptStl*)&*deep framing* *Cargo battens not fitted*	*2738* *2493* *1616*	✠100A1 ~~4,41~~ ~~5,40~~ 4,42 4,41 ✠LMC MS~~7,37~~ BS~~9,40~~12,41	~~Hbg~~ ~~Lkr~~ Got	*u*	CL ~~1,40~~ ~~3,41~~ 3,42	1907 12mo *Lloyd*	Ropner& Son,Ld. Stockton *'sA&CP*	RederiA/B Rex (K.M.Källström, *Mgr.*) *CellDBa*102'*uE*22'*f*134'603*t*	317·0 328·3(O.L.) P31'B94'F37' FK	46·0	20·9	Stockholm Swedish 5*BHCem* ~~*APT*44*t*~~ *APT*122*t*	T.3Cy.22½",37"&61"–42" (*s*) 160lb 247NHP 2SB,6*rf*,GS101,HS3786 Blair&Co.Ld.Stockton	23 ″ 3 s 3 ″ 7½ 19 ″ 10	
29060 31166 JMXE	**Namikiri Maru** Ⓟ 2*Dks*	589 490 367					1925	Amagasaki ZosenbuG.K. Osaka	Amagasaki KisenbuGomei Kaisha	173·0	25·0	16·5	Osaka Japanese	T.3Cy.		
29061 42591 JJCL	**Naminoue Maru** Ⓟ *OilEng.* D.F. 2*Dks* *CruiserStern*	4731 3770 2809					1936	Mitsui Bussan Kaisha,Ld. Tama	OsakaSyosenK.K.	351·1 F43'	51·5	32·0	Osaka Japanese *WB*	Oil Engines 2S.C.DA 7Cy.17$\frac{11}{16}$"–47¼" 750NHP MitsuiBussanKaisha,Ld. Tama		
29062	**Nampeg** (*ex*SoonAnn,*ex*Wilhelm) **Iron** 1*Dk*2*trB*&*Hur.dk*	*783* *520* *588*					1882	H.F.Ulrichs Vegesack	ShunOnS.S.Co.	180·3 Q52'B128'	27·0	14·3	Portuguese *WB*	C.2Cy.21"&37¼"–25½" 58NHP O.Henniges&Co.Berlin		
29063 LEMO	**Namsos** Ⓟ 1*Dk*&*Awng dk*	506 467 287					1904	Trndhjms Mek.Værks. Trondheim	IndherredsAktie-Dampskselskap	164·2 H37*t* len10	23·1	16·6	Steinkjer Norwegian *WB*	T.3Cy.15",25"&41"–26" 86NHP TrondhjemsM.V.Trondhm		
29064 46820 JGJM	**Nana Maru** Ⓟ *OilEng.* D.F. GyC. 2*Dks* *CruiserStern*	6764 — 3915					1940	Harima S.B.&Eng. Co.Ld. Harima	OsakaSyosenK.K.	438·8 P45'B118'F39'	58·6	32·8	Osaka Japanese	Oil Engines 2S.C.SA 7Cy.28⅜"–49$\frac{3}{16}$" 982NHP SulzerBros.Ld.Winterthur		
29065 FNWZ	**Nancéen** (*ex*Athen–36,*ex*Sandö) D.F. 1*Dk*&*Shelter dk*	2895 2614 1706					1929	R.Thompson&Sons,Ld. Sunderland	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgrs.*)	330·5 P99*t*H147*t*F17*t*	48·9	20·5	Dunkirk French *WB*	T.3Cy.25",40½"&66"–45" 292NHP G.Clark,Ld.Sld.		V
29066 146657 GDYR	**Nanchang** 2*Dks*	2489 2051 1488					1922	Scott'sS.B.&E.Co.Ld. Greenock	ChinaNavigation Co.Ld.	295·8 B72'F42'	44·2	19·6	London British *WB*	T.3Cy.18",29"&47"–39" 138NHP Scott'sS.B.&E.Co.Ld.Grk.		
29067 OUJJ	**Nancy** D.F. 1*Dk*	1153 929 678					1921	Schiffb.Ges Unterweser Weser-münde-L.	J.Lauritzen	231·5 P21'B56'F28'	34·6	14·1	Esbjerg Danish *WB*	C.4Cy.(2)13⅜"&(2)28¾"–28¾" NE28 108NHP Christiansen&Meyer,Ham		G
29068 136052 GWYT	**Nancy Moller** (*ex*Rowena–34,*ex*Norfolk) 1*Dk*2*trB*	3916 3537 2409					1907	J.Priestman&Co. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	343·5 P18*t*H101*t*F57*t*	49·0	24·3	Shanghai British *WB*	T.3Cy.24",40"&66"–45" 292NHP N.E.MarineEng.Co.Ld.Sld		
29069 LJQN	**Nandi** (*ex*Alba–37,*ex*Alga–37,*ex*DéputéJosselinDeRohan–36) D.F. 1*Dk*	2022 1726 1181					1920	GovernmentYard Lorient	A/SThv.Halvorsen	269·4 P19'B54'F23'	39·7	19·6	Bergen Norwegian *WB*	T.3Cy18$\frac{1}{10}$",26$\frac{9}{10}$"&49⅗"–37⅘" 149NHP Etablissements d'Indret, Indret		V
29070 173071 VSTP	**Nang Suang Nawa** (*ex*Noyo–40,*ex*Griffdu–35) 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	1479 1261 822					1920	J.F.Duthie &Co. Seattle, Wash	~~ThaiMaritime NavigationCo.Ld.~~ Ministry of War Transport	219·9 P66'B15'F20'	40·1	18·5	Singapore British *WB*	T.3Cy.19",32"&56"–36" 188NHP HendricksManufacturing Co.Seattle		C
29071 42964 JTKL	**Naniwa Maru** *CruiserStern*	4858 — 2896					1937	OsakaIron Works,Ld. Osaka	TaiheiKisenK.K. (YamashitaKisen K.K.*Mgrs.*)	369·8	54·1	29·2	Kobe Japanese	T.3Cy.24½",42½"&74"–48" E*made*22*fitted*37 379NHP WallsendSlpwy.&E.Co.Ld		C
29072 29703 JHMA	**Nanka Maru** (*ex*Visigoth) *ss*Osa.2ndNo.3–7,32 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4065 3781 2549	✠ … 10,34 ✠	Yka	*w*		1906 4mo	A.McMillan&Son,Ld. Dumbarton	Kotani Mokunosuke *CellDBa*106'*uE*20'*f*120'947*t*	360·8 P11'B112'F32' FK	50·0	16·9 24·8	Kobe Japanese 6*BHCem* *APT*32*t*	T.3Cy.23",38½"&64"–45" 314NHP 2SB,6*cf*,GS90,HS4054 Dunsmuir&Jackson,LdGls	27 ″ 4	C †

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29073 38116 JKME	**Nankai Maru** Ref.Mchy.	TwinSc OilEng ssKob.No.3-2,39 3Dks(Stl) CruiserStern	8416 7813 5105	✠100A1 withfreeboard 2,41 ✠LMC CS2,39 DBS2,41 2,40 ✠Lloyd'sRMC2,41 6,41 Carrying cargo oil F.P. above150° F.indeeptanks	Kob	d†	CL 2,41	1933 1mo	Mitsubishi ZosenKaisha Ld. Nagasaki Lloyd'sA&CP	OsakaSyosenK.K.	446·8|60·5|40·7 F40' FK CellDB373'1316tTanks in way of tunnels 1063tMTs36'1185tFPT96tAPT89t	Osaka Japanese 8BH (Coll to Wdk 7 „ 2nd „)	Oil Engines 2S.C.SA 12Cy.$28\frac{3}{8}$"–$49\frac{3}{16}$" 1678NHP DB100lb MitsubishiZosenKaisha, Ld.Nag.	40 ″ 9 s13 ″ 0¼ 28 ″ 2¼	
29074 29427 JCLE	— Ⓟ	TwinSc 1Dk	544 321 206					1923	Mitsubishi K.K. Kobe	Government of Japan(Dept.of Railways)	140·0|30·2|12·5	Tokyo Japanese	SR geared steam turbines		
29075 44626 JNBM	**Nankai Maru No. 1**	1Dk	1163 — 747					1938	Ohara ZosenTek-kosyoK K. Osaka	ToyoSangyoK.K.	216·5|34·0|18·5 P18'Q102'B54'F29'	Nagoya Japanese WB	T.3Cy.$14\frac{3}{4}$",$24\frac{3}{8}$"&$40\frac{1}{4}$"–30" 89NHP E&Bmade18refitted38 OkamotoZosenTekkosho, Osaka		
29076 47330 JNZM	**Nankai Maru No. 2**		1961 — 1080					1940	Osaka Zosen-sho Osaka	ToyoSangyoK.K.	271·7|40·0|20·3	Nagoya	Steam Engine		
29077 131857 GBKM	**Nankin** Ⓟ D.F. Ref.Mchy.	TwinSc ssH.Kg.2ndNo.3-7,32 ssH.Kg.No.2-40 3Dks(Stl-U teaks)	7131 5872 4420	✠100A1 8,41~~1,41~~ BS10,41 ~~1,41~~ 12,39 ~~BS12,39~~ ✠LMC~~12,36~~ Lloyd'sRMC~~4,41~~9,41	HKg	b†	CL SN6,40 P1,41	1912 6mo	Caird&Co. Ld. Greenock Lloyd'sA&CP	Eastern&AustralianS.S.Co.Ld.	449·7|52·0|30·6 466·0(O.L.) P84'B149'F85' FK&BK2" WB = CellDBa110'f189'832tAPT95t	Greenock British 7BHCem	Q.8Cy.19",27",$38\frac{1}{4}$"&54"–48" 215lb 215lb (s) 628NHP 2DB,12cf,GS234,HS9180 FD Caird&Co.Ld.Greenock	33 ″ 6 s6 ″ 6¾ 27 ″ 5¾	
29078 7119 SKLA	**Nanking** D.F.	TwinSc OilEng. ssLkr.No.3-9,35 1Dk(Stl)Shelterdk(Stl-ws) 2nddk(Stl)inNos.1,2,3&4holds	5931 5366 3486	✠100A1 Shelter dk withfreeboard 8,41 ~~9,40~~ DBS9,41 Examined ~~1,41~~ 3,42 ~~DBS9,39~~ ✠LMC9,35	~~Liv~~ Avn Gls	a†	CL S9,38 P8,40	1924 6mo	Aktieb. Götaverken Gothenburg Lloyd'sA&CP	A/BSvenska Ostasiatiska Kompaniet (K.Nilsson,Mgr.)	426·5|56·1|27·7 443·7(O.L.) FK CellDB371'1283tTank at sides of Tunnel31'155tFPT93tAPT75t	Gothenbrg Swedish 7BHptCem Collision BH to Sh dk	Oil Engines 4S.C SA 12Cy.$29\frac{1}{8}$"–$43\frac{5}{16}$" 988NHP DB100lb Aktieb.Götaverken,Got.	30 ″ 8 s4 ″ 0¼ 26 ″ 10½	
29079 17083 JCGD	**Nanking Maru**	ssKob.No.1-18 2Dks&Webframes Longitudinalframing	3006 2779 1856	✠ … 11,22 ✠				1914 10mo	OsakaIron Works Osaka	KitaNipponKisen K.K.	305·3|42·2|24·8 P19'B82'F32' FK	Hutyu Japanese WB	T.3Cy.22",37"&61"–42" 288NHP OsakaIronWorks,Osaka	27 ″ 3	
29080 168 JHIA	**Nanko Maru** (exWigmore, exArdgrange)	ssNag.No.3-5,30 ssKob.No.1-34 2Dks(Stl)	4714 4319 2950	✠ … 9,35 ✠	Kob	y	CL 8,34	1916 11mo	Russell& Co. Pt.Glasgow Lloyd'sA&CP	IshiharaGoshi Kaisya(Ishihara SangyoKaiun Kaisya,Ld.Mgrs.)	385·0|52·0|26·5 P34'B111'F47' FK CellDB334'1029tAPT20t	Dairen Japanese 6BHCem	T.3Cy.26",42"&70"–48" (s) 180lb 491NHP 3SB,9cf,GS147,HS7404 ClydeS.B.&E.Co.Ld.P.Gl.	29 ″ 0	
29081 28019 JFFD	**Nanman Maru** (exKumaMaru-34, exFujiMaru)	ssKob.No.3-7,32 ssInn.No.2-41~~ssKob.No.1-37~~ 2Dks(Stl)&Awngdk(Stl)	6551 6157 3990	✠100A1 Awng dk withfreeboard 7,41~~10,40~~ ✠LMC~~10,40~~ 7,41 Fitted for oil fuel 5,21 F.P. above 150° F. Adapted for carrying oil 1,29 F.P.above 150° F.in DTs forward	~~Smk~~ Inn	z	CL 8,39	1921 4mo	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K.	405·0|53·0|37·0 F33'onAwngdk FK CellDB342'1234t DTa35'808t DTsf26'622tFPT104tAPT36t	Tokyo Japanese ptCem CollBHtoAwngdk 5 „ „ U „	T.3Cy.28",$46\frac{1}{2}$"&78"–54"(s) 200lb FD 578NHP 3SB(Spt)9cf,GS190,HS7800 KawasakiDkyd.Co.Ld.	37 ″ 0 s9 ″ 3¼ 28 ″ 0	
29082 152102 GKRC	**Nanning**	2Dks	2486 2049 1486					1923	TaikooDk-yd&EngCo.of HongK'ngLd	ChinaNav.Co.Ld.	295·8|44·2|19·6 B72'F42'	London British WB	T.3Cy.18",29"&47"–39" 138NHP TaikooDkyd&ECoLdHKg		
29083	—	Pad 2Dks	569 280 348					1900	G.Fenwick &Co.Ld. HongKong	SaiHingS.S.Co.	147·0|31·0| 7·2	Canton Chinese	H.2Cy.18"&38"–72" 102NHP G.Fenwick&Co.Ld.H.Kg.		
29084	**Nanpo Maru** Ⓟ D.F.	CruiserStern 2Dks	1200					1940	TamaS.B. Co.Ld. Tama	AwanokuniKyodo KisenK.K.	219·8|33·5|18·5 P27'B72'F26'	Japanese	T.3Cy.$15\frac{3}{4}$",$26\frac{3}{4}$"&$45\frac{1}{4}$"–$31\frac{1}{2}$" 150NHP TamaS.B.Co.Ld.Tama		
29085 30141 JYAA	**Nanrei Maru** Ⓟ	2Dks	2408 1715 1632					1924	Yokohama DockCo. Yokohama	ToaKaiunK.K.	274·5|41·5|22·8 P44'B84'F32'	Tokyo Japanese	T.3Cy.22",37"&61"–42" 240NHP YokohamaDock,K.K.		
29086 32316 JIIB	**Nansin Maru** (exNanshinMaru-38, exKohkiMaru, exHemisphere, exThurlandCastle, exCorinthic)	ssKob.No.3-8,26 ssKob.No.2-33 1Dk(Stl)	4306 4404 2970	✠ … 1,39 ✠	Kob	y		1914 6mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	IshiharaSangyo KaiunKaishaLd.	385·0|52·0|27·0 P38'B126'F37' FK CellDBa132'uE26'f167'961tFPT68tAPT154t	Hutyu Japanese 6BHCem	T.3Cy.$25\frac{1}{2}$",42"&70"–48" 395NHP 3SB,9cf,GS163,HS6435 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 6	
29087 FOVT	**Nantaise** (exVaux) D.F. Well deck Mchy.Aft	ssNwc.No.3-12,32 ssRot.No.1-36 1Dk(Stl)	1798 1384 961	✠100A1 1,42~~5,40~~ ~~BS5,40~~ ✠LMC~~10,36~~ 1,42	~~Nts~~ Msl	q	CL ~~5,39~~ 12,41	1920 3mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	SociétéNavale Caennaise(G. Lamy&Cie.Mgrs.)	260·0|37·5|17·5 Q154'F30' FK CellDB215'503tMT10'224tFPT140tAPT56t	Caen French 5BHCem	T.3Cy.$20\frac{1}{2}$",33"&54"–39"(s) 180lb 201NHP 2SB,6pf,GS87,HS3160 Richardsons,Westgarth& Co.Ld.Sld.	19 ″ 8 s6 ″ 5 18 ″ 4	
29088 37941 JTWE	**Nantaku Maru** (exYoneMaruNo.8-37)	OilEng. 1Dk	330 242 118					1932	Tochigi ShojiK.K. Wakamatsu	FukaoRyutaro	130·0|23·0|12·0	Kochi Japanese	Oil Engines		
29089 130350 KJSF	**Nantasket** Ⓟ (exNewburgh)	Iron 3Dks	1033 — 741					1887	Neafie& Levy Philadelphia	Nantasket-Boston SteamboatCo.	200·0|32·0|11·0	Boston Utd.States	C.2Cy.26"&45"–36" 101NHP Neafie&Levy,Philadelphia		
29090 224501 WBFZ	**Nantucket** Ⓟ (exNobska)	2Dks	1082 — 428					1925	BathIron Works,Ld. Bath,Me.	NewEnglandS.S. Co.	202·4|36·1|13·1	N.Bedford, Mass. Utd.States	T.4Cy.16",26"&(2)30"–24" 88NHP BathIronWorks,Bath,Me.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franco-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où si ce n'est dans le L.R. Durée, Cert. B. of Trade
29091 28495 JCFD	**Nanyo Maru** Ⓟ TwinSc (*Cable Vessel*) D.F. GyC. 2*Dks*	3610 3236 1844					1923	OsakaIron Works Osaka	Govt.ofJapan (Department of Communication)	344·6	44·0	30·3	Tokyo Japanese *WB*	T.6Cy.17",28½"&48"-36" 276NHP		
29092 JLAG	**Nanzan Maru**	462 — 207					1910	…………… Kobe	Minamimanshu TetsudoK.K.	160·6	30·1	10·4	Dairen Japanese	C.		
29093 207420	**Napa Valley** Ⓟ 1*Dk* *Fitted for oil fuel*	2189 — 1289					1910	UnionIron Works S.Francisco	PugetSound Nav.Co.	231·2	45·7	15·3	S.Frncisco Utd.States	T.4Cy.25",41"&(2)48"-30" 253NHP UnitedEng.Wrks,S.Frisco		
29094 139172 GMMM	**Naphtha Shipper** (*ex*Dovrefjell-38, *ex*Lacuna, *ss*Rot.No.3-3,29 *ex*Briarleaf) *ss*Rot.No.2-37 *Mchy.Aft* 1*Dk*(*ptStl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *CarryingPetroleum in bulk* *Fitted for oil fuel*	5897 5469 3711	✠ ✠	Ant	*y*		1916 12mo	J Readhead &Sons,Ld. SouthShields	NaphthaTankers, Ld.(S.Catsell&Co. Ld.*Mgrs.*)	393·5 P107'B33'F41' *on Shelter dk* FK *CellDBu*	51·1	33·5	London British 16*BHptCem* *B30'67tDT*	T3Cy.$27\frac{7}{16}$",44"&72"-48" 437NHP 3SB,*9cf*,HS7408 J.Readhead&SonsLd.SShl *f34'369tFPT58tAPT130t*	35 ″ 3	
29095 JNBD	**Naples Maru** *ss*Nag.No.3-5,32 *ss*Kob.No.1-37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5825 5586 4225	✠100A1 *Awng dk* *with freeboard* 12,40 BS12,40 ✠LMC11,39 *Fitted for oil fuel* 2,23 *F.P. above* 150° F.	Kob	*y*	OG 12,40	1919 7mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd'sA&CP*	KokusaiKisenK.K. FK *Collision BH to Awng dk* *CellDB* 334' 1118t*FPT*126t	385·0	51·0	36·0	Kobe Japanese *ptCem* 5*BH to U dk* *APT*93t	T.3Cy.26",43½"&72"-48" (*s*) 200lb FD 437NHP 2SB(Spt)&1AuxSB,*8cf*, GS154 HS5636 KawasakiDkydCoLdKobe	36 ″ 0 9 ″ 3½ 27 ″ 1	
29096 Transferred to No.17412 VLQD	**Naracoopa** WoodAuxSr *OilEng.* 1*Dk* (*SeeSailingShipRegisterSupplement*)	294 185 194					1940	E.A.Jack Launceston	W.Holyman &Sons Pty.Ld.	120·4	26·0	8·4	Launcestn British	Oil Engines 6Cy. CrossleyBros.Ld.Mch.		
29097 EGCO	**Naranco** 1*Dk*	856 684 633					1920	Astilleros deGijon Gijon	Cia.Naviera Gijonesa	201·8 B43'F30'	29·8	13·9	Gijon Spanish	T.3Cy.12",20"&32"-24" 50NHP AlexanderHermanos, S.enC.Barcelona		
29098 136384 VLGP	**Narani** WoodTwinScK *Mchy.Aft* 1*Dk*	381 308 180					1914	E.Wright CapeHawke, N.S.W.	Illawarra&South CoastSteamNav. Co.Ld.(A.L.Miller, *Mgr.*)	148·6 B53'F35'	33·2	8·7	SydnyNSW British *WB*	C.4Cy.12"&24"-18" 48RH Campbell&Calderw'd,Gls.		
29099 139108 GNXQ	**Narbada** (*ex*Leitrim) TwinSc *ss*Sng.2ndNo.3-11,41 ~~*ss*Liv.No.3-3,28~~ ~~*ss*Ddn.No.2-30~~ 2*Dks*(*Stl*)&*Shelter dk* *CruiserStern* (*Stl*-ws) *Cargo battens not fitted in Shelter 'tween dks*	8988 8310 5460	✠100A1 *Shelter dk* *withfreeboard* ~~7,40~~11,41 MS11,40 ~~BS1,41~~ ✠~~LMC2,36~~ 1,42	~~Lon~~ Sng	*d*†	CL P1,40 s 7,40	1915 10mo	Sir Raylton Dixon&Co.Ld Middlesbro' *Lloyd'sA&CP*	Indo-PacificShpg. Co.Ld. *Cell DBa112'uE&B85'*	470·0 B188'F49'*on Shelter dk* FK *f196'1396tFPT83t*	60·2	36·3	London British 7*BHCem* *APT*125t	4 steam turbinesSRgeared to 2 Sc. Shafts 180lb (*s*) 1030NHP 5SB,*20cf*,GS371,HS14710F Richardsons,Westgarth& Co.Ld.Hpl	39 ″ 4 s 9 ″ 2¼ 30 ″ 5	
29100 220890 KDIG	**Narbo** 1*Dk*&*Shelter dk* Sub Sig. *Longitudinal framing* *Fitted for oil fuel*	6005 — 4400					1920	MooreS.B. Co. Oakland,Cal.	LykesBros. SteamshipCo.Inc.	402·6 P34'F36'	53·0	32·2	N.Orleans Utd.States *WB*	2 steam turbines DR geared to 1Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
29101 261 IBDY	**Narenta** Ⓟ *OilEng.* Sub.Sig. *CruiserStern* 2*Dks*	1362 — 615					1934	Cant.Nav. Riuniti Ancona	"Adriatica" Soc.Anon.diNav.	236·8 P10'B131'F33'	35·6	18·6	Venice Italian *WB*	Oil Engines 2S.C.SA 8Cy.$17\frac{11}{16}$"-$28\frac{7}{16}$" 437NHP SocAn"Fiat"S.G.M.Turin		I
29102 146333 GJTZ	**Naringa** *ss*Cal.No.3-4,35 *ss*Bom.No.1-40 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6607 6197 4118	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~2,41~~ BS9,41 ✠LMC6,40	~~Bom~~ PNl	*b*†	CL 6,40	1923 5mo	WearShip-yard of W. Gray&Co. (1918)Ld. Sunderland *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. FK *Collision BH to Sh dk* *CellDB*382' 1476t*DTa*27'764t	433·0	57·4	30·2	Glasgow British *ptCem* 6 „ „ *U* „	2 steam turbines DR geared to 1 Sc. Shaft 225lb (*s*) 770NHP 4SB,*12cf*,GS247,HS10,000 FD Cen.Mar.Eng.Wrks W.Hpl	32 ″ 10 s 4 ″ 7½ 28 ″ 6¼	
29103 317 HSAR	**Naris** *ss*Bgk.No.2-38 1*Dk*(*Stl*)&*Shade dk*(*Teak*) *Cargo battens not fitted*	799 729 450	✠ A1 *withfreeboard* ~~7,11~~ ~~4,41~~ 9,41 BS8,41 ~~BS11,40~~ ✠LMC8,38 *For Coasting Service between Bangkok&Bandon* *Fitted for oil fuel* 7,29 *F.P. above* 150° F.	Bgk	*j*	CL 11,40	1929 7mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	ThaiNav.Co.Ld. FK *Cell DBuE*12' 20t *FPT*	165·8	35·1	15·7	Bangkok Thai 4*BHAsp* 18t*APT*18t	T.3Cy.13",21"&35"-18" (*s*) 190lb 100NHP 2SB,*4cf*, HS2112 HongKong&Whampoa DockCo.Ld.HongKong	9 ″ 0 s 2 ″ 0½ 7 ″ 0½	
29104 143562 GCNT	**Nariva** TwinSc *ss*Bry.No.3-12,32 *ss*Liv.No.1-37 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*-ws) *CruiserStern*	8714 7434 5341	✠100A1 *Shelter dk* *withfreeboard* ~~7,41 7,40~~ 5,42 BS11,41 ✠LMC MS1,37 ~~BS11,40~~ ✠Lloyd'sRMC ~~1,41~~ 5,42	~~Lon~~ Cff	*c*†	CL ~~8,38~~ 4,42	1920 5mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	RoyalMailLines, Ld. *CellDB*386'1221t	430·4 B227'F37'*onShelter dk* FK *FPT*120t*APT*65t	61·3	36·1	S'thamptn British *Cem* 4*BHtoSh dk* 3 „ „ *U* „	Q8Cy.23½",33",47"&67"-51" 215lb (*s*) 1095NHP 5SB(Spt),*20cf*,GS412, HS16812 FD A.Stephens&Sons,Gls.	38 ″ 6 s 8 ″ 1¼ 30 ″ 7½	
29105 142496 GCVB	**Narkunda** Ⓟ TwinSc *Ref.Mchy.* 4*Dks* D.F. *CruiserStern* *Fitted for oil fuel*	16632 14035 9429	Lloyd'sRMC4,41				1920	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co	581·4	69·4	44·5	Belfast British *WB*	Q.8Cy.33"47"67½"&97"-60" 1428NHP Harland&Wolff,Ld.Bel.		BT till 1,42
29106 SPBY	**Narocz** (*ex*Pegasos-39, *ex*Harlow-32) *ss*Hul.No.3-7,27 *ss*Pir.No.2-36 *Well deck* 1*Dk*(*ptIrn ptStl*) *Cargo battens not fitted*	*1795* *1341* *881*	✠100A1 11,41 ~~4,41~~ Examined 4,41 BS~~12,40~~ ✠LMC2,36 11,41	Gls Lon	*p*	CL ~~2,30~~ 11,41	1915 6mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	BaltyckaSpolka OkretowaSp.z.o.o. (T.Olszowski, *Mgr.*) *CellDBa&uE*	245·1 Q95'B58'F24' FK 96'*f*96'384t*FPT*47t	37·0	18·0	Danzig 4*BHCem* *APT*133t	T.3Cy.19",30½"&51"-36" (*r*) 180lb 202NHP 2SB,*6cf*,GS98,HS3568 Cen.Mar.Eng.Wks.W.Hpl.	20 ″ 0 s 1 ″ 8 18 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B.of Trade Cert.
29107 164603 GYSS	**Narragansett** *ss*NYk.No.1–41 E.S.D. GyC. D.F. *Mchy.Aft* *OilEng.* 1*Dk. 2nd dk clear of cargo tanks* *CruiserStern* *Longitudinal framing*	10389 9592 5940	✠100A1 ~~8,41~~ 1,41 3,42 ✠LMC CS1,41 DBS~~1,41~~3,42 1,41 *Carrying Petroleum in bulk*	~~N Yk~~ ~~Phl~~ Gal	*f*†	CL ~~1,39~~ 3,42	1936 4mo *Lloyd'sA&CP*	Fr d.Krupp Germaniawft A.G. Kiel	BritishMexican PetroleumCo.Ld. (R.A.Carder, *Mgr.*) *CellDBuE*86'184*tD Tf*16'540*tFPT*370*t APT*214*t*	490·4 P107'B39'F35' FK	69·9	36·9	London British 16*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}''-49\frac{3}{16}''$ 912NHP 3DB*200lb* Fr.KruppGermaniawftAG	37 ″ 0 s 7 ″ $4\frac{1}{4}$ 29 ″ $11\frac{1}{4}$	
29108 39738 JBQH	**Naruto Maru** Ⓟ *ss*Kob.No.1–38 *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	7149 6369 4245	✠100A1 10,40 ✠LMC CS10,38 DBS11,40 11,40 ✠Lloyd'sRMC~~10,40~~5,41 *Carrying cargo oil F.P. above*150° *F. in deep tanks*	Yka	*c*†	CL 10,38	1934 12mo *Lloyd'sA&CP*	Yokohama DockCo.Ld. Yokohama	NipponYusenK.K. *CellDB*354'1652*tD Tsa*42'1341*t* *Wing tanks in way of tunnel* 94*t FPT* 72*t APT*68*t*	449·7 P23'B173'F41' FK	62·3	34·4	Tokyo Japanese 8*BH*	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}''-47\frac{1}{4}''$ DB*100lb* 1851NHP YokohamaDockCoLd.Yka	34 ″ 5	
29109 15172 JTNH	— Ⓟ TwinSc (*ex*KurenaiMaru,*ex*MeiShun)	1288 701 699					1900	S.C.Farnham&Co.Ld. Shanghai	OsakaSyosenK.K.	238·0	30·0	12·8	Osaka Japanese *WB*	T.6Cy.$11\frac{7}{16}''$,$18\frac{1}{16}''$&$30\frac{1}{16}''$–21″ 82NHP S.C.Farnham&Co.Ld.Shi.		
29110 165903 GZYB	**Narva** 3Mst *Mchy.Aft* D.F. E.S.D. *CruiserStern* 1*Dk*	1575 1346 913					1937	Burntislnd S.B.Co.Ld. Burntisland	ScottishNav.Co. Ld.(Glen&Co.Ld. *Mgrs.*)	265·0 P15'Q42'B110'F26'	40·5	16·3	Glasgow British *WB*	T.3Cy.15″,$25\frac{1}{2}''$&44″–33″ 111NHP D.Rowan&Co.Ld.Gls.		C
29111 5615 SFXN	**Narvik** *ss*Got.2ndNo.3–11,38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	*4251* *3842* *1997*	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~8,40~~ BS11,39 ✠LMC11,38	Skm	*y*	CL 8,40 5,42	1914 6mo *Lloyd'sA&CP*	JLThompson&Sons,Ld. Sunderland *Cell DBa including tunnel tanks* 134'*uE*21' *f including lowtank in forehold*147'1811*t ITa*15'440*t* *DTf*21'260*tFPT*76*tAPT*191*t*	TrafikA/B Grängesberg-Oxelösund(M.Waldenström,*Mgr.*)	385·0 FK	53·7	23·6	Stockholm Swedish 7*BHCem*	T.3Cy.$26\frac{1}{2}''$,43″&72″–48″& LP Turbine with DR gearing&hydraulic coupling 180lb (*s*) 509NHP 3SB(Spt)*9cf*,GS195,HS7731 J.Dickinson&Sons,Ld.Sld.	26 ″ 1 s2 ″ $6\frac{1}{2}$ 23 ″ $9\frac{1}{4}$	
29112 129922 GPLS	**Nascopie** Ⓟ *ss*Hfx.2ndNo.3–11,35 *ss*Fal.No.1-39 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws) D.F.	2521 1591 1503	✠100A1 *Shelter dk* *withfreeboard* 11,41 ~~4,41~~ BS4,41 ~~BS3,40~~ ✠LMC6,39	~~Hfx~~ Mtl	*l*	CL 3,41	1912 1mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	Hudson'sBayCo. *WB=CellDBa*56' *uE&B*59' *f*119' 415*t FPT* 75*tAPT*55*t*	285·5 FK	43·8	20·2	London British 5*BHCem*	T.3Cy.$21\frac{1}{2}''$,$35\frac{1}{2}''$&58″–42″ 180lb *100lb* (*r*) 339NHP 2SB,*6cf*,GS121,HS5322 Swan,Hunter&Wigham Richardson,Ld.Nwc.	29 ″ 9 s6 ″ 2 23 ″ $11\frac{3}{4}$	
29113 20390 JLME	**Nase Maru** 1*Dk*	1219 — 841					1917	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	220·0 P23'B34'F24'	33·6	18·5	Osaka Japanese *WB*	T.3Cy.$13\frac{1}{2}''$,23″&38″–30″ 79NHP OsakaIronWks.Ld.Osaka		
29114 221319 KDSM	**Nashaba** 1*Dk*&*Shelter dk* D.F. Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6054 — 3757					1921	Pacific CoastS.B. Co. BayPoint,Cal	LykesBros. SteamshipCo.Inc.	402·5 P34'F38'	53·0	32·0	Houston, Tex. Utd.States *WB*	DR Geared Steam Turbine KerrTurbineCo. Wellsville,N.Y.		R
29115 168062	**Nasprite** 1*Dk* D.F. E.S.D. *Longitudinal framing in centre tanks at bottom&at deck* *Mchy.Aft* *CruiserStern*	965 642 306	✠100A1 3,42 ~~3,41~~ ✠LMC2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,41 *F.P. above* 150°F.	~~Grk~~ Gmh	*l*	CL	1941 2mo *Lloyd'sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	TheAdmiralty *Cell DBuE&B*51'65*tDTsf*25'193*t FPT* 40*t APT*.28*t*	204·5 214·0(O.L.) P83'F36' FK	33·2	13·5	London British 12*BH* *ptCem*	T.3Cy.15″,$25\frac{1}{2}''$&41″–30″(*s*) 190lb 162NHP 2SB,*4cf*,HS2624 FD D.Rowan&Co.Ld.Gls.	13 ″ 6 s0 ″10 12 ″ $9\frac{3}{4}$	
29116 86267	**Nassau** (*ex*Glencairn,*ex*GranvilleA.Richardson,*ex*GeorgeJ.Gould) *Mchy.Aft* 2*Dks*	2098 1945 1265					1893	UnionDry DockCo. Buffalo,N.Y.	FitzSimons& ConnellDredge& DockCo.	266·0	41·0	22·4	Chicago Utd.States *WB*	T.3Cy.18″,30″&48″–42″ 118NHP KingIronWorks,Buffalo		
29117 37133 JKCC	**Nasusan Maru** Ⓟ *OilEng.* *Mchy.Aft* 1*Dk*	4399 3671 2591					1931	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	361·5 P76'B20'F28'	50·0	29·0	Kobe Japanese *WB*	Oil Engines 4S.C.SA 8Cy.$21\frac{5}{8}''-39\frac{3}{8}''$ 362NHP MitsuiBussanKaisha,Ld. Tama		C
29118 DHHA	**Natal** (*ex*Eupatoria–36) Sub.Sig. 2*Dks*	3172 2781 1854					1921	Akt.Ges. "Neptun" Rostock	Hamburg-Süd- Amerik.Dampfschifffahrts Ges.	337·7 F43'	48·3	20·9	Hamburg German *WB*	T.3Cy.$23\frac{3}{8}''$,$38\frac{1}{8}''$&62″–$41\frac{7}{20}''$ 247NHP A.G."Neptun,"Rostock		G
29119 31563 JNAH	**Nati Maru** Ⓟ TwinSc (*ex*NachiMaru–38) *OilEng.* *CruiserStern* 2*Dks*	1605 1052 750					1926	Mitsubishi ZosenKaisha Ld. Kobe	OsakaSyosenK.K.	230·0	37·0	20·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 12Cy.$18\frac{1}{4}''-27''$ 386NHP MitsubishiZosenKaishaLd.		
29120 37153 JKEC	**Natisan Maru** Ⓟ (*ex*NachisanMaru–38) *OilEng.* *ss*TamaNo.2–39 2*Dks*(*Stl*) *CruiserStern*	4434 3559 2546	✠100A1 *withfreeboard* 10,40 ✠LMC CS12,39 DBS10,40 10,40	Tama	*w* $2\frac{1}{8}$	CL 10,40	1931 12mo *Lloyd'sA&CP*	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld. *CellDB*290'725*tFPT* 56*tAPT*212*t*	339·5 P32'B105'F26' FK	49·0	30·0	Kobe Japanese 7*BHCem*	Oil Engines 4S.C.SA 8Cy.$21\frac{5}{8}''-39\frac{3}{8}''$ 362NHP DB*100lb* MitsuiBussanKaisha,Ld. Tama	30″$0\frac{1}{2}$ s6 ″$11\frac{3}{4}$ 23 ″ $4\frac{1}{2}$	
29121 PGCW	**Nato** *OilEng.* *CruiserStern* *Mchy.Aft*	399 270 274	✠100A1 4,42 ~~1,41~~ ✠LMC8,39 ✠LMC(M)9,41	~~Liv~~ Lth		OG	1939 8mo *Lloyd'sA&CP*	NVSchpsw "Foxhol" Foxhol	N.V.totExploitatie vanHetMotorkustvaartuic"Nato" (K.Wyrdeman, *Mgr.*) *Cell DB*91'109*tFPT* 65*t APTs*10*t*	149·8 159·1(O.L.) P39'Q52'F26' FK	27·0	8·8	Groningen Dutch 3*BH*	Oil Engines 4S.C.SA 6Cy.$11\frac{7}{16}''-17\frac{11}{16}''$ 76NHP AppingedammerBrons Motorenfb.N.V.	10 ″ 4 s 3 ″$5\frac{1}{4}$ 10 ″ $3\frac{1}{2}$	
29122 127281 KJSJ	**Naugatuck** Ⓟ (*ex*AllanJoy,*ex*CapeCharles) 2*Dks*	1164 — 782					1898	Delaware RiverCo. Chester,Pa.	SoundS.S.Lines, Inc.	220·7	37·2	14·0	NewYork Utd.States	T.3Cy.19″,31″&50″–28″ 132NHP DelawareRiverCo.Chester		
29123	**Naumburg** (*ex*Hamburg) *ss*Ham.No.2–28 *Well deck* D.F. 2*Dks*	5878 5423 3607	... 7,32 ✠				1920	Flensburgr Schiffsb.Ges. Flensburg		449·6 P&B378'F53' FK	58·2	27·0	*WB*	T3Cy$31\frac{1}{8}''$$50\frac{13}{16}''$&$84\frac{1}{16}''$–$53\frac{15}{16}''$ &LP TurbinewithDRgearing & hydraulic coupling 902NHP FlensburgerSchiffsb.Ges.	29 ″ 6	G †
29124 228531 WODS	**Naushon** Ⓟ TwinSc 2*Dks*	1978 — 936					1929	Bethlehem S.B.Corp.Ld. Quincy,Mass.	NewEnglandS.S. Co.	250·0	45·0	16·0	N.Bedford, Mass. Utd.States	T.8Cy.18″,30″&34″–21″ 106NHP BethlehemSBCorp.Ld. Quincy,Mass.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.H.ofTrad
29125 1508 IBEY	**Nautilus** (*ex*Oberschlesien) **TwinSc** *Oil Eng.* *Mchy.Aft* D.F. 2*Dks* *Carrying Petroleum in bulk*	2070 1843 1298					1921	Frd.Krupp Akt.Ges. Kiel	NereideSoc.Anon. diNav.	287·3|40·5|23·5 276·0 B30'F42'	Genoa Italian *WB*	Oil Engines 4S.C.SA 12Cy.17¾"–16$\frac{11}{16}$" 371NHP Maschfbk.Augsburg-NürnbergA.G.Augsburg		I
29126 165913 GCGD	**Navarino** E.S.D. *CruiserStern* 1*Dk&Shelter dk* D.F.	4841 4291 2857					1937	Burntislnd S.B.Co.Ld. Burntisland	GlasgowShip-owners'Co.Ld. (Glen&Co.Ld. *Mgrs.*)	415·4|56·9|25·2	Glasgow British *WB*	T.3Cy.21½",35"&62"–45" 258NHP D.Rowan&Co.Ld.Gls.		C
29127 CSLP	**Navegador** **WoodAux3MstSr** (*ex*SailingVessel-35, *OilEng.* *ex*SegundoEsperançá) 1*Dk* (*See Sailing Ship Register*)	305 283 205					1924	J.Linhares Fâo	ParceriaMaritima Douro	128·2|30·3|12·7	Oporto Portuguese	Oil Engines 2Cy.14"–16$\frac{15}{16}$" *Emade&fitted*35 Denmark		
29128 EADH	**Navemar** (*ex*CaboMayor-32, *ex*Frogner) *ss*N.Yk.No.3-5,39 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) *Cruiser Stern*	5473 4937 3291	✠100A1 *Shelter dk withfreeboard* 1,42 ~~1,41~~ BS7,41 ~~BS6,40~~ ✠LMC5,39 *Fitted for oil fuel* 10,21 *F.P. above* 150°F.	~~Bal~~ NYk	z	CL ~~N1,39~~ 1,42	1921 10mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Cia.Espanola de Nav.MaritimaS.A. *CellD*	407·1|53·8|27·9 FK *Collision* B350'947t *APT*22t	Seville Spanish *ptCem* *BH to Sh dk* 6 „ „ *U* „ *FPT*110t	T.3Cy.27",44"&74"–51" (*s*) 180lb 548NHP 3SB,9*cf*,GS183,HS8112 FD Armstrong,Whitworth& Co.Ld.Nwc.	30 ″ 6 s3 ″ 10½ 26 ″ 10½	
29129 123158 MCKZ	**Naviedale** (*ex*Grovehill-32, **3Mst** *ex*Wheatear) *ss*Bwg.2ndNo.3-1,36 *ss*Lth.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	383 236 146	✠100A1 ~~10,41~~ ~~9,40~~ 4,42 BS~~5,41~~ 5,42 ✠LMC1,39	Abn	*f*	OG ~~1,39~~ 10,41	1906 5mo *Lloyd'sA&CP*	AilsaS.B. Co.Ld. Ayr	G.Couper&Co.Ld. Cell	142·2|23·6| 9·4 Q84'B10'F22' BK7" *DBf*74'82t *FPT*19t	Aberdeen British 3*BHptCem* *APT*4t	C.2Cy.18"&40"–27" (*s*) 130lb 87RHP 1SB,3*pf*,GS48,HS1594 Muir&Houston,Ld.Gls.	11 ″ 10 s4 ″ 0¾ 12 ″ 3½	
29130 777 OHXY	**Navigator** (*ex*TowerDale-35, *ex*Bompata-35) *ss*Drt.No.3-2,35 *Ref.Mchy.* *ss*Hfs.No.1-39 D.F. 2*Dks*(*Stl–U pt* ws)	5656 — 3212	✠100A1 8,39 ✠NE5,35 ✠LMC BS3,39 MS8,39 NO LATER SURVEY REPORTED	Hfs	z	CL 8,37	1921 4mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	A/B Finland-AmerikaLinjen O/Y(B.Krogius, Mgr.) *CellDBa*104' *uE&B*	424·5|54·3|27·9 410·4 P41'B157'F47' FK 77' *f*172'1125t *FPT*	Helsingfrs Finnish 7*BHCem* 91t*APT*36t	T.3Cy.22½",37"&63"–45" 200lb (*s*) 477NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEng.Co.Ld. Nwc.	30 ″ 8 s6 ″ 2¾ 24 ″ 7½	
29131 137429 GQJM	**Nawab** *ss*Cal.2ndNo.3-10,39 2*Dks*(*Stl–U*teak s)	5430 4923 3424	✠100A1 ~~6,41~~ ~~10,40~~ 12,41 BS11,41 ✠LMC MS10,39 ~~BS7,40~~	~~Cal~~ Bom	z	CL 10,40	1915 3mo *Lloyd'sA&CP*	C.Connell &Co.Ld. Glasgow	AsiaticStm.Nav. Co.Ld. *CellDBa* *uE&B*46'*f*187'111	404·4|52·8|28·7 P41'B137'F45' FK 120' 3t*DTa*22'184t *FPT*	Liverpool British 7*BHCem* 124t*APT*30t	T.3Cy.25",42"&70"–48" (*r*) 200lb *100lb* 472NHP 2SB,8*cf*,GS150,HS6714 FD Dunsmuir&JacksonLd.Gls	31 ″ 3 s6 ″ 1¼ 25 ″ 7	
29132 1211 IBIY	**Nazario Sauro** Ⓟ **TwinSc** 2*Dks&Awng dk* D.F.	8150 — 4491					1921 —	G.Ansaldo &Co.S.A.Ital. Sestri Ponente	LloydTriestino Soc.Anon.diNav.	447·1|52·7|27·7 B184' 36·0	Genoa Italian *WB*	6 steam turbinesDRgeared to 2 Sc. Shafts G.Ansaldo&Co. Sampierdarena		I
29133 TCCL	**Nazim** (*ex*Taxiarchis,*ex*Dominic) *ss*Ham.2ndNo.3-12,20 *ss*Cpl.No.2-29 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deepframing*	3112 2884 1879	✠ — 4,33 ✠	Ist	*u*		1895 10mo	Barclay, Curle&Co.Ld Glasgow	KalkavanRiza veOgluIsmail VapurIdaresi Cell	322·0|42·3|16·9 25·6 FK *DBa*125'*f*138'598t	Istanbul Turkish 5*BHCem* *APT*40t	T.3Cy.23½",39"&64"–42" 277NHP 2SB,6*cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls.	28 ″ 0	I †
29134 LCVS	**Nea** (*ex*RagnvaldJarl-36) D.F. 1*Dk*	1877 1652 1091					1921	Trndhjms Mek.Værks. Trondheim	Skibs.A/S Nea (OttoGrundtvig)	265·5|42·2|17·9 P76tH96t	Trondheim Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsM.VTrndheim		N
29135 146307 GPJD	**Nea Hellas** Ⓟ **TwinSc** (*ex*Tuscania-39) 3*Dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* D.F. E.S.D. GyC. *CruiserStern*	16991 12201 10016					1922	Fairfield Co.Ld. Glasgow	MinistryofWar Transport(Anchor Line,Ld.*Mgrs.*)	552·3|70·3|38·6 B&F469' *onShelter dk*	Glasgow British *WB*	6 steam turbines DR geared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		C BT till 12,41 1,43
29136 144628 GBQZ	**Nebraska** 2*Dks&Shelter dk* *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	8261 7756 5148	✠Lloyd'sRMC4,41 ~~7,41~~ 5,42 ~~12,41~~ No. 3 hold not included.				1920	Workman Clark&Co.Ld Belfast	RoyalMailLines, Ld.	450·2|58·3|37·1 P35'F43'	London British *WB*	2 steam turbinesDRgeared to 1 Sc. Shaft WorkmanClark&CoLdBel		C
29137 215616 WACE	**Nebraskan** (*ex*Kermit, *ex*Appeles,*ex*Elsass) *ss*S.Fo.No.3-6,27 D.F. *ss*S.Fo.No.1-32 *Fitted for oil fuel* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6572 6163 4100	... 3,34	SFo			1912	Bremer Vulkan Vegesack	American-HawaiianS.S.Co. *CellDB*398'1550t	471·1|59·1|28·9 FK *FPT*188t *APT*36t	NewYork Utd.States 8*BHCem* (*Coll to Sh dk* 7 „ 2*nd*„)	T.3Cy.32¼",52¾"&86⅝"–55⅛" 745NHP 4SB,12*cf*,GS225,HS10120 BremerVulkan,Vegesack	31 ″ 8	R †
29138 TCCK	**Necat** (*ex*Nedjat,*ex*Bosporus, *ex*Tebea,*ex*Kreta,*ex*Hispania, *ex*Wandrahm) 2*Dks&Web frames*	2626 2379 1590	✠ ... 4,93 ✠				1891 1mo	J.C.Tecklenborg A.G. Weser-münde-G.	Barzilay& Benjamin	314·9|40·2|24·1 P24'B72'F36'	Istanbul Turkish *WB*	T.3Cy.23½",35½"&64¼"–42" 268NHP Mschfb.Buckau,Magdebrg	26 ″ 6	V †
29139 DOHE	**Neckar** Ⓟ **4Mst** D.F. Sub.Sig. 2*Dks* E.S.D	8417 7632 5274					1927	Deutsche Sch-u-Mschb. A.G.Werk A.G.,Weser, Bremen	Norddeutscher Lloyd	508·5|63·7|30·2 P26'F472' *upper*F29'	Bremen German *WB*	T3Cy.34¼",52¾"&86⅝"–57$\frac{1}{16}$" &1LPTurbine 1000NHP A.G."Weser,"Bremen		G
29140 PGDI	**Nederland** *ss*P.Nl.No.1-41 *Mchy.Aft* *OilEng.* GyC. 1*Dk*, 2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *CruiserStern*	8147 7237 4762	✠100A1 ~~4,41~~ ~~8,40~~ 11,41 ✠LMC5,37 *CarryingPetroleum in bulk*	~~Sba~~ PNl	c† 2⅛	CL ~~5,40~~ N4,41	1937 5mo *Lloyd'sA&CP*	N.V. Wilton-Fijenoord Schiedam	N.V.Nederlandsche PacificTankvaart Maats. *CellDBuE*69'146t*D*	463·0|59·3|33·9 483·2(O.L.) P93'B47'F48' FK *Tf*25'263t*FPT*134t	TheHague Dutch 16*BH* *APT*80t	Oil Engines 2S.C.SA 7Cy.26¾"–47¼" 872NHP DB*200lb* DB*100lb* N.V.Wilton-FijenoordSch.	34 ″ 0 s6 ″ 9 27 ″ 6¼	
29141 4306 SFQE	**Nedjan** (*ex*Pallas,*ex*Wellpark) *ss*Hbg.3rdNo.3-2,32 *ss*Sbg.No.~~1-37~~ 2-41 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	*841* *657* *483*	✠100A1 4,41 ~~9,40~~ ✠LMC 9,40 ~~BS1,40~~ ~~MS9,40~~ BS1,42	~~Hbg~~ Sbg	*l*	OG 8,40	1893 11mo *Lloyd'sA&CP*	Scott&Co. Greenock	Rederiaktieb Ostkusten (O.Jönsson,*Mgr.*)	212·7|31·2|14·0 Q109'B16'F21' BK7½" *DBa*48'*f*46'148t	Smrshamn Swedish 4*BHCem* *APT*14t	T.3Cy.16",26",&44"–33" (*s*) 160lb *75lb* NDB07 112NHP 1SB,3*cf*,GS58,HS1702 Scott&Co.Greenock	14 ″ 10 s5 ″ 0 14 ″ 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cer.
29142 HPIL	**Needwood** (*ex*Kaituna-38, *ex*Needwood) *ss*Auk.No.2-12 1*Dk*(*Stl*)&*Web frames*	*2042* *1759* *1208*	✠ 9,14	Syd	*r*		1904 10mo	Osbourne, Graham&Co. Sunderland	Wallem&Co. *CellDBa*	279·5 P25'B65'F27' &*u E*110'*f*110'458*t*	40·1	18·1 FK	Panama Pnamanian 4*BHCem* *APT*29*t*	T.3Cy.20½",33"&54"-39" 194NH 2SB,*6pf*,GS86,HS2940 N.E.MarineEng.Co.Ld.Sld	20 ″ 6	
29143	**Nefzas** (*ex*Aulne)	1212 — 419					1897	R.Craggs &Sons Middlesbro'	Boccara,Scalabrino&Cie.	220·6 Q111'	33·0	17·8	Bizerta French	T.3Cy.16$\frac{15}{16}$",28$\frac{5}{16}$"&46$\frac{1}{16}$"-29⅞" 116NHP McColl&Pollock,Ld. Sunderland		
29144 136976 KFNR	**Negaunee** (*ex*E.N.Saunders) D.F. *Mchy.Aft* 1*Dk*2*trB*	3644 — 2828					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgs.*)	380·0	50·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.CoCleveland		R
29145 518 ILTZ	**Neghelli** (*ex*Flora-37, Iron *ex*Cosiana-36,*ex*Villeneuve, *ex*Gers,*ex*SailingVessel) 1*Dk*2*trB*	712 635 415	✠ 7,02	Brs			1870 4mo	M.Pearse &Co. Stockton	RaffaeleRomano	179·1 P93'B25'F25'	30·2	19·0 *WB*	Naples Italian	C.2Cy.20"&37½"-31" E*made*91*refitted*18 65NHP D.Rowan&Sons,Glasgow		I †
29146 DOUT	**Neidenfels** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	7838 7101 4844					1939	Deutsche Sch-u-Mschb A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	488·9 P64'B207'F38'	61·2	31·2 *WB*	Bremen German	Oil Engines 2S.C.DA 12Cy.20⅞"-29$\frac{15}{16}$" SR geared to 1 sc. shaft 1830NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn	 —	G
29147 40161 JYAH	**Nekka Maru** Ⓟ TwinSc D.F. 3*Dks* *CruiserStern*	6784 5175 3911	✠ ... 1,39	Kob ✠			1935 3mo	Mitsubishi JukogyoKK. Nagasaki	OsakaSyosenK.K. *CellDB*367' 949*t* t *in way of tun*	427·0 F52' *ank* *nels* 15'22*t* *FPT*32*t*	56·1	33·1 FK	Osaka Japanese 7*BHCem* *APT*119*t*	4SteamTurbinesDRgeared to2 Sc.Shafts 1225NHP HS15078 6SB,*18cf*,GS384, MitsubishiJukogyoK.K.	33 ″ 3 —	
29148 137510 GPSW	**Nela** (*ex*Molière-33) TwinSc *ss*Liv.No.3-12,28 *Ref.Mchy.* *ss*Bry.No.2-35 D.F. 3*Dks*(*Stl*-ws)& *Shelter dk*(*Stl*-ws)	7220 6704 4419	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~8,40~~ Examined 9,41 ✠LMC MS1,38 BS~~8,40~~2,42 ✠Lloyd'sRMC~~3,41~~ 2,42	~~Mch~~ ~~Lon~~ Lon	*b*†	CL 1,39	1916 3mo *Lloyd*	Russell& Co. PortGlasgow '*sA&CP*	RoyalMailLines, Ld. *Cell*	440·0 F48'*onShelter dk* *DB*385'1286*t* *FPT*	56·2	35·6 FK	Liverpool British 8*BHptCem* 64*t* *APT*58*t*	Q.8Cy.20½",29½",42"&61"-48" 215lb (*s*) 885NHP 3DB&1AuxB,*21cf*,GS430, HS17001 D.Rowan&Co.Glasgow	38″11 s11 ″ 0 28 ″ 4	
29149 131326 GRQB	**Neleus** Ⓟ D.F. 2*Dks*	6479 5543 4093					1911	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·0 P50'B162'F54'	52·7	32·0 *WB*	Liverpool British	T.3Cy.30",50"&83"-60" 534NHP Wrkman,Clark&CoLdBel.		BT till ~~1,42~~ 8,42
29150 784 SVHU	**Nellie** (*ex*Tideway-33,*ex*Vologda, *ex*Mottisfont) *ss*Pir.2ndNo.3-11,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4826* *4464* *2884*	✠100A1 *Shelter dk* *withfreeboard* 5,41 ✠LMC MS11,38 BS7,40	Npt	*y*	CL 4,41	1913 12mo *Lloyd*	JLThompson&Sons,Ld Sunderland '*sA&CP*	OceanosMaritime S.S.Co.(I.,A.&G. Margaronis) *Cell DBa*136'*u E&B*	388·7 46'*f*163'1270*tFPT*1	54·1	26·0 FK	Piræus Greek 6*BHCem* 15*tAPT*238*t*	T.3Cy.27½",44½"&74"-48" 180lb (*s*) 455NHP 3SB,*9cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6 s 3 ″ 2½ 25 ″ 6	
29151 OPET	— D.F. *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	*492* *378* *306*					1938	JosBoel& Fils Tamise	Armement Alexander	167·6 P47'Q59'F22'	29·1	12·4 *WB*	Antwerp Belgian	Oil Engines 4S.C.SA 6Cy.12"-18½" 84NHP Soc.d'Elec&Mec(Thomson Houston&Carels)Ghent		VL
29152 135325 GQRX	**Nellore** Ⓟ TwinSc *ss*H.Kg.2ndNo.3-5,38 *Ref.Mchy.* 3*Dks*(*Stl*-U D.F. teak s)	6942 5872 4292	✠100A1 9,41 ~~2,41~~ BS10,40 ✠LMC1,38 ✠Lloyd'sRMC~~11,40~~~~6,41~~ 10,41	HKg	*b*†	CL ~~P10,38~~ S4,39 P9,41	1913 6mo *Lloyd*	Caird&Co. Ld. Greenock '*sA&CP*	Eastern& AustralianS.S.Co. Ld. *Cell*	450·0 P84'B149'F84' *DBa*110'*f*189'832*t*	52·2	30·6 FK&BK2"	Greenock British 7*BHCem* *APT*95*t*	Q.8Cy.19",27",38¼"&54"-48" 215lb (*s*) 710NHP 2DB(FD)&1AuxSB,*15cf*, GS292,HS11478 Caird&Co.Ld.Greenock	33 ″ 6 s6 ″ 6¾ 27 ″ 5½	
29153 220053 KUSR	**Nemaha** 1*Dk*&*Shelter dk*&*Web frames* D.F. *Fitted for oil fuel* Sub.Sig. *Longitudinal framing*	6501 5630 4016	✠ ... 4,21				1920 7mo	G.A.Fuller Co. Wilmington, N.C.	LykesBros. SteamshipCo.,Inc.	395·3 P45'B110'F38'*on* *Shelter dk*	55·1	31·4 FK	Houston Tex. Utd.States *WB*	T.3Cy25",41½"&72"-48" 590NHP TheO'NeilIronWorks, Buffalo,N.Y.	34″11	R †
29154 YTCZ	**Nemanja** (*ex*Hoosac,*ex*Trojan Prince,*ex*WarPerch) *ss*Rot.No.3-4,31 *ss*Rot.No.2-39 2*Dks*(*Stl*)	*5226* *4769* *3411*	100A1 6,41 ~~7,40~~ BS2,41 MS1,39	~~NNs~~ NYk LMC ~~BS9,39~~	*y*	CL 1,39	1918 *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	Jugoslavenski Lloyd a.d. *CellDB*	400·3 413·0(O.L.) P49'B113'F40' 340'1156*t* *FPT*114*t*	52·3	28·5 FK	Dubrovnik Yugoslav 6*BHptCem* *APT*186*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s5 ″11½ 25 ″ 3	
29155 FNFJ	**Nemours** (*ex*AlRacou-38, *ex*Nijverdal-37) *OilEng.* 2*Dks* *Mchy.Aft* *CruiserStern*	673 446 370					1930	N.V. Industrieele DeNoord Alblasserdam	Cie.Générale Transatlantique	171·7 P109'F25'	27·2	11·6 *WB*	Cristobal French	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$"-22$\frac{13}{16}$" 123NHP Motorenfabr."Deutz" A.G.Köln-Deutz		V
29156 EGCR	**Nemrod** *ss*Bbo.2ndNo.3-2,29 *ss*Bbo.No.2-38 1*Dk*(*Stl*)&*Awngdk*	423 — 212	✠100A1 *Awng dk* *withfreeboard* 9,41 ~~1,41~~ 10,41 ~~BS3,40~~ ✠LMC~~3,38~~	Bbo	*f*	CL ~~1,41~~ 9,41	1904 10mo *Lloyd*	Cia.Euskalduna de Const Bilbao '*sA&CP*	Cia.delVap. "Nemrod" (Hijos de Astigarraga,*Mgrs.*) *CellDBa*26'	140·0 *uE*18'*f*49'102*tFPT*	25·0	15·3 FK	Bilbao Spanish 4*BHCem* 18*tAPT*10*t*	T.3Cy.12½",18"&32"-23"(*s*) 180lb *100lb* NDB13 65NHP 1SB,*2cf*,GS33,HS1166 Wilton'sEngCoRotterdam	17 ″ 6 s 5 ″ 7½ 12 ″ 2½	
29157 UTMY	**Nenets** E.S.D. *OilEng.* *CarryingPetroleum in bulk* *Mchy.Aft* *CruiserStern* 2*Dks* *Longitudinal framing at bottom&at decks* *Strengthened for Navigation in Ice*	1631 1324 712	✠ 10,37 ✠	Yka			1937 10mo	Mitsubishi JukogyoK.K Yokohama	U.S.S.R. *CellDBuE*28'49*t*	237·2 246·1(O.L.) P69'F24' *DTf*28'34*tFPT*28*t*	36·1	21·1 FK	Vladvostk Russian 11*BHptCem* *APT*41*t*	Oil Engines 4S.C.SA 6Cy.17$\frac{11}{16}$"-23⅝" & hydraulic coupling SR geared to 1 screw shaft 184NHP MitsubishiJukogyoK.K. Yka.	20 ″ 4	

1 Numer Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.B.of Trade
29158 65 IRAK	**Nennella** (*ex*Jarlot-33) *ss*Msl.2ndNo.3-6,30 1*Dk*(*Stl*)&*deep framing*	1017 732 605	✠ … 5,34 ✠	Msl	*m*		1906 2mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow	G.Malinconico *CellDBa46'uE&*	217·0|35·2|12·5 210·3 Q66'B60'F23' FK *B31'f98' 304t FPT*	Torre del Greco Italian 4*BHCem* 12*tAPT*20*t*	T.3Cy.17",27"&45"-33" 135NHP 1SB,*3cf*,GS61,HS2193 ClydeSB.&Eng.CoLd.P.Gl	14 ″ 8	I †
29159 TUHP	**Neo Hébridais** (*ex*Ino, *ex*Feijenoord) 1*Dk*	797 — 403					1918	J.Meyers S.B.Co. Leeuwen	Soc.duTour de Côtes	181·4|28·0|12·4 Q51'B54'F22'	Nouméa French *WB*	T.3Cy.$15\frac{7}{10}$",$25\frac{3}{5}$"&$39\frac{2}{5}$"-$23\frac{3}{5}$" Gebrs.Storck 75NHP &Co.'sMchfab.Hengelo		
29160 149917 MNWV	**Nephrite** (*ex*Burstow) *ss*Irv.No.3-8,39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	927 627 493	✠100A1 9,41 ~~9,40~~ ✠LMC MS8,39 BS~~2,40~~9,41	Sld	*l*	CL 2,40	1927 10mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDBuB*	199·7|30·9|12·7 206·4(O.L.) Q139'F23' FK 17'*f*133' 223*t FPT*	London British 3*BHCem* 42*tAPT*35*t*	T.3Cy.$15\frac{3}{4}$",27"&$44\frac{1}{2}$"-30"(*s*) 200lb 140NHP 2SB,*4pf*,GS69,HS2378 J.Lewis&Sons,Ld.Abn.	14 ″ 9 s 4 ″ $4\frac{3}{4}$ 14 ″ $6\frac{1}{2}$	
29161 DNMJ	**Neptun** Ⓟ **TwinSc** *ss*Bmn.No.2-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* E.S.D. D.F. GyC. *CableVessel* *Carrying Petroleum in bulk*	7250 6293 3640	✠ 9,39 ✠	Ham			1926 4mo	Blohm& Voss Hamburg	Norddeutsche SeekabelwerkeA.G *CellDBuE&B&Bunker* 118'*f*210'940*t*	434·4|57·3|32·3 473·0(O.L.) P143'F78' FK *DTf*39'344*tFPT*6	Nordnhm German 10*BHptCem* *ptAsp* 2*tAPT*92*t*	T.6Cy.$21\frac{1}{4}$",$34\frac{1}{4}$"&$59\frac{1}{16}$"-$39\frac{3}{8}$" 603NHP 3SB,*9cf*,GS177,HS8235 Blohm&Voss,Hamburg	35 ″ 1	
29162 DDUA	— 1*Dk*	1594 1266 943					1928	Flensbrgr Schiffsb.Ges. Flensburg	FlensburgrSchiffs- parten-Vereinig. A.G.(H.Schmidt G.m.b.H.*Mgrs.*)	263·0|40·0|15·5 P16'Q83'B106'F32'	Flensburg German *WB*	T.3Cy.$17\frac{11}{16}$",$29\frac{1}{8}$"&48"-$34\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		G
29163 LCNU	— *Ref.Mchy.* D.F. 2*Dks*	1574 1477 905					1930	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskibsselskab	240·5|35·7|21·7 H84*t*	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn		N
29164 159415 VPGV	**Neptuna** Ⓟ (*ex*Neptun-35, **TwinSc** *ex*RioPanuco-34) *OilEng.* *ss*Syd.No.3-6,36 D.F. Sub.Sig. *ss*Syd.No.1-40 2*Dks*	5952 4013 3607	100A1 *withfreeboard* 7,41 ~~12,40~~ LMC CS7,40 DBS~~7,40~~8,41 8,39	Syd		~~F8,41~~ CL s6,40	1924	Frd.Krupp Akt.Ges. Kiel	Burns,Philp&Co. Ld. *CellDB*346'990*t* *Tanks in way*	393·1|51·9|25·3 410·8(O.L.) P&B279'F84' FK *of tunnels*191*tFPT*	HongKong British 7*BHptCem* 87*tAPT*43*t*	Oil Engines 4S.C.SA 12Cy.$25\frac{9}{16}$"-$39\frac{3}{8}$" 762NHP 2DB-*70lb* Frd.KruppA.G.Kiel	27 ″ 8 s 6 ″ $5\frac{1}{4}$ 21 ″ 8	
29165 66753 VOLD	**Neptune** **Wood** HTLiv.77 *Salted*†	684 616 465	✠ 10,77	Liv	9		1872 12mo	A.Stephen &Sons Dundee	UngavaS.S.Co.Ld. (JobBrothers&Co. Ld.*Mgrs.*)	190·5|29·8|18·4 Q40'F33' ptF&d72	St.John's NFL British	C.2Cy.28"&50"-30" 114NHP GourlayBros.&Co.Dun.		
29166 328 IBHY	**Neptunia** Ⓟ **QuadSc** *OilEng.* *ss*Tri.No.1-36 *Ref.Mchy.* 3*Dks*(*Stl-Weather dk pt* ws) 4*th dk*(*Stl*)*inNos.*1,2&3 *holds* E.S.D. D.F. GyC. *CruiserStern*	19475 12855 11734	✠100A1 *withfreeboard* 1,40 ✠LMC CS5,37 DBS7,39 3,38 ✠Lloyd'sRMC1,40	Ven	*m*†	CL P *f*N9,37 S *f*N9,37 S*a*N 12,38 P *a*12,38	1932 9mo *Lloyd*	Cantieri RiunitiDell Adriatico Monfalcone '*sA&CP*	"Italia"Soc.Anon. 'diNav. *CellDB*425' *DT*	589·7|76·5|45·5 556·0 FK B&F449' 2350*tDTs a*818*t* *sf*52'284*t FPT*147*t*	Trieste Italian 10*BHptCem* *APT*192*t*	Oil Engines 2S.C.SA 34Cy.$26\frac{3}{4}$"-$39\frac{3}{8}$" 4280NHP 3DB*100lb* Cant.RiunitiDell'Adriatico	45 ″ 6 s10″$0\frac{1}{2}$ 27 ″ $6\frac{1}{4}$	
		NO	LATER SUR	VEY R	EP	ORTE	D							
29167 HREC	**Neptuno** (*ex*Munisla-37, *ex*Glorieta) 1*Dk* *Fitted for oil fuel* Now "Managua," see No.37619 in Supplement	2220 1963 1330					1919	AlbinaEng &Machine Works Portland,Or.	L.Garcia	289·0|44·1|19·2 P26'B148'F32'	Puerto Cortes Honduran *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"-42" 313NHP AlbinaEng.& Mach.Wks.Portland,Or.		R
29168 1048 IRAN	**Neptunus** **Aux3MstSr** (*ex*NavisV.) *OilEng* 1*Dk* (*See Sailing Ship Register*)	395 340 307					1919	Gebr Müller Foxhol	A.Poggio	153·3|26·2|12·0 144·3 P27'H15'F12'	Genoa Italian	Oil Engines 2S.C SA 4Cy.$10\frac{1}{4}$"-$17\frac{3}{4}$" 73NHP NE35 Soc.An"Fiat"S.G.M.Turin		I
29169 CSNG	**Nereida** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	317 262 197					1936	A.Vuijk& Zonen Capelle a/d Ysel	Bagão,Nunes& MachadoLda.	135·0|23·3|10·1 P23'F22'	Lisbon Portuguese *WB*	Oil Engines 4S.C.SA 3Cy.$12\frac{3}{16}$"-$15\frac{3}{4}$" 48NHP GüldnerMtrnfbrk. Aschaffenburg		G
29170 299 SVVS	**Nereus** 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '42(*W.E.*)	*5205* *4818* *3122*	✠100A1 *withfreeboard* 4,42 ~~3,41~~ ✠LMC10,37 *Carrying fuel oil F.P. above* 150°*F. in deep tank* *Fitted for oil fuel* 1,39 *F.P. above* 150°*F.*	Lis NYk	*a*†	CL N3,40	1937 10mo *Lloyd*	Wm.Ham- ilton&Co.Ld. PortGlasgow '*sA&CP*	E.E.Hadjilias *Intermediate BH* *CellDB*368'1133*tF*	432·0|56·2|25·6 447·0(O.L.) F33' FK *dispensed with Col* *PT*127*tAPT*206*t*	Syra Greek *Cem* *lBHtoShdk* 5 ,, ,,2*nd*,,	T.3Cy.22",36"&65"-48" & exhaust turbine driving steam compressor 220lb (*s*) 455NHP 2SB(FD)&1AuxSB,*8cf*, GS139,HS6140 Rankin&BlackmoreLdGrk	28 ″ 2 ~~s 3 ″ $4\frac{1}{4}$~~ ~~25 ″ $0\frac{1}{4}$~~ 36 ″ 3 s10″$8\frac{1}{4}$ 25 ″ $9\frac{1}{2}$	
29171 DOOD	— 1*Dk*	648 513 383					1905	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·8|28·1|12·6 Q54'B43'F19'	Bremen German *WB*	T.3Cy.$12\frac{1}{4}$",$19\frac{1}{16}$"&$31\frac{1}{2}$"-$21\frac{5}{8}$" 46NHP A.G."Weser,"Bremen		G
29172 DJRQ	**Nerissa** 1*Dk* *Ref.Mchy.* *CruiserStern*	992 703 454					1936	Lübecker Maschb.Ges Lübeck	A.Kirsten	232·5|33·3|11·8 P23'B&F202' *Upper*F27'	Hamburg German *WB*	C.4Cy.(2)13"&(2)$29\frac{15}{16}$"- $31\frac{1}{2}$" HS2368 160NHP Christiansen&Meyer, Harburg		G
29173 8192 SLCU	**Nerita** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	*425* *258* *137*					1937	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Semo	142·5|24·8|11·6 P53'F13'	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.$9\frac{7}{8}$"-$16\frac{1}{2}$" 134NHP Nydqvist&HolmA/B, Trollhättan		V
29174 OUJM	**Nerma** D.F. 1*Dk*	1210 999 730					1921	A/S Köge Værft Kjöge	J.Lauritzen	239·9|35·7|14·5 P26'B54'F27'	Esbjerg Danish *WB*	C.4Cy.(2)$12\frac{3}{4}$"&$27\frac{9}{16}$"-$27\frac{9}{16}$" NE30 96NHP Christiansen&Meyer, Harburg		N

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c *Late Name if any* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
29175 PJCP	**Nero** *OilEng.* 1*Dk*& *Shelter dk* *Mchy.Aft* *CruiserStern*	388 293 160					1937	NVSchpsw Gebr.Pot. Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	179·7 P12'B&F156'	29·8	8·2	Willemstd Dutch	Oil Engines 2S.C.SA 8Cy.10$\frac{13}{16}$"–18$\frac{7}{8}$" 151NHP Gbr.Stork&CoNVHengelo		VL
29176 458 IRBI	**Nerucci** Ⓟ (*ex*Canova–33,*ex*Arpád) *ss*Tri.2ndNo.3–2,14 *ss*Pal.No.2–22 1*Dk*& *Spar dk*& *deep framing*	1235 1121 714	✠ ... 1,27 ✠				1892 7mo	Wigham Richrdsn&Co Newcastle	A.Lauro	236·6 230·5 B45'F30'	33·1	20·0 12·4 FK	Naples Italian *WB*	T.3Cy.22",36"&59"–39" 236NHP Wghm.Rchrdsn&Co.Nwc.	22 " 3	I †
29177 LJBE	**Nerva** (*ex*Gwentgate–35, *ex*Forestgate) *ss*Npt.No.2–33 D.F. 1*Dk*(*Stl*)	1564 1383 920	✠ ... 4,37 ✠	Npt	*q*		1924 9mo	Barclay, Curle&Co.Ld. Glasgow	Rederiaktieselsk. Nerva(Hilmar Reksten,*Mgr.*)	250·6 P17'B58'F23' *CellDB*204'454*t FPT*	39·8	17·9 FK	Bergen Norwegian 4*BHCem* 72*tAPT*35*t*	T.3Cy.18",30"&50"–33" 160NHP 2SB,*6cf*,GS93,HS2526 J.G.Kincaid&Co.Ld.Grk.	19 " 10	N †
29178 135456 GPYX	**Nestor** Ⓟ **TwinSc** *Ref.Mchy.* D.F. 3*Dks*	14629 11857 9116					1913	Workman, Clark&Co.Ld. Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	563·2 P75'B226'F67'	68·4	40·2	Liverpool British *WB*	T.6Cy.26",44"&74"–51" 782NHP Workman,Clark&Co Ld.		BT till ~~8,41~~ 7,42
29179 DOUW	— *OilEng.* D.F. E.S.D. *CruiserStern* 2*Dks*	2446 1708 1302					1939	Bremer Vulkan Vegesack	Dampfschiffahrts Ges.Neptun	333·4 F26'	47·8	14·4	Bremen German *WB*	Oil Engines 2S.C.DA 5Cy.23$\frac{5}{8}$"–35$\frac{7}{16}$" 975NHP BremerVulkan,Vegesack		G
29180 LEMX	**Nesttun** 1*Dk*	1271 1113 736					1917	Huiskens &VanDyk Dordrecht	Skibs-A/S Argo (BirgerJorkjend, *Mgr.*)	237·9 Q20'B59'F23'	36·6	15·9 *WB*	Tvede- strand Norwegian	T.3Cy.17$\frac{1}{2}$",29"&46"–36" 127NHP Huiskens&VanDyk,Dord.		N
29181 YTTA	**Neti** (*ex*JelaTopic–39,*ex*Olga Topic–35,*ex*Ben *ss*Ant.3rdNo.3–2,40 Corlic,*ex*FrankParish) 1*Dk*(*Irn*)2*trB*& *deepframing* *Cargo battens not fitted*	*2904* *2695* *1820*	✠100A1 3,41 BS~~3,41~~ 2,42 ✠LMC2,40	NYk	*u*	CL ~~2,40~~ 1,42	1900 10mo	W.Pickers- gill&Sons Sunderland A&CP	Parobrodarsko drustvo"Marović" s.o.j.(G.J.Marović *Mgr.*) *CellDB*	324·0 P31'B96'F35' 104'*uE*20'*f*128 709*t*	47·1	21·7 FK	Susak Yugoslav 6*BHCem* *APT*39*t*	T.3Cy.23",38"&64"–42" (*s*) 180lb 283NHP 2SB,*8pf* GS125,HS4285 G.Clark,Ld.Sunderland	24 " 1 s 3 " 10 20 " 6	
29182 122999 VTCW	**Netravati** Ⓟ *ss*Bom.2ndNo.3–1,34 *ss*Bom.No.1–38 1*Dk*& *Spar dk*(*Stl*–teak s) & *deep framing*	1540 1399 699	✠100A1 *Spar dk* *withfreeboard* 10,40 BS10,40 ✠LMC3,38	Bom		CL 10,40	1909 3mo	Greenock& Grngemouth Dockyard Co. Grngemouth *Lloyd's*A&CP	BombayS.Nav.Co. Ld.	246·8 258·3(O.L.)	36·2	14·3 21·5 BK8$\frac{1}{2}$" *FPT*58*t*	Bombay British 6*BHCem* *APT*62*t*	T.3Cy21$\frac{3}{4}$",36"&59$\frac{1}{4}$"–42"(*s*) 200lb 310NHP 2DB,*12cf*,GS209,HS5410 Dunsmuir&JacksonLdGls	22 " 6 s 3 " 7 19 " 11	
29183 PGGD	**Nettie** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	477 366 261	✠100A1 2,42 ~~3,41~~ Examined 2,42 ✠LMC7,37 ✠LMC(M)12,39	~~Ply~~ ~~Npt~~ Npt	*g*	OG 12,39	1937 7mo	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam *Lloyd's*A&CP	HollandscheZeer- eed(J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*)	160·6 169·1(O.L.) Q43'F23' *CellDB*109' 141*t FPT*	26.4	10·3 FK	Rottrdam Dutch 3*BHptCem* 56*t APT*12*t*	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{1}{16}$" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 " 10 s1 " 1$\frac{3}{4}$ 10 " 9	
29184 2031 IANQ	**Nettuno** **TwinSc** 2*Dks* *Longitudinal framing* *Mchy.Aft* D.F. *Fitted for oil fuel* *Carrying oil in bulk*	5088 4482 2614					1916	Cantieri Navali Riuniti Palermo	ItalianNavy (Operated bySoc. Anon.Cooperativa diNav.Garibaldi)	416·7 P59'B104'F56'	51·2	28·3	Genoa Italian	T.6Cy.28$\frac{3}{8}$",38$\frac{3}{8}$"&63$\frac{1}{8}$"–35$\frac{3}{8}$" 484NHP Cant.Nav.Riuniti,Ancona		I
29185 DHRJ	**Neumark** 2*Dks* Sub.Sig. D.F. *Fitted for oil fuel*	7851 6613 4163					1930	Howaldts- werke A.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·0 P36'B&F405' *Upper*F37'	63·1	28·3	Hamburg German *WB*	4SteamTurbines SR geared to1Sc.Shaft *E*made25 Blohm&Voss,Hamburg		G
29186 133081 GMLS	**Neuralia** Ⓟ **TwinSc** 3*Dks*(*UStl*–teak s)2*nd dk*(*Stl*–ws)& D.F. *Shade dk*(*Stl*–teak s)	9182 6541 5624	✠ 12,15 ✠	Bkn	*e*†		1912 12mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDBa*130' *uE*&*B*	480·5 B149'F44' *on Sh dk* 94'*f*192'1341*tFPT*	58·1	30·8 FK	Glasgow British 8*BHCem* 64*tAPT*53*t*	Q.8Cy.23$\frac{1}{4}$",33",47"&68"–48" 1131NHP 7SB,*21cf*,GS423,HS17633 Barclay,Curle&Co.Ld.Gls.	34 " 0	
29187 DJQJ	**Neuss** **TwinSc** *OilEng.* Sub.Sig. 1*Dk* *CruiserStern*	1243 1018 673					1935	Howaldts- werkeA.G. Hamburg	Schiffahrts-u. Assekuranz– Ges.E.Russ&Co.	241·1 B44'Q92'F31'	35·6	14·2	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.11$\frac{13}{16}$"–16$\frac{9}{16}$" 289NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
29188 DJOH	**Neuwerk** (*ex*Ostsee–39, *ex*Palanga–35, *ss*Sld.No.3–6,20 *ex*Bugsee,*ex*Newtownards) 1*Dk*(*Stl*) *Well deck*	804 603 392	✠ 7,27 ✠	Sld	*k*		1912 4mo	J.Crown& Sons,Ld. Sunderland	CarlWestendorf *CellDBa*46'*uE*&	199·1 P21'Q44'B46'F21' *B*29'*f* 84'224*t FPT*	29·9	12·2 FK	Hamburg German 4*BHCem* 49*tAPT*41*t*	T.3Cy.17",28"&46"–30" 138NHP 1SB,*3cf*,GS58,HS2400 N.E.MarineEng.Co.Ld.Sld	14 " 3	G †
29189	**Neva** (*ex*Essequibo–35) **TwinSc** *ss*Sou.No.3–7,35 D.F. 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*except in* *RefMchy.* *BoilerSpace*& *CrossBunker* *Fitted for oil fuel*	*8489* *4264* *5134*	✠ ... 12,35 ✠	Sou	*c*†		1914 11mo	Workman, Clark&Co.Ld. Belfast	U.S.S.R. *CellD*	450·3 P78'B218'F71' *Ba*117' *uE*&*B*101' *f* 171' 1475*t FPT*	57·8	30·6 FK	Leningrad Russian 10*BHCem* 40*tAPT*40*t*	Q8Cy22",31$\frac{1}{2}$",45$\frac{1}{2}$"&65"–45" 1055NHP 2DB&2SB,*24cf*,GS429, HS16790 Wrkman,Clark&Co.Ld.Bel	34 " 0	
29190 UOVX	— *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1930	S.B.Yard AndréMarti Leningrad	U.S.S.R.	326·2 P21'B90'F29'	48·6	22·6	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$"–39$\frac{3}{8}$" 587NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
29191 7408 SFQO	— *Well deck* *ss*Hbg.No.2–35 1*Dk*(*Stl*) *Strengthened for Navigation in Ice* *Cargo battens not fitted*	*1456* *1112* *795*	✠100A1 1,42 ~~4,41~~ Examined ~~3,41~~ 4,42 BS10,40 ✠LMC2,35	Bry ~~Mch~~ Lon	*p*	OG 3,40	1928 1mo	Hlsingbrgs Varfs.Aktieb Helsingborg *Lloyd's*A&CP	A/B Transmarin (S.Redig,*Mgr.*)	247·3 258·0(O.L.) P19'Q75'B104'F23' *Trunk in after well* *CellDB*211'437*tFPT*	38·1	15·2 FK	Hlsngborg Swedish 4*BHCem* 28*tAPT*54*t*	T3Cy16$\frac{3}{4}$",29$\frac{1}{2}$"&46$\frac{7}{8}$"–27$\frac{9}{16}$" 200lb (*s*) 145NHP 2SB,*4cf*,GS68,HS2337 HelsingbrgsVarfs.Aktieb.	17 " 6 s " 8$\frac{1}{4}$ 16 " 11$\frac{1}{4}$	
29192 217744 WTUO	**Nevada** (*ex*WinifredO'Donnell, *ex*Cape *CarryingPetroleum in bulk* Henlopen,*ex*Houma) *Fitted for oil fuel* *Mchy.Aft* D.F. *Longitudinal framing*	6915 — 4261					1919	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	TheTexasCompany	434·8 P92'B50'F42'	56·2	31·8	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPt.Md.		R
29193 OZIC	— D.F. 2*Dks* *Now* "Apaloide," *see No.* 35574 *in Supplement*	3766 3224 2302					1917	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	361·9	50·2	23·7	Copnhagn Danish *WB*	T.3Cy.26",45"&71"–42" 327NHP HelsingörsJernsk.&Mskb.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
29194 213782 WOGS	**Nevada** Ⓟ (*ex*Rogday,*ex*Nevada) D.F. 3*Dks*	1685 — 965					1915	Manitowoc S.B.&D.D.Co. Manitwc,Wis	UnitedStates Maritime Commission	221·2	42·2	24·7 *WB*	Milwaukee Wis. Utd. States	T.3Cy.28½",34½"&56"-36" 188NHP GtLakesEngWrks.Detroit	29 ″ 0	
29195 165980 GMKP	**Nevada II** (*ex*Nevada-40, *ex*Rovuma) 2*Dks*	5693 5142 3499					1918	Bremer Vulkan Vegesack	Ministry of War Transport(P.Henderson&Co.*Mgrs.*)	420·2 P&B333'F58'	56·4	28·1	Glasgow British *WB*	Q.4Cy.24",35",50"&73"-53" 386NHP BremerVulkan,Vegesack		V L
29196 215545 WACP	**Nevadan** (*ex*Montpelier,*ex*Bochum) *ss*N.Yk.No.3-7,23 *ss*S.Fo.No.2-31 *Well deck* *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)&*lower dk in forehold*	4734 4097 2829	✠ ... 5,34	SFo ✠	*c*†		1912 7mo	Akt.Ges. "Neptun," Rostock	American-HawaiianS.S.Co. *CellD*	460·0 P&B382'F57' *Ba*140'*uE*&*B*72'*f*	57·9	26·7 FK	NewYork Utd. States 9*BHCem* 194'1600*t*	T.3Cy.29$\frac{7}{16}$",47¼"&77$\frac{3}{16}$-54" 733NHP 4SB,*12cf*,GS248,HS11207 A.G."Neptun,"Rostock	29 ″ 10	R †
29197 133102 GMLT	**Nevasa** Ⓟ **TwinSc** D.F. 3*Dks*(*UStl*-teak s2*nd dk* *Stl*-ws)&*Shade dk*(*Stl*-teaks)	9213 6541 5678	✠ 1,14	Lon ✠	*e*†		1913 3mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDBa*130'*uE*&*B*	480·4 B149'F44'*on Sh dk* 94'*f*192'1341*t FPT*	58·1	30·8 FK	Glasgow British 8*BHCem* 64*t APT*53*t*	Q.8Cy.23¼",33",47"&68"-48" 1131NHP 7SB,*21cf*,GS423,HS17633 Barclay,Curle&Co.Ld.Gls	34 ″ 0 ~~s10″7¾~~ ~~23″0½~~	
29198 UOBF	**Nevastroi** (*ex*Bellingham) 2*Dks*&*Web frames* *Longitudinal framing*	4837 4382 3622	✠ ... 1,21	✠			1918 10mo	ToddD.D. &Const.Corp Tacoma,Wsh	U.S.S.R.	379·8 P39'B102'F42'	53·0	27·0 FK	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&DryDock Co.Seattle	29 ″ 3	
29199 227565 WBFY	**New Bedford** Ⓟ D.F. 2*Dks*	1116 — 451					1928	Bethlehem S.B.Corp.Ld. Quincy,Mass.	NewEnglandS.S. Co.	202·6	36·2	13·0	N.Bedford, Mass. Utd. States	T.4Cy.16",26"&(2)30"-24" 88NHP BethlehemS.B.Corp.Ld.		
29200 143625 GDPB	**New Brooklyn** *CruiserStern* *ss*Bry.No.3-1,35 *ss*Ams.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk*(*Stl*)*in fore holds*&*after main hold* *Straight frames &bevelled bilge* *Cargo battens not fitted in Shltr'tween dks*	6546 6222 4039	✠100A1 *Shelter dk* *withfreeboard* 3,42 ~~5,41~~ BS10,41 ~~BS9,40~~ ✠LMC9,38 *Carrying vegetable oil in deep tanks*	~~Mch~~ Liv	*a*†	CL ~~N0,38~~ 3,42	1920 3mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	ElderDempster Lines,Ld. *Cel*	412·6 429·0(O.L.) F40'*onShelter dk* *lDB*343'1571*t DTa*	55·8	34·4 FK	Liverpool British *Cem* 6*BHtoSh dk* 2 „ „ *U* „ 23'858*t DTs*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel. *f*70'1360*tFPT*91*tAPT*126*t*	38 ″ 0 s10″0¼ 28 ″ 3¼	
29201 140632 GBSW	**New Brunswick** *ss*N.Yk.No.3-7,31 *ss*Shl.No.2-39 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) *Cruiser Stern* *Straightframes&bevelledbilge*	6529 6230 4028	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~ ~~6,40~~ 4,42 BS12,41 ~~BS9,40~~ ✠LMC9,39 *Carrying vegetable oil in deep tanks*	~~NYk~~ Liv	*a*†	CL 8,39	1919 6mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP* *CellDB*34	ElderDempster Lines,Ld. 3'1571*t DTa*25'858	412·6 F40'*on Shelter dk* *t FPT*91*tAPT*126*t*	55·8	34·4 FK	Liverpool British *ptCem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11¾ 28 ″ 3¾	
29202 144601 GDCS	**New Columbia** *ss*N.Yk.No.3-11,32 *ss*Ams.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk*(*Stl*) *in for'd holds* & *after main hold* *CruiserStern*	6574 6222 4044	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~12,40~~ BS2,42 Examined 9,41 ~~BS12,40~~ ✠LMC6,37 *Fitted for oil fuel* 6,20 *F.P. above* 150° F. *Carrying vegetable oil in deep tanks*	~~Liv~~ Lon	*a*†	CL 12,40	1920 6mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	ElderDempster Lines,Ld. *CellDB*343'1571*t* *DTa*23'858*t*	412·6 F40'*onShelter dk* *DTsf*70'1360*tFPT*	55·8	34·4 FK	Liverpool British *Cem* 6*BHtoSh dk* 2 „ „ *U* „ 91*tAPT*126*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10″0½ 28 ″ 3	
29203 204647 WFFO	**New England** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	534 — 436					1907	ForeRiver S.B.Co. Quincy,Mass.	HarborOil TransportCo.of Connecticut,Inc.	168·0 len34	30·1	11·5	NewYork Utd. States	Oil Engines 2S.C.SA 6Cy.14"-17" 206NHP NE32 FairbanksMorse&Co. Beloit,Wis.		
29204 233333 WJFA	**New Haven Socony** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* *Carrying Petroleum in bulk*	1242 — 779					1934	UnitedDry DocksInc. (StatenIslnd. Plnt)Pt.Richmond,N.Y.	Socony-Vacuum OilCo.Inc.	251·3 P54'	40·0	12·8	NewYork Utd. States	Oil Engines 4S.C.SA 12Cy.13"-18" 198NHP McIntosh&Seymour,N.Y.		R
29205 221805 KDWD	**New Jersey** *Mchy.Aft* *ss*N.Yk.No.3-8,34 D.F. *ss*N.Yk.No.1-37 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6414 6086 3959	✠ 11,41 ✠LMC ~~MS7,37~~ ~~BS12,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	NYk	*a*†	CL ~~N2,40~~ 4,41	1921 12mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE*&	416·8 P107'B35'F33' *B*64'209*t FPT*229*t*	56·1	32·7 FK	Wilmgton (Del.) Utd. States 16*BHptCem* *APT*130*t*	T.3Cy.27⅝",45"&74"-51" (*s*) 190lb 549NHP 3SB,*9cf*,HS7979 FD Hooven,Owens,Rentschler Co.Hamilton,O	32 ″ 10	
29206 206082 KJSP	**New London** 2*Dks*	2818 — 1893					1909	Harlan& Hollingsworth Co. Wlmgtn,Del.	CentralVermont TransportationCo.	278·5	44·0	19·0	Prtlnd.Me. Utd. States	T.3Cy.21",34"&56"-42" 203NHP Harlan&HollingsworthCo. Wilmington,Del.		
29207 149409 VGNC	**New Northland** Ⓟ (*ex*Northland) *ss*Mtl.No.3-6,38 *Ref.Mchy.* 2*Dks*(2*nd dkStl*)	3445 2249 2029	✠100A1 *withfreeboard* 1,41 ~~1,40~~ BS4,40 ✠LMC6,38 Lloyd'sRMC8,39 *Fitted for oil fuel* 4,26 *F.P. above* 150° F.	Hfx	*u*	CL ~~5,38~~ 1,41	1926 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	ClarkeS.S.Co.Ld. *CellDB*2.5'41	287·7 B&F279' 3*tDTa*33'245*t FPT*	47·2	22·3 FK	Quebec British 8*BHptCem* 2 „ *to2nd dk* 45*tAPT*17*t*	T.3Cy.23½",38"&62"-42" (*s*) 180lb 393NHP 3SB,*9cf*,GS158,HS6195 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 6 s6″10½ 18 ″ 0	
29208 140653 GCLW	**New Texas** *ss*N.Yk.No.3-11,31 *ss*Ant.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk in forward holds* &*after main hold* *Straight frames* & *bevelled bilge* *Cargo battens not fitted in Shelter'tween dks*	6568 6231 4044	✠100A1 *Shelter dk* *withfreeboard* 2,42 ~~2,41~~ ~~BS11,40~~ ✠LMC8,39 *Carrying vegetable oil in deep tanks* BS2,42	~~NYk~~ Hul	*a*†	CL N8,39	1919 9mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	ElderDempster Lines,Ld. *CellDB*343'1571*t*	412·6 F40'*onShelter dk* *DTa*23'858*tFPT*91	55·8	34·4 FK	Liverpool British *Cem* 6*BHtoSh dk* 2 „ „ *U* „ *tAPT*126*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11¾ 28 ″ 3¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
29209 140658 GCLV	**New Toronto** ssN.Yk.No.3-1,32 ssCff.No.1-36 1Dk(Stl)&2nd dk in forward CruiserStern holds & after main hold Straight frames&bevelled bilge Cargo battens not fitted in Shelter 'tween dks	6568 6231 4044	✠100A1 Shelter dk withfreeboard 1,42 ~~10,40~~ ~~Examined 3,41~~ ~~BS8,41~~ MS2,36 Carrying vegetable oil in deep tank	~~NYk~~ Liv ✠LMC ~~BS6,40~~	a†	CL 10,40	1919 10mo	Harland& Wolff,Ld. Belfast A&CP CellDB343'	ElderDempster Lines,Ld. 1571t DTa 23'858t	412·6 F40'on Shelter dk FK FPT91tAPT126t	55·8	34·4	Liverpool British Cem 6BHtoSh dk 2 „ „ U „	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11¾ 28 ″ 3¾	
29210 148838 GFDK	**New Westminster City** D.F. 1Dk&Shelter dk Fitted for oil fuel	4747 4432 2882					1929	W.Gray& Co.Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld. Mgrs.)	400·0 F41'	54·3	25·6	Bideford British WB	T.3Cy.25",42"&70"-48" 339NHP Cen.Mar.EWrks.Ld WHpl		C
29211 DJNY	**New York** Ⓟ TwinSc CruiserStern 5Dks Ref.Mchy. Sub.Sig. Corrugated sides D.F. GyC. Fitted for oil fuel	22337 15607 12301					1927	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·6 B306'F97' len34	72·4 79·0	42·1	Hamburg German WB	8SteamTurbinesSRgeared to 2 Sc. Shafts NE&B30 Blohm&Voss,Hamburg		G
29212 HPTI	— Mchy.Aft ssN.Yk.2ndNo.3-5,40 D.F. 2Dks(Stl)&Web frames Longitudinal framing	6401 5880 4014	✠100A1 9,41 ~~3,41~~ MS5,40 Carrying Petroleum in bulk Fitted for oil fuel 4.16 F.P.above 150° F.	~~NYk~~ Gal ✠LMC BS3,41	a†	CL N5,40	1916 4mo	ForeRiver S.B.Corp. Quincy,Mass A&CP CellDBu E&	TheTexasCompany (Panama)Inc.	416·8 P107'B35'F33' FK B64'209t FPT229t	56·1	31·1	Colon Pnamanian 16BHCem APT130t	T.3Cy.26¼",44"&74"-51" (r) 190lb 549NHP 3SB,9cf,GS191,HS7979 FD ForeRiverS.B.CorpQuincy	32 ″ 9 s6 ″ 4½ 26 ″ 7	
29213 223901 WECF	— Ⓟ TwinSc 2Dks D.F. GyC. Fitted for oil fuel Cruiser Stern	4989 — 2703					1924	Bethlehem S.B.Corp.Ld Sparrow's Point,Md.	Eastern S.S.Lines, Inc.	385·3	72·5	20·9	Portsmth, N.H. Utd.States WB	4 Steam Turbines SR geared to 2 Screw Shafts BathIrn.Wrks.Bath,Me.		R
29214 206239 KJSR	— 2Dks	2818 — 1893					1909	Harlan& Hollings- worthCo. Wlmgtn,Del.	CentralVermont TransportationCo.	278·5	44·0	19·0	Prtlnd.Me. Utd.States	T.3Cy.21",34"&56"-42" 203NHP Harlan&HollingsworthCo. Wilmington,Del.		
29215 134720 GKJS	**New York City** ssBrs.No.3-12,30 ssBrs.No.2-39 D.F. 2Dks(Stl)3rdtrB in No.3hold	2710 2499 1623	✠100A1 ~~8,41~~ ~~3,40~~ 1,42 ~~BS7,40~~ 7,41	~~Cff~~ Brs ✠LMC5,39	u	CL ~~4,38~~ 8,41	1917 12mo Lloyd	C.Hill& Sons Bristol 'sA&CP	BristolCityLineof Steamships,Ld. (C.Hill&Sons, Mgrs.)	P31'B&F259' FK CellDB259'554tFPT	42·8	23·6	Bristol British 5BHCem 90tAPT25t	T.3Cy.24",39"&66"-45" (s) 180lb 100lb 357NHP 2SB,6cf,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	26 ″ 0 s2 ″ 5 23 ″ 9¼	
29216 148126 VGPT	**New York News** (exBelvoir-33) ssTto.No.3-1,37 ssTto.No.1-41 Mchy.Aft 1Dk(Stl) D.F. Cargo battens not fitted	2310 2054 1672	✠100A1 withfreeboard 1,41 ~~BS1,40~~ ForService on the Great Lakes & River St. Lawrence & to Galveston	Tto ✠LMC~~1,37~~ 1,41		CL 12,40	1925 6mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld Newcastle 'sA&CP CellDB220'560t	Quebec&Ontario TransportationCo. Ld. 3W.T.B. also intermediateBH in holds (lower part W.T.)	248·1 256·0(O.L.) F42' FK FPT133tAPT8t	43·7	22·9	Montreal British ptCem	T.3Cy.17",28"&46"-36" (s) 200lb 171NHP 2SB,4cf,GS84,HS2963 McColl&Pollock,Ld.Sld.	25 ″ 0 s5 ″ 6¼ 19 ″ 7½	
29217 231376 KLHF	**New York Socony** TwinSc OilEng. D.F. CruiserStern 1Dk Mchy.Aft Carrying Petroleum in bulk	1540 1316 933					1932	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	Socony-Vacuum OilCo.Inc	254·6 P65'B21'F34'	45·7	14·3	NewYork Utd.States WB	Oil Engines 4S.C.SA 12Cy.13"-18" 198NHP McIntosh&SeymourCorp NewYork		R
29218 LDNP	**New Zealand** TwinSc OilEng. ssGot.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	9311 8823 5665	✠100A1 4,41 ~~3,41~~ DBS3,41 Carrying Petroleum in bulk	~~Syd~~ Sng ✠LMC CS11,38 3,41	e†	CL ~~P11,38~~ S12,39 P4,41	1930 5mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP CellDBuE8	ErlingH.Samuel- sensRederiII.A/S (E.H.Samuelsen, Mgr.) 0'337t DTf45'623t	484·3 P114'B31'F50' FK FPT227tAPT257t	65·5	36·9	Oslo Norwegian 18BH (11 to U dk 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.18⅞"-74" 880NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	36 ″ 9 s8 ″ 4½ 28 ″ 7¼	
29219 163213 GYCR	**New Zealand Star** TwinSc Ref.Mchy. OilEng. ssLiv.No.1-39 Sub.Sig. D.F. 3Dks E.S.D. GyC. 4th dk in Nos.2&3holds CruiserStern Tonnage opening closed '40	12436 — 7677	✠100A1 withfreeboard ~~7,41~~ ~~10,40~~ 2,42 ✠LMC CS3,40 ~~DBS10,40~~ ✠Lloyd'sRMC~~4,41~~	Liv ~~Syd~~ Avn DBS12,41 5,39 4,41 5,42 ~~2,42~~	i† 2 7/16 ~~10,41~~	CL 10,40	1935 3mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP Upper'tween CellDB391'2271t	FrederickLeyland &Co.Ld. Duct keel forward dkBHs except Coll	524·2 542·9(O.L.) B193'F72' FK of mchy.space (BHdispensed with FPT126tAPT172t	70·4 40·6	32·3	Belfast British 8BHptCem Coll to W dk 7 „ 2nd „)	Oil Engines 4S.C.SA 20Cy.29⅛"-59 1/16" 1631NHP 2DB100lb Harland&Wolff,Ld.Bel.	43 ″ 5 s12 ″ 9 30 ″ 10	
29220 165807 GLXB	**Newbrough** OilEng. D.F. E.S.D. GyC. 1Dk&Shelterdk CruiserStern Tonnage opening closed'41(W.E.)	5255 4772 3025	✠100A1 withfreeboard ~~8,41~~ ~~2,41~~ 12,41 ✠LMC2,41	~~Sld~~ ~~Cff~~ Sws	a† 2	CL	1941 2mo Lloyd	ShortBros. Ltd. Sunderland 'sA&CP CellDB33	Northumbrian ShippingCo.Ld. (CommonBros.Ld. Mgrs.) 1'1090tMT28'1120	437·0 450·0(O.L.) FK (tDTf29' 13t FPT	56·5	25·5	Newcastle British 7BHptCem Coll toSh dk 6 „ 2nd „) 95tAPT262t	OilEngines 2S.C.SA 3Cy.23⅝"-91 5/16" 516NHP 2DB120lb Wm.Doxford&Sons,LdSld	~~27 ″ 11~~ ~~s8 ″ 1½~~ ~~25 ″ 0~~ 36 ″ 3 s10 ″ 10½ 25 ″ 7	
29221 149466	**Newbrundoc** Mchy.Aft 1Dk	1934 1635 1152					1928	Swan,Hun- ter&Wigham Richardson, LdNewcastle	PatersonSteam- ships,Ld.	252·8	43·3	17·8	Ft William British WB	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
29222 149773 GMWZ	**Newbury** ssShl.No.3-8,39 2Dks(Stl)	5102 4795 3196	✠100A1 9,41 ~~10,40~~ BS10,40	~~Npt~~ Cff ✠LMC8,39	y	CL ~~8,39~~ 8,41	1927 1mo Lloyd In	R.Duncan &Co. Pt.Glasgow 'sA&CP termediate 'tw CellDB350'	AlexanderShippng Co.Ld.(Capper, Alexander&Co. Mgrs.) een dk BH in after 1040tDTa30'860tA	404·9 418·4(O.L.) P35'B128'F41' FK hold dispensed with	53·0	27·5	London British Cem 5BH to U dk 1 „ „2nd „ PT200t	T.3Cy.27",44"&73"-48" (s) 180lb 503NHP 3SB,9cf,GS178,HS7345 FD Rankin&BlckmoreLd.Grk.	30 ″ 0 s5 ″ 7¾ 24 ″ 7	
29223 146635 GDYQ	**Newchwang** 2Dks	2482 2051 1480					1922	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNavigation Co.Ld.	295·8 B72'F42'	44·2	19·6	London British WB	T.3Cy.18",29"&47"-39" 138NHP Scott'sS.B.&E.Co.Ld.Grk.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstrucures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
29224 147312 GKJF	**Newfoundland** Ⓟ ssLiv.No.3-3,38 D.F. 2*Dks*(*Stl*)(*weather dk*-ws) *Ref.Mchy.* 3rd *dk*(*Stl*)*in holds* E.S.D. *CruiserStern*	6791 5389 3828	✠100A1 *withfreeboard* ~~8,41~~~~12,40~~6,42 5,42 BS~~4,40~~ ✠LMC3,38 ✠Lloyd'sRMC4,40	~~Liv.~~ ~~StJ~~Liv	*a*†	CL ~~2,38~~ 5,42	1925 6mo *Lloyd*'*sA&CP*	Vickers, Ld. Barrow	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	406·1|55·4|31·8 423·7(O.L.) B145'F42' FK *Duct keel forwd of ER*71' *CellDB*329'141*t DTf*23'291*t DTa*23'357*tFPT*71*tAPT*126*t*	Liverpool British 8*BHptCem* 2 ,, *to*2*nddk*	Q.4Cy.31",43",62"&90"-57" 215lb (*s*) 1047NHP 5SB(Spt),20*cf*,GS377, FD HS16095 Vickers,Ld.Barrow	34 ″ 4 s 9 ″ 3½ 25 ″ 4¼	
	Fitted for oil fuel 6,25 F.P.above 150° F.													
29225 FOTT	**Newhaven** Ⓟ TrpSc D.F. 2*Dks* *Fitted for oil fuel*	1888 1520 695					1911	Forg.&Ch. de la Médit. Havre	Chemins deFer de l'EtatFrançais (SouthernRly. *Mgrs.*)	293·3|34·6|21·4	Dieppe French	3 Steam Turbines Forg.&Ch.de laMédit.Hav.		V
29226 162237 MPZR	**Newlands** (*ex*MariaKyriakides) *ss*Gmh.No.3-4,31 *ss*Gmh.No.1-35 1*Dk*(*Stl*) *Cargo battens not fitted*	1556 1387 855	✠100A1 10,41~~4,40~~ Examined ~~11,40~~ 10,41 ✠LMC MS1,39 BS~~11,40~~10,41	~~Mdb~~ ~~Gls~~ Sou	*p*	CL ~~12,38~~ 9,41	1921 5mo *Lloyd*'*sA&CP*	Bow,McLachlan&Co. Ld. Paisley	TulleyShippingCo. Ld. (W.Tulley&Co. Ld.*Mgrs.*)	240·2|36·1|19·1 B52'F27' FK *CellDB*196'389*t FPT*120*tAPT*75*t*	Hull British 4*BHCem*	T.3Cy.17",27"&45"-33" (*s*) 180lb 170NHP 2SB,4*cf*,GS90,HS3217 Bow,McLachln&CoLdPsy.	21 ″ 3 s 2 ″ 10 18 ″ 7	
29227 148131 MNGZ	**Newminster** *ss*Nwc.No.3-4,37 *ss*Bly.No.1-40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	967 791 406	✠100A1 *withfreeboard* 10,40 BS12,41 ✠LMC10,40	Bly	*o*	CL 10,40	1925 7mo *Lloyd*'*sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Tyne-TeesSteam ShippingCo.Ld.	231·2|35·1|14·3 B63' FK *CellDBa&uE*60'*f*104'168*t*	Newcastle British 4*BHCem* (*Coll toSh dk* 3 ,, 2*nd* ,,)	T.3Cy.20",31"&53"-36" (*s*) 180lb 240NHP 2SB,6*cf*,GS135,HS4476 Hawthorn,Leslie&Co.Ld.	16 ″ 6 s ″ 6 16 ″ 2	
29228 209388 WJCV	**Newton** 3Mst *Mchy.Aft* Sub.Sig. 1*Dk*	5001 4412 3093					1911	ForeRiver S.B.Co. Quincy,Mass	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*)	389·0|54·6|28·0	Boston Utd.States *WB*	T.3Cy.25",41"&68"-48" 320NHP ForeRiverS.B.Co.Quincy		R
29229 148123 GFMP	**Newton Ash** *ss*Nwc.No.3-1,38 D.F. 1*Dk*(*Stl*)&*Web frames* *CruiserStern Corrugated sides* *Longitudinal framing in DB&at decks*	4625 4248 2792	✠100A1 12,41~~12,40~~ BS6,41 ✠LMC1,38	~~Liv.~~ Hul	*x*	CL 12,40	1925 3mo *Lloyd*'*sA&CP*	W.Pickersgill&SonsLd. Sunderland	C.Strubin&Co.Ld.	372·8|54·6|26·8 P57'B111'F36' FK *CellDB*325'1064*tFPT*131*tAPT*283*t*	Newcastle British 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 346NHP 3SB(Spt)9*cf*,GS145,HS5466 N.E.MarineEng.CoLd.Sld.	29 ″ 3 s 5 ″ 7¼ 23 ″ 10¼	
29230 149403 GCRK	**Newton Pine** (*ex*Fernlea) *ss*Bkn.No.3-8,38 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4212 3946 2548	✠100A1 *withfreeboard* 10,41~~2,41~~ BS8,41 ~~BS4,40~~ ✠LMC8,38	~~Bry~~ Cff	*x*	CL 5,39	1925 12mo *Lloyd*'*sA&CP*	SirJ Priestman&Co. Sunderland	GraigShippingCo. Ld.(I.Williams& Co.*Mgrs.*)	365·0|51·5|25·1 F35' FK *CellDB*315'994*tFPT*125*tAPT*247*t*	Cardiff British 6*BHCem* (*Coll toSh dk* 5 ,, 2*nd* ,,)	T.3Cy.23½",38¾"&69"-48"(*s*) 180lb 380NHP 3SB(Spt)9*cf*,GS165,HS6159 Richardsons,Westgarth& Co.Ld.Sld.	27 ″ 6 s2 ″ 10 24 ″ 10¼	
29231 166780 MPWW	**Ngakoa** *OilEng.* 1*Dk* *Mchy.Aft CruiserStern* *Cargo battens not fitted*	507 324 251	✠100A1 ~~5,40~~10,41 ✠LMC6,38 ✠LMC(M)5,40	~~Sou~~ Gls	*g*	OG	1938 6mo *Lloyd*'*sA&CP*	NV Schpsf. v/hDeGroot &VanVliet Slikkerveer	W.A.Wilson	166·6|27·1|8·9 27·5 172·8(O.L.) FK P31'Q66'B*on*Q10'F11' *CellDB*97'128*tFPT*74*tAPT*19*t*	S'thamptn British 3*BHptCem*	Oil Engines 4S.C.SA 6Cy.12 5/8"-17 11/16" 93NHP MtrnWerkeMannheimAG	11 ″ 0 s 3 ″ 10½ 10 ″ 9½	
29232 128829 ZMDG	**Ngakuta** *ss*Syd.2ndNo.3-8,38 1*Dk*(*Stl*) *Cargo battens not fitted*	1775 1398 944	✠100A1 5,41~~7,40~~ BS4,41 ✠LMC1,38	Syd	*q*	CL ~~1,38~~ 5,41	1913 8mo *Lloyd*'*sA&CP*	Smith's DockCo.Ld. Middlesbro'	UnionS.S.Co. of NewZealand,Ld.	275·0|39·0|17·6 P24'B63'F23' FK *Cell DBa*82'*uE*20'*f*108'465*tFPT*36*tAPT*70*t*	Wellingtn, N.Z. British 4*BHCem*	T.3Cy.21",34"&56"-36" (*s*) 180lb 248NHP 2SB,6*cf*,GS120,HS4440 Richardsons,Westgarth &Co.Ld.Mdb.	18 ″ 5 s 2 ″ 8¼ 16 ″ 2	
29233 161722 MPXM	**Ngaroma** *OilEng.* *ss*Hul.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	503 345 245	✠100A1 ~~2,41~~10,41 ✠LMC2,39	~~Sou~~ Cff	*g*	OG 7,40	1931 3mo *Lloyd*'*sA&CP*	N.V.IndustrieeleMaats. DeNoord Alblasserdam	W.A.Wilson	159·0|25·7|10·0 P42'Q41'F21' FK *CellDB*102'119*t FPT*69*tAPTs*20*t*	S'thamptn British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11 13/16"-17 11/16" 81NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 ″ 2 s3 ″ 11¾ 11 ″ 6½	
29234 161740 MPXX	**Ngatira** *OilEng.* ssHul.No.2-39 1*Dk*(*Stl*) *Mchy.Aft CruiserStern* *Well deck Cargo battens not fitted*	525 351 260	✠100A1 6,41 ✠LMC1,39 ✠LMC(M)6,41	Bry	*g*	OG 3,41	1931 10mo *Lloyd*'*sA&CP*	N.V.IndustrieeleMaats. DeNoord Alblasserdam	W.A.Wilson	159·3|25·7|10·0 P42'Q50'F25' FK *CellDB*102'119*t FPT*64*tAPTs*36*t*	S'thamptn British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11 13/16"-17 11/16" 81NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 ″ 2 s 3 ″ 8¾ 11 ″ 9½	
29235 128651 ZMGF	**Ngatoro** *ss*Syd.2ndNo.3-3,36 *ss*Syd.No.1-40 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1140 897 586	✠100A1 9,41~~3,41~~ BS4,41 ✠LMC3,40	Syd	*n*	CL 2,40	1910 6mo *Lloyd*'*sA&CP*	A.Rodger &Co. PortGlasgow	UnionS.S.Co. of NewZealand,Ld.	225·0|33·1|15·5 233·6(O.L.) P20'B60'F22' FK *CellDBa*71'*uE*15'*f*84'263*tFPT*28*tAPT*62*t*	Wellingtn, N.Z. British 4*BHCem*	T.3Cy.18",30"&48"-33" (*s*) 180lb 166NHP 2SB,4*cf*,GS86,HS2870 A.Rodger&Co.Glasgow	16 ″ 8 s 2 ″ 1¼ 15 ″ 0¾	
29236 LEMY	**Ngow Hock** (*ex*Bratland-32, *ex*Dux) 1*Dk*	1329 1130 709					1920	NewE.& S.B.Wks.Ld. Shanghai	A/S ArneSveen's Rederi(Arne Sveen,*Mgr.*)	242·7|37·3|15·0 P58*t*H94*t*	Oslo Norwegian	T.3Cy 18½",29"&49"-33" 138NHP NewE.&S.B.Works,Ld.		N
29237 130738	**Niagara** Ⓟ *Mchy.Aft*	1760 1542 1324					1897	F.W. Wheeler&Co W.BayCity	GravelProducts Corp.	266·0|42·2|16·8	BuffaloNY Utd.States *WB*	T.3Cy.17",29"&48"-36" 138NHP F.W.Wheeler&Co.		
29238 309 HSAK	**Nibha** TwinSc *OilEng.* *ss*Bgk.No.3-5,37 1*Dk*(*Stl*)&*Shadedk*(*Teak*)	512 351 276	✠100A1 *withfreeboard* 6,41~~5,40~~ DBS6,41 ✠LMC5,37 ✠NE5,37 ~~DBS5,40~~	Bgk		CL ~~5,39~~ P5,40 S12,40	1924 10mo *Lloyd*'*sA&CP*	A/S. NakskovSkbs Nakskov	ThaiNav.Co.Ld.	174·8|29·2|7·7 FK *CellDBuE&B&f*58'95*tFPT*17*tAPT*25*t*	Bangkok Thai 4*BHptCem*	OilEngines 2S.C.SA 8Cy.8 11/16"-14 3/16" 105NHP DB*made*28*fitted*37 100*lb* Akt.Burmeister&Wain, Cpn.	10 ″ 0 s 2 ″ 0¾ 8 ″ 0	
	For Coasting Service between Bangkok & Chantaboon													
29239	**Nicaragua** (*ex*HortensiaBertin-41, *ex*KingDavid-39, *ex*Gundomar) *ss*Shl.2ndNo.3-5,37 2*Dks*(*Stl*-*U*ws) D.F. &*Web frames* *Well deck Longitudinal framing* *ss*HKg.No.1-41	*3721* *3335* *2257*	✠100A1 ~~4,41~~~~9,40~~ 2,42 ~~BS9,40~~ ✠LMC~~5,37~~ 4,41	~~Cal~~ ~~HKg~~Cal	*x*	CL ~~9,40~~ 3,41	1912 9mo *Lloyd*'*sA&CP*	Akt.Ges. "Weser" Bremen	Panamanian Freighters (Wallem&Co. *Mgrs.*)	355·1|50·4|23·2 P226'F43' FK *CellDBa*116'*uE*26'*f*164'830*tFPT*48*tAPT*14*t*	Panama Pnamanian 6*BHCem*	T.3Cy.25 9/16",41 5/16"&67 11/16"-47¼" 192lb (*s*) 432NHP 3SB,9*cf*,GS129,HS6135 FD A.G."Weser,"Bremen	26 ″ 0 s 3 ″ 3¾ 22 ″ 10¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29240 233738 WNFA	**Nicarao** ssGal.No.3-12,32 ssN.Os.No.2-41 1Dk(Stl)&Shelter dk	1445 1391 819	✠100A1 Shelter dk withfreeboard 3,42 ~~8,41~~ 12,41 ✠LMC BS~~12,40~~ MS3,41 Fitted for oil fuel 9,20 F.P. above 150° F.	~~NOs~~ Bal	o	CL 2,40	1920 9mo	Standard S.B.Corp. Shooter's Island,N.Y. A&CP	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.) CellDB197'306t	234·3 B88' FPT34tAPT36t	34·1	20·3 FK	NewYork Utd.States p'Cem 2BHtoShdk 2 " " U "	T.3Cy.19",30"&50"-33" (s) 185lb 200NHP 2SB,6cf,GS120,HS3660 H.G.TroutCo.Buffalo,N.Y.	23 ″ 6 s 8 ″ 2 15 ″ 9	
29241 DHRM	**Nicea** Sub.Sig. 1Dk&Awning dk	1948 1679 1103					1922	Flenders- werft Lübeck	KarlGrammerstorf	303·8 F33' len34	41·7	17·6	Kiel German WB	T.3Cy.20½",34⅝"&55"-37⅜" NB34 185NHP A.G."Neptun,"Rostock		
29242 137516 GPWF	**Niceto de Larrinaga** ssCff.No.3-7,29 ssAnt.No.2-38 2Dks(Stl)&Shelter dk(Stl) Cruiser Stern	5591 5147 3506	✠100A1 Shelter dk withfreeboard 12,40 ✠LMC MS10,37 BS4,40	Bry	b†	CL 11,40	1916 8mo	Russell& Co. Pt.Glasgow 1IntermediateBH&1'twndk BHdispensed with Lloyd'sA&CP	LarrinagaS.S.Co. Ld. CellDB385'1468t DTa42'1138t	439·8 456·5(O.L.) FonShelter dk50' FPT104tAPT38t	56·0	26·3 FK	Liverpool British Cem 4BH to Udk 1 " " Sh " 1 " " 2nd " only	T.3Cy.26",43"&70"-48" (r) 180lb 483NHP 2DB,12cf,GS202,HS9020 Rankin&BlackmreLd.Grk	29 ″ 0 s 3 ″ 10¼ 25 ″ 4	
29243 LEMZ	**Nicholas Cuneo** 1Dk&Spar dk	1051 916 606					1907	Framnes Mek.Værks Sandefjord	L.A.Larssen	216·0 H99t	30·1	20·1	Flekkefjrd Norwegian WB	T.3Cy.18",29"&48"-33" 132NHP AkersMek.Værks.Oslo		N
29244 5963 SFQR	**Nicke** (exAgricola,exBollsta, exAgricola) 1Dk	*1170* *978* *635*					1918	Eriksbergs M.V.Aktieb. Gothenburg	NyaÅngfartygs A/B Heimdal (R.Hellberg,Mgr.)	226·7 P21'B52'F25'	36·5	14·6	Gothenbrg Swedish WB	T.3Cy.16½",27"&44½"-30" 108NHP KockumsM.V.Akt.Malmö		V
29245 237713 WOAR	**Nickeliner** TwinSc OilEng. (exDolomite4-40) D.F. 1Dk Mchy.Aft Electrically welded Transverse channel construction CarryingPetroleum in bulk	2249 — 1621					1938	Dolomite MarineCorp. Rochester, N.Y.	~~All-Waterways~~ ~~Nav.Corp.~~ ChemicalMarine Corp.,Inc. CellDB206'485t FPT87tAPT50t	290·5 300(O.L.) Q55'F28	43·3	18·9 FX	Lake Charles,La Utd. States 10BHptCem	2 Oil Engines 4S.C.SA SR geared to 2 sc. shafts 16Cy.12½"-13" 245NHP AmericanLocomotiveCo. Auburn,N.Y.	21 ″ 0 s 5 ″ 2¼ 15 ″ 10½	R †
29246 953 SVPG	**Nicolaos G. Culucundis** (exMaid of Sparta, ssShl.No.3-2,30 exLordByron) ssBly.No.2-38 1Dk(Stl)	*3201* *2981* *1930*	✠100A1 12,40 ✠NE10,31 ✠LMC5,38 BS9,40	Cal	v	CL 12,39	1917 2mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. Mgrs.) CellDB294' 789t FPT69tAPT179t	339·8 P28'B105'F39'	47·0	23·8 FK	Piræus Greek 6BHCem	T.3Cy 20½",33"&54"-39" (s) 160lb 85lb 224NHP 2SB,6cf,GS106,HS4005 Earle'sS.B.&E.Co.Ld.Hull	26 ″ [illegible] s 4 ″ 4¾ 22 ″ 1½	
29247 505 SZLR	**Nicolaos L.** Ⓟ (exNicolaos, exCharlesChappell) ssCpl.No.3-9,22 Mchy.Aft	356 — 183	10,24	Pir	d		1917	Bow,Mc- Lachlan&Co. Ld. Paisley	J.Lykouris	125·6 Q72'F21'	23·4	12·8 BK7½"	Piræus Greek 3BHCem	T.3Cy.12½",21"&35"-26" 87NHP 1SB,3pf,GS50,HS1619 Fraser&Chalmers,Ld.Erith	13 ″ 6	
29248 845 SVOA	**Nicolaos Michalos** (exAkropolis-35,exHermion) 1Dk&Shelter dk	4342 4096 2726					1913	W.Doxford &Sons,Ld. Sunderland	MichalinosMaritime&Commercial Co.Ld.	389·8 P102tH125t	54·1	24·6	Piræus Greek WB	T.3Cy.26",42"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		C
29249 504 SZLS	**Nicolaos Nomicos** (exBoubis, exSolli, ssNwc.2ndNo.3-8,19 exConstance, ssPir.No.2-28 exKöln) 1Dk(Stl)2nd dk(Stl)forward	625 607 355	9,32	Pir	i		1899	Bremer Vulcan Vegesack	LoucasNomicos	172·2 B46'	27·0	16·3 FK	Piræus Greek 4BHCem	T.3Cy.12 13/16",21¾"&34¾"-24" 70NHP 1SB,2pf,GS42,HS1178 BremerVulkan,Vegesack	17 ″ 1	
29250 225 SVFQ	**Nicolaos Piangos** (exOaklands Grange-34) 1Dk	*4499* *4275* *2851*					1912	Nthmblnd S.B.Co.Ld. Newcastle	M.N.Piangos& Partners	385·0 P35'B119'F37'	52·0	27·1	Andros Greek WB	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
29251 860 SVIV	**Nicolaou Maria** (exMaria Nicolaou-37,ex ~~ssNwc.No.2-35~~ Oilshipper-36) 2Dks(Stl)&Web frames D.F. Longitudinal framing Mchy.Aft ssGal.No.3-1,41	*5525* *5186* *3285*	✠100A1 1,42 ~~1,41~~ ~~Examined 1,41~~ ✠LMC MS~~7,35~~1,41 BS~~7,40~~1,42 CarryingPetroleum in bulk Fitted for oil fuel7,27 F.P. above 150° F.	~~Gal~~ Auk	z	CL 1,41	1927 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	N.G.Nicolaou CellDBuE&B62'18[illegible]tDTf30'122t FPT77tAPT208t	410·0 P106'B26'F39'	53·5	30·9 FK	Piræus Greek 15BHptCem (10 to U dk 5 ,, 2nd ,,)	T.3Cy.25½",42"&70"-48" (s) 200lb 482NHP 3SB,9cf,HS6900 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	31 ″ 1 s 5 ″ 7½ 25 ″ 8¾	
29252 SVVE	**Nicolaou Ourania** (exYorkCity-37) 2Dks D.F. Fitted for oil fuel	*6397* *6055* *4054*					1922	JLThompson&Sons,Ld. Sunderland	N.G.Nicolaou	411·8 F36'	55·0	33·6	Piræus Greek WB	T.3Cy.28",46"&75"-51" 402NHP Blair&Co.Ld.Stockton		C
29253 768 SVHC	**Nicolaou Virginia** (exVirginia ssRot.No.3-3,33 Nicolaou-37,ex ssNwc.No.1-38 Vechtdijk-33) 1Dk&Shelter dk Tonnage opening closed 37	6869 — 4211	✠100A1 Shelter dk withfreeboard ~~7,41~~ ~~3,41~~ ~~3,42~~ 6,42 BS10,41 Examined ~~3,41~~ 3,42 ~~BS5,40~~ ✠LMC3,38 Fitted for oil fuel2,39 F.P. above 150° F.	~~Bkn~~ Gls ~~Mel~~ Lon	a†	CL ~~2,39~~ ~~7,41~~ N5,42	1920 7mo	Sunderland S.B.Co.Ld. Sunderland Lloyd'sA&CP	N.G.Nicolaou CellDB369'1270t	425·0 FPT124tAPT205t	55·0	26·6 34·7 FK Coll	Piræus Greek Cem BH to Sh dk 6 " " U "	T.3Cy.28",46½"&78"-54" (s) 180lb 629NHP 4SB,12cf,GS268,HS11670 Blair&Co.Ld.Stockton	37 ″ 3 s 9 ″ 1¼ 28 ″ 5	
29254 91 SVLR	**Nicolas** (exCopenhagen) ssPir.2ndNo.3-8,35 2Dks(1ptIrn&ptStl&1Stl)	*4540* *4282* *2910*	✠100A1 1,42 ~~4,41~~ Examined ~~7,40~~ 9,41 BS4,41 ✠LMC3,40	Liv ~~Dbn~~ Lon	y	CL 3,40	1910 8mo	Russell& Co. Pt.Glasgow Lloyd'sA&CP	B.S.Rossolimos CellDBa124'uE22'f169'1029tDTa30'784tAPT19t	385·0 P34'B111'F51'	52·0	26·5 FK	Argostoli Greek Cem 5BH to Udk 1 ,, ,,2nd ,,	T.3Cy.26",42"&68"-48" (s) 180lb 100lb 417NHP 3SB,9cf GS189,HS7394 J G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
29255 127 SVBB	**Nicolas Pateras** (exPenteAdelfi-35, ssPir.2ndNo.3-2,35 exMariaM.Diacaki-34, ssPir.No.1-39 exPort de laPallice, 1Dk(Stl) exBayford,exBrantford) Cargo battens not fitted	*4362* *3953* *2602*	✠100A1 1,41 ✠LMC MS12,38 BS4,39	Bry	x	N1,41	1910 4mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	C.N.&E.N.Pateras CellDBa119'uE&B43'f159'927tAPT48t	365·0 P24'B91'F32'	51·4	25·9 FK	Chios Greek 6BHCem	T.3Cy.25",40"&67"-45" (s) 180lb 335NHP 3SB,9cf,GS140,HS5295 Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 4 s 5 ″ 3½ 23 ″ 3	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade
29256 FOOL	**Nicole Schiaffino** (*ex*Muirton-37, *ex*Silene) *ss*Msl.No.3-9,32 *ss*Msl.No.1-37 2*Dks*(*Stl*)	4974 4059 3112	✠100A1 11,39 ✠LMC MS9,36 BS7,39 *Fitted for oil fuel*5,38 *F.P. above* 150° F. (SEE FOOTNOTE *)	Alg	*y*	CL N1,39	1920 11mo	Palmers' Co.Ld. Newcastle *Lloyd's*A&CP	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*) *CellDB*327'848*t*	386·4 P36'B113'B*a*21' B*f*21'F42' *FPT*97*tAPT*20*t*	52·5	25·8 FK	Algiers French 7*BHptCem*	T.3Cy.26",43"&71"-48" (*s*) 180lb 453NHP 3SB,9*cf*,GS220,HS8007 Palmers'Co.Ld. Newcastle	28 ″ 6 s 5 ″ 6½ 23 ″ 2¾	
29257 159778 VRVT	**Nicoline Mærsk** TwinSc3Mst *OilEng.* D.F. 1*Dk*&*Shelter dk*	4194 3813 2532					1925	Odense Staalskibsv. Odense	Ministry ofWar Transport(J.J. Thomas&Co.*Mgrs*)	374·8	52·2	24·5	Malta British *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{1}{16}$"-$35\frac{7}{16}$" 449NHP Akt.Burmeistr&Wain,Cpn		V
29258 2118 IUJF	**Nicolò Martini** (*ex*Fiumicino-39, *ex*SilvioPagan-37,*ex*Silvio-34,*ex*Silva-34,*ex*Nordlicht-33, *ex*Greta,*ex*Ems,*ex*MarieScherlau, *ex*Kopernikus) 1*Dk* *Well deck*	634 474 357	✠ ... 8,93 ✠				1889 5mo	S.&H. Morton&Co. Leith	AgenziaMarittima ColonialeSoc. Anon.	187·3 179·3 Q55'B46'F25'	28·3	12·4	Genoa Italian *WB*	T.3Cy.13½",22"&36"-30" 71NHP S.&H.Morton&Co.Leith	14 ″ 5	I †
29259 1277 IBLY	**Nicolò Odero** 1*Dk* D.F. *Fitted for oil fuel*	6003 4493 3668					1925	N.Odero& Co. Genoa	Navig.Odero Soc. Anon.	406·8 P&B265'F39'	51·7	27·6	Genoa Italian *WB*	T.3Cy.26",42½"&$69\frac{11}{16}$"-48" 336NHP N.Odero fuA.Genoa		I
29260 160242 GSVY	**Nicoya** E.S.D. D.F. Sub.Sig. *Ref.Mchy.* 2*Dks*&2*ptDks*	5364 4655 3315					1929	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	400·5 P42'B155'F41'	51·2	30·1	Glasgow British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP A.Stephen&Sons,Ld.Gls.		C
29261 LJON	**Nidardal** (*ex*LakeGorin-37) 1*Dk* D.F. *Fitted for oil fuel*	2368 1987 1429	✠ ... 9,20				1918 10mo	Detroit S.B.Co. Wyandotte	RederiA/S Nidaros (Geo.Hansen, *Mgr.*)	251·5 P25'B64'F23'	43·8	22·1 FK	Oslo Norwegian *WB*	T.3Cy.20",$33\frac{3}{16}$"&54"-40" 328NHP DetroitS B.Co.Detroit		N †
29262 LENA	**Nidareid** (*ex*Stottpool) *Mchy.Aft* 2*Dks*	1321 1140 734	✠				1924	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	KrogstadsDmpskrederiA|S(Geo. Hansen,*Mgr.*)	256·3 P96*t*H37*t*F39*t*	38·2	15·4	Oslo Norwegian *WB*	T.3Cy.16",27"&44"-30" 106NHP ShieldsEng.Co.Ld.N.Shl.		N
29263 OHDV	**Nidarholm** (*ex*Meandros) *ss*Abg.No.3-4,33 *ss*Got.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	2588 2232 1468	✠100A1 12,39 BS5,39 ✠LMC6,37 No later survey reported	Got	*t*	CL 6,38	1920 11mo	JIThornycroft&Co.Ld Southampton *Lloyd's*A&CP	A/BHelsingfors S.S.Co.Ld.(A/B Nielsen&Thorden O/Y,*Mgrs.*) *CellDB*	304·6 299·9 P28'B83'F28' 250' 664*t FPT*114*t*	43·8	21·8 FK	Helsingfrs Finnish 5*BHCem* *APT*105*t*	T.3Cy.21",34"&57"-36" (*s*) 180lb 240NHP 2SB,6*cf*,GS110,HS4102 JIThornycroft&CoLd.Sou	24 ″ 5 s 4 ″ 3¾ 20 ″ 4	
29264 LKFD	**Nidarland** (*ex*Wisconsin-39, *ex*Wawalona) 1*Dk*,2*trB*&*Shelter dk* *Fitted for oil fuel* *Longitudinal framing*	6132 5592 3765					1919	GMStandiferCnst.Corp. Vancouver, Wash.	RederiA/SNidaros (Geo.Hansen, *Mgr.*)	403·4 P34'F38'	53·4	31·7	Oslo Norwegian *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		RC
29265 LKKG	**Nidarnes** (*ex*SantaIsabel-40) *ss*N.Yk.No.2-27 1*Dk*(*Stl*)2*trB* *Fitted for oil fuel*	2647 2223 1542	✠ —— 2,40 ✠	Bal	*s*	CL 7,30	1920 8mo	Toledo S.B.Co. Toledo,O.	KrogstadsDmpskrederiA/S(Geo. Hansen,*Mgr.*) *CellDB*204'444*t*	251·0 P25'B64'F23' *DTa*12'87*t FPT*69*t*	43·6	25·8 FK	Oslo Norwegian 4*BHptCem* *APT*95*t*	T.3Cy.22",36"&59"-42" 315NHP 2SB,6*cf*,GS105,HS4640 ToledoS.B.Co.Toledo,O.	28 ″ 2	
29266 LJOM	**Nidaros** (*ex*LakeBenbow-37) 1*Dk* D.F. GyC. *Fitted for oil fuel*	2353 1987 1433	✠ ... 6,20 ✠				1918 7mo	Detroit S.B.Co. Wyandotte	RederiA/S Nidaros (Geo.Hansen*Mgr.*)	251·5 P25'B64'F23'	43·8	22·1 FK	Oslo Norwegian *WB*	T.3Cy.20",33"&54"-40" 328NHP DetroitS.B.Co.Detroit		N †
29267 [illegible] OZBE	**Niel Mærsk** TwinSc *Now "Johnstown," see No. 37206 in Supplement* *ss*H.Kg.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*inNo.1hold* *CruiserStern*	5086 [illegible]2 3168	✠100A1 *withfreeboard* 3,40 ✠LMC CS5,39 DBS2,40 4,38 *Fitted for carrying oil*1,31 *F.P. above*150° *F.indeeptanks* *Carrying cargo oil F.P.above* 150° *F. or Glycerine in tank above APT*	HKg	*a*†	CL 5,39	1931 1mo	Odense Staalskibsvft Odense *Lloyd's*A&CP	A/S D/S Svendborg & af 1912 A/S (A.P.Moller, Copenhagen *Mgr.*) *CellD B*371'1266*t tanks in way of tunnels* 25*t DTa*17'534*t MT*27'1068*t FPT*148*tAPT*246*t*	418·9 437·4(O.L.) F38'	54·7	25·4 FK	Svendborg Danish 8*BH* (*Coll to Sh dk* 7 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 709NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 7 s3 ″ 2½ 25 ″ 7	
29268 OZJC	**Niels R. Finsen** 1*Dk*	1850 1643 1122					1904	J.Smit,Czn Alblasserdm	A/S DetDansk NorskeDampskibsslsk. (R.A. Robbert,*Mgr.*)	275·5 P21'B166'F33'	41·1	17·8	Copnhagn Danish *WB*	T.3Cy.20½",33"&54"-36" 175NHP Maats deSchelde,Flushing		V
29269	**Nienburg** Ⓟ E.S.D. 2*Dks* *CruiserStern*	4318 3837 2572					1922	Vulcan Werke,A.G. Stettin	Cia.Argentina de NavegacionLloyd ArgentinoSociedad deResponsabilidad Ltda.	383·3 P45'B98'F61' len38	51·0	26·0	Bns.Aires Argentine *WB*	2Steam turbinesDRgeared to1Sc.Shaft 773NHP NE&B38 HS4380 AllgemeineElektrizitäts-Ges.Berlin		G
29270 PGGF	**Nieuw Amsterdam** Ⓟ TwinSc D.F. E.S.D. GyC 5*Dks* *Ref.Mchy.* *CruiserStern*	36287 22491 21496	✠100A1 *withfreeboard* ~~12,40~~11,41 MBS9,40 ✠LMC5,38 ✠Lloyd'sRMC9,40 *Fitted for oil fuel*5 38 *F.P. above* 150° F	~~Sng~~ PNl	3⅝	CL ~~9,40~~ 11,41	1938 5mo	NV RotterdamDroogd. Maats. Rotterdam *Lloyd's*A&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellD B*570' 3270*t DT f* 329*t*;*wing tanks f* 1124*t tanks at sides of tunnels*429*t tank between tunnels*334*t FPT* 185*t APT*400*t*	713·7 758·5(O.L.) *LowerProm.deck* (608' *Prom.deck*337'	88·3	50·0 FK	Rottrdam Dutch 11*BHptCem* *Coll to W dk* 10 „ 2*nd* „)	8 steam turbinesSRgeared to 2 sc shafts (*s*) 8116NHP 625lb *150lb* FD 6WTB(Spt562lb) HS51000 Kon.Maats."DeSchelde"	55 ″ 3 s14″11¼ 31 ″ 6	
29271 PKFO	**Nieuw Holland** TwinSc 2*Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel*	11066 8624 6789	✠Lloyd'sRMC3,40				1927	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	540·5 P25'B243'F44'	62·7	32·3	Batavia Dutch *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Gebr.Stork&Co.Hengelo		VL
29272 PKFR	**Nieuw Zeeland** TwinSc 2*Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel*	11069 8612 6809	✠Lloyd'sRMC12,39				1928	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	540·0 P27'B245'F45'	62·5	33·4	Batavia Dutch *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts Maats.Fyenoord,Rot.		V
29273 139037 GJZF	**Nigaristan** (*ex*Diyatalawa, *ex*Rappenfels) *ss*Shl.2ndNo.3-10,34 *ss*Bkn.No.1-39 D.F. 2*Dks*(*Stl-Uteak s*)	5993 5556 3752	100A1 2,41 BS7,40 LMC5,39 *Fitted for oil fuel* 7, 23 *F.P. above* 150° F.	Lon	*a*	OG 2,41	1912	Bremer Vulkan Vegesack A&CP	F.C.Strick&Co.Ld. *BHin forward hold dispensed with* *CellD Ba*137'*uE*25'*f*186'1261*t 'tween dk tanks a*34'459*tf*41'520*tFPT*66*tAPT*47*t*	421·7 P60'B126'F56'	56·2	29·7 FK	London British *Cem* 6*BHonly*	T.3Cy.29⅛",46⅞"&75⅝"-$53\frac{15}{16}$" 192lb *121lb* (*s*) 521NHP 3SB(Spt),9*cf*,GS148, HS6943 FD BremerVulkan,Vegesack	32 ″ 4 s 6 ″ 6 26 ″ 0¼	

***Surveys delayed. Vessel, when last reported, in port in enemy occupation**

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29274 164277 GYRB	**Nigerian** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed'41(W.E.)*	5423 4447 3196	✠100A1 *withfreeboard* 2,42 ~~6,41~~ Examined 1,41 BS6,41 *Carrying vegetable oil in deep tank F.P. above 150° F.* *Fitted for oil fuel* 9,37	Lon ~~Mch~~ Liv ✠LMC2,36	*a*† $2\frac{1}{16}$	CL 1,39	1936 2mo	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G Lloyd'sA&CP	UnitedAfricaCo. Ld. *Cell DB337' 1058t DTa25'830t*	417·5|57·7|23·6 433·0(O.L.) F43' FK *FPT226tAPT205t*	Liverpool British 7*BHCem* (*Coll to Sh dk* 6 ,, 2nd ,,)	T3Cy$21\frac{5}{8}$",$35\frac{7}{16}$"&$57\frac{1}{16}$"–$39\frac{3}{8}$" &LP turbine with D Rgearing & hydraulic coupling 220lb (*s*) FD 350NHP 2SB(Spt)*6cf*,GS100,HS4476 DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.	37 ″ 8 s12″$11\frac{1}{2}$ 24 ″ $10\frac{3}{4}$	
29275 PGHF	**Nigerstroom** Ⓟ 1*Dk&Shelter dk 3rd dk except in No.4 hold* D.F. E.S.D. *OilEng.* *CruiserStern*	4639 3763 2666	✠100A1 *withfreeboard* 4,41	Cal ✠LMC4,39	*z*	CL 8,39	1939 4mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/d Ysel Lloyd'sA&CP	N.V.Hollandsche Stoomboot Maatschappij *Cell*	383·7|55·3|24·7 401·4(O.L.) F47' FK *DB303'844tFPT50tAPT116t*	Amstrdam Dutch 7*BHptCem* (*Coll to Sh dk* 6 ,, 2nd,,)	Oil Engines 4S.C.SA 8Cy.$28\frac{3}{8}$"–$55\frac{1}{8}$" 618NHP DB*100lb* WerkspoorN.V.Ams.	28″11 s2 ″ $8\frac{3}{4}$ 26 ″ 4	
29276 37467 JKNC	**Nihonkai Maru** Ⓟ *OilEng.* 2*Dks*	2681 2043 1613					1932	Mitsui Bussan Kaisha,Ld. Tama	SimataniKisen K.K.	299·2|43·0|22·7 P22'B82'F36'	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.$21\frac{5}{8}$"–$55\frac{1}{8}$" 268NHP MitsuiBussanKaisha,Ld. Tama		
29277 8780 JUQB	**Niigata Maru** ssKob.No.1-07 1*Dk(ptIrn&ptStl)deepframing &Web frames M dk(Stl)inforehold &(Irn)inMchy space*	2069 1781 1161	✠ 2,07	Kob ✠	*s*		1903 7mo	MitsuBishi Dkyd&EWks Nagasaki	Toa Kaiun K.K. *Cell*	282·7|38·3|20·6 P26'B82'F32' FK *DBa110'uE&B52'*	Tokyo Japanese 5*BHCem* *f72' 514t D*	T.3Cy.21",35"&58"–36" 245NHP 2SB,*4cf*,GS75,HS3270 MitsuBishiD.&E.Wks.Nag *Ta26'255tFPT70tAPT32t*	23 ″ 3	
29278 1628 JBOF	**Niihama Maru** Ⓟ (*ex*Shinkochi Maru,*ex*Romulus) ssDun.No.2-96 1*Dk* *Floors,Beams,Keelsons&Stringers(Irn)*	354 309 198	✠ 5,98	Dun ✠	*e*		1888 3mo	Oswald, Mordaunt& Co. Southampton	SumitomoBesshi KozanK.K.	166·0|21·4|11·1 Q100'F19' len93 BK7"	Niihama Japanese 7*BHCem*	T.3Cy.$12\frac{1}{2}$",19"&$31\frac{1}{2}$"–24" 60NHP 1SB,*2cf*,GS48,HS1078 OswaldMordaunt&Co.Sou.	12 ″ 0	
29279 15189 JCCB	**Niitaka Maru** Ⓟ (*ex*Erny) ssKob.No.3-7,17 1*Dk&Spar dk*	2478 2385 1512	✠ ... 2,20	✠			1904 10mo	Russell& Co. Pt.Glasgow	KitaNipponKisen K.K.	294·0|40·3|17·6 B82' 25·3 FK	Hutyu Japanese *WB*	T.3Cy.24",40"&65"–42" 295NHP J.G.Kincaid&Co.Grk.	27 ″ 9	
29280	**Nijenburgh** (*ex*Heiny-40) *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	400 251 206					1939	N.V.Gebr. vanDiepen Waterhuizen	Wm.H.Müller&Co. N.V.	145·8|26·1|9·5	Kampen Dutch *WB*	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{1}{16}$" 94NHP Klöckner-HumboldtDeutz A.G.Köln-Deutz		C
29281 PGKO	**Nijkerk** Ⓟ (*ex*Cassio,*ex*Pangani) ssAms.No.3-7,33 ssAms.No.1-38 D.F. 2*Dks(Stl)*	5843 5247 3678	100A1 4,42 ~~5,41~~ BS~~10,40~~ 11,41	Lon LMC3,38	*a*†	CL 11,39	1915	Blohm& Voss Hamburg	Vereenigde Nederlandsche Scheepv.Maats. (Directie enAgentuurMaats.HollandAfrikaLijn N.V.*Mgrs.*)	420·0|56·3|27·9 435·5(O.L.) P&B335'F51' FK Upp.B124' *IntermediateBHin forehold dispensed with 6 BHonly* *CellDB FPT*	TheHague Dutch	Q.4Cy.24",$34\frac{5}{8}$",50"&$72\frac{13}{16}$"–54" 228lb (*s*) 603NHP 4SB,*12cf*,GS196,HS8611 FD Blohm&Voss,Hamburg	30 ″ 2 s4 ″ $2\frac{3}{4}$ 26 ″ $2\frac{1}{4}$	
29282 8349 SLZN	**Nike** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Butts of deck, sheerstrake & bottom shell plating electrically welded* *Mchy.Aft*	*8454* *7577* *4953*	✠100A1 4,42 ~~10,40~~ *CarryingPetroleum in bulk*	Got ✠LMC7,39	*c*†	OG	1939 7mo	A/B Götaverken Gothenburg Lloyd'sA&CP	Rederiaktieb. Transoil(Rolf Sörman,*Mgr.*) *CellDBuE65'210t D*	477·4|59·2|35·9 483·8(O.L.) P101'B33'F60' FK *Tf22'356t FPT80t*	Gothenbrg Swedish 9*BHptCem* *APT149t*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 653NHP 2DB*150lb* A/B Götaverken,Got.	35 ″ 6 s 7″$10\frac{1}{4}$ 27 ″ $10\frac{1}{4}$	
29283 44774 JMGM	**Nikkai Maru** 2*Dks* *CruiserStern*	2562 — 1439					1938	Uraga DockCo.Ld. Uraga	NissanKisenK.K.	297·9|45·0|23·8 P39'B75'F32'	Tokyo Japanese *WB*	C.4Cy.$11\frac{7}{16}$"&$20\frac{1}{2}$"–$13\frac{3}{4}$"& LPturbine withDRgearing HS3040 201NHP UragaDockCo.Ld.Uraga		
29284 9673 JKFE	— Ⓟ *OilEng.* 2*Dks*	300 — 177					1905	T.Hyogodani Osaka	Amagasaki KisenbuGomei Kaisha	141·8|18·7|13·4	Osaka Japanese	Oil Engines NE33 NipponHatsudokiK.K.		
29285 8908 JNLD	**Nikko Maru** Ⓟ ssYka.No.3-10,15 ssKob.No.2-23 2*Dks&Webframes*	5058 4007 3040	✠ ... 5,28	✠			1903 12mo	MitsuBishi Dkyd&EWks Nagasaki	ToaKaiunK.K.	428·1|48·8|26·7 P73'B177'F48' FK	Tokyo Japanese *WB*	T.3Cy.31",51"&85"–54" 785NHP Mitsu BishiD.&EWks.Nag	30 ″ 6	
29286 33994 JCOC	— (*ex*TaikooWanYi) ssH.Kg.No.2-27 1*Dk* *Fitted for oil fuel*	3098 2842 1828	... 11,28				1919 6mo	SirRaylton Dixon&CoLd Middlesbro'	OkazakiHonten K.K.	331·0|46·5|25·5 P33'B98'F29' FK	Kobe Japanese *WB*	T.3Cy.25",[illegible]&68"–45" (*s*) 412NHP Blair&Co.Ld.Stockton	25 ″ 6	C †
29287 23827 JREE	**Nikkyō Maru** (*ex*NikkioMaru-38, *ex*YachiyoMaru-34) 1*Dk*	1402 1162 817					1918	Shinki Dockyard Osaka	OkazakiHonten K.K.	235·0|35·0|19·0	Kobe Japanese *WB*	T.3Cy.$15\frac{3}{4}$",26"&42"–30" 97NHP YoshidaTomegoro,Osaka		
29288 YTDC	**Niko Matkovic** (*ex*Catherine Schiaffino,*ex*Malgache, *ex*Solstad) 1*Dk&Spar dk*	1425 1399 870					1906	Frammes Mek.Værks Sandefjord	E.Matkovic	234·2|33·6|20·0 H89*t*F34*t*	Bakar Yugoslav *WB*	T.3Cy.18",29"&48"–33" 132NHP FredrikstadM.V.Frdstad.		G
29289 106 SVJC	**Nikoklis** (*ex*NikoklisMoraitis, *ex*Lingedijk) ssSyr.No.3-8,34 ssSyr.No.1-38 1*Dk(Stl)&Shelter dk(Stl)*	3576 3292 2162	✠100A1 *Shelter dk* *withfreeboard* 2,41 BS6,41	Bry ✠LMC9,38	*w*	CL 1,41	1921 5mo	NVBurgerhoutsM.&F Rotterdam Lloyd'sCP	N.G.Moraitis *CellDB308'1052t*	360·2|50·3|21·8 373·8(O.L.) FK *FPT63tAPT73t*	Andros Greek *Asp* *Collision BH to S dk* 5 ,, ,, *U* ,,	T.3Cy.$25\frac{9}{16}$",$41\frac{5}{16}$"&$66\frac{15}{16}$"–$45\frac{1}{4}$" 180lb (*s*) 345NHP 3SB,*9cf*,GS150,HS5565 BurgerhoutsMachFab.Rot	24 ″ 6 s 2 ″ $1\frac{3}{4}$ 22 ″ 7	
29290 YTDA	**Nikola Pàsić** ssSpt.No.3-4,39 2*Dks(Stl)* *Now* "**Radcombe,**" *see Supplement*	4753 4452 3012	✠100A1 9,40 BS7,40	Bal ✠LMC4,39	*y*	CL 9,40	1927 5mo	W.Hamilton&Co.Ld. PortGlasgow Lloyd'sA&CP	Dubrovacka PlovidbaA.D. *CellD*	390·6|52·0|26·3 P34'B112'F44' FK *B336'1282tAPT19t*	Dubrovnik Yugoslav 7*BHptCem* 2 ,, *to 2nd dk*	T.3Cy.26",42"&70"–48" (*s*) 180lb 467NHP 3SB,*9cf*,GS169,HS6848 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 3 s 5 ″ $5\frac{3}{4}$ 24 ″ 0	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
29291 USCV	**Nikolai Ejov** Ⓟ TwinSc (*ex*Dominia-37) *ss*Lon.No.2-34 D.F. GyC. 3*Dks&4th dk* E.S.D. *in fore hold* *Fitted for oil fuel*	9180 6697 5460	✠ ... 8,38 ✠	Ams	*d*†		1926 6mo	Swan,Hunter&Wigham Richardson, LdNewcastle	U.S.S.R. *CellDB*401'2472*t* *FPT*281*t* *APT*208*t*	488·8 B145' FK	59·0	37·4	Nogævo Russian 8*BH pt Cem* (4 ,, *to Udk* 4 ,, ,, *2nd* ,,)	T.6Cy.24",40½"&66"-45" 932NHP 5SB,*18cf*,HS14197 Swan,Hunter&Wigham Richardson,Ld.Nwc.	40 ″ 9	
29292 UPAQ	**Nikolai Ostrovsky** Ⓟ TwinSc (*ex*Chaika-39) *OilEng.* *CruiserStern* 2*Dks&Shelter dk*	2121 1363 939					1929	Sevastopol MarineWks. Sevastopol	U.S.S.R.	249·3 B88'F27'	39·4	18·2	Rostov Russian *WB*	Oil Engines 2S.C.SA 8Cy.18½"-31⅞" 476NHP KharkovLoco.Works		
29293 YTTE	**Nikolina Matkovic** TwinSc (*ex*Carriso-37, *OilEng.* *ex*Magunkook) 2*Dks*	*3672* *3204* *2408*					1918	L'ngBeach S.B.Co. LongBeach, Cal.	EugenMatkovic	340·5 P29'B73'F34'	48·0	24·7	Split Yugoslav *WB*	Oil Engines 4S.C.SA 12Cy.20$\frac{7}{16}$"-35$\frac{7}{16}$" 488NHP E*made*19*fitted*23 PacificDieselEng.Co. Oakland,Cal.		G
29294 224 SVPV	**Nikos T.** (*ex*Sutherland-34, *ex*Gasconier) *ss*Hul.No.3-11,31 *ss*Mes.No.1-36 1*Dk*(*Stl*)	*5175* *4723* *3149*	✠100A1 8,41 ~~2,41~~ Examined 2,41 BS10,41 ~~BS2,40~~ ✠LMC6,36	Bry PNi	*y*	CL N7,40	1919 5mo *Lloyd'sA&CP*	Vickers, Ld. Barrow	E.M.Tricoglu *CellDB*345' 1123*t D Ta*28' 1031*t FPT*121*t APT*180*t*	400·0 P49'B113'F49' FK	52·4	28·5	Andros Greek 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Vickers,Ld.Barrow	31 ″ 0 s 5″11¾ 25 ″ 3	
29295 146662 GCJT	**Nils Moller** (*ex*Invergoil-36) *ss*Bel.No.2-31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *CruiserStern* *Fitted for oil fuel*	6647 6190 4174	✠ — 9,36 ✠	Bel	*a*†		1922 11mo	Harland& Wolff,Ld. Belfast	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDBuE&B*	412·6 F40'*onShelter dk* FK	55·8	34·4	Shanghai British 8*BHCem* 84'440*t*	T.3Cy.27",44"&73"-48" 540NHP 4SB,*12cf*,HS10224 Harland&Wolff,Ld.Bel.	38 ″ 0	C †
29296 7744 SFJE	**Nils Sture** (*ex*Lida-39, *ex*Rolf,*ex*Danefelt) 1*Dk*	*1259* *944* *691*					1920	PPhStuhrs Msk.&Skvs. Aalborg	RederiA/BEruths (StureEruths, *Mgr.*)	234·2 P14'Q71'B94'F29'	36·3	13·4	Trelleborg Swedish *WB*	T.3Cy.15",24"&40"-27" 83NHP A/SFrichs, Aarhus		V
29297 930 IBPY	**Nina** (*ex*WarAlgoma) 1*Dk*	2212 1853 1304					1919	PolsonIron WorksCo.Ld. Toronto	Soc.Anon.Ilva	259·8 251·0 P25'B68'F20'	43·8	21·6	Genoa Italian *WB*	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		I
29298 OHBC	— (*ex*FredrikLarssen,*ex*MarthaRuss) 1*Dk* D.F.	2055 1706 1180					1899	Akt.Ges. "Neptun" Rostock	LovisaAngfartygs A/B.(A/B R.Nordstrom&Co.O/Y, *Mgrs.*)	281·4 279·6 P22'B58'F28'	40·5	18·9	Lovisa Finnish *WB*	T.3Cy.19⅝",32¼"&53⅛"-35⅜" 168NHP A.G."Neptun,"Hamburg		G
29299 LENB	— (*ex*Eidsvoid,*ex*Holmen) D.F. 1*Dk*	1371 1190 799					1917	NV.Boele's Sch.Mschfbk. Slikkerveer	Rederi A/S Nina (ErlingMortensen)	240·2 F68*t*H62*t*	36·2	16·8	Oslo Norwegian *WB*	T.3Cy.18",30"&48"-36" 138NHP MaschenfabriekBolnes		N
29300 2254 IBZF	**Nina Bianchi** (*ex*Marcantonio Bragadin-39,*ex*CapoNoli-36, *ex*Franquette,*ex*Baffin, 1*Dk* *ex*WarHydra) D.F.	2180 — 1303					1918	PolsonIron WorksCo.Ld. Toronto	RaffaeleBianchi	261·1 252·4 P25'B28'F20'	43·6	20·7	Genoa Italian *WB*	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		I
29301 116235 KLAR	**Nine** (*ex*Ten-35,*ex*Scranton) *Mchy.Aft* *Ref.Mchy.* 1*Dk&Spar dk*	2016 1854 1595					1888	Cleveland S.B.Co. Cleveland,O.	Terminals& Transpn.Corp. (Minnesota-Atlantic Transit Co. *Mgrs.*)	260·0 H—F29'	39·2	21·6	DuluthMin Utd.States *WB*	T.3Cy.19",30"&52"-40" 171NHP ClevelandS.B.Co.Clevelnd		R
29302 2259 IBCU	**Ninetto G.** Ⓟ (*ex*Maiella-39, *ex*Ambra) *ss*Tri.No.3-3,26 *ss*Tri.No.2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5524 4971 3505	✠ — 9.39 ✠	Tri	*y*		1913 3mo	Cant.Nav. Triestino Monfalcone	GiuseppeGavarone *CellDBa*130'*uE&B*42'*f* 165'1292*tFPT* 105*t APT*56*t*	400·1 FK	52·1 54·0	28·8	Genoa Italian 6*BHCem*	T.3Cy.26",42"&70"-48" 499NHP 3SB,*9cf*,GS148,HS7590 ClydeS.B.&E.Co.Ld.P.Gl.	32 ″ 0	I †
29303 2181 IREB	**Ninfea** (*ex*Bemtevi-38,*ex*Matthias, *ex*Maxton, *ss*Hul.No.3-7,20 *ex*Kilgobnet) D.F. 1*Dk*	607 482 298	... 3,23				1918 2mo	Smith's DockCo.Ld. Middlesbro'	OrazioRosini	179·6 168·1 B50' FK	30·0	15·6	Genoa Italian *WB*	T.3Cy.16",26"&44"-26" 116NHP Smith'sDockCo.Ld.Mdb.	16 ″ 6	I †
29304 XNFA	**Ning Ching** (*ex*Imataca,*ex*Harriet) 1*Dk*	1693 — 984					1915	Laxevaags Msk.&Jrnskb Bergen	NingpoShaohsing S.N.Co.Ld.	246·2 P44*t*Q108*t*B129*t* H67*t*F41*t*	37·9	15·8	Shanghai Chinese *WB*	T.3Cy.18⅜",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn		
29305 155908 MBZD	**Ning Kwang** TwinSc *OilEng.* 1*Dk* *Carrying oil in bulk*	351 303 136					1930	NewE.& S.B.Wks.Ld Shanghai	AsiaticPetroleum Co.(NorthChina) Ld.	162·0	27·0	9·8	Shanghai British *WB*	Oil Engines 2S.C.SA 8Cy.11$\frac{13}{16}$"-14¾" 196NHP KromhoutEng.Wrks.Ams.		C
29306	**Ning Shao** TwinSc 3*Dks*	3074 — 1920					1905	Foochow Arsenal Foochow	NingpoShaohsing S.N.Co.Ld.	280·0	48·0	18·0	Shanghai Chinese *WB*	T.6Cy.20½",30⅛"&46"-28" E*made*05 112NHP FoochowArsenal,Foochow		
29307 153585 GKNV	**Ninghai** 2*Dks*	2484 2049 1482					1925	Taikoo Dkyd.&Eng. Co.Ld. HongKong	ChinaNav.Co.Ld.	295·8 B72'F44'	44·2	19·6	London British *WB*	T.3Cy.18",29"&47"-39" 138NHP TaikooDkyd.&Eng.Co.Ld		
29308	**Ninghsiang** WoodTwinScSp (*ex*MikumaMaru,*ex*KyodoMaruNo.6) 2*Dks*	359 305 213					1903	T.Haruki Tokushima	NinghsiangS.N. Co.Ld.	147·4	20·6	13·8	Ningpo Chinese	T.6Cy.8½",13¾"&22¼"-18" 42NHP S.Ono,Osaka		
29309 8255 SLDN	**Ningpo** TwinSc *OilEng.* D.F. GyC. 1*Dk&Shelter dk* *CruiserStern*	*6079* *5132* *3443*					1938	Eriksbergs M.V.Aktieb. Gothenburg	A/B Svenska Ostasiatiska Kompaniet (K.Nilsson,*Mgr.*)	461·8 F107'	62·2	27·2	Gothenbrg Swedish *WB*	Oil Engines 2S.C.DA 12Cy.17$\frac{11}{16}$"-47¼" 1282NHP EriksbergM.V.Aktieb.Got		C
29310 47052 JDIO	**Ningpo Maru** Ⓟ TwinSc 2*Dks* *CruiserStern*	3764 — 2656					1940	Tsurumi SeitetsuZosen K.K. Yokohama	ToaKaiunK.K.	307·0	47·6	24·0	Tokyo Japanese *WB*	T.6Cy.17",28"&46"-33" HS5503 315NHP E&B*made*07*refitted*40 KawasakiDkydCoLd.Kobe		

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built: When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c.: Length. Breadth. Depth	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. — Freeboard amidships — Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29311 1889 IBTS	**Nino Padre** (*ex*Lepanto-34, *ex*Elvaston) *ss*Tri.No.3-4,31 D.F. 1*Dk*(*Stl*)	4171 3795 2527	✠ ... 6,35	Rot ✠	*w*		1913 2mo	JLThompson&SonsLd. Sunderland	GiuseppeGavarone *CellDBa*121'	366·8|50·8|24·9 351·7 50·9 25·9 P25'B145'F32' FK	Genoa Italian 6*BHCem* *uE&B*42'*f*1	T.3Cy.25",42"&68"-48" 350NHP 2SB,6*cf*,GS136,HS5415 J.Dickinson&Sons,Ld.Sld 46'1045*tFPT*96*tAPT*74*t*	28 ″ 5	I †
29313 HPFQ	**Niobe** *ss*Ham.No.3-9,33 *ss*Ham.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	7153 6494 4418	100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~11,40~~3,42 ~~Examined 10,41~~ 3,42 ~~BS11,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 1915*F.P. above* 150° F.	~~NYk~~ ~~Gl~~NYk BS3,42 LMC4,36	*d*†	CL ~~1,38~~ 5,41	1915	G.Seebeck A.G. Weser-münde-G.	PanamaTransportCo. *CellD*	476·9|62·3|29·0 494·7(O.L.) FK *Collision* *Bu E*46'107*t uB*25' 111*tuOF Bunker*26'	Panama Pnamanian *BH to Sh dk* 16 „ „ *U* „ 117*t DTf*52'	Q.4Cy23½"$33\frac{9}{16}$"$48\frac{7}{16}$"&$70\frac{1}{16}$"-$51\frac{3}{16}$" (*s*) 474NHP 215lb HS7980 FD 3SB&1AuxSB,11*cf*,GS194, G.Seebeck A.G. 792*tFPT*190*tAPT*61*t*	28 ″ 9 s3 ″ 2¾ 25 ″ 9¼	
29312 1166 ICMO	**Ninuccia** (*ex*Valrossa,*ex*Bampton) D.F. 1*Dk*	4583 4194 2803					1910	Richardsn, Duck&Co. Stockton	GiuseppeGavarone	395·4|50·1|24·4 380·0 26·2 P35'B117'F38'	Genoa Italian *WB*	T.3Cy.25",42"&68"-45" 310NHP Blair&Co.Ld.Stockton		CI
29314 FOPU	— *ss*Shl.No.3-7,32 *ss*Rot.No.1-37 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	1684 1263 884	✠100A1 12,39 BS12,39 ✠ (SEE FOOTNOTE*)	Npt LMC7,37	*q*	CL 7,37	1920 8mo *Lloyd*	BlythS.B.&D.D.Co.Ld. Blyth '*sA&CP*	SociétéNavale Caennaise (G. Lamy&Cie.*Mgrs.*) *CellDB*180'381*tD*	260·3|37·3|16·4 P22'Q100'B54 F24' FK *Ta*36'118*tFPT*114*t*	Caen French 4*BHCem* *APT*110*t*	T.3Cy.21",34"&56"-36" (*s*) 190lb 244NH 2SB,6*cf*,GS106,HS4224 N.E.MarineEng.Co.Ld.Slc	18 ″ 7 s 1 ″ 6¾ 17 ″ 2	
29315 OUJO	— D.F. 1*Dk*	1153 929 678					1920	Schiffb.Ges "Unterweser" m.b.H.Weser-münde-L.	J.Lauritzen	231·5|34·6|14·1	Esbjerg Danish *WB*	C.4Cy(2)12⅘"&(2)27½"-27½" NE28 141NHP A/B Lindholmen-Motala, Motala		G
29316 DOLY	-- 1*Dk*	754 594 410					1909	J.C.TecklenborgA.G. Weser-münde-G.	Dampfschifffahrts Ges.Neptun	202·3|28·1|12·9 Q51'B45'F21' len39	Bremen German *WB*	T.3Cy.13",$21\frac{1}{16}$"&$34\frac{7}{16}$"-23⅝" 58NHP J.C.TecklenborgA.G.Wsm		G
29317 478 SFQW	**Niord** Ⓟ **IronTwinSc** 1*Dk*	579 *340* *391*					$18\frac{5\ 5}{8\ 8}$	MotalaCo. Norrköping	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)	175·1|27·2|11·8 P117'H52*t*F44'	Stockholm Swedish	C.4Cy.19"&37"-21" 104NH W.LindbergsM.V.Skm.		
29318 219321	**Nipmuc** 2*Dks*	5969 4985 4477					1919	Atlantic Corp. Portsmouth, N.H.	UnitedStates Maritime Commission	410·5|54·2|27·0 P60'B114'F47'	Portsmth, N.H. Utd.States	T.3Cy.24½",41½"&72"-48" 359NHP AtlanticCorp.Prtsmth NH		
29319 42071 JGPL	**Nippō Maru** *CruiserStern*	3764 — 2252					1936	Kawasaki DkydCo.Ld. Kobe	OkazakiHonten K.K.	353·6|50·0|27·9	Kobe Japanese	2 steam turbinesDR geared to 1 Sc.Shaft 500NHP KawasakiDkydCoLdKobe		C
29320 43728 JYLL	**Nippo Maru No. 15** *OilEng.* 1*Dk* *Carrying Petroleum in bulk*	486 — 306					1937	Mitsubishi JukogyoK.K Hikoshima	SimazuYosindo	150·0|29·0|13·5 F51'	Shimonoseki Japanese	Oil Engines 4S.C.SA 6Cy.14¾"-20⅞" 127NHP HanshinIronWrks,Ld Kob		
29321 41703 JHZJ	**Nippon Maru** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. GyC. *Carrying Petroleum in bulk* *Longitudinal framing*	9974 — 5849					1936	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K.	499·1|64·9|37·1	Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.$27\frac{9}{16}$"-47¼" 2115NHP KawasakiDkydCoLdKobe		C
29322 36212 JFLC	— **TwinSc4MstBk** (*TrainingShip*) *OilEng.* 2*Dks*	2284					1930	Kawasaki Dkyd.Co.Ld. Kobe	Government of Japan (EducationalDept)	260·0|42·5|25·7 P213'F38'	Tokyo Japanese *WB*	Oil Engines 4S.C.SA IkegaiIronWorks,Tokyo		
29323 219259 KONZ	**Nira Luckenbach** (*ex*BlackGull-40, 2*Dks* (*ex*CityofAlton-32) *Fitted for oil fuel* D.F. E.S.D.	5029 4598 3124					1919	American International S.B.Corp. HogIslandPa	Luckenbach S.S. Co.Inc.	390·0|54·2|27·8 P39'B121'F43'	New York Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
29324 146257 GFJD	**Nirpura** *ss*Bom.No.3-6,33 E.S.D. *ss*Fal.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5961 5570 3655	✠100A1 *Shelter dk* *withfreeboard* 2,42 ~~3,41~~ ~~BS8,40~~ MS2,37 *Carrying oil fuelF. P. above* 150° F. *in pt DB*	~~Bom~~ Cal PS1,42 ✠LMC ~~BS9,39~~	*b*†	CL ~~8,40~~ 2,42	1921 6mo *Lloyd*	W.Gray&Co.(1918),Ld W Hartlepool '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*393'1532*t*	450·0|56·0|27·0 FK *Collision* *FPT*128*tAPT*29*t*	Glasgow British *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.28",46"&77"-54" (*s*) 180lb FD 656NHP 4SB,12*cf*,GS235,HS10124 CenMarEngWksLd.WHpl	29 ″ 8 s4 ″ 1½ 25 ″ 8¾	
29325 136329 GRYW	**Nirvana** *ss*Cal.No.3-4,36 *ss*Cal.No.1-40 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	6044 5612 3765	✠100A1 *Shelter dk* *withfreeboard* 1,42 ~~8,41~~ MS2,40	Cal ✠LMC BS~~9,40~~7,41	*b*†	CL 9,40	1914 10mo *Lloyd*	W.Gray&Co.Ld. WHartlepool '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *WB = CellDBa* 155'*uE&B*49'	450·5|56·0|27·0 FK *f*201'1812*tFPT*11	Glasgow British 7*BHCem* 3*tAPT*30*t*	T.3Cy.28",46"&77"-54" (*s*) 180lb FD 656NHP 4SB,12*cf*,GS231,HS10126 Cen.Mar.Eng.Wrks.WHpl	~~29 ″ 8~~ ~~s4 ″ 2~~ ~~25 ″ 8¾~~ 37 ″ 8 s11 ″ 4½ 26 ″ 8½	
29326 505 ICAB	**Nirvo** (*ex*Tremorvah-38) *ss*Cff.No.3-6,31 D.F. *ss*Cff.No.1-36 1*Dk*(*Stl*)	5164 4744 3118	✠ ... 5,39 ✠	Bry	*y*		1919 4mo	D&WHendersn&Co.Ld. Glasgow	Angelo Scinicariello *Cell*	400·0|52·3|28·7 412·8(O.L.) P49'B113'F37' FK *DB*344'1035*tFPT*1	Naples Italian 7*BHptCem* 25*tAPT*210*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 D&WHendersn&CoLdGls.	31 ″ 0	I †
29327 218836 KEVM	**Nishmaha** 1*Dk*&*Shelter dk* D.F. Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	~~6076~~ ~~5500~~ ~~3729~~ 6040 5500 3752					1919	GMStandiferCnst.Corp. Vancouver, Wash.	LykesBros. SteamshipCo.,Inc.	401·4|53·2|31·9 P34'F38'	Houston, Texas Utd.States *WB*	T.3Cy.24½",41⅞"&$72\frac{3}{16}$"-48" 360NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnag. Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
29328 39589 JXNH	**Nisiki Maru** Ⓟ (*ex*NishikiMaru–38) *OilEng*	1848 — 1035					1934	Mitsubishi JukogyoK.K Kobe	OsakaSyosenK.K.	242·7	39·4	19·0	Osaka Japanese	Oil Engines		
29329 27977 JNZD	**Nisiyama Maru** (*ex*Nishiyama Maru–38) *ss*Kob.No.3–5,33 *ss*Tama.No.1–38 1*Dk*(*Stl*)2nd *dk*(*Stl*) *except in No.2hold*	3017 2603 1824	✠100A1 4,40 ✠LMC4,40	Osa	*u*	CL 4,40	1921 2mo	Matsuo Irn Wrks.&Dkyd Nagasaki A&CP	ItayaSyosen KaishaLd.	311·0 P21'B78'F41' FK *Cell DB*264'622*t FPT*83	44·2	27·0	Tokyo Japanese 5*BHCem* *tAPT*79*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 261NHP 2SB6*pf*,GS111,HS4005 MatsuoIronWorks&Dkyd.	27 ″ 0 s4 ″ 6¼ 22 ″ 8	
29330 45503 JZLM	**Nissan Maru** 2*Dks* D.F. *Cruiser Stern Fitted for oil fuel*	6537 — 3886					1938	OsakaIron Works,Ld. Osaka	NissanKisenK.K.	424·1 P41'B154'F45'	57·4	34·4	Tokyo Japanese	2steam turbinesDRgeared to 1 sc shaft 500NHP HitachiSeisaku-sho,Tokyo		C
29331 6233 SFRE	**Nisse** (*ex*Torgöt) *ss*Ham.No.3–10,32 *ss*Lkr.No.2–41 ~~*ss*Ham.No.1–37~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	837 611 455	~~✠100A1~~ ~~4,41~~ ~~4,40~~ 1,42 ~~BS7,40~~ ✠LMC~~3,38~~ 4,41	~~Lkr~~ Skm	*k*	OG ~~8,39~~ 4,41	1919 10mo	E.J.Smit &Zoon Westerbroek *Lloyd'sA&CP*	SvenskaHamburg Linien A/B (J. Malmros,*Mgr.*)	191·0 Q65'B49'F24' FK *CellDB*152'223*tFPT*1	32·3	12·4	Trelleborg Swedish 4*BHCem* 39*tAPT*18*t*	T.3Cy.15",23¼"&39⅜"–23⅝" 180lb (*s*) 106NHP 2SB,4*cf*,GS59,HS1937 EJSmit&Zoon,Hoogezand	14 ″ 6 s ″ 8¾ 13 ″ 10¾	
29332 16332 JIFD	**Nissei Maru** (*ex*Auguste) *ss*Kob.2ndNo.3–3,24 1*Dk2trB*&*deepframing*	2876 2624 1766	✠ … 5,29 ✠				1900 6mo	A.Rodger &Co. Pt.Glasgow	OkazakiHonten K.K.	320·2 P29'B88'F32' FK	46·1	21·3	Kobe Japanese *WB*	T.3Cy.22½",37"&59¼"–42" 249NHP A.Rodger&Co.P.Glasgow	23 ″ 9	
29333 44337 JHCM	**Nissen Maru No. 2** *OilEng.* *Mchy.Aft* *CruiserStern*	410 — 285					1938	Urabe Zosen Tekko-sho Osaka	NissenSangyoK.K.	135·7	24·5	12·9	Ondo Japanese	Oil Engines 2S.C.SA 4Cy.12 13⁄16"–19 11⁄16" 114NHP NipponHatsudokiK.K. Kobe		
29334 45247 JHYM	**Nissen Maru No. 3** *OilEng*	413 — 277					1938	Urabe ZosenTek- kosyo K.K Osaka	NissenSangyoK.K.	135·9	24·6	12·9	Ondo Japanese	Oil Engines		
29335 42336 JGFL	**Nissin Maru** (*Whale oil Factory*) *OilEng.* *Mchy.Aft CruiserStern* 2*Dks* E.S.D. GyC. *Carrying Whale oil in bulk* *Longitudinal framing-bracketless system*	16801 15337 13350					1936	Kawasaki Dkyd.Co.Ld Kobe	Hayashikane ShotenK.K.	537·0 B130'F110'	74·0	48·8	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 8Cy.23⅝"–35 7⁄16" 1561NHP KawasakiDkydCoLdKobe		C
29336 19221 JPWE	— (*ex*NisshinMaru–38, *ex*KibiMaru) 1*Dk*	1179 1109 821					1916	Harima S.B.Co.Ld. Harima	OkazakiHonten K.K.	223·0 P21'B43'F32'	33·0	17·9	Kobe Japanese *WB*	T.3Cy.14½",24 5⁄16"&40"–30" 88NHP T.Okamoto,Osaka		
29337 43915 JTSL	**Nissin Maru No. 2** (*Whale oil Factory*) *OilEng.* (*ex*NisshinMaruNo.2–38) 2*Dks* *Mchy.Aft Carrying Whale oil in bulk* E.S.D. GyC. *CruiserStern*	17579 — 14315					1937	Kawasaki Dkyd.Co.Ld Kobe	TaiyoHogeiK.K.	537·0	74·0	48·8	Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.23⅝"–35 7⁄16" 1561NHP KawasakiDkydCoLdKobe		C
29338 28723 JAQB	**Nissin Maru No. 3** (*ex*Catalina) *ss*Shl.No.3–9,17 *ss*Kob.No.2–25 2*Dks*(*Stl*)&*deepframing*	2717 2516 1656	✠ —— 3,31 ✠	Kob	*u*		1904 9mo	Armstrong Whitworth &Co.Ld. Newcastle	MatuokaKisen K.K.	318·0 P21'B87'F33' FK *CellD*	43·7	23·3	Hutyu Japanese 5*BHCem* *Ba*86'*uE*22'	T.3Cy.25",41"&68"–45" 360NHP 3SB,9*cf*,GS165,HS5900 WllsndSlipwyCo.Ld.Nwc. *f*118'439*tFPT*60*tAPT*20*t*	25 ″ 10	
29339 32320 JIPB	**Nisso Maru No. 2** (*ex*Toyohiko *ss*Hul.No.3–11,19 MaruNo.2–38, *ss*Cff.No.1–23 *ex*Jalaveera,*ex* 1*Dk*&*Spar dk*& Frankinver,*ex*Inveran) *deep framing*	4342 4101 3306	✠ … 12,26 ✠				1906 12mo	Russell& Co. Port Glasgow	NipponSodaK.K.	385·0 P36'B108'F44' 26·4 FK	49·8	18·4	Tokyo Japanese *WB*	T.3Cy.26",42"&70"–48" 410NHP Rankin&Blackmore,Grk.	29 ″ 0	C †
29340 45446 JMYM	**Nissyo Maru** D.F. E.S.D. *OilEng.* *Mchy.Aft* GyC. 1*Dk* *Ref.Mchy. Carrying Petroleum in bulk* *Longitudinal framing Cruiser Stern*	10526 — 7638					1938	Mitsubishi JukogyoK.K Yokohama	SyowaTankerK.K.	528·8 P148'F36'	65·6	39·4	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"–47¼" 2250NHP MitsubishiJukogyoK.K. Yka.		
29341 46198 JPIN	— Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	6527 — 4013					1939	Mitsubishi JukogyoK.K Kobe	NanyoKaiunK.K.	419·9 P32'B141'F44'	57·1	33·8	Tokyo Japanese	2Steam turbinesDRgeared to 1 sc shaft 750NHP MitsubishiJukogyoK.K.		C
29342 31363 JGVB	— (*ex*NisshoMaru–38, *ex*Lake Farrar) 1*Dk2trB* *Fitted for oil fuel*	2827 2607 1739	✠ … 5,21 ✠				1919 9mo	Superior S.B.Co. Superior,Wis.	OkazakiHonten K.K.	251·0 P25'B64'F20' FK	43·7	25·8	Kobe Japanese *WB*	T.3Cy.21",35"&59"–42" 352NHP SuperiorS.B.Co.Superior	28 ″ 3	C †
29343 44025 JZBL	**Nissyo Maru No. 1**	1362 — 763					1937	Ohara Dkyd.Co.Ld. Osaka	MarusyoKaiun K.K.	225·6	35·0	20·5	Ura Japanese	T.3Cy.15¾",26"&43 5⁄16"– 31⅞" 106NHP OharaDkyd.Co.Ld.Osa.		
29344 8995 JJWE	**Nissyo Maru No. 2** **TwinSc** (*ex*TokushimaMaru–34) 2*Dks*	344 265 206					1904	Kawasaki Dkyd.Co.Ld. Kobe	SantokuKaiunGosi Kaisya	131·5	21·3	13·4	Kobe Japanese	C.4Cy.11"&24"–20" 43NHP KawasakiDkydCoLd Kobe		
29345 33561 JIZC	**Nissyo Maru No. 3** (*ex*Tsunehiko Maru–34) 1*Dk*	676 583 388					1928	Akai Tsunekichi Osaka	MarusyoKaiun K.K.	180·0 B44'F31'	27·0	16·0	Ura Japanese	T.3Cy.		
29346 40156 JYFH	**Nissyo Maru No. 5** *OilEng.* 1*Dk*	783 — 434					1935	Ohara Zosen Tekkosho Osaka	MarusyoKaiun K.K.	180·4	31·2	15·6	Ura Japanese	Oil Engines		
29347 9358 JKEE	**Nissyo Maru No. 6** (*ex*KaiunMaru–35, *ss*Qns.No.3–4,04 *ex*Walker) 1*Dk*(*Irn*) *Well deck*	642 533 362	✠ 12,04 ✠	Qns	*j*		1890 3mo	Wood, Skinner&Co. Newcastle	MarusyoKaiun K.K.	185·0 P19'Q70'B7'F19' FK *CellDB*138' 195*t FPT*	30·0	11·9	Ura Japanese 5*BHCem* 40*tAPT*22*t*	T.3Cy.16",26"&43"–30" 103NHP 1SB,3*pf*,GS50,HS1503 N.E.MarineEng CoLdNwc	14 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; BHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29348 19238 JDQC	**Nissyo Maru No. 8** (*ex*MisakiMaru) 1*Dk*	1174 1009 791					1916	Harima S.B.Co.Ld. Harima	MarusyoKaiun K.K.	223·0	33·0	18·0	Ura Japanese *WB*	T.3Cy.$14\frac{9}{16}$",$24\frac{3}{8}$"&$40\frac{1}{16}$"-30" 88NHP OkamotoTozaburo,Osaka		
29349 22483 JENF	**Nissyo Maru No. 11** WoodAuxSr (*ex*KikuMaru-35) 1*Dk*	300 275 217					1918	Kurata Fukusei Jinsha	MarusyoKaiun K.K.	113·8	25·6	13·8	Nanao Japanese	C.2Cy.$11\frac{1}{16}$"&$22\frac{1}{16}$"-12" 14NHP HantaRyotoro,Osaka		
29350 42590 JJNL	**Nissyo Maru No. 12**	1199 — 682					1936	Ohara Zosen Tekkosho Osaka	MarusyoKaiun K.K.	220·0	34·0	19·0	Ura Japanese	T.3Cy.$15\frac{3}{4}$",26"&$43\frac{5}{16}$"-$31\frac{7}{8}$" 105NHP OharaZosenTekkosho,Osa.		
29351 44945 JTUM	**Nissyo Maru No. 15** *OilEng.* 1*Dk*	375 — 253					1938	Matuura Taiti, Tono	Hiramatu Ritaro	139·5	24·5	12·5	Kinoe Japanese	Oil Engines		
29352 46385 JYLN	**Nissyo Maru No. 16**	1174 — 794					1939	Ohara Zosen Tekkosho Osaka	MarusyoKaiun K.K.	216·5	33·8	18·2	Ura Japanese			
29353 46627 JWJN	**Nissyu Maru** (*ex*TamakiMaru-41, *ex*Binna-39, *ss*Osa.No.3-12,39 *ex*Bessa-37) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F &*Web frames* *Longitudinal framing*	7786 7388 5828	✠100A1 *Shelter dk* *withfreeboard* 3,41	Osa	*a*†	CL 9,39	1917 4mo	Union Iron WorksCo. Alameda,Cal. A&CP	NissanKisenK.K.	410·9 *Cell DB*355' 1213*t* *DTa*30' 228*t* *FPT*80*t*	56·2	38·4 FK	Tokyo Japanese 7*BHptAsp*	T.3Cy.27",47"&78"-48" (*s*) 220lb 600NH 3SB,9*cf*,GS165,HS8265 FD UnionIronWorksCo.S.Fo.	41 ″ 0 s10″$8\frac{1}{2}$ 30 ″ 6	
29354 2014 ICLS	**Nita** Ⓟ (*ex*Verbania-35, *ex*Madioen-35) D.F. 3*Dks*	6813 6443 4248		✠LMC3,41			1913	Bonn& Mees Rotterdam	Soc.Anon Giuseppe BozzoArmamenti e TrasportiMarittimi (A.Lauro, *Mgr.*)	446·0 430·0 P44'	54·2	26·4	Genoa Italian *WB*	T.3Cy.$28\frac{1}{2}$",47"&81"-52" 470NHP Maats.deSchelde,Flushing		I
29355 25010 JYID	**Nitiai Maru** (*ex*YayoiMaru-38) *ss*Kob.No.3-7,32 *ss*Kob.No.2-40 2*Dks*(*Stl*)	5439 4996 3417	✠100A1 9,40	Kob	*z*	CL 3,39	1919 3mo	AsanoS.B. Co.Ld. Tsurumi A&CP	NissanKisenK.K.	400·0 P33'B124'F41' *CellDB* 342' 844*t*	53·2	29·4 FK	Tokyo Japanese 6*BHCem* *APT*28*t*	T.3Cy.$26\frac{7}{8}$",$43\frac{1}{2}$"&72"-48" 200lb (*s*) 513NHP 3SB,9*cf*,GS175,HS7376 FD KobeSteelWorks,Kobe	32 ″ 0 s 6 ″ $5\frac{1}{4}$ 25 ″ 9	
29356 44517 JMAM	**Nitian Maru** (*ex*Orone-38, *ex*Grena-34) 1*Dk*&*Shelter dk*	6198 — 4585		✠LMC9,40			1912	W.Doxford &Sons,Ld. Sunderland	NissanKisenK.K.	439·5 P94'H313*t*F71'	57·0	26·3	Tokyo Japanese *WB*	T.3Cy.25",41"&70"-48" 340NHP W.Doxford&Sons,Ld.Sld.		C
29357 45071 JLPM	**Nitiei Maru** *CruiserStern* 1*Dk* *OilEng.* *Longitudinal framing* *Mchy.Aft* *Carrying Petroleum in bulk*	10020 — 5818					1938	Kawasaki Dkyd.Co.Ld. Kobe	NittoKogyoKisen K.K.	503·3 P163'B39'F37'	65·0	37·1	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.$28\frac{3}{8}$"-$47\frac{1}{4}$" 2250NHP KawasakiDkydCoLdKobe		C
29358 45323 JXQM	— *CruiserStern*	2436 — 1380					1938	Naniwa Dockyard Co.Ld. Osaka	OkazakiHonten K.K.	281·2	43·0	23·0	Kobe Japanese	T.3Cy.21",35"&58"-39" 210NHP OsakaKikaiKosakusho, Osaka		
29359 32887 JUCB	— (*ex*NichiyeiMaru-38, *ex*Emperor of Havana, *ss*Tto.No.1-23 *ex*CanadianSailor) 1*Dk*	2012 1784 1154	✠ ... 7,27				1919 8mo	Pt.Arthur S.B.Co. P.Arthur,Ont	NisseiKaiunK.K.	251·0 P25'B64'F30'	43·8	20·7 FK	Tokyo Japanese *WB*	T.3Cy.$20\frac{1}{2}$",34"&56"-40" 265NHP PortArthurS.B.Co.	23 ″ 0	
29360 44775 JMLM	**Nitiho Maru** (*ex*Ortwo-38, *ex*Strinda-34) 1*Dk*&*Shelter dk*	6363 5586 4209		✠			1912	W.Doxford &Sons,Ld. Sunderland	NissanKisenK.K.	439·7 P94'H512*t*F71'	56·8	28·9	Kobe Japanese *WB*	T.3Cy.25",41"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		C
29361 46610 JPLN	**Nitii Maru** D.F. *CruiserStern* 2*Dks*	6543 — 3869					1939	OsakaIron Works,Ld. Osaka	NissanKisenK.K.	424·1 P41'B154'F45'	57·4	34·4	Tokyo Japanese *WB*	2 steam turbinesDRgeared to1screwshaft 517NHP HitatiSeisakusyo,Tokyo		C
29362 46826 JLCO	**Nitiki Maru** *Oil Eng.*	309 — 212					1940	Isiguro Zosensyo K.K. Yonago	AkaiSyotenK.K.	120·7	23·0	12·3	Osaka Japanese	Oil Engines		
29363 21377 JQDE	**Nitiman Maru** (*ex*Nichiman Maru-38,*ex*AsakaMaruNo.2-34) 1*Dk*	1922 1399 1126					1917	GK Harada Shoko Osaka	ToaKaiunK.K.	250·0 P147'F34'	37·7	20·5	Kobe Japanese *WB*	T.3Cy.17",$28\frac{1}{2}$"&$48\frac{1}{8}$"-36" 139NHP G.K.HaradaShoko,Osaka		
29364 44518 JMEM	**Nitimei Maru** (*ex*Ortri-38, *ex*AlfredNobel-34) 1*Dk*&*Shelter Dk* *Longitudinal framing*	4704 — 3145					1912	Armstrong Whitworth &Co.Ld. Newcastle	NissanKisenK.K.	400·0	52·2	24·9	Tokyo Japanese *WB*	T.3Cy.$25\frac{1}{2}$",42"&70"-48" 339NHP N.E.MarineEngCoLdNwc		C
29365 45672 JZUM	**Nitiran Maru** Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	6504 — 3983					1938	Mitsubishi JukogyoK.K Kobe	NanyoKaiunK.K.	419·9 P32'B144'F44'	57·2	33·8	Tokyo Japanese	2steam turbines DRgeared to 1 sc.shaft 750NHP		C
29366 26562 JMSD	**Nitiren Maru** (*ex*HeieiMaru-38, *ex*HeiyeiMaru-38,*ex* *ss*Kob.No.3-2,32 HeiyeiMaruNo.12-37, *ss*Yka.No.1-35 *ex*UralsanMaru) 2*Dks*(*Stl*)	5460 4988 3365	✠ ... 8,39	Kob	*z*		1920 2mo	AsanoS.B. Co. Tsurumi	NissanKisenK.K.	400·0 P33'B124'F41' *CellDB*339'941*t*	53·2	29·4 FK	Tokyo Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",$43\frac{1}{2}$"&72"-48" 513NHP 3SB,9*cf*,GS175,HS7376 KubotaIronWorks,Osaka	32 ″ 0	C †
29367 46626 JPJN	**Nitirō Maru** D.F. *CruiserStern* 2*Dks*	6534 — 3894		✠			1939	OsakaIron Works,Ld. Innoshima	NissanKisenK.K.	424·1 P41'B154'F45'	57·4	34·4	Tokyo Japanese *WB*	2 steam turbines DRgeared to 1 sc. shaft 517NHP HitatiSeisakusyo,Tokyo		
29368	**Nitiryo Maru** *CruiserStern* 1*Dk*	2750					1939	OsakaIron Works,Ld. Innoshima	OkazakiHonten K.K.	305·1	45·0	24·9	Kobe Japanese *WB*	T.3Cy.$18\frac{1}{8}$",$30\frac{1}{8}$"&50"-36" 150NHP OsakaIronWorks,Ld.		
29369 25086 JOZD	**Nitiryu Maru** (*ex*KarafutoMaru-38, *ex*RozanMaru) *ss*Kob.No 3-6,32 *ss*Kob.No.1-37 2*Dks*(*Stl*)	5447 4996 3406	✠ ... 5,41	Smk ✠	*z*		1919 5mo	AsanoS.B. Co.Ld. Tsurumi	NissanKisenK.K.	400·0 P33'B124'F41' *CellDB*342'844*t*	53·0	29·4 FK	Tokyo Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",$43\frac{1}{2}$"&72"-48" 513NHP 3SB,9*cf*,GS175,HS7376 KobeSteelWorks,Kobe	32 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres ou cote, si ce n'est dans le L. R. Durée Cert. R. of Trade.
29370 45497 JUVM	**Nitiyu Maru** D.F. *2Dks* *Cruiser Stern*	6817 — 3991					1938	Kawan-amiKogyo K.K. Nagasaki	NissanKisenK.K.	451·8 P25'B17'F40'	58·1	32·8	Tokyo Japanese *WB*	T.3Cy.26¾",44⅞"&76¾"–51$\frac{3}{16}$" 420NHP KawaminamiKogyoK.K. Nag.		C
29371 257 SVGG	**Nitsa** (*ex*SagamaRiver–33) 1*Dk*	*4732* *4373* *2989*					1915	Irvine's SB &D.D.Co.Ld. W Hartlepool	KassosSteam NavigationCo.Ld. (PnevmaticosRethymnisYannaghas *Mgrs.*)	385·0 P36'B126'F38'	52·0	27·1	Syra Greek *WB*	T.3Cy.25",40"&68"–48" Richardsons, 320NH Westgarth&Co.Ld.Hpl.		C
29372 46813 JPGN	**Nitta Maru** Ⓟ TwinSc D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	17150 — 9380					1939	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K.	557·8 B503'	73·8	40·7	Tokyo Japanese *WB*	4steam turbinesDRgeared to2screw shafts 3500NHP MitsubishiJukogyoK.K. Nag.		
29373 45076 JUBM	**Nittai Maru** (*ex*Krone–38, *ex*Tilthorn–37) *ss*Bgn.No.3–10,34 *ss*Kob.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6484 6253 4796	✠ ... 3,39 ✠	Kob	*z*		1921 8mo	W.Doxford &Sons,Ld. Sunderland	NissanKisenK.K. *Intermediate BH in fore hold dispensed with*	420·0 FK *CellDB*364'1180*t* *FPT*105*t* *APT*127*t*	54·0	34·3	Tokyo Japanese *Cem* 1*BHtoSh dk* 5 „ „ *U* „	T.3Cy.27",44½"&75$\frac{9}{16}$"–54" 180lb 577NHP 3SB,*9cf*,GS198,HS8530 W.Doxford&Sons,Ld.Sld	37 ″ 0	
29374 26772 JHNB	**Nitto Maru** 1*Dk*	2186 1888 1278					1920	Fujinagata S.B.Co. Osaka	ToaKaiunK.K.	272·0 P17'B64'F33'	40·0	24·1	Osaka Japanese *WB*	T.3Cy.22",36¾"&60"–40" Schipp. 226NHP Mattsch.Amsterdam		
29375 440 JNWG	— (*ex*SaishuMaru–33) 2*Dks*	471 407 263					1914	Aizawa Iwakichi Osaka	KanagawaYoshihide	150·3 B26'F20'	21·7	16·5	Jinsen Japanese	T.3Cy.11⅜",18⅛"&30"–22" 42NHP OharaGisuke,Osaka		
29376 44361 JZLL	**Nittoku Maru** (*ex*Shoko–38, *ex*ChangKwang–37, *ex*Apikia–36, *ex*Koranna) *ss*Pir.2ndNo.3–5,30 *ss*Osa.No.2–38 1*Dk*(*Stl*)&*deep framing*& *Shelter dk*(*Stl*)	3591 3404 2623	✠100A1 *Shelter dk withfreeboard* 12,39 ✠LMC12,39	Osa	*x*	CL 9,38	1905 2mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	AkaiSyotenK.K.	350·0 FK *CellDBa*108'*uE&B*42'*f*156'955*t* *FPT*105*t* *APT*108*t*	52·0	23·4	Osaka Japanese 6*BHCem*	T.3Cy.25",41"&67"–45" (*s*) 180lb 337NHP 3SB,*9cf*,GS154,HS5355 N.E.MarineEng.CoLdNwc	26 ″ 0 s2 ″ 6¾ 23 ″ 8¼	
29377 20371 JBYB	**Nittu Maru** (*ex*NittsuMaru–38, *ex*AnseMaru,*ex*AtsutaMaruNo.2) 1*Dk*	2184 1885 1278					1917	Ishikawa-jimaS.B &E. Co.Ld. Tokyo	OkazakiHonten K.K.	268·0 P13'B58'F27'	40·7	23·5	Tokyo Japanese *WB*	T.3Cy.19",31½"&52"–39" 169NHP IshikawajimaS.B&E.CoLd		C
29378 28054 JRPE	**Nittyo Maru** (*ex*NicchoMaru–38) 2*Dks*	549 464 291					1921	Mitsui Bussan Hibi	NicchoKisen ShiryoK.K.	160·0 B43'F20'	26·0	16·0	Kobe Japanese *WB*	T.3Cy.14",22"&36"–24" 63NHP MitsuiBussan,Uno		
29379 167001 BFWD	**Nivernais** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	390 334 192					1933	Atel.&Ch. deFrance Dunkirk	Ministry of War Transport(Hull& Chicken, *Mgrs.*)	163·2 Q42'B24'F25'	23·6	12·1	Greenock British *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"–18⅞" 81NHP Atel.&Ch.deFrance,Dnk.		V
29380 DOHC	**Nixe** 1*Dk*	698 517 394					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q51'B45'F22'	28·1	12·9	Bremen German *WB*	T.3Cy.13½",21$\frac{1}{16}$"&34$\frac{7}{16}$"–23⅛" 59NHP A.G."Weser,"Bremen		G
29381 137416 GQJN	**Nizam** *ss*Cal.2ndNo.3–5,40 2*Dks*(*Stl–U*teak s)	5322 4922 3334	✠100A1 1,42 ~~1,41~~ ~~MBS1,41~~ ~~DBS11,40~~ ✠LMC10,39	~~Cal~~ Bom BS1,42		CL 4,40	1914 12mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow *CellDBa* 120'*uE&B*46'*f*187' 1113*tDTa*22'184*t* *FPT*124*t* *APT*30*t*	AsiaticStm.Nav. Co.Ld.	404·0 P41'B137'F45' FK	52·8	28·7	Liverpool British 7*BHCem*	T.3Cy.25",42"&70"–48" (*r*) 200lb *100lb* 472NHP 2SB,*8cf*,GS150,HS6714 FD Dunsmuir&Jackson.LdGls	31 ″ 3 s6 ″ 1¼ 25 ″ 7	
29382 DHRR	**Njassa** Ⓟ Sub.Sig. *Ref.Mchy.* D.F. GyC. 2*Dks*&*Shelter dk*3*trB*	8754 5867 5081					1924	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	433·5	58·2	37·5	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
29383 YTDB	**Njegos** (*ex*NormanIsles,*ex*Suruga) *ss*Spt.No.3–9,31 *ss*Spt.No.1–36 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	*4393* *3997* *2745*	✠100A1 *Spar dk* 4,40 BS3,40 ✠LMC9,36 SURVEYS DELAYED	Cff	*y*	CL N2,38	1908 2mo *Lloyd's A&CP*	A.McMil-lan&Son,Ld Dumbarton	Jugoslavenski Lloyd a.d.	375·3 P33'B210'F34' FK *Cell DBa*112'*uE&B*42'*f*174'1048*t* *APT*38*t*	52·0	17·5 25·4	Dubrovnik Yugoslav 6*BHCem*	T.3Cy25$\frac{5}{16}$",41"&67"–48"(*s*) 180lb 370NHP 2SB,*6cf*,GS112,HS4928 FD ClydeS.B.&E.Co.Ld.P.Gl.	28 ″ 0 s4 ″ 0 24 ″ 2½	
29384 PGHM	**Njord** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	374 249 164					1939	E.J.Smit& Zoon Westerbroek	P.vanWering	140·0 P36'F23'	25·1	10·0	Norg Dutch *WB*	Oil Engines 4S.C.SA 5Cy.11$\frac{7}{16}$"–17$\frac{11}{16}$" 64NHP AppingedammerBrons Motorenfb.N.V.		V
29385 228957 KLHG	**No-Nox** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	983 808 592					1929	Bethlehem S.B.Corp.Ld. Quincy,Mass	GulfOilCorporation	199·7	38·0	14·2	Phildlphia Utd. States	Oil Engines 2S.C.SA 12Cy.12"–17" 302NHP StandardEngineConst.Co. JerseyCity,N.J.		
29386 25108 JINB	**Noborikawa Maru** 1*Dk*	2182 1902 1296					1922	Uraga DockCo. Uraga	HokkaidoTanko KisenK.K.	268·0 P20'B58'F26'	40·7	23·6	Kobe Japanese	T.3Cy.		
29387	**Nockum** 1*Dk*&*Shelter dk*&*Web frames* Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* *Longitudinal framing* *Now* "Empire Starling," *see No.36422 in Supplement*	6024 5535 4291	✠ ... 9,20 ✠ (*Reclassification contemplated*)				1919 10mo	MooreS.B. Co Oakland,Cal.	Ministry of War Transport(Houl-derBrothers&Co. Ld.*Mgrs.*)	402·5 P34'F39'*on Shelter dk* FK	53·0	32·0	British *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 637NHP MidwestEngineCo. Indianapoli-	34 ″ 6	R †
29388 15419 JLDF	**Noda Maru**	1242 — 486					1912		Government of Japan(Dept.of Railways)	224·7	46·9	16·7	Shimon-oseki Japanese	Steam Engines		
29389	**Noemijulia** (*ex*Noemi,*ex*Barlby) *ss*Sld.2ndNo.3–6,20 *ss*Cpl.No.2–29 1*Dk*(*ptIrnptStl*)&*ptAwng dk*(*Irn*) &*Webframes* *Now* "Irish Hazel," *see No.* 37054 *in Supplement*	*2503* *1749* *1632*	✠ — 6,33 ✠	Pir	*s*		1895 11mo	Ropner& Son Stockton	Cia.Maritima dePanama Ultramar,Ltda.	290·0 P27'Q117' FK *ptAwng dk*173' *Cell DBa*100'*uE*24'*f*108'482*t*	43·0	16·6	Panama Pnamanian 5*BHCem*	T.3Cy.22½",36½"&60"–39" 224NHP 2SB,*6cf*,GS93,HS3358 Blair &Co.Ld.Stockton	19 ″ 9	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; BHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29390 UOWQ	**Nogin** OilEng. 2Dks	2109 1819 1055					1930	Sevastopol MarineWks. Sevastopol	U.S.S.R.	270·1 39·8 22·5 P31'B62'F28'	Odessa Russian WB	Oil Engines 2S.C.SA 6Cy.18½"–32¼" 358NHP KominternWks.Kharkov		
29391 148301 GSPF	**Nolisement** ssYka.No.2–37 D.F. 1Dk(Stl)&Shelter dk(Stl)	5084 4738 3147	✠100A1 withfreeboard ~~11,41 1,40~~ 5,42 Examined 3,42 BS11,40 ✠LMC3,37 Fitted for oil fuel 6,33 F.P. above 150°F.	~~Hul~~ ~~BAs~~ Nwc	a† Gls	CL 10,40	1928 8mo Lloyd	Nthmblnd S.B.Co. (1927),Ld. Newcastle 'sA&CP	NolisementS.S.Co. Ld.(Morel,Ld.) CellDB362'1397t	412·6 55·3 26·1 F40' FK FPT100tAPT153t	Cardiff British 7BHCem (Coll to Sh dk 6 ,,2nd,,)	Q.4Cy.23",32½",47"&68"–48" 225lb 150lb (s) 442NHP 3SB(Spt)9cf,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 3¼ 25 ″ 5½	
29392 34442 JDXE	**Nonai Maru** OilEng. ssHak.No.3–3,35 ssYka.No.1–39 Mchy.Aft 1Dk(Stl)&Web frames	374 241 153	✠100A1 Coasting Service Japan 2,39 ✠LMC2,39 Carrying Petroleum in bulk	Yka	e	CL 1,38	1929 10mo Lloyd	Mitsui Bussan Kaisha Tama 'sA&CP	TeikokuSenpaku K.K.(TheRising SunPetroleum Co.Ld.)	139·4 24·0 10·5 P51'F31' Trunk& Harbour dk between P&F FK DTf15tFPT8tAPT5t	Yokohama Japanese 9BHptCem	Oil Engines 2S.C.SA 4Cy.16½"–18⅞" 192NHP KromhoutMot.Fab.Ams.	10 ″ 6	
29393 183360 KZNN	**Nonsuco** Twin OilEng. D.F. E.S.D. 2Dks&Shelter dk CruiserStern	5212 4821 3084	✠100A1 withfreeboard ~~6,41 9,40~~ 3,42 DBS3,42 ~~DBS2,40~~ ✠LMC6,38 Carrying cargo oil F.P. above 150° F. in deep tank & fore peak tank	~~Nyk~~ NYk	a†	CL 5,41	1938 6mo Lloyd	Wm.Doxford&Sons Ld Sunderland 'sA&CP	NorthNegros SugarCo.Inc. CellDB345'1256t	422·5 56·1 25·8 439·0(O.L.) FK MT29'1186t FPT142tAPT225t	Manila Utd.States 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.18⅞"–65⅜" 884NHP 2DB120lb Wm.Doxford&Sons,Ld Sld	28 ″ 7 s3 ″ 3¾ 25 ″ 6¼	
29394 149766 VJNL	**Noora** (exOrnais) ssN.S.W.No.1–41 ssSyd.No.3–9,36 1Dk(Stl) Well dk Cargo battens not fitted	1072 733 507	✠100A1 ~~6,41 9,40~~ 2,42 ~~BS6,41~~ 2,42 ✠LMC9,40	~~Syd~~ ~~NSW~~ Syd	m	CL 5,40	1924 5mo Lloyd	BlythS.B& D.D.Co.Ld. Blyth 'sA&CP	TheAdelaide SteamshipCo.Ld. CellDB184'289tFPT31tAPT30t	215·0 33·1 13·0 221·0(O.L.) P16'Q52'B52'F19' FK	P. Adelaide British 4BHCem	T.3Cy.16",27"&44"–30" (s) 180lb 135NHP 2SB.4cf,GS71,HS2348 MacColl&Pollock,Ld.Sld.	14 ″ 10 s 1 ″ 1¾ 14 ″ 1	
29395 PGHP	**Noordam** Ⓟ TwinSc OilEng. E.S.D. D.F. 3Dks Ref.Mchy. Cruiser Stern Butts of part shell & deck plating electrically welded	10726 8102 6236	✠100A1 ~~8,41 3,41~~ 12,41 ✠LMC9,38 ✠Lloyd'sRMC3,41 ~~8,41~~ 12,41 Carrying vegetable oil in deep tanks aft	Sba	f†	CL 10,40	1938 9mo Lloyd	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam 'sA&CP	Nederl.Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB370'1483t centre&	480·7 64·4 33·3 501·6(O.L.) P35'B214'F46' FK Tanks at sides of tunnels 495t	Rottrdam Dutch 8BH DTs a 1306t	Oil Engines 2S.C.SA 24Cy.24 7/16"–45¼" 2482NHP 2DB100lb N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot. FPT53tAPT269t	40 ″ 0 s 9 ″ 6½ 30 ″ 7	
29396 PGIC	**Noordplein** (exPoeldiep–38, exMira-Mar) Mchy.Aft 1Dk D.F.	752 533 362					1920	Van der Kuy&Van derReeWerf. "Maasdijk" Schiedam	N.V.Scheepv. Maats "Millingen" (G.A.Spliethoff, Mgr.)	180·7 28·3 12·6 Q104'B11'F21'	Rottrdam Dutch WB	T.3Cy.15",24"&40"–24" 78NHP Van derKuy&Van derRee Werf."Maasdijk"		N
29397 PGJL	**Noordwijk** D.F. E.S.D. 1Dk CruiserStern	3697 2956 2020	✠100A1 2,40 ✠LMC12,39	Sch	v	OG 2,40	1939 12mo Lloyd	WerfJan SmitCzn. Alblasserdam 'sA&CP	StoomvaartMaats. "Wijklijn" (Erhardt& Dekkers,Mgrs.) CellDB265'748t tanks at sides of tunnel 234tFPT116t	327·0 50·3 22·3 343·5(O.L) P31'Q86'B105'F38' FK	Rottrdam Dutch 5BHCem APT162t	T.3Cy.21",32½"&57"–36" & exhaust turbine driving steam compressor 342NHP 220lb (s) 120lb FD 2SB(Spt),4cf,GS95,HS4504 N.V.ArnhemscheStoom-sleephellingMaats.	24 ″ 6 s 2 ″ 6¾ 22 ″ 1	
29398 141486 VGWB	**Nootka** (exEmperor of PortMcNicoll, exCanadianAdventurer) ssTto.No.1–23 1Dk & platform dk in forwd hold	2069 1650 1201	✠ ... 6,27 ✠				1919 10mo	Pt.Arthur S.B.Co PtArthurOnt	CanadianPacific RailwayCo.	251·3 43·9 20·3 P26'B64'F25' FK	Vict'riaBC British WB	T.3Cy.20",33"&54"–40" 256NHP PortArthurS.B.Co.	23 ″ 0	
29399 ~~OZTK~~	**Nora** TwinSc Now "Halma," see No. 36905 in Supplement D.F. OilEng. E.S.D. CruiserStern 1Dk&Shelter dk Butts of shell plating electrically welded Strengthened for navigation in ice	2937 2351 1605	✠100A1 withfreeboard 7,41 ~~1,40~~ ~~✠Lloyd'sRMC8,41~~ ✠LMC1,40	~~Abg~~ NYk	w	CL P7,41	1940 1mo Lloyd	Aalborg VærftA/S Aalborg 'sA&CP	~~J.Lauritzen~~ MarineOperating Co.Inc. CellDB301'734t tanks at sides of tunnel 53t	356·4 51·9 18·0 373·7(O.L.) F62' FK FPT40tAPTs185t	Panama Pnamanian 6BH (Coll to Sh dk 5 ,,2nd ,,)	Oil Engines 2S.C.SA 12Cy.19 11/16"–35 7/16" 810NHP Akt.Burmeistr&Wain,Cpn	21 ″ 0 s ″ 11 20 ″ 2½	
29400 131682 MMZV	**Norah Moller** TwinSc (exKangaroo–38) OilEng ssFre.No.3–1,28 E.S.D. ssFre.No.2–37 2Dks(Stl)	4433 3912 2706	✠100A1 6,41 ~~8,40~~ Examined 6,41 DBS8,40 ✠LMC4,39 Carrying oil fuel F.P. above 150° F. in M.T.	~~Shi~~ Shl	m	CL 3,39	1915 10mo Lloyd	Harland& Wolff,Ld. Irvine 'sA&CP	MollerLine,Ld. (Mollers'Ld. Mgrs.) CellDBa88' uE42'f174'770t Tanks between tunnels 81'190t	365·2 50·1 26·5 P22'B91'F36' FK FPT49tAPT50t	Shanghai British 5BH to U dk APBH to 2nd dk only	Oil Engines 4S.C.SA 12Cy.22 3/16"–29 15/16" 567NHP DB80lb Burmeister&Wain,Ld.Gls.	29 ″ 2 s6 ″ 1½ 23 ″ 5	
29401 LIXO	**Noravind** TwinSc (exNordanvik–34) OilEng. ssSch.No.2–40 Mchy.Aft 1Dk(Stl) D.F. CruiserStern	8234 7529 4864	✠100A1 7,41 ~~10,40~~ ✠LMC CS2,40 DBS2,40 2,40 Carrying Petroleum in bulk	~~HKg~~ Bom	c†	CL 1,40	1930 12mo Lloyd	GötaverkenA/B Gothenburg 'sA&CP	Skibsaktieselskapet "Noravind" (A.Jahre) CellDBuE65'278t	451·1 59·3 35·9 P96'F36' FK DTf29'467tFPT113tAPT241t	Sandefjord Norwegian 10BHptCem	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 633NHP 2DB180lb GötaverkenA/B,Got.	35 ″ 6 s8 ″ 4½ 27 ″ 4¼	
29402 HPHI	**Norbris** OilEng. ssFal.No.2–39 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	7619 7247 4570	✠100A1 10,41 ~~3,41~~ ✠LMC CS7,39 DBS10,41 7,39 Carrying Petroleum in bulk	~~Bos~~ Bal	c†	CL 9,40	1930 11mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	TankerCorporation DTf41'523t	460·5 59·5 34·1 P109'B30'F60' FK Cell DBuE85'327t FPT199tAPT146t	Panama Pnamanian 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	34 ″ 1 s6 ″ 8 27 ″ 7¾	
29403 LJJV	**Norbryn** (exPacificCommerce–37, exDominionMiller) OilEng. ssLon.No.3–5,34 ssRot.No.1–38 D.F. E.S.D. 1Dk(Stl)&Shelter dk(Stl)	~~5080~~ ~~4710~~ ~~3149~~ 5108 4694 3183	✠100A1 Shelter dk withfreeboard ~~7,41 9,40~~ 5,42 ~~DBS4,39~~ ✠LMC3,38 Adapted for carrying oil fuel in fore peak (5,31) F.P. above 150° F. DBS4,41	~~Yka~~ ~~Npt~~ Cff	a†	CL ~~2,38~~ 7,41	1922 2mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	A/SViking (Lundegaard& Sonner,Mgrs.) CellDB364'1299t	420·0 54·0 25·0 FK MT26'1007t	Farsund Norwegian ptCem Collision BH to Sh dk 6 ,, ,, U ,, DTa33'943t	Oil Engines 2S.C.SA 4Cy.22 13/16"–91¼" 640NHP 2NDB39 100lb W.Doxford&Sons,Ld.Sld. FPT105tAPT127t	29 ″ 0 s3 ″ 7¾ 25 ″ 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
29404 DHRS	**Norburg** (*ex*Pera,*ex*Hornsund) Sub.Sig. 1*Dk*	2392 2058 1418					1922	Schiffsw.v. H.KochA.G. Lübeck	Flensburger Dampfercompagnie HaraldSchuldt &Co.K.G.	295·6 P15'Q39'B181'F36'	42·6	19·8	Hamburg German *WB*	T.3Cy.21¼",33⅞"&55"-39⅜" 190NHP A.BorsigG.m.b.H.Berlin		G
29405 158168	**Norco** Ⓟ (*ex*Inca-38) *ss*N.Yk.No.2-25 1*Dk*	1512 1217 921	✠ ... 9,28 ✠				1915 11mo	Gt.Lakes Eng.Works Ecorse,Mich.	NorthernPaper Mills,Ld.	246·0 B65'F25'	38·2	16·0 FK	SaulteSte. Marie British *WB*	T.3Cy.17",28½"&48"-36" 200NHP Gt.LakesEngWrksDetroit	18 ″ 0	R †
29406 167456 MPGG	— (*ex*Katland-33,*ex*Speed, *ex*Kannik) 1*Dk*	1335 1164 791					1917	Gebr. Jonker Kinderdijk	Ministry of War Transport(E.R. Newbigin,Ld. *Mgrs.*)	239·4 P58*t*H63*t*F29*t*	36·2	16·8	London British *WB*	T.3Cy 17½",29"&46"-36" 128NHP Alblasserdam.Msch.Fab.		VL
29407 208718 KFYB	— **WoodTwinSc** (*ex*Tillamook) *OilEng.* 1*Dk*	615 — 479					1911	Kruse& Banks N.Bend,Or.	KetchikanCold StorageCo.	119·0	28·4	11·0	Ketchikan Utd.States	Oil Engines 4S.C.SA 8Cy.14"-18" NE25 143NHP Fairbanks,Morse&Co.		
29408 HPIT	**Nord** (*ex*HaiShang-37,*ex*Nord-32) *ss*Msl.No.3-12,18 *ss*Dnk.No.1-22 *Well deck* 2*Dks&deep framing*	3193 2511 2052	✠ ... 9,27 ✠				1904 10mo	Sunderland S.B.Co.Ld. Sunderland	Wallem&Co.	314·0 P&B215'F29'	46·5	20·6 FK	Panama Pnamanian *WB*	T.3Cy.23",38"&62"-42" 262NHP N.E.MarineEng.Co.Ld.Sld	23 ″ 0	
29409 8019 SDNM	— (*ex*Sigurd I-35,*ex*SigurdHund, *ex*Tron,*ex*Nystrand,*ex*Signemin) 1*Dk*	*512* *386* *256*					1919	J.Th.Wilmink&Co. Gideon	RederiA/BNordö (W.Grosche,*Mgr.*)	152·4 P93*t*H5*t*F24*t*	26·3	12·2	Öregrund Swedish *WB*	T3Cy11½"17$\frac{7}{10}$"&29½"-19$\frac{7}{10}$" D.H.Landeweer& 39NHP Zoon,Martenshoek		V
29410 DJVP	**Nord Atlantic** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk in mchy.space* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	9897 9165 5884	✠ 10,38 ✠	Ham	*e*†		1938 1mo	Deutsche WerftAGBet Finkenwrder Hamburg	JohnT.Essberger *CellDBuE*75'227*t*	490·0 510·7(O.L.) P114'F69' *DTf*36'724*t* *FPT*1	65·9	36·3 FK	Hamburg German 12*BHptAsp* 67*tAPT*262*t*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1163NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35″11	
29411 165174 MJYS	**Nord-Est II** (*ex*Nord-East-40) *OilEng.* *Mchy Aft* *CruiserStern* 1*Dk* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	534 452 330					1938	JosBoel& FilsS.A. Tamise	Ministry of War Transport(Wm. Cory&Son,Ld. *Mgrs.*)	195·8 P56'F29'	27·8	12·2	Belfast British	Oil Engines 4S.C.SA 8Cy.11"-17¾" 93NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		VL
29412 HPMM	**Nordal** D.F. 1*Dk&Shelter dk* *Butts of keel & bottom plating elec. welded* *Cruiser Stern* *Strengthened for navigation in ice*	3845 3077 2223	✠100A1 *withfreeboard* ~~10,40~~ 12,41 ✠LMC8,39 *Fitted for oil fuel* 8,39	~~Mtl~~ ~~NYk~~ Bal	*y*	CL *F.P. above* 150° F.	1939 8mo *Lloyd's A&CP*	Fredrkstad MekVrksA/S Fredrikstad *Intermediate BH in after hold dispensed with* *CellDB*301'1070*t* *MT*29'1094*t*	VikingCorporation	365·2 383·3(O.L.) F24' *FPT*212*tAPT*233*t*	57·3	20·2 FK	Panama Pnamanian 6*BHptCem* (*Coll BHtoSh dk* 5 „ 2*nd* „)	C.4Cy.(2)16¾"&(2)39$\frac{15}{16}$"-36⅝" 220lb (*s*) 353NHP 2SB(Spt),6*cf*,GS60,HS5511 FD FredrikstadM.V.A/S Fredrikstad	23 ″ 6 s 1 ″ 6 22 ″ 3	
29413 LCUC	**Nordanger** **TwinSc** *Mchy.Aft* *OilEng.* D.F. 2*Dks* *Longitudinal framing at bottom & at decks* *CarryingPetroleum in bulk*	9297 8510 5500	✠ ... 12,28 ✠				1925 6mo	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	470·1 P110'B28'F41'	60·2	38·5 FK	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜"-47¼" 806NHP Werkspoor,Amsterdam		N †
29414 OYOA	**Nordbo** **TwinSc** *OilEng.* D.F. *ss*Cpn.No.3-9,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4472 4132 2732	✠100A1 *withfreeboard* 3,40 ✠LMC CS9,36 DBS8,40 3,37 Surveys delayed.	SFo	*y*	CL 10,38	1923 11mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. *Mgrs.*) 1076*tMT*30'1158*t*	380·0 *CellDB*334' *FPT*97*t* *APT*119*t*	53·9	25·3 FK	Copnhagn Danish 7*BHptCem* (2 *to Sh dk* 5 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 0¼ 25 ″ 3	
29415 OYAE	**Nordborg** *ss*Els.No.2-38 D.F. 1*Dk*(*Stl*)	1998 1764 1198	✠100A1 5,39 ✠LMC MS5,38 BS8,39 (SEE FOOTNOTE *)	Els	*r*	OG 4,39	1930 4mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	A/S D/S Dannebrog (C.K.Hansen, *Mgr.*) *CellDB*240'	280·0 P22'B85'F27' 515*tAPT*75*t*	40·1	19·2 FK	Copnhagn Danish 4*BHCem*	T.3Cy.20",31½"&53"-36" 180lb (*s*) 194NHP 2SB,4*cf*,GS79,HS3134 Cen.Mar.EWrks.LdWHpl.	21 ″ 4 s 2 ″ 11 18 ″ 7¼	
29416 OZAV	**Nordbornholm** Ⓟ *OilEng.* D.F. 2*Dks* *CruiserStern*	770 550 425					1939	Aalborg VærftA/S Aalborg	DetÖstbornholmske D/S A/S(E.Sonne Hansen,*Mgr.*)	153·9 B&F116'	31·1	16·6	Neksö Danish *WB*	Oil Engines 2S.C.SA 6Cy.13⅜"-22$\frac{7}{16}$" 188NHP Atlas-DieselA/B,Skm.		V
29417 OZVD	**Nordby** (*ex*Florentine-32, *ex*KronprinsFrederik) 1*Dk&pt Awng dk*	1675 1074 1023					1901	Hellerup Skibsv.&Msk Hellerup	SteamShipCo. Samsö,Ld.(G. Schiönnemann, *Mgr.*)	250·8 P26'Q70'	36·0	14·4	Copnhagn Danish *WB*	T.3Cy.18",29"&48"-33" 132NHP DanskMaskinfabrik,Cpn.		V
29418 DJSI	**Nordcoke** E.S.D. 1*Dk* Sub.Sig. *CruiserStern* *Strengthened for navigation in ice*	2491 1925 1299	✠ 5,39 ✠	Ham	*s*		1936 12mo	Lübecker Maschb.Ges. Lübeck *IntermediateBH in forward hold dispensed with*	Norddeutsche Kohlen-u.Cokes- WerkeA.G. *Cell DB*208'696*t* *Tanks at sides of tunnel*142*t* *sidetanks in mchy.space*229*t* *FPT*101*t* *APT*123*t*	297·0 311·0(O.L.) P14'B64'F30' *Trunk in wells*	44·5	17·9 FK	Hamburg German 4*BHCem*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"-43$\frac{5}{16}$" 308NHP 2SB(Spt)6*cf*,GS120,HS4924 LübeckerMaschb.Ges.	20 ″ 6	
29419 LDSD	**Norden** *OilEng.* *ss*Rot.No.2-39 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in mchy space* *Mchy Aft* *CruiserStern* D.F.	8440 7743 5155	✠100A1 11,41 ~~10,40~~ ✠LMC CS4,39 DBS12,39 2,39 *CarryingPetroleum in bulk*	Wln DBS11,41	*c*†	CL N10,40	1931 3mo *Lloyd's A&CP*	Deutsche WerftAGBet. Finkenwrder Hamburg	H.Kuhnle *CellDBuE*65'206*t*	465·2 P107'F42' *DTf*36'664*t* *FPT*1	59·7	35·4 FK	Bergen Norwegian 11*BH* 86*tAPT*160*t*	Oil Engines 2S.C.DA 6Cy.23⅝"-35$\frac{7}{16}$" 1175NHP 2DB*170lb* 1DB 1DB(*f.s.*) Maschinenfbrk.Augsburg-Nürnberg,A.G.,Augsburg	35 ″ 0 s 7 ″ 11 27 ″ 4½	
29420 ~~OZMH~~ HPVM	— **TwinSc** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* Now "Firethorn," *see No.* 36611 *in Supplement*	4700 4091 2778	✠100A1 *withfreeboard* 6,39 ✠LMC5,37 *Carrying cargo oil in midship deep tank* SURVEYS DELAYED	Bal	*a*†	CL *F.P. above*150° F.	1937 5mo *Lloyd's A&CP*	Nakskov Skibs.A/S Nakskov *CellDB*356'1162*t* *MT*30*t*	A/S D/S "Norden" (P.BrownJr.&Co. *Mgrs.*)	401·4 429·9(O.L.) F39' 1204*t* *Tanks in way of tunnel* 97*t* *FPT*7	57·3	24·9 FK	Panama Pnamanian 7*BH* (*Coll to Sh dk* 6 „2*nd*„) 7*tAPT*180*t*	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 808NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 ″ 6 s 2 ″ 9¼ 24 ″ 10½	

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[*] Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29421 DHRU	**Norden** (*ex*Hessle) *ss*Kel.2ndNo.3-12,31 1*Dk*(*Stl*)&*deep framing*	962 746 448	✠ —— 3,37 ✠	Kel	*m*		1907 7mo	W.Pickersgill&Sons Sunderland	Aug.BoltenWm. Miller'sNachf. *Cell DBa* 44' *uE*	215·0 P21'B62'F25' 18'*f*99'232*tFPT*19*t*	32·2	13·1	Hamburg German FK 4*BHCem* *APT*23*t*	T.3Cy.17$\frac{5}{16}$",28½"&46"-33" 137NHP 2SB,4*pf*,GS65,HS2181 G.Clark,Ld.Sunderland	15 " 3	V †
29422 5601 SFRW	— 1*Dk*	520 376 259					1914	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	152·5 Q48'B38'H62*t*F18'	27·7	11·5	Stockholm Swedish *WB*	T.3Cy.13",22"&36"-24" 63NHP OskarshamnsM.V.Aktieb.		V
29423 DNPK	**Nordenham** (*ex*Miami-33, *ex*Pionier) *Ref.Mchy.* 4*Dks* D.F. E.S.D. Sub.Sig	4592 4128 2751					1914	J.C.TecklenborgA.G. Wesermünde-G.	"Midgard" DeutscheSeeverkehrs-A.G. ("Union"HandelsuSchiffahrtsges, m.b.H.*Mgrs.*)	386·7 B155'F53'	49·1	30·0	Nordenhm German	T.3Cy.28",45¼"&74"-53" 400NHP J.C.TecklenborgAG.Wsm		C
29424 DIDE	**Norder Till** (*ex*Mangan-39) *OilEng.* *Mchy.Aft* 1*Dk*	475 355 ·299					1924	J.Frerichs&Co.A.G. Einswarden	Norddeutscher Lloyd	164·8 P42'F22'	26·4	10·2	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.11"-19$\frac{11}{16}$" 70NHP NE31 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
29425 DJYL	**Norderau** *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	1453 1203 713					1938	DeutscheSch-u-Mschb. A.G.Seebeck Wesrmünd-G	BugsierReed-und BergungsA.G.	260·7	41·5	14·3	Hamburg German	C.2Cy.17$\frac{11}{16}$"&35$\frac{7}{16}$"-35$\frac{7}{16}$" & LPturbine with DR gearing & hydraulic coupling HS3767 209NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm		G
29426 DODO	**Norderney** (*ex*Raimund-36, *ex*Altair) Sub.Sig 1*Dk*&*Shelter dk* GyC.	3667 3279 2206					1922	Nordseewerke A.G. Emden	Norddeutscher Lloyd	369·7 B25'F37'	50·8	21·8	Bremen German *WB*	T.3Cy.24",38⅗"&63"-43$\frac{3}{10}$" F.Wilhelms- 262NHP Hütte,Mülheim a/dRuhr		G
29427 DNLR	— **TwinSc** (*CableVessel*) D.F. 1*Dk* GyC. Sub.Sig.	1487 1031 655					1915	Howaldtswerke Kiel	Nordd.Seekabel- werkeA.G.	233·2 Q74'	34·6	16·4	Nordenhm German *Wb*	T6Cy.13¾",21⅝"&35$\frac{7}{16}$"-25⅝" NE38 126NHP DeutscheSchiff.-u.Mschb. A.G.WerkSeebeck, Wsm.		G
29428 DHRV	— 1*Dk*	884 752 547					1902	Akt.Ges. "Neptun" Rostock	ErnstRuss	214·0 B49'F31'	30·6	14·3	Hamburg German *WB*	T.3Cy16$\frac{7}{16}$",24⅜"&41¾"-28$\frac{11}{16}$" 92NHP A.G."Neptun,"Rostock		G
29429 OXDE	**Nordfarer** **TwinSc** *OilEng.* D.F. *ss*Cpn.No.2-38 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4605 4126 2785	✠100A1 *withfreeboard* 9,29 ✠LMC CS6,38 DBS4,39 7,37 (SEE FOOT NOTE *)	NYk	*z*	CL 5,38	1929 5mo	A/S Nakkov.Skibsv. Nakskov *Lloyd'sA&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) *CellDB*338'	384·7 F39' 1137*tDTf*30'1150*t* *FPT*110*tAPT*153*t*	54·4	24·6	Copnhagn Danish FK 7*BH* (*Coll to Sh dk* 6 „2nd„)	Oil Engines 4S.C.SA 12Cy.21$\frac{11}{16}$"-39⅜" 543NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 " 4 s 2"10½ 24 " 7¼	
29430 DRCT	**Nordfels** (*ex*JohannaLehmann, *ex*Towneley) *ss*Ham.No.2-12 *Well deck* 1*Dk*(*Irn*)&*Webframes*	1214 964 735	✠ 11,16 ✠	Shl	*o*		1904 10mo	WoodSkinner&Co.Ld. Newcastle	EgonOldendorff *CellDBa*63'*uE*	235·0 Q123'B10'F25' &*B*33'*f*99'358*tFPT*	33·6	15·1	Lübeck German FK 4*BHCem* 44*tAPT*71*t*	T.3Cy.18½",30"&49"-33" 156NHP 1SB,4*cf*,GS66,HS2507 N.E.MarineEng.CoLdNwc	17 " 3	G †
29431 LENM	**Nordfjord I** Ⓟ 2*Dks*	635 579 345					1915	Helsingörs Jernsk&Msk. Elsinore	Fylkesbaatane i SognogFjordane	168·0 H51*t*	26·3	20·3	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP Helsingörs Jernsk.&Mskb.		
29432 OYSE	**Nordhavet** **TwinSc** *OilEng.* *ss*Nkv.No.2-39 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4617 4194 2782	✠100A1 *withfreeboard* 6,39 ✠LMC CS6,39 DBS6,39 6,39 (SEE FOOT NOTE *)	Nkv	*z*	CL SN6,39 P6,39	1930 10mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) *CellDB*338'1192*t* *MT*30'1160*t*	385·6 F40' *FPT*104*t APT*178*t*	54·9	24·8	Copnhagn Danish FK 7*BH* (*Coll to Sh dk* 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 " 4 s2 " 11 24 " 7¼	
29433 OZNA	**Nordhval** **TwinSc** *OilEng.* D.F. *ss*Cpn.No.3-9,36 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Now* "**Donerail**," *see No.* 36114 *in Supplement*	4473 4132 2737	✠100A1 *withfreeboard* 8,39 ✠LMC CS8,36 DBS7,40 12,38	Gls	*y*	CL P1,38 S3,39	1924 6mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) *CellDB*334'1076*t* *MT*30'1158*t*	380·0 *FPT*97*tAPT*119*t*	53·9	25·3	Copnhagn Danish FK 7*BHptCem* (*Coll to Sh dk* 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB*100lb* Akt Burmeistr&Wain,Cpn	28 " 0 s 3 " 0¼ 25 " 2½	
29434 OXYE	**Nordkap** **TwinSc** *OilEng.* *ss*NYk.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4553 4126 2759	✠100A1 *withfreeboard* 2,39 ✠LMC CS5,36 DBS10,39 1,37 (SEE FOOT NOTE *)	NYk	*z*	CL 2,39	1930 11mo	A/S NakskovSkibs. Nakskov *Lloyd'sA&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) *CellDB*347' 1123*t MT*30'1150*t*	384·7 399·0(O.L.) F39' *FPT*110*tAPT*153*t*	54·4	24·6	Copnhagn Danish FK 7*BH* (*Coll to Sh dk* 6 „2nd dk)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 " 4 s 2"10½ 24 " 7¼	
29435 DRCO	— (*ex*Desia,*ex*Mietzing) 1*Dk*2*trB*	494 384 265					1891	J.W.Klawitter Danzig	PaulZoeke (EgonOldendorff, *Mgr.*)	172·2 Q46'B45'F21'	25·1	11·0	Lübeck German *WB*	T.3Cy.13",21¾"&35½-25½" 64NHP J.W.Klawitter,Danzig		G
29436	**Nordkynn** *OilEng.* *Mchy Aft* *CruiserStern*	860					1939	MossVærft&Dokk,A/S Moss	A/S Vesteraalens Dampskibsselskap	214·3	34·7	13·8	Stokmarknes Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.14⅜"-21⅝" & hydraulic coupling SRgeared to sc. shaft 141NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		-
29437 DAQN	**Nordland** Ⓟ D.F. *Ref.Mchy.* 2*Dks* *CruiserStern*	1905 1529 1092					1924	Akt.Ges. "Vulcan" Stettin	Stettin-Rigaer Dampfsch.Ges. Th.Gribel(R.C. Gribel,*Mgr.*)	247·8 F29'	36·9	22·7	Stettin German *WB*	T.3Cy19$\frac{11}{16}$"31½"&51$\frac{3}{16}$"-39⅜" &L.P.turbine 164NHP A.G."Vulcan,"Stettin		G

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
29438 LENO	**Nordland** Ⓟ 1Dk& Awng dk	725 695 444					1898	Trond-hjemsM.V. Trondheim	A/S Vesteraalens Dampskibsselskap	175·9 H30t	27·6	17·8 WB	Stokmark-næs Norwegian	T.3Cy.13½",23"&27"-27" TrondhjemsM.V. 38NHP Trondheim		
29439 DRCA	— (exSundsvall) 1Dk	663 490 415					1889	Helsingörs Skibsbyggeri Elsinore	PaulZoeke (EgonOldendorff, Mgr.)	191·0 Q62'B53'F23'	27·6	12·2	Lübeck German WB	C 2Cy.25"&47"-30" 101NHP HelsingörsMaskinbyggeri		G
29440 167518 GLKP	**Nordlys** ssEls.No.3-6,29 D.F. ssCpn.No.2-38 1Dk(Stl)& Shelter dk(Stl) Tonnage opening closed'41(W.E.)	3726 3439 2306	✠100A1 Shelter dk withfreeboard ~~9,41~~ ~~10,40~~ 3,42 ~~BS2,40~~ ✠LMC~~6,36~~ 9,41	~~Hul~~ ~~NFL~~ Bry	x	CL ~~10,40~~ 3,41	1916 6mo Lloyd	Akt.Bur-meistr&Wain Copenhagen 'sA&CP	Ministry of War Transport(W.A. Massey&Sons, Mgrs.) CellD	362·0 B321'1030tFPT78t	51·5	23·4 FK	London British 6BHCem APT82t	T.3Cy.25½",42"&70"-45" (s) 180lb 364NHP 3SB(Spt),9cf,GS124, HS5700 Akt.Burmeistr&Wain,Cpn	34 ″ 0 s9 ″ 5½ 24 ″ 8¾	
29441 DRCL	**Nordmark** (exCarolvore, ssLbc.2ndNo.3-6,32 exReynoldston, ssLbc.No.1-36 exWoensdrecht, 1Dk(Stl)&deep exConstance framing Catharina) Well deck	1060 889 626	✠ 6,39 ✠	Lbc	o		1907 1mo	Rotterdam Droogd.Maat Rotterdam	EgonOldendorff CellDBa58'u	229·2 Q100'B79'F24' E17'f102'343tFPT	34·6	13·6 FK	Lübeck German 4BHCem 40tAPT9t	T.3Cy.17½",28"&46"-36" 146NHP 2SB,4cf,GS79,HS2468 RotterdamDroogd.Maats.	16 ″ 0	
29442 DJZV	**Nordmeer** (exMantilla-39) ssHam.2ndNo.3-7,39 Mchy.Aft 2Dks(Stl)& Web frames Longitudinal framing Carrying Petroleum in bulk Fitted for oil fuel	5646 5249 3137	✠ 7,39 ✠	Ham	z		1916 12mo	Armstrong Whitworth &Co.Ld. Newcastle	JohnT.Essberger CellDBuE69'167t	406·3 420·0(O.L.) P104'B28'F43' DTf 38'475t	52·2	31·2 FK (FPT	Hamburg German 15BHpt Cem 10 „ toU dk 5 „ „2nd „ 118tAPT68t	T.3Cy.26½",44"&73"-48" 505NHP 3SB,9cf,GS157,HS7374 N.E.MarineEng.CoLdNwc)	31 ″ 6	
29443 LJDO	**Nordnes** (exAurora-36) OilEng. ssN.S.W.No.2-40 1Dk(Stl)& Shelter dk(Stl) D.F. CruiserStern	4037 3501 2290	✠100A1 withfreeboard 2,42 ~~12,40~~ ✠LMC CS6,36 DBS12,40 ~~6,36~~5,38	~~NSW~~ Mel	y	CL 12,40	1932 12mo Lloyd	Götaver-kenA/B Gothenburg 'sA&CP	H.Kuhnle IntermediateBH in after CellDB321'	382·1 407·1(O.L.) F38' hold dispensed with 1612t WBtank on S	55·1	22·4 FK (Coll	Bergen Norwegian ptCem BH to Sh dk 4 „ „2nd,„) helter dk 28'	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-66$\frac{5}{16}$" 350NHP DB100lb GotaverkenA/B,Got. 272tFPT100tAPT119t	27 ″ 6 s 2 ″ 10 24 ″ 10½	
29444 6263 SFTE	**Nordöst** (exLifland) 1Dk	1035 807 537					1918	DeHaan& Oerlemans. Heusden	RederiA/B Nord & Ostersjöfart(Axel Nordström,Mgr.)	215·0 P12'Q51'B57'F25'	34·3	15·5	Gothenbrg Swedish WB	T.3Cy.15",25"&40"-27" 83NHP C.A.Kuijpers,Rot.		V
29445 OXXB	**Nordpol** TwinSc OilEng. ssCpn.No.3-3,39 1Dk(Stl)& Shelter dk(Stl) Now "Manuel," see No. 37612 in Supplement	4480 4132 2733	✠100A1 withfreeboard 3,39 ✠LMC CS3,39 DBS11,39 3,38	Cpn	y	CL s2,39 PN2,39	1926 2mo Lloyd	Burmeister &Wain Copenhagen 'sA&CP	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.Mgrs.) CellDB334'1076t	380·0 F35' Tanks between tun	53·9	25·4 FK (	Copnhagn Danish 7BHpt Cem Coll to Sh dk 6 „ 2nd „) nels47tDTf	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB100lb Burmeister&Wain,Cpn. 30'1158tFPT97tAPT119t	28 ″ 0 s 3 ″ 0¼ 25 ″ 2½	
29446 DJMO	**Nordsee** (exPass of ssBwg.2ndNo.3-3,29 Brander-34, ssHam No.2-38 exIsla,exThistle) 1Dk(Stl-pt ws) Mchy.Aft Carrying fuel or other oils in bulk	654 541 269	✠ 2,39	Ham			1903 3mo	GarstonG. Dk.&S.B. Co.Ld. Garston	JohnT.Essberger	169·7 176·2(O.L.) B13'F26' Middle line BH not	26·1	15·3 11·3 BK7"	Hamburg German 6BHCem APT4t oiltight	C.2Cy.19$\frac{13}{16}$"&43¼"-30" 151NHP NB20refitted29 1SB,3cf,GS55,HS2476 Hutson&Sons,Ld.Gls.	12 ″ 6	
29447 DRBW	**Nordstern** (exLühe,exAlbatross) 1Dk	870 704 452					1893	Stettiner Act.Ges. Grabow a/O	PaulZoeke (EgonOldendorff, Mgr.)	213·4 P148'H55tF24'	30·1	14·8	Lübeck German WB	T.3Cy.17",27½"&43½"-31½" 106NHP Stettiner,A.G.Stettin		G
29448 8034 SEDT	**Nordstjernan** TwinSc OilEng. D.F. E.S.D. 2Dks& Shelter dk Ref.Mchy. ssGot.No.1-41 Strengthened for Navigation in Ice	5294 4171 2897	✠100A1 withfreeboard ~~4,41~~ ~~12,39~~ 12,41 ✠LMC CS12,41 DBS6,41 5,38 ✠Lloyd'sRMC~~3,40~~ 12,41 No. 3 hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Got	a†	OG ~~s1,38~~ ~~P2,39~~ 4,41	1935 8mo Lloyd	Götaver-kenA/B, Gothenburg 'sA&CP	RederiA/B Nordstjernan(A. A.Johnson,Mgr.) Cell Tanks in way	420·7 440·0(O.L.) F80' DB307'1448t of tunnels309tFPT	55·9	23·9 FK (	Stockholm Swedish 7BH Coll to Sh dk 6 „ 2nd „) 76tAPT52t	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 945NHP DB85lb GotaverkenA/B,Got.	28 ″ 0 s2 ″ 10¾ 25 ″ 3¼	
29449 581 OHBD	— Ⓟ Iron (exNordstern,exNordstjernan) 1Dk& Shelter dk	770 410 398					1871	MotalaCo. Norrköping	Ångf.-Aktieb.Bore (Th.Kramer Mgr.)	200·8 195·3 H43tShelter dk259t	27·6	12·4 19·7	Åbo Finnish WB	T.3Cy.18½",30"&48¾"-35" NE&B89 140NHP MotalaM.V.Motala		V
29450 LJNB	**Nordstjernen** Ⓟ D.F. E.S.D. Ref.Mchy. CruiserStern 3Dks& Promenade dk	1920 770 1063					1937	Fredrkstad Mek VrksA/S Fredrikstad	DetBergenske Dampskibsselskab	250·9 F87'	38·8	13·7 21·0	Bergen Norwegian WB	C.4Cy.(2)15¾"&(2)37$\frac{13}{16}$"- 34$\frac{7}{16}$" 140NHP FredrikstadM.V.A/S		
29451 LDEY	**Nordvangen** ssN.Ns.No.3-5,41 ~~ssN.Os.No.2-37~~ 1Dk(Stl) Cargo battens not fitted	2400 1999 1386	✠100A1 ~~5,41~~ ~~8,40~~ 12,41 1,42 ✠LMC BS8,41 MS12,41 Fitted for oil fuel 9,36 F.P. above 150° F.	Mdb ~~NNs~~ Bal.	s	CL ~~8,40~~ ~~5,41~~ N12,41	1929 4mo Lloyd	Internatnl. SB.&E.Co.Ld Danzig 'sA&CP	Skibsaktieselskap. Karaibien(Gor- rissen&Co.Akties. Mgrs.) Intermedia CellD	291·2 P28'B80'F32' teBHin forehold di B246'610t FPT61t	45·7	18·5 FK	Oslo Norwegian 4BHptCem spensed with APT63t	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$"- 35$\frac{7}{16}$" 206lb (s) 215NHP 2SB.6cf,GS75,HS3380 FD InternationalSB.&E.CoLd	20 ″ 6 s 2 ″ 8½ 17 ″ 11¼	
29452 LCUE	**Nordvard** OilEng. D.F. 1Dk& Shelter dk	4111 3718 2356					1925	Kockums M.V.Aktieb. Malmö	KlostersRederiA/S (LauritzKloster, Mgr.)	377·6 P113tH246tF35t	54·0	22·9	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"-55⅛" 439NHP KockumsM.V.Akt.Malmö		N
29453 OYWQ	**Nordvest** TwinSc Now "Alan A-Dale," see No. 35538 in Supplement OilEng. D.F. 1Dk& Shelter dk Cruiser Stern	4702 4091 2774	✠100A1 withfreeboard 10,39 ✠LMC6,38 Carrying cargo oil F. P. above 150° F. in midship deep tank	Sea	a†	CL	1938 6mo Lloyd	Nakskov Skibs.A/S Nakskov 'sA&CP	A/S D/S"Norden" (P.Brown,Jr.&Co. Mgrs.) CellD	401·4 429·9(O.L.) F39' B356'1162t MT30' 1204tTanks in way of tunnel 97tFPT7	57·3	24·9 FK (	Copnhagn Danish 7BH Coll to Sh dk 6 „ 2nd „) 7tAPT180t	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 808NHP DB100lb Akt.Burmeistr& Wain,Cpn	27 ″ 6 s 2 ″ 9¼ 24 ″ 10½	
29454 DHSA	**Nordwest** (exNorden,exAgnes) 1Dk& Spar dk	707 675 434					1890	Rostocker Act.Ges. Rostock	Aug.Bolten Wm.Miller'sNchf.	180·9 H57'	27·3	17·3	Hamburg German WB	C.2Cy.22½"&40¼"-27½" 71NHP RostockerA.G.Rostock		G
29454A LCUF	**Norefjord** (exNorefos) 1Dk D.F. Fitted for oil fuel	3082 2820 1917					1920	WoodSkin-ner&Co.Ld. Newcastle	A/S DenNorske Amerikalinje	331·7 P94tH162t	46·7	23·1	Oslo Norwegian WB	T.3Cy.25",41"&68"-45" 310NHP N.E.MarineEngCoLd.Nwc		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
29455 LDST	**Noreg** TwinSc *OilEng.* D.F. *Mchy.Aft* ssOsl.No.2-39 *CruiserStern 2Dks(Stl)&Web frames* *Longitudinal framing–bracketless system* *Special Surveys to date from* 11,31 *Progressive survey of oil tanks*	7605 7068 4504	✠100A1 4,42~~5,41~~ ✠LMC CS9,39 DBS~~5,41~~ 4,42 9,39 11,40 *Carrying Petroleum in bulk*	~~Fal~~ NYk	*b*†	CL 5,41	1931 7mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	Skibs-A/S Corona (H.M.Wrangell& Co.A/S,*Mgrs.*) *CellDBuE*68'310t	452·5|59·2|33·9 P100'B28'F42' FK *DTf*45'518t*FPT*92t*APT*144t	Haugesnd Norwegian 16*BHptCem* (11 *to U dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 2DB*180lb* 625NHP Akt.Burmeistr&Wain,Cpn	34 ″ 0	
29456 7510 SFTG	— 1*Dk&deep framing*	*1431* *1231* *794*	✠ … 2,06 ✠				1903 3mo	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Fri (Jac.H.Käll,*Mgr.*)	247·7|36·3|16·5 P18'B64'F28' FK	Gothenbrg Swedish *WB*	T.3Cy.17½",29"&48"–33" 145NHP LaxevaagsMsk&Jrns.Bgn	19 ″ 0	N †
29457 LDQR	**Norfold** *OilEng.* ssRot.No.2-38 D.F. 2*Dks(Stl)&Web frames* *Mchy.Aft Longitudinal framing*	6370 5996 3830	✠100A1 5,41~~4,40~~ ✠LMC CS7,38 DBS8,~~40~~0,41 5,39 *Carrying Petroleum in bulk*	~~NYk~~ Bom	*a*†	CL 4,40	1930 11mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	HvalfangerA/S Vestfold(Johan Rasmussen&Co. *Mgrs.*) *CellDBuE*81'305t	421·0|58·5|32·3 436·5(O.L.) P105'B28'F38' FK *DTf*38'498t*FPT*1	Sandefjord Norwegian 15*BH* 5 „ *to2nddk* 13t*APT*129t	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
29458 144675 GDKY	**Norfolk** (*ex*Sauerland) TwinSc *ss*Gls.No.3-2,34 *ss*Liv.No.1-38 D.F. E.S.D. 3*Dks(Stl)4thDk(Stl)* *Ref.Mchy. inNo.1hold*	10948 10199 6745	100A1 *withfreeboard* 3,41 BS6,40 LMC2,38 ✠Lloyd'sRMC6,41 *Fitted for oil fuel* 4,24 *F.P.above* 150° F.	Auk		OG 11,38	1918	Bremer Vulkan Vegesack	FederalSteam Nav.Co.Ld. *CellDB*477'2084t	520·7|64·2|38·1 533·0(O.L.) P70'B254'F44' FK *FPT*111t	London British 8*BHptCem* *ptAsp* *APT*121t	T.6Cy.28⅜",46⅞"&75⅝"–51¼" & L PTurbines with DR gearing & hydraulic couplings 199lb (*s*) 1270NHP 5SB,*15cf*,GS337,HS15525FD BremerVulkan,Vegesack	41 ″ 4 9 ″ 8¾ 31 ″ 10	
29459 214564 KJTF	— 3*Dks*	2453 — 1759					1916	Gt.Lakes Eng.Works Ecorse,Mich.	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	253·0|43·5|21·5	NewYork Utd.States	T.3Cy.17",29¾"&50½"–36" 153NHP Gt.LakesEngWks,Detroit		R
29460 236397 WNGD	— TwinSc *OilEng.* D.F. GyC. 1*Dk* *Mchy.Aft Electrically welded*	1946 — 1603					1937	Gt.Lakes Eng.Works RiverRouge, Mich.	FordMotorCo.	290·7|43·1|18·2	Dearborn Utd.States *WB*	Oil Engines 4S.C.SA 16Cy.10½"–13½" 172NHP Cooper-BessemerCorp.		R
29461 145516 CYLZ	— (*ex*Glenbuckie) *Mchy.Aft* 1*Dk*	1901 1572 1118					1923	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	252·0|42·5|18·0 Q100'F35'	Montreal British *WB*	T.3Cy.16",26"&44"–33" 111NHP Hwthrn,Leslie&C.Ld.Nwc.		C
29462 130855	— Ⓟ (*ex*Northumberland-37) 1*Dk* *Fitted for oil fuel*	1012 — 585					1900	Neafie& Levy Philadelphia	BuxtonLines,Inc.	190·0|41·0|11·0	NorfolkVa Utd.States	T.3Cy.18",28"&45"–30" 111NHP Neafie&Levy		
29463 164344 GDGB	**Norfolk Coast** *OilEng.* D.F. E.S.D. 1*Dk & Shelter dk* *Mchy.Aft CruiserStern*	646 499 234	✠100A1 *withfreeboard* 12,41~~8,40~~ ✠LMC11,37	Liv	*m*	OG 12,41	1937 11mo	Ardrossan DockyardLd. Ardrossan *Lloyd'sA&CP*	CoastLines,Ld. *CellDB*154'219t	200·6|33·1|11·1 34·9 209·6(O.L.) FK B(*aft*)33'F23' *FPT*95t *APT*28t	Liverpool British 3*BHCem* (*Coll to Sh dk* 2 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
29464 28048 JCNA	**Norfolk Maru** *ss*Kob.No.3-1,28 *ss*Nag.No.2-37 2*Dks(Stl)&Awng dk(Stl)* *Fitted for oil fuel*	6576 6157 4020	✠ … 3,41 ✠	Yka	*z*		1921 9mo	Kawasaki DockyardCo. Ld.Kobe	KawasakiKisen K.K. *CellDB*342'1234t	405·0|53·0|37·0 F33'*onAwng dk* FK *DTa*35'807t*FPT*104t*APT*36t	Kobe Japanese 6*BHptCem* (*Coll to A dk* 5 „ *U* „)	T.3Cy.28",46½"&78"-54" HS7800 578NHP 3SB(Spt),*9cf*,GS190, KawasakiDockyardCo.Ld.	37 ″ 0	
29465 1394 IBZY	**Norge** (*ex*PortChalmers, TwinSc *ex*Whakarua) *ss*Gen.2ndNo.3-6,31 *ss*Gen.No.1-36 D.F. 2*Dks(Stl)&deep framing* *Ref.Mchy. &Shelter dk(Stl–ws)* *Lower dk beams in No.3 hold*	6511 6272 4108	✠100A1 *Shelter dk* *withfreeboard* 2,39 ✠LMC MS2,39 BS9,39 Lloyd'sRMC3,40 NO LATER SURVEY REPORTED	Gen	*c*†	CL P2,38 S8,38	1907 7mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	A.Zanchi *CellDBa*121'	460·4|55·3|30·4 FK *uE&B*67'*f*204'1345	Genoa Italian 7*BHCem* *APT*80t	T.6Cy.20½",33½"&56"–45"(*s*) 200lb 650NHP 4SB,*16cf*,GS246,HS9784 FD Wrkman,Clark&Co.LdBel	33 ″ 4 s5 ″ 5½ 28 ″ 1	
29466 8086 SKYN	**Norik** WoodAux3MstSr (*ex*Noorik-36,*ex*Annas-34, *OilEng.* *ex*AnnaKirstine) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	351 297 247					1919	H.C. Poulsen Rudkjöbing	LennartPettersson	134·2|30·3|12·9 P22'	Stockevck Swedish	Oil Engines 4S.C.DA 4Cy.11$\frac{13}{16}$"–16$\frac{9}{16}$" 106NHP A/S Dansk DieselMotorCo.Holeby		V
29466A 8053 SDFO	**Norita** (*ex*Harpefjell-35,*ex*Gorm-34, *ex*Snefond) 1*Dk*	*1516* *1309* *872*					1924	LarvikSlip &Verksted Larvik	RederiA/B Höganäs(Carl Northon,*Mgr.*)	242·7|39·4|16·9 P20'B53'F30'	Höganäs Swedish *WB*	T.3Cy.18",29½"&49"–33" 138NHP LarvikSlip&VerkstedA/S		N
29467 219247 KJKG	**Norlago** (*ex*Nantucket-41, *ex*Fargo-33) 3*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	2606 2261 1612	✠ … 10,20 ✠				1920 3mo	M'Dougall DuluthCo. Duluth,Minn	Merchants& MinersTransptn. Co.	251·0|43·7|25·8 P25'B64'F20 FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&59⅝"–42" 231NHP McDougallDuluthCo.	28 ″ 2	R †
29468 219090 KOJJ	**Norlandia** (*ex*Wyoming-41, *ex*LakeGalata) 3*Dks* Sub.Sig. *Fitted for oil fuel*	2689 2329 1667	✠ … 11,20 ✠				1919 10mo	Manitowoc S B.Co. Manitowoc.	Merchants& MinersTransptn. Co.	253·5|43·9|25·9 P25'B65'F26' FK	Baltimore Utd.States *WB*	T.3Cy.21$\frac{9}{16}$",35"&59"–42" 226NHP NordbergMfgCo.M'lw'kee	28 ″ 5	R †
29469 219471 KJ[illegible]M	**Norlantic** (*ex*Lexington-41, *ex*LakeFandango-33) 3*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	2606 2237 1612	✠ … 10,20 ✠				1920 3mo	Detroit S.B.Co. Wyandotte	~~NorlascoS.S.Co.~~ NorlascoS.S. Corp.	251·0|43·6|26·1 F25'B64'F23' FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"–42" 226NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
29470 219112 KOJQ	**Norlavore** (*ex*Quantico-41, *ex*LakeFitch-33) 3*Dks* Sub.Sig. D.F. *Fitted for oil fuel*	2713 — 1679					1919	GlobeS B. Co. Superior,Wis	Merchants& MinersTransportationCo.	253·4|43·8|26·9 P24'B64'F23	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"–42" 226NHP Nordberg.MfgCoM'lw'kee		R
29471 219204 KOLZ	**Norluna** (Upshur-41,*ex*Lake Getaway) 3*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	2637 2257 1619	✠ … 11,20 ✠				1920 4mo	Chicago S.B.Co. Chicago,Ill.	Merchants& MinersTransptn. Co.	251·0|43·6|26·1 P25'B64'F26' FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"–42 226NHP AmericanS.B.CoCleveland	28 ″ 4	R †
29472 HPGH	**Norlys** *ss*S.Fo No.1-40 *OilEng.* *Mchy.Aft* 1*Dk,2nd dk in mchy.space* *CruiserStern*	9892 9190 5901	✠100A1 10,40~~2,40~~ DBS10,40 ✠LMC9,36 *Carrying Petroleum in bulk*	~~NYk~~ SFo	*e*†	CL ~~2,40~~ N1,42	1936 9mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd'sA&CP*	TankerCorporation *CellDBuE*75'225t	492·9|66·1|36·4 510·7(O.L.) P114'F69' FK *DTf*43'713t*FPT*164t	Panama Pnamanian 12*BHptCem* *APT*258t	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1163NHP 3DB*170lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 ″ 11 s7 ″ 10 28 ″ 4¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
29473 LDPY	**Norma** TwinSc *OilEng* D.F. 1*Dk&Shelter dk&part3rd dk*	4487 3931 2712					1930	Akers Mek. Værks. Oslo	A/S J.Ludwig Mowinckels Rederi (DenNorske SydamerikaLinje)	390·5 P99*t*H343*t*F114*t*	54·7	23·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–$43\frac{5}{16}$" 625NHP AkersMek.Værks,Oslo		N
29474 640 OHDE	**—** Ⓟ (*ex*Brüssel) D.F. 1*Dk&Spar dk*	1537 — 899					1907	Fredrkstad Mek.Værks Fredrikstad	FinskaÅngf. Aktiebolaget	244·7 243·4 B67'F27'	33·5	18·9	Helsingfrs Finnish *WB*	T.3Cy.18",19½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
29475 6664 SFTI	**—** (*ex*Tico) 1*Dk*	*1287* *1119* *707*					1920	Stavanger Stöberi&Dok Stavanger	RederiA/B Höganäs(C.Norrthon, *Mgr.*)	240·9 P21'B60'F24'	37·2	15·8	Höganäs Swedish *WB*	T.3Cy.17½",28½"&48"–33" 132NHP StavangerStöberi&Dok		V
29475A 154621 VGQX	**Normac** Ⓟ (*ex*JamesR.Elliot) *OilEng.* 2*Dks*	462 — 341					1902	JenksShipbuildingCo. P Huron,Mch	OwenSoundTransportationCo.Ld.	117·2	25·1	11·7	OwenS'nd British	Oil Engines 2S.C.SA 5Cy.12"–15" NE31 126NHP FairbanksMorse&Co. Beloit,Wis.		R
29476 148846	**Norman B. Macpherson** *Mchy.Aft* 1*Dk*	1743 1594 1236					1925	Napier&Miller Glasgow	UpperLakes&St.LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·1 F36'	43·2	17·9 *WB*	SCathrnes Ont. British	T.3Cy.17",28½"&47"–33" 127NHP D.Rowan&Co.Ld.Glasgow		C
29476A 203543	**Norman B. Ream** D.F. GyC. *Mchy.Aft* Sub.Sig. 1*Dk*	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	32·0	D'luthMin Utd.States *WB*	T.3Cy.24".39"&65"–42" NB40 274NHP AmericanS.B.Co.Clevelnd		R
29477 20286 KDUJ	**Norman J. Kopmeier** (*ex*DowChemical–39, (*Self-Unloader*) *ex*WilliamT.Roberts, 1*Dk* *ex*E D.Carter) D.F. GyC. *Mchy.Aft*	6606 — 5305					1906	Detroit S.B.Co. Wyandotte	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	510·5 F44'	53·8	26·7	Buffalo NY Utd. States *WB*	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
29477A 146255	**Norman P. Clement** *Mchy.Aft* 1*Dk*	1729 1582 1112					1923	J.S.White&Co.Ld. Cowes	UpperLakes&St.LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	252·2 F34'	43·2	17·8 *WB*	SCathrnes Ont. British	T.3Cy.16",27"&44"–30" 106NHP J.S.White&Co.Ld.Cowes		C
29478 167419 GCVC	**Norman Prince** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	1913 1510 919	✠100A1 *withfreeboard* 1,42 ~~1,41~~ ✠LMC4,40	~~Hul~~ Liv	*t*	CL	1940 4mo *Lloyd*	Smith's DockCo.Ld. S.Bank,Mdb. *sA&CP*	PrinceLine,Ld. (Furness,Withy&Co.Ld. *Mgrs.*) *5 divisional watertight BHs inShelter'tween dks* *CellDB247'494t FPT31tAPT48t*	304·0 315·0(O.L.) B69'F26'	44·2	16·5 FK	London British 6*BHptAsp* (*Coll to Sh dk* 5 ,,*2nd*,,)	T.3Cy.21",35"&60"–42" (*s*) 220lb 395NHP 2SB(Spt),6*cf*,GS125, HS5968 FD Smith'sDockCo.Ld.Mdb.	26 ″ 6 s 6 ″ 9 19 ″ 11½	
29479 143398 GNWZ	**Norman Star** (*ex*Normanstar) *ss*Nwc.No.3–2,32 *ss*Nwc.No.1–37 D.F. 2*Dks*(*Stl*) *Ref.Mchy.* &*Awng dk*(*Stl–ptws*) *CruiserStern*	6817 6047 4340	✠100A1 *Awng dk* *withfreeboard* 11,41 ~~1,41~~ Examined ~~1,41~~ ✠LMC11,41 ~~MS1,36~~ ~~BS1,41~~ ✠Lloyd'sRMC~~3,41~~ ~~1,41~~ 2,42 ,42 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	~~Avn~~ Lon Liv 4,42	*a*†	CL ~~8,38~~ 10,41 *Intermediate 'tween dk BH in forehold dispensed with*	1919 10mo *Lloyd*	Dunlop, Brmnr&CoLd Pt.Glasgow *'sA&CP*	UnionColdStorageCo.Ld.(BlueStar LineLd. *Mgrs.*) *CellDB364'1002t FPT70tAPT45t*	415·6 B130'F56'*on* *Awng dk*	56·2	25·5 33·6 FK	London British 7*BHCem* (*Coll toA dk* 1 ,, *2nd*,, 5 ,, *U*,,)	T.3Cy.26",44"&75"–48" (*s*) &LP turbine withDR gearing&hydraulic coupling 200lb 701NHP 3SB,12*cf*,GS185,HS9486 FD DunlopBremnr&CoLdPGl	37 ″ 0 s 9 ″ 0½ 28 ″ 2¼	
29480 FOYI	**Normand** (*ex*WilliamGriffiths, *ex*Elwick) *ss*Shl.No.3–12,29 *ss*Nwc.No.2–38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1764 1358 947	✠100A1 12,39 ✠NB6,23 MS6,38 SURVEYS DELAYED	Npt ✠LMC BS11,39	*q*	CL 12,39	1917 7mo	BlythS.B.&D.D.Co.Ld Blyth A&CP	Etablissements Odon deLubersac *CellDB 212'386t FPT90tAPT86t*	255·3 Q132'B*on*Q14'F30'	38·4	17·4 FK	Rouen French 4*BHCem*	T.3Cy.22",36"&60"–39" (*s*) 180lb 290NHP 2SB,6*cf*,GS126,HS5112 MacColl&Pollock,Ld.Sld.	19 ″ 6 s 5 ″ 9¼ 17 ″ 11	
29481 6055 SFTM	**Normandia** 1*Dk*	*1155* *972* *646*					1918	Eriksbergs M.V.Aktieb. Gothenburg	Förn.Ångf.Aktieb.Götha(H.Sternhagen, *Mgr.*)	224·6 P21'B51'H115*t*F24'	36·6	14·3	Gothenbrg Swedish *WB*	T.3Cy.16½",27"&44½"–30" 108NHP KockumsM.V.Akt.Malmö		V
29482 FNSK	**Normandie** Ⓟ QuadSc 7*Dks* *Fitted for oil fuel* D.F. GyC.	83423 42681 36985					1935	Ch.&Atel.deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	981·4	117·9	57·6	Havre French *WB*	Steam turbines connected to elec. motors & sc. shafts Soc.Gén.Const.Elec.&Méc. AlsThom,Belfort		V
29483 OYEH	**Normandiet** *OilEng.* D.F. 2*Dks* *CruiserStern*	3161 2575 1825					1935	Nakskov Skibs.A/S Nakskov	A/S DetDansk FranskeDampsskibs(A.N.Petersen,&E.Hahn-Petersen, *Mgrs.*)	345·6	50·2	20·7	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn		C
29484 139129 MMWC	**Normandy Coast** (*ex*LadyCloé–38) D.F. E.S.D. 1*Dk&Shelter dk*	1428 1087 561					1916	SirRaylton Dixon&CoLd Middlesbro'	CoastLines,Ld.	260·0 B88'F33'	38·0	15·0	Liverpool British *WB*	T.3Cy.19",31"&52"–36" Richardsons, 162NHP Westgarth&Co.Ld.Mdb.		C
29485 145138 GMVL	**Normanville** (*ex*Hillglade, *ex*Inston) *ss*Hav.No.3–11,32 D.F. 1*Dk*(*Stl*) *Well deck*	1834 1360 1054	✠ … 5,37	Hav ✠	*q*		1921 1mo	C.Rennoldson&Co. SouthShields	Ministry of War Transport(WestbourneShippingCo.Ld. *Mgrs.*) *CellDB234'536t FPT46t APT8t*	270·2 Q102'P*on*Q22'B56' F26'	38·2	16·7 FK	Plymouth British 4*BHCem*	T.3Cy.20",33"&54"–36" 235NHP 2SB,6*cf*,GS116,HS4164 MacColl&Pollock,Ld.Sld.	18″10	V †
29486 HPKM	**Norness** *OilEng.* D.F. E.S.D. 1*Dk*, *2nd dk in mchy.space* *Butts of shell & dk plating electrically welded* *Mchy.Aft* *CruiserStern*	9577 8912 6007	✠100A1 ~~5,418,40~~ 1,42 ✠LMC5,39 *CarryingPetroleum in bulk*	~~NYk~~ ~~Rio~~ NYk	*e*†	CL	1939 5mo *Lloyd*	Deutsche WerftAGBet Finkenwrder Hamburg *'sA&CP*	TankerCorporation *CellDBuE67'199tDTf36'712tFPT164t APT258t*	489·4 510·7(O.L.) P114'F69'	65·7	36·2 FK	Panama Pnamanian 12*BHptCem*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1167NHP 2DB*170lb* 1DB(WT)*170lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35″11 s 7 ″ 10 28 ″ 3¾	
29487 FODG	**Noroit** *CarryingPetroleuminbulk* *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	453 340 176					1934	NVSchpswenMachfbrk. 'DeBiesbosch' Dordrecht	CiternaMaritime S.A.	157·9 P50'F28'	24·6	11·5	Rouen French *WB*	Oil Engines 2S.C.SA 5Cy.$11\frac{3}{16}$"–15¾" 122NHP SulzerBros.Winterthur		V
29488 134014 VGYJ	**Noronic** Ⓟ *ss*Tto.No.4–5,38 2*Dks*(*Stl*)&*Promenade dk* D.F (*Stl–ws*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	6905 3558 3935	✠100A– 4,41 ~~6,38~~ ~~BS1,41~~ ✠LMC10,38 *ForService on the Great Lakes*	~~Clv~~ Tto BS3,42		N6,38	1913 11mo	Western DD&SBCoLd P.Arthur,Ont	CanadaSteamship Lines,Ld. *CellDBuE&B116'f205'1524t DTf25'148tFPT 64tAPT34t*	362·0	52·0	24·8 FK	Pt.Arthur, Ont. British 7*BH*	T4Cy.29½",47½"&(2)58"–42" 200lb (*s*) FD 805NHP 4SB&1AuxSB,14*cf*,GS308, HS13128 AmericanSBCoClevelndO.	28 ″ 9 s10 ″ 6½ 18 ″ 5	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29489 520 SFTU	**Norrland** Ⓟ 1*Dk&Shelter dk*	*328* *201* *162*					1888	Bergsunds Mek.Verks. Stockholm	RederiA/BStaffan (J.Haag,*Mgr.*)	135·6 H53*t*	22·5	11·1 18·1	Gävle Swedish	T.3Cy.12¼″,19½″&31¼″–23½″ 47NHP BergsundsM.V.Stockholm		
29490 3702 SFUD	**Norrtelje** Ⓟ Sp 1*Dk*	414 164 259					1900	Lindbergs Mek.Verks. Stockholm	VaxholmsNya Angf.Aktieb.(O.F. Ekebohm,*Mgr.*)	145·0 B68′H78*t*	26·6	7·5	Vaxholm Swedish	T3Cy$15\frac{5}{16}$″,$25\frac{5}{16}$″&41⅜″–25⅜″ 86NH LindbergsMek.Verks.Skm		
29491 6125 SLVA	**Norruna** (*ex*Astur,*ex*Aquila) 1*Dk*	*2705* *2382* *1602*					1919	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Höganäs(C. Norrthon,*Mgr.*)	309·7 P31′B62′F33′	47·2	23·0	Höganäs Swedish *WB*	2 steam turbines SRgeared to 1 sc. shaft SvenskaTurb. Akt Ljungström,Finspong		VL
29492 HPHY	**Norse Carrier** (*ex*PehShan-37, 4Mst *ex*Frieda-37) *ss*N.Yk.No.3-12,25 *ss*Gal.No.2-34 1*Dk*(*Stl*) *Cantilever* *Mchy.Aft* *framed topside tanks* *Fitted for oil fuel*	3365 2459 1901	✠ 2,39 ✠	Ant	*u*		1913 2mo	ForeRiver S.B.Co. Quincy,Mass.	Wallem&Co. *CellDBf*240′1010*t*	348·7 P80′B25′F39′ FK len17 *Topside tanks* 216′6	45·1	25·4	Panama Pnamanian 6*BHCem* 43*t*	T.3Cy.22½″,39″&63″–48″ 372NHP 2SB,*6cf*,GS120,HS5277 ForeRiverS.B.Co.Quincy	28 ″ 0	C †
29493 LJTJ	**Norse King** (*ex*WestMahwah-38) 2*Dks* *Fitted for oil fuel*	5701 5181 3471					1920	J.F.Duthie &Co. Seattle, Wash	RederiA/S"Norse King"(Odd Godager,*Mgr.*)	410·4 P44′B115′F47′	54·2	27·7	Oslo Norwegian *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O		N
29494 LJQY	**Norse Lady** (*ex*Samoan-37, (*ex*Silverspruce-36, *OilEng.* *ex*Ashbee) *ss*N.Yk.No.3-7,35 D.F. 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *ss*Mob.No.1-40	3489 3195 2156	100A1 3,42 ✠LMC CS10,40 3,42 ✠NE10,23 DBS1,42	~~Ham~~ Cff	*v*	CL ~~7,38~~ ~~7,41~~ 1,42 *Lloyd*'*sCP*	1919	Merrill- StevensS.B. Corp. Jacksonville, Fla.	Rederi.A/S"Norse Lady"(Odd Godager,*Mgr.*) *CellDB*278′	335·5 P26′B97′F38′ FK *MT*23′513*tFPT*86*t*	48·3	24·9	Oslo Norwegian 5*BHCem* *APT*219*t*	Oil Engines 4S.C.SA 6Cy.27″–47″ 423NHP NDB38–*150lb* NewYorkS.B.Co.Camden. N.J.	27 ″ 6	
29495 HPHZ	**Norse Trader** (*ex*Fotis-37) *ss*Shl.2ndNo.3-8,37 1*Dk*(*pt Irn pt Stl*)	3507 3268 2091	✠100A1 7,41 ~~6,40~~ ✠LMC MS8,37 ~~BS3,40~~7,41	Shi	*w*	CL 6,39 *Lloyd*'*sA&CP*	1912 12mo	R.Thompson&Sons,Ld Sunderland	Wallem&Co. *CellDBa*108′*u* *E&B*43′*f*147′1015	352·7 P30′B216′F38′ FK *tDTa*18′538*t FPT*1	50·8	21·4	Panama Pnamanian 7*BHCem* 24*t APT*176*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 180lb 331NHP 2SB,*6cf*,GS130,HS5296 N.E.Marine Eng.Co.Ld.Sld	24 ″ 0 s 2 ″ 9 21 ″ 5¼	
29496 HPGJ	**Norseland** (*ex*Matros-40, TwinSc *ex*Olymp-38,*ex*Falstria-36) *OilEng.* *ss*N.Yk.2ndNo.3-11,40 2*Dks*(*Stl*) Now "Saentis," *see No.* 38538 *in Supplement*	*4349* *3911* *2726*	✠100A1 11,40 DBS11,40 ✠LMC11,40	NYk	*w*	CL 9,40 *Lloyd*'*sA&CP*	1915 3mo	Harland& Wolff,Ld. Glasgow	NorselandS.S.Co. Inc. *CellDBa*88′*uE*	365·3 381·8(O.L.) P22′B91′F36′ FK	50·1	26·5	Panama Pnamanian 1*BH to Udk* 5 „ „ 2*nd* „ 42′*f*174′770*t*	Oil Engines 4S.C.SA 12Cy.22″–$29\frac{15}{16}$″ 567NHP DB*80lb* Burmeister&Wain,Ld.Gls. *FPT*49*t APT*50*t*	29 ″ 2 s 5″11½ 23 ″ 5	
29497 147561 GBVS	**Norseman** TwinSc *Cable Vessel* *ss*Fal.No.3-2,37 E.S.D. 2*Dks*(*Stl*)&*Upper dk* (*ptStl–pt* teak s) *Cruiser Stern*	1844 1671 651	✠100A1 *with freeboard* 8,41 ~~11,40~~ BS6,41 ~~BS5,40~~ ✠LMC2,37 *Fitted for oil fuel* 11,23 *F.P. above* 150° F.	Rio	*q*	CL 11,40 *Lloyd*'*sA&CP*	1923 11mo	J.Brown& Co.Ld. Glasgow *CellD*	Cable&Wireless, Ld.(SirEdward Wilshaw,K.C.M.G. *Mgr.*) *Ba*32′ *uE*21′*f*117 *Tanks at sides of t*	259·5 B89′ FK 230*tDTf*6′27*t* *unnels*19′29*tFPT*9*t*	37·2	22·9	London British 5*BHptCem* *APT*44*t*	T.6Cy.15″,24½″&40″–30″ (*s*) 180lb 320NHP 3SB,*9cf*,GS139,HS5451 FD J.Brown&Co.Ld.Glasgow	25 ″ 0 s 7 ″ 3 18 ″ 0½	
29498 2489 LOHR	**Norte** (*ex*Poljana-34) *ss*Bgn.No.3-12,32 *ss*B.As.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3822 — 2301	✠100A1 *Shelter dk* *with freeboard* 2,41 BS~~2,41~~2,42 ✠LMC1,37 *Fitted for oil fuel* 6 20 *F.P. above* 150° F.	BAs	*x*	CL 3,40 *Lloyd*'*sA&CP*	1920 6mo	Ardrossan DD&SBCoLd Ardrossan *CellDB*	Cia.Argentina de Nav.Mihanovich Lda. 313′1076*tMT*23′72	360·7 F33′*on Shelter dk* FK *Collision* 1*t FPT*92*tAPT*88*t*	52·2	23·5	Bns.Aires Argentine *ptCem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 388NHP 3SB,*9cf*,GS190,HS6408 J.G.Kincaid&Co.Ld.Grk.	26 ″ 0 s 2 ″ 5¼ 23 ″ 8¾	
29499 EAHM	— (*ex*Alcazar,*ex*Eva) *ss*Phl.2ndNo.3-3,13 1*Dk*(*Stl*)2*trB&Web* *frames&ptAwng dk*(*Irn*)	2825 — 1938	✠ 12,18 ✠	Bry	*u*		1893 5mo	Ropner& Son Stockton	DomingoMumbru	321·1 P29′Q110′ BK10′ *ptAwng dk*183′ ptNDO6 *Cel*	39·4	20·8	Barcelona Spanish 5*BHCem* *lDB*266′613*t*	T.3Cy.22½″,37″&61″–42″ 246NHP 2SB,*6cf*,GS104,HS3760 Blair&Co.Ld.Stockton	24 ″ 0	
29500 211076 WTBA	**North American** Ⓟ Sub.Sig. D.F. GyC. 2*Dks&*3*Shade dks*	2317 — 1262					1913	Gt.Lakes Eng.Works Ecorse,Mich.	Chicago,Duluth& GeorgianBay TransitCo.	259·0	47·1	18·3	MichgnCy. Ind. Utd.States	Q.4Cy17½″,25″,36″&52″–36″ 162NHP GtLakesEngWrks,Detroit		R
29501 165801 GLRT	**North Britain** D.F. E.S.D. 1*Dk&Shelter dk* *Cruiser Stern* *Tonnage opening closed*'42(*W.E.*)	4635 4195 2683	✠100A1 *with freeboard* ~~12,41~~ ~~12,40~~1,42 ✠LMC11,40	~~Shl~~ ~~Gal~~ Shl	*z*	CL *Lloyd*'*sA&CP*	1940 12mo	J.Readhead&SonsLd SouthShields	NorthShippingCo. Ld.(HughRoberts &Son,*Mgrs.*) *CellDB*346′1335*t*	405·6 421·5(O.L.) FK (*FPT*130*tAPT*140*t*	53·6	24·4	Newcastle British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd*„)	T.3Cy.23″,38″&65″–42″ (*s*) 225lb Rht. 406NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS124,HS5925 N.E.MarineEng.Co.(1938) Ld.Nwc.	~~27 ″ 4~~ ~~s 2″11¼~~ ~~24 ″ 7¾~~ 35″10 s10″5¼ 25 ″ 7¾	
29502 172683 VOFJ	**North Brook** (*ex*Frances-40, *ex*FrancesWeems, *ss*N.Ns.No.3-10,29 *ex*Chautauqua) *ss*Sng.No.2-39 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in holds*	2373 1983 1425	100A1 ~~6,41~~ ~~10,40~~2,42 BS5,41 ~~BS4,40~~ LMC4,39	~~Gls~~ ~~NYk~~NNs	*r*	CL ~~3,40~~ 5,41 *Lloyd*'*sA&CP*	1919	McDougall -DuluthCo Duluth,Minn	BowatersNewfoundlandPulp& PaperMills,Ld. *CellD*	251·0 261·0(O.L.) P25′B64′F23′ FK *B*208′ 552*t FPT*60*t*	43·7	22·2	SJhnsNFL British 4*BHCem* *APT*95*t*	T.3Cy.$20\frac{5}{16}$″,33½″&54″–40″ 185lb (*s*) 262NH 2SB,*4cf*,GS100,HS3828 FI McDougall-DuluthCo.	24 ″ 2 s 3 ″ 2½ 21 ″ 1½	
29503 223478 WQCH	**North Coast** Ⓟ TwinSc (*ex*Carabobo-38) 2*Dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel*	2916 — 1718					1923	NewYork S.B.Corp. Camden,N.J.	NorthlandTransportationCo.	305·2 P52′B117′F37′	48·2	19·9	Ketchikan Utd.States *WB*	2 steam turbines DRgeared to 2 sc. shafts W.&A.FletcherCo. Hoboken.N.J.		R
29504 148096 GKSC	**North Devon** *ss*Shl.No.1-41 *ss*Shl.No.3-9,37 D.F. 1*Dk*(*Stl*)	3658 3396 2239	✠100A1 ~~2,41~~10,41 ✠LMC10,41 ~~MS9,37~~ ~~BS6,40~~	~~Mdb~~ Shl	*w*	CL ~~11,88~~ 8,41 *Lloyd*'*sA&CP*	1924 10mo	JReadhead &Sons,Ld. SouthShields *CellDB*	NorthShippingCo. Ld.(H.Roberts& Son,*Mgrs.*)	360·0 374·5(O.L.) P32′B225′F36′ FK *a&uE*140′*f*156′895*t*	50·0	23·1	Newcastle British 6*BHCem* *APT*125*t*	T.3Cy.23″,42″&69″–45″ (*r*) 180lb 371NHP 2SB,*6cf*,GS120,HS6044 JReadhead&Sons,Ld.S.Shl	25 ″ 6 s 3 ″ 0½ 22 ″ 7¾	
29505 170716 VCBL	**North Gaspe** Ⓟ *OilEng.* E.S.D. 2*Dks* *Ref.Mchy.* *Cruiser Stern* *Decks & part shell electrically welded* *Strengthened for Navigation in Ice*	888 806 505	✠100A1 *with freeboard* 2,42 ~~4,41~~ ✠LMC6,38 *For service in the Gulf of St. Lawrence*	~~Qbc~~ NYk	*l*	CL 3,41 *Lloyd*'*sA&CP*	1938 7mo	DavieS.B. &Repairing Co.Ld. Levis,P.Q.	ClarkeS.S.Co.Ld. *CellDBuE*30′ *f*47′90*tTanks in way of tunnel*	188·2 191·8(O.L.) FK (	35·1 37·2	18·1	Quebec British 5*BHptAsp* *Coll to W dk* 4 „ 2*nd*„) 38*t DTf*20*t*	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$″–23⅝″ 211NHP SulzerBros.Ld.Winterthur *FPT*20*tAPT*36*t*	21 ″ 6 s 9 ″ 7¼ 12 ″ 0	

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B of Trade.
29506 219647 KUDZ	**North Haven** (*ex*PerryL. Smithers–34, 2*Dks* *ex*EasternGale) *Fitted for oil fuel*	4653 3927 2981	✠ ... 3,22 ✠				1919 11mo	Uraga DockCo.Ld. Uraga	NorthlandTransportationCo.	360·1 P21'B91'F35' FK	51·2	25·9	Juneau Utd.States *WB*	T.3Cy.25″,42″&70″–48″ 400NHP UragaDockCo.Ld.Uraga	28 ″ 6	R †
29507 HPRY	**North King** Ⓟ (*ex*Houston, *ex*Liebenfels) *ss*Sea.3rdNo.3–5,39 2*Dks*(*Stl*–*U*teak s)& D.F. GyC. *Web frames*	4934 4198 3023	✠100A1 1,42 ~~8,41~~ ~~12,40~~ ~~BS4,40~~ ✠LMC5,39 *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	~~Pld~~ NYk BS8,41	*y*	CL ~~11,40~~ 12,41	1903 6mo	Bremer Vulkan Vegesack *Lloyd*'sA&CP	Cia.Diana de Vapores,S.A. *CellDBa*103' *uE&B*50' *f*109' 914*t* *FPT*50*t* *APT*26*t*	375·7 P49'B111'F52' BK11″	50·7	27·3	Panama Pnamanian 7*BHCem*	Q.4Cy.23¼″,33⅞″,50″&72$\frac{13}{16}$″–53⅛″(*s*) 220lb 502NHP 3SB,9*cf*,GS149,HS6426 FD BremerVulkan,Vegesack	30 ″ 0 s 5 ″ 5 25 ″ 6½	
29508 218585 XIPG	**North Pacific** (*ex*Iniskin–37, *ex*Doylestown–36) 1*Dk* *Ref.Mchy.* *Fitted for oil fuel*	2632 1963 1610					1919	AlbinaEng &Mach.Wrks Portland,Or.	WallaceLangley& Others	289·0 P26'B148'F32'	44·1	19·2	Seattle Utd.States *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP AlbinaEng.&Mach.Works, Portland,Or.		R
29509 216822 WJEI	**North Sea** Ⓟ (*ex*Admiral Peoples–35,*ex*Mary *ss*Phl.No.3–12,24 Weems,*ex*Plainfield) *ss*S.Fo.No.2–33 1*Dk*(*Stl*)*Platform dk*(*Stl*)*in holds* D.F. *Fitted for oil fuel*	3133 2375 1903	✠ ... 4,35 ✠	SFo	*t*		1918 9mo	Bethlehem S.B.Corp.Ld Elizabethport,N.J.	NorthlandTransportationCo. *CellD B*240' 572*t* *FPT*40*t* *APT*70*t*	299·4 P&B229'F40' FK	45·0	22·8	Juneau Utd.States 6*BHCem*	T.3Cy.22$\frac{11}{16}$″,35″&58$\frac{5}{16}$″–42″ 341NHP 2SB,8*cf*,GS133,HS5256 BethlehemSBCorp.Ld.N.J	25 ″ 3	R †
29510 156885 VGFZ	**North Star** Ⓟ TwinSc (*ex*PrinceHenry–37) 3*Dks* GyC. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	6893 3990 3055					1930	Cammell Laird&Co.Ld. Birkenhead		366·4	57·1	27·4	Montreal British *WB*	6 steam turbines SR geared to 2 sc. shafts Cammell Laird&CoLd.Bkn		C
29511 216514 WLER	**North Wind** Ⓟ (*ex*NosaDuke–33, *ex*Mineola–32) *ss*N.Os.No.3–2,31 2*Dks* *Fitted for oil fuel*	2448 — 1465	✠ ... 6,33 ✠				1918 7mo	NewYork S.B.Corp. Camden,N.J.	NorthlandTransportationCo.	298·6 P35'B70'F28' FK	40·0	22·9	Ketchikan Utd.States *WB*	T.3Cy.19¾″,31½″&54¼″–36″ 262NHP NewYorkSBCorp.Camden	26 ″ 0	R †
29512 144976 GWNS	**Northern Coast** (*ex*LadyValentia) *ss*Liv.No.3–9,34 *ss*Liv.No.1–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* E.S.D.	1211 987 556	✠100A1 *Shelter dk* *withfreeboard* 3,42 ~~5,41~~ ✠LMC MS7,39 BS4,41	~~Liv~~ Abn	*p*	CL 4,40	1921 11mo	A.&J. Inglis,Ld. Glasgow *Lloyd*'sA&CP	CoastLines,Ld. *CellD Bu E*37'*f*144' 351*t* *FPT*74*t* *APT*25*t*	240·1 FK	36·1	14·6	Liverpool British *Cem* *Collision BHtoShdk* 3 ,, ,, *U* ,,	T.3Cy.18″,30″&50″–36″ (*s*) 180lb 204NHP 2SB(Spt)6*cf*,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	17 ″ 0 s ″ 2 16 ″ 11½	
29513 170017 VOCG	**Northern Ranger** Ⓟ *ss*NFL.No.1–40 D.F. E.S.D. 2*Dks* *Strengthened for Navigation in Ice*	1365 1065 740	✠100A1 9,41 ~~7,40~~ 4,42 ~~BS4,41~~ ✠LMC5,40	NFL	*o* 1$\frac{11}{16}$	CL 7,40	1936 4mo	Fleming& Ferguson,Ld. Paisley *Lloyd*'sA&CP	Government of Newfoundland (Newfoundland Railways,SteamshipDept.)	220·4 F32' FK *CellDB*170'246*t* *FPT*42*t*	36·1	19·7	SJhnsNFL British 7*BHCem* *APT*34*t*	T.3Cy.17″,27½″&45″–30″ 200lb (*s*) 175NHP 2SB,4*cf*,GS110,HS3330 Fleming&Fergusn,Ld.Psy.	22 ″ 0 s 3 ″ 6 18 ″ 10¼	
29514 230490 WHBW	**Northern Sun** *Oil Eng.* *Mchy.Aft* *ss*Phl.No.2–39 GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	8865 8329 5394	✠100A1 ~~5,41~~ ~~7,40~~ 11,41 DBS10,41 ✠LMC CS1,39 ~~DBS11,40~~ 10,37 *CarryingPetroleum in bulk*	Phl	*e*†	CL ~~1,39~~ 5,41	1931 2mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd*'sA&CP.	MotorTankship Corporation *CellDBuE*76'340*t* *DTf*20'692*t* *FPT*186*t* *APT*84*t*	480·6 B38'F48' *after Bridge* 77' FK	66·0	36·8	Wilmington Del. Utd.States 17*BHptCem* (11 *to U dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝″–91$\frac{5}{16}$″ 690NHP 2WTDB225lb& (*upper*)200lb SunS.B.&DryDockCo.	37 ″ 0	
29515 217399 KEKC	**Northern Sword** (*ex*Norma–32) 1*Dk* *Fitted for oil fuel*	2648 2325 1513	✠ ... 11,20 ✠				1918 12mo	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wilmgtn,Del	SwordS.S.LineInc.	299·6 P24'B96'F39' FK	45·0	22·6	NewYork Utd.States *WB*	T.3Cy.21½″,35½″&58¼″–42″ 220NHP BethlehemS.B.Corp.Ld.	25 ″ 3	R †
29516 167100 GPJP	**Northgate** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	429 265 224	✠100A1 ~~7,41~~ ~~1,41~~ 3,42 ✠LMC1,41	~~Nwc~~ Goo	*f*	OG 6,41	1941 1mo	Clelands (Successrs)Ld Willington Quay on Tyne *Lloyd*'sA&CP	HullGatesShippingCo.Ld. *CellDB*102'134*t* *FPT*32*t* *APT*18*t*	156·0 161·0(O.L.) P27'Q67' FK *AfterB on* Q11'F18	26·1	8·0	Hull British 3*BHCem*	Oil Engines 2S.C.SA. 6Cy.10½″–13½″ 59RHP CrossleyBros.Ld.Mch.	10 ″ 1 s 3 ″ 6½ 9 ″ 11½	
29517 148183	**Northholm** (*ex*RobertH. 3Mst Merrick) *ss*Vcr.No.1–28 *Mchy.Aft* 1*Dk* *Well deck*	447 362 229	✠ ... 6,30 ✠				1924 5mo	J.Towers (Shipblding) Co.Ld. Bristol	UnionSteamships Ld.	150·2 Q48'B9'F22' FK	25·2	11·9	Vancouver British *WB*	T.3Cy.13″,21″&35″–24″ 81RHP W.Beardmore&Co.Ld. Coatbridge	13 ″ 0	
29518 208377 KJTG	**Northland** Ⓟ 2*Dks*	2055 — 1205					1911	Harlan& HollingsworthCor. Wlmgtn,Del	Norfolk&WashingtonSteamboat Co.	291·2	51·0	18·0	Washngtn D.C. Utd.States	T.4Cy.23½″,37″&(2)43″–42″ 240NHP Harlan&Hollingsw'rthCor		
29519 229059 WMDG	— Ⓟ TwinSc (*ex*W.B.Foshay) *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	1255 — 754					1929	Lake Washington Shipyard Houghton	NorthlandTransportationCo.	186·0 B117'F25'	35·0		Ketchikan Utd.States	Oil Engines 4S.C.SA 16Cy.14½″–18″ 328NHP WashingtonIronWorks, Seattle		R
29520 165573 GBBN	**Northleigh** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '42(*W.E.*)	5450 4987 3207	✠100A1 *withfreeboard* 3,42 ~~11,40~~ ~~12,41~~ BS3,42 ✠LMC9,37	~~Shl~~ ~~PNl~~ Sws	*a*†	CL 3,42	1937 9mo	W.Pickersgill&SonsLd. Sunderland *Lloyd*'sA&CP	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*) *CellDB*378'1206*t* *FPT*94*t* *APT*288*t*	430·1 447·2(O.L.) F38' FK	56·2	26·8	London British 7*BHCem* (*Coll to Shdk* 6 ,, 2*nd* ,,)	T.3Cy.24″,40″&69″–48″ (*s*) 220lb 502NHP 2SB(Spt)&1AuxSB,9*cf*, GS165,HS7225 FD Richardsons,Westgarth& Co.Ld.Hpl.	~~29 ″ 4~~ ~~s 8 ″ 0½~~ ~~25 ″ 0~~ 37 ″ 10 s11 ″ 3¾ 26 ″ 9	
29521 160612 GSRC	**Northmoor** *OilEng.* *ss*Bly.No.2–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4392 4070 2649	✠100A1 *withfreeboard* 3,41 DBS10,40 ✠LMC9,37 ✠LMC(M)10,40	Npt	*y*	CL 5,40	1928 11mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'sA&CP	MoorLine,Ld. (RuncimanShippingCo.Ld.*Mgrs.*) *CellDB*317'1011*t* *MT*26'988*t* *FPT*140*t* *APT*220*t*	375·0 F30' FK	52·6	25·7	London British 7*BHptCem* (*Collto Shdk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.SA 3Cy.21¼″–85″ 417NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 5	
29522 148077	**Northton** *Mchy.Aft* 1*Dk*	2227 2008 1354	✠ ... 8,27 ✠				1924 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	248·0 F42' FK	43·0	22·8	Toronto British *WB*	T.3Cy.20½″,33″&54″–36″ 213NHP N.E.MarineEng.CoLdNwc	25 ″ 0	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29523 139112 GBSJ	**Northumberland** TwinSc4Mst *ss*Fal.2ndNo.3–2,39 *Ref.Mchy.* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) 3*rd dk*(*Stl*)*inNo.*1*hold* *CruiserStern*	11558 10786 7248	✠100A1 *Shelter dk* *withfreeboard* ~~1,42~~ ~~6,41~~6,42 BS5,42 ~~BS7,41~~ ✠LMC2,39 ✠Lloyd'sRMC~~1,41~~~~7,41~~ ~~1,42~~6,42 *Fitted for oil fuel* 11,26 *F.P. above* 150° F.	~~Liv~~ ~~Avn~~ Gls	*g*†	CL ~~2,30~~ 5,42	1915 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd*'*s*A&CP	FederalSteam Nav.Co.Ld.	530·5|63·0|31·9 550·4(O.L.) 39·8 B209'F84'*on Shelter dk* FK *Cell DBa*124'*uE*	London British 9*BHCem* &*B*107'*f*226'	4steam turbinesSR geared to 2 sc.shafts (*s*) 190lb 1670NHP 6SB,*24cf*,GS440,HS17688FD WllsndSlpwy.Co.Ld.Nwc 1750*tFPT*104*tAPT*112*t*	42 〃 8 s 11〃1¾ 31 〃 9	
29524 96937 VGDL	— Ⓟ TwinSc 1*Dk*	1255 975 542					1891	Wigham Richrdsn&Co Newcastle	Niagara,St.Catharines&Toronto Nav.Co.Ld(CanadianNationalRlys)	220·0|33·1|20·4 H171'	Charletwn British	T.6Cy.17½″,27½″&46″–33″ 243NHP WighmRchardsn&Co.Nwc		
29525 3300 SGOA	**Northumbria** Ⓟ (*ex*Balder) *ss*Got.3rdNo.3–11,38 D.F. *Well deck* 1*Dk*(*Stl–pt* ws) *Ref.Mchy.* *lower dk forehold*	*1396* *869* *752*	✠100A1 3,40 BS12,39 ✠LMC11,38 Surveys delayed	Got	*o*	OG 3,40	1898 9mo	Blackwood &Gordon PortGlasgow A&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDBa*33'*uE*&	246·2|34·1|14·0 256·4(O.L.) P175'F48' FK *B*54'*f*115'261*tFPT*	Gothenbrg Swedish 6*BHCem* 26*tAPT*28*t*	T.3Cy.21¾″,33″&54″–39″ (*s*) 170lb 212NHP 2SB(Spt)*6cf*,GS129,HS3555 Blackwood&Gordon. P.Gl	16 〃 6 s 〃 9½ 15 〃 10¼	
29526 164832 MMBN	**Northwood** *ss*Shl.No.1–40 *Mchy.Aft* *CruiserStern* 1*Dk* *Cargo battens not fitted*	1146 777 652	✠100A1 *withfreeboard* ~~2,41~~12,41 ✠LMC10,40	Shl	*n*	CL 3,41	1936 10mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd*'*s*A&CP	JosephConstantine SteamshipLine,Ld. *CellDB*144'35	217·4|34·0|13·6 Q150'F27' FK 0*tFPT*90*tAPT*69*t*	Middlsbro' British 3*BHptCem* *ptAsp*	T.3Cy.13″,21″&36″–27″ (*s*) 200lb *125lb* 101NHP 1SB(Spt),*3cf*,GS40,HS1871 N.E.MarineEng.CoLd.Sld.	16 〃 6 s 5〃11½ 15 〃 2¼	
29527 165815 BCPD	**Norton** D.F. 2*Dks* *CruiserStern*	7195 6809 ~~5370~~ 5331	✠100A1 *withfreeboard* 11,41 ~~8,41~~ ✠LMC8,41	~~Lth~~ Shl	*a*†	CL	1941 8mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd*'*s*A&CP	~~R.Chapman&Son~~ CarltonS.S.Co.Ld. &CambayS.S.Co. Ld.(R.Chapman&Son)	420·0|58·0|35·3 436·0(O.L.) FK (*CollBH to W ak* 5*Divisional W.T.BH* *CellDB*356'1362*tFPT*	Newcastle British 7*BHptCem* *BH to* 2*nd dk*) *s in'tween dks* 158*tAPT*277*t*	T.3Cy.22½″,36″&65″–48″ 220lb (*s*) 468NHP 2SB&1AuxSB,*8cf*,GS165, HS6878 FD D.Rowan&Co.Ld.Gls.	37 〃 10 s10〃9¾ 27 〃 3	
29528 HPNH	**Nortun** D.F. *CruiserStern* 1*Dk*&*Shelter dk* *Butts of keel & bottom plating elec. welded* *Strengthened for Navigation in Ice*	3663 3019 ~~2211~~ 2208	✠100A1 *withfreeboard* ~~5,41~~ ~~7,40~~ 1,42 ✠LMC1,40 *Fitted for oil fuel* 1,40 *F.P. above* 150° F.	~~Shi~~ Syd	*y*	CL	1940 1mo	Fredrkstad MekVrksA/S Fredrikstad *Lloyd*'*s*A&CP *Interm*	VikingCorporation *ediate BH in after*	365·2|57·3|20·2 383·3(O.L.) F24' FK (*hold dispensed with* *CellDB*301'1070*t*	Panama Pnamanian 6*BHptCem* *Coll to Shdk* 5 ,,2*nd*,,) *MT*29' 1049*t*	C.4Cy.(2)16¾″&(2)$39\frac{15}{16}$″–36⅝″ 220lb (*s*) FD 353NHP 2SB(Spt)*6cf*,GS121,HS5510 FredrikstadM.V.A/S Fredrikstad *FPT*212*tAPT*233*t*	23 〃 6 s 1 〃 6 22 〃 3	
29529 968 HPID	**Norvik** *ss*Bos.No.1–41 *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk in mchy.space* *Mchy.Aft* *Cruiser Stern*	~~9555~~ ~~8312~~ ~~5087~~ 10034 *9161* *6057*	✠100A1 ~~3,41~~ ~~8,40~~ 4,42 DBS8,41 ✠LMC1,38 DBS(WTB)3,39 *CarryingPetroleum in bulk*	~~PNI~~ ~~Bos~~ NYk	*e*†	CL 10,39	1938 1mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd*'*s*A&CP	TankerCorporation *CellDBuE*75' 210*t*	489·4|65·7|36·2 510·7(O.L.) P114'F69' FK *DTf*36'712*tFPT*16	Panama Pnamanian 12*BHptCem* 4*tAPT*258*t*	Oil Engines 2S.C.DA 6Cy.23⅝″–$43\frac{5}{16}$″ 1163NHP 2DB*170lb*,DB(WT)*170lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35 〃 11 s7 〃 10 28 〃 4¾	
29530 LCUI	**Norviken** Ⓟ *ss*Cal.No.1–42 *ss*HKg.No.3–11,37 D.F. *Upper dk*(*ptStl*–teaks) 2*nd dk*(*Stl*)	*2924* *2652* *1779*	✠100A1 *withfreeboard* 2,42~~2,41~~ BS2,41 ✠LMC~~11,37~~3,42	~~HKg~~ Cal	*t*	CL ~~1,40~~ 2,42	1925 12mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd*'*s*A&CP	Wallem&Co.A/S (H.J.Wallem, *Mgr.*) *CellDB*250'502*t*	295·0|45·7|26·0 305·0(O.L.) B72'F31' FK 4 *FPT*88*tAPT*105*t* 1	Bergen Norwegian *Cem* *BHto*2*nd dk* ,, ,, *U* ,,	T.3Cy.20⅞″,34″&$56\frac{5}{16}$″–36″ 180lb (*s*) 244NHP 2SB,*6cf*,GS132,HS4302 Rankin&Blckmore,Ld.Grk	28 〃 3 s 9 〃 8¼ 18 〃 9¼	
29531 HPGC	**Norvinn** *OilEng.* *ss*Sfj.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	~~6322~~ ~~5996~~ ~~3830~~ 6286 *5961* *3894*	✠100A1 ~~1,41~~ ~~6,40~~ 11,41 DBS1,41 ✠LMC CS11,38 ~~DBS10,39~~~~6,40~~8,39 *CarryingPetroleum in bulk*	~~NYk~~ ~~Phl~~ NYk	*a*†	CL 10,39	1930 11mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd*'*s*A&CP	TankerCorporation *CellDBuE*81'305*tD*	421·0|58·5|32·3 P105'B28'F38' FK *Tf*38'498*tFPT*113*t*	Panama Pnamanian 15*BH* 5 ,, *to* 2*nd dk* *APT*129*t*	Oil Engines 2S.C.SA 4Cy.23⅝″–$91\frac{5}{16}$″ 687NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	32 〃 3 s5 〃 11½ 26 〃 6½	
29532 220631 KJTJ	**Norwalk** 2*Dks* *Fitted for oil fuel*	2157 — 1310					1920	Pusey& JonesCo. Wlmgtn,Del.	EasternS.S.Lines, Inc.	250·8|42·6|25·6 *WB*	Newport News Utd. States	T.3Cy.19″,32″&56″–36″ 188NHP Pusey&JonesCo.		
29533 207247 WCSP	**Norway** D.F. GyC. *Mchy.Aft* 1*Dk*	6673 — 5314					1910	ToledoS.B. Co. Toledo,Ohio	GreatLakesSS.Co. Inc.	504·0|58·0|25·6 F50' *WB*	Oswego, N.Y. Utd.States	Q.4Cy.20″,29″,42″&61″–42″ 241NHP ToledoS.B.Co.Toledo,Ohio		R
29533A 26216 JNWD	**Norway Maru** *ss*Kob.No.3–8,31 *ss*Kob.No.1–36 2*Dks*(*Stl*)& *Awng dk*(*Stl*)	5832 5552 4229	✠100A1 *Awng dk* *withfreeboard* 7,40 ✠LMC7,40 *Fitted for oil fuel* 1,23 *F.P.above* 150° F.	Yka	*y*	OG 6,40	1920 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KawasakiKisen K.K. *CellDB*334'1116*t*	385·0|51·0|36·0 FK *Collision* *FPT*126*tAPT*93*t*	Kobe Japanese *Cem* *BH to Awdk* 5,, ,, *U* ,,	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB, FD *8cf*,GS154,HS5742 KawasakiDockyardCo.Ld.	36 〃 0 s9 〃 1¾ 27 〃 1	
29534 145849 GDMC	**Norwegian** *ss*Grk.No.3–9,34 *ss*Gls.No.1–38 2*Dks*(*Stl*)& D.F. E.S.D. *Shelter dk*(*Stl*)	6366 4476 4008	✠100A1 *Shelter dk* *withfreeboard* 3,42 ~~4,41~~ ✠LMC MS12,38 BS6,41	~~Gls~~ Liv	*z*	CL 6,40	1921 8mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd*'*s*A&CP	DonaldsonLine,Ld. (DonaldsonBros.& Black,Ld.*Mgrs.*) *CellDB*332'920*t* *DTa*26'654*t*	400·2|52·4|35·0 B141'*on Shelter dk* FK2″ *FPT*105*tAPT*31*t*	Liverpool British *Cem* 6 *BH to S dk* 1 ,, ,, *U* ,,	Q.4Cy.23½″,34″,49″&70″–51″ 215lb (*s*) 644NHP 4SB,*12cf*,GS239,HS10210FD CaledonSB.&E.Co.Ld.Dun	37 〃 7 s 8 〃 8¾ 29 〃 1	
29535 UOLX	**Nosak** (*ex*Troud, *ex*SergeiWitte) TwinSc 1*Dk*	348 320 225					1890	Edwards& Symes London	U.S.S.R.	182·7|27·6| 7·2	Rostoff Russian	C.4Cy.12″&24″–20″ 43NHP Wilson&Co.London		
29536 39735 JRPJ	**Nosiro Maru** (*ex*NoshiroMaru–38) *OilEng* *ss*Yka.No.1–38 D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	7189 6451 4318	✠100A1 2,41 ✠LMC CS12,38 DBS2,41 12,38 ✠Lloyd'sRMC2,41 *Carrying cargo oil F. P. above*150° F. *in deep tanks*	Kob	*c*†	CL 12,38	1934 11mo	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki *Lloyd*'*s*A&CP	NipponYusenK.K. *CellDB*354'1379*t* *Wing tanks in way*	449·6|62·3|34·4 P23'B171'F41' FK *DTs a*42'1527*t* *of tunnel* 82*t FPT*8	Tokyo Japanese 8*BHptCem* 1*tAPT*78*t*	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$″–47¼″ 1851NHP DB*100lb* MitsubishiJukogyoKaisha Ld.Nag	34 〃 5	
29537														

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
29538 29822 JPUA	**Nosiro Maru** (*ex*Nordhav, *ex* ygdönes, *ss*Kob.No.3–5,24 *ex*GeneralMorrison) 1*Dk*	2333 1973 1391	✠ … 7,27 ✠				1919 6mo	Dominion S.B.Co.Ld. Toronto	KawasakiKisen K.K.	251·1|43·6|21·5 P25′B64′F20′ FK	Kobe Japanese *WB*	T.3Cy.20″,33″&54″–40″ 328NHP JohnInglisCo.Ld.Toronto	24 ″ 3	
29539 CSIO	**Nossa Senhora Dos Anjos** *OilEng.* Aux3MstSr (*ex*Johannes–37,*ex*SailingVessel) 1*Dk* (*See Sailing Ship Register*)	325 294 255					1902	Bornholm Maskinfbk. Rönne	Mutualista Açoreana	124·1|29·1|12·1 F10′Q6′	Ponta Delgada Portuguese	Oil Engines 2S.C.SA 2Cy.$14\frac{15}{16}$″–$16\frac{3}{16}$″ 79NHP NE30 J.&C.G.Bolinders,Skm.		V
29540 39723 JROJ	**Noto Maru** *OilEng.* *ss*Kob.No.1–38 D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	7191 6451 4311	✠100A1 12,40 ✠LMC CS12,38 DBS12,40 1,40 ✠Lloyd'sRMC~~12,40~~ 6,41	Yka	*c*†	CL 12,38	1934 10mo *Lloyd*	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki '*sA&CP*	NipponYusenK.K. *CellDB*354′1379*t* *Wingtanksinwa*	449·6|62·3|34·4 P23′B171′F41′ FK *DTs a*42′1527*t* *y of tunnel* 82*tFPT*	Tokyo Japanese 8*BHptCem* 81*tAPT*78*t*	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$″–$47\frac{1}{4}$″ 1851NHP DB*100lb* MitsubishiJukogyo Kaisha,Ld.Nag.	34 ″ 5	
			Carrying cargo oil F.P. above 150° F. in deep tanks											
29541 21031 JQDB	**Notoro Maru** Ⓟ 1*Dk*	1229 — 836					1917	OsakaIron Works,Ld. Osaka	KitaNipponKisen K.K.	220·0|33·6|18·5 P23′B34′F24′	Amagasaki Japanese *WB*	T.3Cy.$13\frac{1}{2}$″,23″&38″–30″ 79NHP OsakaIrnWrks,Ld.Osaka		
29542 LCAA	**Notos** (*ex*KnutJarl–33,*ex*Laura Mærsk,*ex*Laura) *ss*Rot.2ndNo.3–3,24 *ss*Osl.No.1–28 1*Dk*(*Irn*)&*deep framing*	2712 2541 1697	✠ 6,33 ✠	Nwc	*u*		1898 6mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	Dampsk.A/S Notos (Valdemar SkoglandA/S) *CellDB*	324·0|46·0|20·5 P9′B160′F33′ FK *a&uE*124′*f*136′675*t*	Haugesnd Norwegian 5*BHCem* *APT*47*t*	T.3Cy.24″,38″&64″–42″ 267NHP 2SB,*6cf*,GS89,HS4030 T.Richardsn&Sns.Ld.Hpl	23 ″ 0	N †
29543 PGJZ	— 3Mst *CruiserStern* *OilEng* 1*Dk*&*Shelter dk*	921 702 434					1939	NVBoele's Schpsw&Mch Bolnes	Konink.Nederl. Stoomb.Maats.	229·6|36·8|12·1 P22′B&F198′	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 6Cy.$13\frac{3}{4}$″–$23\frac{5}{8}$″ 198NHP Gbr.Stork&CoNVHengelo		VL
29544 PGKA	**Nottingham** *OilEng.* *Mchy.Aft* *ss*Rot.No.1–39 1*Dk* *CruiserStern* *Cargo battens not fitted*	399 286 257	✠100A1 ~~1,40~~12,41 ✠LMC4,39	~~Rot~~ Fal	*f*	OG 12,39	1934 12mo *Lloyd*	NVRotter- damDroogd. Maats. Rotterdam '*sA&CP*	Internationale KustvaartMaats.	153·3|25·2|8·5 P34′F16′ FK *CellDB*97′148*tFPT*	Rottrdam Dutch 3*BHCem* 25*tAPT*23*t*	Oil Engines 2S.C.SA 5Cy.$10\frac{13}{16}$″–$18\frac{7}{8}$″ 102NHP Gebr.Stork&Co.N.V. Hengelo	11 ″ 0 s 1 ″ 1 9 ″ $11\frac{3}{4}$	
29545 LCUK	**Nova** Ⓟ D.F. 2*Dks*	1382 1314 810					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskap	231·4|34·2|21·8 H51*t*	Bergen Norwegian *WB*	T.3Cy.18″,30″&50″–33″ 143NHP Atel.&Ch.de laSeine Maritime		
29546 147363 GJFY	**Nova Scotia** Ⓟ *ss*Liv.No.3–5,39 *Ref.Mchy.* 2*Dks*(*Stl*) *Weather dk* (ws) D.F. 3*rd dk* (*Stl*) *in holds* E.S.D. *CruiserStern*	6796 5889 3841	✠100A1 *withfreeboard* ~~7,40~~10,41 BS10,41 ~~BS5,40~~ ✠LMC3,38 ✠Lloyd'sRMC~~7,40~~10,41	~~Liv~~ PNl	*a*†	CL ~~3,38~~ 10,41	1926 5mo *Lloyd*	Vickers Ld. Barrow '*sA&CP*	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld *Mgrs.*) *Duct keel forward* *CellDB*32	406·1|55·4|31·8 B145′F42′ FK *of engine room* 71′ 9′1041*tDTf*23′291*t*	Liverpool British 8*BHptCem* 2 ,, *to2nddk* *DTa*23′357*t*	Q.4Cy.31″,43″,62″&90″–57″ 215lb (*s*) 1047NHP 5SB(Spt),20*cf*,GS377, HS16095 FD Vickers,Ld.Barrow *FPT*71*tAPT*126*t*	34 ″ 4 s 9 ″ $3\frac{1}{2}$ 25 ″ $4\frac{1}{4}$	BT till 5,41
			Fitted for oil fuel 5,26 F.P. above 150° F.											
29547 149465	**Novadoc** *Mchy.Aft* 1*Dk*	1934 1635 1152					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8|43·3|17·8 Q100′F35′	Ft William British *WB*	T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
29548 LDIC	**Novasli** (*ex*Maplewood,*ex*Ronalee) *ss*Stv.No 3-5,32 D.F. *ss*Sld.No.1–37 1*Dk*(*Stl*)	3204 3015 1973	✠100A1 1,42 ~~2,41 10,41~~ Examined 6,41 BS6,41 ~~BS5,40~~ ✠LMC3,37	~~Sws~~ Brw StJ	*v*	CL N1,41	1920 6mo *Lloyd*	R.Thompson&Sons,Ld Sunderland '*sA&CP*	SkibsA/SNovasli (JensSamuelsen, *Mgr.*)	342·2|48·0|21·9 354·0(O.L.) P31′B100′F36′ FK *CellDB*290′740*t*	Farsund Norwegian 6*BHptCem* *APT*121*t*	T.3Cy.24″,38″&64″–42″ 180lb 293NHP 2SB,*6cf*,GS124,HS4594 J.Dickinson&Sons,Ld.Sld.	24 ″ 4 s 3 ″ 10 20 ″ 9	
			Fitted for oil fuel 6,20 F.P. above 150° F.											
29549 166296 GMLG	**Novelist** 2*Dks* *CruiserStern*	6133 5600 3704	✠100A1 4,42 ~~6,41~~ ✠LMC8,40	~~Mch~~ Liv	*a*†	CL	1940 8mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) *CellDB*360′116	423·4|54·5|30·0 438·3(O.L.) P39′B141′F46′ FK 5*tDTa*31′866*tFPT*	Liverpool British 7*BHCem* 107*tAPT*56*t*	T.3Cy.27″,$44\frac{1}{2}$″&77″–54″ 210lb *120lb* (*r*) 524NHP 2DB(Spt),*6cf*,GS215, HS8208 J.G.Kincaid&Co.Ld.Grk	32 ″ 7 s 6 ″ 4 26 ″ $5\frac{3}{4}$	
29550 36627 LOGC	**Novillo** (*ex*Berville–37, TwinSc *ex*Bucheron) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* ~~*Now* "Buzi," *see No.* 35732 *in Supplement*~~ *Fitted for oil fuel*	968 — 552					1920	Ch.&Atel. de laGironde Bordeaux	Cia.Argentina de Nav.Mihanovich Ltda.	219·4|34·2|12·3 P75′F29′	Bns.Aires Argentine *WB*	T.6Cy.12″,$19\frac{1}{2}$″&$31\frac{1}{2}$″–$16\frac{1}{2}$″ 80NHP Atel.&Ch. de laLoire,St.Denis		V
29551 UOJG	**Novorossisk** Ⓟ (*ex*Hedwige, *ex*Rossiji) *ss*Oda.No.3–5,14 1*Dk*(*Stl*)&*Webframes*&*Awng dk*	1351 1170 733	✠ 9,19 ✠				1896 7mo	W.Dobson &Co. Newcastle	U.S.S.R.	239·6|32·1|20·2 P42′B53′F37′ FK *CellDBa*59′*uE&B*	Odessa Russian 33′*f*94′238*t*	T.3Cy.17″,28″&48″–42″ 149NHP WllsndSlpwy.Co.Ld.Nwc.	22 ″ 4	
29552 40112 JWFJ	**Nozima Maru** (*ex*NojimaMaru–38) *OilEng.* *ss*Kob.No.1–38 *Ref.Mchy.* 2*Dks* D.F. *CruiserStern*	7190 6451 4314	✠100A1 6,41 ~~1,41~~ ✠LMC CS12,38 DBS~~12,38~~ 6,41 3,40 ✠Lloyd'sRMC~~1,41~~ 6,41	Kob	*c*†	CL 4,39	1935 2mo *Lloyd*	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki '*sA&CP*	NipponYusenK.K. *CellDB*354′1379*t* *wing tanks in way*	449·6|62·3|34·4 P23′B171′F41′ FK *DTs a*42′1527*t* *of tunnel* 82*t FPT*8	Tokyo Japanese 8*BHptCem* 1*tAPT*78*t*	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$″–$47\frac{1}{4}$″ 1851NHP DB*100lb* MitsubishiJukogyoKaisha, Ld.	34 ″ 5	
			Carrying cargo oil F.P. above150° F. in deep tanks											
29553 KZAJ	**Ntra. Sra. Del Rosario** 2*Dks* *Fitted for oil fuel*	430 — 225					1929	KwongTak CheongS.B. E.&D.CoLd. HongKong	Genato&Co.Ld.	168·0|28·0|12·0 B30′F24′	Manila P.I. Utd.States *WB*	T.3Cy.13″,21″&35″–24″ 60NHP W.McNeil&Co.Ld.Gls.		
29554 EAHL	**Nuestra Señora del Carmen** (*ex*BegoñaNo.4,*ex*Diciembre) *Turret deck* 2*Dks*3*trB*	3482 2867 2223					1895	W.Doxford &Sons,Ld. Sunderland	Cia.delVapor CarmenS.L.	341·0|45·6|23·1 F33′	Bilbao Spanish	T.3Cy.26″,42″&68″–42″ 300NHP W.Doxford&Sons,Ld.Sld.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29555 LKKO	**Nueva Andalucia** TwinSc *OilEng.* E.S.D. 1*Dk2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & deck in centre tanks* *Butts of shell & deck plating elec. welded*	10044 8921 5786	100A1 9,41 ~~11,40~~ LMC11,40 *Carrying Petroleum in bulk*	~~Gal~~ NYk	e†	CL	1940	Deutsche WerftAGBet Finkenwrder Hamburg	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*) *CellDBuE96′ 244t DT*	495·0 523·2(O.L.) P125′B41′F60′ FK *f27′312t FPT129t*	67·0	34·0	Oslo Norwegian 17*BHptCem* *APT96t*	Oil Engines 2S.C.SA 16Cy.20½″–35$\frac{7}{16}$″ 1167NHP 2DB*170lb*,2WTDB*170lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34″2 s6″8½ 27″8	
29556 LJKU	**Nueva Granada** TwinSc *ss*N.Yk.No.1-41 *OilEng.* 1*Dk2nd dk in mchy. space* *Longitudinal framing at bottom & deck in centre tanks* D.F. E.S.D. *Mchy.Aft* *CruiserStern*	9968 8921 5782	✠100A1 ~~8,41~~ ~~12,40~~ 3,42 F ✠LMC CS8,41 DBS8,41 5,40 ~~DBS(WTB)3,39~~ *Carrying Petroleum in bulk*	~~NYk~~ ~~Co~~ NOs	e†	CL 5,40	1937 4mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd's A&CP*	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*) *CellDBuE38′55t*	503·8 522·0(O.L.) P122′B38′F60′ FK *DT f36′ 338t FPT*	67·4	34·3	Oslo Norwegian 17*BHptCem* 160*t APT*99*t*	Oil Engines 2S.C.SA 16Cy.20½″–35$\frac{7}{16}$″ 1167NHP 2DB*171lb*,2DB(WTB)*171lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34″2 s6″9¼ 27″7¾	
29557 126984 MBWK	**Nugget** (*ex*Mungret–34, 3Mst *ex*Sligo) *ss*Bwg.2ndNo.3-9,36 *Mchy.Aft* *ss*Bwg.No.1-40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	515 373 205	✠100A1 2,41 BS2,42 ✠LMC MS5,40 ~~BS2,41~~	Irv	i	CL N5,40	1913 1mo	Dublin DykrdCo.Ld. Dublin *Lloyd's A&CP*	Wm.Robertson	175·7 182·3 (O.L.) Q96′B7′F30′ *CellDBf94′118tFPT*	27·4 *28·9*	10·3 BK7″	Glasgow British 3*BHCem* 41*t APT*31*t*	T.3Cy.15″,25½&41″–30″ (*s*) 180lb NDB20 85RHP 1SB,3*cf*,GS55,HS2077 MacColl&Co.Ld.Belfast	12″10 s4″3 12″11	
29558	**No. 3** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Carrying Petroleum in bulk* *Strengthened for navigation in ice*	1079 822 658	✠ 7,37 ✠	Yka	m		1937 7mo	Mitsubishi Jukogyo K.K Yokohama	U.S.S.R. *CellDBuE37′56t*	196·8 209·6(O.L.) FK P75′F25′*Trunk*67′ *DTf36′48t FPT23t*	36·1	17·0	Vladvostk Russian 12*BHptCem* *APT53t*	Oil Engines 4S.C.SA 7Cy.14⅜″–19$\frac{11}{16}$″ 141NHP MitsubishiJukogyoK.K Yka.	17″0	
29559 116993	**No. 14** (*ex*Lurcher) 2*Dks*	396 396 269					1903	PolsonIron WorksCo.Ld. Toronto	CanadianGovernment(Dept.of Transport)	121·3	24·7	19·0	Ottawa British	1Cy.23″–22″ 18RH PolsonI.W.Co.Ld.Toronto		
29560 116994	**No. 15** (*ex*Anticosti) 2*Dks*	396 396 269					1904	PolsonIron WorksCo.Ld. Toronto	CanadianGovernment(Dept.of Transport)	121·3	24·7	19·0	Ottawa British	1Cy.23″–22″ 18RH PolsonI.W.Co.Ld.Toronto		
29561	**No. 50** (*ex*Olga) *OilEng.* 1*Dk*	700 647 408					1893	…………… Austria	U.S.S.R.	170·8	32·2	13·5	Odessa Russian	Oil Engines		
29562 79 IBBZ	**Numidia** *ss*Tri.2ndNo.3-11,38 D.F. 2*Dks*(*Stl*)	5339 4639 3397	✠100A1 11,39 ✠LMC MS5,38 BS11,39 NO LATER SURVEY REPORTED	Tri	y	CL 5,39	1913 7mo	Cantiere SanRocco Trieste *Lloyd's A&CP*	NumidiaS.S.Co. (D.Tripcovich) *CellDB a 132′ uE20′ f 171′ 1104t*	404·5 P32′B113′F43′ FK *DTa 38′ 957t FPT*	52·7 50·5	26·9	Trieste Italian 7*BHCem* 167*t APT*33*t*	T.3Cy.26″,42″&72″–48″ (*s*) 180lb 415NHP 3SB,9*cf*,GS189,HS6738 N.E.MarineEng CoLdNwc	29″8 s5″9 24″2	
29563 7055 SIXA	**Nuolja** TwinSc *ss*H.Kg.No.3-5,41 *OilEng.* D.F. ~~*ss*Got.No.3-1,37~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) ~~*Cargo battens not fitted*~~	6872 6423 3681	✠100A1 *Shelter dk with freeboard* ~~5,41~~ ~~4,40~~ 3,42 5,41 ✠LMC CS~~1,37~~ DBS6~~,40~~ 5,41 3,39	~~Bal~~ ~~HKg~~ SFo	z	OG ~~4,39~~ 3,41	1923 12mo	A.B.Göta-verken Gothenburg *Lloyd's A&CP*	Trafikaktieb. Grängesberg-Oxelösund (M.Waldenström, *Mgr.*) *CellDBuE45 f197′1282tMT37′*	418·8 F36′*onShltr dk* FK 1511*t Tanks at sides*	55·1	33·6 *Collisio*	Stockholm Swedish 8*BHptCem* *n ,, toShdk* *oftunnels* 84	Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$″–35$\frac{7}{16}$″ DB*100lb* 629NHP A.B.Götaverken,Got. ′1011*tFPT*190*tAPT*50*t*	37″6 s9″1¾ 28″6½	
29564 297 IRKY	**Nuraghe** Ferro-ConcreteTwinSc (*ex*Marengo,*ex*EnricoG.) *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* 1*Dk*	633 546 314					1921	Soc.Navi Ital.Cemento Armato Lavagna	AziendaBarche CisternaSoc.Anon.	154·7 P46′F21′	28·5	16·1	Venice Italian *WB*	Oil Engines 2S.C.SA 6Cy.9$\frac{17}{20}$″–10⅝″ 103NHP *Emade20fitted30* AnsaldoSanGiorgio,Turin		I
29565 EAGT	**Nuria R.** (*ex*MariaElisa,*ex*Rufina, *ex*Algorteño, *ss*Bbo.2ndNo.3-4,20 *ex*Roumania) *ss*Bbo.No.2-28 *Well deck* 1*Dk*(*Irn*)&*Web frames*	2733 1863 1700	✠ … 3,34 ✠	Bcl			1893 9mo	W.Gray& Co.Ld. W Hartlepool	Hijo de Ramon A.Ramos *CellD*	290·0 P27′Q84′B119′ F31′ *Ba&uE114′f108′46*	38·1	20·0	Barcelona Spanish 5*BHCem* 9*t APT*35*t*	T.3Cy.23″,36½″&62″–39″ 239NHP 2SB,6*rf*,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	22″6	
29566 147485 GJTR	**Nurjehan** *ss*Cal.No.3-7,35 *ss*Cal.No.1-40 2*Dks*(*Stl–U*teak*s*)	5424 4970 3379	✠100A1 ~~3,41~~12,41 ✠LMC BS~~3,41~~ 3,42MS7,40	Cal	z	CL ~~4,40~~ 12,41	1923 5mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	AsiaticStm.Nav. Co.Ld. *CellDB347′1110t*	405·0 P38′B137′F45′ FK *DTa33′905tFPT*12	52·9	29·0	London British 7*BHCem* 4*t APT*30*t*	T.3Cy.25″,42″&70″–48″ (*s*) 200lb *110lb* 475NHP 2SB,8*cf*,GS150,HS6732 FD Dunsmuir&JacksonLd.Gls	31″4 s5″11 25″7¾	
29567 147528 GJTS	**Nurmahal** *ss*Cal.No.1-40 *ss*Cal.No.3-4,36 3*Dks*(*Stl–U* teak*s*)	5419 4970 3380	✠100A1 8,41 ~~12,40~~ 3,41 MS12,40 BS~~8,40~~ ✠LMC~~6,36~~	Cal	z	CL N12,40	1923 8mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	AsiaticStm.Nav. Co.Ld. *CellDB347′1110t*	405·2 P38′B137′F45′ FK *DTa33′ 905t FPT*	52·9	29·0	London British 7*BHCem* 124*t APT*30*t*	T.3Cy.25″,42″&70″–48″ (*s*) 200lb *110lb* 475NHP 2SB,8*cf*,GS150,HS6732 FD Dunsmuir&JacksonLdGls	31″4 s5″11 25″7¾	
29568 DORJ	**Nürnberg** Ⓟ *OilEng.* D.F. E.S.D *CruiserStern 3Dks*	5635 4422 3325					1936	Bremer Vulkan Vegesack	Norddeutscher Lloyd	431·1 P21′B28′ *upper*F39′	56·3	23·1	Bremen German *WB*	Oil Engines 2S.C.DA 7Cy.23⅝″–43$\frac{5}{16}$″ 1360NHP BremerVulkan,Vegesack		G
29569 DAPA	— Ⓟ (*ex*Hela) D.F. 1*Dk*	748 498 440					1920	Vulcan- WerkeA.G. Stettin	Rud.Christ.Gribel	183·7 P20′Q55′B44′F21′	29·2	11·5	Stettin German *WB*	T.3Cy.13⅜″,21$\frac{7}{16}$″&35⅜″–25⅜″ 62NHP Vulcan-WerkeA.G.Stettin		G
29570 161525 GSWV	**Nurtureton** *ss*Rot.No.3-9,32 *ss*Ant.No.1-37 1*Dk*(*Stl*)	6272 5804 3730	✠100A1 6,41 MBS12,40 BS11,39 ✠LMC2,37	Lon	a†	CL 7,39	1929 6mo	ShortBros. Ld. Sunderland *Lloyd's A&CP*	CarltonS.S.Co.Ld. &CambayS.S.Co. Ld.(R.Chapman & Son) *CellDB*	423·0 439·0(O.L.) P36′B138′F45′ FK 352′2020*t FPT*350*t*	58·3	29·8	Newcastle British 7*BHCem* *APT378t*	Q.4Cy.22″,33″,48″&70″–48″ 240lb *220lb* FD (*s*) 520NHP 3SB(Spt)9*cf*,GS169,HS7193 J.Dickinson&Sons,Ld.Sld.	33″1 s6″7¼ 26″8¼	
29571 143169 MJPG	**Nutfield** (*ex*Bermondsey) *ss*Shl.No.3-10,31 *ss*Shl.No.2-40 1*Dk*(*Stl*) *Cargo battens not fitted*	1561 1346 825	✠100A1 ~~8,41~~ ~~8,40~~ 11,41 ✠LMC MS7,40 BS~~2,40~~8,41	Shl	p	CL ~~8,39~~ ~~8,41~~ 11,41	1919 4mo	Dublin Dkyd.Co.Ld. Dublin *Lloyd's A&CP*	E.T.Lindley *CellDB171′310tD*	240·1 B52′F22′ FK *Ta29′ 131t FPT80t*	36·3	19·1	London British 6*BHCem* *APT38t*	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21″3 s2″9½ 18″8	
29572 160209 GNTX	**Nyanza** *ss*Liv.No.2-37 D.F. 1*Dk*(*Stl*)	4974 4606 3126	✠100A1 ~~12,41~~ ~~3,41~~ 4,42 Examined 9,41 BS~~8,40~~ 9,41 ✠LMC7,37	~~Lon~~ Lon Hul	y	CL 10,39	1928 7mo	D&WHen-dersn&Co.Ld Glasgow *Lloyd's A&CP*	Steamship"Mombassa"Co.Ld. (Maclay&Mc-Intyre,Ld.*Mgrs.*)	402·7 416·2(O.L.) P45′B125′F47′ FK *CellDB345′* 1179*tFPT*	52·2	27·3	Glasgow British 6*BHptCem* 81*t APT*209*t*	T.3Cy.25″,41″&68″–51″ (*s*) 180lb FD 431NHP 3SB(Spt)9*cf*,GS150,HS6111 D&W.HendersnCoLdGls	29″10 s5″7¾ 24″5½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
29573 CSBJ	**Nyassa** Ⓟ (*ex*Trás-os-Montes,*ex*Bülow) **TwinSc** *ss*Lis.2ndNo.3-6,31 E.S.D. *ss*Lis.No.2-39 3*Dks*(*StlU*-ws)4*th dk*(*Stl*) Sub Sig. *Ref.Mchy.* *in forward holds*	8980 5671 5358	100A– 1,42 ~~1,41~~ 3,39 MS~~3,40~~	Lis LMC BS4,41		OG P3,39 S4,41	1906	J.C.TecklenborgA.G. Wesermünde-G.	Cia.Nacional de Nav. *CellDB*389'1340*t*	462·4 | 57·9 | 34·6 P80'F93' FK *DTs a*42'466*t FPT*	**Lisbon** Portuguese 9*BHCem* 100*tAPT*54*t*	Q8Cy24",$34\frac{13}{16}$",50"&72"–51" 220lb (*s*) 1170NHP 3DB&1SB,*21cf*,GS416, FD HS17100 J.C.TecklenborgA.G.Wsm	39 ″ 0 s 9 ″ 5 30 ″ 0½	
29574 OXGS	**Nyborg** Ⓟ **TwinSc** (*TrainFerry*) *OilEng.* D.F. *CruiserStern* 1*Dk*	2255 2027 1219					1931	HelsingörsJernsk&Msk. Elsinore	DeDanske Statsbaner	336·3 | 56·6 | 17·6	**Nyborg** Danish *WB*	Oil Engines 4S.C.SA 16Cy.$17\frac{11}{16}$"–$33\frac{7}{16}$" 482NHP Akt.Burmeistr&Wain,Cpn		
29575 LJYQ	**Nyco** 1*Dk*&*ShelterDk* D.F. *CruiserStern* *Fitted for oil fuel*	1345 1104 747					1938	Nylands Verksted Oslo	A/S Nyegaard&Co (SverreBlix,*Mgr.*)	250·9 | 41·3 | 14·8	**Oslo** Norwegian *WB*	C.2Cy.16¾"&$33\frac{7}{16}$"–$33\frac{7}{16}$" & LPturbine withDR gearing & hydraulic coupling 54NHP NylandsVerksted,Oslo		N
29576 LCUN	**Nyholm** **TwinSc** *OilEng.* *ss*Cpn.No.3-1,39 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*)	5843 5045 3294	✠100A1 9,41 ~~8,40~~ ~~DBS8,40~~ ✠LMC1,39 *Carrying Petroleum in bulk*	~~Bom~~ PNl DBS9,41	*z*	CL 8,40	1927 11mo *Lloyd's A&CP*	Odense Staalskibsvft Odense	D/S A/S "Idaho" (Chr.Haaland, *Mgr.*) *CellDB*	390·8 | 55·2 | 31·0 402·2(O.L.) P99'B32'F57' *Trunk*202' FK *uE*65'212*tFPT*250	**Haugesnd** Norwegian 10*BH* *tAPTs*463*t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	30 ″ 8	
29577 LDSL	**Nyholt** **TwinSc** *OilEng.* E.S.D. *ss*Got.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	8087 7425 4807	✠100A1 ~~1,41~~ 11,41 ~~DBS4,40~~ ✠LMC6,39 *Carrying Petroleum in bulk*	~~Mol~~ NYk DBS3,41	*c*†	CL 1,41	1931 4mo *Lloyd's A&CP*	Odense Staalskibsvft vedAPMöller Odense	D/S A/S "Idaho" (Chr.Haaland, *Mgr.*) *CellDBuE*58'209*t D*	460·7 | 60·3 | 34·4 P101'B44'F45' *Tf*35'712*tFPT*197*t*	**Haugesnd** Norwegian 16*BH* (11 *to U dk* 5 „ *2nd* „) *APTs*163*t*	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 622NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	34 ″ 3 s 6 ″ 9¾ 27 ″ 7¾	
29578 LCKF	**Nyhorn** **TwinSc** *OilEng.* *ss*Got.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*) *in No.*1 *hold* *Platform dk in No.*2 *hold* *for fruit cargoes*	4494 4070 2732	✠100A1 *withfreeboard* 1,40 DBS1,40 ✠LMC5,38 ✠Lloyd'sRMC9,39 for temp. 30° F. SURVEYS DELAYED	Phl	*y*	CL 1,40	1929 12mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	A/S "Atlas" (Chr. Haaland, *Mgr.*) *CellDB*329'1393*t* *of tunnels*94*t*	381·2 | 53·7 | 25·3 F36' FK *Tanks in way* *FPT*105*t APT*146*t*	**Haugesnd** Norwegian 6*BH* (*Coll to Sh dk* 5 „*2nd* „)	Oil Engines 4S.C.SA 12Cy.23¼"–$43\frac{5}{16}$" 625NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 1 s 3 ″ 0¼ 25 ″ 3¼	
29579 809 SVOV	**Nymphe** (*ex*Inkum) *ss*Pir.No.3-7,34 *ss*Pir.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4504* *4202* *2795*	✠100A1 *Shelter dk* *withfreeboard* 3,41 MS9,37 BS~~5,40~~ 9,41 ✠LMC	Pir	*y*	CL 5,40	1921 6mo *Lloyd's A&CP*	Richardsn,Duck&Co.Ld. Stockton	Cephalonian MaritimeCo.Ld. (N.D.Lykiardopulo, *Mgr.*) *CellDB* *DTa*49'1021*t*	400·3 | 52·0 | 24·9 FK 342'1079*t* *Collision* *FPT*102*tAPT*47*t*	**Piræus** Greek *Cem* *BH to S dk* 7 „ „ *U* „	T.3Cy.26",42"&70"–48" (*s*) 180lb 409NHP 3SB,*9cf*,GS193,HS6851 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″ 0¾ 24 ″ 7½	
29580 7574 SFUW	**Nynäs** 1*Dk* *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* *CruiserStern*	*301* *221* *132*					1929	Nya Varvsaktb.Öresund Landskrona	Rederiaktieb. Nordstjernan(A.A. Johnson, *Mgr.*)	135·1 | 24·0 | 10·8 P38'F23'	**Stockholm** Swedish	Oil Engines 2S.C.SA 6Cy.10"–16½" 105NHP A/B AtlasDiesel,Skm.		V
29581 124984	**Nyounghla** **TwinSc** *Mchy.Aft* 1*Dk*	382 312 132					1909	Armstrong Whitworth &Co.Ld. Newcastle	~~BurmahOilCo.Ld.~~ BurmaOilCompany(Burma Trading)Ld.	160·0 | 31·1 | 8·1	**Rangoon** British	T.6Cy.9",14½"&24"–15" 58RHP BairdBros.NorthShields		
29582 141873 MGYW	**Nyroca** (*ex*Philotis-35) *ss*Cff.No.3-3,30 *ss*Bkn.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	786 595 306	✠100A1 *Shelter dk* *withfreeboard* 3,42 ~~1,40~~ ~~BS11,40~~ ✠LMC6,37	~~Sws~~ Liv BS3,42	*l*	CL 10,40	1918 1mo *Lloyd's A&CP*	Ardrossan DD&SBCoLd Ardrossan	British&ContinentalS.S.Co. Ld. *CellDBuB*40'*f*140'242*tFPT*81*t*	200·4 | 30·7 | 12·1 19·1 FK	**Liverpool** British 3*BHCem* *APT*13*t*	T.3Cy.16",26"&44"–33" (*s*) 180lb 143NHP 2SB,*4pf*,GS60,HS2456 W.Beardmore&Co.Ld.Gls.	14 ″ 4 s ″ 2 14 ″ 4	
29583 1300 ~~HAAN~~ HPTN	**Nyugat** (*ex*Treglisson-34) *ss*Bkn.2ndNo.3-12,37 1*Dk*(*ptIrnptStl*)2*trB*	*4323* *4042* *2737*	✠100A1 9,40 BS~~2,40~~ 12,40 ✠LMC12,37	Bal	*x*	CL 9,40	1912 11mo *Lloyd's A&CP*	J.Readhead&Sons,Ld. SouthShields	Soc.Anon. Maritime et Commerciale *CellDBa*119'*uE*23'*f* 162'987*t*	369·8 | 51·1 | 26·1 P33'B226'F34' FK	Panama Pnamanian 6*BHCem* *APT*62*t*	T.3Cy.26",42"&69"–48" (*r*) 180lb 385NHP 2SB,*6cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s3 ″ 10½ 24 ″ 1¼	

Now "Liran," *see No.* 37474 *in Supplement*

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R.; Date of R. of Trade Cert.
29584 LJYJ	**O. A. Knudsen** D.F. E.S.D. *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *CarryingPetroleum in bulk* *pt. Longitudinal framing*	11007 10114 6602					1938	Deutsche WerftAGBet Finkenwrder Hamburg	Skibs-A/S MarieBakke (KnutKnutsen. O.A.S.*Mgr.*)	508·1 P115'B32'F58'	69·2	36·5	Haugesnd Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1360NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
29585 LCBD	**O. B. Sörensen** TwinSc *OilEng.* D.F. *ss*Sba.No.2-40 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing-bracketless system* *CruiserStern*	7919 7338 4598	✠100A1 7,41 ~~9,40~~ ✠LMC CS10,35 DBS~~9,40~~1,42 1,37 *CarryingPetroleum in bulk*	~~Sba~~ Bom	c†	CL 1,40	1931 9mo	Kockums M.V.Aktieb. Malmö Lloyd'*sA&CP* *CellDBuE*65'	SmithSörensens TankrederiA/S (S.H.Smith Sörensen,*Mgr.*) 242*t DTf*36'540*t*	462·0 P105'B39'F41' FK *FPT*148*t APT*241*t*	59·7	34·3	Arendal Norwegian 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.22$\frac{7}{16}$"–39$\frac{3}{8}$" 778NHP 2DB*170lb* KockumsM.V.Akt.Malmö	34 ″ 7	
29586 237312 WNIR	**O. M. Bernuth** 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft CruiserStern* *Longitudinal framing-bracketless system* *CarryingPetroleum in bulk*	7972 — 4751					1938	SunS.B.& DryDockCo Chester,Pa.	B.L.ShippingCo. Inc.	441·1	65·3	35·1	Wilmgton (Del.) Utd.States	2 steam turbines DR geared to1 sc. shaft WestinghouseElec.&Mfg. Co.Phl.		R
29587 200203 KDUZ	**O. S. McFarland** (*ex*M.A.Reeb, *ex*Kensington) *Self-Unloader* D.F. *Mchy.Aft* 1*Dk*2*trB*	3762 — 3130					1903	CraigS.B. Co. Toledo,O.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	370·8	50·2	24·2	Wilmgton (Del.) Utd. States *WB*	T.3Cy.20",32½"&55"–40" 191NHP NB *made*'18, *refitted*'40 CraigS.B Co.Toledo,O.		R
29588 123023	**O-we-ra** Ⓟ (*ex*SouthWind-36, *ex*O-we-ra, *ss*N.Yk.No.3-5,27 *ex*Josephine, A.S.N.Yk.-10.29 *ex*Alcedo,*ex*Owera,*ex*O-we-ra) 1*Dk* *Fitted for oil fuel*	429 347 157	✠ —— 2,34 *Yacht* ✠	NYk			1907 2mo	Ramage& Ferguson,Ld Leith	StraitsShipping& ContractingCo.Ld.	168·2 F30' BK9"	25·2	13·9	London British 5*BHCem*	T.3Cy.15",24"&39"–24" 78RHP 1SB,3*cf*,GS60,HS1659 Ramage&Fergusn,Ld.Lth.		
29589 115636 MCPQ	**Oak** *ss*Bel.2ndNo.3-8,31 *Mchy.Aft Well deck ss*Bwg.No.2-39 *Cargo battens not fitted* 1*Dk*(*Irn*)	318 228 124	✠100A1 7~~,2,41~~ 4,42 ✠LMC MS9,39 BS~~2,41~~4,42	~~Bel~~ ~~Bwg~~ Bel	*f*	CL 1,41	1906 10mo	J Fullerton &Co Paisley Lloyd'*sA&CP*	Newry&Kilkeel SS.Co.Ld(J.Fisher &Sons,Ld.*Mgrs.*)	142·5 148·5(O.L.) Q79'B7'F23' BK6"	23·3	10·1	Newry British 3*BHCem* *FPT*43*t*	C.2Cy.16¼"&34$\frac{5}{16}$"–24" (*s*) 130lb 47RHP 1SB,2*pf*,GS40,HS1300 RenfrewBros.&Co.Irvine	11 ″ 2 s 4 ″ 1 11 ″ 5	
29590 148895 GLQD	**Oakbank** TwinSc *OilEng.* *ss*Shl.No.3-12,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*) *Tonnage opening closed*'41(*W.E.*)	5154 4768 3118	✠100A1 *withfreeboard* ~~8,41~~ ~~10,40~~ 4,42 Examined 4,42 DBS8,41 ~~DBS5,40~~ ✠LMC12,36 ✠LMC(M)8,38 *Carrying vegetable oil in deeptank*	~~Gal~~ ~~Bry~~ Gal	*a*†	CL ~~5,30~~ ~~8,41~~ 4,42	1926 3mo	Harland& Wolff,Ld. Glasgow Lloyd'*sA&CP* *CellD*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) B357'1121*t Tanks* 115'251*t DT*	420·3 FK *between tunnels* *f*32'1067*t FPT*106*t*	53·9	26·5	Glasgow British 7*BHptCem* (*Coll to Shdk* 6 „ *2nd* „) *APT*132*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	~~29 ″ 2~~ ~~s 3 ″ 7¾~~ ~~26 ″ 8~~ 37 ″ 2 s10 ″ 11¼ 26 ″ 8	
29591 116764 CYMX	**Oakbranch** (*ex*Maplehill-38, *ex*Haddington) 1*Dk* *CarryingPetroleum in bulk*	1749 1409 1278					1904	Bertram E. WorksCo.Ld. Toronto *Converted into a Tanker*'38	BranchLines,Ld.	256·0	42·6	15·3	Sorel,P.Q. British *WB*	T.3Cy.15",25"&42"–30" 97NHP E&B*made*18*refitted*38 AllisChalmers		C
29592 213624 WBCK	**Oakey L. Alexander** (*ex*Nevadan, *ex*Franklin) *ss*Bos.2ndNo.3-7,39 Sub.Sig. 1*Dk*(*Stl*)&*Webframes* D.F. *Cargo battens not fitted*	5285 4711 3325	✠100A1 ~~6,41~~ ~~10,40~~ 2,42 ~~10,41~~ BS6,41 ~~BS7,40~~ ✠LMC7,39	Bos	*y*	CL 4,40	1915 9mo	NewYork S.B.Co. Camden,N.J A&CP *CellDBa*104'*uE*	PocahontasS.S.Co.	368·6 P27'B72'F31' FK	55·2	30·5	Wilmgton (Del.) Utd.States 7*BHCem* & *B*43' *f*173'	T3Cy25½",41½"&70"–46"(*r*) 195lb 462NHP 3SB,9*cf*,GS150,HS6624 FD NewYorkSB.CoCamdnNJ 1832*t FPT*220*t APT*201*t*	34 ″ 5 s7 ″ 10 27 ″ (	
29593 DIEA	**Oakland** Ⓟ *Ref.Mchy.* D.F. E.S.D. *OilEng.* Sub.Sig. *Cruiser Stern* 2*Dks*	6757 5498 4027					1929	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	433·5 P28'B&F394'	59·1	27·1	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"–47¼" 1580NHP AllgemeineElekGesBerlin		G
29594 220362 KDAZ	**Oakmar** (*ex*WilliamCampion, *ex*EasternExporter) 2*Dks*&*Awng dk* D.F. *Fitted for oil fuel*	5766 5507 3573	✠ … 2,21 ✠				1920 5mo	Mitsui Bussan Kaisha,Ld. TamaDykd.	CalmarS.S.Corp.	385·0 FK	51·0	33·7	NewYork Utd.States *WB*	T.3Cy.24⅛",43½"&72"–48" 554NHP MitsuiBussanKaisha,Ld Uno	30 ″ 0	R +
29595 147857 VCGL	**Oakton** *Mchy.Aft Well deck* 1*Dk*	1727 1374 1001	✠ … 7,27 ✠				1923 5mo	A.McMillan&Son,Ld Dumbarton	Gulf&LakeNav. Co.Ld.(R.A.Carter *Mgr.*)	250·2 Q92'F36' FK	43·2	15·5	Montreal British *WB*	T.3Cy.15",26"&42"–30" 89RHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 6	R -
29596 148117 GJQB	**Oakworth** *OilEng.* D.F. *ss*Liv.No.3-10,37 1*Dk*(*Stl*)	4968 4592 3042	✠100A1 5,41 DBS5,41 ✠LMC4,37 ✠LMC(M)3,39	Hul	*y*	CL 12,40	1925 2mo	A.McMillan&Son,Ld. Dumbarton Lloyd'*sA&CP*	DalglieshStm. ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *CellDB*	400·1 P36'B120'F34' FK 356'1301*t FPT*146*t*	53·2	26·9	Newcastle British 8*BHptCem* *APT*163*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" DB*100lb* 489NHP Harland&Wolff,Ld Gls.	29 ″ 7 s 5 ″ 8¼ 24 ″ 2¼	
29597 FNJD	**Oasis** (*ex*Julian-38) D.F. 1*Dk*&*Shelter dk* *CruiserStern*	1327 1034 737					1937	Fredrkstad MekVrksA/S Fredrikstad	Cie.deNav.Mixte (CieNouvelle de Nav.Busck,*Mgrs.*)	250·0 F22'	42·0	13·6	Marseilles French *WB*	C.4Cy.(2)13"&(2)30$\frac{5}{16}$"– 28¾" 82NHP FredrikstadM.V.A/S Fredrikstad		N
29597A	**Oaxaca** Ⓟ (*ex*Hameln-41, *ex*Roland-36) D.F. Sub.Sig. 2*Dks* *CruiserStern*	4351 3886 2609					1921	Akt.Ges. "Vulcan" Stettin	~~PetroleosMexicanosS.A.~~ Cia. Mexicana de Navegación	388·4 len.39 P43'B109'F63'	51·0	26·0	VeraCruz Mexican *WB*	2 steam turbines DR geared to 1 sc. shaft 1068NHP HS5780 NE&B39 DeutscheSchiff-u.Maschb- A.G.WerkA.G.WeserBmn		G
29598 UOYP	**Ob** (*ex*Wassenaar-34) 1*Dk*	2198 1780 1261					1917	WerfGusto Schiedam	U.S.S.R.	267·0 P28'B73'F28'	42·3	18·2	Leningrad Russian	T.3Cy.20",32"&52"–39" 169NHP WerfGusto,Schiedam		
29599 DGXT	**Oberhausen** TwinSc *OilEng.* D.F. 1*Dk* *Mchy.Aft CruiserStern*	1261 994 653					1939	Gutehoffnungshtte AG RheinrftWalsum, Walsum	FranzHaniel&Cie.	253·1 P55'Q135'F27'	37·8	14·0	Duisburg- Ruhrort German *WB*	Oil Engines 4S.C.SA 12Cy.14¾"–21⅝" 243NHP MtrnWerkeMannheimAG		G
29600 PGLF	**Oberon** Ⓟ (*ex*Ussa) 1*Dk*&*Shelter dk*	1996 1667 1046					1911	ClydeS.B. &E.Co.Ld. PortGlasgow	Koninkl.Nederl. Stoomb.Maats. N.V.	295·3	43·2	17·0	Amstrdam Dutch *WB*	T.3Cy.22",35"&59"–39" 217NHP ClydeS.B.&E.Co.Ld.PtGls		V
29601 304 YMCF	**Oberpräsident Delbrück** Sub.Sig. 1*Dk*	1011 829 620					1902	Schömer& Jensen Tönning	F.G.Reinhold	219·3 Q75'B62'F28'	34·3	13·8	Danzig *WB*	T.3Cy.15",24¾"&40⅛"–28" 85NHP Schömer&Jensen,Tönning		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
29602 149665 GNJM	**Observer** *ss*Liv.No.2-36 2*Dks*(*Stl*)	5881 5483 3695	✠100A1 ~~7,41~~ ~~11,40~~4,42 Examined ~~11,40~~ 12,41 ✠LMC MS7,36 BS~~5,40~~7,41	Mch ~~Liv~~ ~~Lon~~ Cff	*a*†	CL N11,40	1928 2mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*361'1170t	420·0 434·1(O.L.) P37'B139'F44' FK *DTa*32'911t*FPT*63t	54·5	30·4	Liverpool British 8*BHptCem* 1 „ *to2nddk* *APT*26t	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 D.Rowan&Co.Ld.Glasgow	32 ″ 7 s6 ″ 4 26 ″ 6¼	
29603 145709 MLBZ	**Obsidian** (*ex*RiverEly) *ss*Bwg.No.3-9,34 *ss*Ayr.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	811 577 404	✠100A1 9,41 ~~3,40~~ BS4,41 ✠LMC6,38	Irv	*k*	CL ~~3,40~~ 9,41	1922 5mo	London& MontroseS.B. &RprgCo.Ld. Montrose *Lloyd'sA&CP*	Wm.Robertson *Cell*	189·2 Q109'B11'F24' FK *DBf*119' 171t *FPT*	30·3	12·5	Glasgow British 3*BHCem* 60t*APT*5t	T.3Cy.14½",24"&40"-27" (*s*) 180lb 99RHP 1SB,*3cf*,GS59,HS2102 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s 4 ″ 2¼ 14 ″ 2½	
29604 PGLJ	**Ocana** *OilEng.* 1*Dk*,*2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	6256 5540 3589	✠100A1 ~~5,41~~ ~~12,40~~11,41 ~~DBS4,40~~ ✠LMC3,38 *CarryingPetroleum in bulk*	~~Sng~~ ~~NYk~~ Shl DBS10,41	*a*†	CL 3,42	1938 3mo	N.V. Wilton- Fijenoord Schiedam *Lloyd'sA&CP*	N.V.Petroleum Maats"LaCorona" *CellDBu E*64'132t	428·1 446·5(O.L.) P87'B38'F48' FK *DTf*25' 257t *FPT*103t	54·6	30·9	Willemstad Dutch 16*BH* *APT*55t	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB*180lb* N.V.Wilton-Fijenoord	31 ″ 0 s5 ″ 6½ 25 ″ 7¾	
29605 164266 GYMP	**Ocean Coast** TwinSc E.S.D. D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks*	1173 845 657					1935	Henry Robb,Ld. Leith	CoastLinesLd.	251·9 B37'F27'	38·2	12·7	Liverpool British *WB*	Oil Engines 2S.C.SA 10Cy.13⅜"-22$\frac{7}{16}$" 312NHP BritishAuxiliariesLd.Gls.		C
29606 170372	**Ocean Transport No.24** WoodSp (*exDumbBarge*A.A.C.No.11-37) *OilEng* 1*Dk*	313 281 247					1910	R.T.Green Co. Boston,Mass.	St.JohnTugBoat Co.Ld.	116·5	30·2	10·2	StJohn,NB British	Oil Engines 2S.C.SA 4Cy.10"-12½" 70NHP *Emade29refitted37* FairbanksMorse&Co. Beloit,Wis.		
29607 DHSB	**Oceana** Ⓟ (*ex*Neptunia, TwinSc *ex*PeerGynt,*ex*Avaré, *ex*SierraSalvada) 3*Dks* D.F. E.S.D. GyC. Sub.Sig.	8791 6822 4982					1913	Bremer Vulkan Vegesack	DeutscheArbeits- frontG.m.b.H. (Hamburg-Amerik Packetf.Akt.Ges. (Ham.Amr.Linie). *Mgrs.*)	439·5 B210'F103'	56·0	35·4	Hamburg German *WB*	T.6Cy.24⅜",40½"&66⅛"-47¼" 600NHP BremerVulkan,Vegesack		G
29608	— TwinSc *OilEng.* 2*Dks* *CruiserStern*	560 350					1937	Atlas- WerkeA.G. Bremen	OttoW.A. Schreiber	180·4	30·2	6·9	Bremen German	Oil Engines 4S.C.SA 16Cy.11"-17$\frac{11}{16}$" 187NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
29609 340 IBJK	**Oceania** Ⓟ QuadSc *OilEng.* *ss*Tri.No.1-37 3*Dks*(*Stl-Weather dk-pt* ws) 4*th dk*(*Stl*)*inNos.*1,2,&3*holds* E.S.D. GyC. *Ref.Mchy.* *CruiserStern*	19507 12836 11752	✠100A1 *withfreeboard* 4,40 ✠LMC CS3,38 DBS7,39 3,38 ✠Lloyd'sRMC4,40	Ven	*m*†	CL Pa4,40 Pf2,40 Sa 2,40 Sf 2,40	1933 7mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd'sA&CP*	"Italia"Soc.Anon. diNav. *CellDB*425'2350t	589·7 556·0 B&F449' FK *DTsa*64' 818t *DTsf*52'284t*FPT*147t	76·7	45·5	Trieste Italian 10*BHptCem* *APT*192t	Oil Engines 2S.C.SA 32Cy.29½"-41¾" 4883NHP 3DB*100lb* Soc.An"Fiat"S.G.M.Turin	45 ″ 6 s10 ″ 0½ 27 ″ 6¼	
			NO LATER SURVEY REPORTED													
29610 8450 SDMT	**Oceanus** *Oil Eng* D.F. E.S.D. 1*Dk* *Mchy. Aft* *Cruiser Stern* *Strengthened for navigation in ice* *Butts of shell&deck plating elec. welded*	*10217* *9364* *6099*	✠100A1 11,41~~11,40~~ ✠LMC11,40 *Carrying Petroleum in bulk*	Got	*e*†	OG	1940 11mo	A/BGöta- verken Gothenburg	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*) *CellDBuE*88'313t *WingTanks in ER*468t	509·0 515·2(O.L.) P96'B36'F64' FK *DTf*24'328t*FPT*130t	64·3	38·6	Stockholm Swedish 11*BH* *APT*405t	Oil Engines 2S.C.SA 8Cy.26¾"-59$\frac{1}{16}$" 2DB*150lb* 992NHP A/BGotaverken,Got.	38 ″ 2 s8 ″ 8½ 29 ″ 8¼	
29611 UOIP	**Ochotsk** (*ex*Apex) Wood *OilEng.* 2*Dks*	789 705 454					1918	National S.B.Co. Seattle,Wash	U.S.S.R.	146·8	36·8	20·7	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.12½"-13⅜" 91NHP AtlasImperialEng Co.SFo		
29612 DONW	**Ockenfels** Sub.Sig. 2*Dks*	7574 7041 4679					1921	J.C.Teck- lenborgA.G Weser- münde-G.	DeutscheDmpfs- fahrts.Ges.Hansa	468·5 P80'B128'F59'	58·5	32·4	Bremen German *WB*	T.3Cy.31½",50⅗"&82$\frac{7}{10}$"- 55$\frac{3}{20}$"&1 LP turbine 665NHP J.C.TecklenborgA.G.Wsm		G
29613 168623 BFVQ	**Octane** *OilEng.* *Mchy.Aft* 1*Dk* D.F. Sub.Sig. *Longitudinal framing* *Carrying Petroleum in bulk*	2034 1506 988					1939	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Ministry ofWar Transport (Bulk OilS.S.Co.Ld. *Mgrs.*)	250·1 P65'B37'F29'	46·0	17·8	Cardiff British	Oil Engines 2S.C.SA 5Cy.20½"-27$\frac{9}{16}$" 369NHP Ch.&Atel.deSt.Nazaire (Penhöet)		V
29614 LJXS	**Octavian** 1*Dk&Shelter dk* D.F. *CruiserStern* *Fitted for oil fuel*	1345 1104 747					1938	Nylands Verksted Oslo	A/SRederiet Julian(Hilmar Reksten,*Mgr.*)	250·9	41·3	14·8	Bergen Norwegian *WB*	C.2Cy.16¾"&33$\frac{7}{16}$"-33$\frac{7}{16}$"& LPturbine withDR gearing &hydraulic coupling 54NHP NylandsVerksted,Oslo		N
29615 207175 WADO	**Octorara** Ⓟ D.F. *Mchy.Aft* 2*Dks&*2*ShadeDks*	4329 — 2652					1910	Detroit S.B.Co. Wyandotte	SandProducts Corporation	340·0	45·2	28·0	Erie,Pa. Utd.States	Q.4Cy.22",31½"45"&65"-42" 274NHP DetroitS.B.Co.Detroit		
29616 204455 WNTW	**Odanah** *Mchy.Aft* D.F. GyC. Sub Sig. 1*Dk*	4658 — 3391					1907	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	420·0	52·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanSB Co.Cleveland		R
29617 4611 SFVR	**Oddevold** (*ex*Odensvold, Iron *ex*Cairngowan) *ss*Sbg.4thNo.3-6,34 *ss*Sbg.No.1-38 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	*1186* *879* *644*	✠100A1 7,41 ~~1,40~~ ✠LMC MS9,38 BS~~8,40~~ 7,41	~~Got~~ Hbg	*n*	OG 5,39	1883 6mo	S.P.Austin &Son Sunderland A&CP	J.Schander(Ingolf Schander,*Mgr.*)	225·4 Q76'B57'F23' FK *Cell DBa* 52' *f*90'	34·0	14·4	Elleholm Swedish 4*BHCem* 323t*APT*36t	C.2Cy.26¼"&53$\frac{9}{16}$"-33" 80lb *100lb* NDB12 124NHP 1SB,*4pf*,GS60,HS1970 Blair&Co.Ld.Stockton	17 ″ 6 s 1 ″ 5¼ 16 ″ 3	
29618 142622 ~~OFBJ~~ VOGD	**Oddvar II** (*ex*Bracciano, *ex*Città diLecce,*ex*WarWizard) D.F. 1*Dk*	~~1897~~ — ~~1071~~ 1897 1665 1071					1918	TheCol- lingwoodS.B. Co.Ld.Col- lingwd,Ont.	~~A/B Oddvar~~ ~~(Cadenius&Grahn~~ ~~A/B)~~ Ministry of WarTransport (Furness,Withy& Co.Ld.*Mgrs.*)	260·6 ~~251·4~~ P55tH158tF6t	43·7	18·1	~~Kotka~~ ~~Finnish~~ St.John's *WB* N.F.L. British	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld.		C

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29619 OYOD	**Odense** Ⓟ *OilEng.* *ss*Cpn.No.3-5,36 1*Dk*(*Stl*)	555 438 251	✠100A1 3,39 ✠LMC CS10,36 DBS7,39 2,40 (SEE FOOTNOTE*)	Cpn	*k*	OG 3,39	1924 10mo *Lloyd*	Helsingörs Jernsk&Msk Elsinore *'sA&CP*	DetForenede DampskibsSelsk. *CellDBa*	181·0|31·3|12·3 P37'B69'F25' FK *&u E*66' 68*t FPT*28*t*	Odense Danish 4*BHptCem* *APT*5*t*	Oil Engines 4S.C.SA 6Cy.15¾"-29½" DB50*lb* 143NHP HolebyDieselmotorFbk. Holeby	13 ″ 6 s1 ″ 2 12 ″ 6½	
29620	**Odenwald** Ⓟ **TwinSc** (*ex*Assuan-38,*ex*Odenwald-35) *OilEng.* *Now* "Blenheim," *see No.*35748 *in Supplement* 2*Dks* Sub.Sig. *CruiserStern*	5098 4467 3007					1923	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6|54·2|27·4 F41'	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.24¾"-38¾" 714NHP AllgemeineElecGes.Berlin		G
29621 DAPY	**Oderstrom** (*ex*Gunther-33, *ex*Corsurf,*ex*Surf) *ss*Shl.No.3-8,09 *ss*Sws.No.2-18 *Well deck* 1*Dk*& *Webframes*	1511 1236 884	✠ ... 4,22 ✠				1896 6mo	S.P.Austin &Son Sunderland	C.Feuerloh G.m.b.H.	251·6|35·2|16·7 P28'Q68'B48'F28' FK	Stettin German *WB*	T.3Cy.20",$32\frac{13}{16}$"&53"-36" 180NHP NB*mde*20*fitted*38 J.Dickinson&Sons,Ld.Sld.	19 ″ 6	G †
29622 DHSC	**Odin** *Mchy.Aft* Sub.Sig. D.F. *CruiserStern* 2*Dks*	5806 4944 2898					1928	Verein Sthl Nordseewrke Emden	Seereederei "Frigga"A.G.	432·5|59·0|23·0	Hamburg German *WB*	C.4Cy.(2)22"&(2)47¼"-47¼" 252NHP A.BorsigG.m.b.H.Berlin		G
29623 OXOS	— Ⓟ **TwinSc** (*Ferry*) D.F. 1*Dk*	1581 1395 626					1910	Akt.Bur- meistr&Wain Copenhagen	DeDanskeStats- baner	290·0|48·5|17·2	Korsör Danish *WB*	T.6Cy.17",28"&45"-24" 198NHP Akt.Burmeistr&Wain,Cpn		V
29624 DAKU	— Ⓟ **TwinSc** Sub.Sig. 2*Dks*3*trB*	1137 1074 466					1902	Oderwerke Act.Ges. Stettin	StettinerDmpfsch. Ges.J.F.Braeun- lich,G.m.b.H.	236·5|33·9|20·8 B12'H-	Stettin German *WB*	T.6Cy.18",28"&46"-28" 224NHP OderwerkeAct.Ges.Stettin		G
29625 OYPD	— Ⓟ 1*Dk*	632 433 319					1910	Kjöbnhvns Flydk.&Skbs Copenhagen	DetForenede DampskibsSelsk.	184·8|31·1|12·5 P115'F24'	Copnhagn Danish *WB*	T.3Cy.16½",27"&48"-30" 126NHP KjbnhavensFlydk&Skbsv		V
29626 5026 SFVW	— Ⓟ **TwinSc** (*ex*NorraFinland) 1*Dk*	*625* *342* *353*					1885	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	168·0|26·5|11·2 P110'H61*t*F37'	Stockholm Swedish	C.4Cy.20"&34"-21" 88NHP MotalaCo.Motala		
29627 SMZC	— (*ex*Odinn-36) *ss*Rjk.No.2-34 1*Dk*(*Stl*-ws)& D.F. E.S.D. 2nd*Dkforward&aft*	512 451 176	✠ ... 12,36 ✠	Rjk			1926 6mo	Kjöbnhvns Flydk.&Skbs Copenhagen	SwedishGovern- ment(Kungl- Tullverket) *CellDB*	169·4|27·7|16·3 F27'len27 BK7" *f*35'33*tDTsf*40*t*&	Swedish 4*BHCem* 17*tFPT*10*t*	T.3Cy.16½",27"&44"-30" 160NHP 2SB,4*cf*,GS80,H2960 KjbnhavensFlydk.&Skbsv	15 ″ 9	
29628 220880 KDID	**Oduna** Ⓟ (*ex*Medon) 2*Dks* *Fitted for oil fuel*	3474 2991 2071	✠ ... 1,21 ✠				1920 12mo	Hanlon D.D.&S.B.Co Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7|46·0|24·4 P26'B79'F34' FK	NewYork Utd. States *WB*	T.3Cy.24",39"&65"-42" AllisChalmers 274NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	R †
29629 906 SVAP	**Odysseus** (*ex*Ellin-36) *ss*Pir.2ndNo.3-5,38 1*Dk*(*Stl*)&*Shelterdk*(*Irn*)&*Webframes* *Longitudinalframing* *Tonnage opening closed*'40	~~4577~~ ~~4035~~ ~~2780~~	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~~~8,40~~1,42 BS1,42 ~~BS11,40~~ ✠LMC5,38	~~Shi~~ ~~Phl~~Cff	*y*	CL ~~6,39~~ ~~1,42~~ 11,41	1913 3mo *Lloyd*	Short Bros. Ld. Sunderland *'sA&CP*	P.A.Yannoulatos *CellDBa*	390·0|52·0|23·9 405·5(O.L.) FK 117' *uE*	Piræus Greek 6*BHCem* &*B*40' *f*171'	T.3Cy.25½",42½"&72"-48" 180lb (*s*) 386NHP 2SB,8*cf*,GS162,HS5869 J.Dickinson&Sons.Ld.Sld. 1332*tFPT*143*tAPT*320*t*	34 ″ 2 s9 ″ 6¾ 24 ″ 9¾	
29630 PGLU	— (*ex*Star,*ex*Rudolf) Sub.Sig. 1*Dk*	1057 831 606					1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	215·8|34·2|14·1 P23'B59'H49'F26'	Amstrdam Dutch *WB*	T.3Cy.$17\frac{7}{10}$",$28\frac{15}{20}$"&$47\frac{3}{10}$"- $33\frac{3}{5}$" 129NHP Frd.KruppA.G.Kiel		VL
29631 LOFF	**Oeste** (*ex*Neptun) 1*Dk* *Mchy.Aft* *Fittedforoilfuel* Sub.Sig.	1405 — 801					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Cia.Argentina de Nav.Mihanovich Ltda.	250·0|37·5|12·8 P&B59'F8'	Bns.Aires Argentine *WB*	T.3Cy.17¾",28½"&45¼"-29½" 110NHP OttensenerMaschf.Altona		G
29632 LEOF	**Ofoten** Ⓟ (*ex*Namsos, **Iron** *ex*Katzjarloff) 1*Dk*&*ptAwngdk*	320 302 176					1871	Pattison& Atkinson Newcastle	A/S Saltens Dampskslsk	125·4|20·1|16·6 P109*t*H18*t*F30*t* len95	Bodö Norwegian *WB*	C.2Cy.17"&31"-20" 36NHP Pattison&Atkinson.Nwc.		
29633 2075 ICBM	**Ogaden** Ⓟ (*ex*Naxos-36,*ex*Saxon Prince,*ex* *ss*Hfs.2ndNo.3-11,30 Glenaffric) 2*Dks*(*Stl*)&*deepframing* D.F.	4553 — 2763	✠ 12,35 ✠	Lkr	*x*		1905 3mo	C.Connell &Co.Ld. Glasgow	IgnazioMessina &C. *CellDBa*1	391·4|49·7|26·6 376·9 P39'B112'F46' FK 10'*u E*&*B*42' *f*173'	Genoa Italian 6*BHCem* 976*tAPT*32*t*	T.3Cy.25½",42"&68"-48" 423NHP 2SB,6*cf*,GS118,HS6044 Dunsmuir&JacksonLd.Gls	28″10	I †
29634 10089 JOGD	**Ogasawara Maru** **TwinSc** GyC. (*CableVessel*) D.F. 2*Dks*	1404 1282 600					1906	MitsuBishi Dkyd&EWks Nagasaki	Govnmt.ofJapan (Department of Communications)	243·2|34·0|22·3 B73'	Tokyo Japanese	T.6Cy.14½",24"&40"-30" 176NHP MitsuBishiD.&E.Wks.Nag		
29635 41328 JJDK	**Ogasima Maru** *OilEng.* *Mchy.Aft* 2*Dks*	1425 1140 918					1936	Mitsubishi JukogyoK.K Yokohama	NakagawaKisen K.K.	241·6|37·0|19·7 P62'B25'F24'	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 6Cy.$17\frac{11}{16}$"-23⅝" 183NHP MitsubishiJukogyoK.K. Yka.		
29636 142837 GCBZ	**Ogmore Castle** (*ex*Backworth-39) *ss*Shl.No.3-10,32 *ss*Bly.No.1-37 D.F. 1*Dk*(*Stl*) *Cruiser Stern*	2481 2244 1442	✠100A1 1,42~~12,40~~~~10,41~~ Examined 10,41 BS3,42 ✠LMC12,40	~~Nwe~~ Cff	*t* Shl	CL ~~11,40~~ 1,42	1919 8mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow *'sA&CP*	BranchS.S.Co.Ld.	302·9|42·9|20·7 P32'B80'F33' FK *Cell*	Cardiff British 6*BHCem* *DB*260'669*t*	T.3Cy.22",36½"&59"-39" (*s*) 180lb ~~400lb~~ 262NHP 2SB,6*cf*,GS124,HS4426 Dunlop,Bremner&Co.Ld. *FPT*72*tAPT*170*t*	23 ″ 0 s3 ″ 4¾ 19 ″ 10	
29637 LKIN	**Ogna** *OilEng.* *CruiserStern* 1*Dk*&*Shelterdk*	4998 4403 2957					1939	Bremer Vulkan Vegesack	A/S J.Ludwig MowinckelsRederi	414·3|55·7|25·0 F23'	Bergen Norwegian	Oil Engines 2S.C.DA 5Cy$23\frac{9}{16}$"-$43\frac{5}{16}$" 970NHP BremerVulkan,Vegesack		N
29638 218408 KINB	**Ogontz** 2*Dks*&*Webframes* D.F. *Fitted for oil fuel*	5037 4740 3192	✠ ... 6,20 ✠				1919 7mo	American International S.B Corp. HogIslandPa	Intercoastal PackingCo.	390·0|54·2|27·6 P39'B122'F43' FK	Juneau Utd.States *WB*	DR gearedsteamturbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
29639 220 YLGL	**Ogre** (*ex*SelmaB.-39,*ex*Nuorla-36, *ex*Nautilus) *Mchy.Aft* 1*Dk*	333 257 173					1918	Gebrs.van derWindt Vlaardingen	Kopredereja "Ogre"(J.Sausins, *Mgr.*)	132·4|23·3|10·3 P32'B8'F16'	Riga Latvian *WB*	T.3Cy.11⅞",18¾"&30¾"-22" H.Versteig, 45NHP NederHardingsveld		V

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
29640 32369 JRSB	**Ogura Maru No. 1** (*ex*OguraMaru–38) *OilEng.* *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	7270 6829 5004					1929	Mitsubishi ZosenKaisha Ld. Nagasaki	OguraSekiyuK.K.	430·0 P99'B33'F44'	57·0	34·5	Yokohama Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$"–41$\frac{3}{4}$" 582NHP MitsubishiZosenKaishaLd.		C
29641 36353 JFVC	**Ogura Maru No. 2** *OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	7311 6829 5049					1930	Mitsubishi ZosenKaisha Ld. Nagasaki	OguraSekiyuK.K.	430·0 P99'B33'F45'	57·0	34·5	Yokohama Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$"–41$\frac{3}{4}$" 582NHP MitsubishiZosenKaishaLd.		C
29642 32808 JPEB	**Ogura Maru No. 3** TwinSc (*ex*KoyoMaru–38, *ss*Yka.No.3–3,27 *ex*Athelrill, *Fitted for oil fuel* *ex*California, 2*Dks*&*Web frames* *ex*Limeleaf) *CarryingPetroleum in bulk*	7350 6842 4322	✠ … 5,31 ✠				1916 12mo	Barclay, Curle&Co Ld. Glasgow	OguraSekiyuK.K.	450·6 P44'B161'F42' FK	58·2	32·7	Yokohama Japanese *WB*	T.6Cy.21",35$\frac{1}{2}$"&61"–45" 830NHP Barclay,Curle&Co.Ld.Gls.	35 ″ 6	C †
29643 33313 JQLB	**Oha Maru** 1*Dk* *Fitted for oil fuel*	989 849 574					1928	KobeSteel Works Harima	KitaKabafuto SekiyuK.K.	220·4 P20'B56'F28'	34·0	17·0	Tokyo Japanese *WB*	T.3Cy.15$\frac{1}{2}$",26"&42$\frac{1}{2}$"–32" 102NHP KobeSteelWorks,Harima		
29644 HPJI	**Ohio** (*ex*LeHavre–39) *OilEng.* D.F. 1*Dk*,2*nd dk in mchy.space* *Mchy.Aft* E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck in centre tanks*	*10191* *9282* *6317*	✠100A1 ~~4,41~~ 8,40 11,41 ✠LMC1,39 *CarryingPetroleum in bulk*	~~Sba~~ ~~SFo~~ Sba	*f*†	CL N11,41	1939 1mo *Lloyd's*A&CP	Deutsche WerftAG Bet Finkenwrder Hamburg	MaritimeTrading Ld.(Leif Höegh& Co.A/S,*Mgrs.*) *CellDBuE*	505·7 528·4(O.L.) P115'B29'F62' FK 43'67t *DTf*32'679t	68·9	36·4	Panama Pnamanian 17*BHptCem* *FPT*254t A	Oil Engines 2S.C.DA 7Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1356NHP 2DB180lb&DB(WT)180lb Maschinenfbrk-Augsburg- NürnbergA.G.Augsburg *PT*106t	36 ″ 4 s 7 ″ 5$\frac{3}{4}$ 29 ″ 2$\frac{1}{4}$	
29645 239732 WEXV	— D.F. E.S.D. GyC. 1*Dk* *CruiserStern* *Longitudinal framing at bottom & in centre tanks & at deck* *Mchy.Aft* *Bottom & deckplating & butts of sideplating electrically welded*	9265 7476 5405	✠ … 11,41 ~~BS6,41~~ ✠~~LMC6,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,40 *F.P. above* 150°F.	Phl	*f*† 2$\frac{1}{4}$	CL	1940 6mo *Lloyd's*A&CP	SunS.B.& D.D.Co. Chester,Pa.	TheTexasCompany *CellDBuE&B* 89'329t	488·8 513·8(O.L.) P116'B36'F60' FK *DTsf*52'710t *FPT*	68·3	36·2	Wilmgton (Del.) Utd.States 16*BHptAsp* 155t *APT*89t	2 steam turbinesDRgeared to 1 sc.shaft 510lb FD (*s*) 1718NHP 2WTB(Spt465lb),HS10110 WestinghouseElec.&Mfg. Co.Essington,Pa.		
29646 26811 JOHD	**Ohio Maru** *ss*Kob.No.3–11,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5873 5590 4254	✠ … 4,35 ✠	Kob	*y*		1920 5mo	Kawasaki DockyardCo. Ld. Kobe	HakuyoKisenK.K. *CellDB*334'1118t	385·0 FK *Collision* *FPT*126t*APT*93t	51·0	36·0	Hashidate Japanese *Cem* *BHtoAwdk* 5 „ „ *U* „	T.3Cy.26",43$\frac{1}{2}$"&72"–48" 437NHP 2SB&AuxSB,8*cf*,GS154, HS5636 KawasakiDockyardCo.Ld.	36 ″ 0	C †
29647 219551 KUBL	**Ohioan** (*ex*Willsolo–37, *ex*GoldenWall–34, 1*Dk*2*trB*&*Shelter dk* *ex*Pawlet) *Longitudinal framing* D.F. *Fitted for oil fuel*	6078 5563 3776					1919	GMStandi- ferCnst.Corp. Vancouver, Wash.	American- HawaiianS.S.Co.	401·4 P48'B81'F37'	53·2	31·9	NewYork Utd.States *WB*	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&72"–41" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
29648 45392 JCIN	**Oi Maru** *OilEng.* *Mchy.Aft* *CruiserStern*	397 — 272					1939	Mitsubishi JukogyoK.K Hikoshima	SankyoKaiunK.K.	141·0	24·6	11·8	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.11$\frac{5}{8}$"–17$\frac{5}{16}$" 79NHP HanshinTekkosho,Kobe		
29649 1665 JNZH	**Oigawa Maru** Ⓟ TwinSc 2*Dks*	575 554 323					1897	Shirato Takahisa Osaka	SetsuyoSyosen K.K.	176·8	24·6	16·3	Osaka Japanese	T.6Cy.12",18$\frac{1}{2}$"&31"–22" 90NHP OsakaIronWorks,Osaka		
29650 168 OHBF	**Oihonna** Ⓟ D.F. *ss*Abo.3rdNo.3–5,34 *ss*Hfs.No.1–38 1*Dk*(*Stl*–ws)&*Awng dk*&*Webframes*	1096 — 563	✠100A1 *Awng dk* *withfreeboard* 5,40 BS5,39 ✠LMC5,38 NO LATER SURVEY REPORTED	Abo	*l*	CL 5,40	1898 5mo *Lloyd's*A&CP	Gourlay, Bros.&Co. Dundee	FinskaÅngfAktieb *Cell*	211·9 200·8 *DBuE&B*53'64t*FP*	31·2	22·7 13·6 BK6$\frac{1}{2}$"	Helsingfrs Finnish 5*BHCem* *T*7t*APT*35t	T.4Cy.21",33"&(2)38"–33" 170lb (*s*) 240NHP 2SB,6*rf*,GS116,HS3688 FD GourlayBros.&Co.Dundee	23 ″ 4 s 8 ″ 5 15 ″ 8	
29651 160629 GSNZ	**Oilreliance** *OilEng.* *ss*Liv.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	5666 5214 3427	✠100A1 10,41 ~~12,40~~ Examined ~~12,40~~ 10,41 ~~DBS~~ ~~4,41~~ ✠LMC8,36 DBS3,42 ✠LMC(M)4,39 *CarryingPetroleum in bulk*	Hul	*z*	CL 3,40	1929 1mo *Lloyd's*A&CP	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	BritishOil ShippingCo.Ld. (A.A.Rapp,*Mgr.*) *CellDBuE*57'170t *DTf*39'427t	410·0 424·0(O.L.) P89'B28'F39' FK *FPT*76t*APT*103t	53·5	31·0	London British 15*BHptCem* (10 *to U dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 7Cy.23$\frac{5}{8}$"–47$\frac{1}{4}$" 676NHP NDB(s)30 150lb DB(P)150lb Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 9 25 ″ 7$\frac{3}{4}$	
29652	**Oilshipper** (*ex*Gilda TwinSc Ambatielou–37,*ex*Bolbec, *ex*Chaudronnier) 1*Dk* *Mchy.Aft* *Carrying oil in bulk* *Fitted for oil fuel*	*1138* — *564*					1920	Forg.&Ch. delaMédit. LaSeyne	AugustDemberg	219·4 P75'F29'	34·2	12·3	Panama Pnamanian *WB*	T.6Cy.12$\frac{1}{4}$",19$\frac{7}{10}$"&31$\frac{9}{16}$"– 16$\frac{1}{2}$" 80NHP Forg.&Ch.delaMédit.Msl.		C
29653 OFDM	**Oinas** (*ex*Borgila–39) 4Mst 1*Dk* D.F.	1423 — 818					1910	Fredrkstad Mek.Værks Fredrikstad	HelsinginLloyd (H.Janhonen, *Mgr.*)	243·0 P47tH54t	38·4	17·1	Helsingfrs Finnish *WB*	T.3Cy.18",29$\frac{1}{2}$"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
29654 FOJR	**Oiseau des Iles** Aux3MstSr *ss*PapeeteNo.1–40 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*–teak s) (*See Sailing Ship Register*)	398 287 178	✠100A1 9,40 ✠LMC9,40	Papeete		CL 9,40	1935 8mo *Lloyd's*A&CP	S.A.des AnciensCh. Dubigeon Nantes	Cie.Françaisedes Phosphates de l'Océanie	146·4 P44'F35' FK&ballast keel8$\frac{1}{2}$" *CellDB*51'66t	27·9	9·6	Papeete French 4*BHCem* *APT*21t	Oil Engines 2S.C.SA 5Cy.11$\frac{3}{16}$"–15$\frac{3}{4}$" 123NHP Atel.&Ch. delaLoire, St.Denis	12 ″ 6	
29655 10335 JKSE	**Oita Maru** Ⓟ 2*Dks*	712 636 414					1907	OsakaIron Works Osaka	OsakaSyosenK.K.	186·8	26·3	18·1	Osaka Japanese	T.3Cy.13$\frac{3}{8}$",21$\frac{1}{2}$"&36"–27" 67NHP OsakaIronWerks,Osaka		
29656 YQSO	**Oituz** (*ex*Leros,*ex*Hornsund) 1*Dk*&*Shelter dk*	2686 — 1699					1905	Akt.Ges. "Neptun" Rostock	RoumanianState MaritimeService	291·3	44·0	23·7	Cnstantza Roumanian *WB*	T.3Cy.20$\frac{1}{2}$"35$\frac{7}{16}$"&55$\frac{7}{8}$"–37$\frac{3}{8}$" 192NHP A.G."Neptun,"Rostock		V
29657	**Oity** (*ex*Maistas–38,*ex*Coldair–36, *ex*Kongsdal,*ex*Liana,*ex*Denetown, *ex*Ernst) 1*Dk*	641 473 347					1915	Hlsingbrgs VarfsAktieb. Helsingborg	Cia.Commercio e Navegação	175·1	30·1	12·0	R.Janeiro Brazilian *WB*	C.2Cy.16$\frac{3}{4}$"&31$\frac{1}{2}$"–21$\frac{1}{16}$" 38NHP HelsingborgsVarf.Aktieb.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29658 YVAD	**Ojeda** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & in trunk*	2815 1933 1572	✠100A1 3,41 ~~8,40~~ 9,41 BS3,41 ~~BS1,40~~ ✠LMC1,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,38 *F.P. above* 150° F.	Cco	*u*	CL ~~8,30~~ P9,41 S8,40	1938 1mo	NVRotter-damDroogd. Maats. Rotterdam *Lloyd'sA&CP*	Caribbean Petroleum Company,Ld.	326·1 339·2(O.L.) P94'F42' FK *Trunk*190' *DTa*29*tDTf*121*tFPT*38*t*	49·6	15·2	Maracaibo Venezuelan 14*BHptAsp* *APT*106*t*	T6Cy.$15\frac{3}{8}$″,25″&$40\frac{3}{16}$″–$27\frac{9}{16}$″ 180lb (*s*) 366NHP 2WTB,HS6520 FD N.V.Rot.Droogd.Maat Rot	15 ″ 0 s 1 ″ $2\frac{1}{2}$ 13 ″ $10\frac{7}{8}$	
29659 UOBW	**Oka** (*ex*Balaton-33,*ex*Nordafrika, *ex*WalterFischer, *ex*Calicorock) *ss*N.Ns.No.3-9,29 1*Dk*(*Stl*)	2274 2024 1345	✠ 12,33 ✠	Kel	*r*		1918 10mo	ToledoS.B. Co. Toledo,O.	U.S.S.R. *CellD*	254·9 P25'B64'F23' FK *B*208' 539*t FPT*59*t*	43·0	22·3	Leningrad Russian 4*BHCem* *APT*39*t*	T.3Cy.$20\frac{1}{2}$″,33″&54″–40″ 260NHP 2SB,4*cf*,GS88,HS3780 ToledoS.B.Co.Toledo,O.	24 ″ 2	
29660 37548 JFWE	**Okesa Maru** Ⓟ *OilEng.* 1*Dk*	488 319 271					1932	Mitsubishi ZosenshoK.K Kobe	SadoKisenK.K.	160·0	27·0	12·7	Ryotsu Japanese	Oil Engines		
29661 UOIP	**Okhotsk** (*ex*Henner-32,*ex*Wigbert) Sub.Sig. 2*Dks*	3367 2984 1927					1912	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	342·8 P&B227'F43'	48·1	22·4	Vladvostk Russian *WB*	T3Cy.24″,$41\frac{3}{16}$″&$68\frac{9}{16}$″–$45\frac{1}{8}$″ 324NHP J.Frerichs&Co.A.G.Ostlz.		
29662 UPFW	**Okhta** (*ex*Breitenburg-35,*ex*Olympia, *ex*Justin,*ex*Mirfak,*ex*Ed.Munch) 1*Dk*	1357 1179 794					1918	NVBoele's Scheepsw. Slikkerveer	U.S.S.R.	239·0 P36'B59'F25'	36·2	16·7	Leningrad Russian *WB*	T.3Cy.$18\frac{1}{2}$″,30″&48″–36″ 138NHP NvBoele'sScheepswBolnes		
29663 33587 JFDF	**Oki Maru** Ⓟ 2*Dks* *CruiserStern*	499 393 222					1928	Fujinagata Dockyard Osaka	Simane-kenOki-nokuniSaigo-mati &11SonKumiai	150·0 F9'	26·0	15·5	Saigo Japanese	T.3Cy.12″,20″&33″–24″ 53NHP FujinagataDckyrd.Osaka		
29664 42276 JFTF	**Oki Maru No. 2** Ⓟ *OilEng.*	466 — 231					1936	Mitsubishi JukogyoK.K Kobe	Simane-kenOki-nokuniSaigo-mati &11SonKumiai	155·1	26·0	13·8	Saigo Japanese	Oil Engines 4S.C.SA 6Cy.$13\frac{3}{4}$″–$20\frac{1}{2}$″ 111NHP MitsubishiJukogyoK.K.		
29665 1601 JOND	**Okinawa Maru** TwinSc (*CableVessel*) D.F. 1*Dk&Spar dk&Webframes*	2254 1962 1289	✠ ... 10,00 ✠				1896 4mo	Lobnitz& Co. Renfrew	KonanKisenK.K. (HindoKisenK.K. *Mgrs.*)	296·5 B94' 24·4 BK8″	40·0	13·5	Tokyo Japanese *WB*	T.6Cy.$18\frac{3}{16}$″,$30\frac{1}{16}$″&48″–36″ 313NHP Lobnitz&Co.Renfrew	24 ″ 7	
29666 22004 JQGE	**Okinoyama Maru** (*ex*SakaiMaruNo.3) 1*Dk*	984 843 608					1917	OsakaIron Works Osaka	OkinoyamaTanko K.K.	193·7 *WB*	31·2	18·5	Nishino-miya Japanese	T.3Cy.14″,$23\frac{1}{2}$″&40″–30″ Okamoto 88NHP Kosakusho,Osaka		
29667 36031 JORH	**Okinoyama Maru No. 3** *OilEng.* *Mchy.Aft* 1*Dk*	871 703 609					1930	Osaka Iron Works Osaka	OkinoyamaTanko K.K.	180·0 P42'F26' *WB*	31·0	18·0	Nishino-miya Japanese	Oil Engines 4S.C.SA 6Cy.$11\frac{7}{16}$″–$16\frac{15}{16}$″ 76NHP KobeSteelWorks,Kobe		
29668 37468 JOUH	**Okinoyama Maru No. 5** *OilEng.* *Mchy.Aft* 1*Dk*	1544 1267 840					1932	OsakaIron Works,Ld. Osaka	OkinoyamaTanko K.K.	251·0 P59'B15'F30' *WB*	39·0	19·0	Nishino-miya Japanese	Oil Engines 4S.C.SA 6Cy.$18\frac{1}{8}$″–$29\frac{1}{8}$″ 190NHP KobeSteelWorks,Kobe		
29669 46267 JGFM	**Okitu Maru** *CruiserStern*	6666 — 3958					1939	Harima S.B.&Eng. Co.Ld. Harima	NipponYusenK.K.	437·2	58·5	32·8	Tokyo Japanese	2 steam turbines DR geared to 1 sc. shaft IshikawajimaS.B.&E.Co. Ld.Tokyo		C
29670 219832 KUMM	**Oklahoman** (*ex*GoldenHarvest-37, *ex*WestCalera) 2*Dks* D.F. *Fitted for oil fuel*	5508 — 3411					1920	Western Pipe&Steel Co. SFrncisco	American-HawaiianS.S.Co.	410·5 P46'B112'F46'	54·0	27·1	NewYork Utd. States *WB*	T.3Cy.$24\frac{1}{2}$″,$41\frac{1}{2}$″&72″–48″ Joshua 359NHP HendyCo.SanFrancisco		R
29671 Now SPBX	**Oksywie** sailing as "St.Hubert" *OilEng.* 1*Dk, except in after hold, & Shelter dk* D.F. *Cruiser Stern* *Strengthened for navigation in ice*	766 — 342	✠100A1 *withfreeboard* 5,40 ✠LMC3,38 SURVEYS DELAYED	Mdb	*l*	CL 5,40	1938 3mo	Crichton- VulcanA/B Åbo *Lloyd'sA&CP*	'ZeglugaPolska' S.A.(PolishS.S. Agency,Ld.*Mgrs.*) *CellDB*120'166*tF*	188·4 197·1(O.L.) FK (2*BH including Coll* *PT*24*tAPT*34*t*	33·5	18·5	Gdynia Polish 4*BHptCem* *BHtoSh dk* 2 „ „2*nd*„)	Oil Engines 2S.C.SA 5Cy.$13\frac{3}{8}$″–$22\frac{7}{16}$″ 157NHP DB*43lb* Atlas-DieselA/B,Skm.	13 ″ 5 s ″ 2 13 ″ $4\frac{1}{4}$	
29672 29849 JYGA	**Okuni Maru**(*ex*OhkuniMaru-39, *ex*DaikokuMaru, *ex*Araluen, *ex*Scharzfels) *ss*Kob.3rdNo.3-2,37 1*Dk*(*Stl*)*&Spar dk*(*Stl-pt* teak s)*&Web frames*	5633 5336 3559	✠100A1 *Spar dk* 4,41 ~~1,30~~ ✠LMC4,41 ~~4,39~~	Kob	*z*	CL 4,39	1901 7mo	Wigham Richrdsn&Co Ld Newcastle *Lloyd'sA&CP*	NaigaiKisenK.K. *CellDBa*142'*u*	420·0 28.6 P60'B96'F48' BK11″ *E*27'*f*177'1115*t AP*	55·1	20·5	Amagasaki Japanese 6*BHCem* *T*40*t*	Q.4Cy.24″,34″,51″&74″–54″ 210lb (*r*) 494NHP 3SB,9*cf*,GS150,HS6303 FD WghmRchrdsn&C.LdNwc	31 ″ 4	
29673 44936 JDIM	**Okuyo Maru** 1*Dk* *CruiserStern*	2904 2530 1677					1938	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	305·4 P24'B80'F29'	42·7	26·2	Tokyo Japanese *WB*	T.3Cy.$20\frac{11}{16}$″,$34\frac{7}{16}$″&$57\frac{1}{16}$″–$43\frac{5}{16}$″ HS2547 202NHP MitsubishiJukogyoK.K.		
29674 UOIW	**Ola** (*ex*Vegesack-33) Sub.Sig. 2*Dks*	1566 1388 933					1920	Bremer Vulkan Vegesack	U.S.S.R.	237·7 B38'F31'	36·0	19·5	Vladvostk Russian *WB*	T3Cy.$16\frac{5}{16}$″,$26\frac{3}{4}$″&$44\frac{1}{8}$″–$29\frac{1}{2}$″ 106NHP BremerVulkan,Vegesack		
29675 OZMC	**Olaf** *ss*Els.3rdNo.3-5,33 *ss*Cpn.No.1-38 D.F. 1*Dk*(*Irn*)*&deep framing*	1920 1716 1181	✠100A1 3,40 BS11,38 ✠LMC8,37 (SEE FOOT NOTE *)	Ant	*r*	OG 3,40	1897 3mo	W.Gray& Co.Ld. WHartlepool A&CP	DetForenedeDamp-skibsSelskab *CellDB*	280·5 290·7(O.L.) P29'B69'F25' FK *a&uE*108'*f*118'517*t*	39·7	18·6	Copnhagn Danish 4*BHCem* *APT*38*t*	T.3Cy.21″,33″&56″–36″ (*s*) 160lb 198NHP NDB01*refitted*20 2SB,4*rf*,GS63,HS3110 Cen.Mar.Eng.WrksWHpl.	21 ″ 0 s 3 ″ $0\frac{1}{4}$ 18 ″ 2	
29676 LCVZ	**Olaf Bergh** (*ex*Rigi) 2*Dks*	5811 5572 3637	✠ ... 1,23 ✠				1921 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Eie'sRederiA/S (Bergh&Helland, *Mgrs.*)	400·0 F38'*onShelter dk* FK	53·0	32·8	Bergen Norwegian *WB*	T.3Cy.27″,45″&75″–51″ 569NHP Richardsons,Westgarth&Co.Ld.Hpl.	35 ″ 5	N †
29677 LJGK	**Olaf Fostenes** *OilEng.* *Ref.Mchy.* 1*Dk, 2nd dk for fruit cargo, 3rd dk in forward holds sparred* D.F. *CruiserStern* *for fruit cargo*	2994 2618 1757	✠100A1 *withfreeboard* 2,42 Examined2,42 DBS8.41 ✠LMC11,36 ✠LMC(M)12,38 ✠Lloyd'sRMC~~10,40~~ 3,42 ~~10,41~~ for temp. 33°F	~~Liv~~ ~~Mtl~~ Npt	*u*	CL N9,39	1936 11mo	Helsingörs Jernsk&Msk. Elsinore *Lloyd'sA&CP*	LarsFostenes RederiA/S(Lars Fostenes,*Mgr.*) *CellDB*262'535*t tanks at sides of tunnel*25'	322·5 335·7(O.L.) F44' FK 81*tFPT*19*tAPT*87*t*	45·8	26·7	Haugesnd Norwegian 6*BHptCem* (*Coll to Wthr dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 9Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 606NHP DB*70lb* Akt.Burmeistr&Wain,Cpn	28 ″ 10 s 8 ″ 9 20 ″ $3\frac{1}{4}$	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
29678 ~~233732~~ ~~WOFF~~	**Olancho** **TwinSc** *ss*Mob.No.3-12,32 *ss*Bal.No.2-41 ~~*ss*Mob.No.1-37~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	2493 1374 1536	✠100A1 *Shelter dk with freeboard* ~~5,41~~ ~~4,40~~ 1,42 5,41 ~~BS4,40~~ ✠LMC~~3,37~~ *Fitted for oil fuel* 2,2 *F.P. above* 150° F.	~~NOs~~ ~~Bal~~NYk	*s*	CL S4,40 PN1,42	1921 2mo	Newburgh Shipyd.Inc Newburgh, N.Y. A&CP	EmpresaHondureña de Vapores (UnitedFruitCo, *Mgrs.*)	301·3 FK *CellDB*256'491*t* *FPT*22*t* *APT*34*t*	42·3	22·6	Puerto Cortez Honduran *Asp* 3*BHtoSh dk* 2 „ „ *U* „	T.6Cy.18",30½"&48"-33" (*s*) 185lb 492NHP 3SB,*9cf*,GS173,HS8280 FD VulcanIronWorks, JerseyCity,N.J.	25 ″ 0 s8 ″ 9½ 16 ″ 7	
29679 7777 SHLR	**Oland** Ⓟ *CruiserStern* 1*Dk*	429 235 198					1931	Oskrshmns M.V.& Skpsdk.A/B Oskarshamn	Kungl.General-poststyrelsen	119·9	28·1	12·6	Stockholm Swedish *WB*	T.3Cy.$14\frac{3}{8}$" $23\frac{13}{16}$"&$38\frac{31}{32}$"-27" 79NHP OskarshamnsM.V.Aktieb.		
29680 144057 MKDY	**Olavus** *ss*Nwc.No.3-6,34 *ss*Nwc.No.1-39 1*Dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted*	1294 1088 759	✠100A1 6,41 ✠LMC MS5,39 BS3,41	Cff		CL 4,40	1920 9mo	C.Renoldson&Co. SouthShields *Lloyd'sA&CP*	OhlsonSteamship Co.Ld.(SirEric Ohlson,Bart).	230·0 241·0(O.L.) P20'B65'F28' FK *CellDB*196'393*t*	36·7	15·8	Hull British 4*BHCem* *APT*50*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 199NHP 2SB,*6pf*,GS98,HS3672 ShieldsEng.&D.D.Co.Ld.	18 ″ 0 s 2 ″ 1 16 ″ 1	
29681 DOGS	**Olbers** Sub.Sig. *OilEng.* *CruiserStern* 1*Dk*	1236 955 594					1925	Deutsche WerkeA.G. Kiel	Dampfschifffahrts Ges.Neptun	233·6	36·1	14·3	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$37\frac{7}{16}$" 224NHP DeutscheWerkeA.G.Kiel		G
29682 403 IBIZ	**Olbia** Ⓟ **TwinSc** *OilEng.* 2*Dks*	3514 — 2043					1929	Soc.Ancn. Ansaldo SestriPnente	"Tirrenia"Soc. Anon.diNav.	324·0	43·8	21·4	Naples Italian *WB*	Oil Engines 2S.C.DA 6Cy.$23\frac{3}{8}$"-$35\frac{3}{8}$" 1167NHP CantOff.Savoia,Crnigliano		I
29683 142670 GSBP	**Olcades** (*ex*BritishBeacon-36) *ss*Pts.No.3-10,30 *Mchy.Aft* *ss*Nwc.No.2-38 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6891 6297 4065	✠100A1 12,41 ~~3,40~~ BS12,41 ✠LMC MS11,38 ~~BS3,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,18 *F.P. above* 150°F.	~~Sng~~ PNl	*a*†	CL ~~10,38~~ 12,41	1918 10mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	TheAdmiralty	430·1 P99'B33'F56' FK *CellDBuB*34'107*t* *DTf*43'640*t* *FPT*164*t*	57·0	33·0	London British 19*BHCem* (14 „ *to Udk* 5 „ *2nd* „) *APT*60*t*	T.3Cy 27",45"&75"-54" (*s*) 190lb 634NHP 3SB,*12cf*,GS235,HS9666 FD Wrkman,Clark&Co.LdBel	33 ″ 7 s 6 ″ 7½ 27 ″ 2	
29684 DHSF	**Oldenburg** Ⓟ Sub.Sig. 2*Dks* D.F. GyC.	8537 7488 4908					1923	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	471·1 P64'B170'F46'	58·2	32·4	Hamburg German *WB*	T.3Cy.$32\frac{5}{16}$",$52\frac{13}{16}$"&$86\frac{5}{8}$"-55" &low pressure turbine 769NHP FlensburgerSchiffsb.Ges.		G
29685 DNPL	— (*ex*Greenbrier-33,*ex*Pungo) Sub.Sig. *Ref.Mchy.* D.F. E.S.D. GyC. 4*Dks*	4595 4128 2750					1914	J.C.TecklenborgA.G. Wesermünde-G	"Midgard" DeutscheSeeverkehrs-A.G. ("Union"Handels u Schiffahrtsges. m.b.H.*Mgrs.*)	386·7 B155'F53'	49·2	30·0	Nordnham German *WB*	T.3Cy.$28\frac{1}{10}$",$45\frac{3}{10}$"&74"-$53\frac{1}{5}$" 400NHP J.C.TecklenborgAG.Wsm		C
29686 DNBB	— Sub.Sig. *Ref.Mchy.* 1*Dk* D.F. E.S.D. *CruiserStern*	2312 1715 1223					1936	Deutsche WerftAGBet Reihstgwrft Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	287·9 P16'B262'F34'	45·8	18·1	Oldenburg German *WB*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$"-$35\frac{7}{16}$"&LPturbine withDR gearing & hydraulic coupling HS4090 304NHP DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.		G
29687 221113 KDQG	**Oldham** *OilEng.* Sub.Sig. 2*Dks* GyC. *Longitudinal framing*	6173 — 3820					1921	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5 P60'B109'F37'	55·0	31·4	N.Orleans Utd.States *WB*	Oil Engines 4S.C.DA 5Cy.32"-52" NE29 992NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
29688 LKDW	**Ole Jacob** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	8306 7571 4972					1939	A/B Gotaverken Gothenburg	Johs.Hansens TankrederiA/S (Johs.Hansen, *Mgr.*)	465·1 P103'B38'F57'	59·4	35·9	Arendal Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 653NHP A/BGotaverken,Got.		N
29689 LDGM	**Ole Wegger** (*ex*SanLorenzo) ssShl.No.3-4,26 (*WhaleOilfactory*) *Fitted for oil fuel* D.F. 2*Dks*&*Shelterdk*&*Webframes* *Mchy.Aft* *Longitudinal framing*	12201 9127 7272	✠ ... 11,29 ✠				1914 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle	A/SÖrnen (A/S ThorDahl, *Mgrs.*)	527·1 H415*t* FK	66·6	42·1	Sandefjord Norwegian *WB*	Q.4Cy.28½",41",58"&84"-54" 787NHP WllsndSlpwy.Co.Ld.Nwc.	42 ″ 0	N †
29690 218904 KOBN	**Olean** (*ex*Alameda) *ss*N.Ns.No.3-1,32 *ss*Nyk.No.2-41 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	7118 6382 5317	100A1 3,42 ~~2,41~~ BS3,42 LMC2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1919 *F.P above* 150° F.	~~Nyk~~ Bal		CL 3,40	1919	W.Cramp& SonsS&EBCo Philadelphia	Socony-Vacuum OilCo.Inc.	430·0 P116'B36'F49' FK *CellDBuE&B*61'234*t* *FPT*246*t* *APT*49*t*	58·2	31·5	NewYork Utd.States 15*BHptCem* (10 „ *to Udk* 5 „ „ *2nd* „)	T.3Cy.$27\frac{3}{8}$".45½"&76"-51" 190lb (*r*) 565NHP 3SB,*9cf*,GS186,HS8095 FD WCramp&SonsS.&E.B.Co.	33 ″ 4 s 6 ″ 6 27 ″ 1	
29691 PGMJ	**Oleum** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* *Butts of keel electrically welded*	476 349 173	✠100A1 5,39 ✠LMC5,39 *Carrying Petroleum in bulk*	Rot	*g*		1939 5mo	NVSchpsf. v/hDeGroot &VanVliet Slikkerveer *Lloyd'sA&CP*	N.V.Tankreederij "Muron"(F.A. Voigt&Co.*Mgrs.*)	167·0 178·0(O.L.) Q63'F21' FK *Trunk*82' *FPT*94*t*	25·9	9·8	Rottrdam Dutch 8*BHptCem* *APT*19*t*	Oil Engines 4S.C.SA 8Cy.11"-$17\frac{11}{16}$" 94NHP DB*100lb* Klöckner-Humboldt-DeutzA.G.Köln-Deutz	10 ″ 4 s ″ 5 10 ″ 0	
29692 129038 MLSR	**Olev** (*ex*Regis-35) *ss*Tln.2ndNo.3-6,35 *ss*Tln.No.1-39 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1373 1082 808	Surveys delayed ✠100A1 2,42 ~~3,41~~ 11,41 ✠LMC8,39 MBS~~8,40~~ DBS~~3,41~~ 6,42	~~Shl~~ Sld	*o*	CL 7,39	1909 9mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	Ministry of War Transport(Tyne& WearShippingCo. Ld *Mgrs.*)	235·1 243·8(O.L.) Q81'B48'F24' FK *Cell DBa*63'*uE&B*33'*f*103'375*t* *FPT*62*t* *APT*52*t*	36·1	15·5	Belfast British 4*BHCem*	T.3Cy.19",31"&51"-36" (*s*) 180lb *100lb* 170NHP 1SB,*4cf*,GS66,HS2634 N.E.MarineEng.Co.Ld.Sld	17 ″ 8 s 1 ″ 6½ 16 ″ 3	
29693 218066 WXOI	**Olga** (*ex*IdaHayAtwater-38, *ex*Penobscot-33,*ex*Craigrownie) *Mchy.Aft* D.F. 2*Dks* Sub.Sig.	2496 — 1490					1919	Gt.Lakes Eng.Works Ashtabula,O.	CarterCoal TransportationCo.	254·4 P115'3"	43·6	25·1	Wilmgton Del. Utd.States *WB*	T.3Cy.21",34½"&57"-42" 211NHP Gt.LakesEng.Works, Ashtabula,O.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
29694 DHSG	**Olga** **Iron** (*ex*Duesternbrook) 1*Dk2trB*	584 496 331					1882	G.Howaldt Kiel	MathiesReed.K.G.	175·6 B40'	25·3	15·8	Hamburg German *WB*	C.2Cy.20"&37½"-27" 61NHP Gebr.Howaldt,Kiel		G
29695 209 SVNK	**Olga E. Embiricos** (*ex*Bellview-33) *ss*Hul.No.3-4,35 *ss*Sch.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4677* *4297* *2794*	✠100A1 *Shelter dk* *with freeboard* 6,41 ~~8,40~~ ~~BS8,40~~ ✠LMC11,38 *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	~~Bel~~ HKg BS6,41	*z*	CL 7,39	1922 1mo	JReadhead &Sons,Ld. SouthShields *Lloyd's*A&CP	C.E.Embiricos *CellDBa*128'*uE*28 *DTa*58'1010*t*	400·3 415·0(O.L.) *f*168'1080*t* *FPT*72*tAPT*153*t*	52·1	25·9 FK *Coll*	Andros Greek *ptCem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.25½",44"&73"-48"(*r*) 180lb 455NHP 3SB,9*cf*,GS190,HS7749 J Readhead&Sons,Ld.S.Shl	28 ″ 6 s 3 ″ 2½ 25 ″ 6¾	
29696 DHSH	**Olga Siemers** Sub.Sig. 1*Dk*	3347 2534 1927					1923	NordseewerkeA.G. Emden	G.J.H.Siemers& Co.	332·7 P28'B87'F32'	46·6	20·6	Hamburg German *WB*	T.3Cy.24⅜",38 1/16"&62"-41⅜" Ottensener 246NHP Mch.G.m.b.H.Altona		G
29697 YTDE	**Olga Topić** (*ex*Trevose-35) *ss*Cff.No.3-2,31 D.F. *ss*Spt.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4375* *4131* *2742*	✠100A1 *Shelter dk* *with freeboard* 8,41 ~~5,40~~ ~~BS4,41~~ ✠LMC7,39	~~Gen~~ NYk BS~~8,41~~1,42	*y*	CL 5,40	1918 5mo	JReadhead &Sons,Ld. South Shields *Lloyd's*A&CP	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDBa*1	400·2 31'*uE*23' *f*175'1003*t*	52·1	25·2 FK	Susak Yugoslav 6*BHCem* *APT*50*t*	T.3Cy.26",43"&71⅛"-48"(*r*) 180lb 488NHP 3SB.9*cf*,GS177,HS7198 FD J.Readhead&SonsLd.S.Shl	26 ″ 10 s 2 ″ 10¾ 24 ″ 2½	
29698 DKAX	**Olga Traber** (*ex*Vindeggen-39) 1*Dk*	3132 2841 1830					1921	Armstrong Whitworth& Co.Ld. Newcastle	W.Traber&Co.	329·9 P33'B97'F32'	46·9	23·3	Hamburg German *WB*	T.3Cy.23½",39"&65"-45" 283NHP ArmstrongWhitworth &Co.Ld.		N
29699 142604 GLDF	**Oligarch** (*ex*BritishLantern-37) *ss*Pts.No.3-6,31 *ss*Shl.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6894 6297 4078	✠100A1 6,41 ~~12,40~~ MS6,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,18 *F.P. above* 150° F.	~~Gls~~ Grk ✠LMC BS3,40	*a*†	CL 6,38	1918 8mo	Workman, Clark&Co.Ld Belfast *Lloyd's*A&CP *CellDBu*	TheAdmiralty *B*35'107*tDTf*43'64	430·1 P99'B33'F56' 0*tFPT*164*tAPT*60*t*	57·0	33·0 FK	London British 19*BHptCem* (14*BHtoUdk* 5 „2*nd*„)	T.3Cy.27⅛",45"&75"-54"(*s*) 190lb 634NHP 3SB,12*cf*,GS237,HS9666 FD WorkmanClark&CoLdBel	33 ″ 7 s 6 ″ 7½ 27 ″ 2	
29700 384 IBOZ	**Olimpia** (*ex*WrayCastle-32,*ex*Paria, *ex*RickmerRickmers) *ss*N.Yk.No.2-28 D.F. 2*Dks*(*Stl*)	6040 5577 3795	— 11,33	Nwc	*a*†		1920 7mo	Rickmers Akt.Ges. Bremerhaven	A.Lauro *CellDB*367'1293*t*	435·0 419·0 P57'B136'F47'	55·6	29·2 FK	Naples Italian 7*BHAsp* *FPT*100*t*	T.3Cy.29½",46 1/16"&75 9/16"- 53 5/16" 580NHP 3SB,9*cf*,GS180,HS8070 A.G."Weser,"Bremen	31 ″ 9	I †
29701	**Olimpo** **TwinSc** *OilEng.*	790 — 553					1884	A&J.Inglis Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	286·1	34·2	12·1	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.16 9/16"-18⅞" 194NHP J&CG BolindersCoLd Skm		
29702 PUMO	**Olinda** (*ex*Kennemerland-34,*ex*Cara) *ss*Ams.2ndNo.3-1,30 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4053 3758 2521	✠ … 3,35 ✠	Ams	*x*		1905 12mo	W.Hamilton&Co.Ld. PortGlasgow	Cia.Carbonifera RioGrandense *Cell DBa*122' *uE*24	359·9 P31'B105'F31'25·0 *f*146'843*tFPT*127	50·3	17·0 FK	R Janeiro Brazilian 6*BHCem* *tAPT*30*t*	T.3Cy.25",41"&67"-45" 364NHP 2SB,6*pf*,GS119,HS4906 D.Rowan&Co.Glasgow	27 ″ 6	
29703 213401	— (*ex*OlindaU.O.-32,*ex*Olinda) *OilEng* *Carrying oil in bulk* 1*Dk*	419 — 267					1915	UnionIron WorksCo. SanFrancisco	UnionOilCo.of California	134·9	26·1	14·1	L.Angeles Utd.States *WB*	Oil Engines 4S.C.SA 4Cy.13"-18" 66NHP WesternMach.Co.L.An.		
29704 DHSJ	**Oliva** D.F. Sub.Sig 2*Dks*	7885 7384 4874					1921	Bremer Vulkan Vegesack	Aktiengesellschaft fürSeeschiffahrt	468·8 P55'B102'F41'	58·3	32·7	Hamburg German *WB*	T.3Cy.32 3/16",52⅘"&86 3/16"- 55 1/16" 550NHP BremerVulkan,Vegesack		G
29705 DHSI	— D.F. 1*Dk*	1308 1041 721					1922	Nüske& Co. Stettin	ArgoReederei RichardAdler&Co.	242·1 Q71'B108'F40'	37·0	14·0	Bremen German *WB*	T.3Cy.17¼",27⅝"&45 11/16"-27⅝" 108NHP A.Borsig,Berlin		G
29706 115639 MCXD	**Olive** **3Mst** *ss*Bel.2ndNo.3-1,32 *ss*Dub.No.2-40 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	328 241 122	✠100A1 6,40 MS6,40	Dub ✠LMC BS~~3,41~~3,42	*f*	CL 5,40	1907 9mo	J Fullerton &Co. Paisley *Lloyd's*A&CP	FrontierTownS.S. Co.Ld.(J.Fisher &Sons,Ld.*Mgrs.*)	142·5 Q80'B7'F25'	23·4 *24·3*	10·2 BK6"	Newry British 3*BHCem* *FPT*43*t*	C.2Cy.15"&34"-24" (*s*) 130lb 47RHP 1SB,2*pf*,GS40,HS1300 RenfrewBros.&Co.Irvine	11 ″ 2 s 4 ″ 0¾ 11 ″ 5¼	
29707 148889 GLQC	**Olivebank** **TwinSc** *OilEng.* *ss*Gls.No.3-3,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Tonnage opening closed'41*(*W.E.*)	5154 4768 3117	✠100A1 *with freeboard* 6,41 ~~DBS3,41~~ ✠LMC3,39 *Carrying vegetable oil in deep tank* *Carrying oil F.P. above* 150° *F. in Fore Peak*	Sws DBS3,42	*a*†	CL 2,39	1926 2mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB* 357'1121*tTanks between tunnels*1	420·4 435·0(O.L.)	53·9	26·5 FK (*C*	Glasgow British 7*BHptCem* *oll to Sh dk* 6 „ 2*nd* „) 15'251*tDTf*	Oil Engines 4S.C.SA 12Cy 24 13/16"-37 13/16" 717NHP DB*110lb* Harland&Wolff,Ld.Gls. 32'1067*tFPT*106*tAPT*132*t*	~~29 ″ 2~~ ~~s3 ″ 7½~~ ~~25 ″ 8~~ 37 ″ 2 s10 ″ 11¼ 26 ″ 8	
29708 216512 WDDA	**Oliver Olson** (*ex*SanPedro-37, *ex*PointBonita) 1*Dk* *Fitted for oil fuel*	2235 1945 1360	✠ … 11,23 ✠				1918 6mo	AlbinaEng &MachWrks Portland,Or.	Oliver J.Olson&Co.	289·0 P24'B144'F32'	44·1	19·0 FK	S.Frncisco Utd.States *WB*	T.3Cy.22⅛",37½"&60"-42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †
29709 6009 PGMN	**Olivia** D.F. E.S.D. *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom&at deck* *Mchy.Aft* *CruiserStern*	6307 5540 3600	✠100A1 11,41 ~~12,40~~ *Carrying Petroleum in bulk*	~~Bat~~ Sng ✠LMC7,39	*a*†	CL	1939 7mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's*A&CP	N.V.Curaçaosche Scheepv.Maats. *CellDBuE*61'87*t*	428·1 446·3(O.L.) P87'B47'F50 *DTf*25'259*t FPT*1	54·5	30· FK	Willemstad Dutch 16*BHptCem* *ptAsp* 06*tAPT*56*t*	Oil Engines 4S.C.SA 6Cy.25 9/16"-55¼" 377NHP DB*180lb* Cant.RiunitiDell'Adriatico	31 ″ 0 s 5 ″ 6¼ 25 ″ 9	
29710 SCBE	**Oljaren** (*ex*Martha-41) *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	547 425 247	✠100A1 10,41 ~~11,40~~ *Carrying Petroleum in bulk*	Skm ✠LMC8,39	*i*	OG 2,40	1939 8mo	Werf de Noord Alblasserdam *Lloyd's*A&CP	SwedishGovernment(Kungl.Marinförvaltningen)	180·3 189·0(O.L.) Q62'*Trunk*85'F33' *FPT*117*t*	27·8	10·7 FK	Stockholm Swedish 9*BH* *APT*20*t*	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 94NHP DB*145lb* Klöckner-Humboldt-DeutzA.G.Köln-Deutz	11 ″ 2 s ″ 4 10 ″ 11½	
29711																

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
29712 220692 KDDS	**Olney** (*ex*WalterMiller-35, *ex*Stockton) *2Dks& Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Fitted for oil fuel* *Carrying Petroleum in bulk*	7294 6780 4532	✠ ... 8,21 ✠				1920 9mo	MooreS.B. Co. Oakland,Cal.	Chas.Kurz&Co. Inc.(Pennsylvania Shipping Co. *Mgrs*)	425·8|57·0|33·1 P106'B40'F41' FK	Wilmgton (Del.) Utd.States *WB*	T3Cy.24¾",41 27/32"&72⅝"-48" 363NHP LlewellynIronWorks, LosAngeles	33 ″ 0	R †
29713 2117 INWR	**Olona** (*ex*Gina-37,*ex*Helios, *ex*Barraclough) *ss*Hul.2ndNo.3-5,14 *ss*Hfs.No.2-22 *Well deck* 1*Dk2trB*	1579 — 943	✠ ... 11,26 ✠				1889 11mo	Ramage& Ferguson Leith	L.Mangiarotti& E.Ravano	270·5|37·3|17·1 260·1 P32'Q72'B100'F31' BK9½"	Genoa Italian *WB*	T.3Cy.19",30"&51"-39" 165NHP Ramage&Ferguson,Leith	19 ″ 5	I †
29714 219550 KUBK	**Olopana** (*ex*GoldenMountain-38, *ex*Bearport) 1*Dk&Shelter dk* *Fitted for oil fuel* *Longitudinal framing*	6069 5563 3823					1920	GMStandi- ferCnstCorp. Vancouver, Wash.	MatsonNavigation Co.	401·4|53·2|31·9 P48'B81'F38'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
29715 338 OHBH	**Olovsborg** (*ex*Anglo-Egyptian) *ss*Got.2ndNo.3-9,38 *2Dks(Stl)&Shelter dk(Stl)&Web frames* *Longitudinal framing*	5758 — 3279	✠100A1 *Shelter dk* *withfreeboard* ~~7,39~~10,40	Lkr Bal	*a*†	CL 8,38	1912 12mo *Lloyd's*A&CP	Short Bros. Ld. Sunderland	J.A.Zachariassen &Co. *CellDBa131'uE&B*	443·0|56·3|28·3 425·0 36·3 FK 44'*f*175'1446*t FPT*	Nystad Finnish 7*BHCem* 106*tAPT*33*t*	Q4Cy25½"36½"52½"&76"-54" 220lb FD (*s*) 601NHP 3SB(Spt)*9cf*,GS174,HS8280 N.E.MarineEngCoLd Nwc	30 ″ 7 s3 ″ 11¼ 26 ″ 10½	
Now	"Lesteloide," *see No.* 37473 *in Supplement*													
29716 159351 ~~BGJL~~ VSXD	**Oltenia II** (*ex*Oltenia-41) *Mchy.Aft* *ss*Gen.No.3-8,39 D.F. E.S.D. *2Dks(Stl)&Web frames* *Longitudinal framing-bracketless system*	6394 5905 3845	MS9,38 ✠LMC BS~~6,40~~5,41 ✠100A1 ~~5,41 8,39~~ 3,42 BS5,41 ✠LMC8,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,28 *F.P. above* 150° F.	~~Gen~~ ~~NYk~~ Cal	*a*†	CL ~~8,38~~ 5,41	1928 4mo *Lloyd's*A&CP	Armstrong Whitworth &Co.Ld. Newcastle	Ministry of War Transport (British TankerCo.Ld. *Mgrs.*) *CellDB* *uE&B*82'211*t*	423·7|55·3|32·4 P112'B34'F41' FK *DTf*38'684*t FPT*1	Mombasa ~~London~~ British 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,) 82*tAPT*145*t*	Q.4Cy.25½",36½",52¼"&75"- 48" 220lb *120lb* (*s*) 533NHP 3SB(Spt),*9cf*, , FD HS7152 WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8 s 6 ″ 1 26 ″ 10¼	
29717 1658 IBFL	**Olterra** (*ex*BatonRouge,*ex*Osage) *ss*Rou.No.3-6,25 *ss*Nwc.No.1-30 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	4995 4536 2950	✠ ... 8,33 ✠	Gen			1913 6mo	Palmers' Co.Ld. Newcastle	A.Zanchi *CellDB* *uE*31'50*t FPT*	394·4|52·7|29·0 380·0 P95'B32'F36' FK 12*B* 180*tAPT*76*t* 2*B*	Genoa Italian *Cem* *H to Upr dk* *H to 2nd dk*	Q.4Cy.20¼",29¼",42¼"&61"- 45" 332NHP 2SB,*6cf*,GS102,HS4446 Palmers'Co.Ld.Newcastle	29 ″ 3	I †
29718 YQAO	**Oltul** (*ex*Dansborg-33) *ss*Cpn.No.3-6,33 *ss*Ant.No.1-37 1*Dk(Stl)*	*4328* *4010* *2672*	✠ 1,40 ~~BS1,40~~ ~~✠LMC2,37~~ *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	Gen	*x*	CL 1,40	1920 10mo *Lloyd's*A&CP	Richardsn, Duck&Co.Ld. Stockton	A.Vlasov *CellDBa*123'*uE*23'*f*	380·2|51·0|24·8 P38'B244'F37' FK 173'1132*t FPT*136*t*	Braila Roumanian 6*BHptCem* *APT*154*t*	T.3Cy.25½",42"&70"-48" (*s*) 180lb *100lb* 397NHP 3SB,*9cf*,GS179,HS6507 Blair&Co.Ld Stockton	27 ″ 3	
29719 OZNC	**Oluf Mærsk** *ss*Cpn.No.3-11,28 D.F. *ss*Cpn.No.2-37 1*Dk(Stl)*	1950 1764 1146	✠100A1 1,40 ✠LMC MS7,37 BS1,39 (SEE FOOTNOTE *)	Gls	*r*	CL 1,40	1916 9mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	Dampsksslsk af1912A/S(A.P. Möller,Cpn.*Mgr.*) *Cell*	281·3|40·2|18·9 292·5(O.L.) P22'B74'F31' FK *DB*252' 535*t FPT*	Kalundbrg Danish 4*BHCem* 78*tAPT*82*t*	T.3Cy.20 1/16",31½"&51 3/16"- 35 7/16" 180lb FD (*s*) 208NHP 2SB(Spt),*4cf*,GS74,HS3000 NedFb.v.Wrk&Spoor,Ams	21 ″ 4 s3 ″ 0¼ 18 ″ 6	
29720 140449 GLDB	**Olwen** (*ex*BritishLight-37) *ss*Pts.No.3-6,30 *ss*Nwc.No.2-38 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6470 5854 3879	✠100A1 ~~6,40~~12,41 ✠LMC MS5,38 BS~~6,40~~12,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150°F.	~~Fal~~ NOs	*a*†	CL 6,40	1917 12mo *Lloyd's*A&CP	Palmers' Co Ld. Newcastle	TheAdmiralty *CellDBuE*40'58*tD*	419·7|54·3|32·4 P104'B25'F49' FK *Tf*56'534*t FPT*102*t*	London British 16*BHptCem* (13 *to U dk*) 3 ,, *2nd* ,,) *APT*36*t*	T.3Cy.28",46"&76"-51" (*s*) 180lb ~~*180lb*~~ 586NHP 3SB,*9cf*,GS198,HS8760 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s5 ″ 11½ 26 ″ 11¾	
29721 OXRE	**Olympia** TwinSc *OilEng.* *ss*Liv.No.2-39 D.F. 1*Dk&Shelter dk*	4488 4127 2734	✠100A1 *withfreeboard* 11,39 DBS1,41 ✠LMC CS5,39 ~~DBS12,39~~ ~~2,38~~1,41	NYk	*z*	CL 6,39	1930 10mo *Lloyd's*A&CP	Akt.Naks- kovSkibsvft. Nakskov	Dampskslsk. OrientA/S *CellDB*339'1124*t*	384·7|54·4|32·6 400·1(O.L.) 24·6 F39' FK *Tanks in way of* *tunnels* 100*t FPT*110*tAPT*153*t*	Copnhagn Danish 6*BH* (*Coll to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-29⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 ″ 4 s2 ″ 11¾ 24 ″ 6	
Now	"Snark," *see No.* 38462 *in Supplement*													
29722 33085 JQAB	**Olympia Maru** *OilEng.* *ss*Kob.No.3-5,38 2*Dks(Stl)*	5612 5210 3515	✠100A1 6,41 ~~10,40~~ ✠LMC CS5,38 DBS10,40 ~~6,39~~10,40	Kob	*z*	CL 3,40	1927 8mo *Lloyd's*A&CP	Mitsubishi ZosenKaisha Ld. Nagasaki *Intermediate 'tween dk BH in after hold dispensed with*	MitsubishiShoji Kaisha.Ld. *CellDB*347'1215*t*	405·0|55·0|32·0 P58'B110'F41' FK *DTa*28'735*t FPT*126*tAPT*33*t*	Tokyo Japanese *ptCem* 4*BH to U dk* 2 ,, ,, *2nd* ,,	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB*100lb* MitsubishiZosenKaishaLd	32 ″ 0 s 6 ″ 6⅜ 25 ″ 7¾	
29723 ~~213093~~ ~~KMWB~~ HPUD	**Olympic** *ss*Gal.3rdNo.3-9,41 (*ex*Dayton, ~~*ss*N.Yk.No.3-1,26~~ *ex*Harport) ~~*Fitted for oil fuel*~~ *Shelter dk,2nd dk clear of cargo tanks* —	5335 5134 3352	✠ 100A1 *Shelter dk with freeboard* 9,41 LMC9,41 *Carrying oil fuel in bulk F.P. above* 150°F. *Fitted for oil fuel* 10,12 *F.P. above* 150°F.	Gal	*x*	CL 7,41	1907 11mo	J Readhead &Sons South Shields	Cia.Internacional de Vapores.Ltda. *CellDBa*	370·0|50·1|32·1 FK 27'*uE*25'*f*56'277*t* Converted to tanker '12	Panama Pnamanian 13*BHCem* *APT*133*t*	T.3Cy.26",42"&70"-45" 170lb (*s*) 353NHP B *made* '18 *refitted* 37 2SB,*6cf*,HS5500 J.Readhead&Sons,S.Shl.	35 ″ 0 s7 ″ 7¼ 27 ″ 8	
29724 215651 KDIV	— *ss*S.Fo.No.2-28 (*ex*Lakeshore) 1*Dk* *Fitted for oil fuel*	1877 1631 1128	✠ ... 1,29 ✠				1917 10mo	ToledoS.B. Co. Toledo,O.	E.K.Wood Lumber Co.Inc.	251·0|43·8|18·9 P21'B64'F30' FK	S.Frncisco Utd.States *WB*	T.3Cy.20½",33¼"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.		R †
29725 208278 KMVZ	— Ⓟ (*ex*Sioux) (*Ferry*) 2*Dks*	1317 — 896					1910	MoranCo. Seattle	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	174·6|38·6|22·8	Seattle Utd.States	T.4Cy.14",22"&(2)26½"-20" SeattleConst.& 60NHP D.D.Co.Seattle,Wash.		
29726 234 SVHX	**Olympos** (*ex*MountHymettus-34, *ex*Greldon-32, *ss*Sld.No.3-12,32 *ex*WarKinsman) *ss*Ams.No.1-37 1*Dk(Stl)*	*5216* *4760* *3241*	✠100A1 8,41 ~~11,40~~ BS10,40 ✠LMC2,37	~~NOs~~ Cff	*y*	CL 3,40	1918 4mo *Lloyd's*A&CP	D&WHen- dersn&Co.Ld Glasgow	A.M.Coulouthros &Sons(A.M. Coulouthros,*Mgr.*) *CellDB*345'1132*tD*	400·6|52·3|28·5 P49'B113'F38' FK *Ta*28'1120*t FPT*114	Andros Greek 7*BHCem* *tAPT*177*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB.*9cf*.GS190,HS7020 FD D&WHendersn&CoLd.Gls	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
29727 509 SZLU	— TwinSc (*ex*PinelopiK.-36,*ex*Margo,*ex*Sarlos, *ex*Christophore) 1*Dk*	852 — 536					1904	Smith's DockCo.Ld. North Shields	Soc.Anon.Gen- erale deCiments	217·0|32·1|13·6	Piræus Greek *WB*	T.6Cy.11",18"&30"-21" 84NHP MacColl&Pollock,Ld.Sld.		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
29728 142337 GLDC	**Olynthus** (exBritishStar–37) ssFal.No 3-5,31 ssFal.No.2-39 Mchy.Aft 2Dks.(Stl)&Web frames D.F. Longitudinal framing	6888 6285 4080	✠100A1 1,42 ~~11,40~~ BS1,42 ~~BS11,40~~ ✠LMC9,39 CarryingPetroleum in bulk Fitted for oil fuel F.P. above 150°F.	~~Gls.~~ Mob	a†	CL 8,39	1918 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	TheAdmiralty CellDBuB35' 107t DT f43'640tFPT164tAPT60t	430·0 P99'B33'F60' FK	57·0	33·1	London British 19BHptCem (14 „ to U dk 5 „ „ 2nd „)	T.3Cy.27",45"&74"–54" (r) 180lb 620NHP 3SB,12cf,GS228,HS9680 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 ″ 6 s 6 ″ 6 27 ″ 3¼	
29729 OFCA	**Oma** WoodAux3MstSr (exSailingVessel–39,exNotre Dame de Bizeux–39,exMaid of Brazil) OilEng. (See Sailing Ship Register)	356 — 274					1918	Warren S.B.Co. Grosses Cognes,N.S.	LaivaO/Y'Oma (Yrjänen&Kumpp, Mgrs.)	152·1	32·4	12·3	Rauma Finnish	Oil Engines 2S.C.SA 2Cy.$14\frac{5}{16}$"–$16\frac{1}{16}$" 78NH Emade&fitted39 A/B Bolinder-Munktell Skm.		V
29730 5655 PGMP	**Omala** D.F. E.S.D. OilEng. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	6256 5540 3594	✠100A1 11,39 ✠LMC6,38 CarryingPetroleum in bulk (SEE FOOTNOTE*)	Rot	a†	CL	1938 6mo	Cantieri RiunitiDell'Adriatico Monfalcone Lloyd'sA&CP	N.V.Petroleum Maats."LaCorona" CellDBuE61'87tDTf25' 259t FPT106tAPT56t	428·1 446·3(O.L.) P87'B38'F67' FK	54·5	30·9	TheHague Dutch 16BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.$26\frac{9}{16}$"–55⅛" 377NHP DB180lb Cant.RiunitiDell'Adriatico Trieste	31 ″ 0 s 5 ″ 6½ 25 ″ 7¾	
29731 136413 VJGZ	**Omana** ssWln.No.3-9,38 1Dk(Stl) Cargo battens not fitted	2550 2248 1513	✠100A1 1,42 ~~12,40~~ ~~BS12,40~~ ✠LMC9,38 1,42	Ddn	t	CL ~~9,39~~ 1,42	1915 1mo	Osbourne, Graham&Co. Sunderland Lloyd'sA&CP IntermediateBH infore hold dispensed with 4BH only	UnionS.S.Co.of NewZealand,Ld. CellDB a98'uE&B36' f126' 680tFPT40tAPT120t	303·0 P21'B76'F26' FK	46·2	20·2	Sydney, N.S.W. British Cem	T.3Cy.22⅜",37"&61"–39" (s) 180lb 282NHP 2SB,6cf,GS134,HS4750 G.Clark,Ld.Sunderland	22 ″ 6 s 3 ″ 5¾ 19 ″ 3	
29732 7475 SFWG	**Omberg** (exVilsund,exSigvald) 1Dk	1257 946 692					1920	Akt.P.Ph. Stuhrs Maskin-og SkibsAalborg	Ångf.A/B Helge (E.Lamberg,Mgr)	236·7 P14'Q71'B94'F29'	36·1	13·4	Gothenbrg Swedish WB	T.3Cy.16",25"&42½"–30" 99NHP A/S Frichs,Aarhus		V
29733 PKEV	**Ombilin** Mchy.Aft 1Dk	5658 4532 3195					1915	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	420·4 F42'	54·2	24·3	Batavia Dutch WB	T.3Cy.24½",40½"&67"&48" 311NHP NedFb.v.Wrk&Spoor,Ams		V
29734 HPSI	**Omega** (exSiretul–41,exBaharistan) ssRot.2ndNo.3-6,37 1Dk(ptIrnptStl) ssLis.No.1-41	3638 3424 2808	✠100A1 3,42 ~~4,41~~ ~~BS7,40~~ ~~LMC6,37~~ BS3,42 LMC4,41	Lis	w	CL 2,41	1912 9mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	A.Vlasov CellBa&uE142'f158'991tAPT87t	360·0 P25'B221'F35' FK	51·0	22·7	Panama Pnamanian 6BHCem	T.3Cy.25",40½"&67"–45"(s) 160lb 100lb 341NHP NB22fitted37 2SB,6cf,GS165,HS5726 Cen.Mar.Eng.Wrks.WHpl	25 ″ 1	
29735 15278 JCPA	**Omi Maru** Ⓟ ssKob.No.2-20 1Dk&Shelter dk	3393 2973 2041	✠ … 11,22 ✠				1912 7mo	Napier& Miller,Ld. Glasgow	NipponYusenK.K.	345·5 P37'F42' on Shelter dk FK	46·3	25·5	Tokyo Japanese WB	T.3Cy.24½",41"&68"–48" 456NHP Dunsmuir&Jackson,LdGls	28 ″ 0	
29736 PGMR	**Omlandia** OilEng. 1Dk Mchy.Aft CruiserStern	400 — 257					1938	N.V. Bodewes Schpswerven Martenshoek	Mrs.G.Albers-Panjer	142·8 P49'Q48'F23'	26·2	8·9	Hoogezand Dutch WB	Oil Engines 4S.C SA 6Cy. Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
29737 104 SVJT	**Omonia** (exKeyingham–33) ssPir.2ndNo.3-3,34 ssRot.No.1-38 1Dk(ptIrn&ptStl)2trB deep framing &Web frames Cargo battens not fitted	3699 3444 2335	✠100A1 10,38 BS6,39 ✠LMC4,38 (SEE FOOTNOTE*)	Rot	w	CL 4,38	1908 1mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP	E.Xenios& ChristoforidesBros CellDBa119'uE&B40'f146'380tAPT94t	346·5 P23'B92'F32' FK	50·8	22·9	Chios Greek 6BHCem	T.3Cy.25",41"&67"–45" (s) 180lb 329NHP NDB06refitted31 2SB,8cf,GS148,HS5100 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 4 21 ″ 5	
29738 42630 JGRL	**Omurosan Maru** (exOmrosanMaru–38) ssTamaNo.1-40 OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft GyC. CruiserStern Longitudinal framing	9205 8098 5288	✠100A1 5,40 ✠LMC CS5,40 DBS5,40 5,40 CarryingPetroleum in bulk	Tama	e†	CL 5,40	1937 1mo	Mitsui Bussan Kaisha,Ld. Tama Lloyd'sA&CP	MitsuiBussan Kaisha,Ld. CellDBuE93'283tDTsf57'316tFPT100tAPT71t	491·4 512·0(O.L.) P150'E42' FK	65·0	36·0	Kobe Japanese 12BHptCem	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"–55⅛" 1231NHP 3DB200lb MitsuiBussanKaisha,Ld. Tama	36 ″ 0	
29739 127007 VPBR	**On Lee** Ⓟ TwinSc 1Dk	1026 417 622					1909	HongKong &Whampoa DockCo.Ld. HongKong	SzeYapS.S.Co.Ld.	168·0	34·0	10·4	HongKong British	C.4Cy.15"&31"–22" 80RHP HongKong&Whampoa DockCo.Ld.HongKong		
29740 PGMT	**Ondina** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. GyC. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	6341 5540 3606	✠100A1 4,41 ~~2,40~~ ✠LMC8,39 CarryingPetroleum in bulk	~~Lon~~ NYk	a†	CL	1939 8mo	NVNederl. Dok.Maats. Amsterdam Lloyd'sA&CP	N.V.Petroleum Maats"LaCorona" CellDB66'140t'Tween dk tank aft60t DTf25'259tFPT104tAPT55t	428·1 446·4(O.L.) P88'B48'F51' FK	54·5	30·9	Willemstad Dutch 16BH	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–55⅛" 377NHP DB180lb WerkspoorN.V.Ams.	31 ″ 0 s 5 ″ 6½ 25 ″ 7¾	
29741 29085 JMPE	**Ondo Maru** Ⓟ OilEng. 2Dks	688 558 362					1923	Mitsubishi ZosenKaisha Ld.Kobe	TynkaMinkoku RinsenKohun YugenKosi	170·0 Promenade dk144'	28·0	18·2	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18¾"–27" 194NHP Vickers,Ld.Barrow		
29742 UOAP	**Onega** 1Dk	1603 1250 928					1924	Bergens Mek.Værks Bergen	U.S.S.R.	244·4 P42tQ104tB145t H85tF30t	37·7	15·7	Archangel Russian WB	T.3Cy.18",29"&49"–33" 138NHP BergensMekVærksBergen		
29743 217988 KEZJ	**Oneida** (exLakeGilboa) 1Dk2trB D.F. Sub.Sig. Fitted for oil fuel	2664 2283 1654	✠ … 2,21 ✠				1919 7mo	Detroit S.B.Co. Wyandotte	Agwilines.Inc. (Clyde-Mallory Lines,Mgrs.)	251·0 P25'B64'F23' FK	43·6	26·1	NewYork Utd. States WB	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
29744 220779 KDJO	— ssPhl.No.3-6,34 ssNYk.No.1-40 D.F. GyC. 1Dk(Stl)	2309 1849 1440	✠100A1 ~~12,40~~ 12,41 ~~BS12,40~~ ✠LMC9,37 Fitted for oil fuel 11,20 F.P. above 150° F. BS12,41	~~N.Ns~~ NOs	r	CL 12,40	1920 11mo A&CP	Detroit S.B.Co. Wyandotte	FordMotorCo. CellDB204'531tFPT58tAPT89t	251·0 P27'B64'F26' FK	43·6	22·2	Dearborn Utd.States 4BHptCem	T.3Cy.20",33"&54"–40" (r) 185lb FD 265NHP 2SB(Spt.),4cf,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2 s 3 ″ 2½ 21 ″ 2	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
29745 125733 MCWL	**Oneida** *ss*Sld.2ndNo.3-4,35 *Mchy.Aft* GyC. 1*Dk*	675 496 270	✠100A1 6,42 ~~6,41~~ Examined ~~6,41~~6,42 ~~BS6,41~~ ✠LMC4,35 *CarryingPetroleum in bulk*	Bwg BS6,42	*i*	CL 5,40	1908 10mo *Lloyd*	Greenock& Grangem'th DockyardCo. Grngemouth 'sA&CP	Anglo-American OilCo.Ld. (R.A.Carder, *Mgr.)*	165·0 Q63'B15'F26' FK *Trunk on deck* 57' *CellDBuE&B*46'	32·5	12·1	London British 9*BH ptCem* *ptAsp* 58t*FPT*25t	T.3Cy.14",23"&37"-24" (*s*) 180lb 70RHP 1SB,3*cf*,GS57,HS2033 Richardsons,Westgarth& Co.Ld.Sld.	12 ″ 9 s ″ 9½ 12 ″ 1¾	
29746 25224 JRGE	**Ono Maru No. 14** 1*Dk*	1278 1095 726					1918	Ono Seikichi Osaka	OnoShojiGomei Kaisha	220·0	32·0	20·0	Mikage Japanese	T.3Cy.14½",24½"&39⅞"-30" OnoTekko 86NHP Zosensho,Osaka		
29747 28082 JNRA	**Ono Maru No. 18** Ⓟ 1*Dk*	1370 1110 773					1921	Ono Seikichi Osaka	OnoShojiGomei Kaisha	225·0 P21'B54'F23'	34·0	20·0	Hutyu Japanese *WB*	T.3Cy.16",27"&45"-36" 121NHP OnoTekko Zosensho,Osaka		
29748 46811 JGIM	**Onoe Maru**	6667 — 3958					1939	Harima S.B.&Eng. Co.Ld. Harima	NipponYusenK.K.	437·2	58·5	32·8	Tokyo Japanese	Steam turbine		C
29749 220782 KDJR	**Onondaga** *ss*Phl No.3-11,34 D.F. GyC. *ss*N.Ns.No.1-38 1*Dk*(*Stl*)	2310 1949 1440	✠100A1 1,42 ~~5,41~~ BS~~1,41~~1,42 ✠LMC12,38 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	~~NNs~~ Gal	*r*	CL 12,40	1920 8mo	Detroit S.B.Co. Wyandotte A&CP	FordMotorCo. *CellDB*204'5	251·0 P27'B64'F26' FK 31t*FPT*58t*APT*89t	43·6	22·2	Dearborn Utd.States 4*BHptCem*	T.3Cy.$20\frac{9}{16}$",32"&54"-40"(*r*) 185lb FD 265NHP 2SB(Spt),4*cf*,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2 s 3 ″ 2½ 21 ″ 2	
29750 9147 JBUC	**Onsyu Maru** Ⓟ (*ex*OnshuMaru-38, *ex*BjörnstjerneBjörnson) 1*Dk*&*Spar dk*	1185 1084 692					1904	Nylands Værksted Oslo	KitaNipponKisen K.K.	229·1 H76*t*	32·6	12·7 19·0	Hutyu Japanese *WB*	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo		
29751 153112 VCDR	**Ontadoc** (*ex*Sirius,*ex*R.L.Ireland) *Mchy.Aft* D.F. Sub.Sig. 1*Dk*2*trk*	4467 4266 3082					1903	Chicago S.B.Co. Chicago	PatersonSteamships,Ld.	423·8	50·2	23·9	FtWilliam Ont. *WB* British	T.3Cy.$22\frac{3}{16}$",35"&58"-40" 213NHP ChicagoS.B.Co.		R
29752 ~~201163~~ ~~WMCZ~~	**Ontario** Sub.Sig. D.F. 4*Dks*	3099 — 1952					1904	NewYork S.B.Co. Camden,N.J.	Empresa Hondurena de Vapores	292·2	42·2	15·9 24·0	~~Baltimore~~ ~~Utd.States~~ Honduran	T.3Cy.28",45"&72"-54" 381NHP NewYorkS.B.Co.CmdnNJ		
29753 125983 VGTW	**Ontario No. 1** Ⓟ **TwinSc** (*Car ferry*)	5146 — 3229					1907	Canadian S.B.Co. Toronto	OntarioCarFerry Co.Ld.	317·0	54·2	36·0	Montreal British	T.6Cy.20½",32½"&54"-36" 350NHP CanadianS.B.Co.Toronto		
29754 137978 VGTX	**Ontario No. 2** Ⓟ **TwinSc** (*Car ferry*) 2*Dks*	5568 4812 3376					1915	PolsonIron WorksCo.Ld. Toronto	OntarioCarFerry Co.Ld.	307·5	54·0	20·2	Montreal British *WB*	T.6Cy.20¼",33"&54"-36" 350NHP PolsonI.W.Co.Ld.Toronto		
29755 152788 VGTZ	**Ontariolite** **TwinSc** *OilEng.* *Cruiser Stern* *ss*Vcr.No.3-1,38 D.F. GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Mchy.Aft* *Longitudinal framing*	8889 8499 4284	✠100A1 *Shelter dk* *with freeboard* ~~5,41~~~~5,40~~ 3,42 Examined 3,42 ✠LMC CS11,38 DBS3,42 7,39 *CarryingPetroleum in bulk*	~~Phl~~ ~~Bal~~ Vcr		CL ~~PN~~ ~~10,38~~ ~~s7,30~~ s4,41 P3,42	1925 12mo *Lloyd*	Frd.Krupp A.G. Kiel 'sA&CP	ImperialOil,Ld., MarineDepartment (H.J. Rahlves,*Mgr.*) *CellDBuE*64'135t *DTa*21'108t	470·0 489·6(O.L.) B33'F39' FK *DTf*36'315t *FPT*186t *APT*106t	63·2	35·3	Montreal British 18*BHptCem* *ptAsp* (13 *to Udk*)	Oil Engines 2S.C.SA 8Cy.$25\frac{3}{16}$"-$51\frac{3}{16}$" 905NHP 2WaterTubeDB*200lb* Frd.KruppA.G.Kiel	35 ″ 6 s 8 ″ 8 27 ″ 2¼	
29756 137226 VJNM	**Oorama** **3Mst** *ss*Syd.No.3-1,34 *ss*Syd.No.1-37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1051 721 589	✠100A1 ~~12,40~~12,41 ~~BS12,40~~ ✠LMC~~11,37~~ 12,41	Syd	*m*	OG ~~4,39~~ 12,41	1921 12mo *Lloyd*	J.Fullerton &Co. Paisley 'sA&CP	TheAdelaide SteamshipCo.Ld. *CellD*	210·4 Q115'B11'F26' FK *Bf*128'196t*FPT*70t	33·2	12·9	P.Adelaide British 3*BHCem* *APT*35t	T.3Cy.17",27½"&45"-33" (*s*) 180lb 156NHP 2SB,4*cf*,GS82,HS2800 Ross&Duncan,Govan	15 ″ 3 s 4 ″ 9¾ 14 ″ 7¼	
29757 PGNC	**Oost-Vlaanderen** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	421 292 286					1931	J.Smit& Zoon Foxhol	N.V.Scheepsvaart Maats.Limburg (T.denHartigh, *Mgr.*)	148·8 P43'F17'	25·5	9·2	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP Motorenfbr "Deutz" A.G. Köln-Deutz		V
29758 153801 VTCX	**Oostcappelle** *ss*Bom.No.3-1,34 *ss*Bom.No.1-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	751 519 348	✠100A1 7,39 BS5,40 ✠LMC12,37	Bom	*j*	OG N12,38	1921 7mo	NVScheep. v.d.Windt Vlaardingen A&CP	ThobanDe vji, &MeghjiGopalji *CellDBa*35'	180·2 Q52'B51'F22' FK *uE*17'*f*81'171t*FPT*	28·2	12·4	Bombay British 4*BHCem* 24t*APT*15t	T3Cy15½",24⅝"&$40\frac{9}{16}$"-$27\frac{9}{16}$" 185lb (*s*) 143NHP 2SB,4*cf*,GS72,HS2873 Scheepswf.&Mach.deKlop, Sliedrecht	14 ″ 6 s ″ 8¼ 13 ″ 11¾	
29759 PGNH	**Oostzee** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	336 239 159					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	T.Tammes	133·5 P39'F14'	22·9	9·6	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$10\frac{13}{16}$"-15¾" 68NHP MtrnWerkeMannheimAG		V
29760 PKEA	**Op ten Noort** **TwinSc** *CruiserStern* 3*Dks* *Fitted for oil fuel*	6076 — 3566					1927	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	424·5 F45'	55·2	22·2	Batavia Dutch	C.8Cy.(4)22"&(4)47¼"-47¼" 616NHP Werkspoor,Amsterdam		V
29761 166453 GJGP	**Opalia** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6195 5495 3596	✠100A1 7,41 ~~9,40~~ ✠LMC5,38 *CarryingPetroleum in bulk*	~~Bkn~~ Shl	*a*†	CL 8,41	1938 5mo *Lloyd*	NVNederl. Dok.Maats. Amsterdam 'sA&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*66'140t	430·2 446·4(O.L.) P88'B38'F67' FK '*Tween dk tank aft* 60t*DTf*25'259t*FPT*104t*APT*55t	54·6	30·8	London British 16*BHptCem*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"-55⅛" 377NHP DB*180lb* WerkspoorN.V.Ams	31 ″ 0 s 5 ″ 6½ 25 ″ 8	
29762 162907 GJMC	**Opawa** **TwinSc** *OilEng.* *ss*Npt.No.2-39 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in forward holds* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	10354 9313 6235	✠100A1 ~~5,41~~~~1,41~~ 12,41 ✠LMC CS7,39 DBS1,40 1,38 ✠Lloyd'sRMC~~1,41~~9,41	~~Avn~~ ~~Wln~~Syd	*f*†	CL s1,40 PN7,40	1931 4mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow 'sA&CP	NewZealand ShippingCo.Ld. *Duct keel* *CellDB*343'1392t*T*	471·0 P66'B234'F81' FK *fwd. of mchy. space* *anks in way of tunnels* 1005t*DTsf*41'294t*FPT*88t*APT*94t	67·3	36·8	Plymouth British 8*BHptCem*	Oil Engines 2S.C.SA 18Cy.26¾"-47¼" 2243NHP 3DB*100lb* A.Stephen&Sons,Ld.Gls.	40 ″ 0 s 7 ″ 10½ 32 ″ 5	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29763 160297 MMLR	**Opepe** ssDub.No.1-41 *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	362 258 131	✠100A1 ~~10,11,40~~ 4,42 ✠LMC~~8,37~~ 10,41	~~Dub~~ Bel	*f*	CL 9,40	1937 8mo *Lloyd'sA&CP*	Scott& Sons Bowling	FrontierTown SteamshipCo.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·2 148·1(O.L.) Q81′B7′F20 BK6″ *FPT*54*t*	23·6	10·5	Newry British 3*BHCem* *APT*35*t*	T.3Cy.11¼″,20″&32″-24″ 205lb (*s*) 62RHP 1SB,3*cf*,GS51,HS1489 Aitchison,BlairLd. Clydebank	11 ″ 5 s 3 ″ 6¼ 11 ″ 8½	
29764 DJPZ	**Ophelia** *CruiserStern* 1*Dk*	1446 1260 799					1935	Lübecker Maschb.Ges. Lübeck	A.Kirsten	268·8 P216′F29′	39·4	14·6	Hamburg German *WB*	C.4Cy.(2)$14\frac{9}{16}$″&(2)31½″- 31½″ 93NHP OttensenerMch.G.m.b.H. Altona		G
29765 PKGF	**Ophir** TwinSc *Ref.Mchy.* *OilEng.* *CruiserStern* 2*Dks*	4115 2802 2142					1928	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	370·4 P29′B143′F40′	51·7	19·8	Batavia Dutch *WB*	Oil Engines 4S.C.SA 16Cy.27½″-47¼″ 1175NHP WerkspoorN.V.Ams.		V
29766 LEOR	— 1*Dk*	1005 784 621					1906	Bergens Mek.Værks. Bergen	RasmusF.Olsens RederiA/S (RasmusF.Olsen)	225·1 Q115*t*B50*t*H6*t*F31*t*	32·1	13·2	Bergen Norwegian *WB*	T.3Cy.16″,25″&43″-30″ 101NHP BergensMekVærksBergen		N
29767 EGES	— ssBcl.2ndNo.3-2,41 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	577 372 217	✠100A1 2,41 BS5,42 ✠LMC2,41 *CarryingPetroleum in bulk*	Bcl	*h*	CL 2,41	1919 11mo *Lloyd'sA&CP*	Echevarrieta y Larrinaga Cadiz	Cia.Arrendataria delMonopolia de PetroleosS.A. *CellD*	164·0 Q94′B11′F25′ BK7″ *Bf*92′ 136*t FPT*43*t*	26·2	10·3	Bilbao Spanish 7*BHCem* *APT*7*t*	T.3Cy.12″,20″&32″-24″ (*s*) 165lb 75NHP 1SB,2*cf*,HS1505 AlexanderBros.Bcl.	12 ″ 10 s 4 ″ 3½ 13 ″ 0	
29768 124102 MCST	— ssLiv.2ndNo.3-8,33 ssLiv.No.1-38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl-pt*teak s)	469 350 172	✠100A1 4,38 ✠LMC MS3,38 BS10,40	Liv	*g*	CL 3,38	1907 12mo *Lloyd'sA&CP*	AilsaS.B. Co.Ld. Ayr	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *Cell*	155·1 Q50′B10′F29′ BK7″ *DB f*79′ 112*t FPT*	26·2	10·5	Liverpool British 3*BHCem* 48*tAPT*7*t*	C.2Cy.18″&40″-27″ (*s*) 130lb 94RHP 1SB,3*pf*,GS51,HS1752 Ross&Duncan,Glasgow	13 ″ 1 s ″ 11¼ 12 ″ 9	
29769 149684 GSLR	**Oporto** ssShl.No.3-5,41 1*Dk*(*Stl*)2nd*Dk*(*Stl*)*in fore holds* *CruiserStern*	2352 1540 1437	✠100A1 ~~5,41~~ 12,41 BS12,41 ~~BS12,40~~ ✠LMC7,36	~~Shl~~ Lon	*r*	CL 4,41	1928 7mo *Lloyd'sA&CP*	Ramage& Ferguson,Ld Leith	EllermanLines,Ld. (Ellerman&Papayanni LinesLd. *Mgrs.*)	270·6 P&B178′F51′ FK *CellDB*231′	40·2	18·4	Liverpool British 6*BHptCem* 453*tAPT*13*t*	T.3Cy.17½″,30″&52″-36″ (*s*) 220lb 269NHP 2SB,6*cf*,GS107,HS4026 FD Ramage&Fergusn,Ld.Lth.	20 ″ 6 s 1 ″ 2 19 ″ 6¼	
29770 PGNS	**Opsterland** (*ex*Oudewater-39) *OilEng.* D.F. 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern* *Ref.Mchy.*	374 307 194	✠100A1 *withfreeboard* 12,39 ✠LMC5,37 ✠Lloyd'sRMC12,39 for temp. 32° F. (SEE FOOTNOTE *)	Rot	*k*	OG 12,39	1937 5mo *Lloyd'sA&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Scheepvaart en SteenkolenMaats. N.V. *CellDB*127′194*t*	198·3 205·8(O.L.) FK *FPT*22*tAPT*10*t*	29·6	8·1	Rottrdam Dutch 4*BHptCem* (*Coll to Sh dk* 3 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.13¾″-23⅝″ 197NHP Gbr.Stork&CoNVHengelo	11 ″ 0 s ″ 2 10 ″ 11	
29771 DHSL	**Optima** D.F. *Mchy.Aft* 1*Dk* E.S.D. *CruiserStern*	1249 1040 653					1925	Flender Act.Ges. Lübeck	ArgoReederei RichardAdler&Co.	238·6 P&B196′F24′	37·7	14·7	Bremen German *WB*	T.3Cy.$17\frac{11}{16}$″,$28\frac{9}{16}$″&$45\frac{11}{16}$″- $30\frac{11}{16}$″ 116NHP OttensenerMch.G.m.b.H. Altona		G
29772	**Optimist** (*ex*Delphin-32, *exNavyVessel*Delphin) *OilEng.* *Mchy.Aft* 1*Dk*	305 250 152					1906	G.Howaldt Kiel	"Tille"Compania NavieraS.A. (H.W.Stock,*Mgr.*)	131·8 Q24′F21′	27·1	12·7	Callao Peruvian *WB*	Oil Engines 4S.C.SA 6Cy.11″-$16\frac{9}{16}$″ 70NHP NE31 Bohn&KählerA.G.Kiel		C
29773 LJSH	**Ora** *OilEng.* D.F. *Cruiser Stern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	9537 8793 5640					1937	Kockums M.V.Aktieb. Malmö	D/S A/S Ora (O.B.Sörensen& Co.)	505·4 P97′B41′F67′	63·1	36·4	Arendal Norwegian	Oil Engines 2S.C.DA 7Cy.23⅝″-$43\frac{5}{16}$″ 1360NHP KockumsM.V.Akt.Malmö		N
29774 ~~HRBO~~	**Oradell** ssN.Os.No.1-41 ssNOs.No 3-3,36 2*Dks*(*Stl-Uws*) 3*rdtr B in holds*	*1645* *1381* *839*	✠100A1 ~~5,41~~ ~~8,40~~ 12,41 ✠LMC5,41 ~~MS3,36~~ ~~BS3,40~~ *Fitted for oil fuel*2,24	~~N.Y.~~ ~~NOs~~ Sng	*q*	CL 9,39 *F.P. above* 150° F.	1924 2mo *Lloyd'sA&CP*	Swan,Hunter& Wigham Richardson, Ld Newcastle	~~StandardFruit&~~ ~~S.S.Co.~~ Wallem&Co	254·9 F26′ FK *CellDB*210′281*t FPT*	35·6	21·5	Panama Pnamanian 4*BHptCem* 12*tAPT*18*t*	T.3Cy.20″,33″&56″-39″ (*s*) 200lb 305NHP 2SB,6*cf*,HS4600 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	23 ″ 6 s 3 ″ 9 20 ″ 0	
29775 140300 GVTT	**Orangeleaf** TwinSc ssPly.No.3-1,30 ssPly.No.2-37 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5983 5295 2358	✠100A1 6,41 ~~1,40~~ 3,42 BS~~4,40~~ ✠LMC4,37 *CarryingPetroleum in bulk* *Fitted for oil fuel*6,17	~~Hamilton~~ NOs		CL 2,40 *F.P. above* 150° F.	1917 4mo *Lloyd'sA&CP*	JLThompson&Sons,Ld Sunderland	TheAdmiralty	405·0 P36′B32′F89′ FK *CellDBuE&B*	54·5	32·6	London British 20*BHptCem* 87′ 384*t DT*	T.6Cy.26″,42½″&70″-45″(*s*) 200lb 1086NHP 6SB,18*cf*,HS16860 FD G.Clark,Ld.Sunderland *f*48′214*t FPT*67*tAPT*174*t*	35 ″ 2 s 6 ″ 9¼ 28 ″ 7½	
29776 218874	**Orani** 1*Dk*2*tr B*&*Shelter dk* *Fitted for oil fuel* *Longitudinal framing*	6040 5600 4506					1919	Seattle NorthPacific S.B.Co. Seattle,Wash	UnitedStates Maritime Commission	402·4 P34′F38′	53·1	32·0	Seattle Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		
29777 LEOT	**Orania** (*ex*Avilesino) 1*Dk*	1182 1000 696					1919	MossVerft Moss	D/S A/S Ora(O.B. Sörensen&Co. *Mgrs.*)	226·3 P40*t*H59*t*F32*t*	36·6	15·7	Arendal Norwegian *WB*	T.3Cy.16″,25″&42″-30″ 97NHP MossVerft,Moss		N
29778 PGOF	**Oranje** Ⓟ TrpSc D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy.* *CruiserStern* 4*Dks*	20017 — 11674					1938	NVNederl. Schps.Maats Amsterdam	Stoomv.Maats. Nederland	613·9 B505′F78′	83·5	32·4	Batavia Dutch *WB*	Oil Engines 2S.C. 36Cy.$29\frac{15}{16}$″-$49\frac{3}{16}$″ SulzerBros.Ld.Winterthur		VL
29779 PGOH	**Oranje Nassau** Ⓟ TwinSc ssRot.2ndNo.3-5,33 D.F. ssRot.No.1-37 Sub.Sig. 3*Dks*(*Stl-Uptws*)	2885 2405 1133	✠ A- *withfreeboard* 7,41 ~~9,39~~ ✠NB9,32 ✠LMC MS6,37 BS~~3,46~~7,41 *ForChannelService Flushing&Harwich* *alsoEuropean Summer Cruising*	~~Rot~~ Sou		OG 9,38	1909 11mo	Fairfield Co.Ld. Glasgow	Stoomv.Maats. "Zeeland"	350·0 F60′ FK *Cell DB uE*12′	42·7	16·4 23·9	Flushing Dutch 8*BHAsp* 23*tAPT*56*t*	T8Cy.(2)28″,(2)43½″,(4)49″ -33″ 200lb (*s*) 1130NHP 4DB,24*cf*,GS534,HS19440FD FairfieldCo.Ld.Glasgow	25 ″ 0 s 11 ″ 11¾ 13 ″ 4	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numéro d'Ordre. Numéro Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc	15 Registres où coté, si ce n'est dans le L.R.
29780	**Oranjefontein** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	10000	100A1 (*Class Contemplated*)				1940	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	VereenigdeNederlandscheScheep. Maats.	499·3	62·9	33·1	TheHague Dutch	Oil Engines 2S.C.DA 10Cy.24$\frac{7}{16}$"–55⅛" N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.		
29781 PGOO	**Oranjepolder** *ss*Lon.No.3–3,42 ~~*ss*Rot.No.2–37~~ 1*Dk*(*Stl*) *Ref.Mchy.*	856 610 443	✠100A1 *withfreeboard* 3,42 ~~1,41~~ MS3,42 BS2,41 ~~BS1,40~~ ✠~~LMC12,37~~	~~Yar~~ Lon	*m*	CL ~~1,41~~ 3,42	1929 11mo	A.Vuijk& Zonen Capellea/d Ysel *Lloyd's A&CP*	N.V.Stoomv. Maats. "Westpolder"	210·2 Q66'B&F144' FK *CellDB*167'219*t* *FPT*26*t* *APT*10*t*	32·2	12·0	Rottrdam Dutch 4*BHCem*	T.3Cy.17½",28$\frac{15}{16}$"&46$\frac{1}{16}$"–36" 180lb (*s*) 175NHP 2SB,4*cf*,GS166,HS3180 Penn enBauduin,Dordrcht	14″0 s ″2 13″10¾	
29782 149907 GNFD	**Oranjestad** TwinSc *ss*Aru.No.3–2,40 *Mchy.Aft* 1*Dk*(*Stl*)	2396 1743 1242	✠100A1 3,41 ✠LMC MS8,39 BS3,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* ,27 *F.P. above* 150°F.	Aru	*t*	~~s2,39~~ CL ~~12,39~~ 2,39	1927 9mo	Harland& Wolff.Ld. Belfast *Lloyd's A&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*)	305·7 P67'F34' FK *Trunk dk*204' *Wing tanks f*286*t* *a*356*t* *FPT*60*t* *APT*75*t*	50·2	14·3	London British 7*BHptCem*	T.6Cy.13½",23½"&36"–27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15″(s1″10½ 13″3⅜	
29783 105315 MQSJ	**Oranmore** (*ex*Northford, *ex*BeaconRock) *ss*Bel.3rdNo.3–9,31 *ss*Bel.No.2–40 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)	495 352 194	✠100A1 11,40 ✠NB3,15 ✠LMC MS11,40 BS5,41	Bel	*h*	CL N11,38	1895 6mo	AilsaS.B. Co. Troon A&CP	JohnKellyLd.(W. Clint,*Mgr.*)	170·0 Q93'B10'F28' BK7' *DBf*11'34*t* *FPT*14*t* *APT*8*t*	25·9	11·7	Belfast British 3*BHCem*	C.2Cy.19"&42$\frac{5}{16}$"–30" (*s*) 115lb 69RHP 1SB,3*pf*,GS56,HS1492 Muir&Houston,Glasgow	12″1(·4″4½ 13″0	
29784 121193 VJVD	**Orara** Ⓟ *Ref.Mchy.* 2*Dks*	1297 1141 629					1907	Scott of Kinghorn,Ld. Kinghorn	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	240·3	33·9	19·9	SydnyNSW British *WB*	T.3Cy.22½",37"&60"–36" 216NHP Scott ofKinghorn,Ld.Kg		
29785 162906 GJKX	**Orari** TwinSc *OilEng.* *ss*Fal.No.2–39 D.F. E.S.D. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in forward holds* *Ref.Mchy.* *CruiserStern*	10350 9313 6228	✠100A1 ~~11,41~~ ~~3,41~~ 5,42 ✠LMC CS9,39 DBS~~3,41~~ 5,42 3,41 ✠Lloyd'sRMC~~7,40~~ ~~8,41~~ 5,42 ~~2,42~~ ~~9,41~~	~~Gls~~ ~~Syd~~ Liv	*f*†	CL 2,41	1931 2mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's A&CP*	NewZealand ShippingCo.Ld.	471·0 P66'B234'F81' FK *Duct keel forward of mchy. space* *CellDB*343'1392*t* *Tanks in way of tunnels*1005*t* *DTs f*41'294*t* *FPT*88*t* *APT*94*t*	67·3	36·8	Plymouth British 8*BHptCem*	Oil Engines 2S.C.SA 18Cy.26¾"–47¼" 2243NHP 3DB*100lb* SulzerBros.Winterthur	40″0 s7″10½ 32″5	
29786 913 IBHK	**Orata** (*ex*EmanueleAccame–37, *ex*Reliance,*ex*KnightCompanion) D.F. 3*Dks*	8631 — 5076	✠ 1,13 ✠	Liv	*c*†		1910 8mo	C.Connell &Co.Ld. Glasgow	"Polena"Società di Navigazione	484·6 B167' FK	58·0	40·0	Genoa Italian *WB*	T.3Cy.26½",44"&74"–48" 538NHP D.Rowan&Co.Glasgow	42″10	I †
29787 137467 GLTQ	**Orbita** Ⓟ TrpSc *ss*Liv.2ndNo.3–5,40 2*Dks*(*Stl*)&*Awng dk*(*Stl–ptws*) *Shade dk*(*Stl*)3*rd dk*(*Stl*)*in Nos.*1,2&3*holds* *Ref.Mchy.* D.F.	15495 12425 9484	✠100A1 *withfreeboard* 10,41 ~~12,40~~ BS9,41 ~~BS9,40~~ ✠LMC10,38 *Fitted for oil fuel* 4,27 *F.P. above* 150°F.	Liv	*k*†	CL 5,40	1915 4mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	Pacific StmNavCo.	550·3 569·2(O.L.) FK&BK2" *CellDB a*145'*uE*&*B*142' *Tanks at sides of tunnels*1288*t* *f*188'1898*t* *FPT*211*t* *APT*125*t*	67·3	43·0	Liverpool British 10*BHCem*	T.8Cy.(2)26½".(2)42"&(4) 47½"–51"&1LP turbine 215lb (*s*) 6DB,36*cf*,GS709,HS28410 Harland&Wolff,Ld.Bel.	47″1 s11″9 35″10¼	BT till ~~5,41~~ [illegible],42
29788 165501 GZSR	**Orcades** Ⓟ TwinSc D.F. E.S.D. 2*Dks*,3*rd dk in holds* GyC. *CruiserStern* *Ref.Mchy.*	23456 13096 14029	✠100A1 *withfreeboard* 1,41 ~~8,40~~ BS7,41 ~~BS7,40~~ ✠LMC7,37 ✠Lloyd'sRMC~~3,41~~ ~~1,41~~ 5,42 ~~10,41~~ *Fitted for oil fuel* 7,37 *F.P. above* 150°F.	~~Syd~~ Bom		CL 1,41	1937 7mo	Vickers- Armstrongs. Ld. Barrow *Lloyd's A&CP*	OrientStm.Nav. Co.Ld.	639·3 664·5(O.L.) LwrB&F624' FK B&F499'UprB325 UprF81' *Duct keel forward of mchy. space* *CellDB*504'2345*t* *Tanks in way of tunnels* 96'620*t* *Wing tanks in ER* 63'637*t* *DTs* 44'299*t* *FPT*113*t* *APT*195*t*	82·2	33·6	London British 11*BHptCem* 2 „ *to 2nd dk*	6 steam turbines SR geared to 2 sc. shafts 450lb (*s*) 4912NHP 4WTB(Spt440lb)&2Anx. WTB(Spt) HS37030 FD VickersArmstrngsLd.Brw	38″0 s8″3¼ 30″2	BT till 1,42
29789 161920 MPVR	**Orchy** 2*Dks*	1090 909 429					1930	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	246·3 P&B144'F43'	36·1	15·8	Glasgow British *WB*	T.3Cy.17",28½",&48"–36" 138NHP AilsaS.B.Co.Ld.Troon		C
29790 135539 GLTS	**Orduña** Ⓟ TrpSc *ss*Liv.2ndNo.3–2,38 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk* (*Stl-ptws*)&*Shade dk*(*Stl*)3*rd dk*(*Stl*)*in Nos.*1,2&3*holds* D.F.	15507 12425 9565	✠100A1 *Awng dk withfreeboard* ~~3,41~~11,41 BS11,41 ~~BS11,40~~ ✠LMC1,37 *Fitted for oil fuel* 12,26 *F.P. above* 150°F.	Liv		CL r&s 7,40 ~~c1,38~~ c11,41	1914 2mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	PacificStmNavCo.	550·3 FK&BK2" *CellDB a*145'*uE*&*B*142' *Tanks at sides of tunnels* 1288*t* *f*188'1898*t* *FPT*211*t* *APT*125*t*	67·3	43·0	Liverpool British 10*BHCem*	T.8Cy.(2)26½",(2)42"&(4) 47½"–51"&1LP turbine 215lb (*s*) 6DB,36*cf*,GS709,HS28410 Harland&Wolff,Ld.Bel.	47″1 s11″9 35″10¼	BT till ~~7,41~~ 10,42
29791 FNRW	**Orégon** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy.* 3*Dks*	7706 6439 4591					1929	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4	61·2	27·5	Havre French *WB*	Oil Engines 2S.C.DA 10Cy.23⅝"–35½" 1950NHP BremerVulkan,Vegesack		V
29792 219755 KUJZ	**Oregon** (*ex*EmmaH.Coppage, *ex*CapeCod, *ex*Quabbin) 2*Dks*& *Web frames* *Longitudinal framing* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk*	7017 6514 4357	✠ ... 1,21				1919 12mo	MooreS.B. Co. Oakland,Cal.	TheTexas Company	425·8 P106'B40'F41' FK	57·0	31·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 579NHP LlewellynIronWorks, LosAngeles,Cal.	33″0	R †
29793 166612 GNNS	— (*ex*Oakridge, *ex*AnnaE.Morse) 1*Dk*&*Shelter dk* *Fitted for oil fuel* *Longitudinal framing*	6008 5541 3729	✠ ... 11,20 ✠				1920 7mo	Virginia S.B.Corp. Alexandria, Va.	OregonS.S.Co. Ld.(Jas. German &Co.Ld.*Mgrs.*)	402·8 P34' F38'*on Shelter dk*	53·3	31·7	London British *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.	34″6	CR †
29794 215742 KLHH	— WoodTwinSc *OilEng.* *Mchy.Aft* 2*Dks*	1849 — 1357					1917	Alaska PacificNavCo Seattle	McGinitie& Macdonald	215·0 P61'F41'	41·9	20·5	Wilmgton (Del.) Utd. States	Oil Engines 4S.C.SA 12Cy.16"–24" 300NHP NE18*refitted*24 M'Intosh&SeymourCorp., Auburn,N.Y.		
29795 214322 KJTO	— Wood 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	989 — 628					1916	A.Petersen Aberdeen, Wash.	WilsonBros.&Co.	200·1	41·0	14·7	S.Frncisco Utd.States	T.3Cy.13",21"&36"–24" Moore&Scott 64NHP IronWorks,Oakland,Cal.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
29796 172621 GMYW	**Oregon I** (exOregon-41) TwinSc OilEng. D.F. 1Dk&Shelter dk	4774 4363 2900					1916	Akt.Burmeistr&Wain Copenhagen	Ministry of War Transport (Stephens,Sutton, Ld.Mgrs.)	407·8	54·2	33·4	Hull British WB	Oil Engines 4S.C.SA 12Cy.23$\frac{1}{16}$"-35$\frac{3}{16}$" 622NHP Akt.Burmeistr&Wain,Cpn		V
29797 LGNX	**Oregon Express** TwinSc OilEng. ssSea.No.2-41 ~~ssRot.No.1-38~~ Ref.Mchy. 2Dks(Stl-Weather dk ws) D.F. 3rd dk in forward holds CruiserStern	3642 2956 2176	✠100A1 withfreeboard ~~9,41~~ ~~2,41~~ 12,41 ✠LMC CS11,38 6,39 ✠Lloyd'sRMC ~~10,40~~ 11,41 for temp. 31° F.	Sea	v	CL 1,41	1933 10mo Lloyd's A&CP	Odense Staalskibsvft vedAPMöller Odense	SkibsA/S"Ekspress"(S.Herlofson &Co.A/S, Mgrs.) CellDBuE&f158'446tDT's a688tFPT35t APT60t	338·4 334·4 351·8(O.L.) F131' FK	47·2	27·1	Oslo Norwegian 5BH (2toWthrdk 3 ,, 2nd ,,)	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP GotaverkenA/B,Got	30 ″ 6 s 9 ″ 7¼ 21 ″ 3	
29798 26823 JOPD	**Oregon Maru** ssKob.No.3-2,39 2Dks(Stl)&Awngdk(Stl)	5873 5590 4254	✠ ... 2,41 Awngdk withfreeboard ~~✠LMC6,40~~ Fitted for oil fuel 9,20 F.P. above 150° F.	Osa	y	OG 6,40	1920 9mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	Kawasaki KisenK.K. CellDB327'1126tFPT127tAPT94t	385·0 FK Collision	51·0	36·0	Kobe Japanese ptCem BHtoAwdk 5 ,, ,, U ,,	T.3Cy.26",43½"&72"-48"(s) 200lb 440NHP 2SB(Sp†)&1AuxSB,8cf, GS154,HS5636 FD KawasakiDkydCo.Ld.Kob	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
29799 214725 WACR	**Oregonian** (exSantaRosa) Fitted for oil fuel ssBos.No.3-11,28 D.F. ssS.Fo.No.1-33 2Dks(Stl)&Shelter dk(Stl) Webframes3rd dk(Stl)inNo.1hold only Longitudinal framing	4862 4353 2871	✠ ... 5,34 ✠	SFo	z		1917 1mo	W Cramp& SonsS&EBCo Philadelphia CellDB350'	American-HawaiianS.S.Co. 1229tDTf32' 826tFPT71tAPT16t	404·6 FonShelter dk31' FK Co	53·9	34·2	NewYork Utd.States Cem llBHtoShdk 5 ,, ,, U ,, 1 ,, ,, 2nd ,, only	Q.4Cy.25½"37"52½"&76"-54' 631NHP 3SB,12cf,GS214,HS8881 WCramp&SnsS&EBCoPhl	28 ″ 9	R †
29800 OYDS	**Orehoved** Ⓟ (RailwayFerry) (Screws fore&aft) 1Dk	789 717 322					1916	Helsingörs Jernsk.&Msk Elsinore	DeDanske Statsbaner	222·9	34·5	14·1	Masnedö Danish WB	C.2Cy.19"&38"-20"(forwd) C.2Cy.19"&38"-20"(aft) 108NHP HelsingörsJernsk.&Mskb.		
29801 217806 KETN	**Oremar** (exEdgehill-39) 3Dks Sub.Sig. Fitted for oil fuel	6854 — 5246					1919	Skinner& EddyCorp. Seattle,Wash	CalmarS.S.Corp.	409·6	54·2	27·1	NewYork Utd.States WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y		R
29802 DOOH	**Orest** 1Dk2trB	652 515 383					1906	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q44'B43'F18'	28·1	12·7	Bremen German WB	T.3Cy.13",20½"&33$\frac{1}{16}$"-21⅝" 51NHP A.G."Weser."Bremen		G
29803 103 IBUZ	**Oreste** (exMoorby) ssRot.2ndNo.3-4,22 D.F. 1Dk(ptStlptIrn)& Webframes&ptAwngdk(Irn)	2679 1839 1661	✠ 8,27 ✠	Shl	s		1896 7mo	Ropner& Son Stockton	M.Scuderi	313·6 300·0 P27'Q48' ptAwngdk225' FK CellDBa104'uE24'	43·0	16·4	Catania Italian 5BHCem f116'515t	T.3Cy.22½",37½"&59$\frac{7}{16}$"-39" 230NHP 2SB,5cf,1rf,GS93,HS3358 Blair&Co.Ld.Stockton	19 ″ 8	I †
29804 149592 GFPQ	**Orestes** Ⓟ TwinSc D.F. OilEng. Ref.Mchy. 2Dks	7748 6591 4744					1926	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	459·6 P50'B168'F62'	58·4	32·6	Liverpool British WB	Oil Engines 4S.C.SA 16Cy.29$\frac{3}{16}$"-59" 1304NHP Akt.Burmeistr&Wain,Cpn		BT till ~~11,41~~ 2,42
29805 PGOV	— CruiserStern 3Dks Fitted for oil fuel	2663 2310 1550					1918	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	347·2	48·2	18·3	Amsterdm Dutch WB	T.3Cy.23",37"&61"-45" 250NHP Werkspoor,Amsterdam		V
29806 4398 SHMI	**Oresund** Ⓟ 1Dk2trB	606 437 215					1905	Kockums M.V.Aktieb Malmö	SvenskaRederiaktieb.Oresund (E.Hain,Mgr.)	179·5 H150tF18t	30·0	13·8	Malmö Swedish WB	T3Cy16$\frac{15}{16}$",27⅛"&47¼"-27$\frac{9}{16}$" 117NHP KockumsM.V.Akt.Malmö		G
29807 166465 GMGW	**Orfor** (exRomsdalshorn-37) ssBgn.No.3-1,34 ssShl.No.1-38 D.F. 1Dk(Stl)&Shelter dk(Stl) E.S.D.	6578 6273 4087	✠100A1 Shelter dk withfreeboard 2,42 ~~1,41 10,41~~ BS7,41 ~~BS8,40~~ ✠LMC12,37	~~Bgn~~ Shl	z	CL ~~8,39~~ 9,41	1921 8mo Lloyd's A&CP	W.Doxford &Sons,Ld. Sunderland IntermediateBH in forehold dispensed with	H.M.Thomson CellDB364'1180tFPT105t APT127t	420·0 FK	54·0	34·3	London British Cem 1BHtoShdk 5 ,, ,, U ,,	T.3Cy.27",44½"&75"-54"(s) 180lb 577NHP 3SB,9cf,GS198,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ 11½ 28 ″ 4	
29808 LCUS	**Oria** Now sailing as "Ste.Julienne" 1Dk	2127 1891 1256					1920	Osbourne, Graham& Co.Ld. Sunderland	D/S A/S Garonne (Fearnley&Eger, Mgrs.)	285·0 P68tH94tF20t	43·6	19·1	Oslo Norwegian WB	T.3Cy.20",35"&58"-39" 210NHP G.Clark,Ld.Sunderland		N
29809 21385 JCOD	**Oridono Maru** ssKob.No.3-10,28 ssKob.No 2-37 2Dks(Stl) Fitted for oil fuel	5278 4851 3284	✠ ... 3,41 ✠	Kob	z		1917 12mo	Mitsubishi ZosenKaisha Ld. Kobe CellDB	TatuumaKisen K.K.	400·0 P38'B121'F40' FK 350' 996tFPT132t	54·5	30·0	Nishinomiya Japanese 6BHCem APT89t	T.3Cy.27$\frac{3}{16}$",43"&72"-48" 510NHP 3SB,9cf,GS183,HS7618 MitsubishiZosenKaisha, Ld.Kobe	30 ″ 0	
29810 OHWQ	**Orient** (exBrage-34,exNatal) ssAbo.2ndNo.3-5,38 D.F. 1Dk(Stl)&Awngdk(Stl)	4160 3962 2525	✠100A1 Awngdk withfreeboard 6,40 BS6,40 ✠LMC5,38 ✠NE&B2,09refitted6,14 No later survey reported	Abo	w	CL 5,38	1914 6mo Lloyd's A&CP	Nthmblnd S.B.Co.Ld. Newcastle	A/B Orient(Thr. Kramer) Cell	373·4 360·2 P34'B96'F32' FK onAwngdk DBa117'uE23'f155'	51·3	28·1	Åbo Finnish 6BHCem 970tAPT45t	T.3Cy.21½",36½"&62"-42"(s) 200lb 326NHP 3SB,9cf,GS175,HS5551 Barclay,Curle&Co.Ld.Gls.	30 ″ 0 s 5 ″ 7 24 ″ 7	
29811 165858 GBNG	**Orient City** 1Dk&Shelter dk D.F. Fitted for oil fuel CruiserStern	5095 4625 2956					1940	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LeedsShipping Co.Ld.(SirW.R. Smith&Sons,Ld. Mgrs.)	421·8 F30'	56·8	25·5	Bideford British WB	T.3Cy.24",39"&68"-48" 320NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		C
29812 230323 KGOX	**Oriente** Ⓟ TwinSc 3Dks D.F. E.S.D. Fitted for oil fuel Ref.Mchy. GyC. CruiserStern	11520 — 6449					1930	NwprtNws S.B.&D.D.Co. Newprt.News	NewYork&Cuba MailS.S.Co.	508·0	70·9	39·0	NewYork Utd.States WB	2 Steam Turbines connected to Electric Motors and Sc. Shafts GeneralElec.Co. Schenectady		R

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
29813	**Oriente** (*ex*Volscian) *ss*Gms.2ndNo.3-9,24 *Well deck Mchy.Aft* 1*Dk*(*Stl*)	570 433 230	✠ 8,27 ✠	Gms	*i*		1898 8mo	RWilliamson&Son Workington	Cia.Naviera de CubaS.A.	179·7 Q94'B11'F23' BK7½" *FPT*	27·9	12·1	Havana Cuban 3*BHCem* 55*tAPT*40*t*	T.3Cy.$15\frac{7}{16}$",25½"&41"-30" 85NHP 1SB,3*cf*,HS1800 Ross&Duncan,Glasgow	13 " 4	
29814	— (*ex*Ida Westers-37) *OilEng.* *Mchy.Aft* 1*Dk* *Well deck*	498 341 276					1935	R.Cock&Sons,Ld.& P.K.Harris&Sons Appledore *Completed in 1936 by* van Goor & Spiekman of Zwartsluis	Cia.Anon.de Navegación de Carenero	149·8 Q79'B14'F25'	26·3	11·9	La Guayra Venezuelan *WB*	Oil Engines 4S.C.SA 6Cy.11"-17¾" 70NHP *Emade & fitted*36 Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
29815 DIED	**Orinoco** Ⓟ TwinSc Now "Puebla," see No. 38061 in Supp *OilEng.* D.F. E.S.D. GyC. Sub.Sig. 3*Dks* *CruiserStern*	9660 5683 5478					1928	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	458·5	60·9	34·1	Hamburg German *WB*	Oil Engines 2S.C.SA 16Cy.$27\frac{9}{16}$"-$47\frac{1}{4}$" 2100NHP Bremer Vulkan,Vegesack		G
29816	— TwinSc (*ex*EusebioCoterillo-41, 1*Dk* *ex*Perou,*ex*Peru) *Fitted for oil fuel*	799 615 408					1906	Bow,McLaclan&Co. Ld. Paisley	Soc.Anon.Transporte Maritimo Nacional	211·2 F22' *Shade dk*52'	34·1	10·8	LaGuaira Venezuelan *WB*	T.6Cy.11,"18"&30"-22" 84NHP Bow,McLachln&CoLd.Psy		
29817 167335 MPVV	**Oriole** *OilEng.* 1*Dk* *Mchy.Aft* E.S.D. *CruiserStern*	489 299 ~~231~~ 228	✠100A1 2,42 ~~6,41~~ 3,42 ~~✠LMC10,39~~ ~~✠LMC(M)6,41~~	~~Lth~~ Mil	*g*	OG ~~4,41~~ ~~3,42~~ 12,41	1939 10mo	Henry Robb,Ld. Leith *Lloyd'sA&CP*	GeneralSteam NavigationCo.Ld. *CellDB*105'131*t*	162·7 169·1(O.L.) P46'RQD57'F26' FK *FPT*49*tAPT*14*t*	27·2	8·3	London British 3*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 6Cy.$9\frac{3}{16}$"-$16\frac{9}{16}$" 101NHP BritishAuxiliaries,Ld.Gls.	10 " 6 s 3 " 8 10 " 4¾	
29818 164493 GYKL	**Orion** Ⓟ TwinSc *ss*Lon.No.1-39 *Ref.Mchy.* D.F. 2*Dks*,3*rd dk in holds* E.S.D. GyC. *CruiserStern*	23371 13151 14032	✠100A1 *withfreeboard* ~~6,41~~9,40 12,41 BS7,41 ✠LMC MS10,38 ~~BS8,40~~3,41 ✠Lloyd'sRMC~~5,41~~8,41 *Fitted for oil fuel* 7,35 *F.P. above* 150°F.	~~Bom~~ ~~PNl~~ Sng		CL ~~P9,38~~ s10,39 P11,41 ~~3,42~~6, 42	1935 7mo	Vickers-Armstrongs, Ld. Barrow *Lloyd'sA&CP*	OrientStm.Nav.Co.Ld. *Duct keel* *CellDB*504'2209*t* *Wing*	640·3 665·0(O.L.) *Lower*B&F622' B&F499' FK *Upr*F81' *Upr*B325' *fwd of mchy.space* *Tanks in way of tunnels*96'515*t* *tanks in engine room*63'637*tDTf*44'205*tFPT*113*tAPT*195*t*	82·2	33·7	London British 11*BHptCem* (9 *to W dk* 2 ,, 2*nd* ,,)	6SteamTurbinesSRgeared to 2 Sc. Shafts 450lb (*s*) 4912NHP 4WTB&2 AuxWTB(Spt 440lb) HS37030 FD VickersArmstrngsLd.Brw	38 " 0 s 8 " 3¼ 30 " 2	BT till ~~9,41~~ ~~3,42~~ 6,42
29819 LJBS	— *Mchy.Aft* *OilEng.* *CruiserStern* 2*Dks* *Longitudinal framing-bracketless system* D.F.	8064 7423 4751	✠100A1 10,39 DBS10,39 ✠LMC1,36 *Carrying Petroleum in bulk* (SEE FOOTNOTE *)	Osl	*c*†	CL 12,38	1936 1mo	Kockums M.V.Aktieb. Malmö *Lloyd'sA&CP*	SmithSörensens TankrederiA/S (S.H.Smith Sörensen,*Mgr.*) *CellDBuE*69'186*tDTf*36'535*tFPT*147*tAPT*168*t*	461·6 P102'B37'F41' FK	59·8	34·6	Arendal Norwegian 16*BHptCem* (10 *to U dk* 6 ,,2*nd*,,)	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1162NHP 2DB171*lb* Kockums M.V.Akt.Malmö	34 " 7 s 7 " 5 27 " 4¼	
29820 859 SVIT	— (*ex*Highland Prince-36, *ex*Glenshiel) *ss*Hul.2ndNo.3-1,35 *ss*Sws.No.1-40 1*Dk*(*Stl*)&*Spar dk*(*Stl*) Sub.Sig. &*deep framing*	*4798* *4549* *3054*	✠100A1 *Spar dk* 3,41 BS3,41 ✠LMC1,40	Bkn	*y*	CL 4,39	1909 8mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	P.Lyras *CellDBa*118'*uE&B*50'*f*180'1067*t DTa*34'878*tAPT*29*t*	400·0 P37'B120'F44' FK	52·0	26·9	Piræus Greek 6*BHCem*	T.3Cy.27",43"&72"-48" (*s*) 180lb 513NHP 3SB,9*cf*,GS149,HS7680 FD Dunsmuir&JacksonLd.Gls	29 " 7 s5 " 8¾ 24 " 1	
29821 769 OHXW	— *ss*Hfs.No.1-39 D.F. 2*Dks* *Strengthened for navigation in ice*	2408 2149 1342	✠100A1 *withfreeboard* 10,40 ✠LMC MS2,39 BS10,40 No later survey reported	Abo		OG 4,38	1935 10mo	Sandvikns,Skeppd&M.V Helsingfors *Lloyd'sA&CP*	FinskaÅngfAktieb *CellDB*237'446*t*	285·4 271·5 F27' FK *FPT*34*tAPT*26*t*	41·0	25·4	Helsingfrs Finnish 4*BHCem* (*Coll to W dk* 3 ,, 2*nd*,,)	T.3Cy.22",32"&54"-36" 213lb (*s*) 255NHP 2SB(Spt)6*cf*,GS132,HS4520 SandvikensSkeppd.&M.V.	28 " 0 s8 " 2¼ 19 " 10¾	
29822 7255 SGYN	— (*ex*William-35, *ss*Osc.No.1-40 *ex*Rubens) *ss*Osc.No.3-10,36 1*Dk*(*Stl*) *Cargo battens not fitted*	*2012* *1682* *1163*	✠100A1 4,41~~5,40~~ ✠LMC BS~~4,41~~5,42 MS5,40	Osc	*r*	CL ~~6,39~~ 4,41	1924 10mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd'sA&CP*	RederiA/B Iris (S.Abrahamsen, *Mgr.*) *CellDB*238'555*tFPT*46*tAPT*68*t*	277·5 288·8(O.L.) P22'B59'F23' FK	40·2	18·1	Stockholm Swedish 4*BHCem*	T.3Cy.20",33"&54"-36" (*s*) 180lb 245NHP 2SB,6*cf*,GS92,HS3632 FD N.E.MarineEng.Co.Ld.Sld	20 " 7 s 3 " 0½ 17 " 8¾	
29823 PGPA	— *Dk&Spar dk*	1722 1465 994					1914	A.Vuijk& Zonen Capellea/d Ysel	Koninkl.Nederl. Stoomb.Maats. N.V.	296·9	43·2	16·1 26·5	Amstrdam Dutch	T.3Cy.21",35"&56"-39" 196NHP Maats.Fyenoord,Rot.		V
29824 1045 IRPC	**Orione** (*ex*Lido) 1*Dk*	1144 968 634					1921	N.Odero A.&Co. Genoa	Soc.Anon.Ilva	208·3 B77'	32·0	19·4	Genoa Italian *WB*	T.3Cy.$15\frac{3}{16}$",$24\frac{2}{5}$"&$39\frac{3}{8}$"-$25\frac{5}{8}$" 75NHP N.OderoA.&Co.Genoa		CI
29825 665 IRPO	— Aux4MstSr (*ex*Veronica,*ex*Marga, *OilEng.* *ex*Abdon,*ex*Samsö) 1*Dk* (*See Sailing Ship Register*)	391 — 321					1914	Frdrkshvn Skibs&Flydk Fredrikshavn	GalileoChini	151·5 135·0	30·0	11·0	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.16½"-$18\frac{1}{16}$" 192NHP J&CGBolinder'sCoLdSkm.		I
29826	**Oriskany** *ss*N.Os.No.1-40 *ss*N.Os.No.3-1,36 2*Dks*(*Stl-U*ws)3*trBin holds*	*1644* *1381* *838*	✠100A1 ~~4,41~~~~9,40~~ 9,41 12,41 BS9,41 ✠LMC9,40 *Fitted for oil fuel* 3,24 *F.P. above* 150° F.	~~NOs~~ ~~HKg~~ Sng	*q*	CL ~~3,38~~ ~~4,41~~ 12,41	1924 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	Wallem&Co. *CellDB*210'281*tFPT*12*tAPT*18*t*	254·9 264·8(O.L.) F26' FK	35·6	21·5	Panama Pnamanian 4*BHptCem*	T.3Cy.20",33"&56"-39" (*s*) 200lb 305NHP 2SB,6*cf*,HS4600 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 " 6 s 3 " 9 19 " 11	
29827 145715 GFDN	**Orkla** (*ex*ElaineLlewellyn) *ss*Gmh.No.3-5,35 *ss*Gmh.No.1-39 1*Dk*(*Stl*) *Cargo battens not fitted*	2177 1719 1340	✠100A1 2,42 ~~2,41~~~~10,41~~ 2.42 BS~~2,41~~ ✠LMC5,39	Lth	*r*	CL ~~2,41~~ 2,42	1922 11mo	J.Lewis&Sons,Ld. Aberdeen *Lloyd'sA&CP*	ShamrockShippingCo.Ld.(W.O.Lawson,*Mgr.*) *CellDB*235'500*tFPT*48*tAPT*68*t*	280·1 289·3(O.L.) P18'Q84'B67'F23' FK	40·7	18·8	Belfast ~~Leith~~ British 4*BHCem*	T.3Cy.21",34"&56"-39" (*s*) 180lb 230NHP 2SB,6*pf*,GS108,HS3788 J.Lewis&Sons,Ld.Abn.	21 " 0 s 2 " 3 19 " 0	
29828 DHSN	**Orla** E.S.D. Sub.Sig. D.F. 1*Dk*	1289 1022 628					1921	Frd.Krupp Akt.Ges. Kiel	ArgoReederei RichardAdler&Co.	238·6 P&B187'F26'	37·6	14·8	Bremen German *WB*	T.3Cy.17¾",28¾"&47"-33½" 129NHP Frd.KruppA.G.Kiel		G

***Surveys delayed. Vessel, when last reported, in port in enemy occupation.**

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29829 LDDX	**Orland** (*ex*Amberstone, *ex*Phoenicier, *ex*LakeWorth) 3Mst *ss*Bgn.No.3-5,30 *ss*Bgn.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted*	1899 1621 1102	✠100A1 1,40 BS5,39 ✠LMC5,38 (SEE FOOT NOTE *)	Bgn	*r*	CL 4,39	1917 10mo	Chicago S.B.Co. Chicago A&CP	A/S Auctor (J.A.Haarberg, *Mgr.*) *CellDBa&u*	251·3 261·0(O.L.) P25'B64'F25' FK *E*104'*f*96'528*tFPT*	43·6	18·2	Bergen Norwegian 4*BHCem* 67*tAPT*77*t*	T.3Cy.20",33"&54"–40" (*s*) 180lb 274NHP 2SB,*6cf*,GS126,HS5246 AmericanSBCo.ClevelndO	20 ″ 3 s 2 ″ 7 17 ″ 10	
29830 DHSO	**Orlanda** E.S.D. Sub.Sig. D.F. 1*Dk*	1289 1022 628					1921	Frd.Krupp Akt.Ges. Kiel	ArgoReederei RichardAdler&Co.	238·6 P&B187'F26'	37·6	14·8	Bremen German *WB*	T.3Cy.17¾",28¾"&47"–33½" 129NHP Frd.KruppA.G.Kiel		G
29831 146703 MLJR	**Ormer** (*ex*Gauja, *ex*Westerplatte) TwinSc 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	1357 1062 683					1915	Howaldtswerke Kiel	Anglo-Saxon PetroleumCo.Ld.	234·5 Q57'B24'F41'	34·7	16·4	London British *WB*	T6Cy11⅘",19 3/10"&31½"–18 1/16" 86NHP Howaldtswerke,Kiel		V
29832 136654 GFNW	**Orminster** (*ex*ClanKeith-37, *ex*Hilarius, *ex*ClanKeith, *ex*Etonian) *ss*Rot.2ndNo.3-2,38 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) D.F.	5712 4089 3428	✠100A1 *Shelter dk withfreeboard* ~~9,41~~ ~~4,41~~ 1,42 MS2,38 ✠LMC BS4,41	~~Cff~~ ~~Lon~~ Mch	*y*	CL ~~10,40~~ 2,42	1914 3mo *Lloyd*	Bartram&Sons,Ld. Sunderland *'sA&CP*	MinsterS.S.Co.Ld. *CellDBa*133'*uE*23	385·0 FK *f*168'908*tFPT*130*t*	52·0	25·1	London British 6*BHCem* *APT*104*t*	T.3Cy.26",43"&71"–48" (*s*) 180lb 401NHP 3SB,*9cf*,GS180,HS6483 J.Dickinson&Sons,Ld.S.d	35 ″ 8 s 9 ″ 7¾ 26 ″ 3	
29833 146682 VJKC	**Ormiston** Ⓟ (*ex*Famaka) *ss*Syd.No.3-2,35 *ss*Syd.No.1-39 *Ref.Mchy.* 2*Dks*(*Stl–U*teak s)3*rd dk* (*Stl*)*inNos.*1&2*holds*	5832 4416 3453	✠100A1 8,41 ~~2,41~~ BS3,41 ✠LMC6,39 Lloyd'sRMC2,41 *Fitted for oil fuel* 12,22 *F.P. above* 150° F	Syd	*z*	CL 6,39	1922 12mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow *'sA&CP*	Australasian UnitedStm.Nav. Co.Ld. *CellDB*340'953*t*	390·8 406·0(O.L.) P46'B154'F46' FK *FPT*69*tAPT*138*t*	55·2	28·1	Melbourne British 7*BHptCem*	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 215lb 694NHP 4SB(Spt),*12cf*,GS231, FD HS9191 A.Stephen&Sons,Ld.Gls.	30 ″ 6 s 5 ″ 7 25 ″ 4½	
29834 141866 GLYC	**Ormonde** Ⓟ TwinSc *ss*Brw.No.3-11,29 *ss*Lon.No.2-37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*–teak s)3*rd dk*(*ptStl*)	14982 11796 8843	✠100A1 *Shelter dk withfreeboard* ~~8,41~~ ~~3,41~~ 5,42 BS8,41 ✠NE11,29 ✠LMC MS12,36 ~~BS8,40~~ ✠Lloyd'sRMC~~3,41~~1,42 *Fitted for oil fuel* 7,23 *F.P. above* 150° F.	~~Bom~~ Liv	*k*†	CL P3,41 s8,38	1917 10mo *Lloyd*	J.Brown& Co.Ld. Clydebank *'sA&CP*	OrientStm.Nav. Co.Ld. *CellDB* 464' 2048*t* *Engin*	580·5 598·7(O.L.) B303'F59' *on Shelter dk* FK&BK2¼' *Side tanks in* *e space* 128*tFPT* 82	66·7	40·5	Glasgow British 12*BHCem* *tAPT*130*t*	4SteamTurbinesSR geared to2 Sc. Shafts (*s*) 215lb 2120NHP 4DB&2SB,*40cf*,GS755, FD HS33361 Vickers-Armstrongs,Ld. Brw.	44 ″ 0 s 14 ″ 6½ 29 ″ 10	BT till ~~12,41~~ 8,42
29835 166377 GJGK	**Orna** *OilEng.* 2*Dks* *CruiserStern*	6779 6127 4030	✠100A1 *withfreeboard* 8,41 ~~11,40~~ ✠LMC3,38	Cal	*a*† 2	CL 11,40	1938 3mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell*	427·8 441·7(O.L.) P41'B133'F34' FK *DB*365'1316*tFPT*1	57·2	32·1	London British 7*BHptCem* 43*tAPT*178*t*	Oil Engines 2S.C.SA 4Cy.22 1/16"–85 11/16" 599NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	34 ″ 6 s9 ″ 1½ 25 ″ 6	
29836 FNZU	**Orne** (*ex*WarWeasal) 1*Dk*	2139 1818 1283					1919	British American S.B.Co. Welland,Ont.	"Calédonickel" Soc.Anon.	251·0	43·7	20·7	Nouméa French *WB*	DR geared Steam Turbine BritishWestinghouse Electric&Mfg.Co.Mch.		V
29837 ESHF	— WoodAux4Mst *OilEng.* *Mchy.Aft* 1*Dk*2*trB* (*See Sailing Ship Register*)	583 519 466					1921	A.B.KarlshamnsSkpps Karlshamn	M.&A.Utow	150·0 Q28'	32·0	17·5	Tallinn Estonian	Oil Engines 2Cy. J&CGBolindersCoLd.Skm		V
29838 OXPD	**Orneborg** *ss*Abg.No.3-8,32 *ss*Abg.No.1-37 1*Dk*(*Stl*)	1775 1582 1055	✠100A1 11,39 ✠LMC MS2,37 BS10,38 (SEE FOOT NOTE *)	Abg	*r*	CL 11,39	1919 4mo	Wilton's E.&SlpwyCo. Rotterdam A&CP	A/SDampskibsskb "Dannebrog" (C.K.Hansen*Mgr*)	269·8 282·6(O.L.) P24'B65'F27' FK *CellDB*225'481*t*	39·0	18·3	Copnhagn Danish 4*BHCem* *APT*40*t*	T.3Cy.19",32"&51"–36" (*s*) 180lb 187NHP 2SB,*6cf*,GS100,HS3120 Wilton'sE.&SlpwyCo.Rot.	20 ″ 10 s 2 ″ 9½ 18 ″ 3	
29839 LJRC	**Ornefjell** 1*Dk*&*ShelterDk* D.F. E.S.D. *Fitted for oil fuel* *CruiserStern*	1334 1104 740					1937	Nylands Verksted Oslo	A/SLuksefjell (Olsen&Ugelstad, *Mgrs.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.16¾"&33½"–33½"&LP turbine withDRgearing& hydraulic coupling 107NHP NylandsVerksted,Oslo		N
29840 7625 SHWN	**Ornen** Ⓟ 1*Dk*	*863* *390* *382*					1909	Akt.Burmeistr&Wain Copenhagen	StockholmsRederi A/B Svea(Eman. Högberg,*Mgr.*)	190·9	32·2	11·5	Stockholm Swedish *WB*	T.3Cy.16½",27"&45"–24" 99NHP Akt.Burmeistr&WainCpn		V
29841 UOFN	**Orochen** Ⓟ (*ex*EasternCross, *ex*KirishimaMaruNo.6) Sub.Sig. *Ref.Mchy.* 2*Dks*	4584 3980 2638	✠ ... 2,21 ✠				1917 10mo	Uraga DockCo.Ld. Uraga	U.S.S.R.	350·9 P30'B118'F33' FK	51·3	25·9	Vladvostk Russian *WB*	T.3Cy.24¼",40½"&67"–48" 378NHP UragaDockCo.Ld.Uraga	28 ″ 5	
29842 147948 GJRZ	**Oronsay** Ⓟ TwinSc *ss*Gls.No.1-41 *ss*Lon.No.3-4,37 3*Dks*(*Stl*) *Wthr dk* (teak s) *Ref.Mchy.* 4*th dk*(*Stl*)*in f&a holds* D.F. E.S.D. 5*th dk in No.* 1 *hold* *CruiserStern*	20043 11625 11287	✠100A1 *withfreeboard* ~~12,41~~ ~~6,41~~ 3,42 ✠LMC6,41 ✠Lloyd'sRMC~~6,41~~ ~~10,41~~ 3,42 *Fitted for oil fuel* 1,25 *F.P. above* 150° F.	Liv	*p*†	CL ~~s4,38~~ ~~P2,40~~ P3,42 SN3,42	1925 1mo *Lloyd*	J.Brown& Co.Ld. Glasgow *'sA&CP* *CellD*	OrientSteamNav. Co.Ld. *Duct keel in way* *B*533'2311*tDT at s*	633·6 658·5(O.L.) B344'*Upper*B300' F71' FK&BK1" *of Nos.* 2,3&4 *holds* *ides of ER in way of*	75·2	33·0	Glasgow British 12*BHCem* *Coll,,to Wdk* *tunnels*1290*t*	6 Steam Turbines SR (*s*) geared to 2 Sc. Shafts 215lb 3811NHP 6D&4SB,*48cf*,HS49224 FD J.Brown&Co.Ld.Glasgow *FPT*116*tAPT*192*t*	37 ″ 6 s 7 ″ 5¾ 30 ″ 4¾	BT till 6,42
29843 146027 GBXM	**Orontes** Ⓟ TwinSc *ss*Lon.No.2-37 3*Dks*(*Stl–Weatherdk*teak s) 4*thdk*(*Stl*) *in foreholds & in* D.F. *Nos.*5&6*holds* 5*thdkinNo.*1*hold* E.S.D. *Ref.Mchy.* *CruiserStern*	20097 12114 12044	✠100A1 *withfreeboard* 6,41 ~~9,40~~ BS8,41 ✠LMC MS1,37 ~~BS5,40~~ 1,41 ✠Lloyd'sRMC~~3,41~~ ~~8,41~~ 5,42 ~~1,42~~ *Fitted for oil fuel* 7,29 *F.P. above* 150° F.	~~Liv~~ PN1	*o*†	CL s9,38 P1,39	1929 7mo *Lloyd*	Vickers-Armstrong, Ld. Barrow *'sA&CP* *Cel*	OrientSteamNav. Co.Ld. *Ductkeel fwd.* *lDB*511' 2109*tDT*	638·2 663·7(O.L.) B361' *Upper*B299' F78' FK *of mchy.space C* *s at sides of ER& in*	75·3	33·1	Barrow British 13*BHptCem* *oll ,,to Wdk* *way of tunn*	6SteamTurbinesSRgeared to 2 Sc. Shafts 3825NHP 215lb HS46530 (*s*) 6D&2SB,*42cf*,GS2030, FD Vickers-ArmstrongLdBrw *els* 658*tFPT*97*tAPT*172*t*	37 ″ 6 s 7 ″ 8 30 ″ 2	BT till ~~9,41~~ ~~2,42~~ 6,42

41 d †

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d Armement / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
29844 163 SVKP	**Oropos** (*ex*MaidofSparta,*ex*Minna Horn,*ex*Hornhöhe, *ss*Nwc.No.3-4,27 *ex*Madeleine Rickmers) *ss*Ant.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*inNo.*1*hold* *Tonnage opening closed* '37	4474 — 2657	100A1 *Shelter dk* *withfreeboard* ~~7,41~~ ~~1,41~~ 4,42 Examined ~~7,40~~ 7,41 MS8,36	~~Gls~~ NYk NFl LMC BS12,40	*w*	CL ~~7,40~~ 4,42	1913	Rickmers Akt.Ges. Weser- münde-G.	M.A.Embiricos *CellD*	362·4|50·1|21·5 29·0 FK B320'942t*FPT*160t	Andros Greek 6*BHAsp* *APT*40t	T.3Cy.25",41"&68"–45" (*s*) 180lb 379NHP 2SB,*6cf*,GS118,HS5140 FD N.E.MarineEng.Co Ld.Sld	31 ″ 4 s7 ″ 10¼ 23 ″ 8¼	
29845 DOBM	**Orotava** Ⓟ D.F. E.S.D. Sub.Sig. 2*Dks*	3344 2676 1963					1927	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	319·5|46·8|23·0 Q18'B102'F34'	Bremen German *WB*	T.3Cy.23⅝",$38\frac{3}{16}$"&63"–45¼" 266NHP Frd.KruppA.G.Kiel		G
29846 HRAV	— *Ref.Mchy.* 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	2711 2158 1595					1927	A.Stephen &Sons,Ld. Glasgow	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	300·2|44·2|22·2 B92'F32'	Tela Honduran *WB*	T.3Cy.20½",35"&59"–42" 226NHP A.Stephen&Sons,Gls.		C
29847 PGPH	**Orpheus** 2*Dks* *Fitted for oil fuel*	1030 794 464					1920	DeHaan& Oerlemans Heusden	Koninkl.Nederl. Stoomb.Maats. N.V.	216·4|34·6|13·4	Amstrdam Dutch *WB*	T.3Cy.17½",29"&76"–36" 346NHP Verschure&Co.Amstrdam		VL
29848 62 IRQA	**Orsolina** WoodAuxBkn (*ex*SailingVessel–38, *OilEng.* *ex*CleliaBasso) (*See Sailing Ship Register*)	344 — 259					1903	A.Terriz- zano ImperiaII	Soc.Anon.Italiana Importazione Carboni e Navig.	134·7|28·1|14·1	Savona Italian	Oil Engines 4S.C.SA 6Cy.9⅝"–12⅝" 54NHP *Emade& fitted*38 Waggon-undMaschinen- bauA.G.Görlitz		I
29849 52 ILMJ	**Orsolina Bottiglieri** (*ex*Orsolina–39,*ex*CesarioConsole–37, *ex*LeaS,*ex*Lea,*ex*Adriadne) 1*Dk*	883 718 536					1899	Akt.Ges. "Neptun" Rostock	Giovanni Bottiglieri	215·2|32·2|12·8 Q77'B54'F27'	Torre del Greco Italian *WB*	T3Cy.16⅛",$25\frac{1}{16}$"&41⅝"–28¾" 93NHP A.G."Neptun,"Rostock		I
29850 144191 MJXF	**Ortolan** (*ex*BeaulyFirth) *ss*Lon.No.3-8,32 *ss*Lon.No.1-37 *Mchy Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	489 316 202	✠100A1 ~~10,40~~ ~~10,41~~ 11,41 Examined 8,41 BS~~4,41~~4,42 ✠LMC2,37	~~Lon~~ Gms Lon	*g*	CL 3,39	1920 3mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	GeneralStm.Nav. Co.Ld. *CellDBf*95'114t	160·1|25·2| 9·7 Q92'B11'F23' FK *FPT*33t*APT*14t	London British 3*BHptCem* *ptAsp*	T.3Cy.12½",21"&34"–24" (*s*) 180lb 65RHP 1SB,*3pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s 3 ″ 8 11 ″ 9	
29851 7441 SFWK	**Orvar** (*ex*Klosterfos,*ex*HildePodeus) 1*Dk*	*1597* *1333* *923*					1908	Nordsee- werke Emden	RederiA/B Orvar (Fänges&Påhls- sonsRederier, *Mgrs.*)	266·1|39·6|15·3 Q114tH71tF41t	Hlsngborg Swedish *WB*	T.3Cy.20½",33½"&53"–33½" 163NHP OttensenerMaschOttensen		V
29852 HPFX	**Orville Harden** TwinSc *OilEng.* *ss*N.Yk.No.2-41 ~~*ss*Ham.No.1-37~~ 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks* 3*rd dk*(*Stl*) *aft of cargo tanks* *Mchy.Aft* E.S.D. *Web frames* *CruiserStern* *Longitudinal framing* D.F. GyC.	11191 — 6904	✠100A1 ~~6,41~~ ~~11,40~~1,42 ✠LMC CS9,37 DBS~~4,40~~6,41 ~~4,40~~6,41 *CarryingPetroleum in bulk*	NYk		CL 11,40	1933 3mo *Lloyd*	Cantieri RiunitiDell' Adriatico Monfalcone *'sA&CP*	PanamaTrans- portCo.	522·0|70·4|38·7 542·0(O.L.) *Aft*B55'B40'F39' FK *CellDBuE*78'135t 2312t*FPT*291t	Panama Pnamanian 16*BHptCem* *DTsf*53' *APT*250t	Oil Engines 2S.C.SA 12Cy.23⅝"–$43\frac{5}{16}$" 1162NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* Soc.An."Fiat"S.G.M. Turin	38 ″ 9 s 8 ″ 6½ 30 ″ 5¼	
29853 LCUV	**Orwell** (*ex*KnightTemplar) *ss*Bkn.No.3-2,19 *ss*Gls.No.1-23 D.F. 2*Dks&deep framing* *Fitted for oil fuel* *Carrying petroleum in bulk*	7920 6956 5025	✠ 4,28 ✠	Osl	*c*†		1905 11mo *Ce*	C.Connell &Co.Ld. Glasgow *llDBa*160'*uE*	A/S Tönsbergs Hvalfangeri *&B* 52'*f*202' 1700t	470·0|58·0|31·8 P38'B169'F51' FK *FPT*129t*APT*53t	Tonsberg Norwegian 11*BHCem* (8 ,, *to Udk* 3 ,, ,,2*nd*,,)	T.3Cy.27",46"&76"–51" 596NHP 3SB,*9cf*,GS148,HS8613 D.Rowan&Co.Glasgow	34 ″ 10	N †
29854 43464 JSKL	**Oryoku Maru** Ⓟ TwinSc D.F. *Ref.Mchy.* 3*Dks* *CruiserStern*	7363 — 3882					1937	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	425·8|57·1|33·3 F51'	Osaka Japanese *WB*	4Steam turbinesDRgeared to 2 Sc. Shafts 1083NHP MitsubishiJukogyoK.K. Nag.		
29855 218231 KJTQ	**Osage** (*ex*LakeFannin) 1*Dk*2*trB* Sub.Sig. *Fitted for oil fuel*	2649 2273 1637	✠ … 6,20 ✠				1919 7mo	American S.B.Co. Cleveland,O.	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	251·0|43·6|26·2 P25'B64'F23' FK	NewYork Utd.States *WL*	T.3Cy.21",35"&59"–42" 352NHP AmericanSBCo.ClevelndO	28 ″ 2	R †
29856 23976 JIQA	**Ōsaka Maru** Ⓟ 2*Dks*	3741 3397 2192					1922	Yokohama DockCo. Yokohama	NipponYusenK.K.	345·0|50·0|29·0 P33'B74'F40'	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 275NHP YokohamaDockCo.Yka.		
29857 5553 SFWO	**Osbur** (*ex*Nautic) *ss*Hbg.2ndNo.3-2,39 1*Dk&Shelter dk* ~~1*Dk*(*Stl*)~~ *Cargo battens not fitted*	*1327* *1135* *707*	✠100A1 *withfreeboard* 7,41 MS2,39	~~Hbg~~ Got ✠LMC BS~~8,40~~ 10,41	*p*	OG 7,40	1914 2mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	RederiA/B Walhall (C.W.Winck, *Mgr.*) ~~*CellDBa73'*~~ *CellDBa*73'*uE*15'*f*90'3	233·2|37·7|16·3 245·9(O.L.) *Converted to Shelter dk* '42 FK 45t*FPT*44t*APT*62t	Hlsngborg Swedish 4*BHCem* (*Coll to Shdk* 3 ,, 2*nd*,,)	T3Cy.18⅛",28¾"&$48\frac{13}{16}$"–31½" 185lb (*s*) 155NHP 2SB,*4cf*,GS62,HS2490 (Spt) KockumsM.V.Akt.Malmö	18 ″ 7 ~~s 2 ″ 1~~ ~~16 ″ 8~~ s 8 ″ 6¾ 18 ″ 2¼	
29858 5629 SFBO	**Oscar** (*ex*JohanSanne–36) *ss*Got.2ndNo.3-4,39 1*Dk*(*Stl*) *Cargo battens not fitted*	*1372* *1154* 779	✠100A1 5,41~~7,40~~ ~~BS10,40~~ MS4,39 BS11,41	Got ✠LMC ~~BS8,39~~	*p*	OG ~~7,40~~ 5,41	1914 9mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	NyaÅngfartygs A/BHeimdal(R. Hellberg,*Mgr.*) *CellDBa*69'*uE*19'	233·1|37·8|16·3 P18'B63'F26' FK *Bf*93'364t *FPT*44t	Gothenbrg Swedish 4*BHCem* *APT*59t	T.3Cy18⅛",28¾"&$48\frac{13}{16}$"–31½" 185lb (*s*) 156NHP 2SB,*4cf*,GS75,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s 2 ″ 3 16 ″ 6	
29859 8382 SGHW	— (*ex*GezienaHenderika–39) *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	*443* *305* *252*					1937	E.J.Smit& Zoon Westerbroek	StrömsBruksA/B	147·0|26·4| 9·2 P36'F17'	Stocka Swedish *WB*	Oil Engines 4S.C.SA 6Cy.11"–$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
29860 8345 SLXN	**Oscar Gorthon** 3Mst D.F. *Cruiser Stern* 1*Dk&Shelterdk* E.S.D. *Strengthened for navigation in ice* *Butts of bottom shell plating electrically welded*	*1811* *1418* 933	✠100A1 *withfreeboard* ~~3,41~~ ~~11,40~~ 10,41 ✠LMC5,39 *Fitted for oil fuel* 5, 39 *F.P. above* 150° F.	~~SFo~~ ~~Phl~~NYk	*t*	CL	1939 5mo *Lloyd*	Fredrkstad MekVrksA/S Fredrikstad *'sA&CP*	RederiA/B Gylfe (Joh.Gorthon, *Mgr.*) *Intermediate BHinfwd.* *CellD*	292·4|44·0|15·4 300·0(O.L.) F22' FK (*Coll hold dispensed with* B240'710t*FPT*133t	Hlsingborg Swedish 4*BH* *&APtoShdk* 2 ,,2*nd*,,) *APT*97t	C.4Cy.(2)15⅜"&(2)$37\frac{13}{16}$"– $34\frac{7}{16}$" 220lb (*s*) 277NHP 2SB(Spt),*6cf*,GS98, FD HS4118 FredrikstadM.V.A/S Fredrikstad	19 ″ 4 s ″ 7⅝ 18 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29861 PGPJ	**Oscilla** D.F. E.S.D. *OilEng.* *1Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Mchy.Aft* *CruiserStern*	6341 5540 3590	✠100A1 3,41 ~~12,39~~ ✠LMC7,39 *CarryingPetroleum in bulk*	~~Rot~~ NYk	*a*†	CL	1939 7mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel *Lloyd'sA&CP*	N.V.Petroleum Maats"LaCorona" *CellDBuE64'132t*	428·1 446·5(O.L.) P88'B46'F50' FK *DTf25'257tFPT1*	54·5	30·9	Willemstad ~~TheHague~~ Dutch 16*BH* *03tAPT55t*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 377NHP DB–*180lb* WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 6½ 25 ″ 7¾	
29862 40024 JFHJ	**Osima Maru** *OilEng.* *Mchy.Aft* 1*Dk*	970 — 700					1934	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	210·6 F22'	34·0	14·8	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.$8\frac{11}{16}$"–$14\frac{9}{16}$" 78NHP MitsuiBussanKaisha,Ld. Tama		
29863 34500 JDOC	— Ⓟ 2*Dks*	339 246 194					1929	Namura Gemrosuke Osaka	KyushuSyosen K.K.	135·0 F24'	22·0	13·0	Osaka Japanese	T.3Cy.12",20"&33"–20" 49NHP FujiokaIronWorks,Osaka		
29864 ESXH	**Oskar** WoodAux3MstSr *OilEng.* *Mchy.Aft* 1*Dk* *(See Sailing Ship Register)*	322 273 251					1937	P.Himmist Papisaare	J.Teär&others	129·8 Q8'F18'	29·4	12·1	K'ressaare Estonian	Oil Engines 2S.C.SA 2Cy.$14\frac{15}{16}$"–$16\frac{5}{16}$" 79NHP J.&C.G.Bolinders, M.V.A/B,Skm.		V
29865 DHSP	**Oskar-Friedrich** (*ex*Finnland) *Mchy.Aft* 1*Dk*	483 389 246					1921	Ostseewrft Schff&Masch A.G. Stettin	L.F.Mathies&Co.	170·4 P122'F20'	28·1	11·0	Hamburg German *WB*	T3Cy$11\frac{4}{5}$"$18\frac{9}{10}$"&$30\frac{7}{10}$"–$19\frac{11}{16}$" 41NHP Christiansen&Meyer,Ham.		G
29866	**Oskawa** *ss*Bal 2ndNo.3–10,41 ~~Sub.Sig.~~ 1*Dk& Shelter dk* ~~*& Web frames*~~ *Ref.Mchy.* ~~*Fitted for oil fuel*~~ *Longitudinal framing*	6100 5657 4539	✠100A1 *Shelter dk with freeboard* 10,41 ✠LMC10,41 *Fitted for oil fuel* 12,18 *F.P.above* 150°F. ✠Lloyd'sRMC10,41	Bal	*z*	CL 8,41	1918 11mo	MooreS.B. Co. Oakland,Cal.	Ministry of War Transport (HoulderLine,Ld. *Mgrs*) *CellDB348'*	402·5 P34'F39' ~~*on Shltrdk*~~ FK *(4toSh dk* *2'tween dkBHs dispensed with* *351tMT30'554tFPT*	53·0	32·0	British *7BHptCem* *3to 2nd dk)* *73tAPT48t*	DR Geared Steam Turbine 225lb 657NHP 4WTB(Spt)HS11132 GeneralElectricCo. Schenectady,N.Y.	34 ″ 6	~~R~~ ✠
	Now "**Empire Raven**," *see No.*36479 *in Supplement*															
29867 DOTH	**Oslebshausen** (*ex*Zembra–37) D.F. *ss*Shl.No.3–6,36 *Mchy.Aft* 1*Dk(Stl),2nd dk(Stl) in No.1 hold* *Cantilever framed* *Topside tanks* *Longitudinal framing at double bottom & deck*	4989 3849 2696	✠ 10,38 ✠ ✠NB(2)21*refitted*11,37 ✠NB(Aux)29*refitted*11,37	Rot	*x*		1923 10mo	G.Seebeck Akt.Ges. Weser-münde-G.	Fried.KruppA.G. (Fried.Krupp's Reederij enTransportbedrijfN.V. *Mgrs.*) *CellDB* *Transverse*	370·6 390·5(O.L.) P108'F29' FK 311'1835t*DTf*26'15 *Topside tank aft46t*	51·0	27·3	Bremen German *7BHCem* *7tFPT139t* *APT197t*	T.3Cy.22½",$38\frac{9}{16}$"&63"–43⅜" 426NHP 2SB(FD)&1AuxSB,6*cf*,3*pf*, GS166,HS6745 G.SeebeckA.G.Wsm.	29 ″ 10	
29868 125977 VGWK	**Osler** Ⓟ (*ex*E.B.Osler) *(Self-unloader)* *Mchy.Aft* D.F. 1*Dk*	7051 6771 4784					1908	Canadian S.B.Co.Ld. BridgebrgOn Converted to a self-unloader,1940	CanadaS.S.Lines, Ld.	491·3	56·0	26·5	Toronto British *WB*	Q.4Cy.19",28",40"&58"–42" 218NHP CanadianS.B.Co.Ld Tto.		R
29869 OYBV	**Oslo** (*ex*Danhild–34,*ex*Hekla) *ss*Cpn.No.3–5,33 D.F. *ss*Abg.No.1–37 1*Dk(Stl)* *Cargo battens not fitted*	1412 1183 815	✠100A1 1,40 BS6,39 ✠LMC8,37 (SEE FOOT NOTE *)	Cpn	*o*	OG 1,40	1920 10mo	Akt. Kalundborg Skibsv. Kalundborg *Lloyd'sA&CP*	D/S PacificA/S (L.R.Schmith, *Mgr.*) *CellDB196'409tFPT*	233·3 242·0(O.L.) P12'B50'F29' FK	37·1	16·6	Copnhagn Danish 4*BHCem* *63tAPT28t*	T3Cy.$16\frac{9}{16}$",25⅜"&47⅛"–29½" 185lb (*s*) 134NHP 2SB(Spt),4*cf*,GS67,HS2086 Steen&Kaufmann, Elmshorn	18 ″ 8 s2 ″ 0 16 ″ 10	
29870 LEPD	— Ⓟ *Ref.Mchy.* 2*Dks*	881 772 474					1929	Nylands Værksted Oslo	A/S Arendals Dampskibsselskab	188·1 H109*t*	31·6	20·3	Arendal Norwegian *WB*	C.4Cy.(2)14¾"&(2)31½"–31½" 93NHP NylandsVærksted,Oslo		N
29871 623 SFXD	— Ⓟ Iron (*ex*OscarDickson) 1*Dk*	*313* *156* *147*					1877	MotalaCo. Gothenburg	Ångf.Aktieb. Bohuslänska Kusten(C.Thorburn,*Mgr.*)	141·4 P83'H31*t*F34'	21·4	9·7	Uddevalla Swedish *WB*	C.2Cy.23"&40"–24" 65NHP MotalaCo.Gothenburg		
29872 ESRZ	**Osmussaar** (*ex*Duddingston–36, *ex*Magdalena) *ss*Lth.2ndNo.3–6,33 *ss*Tln.No.1–37 1*Dk(Stl)&deep framing* *Cargo battens not fitted*	2229 2005 1324	✠100A1 5,40 ✠LMC MS2,37 BS7,40 No later survey reported	Bal	*s*	CL 5,40	1909 4mo	Craig,Taylor&Co.Ld. Stockton *Lloyd'sA&CP*	A/SMerilaid&Co. *Intermediate bulkhead in fore*	287·0 298·2(O.L.) P26'B78'F29' FK *hold dispensed with* *CellDB242'559t*	44·0	18·9	Tallinn Estonian *Cem* *4BHonly*	T.3Cy.21",35"&57"–39" (*s*) 160lb 209NHP 2SB,6*cf*,GS80,HS3248 N.E.MarineEng.CoLd.Sld.	21 ″ 1 s3 ″ 0¼ 18 ″ 3	
29873 DOQP	**Osnabrück** Ⓟ *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	5095 4005 2983					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	415·1 P21'Q378'	54·5	21·9	Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–$43\frac{5}{16}$" 1165NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
29874 DJYT	**Osorno** Ⓟ *OilEng.* D.F. E.S.D. 3*Dks* *CruiserStern*	6951 5272 4024					1938	Blohm& Voss,K.a.A. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	464·8 P33'F88'	60·3	26·9	Hamburg German *WB*	3 Oil Engines 2S.C.SA 24Cy.20½"–$27\frac{9}{16}$" 1768NHP &Electric drive Blohm&Voss,K.a.A.Ham.		G
29875 6176 SFXI	**Osric** (*ex*Rymmen,*ex*MotalaStröm) 1*Dk*	*1418* *1202* *782*					1919	Limhamns Skeppsv.A.B Limhamn	RederiA/BWalhall (C.W.Winck,*Mgr*)	251·7 P21'B62'F27'	38·0	18·5	Hlsngborg Swedish *WB*	T.3Cy.17¼",29½"&48"–31½" 130NHP LimhamnsSkeppsvarvA.B		VL
29876 DIEF	**Ossag** *Carrying Petroleum in bulk* *OilEng.* Sub.Sig. *Mchy.Aft* E.S.D. 2*Dks*	2793 2331 1515					1921	Deutsche Werft.A.G. Hamburg	TankdampferGes. "Ossag"m.b.H.	309·7 P90'B31'F36'	45·5	22·5	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$37\frac{13}{16}$" 359NHP AlgemeineElec.Ges.Berlin		G
29877 130193 MJSP	**Ossian** (*ex*Paignton) *ss*Cff.No.3–9,32 *ss*Gls.No.1–37 1*Dk(Stl)* *Cargo battens not fitted*	1514 1328 823	✠100A1 2,42~~,44~~ Examined 2,42 MBS8,41 ✠LMC MS2,37 BS4,41	~~Shl~~ Gls	*p*	CL ~~3,39~~ N2,42	1919 10mo	Murdoch& Murray,Ld PortGlasgow *Lloyd'sA&CP*	ClydesdaleShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*) *CellD*	240·2 248·7(O.L.) B52'F23' FK *B198'298tFPT58t*	36·1	19·1	Leith British 4*BHCem* *APT84t*	T.3Cy.18",30"&50"–33" (*s*) 180lb *100lb* NDB21 172NHP 2SB,6*cf*,GS97,HS2886 Rankin&Blackmre,Ld.Grk	21 ″ 3 s2 ″ 9½ 18 ″ 7	
29878 DGNG	**Ost** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	574 453 275					1939	Schulte& Bruns Emden	Schulte&Bruns	171·1 P42'F20'	29·6	10·3	Emden German *WB*	Oil Engines 4S.C.SA 6Cy.$14\frac{9}{16}$"–$22\frac{13}{16}$" 122NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz		G
29879 DHSQ	**Ostara** (*ex*Wido,*ex*Matar) 1*Dk2trB*	1281 1114 729					1919	NVSchpsb Th.Nederlof Sliedrecht	ArgoReederei RichardAdler&Co.	238·9 P23'B60'F23'	36·8	15·8	Bremen German *WB*	T.3Cy.17½",29"&46"–36" 127NHP J.A.v.d Schuyt,Papndrcht		G

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
29880 OZBR	**Østbornholm** Ⓟ *OilEng.* D.F. 2*Dks* *Longitudinal framing*	770 550 425					1939	Aalborg VærftA/S Aalborg	DetØstbornholmskeDampskibsselskabA/S (E.SonneHansen, *Mgr.*)	153·9 B&F115′	31·1	16·6	Neksö Danish *WB*	Oil Engines 2S.C.SA 6Cy.13⅜″–22 7/16″ 188NHP A/BAtlas-Diesel,Skm.		V
29881 ONHA	**Ostende** (*ex*Ehrenfels) *ss*Ant.No.3–1,34 *ss*Ant.No.1–39 2*Dks*(*Stl–Upt* teak s) & *Web frames*	*4438* *4184* *2718*	✠100A1 ~~8,40~~10,41 ~~BS12,40~~ ✠LMC MS7,39 ~~BS10,39~~	~~Liv~~ Lon	*y*	CL ~~1,38~~ N10,41	1903 9mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham RichardsnLd. Newcastle	ArmementDeppe (AgenceMaritime InternationaleS.A. *Mgrs.*) *CellDBa*111′*uE*25′*f*171′ 816*t*	375·1 P46′B119′F51′	50·5	27·4 BK10″	Antwerp Belgian 7*BHCem*	Q.4Cy.23″,32″,48″&72″–54″ 213lb *120lb* (*r*) 476NHP 3SB,*9rf*,GS147,HS6108 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 ″ 2 s 5 ″ 6½ 25 ″ 5½	
29882 DOPT	**Oster Till** (*ex*Tic–39) *OilEng.* *Mchy.Aft* 1*Dk*	322 272 225					1929	Schiffsw. Unterelbe A.G. Wewelsfleth	Norddeutscher Lloyd	131·3 P24′	24·6	11·0	Bremen German	Oil Engines 4S.C.SA 6Cy.9 13/16″–15¾″ 56NHP Mot.WerkeMannheimA.G Mannheim		G
29883 5907 SHNI	**Osterklint** (*ex*Vesterskov, *ex*Vesterby) 1*Dk*	*648* *505* *327*					1917	Eriksbergs M.V.Aktieb. Gothenburg	A/B Bungenäs Kalkbrott(E. Lilljequist,*Mgr.*)	179·8 P53′H28*t*F21′	28·9	11·6	Malmö Swedish	T.3Cy.14″,22″&36½″–24″ 65NHP EriksbergM.V.Aktieb.Got		V
29884 OYJV	**Ostersöen** Ⓟ (*ex*Borgholm–37, *ex*Bornholm) 1*Dk&ptAwng dk*	384 241 148					1899	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. paa Bornholm af 1866(Thorkil Lund,*Mgr.*)	156·4	26·8	10·4	Allinge Danish *WB*	T.3Cy.15″,25″&40″–24″ 78NHP Burmeister&Wain,Cpn.		V
29885 LDRA	**Osthav** *OilEng.* *ss*Sba.No.2–40 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in mchy.space* D.F. *CruiserStern* *SpecialSurveys to date from* 1,32	8417 7743 5060	✠100A1 5,41 ~~8,40~~ ✠LMC CS8,40 DBS~~12,36~~5,41 8,40 *Carrying Petroleum in bulk*	Sba	*c*†	CL N11,39	1931 8mo *Lloyd*'*sA&CP*	Deutsche WerftAGBet Finkenwrder Hamburg	SkibsA/S"Östhav" (T.Lodding) *CellDBuE*65′206*tDTf*36′664*tFPT*186*t*	465·2 P106′F42′	59·7	35·4 FK	Oslo Norwegian 11*BH* *APT*160*t*	Oil Engines 2S.C.DA 6Cy.23⅝″–35 7/16″ 1175NHP 2DB*170lb* 1DB(*f.s.*)*100lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35 ″ 0	
29886 LEZI	**Ostkyst** (*ex*Ströna–37,*ex*Transport4, *ex*HinrichSteenbock,*ex*Sappemeer, *ex*Oudkarspel) *Mchy.Aft*	364 276 191					1919	Werf "Nordster" Groningen	SkibsA/S Kysten (F.J.Rostand&B. Pedersen,*Mgrs.*)	130·8 P45*t*H9*t*F15*t*	22·9	11·1	Arendal Norwegian *WB*	T3Cy.10⅓″,16⅗″&27½″–18 1/16″ 32NHP P.Versteeg,Hardinxveld		G
29887 DHBN	**Ostland** (*ex*Asta–37, *ex*GustavVigeland,*ex*ChristianHorn, *ex*Proximus) 1*Dk*	2152 1764 1291					1920	Schiffsw. v. H.KochA.G. Lübeck	LübeckLinieA.G.	286·6 P14′Q92′B122′F32′	42·7	17·6	Lübeck German *WB*	T.3Cy.20⅝″,33½″&43¾″–36⅝″ 114NHP Ottensener,Machf. G.m.b.H.Altona		G
29888 DORM	**Ostmark** TwinSc (*AeroplaneServiceShip*) *OilEng.* D.F. 1*Dk* GyC. E.S.D.	1280 909 417					1936	Howaldtswerke A.G. Kiel	Deutsche LufthansaA.G.	242·8 B&F165′	37·0	15·5	Bremen German *WB*	Oil Engines 2S.C SA 20Cy.11 3/16″–16 7/32″ 488NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
29889 DABU	**Ostpreussen** (*ex*Merak) *ss*Rot.No.2–28 D.F. E.S.D. 1*Dk*	3030 2754 1790	✠ ... 12,29				1920 5mo	NVBoele's Schps.&Mchf Bolnes	Kohlen-Import-u. PoseidonSchiffahrts-A.G.	324·8 P26′B206′F29′	47·3	21·9 FK	Königsbrg German *WB*	T.3Cy.22 1/16″,37″&60″–39″ 267NHP N.V.Boele'sSchp.&Machf.	24 ″ 2	G †
29890 DAKJ	**—** Ⓟ (*ex*Sachsen–35, *ex*OberbürgermeisterHaken) *Ref.Mchy.* 1*Dk2trB* Sub.Sig. D.F.	1328 864 773	✠				1895	Flensburgr Schiffsb.Ges. Flensburg	Rud.Christ.Gribel	219·9 P134′F28′	32·4	15·6	Stettin German *WB*	T.3Cy.20″,32″&52″–33″ 155NHP FlensburgerSchiffs.Ges.		G
29891 167311 GMVN	**Ostrevent** D.F. 1*Dk*	1737 1232 916					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	MinistryofWar Transport(W.C. Lawson,*Mgr.*)	250·6 P156′	37·8	18·5	Cardiff British *WB*	T.3Cy.18″,30″&50″–33″ 143NHP Atel.&Ch.de laSeine Maritime		V L
29892 552 OHFE	**Ostrobotnia** D.F. 1*Dk*	1360 — 742					1921	Mask&Bro-bygnA/B Helsingfors	FinskaÅngfartygsA/B	226·0 217·2 P23′B62′F29′	34·5	14·2	Helsingfrs Finnish *WB*	T.3Cy.15⅛″,25⅝″&41⅓″–27½″ Mask.& 89NHP Brob.A/B Helsingfors		N
29893 DHSR	**Ostsee** (*ex*OstermoorII,*ex*Eider) Sub.Sig.	302 257 157					1888	GovernmentYard Danzig	JohnT.Essberger	112·2	24·2	12·4	Hamburg German	C.2Cy.13¾″&24⅘″–17¾″ 22NHP GovernmentYard,Danzig		C
29894 10210 JOQB	**Ōsumi Maru** Ⓟ 2*Dks*	1284 1263 711					1906	OsakaIron Works Osaka	NipponYusenK.K.	235·0	31·5	21·6	Tokyo Japanese *WB*	T.3Cy.17½″,28″&46″–33″ 122NHP OsakaIronWorks,Osaka		
29895 PUQH	**Oswaldo Aranha** TwinSc (*ex*Jacuhy) *ss*Rio.2ndNo.3–5,34 1*Dk*(*Stl*)	*1951* *1599* *1182*	✠ ... 8,38 ✠	Rio	*r*		1912 5mo	Mackie& Thomson,Ld. Glasgow	Cia.Commercio e Navegação *CellDBa*86′*uE*14′*f*114′569*t FPT*126*t*	276·7 P27′B61′F22′	45·2	15·4 FK	R.Janeiro Brazilian 6*BHCem* *APT*127*t*	T.6Cy.15″,25″&40″–27″ 208NHP 2SB,*6cf*,GS105,HS3600 Muir&Houston,Ld.Gls.	17 ″ 6	
29896 223672 KLHK	**Oswego Socony** TwinSc *Mchy.Aft* D.F. *OilEng.* *CarryingPetroleum in bulk* 1*Dk* *New middle body electrically welded* 1936	1199 — 753					1924	SunS.B.& D.D.Co. Chester,Pa. *Rebuilt*1936	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.13″–18″ 197NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
29897 5402 SFXM	**Oswin** (*ex*Thai) *ss*Sbg.2ndNo.3–4,37 1*Dk*(*Stl*) *Cargo battens not fitted*	*1320* *1157* *915*	✠100A1 4,41 ~~5,40~~ ~~BS5,40~~ ✠LMC4,37	~~Got~~ Hbg BS4,41	*o*	OG 4,40	1913 2mo *Lloyd*'*sA&CP*	Kockums M.V.Aktieb. Malmö	RederiA/B Walhall(C.W. Winck,*Mgr.*) *CellDBa*60′*uE*29′ *f* 94′323*tFPT*	237·5 P22′B57′F24′	37·7	16·3 FK	Hlsngborg Swedish 4*BHCem* 44*tAPT*93*t*	T.3Cy.18⅛″,28¾″&48 13/16″–31½″ 185lb (*s*) 153NHP 2SB,*4cf*,GS71,HS2443 KockumsM.V.Akt.Malmö	18 ″ 7 ~~s 2 ″ 2~~ ~~16 ″ 7~~ s ″ 6¼ 18 ″ 2¾	
29898 149569 GCWT	**Otaio** TwinSc *OilEng.* *ss*Fal.No.2–38 *Ref.Mchy.* 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in forward holds* D.F. E.S.D. *CruiserStern*	10298 9271 6300	✠100A1 6,41 ~~9,40~~ ✠LMC CS3,40 DBS3,41 2,38 ✠Lloyd'sRMC~~3,41~~ 8,41	~~Lon~~ Wln	*f*†	CL 8,40	1930 12mo *Lloyd*'*sA&CP*	Vickers-Armstrongs, Ld. Barrow	NewZealand ShippingCo.Ld. *Duct keel forward of mchy space* *CellDB*312′1291*t Tanks in way of tunnels* 877*t DTs*	472·0 493·0(O.L.) P66′B234′F81′	67·2	35·7 FK	Plymouth British 9*BHptCem* 3 ,, *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.27 9/16″–82 11/16″ 1884NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld. *f*41′299*tFPT*87*tAPT*93*t*	40 ″ 0 s 7″10½ 32 ″ 3	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29899 OHHC	**Otava** (*ex*Simone) *ss*Hfs.2ndNo.3-10,29 *ss*Hfs.No.2-38 1*Dk(Irn)&deep framing* D.F. *Cargo battens not fitted*	1290 1062 690	✠100A1 4,38 BS6,39 ✠LMC4,38 SURVEYS DELAYED	Hfs	*o*	CL 6,37	1904 5mo	WoodSkinner&Co.Ld Newcastle *Lloyd'sA&CP*	HelsinginLloyd O/Y(H.Janhonen, *Mgr.*) *CellDBa&u*	239·0 228·8 P22'B59'F29' FK *E86'f90'359tFPT62t*	35·0	16·2	Helsingfrs Finnish 4*BHCem* *APT25t*	T.3Cy.17½",29"&48"-33" (*s*) 180lb *100lb* NDB20 138NHP 1SB(Spt),*3cf*,GS51,HS2067 N.E.MarineEng.CoLdNwc	18 ″ 10 s 2 ″ 3½ 16 ″ 8	
29900 149887 ZSNF	**Otavi** (*ex*Lita) Ⓟ 1*Dk*	737 573 367					1919	Framnæs Mek.Værks. Sandefjord	Thesen'sS.S.Co. Ld.(MitchellCotts &Co.(South Africa),Ld.*Mgrs.*)	184·2 P33*t*H50*t*	30·2	13·0	CapeTown British *WB*	T.3Cy.14",23"&38"-27" NE&B24 101NHP MossVærft.A/S,Moss		C
29901 5597 SFXR	**Othem** *ss*Sbg.2ndNo.3-4,39 1*Dk(Stl)*	*682* *564* *354*	✠100A1 ~~6,41~~ ~~8,40~~10,41 BS1,41 ~~BS5,40~~ ✠LMC4,39	~~Sbg~~ Osc	*k*	CL 7,40	1914 7mo	Framnæs Mek.Værks Sandefjord *Lloyd'sA&CP*	Rederiaktiebolaget Volo (G.Myrsten,*Mgr.*) *CellDBa44'uE20*	184·0 P17'B53'F30' FK *f66' 155t FPT 27t*	30·0	12·9	Slite Swedish 4*BHCem* *APT37t*	T.3Cy.13½",22"&37½"-28" 180lb (*s*) 95NHP 2SB,*4pf*,GS53,HS1666 AkersMek.Værks.Oslo	14 ″ 11 s 1 ″ 4¾ 13 ″ 8	
29902 219814 KULX	**Otho** 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	4839 4374 2976					1920	ToddD.D. &Const.Corp. Tacoma, Wash.	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.*Mgrs.*)	380·5 P52'B102'F41'	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
29903 166454 GJGR	**Otina** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	6217 5508 3604	✠100A1 4,41 ✠LMC5,38 *CarryingPetroleum in bulk*	Nwc	*a*†	CL	1938 5mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE66'132t*	431·5 446·3(O.L.) P87'B38'F51' FK *DTf25'257t FPT*	54·6	30·8	London British 16*BH* 103*tAPT*55*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB*180lb* WerkspoorN.V.Ams.	31 ″ 0 s 5 ″ 6¾ 25 ″ 8¾	
29904	**Otoño** (*ex*SailingVessel) *OilEng.* 1*Dk*	305 — 177	✠ ... 11,15				1912 6mo	Bow,McLachlan &Co Ld. Paisley	H.J.Miller&Co.	128·4 BK	29·2	10·0	M.Video Uruguayan	Oil Engines 2S.C.SA NE19 138NHP 4Cy.14"-18½" A.MietzCorp.NewYork	10 ″ 3	
29905 41367 JHLJ	**Otowasan Maru** *OilEng.* *ss*TamaNo.1-39 D.F. 1*Dk,2nd dk clear of cargotanks* *Mchy.Aft* E.S.D. GyC. *CruiserStern* *Longitudinal framing*	9205 8098 5300	✠100A1 1,41 ✠LMC CS12,39 DBS1,41 1,41 *CarryingPetroleum in bulk*	Tama	*e*†	CL 12,39	1936 4mo	Mitsui Bussan Kaisha,Ld. Tama *Lloyd'sA&CP*	MitsuiBussan Kaisha,Ld. *CellDBuE93'283t*	491·1 P150'F42' FK *DTsf57'316t FPT*	65·0	35·8	Kobe Japanese 11*BHptCem* 100*tAPT*71*t*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55⅛" 1231NHP 3DB*200lb* MitsuiBussanKaisha,Ld. Tama	36 ″ 0	
29906 146025 GFKV	**Otranto** Ⓟ TwinSc E.D.S. *ss*Lon.No.3-3,38 *Ref.Mchy.* 3*Dks(Stl-Wthr dk* teak s) Sub.Sig. *4th dk(Stl)in foreholds&3after* D.F. E.S.D. *holds 5th dk in No.1hold* *CruiserStern*	20026 12228 11979	✠100A1 *withfreeboard* ~~[illegible]~~ ~~1,41~~ 1,42 BS8,41 ~~BS6,40~~ ✠LMC11,37 ✠Lloyd'sRMC~~7,40~~ ~~8,41~~ 5,42 ~~1,42~~ *Fitted for oil fuel*12,25 *F.P. above* 150° F.	~~PNl~~ Liv	*p*†	CL s1,40 P7,40	1925 12mo	Vickers, Ld. Barrow *Lloyd'sA&CP*	OrientStm.Nav. Co.Ld. *CellDB*511'2093*t* *DT at sides of Engine Room & in way of Tunnels*	632·0 658·6(O.L.) B342'UpperB312' F73' FK *Duct keel in Nos.2,*	75·2	32·9	Barrow British 12*BHptCem* *Coll,,toWdk* *3 & 4 holds*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 215lb 3722NHP 6DB(Spt)&2SB(Spt),*56cf*, GS2688,HS44234 FD Vickers,Ld.Barrow 660*tFPT*85*tAPT*152*t*	37 ″ 6 s 7 ″ 4 30 ″ 6	BT till ~~1,42~~ 3,42
29907 215813 WQCJ	**Otsego** Ⓟ (*ex*PrinzEitelFriedrich) 2*Dks*	4638 3609 2595					1902	Reiherst'g Schiffsw. Hamburg	Libby,McNeill& Libby	370·9 P&B246'F45'	45·3	26·7	S.Frncisco Utd.States *WB*	Q.4Cy.22½",32¼",47¼"&68"-47¼" 184NHP Reiherst.Maschinenf.Ham		R
29908 LCNB	**Ottar Jarl** (*ex*Prinkipo) D.F. 2*Dks*	1459 1236 825					1921	Schiffs-u. Dockbauw FlenderA.-G. Siems b/Lübeck	DetNordenfjeldske Dampskslsk.A/S	228·2 B58*t*H89*t*	34·5	20·0	Tr'ndheim Norwegian *WB*	T.3Cy.15¾",26"&43⅓"-27⅜" 99NHP VulcanWerke,Hamburg		N
29909 155285	**Ottawalite** *Mchy.Aft* 1*Dk(Stl)* *CarryingPetroleum in bulk* *Fitted for oil fuel* *Longitudinal framing at bottom & at deck*	715 627 343	✠ ... 8.36 ✠	Mdb			1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	~~ImperialOilShippingCo.Ld.(H.J.Rahlves,*Mgr.*)~~ ImperialOil,Ld., MarineDepartment (H.J. Rahlves,*Mgr.*)	175·0 FK *Centre line bulkhead* *CellDBuE18'24t*	35·2	12·9	Montreal British 7*BHptCem* *ptAsp* *non-oiltight* *APT3t*	T.3Cy.13½",22"&37"-27" 106NHP 1SB,*3cf*, HS2028 N.E.MarineEngCo.LdNwc	13 ″ 0 s 2 ″ 3 10 ″ 10½	
29910 DJTD	**Otterberg** (*ex*Umeälv-39, *ex*Hansa-37,*ex*Nordfold) 1*Dk*	1293 1137 746					1917	N.V.Schps "Juliana" Papendrecht	Aug.Bolten,Wm. Miller'sNachfolger	235·8 P25'B63'F25'	36·4	15·9	Hamburg German *WB*	T.3Cy.17½",29"&46"-36" 127NHP J.&A.van derSchuyt,Pap.		V
29911 149879 MNVZ	**Otterhound** *ss*Trn.No.3-3,40 *Mchy Aft* 1*Dk(Stl)&Webframes* D.F. *Longitudinal framing at bottom & at deck, Bracketless*	860 654 403	✠100A1 7,41 ~~3,40~~ BS7,41 ✠LMC3,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,27 *F.P. above* 150° F.	~~Trn~~ PG1	*l*	CL 9,38	1927 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	CoastalTankers, Ld. *Cell*	190·5 198·0(O.L.) FK P79'F25' *Trunk*86' *DBuE19' 30tFPT*	32·5	14·6	London British 8*BHptCem* *ptAsp* 65*tAPT*30*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 148NHP 1SB,*3cf*,GS54,HS2186 FD Richardsons,Westgarth& Co.Ld.Mdb.	15 ″ 0 s 1 ″ 0¼ 14 ″ 2	
29912 DCGK	**Ottilie** (*ex*CläreGrammerstorf-39, *ex*Harald) 1*Dk*	632 512 367					1912	Nüscke& Co.Akt.Ges. Stettin	ArthurSommer (Joh.Ick,*Mgr.*)	191·5 Q48'B68'F23'	30·1	11·3	Hamburg German *WB*	T3Cy12⅗"22$\frac{1}{10}$"&36⅕"-21$\frac{7}{10}$" 61NHP AtlasWerkeA.G.Bremen		G
29913 167799 GDPQ	**Ottinge** D.F. E.S.D. 1*Dk* *Cruiser Stern* *Cargo battens not fitted*	2870 2565 1721	✠100A1 ~~7,~~ ~~7,40~~ 6,42 ✠LMC3,40	~~Cff~~ ~~Bry~~ Cff	*u*	CL	1940 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Constants(South Wales)Ld.(H. Constant,*Mgr.*) *CellD*	325·0 338·4(O.L.) P29'B78'F32' FK *B281' 894t FPT49t*	46·5	21·5	Cardiff British 5*BHptCem* *APT112t*	T.3Cy.20",31"&55"-39" (*s*) 200lb FD 255NHP 2SB(Spt),*6cf*,GS84,HS3530 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	24 ″ 3 s 4 ″ 0 20 ″ 5¾	
29914 ESCS	**Otto** (*ex*Nestor-39, *ex*FrankLynch-37, *ex*LakeSunapee) 1*Dk* *Now* "Irish Willow," *see No.* 37061 *in Supplement*	1959 1646 1083	✠ ... 4,22				1918 4mo	ToledoS.B. Co. Toledo,O.	K.Jurnas	252·0 P21'B64'F29' FK	43·5	18·9	Pärnu Estonian *WB*	T.3Cy.19",31"&51½"-33" NE38 153NHP JohnLewis&SonLd.Abn.	21 ″ 0	C †
29915 727 OHEA	— (*ex*Vera-32) *ss*Els.2ndNo.3-5,32 D.F *ss*Hfs.No.1-37 1*Dk(Irn)&deepframing* *Cargo battens not fitted*	1343 1086 735	✠100A1 4,38 ✠LMC MS1,37 BS8,40 No later survey reported	Hfs	*o*	CL 11,36	1907 1mo	WoodSkinner&Co.Ld. Newcastle *Lloyd'sA&CP*	HelsinginLloyd O/Y(H.Janhonen, *Mgr.*) *CellDBa&u*	242·1 232·1 P22'B59'F29' FK *E86'f90'349tFPT62t*	35·1	16·7	Helsingfrs Finnish 4*BHCem* *APT23t*	T.3Cy.17½",29"&48$\frac{5}{16}$"-33" 180lb *100lb* (*s*) 139NHP NDB22 1SB(Spt),*3cf*,GS51,HS2069 N.E.MarineEngCoLd.Nwc	18 ″ 10 s 2 ″ 3½ 16 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
29916 DJPV	**Otto Alfred Müller** 3Mst Sub.Sig E.S.D. 1*Dk* *CruiserStern*	1589 1361 738					1935	Flensburgr Schiffsb.Ges. Flensburg	O.A.Müller	258·9 P&B212'F22'	41·4	16·0	Hamburg German *WB*	C.4Cy.(2)14$\frac{3}{16}$"&(2)31½"-31½"&LP Turbine withDR gearing&hydraulic coupling 200NHP OttensenerMch.G.m.b.H. Altona		
29917 DMAJ	**Otto Cords**	906 772 494					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords	231·5 P&B177'F25'	33·8	12·0	Rostock German *WB*	T3Cy.14⅜",24$\frac{3}{16}$"&38⅝"-26¾" 77NHP A.G."Neptun,"Rostock		G
29918 OHDW	**Otto H.** (*ex*HelgaFerdinand, *ex*Goslar,*ex*Sprogö,*ex*Tertia) 1*Dk* D.F.	2158 1504 1217					1897	Flensburgr Schiffsb.Ges. Flensburg	BjörneborgShippingCo.(Werner Hacklin,*Mgr.*)	285·2 273·7 P18'Q86' *pt Awng dk*170'	39·6	16·5 23·1	Björnebrg Finnish *WB*	T.3Cy.19",31½"&52"-40" 170NHP FlensburgerSchiffsb.Ges.		G
29919 DJTR	**Otto Leonhardt** (*ex*Arethusa-37, *ex*Darnholme) *ss*Pir.2ndNo.3-4,37 1*Dk*(*ptIrn&ptStl*)	3682 3432 2288	✠ 5,39 ✠	Sch	*w*		1911 7mo	R.Thompson&Sons,Ld Sunderland	Leonhardt& Blumberg *CellDBa*	349·1 P35'B102'F35' FK 106'*uE*25'*f*148'743*t*	50·0	23·4	Hamburg German 6*BHCem* *APT*102*t*	T.3Cy.25",42$\frac{3}{32}$"&68"-45" 340NHP 2SB,*4cf*,*4pf*,GS125,HS5302 N.E.MarineEng.CoLd.Sld.	25 ″ 10	
29920 203658 WADF	**Otto M. Reiss** (*ex*LynfordE. Geer-34,*ex*JamesS.Dunham) *Mchy.Aft* D.F. Gy.C. 1*Dk*	4510 — 3358					1906	W.BayCity S.B.Co. West BayCityMich	ReissS.S.Co.	420·0	52·0	24·3	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.Clevland		R
29921 OXXE	**Otto Petersen** D.F. 1*Dk*	2832 2471 1699					1930	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Vendila (Svendsen& Christensen *Mgrs*)	326·8 P23'B216'F30'	48·3	19·8	Copnhagn Danish *WB*	C4Cy(2)18¼"&(2)39½"-39½" 164NHP HelsingörsJernsk.&Mskb.		C
29922 UPEW	**Otto Schmidt** (*ex*Pskov-35, *ex*Bellatrix-34) 1*Dk*	3549 3260 2162					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8 P25'B114'F34'	48·8	23·3	Leningrad Russian *WB*	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		
29923 PGPN	**Oud Beijerland** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	398 291 238					1930	NV Indust. Maats. "DeNoord" Alblasserdam	N.V.Scheepv. Maats.OudBeyerland(T.den Hartigh,*Mgr.*)	148·9 P41'F17'	25·3	9·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-18" 47NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
29924 FNIG	**Oued Fes** (*ex*Paz,*ex*Bath, *ex*Andromeda) 2*Dks*	2633 2313 1530					1913	Stettiner Oderwerke Stettin	Cie.deNav.Paquet	330·2 B77'F37'	46·2	18·9	Marseilles French	T.3Cy.23⅜",39⅜"&63"-43$\frac{3}{10}$" 261NHP StettinerOderwerke		V
29925 168263 BPJP	**Oued Grou** (*ex*Peter) 1*Dk*	792 — 440					1921	D.W.KremerSohn Elmshorn	Ministry of War Transport(Elder DempsterLines, Ld.*Mgrs.*)	195·5 Q63'B56'F26'	30·8	12·4	London British *WB*	T.3Cy.14½",23⅓"&37⅖"-25½" 72NHP Steen&KaufmannElmshrn		V
29926 FNHS	**Oued Sebou II** Ⓟ 2*Dks*	2448 2087 1360					1925	Forg.&Ch. de laMédit LaSeyne	Cie.deNav.Paquet	279·2 B41'	42·1	21·5	Marseilles French *WB*	T.3Cy.21$\frac{3}{16}$",34⅕"&55½"-37⅖" 188NHP Forg.&Ch.delaMédit.Msl.		V
29927 FNHT	**Oued Tiflet** (*ex*KäteMartha) 1*Dk*	1194 — 689					1914	Nüscke& Co. Stettin	Cie.deNav.Paquet	234·1 P10'Q61'B57'F26'	35·4	14·0	Marseilles French *WB*	T.3Cy.16",26½"&43½"-27½" 99NHP Christiansen&Meyer,Har.		V
29928 FNHU	**Oued Yquem** (*ex*Noordzee) 1*Dk*	1370 1103 723					1920	N.V.Shps. v/hWd.A.van Duijvendijk Papendrecht	Cie.deNav.Paquet	238·8 P22'B63'F21'	36·7	15·8	Marseilles French *WB*	T.3Cy.17½",29"&46"-36" 127NHP Alblasserdam.Msch.Fab.		V
29929 FNHW	**Ouergha** (*ex*Bretta) *ss*Msl.No.1-41 *ss*Msl.No.3-7,37 1*Dk*(*Stl*)	1956 1702 1117	100A1 ~~3,41~~ ~~1,40~~ 11,41 LMC11,41 MS7,37 ~~BS5,39~~ ~~SURVEYS DELAYED~~	Msl		OG ~~10,37~~ 3,41	1920 *Lloyd's A&CP*	N.V.Schps. "DeMaas" Slikkerveer	Cie.deNav.Paquet *CellDBa*83'*uE*17'	269·1 P28'B74'F27' FK *f*102'531*t FPT*104*t*	42·1	18·1	Marseilles French 4*BH* *APT*85*t*	T.3Cy.19$\frac{11}{16}$",31½"&52"-35½" 180lb (*s*) 209NHP 2SB,*6cf*,GS110,HS3710 BurgerhoutsMchSchp.Rot	20 ″ 6 s 2 ″ 9 17 ″ 11½	
29930 CSKT	**Ourem** (*ex*Sorcerer-33,*ex*Kildary) *ss*Nwc.No.3-4,33 *ss*Lis.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	644 493 321	100A1 12,39 BS11,40 LMC6,37	Lis		CL 5,38	1918 *Lloyd's A&CP*	Smith's DockCo.Ld. Middlesbro'	C.A.Moreira& Cia.Ltda.	175·0 B52' FK *CellDBuE*26'20*t*	30·0	15·7	Oporto Portuguese 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb 116NHP 1SB,*3cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 7 15 ″ 0½	
29931 146227 MKXQ	**Ousel** *ss*Mch.No.3-3,35 *ss*Mch No.1-40 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1533 1248 651	✠100A1 *Shelter dk with freeboard* ~~5,41~~ ~~7,40~~ 3,42 BS4,42 ✠LMC MS8,39 ~~BS7,40~~6,41	~~Mch~~ Liv	*r*	CL 7,39	1922 1mo *Lloyd's A&CP*	Ferguson Bros.(Port Glasgow)Ld PortGlasgow	British&ContinentalS.S.Co.Ld. *CellDB*221'369*t*	271·3 F28'*on Shelter dk* FK *FPT*37*t APT*28*t*	39·1	16·6	Liverpool British *Cem Collision BHtoShdk* 4 ,, ,, *U* ,,	T.3Cy.20¾",34"&57"-39" (*s*) 185lb 273NHP 2SB,*6cf*,GS105,HS3904 FD FergusonBros.(Pt.Gl.)Ld.	18 ″ 9 s ″ 5¾ 18 ″ 6	
29932 148087	**Outarde** (*ex*Brulin-40) *ss*Mtl No.3-11,36 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	2241 2005 1576	✠100A1 *with freeboard* 12,39 BS1,41 ~~BS1,40~~ ✠LMC4,37 *For service on the Great Lakes & River St. Lawrence & to Sydney, C.B from April to close of navigation*	Tto		CL 5,39	1924 8mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	Quebec&Ontario TransportationCo. Ld.	248·0 F42' FK *also 2 intermediate BHs in holds (lower part WT)* *CellDB*220'610*t FPT*	43·0	22·8	Montreal British 3*WTBHds* 143*t APT*9*t*	T.3Cy.18",30"&49"-36" (*s*) 180lb 180NHP 2SB,*6cf*,GS89,HS3112 MacColl&Pollock,Ld.Sld.	25 ″ 0 s 5 ″ 8¼ 19 ″ 6	
29933 131393 MDQJ	**Overton** *ss*Nwc.2ndNo.3-3,36 *Well deck* *ss*Apl.No.1-40 *Mchy.Aft* 1*Dk*(*ptStl*)	426 286 185	✠100A1 4,41 BS11,41 ~~BS10,40~~ ✠LMC7,40	Bkn	*f*	CL 9,40	1911 10mo *Lloyd's A&CP*	JT Eltringham&Co.Ld. South Shields	H.Harrison(Shipping)Ld. (W.J. Ireland,*Mgr.*)	143·5 Q81'B9'F25' FK *FPT*	24·4 25·2	10·5	Liverpool British 3*BHCem* 24*t APT*23*t*	C.2Cy.17½"&36"-24" (*s*) 130lb 74RHP 1SB,*3cf*,GS46,HS1408 BairdBros.NorthShields	11 ″ 9 s 3 ″ 8½ 11 ″ 8	
29934 PGPZ	**Ovula** *OilEng.* D.F. E.S.D. 1*Dk*,2nd *dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6256 5540 3589	✠100A1 11,41 ~~10,40~~ ✠LMC4,38 *Carrying Petroleum in bulk*	~~Sng~~ Alx	*a*†	CL	1938 4mo *Lloyd's A&CP*	N.V. Wilton-Fijenoord Schiedam	N.V.Petroleum Maats"LaCorona" *CellDBuE*64'132*t*	428·1 446·5(O.L.) P87'B38'F48' FK *DTf*25'257*t FPT*103*t*	54·6	30·9	Willemstad Dutch 16*BH* *APT*55*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB*180lb* N.V.Wilton-FijenoordRot	31 ″ 0 s5 ″ 6½ 25 ″ 7¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material Rig, &c. Late Name if any. Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
29935	**O-we-ra** *See No.* 29588															
29936 135928 MGBN	**Oxbird** K ssHul.No.3-2,35 ssShl.No.1-39 *Mchy.Aft* 1*Dk*	310 221 111	✠100A1 1,41 ~~BS4,41~~	Shl BS5,42 ✠LMC6,39		CL 12,40	1916 3mo	Crabtree& Co.Ld. Gt.Yarmouth *Lloyd'sA&CP*	R.&W.Paul,Ld.	135·0 Q47'F18'	23·2 *24·3*	9·5 FK *FPT*2	Ipswich British 3*BHCem* 9t*APT*17t	C.2Cy.17 3/16"&36 3/16"-24" (*s*) 130lb 53RHP 1SB,*2pf*,GS38,HS1370 Crabtree&Co.Ld.Gt.Yar.	10 " 7 s " 6½ 10 " 1	
29937 145515 CYMB	**Oxford** (*ex*Glenorvie) *Mchy.Aft* 1*Dk*	1893 1577 1125				—	1923	Swan,Hunter&Wigham Richardson, LdSunderlnd	CanadaSteamship Lines,Ld.	252·0 Q100'F36'	42·5	18·0	Montreal British *WB*	T.3Cy.16",27"&44"-33" 111NHP McColl&PollockLd.Sld.		C
29938 131454 GLZF	**Oxfordshire** Ⓟ TwinSc4Mst ssLiv.2ndNo.3-10,36 D.F. Sub.Sig. 3*Dks*(*Stl-Uws*) *&Webframes* *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	8646 6620 5439	✠100A1 3,41 BS5,41	CTw ✠LMC12,35	*d*†	CL 11,38	1912 9mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDBa*123'*uE&B*	474·7 P52'B250'F78' 70'*f*218'1313t*FPT*	55·3	32·1 FK	Liverpool British 8*BHCem* 92t*APT*52t	Q.8Cy.22",31½",46"&66"-51" 215lb (*s*) 906NHP 2D&2SB*24cf*GS394HS16014 Harland&Wolff,Ld.Bel.	35 " 4 s 7 " 7 28 " 2	
29939 139035 MFWS	**Oxshott** ssShl.2ndNo.3-5,40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1241 1022 761	✠100A1 4,41 BS4,41	Shl ✠LMC5,40	*o*	CL 5,40	1915 5mo	Campbeltn S.B.Co. Campbelt'wn *Lloyd'sA&CP*	*CellDB*	230·0 Q79'B48'F24' *a*56'*uE&B*33'*f*102'	35·8	15·6 FK	London British 4*BHCem* 395t*APT*85t	T.3Cy.18",27½"&45"-33"(*r*) 180lb 139NHP 2SB,*4cf*,GS72,HS2324 Rankin&BlackmoreLdGrk	17 " 7 s 1 " 4¾ 16 " 5	
29940 28306 JAUA	**Ōyo Maru** (*ex*WoyoMaru-38) ssYka.No.3-5,34 ssKob.No.1-38 2*Dks*(*Stl*) *Cargo battens not fitted in holds*	5458 4996 3323	✠100A1 2,41	Kob ✠LMC2,41	*z*	CL 1,41	1921 9mo A&CP	Asano S.B.Co. Tsurumi	ToyoKisenK.K.	400·0 P33'B124'F41' *CellDB*339'944t	53·2	29·4 FK	Yokohama Japanese 6*BHCem* *APT*28t	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,*9cf*,GS181,HS7362 FD IshikawajimaSB&ECoTok	32 " 0 s 6 " 5¼ 25 " 9	
29941 167379 GFBF	**Ozarda** *OilEng.* 2*Dks* *CruiserStern*	6895 6127 4056	✠100A1 *with freeboard* ~~4,41~~ ~~12,40~~ 12,41	~~Cal~~ ~~Bom~~ Cal ✠LMC1,40	*a*† 2"	CL	1940 1mo	Barclay, Curle&CoLtd. Glasgow *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	427·8 441·8(O.L.) P41'B140'F39' 365'1316t *FPT*129t	57·2	32·1 FK	London British 7*BHptCem* *APT*150t	Oil Engines 2S.C.SA 4Cy.22 1/16"-85 1/16" 599NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	34 " 6 s 9 " 1½ 25 " 6	
29942 218922 KJTV	**Ozark** (*ex*LakeSavus) 1*Dk2trB* Sub.Sig. *Fitted for oil fuel*	2689 2329 1667	✠ ... 9,20	✠			1919 9mo	Manitowoc S.B.Co. Manitowoc	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	253·5 P25'B65'F26'	43·9	25·9 FK	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfgCo.M'lw'kee	28 " 5	R †
29943 217839	**Ozette** 2*Dks* *Fitted for oil fuel* *Longitudinal framing*	6078 5734 4490					1919	Seattle NorthPacific S.B.Co. Seattle,Wash	UnitedStates Maritime Commission	402·5 P34'B81'F38'	53·0	32·0	Seattle Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft HallidayMachineryCo. Spokane,Wash.		
29944	**Ozorio** (*ex*CommercialBostonian-40, *ex*LakeElkwater) Sub.Sig. 1*Dk2trB* D.F. *Fitted for oil fuel*	2730 — 1693					1919	Gt.Lakes Eng.Works Ecorse,Mich.	LloydBrasileiro	253·4 P25'B65'F26'	43·6	26·0	R.Janeiro Brazilian *WB*	T.3Cy.21",35"&59"-42" 225NHP Gt.LakesEng.Wks.Detroit		R

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
29945	**P. Aboitiz** *OilEng.* 1*Dk*	321 271 187	✠ ... 10,32 ✠				1928 6mo	HongKong &Whampoa DockCo.Ld. HongKong	LaNavieraFili- pina,Inc.	134·0 B21'F27'	27·1	10·5 FK	Cebu,P.I. Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.11"–19$\frac{1}{16}$" 70NHP Motorenfab.DeutzA.G. Köln-Deutz	11 ″ 2	
29946 3805	**P. E. Crowley** (*ex*Buffalo) *Mchy.Aft* 2*Dks*	4077 — 3398					1899	UnionD.D. Co. Buffalo,N.Y.	Gt.LakesTransit Corpn.	381·7	50·5	28·0	BuffaloNY Utd.States *WB*	Q4Cy20½"29¼"43½"&63"–42" 257NHP ClevelandS.B.Co.CleveInd		
29947 LEPJ	**P. G. Halvorsen** D.F. 1*Dk*	1101 984 663					1912	Bergens Mek.Værks. Bergen	A/S Thv.Halvor- sensRederi (A/S Thv.Halvorsen, *Mgrs.*)	226·3 H56*t*F31*t*	36·5	15·9	Bergen Norwegian *WB*	T.3Cy.17",26½"&46"–30" 116NHP BergensMekVærksBergen		N
29948 FOSC	**P. L. M. 12** *ss*Msl.No.3–9,33 *ss*Shl.No.1–37 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 10,41 ~~12,40~~ BS~~2,40~~ 3,41	Msl ✠LMC11,37	*w*	CL 4,40	1921 1mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'*sA&CP* *CellDb*	Soc.Nationale d'Affrêtements 297'810t*Topsideta*	345·0 P97'B30'F35' *nks*243'770t*FPT*28	49·5	25·0 FK	Rouen French 6*BHCem* 0t*APT*195t	T.3Cy25",41"&68"–45" (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS173,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 4 ″ 9¾ 22 ″ 8	
29949 174321 BFVW	**P. L. M. 13** *ss*Msl.No.3–4,34 *ss*Msl.No.1–38 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 1,42 ~~6,41~~ BS6,41	~~Gls~~ Mdb ✠LMC8,38	*w*	CL 12,40	1921 4mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'*sA&CP* *CellDB*297'	Ministry ofWar Transport(Chr. Salvesen&Co. *Mgrs.*) 810t *Topsidetanks*	345·0 P97'B30'F35' 243'770t *FPT*280t	49·5	25·0 FK	Glasgow British 6*BHCem* *APT*195t	T.3Cy25",41"&68$\frac{7}{16}$"–45"(*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
29950 167029 GMQR	**P. L. M. 14** *ss*Msl.No.3–6,33 *ss*Shl.No.1–37 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3319 1931	✠100A1 ~~2,40~~ 12,41 Examined 12,41 ✠NE12,41 BS~~7,39~~	~~Rou~~ Hpl ✠LMC~~7,37~~ 12,41	*w*	CL ~~7,38~~ N12,41	1921 6mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'*sA&CP*	Ministry ofWar Transport(Chr. Salvesen&Co. *Mgrs.*) *CellDB*297'810t *Topside tanks*	345·0 P97'B30'F35' 243'770t *FPT* 280t	49·5	25·0 FK	Leith British 6*BHCem* *APT*195t	T.3Cy.23½",37½"&68"–48" 180lb (*s*) 437NHP 2SB(FD)&1Aux.SB,8*cf*, GS164,HS6609 ~~Smith'sDockCo.Ld.Mdb.~~ J.Brown&Co.Ld.Clydebank	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
29951 FOSG	**P. L. M. 16** *ss*Msl.No.3–12,34 *ss*LaR.No.1–39 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 ~~12,40~~ 11,41 BS12,40	Msl ✠LMC5,39	*w*	CL N~~12,38~~ 11,41	1921 12mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'*sA&CP*	Soc.Nationale d'Affrêtements *CellDB*297'810t *Topsidetank*	345·0 358·0(O.L.) P97 B30'F35' *s* 243'770t *FPT*280t	49·5	25·0 FK	Rouen French 6*BHCem* *APT*190t	T.3Cy.25",41"&68"–45" (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
29952 167804 GMPG	**P. L. M. 17** *ss*Msl.No 3–3,35 *ss*Msl.No.1–39 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	4008 3416 2077	✠100A1 ~~11,41~~3,41 6,42 BS~~12,40~~ 11,41	~~Cff~~ ~~Nwc~~ Cff ✠LMC8,39	*w*	CL 1,40	1922 2mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'*sA&CP* *CellDB*297	Ministry ofWar Transport(Evan ThomasRadcliffe &Co.*Mgrs*) 810t *Topside tanks*	345·0 358·4(O.L.) P97'B30'F35' 243'770t*FPT*280t*A*	49·5	25·0 FK	Cardiff British 6*BHCem* *PT*190t	T.3Cy.25",41"&68"–45" (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS5380 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
29953 FOSI	**P. L. M. 20** *ss*Rot.No.3–10,33 *ss*Shl.No.1–37 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5417 5121 2741	✠100A1 11,41 ~~1,41~~ BS~~4,40~~ 3,41	Msl ✠LMC11,37	*z*	CL 1,41	1920 12mo	Sir Raylton Dixon&CoLd Middlesbro' *Lloyd*'*sA&CP* *CellDBu*	Soc.Nationale d'Affrêtements *E&B78' f*263'1224	400·0 414 0(O.L.) P127 B30'F40' *tTopside tanks* 302'	56·0	28·4 FK	Rouen French 7*BHCem* 1353t*DTf*14	Q.4Cy.~~23~~,32½",47"&68"–48" 220lb 23¼" (*s*) 529NHP 3SB,9*cf*,GS308,HS7905 FD N.E.MarineEngCoLd.Nwc '373t*FPT*144t*APT*244t	31 ″ 0 s 6 ″ 2 25 ″ 1	
29954 FOSJ	**P. L. M. 21** *ss*Msl.No.3–3,34 *ss*Dnk.No.1–38 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5417 5121 2741	✠100A1 10,41 ~~12,40~~ BS12,40	Msl ✠LMC7,38	*z*	CL ~~6,39~~ N11,41	1921 2mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'*sA&CP*	Soc.Nationale d'Affrêtements *CellDBuE&B78'* *f*263'1117	400·0 414·0(O.L.) P127'B30'F40' *tTopside tanks* 302'	56·0	28·4 FK	Rouen French 7*BHCem* 1353t*DTf*14	Q4Cy23¼",32½",47"&68"–48" 220lb (*s*) 529NHP 3SB,9*cf*,GS174,HS7905 FD N.E.MarineEngCo.LdNwc 373t*FPT*144t*APT*244t	31 ″ 0 s 6 ″ 2 25 ″ 1	
29955 165787 GMFJ	**P. L. M. 22** *ss*Rot.No.3–8,33 *ss*Shl.No.1–37 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5646 5121 2908	✠100A1 2,41 MS9,37	Sws ✠LMC BS3,40	*z*	CL N2,41	1921 4mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'*sA&CP*	Ministry ofWar Transport(E.R. ManagementCo. Ld.*Mgrs.*) *CellDBuE&B78'f* *tanks*302'1353t*D*	400·0 P127 B30'F40' 263'1224t*Topside* *Tf*14'373t*FPT*144t	56·0	28·4 FK	Newcastle British 7*BHCem* *APT*244t	Q4Cy23$\frac{5}{16}$",32½",47"&68"– 48" 220lb (*s*) 529NHP 3SB,9*cf*,GS174,HS7905 FD N.E.MarineEng.CoLdNwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
29956 FOSL	**P. L. M. 23** *ss*Msl.No.3–7,34 *ss*Rot.No.1–38 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5417 5121 2741	✠100A1 5,40 BS11,39 SURVEYS DELAYED	Shl ✠LMC9,38	*z*	CL 5,40	1921 6mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'*sA&CP* *CellD*	Soc.Nationale d'Affrêtements *BuE&B78'f*263'12	400·0 P127'B30'F40' 24t *Topsidetanks* 30	56·0	28·4 FK	Rouen French 7*BHCem* 2'1353t *DTf*	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 529NHP 3SB,9*cf*,GS174,HS7905 FD N.E.MarineEng.CoLdNwc 14'373t*FPT*144t*APT*244t	31 ″ 0 s 6 ″ 2 25 ″ 1	
29957 FOSM	**P. L. M. 24** *ss*Msl.No.3–1,35 *ss*Rot.No.1–39 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2672	✠100A1 8,41 ~~1,39~~ ~~BS4,40~~ ~~(SEE FOOT NOTE *)~~	~~Bry~~ Msl BS7,41 ✠LMC3,39	*z*	CL ~~5,37~~ N9,40	1921 12mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'*sA&CP*	Soc.Nationale d'Affrêtements *CellDBuE&B81'f* *tanks*323'1519t*D*	400·0 P127'B30'F40' 260'1286t*Topside* *Tf*14'373t*FPT*120t	56·0	28·4 FK	Rouen French 7*BHCem* *APT*244t	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 532NHP 3SB,9*cf*,GS189,HS7980 FD Richardsons, Westgarth& Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	
29958 FOSO	**P. L. M. 26** *ss*Shl.No.3–3,35 *ss*Shl.No.1–39 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2673	✠100A1 1,40 MS6,39 (SEE FOOT NOTE *)	Msl ✠LMC BS8,39	*z*	CL N4,39	1922 4mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'*sA&CP*	Soc.Nationale d'Affrêtements *CellDBuE&B81'f* *tanks*323'1519t*D*	400·0 P127'B30'F40' 260'1286t *Topside* *Tf*14'373t *FPT*120t	56·0	28·4 FK	Rouen French 7*BHCem* *APT*244t	Q.4Cy.23½",32½",47"&68"– 48" 220lb (*s*) 532NHP 3SB,9*cf*,GS189,HS7980 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	
29959 165979 GMKT	**P. L. M. 27** *ss*Msl.No.3–5,35 *ss*Shl.No.1–39 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5633 5120 2826	✠100A1 ~~6,41 8,40~~ 3,42 BS~~6,40~~ 6,41	~~Gls~~ ~~Hpl~~ Mdb ✠LMC5,39	*z*	CL N3,39	1922 7mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd*'*sA&CP*	Ministry ofWar Transport(Gibbs &Co.*Mgrs*) *CellDBuE&B81'f* *tanks* 323'1519t*D*	400·0 P127'B30'F40' 260'1286t*Topside* *Tf*14'373t*FPT*120t	56·0	28·4 FK	Glasgow British 7*BHCem* *APT*244t	Q.4Cy.23",32½",47"&68"–48" 220lb (*s*) 532NHP 3SB,9*cf*,GS189,HS7980 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. D=te of B. of Trade Cert.
29960 5771 SFYD	**P. L. Påhlsson** (*ex*Harriet, *ex*Eidsborg,*ex*Harald) 4Mst 1*Dk*	*1481* *1277* *847*					1916	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Vidar (Fänges& PåhlssonsRederier *Mgrs.*)	242·6 P32'B63'F19'	39·4	16·8	Hlsngborg Swedish *WB*	T.3Cy.18",29½"&49"-33" 138NH FredrikstadM.V.Frdstad.		V
29961 OXSE	**P. N. Damm** *Now* "Spokane," *see No.* 38479 *in Supplement* D.F. 1*Dk*	2832 2471 1699					1929	Helsingörs Jernsk&Msk. Elsinore	A/S Dampskslsk. Vendila(Svendsen &Christensen)	326·8 P22'B217'F31'	48·3	19·8	Copnhagn Danish *WB*	C.4Cy.(2)18 5/16"&(2)39⅜"-39⅜" 162NHP HelsingörsJernsk&Mskb.		C
29962 1935 IRRB	**Pace** (*ex*Sous-34,*ex*Donator, *ex*Westfalia) 1*Dk*2*trB*	1026 826 618					1899	Akt.Ges. "Neptun" Rostock	G.B.Ferrari	237·4 228·2 Q17*t*B104*t*H6*t* F20*t*	34·1	12·8	Genoa Italian *WB*	T.3Cy.14⅜",24¼"&38⅝"-23⅝" 72NHP A.G."Neptun,"Rostock		I
29963 149654 GNJY	**Pacheco** *OilEng.* *ss*Liv.No.2-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1405 1055 572	✠100A1 *Shelter dk* *withfreeboard* 6,39 ✠LMC CS5,35 10,36	Liv	*r*	CL 6,37	1927 12mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	MacAndrews&Co. Ld. *CellDB*220'329	270·1 B70' *t FPT*17*t APT*38*t*	39·1	15·6 FK (	Liverpool British 5*BHptCem* *Coll toSh dk* 4 „ 2*nd*„)	Oil Engines 4S.C.SA 6Cy.24 13/16"-51 3/16" 355NHP Harland&Wolff,Ld.Gls.	17 ″ 6 s ″ 2 17 ″ 6¾	
29964 167625 MJZN	**Pachesham** (*ex*Kainalu-40, *ex*GeneralM.H. Sherman-38, *ex*Mursa) 2*Dks* *Fitted for oil fuel* *Longitudinal framing*	6090 5600 3862					1920	MooreS.B. Co. Oakland,Cal.	PacheshamS.S.Co. Ld.(Runciman (London)Ld. *Mgrs.*)	402·6 P34'F37'	53·0	32·2	London British *WB*	T.3Cy.24¾",41½"&72"-48" NE&B29 359NHP AllisChalmersMfg.Co. Milwaukee,Wis.		R
29965 5657 SFZN	**Pacific** TwinSc3Mst *OilEng.* D.F. *ss*Lkr.2ndNo.3-12,39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '40	*4978* *4683* *3043*	✠100A1 *Shelter dk* *withfreeboard* 5,416~~,40~~ DBS11,40✠LMC12,39	~~Liv~~ Syd	*u*	OG 2,39	1914 12mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP* *Shelter'tween*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *dkBHs exceptColl* *CellDBa*69'*uE*	360·0 *BHdispensed with* 37'*f*212'1138*t FPT*	51·6	22·1 30·6 FK (	Stockholm Swedish 6*BHptAsp* *Coll toSh dk* 5 „ 2*nd* „) 74*tAPT*53*t*	Oil Engines 4S.C.SA 12Cy.21¼"-28¾" 528NHP AktBurmeistr&Wain,Cpn	34 ″ 0 s 9 ″ 4¼ 24 ″ 10	
29966 147081 GJTQ	— *ss*Shl.No.3-9,36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2816 2525 1701	✠100A1 2,42 ~~5,41~~ Examined 8,41 BS4,41 LMC9,36	~~Gls~~ Nwc	*u* Shl	CL ~~4,40~~ N2,42	1923 5mo *Lloyd*	Murdoch& Murray,Ld. Pt.Glasgow '*sA&CP*	Williamstown ShippingCo.Ld. (CombenLongstaff &Co.Ld.*Mgrs.*) *CellD*	324·0 P28'B88'F34' *B* 273'646*t FPT*70*t*	44·2	23·1 FK	Hull British 6*BHCem* *APT*57*t*	T.3Cy.21",33"&57"-39" (*s*) 180lb 265NHP 2SB,6*cf*,GS121,HS4698 ClydeS.B.&E.Co.Ld.P Gl.	25 ″ 6 s 3″11¼ 21 ″ 10	
29967 172764 VRDR	— TwinSc (*CableVessel*) 1*Dk*&*Spar dk*	1583 1543 736					1903	Akt.Bur- meistr&Wain Copenhagen	Ministry of War Transport (Cable& Wireless,Ld.(Sir EdwardWilshaw, K.C.M.G.)*Mgrs.*)	264·6	35·8	21·5	HongKong British *WB*	T.6Cy.16½",27"&45"-27" 210NHP Akt Burmeistr&Wain,Cpn		V
29968	— Iron *Now* "Tiqva," *see No.* 38666 *in Supplement* (*ex*Betty-40,*ex*Epicus-40,*ex*Pppi-35, *ex Yacht*Refalonia,*ex*Sayonara,*ex* GoizeKo-Izarra,*ex*Romola,*ex*SansPeur, *ex*Catarina) 2*Dks*	563 — 300					1880 3mo	R.Steele& Co. Greenock		186·4	26·1	15·8	Pnamanian	C.2Cy.28"&48"-36" NB97 91NHP R.Steele&Co.Greenock		
29969 PGQC	— *Oil Eng.* 1*Dk* *Mchy.Aft* *CruiserStern*	362 245 150					1938	N.V.Noord Nederlndsch. Schpswerven Groningen	C.Tammes	141·7 P41'F18'	23·0	9·7	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼"-16 9/16" 74NHP MtrnWerkeMannheimAG		VL
29970 149949 GBPY	**Pacific Enterprise** TwinSc *OilEng.* 3*Dks* *ss*Gls.No.2-36 *Ref.Mchy.* ~~2*Dks*(*Stl*)&*Shelter dk*(*Stl*)~~ D.F. *CruiserStern* *Tonnage opening closed*'41	6736 6022 4093	✠100A1 *withfreeboard* ~~6,41~~ ~~5,40~~5,42 Examined ~~6,41~~5,42 ✠LMC CS10,41 4,40 DBS5,42 ✠Lloyd'sRMC~~6,41~~~~10,41~~ 2,42	~~Mch~~ ~~Mch~~Cff ~~Vcr~~	*c*†	CL ~~PN~~ ~~11,38~~ ~~s3,30~~ 5,42	1927 12mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* *CellDB*380'	Norfolk&N.American StmShpg Co.Ld (Furness,Withy& Co.Ld.*Mgrs.*) 1480*t MT* 28' 908*t* '*tween dk B*	435·9 454·5(O.L.) F40' *Duct keel fwd.of* *Mchy.space*163' *Tanks at sides of* *Hs exceptCollBHd*	60·2	29·0 FK (	London British 8*BHptCem* *Coll to W dk* 7 „2*nd*„) *tunnels* 299*t* *spensed with*	Oil Engines 4S.C.SA 16Cy.24 13/16"-51 3/16" 946NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk. *FPT*154*tAPT*147*t*	~~32 ″ 1~~ ~~s4 ″ 5~~ ~~27 ″ 11¾~~ 42 ″ 1 s13″3¼ 29 ″ 4¼	
29971 160468 GBJC	**Pacific Exporter** TwinSc *OilEng.* *ss*Gls.No.2-36 3*Dks* *Ref.Mchy.* *CruiserStern* D.F. E.S.D. *Tonnage opening closed*'41 ~~(W.E.)~~	6734 6023 4091	✠100A1 *withfreeboard* 7,41~~2,40~~ Examined 6,41 ✠LMC CS5,37 DBS~~6,40~~9,41 10,38 ✠Lloyd'sRMC~~7,41~~9,41	Mch Bal	*c*†	CL s3,39 ~~P2,40~~ P7,41	1928 5mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* *Upp* *CellDB*380'	Norfolk&N.American StmShpg Co.Ld (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel forward* *er 'tween dk BH's* 1480*t MT* 28' 908*t*	435·9 454·5(O.L.) F40' *of Mchy.space*163' *except Coll BH dis* *Tanks at sides of*	60·2	29·0 FK (	London British 8*BHptCem* *Coll to W dk* 7 „ 2*nd* „) *pensed with* *tunnels* 299*t*	Oil Engines 4S.C.SA 16Cy.24 13/16"-51 3/16" 946NHP DB *100lb* J.G.Kincaid&Co.Ld.Grk. *FPT*154*tAPT*147*t*	~~32 ″ 1~~ ~~s4 ″ 5~~ ~~27 ″ 11¾~~ 42 ″ 1 s13″3½ 29 ″ 4¼	
29972	**Pacific Express** *OilEng* *Ref.Mchy.* D.F. *CruiserStern*	3200	100A1 *withfreeboard* (*ClassContem*	*plated*)			1940	Kockums M.V.Aktieb. Malmö	SkibsA/S Seattle (BiörnBiörnstad& Co.*Mgrs.*)	369·1 P21'	52·1	20·4	Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.23⅝"-43 5/16" KockumsM.V.Akt.Malmö	25 ″ 6 s2 ″ 2 23 ″ 5¾	
29973 160412 GFBS	**Pacific Grove** TwinSc *OilEng.* *ss*Gls.No.2-36 *Ref.Mchy.* 3*Dks* D.F. E.S.D. *CruiserStern* *Tonnage opening closed* '41	7117 6388 4290	✠100A1 *withfreeboard* 8,41~~11,40~~ Examined 2,41 ✠LMC CS10,37 DBS~~11,40~~9,41 11,36 ✠Lloyd'sRMC~~5,41~~11,41	~~Mch~~ NYk Liv	*d*†	CL 10,39	1928 4mo *Lloyd*	Deutsche WrkeKielAG Kiel '*sA&CP* *Upper 'tween* *Cell DB* 397'	Furness,Withy& Co.Ld. *Duct keel forward* *of Machinery sp* *dk BHs exceptColl* *AP* 1322*t Tanks inway* 320*tDTf*28'910*tF*	450·4 470·2(O.L.) F39' *ace* *BH&* *BHdispensed with* *of tunnels* *PT*168*tAPT*167*t*	60·8	29·7 FK 7*BH* (*CollBH&AP*	London British *ptCemptAsp* *BH to W dk* 5 „ „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.29½"-47¼" 1014NHP 2DB *100lb* DeutscheWerkeA.G.Kiel	42 ″ 6 s13″10¼ 29 ″ 3	
29974 26831 JPED	**Pacific Maru** *ss*Kob.No.3-7,37 *ss*Kob.No.1-41 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 2,41 ✠LMC2,41 *Fitted for oil*	Kob *fuel* 1	*y* 1,2	CL 2,41 0 *F.P.*	1920 11mo *Lloyd* *above*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP* 150° F.	TamaiSyosenK.K. *CellDB*327'1126*t*	385·0 *FPT*127*tAPT* 94*t*	51·0	36·0 FK *Collision*	Hasidate Japanese *ptCem* *BH to Aw dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48"(*s*) 200lb 440NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLd.Kobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
29975 217981 KJUB	**Pacific Oak** (*ex*WestHembrie) 2*Dks* Sub.Sig. *Fitted for oil fuel*	5622 5303 3499					1919	J.F.Duthie &Co. Seattle,Wash	UnitedStates Maritime Commission	409·7 P44'B115'F47'	54·2	27·7	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O.		R
29976 160361 GMPX	**Pacific Pioneer** TwinSc *OilEng.* *ss*Gls.No.2-36 *Ref.Mchy.* 3*Dks* D.F. E.S.D. *CruiserStern* *Tonnage opening closed '41*	6734 6023 4093	✠100A1 *withfreeboard* 3,42 ~~4,41~~ Examined ~~4,41~~ 3,42 ✠LMC CS4,37 DBS7,41 8,37 ✠Lloyd'sRMC~~7,41~~ ~~9,41~~ 3,42	~~Mch~~ ~~Cff~~ Cff	c†	CL 11,40	1928 2mo	Blythsw'd S.B.Co.Ld Glasgow *Lloyd's A&CP*	Norfolk&N.AmericanS.Shppg.Co.Ld. (Furness,Withy&Co.Ld.*Mgrs.*)	435·9 454·5(O.L.) F40' FK	60·2	29·0	London British 8*BHptCem* (*Coll to W dk* 7 ,, 2*nd*,),	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 946NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	42 ″ 1 s13 ″ 3½ 29 ″ 4¼	
									Duct keel forward of Mchy.space163' *Upper 'tween dk BHs, except Coll BH dispensed with* *CellDB380'1480tMT28'908t Tanks at sides of tunnels299tFPT154tAPT147t*							
29977	**Pacific Redwood** (*ex*Westmount) Now "Empire Chamois," *see No.* 36279 *in Supplement* 2*Dks* Sub.Sig *Fitted for oil fuel*	5683 5082 3557	✠ L. 4,22 ✠				1918 5mo	AmesS.B. &D.D.Co. Seattle,Wash		409·5 P44'B115'F47' FK	54·2	27·4	British *WB*	T3.Cy.26",43"&73"-48" 543NHP AmesS.B.&D.D.Co.Seattle	30 ″ 2	R †
29978 147593 GKBV	**Pacific Shipper** *OilEng.* *ss*Gls.No.3-10,36 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rdDk*(*Stl*)*inNos.*1&2*holds* E.S.D. *Tonnage opening closed '41*(*W.E.*)	6290 5298 ~~3912~~ 3862	✠100A1 *withfreeboard* ~~10,40~~ 10,41 ✠LMC CS7,37 DBS~~5,38~~ 6,41 5,38 ~~DBS(r)8,40~~ ✠Lloyd'sRMC~~1,41~~ ~~4,41~~ 2,42	~~Mch~~ NYk	b†	CL 2,40	1924 3mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	Furness,Withy&Co.Ld.	420·0 F41' FK	58·0	28·1	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd*,,)	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$"-91¼" 640NHP DB(P) *125lb* NDB37(S) *125lb* W.Doxford&Sons,Ld.Sld.	39 ″ 6 s11 ″ 6½ 28 ″ 1¾	
									Duct keel forward of boiler space 128' *CellDB358'1284tDTa16'614tDTf22'996tFPT120tAPT126t*							
29979 132763 GCLN	**Pacific Star** TwinSc (*ex*Stanfleet-39, *ss*Fal.No.3-9,32 *ex*ClanRobertson-38, ~~*ss*Gls.No.1-37~~ *ex*Otaki-34) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *Ref.Mchy.* *CruiserStern* *ss*Nwc.No.2-41	7951 5777 4954	✠100A1 *Shelter dk* *withfreeboard* ~~9,40~~ 10,41 10,41 ~~BS1,41~~ ✠LMC~~2,37~~ ✠Lloyd'sRMC~~5,41~~ ~~10,41~~ ~~12,41~~ 5,42	Nwc	c†	CL 9,40	1920 2mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's A&CP*	BlueStarLine,Ld.	449·1 P31'F43'*onShelter dk* FK	58·2	37·1	London British *Cem* 8*BHtoSh dk*	T.6Cy.26½",44"&73"-48" (*s*) 200lb HS16680 1122NHP 2DB&2SB,*22cf*,GS420, FD Barclay,Curle&Co.Ld.Gls.	40 ″ 0 s11 ″ 0¼ 29 ″ 3	
									CellDB386'1275tFPT125tAPT80t							
29980 229252 WQDL	**Pacific Sun** *OilEng.* GyC. *ss*Phl.No.3-4,42 ~~*ss*Phl.No.2-38~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	9097 8521 5522	✠100A1 ~~10,40~~ ~~3,40~~ ~~6,41~~ 4,42 ✠LMC CS4,42 4,42	Phl DBS~~10,40~~ 10,41	e†	CL ~~3,40~~ ~~10,40~~ 6,41	1929 12mo	SunS.B. &D.D.Co. Chester,Pa. *Lloyd's A&CP*	MotorTankship Corp.	480·6 P79'F48' FK	66·0	36·8	Wilmgton (Del.) Utd.States 17*BHptCem* (13 *to U dk* 4 ,, 2*nd* ,,)	OilEngines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 690NHP 2WaterTubeDB*200lb* SunS.B.&D.D.Co.	37 ″ 0	
			Carrying Petroleum in bulk						*CellDBuE76'f40'488tFPT186tAPT84t*							
29981 220335 KDAV	**Paco** (*ex*E.J.Nicklos-37, *ex*Dartford) 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Fitted for oil fuel* *Carrying Petroleum in bulk*	5187 4620 3686	✠ ... 10,23 ✠				1920 7mo	TerryS.B. Co. Savannah,Ga	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	391·9 P99'B34'F44' FK	51·2	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24⅞",41$\frac{13}{16}$"&72"-48" 562NHP Hooven,Owens,RentschlerCo.Hamilton,O.	30 ″ 2	R †
29982 17 IRRK	**Padenna** (*ex*Houthulst-32,*ex*Altona, *ex*HermanSauber) 1*Dk*	1589 1239 971					1904	Schiffsw.v. H.KochA.G. Lübeck	Marittima RavennateSoc. Anon.	282·0 P15'Q68'B63'F24'	36·7	16·2	Ravenna Italian *WB*	T.3Cy.20½",33½"&53⅜"-33½" 163NHP J.F.Ahrens,Altona		I
29983 CSGN	**Pádua** (*ex*Teeco-34) *ss*Lis.No.1-41 *ss*Lis.No.3-9,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	665 525 359	100A1 8,41 ~~2,41~~ ~~BS8,41~~ 8,41 ~~BS8,40~~ ✠LMC	Lis	j	CL 3,40	1925 8mo	Nordd. UnionWerke AG Tönning *Lloyd's A&CP*	EmprezaMaritima doNorte,Lda.	174·3 Q38'B80'F23' FK	29·6	12·7	Oporto Portuguese 3*BH Asp*	T3Cy14$\frac{3}{16}$"22$\frac{13}{16}$"&37$\frac{7}{16}$"-23⅝" 192lb (*s*) 98NHP 2SB,*4cf*,GS61,HS1798 Waggon&MschAG Görlitz	14 ″ 11 s ″ 10¼ 14 ″ 2	
									CellDBuE&B57'f90'214tFPT34tAPT6t							
29984 YVAQ	**Paez** TwinSc *ss*Mob.No.3-2,39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*2649* *1890* *1511*	✠100A1 8,41 ~~10,40~~ ~~BS10,40~~ ✠LMC2,39	~~NYk~~ Aru BS8,41	l	CL 9,40	1927 9mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	MeneGrandeOil Co.C.A.	305·3 316·5(O.L.) P69'B22'F33' FK *Trunk*181'	50·2	16·3	Maracaibo Venezuelan 11*BHptCem*	T.6Cy.18½",23"&37"-27" (*s*) 180lb 210NHP 2SB,*6cf*,HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 s2 ″ 0¼ 14 ″ 8	
			Carrying Petroleum in bulk *Fitted for oil fuel* 9,27 *F.P. above* 150° F.						*CellDBuE&B42'107tFPT194tAPT85t*							
29985 226 SVRB	**Pagasitikos** (*ex*Tamesis-39, *ex*Oranian-34) *ss*Liv.No.3-3,27 *ss*Pir.No.2-36 2*Dks*(*Stl*)	*3942* *3682* *2448*	✠100A1 8,41 ~~12,40~~ Examined 5,41 BS5,41 ✠LMC4,40	~~NYk~~ Cff Liv	x	CL 8,39	1914 4mo	Napier& Miller,Ld. Glasgow *Lloyd's A&CP*	M.A.Embiricos	365·2 380·0(O.L.) P38'B140'F67' FK&BK2"	47·8	27·0	Andros Greek 7*BHCem*	T.3Cy.25½",42½"&72"-48" 200lb (*s*) 449NHP 3SB,*9cf*,GS207,HS7443 Dunsmuir&JacksonLd.Gls	29 ″ 6 s4 ″ 9½ 24 ″ 11¾	
									CellDBa96'uE&B58'f158'772tFPT110tAPT40t							
29986 157899 VSPT	**Pahang** Ⓟ *OilEng* 1*Dk*&*Shelter dk* *Mchy.Aft* E.S.D.	1136 662 606					1939	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	218·0	36·6	11·3	Singapore British *WB*	Oil Engines 4S.C.SA 6Cy.15¾"-23⅝" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
29986A PKGD	**Pahud** 2*Dks*	2075 1570 1170					1927	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3	46·2	14·6	Batavia Dutch *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39$\frac{5}{16}$"-39$\frac{5}{16}$" 193NHP Maats.Fyenoord.Rot		V
29987 131759 GBMK	**Pakeha** TwinSc *ss*Gls.2ndNo.3-1,36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* E.S.D. (*Stl-ws*) Now "Empire Pakeha," *see No.* 36373 *in Supplement*	7909 7390 5029	✠100A1 *Shelterdk* *withfreeboard* 12,38 BS2,38 ✠LMC12,34 ✠Lloyd'sRMC12,38	Nwc	e†	CL s1,36 P9,37	1910 8mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*		477·5 493·5(O.L.) B181'F50'*onShlrdk* FK&BK2"	63·1	31·3	S'thamptn British 9*BHCem*	Q8Cy22",31½",46"&65½"-48" 215lb (*s*) 854NHP 2D&2SB*24cf*GS309HS14950 Harland&Wolff,Ld.Bel.	34 ″ 4 s5 ″ 7 29 ″ 0½	
									CellDBa133'uE&B90'f193'1390t							
29987A 172780 VRFJ	**Pakhoi** Ⓟ D.F. 2*Dks*	2873 2348 1657					1941	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7	44·2	23·1	HongKong British *WB*	T.3Cy.20",32"&53"-39" 175NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
29988	**Pakpanang** TwinSc *OilEng.* *Mchy.Aft* *ss*Bgk.No.1-39 1*Dk* *CruiserStern*	310 210 157	✠100A1 *withfreeboard* 4,41 ~~5,40~~ ✠LMC CS4,39 5,40 *For service in the Gulf of Siam*	Bgk	f	CL s4,38 P11,40	1935 2mo	Nakskov Skibs.A/S Nakskov *Lloyd's A&CP*	ThaiNav.Co.Ld.	141·2 Q42'B26'F21' FK *FPT*14*t*	26·6	8·4	Bangkok Thai 5*BH* *APT*7*t*	Oil Engines 2S.C.SA 8Cy.8$\frac{11}{16}$"-14$\frac{9}{16}$" 105NHP Akt.Burmeistr&Wain,Cpn	9 ″ 0 s1 ″ 8 7 ″ 6¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
29989 145526 ZMBT	**Pakura** Ⓟ (exSunnyhill,exMaja) OilEng. ssLyt.No.3-12,34 ssWln.No.1-37 Well deck 1Dk(Stl)	719 538 364	✠100A1 ~~12,40~~ ~~1,39~~ 12,41 ✠NE12,34 ✠LMC11,39 ~~DBS11,39~~ ~~12,40~~	~~Auk~~ ~~Wln~~Lyt DBS12,41	j	OG ~~11,37~~ 12,40	1922 10mo	NVScheep. v.d.Windt Vlaardingen A&CP	Richardson&Co. Ld. CellDBa35'	180·1|28·2|12·5 29·7 Q52'B51'F22 FK uE17'f81'171tFPT	NapierN.Z. British 4BHCem 24tAPT45t	Oil Engines 2S.C.SA 6Cy.13⅜"-22$\frac{7}{16}$" 188NHP NDB34-150lb Atlas-DieselA/B.Skm.	14 ″ 6 s ″ 8 14 ″ 0	
29990 149643 GNJW	**Palacio** OilEng. D.F. ssGls.No.3-4,40 1Dk(Stl)&Shelter dk(Stl)	1346 1055 530	✠100A1 Shelter dk withfreeboard 4,41 ~~4,40~~ ✠LMC CS4,40 10,38	~~Gls~~ Brs	r	CL 4,40	1927 10mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	MacAndrews&Co. Ld. CellDB220'329t	270·1|39·1|15·6 282·2(O.L.) B70' FK FPT17tAPT38t (	Liverpool British 5BHptCem Collto Shdk 4 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.24$\frac{3}{16}$"-51$\frac{3}{16}$" 355NHP Harland&Wolff,Ld.Gls.	17 ″ 6 s ″ 2 17 ″ 6¾	
29991 133154 MLKC	**Paladin** Ⓟ TwinScK (exPaladinII.,exPaladin) (Tender) 1Dk	332 310 128					1913	Murdoch& Murray,Ld Pt.Glasgow	ClydeShippingCo. Ld.	140·3|30·1|11·6	Glasgow British WB	C.4Cy.18"&40"-27" 138NHP Ross&Duncan,Glasgow		BT till ~~6,41~~ 9,42
29992 40096 JWEJ	**Palao Maru** Ⓟ D.F. Ref.Mchy. 2Dks	4495 3457 2663					1934	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	NipponYusenK.K.	362·4|50·8|27·9 P80'B122'F40'	Tokyo Japanese WB	T.3Cy.25½",41½"&69"-51"& LP Turbine 340NHP MitsubishiJukogyoKaisha, Ld.Nag.		C
29993 DIEI	**Palatia** OilEng. D.F. Sub.Sig. 1Dk CruiserStern	3979 3373 2280					1928	Schiffsw.v. H.KochA.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·0|53·7|22·6 B&F351'	Hamburg German WB	Oil Engines 2S.C.DA 6Cy.23⅝"-35$\frac{7}{16}$" 1170NHP Maschfbk.Augsburg- Nürnberg,Augsburg		G
29994 184 ICAL	**Palatino** Ⓟ (exBaron TwinSc Bruck) ssTri.No.2-22 1Dk&Awng dk Fitted for oil fuel	1965 1631 813	✠ ... 11,23 ✠				1913 8mo	Cantiere SanRocco Trieste	"Adriatica"Soc. Anon.diNav.	278·0|38·2|23·1 FK	Venice Italian WB	T.8Cy.(2)22",(2)32½"&(4) 38"-33" 600NHP StabilimentoTecnico,Tri.	25 ″ 11	I †
29995 KZDQ	**Palawan** TwinSc OilEng. ssMan.No.2-36 Mchy.Aft 1Dk(Stl)	562 478 309	✠100A1 5,41 ~~9,38~~ ✠NE9,37 ✠LMC9,37 ✠LMC(M)11,39 DBS5,41 No later survey reported	Man	i	CL s11,39 ~~PN6,40~~ P4,41	1927 12mo Lloyd	Hong K'ng &Whampoa DockCo.Ld. HongKong 'sA&CP	Madrigal&Co. CellDBuE26'20t	171·3|29·2|12·3 F20' FK DTf11'36tFPT32t	Manila Utd.States 5BHCem APT8t	Oil Engines 2S.C.SA 10Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 169NHP DB100lb A.B.Atlas-Diesel, Stockholm	13 ″ 3 s1 ″ 9½ 11 ″ 7¼	
29996 PKQS	**Palehleh** 1Dk	1208 1013 638					1921	Haar- lemsche Shpb Mij. Haarlem	Koninkl.Paketv. Maats.	231·5|38·3|14·5 P31'F31'	Batavia Dutch WB	T.3Cy.15¾",25¾"&43"-32½" 105NHP N.V.WerfHubertina,Hrlm		V
29997 PGQE	**Palembang** 3Dks D.F. Fitted for oil fuel	7070 6692 4475					1921	Bonn& Mees Rotterdam	Rotterdamsche Lloyd	445·8|54·3|34·2	Batavia Dutch WB	T.3Cy.29",48"&82½"-54" &L.P.Turbine 500NHP Maats.deSchelde,Flushing		V
29998 165710 GMGK	**Palermo** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	2797 2312 1454					1938	W.Gray& Co.Ld. W Hartlepool	Ellerman'sWilson LineLd.	342·2|48·1|21·0 F26'	Hull British WB	T.3Cy.23",38"&65"-48" 293NHP Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		C
29999 DHSX	— D.F. 2Dks	1461 1263 828					1922	F.Schichau Elbing	Rob.M.Sloman,jr.	253·2|38·1|16·6 P&B197'P28'	Hamburg German WB	T.3Cy.19$\frac{11}{16}$",31⅞"&51$\frac{3}{16}$"- 29$\frac{9}{16}$" 143NHP F.Schichau,Elbing		G
30000 301 IBHC	**Palestina** Ⓟ TwinSc (exAmazzonia-35, ssGen.No.3-8,29 exAquileia-33, ssTri.No.2-36 exInnsbruck) 2Dks(Stl-Uws) D.F. &Shelter dk(Stl-ws)	7039 5441 4086	✠100A1 Shelter dk withfreeboard 1,40 MS8,36 ✠LMC BS1,40 Fitted for oil fuel 10,24 F.P. above 150° F. NO LATER SURVEY REPORTED	Tri	a†	CL 12,37	1916 11mo Lloyd	Cantiere SanRoccoSA Trieste 'sAP	"Adriatica"Soc. Anon.diNav. CellDB	411·1|53·1|24·8 400·0|54·0| FK B190'F83'on Coll Shelter dk 345'979tAPT46t	Venice Italian Cem BH to Shdk 6 ,, ,, U ,,	T.6Cy.25½",40½"&66"-48" 180lb (r) 853NHP 5SB,15cf,GS314,HS12735FD StabilimentoTecnico,Tri.	28 ″ 6 <2 ″ 11¼ 26 ″ 0	
30001 165351 GZGJ	**Palestinian Prince** Ref.Mchy. 1Dk&Shelter dk D.F. E.S.D. CruiserStern	1960 1446 1035	✠100A1 withfreeboard 6,41 ~~1,40~~ Examined 6,41 BS4,41 ✠LMC12,36 ✠Lloyd'sRMC~~11,40~~10,41	~~[illegible]~~ Bom	t 1⅝	CL 10,39	1936 12mo Lloyd	Wm.Ham- ilton&Co.Ld. PortGlasgow 'sA&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) CellDB227'506t	296·3|44·2|16·4 B90'F27' FK FPT77tAPT63t (	London British 5BHptAsp Coll to Shdk 4 ,, 2nd ,,)	T.3Cy.19",31"&55"-36" (s) 220lb FD 319NHP 2SB(Spt)6cf,GS121,HS4900 J.G.Kincaid&Co.Ld.Grk.	19 ″ 2 s ″ 4¾ 18 ″ 10¾	
30002 PKQT	**Palima** 1Dk	1179 1009 629					1922	Haar- lemsche Shpb Mij. Haarlem	Koninkl.Paketv. Maats.	231·3|38·2|14·5 P31'F31'	Batavia Dutch WB	T.3Cy.15¾",25¾"&43"-32½" N.V.Werf 106NHP Hubertina,Haarlem		V
30003 DJUD	**Palime** OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	2863 1948 1488					1937	Deutsche WerftAGBet Reihstgwrft Hamburg	Afrikanische Frucht-Compagnie AG(F.Laeisz Mgr.)	360·4|47·1|16·5 F49'	Hamburg German WB	OilEngines 2S.C.DA 5Cy.23⅝"-43$\frac{5}{16}$" 972NHP Maschinenfbrk.Augsburg- NürnbergA.G. Augsburg		G
30004 278 IRSI	**Pallade** (exBiancaBianchi, exBrenda) ssGen.2ndNo.3-5,25 1Dk&Web frames	1131 921 645	✠ ... 4,28 ✠				1899 12mo	Strand SlipwayCo. Sunderland	A.Lauro	226·4|35·0|14·2 220·0 FK P17'Q46'B46'F23'	Naples Italian WB	T.3Cy.18½",30"&49"-33" 147NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 7	I †
30005 FOEL	**Pallas** 2Dks&Web frames D.F. Longitudinal framing Mchy.Aft Fitted for oil fuel Carrying Petroleum in bulk	5260 4435 3055	✠ ... 1,29 ✠				1925 1mo	Atel.&Ch. Maritimes duSudOuest Bordeaux	Cie.Auxiliairede Navigation	389·9|53·0|27·9 P92'B24'F38' FK	Havre French WB	T.3Cy.27",44"&73"-48" 518NHP J.G.Kincaid&Co.Ld.Grk.	30 ″ 9	V †
30006 571 OHCR	— ssHfs.No.3-5,33 ssHfs.No.1-37 1Dk(Stl)&ptAwng dk(Stl) D.F.	1424 945 783	✠100A1 ptAwng dk withfreeboard 5,40 BS5,39 ✠LMC7,37 NO LATER SURVEY REPORTED	Abo	o	CL 6,37	1921 7mo Lloyd	N.V.Mach &Schpsw. vanP.Smit,Jr Rotterdam 'sAP	FinskaÅngfAktieb CellD	240·7|34·1|15·0 230·4 34·3 P24'Q61'ptAwng dk145' FK B186'269tFPT15t	Helsingfrs Finnish 4BHCem APT12t	T.3Cy.17⅝",27$\frac{3}{16}$"&46$\frac{1}{16}$"- 31½" 180lb (s) 148NHP 2SB(Spt),4cf,GS73,HS2530 N.V.Machf.&Schps.van P.Smit,Jr.	16 ″ 9 s 7 ″ 7½ 16 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. *Ex-nom, s'il y a lieu.* Visites Périodiques.	3 Matériaux, Gréement. etc. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
30007 DOIU	**Pallas**	1*Dk*	627 498 370					1904	Act.Ges. "Weser" Bremen	**Dampfschifffahrts Ges.Neptun**	179·8 Q54'B43'F19'	27·3	12·8	**Bremen** German *WB*	T.3Cy.13",$20\frac{7}{16}$"&$33\frac{1}{16}$"–$21\frac{5}{8}$" 51NHP A.G."Weser,"Bremen		G
30008 LEPK	—	2*Dks*	556 537 298					1922	Danziger Werft Danzig	**DetBergenske Dampskibsselskap**	154·0 H14*t*	24·2	17·5	**Bergen** Norwegian *WB*	T.3Cy.$12\frac{3}{8}$",$20\frac{1}{2}$"&$32\frac{1}{4}$"–$22\frac{1}{2}$" 50NHP DanzigerWerft,Danzig		
30009 127480 MNXD	**Palm** *Mchy.Aft* *Well deck*	*ss*Bel.No.3–11,39 1*Dk*(*Stl*) *Cargo battens not fitted*	344 246 122	✠100A1 12,41 ~~2,40~~ BS4,42 MS11,39	~~Dub~~ Bel ✠LMC ~~BS2,41~~	*f*	CL N11,39	1927 9mo *Lloyd'sA&CP*	J.Fullerton&Co. Paisley	**Newry&KilkeelSS. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)**	142·7 Q81'B7'F24' BK6' *FPT*	23·6	10·3	**Newry** British 3*BHCem* 54*tAPT*38*t*	T.3Cy.12",$20\frac{1}{8}$&32"–24" (*s*) 180lb 52RHP 1SB,3*pf*,GS46,HS1436 Fishers,Ld.Paisley	11 ″ 4 s 4 ″ 1 11 ″ 7	
30010 168085 BCGW	**Palma** D.F. E.S.D. GyC.	*OilEng.* 2*Dks*, 3*rd dk except in No.* 5 *hold* *CruiserStern* (*Tonnage opening closed* '41(*W.E.*)	5419 4727 3079	✠100A1 *withfreeboard* ~~8,41~~ ~~4,41~~ 5,42 *Carrying cargo oil F.P. above 150° F. in forward deep tanks & tanks at sides of tunnel*	~~Bel~~ Liv ✠LMC4,41	*b*† $2\frac{1}{16}$	CL	1941 4mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	**RoyalMailLines, Ld.** 6 *Divisional WTBHs in upper 'tween dks* *CellDB*368'1330*tDTsf*56' 760*t Tanks at sides of tunnel*252*tFPT*47*tAPT*206*t*	433·3 450·3(O.L.) F43' FK	61·3	22·7	**London** British 7*BHptAsp* (*Coll to Wdk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"–$55\frac{1}{8}$" 1236NHP DB*100lb* Harland&Wolff,Ld.Bel.	38 ″ 0 s12 ″ $1\frac{1}{4}$ 26 ″ 0	
30011 1467 ICAP	— (*ex*Dorsoduro,*ex*LakeFrecks)	*ss*Ven.No.1–24 1*Dk*2*trB*	2715 2249 1640	✠ … 8,27	✠			1919 2mo	American S.B.Co. Lorain,O.	**PeninsulareSoc. Italiana diCabotaggio**	250·3 P25'B64'F23' FK	43·6	26·2	**Genoa** Italian *WB*	T.3Cy.20",33"&54"–40" 184NHP AmericanS.B.Co.Lorain,O	28 ″ 2	I †
30012 1584 IBJJ	**Palmaiola** (*ex*Dina,*ex*Ignazio, *ex*WarWitch)	1*Dk*	1880 1637 1079					1918	The CollingwoodS.B. Co.Ld. CollingwoodOnt.	**Soc.Anon.Ilva**	256·9 249·3 P24'B64'F23'	43·7	18·2 17·7	**Genoa** Italian *WB*	T.3Cy.18",30"&50"–36" 150NHP CollingwoodS.B.Co.Ld.		I
30013 140428 MJSM	**Palmston** (*ex*LaPlata) *ss*Mil.No.3–6,41 *Mchy.Aft*	**Sp** *ss*Bly.2ndNo.3–7,30 ~~*ss*Lth.No.2–39~~ 1*Dk*(*Stl*)	430 352 195	✠ A– 6,41 ~~1,40~~ ~~MS4,38~~ *Coasting Great Britain & Ireland (except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg.*	~~Lth~~ Mil ✠LMC 6,41 ~~BS3,40~~		CL ~~3,39~~ 5,41	1907 8mo	J.Fullerton&Co. Paisley	**RisdonBeazley,Ld. (R.A.Beazley, *Mgr.*)**	160·0 166·5(O.L) F16' FK *MDT*16'138*t*	31·1	9·1	**Leith** British 3*BHCem* *FPT*32*t*	C.2Cy.~~15"~~ $15\frac{1}{4}$"&32"–22" (*s*) 130lb 59RHP 1SB,2*pf*,GS37,HS1148 C.Houston&Co.Glasgow	9 ″ 10 s 1 ″ 11 8 ″ 0	
30014	**Palmyre** *Mchy.Aft Cruiser Stern* 1*Dk* *Longitudinal framing–bracketless system* *Carrying Petroleum in bulk*	**TwinSc** *OilEng.*	14120 13200 7760					1939	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	**Cie.Navale des Pétroles**	577·1 P141'B33'F43'	73·9	41·0	**Havre** French *WB*	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 982NHP Ch.&Atel.deSt.Nazaire		
30015	**Palo Seco** *Mchy.Aft*	**TwinSc** *OilEng.* 1*Dk*	483 420 290					1936	Atlas-WerkeA.G. Bremen	**Cia.Bananera de CostaRica**	142·3	36·4	11·3	**PntaArnas** CostaRican	Oil Engines 4S.C.SA 16Cy.$9\frac{1}{16}$"–$13\frac{3}{4}$" 127NHP MtrnWerkeMannheimAG		G
30016 2722 PKQU	**Paloh** (*ex*Hamm) *Mchy.Aft*	**3Mst** *OilEng.* *ss*Bat.No.3–8,33 1*Dk*	452 363 319	… 11,37	Bat	*h*		1920	Frd.Krupp Akt.Ges. Kiel	**Koninkl.Paketv. Maats.**	157·0 P7'Q30'F21' BK7" *CellDB*21'40*tFPT*13*tAPT*8*t*	29·6	12·5	**Batavia** Dutch 3*BHCem*	Oil Engines 4S.C.SA 6Cy.$10\frac{1}{4}$"–$14\frac{3}{16}$" 61NHP Mtrfb.Augsburg-Nürnberg,Augsburg	13 ″ 5	V †
30017 166358 GJGN	**Palomares** D.F. E.S.D. *Ref.Mchy.*	*OilEng.* 1*Dk*& *Shelter dk* *CruiserStern*	1896 1240 839	✠100A1 *withfreeboard* 5,40 ✠Lloyd'sRMC3,40	Lon ✠LMC2,38	*t*	CL	1938 2mo *Lloyd'sA&CP*	Wm.Doxford&Sons,Ld Sunderland	~~MacAndrews&Co.Ld.~~ Ministry of War Transport *CellDB*228'476*tFPT*30*tAPT*57*t*	295·6 306·6(O.L.) B87' FK	45·0	13·9	**London** British 5*BHptCem* (*Coll to Shdk* 4 ,, 2*nd*,,)	Oil Engines 2S.C.SA 5Cy.$22\frac{1}{16}$"–$66\frac{1}{8}$" 755NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	17 ″ 7 s ″ 2 17 ″ $6\frac{3}{4}$	
30018 PKQV	**Palopo**	1*Dk*	1178 1010 629					1921	N.V.Werf Conrad Haarlem	**Koninkl.Paketv. Maats.**	230·1 P31'F27'	38·3	14·5	**Batavia** Dutch *WB*	T.3Cy.$15\frac{3}{4}$",$25\frac{5}{8}$"&43"–$32\frac{3}{4}$" 107NHP Gebr.Stork&Co.Hengelo		V
30019 DNAT	**Palos** (*ex*Fulda)	1*Dk*	997 799 463					1923	Hamburgr ElbeSchiffsw. Hamburg	**Oldenburg-Portug.Dampfsch. Rhed.**	221·0 P&B195'F31'	34·5	13·5	**Hamburg** German *WB*	T3Cy$17\frac{3}{4}$",$28\frac{11}{20}$"&$47\frac{3}{16}$"–$31\frac{1}{2}$" Gütehoffnungshütte,Oberhausen 126NHP		G
30020 86662 KFNT	**Pam Schneider** (*ex*RobertJ. Paisley,*ex*RobertR.Paisley, *ex*GeorgeL.Craig) D.F. *Mchy.Aft*	1*Dk*2*trB*	3762 — 3130					1903	CraigS.B. Co. Toledo,O.	**SchneiderTransportationCo. (ClevelandCliffs IronCo.*Mgrs.*)**	370·8 F50'	50·2	24·2	**Wilmgton (Del.)** Utd.States *WB*	T.3Cy.$21\frac{9}{16}$",35"&58"–40" 213NHP CraigS.B.Co.Toledo,Ohio		R
30021 135349 MKTQ	**Pamela** *Well deck* *Mchy.Aft*	*ss*Bng.No.3–12,34 *ss*Bkn.No.1–39 1*Dk*(*Stl*)	408 283 147	✠100A1 3,39 BS3,41	Bkn ✠LMC3,39	*g*	CL 2,39	1921 9mo *Lloyd'sA&CP*	Scott& Sons Bowling	**AngleseyShipping Co.(R.J.Lewis, *Mgr.*)**	150·3 Q53'B11'F32' BK7" *Cell DBf*77'85*t FPT*32*t*	25·1	9·2	**Beaumaris** British 3*BHCem* *APT*26*t*	T.3Cy.13",21"&34"–24" (*s*) 180lb 59RHP 1SB,3*cf*,GS51,HS1431 Aitchison,Blair,LdClybnk	11 ″ 4 s ″ $5\frac{1}{2}$ 11 ″ 6	
30022	**Pamiat Lenina** (*ex*Kiscinev, *ex*Jakut)	*ss*Yka.No.1–15 1*Dk*(*Stl*)& *Awng dk* (*ptStl*–teaks)	2372 2067 1453	✠ 12,21	SFo ✠	*s*		1910 3mo	Akt.Burmeistr& Wain Copenhagen	**U.S.S.R.** *CellDBa*84'*u*	280·9 B *on Awg dk*78' FK *E*18'*f*117'457*tFPT*	41·3	23·8	**Vladvostk** Russian 4*BHCem* 27*tAPT*26*t*	T.3Cy.20",33"&55"–36" 214NHP 2SB,6*cf*,GS95,HS3540 Akt.Burmeistr&Wain,Cpn	25 ″ 6	
30023 LOBV	**Pampa** (*ex*RioBueno) *Ref.Mchy*		2167 1782 1264					1923	Danziger Werft Danzig	**ArgentineGovernment**	261·0	37·9	22·1	**Bns.Aires** Argentine	T.3Cy.22",35"&59"–42" 226NHP DanzigerWerft,Danzig		
30024 218	**Pampacruz** *Mchy.Aft*	*OilEng.* *ss*B.As.No.2–37 1*Dk*(*Stl*)& *Webframes* *Longitudinal framing*	489 — 225	✠100A1 1,41 *CarryingPetroleum in bulk*	BAs ✠LMC CS2,38 1,41	*l*	CL 12,39	1929 4mo *Lloyd'sA&CP*	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam	**Cia.Nav.Pampacruz,S.A.** *CellDBf*15' 12*t side tanks*100'366*tFPT*	198·5 Q61'F27' FK *Trunk*110'	31·1	12·4	**Bns.Aires** Argentine 8*BHCem* 14*tAPT*47*t*	Oil Engines 4S.C.SA 6Cy.$18\frac{1}{8}$"–$35\frac{7}{16}$" 190NHP Werkspoor,Amsterdam	12 ″ 6 s 1 ″ 1 11 ″ 6	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30025 2127 IBNF	**Pampano** (exCuma–35, exFerento) 1Dk& Awng dk D.F. Fitted for oil fuel Now "Rioloide," see No. 38345 in Supplement	6232 5909 3715					1924	Cant.Offic. Savoia Cornigliano Ligure	"Polena" Società di Navigazione	391·6|51·6|35·0	Genoa Italian WB	Steam Turbines DR geared to 1 Sc. Shaft G.Ansaldo&Cia.Smprdrna.		I
30026 168055 GPKB	**Pampas** Oil Eng. D.F. E.S.D. GyC. Cruiser Stern 1Dk& Shelter dk 3rd dk except in No. 5 hold Tonnage opening closed'41 (W.E.)	5415 4727 3080	✠100A1 with freeboard 12,41 ~~6,41~~ ✠LMC1,41	~~Npt~~ Gls	b† 2 1/16	CL	1941 1mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	433·3|61·3|22·7 450·3 (O.L.) F43' FK	London British 7BHptAsp (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.DA 6Cy.24 7/16"–55 1/8" 1236NHP DB100lb Harland&Wolff,Ld.Bel.	38 ″ 0 s12 ″ 1¼ 26 ″ 0¼	
			Carrying cargo oil F.P. above 150 F. in forward deep tanks & tanks at sides of tunnel 6 Divisional WTBHs in Shl tr'tween dks Cell DB368'1330t DT sf56'760t Tanks at sides of tunnel 252t FPT47t APT206t											
30027 USCG	**Pamyat Kirova** (exHaugland, exAndros, exArdova) ssBry.No.3–1,10 ssBal.No.2–17 1Dk2trB& Webframes	3153 2909 1952	✠ ... 3,22 ✠				1896 11mo	BlythS.B. Co.Ld. Blyth	U.S.S.R.	325·2|47·1|20·5 P88tH47tF56t FK	Archangel Russian WB	T.3Cy.24",40"&65"–42" 281NHP Blair&Co.Ld.Stockton	24 ″ 10	
30028 235699 WOPC	**Pan-American** ssN.Yk.No.1–40 1Dk,2nd dk clear of cargo tanks D.F. E.S.D. Mchy.Aft GyC. Cruiser Stern Longitudinal framing–bracketless system	9927 — 6175	✠100A1 ~~9,41~~ ~~10,40~~ 3,42 BS~~10,40~~ 9,41 ✠LMC~~11,36~~ 10,40	~~NYk~~ Gal		CL ~~10,40~~ 9,41	1936 11mo Lloyd's A&CP	SunS.B.& DryDockCo. Chester,Pa.	PanAmerican Petroleum& TransportCo. Cell DB u mchy. space73'96t D	486·3|68·3|36·9 P105'B34'F49' FK Tf22'650t FPT466t	Wilmngton Del. Utd.States 15BH APT121t	2 steam turbines DR geared to 1 sc. shaft (s) 1104NHP 450lb HS11164 FD 2WTB(Spt424lb)&1Aux. WTB DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
			Carrying Petroleum in bulk Fitted for oil fuel 11,36 F.P. above 150° F.											
30029 235570 WOLW	**Pan-Amoco** ssNYk.No.1–41 1Dk,2nd dk clear of cargo tanks D.F. E.S.D. GyC. Mchy.Aft Cruiser Stern Longitudinal framing–bracketless system	9927 — 6175	✠100A1 5,41 ~~5,40~~ ~~BS5,40~~ ✠LMC~~10,36~~ 5,41	NYk		CL ~~1,39~~ 5,41	1936 10mo Lloyd's A&CP	SunS.B.& DryDockCo. Chester,Pa.	PanAmerican Petroleum& TransportCo. Cell DB u mchy. space73'96t D	486·3|68·3|36·9 P105'B34'F49' FK Tf22'650t FPT466t	Wilmngton Del. Utd.States 15BH APT121t	2 steam turbines DR geared to 1 sc. shaft (s) 1104NHP 450lb HS11164 FD 2WTB(Spt424lb)&1Aux. WTB DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
			Carrying Petroleum in bulk Fitted for oil fuel 10,36 F.P. above 150° F.											
30030 LCOU	**Pan Aruba** Oil Eng. D.F. ssOsl.No.2–39 ~~ssBgn.No.1–35~~ Mchy.Aft 2Dks(Stl)& Web frames Longitudinal framing Progressive Survey of oil tanks	9231 8809 5625	✠100A1 ~~4,41~~ ~~7,40~~ 3,42 ✠LMC CS7,40 DBS~~12,39~~ 4,41 ~~12,39~~ 10,41	~~Rio~~ Bos	e†	CL ~~4,39~~ 3,42	1931 2mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson Ld.Newcastle	SkibsA/S "Aruba" (LeifHöegh&Co. A/S, Mgrs.) CellDBuE86' DTf45'623t	484·4|65·5|36·8 P114'B31'F50' FK 285t FPT227t APT174t	Oslo Norwegian 18BHptCem (13 to U dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.31"–48" 1007NHP 2DB120lb WallsendSlpwy.&E.Co.Ld.	36 ″ 9	
			Carrying Petroleum in bulk											
30031 219435 KOTL	**Pan Atlantic** (exDesoto–38, exEleanor Christenson–38, exVinita) 2Dks Fitted for oil fuel	5411 — 3386					1919	Long BeachS.B.Co LongBeach, Cal.	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp. Mgrs.)	410·5|54·3|27·2 P44'B114'F47'	Wilmgton (Del.) Utd.States WB	T.3Cy.24 5/8",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
30032 219155 KOKM	**Pan Carolina** (exBulkoil–38, exDaniel Webster–36) ssN.Ns.2ndNo.3–2,37 2Dks Mchy.Aft Longitudinal framing	7762 7262 5887	✠100A1 6,41 ~~7,40~~ BS~~1,41~~ 12,41 MS7,41 LMC~~2,37~~	Mob		CL 7,40	1919 11mo A&CP	ThePusey &JonesCo. Gloucester City,N.J.	NationalBulk Carriers,Inc. Converted into a tanker 2,37 CellDBuE31'65t	439·6|60·2|33·7 P79'B134'F44' FK FPT235t APT163t	NewYork Utd.States 13BHptCem	DR geared steam turbine HS10080 FD (s) 750NHP 1WTB(Spt),&1AuxWTB 250lb NB made29 refitted37 GeneralElectricCo. Schenectady,N.Y.	36 ″ 8 s 7 ″ 0 29 ″ 10½	
			Carrying Petroleum in bulk Fitted for oil fuel 11,19 F.P. above 150° F.											
30033 216875 WTBS	**Pan-Delaware** (exM.S.Defiance–38) Fitted for oil fuel Sub.Sig. 1Dk& Shelter dk& Web frames GyC. Longitudinal framing Mchy.Aft. Carrying Petroleum in bulk	8128 — 5994	✠ ... 11,20				1918 9mo	Bethlehem S.B.Corp. Alameda,Cal.	NationalBulk Carriers,Inc.	456·1|56·0|35·4 P113'B30'F54' FK	NewYork Utd.States WB	Geared turbines NE&B38 833NHP AllisChalmers, Milwaukee,Wis.	38 ″ 0	R †
30034 LCFE	**Pan Europe** Oil Eng. ssAms.No.2–39 Mchy.Aft 1Dk(Stl)& Web frames D.F. Longitudinal framing Progressive Survey of oil tanks	9468 8968 5719	✠100A1 10,41 ~~2,41~~ ✠LMC CS8,40 DBS~~8,40~~ 8,41 5,40	~~Bat~~ Sba	e†	CL ~~6,38~~ 9,41	1931 8mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SkibsA/S Abaco (LeifHöegh&Co. A/S, Mgrs.) CellDBuE86'335t D	484·4|65·5|37·4 P113'B31'F50' FK Tf38'595t FPT230t	Oslo Norwegian 16BHptCem APT198t	Oil Engines 2S.C.SA 6Cy.31"–48" 1007NHP 2DB120lb WallsendSlpwy&E.Co.Ld.	37 ″ 3	
			Carrying Petroleum in bulk											
30035 235721 WOPW	**Pan-Florida** E.S.D. D.F. Cruiser Stern 1Dk Mchy.Aft Fitted for oil fuel GyC. Carrying Petroleum in bulk Longitudinal framing–bracketless system "Arcform"	7237 6674 4481					1936	Federal S.B.&D.D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	435·0|66·8|34·2 P85'B33'F36'	~~NewYork~~ ~~Utd.States~~ WB Wilmngton Del. Utd.States	2 steam turbines DR geared to 1 Sc.Shaft 500NHP AllisChalmers,Milwaukee		R
30036 219251 KONQ	**Pan-Georgia** (exAndrew Jackson–39) Fitted for oil fuel 1Dk& Shelter dk& Web frames Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	8197 7262 6252	✠ ... 11,20 ✠				1919 11mo	ThePusey &JonesCo. Gloucester, N.J.	NationalBulk Carriers,Inc.	439·6|60·2|33·7 P89'B134'F46' on Shelter dk FK	NewYork Utd.States WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	36 ″ 8	R †
30037 7785 SIWN	**Pan Gothia** TwinSc Oil Eng. ssSba.No.2–41 ~~ssGot.No.1–36~~ Mchy.Aft 1Dk(Stl) D.F. Cruiser Stern	*10409* *9599* *6225*	✠100A1 7,41 ~~2,40~~ ~~11,40~~ ✠LMC CS3,36 DBS~~2,40~~ 2,41 11,37	~~LAn~~ Sba	e†	CL ~~2,38~~ 7,41	1931 12mo Lloyd's A&CP	GötaverkenA/B Gothenburg	Rederi A/B Kungsoil (B.Lénberg, Mgr.) CellDBuE71'301t D	504·4|64·2|38·6 507·7 (O.L.) P103'F39' FK Tf33'624t FPT196t	Kungsbacka Swedish 10BHptCem APT311t	Oil Engines 4S.C.SA 12Cy.24 13/16"–47¼" 711NHP 2DB150lb GotaverkenA/B,Got.	38 ″ 2 s 9 ″ 4 29 ″ 1¼	
			Carrying Petroleum in bulk											
30038 216348 KJOO	**Pan Gulf** (exBarbaraCates–38, exWestBridge) 2Dks Fitted for oil fuel	5599 5161 3466	✠ ... 2,21				1918 5mo	J.F.Duthie &Co. Seattle,Wash	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp. Mgrs.)	409·5|54·2|27·6 P44'B115'F47' FK	Wilmgton (Del.) Utd.States WB	T.3Cy.25",41 21/32"&72½"–48" NE29 364NHP Hoovens,Owens&RentschlerCo.Hamilton,Ohio	30 ″ 3	R †
30039 219393 KOSL	**Pan Kraft** (exNewYork–37, exWestKader) 2Dks D.F. Fitted for oil fuel	5644 — 3541					1919	Western Pipe&Steel Co.SFrncisco	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp. Mgrs.)	410·5|54·2|27·2 P46'B112'F46'	Wilmgton (Del.) Utd.States WB	T.3Cy.24 1/16",41½"&73 1/16"-48" 370NHP Joshua HendyCo.S.Francisco		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. RH' = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
30040 235603 WOMG	**Pan-Maine** *Mchy.Aft* D.F. 1*Dk* E.S.D. *CruiserStern Fitted for oil fuel* GyC. *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system "Arcform"*	7237 6674 4481					1936	Federal S.B.&D.D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	435·0 P85'B33'F36'	66·8	34·2	~~New York~~ ~~Utd.States~~ *WB* Wilmngton Del. Utd.States	2 steam turbinesDR geared to 1 sc. shaft 500NHP AllisChalmers,Milwaukee		R
30041 237704 WNRU	**Pan-Maryland** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft Fitted for oil fuel* *CruiserStern Carrying Petroleum in bulk* *Longitudinal framing "Arcform"*	7701 — 4641					1938	Federal S.B.&D.D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	440·0 P87'B33'F36'	66·8	34·3	Wilmington Del. Utd.States *WB*	2 steam turbinesDRgeared to sc.shaft 500NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
30042 217457 KEND	**Pan-Massachusetts** (*ex*MotorshipTriumph-38) Sub.Sig. 1*Dk& Shelter dk& Web frames* GyC. *Fitted for oil fuel* *Mchy.Aft. Longitudinal framing* *Carrying Petroleum in bulk*	8202 7336 6025	✠ … 12,20				1919 1mo	Bethlehem S.B.Corp. Alameda,Cal.	NationalBulk Carriers,Inc.	456·1 len29 FK	56·0	35·4	NewYork Utd.States *WB*	Geared turbines NE&B38 833NHP AllisChalmers, Milwaukee,Wis.	38 ″ 0	R †
30043 237507 WNMI	**Pan-New York** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft Fitted for oil fuel* *CruiserStern Carrying Petroleum in bulk* *Longitudinal framing-"Arcform"*	7701 — 4641					1938	Federal S.B.&D.D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	440·0 P87'B33'F36'	66·8	34·3	Wilmington Del. Utd.States *WB*	2DRgeared steam turbines 500NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
30044 LDRU	**Pan Norway** *OilEng.* *ss*Rot.No.2-39 *Mchy.Aft 2Dks(Stl)& Web frames* D.F. *Longitudinal framing* *Progressive Survey of oil tanks*	9231 8809 5624	✠100A1 10,41~~1,41~~ ✠LMC CS8,39 DBS~~5,40~~ 7,41 1,41 *Carrying Petroleum in bulk*	~~N.Y.~~ Bos	*e*†	CL 2,39	1931 1mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	SkibsA/SArnstein (P.Holm,*Mgr.*)	484·4 P114'B31'F50' FK *CellDBuE86'285tDTf45'623tFPT227tAPT174t*	65·5	36·8	Oslo Norwegian 18*BHptCem* (13*to Uprdk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.31″–48″ 1007NHP 2DB*120lb* WallsendSlpwy.&E.Co.Ld.	36 ″ 9	
30045 203925 KJUT	**Pan Orleans** (*ex*Pawnee-40) 2*Dks* *Fitted for oil fuel*	1938 — 1359					1907	Harlan& Hollings-worthCo. Wlmgtn,Del.	PanAtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	250·5	40·0	25·0	Wilmgton (Del.) Utd.States	T.3Cy.19$\frac{7}{16}$″,30$\frac{3}{8}$″&50$\frac{1}{2}$″–30″ 137NHP Harlan&HollingsworthCo.		R
30046 240329	**Pan-Rhode Island** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft Fitted for oil fuel* *pt Elec.welded CruiserStern* *Longitudinal framing "Arcform"* *Carrying Petroleum in bulk*	7742 6943 4681					1941	Federal S.B.&D.D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	440·0 P87'B33'F36'	66·8	34·3	Wilmington Del. Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 500NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
30047 217373 KJJS	**Pan Royal** (*ex*Exford-33, *ex*WestCarnifax) 2*Dks* D.F. *Fitted for oil fuel*	5627 — 3461					1918	S.Western S.B.Co. SanPedro,Cal	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	410·5	54·3	27·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24$\frac{1}{2}$″,41$\frac{5}{8}$″&72″–48″ 359NHP LlewellynIronWorks, LosAngeles		R
30048 LCBG	**Pan Scandia** *OilEng.* *ss*Ams.No.2-38 *Mchy.Aft 1Dk(Stl)& Web frames* *Longitudinal framing* D.F. *Progressive Survey of oil tanks*	9816 9270 5937	✠100A1 3,42~~3,41~~~~12,41~~ ✠LMC CS3,40 DBS~~3,41~~3,42 3,40~~12,41~~ *Carrying Petroleum in bulk*	~~Sha~~ Wln	*f*†	CL 8,40	1931 6mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	SkibsA/S Astrea (LeifHöegh&Co. A/S,*Mgrs.*)	491·3 P113'B31'F50' FK *CellDBuE86'338tDTf38'579t*	67·0	37·4	Oslo Norwegian 16*BHptCem*	Oil Engines 2S.C.SA 6Cy.31″–48″ 1007NHP 2DB*120lb* WallsendSlpwy&E.Co.Ld. *FPT244tAPT194t*	37 ″ 3	
30049 219406 KOSS	**Pan-Virginia** (*ex*JohnAdams-38) *ss*Mob.No.1-41 *ss*N.Ns.2nd.No.3-7,37 2*Dks& Web frames* *Mchy.Aft Longitudinal framing* *Trunk electrically welded*	8143 7262 6234	✠100A1 ~~12,40~~10,41 10,41 12,40 BS~~12,40~~ LMC~~12,38~~ ✠NE18*refitted*38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,19 *F.P. above* 150°F.	~~Gal~~ Mob		CL 12,40	1919 12mo A&CP *Converted to Oil Tanker* 7,37	ThePusey &JonesCo. Gloucester City,N.J.	NationalBulk Carriers,Inc.	439·5 456·4(O.L.) P79'B134'F44' *Trunk*78' FK *Cell DBuE31'65tFPT235tAPTs287t*	60·0	36·6	Wilmington Del. Utd.States 13*BHptCem*	DRgeared steam turbine 250lb (*s*) HS10080 750NHP 1WTB(Spt)&1AuxWTB B*made*29-*refitted*7,37 FD GeneralElectricCo. Schenectady,N.Y.	36 ″ 8 s6 ″ 7$\frac{3}{4}$ 30 ″ 2$\frac{1}{2}$	
30050 240 SVEU	**Panaghiotis** (*ex*Nicolaos Athanassulis-37, *ss*Bla.No.3-11,13 *ex*Portugalete) *ss*Pir.No.1-19 1*Dk(Stl)2trB&* *Web frames*	3575 2619 2266	✠ 7,23 ✠	Bdx	*v*		1901 6mo	J.Priestman&Co. Sunderland	E.P.Nomikos, (PetrosM.Nomikos Ld.*Mgrs.*)	339·7 P31'B92'F34' FK *DBa116'f132'911t*	48·0	26·0	Piræus Greek 3*BHCem* *APT*118*t*	T.3Cy.24″,38″&64″–42″ 276NHP 2SB,6*cf*,GS94,HS4307 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 4	G †
30051 SVCE	**Panaghis** *ss*Nts.No.3-4,32 *ss*Rot.No.1-36 1*Dk(Stl)*	5187 4767 3199	✠100A1 9,41~~12,40~~ Examined 5,41 ✠LMC MS9,36 BS8,40 *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	~~Liv~~ Liv Lon	*y*	CL 11,39	1920 3mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	N.D.Lykiardopulo	400·0 P49'B113'F38' FK *CellDB*340'1098*t FPT*133*t*	52·4	28·5	Argostoli Greek 7*BHCem* *APT*204*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11$\frac{3}{4}$ 25 ″ 3$\frac{3}{4}$	
30052 HPIB	**Panam** (*ex*Otokia-37) **TwinSc** *OilEng.* *Mchy.Aft* *ss*Yka.No.3-3,36 *ss*Sch.No.1-39 2*Dks(Stl)& Web frames* *Longitudinal framing*	7277 6621 4330	✠100A1 1,41 DBS~~8,39~~ 12,40 ✠LMC8,39 *Carrying Petroleum in bulk*	Gal	*b*†	OG 7,39	1925 9mo *Lloyd's A&CP*	Livingstne &Cooper,Ld. Hessle	Cia.Maritima Istmenia,Ltda.	438·7 P113'B32'F46' FK *CellDBuE66'270tDTf45'811tFPT170tAPT102t*	57·2	33·5	Panama Pnamanian 19*BHptCem* 11 „ *to Udk*	Oil Engines 2S.C.SA 8Cy.23$\frac{11}{16}$″–41$\frac{3}{4}$″ 776NHP 2DB*180lb* SulzerBros.Winterthur	33 ″ 9 s6 ″ 2$\frac{3}{4}$ 27 ″ 10	
30053 238343 WTJO	**Panama** Ⓟ **TwinSc** 5*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy. CruiserStern*	10021 — 5925					1939	Bethlehem SteelCo.(S.B. Division) Quincy,Mass.	PanamaRailroad Co.Inc.	474·7	64·1	34·5	NewYork Utd.States *WB*	4DRgeared steam turbines 2270NHP BethlehemSteelCo.(S.B. Division)Quincy,Mass.		R
30054 172763 GNCG	— **TwinSc4Mst** *OilEng.* ~~*ss*~~Sou.2ndNo.3-3,42 ~~*ss*Cpn.No.3-11,25~~ ~~*ss*Cpn.No.2-27~~ D.F. 2*Dks(Stl)& Shelter dk(Stl)*	6650 4778 4250	✠100A1 *Shelter dk with freeboard* ~~5,41~~~~12,40~~ 3,42 ~~Examined 11,40~~ ~~✠LMC CS7,37~~ ~~DBS7,40~~ ~~10,38~~ DBS3,42 ✠LMC3,42	~~NYk~~ ~~Bla~~ ~~Mel~~ Sou	*a*†	CL ~~10,30~~ 1,42	1915 3mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	MinistryofWar Transport(United BalticCorporation, Ld.*Mgrs.*)	410·0 427·1(O.L.) *CellDBa126'uE&B42'f194'1198t*	55·2	27·4 35·4 FK	Liverpool British 7*BHptCem*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–37$\frac{13}{16}$″ DB*80lb* 717NHP AktBurmeistr&Wain,Cpn *FPT90tAPT72t*	38 ″ 6 s10 ″ 10$\frac{3}{4}$ 28 ″ 1	

1 No. in Book. — Official No. — Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated R.of TradeCert.
30055 219683 KJJN	**Panama City** (*ex*Exbrook-33, *ex*Ossa) 2*Dks* D.F. *Fitted for oil fuel* *Longitudinal framing*	4846 4274 3003					1920	ToddD.D. &Const.Corp. Tacoma,Wsh	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	380·2 P52'B102'F41'	53·1	27·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
30056 LKKM	**Panama Express** *OilEng.* D.F. E.S.D. 2*Dks,PlatformDk in forward holds* *Ref.Mchy. Butts of shell & deck plating* *CruiserStern electrically welded*	4288 3763 2549	✠100A1 *withfreeboard* ~~8,41~~ ~~8,41~~ 4,42 ✠LMC3,40 ✠Lloyd'sRMC~~8,40~~~~5,41~~ 12,41 for temp. 31° F.	~~SFo~~ Sea	*x*	CL	1940 3mo *Lloyd'sA&CP*	Öresunds- varvet Aktiebolag Landskrona	SkibsA/SPanama (SigurdHerlofson &Co.A/S.*Mgrs.*) *IntermediateBH* *in after* *CellDBuE&f*	359·6 376·6(O.L.) B&F236' *hold dispensed with* 193'734*t Tanks in w*	51·2	28·9 FK (	Oslo Norwegian 5*BHptAsp* *Coll to W dk* 4 ,, 2*nd* ,,) *ay of tunnel*	Oil Engines 2S.C.SA 8Cy.28⅜"-49 3/16" 1122NHP SulzerBros.Ld.Winterthur 763*tFPT*29*tAPTs*142*t*	34 " 0 s 10 " 4¾ 23 " 8¼	
30057 13084 JKPB	**Panama Maru** **TwinSc** *ss*Osa.2ndNo.3-9,34 *ss*Kob.No.1-38 2*Dks*(*UptIrnptStl* *MStl*)&*deep framing* *Lower dk*(*Stl*)*in fore hold*	5288 4881 3230	✠100A1 11,40 ✠LMC11,40	Kob	*z*	CL 10,39	1910 4mo *Lloyd'sA&CP*	MitsuBishi Dkyd&EWks Nagasaki	Kuribayasi SyosenK.K. *CellDBa* *f*137'1070*t*	400·0 P34'B152'F44' 131'*uE&B*79' *FPT*122*tAPT*39*t*	51·0	32·4 29·8 FK	Tokyo Japanese *Cem* 6*BHtoUdk* 1 ,, ,, 2*nd*,,	T.6Cy.19¼",32"&54 3/16"-48" 200lb (*s*) 536NHP 3SB,9*cf*,GS175,HS7376 FD MitsuBishiD.&E.Wks.Nag	32 " 6 s6 " 10½ 26 " 0	
30058 211629 WACS	**Panaman** *ss*Bos.No.3-12,31 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk in No.*1 *hold & Web frames* *Longitudinal framing* *Fitted for oil fuel*	5328 — 3155	✠ ... 7,35 ✠	SFo	*a*†		1913 9mo	Maryland SteelCo. Sparrow's Point,Md.	American- HawaiianS.S.Co. *Intermediate'tween* *in No.* 2 *CellDB*	407·7 *dk BH* *hold dispensed with* *a*122'*uE&B*54' *f*16	53·7	28·1 FK *Coll*	NewYork Utd.States *Cem* *BH to Sh dk* 5 ,, ,, *U* ,, 1 ,, ,,2*nd*,, 6' 1234*t FP*	Q4Cy25½",37",53½"&78"-54" 666NHP 3SB,12*cf*,GS205,HS9519 MarylandSteelCo. *only* *T*125*tAPT*52*t*	31 " 6	R †
30059 HPOG	**Panamanian** Ⓟ **TwinSc** (*ex*President *ss*N.Yk.3rdNo.3-3,40 Fillmore-40, D.F. 4*Dks&Shelter dk* *ex*Mongolia) *Ref.Mchy.*	15903 — 9990	✠100A1 *Shelter dk* *withfreeboard* 3,41 BS~~11,40~~ 3,41 ✠LMC3,40 *Fitted for oil fuel* 1,20 *F.P. above* 150° F.	Yka	*l* †	CL 2,40	1904 1mo	NewYork S.B.Co. Camden,N.J. A&CP	Wallem&Co. *Shelter 'tween dkBH* *CellDBa*160*tuE&* &35'588*t*	600·0 B *on Shelter dk*204' *s except CollBH dis* B113*tf*229'2270*t D* *DTf*35'978*t FPT*1	65·3	31·1 39·1 FK&BK3"	Panama Pnamanian 9*BHCem* (*Collto Shdk* 8 ,, ,, 2*nd*,,) *pensed with* *Tsa*25'584*t* 23*tAPT*89*t*	Q.8Cy.30",43",63"&89"-60" 215lb (*s*) FD 1923NHP 4DB&4SB,36*cf*,GS636, NewYorkS.B.Co. HS28276 Camden,N.J.	51 " 4 s16 " 8½ 35 " 4	
30060	**Pananis** (*ex*ChangTeh-38, *ex*Tung-Tuck-37, *ss*Syd.2ndNo.3-9,19 *ex*Ceduna, 2*Dks*(1*Stl&UIrn*-ws) *ex*ClanMackay) & *Web frames*	2744 — 1600	✠ 4,25 ✠	Syd	*t*		1894 12mo	NavalCon. &ArmCo.Ld. Barrow *Cell*	J.D.Tsounias (ChinaHellenic Lines,Ld.*Mgrs.*) *DBa*74'*u E*18' 166*t*	312·0 P29'B62'F39' *MT*34'675*tFPT*97*t*	40·2	24·7 BK10"	Piræus Greek 6*BHCem* *APT*38*t*	T.3Cy.23",38"&63"-42" 317NHP 2SB,6*cf*,GS95,HS4140 Nav.C.&A.Co.Ld.Brw.	26 " 2	
30061	**Panaro** (*ex*ChangOn-38) **TwinSc**	1660 — 1306					1890	S.C.Farn- ham&Co. Shanghai	Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ld.)	244·8 H764*t*F36*t* len04	30·6	12·0	Shanghai Italian	C.4Cy.16"&32"-24" 42NHP S.C.Farnham&Co.Shi.		
30062 KZBG	**Panay** Ⓟ (*ex*Waterford) **TwinSc** *ss*Liv.No.3-7,21 2*Dks*(*UStl*) *Fitted for oil fuel*	1871 — 1041	✠ 2,24 ✠	Cff			1912 4mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	Cia.Maritima (FernandezHer- manos,Inc.*Mgrs.*)	275·2 P78'B88'F85'	38·2	16·5 FK	Manila Utd.States 6*BHCem* *FPT*12*t*	Q.8Cy.16",23",33"&48"-33" 438NHP 4SB,12*cf*,GS235,HS8280 Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 " 6	
30063	**Panchito** (*ex*Transportation-40) Sub.Sig. *Mchy.Aft* 1*Dk*	4015 3552 2444					1910	NewYork S.B.Co. Camden,N.J.	Cia.deNavegacion TransmarS.A.	359·0 P77'B17'F34'	49·2	25·9	Panama Pnamanian *WB*	T.3Cy.24¼",38½"&64"-45" 274NHP NewYorkSBCo.Camdn NJ		R
30064 20 SVCZ	**Pancration** (*ex*DéputéCharlesNortier-35) 1*Dk*	2171 — 1011					1920	Govern- ment Yard Brest	DemetriosN. Koufos&F.J. Sotiriades	266·7 P19'B54'F23'	39·4	23·0	Spetsai Greek *WB*	T.3Cy.18 1/10",29 9/10"&49⅕"- 37⅕" 149NHP Atel.&Ch.de laLoire,Nts.		V
30065 ~~OPBO~~ HPUR	**Pandia** (*ex*Diamando-37, *ex*Nirefs,*ex*Pandia *ss*Bla.2ndNo.3-5,27 A.Ralli) *ss*Pir.No.2-36 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted* *Now* "**Desert Light,**" *see No.* 36123 *in Supplement*	2231 — 1295	✠ ... 2,42 ~~BS3,41~~ ✠~~LMC3,40~~	NYk		CL 3,40	1903 3mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	UnitedStates Maritime Commission *CellDBa*	313·0 302·8 P26'B72'F31' 110'*uE*20'*f*120'613*t*	43·2	19·2 FK	Panama Pnamanian 5*BHCem* *APT*40*t*	T.3Cy.22",35"&59"-39" (*s*) 160lb 222NHP NDB17*fitted*26 2SB,6*rf*,GS85,HS3398 Cen.Mar.Eng.Wrks.WHpl	22 " 3 ~~s8 " 5¾~~ ~~18 " 11~~	
30066 952 SVQN	**Pandias** (*ex*LouisL.-D.,*ex*Port D'Alger, *ss*Ams.2ndNo.3-6,37 *ex*Baygola,*ex*Angola) 2*Dks*(*Stl*)	4981 4711 3172	✠100A1 ~~5,41~~ 11,40 ✠LMC MS6,37 BS4,41	~~Npt~~ Bal	*y*	CL ~~10,38~~ 11,40	1912 3mo *Lloyd'sA&CP*	D&WHen- dersn&Co.Ld. Glasgow	OceanosMaritime S.S.Co.(I.,A.&G. Margaronis) *CellDB a*123' *uE&B*	403·5 P45'B126'F38' 36' *f*182'1054*tFPT*	52·2	27·3 FK	Piræus Greek 6*BHCem* 96*tAPT*218*t*	T.3Cy.25",41"&67"-51" (*s*) 175lb 435NHP 3SB,9*cf*,GS146,HS6397 FD D&W.Hendersn&CoLdGls	29 " 10 s 5 " 8½ 24 " 3½	
30067 166314 GPJV	**Pandorian** D.F. E.S.D. 2*Dks* *CruiserStern*	4159 3805 2425					1941	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld.*Mgrs.*)	345·7 F21'	50·1	30·3	Liverpool British *WB*	T.3Cy.23",38"&65"-48"& LP turbine 451NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		
30068 154025 VSPC	**Pangkor** (*ex*Steamer-39) **TwinSc** *OilEng.* 2*Dks*	1250 897 687					1929	Taikoo D.&E.Co.of H.K.Ld. HongKong	StraitsS.S.Co.Ld.	232·0	42·7	11·2	Singapore British	Oil Engines 4S.C.SA 12Cy.11"-17¾" 140NHP NE39 HumboldtDeutzmotoren, A.G.Köln-Deutz		
30069 220487 KJUK	**Panoil** (*ex*Crudoil) **TwinSc** 1*Dk& Web frames* D.F. *Mchy.Aft Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	1370 1090 760	✠ ... 3,22 ✠NE&B2,21 ✠				1919 9mo	National S.B.Co. Violet,La.	GreatLakes TransportCorp.	242·5 P72'F21'	36·9	19·7 FK	NewYork Utd.States *WB*	C.4Cy.16¼"&32"-24" 194NHP StatenIslandS.B.Co.N.Y.	19 " 0	R †
30070 139910 GDKN	**Panos** (*ex*AvonValley-37, *ex*Homecliffe-34) *ss*Shl.No.3-7,33 D.F. *ss*Rot.No.1-38 1*Dk*(*Stl*)	4914 4498 3011	✠100A1 ~~6,41~~ ~~11,40~~ 4,42 BS~~6,40~~ ✠LMC2,38 5,41	~~Mdb~~ ~~Mcb~~ Lon	*y*	CL ~~3,37~~ 6,41	1920 7mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. S.Shields	UnitedMerchants ShippingCo.Ld. *CellD*	385·5 P36'B119'F41' *B*334'1100*tFPT*94*t*	53·6	27·1 FK	London British 6*BHCem* *APT*147*t*	T.3Cy.26½",44"&73"-48"(*r*) 180lb 433NHP 3SB,9*cf*,GS180,HS7110 J.Readhead&SonsLd.S.Shl	29 " 8 s 5 " 5¼ 24 " 6	

1 Numero d'Ordre Numero Officiel. Signaux	2 Nom du Navire. *Ex-nom, s'il y a lieu.* Visites Périodiques.	3 Matériaux, Gréement, etc. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade
30071 99 SVQO	**Pantelis** (*ex*Glenbridge)	*ss*Ant.2ndNo.3–6,36 1*Dk*(*Stl*)	*3845* *3595* *2431*	✠100A1 2,42 ~~5,41~~ 5,41 BS~~4,40~~ ✠LMC11,34	~~Bry~~ Cal	*w*	CL ~~1,38~~ 2,42	1911 8mo *Lloyd's A&CP*	IrvinesS.B&D.D.Co.Ld. WHartlepool	C.P.Laimos&J.C. Ponticos *CellD*	350·0 P31'B101'F34' FK *Ba*113'*uE*23'*f*156'	51·1	23·9	Chios Greek 6*BHCem* 808*tFPT*85*t*	T.3Cy.25",40"&67"–45" (*s*) 180lb 340NHP 2SB,*6cf*,GS112,HS5438 *APT*117*t* Richardsons,Westgarth&Co.Ld.Hpl.	26 ″ 3 s 4 ″ 5 22 ″ 0	
30072 19 IRTS	**Panteleria** Ⓟ	1*Dk*	408 240 204					1911	Mackie&Thomson,Ld. Glasgow	LaMeridionale Soc.Anon.diNav.	162·5 153·0 P27'B61'F26'	24·0	10·7	Trapani Italian *WB*	T.3Cy.13",22"&36"–24" 63NHP W.V.V.Lidgerwood,Gls.		I
30073	**Panther**	*OilEng* 3*Dks*	3457 2398 1765					1939	Deutsche WerftAGBet Finkenwrder Hamburg	F.Laeisz	392·3	52·6	16·3	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1163NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
30074 214668 WECY	**Panuco** *Ref.Mchy.*	*ss*N.Yk.No.3–12,29 2*Dks* *Fitted for oil fuel*	3570 3148 2151	✠ ... 11,32 ✠				1917 1mo	SeattleCon&D.D.Co. Seattle,Wash	NewYork andCuba MailS.S.Co.	351·0 P44'B90'F38' FK	47·9	24·7	NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 472NHP SeattleCon&DDCoSeattle	27 ″ 3	R †
30075 689 IRUE	**Paola Giovanna** (*ex*CharlesDanielou–33, *exSailingVessel*Lézard-Vert, *ex*Denise) (*See Sailing Ship Register*)	**WoodAux** 3MstSr *OilEng* 1*Dk*	363 327 307					1918	Ch.&Atel. deSt.Malo St.Malo	AngeloGuidi fù Pasquale	142·0	29·3	13·7	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.11$\frac{13}{16}$"–12$\frac{3}{16}$" 49NH *Emade&fitted*30 J.&CG.BolindersM.V.A/B		I
30076 517 IRUW	**Paola Z. Podestà** (*ex*Umeälf,*ex*Nerissa)	**Iron** 1*Dk*2*trB*	863 657 504					1882	FlensburgrSchiffsb.Ges. Flensburg	A.Lauro	199·6 P&B122'F22'	30·2	15·0	Naples Italian *WB*	C.2Cy.28"&51"–30" 119NHP FlensburgerSchiffsb.Ges.		I
30077 171 ICDA	**Paolina** (*ex*CommercialGuide–36, *ex*Nyanza,*ex*Esslingen) *Well deck* D.F.	2*Dks*(*Stl*)&3*rd dk in*No.1*hold* *Fitted for oil fuel*	4894 — 3063	✠ 2,16 ✠	Ham	*z*		1911 1mo	Blohm&Voss Hamburg	I.N.C.S.A. (ImpreseNavigazioneCommerciale Soc.Anon.) *Cell*	422·4 P&B347'F47' FK *DBa*126' *uE&B*50'	55·2	25·3	Rome Italian 8*BHCem* *f*185'1178*t*	T.3Cy.27¼",43¾"&74¾"–54" 619NHP 3SB,*9cf*,GS194,HS8945 FD Blohm&Voss,Hamburg	28 ″ 1	I †
30078 IBZU	**Paolo** (*ex*AfricanTrader–39, *ex*Laurent Schiaffino–37, *ex*Scientist,*ex*Sargasso)	*ss*Alg.2ndNo.3–4,33 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	*3825* *3493* *2431*	✠ ... *Spar dk* 7,39 ✠	Alg	*x*		1908 10mo	J.Readhead&Sons S.Shields	E.Szabados *CellDBa*110'	359·4 371·5 (O.L.) P83'B122'F39' FK *uE&B*42'*f*156'849*t*	47·6	15·4 25·3	Venice Italian 6*BHCem* *APT*13*t*	T.3Cy.26½",43"&71"–48" 409NHP 2SB,*6cf*,GS115,HS5425 J.Readhead&Sons,S.Shl	27 ″ 8	I †
30079	**Paoting**, Ⓟ *Should be* "**Pakhoi**," *see No.* 29987▲ D.F.	2*Dks*	2800 2350 1630					1940	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7 P37'B83'F39'	44·2	23·1	London British *WB*	T.3Cy.20",32"&53"–39" 175NHP TaikooD.&E.Co.ofH.Kg.Ld.H.Kg.		
30080 155917 MQDT	**Paowo** *Mchy.Aft*	**TwinSc** *ss*Shi.No.1–35 1*Dk*(*Stl*)	2517 1159 1494	✠ A1 *For River Service* 3,37 ✠LMC MS4,35 BS7,38 No later survey reported *Draught not to exceed 9 feet* *Carrying vegetable oil in deep tanks*	Shi		OG 3,37	1930 11mo *Lloyd's A&CP*	ShanghaiDck&E.CoLd Shanghai	Indo-ChinaSteam Nav.Co.Ld.	280·6 *Shade dk&* *Promenade dk* FK *MTs*32'452*t*	48·1	9·7	Shanghai British 6*BHAsp* *FPT*50*t*	T.6Cy.13¼",22"&35"–18" (*s*) 200lb 214NHP 2SB,*6cf*,GS102,HS3632 FD ShanghaiDck.&E.Co.Ld.	10 ″ 0	
30081	**Papendrecht** D.F. E.S.D. *Mchy.Aft*	*OilEng.* *Cruiser Stern* *pt Longitudinal framing*	11000	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1940	NVRotterdamDroogd. Maats. Rotterdam	N.V.Maats.Motorschip'Papendrecht' (N.V.Phs.van Ommeren'sSchpv. Bedrijf,*Mgrs.*)				Rottrdam Dutch	Oil Engines 4S.C.SA 8Cy.28¾"–63" Gbr.Stork&CoNVHengelo		
30082 226583 WNBS	**Papoose** (*ex*Silvanus) *Mchy.Aft* D.F.	*ss*Gal.2ndNo.3–12,38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5939 5293 3636	✠100A1 5,41 5,~~40~~ BS11,41 ~~BS11,40~~ ✠LMC12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,21 *F.P. above* 150° F.	Gal	*z*	CL 5,40	1921 8mo	S.Western S.B.Co. SanPedroCal A&CP	~~PetroleumNav.Co.~~ American RepublicsCorp. *CellDBuE&B*81'2	412·0 P110'B33'F57' FK 32*t* *DTf*32'328*t*	53·3	31·0	Wilmgton, Del. Utd.States 15*BHptAsp* (11 *to U dk* 4 ,, *2nd*,,) *FPT*98*tAPT*103*t*	T3Cy.27$\frac{3}{16}$",45"&74"–48" (*s*) 180lb 556NHP 3SB,*9cf*,HS8451, FD Hooven,Owens,RentschlerCo.Hamilton,O.	31 ″ 0 s 5 ″ 7 25 ″ 8	
30083 LCUZ	**Para** (*ex*SanPaulo) *Ref.Mchy.*	**TwinSc** *OilEng.* 2*Dks*&*Shelter dk* *CruiserStern*	3986 3532 2398					1921	N.V.v/h Rijkee&Co. Rotterdam	A/S J.Ludwig MowinckelsRederi (DenNorskeSyd-AmerikaLinje)	376·4 P104*t*H325*t*F23*t*	51·5	22·7	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$"–39⅜" 564NHP Werkspoor,Amsterdam		N
30084 PUBS	— Ⓟ 2*Dks*(*UStl teaks*)&*deep framing lower dk in Nos.*1&2*holds*	**TwinSc** *ss*Rio.No.2–15	*3351* *2687* *2097*	✠ 5,20 ✠	Rio	*v*		1907 7mo	Workman,Clark&Co.Ld Belfast	LloydBrasileiro *Cell DBa*88' *uE*	340·2 F67' FK&BK1¼" 36'*f*96'395*tFPT*45*t*	44·8	23·5	R.Janeiro Brazilian 6*BHCem* *APT*55*t*	T.6Cy.18",30"&49"–42" 534NHP 3DB,*12cf*,GS224,HS8754 Wrkman,Clark&CoLd.Bel	26 ″ 0	
30085	**Paraat** *Mchy.Aft*	*OilEng.* 1*Dk* *CruiserStern*	305 187 142					1940	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	R.Holwerda	124·2	23·6	7·8	Gasselternijveen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$"–14$\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		C
30086	**Paraguassu** Ⓟ	**TwinSc** 1*Dk*	*370* *248* *143*	✠ ... 7,29 ✠				1926 1mo	G.Brown&Co. Greenock	Cia.deNavagacao Bahiana	150·0 P49' FK&BK½"	28·2	9·0	Bahia Brazilian *WB*	T.6Cy.10½",16"&27"–18" 95NHP McKie&Baxter,Glasgow	9 ″ 6	
30087 PUBT	**Paraguay** Ⓟ	**TwinSc** *OilEng.* 1*Dk* *CruiserStern*	931 718 514					1926	Deutsche WerftA.G. Hamburg	LloydBrasileiro	236·4 B65'F24'	37·8	10·0	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11$\frac{7}{16}$"–16$\frac{15}{16}$" 206NHP Maschfab.Augsburg-Nürnberg.Augsburg		
30088 FOMR	**Paramé** (*ex*SierraNegra, *ex*WarTorpedo) D.F. *Well deck*	*ss*Ant.No.1–22 1*Dk*	2423 — 1263	✠ ... 1,26 ✠				1918 6mo	W.Gray&Co.Ld. WHartlepool	Soc.Marit. Nationale	285·9 P28'Q69'B66'F32' FK	41·9	18·9	Havre French *WB*	T.3Cy.25",41"&68"–45" 417NHP Cen.Mar.Eng.Wrks.WHpl	21 ″ 2	V †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30089 LOGK	**Parana** (*ex*Gaboon-33) *ss*B.As.2ndNo.3-7,40 *Ref.Mchy.* 2*Dks*(*Stl U-ws*)	3375 2980 1944	✠100A1 8,40 BS9,41 ✠LMC7,40 *Fitted for oil fuel* 11,33 *F.P. above* 150° F.	BAs	*v*	CL 6,40	1915 3mo	TyneI.S.B. Co.Ld. Newcastle	Cia.Argentina de Nav.Mihanovich Ltda. *Cell DB a*96'*u*	323·8|46·9|22·5 P36'B108'F41' FK *E*25'*f*149'741*t FPT*	Bns.Aires Argentine 6*BHCem* 129*t APT*93*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 2SB(FD)&1AuxSB,6*cf*, 2*pf*,GS152,HS6484 N.E.MarineEngCo.LdNwc	25 ″ 0	
30090 DJZS	**Paranagua** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	6062 5142 3464					1939	Howaldts-werkeA.G Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	446·5|61·3|23·8 B&F405' upperB31'	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-47¼" 910NHP Maschinenf. Augsburg-Nürnberg A.G.		G
30091 236989 WPPH	**Paratex** TwinSc 1*Dk* *OilEng.* *Carrying Petroleum in bulk* D.F. *Mchy.Aft* *Electrically welded* *Longitudinal framing*	1542 1490 1185					1938	Pennsyl-vaniaShip-yards,Inc. Beaumont, Texas	GulfOilCorpora-tion	250·6|43·1|17·3 Q51'F38'	Phildlphia Utd. States	Oil Engines 2S.C.SA 8Cy.14"-23½" 272NHP AmericanLocomotiveCo. Auburn,NewYork		R
30092 167624 GMNZ	**Pardo** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *3rd dk except in No.5hold* *CruiserStern* *Tonnage opening closed '41(W.E.)*	5400 4727 3085	✠100A1 *with freeboard* 9,41 ~~3,41~~ ✠LMC8,40 *Carrying cargo oil F.P. above* 50°F. *in fwd. deep tanks & tanks at sides of tunnel*	~~BAs~~ Liv	*b*† 2$\frac{1}{16}$	CL	1940 8mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	RoyalMailLines, Ld. 6 *divisional WTBHs in* *Cell DB*368'1330*t* *Tanks at sides*	433·3|61·3|22·7 450·3(O.L.) F43' FK *Shelter 'tween dks* (*DTs f*56'760*t* *of tunnel* 252*t FPT*	London British 7*BHptAsp* *Coll to Sh dk* 6 ,,*2nd* ,,) 47*t APT*206*t*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55⅛" 1236NHP DB*100lb* Harland&Wolff,Ld.Bel.	38 ″ 0 s12 ″ 1¼ 26 ″ 0	
30093 PKQW	**Parigi** 1*Dk*	1172 1005 630					1922	N.V.Werf Conrad Haarlem	KoninklijkePaket-vaartMaats.	230·0|38·2|14·5 P31'B65'F27'	Batavia Dutch *WB*	T3Cy15¾",25⅝"&43$\frac{5}{16}$"-32$\frac{11}{16}$" 108NHP Gebr.Stork&Co.Hengelo		V
30094	**Parinas** (*ex*Sjömand-33) *ss*Boa.No.3-3,35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Carrying Petroleum in bulk*	2820 2260 1566	✠ ... 1,39	Tal	*t*		1921 10mo	JIThorny-croft&Co.Ld Southampton	PeruvianNavy *Cell DBuE&*	300·8|43·7|22·3 P38'B36'F33' FK *B*51' *f*34'154*t FPT*	Callao Peruvian 11*BHptCem* 59*t APT*107*t*	T.3Cy.20",34½"&58"-39" 293NHP 2SB,6*cf*,GS120,HS3990 NylandsVerksted,Oslo	24 ″ 5	
30095 LOGA	**Paris** Ⓟ Pad 3*Dks* *Fitted for oil fuel*	2311 — 1207	✠NE7,27				1896	A.&J. Inglis Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	292·0|36·0|29·5 *Hurricane dk*235'	Bns.Aires Argentine	T.3Cy.30",49"&75"-84" 516NHP A.&J.Inglis,Glasgow		
30096 LCVC	— Ⓟ 1*Dk*	1753 1263 1024					1922	Akers Mek.Værks. Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	255·7|39·7|16·9 P69*t*H169*t*B205*t* F30*t*	Oslo Norwegian *WB*	T.3Cy.19",31"&53"-36" 169NHP AkersMek.Værks.Oslo		N
30097 212632 KDAG	**Parismina** *Fitted for oil fuel* (*ex*General Sherman-38, *Ref.Mchy.* 2*Dks*&2*pt Dks* *ex*Parismina-32) D.F.	4732 3936 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8|49·8|29·6 B154'F44'	NewYork Utd. States *WB*	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&CoLd.Bel		C
30098 HPKZ	**Parita** (*ex*Bute-39, Iron *ex*CityofCork-38, *ss*Hpl.No.3-4,90 *ex*Merannio) *ss*Gls.No.2-97 *Well deck* 1*Dk*3*trB*	*939* *756* *563*	✠ ... 11,02 ✠				1881 4mo	W.Gray& Co. Hartlepool	Mme.Noemi Minacoulis	216·0|31·2|13·7 P26'Q48'B60'F26' BK7"	Panama Pnamanian *WB*	C.2Cy.27"&50½"-33" 99NHP Blair&Co.(Lim.),Stockton	16 ″ 2	C †
30099 150774	**Park City** Ⓟ Wood 1*Dk*	391 — 208					1898	Mather& Wood,Pt. Jefferson,NY	Bridgeport&Port JeffersonStmboat Co.(G.M.Tooker, *Mgr.*)	143·5|28·0| 9·9	Bridgeprt, Conn. Utd. States	C.2Cy.20"&42"-24" 72NHP PacificIronWorks, Bridgeport,Conn.		
30100 OZTA	**Parkeston** Ⓟ TwinSc *OilEng.* *ss*Els.No.3-3,37 *Ref.Mchy.* 2*Dks*(*Weather dk Stl-ws*) D.F. *3rd dk in holds*	2762 1519 1572	✠100A1 *with freeboard* 5,39 ✠LMC CS6,37 DBS5,39 6,37 (SEE FOOTNOTE *)	Lon	*u*	OG 5,39	1925 8mo	Helsingörs Jernsk&Msk. Elsinore *Lloyd's A&CP*	DetForenede DampskibsSelsk. *Cell DB*234'372*t*	306·3|44·2|25·9 323·7(O.L.) F39' FK *FPT*56*t APT*70*t*	Esbjerg Danish 6*BHptCem* 2 ,, *to 2nd dk*	Oil Engines 4S.C.SA 12Cy.21⅝"-35$\frac{7}{16}$" 545NHP DB*75lb* Akt.Burmeistr&Wain,Cpn	28 ″ 6 s11 ″ 0¼ 17 ″ 10	
30101 PGRB	**Parkhaven** *ss*Ant.No.3-5,33 *ss*Ant.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4803 4631 2984	✠100A1 *Shelter dk* *with freeboard* ~~11,40~~ 5,42 Examined 10,41 BS5,41 ~~BS8,39~~ ✠LMC7,37	~~Bry~~ ~~Shl~~ Gls Cff 5,42	*x*	CL N4,40	1920 11mo	W.Dobson &Co. Newcastle *Lloyd's A&CP*	N.V.Gebr.van Uden'sScheepv. en Agent.Maats. *Collision* *Cell DB*313'960*t*	360·0|52·0|31·5 FK *FPT*100*t APT*87*t*	Rottrdam Dutch *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.25",41"&69"-48" (*s*) 180lb 401NHP 3SB,9*cf*,GS174,HS6678 N.E.MarineEngCoLd Nwc	34 ″ 0 s8 ″ 11¾ 25 ″ 3	
30102 PGRD	**Parklaan** (*ex*Rönnskär-37, *ex*CaldyLight-34, *ss*Rot.2ndNo.3-3,35 *ex*Arabier, *ss*Rot No.1-38 *ex*Manningtry) 1*Dk*(*pt Irn*&*pt Stl*) 1*pt dk*(*Stl*)	3807 3572 2434	✠100A1 ~~3,41~~ ~~7,40~~ 2,42 ~~BS8,40~~ ✠LMC3,38 BS ~~7,41~~5,42	~~Bry~~ ~~Mtl~~ Hul	*w*	CL 3,39	1911 9mo	JLThomp-son&Sons,Ld Sunderland *Lloyd's A&CP*	N.V.Stoomschip "Hannah"(F.W. Uittenbogaart, *Mgr.*) *Cell D*	353·0|50·8|24·8 P33'B100'F37' FK *Ba*115'*u E*23'*f*154'	Rottrdam Dutch 6*BHCem* 927*t APT*37*t*	T.3Cy.25",40"&68"-48" (*s*) 180lb 345NHP 3SB,9*pf*,GS132,HS5283 Richardsons,Westgarth& Co.Ld.W.Hpl.	27 ″ 4 s4 ″ 10¼ 22 ″ 8	
30103 163198 GWCS	**Parknasilla** *ss*Bel.No.2-40 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *CruiserStern*	846 582 448	✠100A1 3,42 ~~9,40~~ ~~11,41~~ 10,41 ✠LMC ~~BS6,40~~ MS9,40	Bel	*k*	CL ~~3,39~~ 10,41	1932 11mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's A&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell DB*123'193*t F*	195·9|30·4|12·1 Q111'B11'F30' FK *PT*72*t APT*9*t*	Belfast British 3*BHptCem* *pt Asp*	T.3Cy.14½",25"&41"-30" 200lb (*s*) 131NHP 1SB,3*pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 0 s4 ″ 5¾ 13 ″ 11¼	
30104 160738 MBFV	**Parkwood** *ss*Shl.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *CruiserStern*	1049 720 585	✠100A1 *with freeboard* 11,41 ~~11,40~~ ~~10,41~~ ~~Examined 10,41~~ ~~BS11,40~~ ✠LMC7,37	~~Shl~~ Shl Nwc BS10,41	*m*	CL ~~9,39~~ 10,41	1933 7mo	Burntislnd S.B.Co.Ld Burntisland *Lloyd's A&CP*	JosephConstantine S.S.Line,Ld. *Cell*	199·9|33·2|13·6 207·1(O.L.) Q134'B11'F26' FK *DBf*132'332*t FPT*	Middlsbro' British 3*BHCem* 95*t APT*71*t*	T.3Cy.13½",23"&38"-27" 200lb *125lb* 105NHP 1SB(Spt),3*cf*,GS40,HS1906 N.E.MarineEng.CoLd.Sld	16 ″ 6 s5 ″ 11¾ 15 ″ 2	
30105 OFEL	**Parma** (*ex*Harmonia-39, *ex*WladimirSawin) *ss*Hbg.3rdNo.3-3,37 1*Dk*(*Stl*)&*Web frames*&*pt Awng dk*(*Stl*)	2010 — 1126	✠ ... 8,39 ✠	Osc	*r*		1898 8mo	Craig, Taylor&Co. Stockton	RederiA/BParma (AlgotJohansson) *Cell DBa*88	270·9|40·4|15·8 279·5(O.L.) P27'Q72' FK *pt Awng dk*172' *uE&B*32' *f*108'442*t*	Mariehmn Finnish 4*BHCem* *APT*54*t*	T.3Cy.20",32½"&53"-36 182NHP 2SB,4*cf*,GS74,HS2920 SirC.Furness,Westgarth& Co.Ld.Middlesbro'	18 ″ 9	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
30106 PUBU	**Parnahyba** (*ex*Alrich) 4Mst 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6692 6278 4126	✠ 9,16 ✠	Bmn	*c*†		1913 3mo	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro *CellDBa*149'*uE*3	460·5 F*onShelter dk*46' 4'*f*195' 1541*tFPT*2	59·1	28·8 FK	R.Janeiro Brazilian 7*BHCem* 20*tAPT*15*t*	Q.4Cy. $26\frac{3}{16}$",$38\frac{3}{8}$",$56\frac{3}{8}$"&$81\frac{1}{8}$"–54" 670NHP 4SB,*12cf*,GS222,HS9416 FlensburgerSchiffsb.Ges.	31 ″ 6	V †
30107 7477 SMLA	**Parrakoola** Ⓟ TwinSc *OilEng.* *ss*Vcr.No.3-8,41 ~~*ss*Got.No.2-37~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3rd *dk*(*Stl*)*in forward holds* D.F. *CruiserStern*	5752 *4834* *3314*	✠100A1 *withfreeboard* ~~2,41~~ ~~3,41~~ 3,42 ✠LMC CS1,37 DBS~~8,40~~ 8,41 2,38	~~Syd~~ ~~Ver~~ SFo	*b*†	OG ~~P7,39~~ s9,40 P3,42	1928 10mo *Lloyd*	A/B Göta- verken Gothenburg *sA&CP* *tanks in*	Rederiaktieb. Transpacific(G. Carlsson,*Mgr.*) *CellDB*373'1561*t* *wayoftunnels*729	448·3 457·0(O.L.) F103' *tFPT*83*tAPT*61*t*	57·1	23·5 FK (	Gothenbrg Swedish 7*BHptCem* (*ColltoSh dk* 6 ,,2nd,,)	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 978NHP DB*85lb* A/B Götaverken,Got.	30″10 s 4 ″ 2 26 ″ 10	
30108 309 IRVO	**Partenope** Ⓟ (*ex*St.Elian, TwinSc *ex*Hörnum) 1*Dk*	553 — 300					1919	J.C.Teck- lenborgA.G. Weser- münde-G.	Soc.Partenopea Anon. di Nav.	199·2 F58'	24·0	10·7	Naples Italian *WB*	T6Cy.12",$19\frac{7}{10}$"&$30\frac{7}{10}$"–$17\frac{7}{10}$" 79NHP J.C.TecklenborgA.G.Wsm		I
30109 961 SVJF	**Parthenon** (*ex*P.L.M.7,*ex*Am- batielos, *ss*Alx.2ndNo.3-4,33 *ex*Fameliaris) *ss*Alx.No.1-37 1*Dk*(*Stl*)&*deepframing*	3189 — 2030	✠100A1 3,42 ~~4,41~~ Examined 3,42 BS3,42 ~~BS2,41~~ ✠LMC6,37	~~Liv~~ Shl	*u*	CL 8,40	1908 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *sA&CP*	PithisBros.&Co.& G.Corakis(Pithis Bros.&Co.*Mgrs.*) *CellDBa*	331·0 P23'B90'F32' *tuE*130'*uB*18'*f*142'	47·7	22·5 FK	Piræus Greek 5*BHCem* 829*tAPT*97*t*	T.3Cy.24",38"&64"–42" (*s*) 170lb NDB20 277NHP 2SB,*6rf*,GS100,HS4114 Cen.Mar.Eng.Wks.W.Hpl	25 ″ 0 s 4 ″ 3 21 ″ 0	
30110 216303	**Pasadena** 1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing*	6002 5551 4494	✠ ... 4,22 ✠				1918 ~~5mo~~	Moore& ScottIron Works, Oakland,Cal.	UnitedStates Maritime Commission	402·5 P34'F38'*on Shltrdk*	53·0	32·0 FK	S.Frncisco Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.Fletcher 618NHP Co.Hoboken,N.J.	34 ″ 6	
30111 DNAO	**Pasajes** Sub.Sig. 1*Dk*	1996 1234 1230					1923	Schiffsw(v. L.&Sch.)A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1 P&B204'Q22'F31'	38·4	15·3	Oldenburg German *WB*	T.3Cy.$22\frac{1}{16}$",35"&$56\frac{1}{8}$"–$33\frac{1}{2}$" Ottensener 182NHP Mch.G.m.b.H.Altona		G.
30112 FOOT	**Pascal Paoli** Ⓟ TwinSc 2*Dks5trB* D.F. *Fitted for oil fuel* *CruiserStern*	3200					1931	Ch.&Atel. deProvence S.A. Port deBouc	Cie.deNavigation Fraissinet	313·3 P37'B153'F39'	47·6	26·9	Marseilles French *WB*	2 Steam Turbines DR geared to 2 Sc. Shafts 916NHP Atel.&Ch.deBretagneS.A.		V
30113 14 ICAT	**Pascoli** (*ex*Szeged) *ss*Fiu.2ndNo.3-9,27 *ss*Fiu.No.1-32 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deepframing*	2939 2631 1862	✠ ... 7,35 ✠	Fiu	*u*		190 5mo	W.Dobson &Co. Newcastle	"Tirrenia"Soc. Anon.diNav. *CellDBa*118'*uE*&	331·8 324·8 P40'B110'F35' *B*38'*f*132'612*tFPT*	43·2 44·8	21·1 22·0 FK	Fiume Italian 6*BHCem* 33*tAPT*15*t*	T.3Cy.$21\frac{1}{2}$",$37\frac{1}{2}$"&63"–42" 294NHP 2SB,*6rf*,GS116,HS4630 NEMarineEng.Co Ld.Nwc	24 ″ 9	I †
30114 143375 GQJW	**Pasha** *ss*Cal.No.3-3,32 *ss*Cal.No.1-36 2*Dks*(*Stl*)	5307 4827 3196	✠100A1 7,41 ~~5,40~~ BS~~2,41~~ 2,42 ✠LMC9,36	~~Cal~~ Bom	*y*	CL 4,39	1919 8mo *Lloyd*	Swan,Hun- ter&Wigham Richardson. LdNewcastle *sA&CP*	AsiaticStm.Nav. Co.Ld. *CellDB*	400·3 P49'B113'F40' 345'1025*tFPT* 130*t*	52·4	28·4 FK	London British 7*BHptCem* *APT*204*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb *110lb* 517NHP 3SB,*9cf*,GS189,HS7668 FD Swan,Hunter&Wigham RichardsonLd.Nwc.	31 ″ 0 s 5″$11\frac{1}{2}$ 25 ″ $3\frac{3}{4}$	
30115 PKQX	**Pasir** 1*Dk*	1187 1006 631					1922	N.V.Schps "De Maas" Slikkerveer	Koninkl.Paketv. Maats.	231·7 P39'B62'F27'	38·2	14·6	Batavia Dutch *WB*	T.3Cy.$15\frac{3}{4}$",$25\frac{3}{4}$"&43"–$32\frac{1}{2}$" Alblasserdam 106NHP Msch.Fab.Alblasserdam		V
30116	**Paso de Martin Garcia** TwinSc (*ex*Amalita,*ex*Cogolin,*ex*Paso de MartinGarcia) *Mchy.Aft* 1*Dk*	752 603 429	✠ ... 5,13 ✠				1909 4mo	J.I.Thorny- croft&Co.Ld Woolston	H.J.Miller&Co.	221·3	33·2	10·7 FK	Bns.Aires Argentine *WB*	T.6Cy.11",18"&29"–21" 128NHP J.I.Thornycrft&CoLd.Lon	11 ″ 6	
30117	**Paso de Obligado** TwinSc (*ex*Collobrières,*ex*Paso deObligado) *Mchy.Aft* 1*Dk*	764 — 439	✠ ... 5,13 ✠				190 11mo	J.I.Thorny- croft&Co.Ld. Woolston	MarcelinoJ.Paz	221·3	33·2	10·7 FK	Bns.Aires Argentine	T.6Cy.11",18"&29"–21" 128NHP J.I.Thornycrft&CoLd Lon	11 ″ 6	
30118 160492 GPPK	**Pass of Ballater** *ss*Shl.No.3-3,39 (*ex*Raffinage-38, ~~*ss*Hul.No.2-36~~ *ex*Pass of Ballater-34) 1*Dk*(*Stl*)& *Mchy.Aft* E.S.D. *Web frames* D.F. *Longitudinal framing*	796 577 337	✠100A1 ~~6,41~~ ~~12,40~~ 3,42 1,40 ✠LMC MS~~5,39~~ BS~~12,40~~2,42 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,35 *F.P. above* 150°F.	Cff	*k*	CL 7,39	1928 6mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow *sA&CP*	BulkOilS.S.Co.Ld. J.W.Cook&Co.Ld. *Mgrs.*) *CellDBuE*20'18*t*	185·8 196·3(O.L.) P75'F25' *Trunk*85' *DTf*11'40*tFPT*39*t*	30·6	13·7 FK	London British 10*BHptAsp* *APT*25*t*	T.3Cy.15",$25\frac{1}{2}$"&41"–30" (*s*) 180lb 134NHP 1SB(Spt),*4cf*,GS73,HS2536 Aitchison,Blair,Ld. Clydebank	13″10 s ″$10\frac{3}{4}$ 13 ″ 2	
30119 163387 GPYR	**Pass of Balmaha** *ss*Shl.No.1-38 D.F. E.S.D. *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	758 554 346	✠100A1 8,41 ~~4,39~~ Examined 7,41 BS7,41 ~~BS10,40~~ ✠LMC9,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,33 *F.P. above* 150°F.	~~Cff~~ Alx	*k*	CL 4,39	1933 9mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow *sA&CP*	BulkOilS.S.Co.Ld. J.W.Cook&Co.Ld. *Mgrs.*) *CellDBu*	192·2 201·1(O.L.) P60'F24' *Trunk*106'	30·4 *31·7*	13·9 FK	London British 9*BHptCem* *E*22'17*t DT*	T.3Cy.15",$25\frac{1}{2}$"&41"–30"(*s*) 190lb 139NHP 1SB,*3cf*,HS2100 FD D.Rowan&Co.Ld.Gls. *f*16'137*t FPT*28*tAPT*23*t*	14 ″ 1 s 1 ″ $0\frac{3}{4}$ 13 ″ $1\frac{1}{2}$	
30120 160603 GLJT	**Pass of Leny** *ss*Hul.No.2-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* D.F. *Longitudinal framing* E.S.D.	795 543 350	✠100A1 ~~5,41~~ ~~5,40~~ 4,42 Examined ~~6,41~~ 4,42 ✠LMC5,41 ~~MS12,39~~ ~~BS3,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*5,36 *F.P. above* 150° F.	~~Cff~~ ~~Shl~~ Cff	*k*	CL ~~11,40~~ N5,41	1928 11mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow *sA&CP*	BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*) *CellDBuE*20'	185·8 P75'F24' *Trunk*86' 18*tDTf*11'40*tFPT*	30·6	13·7 FK	London British 9*BHptAsp* 39*tAPT*25*t*	T.3Cy.15",$25\frac{1}{2}$"&41"–30" (*s*) 180lb 85RHP 1SB(Spt),*4cf*,GS73,HS2536 Aitchison,Blair,Ld. Clydebank	13″10 s ″$10\frac{1}{2}$ 13 ″ $2\frac{1}{4}$	
30121 149702 GLRS	**Pass of Melfort** *ss*Shl.No.3-6,38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* D.F. *Longitudinal framing* E.S.D.	757 518 324	✠100A1 7,40 BS12,41 ~~BS7,40~~ ✠LMC6,38 *CarryingPetroleum in bulk* *Fitted for oil fuel*5,37 *F.P. above* 150°F.	Lon	*j*	CL 9,39	1926 8mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow *sA&CP*	BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*) *CellDBuE*22'	181·8 192·5(O.L.) P74'F23' *Trunk*84' 19*tDTf*11'39*tFPT*	29·7	13·5 FK	London British 9*BHptAsp* 22*tAPT*27*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 125NHP 1SB(Spt),*4cf*,GS71,HS2534 J.G.Kincaid&Co.Ld.Grk.	13 ″ 7 s ″$10\frac{1}{2}$ 12″$11\frac{3}{4}$	
30122																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R.
30123 229873 WFFP	**Passaic Sun** *Mchy.Aft* *OilEng.* D.F. 1*Dk* *CarryingPetroleum in bulk*	533 468 306					1930	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo.	189·3 P35′F16′	31·1	11·2	Phildlphia Utd. States	Oil Engines 4S.C.SA 8Cy.11″–14″ 94NHP Cooper-BessemerCorp. GroveCity,Pa.		R
30124 166305 GNDW	**Pasteur** Ⓟ QuadSc 5*Dks* *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	29253 — 12894	✠Lloyd'sRMC6,39				1938	Ch.&Atel. deSt.Nazaire (Penhoët) SA St.Nazaire	Ministry of War Transport(Cunard WhiteStar,Ld. *Mgrs.*)	670·7	88·0	52·6	Liverpool British *WB*	4 SR geared steam turbines Ch.&Atel.deSt.Nazaire (Penhoët)		V
30125 212653 KDBD	**Pastores** TwinSc Sub.Sig. E.S.D. D.F. 2*Dks*&2*pt dks* GyC. *Ref.Mchy.* *Fitted for oil fuel*	7242 5888 3843					1912	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	470·4 P48′B245′F47′	55·3	30·8	NewYork Utd. States *WB*	Q.8Cy.23½″,33½″,47½″&68″–45″ 620NHP Wrkman,Clark&Co.Ld Bel		C
30126 384 ICAS	**Pasubio** (*ex*Trade–35,*ex*Tivat–34, *ex*MaidofCrete,*ex*MimiHorn) D.F. 1*Dk*&*Shelter dk*	2216 — 1372					1903	Akt.Ges. "Neptun" Rostock	E.Milano&Co.	313·8 301·7 P13′B174′F30′	43·2	18·9	Trieste Italian *WB*	T.3Cy.$20\frac{9}{10}$″,$35\frac{2}{5}$″&$55\frac{1}{10}$″–$35\frac{2}{5}$″ 180NHP A.G."Neptun,"Rostock		I
30127 226976 WPBQ	**Pat Doheny** (*ex*Sunoco) *ss*Ant.No.1–25 *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	7053 6401 4387	✠ … 7,29 ✠				1921 1mo	SunS.B. Co. Chester,Pa.	RichfieldOilCorp.	430·2 P133′B36′F40′	59·2	33·4 FK	L. Angeles Utd. States *WB*	T.3Cy.27″,45½″&76″–51″ 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
30128	**Patagones** Aux3MstSr (*ex*Annemarie,*ex*Tom-August, *OilEng.* *ex*Eyfjord) 1*Dk* (*See Sailing Ship Register*)	380 — 279					1917	Gebr.G.H. Bodewes Martenshoek	BorzoneBoggiano yCia.	140·9	25·4	11·7	Bns.Aires Argentine	Oil Engines 2S.C.SA 2Cy.$16\frac{11}{20}$″–$18\frac{13}{20}$″ *E made*18*fitted*21 97NHP J&CGBolindersCoLdSkm.		V
30129 DOCP	**Patagonia** (*ex*Grandon–37, *ex*CityofBoston, *ss*Bkn.No.3–8,24 *ex*Dusseldorf) *ss*Bhn.No.2–33 *Well deck* *Ref.Mchy* 2*Dks*(*Stl*)&3*rddk* D.F. *inNo.*1*hold only*	5898 5459 3681	✠ … 7,36 ✠	Ham	*b*†		1912 3mo	J.C.Teck- lenborgA.G Weser- münde-G.	Hamburg-SüdamerDampf-schiff.-Ges.	450·9 P&B392′F45′ *CellDBa*146′*uE*&*B*71′	57·2	27·0 FK	Bremen German 9*BHCem* *f*190′1453*t*	T3Cy$27\frac{15}{16}$″,$46\frac{13}{16}$″&78¾″–$53\frac{7}{8}$″ 697NHP 4SB,12*cf*,GS236,HS10334 J.C.TecklenborgA.G.Wsm	29 ″ 8	G †
30130 971 CBPG	— Ⓟ *ss*P.Ar.No.3–12,16 *Mchy.Aft* (1*DkStl*) *Well deck*	351 210 175	✠ 12,16	PAr	*d*		1903 9mo	Langeveld enVanVliet Neder-Har- dinxveld	Soc.Anon.Comer-cialBraun& Blanchard	130·5 Q51′F18′	22·1	9·9 FK *FPT*27*t*	PntaArnas Chilian 3*BHCem* *APT*11*t*	C.2Cy.13½″&31″–21″ 49NHP MacColl&Pollock,Sld.	10 ″ 6	
30131 135331	**Patdoris** (*ex*Yorkminster, *ex*Ardgarth) *Mchy.Aft* 1*Dk*	770 578 350					1913	G.Brown& Co. Greenock	J.F.Sowards	200·2	29·1	12·8 *WB*	Kingston, Ont. British	T.3Cy.16″,26″&44″–33″ 96RHP Ross&Duncan,Glasgow		C
30132 149873 GJSW	**Patella** *Mchy.Aft* *OilEng.* *CruiserStern* *ss*Nwc.No.2–36 D.F. E.S.D. 1*Dk*(*Stl*) *Longitudinal framing at bottom*&*at decks*	7468 6789 4328	✠100A1 ~~6,41~~ ~~7,40~~ 1,42 Examined ~~7,40~~6,41 ✠LMO CS2,42 DBS2,42 2,42 *CarryingPetroleum in bulk*	Cff NYk	*b*† 2¼	CL ~~8,08~~ 5,41 *Lloyd*	1927 8mo *'sA&CP*	Palmers' Co.Ld. Newcastle	Anglo-Saxon PetroleumCo.Ld.	440·4 458·5(O.L.) P99′B41′F63′ *CellDBuE*73′291*tD* *Tf*32′369*tFPT*199*t*	59·3	32·7 FK	London British 15*BHptCem* *APT*70*t*	Oil Engines 4S.C.SA 6Cy.32¼″–$59\frac{1}{16}$″ 602NHP 2DB*180lb* N.E.MarineEngCoLd.Nwc	32 ″ 9 s 6 ″ 2¾ 26 ″ 9½	
30133 136469 VLFT	**Paterson** Wood *Mchy.Aft* 1*Dk*	446 365 226					1920	T.F.Mor- rison,Sinclair &Co. Blmain NSW	H.R.Lancey ShippingCo.Ld.	148·8 F28′	32·7	11·3	SydnyNSW British	T.3Cy.10½″,19″&32″–18″ 50RHP Chapman&Co.Ld.Sydney		
30134 203407 WDPT	**Pathfinder** (*ex*SamuelMather) D.F. GyC. *Mchy.Aft* 1*Dk*	6751 — 5408					1906	Detroit S.B.Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	530·0	60·2	32·2 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½″,38″&63″–42″ 257NHP DetroitS.B.Co.Detroit		R
30135 857 SVSF	**Patrai** (*ex*Germania–39, *ex*SaintChamond–36,*ex*Luga) 2*Dks*	1977 1705 1069					1909	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	HellenicLines,Ld. (P.G.Callimano-pulos,*Mgr.*)	295·0	42·0	17·2	Piræus Greek *WB*	T.3Cy.22″,35″&59″–39″ 217NHP ClydeS.B.&E.Co.Ld.P.Gl		V
30136 PKFQ	**Patras**	2065 1564 1181					1926	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	300·3	46·3	14·6	Batavia Dutch *WB*	C.4Cy.(2)$18\frac{11}{16}$″&(2)$39\frac{3}{8}$″–$39\frac{3}{8}$″ 195NHP RotterdamDroogd.Maats.		V
30137 DJWU	**Patria** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. 4*Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern*	16595 — 9292					1938	Deutsche WerftAGBet Finkenwrder Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	562·3 B&F354′UpperF43′	74·1	36·4	Hamburg German *WB*	6 Oil Engines 2S.C.SA 46Cy.(5–8Cy.&1–6Cy.) 20½″–$27\frac{9}{16}$″&electric drive 3390NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
30138 DMBB	— (*ex*ScottishRover, *ss*Bmn.3rdNo.3–5,38 *ex*Westborough, *ex*Beechley) 1*Dk*(*Irn*)2*trB*&*deep* D.F. *framing*&*Web frames*	3845 3590 2415	✠ 8,39 ✠	Sch	*w*		1901 10mo	W.Gray &Co.Ld. WHartlepool	E.Behnke ("Orion" Schiff-ahrtsG.m.b.H. *Mgrs.*)	P28′B88′F31′ *CellDBa*&*uE*133′*f*144′ 338·6	49·5	25·6 FK	Hamburg German 6*BHCem* 912*tAPT*71*t*	T3Cy.25½″40½″&67″–45″ 297NHP 2SB.6*cf*,GS113,HS4404 Cen.Mar.Eng.Wrks.WHpl	28 ″ 3	
30139 LKBU	— Now sailing as "Ste. Christine" D.F. 1*Dk*&*Shelter dk* *CruiserStern*	1341 1156 730					1939	Xiansands Mek.Værks. A/S Xiansand	Dampskibslsk PatriaIIA/S (OlufS.Knudsen, *Mgr.*)	250·7	42·1	14·0	Xiansand Norwegian *WB*	T.3Cy.17¼″,26″&46″–33½″ 122NHP Akt.LindholmensVarvGot		N
30140 620 OHCV	— *ss*Hfx.No.3–2,35 *ss*Hfx.No.1–39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* D.F.	696 512 296	✠100A1 3,40 ✠LMO MS4,39 BS10,40 No later survey reported	Abo	*j*	OG 1,40 *Lloyd*	1923 6mo *'sA&CP*	NVScheep. DeMerwede Hardinxveld	FinskaÅngfartygs A/B	184·2 180·1 Q117′F24′ *CellDB*103′146*tFPT*	28·0	12·1 FK	Helsingfrs Finnish 3*BHCem* 63*tAPT*7*t*	T.3Cy.15″,$25\frac{13}{16}$″&$40\frac{3}{16}$″–27″ 180lb (*s*) 116NHP 2SB,4*cf*,GS64,HS2050 N.V.Mchfbk."Holland," Hardinxveld	14 ″ 6 s4 ″ 5¼ 14 ″ 2¼	
30141 PGRL	— *OilEng.* *CruiserStern*	343 197 168					1937	NVSchpsw "Foxhol" Foxhol	H.Groen	134·5 P39′Q56′F26′	24·8	8·0	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼″–$16\frac{9}{16}$″ 74NHP MtrnWerkeMannheimAG		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 **Nom du Navire.** Matériaux, Greement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
30142	**Patricia** *OilEng.* Sub.Sig 1*Dk* D.F. *CruiserStern*	3979 3373 2280					1929	Schiffsw.v. H.KochA.G Lübeck		374·0 P15'B&F351'	53·7	22·6	*WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–35 7⁄16" 1170NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
30143 166352 GJJW	— **TwinSc** (*Tender*) *OilEng.* E.S.D. 2*Dks* Sub.Sig. *CruiserStern*	1116 744 457					1938	Smith's DockCo.Ld. S.Bank,Mdb.	Corporation of the TrinityHouse	218·2	35·6	15·0	London British *WB*	Oil Engines 4S.C.SA 12Cy.15"–20" connected to electric motors & sc. shafts 263NHP EnglishElectric Co.Ld.Rugby		
30144 219873 KUNV	**PatriciaSkakel** (*ex*Exchester40,–*ex*Winona) 2*Dks* *Fitted for oil fuel*	4964 4598 3034					1920	American International S.B.Corp HogIslandPa	AlgeoSteamship Corp.ofDelaware (ParryShipping Co.Inc.*Mgrs.*)	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
30145 133570 MJFZ	**Pattersonian** (*ex*Blaydonian) K *ss*Irv.2ndNo.3–3,41 *Mchy.Aft* 1*Dk*(*ptStl*) *Cargo battens not fitted*	315 230 119	✠100A1 3,41 BS~~5,40~~7,41	Irv ✠LMC MS12,40	*e*	OG 10,40	1915 3mo *Lloyd'sA&CP*	J.P.Rennoldson&Sns Ld.S.Shields	J.&A.Gardner& Co.Ld.	135·3 Q55'F18' FK *CellDBf77'90tFPT37tAPT17t*	23·6	9·1	Glasgow British 3*BHCem*	C.2Cy.17"&36"–24" (*s*) 130lb 75RHP 1SB,3*pf*,GS44,HS1296 JP.Rennldsn&SnsLd.SShl	11 ″ 3 s ″ 9½ 10 ″ 7	
30146 149843 ZMDN	**Paua** *OilEng.* *ss*HKg.No.3–1,40 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1412 918 620	✠100A1 ~~8,41~~ ~~2,41~~3,42 ~~DBS2,41~~ *CarryingPetroleum in bulk*	Wln DBS3,42 ✠LMC1,40		CL 11,39	1927 6mo *Lloyd'sA&CP* *Pt. rebuilt & lengthened40*	Harland& Wolff,Ld. Glasgow	ShellCompany of NewZealand,Ld.	231·5 243·3(O.L.) P67'F41' FK *CellDBa48'f20'99tFPT29tAPT27t*	36·6	15·1	Wellingtn British 10*BHptCem*	Oil Engines 4S.C.SA 6Cy.19 11⁄16"–35 7⁄16" 225NHP DB*150lb* Harland&Wolff,Ld.Gls.	15 ″ 0 s 1 ″ 2½ 13″11¼	
30147 306 YMCG	**Paul Beneke** Ⓟ **Pad** 1*Dk*	343 206 137					1906	J.W.Klawitter Danzig	“Weichsel”DanzigerDampfschiff. &SeebadA.G.	142·7 P34'B30'H40'	24·8	8·8	Danzig	C.2Cy.21½"&39⅓"–39⅓" 96NHP J.W.Klawitter,Danzig		
30148 233483 WJFT	**Paul Dana** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	373 — 254					1934	I.S.Bushey &Sons,Inc. BrooklynNY	DieselTankerPaul Dana,Inc.	135·4	26·0	11·3	NewYork Utd.States	Oil Engines 2S.C.SA 5Cy.14"–17" 172NHP FairbanksMorse&Co. Beloit,Wis.		
30149 167806 GMNY	**Paul Emile Javary** *OilEng.* 1*Dk*&*2nd dk in Nos.1&4holds*	2471 1952 1452	✠ … 12,28	✠			1926 9mo	Atel.&Ch. deFrance Dunkirk	Ministry ofWar Transport(J.T. Salvesen&Co. *Mgrs.*)	288·2 P29'B63'F38' FK	45·5	17·5	Cardiff British *WB*	Oil Engines 4S.C.SA 6Cy.19 11⁄16"–49 3⁄16" 222NHP Akt.Burmeistr&Wain,Cpn	21 ″ 0	V †
30150 216222 KJIO	**Paul H. Harwood** *Mchy.Aft* GyC. 2*Dks*&*Webframes* D.F. *Longitudinalframing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6610 6444 4080	✠ … 3,22	✠			1918 4mo	Bethlehem S.B.Corp.Ld. S.Francisco	StandardOilCo. ofNewJersey	435·0 P106'B50'F42' FK	56·0	32·0	Wilmgton (Del.) Utd.States *WB*	DR geared steam turbine 606NHP GeneralElectricCo. Schenectady,N.Y.	33 ″ 6	R †
30151 DJRS	**Paul Harneit** *OilEng.* D.F. 1*Dk*,*2nd dk clear of cargo tanks* E.S.D. GyC. *CruiserStern* *Mchy.Aft* *Longitudinalframing* Sub.Sig. *Carrying Petroleum in bulk*	10391 9632 5776	✠ 7,39	Bmn ✠	*f*† 2¼		1936 7mo	F Schichau G.m.b.H. Danzig	Deutsch-AmerikanischePetroleum Ges.	488·4 506·3(O.L.) P107'B39'F35' FK *CellDBuE84'171tDTf16'539tFPT369tAPTs214t*	70·0	36·9	Hamburg German 16*BHptCem*	Oil Engines 2S.C.SA 8Cy.25 9⁄16"–47¼" 909NHP F SchichauG.m.b.H.Elbing	37 ″ 0	G †
30152 DHTC	**Paul L.-M. Russ** *Mchy.Aft* 1*Dk*	1170 1006 622					1923	Stettiner Oderwerke Stettin	ErnstRuss	230·9 P&B181'F27'	36·4	14·6	Hamburg German *WB*	T.3Cy.17 5⁄16",28⅜"&43⅜"–31½" 105NHP StettinerOderwerke		G
30152A 215528 WLCH	**Paul Luckenbach** (*ex*Poznan, *ex*Suwanee,*ex*Mark) 3*Dks* D.F. GyC. *Fitted for oil fuel*	6606 6183 4125					1913	Bremer Vulkan Vegesack	LuckenbachS.S. Co.Inc.	471·1	59·2	28·9	NewYork Utd.States *WB*	T.3Cy.32 3⁄16",52⅘"&86⅜"–55 1⁄16" 566NHP BremerVulkan,Vegesack		R
30153 165617 MMPL	**Paul M.** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	492 320 257					1937	N.V.Gebr. vanDiepen Waterhuizen	Metcalf Motor CoastersLd.(T.J. Metcalf,*Mgr.*)	157·5	27·3	9·8	London British *WB*	Oil Engines 4S.C.SA 6Cy.11"–17 11⁄16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
30154 240945 WIJN	**Paul M. Gregg** D.F. E.S.D. 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern* *pt.Elec.welded* *Carrying Petroleum in bulk*	~~8200~~ 8187 — 4888					1941	Bethlehem Sparrow'sPt. ShipyardInc. Sparrow'sPt. Md.	UnionOilCo.of California	445·4 P92B35'~~F45'~~F40'	64·2	34·9	Ls.Angeles Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 583NHP BethlehemSteelCo.S.B. Division,ForeRiver,Mass.		R
30155 221455 KDTE	**Paul Shoup** (*ex*Playa) *ss*S.Fo.No.3–8,33 *ss*LAn.No.2-41 ~~*ss*S.Fo.No.4–37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6817 6058 4245	✠100A1 ~~5,41~~ ~~12,40~~6,41 ~~MS6,41~~ ~~BS5,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 7,21 F.P. above 150° F.*	~~LAn~~ ~~SFo~~ LAn ~~BS5,41~~ ✠LMC~~5,37~~ 5,41	*a*†	CL 5,40	1921 7mo A&CP	Merchant S.B.Corp. Chester,Pa.	TideWater AssociatedOilCo. *CellDBuE&B60'*	424·4 P128'B25'F41' FK *236tDTf43'750t FPT228tAPT178t*	58·2	32·9	S.Frncisco Utd.States 16*BHptCem* (*9 to U dk 7 „ 2nd „*)	T.3Cy.27",45"&75½"–51" (*r*) 210lb 584NHP 3SB,9*cf*,GS185,HS8331 FD NewYorkS.B.Corp. Camden,N.J.	33 ″ 0 s 7 ″ 9½ 25 ″ 6	
30156 3682 PGRN	**Paula** **TwinSc** *OilEng.* D.F. *ss*HKg.No.3–12,39 *Mchy.Aft* E.S.D. 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2770 *1831* *1319*	✠100A1 1,41 ✠LMC DBS8,40 *CarryingPetroleum in bulk*	Sba CS8,40 2,39	*t*	CL 2,39	1927 11mo *Lloyd'sA&CP*	Harland& Wolff,Ld Glasgow	Nederl.Indische Tankstoomboot Maats. *CellDBu*	305·3 P86'F51' FK *Trunk*168' *E55'f20'159tFPT38tAPT88t*	50·2	15·1	Willemstad Dutch 12*BHCem*	Oil Engines 4S.C.SA 12Cy.19 11⁄16"–27 9⁄16" 452NHP DB*150lb* Harland&Wolff,Ld.Gls.	15 ″ 0 s ″ 7½ 14 ″ 5¾	
30157 OXRH	— *Now* “Montana,” *see No.* 37611 *in Supplement* 1*Dk* D.F. *CruiserStern*	1549 1349 884					1934	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	290·0 P&B218'F38'	39·7	15·3	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"–31½" & LP Turbine HS2519 192NHP HelsingörsJernsk.&Mskb.		G
30158	**Paula Faulbaums** (*ex*Jorunn–34, *ex*Tolosa,*ex*Antares) 1*Dk*	1855 1705 1111					1908	Osbourne Graham&Co. Sunderland	MaxFaulbaum SteamshipLine	279·0 H66*t*F37*t*	40·1	18·2	German *WB*	T.3Cy.20½",33"&54"–36" 175NHP G.Clark,Ld.Sunderland		N
30159 DKAE	**Pauline Friederich** (*ex*Vassos–39, *ex*EmanuelNobel–35) 2*Dks* *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* *Now* “Ormandale,” *see No.* 37966 *in Supplement*	4645 4196 2401					1912	Nederl. Schps.Maats. Amsterdam	ReedereiEugen Friederich	376·7 P88'B33'F40'	51·2	27·4	Hamburg German *WB*	T.3Cy.26",43"&72"–48" NE&B20 359NHP WallsendSlipway&E.Co.		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30160 214449 WKCL	**Paulsboro** *ss*Bal.2ndNo.3-6,41 ~~*ss*N.Yk.No.3-4,28~~ ~~*ss*N.Yk.No.2-36~~ *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. GyC. *Longitudinal framing*	6699 6209 4171	✠100A1 ~~6,41~~ ~~3,40~~ 2,42 ~~BS3,40~~ ✠LMC2,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,16 *F.P. above* 150° F.	~~NYk~~ ~~Bal.~~ Gal 6,41	*b*†	CL ~~7,38~~ 9,41	1916 9mo	UnionIron WorksCo. SanFrancisco A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B64'* 197*tDTf*50'880*tFPT*97*tAPT*74*t*	435·0 P106'B50'F42' FK	56·0	33·4	NewYork Utd.States 15*BHptAsp* (10 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.27¼",47"&78"–48" (*s*) 215lb 563NHP 3SB,9*cf*,HS9405 UnionIronWorksCo.S.Fo.	33 ″ 6 s 6 ″ 10¼ 26 ″ 10½	
30161 YTCR	**Pavla** (*ex*Mosor-34,*ex*Cheliff, *ex*Mercur) 1*Dk*2*trB*	1419 973 864					1895	Flensburgr Schiffsb.Ges. Flensburg	Parobrodarsko drustvo "Marović" s.o.j.(G.J.Marović, *Mgr.*)	239·0 Q72'B113'F26'	34·0	14·4	Susak Yugoslav *WB*	T.3Cy.16",26"&43"–33" 106NHP FlensburgerSchiffsb.Ges.		V
30162 UPIM	**Pavlin Vinogradov** (*ex*Chapaev-35,*ex*Tiba-35) *ss*Rot.No.1-33 1*Dk*(*Stl*)	2864 2611 1734	✠ 3,35 ✠	Rot	*u*		1929 6mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	U.S.S.R. *CellD B*269' 687*t FPT*60*t APT*101*t*	310·6 P23'B94'F25' FK	45·9	22·6	Archangel Russian 5*BHCem*	T.3Cy.24",37"&63"–39⅜" 335NHP 2SB,6*cf*,GS110,HS4736 N.V.Mch.&Scheepswerf van.P.Smit,Jr.Rot.	25 ″ 0	
30163 DOOB	**Pax** 1*Dk*	513 385 301					1893	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	159·1 Q44'B38'F21'	26·1	11·9	Bremen German *WB*	C.2Cy.17⅜"&31½"–21⅝" 38NHP A.G."Weser,"Bremen		G
30164	**Paz** (*ex*IronMonarch-37,*ex*Koolonga) *ss*Syd.No.3-9,36 1*Dk*(*ptIrnptStl*) *Cargo battens not fitted*	*4260* *3926* *2632*	✠100A1 8,40 ✠LMC8,40 No later survey reported	HKg	*x*	CL 2,39	1914 2mo	Sunderlnd S.B.CoLd. Sunderland Lloyd's*A&CP*	Madrigal&Co. *CellDBa*117'*uE&B*40'*f*159'899*tFPT*99*tAPT*151*t*	364·0 375·2(O.L.) P29'B106'F33' FK	50·7	26·1	Manila Utd.States 6*BHCem*	T.3Cy.25",42"&68"–45" (*s*) 180lb *90lb* 344NHP 2SB,6*cf*,GS124,HS5400 N.E.MarineEng.Co.Ld.Sld	28 ″ 6 s 5 ″ 2¾ 23 ″ 6	
30165 YTPR	**Pcela** (*ex*IniziativaG.-34,*ex*Iniziativa, *ex*Heatherlea,*ex*Overveen) *Mchy.Aft* 1*Dk*	311 239 162					1918	Gebr.E&M Coops Hoogezand	BračaFeric	129·8	22·6	10·5	Split Yugoslav *WB*	C 2Cy.12"&24"–15¾" 19NHP Botje,Ensing&Co.Grningn		V
30166 106026 MQVZ	**Pearl** **3Mst** *ss*Irv4thNo.3-5,41 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	678 473 277	✠100A1 9,41 ~~5,41~~ BS9,41 ✠NB9,20 ✠LMC9,40	Irv	*i*	CL ~~8,40~~ 9,41	1896 8mo	J.Shearer &Son Glasgow A&CP	Wm.Robertson *CellDBf*108'153*t FPT*25*t*	185·0 Q92'B11'F36' BK7½"	29·1	10·8	Glasgow British 3*BHCem*	T.3Cy.16",26"&42"–33" (*s*) 160lb 90RHP 1SB,3*pf*,GS58,HS1600 Muir&Houston(Lim.),Gls.	13 ″ 0 s ″ 8 13 ″ 2½	
30167 140269 GVVR	**Pearleaf** **TwinSc** *ss*Ply.No.3-8,29 D.F. *ss*H.Kg.No.2-37 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5993 5283 2701	✠100A1 1,41 BS1,41 ✠LMC12,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,17 *F.P. above* 150° F.	Sng		CL P1 ,40 SN 6,40	1917 3mo	W.Gray& Co.Ld. WHartlepool Lloyd's*A&CP*	TheAdmiralty *CellDBuE&B*87'383*tDTf*48'196*tDTa*19'62*tFPT*70*tAPT*90*t*	404·8 426·0(O.L.) P36'B32'F85' FK	54·5	32·6	London British 20*BHptCem*	T.6Cy.26",42½"&70"–45" (*s*) 200lb 1089NHP 6SB,18*cf*,HS16932 FD Cen.Mar.Eng.Wrks.WHpl	35 ″ 2 s 6 ″ 8½ 28 ″ 8½	
30168 ESXN	**Pearu** (*ex*LadyMartin-38, *ex*NorthernCoast) D.F. 1*Dk&Shelter dk*	1252 934 490					1913	SirRaylton Dixon&CoLd Middlesbro'	A/S EestiLaeva-liinid	250·5 B67'F26'	36·0	15·0	Tallinn Estonian *WB*	T.3Cy.18",29"&48"–36" Richardsons, 138NHP Westgarth&Co.Ld.Mdb.		C
30169 148661 MNKB	**Pebble** (*ex*Kempton) *ss*Irv.No.1-41 *ss*Bwg.No.3-5,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	597 421 303	✠100A1 8,41 ~~11,40~~ ~~BS5,40~~ ✠LMC~~5,37~~	~~Sws~~ Irv 8,41	*i*	CL 8,39	1925 8mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd's*A&CP*	Wm.Robertson *CellD Bf*103'150*tFPT*47*tAPT*23*t*	170·0 Q96'B11'F21' FK	27·4	11·2	Glasgow British 3*BHCem*	T.3Cy.13",23"&37"–26" (*s*) 200lb 98RHP 1SB,3*cf*,GS60,HS1752 W.Beardmore&Co.Ld.Gls.	13 ″ 4 s 3 ″ 9¼ 13 ″ 2¾	
30170 161840 MBJW	**Peder Bogen** *ss*Shl.No.3-11,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* *Longitudinal framing* D.F.	9741 9145 7363	✠100A1 *Shelter dk withfreeboard* ~~6,41~~ ~~5,40~~ 2,42 Examined 1,42 ~~BS12,40~~ ~~BS9,39~~ ✠LMC11,37 *CarryingPetroleum in bulk* *Adapted for oil fuel* 7,28 *F.P. above* 150° F.	~~Shl~~ ~~NYk~~ Liv Gmh 10,41	*e*†	CL 5,40	1925 6mo	NVSchpsw "Dordrecht" Dordrecht Lloyd's*A&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDBuE&B86'* 340*tDTf*36'398*tFPT*285*t APT*187*t*	480·9 495·0(O.L.) B26'F49' FK	62·3	37·1	Leith British 17*BHCem* (*Coll ,, to Sh dk* 9 ,, ,, *2nd* ,,)	T.3Cy.28",46"&77"–54" (*s*) 190lb 655NHP 3SB,9*cf*,GS195,HS9885 FD Maats.Fyenoord,Rot.	40 ″ 0 s10 ″ 6¾ 29 ″ 8½	
30171 166551 GNGN	**Pedernales** **TwinSc** *Mchy.Aft* 1*Dk* *Cruiser Stern*	~~3945~~ ~~2951~~ ~~1821~~ 4317 2951 2074	✠100A1 ~~5,41~~ ~~10,39~~ 11,41 ✠LMC9,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,38 *F.P. above* 150° F.	Aru	*w*	CL s11,41 P5,41	1938 9mo	Cantieri RiunitiDell' Adriatico Monfalcone Lloyd's*A&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *CellDBuE&B*48'23*t FPT*164*t APT*141*t*	355·9 365·2(O.L.) P77'F42' FK *Trunk*240'	60·2	16·7	London British 8*BHptCem* *ptAsp*	T.6Cy.16",26"&43"–27" (*s*) 180lb 318NHP 2SB,6*cf*,HS5130 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	17 ″ 6 s 2 ″ 6 15 ″ 2½	
30172 PUNB	**Pedrinhas** 1*Dk*(*Stl*)	*3666* *3323* *2219*					1935	Lithgows Ld. PortGlasgow	Cia.deCabotagem dePernambuco	350·7 P40'B106'F38'	50·2	23·3	Prnmbuco Brazilian *WB*	T.3Cy.21½",37"&62"–42" 250NHP D.Rowan&Co.Ld.Gls.		C
30173	**Pedro II** (*ex*Commandante Freitas-31,*ex*Itapeva,*ex*Cavour) **Iron**	965 — 626					1881	Scott&Co. Greenock	Sociedade AnonymaBitar Irmãos	225·7	32·6	13·9	Para Brazilian	C.2Cy.23"&50"–30" 114NHP Scott&Co.Greenock		
30174 5519 SGEA	**Pedro Christophersen** **Twin Sc3Mst** *Oil Eng.* *ss*Got.2ndNo.3-7,38 D.F. 3 *Dks* *Tonnage opening closed* '40	*4968* *3354* *3064*	✠100A1 *Shelter dk withfreeboard* 7,41 ~~12,39~~ DBS6,40 ✠LMC7,38 ✠LMC(M)5,40	Got	*x*	OG ~~P1,38~~ ~~S3,39~~ 7,41	1913 8mo	Akt.Bur-meistr&Wain Copenhagen Lloyd's*A&CP* *Upper 'tween dkBHs except CollBHdispensed with*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDBa*69'*uE*37'*f*212'1138*tFPT*74*tAPT*53*t*	360·0 377·0(O.L.) H252*t* FK	51·6	22·2	Stockholm Swedish 6*BH* (*Coll BH to W dk*, 5*BH to 2nd dk*)	Oil Engines 4S.C.SA 16Cy.19 1/16"–26" 604NHP NDB34–*100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 9 ″ 4¼ 24 ″ 10	
30175 161594 GYTN	**Peebles** *ss*Cff.No.1-40 *OilEng.* D.F. 1*Dk & Shelter dk* *CruiserStern*	4982 4627 3068	✠100A1 *withfreeboard* 8,41 ~~9,40~~ DBS8,40 ✠LMC5,36 ✠LMC(M)10,38	~~Cff~~ Avn	*a*† 2	CL ~~10,39~~ 8,41	1936 5mo	W.Doxford &Sons,Ld. Sunderland Lloyd's*A&CP*	B.J.Sutherland &Co.Ld. *CellDB*346'1174*tMT*1236*tAPT*191*t*	423·6 439·2(O.L.) FK	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA. 3Cy.20½"–81⅛" 388NHP 2DB–*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
30176 1138 ESRT	**Peet** (*ex*Moorfoot-37) *ss*Tln.2ndNo.3-5,38 *Welldeck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2111 1628 1203	✠100A1 2,40 ✠LMC MS5,38 BS12,39 NO LATER SURVEY REPORTED	Got	*r*	CL 1,40	1913 12mo	Greenock &Grangemth DkydCo.Ld. Grngemouth Lloyd's*A&CP*	K.Jurnas *CellDBa*68'*uE*20'*f*116'426*t FPT*39*tAPT*20*t*	272·2 283·2(O.L.) Q152'B*on*Q48'F28' FK	42·7	17·6	Pärnu Estonian 4*BHCem*	T.3Cy.21",35"&57"–39" (*s*) 180lb 250NHP 2SB,6*cf*,GS121,HS4276 J.G.Kincaid&Co.Ld.Grk.	19 ″ 9 s 6 ″ 2¾ 18 ″ 0	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille; Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade
30177 7639 SHUN	**Pegasus** OilEng. ssS.Fo.No.2-38 D.F. 2Dks(Stl)&Web frames Longitudinal framing-bracketless system Mchy.Aft CruiserStern	9583 8853 5702	✠100A1. 9,41 ~~2,41~~ ✠LMC CS8,39 DBS~~7,40~~ 9,41 7,38 CarryingPetroleum in bulk	~~PN~~ Syd	e†	CL N2,40	1930 5mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	Rederiaktieb. Transoil(R. Sörman,Mgr.) CellDBuE70'25	492·3 497·3(O.L.) FK P101'B35'F39' 3tDTf47'498tFPT	65·0	36·6	Gothenbrg Swedish 16BHptCem 240tAPT75t	Oil Engines 2S.C.SA 4Cy.23⅝"-91¼" 687NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	36 ″ 9 s 8 ″ 2½ 28 ″ 10	
30178 257 SVZC	— (exLappland-39, exBenares-34) ssGot.No.3-11,32 D.F. ssGot.No.1-36 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed 39	5762 5469 3509	✠100A1 Shelter dk withfreeboard 2,41 Examined 2,41 ✠LMC MS6,36 BS2,41 Fitted for oil fuel 9,20 F.P. above 150° F.	Bal	z	CL 4,39	1920 9mo	Furness S.B.Co.Ld. HavertonHill -on-Tees Lloyd'sA&CP	G.N.Louloudis CellDB	391·7 413·6(O.L.) F38'onShltr dk FK Collision 351'1272tAPT100t	52·3	24·0 32·8	Andros Greek ptCem BHto Sh dk 5 ,, ,, U,,	T.3Cy.26$\frac{15}{16}$",45"&75"-51"(s) 180lb 569NH 3SB,9cf,GS187,HS8491 FD Richardsons,Westgarth &Co.Ld.Hpl.	35 ″ 5 s 9 ″ 5¼ 26 ″ 2½	
30179 81801 WCGD	— (exWilliamH.Gratwick) D.F. GyC. Mchy.Aft Sub.Sig. 1Dk2trB	4776 — 3352					1902	American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	416·0 WB	50·0	28·0	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"-40" 213NHP AmericanSB.Co.Cleveland		R
30180 154061 GNXN	— 3Mst (exVesta) ssTri.No.3-6,31 ssMsl.No.1-35 D.F. Mchy.Aft 2Dks&Web frames	3597 3178 2128	✠100A1 6,39 ✠LMC MS3,35 BS5,39 CarryingPetroleum in bulk Fitted for oil fuel 4,13 F.P.above 150° F. SURVEYS DELAYED	Bla	v	CL 6,39	1913 4mo	NewYork S.B.Co. Camden,N.J Lloyd'sA&CP	Socony-Vacuum Transportation Co.Ld. CellDBuE&B &bunker106'21	330·5 P116'B30'F43' FK 0tFPT82tAPT52t	46·2	25·6	London British 15BHptCem (12 to U dk 3 ,, 2nd ,,)	T.3Cy.21",35"&58"-42" 200lb (r) 318NHP 2SB,4cf,GS160,HS5762 NewYorkSBCo.CamdnNJ	27 ″ 0 s4 ″ 0¾ 23 ″ 1¾	
30181 OHWJ	**Peggy Thordén** (exNervion-34, exHansFischer,exErikLarsen) D.F. 1Dk	1784 1540 1003					1921	Nüscke& Co.A.G. Stettin	Rederi A/B Peggy Thorden(Gust.B. Thorden,Mgr.)	280·8 267·3 P26'B67'F30' WB	42·2	17·9	Helsingfrs Brandö Finnish	T3Cy.20$\frac{7}{10}$",32¼"&51⅕"-35⅖" Waggon-u. 157NH MaschinenbauA.G.Görlitz		N
30182 2024 IJME	**Pegli** (exAltero-36,exWedgwood) ssSld.No.3-1,24 ssNwc.No.1-28 Well deck 1Dk	1593 — 912	✠ ... 1,33 ✠				1910 9mo	R.Thompson&Sons,Ld. Sunderland	IgnazioMessina& C.	275·6 265·0 PonQ18'Q108'B54' F24' FK	38·0	15·6	Genoa Italian WB	T.3Cy.21½",36"&59"-39" 246NHP N.E.MarineEngCo.Ld.Sld.	18 ″ 2	I †
30183 XNGK	**Pei An** (exTarcoola-33) ssSyd.2ndNo.3-12,26 ssShi.No.2-35 1Dk(Irn)deep framing&Shade dk(Irn)	2874 — 1652	✠ ... 6,39 ✠	Kob	u		1902 2mo	TyneI.S.B. Co.Ld. Newcastle	NorthChinaS.S.Co. Ld. CellDBa&uE114'	326·0 FK f128'661tFPT144t	45·4	21·8	Tientsin Chinese 7BHCem APT162t	T.3Cy.23",38"&61"-42" 277NHP 2SB,6cf,GS126,HS4504 Wllsnd.Slpwy.Co.Ld.Nwc.	23 ″ 0	
30184	**Pei Ching**	441 — 272					1911	Nicolas Tsu Shanghai	ChihliShantung Line,Ld.	135·0	24·0	10·5	Tientsin Chinese	O.2Cy.15"&32"-24" 42NHP		
30185	**Pei Hai** (exChuyuMaru, exSouthgrove,exHero) ssBrs.No.3-11,00 Well deck 1Dk(Irn)	749 — 439	✠ 4,08	CTn			1890 9mo	R.Dixon& Co. Middlesbro'	DongAnS.S.Co. (HweiTungS.S.Co. Mgrs.)	200·0 Q72'B53'F25' FK	30·1	13·4	Chefoo Chinese WB	T.3Cy.16½",27"&44"-30" 106NHP Blair&Co.Ld.Stockton		
30186 XNAH	**Pei Hua** (exHellas) 1Dk	1379 1237 846					1905	WoodSkinner&Co.Ld. Newcastle	NorthChinaS.S.Co. Ld.	260·0 P19tH75tF27t	38·0	15·3	Tientsin Chinese WB	T.3Cy.19",31"&51"-36" 156NHP G.Clark,Ld.Sunderland		
30187 XNAS	**Pei Kong** (exBanyeiMaruNo.17) 1Dk	1015 — 629					1919	NittaCo. Osaka	NorthChinaS.S.Co. Ld.	210·0 P16'B48'F26'	31·0	17·6	Tientsin Chinese WB	T.3Cy.23⅜",38"&61"-42" 241NHP HamadaIronWorks,Kobe		
30188	**Pei-Ming** 2Dks	667 — 383					1922	Huh Hsing E.&S.B.Wks. Shanghai	ChihliShantung Line,Ld.	152·1	27·4	15·9	Tientsin Chinese WB	T.3Cy.14¾",24¼"&39"-24" 75NHP HuhHsingE.&SB.Wks.Shi		
30189	**Pei Ping** (exYukiMaru-34,exSengaMaru)	711 — 419					1905	OsakaIron WorksLd. Osaka	NorthChinaS.S.Co. Ld.	180·0	27·0	19·0	Tientsin Chinese			
30190 LDQZ	**Peik** OilEng. ssRot.No.2-39 Mchy Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6099 5412 3592	✠100A1 10,41 ~~2,41~~ DBS7,40 ✠LMC1,39 CarryingPetroleum in bulk	Bom	z	CL N1,39	1930 9mo	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle Lloyd'sA&CP	BullsTankrederi A/S CellDBuE56' DTf34'347t	396·2 409·2(O.L.) P97'B29'F36' Trunk238' FK 192t FPT135tAPT121t	55·1	32·3	Sandefjord Norwegian 14BHptCem (9 to U dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.23⅝"41¾" 2DB180lb 583NHP Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 5¼ 26 ″ 8¾	
30191 7779 SIVN	**Peiping** TwinSc OilEng ssNYk.No.2-40 1Dk(Stl)&Shelterdk(Stl-ws) D.F. 3rd dk(Stl)except in mchy.space&aftermost hold	6390 5564 3835	✠100A1 withfreeboard 7,41 ~~7,40~~ DBS7,41 ✠LMC CS6,40 ~~DBS1,39~~ 3,38 Carrying vegetable oil in deep tank, in No.4 double bottom tank & in after peak	NYk	c †	CL ~~4,39~~ 7,41	1931 10mo	Götaverken A/B Gothenburg Lloyd'sA&CP	Aktieb.Svenska OstasiatiskaKomp. ~~(G.Borin,Mgr.)~~ (K.Nilsson,Mgr.) CellDB 368' 1369t tunnels93t	437·1 FK Tanks in way of MT28'892tAPT59t	57·0	28·5	Gothenbrg Swedish 8BHptCem (ColltoSh dk 6 ,, 2nd ,, 1 ,, 3rd ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-66$\frac{15}{16}$" DB85lb 700NHP GotaverkenA/B,Got.	31 ″ 6 s 4 ″ 2½ 27 ″ 6	
30192 147304 GJRM	**Peisander** Ⓟ TwinSc OilEng. D.F. 2Dks	6225 5382 3884					1925	CaledonS. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co Mgrs)	431·8 P40'B122'F45'	54·7	30·1	Liverpool British WB	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 951NHP Akt.Burmeistr&Wain,Cpn		BT till ~~10,41~~ 4,42
30193 TCBA	**Pek** (exDenizis-37,exGarigliano-34, exItalianNavyVessel)	670 — 353					1887	.... Glasgow	~~Barzilay&~~ ~~Benjamin~~ IsmetBarzilay	198·6	28·8	13·3	Istanbul Turkish	T.3Cy.17¾",28"&40½"-43" 107NHP ,Glasgow		
30194 17072 JFPD	**Peking Maru** ssKob.No.1-18 2Dks&Webframes Longitudinal framing	3011 2738 1857	✠ ... 11,22 ✠				1914 8mo	OsakaIron Works Osaka	OsakaSyosenK.K.	305·3 P19'B82'F32' FK	42·4	24·8	Osaka Japanese WB	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWorks,Osaka	27 ″ 3	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30195 677 JQLG	**Peking Maru** *CruiserStern*	2289 1569 994					1937	Mitsubishi JukogyoK.K Kobe	DairenKisenK.K.	265·1	42·0	21·0	Dairen Japanese	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"– 43$\frac{5}{16}$" 206NHP MitsubishiJukogyoK.K.		
30196 LCAQ	**Pelagos** (*ex*Athenic) **TwinSc4Mst** 4*Dks* D.F. (*Whale oil factory*) *Fitted for oil fuel*	12083 7320 7027					1901	Harland& Wolff,Ld. Belfast	Hvalfangerslsk. PelagosA/S(Bruun &vonderLippe)	500·3 H485*t*	63·3	29·0 45·0	Tönsberg Norwegian *WB*	Q.8Cy.22",31$\frac{1}{2}$",46"&68"–48" 641NHP Harland&Wolff,Ld.Bel.		N
30197 411 IRQG	**Pelagosa** (*ex*OrsolinaBottiglieri–37, *ex*Lodoletta) *ss*Pla.No.1–25 *Well deck* 1*Dk*&*Web frames* *Longitudinal framing at side & dk*	669 494 366	✠ ... 2,27				1921 7mo	MarcoU. Martinolich Lussinpiccolo	Nav.Carlo MartinolichS.a.g.l.	176·7 Q57′B41′F23′	29·5	14·1 FK	Trieste Italian *WB*	T.3Cy.10$\frac{5}{8}$",16$\frac{15}{16}$"&27$\frac{9}{16}$"– 19$\frac{11}{16}$" 52NHP VereinigteMaschinefabrik. Prague	14 ″ 9	I †
30198 113159 VJVL	**Pelaw Main** **TwinSc** *ss*Syd.2ndNo.3–12,33 *ss*Syd.No.1–37 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1221 961 584	✠100A1 2,41 BS2,41 ✠LMC2,38	NSW	*o*	2,41	1909 11mo *Lloyd'sA&CP*	Hall,Rus- sell&Co.Ld. Aberdeen	J.&A.Brown& AbermainSeaham Collieries,Ld. *CellDBa*59′*uE*	235·1 Q143′F24′ 17′*f*96′288*tFPT*21*t*	34·6 35·8	15·9 BK8″	Newcastle N.S.W. British 4*BHCem* *APT*39*t*	T.6Cy.16",26"&43"–27" (*r*) 180lb 239NHP 2SB,6*cf*,GS121,HS4102 Hall,Russell&Co.Ld.Abn.	17 ″ 0 s 5 ″ 2$\frac{1}{4}$ 16 ″ 5$\frac{1}{4}$	
30199 149650 GNJX	**Pelayo** *OilEng.* *ss*Ant.No.2–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	1346 1055 530	✠100A1 *Shelter dk* *withfreeboard* 12,41 ~~2,41~~ Examined ~~2,41~~12,41 ✠LMC CS1,36 5,36	~~Brs~~ Gls	*r*	CL 6,39	1927 12mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	MacAndrews&Co. Ld. *CellDB*220′329*t*	270·1 282·3(O.L.) B70′ *FPT*17*tAPT*38*t*	39·1	15·6 FK	Liverpool British 5*BHptCem* (*ColltoSh dk* 4 ,,*2nd*,,)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP Harland&Wolff,Ld.Gls.	17 ″ 6 s ″ 2 17 ″ 6$\frac{3}{4}$	
30200 130388	**Pelee** Ⓟ 2*Dks*	461 231 219					1914	Collingw'd S.B.Co.Ld. Collingwood	R.Harris	141·2	24·1	10·0 *WB*	Amherst- burg,Ont. British	T.3Cy.12$\frac{1}{2}$",21"&34"–21" 58RHP CollingwoodS.B.Co.Ld.		
30201 YQSP	**Peles** Ⓟ (*ex*Adolf vonBaeyer–33) 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	5700 4402 3410					1922	Marine- werft Wilhelmshvn	RoumanianState MaritimeService	409·8 F49′	53·9	23·7	Constntza Roumanian *WB*	T.3Cy.25$\frac{1}{4}$",41"&66$\frac{1}{8}$"–49$\frac{1}{4}$" &LPturbine 431NHP Marinewerft,Wilhelmshvn		V
30202 216 SZGL	**Peleus** (*ex*Egglestone) *ss*Ant.No.2–36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4695* *4389* *2840*	✠100A1 *withfreeboard* 7,41 ~~1,41~~ Examined 1,41 ✠LMC 1,41 ~~BS8,39~~ ~~MS1,41~~	Sws Nwc	*z*	CL 12,40	1928 3mo *Lloyd'sA&CP*	W.Gray& Co.Ld. Hartlepool	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*) *CellDB*353′1261*t*	400·2 *FPT*178*tAPT*105*t*	54·2	25·1 FK	Syra Greek 6*BHCem* (*ColltoSh dk* 5 ,, *2nd* ,,)	T.3Cy.26$\frac{1}{2}$"44"&73"–48" (*s*) 180lb 476NHP 3SB&1AuxSB,11*cf*,GS205, HS8371 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″ 11$\frac{1}{2}$ 24 ″ 9$\frac{3}{4}$	
30203 DJNP	**Pelikan** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *Mchy.Aft* *CruiserStern*	3264 2791 1933					1934	Bremen Vulkan Vegesack	Afrikanische Frucht-Compagnie AG(F.Laeisz, *Mgr.*)	352·8 B41′F44′	44·8	24·0	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23$\frac{5}{8}$"–35$\frac{7}{16}$" 975NHP BremenVulkan,Vegesack		G
30204 DJXW	— (*ex*HsinJuiOn–38,*ex*Hsing SuiPing–35, *ss*Syd.2ndNo.3–2,18 *ex*HsinYiLi–34, *ss*Syd.No.2–26 *ex*JohnWilliams) 2*Dks*(*U Teak*)	781 — 455	✠ — 3,31 ✠	Syd	*j*		1894 3mo	R.Napier& Sons Glasgow	RolfHeyn&Carl Vissering *Cell*	194·0 B75′F25′ *DB*145′167*tAPT*6*t*	32·0	13·5 BK7$\frac{1}{2}$″	Shanghai German 5*BHptAsp* *ptCem*	T.3Cy.15",24"&39"–27" 80NHP 1SB,3*cf*,GS63,HS1679 R.Napier&Sons,Glasgow	16 ″ 0	
30205 2791 SFZR	**Pelle** (*ex*August) 1*Dk*	633 477 427					1890	W.Lind- bergsAktieb. Stockholm	RederiA/BFalkvik (Th.Carlsson, *Mgr.*)	177·5 Q62′B41′H17*t*F21′	28·3	13·7	Sölvesborg Swedish *WB*	T.3Cy.14$\frac{1}{2}$",23$\frac{1}{2}$"&33"–25$\frac{1}{4}$" 46NHP W.LindbergsM.V.Skm.		V
30206 165370 GZDV	**Pellicula** D.F. E.S.D. *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6254 5520 3625	✠100A1 1,42 ~~1,40~~ Examined 1,42 DB31,42 ✠LMC12,36 *CarryingPetroleum in bulk*	~~Suz~~ Cbo	*a*†	CL 12,39	1936 12mo *Lloyd'sA&CP*	Cammell Laird&Co.Ld. Birkenhead	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*61′140*t*	430·1 P87′B37′F65′ *DTf*25′263*t FPT*10	54·4	30·7 FK	London British 16*BH* 6*tAPT*61*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"–55$\frac{1}{8}$" 377NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	31 ″ 0 s5 ″ 6$\frac{1}{2}$ 25 ″ 8$\frac{3}{4}$	
30207 175 IBWU	**Pelorum** (*ex*QueenEleanor–38, *ex*SierraBlanca) *ss*Gls.No.3–10,31 D.F. *ss*Nwc.No.1–36 2*Dks*(*Stl*) *Now* "Rio Chico," *see No.*38319 *in Supplement*	5314 4835 3206	... 9,38	Rot	*y*		1918	Bartram& Sons,Ld. Sunderland	Transmediter- raneaSoc.Anon di Nav. *CellDB*	412·2 400·3 P49′B113′F39′ 338′1103*tFPT*133*t*	52·3	28·4 FK	Palermo Italian 7*BHCem* *APT*225*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS189,HS7668 J.Dickinson&Sons,Ld.Sld	31 ″ 0	I †
30208 147687 VLDW	**Pelton Bank** (*ex*Dewstone–34) *ss*Syd.No.3–1,37 *Mchy.Aft* *ss*Syd.No.1–41 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1375 1032 794	✠100A1 6,41 ~~5,40~~ 6,41 BS~~8,40~~ ✠LMC~~7,37~~ ✠NE&B*made*9,19*refitted*7,24	Syd MS5,40	*o*	CL ~~N8,38~~ 5,41	1924 7mo *Lloyd'sA&CP*	Swan,Hun- ter&Wigham Richardson, LdNewcastle	McIlwraith McEacharnLd. *CellD*	235·1 Q145′F25′ *B*198′380*t FPT*102*t*	36·1 37·7	15·3 FK	SydnyNSW British 4*BHptCem* *APT*82*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 120NHP 2SB,4*cf*,GS49,HS1800 FD Cen.Mar.Eng.Wrks.WHpl	17 ″ 6 s 5 ″ 3$\frac{1}{4}$ 16 ″ 4$\frac{1}{2}$	
30209 UOQS	**Penai** Ⓟ (*ex*Kubsojus) 1*Dk*	548 418 272					1891	Blohm& Voss, Hamburg	U.S.S.R.	169·3 P63′B31′F29′	26·8	14·0	Odessa Russian	C.2Cy.18$\frac{9}{16}$"&34$\frac{3}{4}$"–24" 44NHP Blohm&Voss,Hamburg		
30210 16104 JDRD	**Penang Maru** *ss*Kob.No.1–17 2*Dks*	5214 4744 3230	✠ ... 11,21 ✠				1913 1mo	Russell& Co. Pt.Glasgow	NipponYusenK.K.	405·0 P37′B119′F46′	52·2	27·4 FK	Tokyo Japanese *WB*	T.3Cy.26",42"&70"–48" 488NHP Rankin&Blackmore,Grk.	30 ″ 0	C †
30211 137213 GFQJ	**Pencarrow** *ss*Bos.No.3–2,33 *ss*Cff.No.1–38 D.F. 1*Dk*(*Stl*)	4841 4415 2955	✠100A1 5,41 Examined ~~5,41~~ 3,42 3,40 ✠LMC ~~MS12,36~~ BS5,41	~~Shl~~ Liv Shl	*y*	CL 4,40	1921 7mo *Lloyd'sA&CP*	Irvine'sSB &D.D.Co.Ld. W Hartlepool	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *CellDBa*134′*uE*	390·0 402·0(O.L.) P40′B122′F38′ 28′*f*169′1012*t FPT*	52·0	26·8 FK	Falmouth British 6*BHCem* 73*tAPT*152*t*	T.3Cy.25$\frac{5}{8}$",42"&70"–48" (*s*) 180lb 402NHP 3SB,9*cf*,GS166,HS6656 Richardsons,Westgarth& Co.Ld.Hpl	29 ″ 6 s 5 ″ 5$\frac{3}{4}$ 24 ″ 3	
30212 165896 BFVR	**Penchâteau** (*ex*Rapallo, *ex*Heenvliet) 1*Dk*	1129 800 644					1920	DeHaan& Oerlemans Heusden	Ministry of War Transport (G.Gibson&Co. Ld.*Mgrs.*)	216·4 P19′Q51′F26′	~~34·5~~ 34·6	13·0	Plymouth British *WB*	T.3Cy.15$\frac{3}{4}$",25$\frac{9}{16}$",&41$\frac{5}{16}$" –27$\frac{9}{16}$" 90NHP NV BurgerhoutsSchps.Rot		V
30213 1297 CBPO	**Penco** *Mchy.Aft*	358 321 163						N.V.Werf "Gusto"v/h A.F.Smulders Schiedam	Soc. Pesq. LaBahia Nofre, Menendez y Oldham, Ltda.	140·0	23·3	11·9	Valparaiso Chilian	C.2Cy.15"&29$\frac{1}{2}$"–19$\frac{11}{16}$" 32NHP		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. D'u..Cert.B.of Trade.
30214 146381 GJTN	**Pendeen** ssCff.No.3-12,35 D.F. 1Dk(Stl)	4174 3819 2508	✠100A1 ~~6,41~~ ~~10,40~~ 3,42 Examined ~~10,40~~ 9,41 BS6,41 ✠LMC12,35	Shl ~~Npt~~ ~~Cff~~ 1mm	x	CL ~~10,40~~ ~~6,41~~ 1,42	1923 5mo Lloyd	Irvine'sS.B &D.D.Co.Ld. WHartlepool 'sA&CP	ChellewNav.Co. Ld.(F.C.Perman, Mgr.) CellDBa135'uE2	375·0 P39'B229'F40' FK 9'f148'1037tFPT11	51·2	24·7	Falmouth British 6BHCem 2tAPT162t	T.3Cy.26",42"&70$\frac{3}{16}$"-48" (s) 180lb 396NHP 3SB,9cf,GS179,HS6494 Blair&Co.Ld.Stockton	27 " 3 s3 " 7¼ 23 " 10½	
30215 PGRY	**Pendopo** ssBat.No.2-39 2Dks(Stl)&Webframes Mchy.Aft CruiserStern Longitudinal framing–bracketless system	5209 4534 2665	✠100A1 ~~5,41~~ ~~11,40~~ 12,41 BS~~11,40~~ 12,41 ✠LMC1,39 CarryingPetr Fitted for oil	Sba oleum fuel 7,	y in 30	CL 11,40 bulk F.P.a	1930 7mo Lloyd bove 1	C.van der Giessen& Zonen'sSchp. Krimpen 'sA&CP 50° F.	N.V.Nederland- scheKoloniale TankvaartMaats. CellDBuE&B81' 253tDTf45'396	385·8 P105'F48' FK tFPT112tAPT44t	56·1	26·9	Palembng Dutch 14BHptCem ptAsp (11 to U dk 3 „ 2nd „)	T.3Cy.25",42"&73"-48" (s) 225lb 548NHP 3SB,9cf,HS7665 FD N.E.MarineEng.CoLdNwc	27 " 0 s4 " 11 22 " 3	
30216 PGR7	**Pendrecht** D.F. E.S.D. OilEng. 1Dk Mchy.Aft CruiserStern Butts of keel & bottom plating elec. welded Longitudinal framing at bottom, bilge&dk	10746 9642 6367	✠100A1 5,41 DBS12,40 ✠LMC6,39 CarryingPetr	Sws oleum	y† in	CL bulk	1939 6mo Lloyd	NVRotter- damDroogd. Maats. Rotterdam 'sA&CP	N.V.MaatsMotor- ship"Pendrecht" (N.V.Phs.van Ommeren'sSchpv- bedrijf.Mgrs.) CellDBuE67'13	494·8 514·3(O.L.) P76' FK 3tDTf25'300tFPT	73·2	35·6	Rottrdam Dutch 13BH 241tAPT70t	Oil Engines 4S.C.SA 8Cy.28¾"-63" 633NHP 2DB180lb Gbr.Stork&CoNVHengelo	35 " 5 s7 " 3¾ 28 " 3¾	
30217 HPFW	**Penelope** TwinSc OilEng. Sub.Sig. ssHam.No.3-12,37 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl) &Web frames D.F. E.S.D. GyC. Longitudinal framing CruiserStern	8436 — 5065	✠100A1 Shelter dk withfreeboard ~~6,41~~ ~~10,40~~ 2,42 Examined 2,42 ✠LMC DBS~~4,40~~ 6,41 CarryingPetr	~~NYk~~ NNs CS12,37 4,40 oleum	d† in	CL 10,40 bulk	1925 9mo Lloyd	Howaldts- werke Kiel 'sA&CP Cell DBuE7	PanamaTrans- portCo. 0'160tDTf36'275t	470·1 489·1(O.L.) B34'F39' FK DTa21'96tFPT18	63·2	35·3	Panama Pnamanian 18BHptCem ptAsp (13 to U dk) 2tAPT119t	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP DB70lb 2WaterTubeDB-200lb SulzerBros.Ld.Winterthur	35 " 6 s8 " 6½ 27 " 3	
30218 304 IRXK	— (exThornley) 1Dk	1160 — 698					1907	BlythS.B. Co.Ld. Blyth	A.Lauro	240·8 235·0 Q121'B11'F24'	36·0	17·1 14·4	Naples Italian WB	T.3Cy.19",31"&51"-36" Richardsons, 156NHP Westgarth&Co.Ld		I
30219 HPJU	**Penelopi** (exPenelope-39, exNewGeorgia-33) ssDrt.No.3-7,33 ssRou.No.1-37 1Dk(Stl)&Shelterdk(Stl) Straight frames&bevelled bilge CruiserStern	6559 6230 4056	✠100A1 Shelter dk withfreeboard 9,40 BS9,40 ✠LMC12,37	Shi	a†	CL 9,40	1919 8mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	"Polar"Cia. de Navegacion,Ltda. CellDB343' 1571t D	412·6 433·8(O.L.) FK (Ta25' 858t FPT91t	55·8	25·0 34·4	Panama Pnamanian 8BHCem (Coll to Sh dk 7 „ 2nd „) APT126t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	28 " 7 s3 " 4 25 " 6½	
30219A FOMF	**Penerf** D.F. 2Dks(Stl)	2151 1934 1278	✠ … 11,33 ✠	Rou			1930 8mo	Napier& Miller,Ld. Glasgow	Cie.Générale Transatlantique CellDB237'475tFPT	278·6 P25'B76'F29' FK	42·6	20·7	Nantes French 6BHCem 45tAPT78t	T.3Cy.20",33"&54"-33" 241NHP 2SB,6cf,GS94,HS3630 McKie&Baxter,Glasgow	22 " 6	V †
30220 146150 MKXL	**Penestin** (exTeal-39) ssLon.No.3-2,34 Mchy.Aft ssLon.No.1-38 1Dk(Stl)&Shelter dk (Stl-ws)	1336 982 612	✠100A1 Shelter dk withfreeboard 11,41 ~~11,40~~ BS11,41 ~~BS11,40~~ ✠LMC12,38	~~Ply~~ Bel	p	CL 10,40	1921 10mo Lloyd	Bow,Mc- Lachlan& Co.Ld. Paisley 'sA&CP	Ministry of War Transport(General Stm.Nav.Co.Ld. Mgrs.) CellDB161'255t	250·2 FK FPT20tAPT18t	37·2	14·0	Plymouth British 4BHCem (2 to Sh dk 2 „ 2nd „)	T.3Cy.22",35"&57"-39" (s) 180lb 273NHP 2SB,6cf,GS126,HS4939 Bow,McLachln&CoLdPsy.	16 " 6 s " 2 16 " 5½	
30221 151046 CYMD	**Penetang** (exWalterB.Reynolds) Mchy.Aft	1824 1558 983					1925	TheCol- lingwood S.B.Co.Ld Collingwood	CanadaSteamship Lines,Ld.	252·0 Q93'F35'	43·1	16·8	Montreal British WB	T.3Cy.15½",26"&44"-26" Hewes& 95RHP Phillips,Newark,N.J.		C
30222 133349 GQPT	**Pengreep** ssHul.2ndNo.3-3,39 D.F. 1Dk(Stl) Now sailing as "Ste. Jacqueline"	4806 4432 3007	✠100A1 3,40 BS2,40 ✠LMC3,39 Surveys delayed	Cff	y	CL 2,40	1914 5mo Lloyd	Irvine'sSB &D.D.Co.Ld. WHartlepool 'sA&CP	ChellewNav.Co. Ld.(F.C.Perman, Mgr.) CellDBa134'uE	390·0 402·0(O.L.) P38'B121'F38' FK 28'f169'1002tFPT	52·0	26·9	Falmouth British 6BHCem 73tAPT152t	T.3Cy.25½",42"&70"-48" (s) 180lb 402NHP 3SB,9cf,GS167,HS6653 Richardsons,Westgarth& Co.Ld.Hpl.	29 " 6 s5 " 5¾ 24 " 3	
30223 146388 GCMB	**Penhale** ssRot.No.3-12,35 D.F. 1Dk(Stl)	4071 3722 2451	✠100A1 ~~3,41~~ 3,42 Examined ~~3,41~~ 3,42 ✠LMC MS2,36 BS~~7,40~~ 10,41	~~Npt~~ Shl	w	CL ~~2,41~~ 2,42	1924 1mo Lloyd	J.Priest- man&Co. Sunderland 'sA&CP	ChellewNav.Co. Ld.(F.C.Perman, Mgr.) CellD	365·0 377·5(O.L.) P31'B102'F31' FK B315'992tFPT113t	51·5	23·8	Falmouth British 6BHCem APT115t	T.3Cy 24¼",40"&66"-45" (s) 180lb 317NHP 3SB,9cf,GS147,HS4905 G.Clark,Ld.Sunderland	26 " 1 s4 " 10¾ 21 " 4¾	
30224 148274 GDZR	**Pennington Court** (exRochdale) ssShl.No.3-2,36 ssShl.No.1-41 D.F. 1Dk(Stl)&Shelter dk(Stl)	6098 5853 3774	✠100A1 Shelter dk withfreeboard 3,42 ~~4,41~~ BS3,42 ✠LMC MS6,36 ~~BS10,40~~	~~Shl~~ 1mm	y	CL 3,41	1924 7mo Lloyd	Richardson Duck&Co.Ld. Stockton 'sA&CP	CourtLineLd. (Haldin& Philipps,Ld.Mgrs) CellDB349'1245t	400·0 F35'onShelter FK dk (FPT124tAPT174t	53·0	32·7	London British 6BHCem Coll to Sh dk 5 „ U „)	T.3Cy.26",43"&71"-48" (s) 180lb 425NHP 3SB,9cf,GS176,HS7171 Blair&Co.Ld.Stockton	35 " 2 s9 " 7¾ 25 " 9	
30225 219855 KUNF	**Pennmar** (exGeorgeAllen, exEasternOcean) 2Dks&Awngdk D.F. Fitted for oil fuel	5868 4159 3636	✠ … 1,21 ✠				1920 1mo	Kawasaki Dkyd.Co.Ld. Kobe	CalmarS.S.Corp.	385·3 FK	51·2	36·0	NewYork Utd.States WB	T.3Cy.26"43½"&72"-48" 440NHP KawasakiDkydCoLdKobe	36 " 0	R †
30226 215286 WKCV	**Pennsylvania** ssN.Yk.No.3-7,35 ssGal.No.1-39 D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6390 6064 3945	✠100A1 1,42 ~~1,41~~ BS4,41 ✠LMC6,39 CarryingPetr Fitted for oil	NYk oleum fuel 7,	a† in 17	CL 2,40 bulk F.P.a	1917 7mo bove 1	ForeRiver S.B.Cor. Quincy,Mass. A&CP 50° F.	TheTexasCompany CellDBuE&	416·8 P107'B35'F33' FK B64'209tFPT229t	56·1	31·1	Wilmgton (Del.) Utd.States 16BHCem APT130t	T.3Cy.26⅞",44"&74"-51" (r) 190lb 549NHP 3SB,9cf, HS7979 FD ForeRiverS.B.Cor.Quincy	32 " 9 s6 " 4½ 26 " 7¼	
30227 220024 KUSG	— (exWestNomentum) 2Dks Fitted for oil fuel	5595 — 3510					1920	S.Western S.B.Co. SanPedro,Cal	Weyerhaeuser S.S.Co.	410·5 P46'B112'F46'	54·3	27·2	Everett, Wash. Utd.States WB	T.3Cy.24½",41$\frac{4}{6}\frac{9}{4}$"&72"-48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
30228 150849 KJUX	— Ⓟ TwinSc 1Dk&Shadedk	1352 — 857					1900	Delaware RiverCo. Chester,Pa.	NewYork,Phila- delphia&Norfolk R.R.Co.	244·3	40·0	14·8	Cape Charles Utd.States	T.8Cy.18",29"&(2)33"-28" 230NHP DelawareRiverCo.Chester		
30229 237658 WNKD	**Pennsylvania Sun** D.F. E.S.D. GyC. OilEng. Mchy.Aft 1Dk CruiserStern Electrically welded in way of oil tanks Longitudinal framing-bracketless system	11394 — 6950	✠100A1 ~~4,41~~ ~~1,41~~ 12,41 DBS5,41 ~~DBS6,40~~ ✠LMC7,38 CarryingPetr	Phl oleum	 in	CL ~~12,39~~ ~~1,41~~ 12,41 bulk	1938 7mo Lloyd	SunS.B.& DryDockCo. Chester,Pa. 'sA&CP	SunOilCo. CellDBuE73'331t	523·5 543·6(O.L.) P106'B35'F51 FK DTf23'435tFPT18	70·2	39·8	Philadlphia Utd.States 16BHptCem 3tAPT267t	Oil Engines 2S.C.SA 5Cy.31"-86" 1496NHP 2DB(WT)245lb SunSB&DD.Co.ChesterPa	40 " 0	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30230 211297 WACT	**Pennsylvanian** ssS.Fo.No.3-7,31 D.F. *2Dks(Stl)&Shelter dk(Stl)* *3rd dk in No.1 hold&* *Web frames* *Longitudinal framing* *Fitted for oil fuel*	5191 — 3129	✠ ... 12,34 ✠	SFo	*a*†		1913 6mo	Maryland SteelCo. Sparro'Pt.Md	American-HawaiianS.S.Co.	407·7 FK *Coll BH to Sh dk* *5 „ „ Upr „* *1 „ „ 2nd „* *Intermediate 'tween dk BH in No. 2 hold dispensed with* *CellDBa 122'uE&B54'f166'1234tDTf30'866tFPT125tAPT52t*	53·7	28·1	NewYork Utd.States *Cem*	Q.4Cy 25½"37"53½"&78"-54" 704NHP 3SB&1AuxSB,14*cf*,GS241, HS10618 MarylandStl.Co.Sparr.'Pt *only*	31 ″ 6	R †
30231 150705 KGQR	**Penobscot** 3Mst *Mchy.Aft* *2Dks* D.F.	3943 — 2821					1895	F.W. Wheeler&Co W.BayCity, Mich.	NicholsonUniversalS.S.Co.	454·0 len06	44·5	22·5	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35½"&59"-44" 231NHP F.W.Wheeler&Co.West BayCity,Mich.		R
30232 133334 GQPR	**Penolver** ssCff.2nd.No.3-12,37 D.F. *1Dk(Stl)*	3721 3474 2338	✠100A1 3,42 ~~6,41~~ BS10,41 ✠LMC MS12,37 ~~BS8,40~~	~~Lon~~ Cff DBS3,42	*w*	CL ~~6,41~~ ~~1,41~~ 12,41	1912 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *Cell DBa&uE*	350·0 P23'B101'F34' FK *138'f154'927tFPT80tAPT97t*	50·0	23·6	Falmouth British 6*BHCem*	T.3Cy.25¼",40½"&67"-45"(*s*) 180lb ~~100lb~~ NDB29 336NHP 2SB,6*cf*,GS132,HS5303 *100lb* Cen.Mar.Eng.Wrks.WHpl	25 ″ 11 s4 ″ 7½ 21 ″ 6	
30233 161104 GTBD	**Penrith Castle** TwinSc *OilEng* ssH.Kg.No.2-37 D.F. E.S.D. *1Dk(Stl)&Shelterdk(Stl)* *3rd dk(Stl) except in aftermost hold* *Longitudinal framing at bottom & at decks* *Tonnage opening closed'41(W.E.)*	6369 5728 3807	✠100A1 *with freeboard* 9,41 ~~2,41~~ ✠LMC ~~DBS10,40~~ *Fitted for carrying oil 7,29 F.P. above 150°F. in DTs*	~~Liv~~ Lon DBS11,41 CS12,37 ~~5,39~~6,40	*d*†	CL 5,39 s1,40	1929 7mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead *'sA&CP*	Lancashire ShippingCo.Ld. (J.Chambers&Co. *Mgrs.*) *CellDB393'1519t* *DTsf27'850t&*	464·6 481·0(O.L.) F42' FK *DTa19'516t* *19'606t tank between tunnels 93t*	60·3	25·8	Liverpool British 7*BHptCem* (*Coll to Sh dk* *6 „2nd„*)	Oil Engines 4S.C.SA 12Cy 28¾"-59 1/16" 953NHP 2DB*125lb* N.E.MarineEngCoLd.Nwc *FPT149tAPT59t*	~~31 ″ 6~~ ~~s4 ″ 3¾~~ ~~27 ″ 4½~~ 40 ″ 1 s11 ″ 10¾ 28 ″ 4½	
30234 160949 GSNP	**Penrose** ssCff.No.2-37 *1Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed'41(W.E.)*	4393 4075 2630	✠100A1 *with freeboard* 5,42 ~~5,41~~ Examined 8,41 BS9,41 ~~BS12,40~~ ✠LMC5,36	~~Npt~~ Shl	*z* Mdb	CL ~~4,40~~ N5,42	1928 8mo *Lloyd*	W.Dobson &Co. Newcastle *'sA&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *CellDBa&*	400·4 412·2(O.L.) F39' FK *uE152'f178'1111tFPT120tAPT198t*	53·0	25·3	Falmouth British 6*BHCem* (*Coll to Sh dk* *5 „ 2nd „*)	T.3Cy.26",43"&72"-48" (*s*) 180lb 413NHP 3SB,9*cf*,GS178,HS6687 J.Dickinson&Sons,Ld.Sld.	35 ″ 11 s10 ″ 9 25 ″ 5	
30235 145708 MKZF	**Penshurst** (*ex*MaudLlewellyn-37) ssNpt.No.3-8,34 ssGht.No.1-37 *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	1454 1115 880	✠100A1 12,40 ✠LMC MS12,37 BS~~4,40~~8,41	Bry	*o*	OG 12,40	1921 7mo *Lloyd*	J.Lewis& Sons.Ld. Aberdeen *'sA&CP*	PowerS.S.Co.Ld. (JamesPower&Co. *Mgrs.*) *CellDB192'381tFPT*	234·4 P16'Q67'B58'F23' *40tAPT36t* FK	35·6	16·6	London British 4*BHCem*	T.3Cy.18⅜",28½"&48¼"-33" 180lb (*s*) 86RHP 2SB,6*pf*,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s1 5½ 17 ″ 4	
30236 96663	**Pentecost Mitchell** (*ex*H.B.Hawgood) *Mchy.Aft* GyC. *1Dk2trB*	4044 — 2917					1903	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	414·0 F48'	50·0	28·0	D'luth Min Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP AmericanSB.Co.Cleveland		
30237 CSCF	**Penteola** TwinSc ssLis.No.1-40 *OilEng.* *Mchy.Aft* *1Dk*	545 409 259	✠100A1 12.41 ~~11,40~~ DBS5,40 ✠LMC5,40 *Carrying Petroleum in bulk*	Lis	*h*	CL 1,39	1936 3mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *'sA&CP*	Companhia "Shell"	165·9 Q46'PonQ46'F24' FK *FPTs43t*	28·1	11·6	Lisbon Portuguese 12*BHptCem* *APT28t*	Oil Engines 4S.C.SA 12Cy.11 13/16"-18⅞" 162NHP DB*180lb* WerkspoorN.V.Ams.	12 ″ 3 s1 ″ 1½ 11 ″ 3¼	
30238 FOLC	**Penthièvre** (*ex*Crucy,*ex*Cybèle) *1Dk* D.F. *Fitted for oil fuel*	2382 2098 1360					1922	Anciens Chantiers Dubigeon Nantes	CieGénérale Transatlantique	288·1 P22'B64'F37'	42·6	20·2	Nantes French *WB*	T.3Cy.18⅛",29 15/16"&49 3/16"- 37¾" 148NH Ch.&Atel.delaLoire,Nts.		V
30239 168058 GNMG	**Pentridge Hill** D.F. *2Dks* *CruiserStern* *Longitudinal framing at bottom &at decks* *Locked steel hatches "Arcform"*	7579 7173 5589	✠100A1 *with freeboard* ~~5,41~~12,41 ✠LMC1,41 *Fitted for oil fuel 1,41 F.P. above 150° F.*	~~Lon~~ Gls	*a*† 2	CL	1941 1mo *Lloyd*	Bartram& Sons,Ld. Sunderland *'sA&CP*	DorsetS.S.Co.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*)	421·2 434·2(O.L.) FK *(Coll BH to W dk,5 BH to 2nd dk)* *1 Intermediate B.H. dispensed with* *4 Divisional W.T.BHs in 'tween dks* *CellDB351'1095tFPT159tAPT314t*	60·5	35·8	London British 6*B Hpt Cem*	T.3Cy.24",39"&68"-48" 220lb (*s*) 518NHP 2SB(Spt)1AuxSB,8*cf*, HS7662 Rht FD N.E.MarineEng.Co.(1938) Ld.Nwc.	38 ″ 3 s10 ″ 3 28 ″ 2½	
30240 77 IBJN	**Peppino Palomba** (*ex*Giorgakis-35, *ex*FlorentiaS.-34, ssGoo.2ndNo.3-11,23 *ex*Dorothea, ssMsl.No.1-28 *ex*EricCalvert, *1Dk(ptStl&ptIrn)&Wel.* *ex*Silsden, *frames&ptAwng dk(Irn)* *ex*Homewood)	2034 1469 1245	✠ — 1,33 ✠	Cff	*r*		1897 12mo	R.Craggs &Sons Middlesbro'	GiuseppePalomba fu Michele	280·3 271·0 P26'Q74' *ptAwng dk171'* FK *DBa88'f102'391tAPT51t*	40·5	17·6 17·4	Torre del Greco Italian 4*BHCem*	T.3Cy.20",32½"&53"-36" 176NHP 2SB,4*pf*,GS74,HS2758 SirC.Furness,Westgarth& Co.Ld.Middlesbro'	18 ″ 9	I †
30241 OHZQ	**Per Brahe** Ⓟ (*ex*NielsHolst-36, *ex*Sverige) D.F. *1Dk*	743 — 250					1908	Akt.Burmeistr&Wain Copenhagen	Ångf.A/B Mariehamn(W.K.Jansen *Mgr.*)	220·4 209·9 B72'	33·1	14·0	Åbo Finnish *WB*	T.3Cy.18½",30"&50"-30" 137NHP Akt.Burmeistr&Wain,Cpn		V
30242 120296 VPKV	**Perak** Ⓟ *2Dks*	1188 809 519					1906	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	239·8	35·2	13·8	Singapore British	T.3Cy.20",33"&54"-36" 175NHP CaledonSB.&E.Co.Ld.Dun		
30243 YTDH	**Perast** (*ex*Anderton,*ex*Coquetmede, *ex*Thornhill) ssShl.2ndNo.3-1,38 *1Dk(ptStl&ptIrn)&Web frames* *Longitudinal framing* *Cargo battens not fitted*	3871 2597 2410	✠100A1 ~~7,41~~ ~~9,40~~ 3,42 ~~BS9,40~~ ✠LMC1,38	~~Lis~~ ~~NYk~~ BS3,42	*w* Bos	CL ~~12,37~~ 6,41	1911 9mo *Lloyd*	Short Bros. Ld. Sunderland *'sA&CP*	Jugoslavenska Komercijalna Plovidba d.d. *CellDBa112'uE*	355·5 P32'B102'F32' FK *25'f152'1051tFPT110tAPT77t*	51·0	23·9	Split Yugoslav 6*BHCem*	T.3Cy.25",41"&67"-45" (*s*) 180lb NDB28 339NHP 2SB,8*pf*,GS145,HS5381 *80lb* G.Clark,Ld.Sunderland	26 ″ 3 s4 ″ 4¼ 22 ″ 1	
30244 211025 WTLV	**Percival Roberts, Jr.** ssClv.No.4-5,38 *Mchy.Aft* *1Dk(Stl)&Web frames* D.F. GyC. *Longitudinal framing*	7593 7290 5862	✠100A- 12,38 ~~BS2,41~~ ✠LMC5,38 *For Service on the Great Lakes*	Clv BS2,42			1913 4mo	American S.B.Co. Lorain,O.	PittsburghS.S.Co. *CellDBu*	580·0 F51' FK *E&B55'f&in Hopper side tanks*	58·0	32·0	D'luth,Min Utd.States 4*BH*	T.3Cy.24",39"&65"-42" (*s*) 170lb 406NHP 2SB,6*cf*,GS132,HS6338 FD AmericanSB.Co.Cleveland 479'8549t*FPT*259t*APT*59t	32 ″ 0 s10 ″ 10¼ 21 ″ 4½	
30245 131309 MDKY	**Perdita** ssBkn.2ndNo.3-5,36 *Mchy.Aft* *Well deck* *1Dk(Stl)*	543 394 211	✠100A1 10,41 ~~1,41~~ Examined ~~1,41~~ 2,42 ~~BS8,40~~ ✠LMC5,36	Liv BS8,41	*i*	CL 12,40	1910 12mo *Lloyd*	Mackay Bros. Alloa *'sA&CP*	S.Wales&LiverpoolS.S.Co.Ld.(R. Gilchrist&Co.*Mgs*)	175·0 Q97'B13'F28' FK *CellDBf93'123tFPT41tAPT3t*	26·1	10·7	Liverpool British 3*BHCem*	T.3Cy.16",27"&44"-30" (*s*) 180lb 97RHP 1SB,3*cf*,GS64,HS2340 MacColl&Pollock,Ld.Sld.	13 ″ 0 s4 ″ 2½ 12 ″ 10½	
30246 227030	**Pere Marquette 12** TwinSc (*CarFerry*) *1Dk2trB*	2767 — 1123					1927	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette RailwayCo.	400·0	53·0	22·0	Pt.Huron, Mich. Utd.States	C.6Cy.26½"&(2)40"-36" 320NHP ManitowocS.B.Corp. Manitowoc,Wis.		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
30247 200611	**Pere Marquette 14** TwinSc *Two Screws forward & two aft* 1*Dk* (*Car Ferry*)	2531 — 1655					1904	DetroitS.B Co. Wyandotte	PereMarquette RailwayCo.	327·6	52·1	21·0	Detroit, Mich. Utd. States	C.4Cy.28″&52″–36″ 279NHP DetroitS.B.Co.Detroit		
30248 150966 WDCC	**Pere Marquette 17** Ⓟ TwinSc (*Car Ferry*) D.F. 1*Dk& Shade dk 3trB* Now "City of Petoskey," see No. 25932 in Supplement	2775 — 1685					1901	American S.B.Co. Cleveland	State of Michigan (Highway Dept.)	338·0	56·0	17·7 *WB*	Manitowoc, Wis. Utd. States	T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co Cleveland		
30249 208305 WDCD	**Pere Marquette 18** Ⓟ TwinSc (*Car Ferry*) D.F. 2*Dks 3trB*	2777 — 1660					1910	Chicago S.B.Co. Chicago	PereMarquette RailwayCo.	338·0	56·0	20·5	Manitowoc, Wis. Utd. States	T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co.Cleveland		
30250 200458 WDCB	**Pere Marquette 19** Ⓟ TwinSc (*Car Ferry*) D.F. 2*Dks* Now Barge "Hilda," for particulars see No. 03351 in Supplement	2626 — 1548					1903	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0	56·0	19·5	Manitowoc, Wis. Utd. States	T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co.Cleveland		
30251 223796 WDCF	**Pere Marquette 21** Ⓟ TwinSc (*Car Ferry*) D.F. 2*Dks*	3016 — 1532					1924	Manitowoc S.B.Corp. Manitowoc	PereMarquette RailwayCo.	350·0	56·0	21·0	Manitowoc, Wis. Utd. States	T.6Cy.20½″,34″&56″–36″ 376NHP ManitowocS.B.Corp.Wis.		
30252 224122 WDCG	**Pere Marquette 22** Ⓟ TwinSc (*Car Ferry*) D.F. 2*Dks*	3009 — 1522					1924	Manitowoc S.B.Corp. Manitowoc	PereMarquette RailwayCo.	350·0	56·0	21·0	Manitowoc, Wis. Utd. States	T.3Cy.20½″,34″&56″–36″ 376NHP ManitowocS.B.Corp.Wis.		
30253 HPMU	**Pereira** (*ex*Polana–36) *ss*Got.No.3–1,36 *ss*Crs.No.1–40 2*Dks* *Tonnage opening closed '40*	1065 973 633	✠100A1 *Shelter dk with freeboard* 2,42 ~~2,41~~ ✠LMC6,40 *Fitted for oil fuel* 1,36 *F.P. above* 150° F.	Boa		OG 1,40	1918 3mo	Aktieb. LödöseVarf Lödöse	ElliotShipping& LandCo.Inc. (HansElliot, *Mgr.*) *CellDB*161′220*t FPT*	202·9 205·9	32·8	18·2 11·2 FK	Panama Pnamanian 4*BHCem* 24*t APT*8*t*	C.2Cy.15$\frac{15}{16}$″&36¼″–24″ (*s*) 130lb *130lb* 75NHP 1SB,2*cf*,GS38,HS1450 Aktieb.LödöseVarfLödöse	20 ″ 2 s6 ″ 2½ 14 ″ 2	
30254 UOJM	**Perekop** (*ex*Dampen–35) 1*Dk*	2493 2199 1428					1922	ForthS.B. &E.Co.Ld. Alloa	U.S.S.R.	295·7 P87*t*H127*t*	43·6	20·6	Vladvostk Russian *WB*	T.3Cy.20½″,33″&54″–39″ 182NHP ForthS.B.&E.Co.Ld.Alloa		
30255 134945 MKYW	**Perelle** (*ex*Stainburn) *ss*Apl.No.3–6,35 *ss*Shl.No.1–39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	659 442 265	✠100A1 2,41 ~~BS2,41~~ 8,41 ✠LMC2,39	Bry	*i*	CL 2,41	1922 4mo *Lloyd*	Wm.Adam &Co.atOlderfleetShipyard LarneHarbr. *'sA&CP*	O.Dorey&Sons Ld. *CellDb*	177·0 Q100′B9′F28′ BK7¼″ *f* 103′ 145*t FPT*38*t*	28·1	10·9	London British 3*BHCem* *APT*4*t*	T.3Cy.14$\frac{3}{16}$″,27″&44″–30″(*s*) 180lb 97RHP 1SB,3*cf*,GS58,HS2026 Campbll&CalderwdLdPsy	13 ″ 3 s4 ″ 0¾ 13 ″ 7¼	
30256 142 OAPP	**Perene** (*ex*Marie) 1*Dk& Spar dk* *Fitted for oil fuel*	2155 1763 1169					1905	Howaldtswerke Kiel	Cia.Peruana de Vap.yDique del Callao	284·1 P21′B75′F36′	39·1	19·8	Callao Peruvian *WB*	T.3Cy20$\frac{1}{10}$″32$\frac{3}{10}$″&51$\frac{3}{5}$″–35$\frac{2}{5}$″ 158NHP Howaldtswerke,Kiel		V
30257 165405 GZXX	**Peribonka** (*ex*NewtonMoore–40) *ss*Mtl.No.1–40 D.F. E.S.D. 1*Dk* *CruiserStern* *Cargo battens not fitted*	5673 5128 3407	✠100A1 9,41 ~~5,41~~ ✠LMC5,40	~~Sld~~ Cff	*z* 1$\frac{15}{16}$	CL 12,39	1937 2mo *Lloyd*	JLThompson&Sons,Ld. Sunderland *'sA&CP*	Saguenay Terminals,Ld. *Cell.DB*294′1228*t* *way of tunnel*315*t FPT*165*t*	409·3 425·3(O.L.) P35′B122′F32′ *Tank in*	57·6	29·1 FK	London British 6*BHCem* *APTs*225*t*	T.3Cy.22″,37½″&63″–45″(*s*) 220lb FD 395NHP 3SB(~~Spt~~)9*cf*,GS140,HS5580 GeorgeClark(1936)Ld.Sld	31 ″ 7 s 6 ″ 9¾ 25 ″ 0	
30258 PGSA	**Pericles** *OilEng.* D.F. E.S.D. 2*Dks& Shelter dk* *CruiserStern*	3167 2510 1821	✠100A1 *with freeboard* 8,40 DBS2,41 ✠LMC4,38	Jck	*w*	OG 12,39	1938 5mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *'sA&CP*	Koninkl.Nederl. Stoomb.Maats. *CellDB*285′772*t FPT*66*t APT*29*t*	358·6 374·5(O.L.)	49·5	20·2 FK (	Amstrdam Dutch 6*BH* *Coll to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 7Cy.27$\frac{9}{16}$″–47¼″ 925NHP DB*114lb* Gbr.Stork&CoNVHengelo	23 ″ 6 s1 ″ 5¾ 22 ″ 1¾	
30259 YVAR	**Perija** TwinSc *ss*N.Yk.No.3–4,40 *Mchy.Aft* 1*Dk*(*Stl*)*& Webframes* *Longitudinal framing*	*2647* *1888* *1506*	✠100A1 4,41 BS4,41 ✠LMC6,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,27 *F.P. above* 150° F.	Aru	*t*	CL 4,40	1927 10mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	MeneGrandeOilCo. C.A. *CellDBuE&* *B*42′ 107*t FPT*194*t*	305·0 317·1(O.L.) P69′B22′F33′ *Trunk*181′	50·2	16·3 FK	Maracaibo Venezuelan 11*BHptCem* *APT*85*t*	T.6Cy.13½″,23″&37″–27″(*s*) 180lb 212NHP 2SB,6*cf*, HS4055 Richardsons,Westgarth& Co.Ld.Mdb.	16 ″ 6 s 2 ″ 0¼ 14 ″ 8	
30260 120736 VJKF	**Period** 4Mst *ss*Syd.2ndNo.3–9,31 *ss*Syd.No.~~1–35~~2–40 *Spar dk*(*Stl*)*& deepframing Spar dk rule* *Cantilever framed topside tanks* *Cargo battens not fitted*	2791 2499 1753	✠100A1 2,41 ~~1,40~~ ~~Examined 9,40~~ BS2,41 LMC1,40	~~Syd~~ Syd	*u*	CL 10,38	1907 4mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' *'sA&CP*	AustralianSteamshipsProprietary, Ld. (*Man.Agents,* HowardSmithLd.) *Cell DBa*106′*uE&B* 35′*f*135′657*t Topsidetanks* P&S	330·3 339·8(O.L.) B58′F39′	45·3	22·6 FK	Melbourne British 5*BHCem*	T.3Cy.24″,40″&66″–42″ (*s*) 180lb 307NHP 3SB,6*cf*,GS133,HS4761 Richardsons,Westgarth& Co.Ld.Mdb. 219′554*tFPT*82*tAPT*132*t*	25 ″ 0 s 5 ″ 4 19 ″ 10¼	
30261 189 ICBH	**Perla** Ⓟ *ss*Tri.No.3–9,38 2*Dks*(*Stl*) *Ref.Mchy.* D.F.	5741 5061 3612	✠100A1 2,40 BS11,39 ✠LMC9,38 ✠Lloyd'sRMC2,40 NO LATER SURVEY REPORTED	Tri	*y*	CL N2,38	1926 1mo *Lloyd*	ClydeS.B. &E.Co.Ld. Pt.Glasgow *'sA&CP*	LloydTriestino Soc.Anon.di Nav. *CellDB*338′1233*t FPT*122*t APT*60*t*	400·6 390·1 B125′F35′	54·0 54·0	28·7 29·6 FK	Venice Italian 7*BHCem* 1 ,, *to 2nd dk*	T.3Cy 25″,41″&68″–45″ (*s*) 200lb 468NHP 3SB(Spt),3*cf*,GS148, FD HS6960 ClydeS.B.&E.Co.Ld.	32 ″ 0 s6 ″ 7⅛ 25 ″ 7½	
30262 174022	— (*ex*DonaRamona,*ex*Pluto) 1*Dk*	346 — 183					1903	Farnham, Boyd&Co. Shanghai	Madrigal&Co.	125·5	26·2	11·9	Manila,P.I. Utd.States	C.2Cy.16″&32″–18″ 36NHP FarnhamBoyd&Co.Shi.		
30263 117125 WCCI	**Permanente** TwinSc (*ex*ExAncon–41, 3*Dks* *ex*Ancon–40, *Fitted for oil fuel* *ex*Shawmut) D.F. GyC. Sub.Sig.	9640 — 7531					1902	Maryland SteelCo. Sparro'PtMd	PermanenteS.S. Co.	489·5 B178′	58·0	28·9	Oakland, Cal. Utd.States *WB*	T.6Cy.23½″,39¼″,&63″–45″ NB18 533NHP MarylandStl.Co.Sparr'Pt.		
30264 HPBL	**Permian** *OilEng.* *ss*Phl.No.1–38 *Mchy.Aft* 2*Dks*(*Stl*)*& Webframes* GyC. *Longitudinal framing* *Special Surveys to date from* 2,34	8890 8260 5728	✠100A1 5,41 ~~7,40~~ ✠LMC CS4,38 DBS~~8,40~~5,41 4,38 *Carrying Petroleum in bulk*	~~Phl~~ NNs	*d*†	CL 11,39	1931 6mo *Lloyd*	Scotts'S.B. &E.Co Ld Greenock *'sA&CP*	AtlanticOilShppng Co. *CellDBuE*65′221*t DT* *f*34′ 454*t FPT*218*t*	471·1 P103′F41′	63·3	36·7 FK	Panama Pnamanian 16*BH* (11 *to U dk* 5 ,, *2nd* ,,) *APT*111*t*	4Oil Engines connected to Elec.Motor&Sc.Shaft 24Cy.19½″–24″ 4S.C SA DB*140lb* 888NHP Soc.d'Elec&Mec(Thomson-Houston&Carels)Ghent	36 ″ 9 s8 ″ 10½ 28 ″ 1¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
30265 PGSB	**Perna** OilEng. ssSch.No.1-40 D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	7984 7229 4748	✠100A1 1,40 ✠LMC CS1,40 DBS3,39 8,38 Carrying Petroleum in bulk (SEE FOOTNOTE *)	Sch	c†	CL 8,38	1935 3mo Lloyd'sA&CP	Odense StaalskibsvftvedAPMöller Odense	N.V.Petroleum Maats."La Corona" CellDBuE64'205t	462·8 P93'B47'F51' DTf25' 272t FPT139tAPT85t	59·3	33·8 FK	TheHague Dutch 15BH	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 502NHP DB180lb WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5$\frac{1}{4}$	
30266 DIEK	**Pernambuco** (exSkåneland) OilEng. Sub.Sig. 1Dk&Shltr dk	4121 3734 2462	✠ ... 8,29 ✠				1925 11mo	Kockums M.V.Aktieb. Malmö	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	373·0 F39'	53·9	22·6 FK	Hamburg German WB	OilEngines 4S.C.SA 6Cy.27$\frac{9}{16}$"-55$\frac{1}{8}$" 438NHP KockumsM.V.Akt.Malmö	26 ″ 7	G †
30267 CTBT	**Pero-da Nhaya** (exNina d'AstyIV., exOtaria, exCity of Manchester) ssE.Lon.2ndNo.3-2,22 Mchy.Aft 1Dk	307 222 94	✠ ... 2,24 ✠				1898 3mo	Mackie& Thomson Glasgow	Cia.deMoçambique	140·0 Q61'F23'	23·4	12·0 BK7$\frac{1}{2}$"	Beira Portuguese WB	T.3Cy.13$\frac{1}{2}$",21$\frac{1}{2}$"&35$\frac{1}{2}$"-27" 71NHP Muir&Houston,Ld.Gls.	11 ″ 2	
30268 CSBO	**Pero de Alenquer** (exCoimbra, exAntares) 1Dk	2595 2299 1538					1913	Akt.Ges. "Neptun" Rostock	Cia.deNavegacão "Carregadores Açoreanos"	329·9 F40'	46·1	18·3 WB	Ponta Delgada Portuguese	T.3Cy.23$\frac{4}{5}$",38$\frac{1}{2}$"&63"-43$\frac{3}{16}$" 260NHP A.G."Neptun"Rostock		V
30269 FOCF	**Perros-Guirec** (exEdimbourg-37, exCommandantRabot) 1Dk	2012 1586 1182					1921	Govern-mentYard Cherbourg	Cie.France-NavigationS.A. (inliq.)(Worms& Cie.,Mgrs.)	270·2 P19'B30'F23'	39·4	19·9	Havre French WB	DR geared steam turbine Soc.Anon.Breguet,Paris		V
30270 1040 ICBK	**Perseo** 3Mst Mchy.Aft D.F. 1Dk	4857 4445 2909					1921	Cant.Nav. Riuniti Ancona	Soc.Ligure di Armamento	394·2 P&B270'F34'	52·0	27·6	Genoa Italian WB	T.3Cy.26",42$\frac{1}{2}$"&70"-48" 339NHP Cant.Nav.Riuniti,Ancona		CI
30271 HPFT	**Persephone** TwinSc OilEng. Mchy.Aft ssHam.No.3-11,37 Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) D.F. E.S.D. CruiserStern & Web frames GyC. Longitudinal framing	8426 — 5055	✠100A1 Shelter dk with freeboard ~~9,41~~ ~~11,40~~12,41 Examined12,41 ✠LMC CS11,37 DBS12,41 11,40 Carrying Petroleum in bulk	~~NYk~~ NYk	c†	CL P7,39 s10,40	1925 5mo	Frd.Krupp Act.Ges. Kiel	PanamaTransport Co. CellDBuE73'160tDTf36'315t	468·7 489·6(O.L.) B33'F39' 18BH(13toUdk)pt DTa19'111tFPT186tAPT106t	63·2	35·2	Panama Pnamanian CemptAsp	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-51$\frac{3}{16}$" 905NHP 2 Water Tube DB200lb 3DB70lb Frd.KruppA.G.Kiel	35 ″ 6 s 8 ″ 7$\frac{1}{2}$ 27 ″ 1$\frac{3}{4}$	
30272 147194 GDFY	**Perseus** Ⓟ TwinSc 3Dks Ref.Mchy D.F. Fitted for oil fuel	10286 9295 6336					1923	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualS.N. Co Ld. (A.Holt&Co Mgrs.)	490·5 P50'B173'F54'	62·3	39·6	Liverpool British WB	DR geared SteamTurbines ParsonsMarineSteam TurbineCo.Ld.Wallsend		BT till ~~6,41~~ 9,42
30273 202475 WCGE	— (exFrankJ.Hecker) Mchy.Aft GyC. 1Dk D.F. Sub.Sig.	4978 — 3770					1905	Gt.Lakes Eng.Works StClair,Mch.	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	462·0	50·0	24·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22",36"&60"-40" 228NHP GreatLakesEng.Works		R
30274 DOOE	— 1Dk	658 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q52'B44'F19'	28·1	12·8	Bremen German WB	T3Cy.13$\frac{1}{2}$"21$\frac{1}{16}$"&34$\frac{7}{16}$"-23$\frac{1}{8}$" 57NHP A.G."Weser,"Bremen		G
30275 1281 IRZA	**Persia** ssGen.No.1-25 Well deck 1Dk Mchy.Aft Fitted for oil fuel	804 635 455	✠ ... 3,27 ✠				1921 1mo	N.V.WedC. Boele&Zonen Slikkerveer	Soc.Anon.Ilva	200·0 Q122'B11'F23'	30·2	12·9 FK	Genoa Italian WB	T.3Cy.15",25"&40"-27" 109NHP Verschure&Co Amsterdam	15 ″ 0	I †
30276 1223 ICBQ	**Persiano** (exKura) D.F. ssGen.3rdNo.3-7,26 Mchy.Aft ssGen.No.1-32 1Dk(Stl)&Spar dk(Irn)&Web frames CarryingPetroleum in bulk Fitted for oil fuel	2474 2310 1510	✠ ... 9,35 ✠	Gen	s	12,31	1889 8mo	Armstrong Mitchell& Co.(Lim.) Newcastle	Ditta G.M.Barbagelata DBuB18'	304·9 B24'F28' 55t FPT67t Deep Tankf24'190t	37·8	20·2 28·6 FK	Genoa Italian 11BHCem	T.3Cy.22$\frac{1}{2}$",36$\frac{1}{2}$"&60"-39" 234NHP 2SB,6cf,GS102,HS3640 WllsndSlpwyCo.Ld.Nwc.	27 ″ 9	I †
30277 OOZA	**Persier** Ⓟ (exWarBuffalo) ssAnt.No.3-8,30 D.F. ssAnt.No.2-38 2Dks(Stl)	5382 4792 3293	✠100A1 8,40 ✠LMC MS10,38 BS9,40	Bkn	y	CL 7,40	1918 6mo Lloyd'sA&CP	Nthmblnd S.B.Co.Ld Newcastle	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,Mgrs.)	400·2 P49'B113'F39' CellDB344'11	52·3	28·5 FK	Antwerp Belgian 7BHptCem 25tFPT115t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD N.E.MarineEngCoLdNwc APT175t	31 ″ 0 s 5 ″ 11$\frac{3}{4}$ 25 ″ 3	
30278 123346 GQXB	**Perth** Ⓟ ssDun.2ndNo.3-5,39 Well deck 2Dks(Stl) E.S.D.	2259 1370 1157	✠100A1 6,41 BS1,42 ~~BS9,40~~ ✠LMC5,39 Carrying fuel or other oils F.P. above 150° F.in deeptank & No. 5DBtank	Gls	s	CL 6,41	1915 7mo Lloyd'sA&CP	CaledonS. B.&E.Co.Ld Dundee	Dundee,Perth& LondonShppg.Co. CellDBa50'uE	280·2 291·0(O.L.) P&B167'F45' 24' f108'259tMT14'111tFPT44tAPT39t	40·2	19·8 FK&BK$\frac{1}{2}$"	Dundee British 5BHCem	T.3Cy.24$\frac{1}{2}$",39"&64"-42" (r) 180lb 345NHP 3SB,10cf,GS195,HS6100 CaledonSB.&E.Co.Ld.Dun	19 ″ 0 s 1 ″ 3$\frac{1}{2}$ 17 ″ 10$\frac{1}{2}$	
30279 164087 GYWK	**Perthshire** TwinSc D.F. E.S.D. GyC. 3Dks Ref.Mchy. CruiserStern	10496 9637 6121	✠100A1 with freeboard 9,41 ~~9,40~~ Examined 9·41 BS3,40 ✠LMC7,36 ✠Lloyd'sRMC~~9,40~~ 9,41 Fitted for oil fuel 7,36 F.P. above 150° F.	~~Liv~~ Liv	f† 2$\frac{1}{4}$	CL P9,39 s3,40	1936 7mo Lloyd'sA&CP	Greenock Dockyard Co.Ld. Greenock	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. Mgrs.) Duct keel forward of mchy. space CellDB	477·1 498·5(O.L.) P33'B119'F69' 405' 1391t FPT84t	66·2	40·2 FK	Glasgow British 8BHptCem (1,,to2nddk) APT132t	T.6Cy.26",42"&73"-48"&2 LPturbines withDRgearing&hydraulic coupling 220lb (s) 1585NHP 6SB(Spt),24cf,GS468, FD HS20142 N.E.MarineEng.CoLdNwc	43 ″ 0 s 13 ″ 5$\frac{1}{4}$ 30 ″ 0	
30280 33 IRZG	**Pertusola** (exAngela, exTrevose) Iron ssGen.2ndNo.3-1,08 Well deck 1Dk2trB	1504 1239 925	✠ ... 7,11 ✠				1882 10mo	J Readhead &Co. S.Shields	Ing.G.B.Bibolini	265·4 259·5 Q136'B26'F32'	35·9	18·2 17·5 BK9"	Spezia Italian WB	C.2Cy.30"&58"-36" 161NHP J.Readhead&Co.S.Shields	18 ″ 6	I †
30281 167841 GMLR	**Peru** TwinSc4Mst OilEng. ssSou.2ndNo.3-9,40 ~~ssCpn.No.3-8,29~~ D.F. ~~ssCpn.No.2-37~~ 2Dks(Stl)&Shelter dk(Stl)	6961 6624 4426	✠100A1 Shelter dk with freeboard 9,41 ~~9,40~~ ✠LMC CS8,37 DBS9,40 9,38	~~Sou~~ Cal	a†	CL ~~8,40~~ 9,41	1916 8mo Lloyd'sA&CP	Akt.Bur-meistr&Wain Copenhagen	Ministry of War Transport(United BalticCorporation, Ld,Mgrs) CellDB378'1266tFPT93tAPT73t	425·3 442·0(O.L.)	55·2	27·5 35·4 FK	S'thamptn British 7BHptCem	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB100lb Akt.Burmeistr&Wain,Cpn	38 ″ 6 s 11 ″ 0$\frac{1}{4}$ 28 ″ 0	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
30282 8285 SLIN	**Peru** TwinSc *OilEng.* D.F. E.S.D. GyC. 2*Dks&Shelter dk* *Ref.Mchy.* *Strengthened for navigation in ice*	*6017* *4171* *3393*	✠100A1 *withfreeboard* 7,41 ~~11,39~~ ✠LMC8,38 ✠Lloyd'sRMC~~3,40~~ 10,40 No. 3 lower 'tween dks. for temp. 10° F., all other chambers for temp. 31° F.	~~Mmo~~ BAs	*a*†	OG	1938 8mo *Lloyd*'sA&CP	A/B Götverken Gothenburg	Rederiaktieb. Nordstjernan(A.A. Johnson, *Mgr.*) *CellDB*307'1486t *oftunnels*30	420·8 440·1(O.L.) F80' FK *Tanks in way* 9t*FPT*76t*APT*52t	55·9	24·0	Stockholm Swedish 7*BH* (*Coll to Sh dk* 6 ,,*2nd*,,)	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 945NHP DB85*lb* A/B Götaverken,Got.	28 ″ 0 s 2 ″ $10\frac{3}{4}$ 25 ″ $3\frac{1}{4}$	
30283 1134 CBPE	— Ⓟ TwinSc 2*Dks&Shadedk*	3203 — 1717					1896	Caird&Co. Ld Greenock	Soc.Anon. MaritimaChilena	350·0 *Promenade dk*318' *Shade dk*153'	43·1	19·4	Valparaiso Chilian *WB*	T.6Cy.$19\frac{3}{4}$",32"&52"–36" 324NHP Caird&Co.Ld.Greenock	22 ″ 6	
30284	**Perulite** (*ex*T.J.Conway–41) *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	481 — 326					1930	Federal S.B.&D.D.Co Kearny,N.J.	International PetroleumCo.Ld. (H.J.Rahlves, *Mgr.*)	155·4	28·1	12·0	Talara Peruvian	Oil Engines 6Cy. FairbanksMorseCo.Ld. Beloit,Wis.		
30285	**Perun** TwinSc *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Longitudinalframing–bracketless system* *CruiserStern "Arcform"*	*3177* *2365* *1514*	✠100A1 5,39 ✠LMC5,39 *CarryingPetroleum in bulk* NO LATER SURVEY REPORTED	Ant	*t*	CL	1939 5mo *Lloyd*'sA&CP	Soc.Anon. Jhn.Cockerill Hoboken	KomandaMornariceKraljévine Jugoslavije(Royal JugoSlavNavy) *CellDBa*51'110t	294·9 311·6(O.L.) P82'B38'F57' FK *DTs f* 37'350t*FPT*	45·6	22·2	Yugoslav 13*BHptCem* 67t*APT*43t	Oil Engines 2S.C.SA 12Cy.$13\frac{3}{4}$"–$24\frac{7}{16}$" 396NHP 2DB171*lb* 1DB100*lb* SocAn.J.Cockerill,Seraing	23 ″ 7 s2 ″ $7\frac{1}{2}$ 21 ″ $2\frac{1}{4}$	
30286 UOEH	**Pervi Krabolov** (*ex*TaiyoMaru, *ex*ClanOgilvy) *ss*Kob.2ndNo.3–5,22 2*Dks*(1*Stl*& *UIrn*–ws)&*Webframes*	2658 2354 1620	✠ 5,25 ✠	Osa	*t*		1896 9mo	A.Stephen &Sons Glasgow	U.S.S.R. *Cell DBa*84'*uE&B*	312·5 P30'B102'F37' BK10" 42'*f*132'569t *FPT*	40·2	26·0	Vladvostk Russian 6*BHCem* 95t*APT*22t	T.3Cy.23",38"&63"–42" 313NHP 2SB,6*rf*,GS95,HS4040 A.Stephen&Sons,Glasgow	26 ″ 2	
30287	**Pery** *CruiserStern*	5400 4200 3100	100A1 *withfreeboard* (*ClassContemplated*)				1939	Internatnl S.B.&E.CoLd Danzig	Companhia Commercio e Navegacao	383·0 F34'	54·0	36·0	R.Janeiro Brazilian	C.4Cy.(2)$18\frac{5}{16}$"&(2)$39\frac{3}{8}$"–$39\frac{3}{8}$" InternatnlSB&ECoLdDnz		
30288 169 IRZP	**Pescara** (*ex*Stanislas–33,*ex*Ucayali, *ex*Paris) *ss*Gmh.2ndNo.3–12,23 *ss*Nap.No.2–33 *Well deck* 1*Dk*(*Irn*–ws)&*deepframing*	1048 812 626	✠ 3,37 ✠	Ven	*n*		1898 2mo	Wood, Skinner&Co Newcastle	Soc.Anon.Navigazione e Trasporti "Sanet" *CellDBa*52'	239·8 230·0 Q121'B10'F25' FK *uE*21'*f*88'200t*FPT*	32·2	14·2	Rome Italian 4*BHCem* 37t*APT*25t	T.3Cy.21",34"&56"–36" 186NHP 1SB,3*pf*,GS71,HS2224 N.E.MarineEng.CoLdNwc	16 ″ 7	I †
30289 141934 GCBS	**Peshawur** TwinSc *ss*Npt.No.3–1,32 *ss*Npt.No.1–36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern*	7934 7611 4935	✠100A1 *Shelter dk* *withfreeboard* ~~6,41~~ ~~3,41~~ 12,41 Examined ~~3,41~~ 2,42 BS3,41 ✠LMC3,40 ✠Lloyd'sRMC~~3,41~~ 12,41	~~Gls~~ ~~Ddn~~Wln Liv	*c*†	CL ~~1,38~~ 6,41	1919 12mo *Lloyd*'sA&CP	Barclay, Curle&Co.Ld Glasgow	P.&O.Stm.Nav.Co. *CellDB*386'1275t	449·5 P31'F43'*onShltr dk* FK *FPT*125t*APT*80t	58·2	37·1	Glasgow British *Cem* 8*BHtoShdk*	T.6Cy.$26\frac{1}{2}$",44"&73"–48" (*s*) 200lb FD 1162NHP 2D&2SB24*cf*GS440HS17604 Barclay,Curle&Co,Ld.Gls.	40 ″ 0 s11 ″ $0\frac{1}{4}$ 29 ″ 3	
30290 TTPQ	**Pessac** 3Mst 1*Dk*	775 501 141					1907	Forg.&Ch. de laMédit Havre	Worms&Co.	197·7 P&B128'F35'	27·8	11·9	Havre French *WB*	T.3Cy.15",$23\frac{5}{8}$"&37"–$27\frac{5}{8}$" 72NHP Forg.&Ch.de laMédit.Hav.		V
30291 UOJF	**Pestel** Ⓟ (*ex*VelikyKniazAlexei) 2*Dks*(1*Stl*)&*Awng dk*	1850 1104 1079	✠ 8,90 ✠	Nwc	*r*		1890 8mo	Hawthorn, Leslie&Co.Ld Newcastle	U.S.S.R.	298·2 BK8"	37·0	25·0	Odessa Russian 4*BHCem*	T.3Cy.30",46"&73"–48" 457NHP 4SB,12*pf*,GS234,HS6772 Hwthrn,Leslie&C.Ld.Nwc.		
30292 YTFZ	**Petar** (*ex*Aegaeon–36,*ex*Rijswijk–32) *ss*Pir.2ndNo.3–6,36 *ss*Spt.No.1–40 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	*1806* *1502* *1136*	✠100A1 1,41 DBS5,40 ✠LMC MBS9,40 MS10,40	Spt	*q*	OG 5,40	1910 7mo A&CP	Schpw.v. JanSmit,Czn Alblasserdm	Parobrodarsko drustvo "Marović" s.o.j.(G.J.Marović, *Mgr.*) Cell	256·5 P18'B65'F31' FK *DBa*72'*uE*18'*f*106'	39·0	18·7	Susak Yugoslav 4*BHCem* 418t*APT*59t	T.3Cy.19",32"&51"–36" (*r*) 180lb 100*lb* 183NHP 2SB,6*cf*,GS94,HS3001 Maats.Fyenoord,Rot.	20 ″ 9 s 2 ″ 9 18 ″ 2	
30293 DIEL	**Peter** (*ex*SailingVessel) *OilEng.* 1*Dk*	394 335 227					1911	F.Lemm Boizenburg	J.A.Reinecke	132·2 P15'F15'	28·0	11·0	Hamburg German	Oil Engines 4S.C.SA 6Cy.11"–$16\frac{9}{16}$" 70NHP NE37 DeutscheWerkeKielA.G.		G
30294 203677 WEYE	**Peter A. B. Widener** *Mchy.Aft* GyC. 1*Dk* Sub.Sig. D.F.	7661 — 6227					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	27·4	D'luth,Min Utd.States *WB*	T.3Cy 24",39"&65"–42" 274NHP AmericanS.B.Co.Cleveland		R
30295 161572 VGSW	**Peter G. Campbell** TwinSc (*ex*Barge–35) *OilEng.* *ElectricallyWelded* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing* *CruiserStern*	836 781 649					1933	Swan,Hunter&Wigham Richardson, Ld.Newcastle	~~Tankers,Ld.~~ ~~(A.R.Roberts, *Mgr.*)~~ ShellCanadian Tankers,Ld.	178·9	34·1	14·9	Toronto British	Oil Engines 2S.C.SA 8Cy.$11\frac{13}{16}$"–$15\frac{3}{4}$" 196NHP NE35 Sulzer Bros.Winterthur		C
30296 219741 KUJP	**Peter Helms** (*ex*Hutchinson) 1*Dk*2*trB* D.F. *Fitted for oil fuel*	3326 3005 2025					1920	MobileS.B. Co. Mobile,Ala.	Pope&Talbot,Inc.	324·0 P41'B90'F34'	46·2	25·0	S.Frncisco Utd.States *WB*	T.3Cy.22",$37\frac{1}{2}$"&60"–42" 233NHP EllicottMachineCorp.Bal.		R
30297 HPFP	**Peter Hurll** TwinSc *OilEng.* *Mchy.Aft* *ss*Ham.No.2–39 GyC. 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *CruiserStern* *Longitudinal framing-bracketless system*	10871 10420 6637	✠100A1 ~~5,41~~ ~~11,40~~ 12,41 DBS12,41 ✠LMC CS2,39 ~~DBS11,40~~ ~~2,39~~ 12,39 *CarryingPetroleum in bulk*	NYk	*g*†	CL ~~S5,38~~ ~~PN5,38~~ 5,41	1930 11mo *Lloyd*'sA&CP	Palmers' Co.Ld. Newcastle	PanamaTransportCo. *CellD* *BuE*107'253t *DTs*	521·2 *AfterBridge*55' B40'F42' FK *f*48'1957t*FPT*264t	70·2	38·7	Panama Pnamanian 17*BHptCem* 4 ,,*to2nddk* *APT*213t	Oil Engines 2S.C.SA 12Cy.$26\frac{3}{4}$"–$51\frac{3}{16}$" 1496NHP 2WaterTubeDB200*lb* 2DB100*lb* Frd.KruppA.G.Kiel	38 ″ 9 s 8 ″ 7 30 ″ $4\frac{3}{4}$	
30298 220276 KUZT	**Peter Kerr** (*ex*EasternSailor) 1*Dk&Shelter dk* &*Webframes* *Fitted for oil fuel* *Longitudinal framing*	6476 — 4083	✠ ... 1,21 ✠				1920 4mo	OsakaIron Works,Ld. Osaka	Pacific-Atlantic S.S.Co.(States S.S.Co. *Mgrs.*)	415·0 P32'B148'F45'*on Shelter dk* FK	55·7	31·9	Portland, Or. Utd.States *WB*	T.3Cy.27",45"&75"–51" 553NHP OsakaIronWks.Ld.Osaka	34 ″ 8	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30299 172765 GNKJ	**Peter Mærsk** 3Mst OilEng. ssHKg.No.2–40 Ref.Mchy. 1Dk(Stl)Shelter dk(Stl) D.F. 3rd dk(Stl)inNos.1&4holds Tonnage opening closed'41(W.E.)	5476 4624 3438	✠100A1 withfreeboard 5,41 ~~6,40~~ ✠LMC CS6,40 DBS9,39 1,39 ✠Lloyd'sRMC6,40 Port chamber for temp. 32° F. Fitted for carrying oil F.P. above 150° F. in deep tanks	~~HKg~~ Cbo	b†	CL ~~6,40~~ 5,41	1932 3mo	Odense Staalskibsvft vedAPMöller Odense Lloyd'sA&CP	Ministry of War Transport (Moss Hutchison Line Ld. Mgrs.)	441·4|57·0|25·8 462·2(O.L.) F42' FK CellDB386' 1597tMTs63'2402t Tanks in way of tunnel	Hull British 8BH (Coll to Shdk 7 „ 2nd „)	Oil Engines 2S.C.DA 9Cy.17¾"–$47\frac{5}{16}$" 983NHP NDB35 100lb Akt.Burmeistr&Wain,Cpn 70'1782tFPT124tAPT99t	~~28 ″ 11~~ ~~s3 ″ 4½~~ ~~25 ″ 9~~ 38 ″ 6 s11 ″ 11½ 26 ″ 9	
30300 207471 WADG	**Peter Reiss** D.F. Mchy.Aft GyC. 1Dk	5923 — 4217					1910	Superior Shipbldng Co Superior, Wis	ReissS.S.Co.	512·0|54·0|30·0 F44' WB	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" American 257NHP ShipbuildingCo.Cleveland		R
30301 226565	**Peter Stuyvesant** Ⓟ 1Dk Fitted for oil fuel	1721 — 633					1927	ThePusey &JonesCo. Wlmgtn,Del.	HudsonRiverDay Line	260·5|60·0|15·8	Wilmgton (Del.) Utd.States	T.4Cy.25",40"&(2)47"–36" 265NHP Pusey&JonesCo.Wlmngtn		
30302 DDTV	**Peter Vith** (exGemma) D.F. 1Dk	1598 1263 946					1928	Flensburgr Schiffsb.Ges. Flensburg	H.P.Vith	262·7|40·3|15·3 P16'Q93'B108'F32' WB	Flensburg German	T3Cy.15⅝"$25\frac{9}{16}$"&$44\frac{1}{16}$"–29½" 104NHP FlensburgerSchiffsb.Ges.		G
30303 YMDH	**Peter von Danzig** (exLaura, exIsebek,exHavfru,exRannveig, exGudrun) 1Dk	860 741 492					1916	SchiffsGes. Unterweser Weser- münde-L.	F.G.Reinhold	212·9|31·4|13·2 P31'B60'F21' WB	Danzig	T.3Cy.14½",22"&35¾"–23½" 62NHP Christiansen& Meyer,Harburg		N
30304 LJML	**Peter Wessel** Ⓟ TwinSc (Ferry) OilEng. D.F. 2Dks&Shelter dk Cruiser Stern	1415 990 700					1937	A/S Aalbrg Værft Aalborg	Norsk-Dansk TuristfartA/S (A/S LarvikFredrikshavnsferjen, Mgrs)	223·2|42·9|15·8 WB	Larvik Norwegian	Oil Engines 2S.C.SA 14Cy.13⅜"–$22\frac{7}{16}$" 439NHP Atlas-DieselA/B,Skm		N
30305 202368 KFLO	**Peter White** D.F. Mchy.Aft 1Dk	6184 — 4931					1905	Gt.Lakes Eng.Works Ecorse,Mich.	PresqueIsleTransptn.Co(Cleveland-CliffsIronCo.Mgs.)	504·0|54·2|31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"–42" 257NHP GreatLakesEng.Wks.Det.		R
30306 148561 GJWL	**Peterston** ssNpt.No.3–12,37 D.F. E.S.D. 1Dk(Stl)	4680 4277 2797	✠100A1 ~~10,41 11,40~~ ~~2,42~~ 5,42 BS10,41 ~~BS10,40~~ ✠LMC8,37	Hpl	y	CL 11,40	1925 2mo	Bartram& Sons,Ld. Sunderland Lloyd'sA&CP	LlangorseS.S.Co. Ld.(E.Thomas, Radcliffe&Co. Mgrs.)	385·4|52·0|26·0 400·0(O.L.) P39'B&F306' FK CellDB342' 1110tFPT116t	London British 7BHCem APT174t	T.3Cy.26",44½"&73"–48" (s) 180lb 180lb 451NHP 3SB(Spt)9cf,GS194,HS7650 Blair&Co.Ld.Stockton	27 ″ 10 s3 ″ 1½ 24 ″ 10¼	
30307 142854 GCKN	**Peterton** ssShl.No.3–4,32 ssNwc.No.2–41 1Dk(Stl)	5221 4796 3189	✠100A1 ~~11,41 1,41~~ 3,42 BS5,42 ~~BS4,40~~ ✠LMC ~~MBS4,41~~ MS4,41	~~Sws~~ ~~Gls~~ Bry	y	CL ~~4,41~~ 3,42	1919 12mo	Richardsn Duck&Co.Ld Stockton Lloyd'sA&CP	R.Chapman&Son	400·1|52·4|28·4 P49'B113'F40' FK CellDB336' 1058tFPT168t	Newcastle British 7BHCem APT279t	T.3Cy.$25\frac{7}{16}$",44"&~~73"~~ 73⅝"–48" 180lb (s) 397NHP NDB38 100lb 2SB(Spt)6cf,GS137,HS6066 Blair&Co.Ld.Stockton	31 ″ 0 s6 ″ 0 25 ″ 3¼	
30308 166376 MMRQ	**Petertown** OilEng. Mchy.Aft 1Dk CruiserStern	528 343 270	✠100A1 ~~11,41 5,40~~ 2,42 ✠LMC3,38 ✠LMC(M)4,41	~~Cff~~ Sou	g	CL 5,40	1938 3mo	NVSchpsw Gebr.van derWerf Deest Lloyd'sA&CP	Pinch&Simpson	164·0|27·2| 9·1 170·0(O.L.) P27'Q54'B11'F16' FK CellDB104' 140tFPT50t	London British 3BHCem APT24t	Oil Engines 4S.C.SA 6Cy.$12\frac{3}{16}$"–$17\frac{11}{16}$" 87NHP Mtrn.WerkeMannheimAG	11 ″ 0 s3 ″ 9¾ 10 ″ 9¼	
30309 YTMK	**Petka** Ⓟ ssSpt.3rdNo.3–12,38 Well deck 1Dk(Stl)	546 308 341	✠100A1 11,40 ✠NB11,13 ✠LMC2,38 BS11,40 NO LATER SURVEY REPORTED	Spt	h	OG 1,38	1896 4mo	Howaldts- werke Kiel Lloyd'sA&CP	Dubrovacka Plovidba A.D.	174·1|25·8|11·5 P&B103'F42' BK7" DBa40'f23'uECellDB16'69t	Dubrovnik Yugoslav 4BHCem	T.3Cy.16⅞",27½"&43¼"–24¾" 180lb (s) 133NHP 1SB,3cf,GS58,HS2009 FD Howaldtswerke,Kiel	11 ″ 11 s ″ 2½ 12 ″ 4	
30310 36	**Petr Starostin** (exAdelfiF.&S. Theofani,exAndreas ssShl.No.3–9,06 Moussouris,exStenies, ssLiv.No.1–11 exRatcliff) 1Dk(Irn)& Well deck Web frames	869 684 539	✠ 10,19 ✠	Pir	k		1892 12mo	Short Bros. Sunderland	U.S.S.R.	170·0|36·0|13·7 Q63'B36'F24' FK CellDB126'355tFPT	Odessa Russian 4BHCem 86tAPT45t	T.3Cy.18",29"&47"–33" 130NHP 1SB,2pf&1cf,GS50,HS2000 J.Dickinson,Sunderland	16 ″ 0	
30311 26 ICBS	**Petrarca** (exSzentIstván) ssFiu.2ndNo.3–1,36 D.F. 2Dks(UptStl&ptIrn)2nd dk(Stl)	3329 2836 1974	✠100A1 10,39 BS12,38 ✠LMC1,36 NO LATER SURVEY REPORTED	Gen	v	CL N10,39	1910 11mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow Lloyd'sA&CP	“Tirrenia”Soc. Anon.diNav.	356·4|43·6|22·8 344·7 | 45·5 | 22·8 P40'B116'F39' FK CellDBa127'uE&B57'f129'726tFPT	Fiume Italian 6BHCem 40tAPT14t	T.3Cy.23",39⅝"&64¾"–48"(s) 200lb 372NHP 3SB,9cf,GS177,HS5070 FD ClydeS.B.&EngCo.Ld.PGl	25 ″ 2 s4 ″ 0¾ 21 ″ 3	
30312 145095 MKJC	**Petrel** ssLon.No.3–1,33 ssLon.No.1–37 1Dk(Stl)& Mchy.Aft Shelter dk(Stl–ws) E.S.D.	1354 986 633	✠100A1 Shelter dk withfreeboard 5,41 ✠LMC MS3,37 BS4,40 Fitted for oil fuel 11,20 F.P. above 150° F.	Gls	p	CL 4,40	1920 11mo	AilsaS.B. Co.Ld. Ayr Lloyd'sA&CP	GeneralStm.Nav. Co.Ld.	250·2|37·2|14·2 B17' FK CellDBf161' 218tFPT20tAPT16t DTf21'300t	London British 5BHCem (2 „ to Shdk 3 „ , 2nd „)	T.3Cy.22",35"&57"–39" (s) 180lb 258NHP 2SB,6cf,GS126,HS4516 AilsaS.B.Co.Ld.Troon	16 ″ 6 s ″ 2 16 ″ 6½	
30313 142383 GVWB	**Petrella** ssLon.No.3–5,31 ssPts.No.1–35 1Dk(Stl) Mchy.Aft Well deck	480 360 162	✠100A1 10,36 BS7,41 ✠LMC1,40 CarryingPetroleum in bulk Fitted for oil fuel 4,18 F.P. above 150° F.	Mlt	h	CL 8,38	1918 4mo	Dunlop, Bremner&Co. Ld PGlasgow Lloyd'sA&CP	TheAdmiralty	155·0|28·1|11·2 164·0(O.L.) Q63'B15'F24' FK DTa15tFPT	London British 11BHptCem 37tAPT8t	T.3Cy.14",23"&38"–24" (s) 180lb 72RHP 2SB,4cf,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 ″ 0 s ″ 8½ 11 ″ 5	
30314 167275	**Petro** OilEng. Mchy.Aft 1Dk Deck&trunkelectricallywelded	444 344 228	✠ A1 6,41 ✠LMC6,39 ✠LMC(M)6,41 CarryingPetroleum in bulk For coasting service Ipswich to Dover	Lon		OG	1939 6mo	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow Lloyd'sA&CP	UnionLighterage Co.Ld.	157·7|32·1| 8·9 33·2 162·0(O.L.) FK Q43'Trunk90' CentrelineBHnon-oiltight FPT21t	London British 8BHptCem APT29t	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 94NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	10 ″ 3 s1 ″ 9 8 ″ 7½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement. etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade.
30315 142308 GVWC	**Petrobus** *ss*Lon.No.3–12,29 *ss*Pts.No.2–38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	475 360 163	✠100A1 1,42 ~~5,44~~ Examined 1,42 BS5,41 ✠LMC3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,18 *F.P. above* 150° F.	~~Gmh~~ Gmh	*h*	CL 3,40	1918 2mo *Lloyd*'sA&CP	Dunlop, Bremner&Co. LdPGlasgow	TheAdmiralty	155·0 164·2(O.L.) Q63'B15'F24' FK *DTa*11'15*tFPT*37*tAPT*8*t*	28·1	11·2	London British 11*BHptCem*	T.3Cy.14",23"&38"–24" (*s*) 180lb 72RHP 2SB,4*cf*,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 ″ 0 s ″ 8½ 11 ″ 5	
30316 240381	**Petrofuel** TwinSc (*ex*PanPennsylvania–41) *OilEng.* D.F. *Mchy.Aft* *Longitudinal framing* *For full particulars see No.* 38055 *in Supplement*	7294	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1941	Alabama D.D.&S.B.Co Mobile,Ala.	NationalBulk Carriers,Inc.	416·1 P183'F38'	56·2	34·8	Wilmgton (Del.) Utd.States	Oil Engines 4S.C.SA 16Cy.20"–24" McIntosh&Seymour,NYk.	35 ″ 0 s 6 ″ 5½ 28 ″ 8	
30317 239238 WDUC	**Petroheat** TwinSc (*Launched as*Dolomite3) *OilEng.* D.F. 1*Dk*,2*nd dk in mchy.space* *Mchy.Aft* *CruiserStern* *Electrically welded* *Transverse channel construction*	2345 2310 1880	✠100A1 ~~5,41~~ ~~1,41~~ 9,41 LMC5,40 *Carrying Petroleum in bulk* *For service on the Great Lakes & coastwise from Eastport, Me. to the West Indies*	~~Bal~~ NOs	*s* $1\frac{9}{16}$	P5,41 CL S5,41	1940 3mo *Completed by* *Lloyd*'sA&CP	Dolomite MarineCorp. Rochestr,NY SullivanD.D.&Rep.Corp.Brooklyn,N.Y,	Dolomite 3 Corporation(F.T. Johnson,*Mgr.*)	292·8 299·5(O.L.) F24' FK *CellDB*216'600*tFPT*111*tAPT*22*t*	43·3	20·7	NewYork Utd.States 10*BHptCem*	2 Oil Engines 4S.C.SA 16Cy.12½"–13" SR geared to 2 sc. shafts 245NHP DB*184lb* AmericanLocomotiveCo. Auburn,N.Y.	23 ″ 0 s5 ″ 11¾ 17 ″ 1	
30318 698 SVQZ	**Petroil** (*ex*QueenMaeve,*ex*Oswego, *ex*Gargoyle, *ss*Mch.2ndNo.3–3,28 *ex*Pennoil) *ss*Pir.No.2–37 2*Dks*(*Stl*)&*Web frames*	*4634* *4310* *2637*	✠100A1 3,41 ~~5,40~~ Examined 6,41 ✠LMC9,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,24 *F.P. above* 150° F	~~Pir~~ PSd Bom	*x*	CL 7,39	1903 1mo *Lloyd*'sA&CP	Grngem'th &Greenock DockyardCo. Greenock	Soc.Anon.Hellénique Maritime "Transpetrol" (A.Romano& A.H.Behar, *Mgrs.*)	365·1 P28'B78'F39' FK	50·1	27·5	Piræus Greek 10*BHCem* *CellDBuE&B*68'217*tFPT*320*tAPT*80*t*	T.3Cy.26⅜",41$\frac{3}{16}$"&70"–48" 180lb (*r*) 426NHP 3SB,9*cf*,GS205,HS7365 D.Rowan&Co.Glasgow	30 ″ 3 s 5 ″ 11½ 24 ″ 5	
30319 OZSC	**Petrolea** D.F. 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	-480 385 233					1904	Kjöbnhvns Flydk.&Skbs Copenhagen	DetDanske PetroleumsA/S (F.W.Kraft, *Mgr.*)	155·9 P62'F19'	27·9	12·0	Nyborg Danish *WB*	T.3Cy.13",20½"&33½"–21" 51NHP KjbnhavnsFlydk.&Skbsv		V
30320 170138 VCBY	**Petrolite** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *Longitudinal framing* *Electrically welded*	1561 1212 856	✠100A1 12,39 DBS1,41 ✠LMC11,38 *Carrying Petroleum in bulk*	Hfx	*p*	CL	1938 11mo *Lloyd*'sA&CP	Marine Industries, Ld. Sorel,P.Q.	ImperialOil,Ld., MarineDepartment (H.J. Rahlves,*Mgr.*)	230·0 239·9(O.L.) P62'B26'F39' FK *CellDBuE*32'*f*32'65*tFPT*55*tAPT*63*t*	39·1	18·5	Montreal British 10*BHptAsp*	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 14Cy.12"–15" 354NHP DB*100lb* Fairbanks,Morse&Co. Beloit,Wis.	18 ″ 6 s1 ″ 8¾ 16 ″ 10¼	
30321 142453 GVWF	**Petronel** *ss*Pts.No.3–1,31 D.F. *ss*Pts.No.2–39 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	475 360 162	✠100A1 8,41 ~~3,40~~ BS8,41 ~~BS3,40~~ ✠LMC4,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	~~Abn~~ Gmh	*h*	CL 3,40	1918 6mo *Lloyd*'sA&CP	Dunlop, Bremner&Co. LdPGlasgow	TheAdmiralty	155·0 164·3(O.L.) Q63'B15'F25' FK *DTa*11'15*tFPT*37*tAPT*8*t*	28·1	11·2	London British 11*BHptCem*	T.3Cy.14",23"&38"–24" (*s*) 180lb 72RHP 2SB,4*cf*,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 ″ 1 s ″ 8½ 11 ″ 6	
30322 3673 PGSI	**Petronella** TwinSc *OilEng.* E.S.D. *ss*H.Kg.No.3–12,39 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	*2770* *1831* *1321*	✠100A1 ~~10,40~~10,41 DBS10,41 ✠LMC CS12,39 ~~DBS10,40~~ 10,40 *Carrying Petroleum in bulk*	Sba	*t*	CL 2,39	1927 10mo *Lloyd*'sA&CP	Harland& Wolff,Ld. Glasgow	Nederl.Indische Tankstoomboot Maats.	305·3 P86'F51' FK *Trunk*168' *CellDBuE*55'*f*20' 159*t FPT*38*tAPT*88*t*	50·2	15·1	Willemstad ~~TheHague~~ Dutch 12*BHptCem*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–27$\frac{9}{16}$" 452NHP DB*150lb* Harland&Wolff,Ld.Gls.	15 ″ 0 s ″ 7½ 14 ″ 5¾	
30323	**Petropavlovsk** (*ex*Cananova–39) *ss*N.Os.No.3–11,32 1*Dk*(*Stl–ws*)& *Shelter dk*(*Stl–ws*)3*tr B* *Fitted for oil fuel*	1926 1737 1055	✠ 1,38 ✠	NOs	*q*		1920 7mo	Manitowoc S.B.Co. Manitowoc. Wis	U.S.S.R.	249·8 FK *CellDB*194'475*tFPT*38*tAPT*36*t*	37·7	22·8	Petropavlovsk Russian *ptCem* 3*BHtoSh dk* 1 ,, ,, *U* ,,	T.3Cy.23",37"&63"–39" 357NHP 2SB,6*cf*,GS124,HS5258 ManitowocS.B.Co.	25 ″ 0	V †
30324 161480 GMNK	**Petrophalt** (*ex*Ebano–33) *ss*LaR.No.2–38 1*Dk*(*Stl*) *Mchy.Aft*	2627 1859 1551	✠100A1 *with freeboard* 6,41 BS6,41 ✠LMC3,38 *Carrying liquid asphalt or oil fuel F.P. above* 150° *F. in portable tanks* *Fitted for oil fuel* 10,30 *F.P. above* 150° F.	Bel	*t*	CL 8,39	1930 10mo *Lloyd*'sA&CP	Harland& Wolff,Ld. Belfast	Ministry of War Transport(Anglo-AmericanOilCo.Ld. (R:A.Carder) *Mgrs.*)	290·2 P73' *Trunk*178' F39' FK *CellDBuPumpRoom*10'27*tDTf*18'268*tFPT*64*tAPT*29*t*	47·2	17·2	Belfast British 6*BHptCem*	T.3Cy.18¼",28½"&48¼"–28" 180lb (*s*) 229NHP 2SB,6*cf*,HS3880 FD Harland&Wolff,Ld.Bel.	19 ″ 6 s 3 ″ 8½ 15 ″ 11¼	
30325 DODD	**Petropolis** (*ex*Berengar–38, *ex*GeneralBotha,*ex*Berengar) D.F. 2*Dks*&*Shelter dk*	4845 4578 3029					1911	Bremer Vulkan Vegesack	Hamburg-Süd-AmerikDampfs-schifffahrtsGes.	399·2	53·7	27·6	Bremen German *WB*	T.3Cy.29$\frac{17}{32}$",48$\frac{7}{16}$"&80$\frac{11}{16}$"–53$\frac{3}{16}$" 472NHP BremerVulkan,Vegesack		G
30326 587 SZMD	**Petros** Ⓟ (*ex*Ionio,*ex*Zaton, *ss*Fiu.2ndNo.3–7,24 *ex*Veneto,*ex*Hungaria) 1*Dk*2*trB* *Well deck*	634 — 347	✠ ... 1,28 ✠				1892 2mo	Howaldtswerke Kiel	EpirotikiS.S.Nav. Co.George Potamianos	179·0 Q21'B93'F36' BK7"	25·0	12·0	Piræus Greek *WB*	T.3Cy.17¼",27½"&43⅜"–24¾" 118NHP Howaldtswerke,Kiel	14 ″ 1	
30327 205 SVBJ	**Petros J. Goulandris** (*ex*Schouwen–33) 2*Dks* *Fitted for oil fuel*	4693 4078 2789					1923	A.F.Smulders Schiedam	GoulandrisBros.	376·0 P38'B22'F33'	51·8	25·1	Andros Greek *WB*	T.3Cy.25",41"&67"–45" 301NHP A.F.Smulders,Schiedam		V
30328 UPLM	**Petrovski** (*ex*Minnewater–35, *ex*Ysseldjik) *ss*Rot.No.3–5,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3771 3403 2279	✠ ... 11,36 ✠	Rot	*w*		1921 8mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R.	359·4 FK *CellDB*310'933*t FPT*81*t APT*116*t*	50·3	22·0	Odessa Russian *Cem* *CollBH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.25",41"&67"–45" 342NHP 3SB,9*cf*,GS168,HS5418 WerfGustoFirma A.F.Smulders,Schiedam	24 ″ 6	
30329 LIZJ	**Petter** TwinSc *ss*Ham.No.1–39 *Mchy.Aft* *OilEng.* D.F. *CruiserStern* 2*Dks* *Longitudinal framing–bracketless system*	9109 8551 5543	✠100A1 ~~5,40~~11,41 ✠LMC CS9,40 ~~DBS9,40~~ 6,38 *Carrying Petroleum in bulk* DBS11,41	~~Cff~~ NYk	*d*†	CL 7,40	1935 6mo *Lloyd*'sA&CP	Akt.Burmeistr&Wain Copenhagen	A/S Jensen's RederiIII(J.P. Jensen,*Mgr.*)	471·8 P101'B29'F44' FK *CellDBuE*71'361*tDTf*43'629*tAPT*150*t*	64·4	34·9	Arendal Norwegian 16*BH* (12 *to U dk* 4 ,, 2*nd*,,)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 807NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30330 LJQV	**Petter II** (*ex*ScottishCastle-38) 2*Dks* D.F. *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7417 6734 4524					1922	Armstrong Whitworth &Co.Ld. Newcastle	A/SJensen's RederiIII(J.P. Jensen,*Mgr.*)	440·8|57·4|34·0 P101'B35'F39'	Arendal Norwegian *WB*	T.3Cy.27",46"&77"-51" 424NHP ArmstrongWhitworth& Co.Ld.Nwc.		C
30331 163512 MBXM	**Petworth** *ss*Sld.No.1-39 *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	972 702 518	✠100A1 7,41 ~~5,40~~ ~~BS10,40~~ ✠LMC8,39	Sld BS7,41	*l*	CL ~~5,40~~ 7,41	1934 8mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	StephensonClarke &AssociatedCom- panies,Ld. *CellDBuE*17'*f*141	205·0|33·0|13·1 212·0(O.L.) Q119'B11'F20' FK *t*279*tMT*125*tFPT*	London British 4*BHCem* 80*tAPT*19*t*	T.3Cy.14½",25"&41"-30" 200lb *100lb* (*s*) 118NHP 1SB,3*cf*,GS54,HS1985 D.Rowan&Co.Ld.Glasgow	15 ″ 1 s 4 ″ 7¼ 14 ″ 6	
30332 495 IBAN	**Peuceta** (*ex*AnnaMadre-37, *ex*Gartmore-35, *ss*Gls.2ndNo-3-2,27 *ex*Cahiracon, *ss*Gls.No.1-32 *ex*Cid,*ex*Dee) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*Web frames*	1926 — 1197	✠ … 3,36 ✠	Gls	*r*		1902 4mo	Craig, Taylor&Co. Stockton	A.Lauro *Cell*	291·9|39·3|12·8 282·0 20·2 B74'F34' FK *DBa*82'*uE*18'*f*116'	Naples Italian 5*BHCem* 351*t*	T.3Cy.21¾",37"&61"-42" 265NHP 2SB,6*cf*,GS107,HS4102 N.E.MarineEng.Co.Ld.Sld	22 ″ 7	I †
30333 145306 MBXC	**Peveril** *ss*Bkn.No.2-37 1*Dk*(*ptStl*-teak s)	798 723 320	✠100A1 *withfreeboard* ~~4,40~~10,41 ~~BS4,40~~ ✠LMC3,37	Bkn BS7,41	*m* 1½	OG ~~9,37~~ 10,41	1929 6mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	Isle of ManSteam PacketCo.Ld. *CellDBa*&*u*	205·1|34·7|15·2 213·3(O.L.) B69'F39' BK7" *E*61' *f* 50'141*tFPT*	DouglasIM British 7*BHCem* 43*tAPT*28*t*	T.3Cy.16½",27"&45"-27" (*r*) 200lb 208NHP 2SB,6*cf*,GS131,HS4340 CammellLaird&CoLd.Bkn	16 ″ 0 s4 ″ 6½ 12 ″ 3	
30334 131910 MKQL	**Phaeacian** 3Mst *Mchy.Aft* 1*Dk*	480 326 220					1920	MistleyS.B &Rpg.Co. Mistley	F.W.Horlock's OceanTransportCo. Ld.(M.F.Horlock, *Mgr.*)	144·1|25·2|11·1 P81'B9'F19'	Harwich British *WB*	T.3Cy.12",20"&34"-23" 55NHP W H.Allen,Sns&Co.Bedfrd	12 ″ 0	C
30335 125500 MDCT	**Pharos** TwinSc 2*Dks*(*UptStl*-ws) D.F.	921 625 393	✠ 3,13 ✠	Lth	*m*		1909 12mo	W.Beard- more&Co.Ld Glasgow	Commissioners of NorthernLight- houses *CellD*	206·4|31·2|15·0 P&B127'F30' FK *Ba*33' *f*69'93*t FPT*	Leith British 6*BHCem* 28*tAPT*54*t*	T.6Cy.15",24"&38"-24" NB34 142NHP W.Beardmore&Co.Ld.Gls.	15″11	
30336 161338 VJNP	**Phasianella** TwinSc *ss*Sng.No.2-38 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	855 539 395	✠100A1 1,42 ~~12,40~~ Examined 1,42 DBS1,42 ✠LMC2,37 ✠LMC(M)11,38 *CarryingPetr*	~~Sng~~ Sng *oleum*	*k* *in*	CL 12,40 *bulk*	1929 12mo *Lloyd*	Bow,Mc- Lachlan& Co.Ld. Paisley '*sA&CP*	ShellCo.of Australia,Ld.	180·3|34·6|11·2 189·9(O.L.) P53'F36' FK *Trunk*91' *FPT*33*t*	Melbourne British 10*BHptCem* *APT*73*t*	Oil Engines 2S.C.SA 8Cy.16$\frac{9}{16}$"-18⅞" 386NHP DB*160lb* KromhoutMot.Fab.Ams.	12 ″ 0 s ″ 4¼ 11 ″ 9¼	
30337 145896 GBWY	**Phemius** Ⓟ 2*Dks*& *lower dk inNo.*1*hold* D.F. *Fitted for oil fuel*	7406 6327 4617					1921	Scotts'S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	459·1|56·2|32·5 P54'B165'F62'	Liverpool British *WB*	2 steam turbinesD Rgeared to 1 sc. shaft Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~4.42~~ 11.42
30338 174206 ZNAG	**Phenix** (*ex*HenriDesmarais-35, *ex*Oriflamme) *ss*Chb.No.2-30 *Mchy.Aft* 1*Dk*2*trB*&*Webframes* D.F. *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	5907 4681 3337	✠ … 11,31 ✠				1920 10mo	Lithgows Ld. PortGlasgow	Ministry of War Transport	400·5|51·2|30·8 P111'B30'F39' FK	Aden British *WB*	T.3Cy.27",44"&73"-48" 517NHP D.Rowan&Co.Ld.Glasgow	31 ″ 0	V †
30339 135459 GMKL	**Phidias** *ss*Liv.No.3-10,26 *ss*Gls.No.2-34 D.F. 2*Dks*(*Stl*)	5623 5281 3565	✠100A1 3,41 Examined 5,41 MS8,38	BAs Brw ✠LMC BS3,41	*z*	CL 2,41	1913 5mo *Lloyd*	A.McMil- lan&Son,Ld Dumbarton '*sA&CP*	Lamport&Holt Line,Ld. '*Tween* *hold* *CellDB*	415·5|56·0|28·1 P44'B123'F46' FK *dk BH in No.*3 { 6*B* *dispensed with* { 1*B* *a*133' *uE*&*B* 43' *f*18	Liverpool British *Cem* *H to Upr dk* *H to 2nd dk* 6'1056*t DTa*	T.3Cy.27",44"&73"-48" (*s*) 180lb 480NHP 3SB(Spt)9*cf*,GS189,HS8502 D.Rowan&Co.Glasgow *only* 35'1048*tFPT*121*tAPT*41*t*	30 ″ 9 s5 ″10½ 25 ″ 1	
30340 DAUG	**Phila** (*ex*HollandschDiep) 1*Dk*	1368 1138 727					1918	Verschure &Co. Amsterdam	FranzL.Nimtz	238·1|36·7|15·8 P27'B58'F16'	Stettin German *WB*	T.3Cy.17",28¾"&46"-36" 127NHP Verschure&Co.Amsterdam		V
30341 HPTF	**Philae** (*ex*Trento-41) *OilEng.* *For full particulars see No.* 33077 *in Supplement*	4402 4032 3245	100A1 (*ClassContem plated*)				1920	Internatnl S.B.Co. Pascagoula, Miss.	Frango Corporation	370·0|52·2|24·7 P34'B115'F37'	Panama Pnamanian	Oil Engines 4S.C.SA SR geared to sc. shaft 18Cy.15¾"-18⅛" AlabamaD.D.&S.B.Co. Mobile,Ala.	27 ″ 6 s 4 ″ 7¼ 23 ″ 1½	
30342 224508 WCDG	**Philip D. Block** D.F. GyC. *Mchy.Aft* 1*Dk* *ptLongitudinalframing*	7931 — 6210					1925	American S.B.Co. Lorain,O.	InlandSteelCo. (Hutchinson&Co. *Mgrs.*)	586·0|60·0|28·0	Chicago Utd. States	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
30343 201928	**Philip Minch** D.F. *Mchy.Aft* 1*Dk*	5865 — 4471					1905	American S.B.Co. Lorain,O.	KinsmanTransCo. (Geo.M.Stein- brenner,*Mgr.*)	480·0|52·0|30·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&60"-42" 233NHP AmericanS.B.Co.Cleveland		R
30344 143084 VGNL	**Philip T. Dodge** Ⓟ (*ex*ClärеHugoStinnes1) Sub.Sig. *ss*Shl.2ndNo.3-4,34 *ss*NNs.No.1-39 D.F. 1*Dk*(*Stl*) *Should be* "Phillip T. Dodge," *see No.* 38066 *in Supplement*	5047 4457 3691	100A1 *withfreeboard* 6,40 BS6,40	Mtl LMC3,38	*x*	CL 5,40	1910 *Lloyd*	Bremer Vulkan Vegesack '*sA&CP* *Cell*	AtlanticTransptn. Co.Ld.(S.L.de Carteret*Mgr.*) *DB*332'1240*tTank*	384·0|51·7|26·8 P24'B71'F29' FK *on dkf*89*t a*46*tFPT*	StJohnNB British 6*BHCem* 164*tAPT*60*t*	T.3Cy.24$\frac{1}{16}$",39$\frac{7}{16}$"&64"-43½" 200lb (*s*) 257NHP 2SB,6*cf*,GS134,HS5220 FD BremerVulkan,Vegesack	29 ″ 6 s 6 ″ 7½ 23 ″ 1¾	
30345	**Philipp Heinicken** D.F. E.S.D. 2*Dks* Sub.Sig. *Ref.Mchy.* *CruiserStern*	2042 1398 1112					1939	Rickmers Werft Wesrmünd-G	ArgoReederei RichardAdler&Co.	299·8|42·8|14·6 P25'B71'F31'	Bremen German *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"- 31½"&LP turbine with DR gearing&hydraulic coupling HS3660 266NHP OttensenerMch.G.m b.H. Altona		
30346 147908 GKMT	**Philipp M.** (*ex*Halbeath-37) *ss*Hul.No.3-5,36 *ss*Cff.No.1-40 *Arch deck* 1*Dk*(*Stl*) *Cargo battens not fitted* *Cruiser Stern*	2085 1875 1239	✠100A1 *withfreeboard* 1,42 ~~10,40~~ BS1,42 ✠LMC10,40	Cff	*r*	CL ~~8,38~~ 12,41	1924 6mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP* *Cell*	~~MooringwellS.S.~~ ~~Co.Ld.~~ HudsonS.S. Co.Ld. *DB*231'579*tSideta*	274·5|39·9|23·3 283·2(O.L.) P19'F19' FK *nks in ER*139*t FPT*	London ~~Cardiff~~ British 4*BHptCem* 85*tAPT*101*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 220NHP 2SB,6*cf*,GS110,HS3804 D.Rowan&Co.Ld.Glasgow	25 ″ 5 s 6 ″ 9¾ 18 ″ 9¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
30346A 166356 MNNV	**Philis** (*ex*Wim–38) *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	359 237 197					1936	E.J.Smit& Zoon Westerbroek	Anglo-Saxon PetroleumCo.Ld.	140·7 P37'F26'	24·6	8·5	London British *WB*	Oil Engines 4S.C.SA 6Cy.10$\frac{13}{16}$"–15¾" 68NHP Mtrn.WerkeMannheimAG		V
30347 145934 WCCH	**Phillipa** Ⓟ (*ex*Cristobal-41, **TwinSc** *ex*Tremont) **D.F. Gy.C.** 3*Dks* Sub.Sig. *Fitted for oil fuel*	9604 — 7026					1902	Maryland SteelCo. Sparro'PtMd	PermanenteS.S. Co.	489·5 B178'	58·0	28·9	OaklndCal Utd. States *WB*	T.6C.23¼",39¼"&63"–45" 533NHP MarylandStl.Co.Sparr.'Pt.		
30348 ~~145060~~ GCYS	**Philoctetes** Ⓟ **TwinSc2Twin** D.F. **Msts** *Ref.Mchy.* 3*Dks*	11431 8197 7212					1922	Scotts'S.B. &E.Co.Ld. Greenock	~~ChinaMutualS.N. Co.Ld.(A.Holt&Co. Mgrs.)~~	511·9 F73'	63·2	41·1	~~Liverpool~~ British *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Scotts'S.B.&E.Co.Ld.Grk.		
30349 139135 GXBT	**Philol** *ss*Lon.No.3-8,29 *ss*Ply.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes*	1178 863 570	✠100A1 3,41 ✠LMC MS9,37 ~~BS5,40~~ 7,41	Liv	*n*	OG 4,40	1916 8mo	TyneIron S.B.Co.Ld. Newcastle	TheAdmiralty	210·0 P44'F40' FK	34·8	15·6	London British 13*BHptCem*	T.3Cy.16",26"&43"–27" (*s*) 180lb 142NHP 2SB,4*cf*,HS2174 FD N.E.MarineEngCoLd Nwc	16 ″ 6 s 1 ″ 6 15 ″ 1	
			Carrying Petroleum in bulk *Fitted for oil fuel* 8,16 *F.P. above* 150° F.				*Lloyd's A&CP Cell DBuE&B43'63t DTf30'253t FPT 36tAPT30t* *Middle line Bulkhead not oil-tight*									
30350 164575 GYPV	**Philomel** *ss*C.Tn.No.1-41 *CruiserStern* **D.F.** 1*Dk&Shelter dk 3rd dk in Nos.* 1&2 *holds* *Hatch covers&webs dispensed with at No.* 2 *hatchway on 3rd dk*	2122 1774 1249	✠100A1 *with freeboard* 8,41 ~~2,40~~ ~~BS3,40~~ ✠LMC ~~2,38~~ 8,41	~~Gib~~ CTn	*t*	CL 1,39	1936 2mo	CaledonS. B.&E.Co.Ld Dundee	GeneralStm.Nav. Co.Ld.	302·2 314·0(O.L.) F26' FK	45·3	16·9	London British 6*BHptCem*	T.3Cy.21",33"&60"–36"& exhaust turbine driving steam compressor (*s*) 220lb FD 429NHP 2SB(Spt) 6*cf*,GS112,HS6020 J.G.Kincaid&Co.Ld.Grk.	19 ″ 9 s ″ 7 19 ″ 3¼	
							Lloyd's A&CP CellDB252'504tTanks at sides of tunnel62t FPT49tAPT70t (Coll to Sh dk 5 ,,2nd,,)									
30351 PGSQ	**Phobos** *OilEng.* **D.F.** *ss*Rot.No.3-2,39 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) Sub.Sig. *Longitudinal framing at bottom and at deck*	7412 6767 4235	✠100A1 9,39 ✠LMC CS2,39 DBS2,39 2,39 *Carrying Petroleum in bulk* **(SEE FOOTNOTE.*)**	Sch	*b*† 2½	CL N2,39	1926 12mo	Nederl. Schps.Maats. Amsterdam	Nederl.Indische Tankstoomboot Maats.	440·4 P99'B34'F58' FK	59·4	32·7	TheHague Dutch 15*BHCem*	Oil Engines 4S.C.SA 6Cy.32¼"–59" 602NHP 2DB*180lb* Werkspoor,Amsterdam	32 ″ 9 s 6 ″ 3½ 26 ″ 7¾	
							Lloyd's A&CP CellDBuE69'320t DTf32'280tFPT 160tAPT66t									
30352 HPFS	**Phoebus** **TwinSc** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* E.S.D. 2*Dks*3*trB* **D.F.** Sub Sig. *Longitudinal framing*	8863 — 5341					1923	Howaldts- werke Kiel	PanamaTrans- portCo.	498·9 B45'	64·1 1,42	31·7	Panama Pnamanian	Oil Engines 2S.C.SA 8Cy.26¾"–43$\frac{3}{16}$" 1000NHP Gebr.Sulzer,Ludwigshafen	32 ″ 0 s 5 ″ 4½ 26 ″ 10½	G
30353 DOOF	**Phœbus** 1*Dk*	657 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfsch.Ges. Neptun	180·0 Q50'B45'F22'	28·1	12·8	Bremen German *WB*	T.3Cy.13½"21$\frac{1}{16}$"&34$\frac{7}{16}$"–23⅝" 57NHP A.G."Weser,"Bremen		G
30354 DIEN	**Phoenicia** *OilEng.* **D.F.** Sub.Sig. 1*Dk*	4124 3413 2234					1928	Howaldts- werkeA.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·3 P15'B&F351'	53·7	22·6	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 777NHP Gebr.SulzerA.G. Ludwigshafen		G
30355 216824 WJEO	**Phoenix** 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Fitted with cylindrical tanks for carrying Petroleum*	5731 4550 3511	✠ ... 11,20				1918 9mo	ChesterS.B Co.Ld. Chester,Pa.	PhoenixSteamship Corp.	400·8 P99'B27'F50' FK	54·3	31·4	NewYork Utd. States *WB*	T.3Cy.24½",42½"&72"–48" NE20 359NHP HardyTyneMfgCo.Boston Mass	32 ″ 9	R †
30356 DOBK	— **D.F.** Sub.Sig. 1*Dk*	999 828 530					1913	Stettiner Oderwerke Stettin	ArgoReederei RichardAdler&Co.	236·0 P&B144'F27'	32·5	13·7	Bremen German *WB*	T.3Cy.21¾",35⅘"&57$\frac{1}{10}$"–39⅖" 205NHP StettinerOderwerke		G
30357	— **Wood** (*ex*Phönix-36,*ex*Donau, *OilEng.* *ex*Gunlög) 1*Dk* *Mchy.Aft*	390 314 260					1920	Västerviks NyaVarvs A/B Västervik	P.V.Felce	135·4	26·4	12·6	Maracaibo Venezuelan	Oil Engines 2S.C.SA 4Cy.15"–16⅛" 159NHP J&CGBolinder'sCoLdSkm		
30358 OUKA	**Phönix** (*ex*Toreador) 2*Dks*	895 760 431					1921	G.Seebeck Akt.Ges. Weser- münde-G	D/S A/S Phönix (H.Andersen)	247·9	33·8	11·5	Esbjerg Danish *WB*	T.3Cy.17⅕",28"&45$\frac{3}{10}$"–31⅕" 123NHP G.SeebeckA.G.Wsm.		G
30359 161545 GKVW	**Photinia** (*ex*Hopedene-38) *ss*Nwc.No.2-38 **D.F.** 1*Dk*(*Stl*)	4010 3625 2457	✠100A1 ~~8,41~~ ~~9,40~~ 4,42 BS4,42 ✠LMC MS10,37 ~~BS8,40~~ 5,41	~~Cff~~ ~~Nwc~~ Shl	*w*	CL 9,40	1929 12mo	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*)	364·5 374·0(O.L.) P34'B115'F35' FK	50·7	24·4	N.Shields British 6*BHptCem*	T.3Cy.24",39"&65"–45" (*s*) 180lb *90lb* 338NHP 2SB(Spt),8*cf*,GS148, HS5616 N.E.MarineEng.Co.Ld.Sld	26 ″ 9 s4 ″ 6¼ 22 ″ 5¼	
							Lloyd's A&CP CellDBa&uE135'f157'918t FPT 86t APT132t									
30360 PGSU	**Phrontis** Ⓟ **TwinSc** *OilEng.* **D.F.** 2*Dks*	6181 5289 3835					1925	CaledonSB &E.Co.Ld. Dundee	Nederlandsche Stoomv.Maats. "Oceaan"	429·5 P44'B224'F48'	54·8	29·1	Amstrdam Dutch *WB*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 952NHP Akt.Burmeistr&Wain,Cpn		C
30361 TTQM	**Phuoc Kien** **Iron** 2*Dks*	318 — 102					1881	Scott&Co. Greenock	Cie.Saïgonnaise de Nav.&deTransp.	135·7 *Erections*39*t*	19·9	17·2	Saïgon French	C.2Cy.15"&27"–15" 24NHP Scott&Co.Greenock		
30362 695 ISAB	**Pia** (*ex*Chariton-33, **Aux3MstSr** *ex*Adri) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	385 312 302					1918	A.deJong Vlaardingen	FrancescoTomei	155·1 P25'F18'	26·4	11·6	Viareggio Italian *WB*	Oil Engines 4S.C.SA 3Cy.11¼"–16½" 37NHP NE26 N.V.Momoram,Rot.		I
30363 PGSW	— *OilEng.* **D.F.** 1*Dk* *CruiserStern*	304 200 152					1937	NVSchpsw Delfzijl v/h Gebr.Sanders Delfzijl	JanKlugkist	126·2	24·0	8·3	Groningen Dutch	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$"–14$\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		C
30364 130510 KJVE	**Piankatank** **IronTwinSc** (*ex*Neuse) 1*Dk*	899 — 611					1890	Harlan& Hollings- worthCorp. Wlmgtn,Del.	NewCastle TerminalCo.	200·0	31·0	11·0	Baltimore Utd. States	T.6Cy.12",20"&30"–20" 81NHP Harlan&Hollingsworth Corp.Wilmington,Del.		
30365 PUQN	**Piauhy** (*ex*Guarany) 1*Dk&Awng dk*	1022 901 644					1902	Off.e.Cant. Ligur.Ancon. Ancona	Cia.Commercio e Navegação	209·9	32·1	18·3	R.Janeiro Brazilian	T.3Cy.15⅓",23¼"&39⅓"–19⅔" E*made93fitted02* 68NHP G.Ansaldo&Co.Smprdrena		

***Surveys delayed. Vessel, when last reported, in port in enemy occupation.**

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30366 414 ICBU	**Piave** Ⓟ (*ex*PiaveII,*ex*Piave) *ss*Gen.No.3-3,34 *ss*Tri.No.1-37 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*)	7565 6695 4735	✠100A1 *Shelter dk* *withfreeboard* 12,39 BS12,39 ✠LMC12,37 ✠Lloyd'sRMC12,39 *Fitted for oil fuel* 2,30 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*b*†	CL 8,38	1921 5mo	Cantiere SanRoccoSA Trieste A&CP	LloydTriestino Soc.Anon.diNav.	464·2 446·7 B108' *on Shelter dk* *CellDB*398'1630*t* *FPT*56*tAPT*63*t*	57·4	22·0 32·4 FK *Collision*	Trieste Italian *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.32",51½"&83"-54" (*s*) 180lb 681NHP 4SB(Spt),*12cf*,GS239, FD HS9851 StabilimentoTecnico Tri.	35 ″ 0 s8 ″ 7¼ 26 ″ 8	
30367	— (*ex*Hamiltonian) 2*Dks* *Fitted for oil fuel* *Longitudinal framing* *Carrying petroleum in bulk*	*2347* *2066* *1277*					1912	Western DD&SBCoLd P.Arthur,Ont	LloydNacional Soc.Anon.	257·0	42·5	23·4 *WB*	R.Janeiro Brazilian	T.3Cy.18",29"&48"-40" 146NHP AmericanS.B.Co.Clv.		
30368 144421 MJWY	**Picardy** *ss*Lon.No.3-7,31 *Well deck* *ss*Yar.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*)	320 209 133	✠100A1 10,41 ~~12,40~~ Examined ~~12,40~~ 10,41 ✠NB7,20 ✠LMC5,36 BS6,40 9,41	~~Ply~~ Grk		OG 1,39	1920 3mo	Crabtree& Co.Ld. Gt.Yarmouth *Lloyd'sA&CP*	GreatYarmouth ShippingCo.Ld.	130·0 Q51'B9'F16'	23·2	9·5 FK *FPT*	Yarmouth British 3*BHCem* 21*tAPT*28*t*	C.2Cy.16"&33"-22" (*s*) 130lb 45RHP 1SB,*2pf*,GS37,HS1183 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9½ 9 ″ 10	
30369 2251 IBJY	**Picci Fassio** (*ex*GeorgiaFassio-39, *ex*Nevona-39, 1*Dk* *ex*Newona) D.F. *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk*	2261 1975 1242					1909	Swan,Hunter&Wigham Richardson, Ld.Newcastle	"Fassio"Soc.Anon. diNavigazione	257·0 250·4 F42'	43·1	22·0 *WB*	Genoa Italian	T.3Cy.20½",33"&54"-36" 175NHP N.E.MarineEngCoLd.Nwc		I
30370 DHTE	**Pickhuben** D.F. 1*Dk*	999 836 529					1923	Union Giesserei Königsberg	H.M.Gehrckens	230·7 P&B174'F23'	35·6	13·4 *WB*	Hamburg German	T.3Cy.18½",29⅛"&47¼"-29½" 121NHP UnionGiesserei,Königsbrg		G
30371 133217 BCJC	**Picotee** (*ex*RosinaTopić-41, *ex*Trevider-33) *ss*Spt.2ndNo.3-4,39 D.F. 1*Dk*(*pt Irn pt Stl*)	4307 4015 2725	✠100A1 ~~8,41 7,39~~ 12,41 ✠LMC MS8,38 BS~~4,41~~ 5,42	~~Rot~~ ~~Mdl~~ Bal	*x*	CL ~~11,40~~ 8,41	1913 5mo	JReadhead &Sons,Ld. South Shields *Lloyd'sA&CP*	Ministry of War Transport (H. Hogarth& Sons,*Mgrs.*)	369·9 P33'B226'F34' *CellDBa*119'*uE*23'*f*163'	51·1	26·1 FK	Belfast British 6*BHCem* 987*tAPT*62*t*	T.3Cy.26",42"&69"-48" (*r*) 180lb 385NHP NDB12*refitted*34 2SB,*6cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s 3″10½ 24 ″ 1¼	
30372 158625 VCWD	**Pictou County** (*ex*Fritzöe-35) 3Mst *OilEng.* *Mchy.Aft* 1*Dk*	707 522 445					1920	A/SNes Mek.Værks. NesTonsberg	Parrsboro' ShippingCo.(H.C. Gillespie,*Mgr.*)	179·8 P56'F28'	29·7	12·8 *WB*	Parrsboro, N.S. British	Oil Engines 4S.C.SA 6Cy.18⅞"-29½" 207NHP Akt.Burmeistr&Wain,Cpn		
30373 2040 IBLL	**Piemonte** Ⓟ TrpSc (*ex*Minnedosa-35) *ss*Gls.No.3-12,30 *Ref.Mchy.* 4*Dks*(*Stl*)&*Awng dk* (*Stl*-teak s)*pt5th dk*(*Stl*) D.F. Sub.Sig. *CruiserStern*	15209 — 9018	✠ 12,30 ✠	Gls	*i*†		1918 8mo	Barclay, Curle&Co.Ld. Glasgow	LloydTriestino Soc.Anon.diNav.	546·1 520·0 *Cell DB*445'2053*t* *FPT*	67·2	41·8 FK&BK2"	Genoa Italian 10*BHCem* *toAwng dk* 106*tAPT*57*t*	T.8Cy.(2)27½",(2)41½"&(4) 47"-51"&1L.P.Turbine 5DB,*30cf*,GS590,HS24730 Harland&Wolff,Ld.Bel.	45 ″ 9	I †
30374 449 ICBV	**Pier Luigi** (*ex*SanFrancesco di Paola-32,*ex*Alexandra) D.F. 2*Dks*	2571 1904 1611					1895	Lobnitz Co. Renfrew	A.Lauro	306·2 296·8 P29'Q86'H120' F31'	40·1	19·7	Naples Italian	T.3Cy.19½",32"&51"-39" 162NHP Lobnitz&Co.Renfrew		I
30375 218 ICCA	**Piero Foscari** Ⓟ TwinSc *OilEng.* D.F. 3*Dks*	3423 — 1934					1928	Stabilmnto Tecnico Trieste	"Adriatica"Soc. Anon.diNav.	329·3	44·5	20·9 *WB*	Venice Italian	Oil Engines 2S.C.SA 12Cy.20½"-32¼" 438NHP FiatSanGiorgio,Turin		I
30376 FOKL	**Pierre-Claude** (*ex*Asta-35) *CruiserStern* *OilEng.* *Ref.Mchy.* D.F. 2*Dks*	1787 1442 951					1934	Akt.Bur- meistr&Wain Copenhagen	CiedeNav.fruitière (Cie.Auxiliaire de Nav.*Mgrs.*)	294·5	42·7	15·4 *WB*	Nantes French	Oil Engines 2S.C.SA 6Cy.19 11/16"-35 7/16" 404NHP Akt.Burmeistr&Wain,Cpn		V
30377 FOYD	**Pierre L. D.** *OilEng.* D.F. E.S.D. 2*Dks* GyC. *CruiserStern*	5795 4948 3333					1935	Atel.&Ch. deFrance Dunkirk	Louis-Dreyfus& Cie.	446·9 F43'	57·1	25·7 34·7 *WB*	Dunkirk French	Oil Engines 2S.C.SA 8Cy.25⅝"-47¼" 793NHP Cie.deConstr.Mecaniques Sulzer.St.Denis		V
30378 168206 ~~FOBH~~ BFXX	**Pierre Loti** Ⓟ TwinSc (*ex*EmperorNicholasI) *ss*Msl.No.2-21 *Ref.Mchy.*3*Dks* ~~2*Dks*(*Stl-ws*)&*Shade dk* (*Stl-ws*)*3rd dk in Nos.* 1, 2 & 3 *holds*~~ D.F.	5647 4781 3303	✠ 6,25 ✠	Msl	*y*		1913 12mo	J.Brown& Co.Ld. Clydebank	Ministry of War Transport(A.Holt &Co.Ld.*Mgrs.*)	381·1 *Cell DBa*91'*uE*59'*f*154'504*tFPT*	51·8	27·7 35·7 FK&BK2"	London British 6*BHCem* 27*tAPT*45*t*	T.6Cy.22",36"&58"-48" 788NHP 4SB(FD)&1AuxSB,*18cf*, GS336,HS13000 J.Brown&Co.Ld.Clydebnk	~~30 ″ 6~~ 38 ″ 6	V †
30379 PGSZ	**Piet Hein** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	399 254 204					1938	NVSchpsw "Vooruit- gang" Foxhol	N.V.Scheepv. Mij."PietHein"	143·3 P49'Q48'F23'	26·2	9·1 *WB*	Groningen Dutch	Oil Engines 2S.C.SA 6Cy. BolnesMotorenfbk,Bolnes		C
30380	**Pietrina** IronAuxTwinScBkn (*ex*Sailing *OilEng.* Vessel,*ex*Charlotte) *ss*Bkn.No.3-1,04 *ss*B.As.No.1-08 (*See Sailing Ship Register*) 2*Dks*	1214 — 1075	✠ 5,08	NYk			1890 6mo	J.Lange Vegesack	H.J.Miller&Co.	221·3 P44'F30'	34·2	20·6 BK9½"	M.Video Uruguayan	Oil Engines 2S.C.SA 8Cy.14⅙"-15" 284NHP *Emade&fitted*-21 A/S Tuxham,Copenhagen	22 ″ 1	
30381 [illegible] ICBX	**Pietro Campanella** (*ex*Chanda) Now "Equipoise," see No. 36491 in Supplement D.F. 2*Dks&deep framing*	6140 5879 3802	✠ ... 1,30 ✠				1906 3mo	Barclay, Curle&Co.Ld. Glasgow	TitoCampanella Soc.diNav.	430·2 P40'B85'F44'	54·3	32·0 FK	Genoa Italian	T.3Cy.33",53½"&86"-60" 784NHP *WB* Barclay,Curle&Co.Ld.Gls.	34″10	I †
30382 91 IBSZ	**Pietro Orseolo** *OilEng.* D.F. GyC. 1*Dk&Shelter dk* *CruiserStern* *3rd dk in No.* 1 *hold* *Butts of shell & decks elec. welded* *Longitudinal framing at decks*	6344 5343 3716	✠100A1 *withfreeboard* 11,39 ✠ ✠LMC11,39 *Carrying fuel oil F.P. above* 150°F. *in deep tank* NO LATER SURVEY REPORTED	Mfl	*c*†	CL	1939 11mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd'sA&CP*	Soc.Italiana di Armamento "Sidarma"	470·7 (O.L.) F36' *CellDB*380*t* 1151*t* *MT*28'12	60·6 60·7	23·6 26·0 FK	Fiume Italian 8*BHptCem* (*Coll to Sh dk* 7 ,, *2nd*,,) 75*t FPT*131*t*	Oil Engines 2S.C DA 6Cy.25 3/16"-45 11/16" 1328NHP DB*100lb* Soc.An"Fiat"S.G.M.Turin *APT*227*t*	29″10 s 3″11 26″1¾	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP= Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
30383 246 ISCN	**Pietro Querini** (*ex*Senator-32) 1*Dk*	1004 877 573					1906	Stavanger Stöberi&Dok Stavanger	SalvagnoAnon. Nav.	242·0 P11*t*B48*t*F30*t*	33·1	15·3	Venice Italian *WB*	T.3Cy.17",$28\frac{3}{10}$"&47"-33" 127NHP StavangerStöberi&Dok		I
30384 PKEM	**Pijnacker Hordijk** 3*Dks* *Fitted for oil fuel*	2982 2367 1810					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 B95'	40·8	22·7	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"-42" 233NHP Maats.Fyenoord,Rot.		V
30385 1241 CBPI	**Pilar** (*ex*Risöy,*ex*LondonQueen) *ss*Lon.No.3-3,23 *ss*Mag.No.2-30 *Well deck* 1*Dk*(*Stl*)	660 — 348	✠ ... 1,34 ✠	Mag			1910 12mo	VanVliet &Co. Hardinxveld	Martinez,Pereira y Cia.Lda.	169·5 Q84'B14'F25' *DBa*30'33*tFPT*45*t*	28·1	11·7 FK	Valparaiso Chilian 4*BHCem* *APT*14*t*	T.3Cy.14",23"&39"-27" 75NHP 1SB,3*cf*,GS55,HS1735 Richardsons,Westgarth Co.Ld.Mdb.	12 " 7	
30386 142675 GPWN	**Pilar de Larrinaga** (*ex*War Nymph) *ss*Mch.No.3-10,36 2*Dks*(*Stl*)	7086 6542 4480	✠100A1 ~~11,411,40~~ 4,42 Examined11,41 BS11,41 ✠LMC10,36	Lon Bel	*b*† Bal	CL 4,40	1918 1mo *Lloyd'sA&CP*	Mitsubishi Zosen Kaisha Ld. Nagasaki	LarrinagaS.S.Co. Ld. *CellDB*392'	445·0 P35'B138'F35' 1316*tDTa*42'1226*t*	58·1	31·3 FK	Liverpool British 7*BHCem* *APT*26*t*	T.3Cy.$25\frac{1}{4}$",47"&79"-51" (*s*) 200lb 524NHP 3SB,9*cf*,GS162,HS6591 FD MitsubishiZosenKaishaLd	34 " 0 s 7 " $5\frac{3}{4}$ 26 " $8\frac{3}{4}$	
30387 DGWE	**Pillau** (*ex*EdmundHalm-35) D.F. E.S.D. 1*Dk*	1308 1041 723					1923	Nüscke& Co. Stettin	Kohlen-Import undPoseidonSchiff- fahrtAkt.Ges.	242·1 Q75'B105'F33'	37·0	14·0	Königsbrg German *WB*	T3Cy.$17\frac{1}{8}$",$26\frac{3}{4}$"&$43\frac{5}{16}$"-$27\frac{5}{8}$" Christiansen 99NHP &Meyer,Harburg		G
30388 211352	**Pine Ridge** (*ex*Charles TwinSc Heiden-34) (*Self-Unloader*) *Mchy.Aft*	717 — 446					1913	Gt.Lakes Eng.Works Astabula,O.	NicholsonUniver- salS.S.Co.	160·0	35·0	14·0	Detroit Mich. Utd.States	C.4Cy 13"&27"-18" 52NHP Gt.LakesEng.Wks.Detroit		
30389 131060 CYMN	**Pinebranch** (*ex*ThunderBay-40) 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	1984 1853 1447				*Rebuilt* 1921 *by* DavieS.B.&Rpg.Co.Lauzon,P.Q. Convertedinto a tanker 1940 by MarineIndustries,Ld.Sorel,P.Q.	1895	American S.B.Co.Ld. Cleveland,O.	BranchLines,Ld.	247·6	40·1	23·4	Montreal British *WB*	T.3Cy.16",25"&42"-32" 88RHP FrontierIronWorks, Detroit,Mich.		C
30390	**Pinero** Ⓟ (*ex*Princeton, TwinSc *ex*Sagamore) *OilEng.*	458 — 311					1901	Neafie& Levy Philadelphia	Isle of PinesS.S.Co.	155·5	32·0	7·4	Nueva Gerona Cuban	Oil Engines 4S.C.SA 12Cy.9"-$12\frac{1}{2}$" NE26 95NHP NewLondonS.&E.B.Co. NewLondon,Conn.		
30391 151717 GDDY	**Ping Wo** TwinSc *ss*Shi.No.3-7,37 1*Dk*	3105 2383 1848	A1 2,41 ~~10,40~~ BS8,40 LMC7,37 *For Service between HongKong & Canton* *Carrying Cargo oil F.P. above 150° F. in deep tanks*	~~HKg~~ Sng		OG 7,40	1922	NewEng.& S.B.Wrks,Ld. Shanghai	Indo-ChinaSteam Nav.Co.Ld.	290·0 300·0(O.L.) *Awning dk* *MTs*222*tFPT*156*tAPT*95*t*	46·2 47·9	12·6 20·6 FK	Shanghai British 6*BHAsp*	T.6Cy.$14\frac{1}{2}$",24"&$39\frac{1}{2}$"-30" 2SB,6*cf*,HS4310,GS111 FD 190lb *100lb* 276NHP NewEng.&S.B.Works,Ld.		
30392 DOBL	**Pinguin** (*ex*Schwan-38) D.F. Sub.Sig. 2*Dks*	983 707 572					1907	Akt.Ges. "Neptun" Rostock	ArgoReederei Richard Adler&Co.	240·8 P29'B69'F25'	33·9	11·7 18·7	Bremen German *WB*	T3Cy.$19\frac{5}{16}$",$32\frac{1}{4}$"&52"-$35\frac{7}{16}$" 116NHP A.G."Neptun,"Rostock		G
30393 CSBL	**Pinhel** (*ex*Nelda,*ex*Ellawood) *ss*Lis.2ndNo.3-3,41 1*Dk*(*ptIrn pt Stl*)	3186 2895 1993	✠100A1 8,41 ~~3,41~~ BS4,42 ✠LMC3,41	Lis	*v*	CL ~~7,38~~ 8,41	1915 4mo *Lloyd'sA&CP*	Ropner& Sons,Ld. Stockton	Soc.Geral deCom- mercioIndustria eTransportes, Ltda. *CellDBa*	335·5 P31'B&F261' 110'*uE*22'*f*145'799*t*	48·1	23·3 FK	Lisbon Portuguese 5*BHCem* *APT*86*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb 301NHP 2SB,6*cf*,GS123,HS4690 Blair&Co.Ld.Stockton	24 " 10 s 2 " $5\frac{3}{4}$ 22 " 6	
30394 139103 GQJB	**Pinna** (*ex*Polshannon,*ex*Tandem, *ex*Birkenfels) *ss*Sng.2ndNo.3-10,34 E.S.D. *ss*Sng.No.1-38 2*Dks*(*Stl-U* teaks)	6121 5365 3944	✠100A1 8,41 ~~6,40~~ 8,41 BS~~6,40~~ ✠LMC11,38 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 6,22 F.P. above 150°F.*	Sng	*a*†	CL 6,39 A&CP	1910 7mo	J.C.Teck- lenborgA.G. Weser- münde-G.	Anglo-Saxon PetroleumCo.Ld. *CellDBa*141'*uE*24'*f*183'1225*t*'tween dk tanks *a*42'451*tf*40'496*tFPT*86*tAPT*60*t*	421·0 436·6(O.L.) P60'B124'F51'	55·1	28·7 FK	London British 10*BHCem* (7 *to U dk* 3 " *2nd* ")	Q.4Cy.$24\frac{1}{64}$",$34\frac{21}{32}$",$50\frac{25}{64}$"& $74\frac{1}{32}$"-$53\frac{15}{16}$" (*r*) 517NHP 213lb *100lb* 3SB,9*cf*,GS161,HS6780 FD J.C.TecklenborgA.G.Wsm	31 " 3 s 6 " $4\frac{1}{4}$ 25 " $1\frac{1}{4}$	
30395 DHTG	**Pinnau** Sub.Sig. *Mchy.Aft* 1*Dk*	1200 992 617					1922	Werft Nobiskrug Rendsburg	BugsierReederei& BergungsA.G.	250·0 P&B191'F28'	37·5	12·9	Hamburg German *WB*	T.3Cy.$17\frac{3}{4}$",$28\frac{1}{2}$"&$45\frac{1}{4}$"-$29\frac{1}{2}$" 110NHP OttensenerMch.Altona		G
30396 149659 GNJZ	**Pinto** *OilEng.* *ss*Liv.No.2-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1346 1055 530	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~7,40~~ Examined 5,41 ✠LMC CS2,35 4,37	Liv Cff	*r*	CL 7,40	1928 2mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	MacAndrews&Co. Ld. *CellDB*220'329*t*	270·1 282·3(O.L.) B70' *FPT*17*tAPT*38*t*	39·1	15·6 FK	Liverpool British 5*BHptCem* (*Coll to Sh dk* 4 " *2nd* ")	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 355NHP Harland&Wolff,Ld.Gls.	17 " 6 s " 2 17 " $6\frac{3}{4}$	
30397 146218 GJTF	**Pinzon** *OilEng.* *ss*Lon.No.3-8,34 D.F. *ss*Ant.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1365 1093 634	✠100A1 *Shelter dk* *withfreeboard* 6,41 ✠LMC CS9,38 6,38	Sws	*p*	CL 6,41	1922 1mo *Lloyd'sA&CP*	W.Beard- more&Co.Ld. Glasgow	MacAndrews&Co. Ld. *CellDB*188'306*t*	240·7 *FPT*60*tAPT*35*t*	38·2	15·7 FK	London British *Cem* *Collision BH to S dk* 3 " " *U* "	Oil Engines 4S.C.SA 6Cy.$24\frac{7}{16}$"-$38\frac{3}{8}$" 347NHP W.Beardmore&Co.Ld.Gls.	18 " 0 s " 4 17 " $9\frac{1}{2}$	
30398 203941 KFMK	**Pioneer** (*ex*J.H.Bartow) D.F. *Mchy.Aft* 1*Dk*	6316 — 5021					1907	Detroit S.B.Co. Wyandotte	Cleveland-Cliffs S.S.Co.(Cleveland CliffsIronCo.*Mgs.*)	504·0	54·2	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.$22\frac{1}{2}$",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
30399 UOUY	**Pioner** TwinSc *Mchy.Aft* *OilEng.* 1*Dk*	967 769 472					1929	Sevastopol MarineWrks. Sevastopol	U.S.S.R.	229·6 P55'F25'	33·9	11·8	Rostov Russian *WB*	Oil Engines 4S.C.SA 12Cy.$13\frac{9}{16}$"-$19\frac{11}{16}$" 214NHP StateEngWks.Kolomnska		
30400 UPSE	— *OilEng.* *CruiserStern* 1*Dk*	655 423 236					1935	Crichton Vulcan Abo	U.S.S.R.	176·8 F16'P58'	29·7	9·6	Leningrad Russian	Oil Engines 2S.C.SA 6Cy.$9\frac{13}{16}$"-$16\frac{9}{16}$" 101NHP A/B Atlas-Diesel,Skm.		
30401 DAAA	**Pionier** Iron *ss*Ham.No.3-79 *ss*Ros.No.1-83 *Well deck* 1*Dk*	433 323 249	... 6,88				1873 5mo	Reiherst'g Schiffsw. Hamburg	Rob.Kleyenstüber &Co.	160·1 Q80'B20'F24'	23·0	12·8	Königsbrg German	C.2Cy.19"&$34\frac{1}{2}$"-26" 50NHP Reiherst.Maschinenf.Ham		G †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30402 218409 KIMZ	**Pipestone County** 2Dks&Web frames Sub.Sig. Fitted for oil fuel	5102 4740 3126	✠ ... 6,20 ✠				1919 7mo	American International S.B.Corp. HogIslandPa	SeasShippingCo. Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
30403 114 SVTE	**Pipina** (exDahSun-38, exPentusker-35, ssBrs.2ndNo.3-7,30 exConway) 2Dks(Stl)&deep framing	2650 — 1666	✠ —— 9,35 ✠	Brs	u		1904 6mo	Armstrong Whitworth &Co.Ld. Newcastle	G.Stamatelatos CellDBa86'uE&	318·0 P21'B87'F33' FK B68'f118'546tFPT	43·7	23·3	Argostoli Greek 5BHCem 60tAPT20t	T.3Cy.22½",41"&68"-45" 360NHP 3SB,9cf,GS165,HS5900 Wllsnd Slpwy.Co.Ld.Nwc.	25″10	
30404 PUQO	**Pirangy** (exAncona,exHaimon, exAntonina) Sub.Sig. 1Dk&Spar dk2trB	3810 3369 2355					1898	Blohm& Voss Hamburg	CiaCommercio e Navegação	361·1 P44'B117'F44'	44·8	25·8	R.Janeiro Brazilian WB	T.3Cy.24½",40½"&70"-48" 339NHP Blohm&Voss,Hamburg		
30405 PUMI	**Piratiny** (exCarla-33) ssAnt.No.3-10,33 ssRio.No.1-38 2Dks(Stl)&Shelterdk(Stl)	5187 4845 3111	✠100A1 Shelter dk withfreeboard ~~11,41~~ ~~7,40~~ 4,42 BS~~4,41~~ 4,42 ~~BS9,39~~ ✠LMC5,38	Rio	x	CL 7,40	1921 6mo	Cant.Nav. Triestino Monfalcone A&CP	Cia.Carbonifera Rio-Grandense CellDB319'	362·0 FK Coll 957tAPT110t	49·9	25·5	R.Janeiro Brazilian Cem BH to Sh dk 5 „ „ U „	T.3Cy.24¾",41"&68"-45"(s) 180lb 383NHP 2SB,6cf,GS128,HS5243 FD UnitedMach.Factories,Ld. Smichov	35 ″ 2 s7″10¼ 27 ″ 7	
30406 566	**Piret** (exReineElisabeth, exPrincesseElisabeth) Now "Irish Alder," see No. 37071 in Supplement 1Dk	2598 2445 1441	(Classification Contemplated)				1902	Soc.Anon. Jhn.Cockerill Hoboken	TallinnaLaevaühisusA.S.(Tallinn ShippingCo.Ld.)	288·1 B24'F33'	45·0	21·6	Tallinn Estonian WB	T.3Cy.22½",36"&57½"-43¼" 211NHP Soc.An.JCockerill,Seraing		G
30407 UPNW	**Pishchevaya Industriya** (exArcticQueen-35,exVasari) Ref.Mchy. E.S.D. 2Dks&Shelter dk	10079 6212 5327					1909	SirRaylton Dixon&Co Ld Middlesbro'	U.S.S.R.	486·0 B203'F48'	59·3	27·4	Vladvostk Russian WB	Q4Cy26½",37½",53"&77"-57" 448NHP Richardsons,Westgarth& Co.Ld.Mdb.		
30408 DHTH	**Piteå** 1Dk	962 793 570					1902	Helsingörs Jernsk&Msk. Elsinore	H.M.Gehrckens	224·2 Q67'B108'F24'	33·0	13·5	Hamburg German WB	T.3Cy.17",27½"&47"-33" 127NHP HelsingörsJernskb.&Msk.		G
30409	— Iron 1Dk&Shelterdk	638 352 420					1873	Bergsunds Mek.Verks. Stockholm		171·0 H47t	25·2	13·0 20·2	German	C.2Cy.24⅜"&33⅛"-25¼" NE&B96 34NHP W.LindbergsAktieb.Skm.		
30410 DHTI	**Piteälf** (exPrutan,exAdler) 3Mst Mchy.Aft 1Dk	342 277 122					1912	C.Lühring Hammel- warden	MathiesReed,K.G.	151·5 Q48'B46'F21'	24·7	9·3	Hamburg German WB	T.3Cy.11¼",17⅞"&28¾"-21¼" 38NHP G.SeebeckA.G.Wsm.		G
30411 208690	**Pittsburgh** TwinSc Mchy.Aft 1Dk	1270 — 620					1911	Buffalo DryDockCo. Buffalo,N.Y.	PittsburghCoalCo	134·0	40·0	21·7	Erie,Pa. Utd.States	2Cy.18"-20" 22NHP AmericanSBCo.ClevelndO		
30412 146694 MLJT	**Pitwines** (exWandle-32) ssSld.No.3-7,35 ssShl.No.1-39 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	932 669 535	✠100A1 7,41 ~~7,40~~ BS~~7,40~~ 7,41 ✠LMC7,39	~~Shl~~ Sld	l	CL ~~7,38~~ 6,41	1923 1mo Lloyd's	Burntislnd S.B.Co.Ld. Burntisland A&CP	StephensonClarke &Associated Companies,Ld. CellDBu	209·3 Q115'B15'F24' FK E18'f131'374tFPT	31·4	13·3	London British 4BHptCem 112tAPT10t	T.3Cy.16",26"&43"-27" (s) 180lb 121NHP 1SB,3cf,GS57,HS2130 N.E.MarineEng.CoLdNwc	16 ″ 3 s 5 ″ 1¼ 15 ″ 1	
30413 PKEB	**Plancius** TwinSc 3Dks CruiserStern Fitted for oil fuel	5955 3838 3530					1923	Nederl. Schps.Maats. Amsterdam	Koninklijke PaketvaartMaats.	420·3 B335'F46'	55·2	22·2	Batavia Dutch WB	Q.8Cy.22¾",32½",47"&68"- 43¼" 303NHP Werkspoor,Amsterdam		V
30414 DHTJ	**Planet** ssHam.No.3-2,34 ssHam.No.1-38 Sub.Sig. 2Dks(Stl) Well deck 3rd dk(Stl)inNo.1hold	5821 5402 3554	✠ 6,39 ✠	Ham	b†		1922 12mo	J.C.Teck- lenborgA.G. Weser- münde-G	ReedereiF.Laeisz G.m.b.H. (F.Laeisz,Mgr.) CellD	450·8 468·2(O.L.) P&B381'F51' FK B361'1237tFPT36t	57·2	27·0	Hamburg German 9BHCem APT30t	2 Steam Turbines DR. geared to 1 Sc. Shaft HS11016 762NHP 4SB(Spt),12cf,GS237 J.C.TecklenborgA.G.Wsm	29 ″ 7	G †
30415 108792 MCYC	**Plasma** ssIrv.3rdNo.3-1,36 Mchy.Aft ssIrv.No.1-40 Well deck 1Dk(Irn)	325 228 129	✠100A1 ~~7,41~~ ~~12,40~~ 1,42 ✠NB10.32 ✠LMC7.40 BS6.41	Irv	e	CL ~~4,39~~ 7,41	1899 2mo	Crmichael, MacLean&Co Greenock A&CP	Wm.Robertson	135·4 141·2(O.L.) Q46'B9'F22' BK8"	23·0	10·0	Glasgow British 3BHCem FPT22t	C.2Cy.16"&32"-22" (s) 120lb 42RHP 1SB,2pf,GS32,HS862 Muir&Houston,Ld.Gls.	11 ″ 0 s ″10½ 10 ″ 10	
30416 373	**Platacruz** OilEng. ssB.As.No.3-4,41 Mchy.Aft 1Dk(Stl)&Web frames Longitudinalframing	489 — 225	✠100A1 4,41 ✠LMC CS4,41 4.40 CarryingPetroleum in bulk	BAs	l	CL 4,40	1929 2mo Lloyd's	Rotterdam Droogd.Maat (NewWater- wayS.B.Co.) Schiedam A&CP	Cia.Nav.Platacruz S.A. CellDBf15'12t side tanks100'366tFPT14t	198·5 Q61'F27' FK Trunk110'	31·1	12·4	Bns.Aires Argentine 8BHCem APT47t	Oil Engines 4S.C.SA 6Cy.18⅛"-35 7/16" 190NHP Werkspoor,Amsterdam	12 ″ 6 s 1 ″ 1 11 ″ 6	
30417 HPCG	**Platano** 4Dks Ref.Mchy. Fitted for oil fuel E.S.D.	5949 5125 2803					1930	Cammell Laird&Co.Ld. Birkenhead	BalboaShipping Co.Inc.(United FruitCo.Mgrs.)	416·3 P37'B125'F38'	56·2	30·5	Panama Pnamanian WB	Steam Turbine connected to Electric Motor&Sc.Shaft BritishThomson-Houston Co.Ld.Rugby		C
30418 TCCJ	**Platin** (exNeptun-38, exKarolos-33, ssGls.No.3-6,10 exAnglier,exTugela) ssCff.No.1-14 1Dk(Stl)2trB&deep framing	3308 3114 2148	✠ 6,20 ✠	Hul	v		1900 4mo	A.Rodger &Co. Port Glasgow	SadikzadeRusen Ogullari CellDBa&uE122'f136'774t	326·2 P29'B80'F30' FK	48·1	23·7	Istanbul Turkish 6BHCem APT120t	T.3Cy.24",40"&65"-42" 281NHP 2SB,6cf,GS109.HS4313 A.Rodger&Co.Pt.Glasgow	26 ″ 4	V †
30419 7281 SFYU	**Plato** (exHelios) Well deck 1Dk	819 617 443	✠ ... 5,01 ✠				1898 7mo	Wood, Skinner&Co. Ld.Newcastle	RederiA/BHenckel (H.TrolleHenckel, Mgr.)	221·5 Q93'B16'H56tF22' len01 FK	29·1	11·9	Gothenbrg Swedish WB	T.3Cy.15",25"&40"-27" 93NHP N.E.MarineCo.Ld.Nwc.	14 ″ 0	G †
30420 PJCG	— OilEng. 1Dk&Shelter dk Mchy.Aft CruiserStern	388 293 160					1937	NVSchpsw Gebr.Pot. Bolnes	West-Indische Scheepv.Maats.	179·7 P38'	29·9	8·2	Curaçao Dutch WB	Oil Engines 2S.C.SA 8Cy.10 1/16"-18⅞" 164NHP Gbr.Stork&CoNVHengelo		VL
30421 FOTW	**Platon** ssAnt.No.3-9,37 D.F. 1Dk(Stl)&Shelter dk(Stl)	4550 4222 2730	✠100A1 withfreeboard 10,41 ~~8,40~~ BS3,41 ✠LMC6,37	Msl	z	CL 8,40	1925 7mo Lloyd's	WearShip- yard(ofW. Gray&CoLd) Sunderland A&CP	Cie.deNav. d'Orbigny CellDB353'1001t	400·0 F35' FK FPT108tAPT155t	53·0	25·1	LaRochlle French 6BHCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.26",43"&71"-48" (s) 180lb 439NHP 3SB,9cf,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″ 11¾ 24 ″ 9¼	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade
30422 233334 WIFZ	**Plattsburgh Socony** TwinSc *OilEng.* *Carrying Petroleum in bulk* 1*Dk* *Mchy.Aft* *CruiserStern*	1242 — 779					1934	UnitedDry DocksInc. (StatenIslnd Plnt)PtRichmond,N.Y.	Socony-Vacuum OilCo.Inc.	251·3 P72′	40·0	12·8	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13½″–18″ 213NHP AmericanLocomotiveCo. (McIntosh&Seymour Division),Auburn,N.Y.		R
30423 86 YTFR	**Plavnik** (*ex*Matignon-36, *ex*Schleswig-Holstein) *ss*Ssk.No.3-8,38 1*Dk* D.F.	*2762* *2182* *1819*	100A1 6,41 ~~11,40~~ ~~MS5,37~~	~~Mob~~ NNs LMC1,42 ~~BS10,40~~		CL N9,40	1922	Schiffsw(v.J.&Sch.)A.G Hamburg	BrodarskoAkcionarskoDrustvo "Oceania" *CellDB*276′506*tFPT*81*tAPT*13*t*	328·3 P19′Q46′B200′F39′	44·9 45·2	18·2 FK	Susak Yugoslav 5*BHCem*	T.3Cy.22$\frac{7}{16}$″,37″&60″–39⅜″ 185lb 318NHP 2SB,6*cf*,GS114,HS4681 FD HannoverischeMasch.A.G. Hannover	20 〃 6	
30424 144891 MKBQ	**Plawsworth** *ss*Nwc.No.3-11,33 *ss*Bly.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	1489 1322 802	✠100A1 4,41 ~~BS7,40~~ ✠LMC4,38 7,41	Nwc	*p*	CL 3,40	1920 7mo *Lloyd*'*sA&CP*	OuseS.B. Co.Ld. Hook,Goole	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *CellDB*198′303*tFPT*79*tAPT*54*t*	240·2 248·4(O.L.) B52′F23′	36·1	19·1 FK	Newcastle British 4*BHCem*	T.3Cy.17½″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 Earle'sCo.Ld.Hull	21 〃 3 s 2 〃 10 18 〃 7	
30425 LDLM	**Pleasantville** TwinSc *OilEng.* D.F. *CruiserStern* 2*Dks*	4549 4203 2749					1929	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Mandeville(A.F.Klaveness&CoA/S*Mgs.*)	391·4 P73*t*H260*t*F14*t*	55·2	24·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 14Cy.23¾″–43$\frac{5}{16}$″ 730NHP Akt.Burmeistr&Wain,Cpn		N
30426 ~~905~~ ~~SVVI~~	**Pleiades** (*ex*Munaires-37) *ss*Mob.No.3-6,30 *ss*Ams.No.2-37 1*Dk*	4620 4138 2853	✠100A1 6,40 BS11,39 ✠LMC4,37 *Fitted for oil fuel* 1,18 *F.P. above* 150° F.	NNs	*x*	CL 6,40	1918 1mo	NwprtNws S.B.&D.D.Co NewprtNews	~~ProiosBros.~~ *CellDB*302′1033*tFPT*138*tAPT*271*t*	370·0 P27′B104′F22′	53·1	27·0 FK	Japanese 6*BHCem*	T.3Cy.24½″,41½″&72″–48″ 190lb (*s*) 471NHP 2SB,8*cf*,HS6564 FD NewportNewsSB&DD.Co	30 〃 0 s 6 〃 0¼ 24 〃 2¼	
30427 152084 GFLQ	**Pleiodon** *ss*H.Kg.No.2-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Now used as fuel oil storage ship*	5878 5310 3409	✠ … 7,38 ✠	Sng	*z*		1922 5mo	HongK'ng &Whampoa DockCo.Ld. HongKong	Anglo-Saxon PetroleumCo.Ld. *CellDBuE&B*81′236*tDTf*32′333*tFPT*100*tAPT*99*t*	412·0 P110′B33′F57′	53·3	31·0 FK	London British 16*BHpt Asp* (12 *to U dk* 4 „ 2*nd* „)	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,9*cf*,GS191,HS7662 HongKong&Whampoa DockCo.Ld.HongKong	31 〃 0	
30428 UNYT	**Plekhanov** (*ex*Aristea) *ss*Shl.No.3-12,11 1*Dk*(*ptIrn&ptStl*)2*trB&deep framing*	3344 3023 2025	✠ 8,19 ✠	Msl	*v*		1900 9mo	Osbourne, Graham&Co. Sunderland	U.S.S.R. *CellDBa*104′*uE&B*40′*f*132′765*tFPT*120*tAPT*138*t*	319·5 P31′B102′F35′	47·9	23·5 FK	Odessa Russian 6*BHCem*	T.3Cy.24″,40″&65″–42″ 270NHP 2SB,6*pf*,GS122,HS4103 G.Clark,Ld.Sunderland	26 〃 2	
30429 164627 MLLV	**Plover** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	352 257 166	✠100A1 11,41 ~~3,39~~ Examined 3,41 ✠LMC5,36 ✠LMC(M)3,38	~~Lon~~ Lth	*g*	OG ~~3,39~~ 11,41	1936 5mo *Lloyd*'*sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	GeneralStm.Nav. Co.Ld. *CellDBuE*14′*f*46′63*tFPT*35*tAPT*12*t*	163·4 P47′F63′	26·7	9·5 FK	London British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.13⅜″–22$\frac{7}{16}$″ 64RHP BritishAuxiliaries,Ld.Gls.	11 〃 0 s 〃 9¼ 10 〃 4¼	
30430 219584 KJVG	**Plow City** 1*Dk*2*nd trBin fore&after holds&Web frames* *Fitted for oil fuel*	3282 3005 2026	✠ … 4,21 ✠				1920 3mo	Submarine BoatCorp. Newark,N.J.	HedgerSteamship Corp.	324·0 P30′B90′F35′	46·2	25·0 FK	NewYork Utd.States *Wb*	DR Geared Steam Turbine 386NHP WestinghouseElectric&Mfg.Co.Essington,Pa.	28 〃 6	R †
30431 140263 GVWI	**Plumleaf** TwinSc *ss*Lon.No.3-9,29 D.F. *ss*Mlt.No.2-38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5916 5277 2467	✠100A1 4,41 BS1,41 ~~BS3,40~~ ✠LMC5,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,17 *F.P. above* 150° F.	Mlt		CL 3,40	1917 2mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	TheAdmiralty *CellDBuE&B*87′393*tDTf*48′214*tFPT*67*tAPT*174*t*	405·5 425·2(O.L.) P36′B32′F84′	54·5	32·5 FK	London British 20*BHptCem*	T.6Cy.26″,42½″&70″–45″(*s*) 200lb 1104NHP 6SB,18*cf*,HS17274 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 〃 2 s 6 〃 9 28 〃 7¼	
30432 DNAL	**Plus** (*ex*Kamerun-38,*ex*Bilbao-32) 2*Dks* Sub.Sig. D.F. *Fitted for oil fuel* *Ref.Mchy.*	2449 2144 1523					1922	Nordd. Werft.m.b.H. Wesermunde-G.	Oldenbrg.-Portug. Dmpfsch.Rhed.	278·4 P18′B39′H39′F36′	40·5	23·7	Hamburg German *WB*	C.4Cy.18$\frac{11}{16}$″&39⅜″–39⅜″ 162NHP A.Borsig G.m.b.H.Berlin-Tegel		G
30433 EAPN	**Plus Ultra** Ⓟ *ss*Bbo.No.3-4,39 2*Dks*(*Stl–weather dk* ws) *3rd dk in holds*	4312 3140 2584	✠100A1 *with freeboard* 6,40 BS1,40 ✠LMC5,38 ✠NB(2*aft*)*made*15*refitted*5,28 *Fitted for oil fuel* 5,28 *F.P. above* 150° F.	Bcl	*u*	CL 5,40	1928 5mo *Lloyd*'*sA&CP*	Union Naval de Levante Valencia	Cia.Trasmediterranea *CellDB*255′518*tFPT*50*tAPT*30*t*	311·9 F38′	47·7	26·8 FK	Valencia Spanish 6*BHCem*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 574NHP 3SB,9*cf*,GS239,HS9344 FD Cia.Euskalduna diConst. Bilbao	29 〃 0 s 9 〃 1⅛ 20 〃 3	
30434 IBLO	**Pluto** (*ex*Founder-38,*ex*Medea-37, *ex*Waregga,*ex*ArnoldWaregga)	3832 3373 2344					1914	Reiherst'g Schiffsw. Hamburg	Cia.Italiana diNav S.A.I.(Chinese ItalianNav.Co. Ld.)	361·2 P&B241′F50′	50·3	23·6	Shanghai Italian *WB*	Q.4Cy.21⅗″,32⅖,47$\frac{3}{10}$″68$\frac{9}{10}$″–49⅕″ 333NHP Reiherst.Maschinenf.Ham.		
30435 OHGE	— (*ex*Bolivia,*ex*Yankalilla, *ex*LadyLewis) 1*Dk&Shelter dk*	3496 3261 2344					1907	Richardsn Duck&Co. Stockton	Rederi A/B Pluto (EmanuelErikson, *Mgr.*)	362·9 349·1	47·9	22·5	Mariehmn Finnish *WB*	T.3Cy.25″,42½″&69″–48″ 330NHP N.E.MarineEngCoLd.Sld.		V
30436 DOKV	— Sub.Sig. D.F. *CruiserStern* 1*Dk*	1412 1097 659					1925	Flensburgr Schiffsb.Ges. Flensburg	Dampfschiffahrts Ges.Neptun	240·8 P166′F26′	38·8	15·3	Bremen German *WB*	T.3Cy19$\frac{11}{16}$″,31½″&53¼″–35$\frac{7}{16}$″ 168NHP FlensburgerSchiffsb.Ges.		G
30437 PGTK	— 2*Dks*	1156 890 709					1905	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	229·7 Q70′B63′F32′	32·0	15·8	Amstrdam Dutch *WB*	T.3Cy.17½″,28″&45″–36″ 121NHP Maats.Fyenoord,Rot.		V
30438 FNOX	**Pluviose** 1*Dk* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk*	9561 8443 5528					1931	Ch.&Atel. deSt.Nazaire (Penhoët)SA Gd.Quevelly	Pétrotankers Soc.Anon.	467·4 P105′F39′	61·8	36·5	Rouen French *WB*	C.4Cy.(2)22$\frac{1}{16}$″&(2)47¼″–47¼″ 256NHP Forg.&Ch.de laMédit.S.A.		V
30439 213670 WCCL	**Plymouth** *ss*N.Yk.No.3-5,27 D.F. *ss*Bos.No.1-31 1*Dk*(*Stl*)&*Web frames*	5266 4737 3354	✠ … 8,35 ✠	Bos			1915 10mo	NewYork S.B.Co. Camden,N.J.	NewEngland& SouthernS.S.Co. *CellDBa*104′*uE&B*43′*f*173′1832*tFPT*220*tAPT*201*t*	368·6 P27′B72′F31′	55·2	30·5 FK	Boston Utd.States 7*BHCem*	T.3Cy.25″,41½″&70″–46″ 462NHP 3SB,9*cf*,GS150,HS6624 NewYorkSBCo.CamdnNJ	34 〃 5	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30440 656 LOHL	Poblador (*ex*Trivia-33,*ex*Vallejo) *ss*H.Kg.No.3-7,31 *ss*B.As.No.2-40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3243 — 1660	✠100A1 1,42 ~~1,41~~ BS1,42 ~~BS1,41~~ ✠LMC1,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,20 *F.P. above* 150° F	BAs	*x*	CL ~~12,39~~ 1,42	1918 11mo	Russell& Co. Pt.Glasgow *Lloyd's A&CP*	EstrellaMaritima S.A.deNavegacion y Comercio	376·6|51·2|29·0 P103'B28'F43' FK *Cell DB u E&B* 75' 115*t* *FPT*123*t* *APT*97*t*	Bns.Aires Argentine 17*BHptCem* (15 *to Udk* 2 „ 2*nd* „)	T.3Cy.26",43"&72"-48" (*s*) 180lb 498NHP 3SB,9*cf*,GS178,HS7345 FD Rankin&BlackmoreLdGrk	29 ″ 2	
30441 PUBX	Poconé Ⓟ (*ex*Coburg) Sub.Sig. 2*Dks*	6750 5024 4201					1908	Bremer Vulkan Vegesack	LloydBrasileiro	419·6|54·5|27·8 P&B286'F68'	R.Janeiro Brazilian *WB*	Q4Cy.24",34½",50⅛"&72⅝"-53⅞" 387NHP BremerVulkan,Vegesack		V
30442 PGTO	Poelau-Bras Ⓟ *OilEng.* *Ref.Mchy.* *ss*Ams.No.2-37 D.F. 3*Dks*(*Stl-U* teak s) 4*th dk*(*Stl*) *in No.1 hold*	9278 7981 5659	✠100A1 ~~7,41 1,41~~ 12,41 ✠LMC CS10,37 DBS~~7,40~~ 9,41 12,38 *Carrying vegetable oil in deep tank*	~~Sba~~ ~~Bat~~ NYk	*e*†	CL 4,41	1929 7mo	Kon.Maats deSchelde Flushing *Lloyd's A&CP*	Stoomv.Maats. Nederland	495·3|61·3|33·0 P43'B176'F57' FK *Cell DB*421'1715*t* *DTa* 29' 965*t* *FPT* 94*t* *APT*44*t*	Batavia Dutch 8*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"-56$\frac{11}{16}$" 1450NHP 2DB72lb SulzerBros.Winterthur	36 ″ 10 s 8 ″ 1¾ 29 ″ 1¼	
30443 PGTS	Poelau Laut Ⓟ 3Mst *OilEng.* *ss*Ams.No.2-37 *Ref.Mchy.* 3*Dks*(*Stl-U*teak s) D.F. 4*th dk*(*Stl*)*in No.1 hold*	9272 7983 5660	✠100A1 ~~4,41 10,40~~ 12,41 ✠LMC CS5,37 DBS~~10,40~~ 9,41 9,39	~~Sba~~ SFo	*e*†	CL ~~2,30~~ 4,41	1929 1mo	Nederl. Schps.Maats. Amsterdam *Lloyd's A&CP*	Stoomv.Maats. Nederland	494·0|61·2|33·0 P43'B179'F62' FK *Cell DB*421'1715*t* *DTa*29'965*t* *FPT*94*t* *APT*44*t*	Batavia Dutch 8*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"-56$\frac{11}{16}$" 1450NHP 2DB72lb SulzerBros.Winterthur	36 ″ 10 s 8 ″ 2 29 ″ 0¾	
30444 PGTX	Poelau Roebiah Ⓟ *OilEng.* *Ref.Mchy.* *ss*Ams.No.2-36 D.F. 3*Dks*(*Stl-U* teak s) 4*th dk*(*Stl*)*in No.1 hold*	9251 7953 5657	✠100A1 ~~6,41~~ ~~3,41~~ 10,41 ✠LMC CS5,37 DBS3,41 5,39 *Carrying vegetable oil in deep tank*	~~Sba~~ ~~NYk~~ LAn	*e*†	CL ~~9,40~~ 6,41	1928 12mo	Rotterdam Droogd Maat Rotterdam *Lloyd's A&CP*	Stoomv.Maats. Nederland	495·2|61·1|33·0 P43'B176'F57' FK *Cell DB*421'1715*t* *DTa*29'965*t* *FPT*94*t* *APT*44*t*	Batavia Dutch 8*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"-56$\frac{11}{16}$" 1450NHP DB(*f*)100lb DB(*a*)72lb SulzerBros.Winterthur	36 ″ 10 s 8 ″ 1¾ 29 ″ 1	
30445 PGUB	Poelau Tello Ⓟ *OilEng.* *Ref.Mchy.* *ss*Ams.No.2-37 D.F. 3*Dks*(*Stl-U* teak s) 4*th dk*(*Stl*)*in No.1 hold*	9272 7981 5661	✠100A1 ~~8,41~~ ~~2,41~~ 10,41 ✠LMC CS11,38 DBS3,41 2,38 *Carrying vegetable oil in deep tank*	~~Sba~~ NYk	*e*†	CL 2,41	1929 12mo	Kon.Maats deSchelde Flushing *Lloyd's A&CP*	Stoomv.Maats. Nederland	495·3|61·3|33·0 P43'B176'F57' FK *Cell DB* 421'1715*t* *DTa* 29'965*t* *FPT*94*t* *APT*44*t*	Batavia Dutch 8*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"-56$\frac{11}{16}$" 1450NHP 2DB72lb SulzerBros.Winterthur	36 ″ 10 s 8 ″ 1¾ 29 ″ 1¼	
30446 EAPL	Poeta Arolas Ⓟ 2*Dks*	3254 3120 1868					1919	Cia.Euskal- duna deConst Bilbao	Cia.Trasmediter- ranea	316·0|44·1|26·7	Barcelona Spanish *WB*	T.3Cy.25",41"&68"-45" 310NHP J.G.Kincaid& Co.Ld.Grk.		
30447 OFCY	Pohjanlahti (*ex*Lisbeth-38) Iron 1*Dk*&*Awng dk*	682 — 376					1889	Rostocker Act.Ges. Rostock	FeliksKotiranta (Meritoimi O/Y)	178·2|26·5|17·0 H24'	Åbo Finnish *WB*	C.2Cy.23"&42"-28" 78NHP RostockerA.G.Rostock		NG
30448 832 OFDE	Pohjanmaa (*ex*Nordland-38, *ex*Manhem) *OilEng.* D.F. *ss*Got.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for navigation in ice*	2063 — 1078	✠100A1 *with freeboard* 2,40 ✠LMC CS8,38 DBS9,39 3,40 No later survey reported *Carrying vegetable oil in No.4 DB tank*	Cpn	*t*	CL 4,38	1929 9mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's A&CP*	FinskaÅngf.A/B	289·2|43·0|16·6 305·2(O.L.) F26' FK *Cell DB*246'646*t* *APT*25*t*	Helsingfrs Finnish 5*BHptCem* (*Coll to Shdk* 4 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP DB80lb Eriksberg M.V.Aktieb,Got	19 ″ 0 s ″ 4½ 18 ″ 9	
30449 216213 KJEI	Point Breeze (*ex*JohnM.Connelly) *OilEng.* *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	4756 4449 2914	✠ … 3,21				1918 5mo	Pennsyl- vaniaS.B.Co. Gloucester, N.J.	TheAtlantic RefiningCo.	364·9|51·0|29·5 P95'B34'F31' FK	Phildlphia Utd.States *WB*	Oil Engines connected to Electric Motor & Sc.Shaft 4S.C.SA 553NHP 18Cy.17¾"-22" NE27 Ingersoll-RandCo.N.York		R †
30450	Point Clear (*ex*S.A.Perkins-33, *ex*Pallas) 2*Dks* D.F. GyC. *Fitted for oil fuel* *Longitudinal framing*	4839 4374 2978					1920	ToddDry Dock&Const Corpn. Tacoma,Wsh.	A.G.Pappadakis	380·5|53·1|27·0 P39'B102'F41'	Piræus Greek *WB*	T.3Cy.24",40¼"&70"-48" 340NHP ToddD.D.&Const. Corp.Tacoma,Wash.		R
30451	Point Lobos (*ex*Ossining-33) *Now* "Empire Wagtail," *see No.* 36435 *in Supplement* 2*Dks* Sub.Sig. GyC. *Fitted for oil fuel* *Longitudinal framing*	4802 3019					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh		380·1|53·1|27·0 P39'B102'F42'	British *WB*	T.3Cy.24$\frac{13}{16}$",40"&70"-48" 339NHP Skinner&EddyCorpn. Seattle		R
30452 219521 KOZN	Point San Pablo (*ex*Minooka) *ss*N.Ns.No.3-3,29 1*Dk* D.F. *Fitted for oil fuel*	3280 2868 2002	… 4,31				1920	MobileS.B. Co. Mobile,Ala.	Pope&Talbot,Inc.	324·0|46·2|25·0 P30'B90'F35' FK	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"-42" 385NHP EllicottMachineCorp.Bal.	27 ″ 8	R †
30453 220490 KDCO	Point San Pedro (*ex*Houston) *ss*N.Ns No.3-4,29 1*Dk* D.F. *Fitted for oil fuel*	3303 3005 1997	… 4,31				1920	MobileS.B Co. Mobile,Ala.	Pope&Talbot,Inc.	324·0|46·2|25·0 P30'B90'F35' FK	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"-42" 385NHP EllicottMachineCorp.Bal.	27 ″ 8	R †
30454 144245 MKPL	Point of Ayr (*ex*SolwayFirth) *ss*Bkn.No.3-6,33 *ss*Bng.No.2-41 ~~*ss*Lan.No.1-37~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	329 216 130	✠100A1 1,42 ~~8,40~~ 8,41 MS1,42 ~~BS8,40~~ ✠LMC~~1,37~~	Bng	*d*	CL 7,40	1921 3mo	J.Cran& SomervilleLd Leith *Lloyd's A&CP*	PointofAyr Collieries,Ld.(T. D.Roberts,*Mgr.*)	130·2|22·6|9·6 137·2(O.L.) Q48'B8'F22' FK *FPT*33*t* *APT*16*t*	Liverpool British 3*BH Asp*	O.2Cy.15"&32"-24" (*s*) 130lb 60RHP 1SB,2*pf*,GS44,HS1168 J.Cran&Somerville,LdLth	10 ″ 6 s ″ 6 10 ″ 2	
30455 106869 GFMT	Polar Chief (*ex*Anglo-Norse, 4Mst *ex*ReyAlfonso, *ss*Osl.3rdNo.3-8,34 *ex*Crenella, *ss*Osl.No.1-39 *ex*Montcalm) 2*Dks*(*Stl*)&*deep framing* &*Udk*(*Irn*) D.F. *Now* "Empire Chief," *see No.* 36309 *in Supplement*	8040 — 6279	✠100A1 *with freeboard* 6,40 BS7,40 LMC11,39 ✠NSB(P)*made*00*refitted*27 *Fitted for oil fuel* 11,16 *F.P. above* 150° F. *Carrying oil fuel in bulk in holds part tweendks & D.B. F.P. above* 150°F.	Lon	*a*†	CL 11,39	1897 8mo	Palmers' Co.Ld. Newcastle A&CP	Ministry of War Transport(Chr. Salvesen&Co. *Mgrs.*)	445·0|52·2|27·6 FK *Cell DBa*103' *uE&B*58' *f*201'1179*t* *FPT*190*t* *APT*84*t*	Jersey British 7*BHCem*	T.3Cy30"50$\frac{5}{16}$"&81½"-54"(*s*) 180lb 793NHP 3DB&2SB,24*cf*,GS450, HS15839 NSB(*s*)*made*12*refitted*28 20Pr.B-60lb Palmers'Co.Ld.Newcastle	38 ″ 1 s11″11¼ 26 ″ 4	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où ce n'est dans le L.R. Durée.Cert.B.of Trade
30456	**Polarine** (*ex*Ems) Now 'Antiopi,' see No. 35529 in Supplement 2*Dks* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying oil in bulk* *Longitudinal framing*	4046 — 2389					1914	G.Seebeck Akt.Ges. Weser- münde-G.	N.Konialdis	354·6 P88'B33'F34'	50·0	26·7	Panama Pnamanian *WB*	T.3Cy.23⅜″,38½″&59″–43 3⁄16″ 230NHP G.SeebeckA.G.Weser- münde-G.		R
30457 7457 SFTA	**Polaris** (*ex*Amleth,*ex*Hallingdal, *ex*Sifnos, *ss*Sbg.4thNo.3–3,40 *ex*Trevaylor) 1*Dk*(*Irn*)2*trB* D.F. *inNos.*1,3&4*holds* *Well deck* *Cargo battens not fitted*	*2163* *1830* *1274*	✠100A1 ~~4,41~~ ~~8,40~~ 5,42 BS~~4,41~~ 5,42 ✠LMC3,40	~~Sbg~~ Osc	*s*	CL ~~3,39~~ 5,42	1890 7mo	J.Read- head&Sons S.Shields A&CP	RederiA/B Iris (S.Abrahamsen, *Mgr.*)	290·4 P28'Q82'B118'F33' BK10″ *CellDB*250'545*t*	40·0	19·8	Stockholm Swedish 6*BHCem* *APT*41*t*	T3Cy.23″,37½″&61½″–39″(*r*) 160lb 234NHP 2SB,5*rf*1*cf*,GS104,HS3490 J.Readhead&Sons,S.Shl.	22 ″ 6 s 1 ″ 11¾ 21 ″ 4¼	
30458 OHHT	— Ⓟ (*ex*Preussen–33,*ex*PrinzessinSophie Charlotte) 1*Dk* *Ref.Mchy.* D.F. Sub.Sig.	1615 963 868					1912	Stettiner Oderwerke Stettin	FinskaAngfartygs A/B	254·1 240·9 P150'F28'	34·6	15·2	Helsingfrs Finnish *WB*	T3Cy18 1⁄16″29½″&47 5⁄16″–35½″ 134NHP StettinerOderwerke		G
30459 647 ESBZ	— (*ex*Gusten,*ex*Kolsdal, *ex*JulieLynn) *ss*Osl.No.3–4,21 *ss*Hbg.No.2–29 *Well deck* 1*Dk*(*Stl*)	661 538 381	✠ … 10,31 ✠				1909 4mo	Dundee S.B.Co.Ld. Dundee	J.Rang	175·6 P13'Q39'B48'F21' FK	29·1	11·8	Tallinn Estonian *WB*	T.3Cy.15″,25″&40″–27″ 95NHP Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 0	V †
30460 PGUK	— *OilEng.* *Mchy.Aft*	322 204 166					1936	Scheepsw. 'Waterhuizn.' J.Pattje Waterhuizen	W.SchuitemaOzn	123·5 P36'Q49'F13'	24·3	8·1	Groningen Dutch	Oil Engines 4S.C.SA 4Cy.12″–17 11⁄16″ 55NHP N.V.Motorenf.“De Industrie”Alphen a/dRijn		V
30461 LCWQ	**Polarland** 1*Dk*	1591 1188 932					1923	Laxevaags Msk.&Jrnskb Bergen	Dampsk.A/S Vestland(Rich. Amlie&Co.A/S, *Mgrs.*)	246·0 P59*t*Q108*t*B124*t* H76*t*	37·9	15·7	Haugesnd Norwegian *WB*	T.3Cy.18⅜″,29″&49¼″–33″ 139NHP LaxevaagsMsk&Jrns.Bgn.		N
30462 LEPY	**Polarlys** Ⓟ E.S.D. 2*Dks*	1069 919 579					1912	Akt.Bur- meistr&Wain Copenhagen	DetBergenske Dampskibsselskab	208·5 H122*t*	31·6	19·8	Bergen Norwegian *WB*	T.3Cy.18½″,30″&50″–30″ 137NHP Akt.Burmeistr&Wain,Cpn		
30463 LKJG	**Polarsol** D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Longitudinal framing at bottom & at deck*	10022 9097 5949	✠100A1 ~~8,41~~ ~~9,40~~ 2,42 DBS8,41 ✠LMC12,39 *CarryingPetroleum in bulk*	~~Cff~~ ~~Gls~~ Gal	*c*†	CL	1939 12mo *Lloyd's*A&CP	Barclay, Curle&Co.Ld Glasgow	Hvalfangerslsk. PolarisA/S (Melsom&Melsom, *Mgrs.*) *CellDBuE*73'171*tD*	501·7 519·3(O.L.) P101'B35'F48' FK *Tf*29'948*t* *FPT*176*t*	66·9	35·6	Larvik Norwegian 16*BH* *APT*102*t*	Oil Engines 2S.C.SA 4Cy.26⅜″–91 5⁄16″ 861NHP 2DB*180lb* Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s 7 ″ 4½ 28 ″ 4¼	
30464 LCTY	**Polartank** *OilEng.* *ss*Sfj.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6356 5996 3872	✠100A1 ~~10,13,41~~ 2,42 ~~DBS4,40~~ ✠LMC10,38 *CarryingPetroleum in bulk*	~~Sws~~ ~~Fal~~ StJ DBS9,41	*g*†	CL ~~7,39~~ 9,41	1930 11mo *Lloyd's*A&CP	Barclay, Curle&Co.Ld. Glasgow	Hvalfangerselskp PolarisA/S (Melsom&Melsom, *Mgrs.*) *CellDBuE*81'305*tD*	421·0 P105'B28'F38' FK *Tf*38'498*tFPT*113*t*	58·5	32·3	Larvik Norwegian 15*BH* (*5 to 2nd dk*) *APT*129*t*	Oil Engines 2S.C.SA 4Cy.23⅝″–91 5⁄16″ 687NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
30465 2215 ICFB	**Polcevera** (*ex*SantaEulalia–38) *ss*Bal.No.2–29 1*Dk*2*trB* *Fitted for oil fuel*	2609 — 1527	✠ … 5,33 ✠				1920 9mo	Toledo,O. S.B.Co. Toledo	MarioGiusti&C.	251·0 P25'B64'F23' FK	43·6	25·8	Genoa Italian *WB*	T.3Cy.22 3⁄16″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo,O.	28 ″ 2	I †
30466 4679 SLRA	**Polcirkeln** *Mchy.Aft* 1*Dk* *Turret deck*	*1920* *1490* *741*					1907	Lindhol- mensV.A. Gothenburg	TrafikA/BGränges berg-Oxelösund (M.Waldenström, *Mgr.*)	291·6 P52'H83*t*	39·9	19·7	Stockholm Swedish *WB*	T.3Cy.21½″,35½″&58½″–36″ 206NHP LindholmensV.A.Got.		V
30467 161823 GFMD	**Pole Star** TwinSc D.F. 1*Dk*(*ptStl*–teak s) 2nd *dk clear of mchy.space* *CruiserStern*	750 554 328	✠ … 1,35 ✠	Lth			1930 12mo	W.Beard- more&Co.Ld. Dalmuir	Commissioners of NorthernLight- houses *Cell DBa*36'*f*58'76 *of tunnels*15*tD*	195·7 Q64'B53'F27' FK *t Tanks in way* *Ta*17'21*t* *DTf*7'11*t*	31·1	14·5	Leith British 8*BHptCem* *APT*15*t*	T.6Cy.15″,24″&38″–24″ HS4170 215NHP 2SB&1AuxB,8*cf*,GS135 W.Beardmore&Co.Ld.	15 ″ 3	
30468 141 SVDN	**Polemis** (*ex*Kingswear) *ss*Pir.2ndNo.3–7,34 *Mchy.Aft* *ss*Pir.No.1–38 1*Dk*(*pt Irn pt Stl*)&*deep framing* *Cargo battens not fitted*	*1457* *1220* *828*	✠100A1 4,40 BS10,39 ✠LMC6,38 SURVEYS DELAYED	Gls	*p*	CL 2,37	1909 4mo *Lloyd's*A&CP	WoodSkin- ner&Co.Ld. Newcastle	J.D.Paleocrassas *Cell DBuE&B*36'52*t f*	245·3 P71'B12'F22' FK 168' 414*t* *FPT* 135*t*	36·5	16·6	Andros Greek 4*BHCem* *APT*63*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 185NHP 2SB,6*cf*,GS92,HS3064 N.E.MarineEng.CoLdNwc	18″10 s2 ″ 4½ 16 ″ 7	
30469 144055 MKFC	**Polgarth** (*ex*Kempton–37, *ex*Mayrix–34) *ss*Hul.No.3–10,33 *Well deck* *ss*Bly.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*)	794 554 375	✠100A1 8,41~~10,40~~ ✠LMC MS6,38 BS10,40	Bly	*k*	CL ~~6,38~~ 8,41	1920 9mo *Lloyd's*A&CP	Cochrane& Sons,Ld. Selby	PolgarthS.S.Co. Ld.(Pollexfen&Co. Ld.*Mgrs.*) *CellDB*	185·1 Q105'B11'F25' FK *f* 116'175*t* *FPT*58*t*	31·0	11·7	Liverpool British 4*BHCem* *APT*27*t*	T.3Cy.14½″,25″&40″–27″ (*s*) 180lb 111NHP 2SB,4*pf*,GS62,HS2000 Earle'sS.B.&E.Co.Ld.Hull	14 ″ 0 s3 ″ 11¾ 13 ″ 9	
30470 133262 MFTR	**Polglen** (*ex*Arleia) 3Mst *Mchy.Aft* *ss*Bly.2ndNo.3–5,38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	795 546 368	✠100A1 ~~11,40~~ 11,41 ✠LMC MS5,38 BS~~11,40~~11,41	Shl	*k*	CL ~~10,40~~ 11,41	1915 2mo *Lloyd's*A&CP	R.William- son&Son Workington	C.Strubin&Co.Ld.	186·3 Q116'B9'F25' FK *CellDBf*110'160*t*	29·4	12·4	Liverpool British 3*BHCem* *FPT*45*t*	T.3Cy.14½″,25½″&41″–30″ 180lb (*s*) 85RHP 1SB,3*pf*,GS55,HS1952 Ross&Duncan,Glasgow	14 ″ 7 s 5 ″ 1½ 14 ″ 1	
30471 379 ISDX	**Polinice** (*ex*Tempo) *ss*Sld.No.3–12,24 *ss*Nwc.No.1–29 *Well deck* Sub.Sig. 1*Dk*	1373 1046 738	✠ … 12,32 ✠				1911 12mo	S.P.Austin &Son,Ld. Sunderland	A.Lauro	248·9 240·0 Q133'F27' FK	35·0	15·6	Naples Italian *WB*	T.3Cy 20″,33″&54″–36″ 210NHP G.Clark,Ld.Sunderland	17 ″ 9	I †
30472 952 ICCF	**Pollenzo** D.F. 1*Dk*&*Shelterdk* *CruiserStern*	6470 6198 3997	✠ … 4,21 ✠				1920 4mo	Furness S.B.Co.Ld. Middlesbro'	CorradoSoc.Anon. diNav.	412·4 F40'*onShelter dk* FK	55·6	34·4	Genoa Italian *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 678NHP Richardsons,Westgarth& Co.Ld.Hpl.	38 ″ 1	I †
30473																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
30474 827 ISED	**Polluce** **Ctr** *Mchy.Aft* 1*Dk*2*trB*	1049 823 610					1917	N.Odero &Co. Genoa	**Soc.Anon.Ilva**	204·7|32·2|16·8 P52'F20'	**Genoa** Italian *WB*	T.3Cy.$15\frac{1}{10}$",$24\frac{3}{5}$"&$39\frac{3}{10}$"–25½" 79NHP N.Odero&Co.Genoa		I
30475 7471 SGRN	**Pollux** **TwinSc** *OilEng.* *ss*Mmo.No.3–9,40 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *CruiserStern* *Longitudinal framing–bracketless system*	*8741* *7979* *4874*	✠100A1 9,40 ~~DBS12,39~~ ✠LMC9,40 *CarryingPetroleum in bulk* DBS10,41	Mmö	*d*†	CL 7,39	1928 9mo	Kockums M.V.Aktieb Malmö *Lloyd*'sA&CP	**TrelleborgsÅngf.** **NyaAktieb.** (**J.Malmros,***Mgr.*) *CellDBuE*60'249*t DTf*38'298*t*	482·7|61·9|36·1 486·7(O.L.) P97'B36'F40' FK *FPT*152*tAPT*190*t*	**Trelleborg** Swedish 17*BHptCem* (12 *to U dk* 5 ,,*2nd*,,)	Oil Engines 4S.C.SA 12Cy.$22\frac{7}{16}$"–39⅜" 584NHP 2DB*170lb* KockumsM.V.Akt.Malmö	36 ″ 3 s 8 ″ 2 28 ″ 3½	
30476 DDTG	— (*ex*Kurt,*ex*Sliedrecht) 1*Dk*	3161 2849 1958					1905	R.Craggs& Sons,Ld. Middlesbro'	**HeinrichSchmidt** **G.m.b.H.**	329·7|47·0|22·3 P30'B82'F36'	**Flensburg** German *WB*	T.3Cy.22½",37½"&62"–42" 249NHP RotterdamDryDk.Co.Rot.		G
30477 LDEU	— (*ex*Gulfaxe) D.F. 1*Dk*	1676 1168 1028					1921	Helsingörs Jernsk&Msk. Helsingör	**DetBergenske** **Dampskibsselskap**	249·3|38·2|15·4 P37*t*Q104*t*B241*t* F31*t*H54*t*	**Bergen** Norwegian *WB*	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		N
30478 OHGL	— *ss*Hfs.3rdNo.3–3,35 *ss*Abo.No.1–39 1*Dk*(*Stl*)&*deepframing*& D.F. *ptAwngdk*(*Stl–pt*ws)	1284 1230 724	✠100A1 *pt Awng dk* *withfreeboard* 11,40 BS11,40 ✠LMC4,39 No later survey reported	Hfs	*n*	OG 11,40	1898 6mo	Campbel- townS.B.Co. Campbelt'wn A&CP	**FinskaÅngfAktieb** *CellD*	240·5|32·7|15·0 230·2 Q79' FK *ptAwngdk*151' *Ba*53'*uE*&*B*38'*f*94'	**Helsingfrs** Finnish 4*BHCem* 267*tAPT*80*t*	T.3Cy.16¼",27½"&45"–33" 160lb *100lb* 114NHP NDB14 1SB,3*rf*,GS68,HS1668 J.G.Kincaid&Co.Greenock	17 ″ 4 s 7 ″ 2¼ 17 ″ 3	
30479 DOOG	— 1*Dk*&*ptAwngdk*	518 289 319					1896	Akt.Ges. "Weser" Bremen	**Dampfschifffahrts** **Ges.Neptun**	163·0|24·1|9·6 F16' *ptAwngdk*133'	**Bremen** German *WB*	C.2Cy.$16\frac{5}{16}$"&$30\frac{11}{16}$"–20½" 36NHP A.G."Weser,"Bremen		G
30480 165997 MLSY	**Pollux II** (*ex*Pollux–40,*ex*Theodor) 1*Dk*&*Webframes*	931 668 526					1890	Howaldts- werke Kiel	**Ministry of War** **Transport(Wal-** **fordLines,Ld.** *Mgrs.*)	205·7|30·6|13·5 Q62'B52'F26'	**Glasgow** British	T 3Cy.14¼",22¼"&36¾"-23¾" 66NHP Howaldtswerke,Kiel		VL
30481 OUKC	**Polly** *ss*Svb.2ndNo.3–5,36 1*Dk*(*Stl*)	803 675 466	✠100A1 4,39 BS11,38 ✠LMC5,36 (SEE FOOT NOTE *)	Svb	*l*	OG N11,38	1911 8mo	Antwerp Eng.Co.Ld Hoboken *Lloyd*'sA&CP	**D/S A/S Progress** (**M.Nielsen&Sön,** *Mgrs.*) *CellDBa*47'	208·0|31·3|13·1 P29'B60'F26' FK *uE*23'*f*90'213*tFPT*	**Copnhagn** Danish 4*BHCem* 24*tAPT*21*t*	T.3Cy.13",21"&35"–27" (*s*) 180lb 82NHP 2SB,4*cf*,GS44,HS1428 N.E.MarineEng.CoLd.Sld.	15 ″ 5 s1 ″ 6¼ 14 ″ 0	
30482 165579 MMNR	**Polly M.** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	380 223 183					1937	Gebr.van Diepen Waterhuizen	**MetcalfMotor** **Coasters,Ld.(T.J.** **Metcalf,***Mgr.*)	141·2|26·1|8·4 P43'Q49'F20'	London British *WB*	Oil Engines 4S.C.SA 6Cy.11"–$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
30483 139337 GBNJ	**Polo** *ss*Hul.No.3–9,31 *ss*Hul.No.2–41 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Cargobattens not fitted in 'tween dks*	1950 1638 970	✠100A1 *Shelter dk* *withfreeboard* ~~4,41~~10,41 ~~BS8,40~~ 8,41 ✠LMC MS1,41	~~Hul~~ Liv	*s*	CL 12,40	1919 5mo	Swan,Hun- ter&Wigham Richardson, LdSundrland *Lloyd*'sA&CP	**Ellerman'sWilson** **Line,Ld.** *Collision* *Cell*	290·0|42·5|18·8 FK *BH to Shelter dk* *DB* 248' 501*t FPT*	**Hull** British *ptCem* 5*BHtoUdk* 31*tAPT*39*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb 324NHP 3SB,6*cf*,GS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 2 s1 ″ 1 20 ″ 2¾	
30484 164247 MMQV	**Polperro** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	403 263 204					1937	NVSchpsw "Foxhol" Foxhol	**PolpenShipping** **Co.Ld.(Hannan,** **Samuel&Co.Ld.** *Mgrs.*)	145·6|26·0|9·0 P47'Q50'B31'F24'	**Fowey** British *WB*	Oil Engines 4S.C.SA 6Cy.$11\frac{7}{16}$"–$17\frac{11}{16}$" 76NHP AppingedammerBrons Motorenfb.N.V.		V
30485 218068 KIGL	**Polybius** 2*Dks*3*trB*&*Shelterdk* Sub.Sig. *Fitted for oil fuel*	7041 6748 5359					1919	Skinner& EddyCorp. Seattle	**UnitedStates** **Maritime** **Commission**	409·6|54·2|27·1	**Seattle** Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
30486 LKEF	**Polycastle** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* D.F. *CruiserStern* 1*Dk*	8267 7562 4963					1939	Eriksbergs M.V.Aktieb. Gothenburg	**A/S Kristiansands** **TankrederiII(E.** **Rasmussen,***Mgr.*)	469·2|61·1|34·5 P92'B28'F38'	**Xiansand** Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"–47¼" 642NHP EriksbergM.V.Aktieb.Got		N
30487 PGUR	**Polydorus** Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	5922 — 3636					1924	Scotts'S.B. &E.Co.Ld. Greenock	**Nederlandsche** **Stoom.Maats.** **"Oceaan"**	429·9|54·8|30·1 P42'B123'F45'	**Amstrdam** Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		C
30488 LCUG	**Polykarp** **TwinSc** (*ex*FannyHöegh–36) *OilEng.* *Mchy.Aft.* *CruiserStern* 1*Dk* D.F. *CarryingPetroleum in bulk*	6405 5554 3840					1931	Eriksbergs M.V.Aktieb Gothenburg	**A/S Kristiansands** **Tankrederi** (**E.Rasmussen,** *Mgr.*)	408·6|55·3|32·4 P223*t*H505*t*F76*t*	**Xiansand** Norwegian *WB*	Oil Engines 4S.C.SA. 12Cy.$21\frac{21}{32}$"–39⅜" 543NHP EriksbergM.V.Aktieb.Got		N
30489 23 SWXS	**Polyktor** *ss*Pir.No.3–5,27 *ss*Pir.No.2–36 1*Dk*(*ptStlptIrn*)	*4077* *3805* *2484*	✠100A1 4,42~~12,40~~12,41 Examined ~~4,41~~4,42 ~~BS8,39~~ ✠LMC~~10,36~~ ~~12,41~~ 12,41	~~PNl~~ ~~Grk~~ ~~Nwc~~ Gls	*x*	CL ~~N10,30~~ 11,41	1914 2mo	W.Pickers- gill&Sons,Ld. Sunderland *Lloyd*'sA&CP	**G.C.Dracoulis** *CellDBa*131' *uE*&*B*44'*f*	380·0|52·4|22·3 P31'B221'F37' FK 163' 1444*tFPT*135*t*	**Ithaca** Greek 6*BHCem* *APT*231*t*	T.3Cy.25",42"&68"–45" (*s*) 180lb 357NHP 2SB,8*cf*,GS154,HS5774 G.Clark,Ld.Sunderland	25 ″ 5 s 3 ″ 4¾ 22 ″ 3½	
30490 FOHY	**Polynésien** **TwinSc** (*ex*Mygreta–38, *OilEng.* *ex*YungPing–37) 2*Dks*	1422 — 985					1930	Kiousin SB&EngWks Shanghai	**Cie.desMessa-** **geriesMaritimes**	218·9|33·6|10·5 B64'F22'	**Noumea** French *WB*	Oil Engines 4S.C.SA 14Cy.11"–$16\frac{9}{16}$" 164NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		V
30491 PGUS	**Polyphemus** Ⓟ **TwinSc** *OilEng.* D.F. 2*Dks*	6269 — 3856					1930	Scotts'S.B. &E.Co.Ld. Greenock	**Nederlandsche** **Stoom.Maats.** **"Oceaan"**	430·5|56·3|26·3 P42'B252'F45'	**Amstrdam** Dutch *WB*	Oil Engines 4S.C.SA 12Cy.$24\frac{7}{16}$"–$51\frac{3}{16}$" 687NHP Scotts'SB&ECoLdGrk.		C
30492 165432 GZLD	**Pomella** *OilEng.* D.F. E.S.D. 1*Dk 2nd dk clear of* *Mchy.Aft* *CruiserStern* *cargo tanks* *Longitudinal framing at bottom & deck in centre tanks*	6766 6056 3945	✠100A1 10,41~~9,40~~ Examined 3,42 Liv ~~✠LMC3,37~~ *CarryingPetroleum in bulk* ✠LMC CS11,39 DBS10,41 11,39	~~Bkn~~ Sld	*a*†	CL 11,39	1937 3mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'sA&CP	**Anglo-Saxon** **PetroleumCo.Ld.** *CellDBuE*68'152*t* *DTf*24'	456·9|57·5|31·9 457·3(O.L.) P94'B37'F64' FK 320*tFPT*104*tAPT*	**London** British 14*BH* *s*163*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–55⅛" 502NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	32 ″ 0 s 5 ″ 8½ 26 ″ 6¼	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade.
30493 165894 ~~FOPP~~ BFWS	**Pomerol** ssHav.No.1–35 *Well deck* 1*Dk*(*Stl*)2nd*Dk*(*Stl*) in No.1*hold*	1167 877 451	✠ ... 6,38	Hav ✠	*o*		1930 7mo	D&WHendersn&Co.Ld. Glasgow	Ministry of War Transport (B.J. Morgan&Co.*Mgs*) *CellD*	237·3 P&B186'F31' FK *B*192'275*tFPT*16*t*	34·1	14·7	Plymouth British 5*BHCem* *APT*51*t*	T.3Cy.18″,30″&50″–36″ 188NHP 1SB,3*cf*,GS63,HS2495 D&WHendersn&CoLdGls.	16 ″ 9	V †
30494 466 IQEL	**Pomezia** (*ex*MariaClara–39, *ex*Komet–34, *ex*Glassalt) **Iron** ssLbc.4thNo.3–6,31 1*Dk*(*ptIrn*)2*trB* *Well deck*	639 503 369	✠ 7,34	Lbc	*j*		1883 6mo	J.Duthie Sons&Co. Aberdeen	RaffaeleRomano	192·4 183·1 Q50'B36'F21' BK7½″	26·4	11·6 14·1	Naples Italian 5*BHCem* *DBf*44'110*t*	C.2Cy.18½″&44″–30″ 80NHP 1SB,3*cf*,GS60,HS1800 Hall,Russell&Co.Abn.	15 ″ 0	I †
30495 DAYJ	**Pommern** D.F. Sub.Sig. *CruiserStern* 1*Dk*	2180 1697 1269					1935	Stettiner Oderwrke AG Stettin	R.C.Gribel	295·2 P17'Q101'B118' F26'	42·7	16·8	Stettin German *WB*	T.3Cy.20$\frac{1}{16}$″,32$\frac{11}{16}$″&55⅛″–35$\frac{7}{16}$″ 182NHP StettinerOderwerkeA.G.		G
30496 220334 KDAT	**Pomona** 1*Dk*&*Shelter dk* D.F. GyC. *Fitted for oil fuel* *Longitudinal framing*	7583 — 4819					1920	Bethlehem S.B.Corp.Ld. S.Francisco, Cal.	WeyerhaeuserS.S. Co.	440·0	56·0	35·2	Everett, Wash. Utd. States *WB*	T.3Cy.27½″,47″&76″–48″ 400NHP BethlehemS.B.Corp.Ld.		R
30497 457 IBIK	— **TwinSc** (*ex*Edmondo–36,*ex*Primula–32) *OilEng.* *Well deck* *Mchy.Aft* ssGen.No.1–26 D.F. 1*Dk*(*Stl*&*Webframes*) *Longitudinal framing*	2198 1758 1303	✠ — 9,30	Rot ✠	*s*		1921 7mo	G.&A.Flli. Migliardi Savona	A.Lauro *Cell*	290·0 P32'Q125'F35' FK *DBf*170'575*tFPT*1	41·4	19·1	Naples Italian 4*BHCem* 30*tAPT*65*t*	Oil Engines 2S.C.SA 14Cy.14$\frac{3}{16}$″–23⅝″ 490NHP NE39 Cant.RiunitiDell Adriatico	21″11	I †
30498 UNJO	**Pomorie** Ⓟ **TwinSc** 2*Dks*	810 645 316					1930	StatesS.B. Yard"Marti" Leningrad	U.S.S.R.	174·3 B55'F24'	30·3	14·8	Archangel Russian *WB*	T6Cy.8$\frac{11}{16}$″,13¾″&22$\frac{7}{16}$″–15¾″ 42NHP StatesS.B.Yard"Marti"		
30499	**Ponce** Ⓟ ssN.Yk.3rdNo.3–6,37 *Ref.Mchy.* 1*Dk*&*Spar dk*(*Stl*–ws) &*Web frames*	3506 3051 2192	✠100A1 *Spar dk* ~~2,41~~12,41 ✠NB4,19 ✠LMC MS2,37 BS2,41 Lloyd'sRMC~~2,41~~1,42 for temp. 18° F. *Fitted for oil fuel* 4,19 *F.P. above* 150° F.	~~N.Yk~~ Bal	*u*	CL 2,41	1899 9mo	Harlan& Hollingsworth Co. Wlmgtn,Del. A&CP	SanJuanShipping Co.Inc. *CellDBa*86'*uE*&	317·0 P49'B116'F33' FK *B*60'*f*124'543*tFPT*	42·0	20·1 27·8	Panama Pnamanian 6*BHCem* 128*tAPT*68*t*	T.3Cy.24″,38″&60½″–42″ (*r*) 180lb NDB19 303NHP 2SB,6*cf*,GS104,HS5230 FD Harlan &HollingswrthCo. Wilmington,Del.		
30500 220161 KUVC	**Ponce De Leon** (*ex*City of Weatherford–40) 2*Dks*&*Webframes* Sub.Sig. *Fitted for oil fuel*	5401 4942 3364	✠ ... 12,21	✠			1920 11mo	Pensacola S.B.Co. Pensacola	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile,Ala Utd. States *WB*	2 steam turbines DRgeared to 1 sc. shaft WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32″10	R †
30501 141839	**Ponoka** (*ex*Lehigh) **Iron** *Mchy.Aft* 2*Dks*	1506 1217 888					1880 1920	Detroit DryDockCo. Wyandotte *Rebuilt at* Levis,Quebec, by George Hall Coal Co. of Canada, Ld. Montreal	UnitedTowing& SalvageCo.Ld.	247·9	35·6	15·3	Montreal British *Wb*	C.2Cy.26″&54″–36″ E*made*97 146NHP H.G.Trout,Buffalo		
30502 FPBM	**Pontet-Canet** (*ex*Viola) 1*Dk*	1176 — 678					1912	Flensburgr Schiffsb.Ges. Flensburg	Worms&Cie.	226·7 P&B177'F31'	33·2	14·8	Havre French	T.3Cy.15″,25⅗″&44$\frac{1}{10}$″–29½″ 92NHP FlensburgerSchiffsb.Ges.		V
30503 165780 GBRK	**Pontfield** D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Butts of shell & upper deck plating electrically welded*	8319 7527 4960	✠100A1 6,41~~9,40~~ ✠LMC10,39 *CarryingPetroleum in bulk*	~~Gls~~ NYk	*c*†	CL	1940 1mo	Eriksbergs M.V.Aktieb. Gothenburg Lloyd'sA&CP	FieldTankS.S.Co. Ld.(Hunting& Son,Ld.*Mgrs.*) *CellDBuE*	471·6 ~~469·1~~ 486·3(O.L.) P92'B28'F41' FK 68'129*tDTf*23'496*t*	61·0	34·4	Newcastle British 12*BHptCem* *APT*141*t*	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$″–47¼″ 644NHP 2DB142lb EriksbergM.V.Aktieb.Got.	34″0 s 7″5 26″9½	
30504 215048 KFML	**Pontiac** D.F. *Mchy.Aft* 1*Dk*	8200 — 6367					1917	Gt.Lakes Eng.Works, Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo*Mgrs*)	580·0 F54' *WB*	60·0	27·9	Wilmgton (Del.) Utd. States	T.3Cy.24½″,40″&65″–42″ 274NHP Gt.LakesEng.Wks.Detroit		R
30505 473 ICBL	**Pontinia** (*ex*Planet–34) **Iron** 1*Dk*2*trB*	715 549 416					1881	Rostocker Act.Ges. Rostock	RaffaeleRomano	194·5 186·1 Q60'B48'F26'	26·3 25·7	15·2 15·6 *WB*	Naples Italian *Tpd*98	T.3Cy.12½″ 21″&34½″–24″ 58NHP Hels.Jerns.&Mask.Els.		I
30506 DJPT	**Pontos** *OilEng.* *Ref.Mchy.* D.F. 3*Dks* *Cruiser Stern*	3410 2920 2032					1935	Bremer Vulkan Vegesack	Afrikanische Frucht-Cie.A.G. (F.Laeisz,*Mgr.*)	366·0 F44'B44'	44·8	24·0	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝″–35$\frac{7}{16}$″ 975NHP BremerVulkan,Vegesack		G
30507 147719 GBYT	**Pontypridd** ssBry.No.3–3,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4458 4182 2736	✠100A1 *Shelter dk* *withfreeboard* 3,42 ~~4,41~~ Examined3,42 ~~BS3,41~~ ✠LMC~~3,37~~ 3,42	~~Mdb~~ Sld	*y*	CL 3,39	1924 8mo	Nthmblnd. S.B.Co.Ld. Newcastle Lloyd'sA&CP	PontypriddSteamshipCo.Ld. (Morel,Ld.) *CellDB*351'1296*t*	399·6 F36'*on Shelter dk* FK *CollisionBHtoSh dk* *FPT*86*tAPT*127*t*	52·9	24·8	London British *Cem* 5 ,, ,, *U* ,,	T.3Cy.25½″,42″&70″–48″ (*s*) 180lb 422NHP 3SB(~~Spt~~),9*cf*,GS192, HS7248 Blair&Co.Ld.Stockton	27″5 s 2″11½ 24″8¾	
30508 145417 MKTN	**Pool Fisher** (*ex*M.J.Craig–35) ssBel.No.3–9,33 ssBkn.No.1–37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	605 404 271	✠100A1 ~~10,41~~~~8,40~~ 5,42 Examined5,42 ~~BS7,41~~ ✠LMC6,37 6,42	~~Lth~~ Lth	*i*	CL 8,40	1921 6mo	TawShipyards,Ld. Barnstaple Lloyd'sA&CP	JamesFisher& Sons,Ld. *CellD*	174·5 182·7(O.L.) FK Q100'B11'F26' *Bf*94'144*t FPT*45*t*	28·6 29·6	10·9	Barrow British 3*BHCem* *APT*22*t*	T.3Cy.14″,23″&38″–27″ (*s*) 180lb 57RHP 1SB,3*cf*,GS52,HS1761 AitchisonBlairLd.Clydbnk	13″0 s4″3½ 12″10¾	
30509																

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30510 151547 ZMBL	**Poolta** ssWln.No.3–4,33 ssDdn.No.2–41 ~~ssWln.No.1–37~~ 1Dk(Stl) *Cargo battens not fitted*	1679 1378 932	✠100A1 6,41 ~~4,40~~ BS4,40 ✠LMC~~4,37~~ 6,41	~~Wln~~ Ddn	*p*	OG 4,40	1921 8mo	Burger-hout'sMach.&Scheeps. Rotterdam	UnionS.S.Co.of NewZealand,Ld. *CellDB*201' 518*t F*	240·6|41·0|17·1 251·0(O.L.) P23'B57'F23' *PT*59*t APT*45*t* FK	Wellingtn, N.Z. British 4*BHCem*	T.3Cy.16⅞",29½"&47¼"–35½" 180lb (*s*) 177NHP 2SB,4*cf*,GS80,HS3164 Burgerhout'sMach&Schps	19 " 4 s 2 " 6 17 " 0	
30511 131557 VJVP	**Poonbar** TwinSc 1*Dk*	909 650 421					1913	Murdoch& Murray,Ld. PortGlasgow	Nelson&Robertson Proprietary,Ld.	200·4|34·1|12·2 Q96'F31'	SydnyNSW British *WB*	T.6Cy.11",18"&30"–22" 90RHP W.V.V.Lidgerwood,Gls.		C
30512 669 SVEV	**Popi** (*ex*WestMarsh,*ex*Cairnisla) ssPir.3rdNo.3–9,33 ssPir.No.1–39 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*1594* *1437* *981*	✠100A1 7,39 BS2,41 ✠LMC7,39	Pir	*q*	CL 5,39	1896 3mo	Short Bros. Sunderland A&CP	M.N.Vernicos *Cell D Ba*80' *u E*	259·0|36·8|18·1 P20'B62'F26' FK &*B*34'*f*98'393*tFPT*	Piræus Greek 4*BHCem* 64*tAPT*51*t*	T.3Cy.19",31"&51"–36" (*s*) 160lb *100lb* NDB12 157NHP 1SB,4*cf*,GS65,HS2357 Black,Hwthrn&Co.Ld.Gts	20 " 4 s 2 " 8¾ 17 " 8¾	
30513 898 SVIM	**Popi S.** (*ex*Frangoula Vrondissis–37,*ex*Everene–35,*ex*Eirene, *ex*Crisia,*ex*RudolfRettich,*ex* RosemarieHölken,*ex*HedwigHeidmann) 5Mst 1*Dk* *Cantilever framed topside tanks*	2083 1784 1064					1903	SirRaylton Dixon&CoLd Middlesbro'	Mme.K.G.Sigalas (G.SigalasSons, *Mgrs.*)	290·8|40·7|18·7 B59'H42'F26'	Piræus Greek *WB*	T.3Cy.20½",34"&56"–36" 138NHP N.E.MarineEng.Co.Ld.Sld		G
30514 127479 MNXF	**Poplar** ssBwg.No.3–8,39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	343 246 122	✠100A1 9,41 ~~8,39~~ BS9,41 ~~BS7,40~~ ✠LMC8,39	~~Bwg~~ Bel	*f*	CL ~~N8,39~~ 9,41	1927 7mo *Lloyd*	J Fullerton &Co. Paisley '*sA&CP*	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)	142·7|23·6|10·3 148·7(O.L.) Q81'B7'F24' BK6" *FPT*54*t*	Newry British 3*BHCem* *APT*45*t*	T.3Cy.12",20⅛"&32"–24" (*s*) 180lb 52RHP 1SB,3*pf*,GS46,HS1436 Fishers,Ld.Paisley	11 " 4 s 4 " 0¾ 11 " 7	
30515 5285 SJTA	**Porjus** (*ex*Hampshire) ssGot.2ndNo.3–5,31 D.F. ssGot.No.1–36 1*Dk*(*ptIrn&ptStl*)&*deepframing* *Cargo battens not fitted*	2965 2580 *1755*	✠100A1 10,41 ~~3,40~~ Examined 3,41 BS10,41 ~~DBS11,40~~ ✠LMC MS1,36 ~~MBS5,41~~	~~Mdb~~ Gls NNs	*t*	CL 3,40	1906 11mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	Trafikaktieb. Grängesberg-Oxelösund(M.Waldenström,*Mgr.*) *Cell DBa* 104'*uE&*	313·8|46·5|20·6 P23'B86'F31' FK *B*38'*f*130'832*tFPT*	Stockholm Swedish 5*BHCem* 102*tAPT*81*t*	T.3Cy.23",38"&62"–42" (*s*) 160lb *90lb* 266NHP 2SB(Spt),6*pf*,GS117, HS4237 G.Clark,Ld.Sunderland	23 " 0 s3 " 6 19 " 9	
30516 DJTM	**—** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	764 597 355					1937	Lübecker Flender-WerkeA.G. LübeckSiems	Afrikanische Frucht-Cie.A.G. (F.Laeisz,*Mgr.*)	202·4|31·3|12·3 P50'F22'	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.15$\frac{3}{16}$"–22$\frac{13}{16}$" 179NHP DeutscheWerkeKielA.G.		G
30517 LCZA	**Porsanger** ssHam.No.2–27 D.F. 1*Dk*	4267 3923 2613	✠ ... 6,28 ✠				1918 5mo	Canadian Vickers,Ld. Montreal	Westfal-Larsen& Co.A/S	380·7|49·2|26·8 P44'B102'F42' FK	Bergen Norwegian *WB*	T.3Cy.25",41"&67"–45" 333NHP CanadianVickers,Ld.Mtl.	30 " 0	N †
30518 143949 GCNR	**Port Adelaide** TwinSc ssHul.No.3–9.31 ssLon.No.2–40 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *Cruiser Stern* *Tonnage opening closed* '41(*W.E.*)	8422 7799 5350	✠100A1 *Shelter dk withfreeboard* ~~5,41~~ ~~0,40~~ 1,42 BS4,41 ✠LMC1,39	~~Lon~~ ~~NYk~~ Syd	*e*†	CL ~~12,38~~ 1,42	1919 12mo *Lloyd*	Hawthorn Leslie&CoLd Newcastle '*sA&CP*	PortLine,Ld. *CellDB*	481·2|62·3|33·0 499·0(O.L.) 41·5 F55'*onShelter dk* FK *Collision* 413'1342*tAPT*91*t*	London British *Cem* *BHto Sh dk* 7 ,, ,, *U* ,,	6 steam turbines DR geared to 2 Sc.Shafts 200lb (*s*) 967NHP 4SB(Spt),16*cf*,GS316, FD HS13060 Hwthrn,Leslie&C.Ld.Nwc	44 " 3 s13 " 4¾ 31 " 1	
30519 160615 GSTN	**Port Alma** TwinSc *OilEng.* D.F. GyC. ssLon.No.2–37 E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) *Ref.Mchy.* *Cruiser Stern* *Tonnage opening closed*'41(*W.E.*)	8400 7276 5210	✠100A1 *withfreeboard* ~~8,41~~ ~~12,40~~ 1,42 Examined 8,41 ✠LMC CS12,37 DBS~~1,41~~1,42 9,35	~~Liv~~ ~~Wln~~ Wln Syd	*e*†	CL ~~10,38~~ 7,41	1928 12mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	PortLine,Ld. *Duct keel fwd*	477·3|63·2|31·0 495·0(O.L.) 39·6 F52' FK *of mchy. space* 157'	London British 8*BHptCem* *Coll toSh dk* 7 ,, 2*nd* ,,) *CellDB*403'	Oil Engines 2S.C.SA 8Cy.23⅝"–91¼" 1374NHP DB(*f*)~~3DB~~*100lb* W.Doxford&Sons,Ld.Sld. 1569*t APT*104*t*	~~34 " 0~~ ~~s5 " 4~~ ~~29 " 7¼~~ 43 " 4 s13 " 2¾ 30 " 7¼	
30520 LEQD	**Port Antonio** 2*Dks*	1266 1101 717					1913	Sörlandets Skibsbyg Fevig	A/SGulftrade (L.Harboe-Jensen&Co.*Mgrs.*)	235·0|33·7|20·0	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
30521 146606 GFSR	**Port Auckland** TwinSc ssLiv.No.3–6,34 ssLiv.No.1–38 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F E.S.D. *Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	8789 7697 5515	✠100A1 *Shelter dk withfreeboard* ~~8,41~~ ~~12,40~~ 2,42 ✠LMC MS10,38 BS5,41	~~Syd~~ Wln	*e*†	CL 12,40	1922 8mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	PortLine,Ld. *CellDB*404'	480·8|62·4|32·9 499·0(O.L.) F *onShelter dk*56' FK *Collisio* 1446*tAPT*80*t*	London British *Cem* *nBH to S dk* 7 ,, ,, *U* ,,	T.6Cy.22½",38"&63½"–48"&2 LP turbines withDR gearing&hydraulic coupling(*s*) 200lb FD 1070NHP 4SB,16*cf*,GS316,HS12900 Wrkman,Clark&Co.LdBel.	44 " 1 s13 " 4 31 " 0½	
30522 146580 GFSQ	**Port Campbell** TwinSc ssLiv.No.3–10,34 ssHul.No.1–39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *Cruiser Stern* D.F. E.S.D. *Tonnage opening closed* '41(*W.E.*)	8751 7697 5483	✠100A1 *Shelter dk withfreeboard* ~~11,40~~ ~~4,40~~ ~~7,41~~ 1,42 ✠LMC MS10,38 BS~~4,41~~3,42	~~Bry~~ ~~NYk~~ Wln	*e*†	CL ~~N8,37~~ 11,40	1922 6mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	PortLine,Ld. *CellDB*404'	480·8|62·4|32·9 41·5 F56'*onShelter dk* FK (1446*tAPT*80*t*	London British 8*BHCem* *ColltoShdk* 7 ,, 2*nd* ,,	T.6Cy.22½",38"&63½"–48"&2 LP turbines withDR gearing & hydraulic coupling 200*lb* (*s*) 1040NHP 4SB,16*cf*,GS316,HS12900FD Wrkman,Clark&Co.LdBel	44 " 3 s13 " 5¼ ~~33 " 1¼~~ 31 " 1¼	
30523 143790 GRSW	**Port Caroline** TwinSc ssHul.No.3–6,31 ssGls.No.2–39 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	8263 7712 5167	✠100A1 *Shelter dk withfreeboard* ~~5,41~~11,41 BS7,41 ~~BS8,40~~ ✠LMC6,39	Syd	*e*†	CL ~~P7,88~~ s8,39 P11,41	1919 11mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	PortLine,Ld. *CellDB*	480·7|62·4|32·9 500·6(O.L.) 41·5 F56'*onShltr dk* FK *Collision* 410'1462*tAPT*80*t*	London British *Cem* *BH to Sh dk* 7 ,, ,, *U* ,,	6 steam turbines DR geared to 2 sc. shafts 210lb (*s*) 1001NHP 4SB(Spt),16*cf*,GS322, FD HS12800 Wrkman,Clark&CoLdBel.	44 " 3 s13 " 5¼ 31 " 1¼	
30524 163429 GWQR	**Port Chalmers** TwinSc *OilEng.* ssLiv.No.1–38 *Ref.Mchy.* GyC. 2*Dks*&*Shelter dk* D.F. E.S.D. *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	8535 7696 5204	✠100A1 *withfreeboard* 5,41 ~~9,40~~ ✠LMC CS1,39 DBS1,41 5,37	~~Liv~~ Auk	*f*† 2⅜	CL 8,39	1933 12mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	PortLine,Ld. *Duct keel fwd.* *CellDB*410'1950*t* *Wing ta*	488·8|65·3|31·6 506·8(O.L.) 40·5 F45' FK *of mchy.space*149'(*FPT*88*t APT*119*t* *nks in mchy. space* 4	London British 8*BHptCem* *Coll to Shdk* 7 ,, 2*nd* ,,) 86*t Tanks at*	Oil Engines 2S.C.SA 8Cy.25$\frac{3}{16}$"–97⅝" 1570NHP 2DB*100lb* Barclay,Curle&Co.Ld.Gls. *sides of tunnels* 182*t*	43 " 10 s13 " 5¾ 30 " 10¼	
30525 140446 GRSP	**Port Darwin** TwinSc ssNwc.No.3–9,29 ssLiv.No.2–38 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*-ws) *Cargo battens not fitted in Sh.'tween dks* *Tonnage opening closed* '41(*W.E.*)	8063 7501 5077	✠100A1 *Shelter dk withfreeboard* 4,41 ✠LMC MS2,37 BS~~8,40~~9,41	NYk	*e*†	CL P11,38 s8,40	1918 1mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	PortLine,Ld. *CellDB*420'	480·4|60·3|32·3 500·5(O.L.) F *on Shelter dk* 56' FK 1490*t*	London British 8*BHCem* *APT*75*t*	T.6Cy.22½",38"&63½"–45"&2 LP turbines withDR gearing & hydraulic coupling 200lb (*s*) 986NHP 4SB,16*cf*,GS293,HS11960FD Wrkman,Clark&CoLdBel.	~~35 " 1~~ ~~s5 " 10¼~~ ~~29 " 5~~ 43 " 8 s13 " 11¼ 30 " 2¼	

1 Numero d'Ordre Numero Officiel. Signaux	2 Nom du Navire. 3 Materiaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
30526 148599 GLCJ	**Port Dunedin** TwinSc *OilEng.* ssNwc.No.3–2,38 2*Dks*(*Stl*)&*Shelter* *Ref.Mchy.* *dk*(*Stl*-ws) D.F. E.S.D. GyC. *Cruiser Stern* *Tonnage opening closed* '41 (*W.E.*)	7441 6744 4535	✠100A1 *withfreeboard* ~~6,41~~ ~~12,40~~ 11,41 DBS2,42 ✠LMC CS2,38 ~~DBS12,40~~ 2,38	Syd	*e*†	CL 12,40	1925 5mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	PortLine,Ld. *Duct keel fwd.of m* *CellDB*388'1244*t*	466·9|59·8|31·3 484·4(O.L.) 39·9 F53' FK *chy.space*151' (*APT*98*t*	London British 8*BHptCem* *Coll to Sh dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.21¼"–85$\frac{1}{16}$" 1112NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	~~35 ″ 2~~ ~~s 5 ″ 5~~ ~~20 ″ 11¾~~ 43 ″ 9 s13 ″ 3½ 30 ″ 11¾	
30527 160590 GSTP	**Port Fairy** TwinSc *OilEng.* *Ref.Mchy.* ssLon.No.2–37 2*Dks & shelter dk* D.F. E.S.D. GyC. *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	8337 7276 5170	✠100A1 *withfreeboard* ~~8,41~~ ~~3,41~~ 1,42 Examined ~~3,41~~ 8,41 ✠LMC CS8,37 DBS~~5,41~~ 1,42 7,38	~~Wln~~ ~~WlnDdn~~ ~~Ddn~~ Syd	*e*†	CL 1,41	1928 10mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	PortLine,Ld. *Duct keel fwd* *CellDB*	477·3|63·2|31·0 495·0(O.L.) 39·5 F52' FK *of mchy.space* 157'(403'1569*tAPT*104*t*	London British 8*BHptCem* *Coll toSh dk* 7 „ 2*nd*„)	Oil Engines 2S.C.SA 8Cy.23⅝"–91¼" 1374NHP 2DB100lb 1DB– W.Doxford&Sons,Ld.Sld.	43 ″ 4 s13 ″ 2¾ 30 ″ 7¼	
30528 149807 GMZW	**Port Fremantle** TwinSc *OilEng.* *Ref.Mchy.* ssNwc.No.3–2,39 D.F. E.S.D. GyC. 3*Dks* *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	8497 7291 5243	✠100A1 *withfreeboard* ~~7,41~~ ~~9,40~~ 4,42 ✠LMC CS7,39 DBS~~7,40~~ 9,41 ~~8,37~~ 12,40	~~Ddn~~ Sws	*e*†	CL ~~s7,39~~ ~~BN7,39~~ 4,42	1927 4mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	PortLine,Ld. *Duct keel fwd.of m* *CellDB*405' *Upper 'tween dk B*	477·4|63·4|31·0 494·7(O.L.) 39·6 F52' FK *chy.space*154' (1658*tAPT*100*t* *Hs except CollBH* *dispensed with*	London British 8*BHptCem* *Coll to W dk* 7 „ 2*nd*„)	Oil Engines 2S.C.SA 8Cy.22$\frac{13}{16}$"–91¼" 1281NHP DB125lb DB100lb W.Doxford&Sons,Ld.Sld.	43 ″ 5 s13 ″ 4 30 ″ 6¾	
30529 165611 GCCC	**Port Halifax** *Ref.Mchy.* *OilEng* D.F. E.S.D. GyC. 2*Dks&Shelter dk* *Partelectricallywelded* *CruiserStern* *including upper dk* *Tonnage opening closed* '41 (*W.E.*)	5820 5261 3350	✠100A1 *withfreeboard* ~~5,41~~ ~~9,40~~ 12,41 ✠LMC11,37 ✠Lloyd'sRMC~~11,40~~ ~~5,41~~ 10,41	~~Mel~~ ~~Sou~~ Ddn	*b*†	CL 9,40	1937 11mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	PortLine,Ld. *CellDB*372'1345*t* *DTf*45'1296*t*	440·1|59·0|25·8 456·5(O.L.) F33' FK (*FPT*83*tAPT*194*t*	London British 7*BH* *Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.26⅜"–91$\frac{5}{16}$" 861NHP 2DB120lb Swan,Hunter&Wigham Richardson,Ld.Nwc	~~20 ″ 8~~ ~~s 3 ″ 7¼~~ ~~26 ″ 2¾~~ 39 ″ 5 s12 ″ 5 27 ″ 2¾	
30530 146641 GJMB	**Port Hunter** TwinSc ssGls.No.3–12,34 *Ref.Mchy.* ssNwc.No.1–38 2*Dks*(*Stl*)&*Shelter dk* (*Stl*) D.F. E.S.D. *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	8826 7790 5548	✠100A1 *Shelter dk* *withfreeboard* ~~4,41~~ 10,41 ✠LMC MS7,38 BS~~5,40~~ 4,41 *Fitted for oil*	~~Sou~~ ~~Wln~~ Avn *fuel*	*e*† 1 0,3	CL 5,40 0 *F.P.*	1922 10mo *Lloyd* *above*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP* 150° F.	PortLine,Ld. *CellD*	481·2|62·3|33·0 500·0(O.L.) 41·5 F55'*on Shelter dk* FK *Collisio* *B*401'1189*tAPT*92*t*	London British 8*BHCem* *nBHtoShdk* 7 „ „ *U* „	6 Steam Turbines DR geared to 2 Sc. Shafts (*s*) 200lb HS13060 967NHP 4SB(Spt),*16cf*,GS316 FD Hwthrn,Leslie&CoLd.Nwc	~~35 ″ 8~~ ~~s 5 ″ 9¼~~ ~~30 ″ 1~~ 44 ″ 3 s13 ″ 4¾ 31 ″ 1	
30531 149842 GNCT	**Port Huon** TwinSc *OilEng.* *Ref.Mchy.* ssLivNo.3–8,39 D.F. E.S.D. 2*Dks&Shelter dk* *Cruiser Stern* *Tonnage opening closed* '41 (*W.E.*)	8432 7284 5235	✠100A1 *withfreeboard* ~~3,41~~ 12,41 ✠LMC CS12,40 DBS~~2,40~~ 7,41 3,37	Syd	*e*†	CL 2,39	1927 6mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP*	PortLine,Ld. *Duct keel forward*	477·2|63·3|31·0 496·5(O.L.) 39·8 F52' FK (*of mchy.space*157'	London British 8*BHptCem* *ColltoSh dk* 7 „2*nd* „ *Cell DB*403	Oil Engines 2S.C.SA 12Cy.26¾"–47¼" 1495NHP 2DB100lb WllsndSlpwy.Co.Ld.Nwc.) '1569*tAPT*104*t*	43 ″ 5 s13 ″ 2¾ 30 ″ 7¼	
30532 165383 GZKR	**Port Jackson** TwinSc ssLiv.No.1–40 *OilEng.* *Ref.Mchy.* GyC. 2*Dks&Shelterdk* D.F. E.S.D. *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	9687 7669 5820	✠100A1 *withfreeboard* ~~7,41~~ ~~1,41~~ 2,42 DBS3,41 ~~✠LMC1,37~~ ✠LMC CS1,42 8,39	~~Liv~~ ~~Avn~~ Cff	*g*† 2⅜	CL ~~4,40~~ 7,41	1937 1mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	PortLine,Ld. *Duct keel fwd. of* *CellDB*421'2196*t* *Wing tanks in*	500·6|68·2|37·8 521·2(O.L.) 29·8 P27'B231'F93' FK *mchy. space* (*FPT*71*tAPT*120*t* *mchy. space 'tween*	London British 8*BHptCem* *Coll to Shdk* 7 „2*nd*„) *dks*455*t Tan*	Oil Engines 2S.C.SA 8Cy.28$\frac{9}{16}$"–88$\frac{9}{16}$" 2025NHP 2DB100lb Barclay,Curle&Co.Ld.Gls. *ks at sides of tunnels*182*t*	41 ″ 6 s12 ″ 3¼ 29 ″ 5½	
30533 165983 MJWQ	**Port Lyautey** *Oil Eng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	612 423 276	✠100A1 11,41 ~~4,41~~ LMC10,58 *CarryingPetr*	~~Sou~~ Cff *oleum*	*i* *in*	OG 11,40 *bulk*	1938 10mo *Lloyd*	N.V.Indus- trieeleMaats "DeNoord" Alblasserdam '*sA&CP*	Ministry of War Transport (Phs. VanOmmeren (London)Ld. *Mgrs.*)	183·6|27·8|11·0 189·0(O.L.) Q61'F34' FK *Trunk*85' *FPT*115*t*	Glasgow British 9*BHptCem* *APT*18*t*	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{11}{16}$" 94NHP DB145lb Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 2 s ″ 3¾ 11 ″ 0	
30534 132046 GRSK	**Port Melbourne** TwinSc (*ex*Star of Victoria) ssNwc.2ndNo.3–12,37 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. GyC. &*Shelter dk*(*Stl*-ws) *Tonnage opening closed* '41 (*W.E.*)	9142 8338 5792	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~9,40~~ 11,41 8,41 BS~~7,40~~ ✠LMC12,37	Syd	*f*†	CL 9,40	1914 1mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	PortLine,Ld. *CellDBa*117'	501·3|63·3|33·6 42·3 F57' *onShelter dk* FK *uE&B*98'*f*199'1645*t*	London British 9*BHCem* *APT*70*t*	T.6Cy.24",40½"&68"–48"(*s*) & 2 LP turbines with DR gear & hydraulic coupling 200lb HS14650 1201NHP 2DB&1SB,*20cf*,GS367 FD Wrkman,Clark&Co.LdBel	45 ″ 2 s14 ″ 9¼ 31 ″ 0	
30535 165587 GBGY	**Port Montreal** *OilEng.* *Ref.Mchy.* 2*Dks&Shelterdk* E.S.D. D.F. GyC. *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	5882 5320 3458	✠100A1 *withfreeboard* 6,41 ~~1,41~~ DBS11,41 ✠LMC10,37 ✠Lloyd'sRMC~~1,41~~ 3,42	~~Bkn~~ Mtl	*b*† 2$\frac{1}{16}$	CL 10,40	1937 10mo *Lloyd*	Wm.Dox- ford&SonsLd Sunderland '*sA&CP*	PortLine,Ld. *CellDB*356'1385*t* *MT*43'1200*tFP*	438·9|58·9|25·7 35·5 F43' FK (*Coll* *T*148*tAPT*187*t*	London British 7*BHptCem* *BH to Shdk* 6 „ 2*nd dk*)	Oil Engines 2S.C.SA 4Cy.26¼"–91$\frac{5}{16}$" 861NHP 2DB120lb Wm.Doxford&Sons,LdSld	39 ″ 5 s12 ″ 4 27 ″ 4	
30536 143058 GRST	**Port Nicholson** TwinSc ssLon.No.3–2,31 ssNwc.No.2–38 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	8402 7799 5338	✠100A1 *Shelter dk* *withfreeboard* ~~10,41~~ ~~2,41~~ 5,42 BS11,41 ~~BS11,40~~ ✠LMC7,39	~~Ddn~~ ~~Avn~~ Bry	*e*†	CL 6,40	1919 5mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	PortLine,Ld.	481·2|62·3|33·0 F *on Shelter dk*55' FK *Coll* *CellDB*413'1342*t*	London British *Cem* 7*BH to U dk* *BH to Sh dk* *APT*91*t*	4SteamTurbinesSRgeared to 2Sc. Shafts (*s*) 200lb HS13060 967NHP 4SB(Spt),*16cf*,GS316 FD Hwthrn,Leslie&C.Ld.Nwc	44 ″ 3 s13 ″ 4¾ 31 ″ 1	
30537 215342 WDDG	**Port Orford** Wood (*ex*HoraceX.Baxter–37) *Mchy.Aft* *Fitted for oil fuel*	1293 — 700					1917	Kruse& Banks, NorthBend, Or.	~~GormanS.S.Co.~~ PortOrford LumberCo.	214·0|42·0|17·0	S.Frncisco Utd.Stat es	T.3Cy.14",23"&40"–30" 88NHP MainSt.I.Wks.S.Fo.		
30538 167532 GWGQ	**Port Quebec** *Oil Eng.* 2*Dks&Shelter dk* *CruiserStern*	5936 5352 3452	✠100A1 *withfreeboard* 11,39 ✠LMC11,39	Sld		CL	1939 11mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP* *CellDB*	PortLine,Ld. 343' 1127*t MT*45'1	451·0|59·7|25·2 468·0(O.L.) P34'F41' FK (*CollBHtoShdk*6*B* 257*t Tanks in way o*	London British 7*BH* *Hto2nd dk*) *f tunnel*206*t*	Oil Engines 2S.C.SA 5Cy.26⅜"–91$\frac{5}{16}$" 1076NHP DB100lb Wm.Doxford&Sons,LdSld *FPT*79*tAPT*193*t*	30 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30539 166332 GBGZ	**Port Saint John** *OilEng.* D.F. E.S.D. GyC. 2*Dks&Shelter dk* *Ref.Mchy. Cruiser Stern* *Tonnage opening closed '41(W.E.)*	5668 5108 3306	✠100A1 *withfreeboard* ~~7,41~~ ~~3,41~~ ~~2,42~~ 4,42 DBS2,42 ✠LMC12,37 ✠Lloyd'sRMC~~12,40~~	~~Syd~~ ~~Bos~~ ~~Ddn~~ Bos	*c*† 2⅛	CL ~~12,39~~ ~~7,41~~ 2,42 1,42	1938 1mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	PortLine,Ld. *CellDB*325' 1327*tMT*45'1235*tFPT*75*tAPT*173*t*	448·4 465·1(O.L.) F41' FK (*Coll*	59·0	25·2	London British 7*BHptCem* *BH to Sh dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 4Cy.26⅜"-91$\frac{5}{16}$" 861NHP 2DB*120lb* Richardsons,Westgarth&Co.Ld.Hpl.	~~29 " 7~~ ~~s 3 " 7~~ ~~26 " 2¾~~ 39 " 4 s12 " 3¾ 27 " 2¾	
30540 FOQG	**Port Saint Louis** (*ex*FossBeck-37, *ex*Freshmoor-36) *OilEng.* *ss*Shl.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing-bracketless system*	1090 885 516	✠100A1 9,41 ~~2,41~~ ✠LMC CS2,41 DBS~~4,40~~9,41 4,40 *CarryingPetroleum in bulk*	Msl	*n*	CL 6,39	1928 9mo *Lloyd*	W.Doxford&Sons,Ld. Sunderland '*sA&CP*	'Soflumar"(Soc. d'Armement Fluvialet Maritime) *CellDBuE*33'32*t*	210·5 219·0(O.L.) P75'F27'*Trunkin well* FK *DTf*14'68*tFPT*19*t*	34·3	17·4	Havre French 12*BHptCem* *APT*24*t*	Oil Engines 2S.C.SA 3Cy.15¾"-51¼" 230NHP DB*100lb* W.Doxford&Sons,Ld.Sld.	17 " 9 s1 " 10¼ 16 " 0¾	
30541 136660 GRSF	**Port Sydney** TwinSc (*ex*Star of England) *ss*Liv.2ndNo.3-10,37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws) D.F. *Tonnage opening closed '41 (W.E.)*	9129 8338 5771	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~12,40~~ BS12,41 ~~BS9,40~~ ✠LMC10,37	~~Syd~~ NYk	*f*†	CL 3,40	1914 4mo *Lloyd*	Workman,Clark&Co.Ld Belfast '*sA&CP*	PortLine,Ld. *CellDBa*117'*u*	501·3 P57' *on Shelter dk* FK *E&B*98' *f*199'1645*t*	63·3	33·6	London British 9*BHCem* *APT*70*t*	T.6Cy.24",40½"&68"-48" (*s*) &2LPTurbines withDR gear&hydraulic coupling 200lb HS14650 1201NHP 2D&1SB,*20cf*,GS367, FD Wrkman,Clark&CoLd.Bel	45 " 2 s14 " 9¾ 31 " 0	
30542 157794 ZMLZ	**Port Tauranga** TwinSc *OilEng.* *ss*Auk.No.1-41 1*Dk* *Mchy.Aft CruiserStern* *Longitudinal framing at deck* *Cargo battens not fitted*	1525 1166 738	✠100A1 *withfreeboard* 2,41 ✠LMC CS2,41 DBS2,41 1,40	Auk	*p*	OG 1,40	1937 1mo *Lloyd*	Henry Robb,Ld. Leith '*sA&CP*	A.F.Watchlin *IntermediateBHin* *CellDBuE*12'*f*152'	242·7 P75'F37' FK *hold dispensed with* 388*t FPT* 87*t APT*	45·1	13·4	Auklnd NZ British 3*BHptCem* 120*t*	Oil Engines 2S.C.SA 8Cy.13⅜"-22$\frac{7}{16}$" 250NHP DB*120lb* AtlasDieselA/B,Skm.	15 " 6 s 3 " 0½ 12 " 7	
30543 160675 ZMJN	**Port Waikato** *OilEng.* *ss*Wln.No.3-2,42 ~~*ss*Auk.No.2-39~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	675 448 368	✠100A1 2,42 ~~2,41~~ 2,42 2,42 DBS~~2,41~~ ✠LMC~~1,39~~	Wln	*j*	~~1,40~~ 2,42	1929 11mo *Lloyd*	H.Robb,Ld. Leith '*sA&CP*	A.F.Watchlin *CellDB*114'195*t*	180·2 FK Q105'B11'F24' *FPT*80*tAPT*28*t*	29·0 *30·6*	10·8	Auklnd NZ British 3*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.16"-20" 180NHP DB *made*28 *refitted*29 *120lb* FairbanksMorse&Co.Cgo.	13 " 3 s 4 " 2½ 13 " 2	
30544 139627 ZMFY	**Port Whangarei** TwinSc *OilEng.* (*ex*Marion Sleigh-32, *ss*Auk.3rdNo.3-1,38 *ex*Mars,*ex*MarieKothe, 1*Dk*(*Stl*) *ex*Newston,*ex*FavoritaDoñaCatalina)	508 351 286	100A1 2,42 ~~2,41~~ DBS~~2,41~~2,42 LMC1,38 LMC(M)11,39	~~Ddn~~ Wln	*g*	OG 1,41	1906 *Lloyd*	G.Seebeck Akt.Ges. Bremerhaven '*sA&CP*	A.F.Watchlin *CellDBf*42'	145·3 BK7" P15'B37'F19'	29·7 *31·2*	11·3	Auklnd NZ British 4*BHCem* 75*tAPT*40*t*	Oil Engines 2S.C.SA 10Cy.10½"-12½" 194NHP NDB20*refitted*32 NE32 *100lb* Fairbanks,Morse&Co. Beloit,Wis.	11 " 10 s " 10½ 11 " 9½	
30545 163561 GYCW	**Port Wyndham** TwinSc *OilEng.* *Ref.Mchy.* *ss*Lon.No.1-39 2 *Dks&Shelter dk,4th dk in No.3 hold* D.F. E.S.D. GyC. *CruiserStern* *Tonnage opening closed '41 (W.E.)*	8580 7731 5233	✠100A1 *withfreeboard* ~~9,41~~ ~~3,41~~3,42 ✠LMC CS6,39 DBS5,41 6,39	~~Syd~~ ~~Wln~~ Avn		CL ~~4,38~~ 9,41	1935 1mo *Lloyd*	J.Brown&Co.Ld. Clydebank '*sA&CP*	PortLineLd. *Duct keel forward* *CellDB*416'2042*t* *Wing tanks*	494·5 F45' FK *ofmchy.space*149' (*FPT*76*tAPT*130*t* *in mchy. space* 481*t*	65·2	30·6 39·1	London British 8*BHptCem* *Coll to Wdk* 7 ,,*2nd*,,) *Tanks at sides of tunnels*150*t*	Oil Engines 2S.C.SA 8Cy.27$\frac{9}{16}$"-88$\frac{9}{16}$" 1882NHP 2DB*100lb* J.Brown&Co.Ld.Clydebnk	43 " 10 s13 " 5 30 " 10¾	
30546 FOQK	**Port-de-Bouc** TwinSc (*ex*AnnelieseEssberger-35, 1*Dk* *ex*Amrum-35) *Fitted for oil fuel* *Mchy.Aft Carrying Petroleum in bulk*	1743 1445 891					1916	Howaldtswerke Kiel	"Soflumar"(Soc. d'ArmementFluvialetMaritime)	255·2 Q98'F39'	38·5	18·3	Rouen French	T6Cy.14⅗",23¼"&38⅗"-19$\frac{7}{10}$" 130NHP Howaldtswerke,Kiel		V
30547 DOHH	**Porta** Ⓟ *Cruiser Stern* D.F. Sub.Sig. 2*Dks*	4162 3786 2545					1921	Vulcan Werke A.G. Stettin	Norddeutscher Lloyd	360·7 P44'B98'F41'	51·0	26·0	Bremen German *WB*	2steamturbinesDR.geared to 1 Sc.Shaft NE&B39 AllgemeineElektrizitäts Ges.Berlin		G
30548 163211 GWSZ	**Portavogie** *Mchy.Aft CruiserStern* 1*Dk*	869 597 460					1934	J.Lewis&Sons,Ld. Aberdeen	LadyMaryKelly (W.Clint,*Mgr.*)	197·7 Q112'B11'F30'	30·7	12·1	Belfast British *WB*	T.3Cy.14½",25"&41"-30" HS2357 131NHP J.Lewis&Sons,Ld.Abn.		C
30549 145721 MLJV	**Porthmeor** *ss*Fal.No.3-12,34 *ss*Hul.No.1-39 *Well deck Mchy.Aft* 1*Dk*(*Stl*)	449 296 188	✠100A1 7,40 ✠LMC MS6,39 BS2,41	Liv	*g*	CL 6,39	1923 2mo *Lloyd*	TawShipyard,Ld. Barnstaple '*sA&CP*	RichardEngland S.S.Co.Ld.(R.P. Care&Co.Ld. *Mgrs.*)	142·2 FK Q84'B9'F17' *FPT*49*t*	25·6 *26·5*	11·4	Cardiff British 3*BHCem* *APT*17*t*	T.3Cy.12",20"&32"-24" (*s*) 180lb 52RHP 1SB,*3cf*,GS47,HS1372 AitchisonBlairLdClydbnk	12 " 6 s 4 " 3½ 12 " 4½	
30550 129501 MDJB	**Porthmorna** (*ex*Onyx-37) *Well deck* *ss*Gls.2ndNo.3-2,35 *Mchy.Aft* *ss*Apl.No.1-39 *Cargo battens not fitted* 1*Dk*(*ptStl*)	596 416 239	✠100A1 11,41 ~~2,41~~ ~~BS8,40~~ ✠LMC6,38 10,41	~~Brs~~ Cff	*i*	CL 7,39	1910 6mo *Lloyd*	Scott&Sons Bowling '*sA&CP*	PorthShippingCo. Ld.(R.P.Care& Co.Ld.*Mgrs.*) *Cell*	175·1 182·2(O.L.) Q96'B11'F32' BK7¼" *DBf*103'153*tFPT*	28·1	10·8	Cardiff British 3*BHCem* 35*tAPT*4*t*	T.3Cy.15",25½"&41"-30" (*s*) 170lb 85RHP 2SB,*4pf*,GS65,HS1852 Muir&Houston,Ld.Gls.	13 " 0 s 4 " 6 13 " 2	
30551 FOBI	**Porthos** Ⓟ TwinSc *Ref.Mchy.* D.F. GyC. 4*Dks*	12692 10722 7530					1914	Ch.&Atel. delaGironde Bordeaux	Soc.desServices Contractuels des Messageries Maritimes	510·8	61·6	42·1	Marseilles French *WB*	T.6Cy.28⅓",46⅖"&78$\frac{7}{10}$"-53⅓" 904NHP Schneider&Co.LeCreusot		V
30552 146271 MKXD	**Porthrepta** (*ex*Kyanite-39) *ss*Gls.No.3-10,34 *ss*Irv.No.1-38 *Well deck Mchy.Aft* 1*Dk*(*ptStl*) *Cargo battens not fitted*	643 445 266	✠100A1 6,41 ~~BS12,40~~ ✠LMC9,38 12,41	Apl	*i*	CL 5,41	1922 1mo *Lloyd*	Yarrow&Co.Ld. Glasgow '*sA&CP*	CareLines,Ld. (R.P.Care&Co.Ld. *Mgrs.*)	175·3 182·3(O.L.) Q96'B11'F31' BK7¼" *CellDBf*103'153*tFPT*39*tAPT*3*t*	28·1	11·2	Cardiff British 3*BHCem*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 120NHP 2SB,*4cf*,GS67,HS2140 Yarrow&Co.Ld.Glasgow	13 " 6 s 4 " 5½ 13 " 8	
30553 118120 VOLN	**Portia** Ⓟ *ss*NFL.2ndNo.3-4,29 *ss*NFL.No.2-37 1*Dk&Web frames&* *Awng dk*(*Stl*-ws)	978 914 599	✠ 12,41 *Awng dk* *withfreeboard* (*Reclassification Contemplated*) ~~BS5,40~~ ~~✠LMC5,37~~	NFL	*m*	CL 5,39	1904 8mo *Lloyd*	Murdoch&Murray Pt.Glasgow '*sA&CP*	Bowater's NewfoundlandPulp&PaperMillsLd.	204·8 218·0(O.L.) F23' *CellDBa*39'*uE*17'*f*77'	31·2	13·0 20·5 BK7½"	SJhnsNFL British 4*BHCem* 141*tFPT*31*t*	T.3Cy.18½",30"&50"-33" (*r*) 175lb *80lb* 197NHP 1SB,*3cf*,GS59,HS2924 FD D.Rowan&Co.Glasgow *APT*23*t*	22 " 8 ~~s 7 " 4¼~~ ~~16 " 3~~	
30554 DHTL	— 1*Dk*	968 843 566					1911	Schiffsw.v. HenryKoch Lübeck	A.Kirsten	225·6 P&B177'F28'	33·1	14·9	Hamburg German *WB*	T3Cy18$\frac{1}{10}$",29$\frac{1}{10}$"&46¼"-32½" 122NHP OttensenerMaschf.Altona		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
30555 147311 MNFS	**Portia** 3Mst *ss*Bkn.No.3–5,37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	801 565 313	✠100A1 6,41 ✠LMC MS5,37 BS~~8,40~~ 10, 41	Liv	*k*	CL 5,39	1925 4mo *Lloyd*	J.Duthie TorryS.B.Co Aberdeen '*sA&CP*	SouthWales& LiverpoolS.S.Co. Ld.(R.Gilchrist& Co.*Mgrs.*) *C*	190·5 200·0(O.L.) Q127'BonQ13'F27' FK *ellDBf*94'154*tFPT*	31·2	11·7	Liverpool British 3*BHCem* 69*tAPT*15*t*	T.3Cy.18",30"&50"–33" (*s*) 190lb 186NHP 2SB,*4cf*,GS84,HS3210 A.Hall&Co.Ld.Aberdeen	14 ″ 1 s 3 ″ 11¾ 13 ″ 10¼	
30556 DIEP	**Portland** Ⓟ *Ref.Mchy.* *OilEng.* Sub.Sig. D.F. E.S.D. 2*Dks*	7132 5799 4189					1928	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·3	61·2	26·5	Hamburg German *WB*	Oil Engines 2S.C.SA 7Cy.$27\frac{9}{16}$"–47¼" 920NHP BremerVulkan,Vegesack		G
30557	— (*ex*Jacox–37) 1*Dk* *Fitted for oil fuel*	2648 1963 1621					1919	AlbinaEng &Machine Works Portland,Or.	Cia.Columbus deVapores	289·0 P26'B148'F32'	44·1	19·2	Panama Pnamanian *WB*	T.3Cy.22",37"&60"–42" 313NHP EllicottMachineCorpn, Baltimore,Md.		R
30558	**Portman** TwinSc *OilEng.* *Mchy.Aft* 2*Dks*	*335* 275 —					1926	JI.Thornycroft&Co.Ld. Southampton	ArgentineEstates of Bovril,Ld.	140·1 F17'	34·1	7·2	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.$11\frac{13}{16}$"–$12\frac{3}{16}$" 98NHP Kromhout,Amsterdam		
30559 219283 KOPZ	**Portmar** (*ex*Centaurus) *ss*Bal.No.3–3,32 D.F. *ss*Bal.No.2–40 2*Dks*(*Stl*)	5551 5138 3418	✠100A1 ~~4,41~~ ~~9,40~~10,41 BS10,41 ~~BS4,41~~ ✠LMC MS9,40 ~~BS12,40~~ *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	Bal	*z*	CL 3,40	1919 12mo	Northwest SteelCo. Portland,Or. A&CP	CalmarS.S.Corp. *Intermediate BH in after hold & intermediate 'tween dk BH's in fore hold & aft hold dispensed with* *CellDB*355'1139*t MT*29'745*t FPT*132*tAPT*143*t*	409·8 423·8(O.L.) P44'B115'F47' FK	54·2	27·7	NewYork Utd.States *ptCem* 5*BHto Udk* 1 „ „ 2*nd* „	T.3Cy.24½",41½"&72"–48" 210lb (*r*) 582NHP 3SB,*9cf*,GS196,HS8780 FD Hooven,Owens&RentschlerCo.Hamilton,O.	30 ″ 2 s 6 ″ 5 24 ″ 0	
30560 DNAU	**Porto** (*ex*Neckar,*ex*Magdalena Fischer,*ex*GeorgZelck) 1*Dk*	2185 1480 1296					1921	Ostseewrft Sch.&Masch. A.G. Stettin	Oldenburg-Portug. Dampfsch.Rhed.	263·5 P26'Q75'F&B169'	41·0	16·9	Oldenburg German *WB*	T.3Cy.$21\frac{5}{16}$",$33\frac{7}{8}$"&$55\frac{1}{8}$"–40" 192NHP A.BorsigG.m.b.H.Berlin		G
30561 DJSA	**Porto Alegre** *OilEng.* 1*Dk* E.S.D. D.F. *CruiserStern*	6105 5173 3629					1936	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Südamerik.DampfschifffahrtsGes.	440·9 P28'B&F400' UpperF33'	61·3	23·4	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"–47¼" 906NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
30562 PUMG	— (*ex*Gilda–33) *ss*Ant.No.3–9,33 *ss*Rio.No.2–41 ~~*ss*Rio.No.1–38~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5187 4845 3111	✠100A1 *Shelter dk* *withfreeboard* 4,41 ~~9,38~~ 4,41 ~~BS12,39~~ ✠LMC~~9,38~~	Rio	*x*	CL ~~9,38~~ 3,41	1921 5mo	Cantiere NavTriestino Monfalcone A&CP	Cia.Carbonifera Rio-Grandense *CellD*	362·0 FK *Coll* B319'957*tAPT*110*t*	49·9	25·5	R.Janeiro Brazilian *Cem* *BHto S dk* 5 „ „ *U* „	T.3Cy.24¾",41"&68"–45" (*s*) 180lb 383NHP NDB13*refitted*26 2SB,*6cf*,GS128,HS5243 FD UnitedMachineFactories, Ld.Smichov	35 ″ 2 s 7 ″ 10¼ 22 ″ 7	
30563 1744 ISEM	**Porto di Roma** TwinSc (*ex*Tiber–33,*ex*François,*ex*Helvetia) *Mchy.Aft* 1*Dk*	470 417 219					1905	Howaldtswerke Kiel	LaLigureRomana Soc.Anon.diNav. Maritt. e Fluviale	195·8	30·5	8·9	Genoa Italian	T.6Cy.9¼",14¾"&24⅜"–13¾" 44NHP Howaldtswerke,Kiel		I
30564 1468 ISEV	**Porto San Paolo** (*ex*LillyB, *ex*Victoria,*ex*Marguerite,*ex*Parana, *ex*Vulcano) *Mchy.Aft*	374 292 199					1886	W.Denny &Bros. Dumbarton	LaLigureRomana Soc.Anon.diNav. Maritt. e Fluviale	154·8 142·3 Q54'F21'	28·0	9·0	Genoa Italian	C.2Cy.13½"&24"–24" 24NHP Denny&Co.Dumbarton		I
30565 PUYE	**Porto-Seguro** Ⓟ TwinSc 1*Dk*&*Promenade dk*(*Teak*)	*395* 252 *205*	✠ 9,13 ✠	PGl			1910 9mo	Murdoch& Murray PortGlasgow	Cia deNav. Bahiana	150·3 F38' FK	27·5	8·0	Bahia Brazilian 4*BHCem* *FPT*11*t*	T.6Cy.10",16½"&27½"–21" 95NHP 1SB,*3cf*,GS54,HS1747 Muir&Houston,Ld.Gls.	8 ″ 6	
30566 1660 ICPM	**Portofino** (*ex*BritishRose, 3Mst *ex*Roseleaf) *ss*Bom.No.3–4,29 *ss*Gen.No.2–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cantilever framed topside tanks* D.F. *Mchy.Aft* *Fitted for oil fuel* *CarryingPetroleum in bulk*	6424 5824 3891	✠ ... 8,39 ✠	Pal	*z*		1916 8mo	SirRDixon &Co.Ld. Middlesbro' *CellDB*	"LaRiviera"Soc. Anon.diNav. (A.Lauro,*Mgr.*) *uE&B*97'*f*52'296*t*	415·5 400·0 FK P109'B30'F48' *FPT*175*tAPT*180*t*	54·1	32·4	Genoa Italian 15*BHptCem* (10 *to U dk* 5 „ 2*nd* „)	T.3Cy.27",45"&74"–48" 495NHP 3SB,*9cf*,GS168,HS7035 N.E.MarineEngCo.LdNwc	35 ″ 0	I †
30567 149146 MPVZ	**Portsdown** Ⓟ Pad 1*Dk*	342 285 136					1928	CaledonS. B.&E.Co.Ld. Dundee	SouthernRailway	190·0 *Promenade dk*130'	25·1	8·7	Portsmth British	C.2Cy.27"&51"–54" 159NHP A.&J.Inglis,Ld.Gls.		BT till 2,42
30568 165702 GLGG	**Portsea** D.F. 1*Dk* *CruiserStern* *Cargo battens not fitted*	1583 1379 943	✠100A1 2,42 ~~3,41~~ ✠LMC4,38	~~Cff~~ Liv	*q*	CL ~~6,40~~ 1,42	1938 4mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	SeaSteamshipCo. Ld.(Wm.Brown Atkinson&Co.Ld. *Mgrs.*) *CellD*	267·0 274·5(O.L.) P28'B56'F31' FK B216'481*t FPT*72*t*	40·2	16·2	Hull British 4*BHCem* *APT*44*t*	T.3Cy.16",27½"&45"–33" 200lb (*s*) FD 167NHP 2SB(Spt),*4cf*,GS65,HS2400 Rankin&BlackmoreLdGrk	18 ″ 3 s2 ″ 4½ 16 ″ 0½	
30569 161517	**Portwell** *Mchy.Aft* 1*Dk*	1928 1629 1148					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	SarniaSteams Ld.(R.Scott Misener,*Mgr.*)	253·0	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
30570 DACK	**Poseidon** (*ex*Berk,*ex*NieuweMaas) Sub.Sig. D.F. E.S.D. 1*Dk*	3911 3549 2376					1918	N.V. Werf. Conrad Zaandam	KohlenImport u PoseidonSchiffahrtsA.G.	345·8 P29'B93'F39'	54·5	24·4	Königsbrg German *WB*	T.3Cy.$23\frac{7}{16}$",38⅜"&63"–41⅜" 255NHP Gebr.Stork&Co.Hengelo		G
30571 PGUZ	— Ⓟ 1*Dk*&*Shelter dk* *Fitted for oil fuel* *Cruiser Stern*	1928 — 1116					1921	Dunlop, Bremner& Co.Ld. Pt.Glasgow	Koninkl.Nederl. Stoomb.Maats. N.V.	295·8 ... 12,41	43·2	17·2	Amstrdam Dutch *WB*	T.3Cy.22",35"&59"–39" 217NHP Dunlop,Bremner&Co.Ld.		C
30572 320 OHBJ	— Ⓟ *ss*Abo.2ndNo.3–6,31 *ss*Hfs.No.1–35 D.F. 1*Dk*(*Irn*)&*ptAwng dk*	804 — 408	✠100A1 *ptAwning dk* *withfreeboard* 11,40 BS5,40 ✠LMC4,35 No later survey reported	Skm	*j*	CL 4,39	1899 1mo *Lloyd*	Grangmth DockyardCo. Gr'ngemouth '*sA&CP*	FinskaÅngf. Aktieb.	183·0 178·0 P&B117'F48' BK7" *CellDBuE&B*40'	28·3 28·6	19·0 12·0	Helsingfrs Finnish 4*BHCem* 32*tAPT*27*t*	T.3Cy.15",25"&40"–30" (*s*) 160lb 101NHP 2SB,*4pf*,GS64,HS1705 Cooper&Greig,Dundee	21 ″ 0 s 7 ″ 3 14 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cer
30573 PKNR	**Poseidon** *OilEng.* *ss*Sng.2ndNo.3-4,39 *Mchy.Aft* 1*Dk*(*Stl*)	696 484 378	✠100A1 ~~10,103,40~~ 11,41 ~~DBS3,40~~ 11,41 ✠LMC4,39	~~Sba~~ Sng	*j*	CL 2,40	1914 9mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	Nederlandsch-IndischeTank-StoombootMaats.	185·3|30·5|12·2 193·0(O.L.) P54'F62' FK *DBf*46'78*tFPT*45*t*	Batavia Dutch 4*BHCem* *APT*7*t*	Oil Engines 4S.C.SA 4Cy.$15\frac{3}{4}$"–$27\frac{9}{16}$" 96NHP DB*120lb* NedFb.v.Wrk&Spoor,Ams	13 ″ 3 s 1 ″ $0\frac{1}{4}$ 12 ″ $4\frac{1}{2}$	
30574 DEWB	**—** TwinSc D.F. 2*Dks*	453 392 176					1902	Bremer Vulkan Vegesack	Deutsche Reichspost	150·5|29·8|11·9 H74*t* *WB*	Weser-münde-G German	C.4Cy.$14\frac{3}{16}$"&26"–$19\frac{5}{8}$" 50NHP BremerVulkan,Vegesack		G
30575 1675 ICCI	**Poseidone** (*ex*Cordelia) *ss*Npt.No.3-8,24 *ss*Gen.No.2-33 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Fitted for oil fuel* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6613 5720 4183	✠ … 4,36 ✠	Ven	*a*†		1912 5mo	Swan,Hunter&Wigham Richardson, LdNewcastle	SocietàItaliana TrasportiPetroliferi *CellDBuB*26'78*t* *DTf*50'565*t*	432·1|54·5|32·4 420·3 P103'B25'F43' FK *FPT*61*tAPT*40*t*	Genoa Italian *Cem* 7*BH to Udk* 10 ,, *2nd* ,,	T.3Cy.27",45"&75"–48" 484NHP 3SB,*9cf*,GS214,HS8296 WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8	I †
30576 DRAQ	**Possehl** Sub.Sig. 1*Dk*	2369 1933 1348					1921	Howaldtswerke Kiel	LübeckLinieA.G.	307·0|42·4|19·5 P24'B59'F24'	Lübeck German *WB*	T.3Cy.$20\frac{1}{16}$"&$32\frac{5}{16}$"&$51\frac{1}{16}$"–$35\frac{7}{16}$" 155NHP Howaldtswerke,Kiel		G
30577 168040 GNLJ	**Potaro** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *3rd dk except in No. 5 hold* *CruiserStern* *Tonnage opening closed '41 (W.E.)*	5410 4727 3082	✠100A1 *withfreeboard* ~~5,41~~ ~~11,40~~ 9,41 ✠LMC11,40 *Carrying cargo oil forward deep tanks & F.P. above 150° F. in tanks at sides of tunnel*	~~Bel~~ ~~BAs~~ Grk	*b*† $2\frac{1}{16}$	CL	1940 11mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	RoyalMailLines, Ld. *6 divisional WT.BHs in Shelter 'tween dks* *Cell DB368'1330tDTsf56'760t Tanks at sides of tunnel 252tFPT47tAPT206t*	433·3|61·3|22·7 450·3(O.L.) F43' FK	London British 7*BHptAsp* (*Coll to Shdk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"–$55\frac{1}{8}$" 1236NHP DB*100lb* Harland&Wolff,Ld.Bel.	27 ″ 9 s 12″$1\frac{1}{4}$ 26 ″ 0	
30578 PUQE	**Potengy** (*ex*Corcovado-38, *ex*Brazilian) *ss*Rio.3rdNo.3-11,23 *ss*Rio.No.2-33 2*Dks*(*Stl-Uws*)&*deep framing*	*3046* *2826* *1916*	✠ — 12,36 ✠	Rio	*v*		1890 4mo	D&WHenderson&Co. Glasgow	Cia.Commercio e Navegação *DBa*92'*uE*24'359*tFPT*70*t*	340·0|42·0|25·0 P37'B70'F40' FK	R.Janeiro Brazilian 7*BHCem* *APT*40*t*	T.3Cy.24",40"&66"–48" 302NHP 2SB,*6cf*,GS124,HS4550 D.&W.Henderson&Co.Gls	28 ″ 3	
30579 889 IBXB	**Potestas** (*ex*AnsaldoSan GiorgioSecondo) TwinSc *OilEng.* D.F. *Mchy.Aft* 1*Dk*	5237 4491 3063					1919	Ansaldo SanGiorgio Spezia	Soc.Anon.IndustriaArmamento	392·8|51·5|27·6 P52'B120'F33'	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.$24\frac{4}{5}$"–$35\frac{3}{5}$" 862NHP FiatSanGiorgio,Turin		I
30580 UOJD	**Poti** (*ex*Batoum) 1*Dk*	1340 1080 752					1891	SirR. Dixon&Co. Middlesbro'	U.S.S.R.	240·1|34·5|15·6	Odessa Russian	T.3Cy.$18\frac{1}{2}$",30"&48"–$21\frac{3}{4}$" 107NHP SirR.Dixon&Co.Mdb.		
30581 220954	**Potlatch** (*ex*Narcissus-40) 1*Dk*&*Shelter dk* *Fitted for oil fuel* *Longitudinal framing*	6065 — 3782					1920	MooreS.B. Co. Oakland,Cal.	Weyerhaeuser S.S.Co.	402·6|53·0|32·2 P34'F38'	Tacoma, Wash. Utd. States *WB*	2 steam turbines DR geared to 1 sc. shaft W.&A.FletcherCo. Hoboken,N.J.		
30582 DOQS	**Potsdam** Ⓟ TwinSc *Ref.Mchy.* Sub.Sig. 3*Dks* D.F. E.S.D. *Fitted for oil fuel* Gy.C. *CruiserStern*	17528 13260 10116					1935	Blohm& Voss,K.a.A. Hamburg	Norddeutscher Lloyd	604·7|74·2|40·7 F459'B*on*F230'	Bremen German *WB*	Steam Turbines connected to Electric Motors & Screw Shafts Siemens-Schuckertwerke A.G.Berlin Blohm& VossK.a.A.Ham.		G
30583 ~~220620~~ ~~KDFC~~	**Potter** *OilEng.* Sub.Sig. 2*Dks* GyC. *Longitudinal framing*	6174 — 3833					1920	Doullut& WilliamsS.B. Corp.Inc. N.Orleans,La	UnitedStates Maritime Commission	395·5|55·0|31·4 P60'B109'F37'	~~N.Orleans~~ ~~Utd.States~~ Panama Pnamanian	Oil Engines 2S.C.DA 4Cy.28"–40" 1096NHP NE29 Worthington Pump&Mach Corp.Buffalo,N.Y.		R
30584 PUQI	**Poty** (*ex*Bore-35,*ex*Alarich,*ex*Erken, *ex*Orion, *ex*Coningsby) *ss*Got.2ndNo.3-4,24 *ss*Got.No.2-33 1*Dk*(*Irn*)2*trB* &*Webframes*	*3366* *2804* *2045*	✠ — 2,37 ✠	Got	*v*		1897 8mo	Ropner& Son Stockton	Cia.Commercio e Navegação *CellDBa*108'*uE*	325·0|46·0|23·2 P31'B66'F32' FK &*B*38'*f*126'623*tAP*	R.Janeiro Brazilian 5*BHCem* *T*64*t*	T.3Cy.$23\frac{13}{16}$",38"&63"-42" 275NHP 2SB,*6rf*,GS105,HS3888 Blair&Co.Ld.Stockton	24 ″ 9	
30585 217910	**Poughkeepsie** Sub Sig. 2*Dks*&*Web frames* *Fitted for oil fuel* *Now* "**Alcoa Carrier**" *see Supplement*	5588 5012 3466	✠ … 6,20 ✠				1919 5mo	Newburgh Shpyrds, Inc. Newburgh, N.Y.	UnitedStates Maritime Commission	400·5|54·2|30·0 P36'B124'F44' FK	NewYork Utd. States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32″10	R †
30586 233433 WJFO	**Poughkeepsie Socony** TwinSc *OilEng.* *Carrying Petroleum in bulk* 1*Dk* *Mchy.Aft* *CruiserStern* *Electrically welded*	1235 — 772					1934	United Dry DocksInc. (Staten Islnd Plnt)Pt Richmond,N.Y.	Socony-VacuumOil Co.Inc.	251·3|40·0|12·8 P72'	NewYork Utd. States	Oil Engines 4S.C.SA 12Cy.$13\frac{1}{2}$"–18" 213NHP AmericanLocomotiveCo. (McIntosh&Seymour Division),Auburn,N.Y.		R
30587 202339	**Powell Stackhouse** *Mchy.Aft* 1*Dk* D.F. GyC.	6171 — 4919					1905	Detroit S.B.Co. Wyandotte	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0|54·2|31·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.$22\frac{1}{2}$",38"&63"-42' 257NHP DetroitS.B.Co.Detroit		R
30588 159475	**Power Chief** *OilEng.* 1*Dk* *Mchy.Aft*	444 386 288	✠100A1 4,39 ✠LMC10,37 ✠LMC(M)10,39 *Carrying Petroleum in bulk* *For service in Colombo Harbour*	Cbo	*e*	CL 1,40	1937 10mo	Henry Robb,Ld. Leith *Lloyd'sA&CP* *Re-erected*	TexasShippingCo. (China)Ld (Ceylon PetroleumCo.Ld. *Mgrs.*) *by* Walker Sons &	130·0|26·0|13·2 134·9(O.L.) *27·9* FK *FPT* Co.Ld.Colombo,'37	HongKong British 9*BH* 20*tAPT*12*t*	Oil Engines 4S.C.SA 6Cy.8"–12" 37NHP NationalGas&OilEng.Co. Ld.Manchester	13 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
30589 166331	**Pozarica** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	1893 1237 838	✠100A1 *withfreeboard* 11,39 ✠LMC1,38 ✠Lloyd'sRMC3,40	Lon	*t*	CL	1938 1mo *Lloyd*	Wm.Dox- ford&SonsLd Sunderland '*sA&CP*	~~MacAndrews&Co.Ld.~~ Ministry of War Transport *CellDB*228'476t	295·6|45·0|13·9 306·6(O.L.) B87' FK *FPT*30t*APT*57t	London British 5*BHptCem* (*Coll to Shdk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 5Cy.$22\frac{1}{16}$"–$66\frac{1}{8}$" 755NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	17 ″ 7 s ″ 2 17 ″ 6¾	
30590 31 SPAB	**Poznan** *ss*Dnz.No.3-1,36 *ss*Hul.No.1-40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2017 1576 1129	✠100A1 ~~7~~6,40 3,42 BS7,41 LMC6,40	~~Hul~~ Shl	*r*	5,39	1926 12mo	Chant.Nav Français Caen	ZeglugaPolska S.A.jna.(PolishSS. Agency,Ld.*Mgrs.*) *CellDB a&uE*66'*f*107'405t	269·1|39·7|17·5 P22'Q87'B50'F23' FK *Deep tanks aft*34' 205t *FPT*77t	Gdynia Polish 4*BHCem*	T.3Cy.⅛18",$29\frac{15}{16}$"&$49\frac{3}{16}$"– $37\frac{13}{16}$" (*s*) 185lb 186NHP 2SB,4*cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret *APT*22t	19″10 s1″11½ 18 ″ 1	
30591 411 ICFW	**Pozzuoli** (*ex*Salina-33) *ss*Tri.No.3-10,20 *ss*Tri.No.2-28 D.F. 1*Dk&Shelter dk*	5345 4988 3349	✠ ... 6,33 ✠	E&Bfi compl	tte ete	d&Ves dafter	1915 sel repair	Cant.Nav. Triestino Monfalcone s1920	A.Lauro	402·9|54·2|28·9 FK	Naples Italian *WB*	T.3Cy.27",42"&68"–48" 465NHP StabilimentoTecnico,Tri.	32 ″ 0	I †
30592 157574 VTFF	**Prabhavati** Ⓟ **TwinSc** 1*Dk* *CruiserStern* *Fitted for oil fuel*	556 474 205	✠ ... 7,37 ✠	Bom			1933 9mo	Harland& Wolff,Ld. Glasgow	BombaySteam NavigationCo.Ld. *CellD*	199·7|34·1|10·9 *Shade dk* FK *BuE*18'37t *FPT*14t	Bombay British 8*BHptCem* *ptAsp* *APT*23t	T.6Cy.11½",20"&34"–24" 260NHP 1DB,6*cf*,GS121,HS4563 Harland&Wolff,Ld.Bel.	11 ″ 6	
30593 273 HSAD	**Prachatipok** *ss*Bgk.2ndNo.3-2,34 *ss*Bgk.No.1-38 1*Dk*(*Stl*)&*Awng dk*(*Teak*)	968 832 603	✠100A1 *Awng dk* *withfreeboard* 12,40 BS12,40 ✠LMC11,38	Bgk	*l*	CL 9,39	1909 11mo	Kjöbnhvns Flydk&Skbs. Copenhagen A&CP	ThaiNav.Co.Ld. *CellDBa*50'*uE*13'*f*87'	201·5|30·2|16·6 FK	Bangkok Thai 4*BHCem* 174t*APT*15t	T.3Cy.14",23"&37"–24" (*s*) 180lb 87NHP 2SB,4*cf*,GS52,HS1540 KjbnhavnsFlydk.&Skbsv.	19 ″ 0 s 6 ″ 9 12 ″ 7¾	
30594 FNCG	**Prado** (*ex*ReginaPacis-37, *ex*Antrim *ss*Lth.2ndNo.3-11,29 Coast-33, 1*Dk*(*Irn*)&*deepframing* *ex*Glentaise,*ex*Ploussa)	997 702 502	✠ ... 6,34 ✠	Liv	*n*		1905 5mo	Ramage& Ferguson,Ld. Leith	P.Cottaropoulos& G.Theophylactos (P.G.Cottaropoulos *Mgr.*) *CellDBa*36'	218·2|33·1|13·0 Q77'B63'F45' FK *uE*38'*f*82'269t*FPT*	Marseilles French 4*BHCem* 23t*APT*21t	T.3Cy.18",30⅜"&49"–33" 155NHP 2SB,6*rf*,GS98,HS2542 Ramage&Fergusn,Lth.	15 ″ 0	V †
30595 468 ICCQ	**Praga** Ⓟ *ss*Tri.No.3-7,21 *Fitted for oil fuel* 1*Dk*&*Spar dk* D.F. &*deep framing*	3741 2791 2225	✠ ... 11,23 ✠				1908 7mo	Lloyd Austriaco Trieste	"Tirrenia"Soc. Anon.diNav.	368·4|44·2|23·4 P&B246'F65' FK	Naples Italian *WB*	T.3Cy.26",43¼"&73"–48" 495NHP LloydAustriaco,Trieste	25″10	I †
30596 161036 GNBJ	**Prague** Ⓟ **TwinSc** *ss*Sou.No.3-5,40 ~~*ss*Har.No.2-38~~ 2*Dks*(*Weather dk ptStl*–Teaks) *3rd dk forward of Machinery space* Sub.Sig. *CruiserStern*	4220 3028 1988	✠100A1 *withfreeboard* ~~12,41~~5,40 2,42 BS8,41 ✠LMC4,40 *For service between Harwich & the Hook of Holland*	Sou ~~Lon~~Abn	*w*	OG ~~P2,40~~ ~~S3,38~~ 10,41	1930 2mo *Lloyd*	J.Brown& Co.Ld. Clydebank '*sA&CP*	London&North EasternRailway *CellDBuE*42'55 *DTs f*48'57	350·8|50·1|26·0 366·1(O.L.) *Promenade dk&* F268' FK t*MT*12'120t t *DTs a*22'42t *FPT*	Harwich British 8*BHptCem* *ptAsp* 12t*APT*42t	4SteamTurbinesSR geared to 2 Sc. Shafts 215lb (*r*) 1520NHP 5SB,20*cf*,GS430,HS15033 FD J.Brown&Co.Ld Clydebnk	27 ″ 0 s12″2½ 15 ″ 3	
30597 YPBN	**Prahova** *ss*Gtz.No.3-8,34 *ss*Ant.No.1-38 1*Dk*(*Stl*)	3609 3344 2221	✠ ... 2,40 ~~BS9,39~~ ✠LMC3,38	Gen	*w*	CL 3,38	1922 3mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	A.Vlasov *CellD*	360·6|51·0|22·3 P27'B223'F41' FK B 315'843t *FPT*89t	Braila Rumanian 6*BHCem* *APT*89t	T.3Cy.24",39"&65½"–45" (*s*) 180lb 371NHP 3SB,6*cf*,GS126,HS5220 FD Armstrong,Whitworth&Co.Ld.Nwc.	24 ″ 9	
	New "Tropicus," *see No.* 38657 *in Supplement*													
30598 165940 MMVD	**Prase** *ss*Irv.No.1-41 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	374 245 193	✠100A1 ~~12,41~~~~2,41~~5,42 ✠LMC2,41	~~Irv~~ PGl	*f*	~~1,41~~ OG N12,41	1938 7mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	Wm.Robertson	140·3|24·7| 9·0 145·8(O.L.) P37'Q52'F16' FK *CellDB*81'87t*FPT*	Glasgow British 3*BHCem* 48t*APT*19t	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 49RHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 2 s 3 ″ 8 11 ″ 1	
30599 UOAF	**Pravda** Sub.Sig. 1*Dk*	2513 1980 1387	✠ ... 7,31 ✠				1928 7mo	BalticS.B. &E.Works Leningrad	U.S.S.R.	283·8|43·2|20·5 P20'B72'F32' FK	Leningrad Russian *WB*	T.3Cy.$17\frac{11}{16}$",29⅛"&$48\frac{7}{16}$"– $35\frac{7}{16}$" 193NHP BalticS.B.&E.Works,Len.	22 ″ 8	
30600 YTDL	**Predsednik Kopajtić** *ss*Ssk.No.3-12,40 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in holds*	1798 1521 1048	✠100A1 12,40 BS12,41 ✠LMC12,40	Spt	*q*	CL N12,40	1928 9mo *Lloyd*	ClydeS.B. &E.Co.Ld. PortGlasgow '*sA&CP*	Jadranska Plovidba D.D. *CellD*	260·4|40·2|18·2 P23'B88'F25' FK B220' 471t *FPT*44	Split Yugoslav 4*BHptCem* *APT*43t	T.3Cy.17",27"&45"–33" (*s*) 180lb FD 188NHP 2SB(Spt),6*cf*,GS90,HS3000 ClydeS.B.&E.Co.Ld.P.Gl.	20 ″ 3 s2 ″ 4½ 18 ″ 0½	
30601 1174 ICCT	**Premuda** (*ex*Tusculum, *ex*Strathdon) *ss*Liv.No.3-11,19 D.F. *ss*Gen.No.1-24 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	4427 4091 2732	✠ 1,29 ✠	Rot	*x*		1907 7mo	W.Hamil- ton&Co.Ld. Pt.Glasgow	"Corrado"Soc. AnondiNav. *CellDBa* 122'*uE*&*B*42'*f*168'	376·2|52·3|17·4 P27'B92'F40' 25·4 FK 1091t *DTf* 24'613t	Genoa Italian 6*BHCem* *APT*113t	T.3Cy.25",$41\frac{3}{16}$"&68"–48" 366NHP 3SB,9*cf*,GS165,HS5868 D.Rowan&Co.Glasgow	28 ″ 0	I †
30602 161514	**Prescodoc** *Mchy.Aft* 1*Dk*	1938 1638 1151					1929	Swan,Hun- ter&Wigham Richardson, Ld.Sunderlnd	PatersonSteam-ships,Ld.	252·8|43·4|17·8 Q100'F35'	Ft.William British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
30603 138214 VGPL	**Prescott** (*ex*Glenisla,*ex*Western Star) *Mchy.Aft* 1*Dk*2*trB*	5461 5254 4268					1908	Detroit S.B.Co. Wyandotte	CanadaSteamship Lines,Ld.	494·0|50·2|24·3 len24 *WB*	Midland, Ont. British	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
30604 207099	**President** **Wood** 1*Dk* *Fitted for oil fuel*	730 — 468					1910	…………… Noank,Conn.	MeseckTowing& Transpn.Co.Inc.	152·0|35·7|13·0	NewYork Utd.States	C.2Cy.18"&40"–28" 71NHP J.W.Sullivan&Co.N.Yk.		
30605 220325 KDAR	**President Buchanan** Ⓟ **TwinSc** (*ex*PresidentMonroe-40, *ex*PanhandleState) 3*Dks* D.F. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	10553 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	American PresidentLines,Ld.	502·1|62·2|28·3 P42'B204'F42'	S. Frncisco Utd. States *WB*	T.8Cy.(2)24",(2)40½"& (4)54"–45 784NHP NewYork S.B.Co.Camden, N.J.		R
30606 20485 KDCM	**President Cleveland** Ⓟ **TwinSc** (*ex*GoldenState) 2*Dks*&*Shelter dk* *Ref.Mchy.* *3rd dk in holds* D.F. GyC. *Fitted for oil fuel* *Longitudinal framing*	12568 — 6491	✠ ... 3,21 ✠				1921 12mo	NwprtNws S.B.&D.D.Co. NewprtNews	American PresidentLines,Ld.	517·0|72·2|27·8 36·8 B189' *on Shelter dk* FK	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts 3105NHP NewportNewsS.B.&DDCo	50 ″ 0	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30607 231219 KDMX	President Coolidge Ⓟ TwinSc 5*Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. GyC.	21936 — 12835					1931	NwprtNws S.B.&D.D.Co NewprtNews	American PresidentLines,Ld.	615·6 B&F501'	81·3	28·2 52·0	S.Frncisco Utd. States *WB*	2 steam turbines connected to Elec. Motor & sc. shafts WestinghouseElec.&Mfg. Co.Phl.		R
30608 FNUZ	Président Dal Piaz Ⓟ TwinSc 3*Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F.	4929 — 2640					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.Générale Transatlantique	362·5	52·8	26·5	Marseilles French *WB*	6 steam turbines SR geared to 2 sc. shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
30609 TUHD	Président de Lavit (*ex*Glenspray, *ex*Camm) *ss*Bdx.No.3–10,33 *ss*Bdx No.1–38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	313 211 131	✠100A1 8,38 ✠LMC8,38 (SEE FOOT NOTE*)	Bdx	*d*	CL 6,38	1921 6mo *Lloyd*	Crabtree& Co.Ld. Gt.Yarmouth '*sA&CP*	GrandsMoulins de Bordeaux	129·2 133·3(O.L.) Q51'B9'F16' *FPT*21*t*	23·2 24·2	9·5 FK	Bordeaux French 3*BHCem* *APT*28*t*	C.2Cy.16"&33"–22" (*s*) 130lb 61NHP 1SB,2*pf*,GS37,HS1185 Crabtree&Co.Ld.	10″5 s″9½ 9″10	
30610 LIYU	Président de Vogüé TwinSc *OilEng.* *ss*Rot.No.1–39 *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	9320 8649 5548	✠100A1 10,41 ~~12,40~~ ✠LMC CS5,39 DBS~~5,39~~5,41 5,39 *CarryingPetroleum in bulk*	~~Sws~~ Gls	*d*†	CL N5,39	1935 5mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	Skibs A/S Snefonn (Sig.Bergesen d.y. &Co.*Mgrs.*) *CellDBuE*71'231*tD*	480·5 P98'B37'F41' *Tf*34'456*tFPT*175*t*	65·0	35·6 FK	Stavanger Norwegian 12*BH* *APT*176*t*	Oil Engines 4S.C.SA 14Cy.23¾"–43$\frac{5}{16}$" 728NHP 2DB*160lb* Akt.Burmeistr&Wain,Cpn	35″0 s7″3½ 28″0	
30611 174210 VWJQ	Président Doumer Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 3*Dks* D.F. *CruiserStern*	11898 8400 6692					1934	Soc.Provençale de Cnst.Nav. LaCiotat	Ministry of War Transport(Bibby Bros.&Co.*Mgrs.*)	468·5 B182'	63·9	37·8	Aden British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"–59$\frac{1}{16}$" 1307NHP Schneider&Cie.LeCreusot		VL
30612 220709 KDHF	President Fillmore Ⓟ TwinSc (*ex*PresidentVanBuren–40, 3*Dks* *ex*OldNorthState) *Fitted for oil fuel* D.F. GyC. *Ref.Mchy.* *Cruiser Stern*	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1 P42'B204'F42'	62·2	28·3	S. Frncisco Utd. States *WB*	Q.8Cy.(2)24",(2)40¾"&(4) 54"–45" 782NHP NewYorkS.B.Corp. Camden,N.J.		R
30613 172 OPFA	President Francqui *OilEng.* *ss*Ams.No.2–35 *Mchy.Aft* 2*Dks*(*Stl*) D.F. *Longitudinal framing at bottom, decks&topsides*	4919 — 3514	✠100A1 2,41 Examined ~~12,41~~3,42 Gls DBS~~10,40~~ ✠LMC3,41 3,42 *CarryingPetroleum in bulk*	~~Lon~~ ~~Lon~~ Lon		CL 2,41	1928 3mo *Lloyd*	NewWaterwayS.B.Co. Schiedam '*sA&CP*	Purfina-ArmementS.A. *CellDBu*	401·0 len38 P86'B28'F45' *E*44'*f*20'224*t FPT*	53·0	27·8 FK	Ghent Belgian 14*BHptCem* 178*tAPT*93*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP 2DB*142lb* Harland&Wolff,Ld.Gls.	28″0 s5″1½ 23″0½	
30614 ~~240084~~ 240385 KSSG	President Garfield Ⓟ 2*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	9260 — 5160					1940	NwprtNws S.B.&DD.Co. Newprt News	AmericanPresidentLines,Ld.	465·0 B94'F46'	69·7	33·5	S.Frncisco Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP NewportNewsSB&DD.Co.		R
30615 221203 KDRL	President Grant Ⓟ TwinSc (*ex*PresidentAdams–40, 3*Dks* *ex*CentennialState) *Fitted for oil fuel* D.F. GyC. *CruiserStern* *Ref.Mchy.*	10544 — 5984					1921	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1 P42'B204'F42'	62·2	28·3	S. Frncisco Utd.States *WB*	T.8Cy.24",40½&(2)54"–45" 782NHP NewYorkS.B.Corp.		R
30616 220952 KDMQ	President Harrison Ⓟ TwinSc (*ex*WolverineState) 3*Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. *CruiserStern* *Longitudinal framing*	10509 — 5052					1921	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd. States *WB*	T.8Cy.(2)24"(2)40½"&(4) 54"–45" 782NHP NewYorkS.B.Corp. Camden,N.J.		R
30617 240315 KSSH	President Hayes Ⓟ 2*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	9255 — 5157					~~1940~~ 1941	NwprtNws S.B.&D.D.Co NewprtNews	AmericanPresidentLines,Ld	~~465·0~~ B94'F46' 468·3	69·7	~~33·5~~ 29·6	S.Frncisco Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP NewportNewsSB&DD.Co.		
30618 LCTQ	President Herrenschmidt TwinSc *OilEng* *ss*Fal.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)2nd*dk*(*Stl*) D.F. *aft of cargo tanks* *CruiserStern* *Webframes* *Longitudinal framing*	9103 8380 5401	✠100A1 2,40 ✠LMC CS6,36 DBS4,39 3,39 *CarryingPetroleum in bulk* SURVEYS DELAYED	Gal	*d*†	CL PN5,38 s5,38	1932 6mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP*	SkibsA/S Dalfonn (SigvalBergesen) *CellDBuE*68'220*tD*	477·1 P100'B38'F44' *Tf*36'524*t FPT*198	63·0	35·9 FK	Stavanger Norwegian 12*BHptCem* *tAPT*212*t*	Oil Engines 4S.C.SA 14Cy.23⅝"–43$\frac{5}{16}$" 754NHP 2DB*160lb*&NDB(*aft*)38 –*160lb* Kockums M.V.Akt.Malmö	35″9	
30619 240884 KSSJ	President Jackson Ⓟ 2*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *Cruiser Stern*	9255 — 5177					1940	NwprtNws S.B.&D.D.Co NewprtNews	American PresidentLines, Ld.	465·0 B94'F46'	69·7	33·5	S.Frncisco Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP NewportNewsSB&DD.Co.		R
30620 200690 WCCM	President Johnson Ⓟ TwinSc (*ex*Manchuria) *ss*N.Yk.No.3–8,16 *Ref.Mchy.* *ss*N.Yk.No.2–24 4*Dks*&*Shelter dk* D.F. *Fitted for oil fuel*	16111 — 9644	✠ ... 3,29 ✠				1904 5mo	NewYork S.B.Co. Camden,N.J.	American PresidentLines, Ld.	600·0 B on *Shelter dk*204'	65·3	23·1 39·1 FK&BK3"	S.Frncisco Utd. States *WB*	Q.8Cy.30",43",63"&89"–60" 1923NHP NewYorkS.B.Co.Camden, N.J	43″4	R †
30621 221426 KDIC	President Madison Ⓟ TwinSc (*ex*PresidentGarfield 3*Dks* –40,*ex*BlueHenState) *Fitted for oil fuel* D.F. GyC. *Ref.Mchy.* *CruiserStern*	10501 — 5917					1921	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1 P42"B204'F42'	62·9	28·3	S. Frncisco Utd.States *WB*	T.8Cy.24",40½&(2)54–"45" 783NHP NewYork S.B.Co.Camden, N.J.		R
30622 240216 KSSM	President Monroe Ⓟ 2*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	9255 — 5157					1940	NwprtNws S.B.&D.D.Co NewprtNews	American PresidentLines, Ld.	465·0 B94'F46'	69·7	33·5	S.Frncisco Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP NewportNewsSB.&DD.Co		
30623 220987 KDNV	President Pierce Ⓟ TwinSc (*ex*HawkeyeState) 4*Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. *Cruiser Stern* *Longitudinal framing*	12579 — 6449					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	American PresidentLines, Ld.	517·0 B229'	72·2	27·8	S.Frncisco Utd. States *WB*	4steamturbinesSRgeared to 2 sc. shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
30624 159154 GNSG	**President Sergent** ssRot.No.3-5,36 *Mchy.Aft* D.F. 2*Dks*(*Stl*)	5344 4702 2417	✠100A1 12,40 BS12,40 ✠LMC5,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,23 *F.P. above* 150° F.	Cff	*x*	CL 11,40	1923 9mo	Atel.&Ch. deFrance Dunkirk *Lloyd'sA&CP*	MinistryofWar Transport(Anglo-SaxonPetroleum Co.Ld.*Mgrs.*) *CellDBuB69'232tDTf400tFPT96tAPT66t*	352·9 P126'B27'F35' FK	52·6	31·7	Cardiff British 14*BHptCem* 9 „ *to Udk*	T.3Cy.26",42¼"&70"-48" (*s*) 200lb 445NHP 3SB,6*cf*,GS130,HS6056 FD Atel.&Ch deFrance,Dnk.	31 ″ 6 s5 ″ 0¾ 26 ″ 7	
30625 221233 KDRW	**President Taft** Ⓟ TwinSc (*ex*BuckeyeState) 4*Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. *Cruiser Stern* *Longitudinal framing*	12562 — 6481					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	American PresidentLines, Ld.	517·0 B229'	72·2	27·8	S.Frncisco Utd. States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
30626 224054 KDOZ	**President Taylor** Ⓟ TwinSc (*ex*PresidentPolk-40, 3*Dks* *ex*GraniteState) *Fitted for oil fuel* D.F. GyC. *Ref.Mchy.* *CruiserStern*	10508 — 5918					1921	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd. States *WB*	T.8Cy.(2)24",(2)40¾"&(4) 54"-45" 781NHP NewYorkS B.Corp. Camden,N.J		
30627 220858 KDLB	**President Tyler** Ⓟ TwinSc (*ex*PresidentHayes-40, 3*Dks* *ex*CreoleState) *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. *CruiserStern*	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd. States *WB*	T.8Cy.(2)24$\frac{7}{16}$"(2)40½"&(4) 54"-45" 783NHP NewYorkS.B.Corp. Camden,N.J		R
30628 240910 KSSV	**President Van Buren** Ⓟ D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *Fitted for oil fuel* *CruiserStern*	9255					1941	NwprtNws S.B.&D.D.Co Newprt News	AmericanPresidentLines,Ld	465·0 B94'F46'	69·7	33·5	S.Frncisco Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP NewportNewsSB.&DD.Co		R
30629 227753 KGQC	**President Warfield** Ⓟ 1*Dk* *Fitted for oil fuel*	1814 — 706					1928	ThePusey &JonesCo Wlmgtn,Del.	BaltimoreStm. PacketCo.	320·0	56·6	16·9	Baltimore Utd.States	T.4Cy.24½",40"&(2)47"-42" 286NHP Pusey&JonesCo.Wlmngtn		R
30630 LOIX	**Presidente Figueroa Alcorta** *Mchy.Aft* *OilEng.* TwinSc 1*Dk* *CarryingPetroleum in bulk*	2460 2180 1500					1937	Hansen, Puccini,S.A. SanFernando	ArgentineGovernment(Yacimientos Petroliferos Fiscales)	315·0 B69'F36'	52·9	17·0	Bns.Aires Argentine	Oil Engines 2S.C.SA 14Cy.13¼"-23¾" 443NHP SulzerBros.Ld.Winterthur		
30631 CXAT	**Presidente Terra** (*ex*Michalis-38, *ex*Oakfield-33) ssM.Vo.2ndNo.3-12,37 ssMVo.No.1-42 1*Dk*(*ptIrn&ptStl*) D.F. ~~*Cargo battens not fitted*~~	*3646* *3422* *2289*	✠100A1 4,42 ~~9,40~~ 12,41 ✠LMC~~12,37~~ DBS~~10,40~~	MVo MS4,42 MBS5,41	*w*	CL ~~9,40~~ 11,41	1912 3mo *Lloyd'sA&CP*	W.Gray& Co.Ld. W Hartlepool	Administracion Nacional de Puertos-MonteVideo *CellDBa&uE142'f158'991tAPT87t*	360·0 P25'B221'F36' FK	51·0	22·7	M.Video Uruguayan 6*bHCem*	T.3Cy.25⅛",40½"&67"-45" 180lb *120lb* (*r*) 317NHP 2SB,6*cf*,GS101,HS4769 Cen.Mar.Eng.Wrks.WHpl	25 ″ 1	
30632 HIFS	**Presidente Trujillo** (*ex*Guantanamo-35,*ex*Watauga, *ex*GouverneurJaeschke) 1*Dk&Spardk*	1668 1310 917					1900	Howaldts-werke Kiel	CompañiaNaviera Dominicana	240·4 P22'B90'F38'	36·0	20·9	Ciudad Trujillo Dominican *WB*	T.3Cy.22$\frac{1}{16}$",33½"&57$\frac{1}{16}$"-39⅜" 204NHP Howaldtswerke,Kiel		
30633 150786 KFNS	**Presque Isle** *Mchy.Aft* D.F. 1*Dk2trB*	4578 — 3486					1898	Cleveland S.B.Co. Lorain,O.	PresqueIsleTransportationCo. (Cleveland-Cliffs IronCo.*Mgrs.*)	407·0	50·0	24·7	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.17",25½",39"&60"-40" 228NHP ClevelandS.B.Co. Cleveland		R
30634 161155 MPTJ	**Prestatyn Rose** ssBly.No.2-39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1151 866 670	✠100A1 ~~7,41~~ ~~9,40~~ 11,41 ~~BS9,40~~ ✠LMC8,38	~~Npt~~ BlyNwc BS7,41	*n*	CL ~~9,40~~ ~~6,41~~ 11,41	1930 5mo *Lloyd'sA&CP*	D&WHendersn&Co.Ld. Glasgow	RichardHughes&Co.(Liverpool)Ld. *Cell DB144'231tFPT84tAPT41t*	220·0 226·2(O.L.) Q123'B12'F24' FK	34·1	14·2	Liverpool British 4*BHptCem*	T.3Cy.17",27"&45"-33" (*s*) 180lb 173NHP 2SB,4*cf*,GS94,HS3304 D&W.Hendersn&CoLdGls	16 ″ 3 s4 ″ 11 15 ″ 5¾	
30635 137258 MGDB	**Presto** (*ex*Dunelm) ssNwc.No.3-5,29 ssBly.No.2-38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	971 721 473	✠100A1 1,42 ~~5,41~~ ~~BS10,40~~ ✠LMC1,38	~~Lon~~ Shl BS1,42	*l*	CL ~~N1,40~~ 1,42	1916 7mo *Lloyd'sA&CP*	R.Thompson&Sons,Ld Sunderland	S.&R.Steamships Ld.(Stone&Rolfe Ld.*Mgrs.*) *Cell DB129'213tFPT42tAPT35t*	203·0 Q98'B9'F21' FK	33·0	13·0	Newcastle British 3*BHCem*	T.3Cy.17½",29"&48"-33" (*s*) 180lb *100lb* 150NHP 1SB,3*pf*,GS58,HS2397 N.E.MarineEng.Co.Ld.Sld	15 ″ 1 s1 ″ 1 14 ″ 2¼	
30636 140442 GVWR	**Prestol** ssPts.No.3-3,30 D.F. ssSld.No.2-38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	2629 2195 993	✠100A1 5,41 BS5,41 ✠LMC9,38 *For Government Service* *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150° F.	Gls	*t*	CL 5,41	1917 12mo *Lloyd'sA&CP*	Napier& Miller,Ld. Glasgow	TheAdmiralty *CellDBuE&B68'148tDTf24'93tFPT53tAPT36t*	319·7 334·7(O.L.) P46'B107'F45' FK	41·6	23·1	London British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	T.3Cy.26",42½"&70"-45" (*s*) 200lb 557NHP 3SB,9*cf*,HS8754 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 6 s3 ″ 4 22 ″ 4½	
30637 DJSG	**Pretoria** Ⓟ TwinSc Sub.Sig. D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* GyC. *CruiserStern* 3*Dks*	16662 12077 9572					1936	Blohm& Voss,K.a.A Hamburg	DeutscheOst-Afrika-Linie	547·8 B&F426' *Upper*B118'	72·5	31·5	Hamburg German *WB*	6Steam turbinesSR geared 4050NHP Blohm&Voss,K.a.A.Ham.		G
30638 167220 GRRJ	**Pretoria Castle** Ⓟ TwinSc *Oil.Eng.* D.F. 3*Dks*,4*thDk except in after hold* *WeatherDk part electrically welded* Gy.C E.S.D *Ref.Mchy.* *CruiserStern* Sub.Sig.	17392 13389 10436	✠100A1 *withfreeboard* 7,39 ✠LMC4,39	Lon	*l*† 2$\frac{11}{16}$	CL	1939 4mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	Union-Castle MailS.S.Co.Ld. *CellDB435'1944t*	570·7 594·6(O.L.) B283'F110' FK *Tanks at sides of tunnels* 25'212*tFPT*137*tAPT*301*t*	76·4	39·5	London British 9*BHptCem* (*Coll to W dk* 8 „ *2nd* „)	Oil Engines 2S.C.DA 16Cy.24$\frac{7}{16}$"-55⅛" 3284NHP 3DB-*100lb* Harland&Wolff,Ld Bel.	45 ″ 6 s16 ″ 6¾ 29 ″ 2	
30639 DHTN	**Preussen** Ⓟ 4Mst 2*Dks* Sub.Sig. D.F. GyC. *Fitted for oil fuel*	8230 7488 4978					1922	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·1 P74'B110'F46'	58·2	32·4	Hamburg German *WB*	T.3Cy.32$\frac{3}{10}$",52⅘"&86⅝"-55" 558NHP FlensburgerSchiffsb.Ges.		G
30640 DSPO	**—** Ⓟ TwinSc (*Ferry*) Sub.Sig. 2*Dks* D.F. GyC.	2954 2423 1090					1909	Akt.Ges. "Vulcan" Stettin	DeutscheReichsbahnGes.Reichsbahndirektion Stettin	355·8 F69' *Promenadedk*275'	51·0	20·9	Sassnitz German *WB*	T.6Cy.23",38"&63"-36" 476NHP A.G."Vulcan,"Stettin		G
30641 DATM	**—** Ⓟ TwinSc *OilEng.* Sub.Sig. D.F. 2*Dks* E.S.D. GyC. *CruiserStern*	2529 1682 1343					1926	Stettiner Oderwerke Stettin	Reichsverkehrsministerium (StettinerDampfsch. Ges.J.F.Braeunlich G.m.b.H.*Mgs.*)	296·8 B&F255' len34	38·3	19·0	Stettin German *WB*	Oil Engines 4S.C.SA 20Cy.20⅞"-23⅝" 814NHP Vulcan-Werke,A.GStettin		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30642 156504 CGPK	**Preventor** TrpSc *OilEng.* *ss*Hfx.No.1–34 1*Dk*(*Stl*)&2nd *dk*(*Stl*)*in holds* *CruiserStern*	317 265 96	✠ ... 10,36 ✠	Hfx			1929 11mo	Canadian VickersLd. Montreal	MarineIndustries, Ld.	164·8 F64' *CellDBuE23'10t FP*	21·1	11·7 FK	Sorel,P.Q. British *4BHCem* *T9tAPT6t*	Oil Engines 4S.C.SA 18Cy.14″–16″ 345NHP WintonEngineCo.Clv.	13 ″ 0	
30643 168821 GBLL	**Priam** TwinSc D.F. *OilEng.* E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern*	10029 7794 5892					1941	CaledonS. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	486·1 P43'B212'F55'	66·4	32·3	Liverpool British *WB*	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$″–55⅛″ J.G.Kincaid&Co.Ld.Grk.		
30644 DOHF	**Priamus** 1*Dk*	760 592 423					1911	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	202·4 Q50'B45'F22 len38	28·2	13·0	Bremen German *WB*	T.3Cy.13″,21$\frac{1}{16}$″&34$\frac{11}{16}$″–23⅝″ 58NHP A.G."Weser,"Bremen		G
30645 1351 ISFN	**Priaruggia** 2*Dks*	1196 997 646					1925	N.Odero fu A.&Co. Genoa	IgnazioMessina &C.	209·3 P22'B51'F22'	33·9	19·5	Genoa Italian *WB*	T3Cy15$\frac{1}{16}$″20½″&39⅜″–25$\frac{9}{16}$″ 79NHP N.Odero fuA.&Co.Genoa		I
30646 205324 KDXR	**Price McKinney** D.F. GyC. *Mchy.Aft* 1*Dk*	4671 — 3433					1908	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	432·0	54·0	28·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22″,35″&58″–40″ 213NHP AmericanS.B.Co.Clevelnd		R
30647 PGVF	**Prima** *OilEng.* *ss*Rot.No.1–36 *Mchy Aft* 1*Dk*(*Stl*) *CruiserStern*	405 287 215	✠100A1 7,40 Examined ~~2,41~~ 3,42 ~~✠LMC7,36~~ ~~✠LMC(M)0,38~~ ✠LMC11,41	Mch Par	*f*	7,40	1932 1mo *Lloyd*	N.V.Werf Vooruit Spaarndam *'sA&CP*	NVMotorscheepv. Maats.Rotterdam (Rotterdamsche KustvaartCentrale N.V.*Mgrs.*) *Cell*	152·9 P34'F20' *DB98'145t FPT17t*	25·2	8·5 FK	Rottrdam Dutch *3BHptCem* *APT29t*	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$″–17$\frac{11}{16}$″ 87NHP MotorenWerkeMannheim A.G.Mannhein	10 ″ 11 s1 ″ 1½ 9 ″ 11¼	
30648 LCVL	**Primero** (*ex*SudArgentino, *ex*Primero) TwinSc *OilEng.* D.F. 1*Dk*	4414 3990 2668					1925	Akt.Bur- meistr&Wain Copenhagen	A/S IvaransRederi (S.Holter- Sörensen,*Mgr.*)	368·5 P116*t*H239*t*F11*t*	53·7	24·9	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 448NH Akt.Burmeistr&Wain,Cpn		N
30649 LOBZ	**Primero de Mayo**	905 — 640					1893	Howaldts- werke Kiel	Argentine Government	196·8	29·5	15·1	Bns. Aires Argentine *WB*	T.3Cy.17″,27½″&43″–25″ NB23 93NHP		
30650 LDNI	**Primo** 1*Dk*	1840 1612 1114					1930	Smith's Dock Co.Ld. Middlesbro'	A/SPavo(Kjell Bruusgaard,*Mgr.*)	265·4 P54*t*H28*t*	43·2	18·0	Oslo Norwegian *WB*	T.3Cy.18½″,30″&50″–36″ 150NHP Smith'sDockCo.Ld.Mdb.		N
30651	**Primorje** Ⓟ (*ex*HaiYen,*ex*Bulga, *ex*Signal) 1*Dk*&*Spar dk*	1449 1261 907					1903	Howaldts- werke Kiel	U.S.S.R.	262·9 P24'B73'F34'	36·1	17·8	Vladvostk Russian *WB*	T.3Cy.18½″,29½″&47¼″–31½″ 126NHP Howaldtswerke,Kiel		
30652 168208 BCJZ	**Primrose Hill** *For full particulars see No.* 38057 *in Supplement* *CruiserStern* "*Arcform*" *Longitudinal framing at bottom&atdecks*	~~7600~~ 7628 7217 5567	100A1 *withfreeboard* (*ClassContemplated*)				1941	Wm.Ham- ilton&Co.Ld. PortGlasgow	PutneyHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld.*Mgrs.*)	421·1	60·4	35·8	London British	T.3Cy.24″,39″&68″–48″ D.Rowan&Co Ld.Gls.	38 ″ 3 s10 ″ 3 28 ″ 2½	
30653 OHDF	**Primula** D.F. 1*Dk*&*Shelter dk*	862 796 450					1904	W.Lind- bergsAktieb. Stockholm	FinskaÅngfAktieb	202·2 195·0	28·2	13·0	Helsingfrs Finnish *WB*	T.3Cy.17⅜″,30″&48$\frac{11}{16}$″–29″ 128NHP W.LindbergsAktieb.Skm.		G
30654 YTDO	**Princ Andrej** *ss*Sch.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3rd*Dk*(*Stl*)*in way of E&B space*	*5041* *4592* *3019*	✠100A1 *withfreeboard* 12,41 ~~4,41~~ BS10,41 ✠LMC MS8,39 ~~BS7,40~~	Bal NYk	*a*†	CL 4,41	1930 10mo *Lloyd*	Lithgows Ld. Pt.Glasgow *'sA&CP*	Dubrovacka PlovidbaA.D. *CellDB353'1297t*	415·5 F30' *FPT153tAPT276t*	55·0	25·5 FK	Dubrovnik Yugoslav *7BHptCem* *ptAsp* (*Coll to Shdk* 6 ,, *2nd*,,)	T.3Cy25⅛″,43½″&73″–48″(*s*) 210lb 530NHP 3SB,*9cf*,GS181,HS7500 FD Rankin&BlackmoreLdGrk	28 ″ 0 s3 ″ 2½ 25 ″ 0¼	
30655 YTFJ	**Princ Pavle** (*ex*Valparaiso–35, *ex*Coquimbo–32, *ex*Nevesinje, *ex*Savannah,*ex*Grecian Prince,*ex*WarHind) *ss*Vpo.No.3–6,30 *ss*Ssk.No.2–39 2*Dks*(*Stl*) *Now* "Franka" *see No.* 36321 *in Supplement*	*5282* *4843* *3210*	✠100A1 4,41 ~~9,39~~ BS2,41 ✠LMC3,39	~~Sch~~ NYk	*y*	CL 5,40	1918 10mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	A.Babarovic *CellDB*	400·0 P49'B113'F40' *340'1067t FPT135t*	52·4	28·5 FK	Milna Yugoslav *7BHptCem* *APT198t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCo.Ld.Sld.	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
30656 166051 ~~OSDC~~ BMYX	**Prince Baudouin** Ⓟ TwinSc *OilEng.* *ss*Ost.No.1–39 2*Dks*,3*rd dk except in Mchy.space* *CruiserStern*	~~3050~~ ~~2351~~ ~~1906~~ 3219 1617 1483	✠100A1 *withfreeboard* 9,41 ~~3,41~~ ✠LMC2,40 *For service between Ostend & Dover*	~~Gls~~ Avn		OG ~~3,38~~ 9,41	1934 8mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken *'sA&CP*	~~BelgianGovernment~~ Ministry of War Transport (P.&O.Stm.Nav. Co.*Mgrs.*)	357·0 B220'	~~49·1~~ 46·1 *49·1* *CellDB82'*	21·4 FK	Bristol British *10BHAsp* 305*t*	Oil Engines 2S.C.SA 24Cy.22$\frac{13}{16}$″–33$\frac{1}{16}$″ 2189NHP SocAn.J.Cockerill,Seraing	24 ″ 9 ~~s12 ″ 7½~~ ~~12 ″ 5~~ s12 ″ 1½ 12 ″ 11	
30657 OOSB	**Prince Charles** Ⓟ TwinSc *ss*Ost.No.2–38 2*Dks*(*Stl–Weather dk teak s*) 3rd*Dk except in E&B space* *CruiserStern*	2950 2471 1331	✠100A1 *withfreeboard* 1,40 BS7,39 ✠LMC6,38 *For service between Ostend & Dover* *Fitted for oil fuel* 10,30 *F.P. above* 150° F.	Ant		P6,38 S6,39	1930 10mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken *'sA&CP*	BelgianGovern- ment	347·0 *CellDB14'35t*	46·2	22·8 FK	Ostend Belgian *10BHptCem* *ptAsp* *DTf12'56t*	6 steam turbinesSRgeared to2sc shafts (*s*) 2779NHP 370lb FI 6WTB(Spt370lb)HS21300 Soc.An.J Cockerill,Seraing	24 ″ 9 s13 ″ 0¼ 12 ″ 0½	
30658 156892 VGFW	**Prince David** Ⓟ TwinSc 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *Cruiser Stern*	6892 3990 3072					1930	Cammell Laird&Co.Ld. Birkenhead		366·4	57·1	27·4	Vancouver British *WB*	6 steam turbinesSRgeared to 2 sc shafts CammellLaird&Co.Ld.Bkn		C
30659 OPML	**Prince de Liége** *OilEng.* E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	*2588* *2082* *1332*					1938	Soc.Anon. Jhn.Cockerill Hoboken	Cie."Dens-Océan" Soc.Anon.(L.Dens &Co.Ld.*Mgrs.*)	307·4 F13'	45·2	16·8	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 405NHP SocAn.J.Cockerill,Seraing		VL
30660 133036	**Prince Edward** Ⓟ Pad 1*Dk*	304 — 163					1911	A&J.Inglis Ld. Glasgow	London,Midland &ScottishRailway	175·0	22·1	6·0	Glasgow British	C.D.2Cy.26″&48″–48″ 133NHP A &J.Inglis,Ld.Gls.		BT till 11,41

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✛ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franco-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
30661 134206 VGNR	**Prince Edward Island** Ⓟ TrpScSr *(TrainFerry)* *(2Screws aft & 1 for'd.)* *2Dks(Stl)&Web frames* *Promenade dk(Stl–ws)*	2795 2071 1110	✛ 6,15 ✠	Nwc	*v*		1915 4mo	Armstrong Whitworth &Co.Ld. Newcastle	CanadianGovernment(Dept.of Transport) *Cell DBa42' u E&*	285·3 *B164'f24'463tFPT*	52·2	21·3 FK	Charlottetown P.E.I. British *8BHCem* *148tAPT78t*	T.6Cy(a)23½",37½"&60"–39" T.3Cy.(f)21",33½"&54"–36" 1014NHP 6SB,*18cf*,GS383,HS16230 WallsndSlpwyCo.Ld.Nwc	24 ″ 0	
30662 129748 VGJP	**Prince George** Ⓟ TwinSc *ss*Vcr.2ndNo.3–3,34 *ss*Vcr.No.~~4–38~~2-42 *Ref.Mchy.* *2Dks&Shelter dk* *Cruiser Stern*	3372 2148 1625	✛ A1 3,42 ~~3,41~~ ~~BS3,41~~ *Channel&Sound Service* *Tacoma&Skagway* *Fitted for oil fuel*3,12	Vcr 3,42 LMC~~2,37~~		CL P 2,41 SN2,42 *F.P.*	1910 5mo *Lloyd* *above*	Swan,Hunter&Wigham Richardson, Ld Newcastle *'sA&CP* *Cell* 150°F.	PrinceGeorge,Ld. *DBuE&B122'f50'*	306·7 B*on Shltr dk*170' *277tDTa26'94t DT*	42·2	24·0 FK	Prince Rupert, BC British *7BHAsp* *f38'179tFPT*	T.8Cy.(2)23⅝",(2)37"& (*s*) (4)41"–33"180lb FD 768NHP 2D&2SB*18cf*GS360HS13330 WllsndSlpwy.Co.Ld.Nwc. *T27tAPT26t*	26 ″ 0 s10″8½ 15 ″ 7½	
30663 ONVB	**Prince Leopold** Ⓟ TwinSc *ss*Ant.No.2–28 *2Dks(Stl–U teak s)* *3rdDk except in E&B space* *CruiserStern*	2950 2471 1331	100A1 *withfreeboard* 12,39 BS9,39 *For service between Ostend & Dover* *Fitted for oil fuel*7,30	Ant LMC11,37		12,38 *F.P.*	1930 7mo *Lloyd* *above*	Soc.Anon. Jhn.Cockerill Hoboken *'sA&CP* 150° F.	BelgianGovernment	347·0 359·6(O.L.) *Cell DB14'35t*	46·2	22·8 FK	Ostend Belgian *10BHptCem* *ptAsp* *DTf12'56t*	6SteamTurbinesSRgeared to2Sc.Shafts (*s*) 2779NHP 370lb FD 6WTB(Spt)HS21300 Soc.An.JCockerill,Seraing	24 ″ 9 s13″0¼ 12 ″ 0½	
30663A 122555	**Prince Nova** Ⓟ TwinSc *ex*ErieIsle–41, *OilEng.* *exSteamer*Waubic–38) 1*Dk* *(Wood bottom)*	451 183 297					1909 *pt.re-*	Collingw'd S.B Co Ld. CollngwdOnt *constructed*'38	J.E.McQueen	135·3	25·0	8·2	**Charlottetown,P.E.I.** British	Oil Engines 2S.C.SA 12Cy.10"–12½" 210NHP Fairbanks-Morse N.E 38 &Co.Beloit,Wis.		
30664	**Prince Philippe** Ⓟ TwinSc *OilEng.* D.F. *2Dks, 3rd dk except in mchy.space* *CruiserStern*	2938 2291 1884	✛100A1 *withfreeboard* 6,41 ✠LMC5,40 *For service between Ostend & Dover*	Cff		OG	1940 5mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken *'sA&CP*	BelgianGovernment	357·0 370·7(O.L.)	49·1 46·1 *49·1*	21·4 FK *Cell*	Ostend Belgian *10BHAsp* *DB72'254t*	Oil Engines 2S.C.SA 24Cy.22$\frac{13}{16}$"–33$\frac{1}{16}$" 2189NHP SocAn.J.Cockerill,Seraing	24 ″ 9	
30665 156906 VGJC	**Prince Robert** Ⓟ TwinSc *3Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	6892 3990 3072					1930	Cammell Laird&Co.Ld. Birkenhead		366·4	57·1	27·4	Vancouver British *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts CammellLaird&Co.Ld.Bkn		C
30666 129742 VGWP	**Prince Rupert** Ⓟ TwinSc *ss*Vcr.2ndNo.3–5,31 *ss*Vcr.No.2–39 *Ref Mchy* *2Dks&Shelter dk* *CruiserStern*	3379 2151 1626	✛ A1 ~~5,41~~ ~~4,40~~2,42 BS2,42 ~~BS5,40~~ *For Channel& Sound Service,* *Tacoma&Skagway* *Fitted for oil fuel*5,12	Vcr ~~BS5,41~~ ✠LMC2,38		CL ~~P 4,40~~ SN4,40 PN1,42 *F. P.*	1910 3mo *Lloyd* *above*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *'sA&CP* *CellD* 150° F.	PrinceRupert,Ld. *BuE & B122'f50'2*	306·7 B*on Shltr dk* 170' *77tDTa26'94tFPT*	42·2	23·9 FK	Prince Rupert,BC British *7BHAsp* *27tAPT26t*	T.8Cy.23½",37"&(2)41"–33" 180lb (*s*) 768NHP 2D&2SB,*18cf*,GS360, HS13330 FD Wllsnd.Slpwy.Co.Ld.Nwc.	26 ″ 0 s10″8½ 15 ″ 7½	
30667 148839 GCZT	**Prince Rupert City** *1Dk&Shelter dk* D.F. *Fitted for oil fuel*	4749 4432 2876					1929	W.Gray& Co.Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	400·5 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25",42"&70"–48" 339NHP Cen.Mar.EWrks.Ld WHpl		C
30668 1[illegible]5164	**Prince William** TwinSc (*ex*Aktion *ex*M10) *1Dk* *Fitted for oil fuel*	409 285 180					1915	A.G.Neptun Rostock	CapitalIron& Metals,Ld.	177·0	24·0	10·0	Vancouver BC British *WB*	T.6Cy.13⅜",21"&33"–18$\frac{1}{16}$" 93RHP A.G."Neptun,"Rostock		C
30669	**Prince of Wales** TwinSc *1Dk* *Fitted for oil fuel*	400 — —					1922	Philip& Son,Ld. Dartmouth	Government of Gambia	150·0	28·5	10·0	Bathurst British	T.6Cy.9",14½"&24"–16" 46NHP Philip&Son,Ld.Dartmouth		
30670 40585 GPDW	**Princesa** TwinSc D.F *3Dks&Shelter dk* *Ref.Mchy.* *CruiserStern*	8731 7484 5453					1918	A.Stephen &Sons,Ld. Glasgow	Furness-Houlder ArgentineLines, Ld.	430·2 B255'F35'	61·2	36·0	Liverpool British *WB*	T.6Cy.25",41½"&70"–48" 679NHP J.Brown&Co.Ld.Clydebnk		C
30671 KZBP	– *OilEng.* *1Dk(Teak)*	409 — 273	✛ 7,35 ✠	HKg	*g*		1930 4mo	HongK'ng &Whampoa DockCo.Ld. HongHong	InsularNavigation Co.	154·0 F20' *FPT21t*	28·0	11·5 FK	Cebu,P.I. Utd. States *4BHCem* *APT24t*	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$"–22$\frac{13}{16}$" 123NHP Motorenfabr."Deutz" A.G.Köln-Deutz	11 ″ 6	
30672 126948 VGPN	**Princess Adelaide** Ⓟ *1Dk(Stl)&pt2nddk(Stl)* *&ptAwngdk(Stl)&Promenade dk(ptStl)* *Fitted for oil fuel*	3061 1186 1783	✛ 9,10 ✠	Gls			1910 9mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. *CellDBuE&B98'f*	290·5 *60'254tDTanksf18'*	46·1	15·0 FK	Vict'riaBC British *7BHCem* *55tFPT22t*	T.4Cy.27",42"&(2)48½"–39" 616NHP 4SB,*12cf*,GS331,HS10900 FairfieldCo.Ld.Glasgow	17 ″ 0	
30673 130609 VGPQ	**Princess Alice** Ⓟ *1Dk(ptStl)&ptAwngdk* *(Stl–ws)&Promenade dk* *Fitted for oil fuel*	3099 1146 1904	✛ 9,11 ✠	Nwc			1911 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *CellDB*	CanadianPacific RailwayCo. *uE&B100'f54'246*	290·6 *tDTa34'163tDTan*	46·1	14·3 FK	Vict'riaBC British *8BHCem* *ksf18'56t A*	T.4Cy.27",42"&(2)48½"–39" 610NHP 4SB,*12cf*,GS332,HS10780 Wllsnd.Slpwy.Co.Ld.Nwc. *PT79t*	17 ″ 0	
30674 170227	**Princess Arlene** Wood *OilEng* *1Dk*	318 257 212					1937	Smith& Rhuland Lunenbrg NS	W.L.Sweeney	129·1	27·6	12·6	Yarmouth N.S. British	Oil Engines 2S.C.SA 6Cy.10½"–12½" 116NHP NE40 FairbanksMorse&Co. Beloit,Wis.		
30675 126236 VGWS	**Princess Charlotte** Ⓟ TwinSc *2Dks(M pt Stl&L Stl) Shelter dk(Stl)&* *Promenade dk(Stl–ptws)* *Fitted for oil fuel*	3925 2457 2080	✛ 10,08 ✠	Gls	*v*		1908 10mo	Fairfield Co.Ld. Glasgow *C*	CanadianPacific RailwayCo. *ell DBa26'uE&B1*	330·0 *24'f74'335tDTf20'*	46·7	23·7 FK	Vict'riaBC British *6BHCem* *82tAPT74t*	T.8Cy.(2)24",(2)38"& (4)43"–33" 795NHP 6SB,*18cf*,GS362,HS13476 FairfieldCo.Ld.Glasgow	26 ″ 0	
30676 154739 VGNF	**Princess Elaine** Ⓟ TrpSc *2Dks&Promenade dk* *Fitted for oil fuel* *CruiserStern*	2027 1140 725	✛ ... 11,29 ✠				1928 3mo	J.Brown &Co.Ld. Glasgow	CanadianPacific RailwayCo.	291·4 B280'	48·1	13·4 FK	Vict'riaBC British *WB*	3 Steam Turbines SR geared to 3 Sc. Shafts 934NHP J.Brown&Co.Ld.Gls.	16 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30677 156463 VGFD	**Princess Elizabeth** Ⓟ TwinSc 2Dks 3rd dk in holds D.F. *Fitted for oil fuel* *CruiserStern*	5251 3163 3023	✠ ... 4,33 ✠				1930 3mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	353·3 B&F307' *UpprBdge*208' FK	52·1	25·2	Vict'riaBC British *WB*	Q.8Cy.16″,23″,33″&48″-33″ 622NHP FairfieldCo.Ld.Glasgow	27 ″ 9	
30678 149297 MNWJ	— Ⓟ Pad 1*Dk*	388 274 151					1927	Day,Summers&Co.Ld Southampton	Southamptn.I.ofW &S.ofEng.Royal MailStmPktCo.Ld.	195·0 *Prom.dk*122'	24·2	8·0	S'thamptn British	C.2Cy.23″&48″-51″ 94RHP Day,Summers&Co.Ld.Sou		
30679 156707 VGKL	**Princess Helene** Ⓟ TwinSc *ss*St.J.No.2-38 D.F. 2*Dks*(*Stl-U* ws)3rd *dk*(*Stl*) *in Nos.*1,2,3&4*holds* *CruiserStern*	4055 2657 2022	✠100A1 *with freeboard* 9,41 ~~5,40~~ BS11,40 ~~BS5,40~~ ✠LMC4,38 *Fitted for oil fuel*8,30	StJ	*w*	CL 5,40 *F.P. above*	1930 8mo *Lloyd's A&CP* 150° F.	W.Denny &Bros.Ld. Dumbarton	CanadianPacific RailwayCo. *'Tween deck bulkheads* *Collision bulkhe* *CellDB*126'176	320·1 330·0(O.L.) B&F256' FK *dispensed with* 6 *ad&after peak bulk* *t DTf*51' 120*t DTa*	50·6	24·3	S.John,NB British *Asp* *BHto2nddk* *head to U dk* 298*tFPT*31*t*	6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 3WTB265lb DB*200lb* HS7400 1123NHP FD W.Denny&Bros.Ld.Dmb.	27 ″ 0 *s* 11″2½ 16 ″ 2	
30680 156465 VGCL	**Princess Joan** Ⓟ TwinSc 2*Dks* 3rd *dk in holds* D.F. *Fitted for oil fuel* *CruiserStern*	5251 3163 3023	✠ ... 4,33 ✠				1930 4mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	353·3 *Upr*B208'B&F307' FK	52·1	25·2	Vict'riaBC British *WB*	Q.8Cy.16″,23″,33″&48″-33″ 622NHP FairfieldCo.Ld.Glasgow	27 ″ 9	
30681 150908 VGPK	**Princess Kathleen** Ⓟ TwinSc *ss*Vcr.No.3-8,31 GyC. 3*Dks Promenade dk* *Fitted for oil fuel*	5875 3559 2719	✠ ... 4,33 ✠				1925 1mo	J.Brown& Co.Ld. Clydebank	CanadianPacific RailwayCo.	350·1 FK	60·1	25·8	Vict'riaBC British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 2462NHP J.Brown&Co.Ld.Clydebnk	28 ″ 9	
30682 150555 VGNM	**Princess Louise** Ⓟ 4*Dks* *Fitted for oil fuel*	4032 3266 2449					1921	WallaceSB &D.D.Co.Ld. Vncouvr,B.C	CanadianPacific RailwayCo.	317·2	48·1	34·6	Vict'riaBC British *WB*	T.4Cy.28″,43″&(2)50″-39″ 310NHP WallaceS.B.&D.D.Co.Ld.	27 ″ 6	
30683 133769 VGPM	**Princess Maquinna** Ⓟ 1*Dk*&*Awng dk* *Fitted for oil fuel*	1777 1308 979	✠ ... 12,17 ✠				1913 6mo	British Columbia Mar.R.Co.Ld. Victoria,B.C.	CanadianPacific RailwayCo.	232·6 B*on Awng dk*142' FK	38·0	14·5	Vict'riaBC British *WB*	T.3Cy.20″,33″&54″-36″ 238NHP Bow,McLachln& CoLdPsy	25 ″ 0	
30684 134672 GMQF	**Princess Margaret** Ⓟ TwinSc D.F. 2*Dks*(*Weather dk pt Stl*-ws) E.S.D. *CruiserStern*	2552 1555 1007	✠ 3,31 ✠	Dmb			1931 3mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly. *DTsf*16'151*t* *Wing tanks*	314·2 P85'B148'F56' FK&BK1¼″ 16'86*t* *a*12' 46*t FPT*42*t A*	47·1	15·9	Stranraer British 11*BHAsp* 2 *to* 2*nd dk* *PT*58*t*	4SteamTurbinesSR geared to 2 Sc. Shafts 1375NHP 4WTBlrsGS454,HS15408 W.Denny&Bros.Ld.Dmb.	17 ″ 0	BT till ~~10,41~~ 10,42
30685 150910 VGWQ	**Princess Marguerite** Ⓟ TwinSc D.F. *ss*Vcr.No.3-8,31 GyC. 3*Dks Promenade dk* *Fitted for oil fuel*	5875 3559 2719	✠ ... 4,33 ✠				1925 3mo	J.Brown& Co.Ld. Clydebank	CanadianPacific RailwayCo.	350·1 FK	60·1	25·8	Vict'riaBC British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 2462NHP J.Brown&Co.Ld.Clydebnk	28 ″ 9	
30686 126950 VGPS	**Princess Mary** Ⓟ TwinSc 1*Dk*(*Stl*)&*pt*2*nd dk*(*Stl*) &*pt Awng dk*(*Stl*-ws) &*pt Prom dk*(*Stl*-ws) *Fitted for oil fuel*	2155 1336 1346	✠ 11,12 ✠	Vcr	*p*		1910 11mo *Rebuilt* 1914	Bow,Mc- Lachlan&Co. Ld. Paisley Yarrow'sLd. Esquimault, B.C	CanadianPacific RailwayCo. *CellDBa*27'	248·4 len14 FK *uE&B* 65' *f*46' 218*t*	40·1	14·0	Vict'riaBC British 6*BHCem* *DTf*14'52*t*	T.6Cy.16″,27″&44″-30″ 388NHP 2SB,6*cf*,GS181,HS6502 FD Bow,McLachln&CoLd.Psy	16 ″ 0	
30687 134673 GWRT	**Princess Maud** Ⓟ TwinSc D.F. E.S.D. 1*Dk*2*nd dk* Sub.Sig. *clear of machinery space* *CruiserStern*	2883 1658 1172	✠ ... 4,35 ✠	Dmb			1934 2mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly. *DTf*14'73*tMTs* *Wing tan*	319·2 P83'B152'F57' FK 16'152*t* *ks a* 12'47*t FPT*45*t*	49·1 51·3	15·9	Stranraer British 9*BHAsp* *APT*54*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts 1375NHP 4WTB GS148,HS15400 W.Denny&Bros.Ld.Dmb.	16″11	BT till 5,42
30688 154848 VGZY	**Princess Norah** Ⓟ D.F. 2*Dks*3*rd dk in holds* *Ref.Mchy.* *Fitted for oil fuel*	2731 1845 1519	✠ ... 4,33 ✠				1928 11mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	250·1 B155' FK	48·1	23·0	Vict'riaBC British *WB*	T.4Cy.24″,38″&(2)45″-36″ 437NHP FairfieldCo.Ld.Glasgow	25 ″ 6	
30689 115953 VGDS	**Princess Victoria** Ⓟ TwinSc 1*Dk*&*Promenade dk* *Fitted for oil fuel*	3167 2096 1538					1903	C.S.Swan& Hunter,Ld. Newcastle	CanadianPacific RailwayCo.	300·0	57·6	15·4	Vict'riaBC British *WB*	T.8Cy(2)26″(2)40″&(4)43½″-33″ 434NHP Hwthrn,Leslie&C.Ld.Nwc		
30690 KZAZ	**Princess of Cebu** TwinSc (*ex*Marapara-40) *OilEng.* 1*Dk*(*Teak*)	415 — 206	✠ 11,36 ✠	HKg	*h*		1931 8mo	Kwong FookCheong HongKong	LaNavieraFilipina Inc.	154·9 F18' FK *FPT*25*t*	30·1	9·6	Cebu,P.I. Utd. States 4*BHCem* *APT*38*t*	Oil Engines 2S.C.SA 8Cy.12⅝″-18½″ 222NHP Atlas-DieselA/B,Skm.	10 ″ 6	
30691 KZPN	**Princess of Negros** TwinSc *OilEng* 1*Dk*(*Teak*)&*Web frames* *CruiserStern*	522 — 201	✠ ... 11,35 ✠	HKg	*j*		1933 4mo	HongK'ng &Whampoa DockCo.Ld. HongKong	NegrosNav.Co.Inc. *DTa*17'11*t*	183·8 F24' FK *DTf*9' 16*t APT*48*t*	31·2 33·0	10·9	Iloilo,P.I. Utd. States 5*BHCem* *FPT*17*t*	Oil Engines 2S.C.SA 12Cy.13⅜″-22$\frac{7}{16}$″ 374NHP Atlas-DieselA/B,Skm.	13 ″ 0	
30692 OTIA	**Princesse Marie José** Ⓟ TwinSc 3*Dks* *Fitted for oil fuel* *CruiserStern*	1821 1254 837					1922	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	348·0 B218'	40·0	23·3	Ostend Belgian	4 Steam Turbines SR geared to 2 Sc. Shafts SocAn.J.Cockerill,Seraing		
30693 150876	**Princeton** *Mchy.Aft* GyC. 1*Dk*2*trB*	4473 — 3379					1900	American S.B.Co Lorain	PittsburghS.S.Co.	454·0 *WB*	50·0	28·5	Duluth, Minn. Utd. States	Q.4Cy.18″,26¾″,41″&63″-42″ 257NHP AmericanSB.Co.Cleveland		
30694 522 ISGN	**Principessa di Piemonte** Ⓟ *OilEng.* TwinSc	451 279 260					1939	S.A.Bacini e Scali Napoletani Naples	SocietàPartenopea Anonima diNavigazione	170·8 157·7 P10'B102'F28'	25·7	12·5	Naples Italian	Oil Engines 2S.C.SA 12Cy.10¼″-17¾″ 219NHP SocAn"Fiat"S.G.M.Turin		I
30695 1170 ICDC	**Principessa Giovanna** Ⓟ TwinSc *Ref.Mchy.* 3*Dks* D.F. *Fitted for oil fuel*	8955 — 5082	✠Lloyd'sRMC10,39				1923	Cant.Nav. FrancoTosi Taranto	"Italia"Soc. Anon.diNav.	459·6	59·3	29·2	Genoa Italian *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts SocAnonFrancoTosi,Lgno		I
30696 17 ISGR	**Principessa Mafalda** Ⓟ 1*Dk* *Fitted for oil fuel*	459 330 270					1903	C.&T.T. Pattison Naples	Soc.Partenopea Anon.diNav.	180·6	25·4	13·2	Naples Italian	T.3Cy.20½″,26$\frac{9}{16}$″&48″-27⅜″ 121NHP C.&T.T.Pattison,Naples		I

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
30697 1196 ICDE	**Principessa Maria** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. *Now* "Rio De La Plata," *see No.* 38326 *in Supplement.*	8918 — 5123	✠Lloyd'sRMC12,39 Nos. 1 & 2 'tween dks. not included. NO LATER SURVEY REPORTED				1923	Cant.Nav. FrancoTosi Taranto	"Italia"Soc. Anon.diNav.	460·6	59·3	29·2	Genoa Italian *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Soc.Anon.FrancoTosi, Legnano		I
30698 116578	**Prindoc** (*ex*Lupus,*ex*Gilchrist) Sub.Sig. *Mchy.Aft* 1*Dk*2*tr B*	3813 3640 2837					1901	WestBay CityS.B.Co. W.BayCity	PatersonSteam- ships,Ld.	364·8	50·2	23·8	Ft.William Ont. *WB* British	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
30699 OPBA	**Prins Albert** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 2*Dks*,3*rd dk except in* *CruiserStern mchy.space*	2938 2291 1884	✠100A1 *withfreeboard* 6,39 ✠LMC10,37 *For service between Ostend & Dover*	Ant		OG	1937 10mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd'sA&CP*	BelgianGovern- ment	357·0 370·7(O.L.) FK *CellDB*	49·1 46·1 *49·1*	21·4	Ostend Belgian 10*BHAsp* 72'254*t*	Oil Engines 2S.C.SA 24Cy.$22\frac{13}{16}$"–$33\frac{1}{16}$" 2189NHP SocAn.J.Cockerill,Seraing	24 ″ 9 s12 ″ 7½ 12 ″ 5	
30700 PGVH	**Prins Bernhard** *OilEng.* *Mchy.Aft Cruiser Stern* 1*Dk* *Cargo battens not fitted in No.* 1 *hold* *Butts of keel & part bilge plating electrically welded*	567 381 322	✠100A1 10,38 ✠LMC10,38	Ams	*h*	OG 6,41	1938 10mo	N.V.Haar- lemsche Schpsb Maats Haarlem *Lloyd'sA&CP*	N.V.Gemengd bedryf.Vaar- tuigendienst Suriname	165·4 179·6(O.L.) FK P69'F26' *CellDB*113'	26·5 *26·8*	10·6	Parama- ribo Dutch 4*BHptCem* 124*tFPT*23*t*	Oil Engines 2S C.SA 6Cy.$11\frac{13}{16}$"–$15\frac{3}{4}$" 147NHP NV.KromhoutMtrnfbAms *APT*22*t*	12 ″ 6 s ″ 11¾ 11 ″ 7¾	
30701 PGVJ	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	388 254 203					1937	NVSchpsw Gebr.van derWerf Deest	Jac.Kunst& K.Schuitema	139·6 Q57'B11'F24'	26·1	8·5	Groningen Dutch *W*	Oil Engines 2S.C.SA 6Cy.$10\frac{1}{4}$"–$14\frac{9}{16}$" 110NHP N.V.Mchfb.Bolnes,Bolnes		V
30702 OXPS	**Prins Christian** Ⓟ TwinSc (*Ferry*) Sub.Sig. D.F. 1*Dk*2*trB*	1901 1661 745					1903	Helsingörs Jernsk.&Msk Elsinore	DeDanske Statsbaner	293·6	44·9	21·1	Copnhagn Danish *WB*	T.6Cy.19",31½"&52"–28" 286NHP HelsingörsJernsk.& Mskb		V
30703 167467 MPJJ	**Prins Knud** *ss*Cpn.No.3–1,35 *ss*Cpn.No.1–39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1340 1126 784	✠100A1 ~~6,41~~ 12,41 BS~~7,40~~ 8,41 ✠LMC3,39	~~Shl~~ Sld	*01*	OG 6,40	1922 2mo	Kallund- borgSkibsv Kallundborg *Completed by* KjöbenhavensFlydedok&Skibsverft *Lloyd'sA&CP*	Ministry of War Transport(France, Fenwick,Tyne & WearCo.Ld.*Mgrs.*)	233·9 244·0(O.L.) P13'B50'F29' FK *CellDB*195' 409*t FPT* 63*t*	37·2	15·8	London British 4*BHCem* *APT*28*t*	T.3Cy.$16\frac{9}{16}$",$26\frac{3}{8}$"&$42\frac{1}{8}$"–29½ 185lb (*s*) 128NH 2SB,4*cf*,GS68,HS2240 Steen&Kaufmann, Elmshorn	18 ″ 0 s 1 ″ 11 16 ″ 2	
30704 PGVY	**Prins Maurits** (*ex*Harpefjell–37) D.F. *Cruiser Stern* 1*Dk&Shelter dk*	1287 1026 688					1936	Fredrkstad Mek.Verks Fredrikstad	Maats.Zeetrans- portN.V.(Anthony VederN.V.*Mgrs.*)	250·4	42·2	14·0	Rottrdam Dutch *WB*	C.4Cy.(2)$13\frac{3}{4}$"&(2)$32\frac{5}{16}$" 30½" 96NHP FredrikstadM.V.Frdstad.		N
30705 PGWD	**Prins Willem III** *OilEng.* 1*Dk&Shelter dk* *CruiserStern*	1524 1172 810					1939	NVSchpsw "DeMer- wede"v/h van Vliet&Co. Hardinxveld	Maats.Zeetrans- portN.V.(Anthony VederN.V.*Mgrs.*)	250·3 P23'B&F222'	42·0	14·7	Rottrdam Dutch *WB*	Oil Engines 2SC. 5Cy.$21\frac{1}{4}$"–$35\frac{7}{16}$" Gbr.Stork&CoNVHengelo		VL
30706 PGWA	**Prins Willem Van Oranje** D.F. 2*Dks* *CruiserStern*	1303 1042 696					1938	Fredrkstad MekVrksA/S Fredrikstad	Maats.Zeetrans- portN.V.(Anthony VederN.V.*Mgrs.*)	250·4	42·2	14·0	Rottrdam Dutch	C.4Cy.(2)13"&(2)$30\frac{5}{16}$"– $28\frac{3}{4}$" 82NHP FredrikstadM.V.A/S Fredrikstad		N
30707 ONUB	**Prinses Astrid** Ⓟ TwinSc *ss*Ant.No.2–38 2*Dks*(*Stl–U* teak s) 3*rd dk except in E&B spaces* *Cruiser Stern*	2950 2471 1331	100A1 *withfreeboard* 9,39 BS6,39 LMC5,38 *For service between Ostend & Dover* *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	Ant		s5,38 P5,39	1930 4mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd'sA&CP*	BelgianGovern- ment	347·0 359·5(O.L.) FK *CellDB*14'35	46·2	22·8	Ostend Belgian 10*BHptCem* *pt Asp* *tDTf*12'56*t*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 370lb FD 2779NHP 6WTB(Spt370lb),HS21300 SocAn.J.Cockerill,Seraing	24 ″ 9 s13 ″ 0¼ 12 ″ 0½	
30708 PGVN	**Prinses Beatrix** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks* Sub.Sig. *CruiserStern* *Butts of shell & deck plating electrically welded*	4135 2994 2100	✠100A1 *withfreeboard* 6,39 ✠LMC6,39 *For Channel Service, Flushing & Harwich,* *also European Summer Cruising*	Fls		OG	1939 6mo	N.V.Kon- ink.Maats. "DeSchelde" Flushing *Lloyd'sA&CP*	Stoomv.Maats Zeeland	359·6 379·9(O.L.) F90'&*Prom dk* FK *CellDBuE*72'196*t* *DTsf*246*tDTsa*11	47·2	24·8	Flushing Dutch 9*BHptCem* (*Coll to Udk* 8 ,,*2nd*,,) 9*tFPT*57*tA*	Oil Engines 2S.C.SA 20Cy.$22\frac{13}{16}$"–$33\frac{1}{16}$" 1824NHP DB(WT)*171lb* N.V.Konink.Maats. "DeSchelde"Flushing *PT*75*t*	28 ″ 0 s 6 ″ 9½ 13 ″ 6¾	
30709 PGVM	— *OilEng* D.F. 1*Dk* *CruiserStern*	360 245 148					1938	N.V.Noord Nederlndsch. Schpswerven Groningen	K.Eeftingh	141·7 P48'F20'	23·0	9·7	Gasselter- nijveer Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$11\frac{1}{4}$"–$16\frac{9}{16}$" 74NHP Mtrn.WerkeMannheimAG		V
30710	**Prinses Irene** *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	400 264 211					1939	Bodewes Schpswerven Martenshoek	J.Buining	143·8	26·1	9·2	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy. WerkspoorN.V.Ams.		C
30711 OOTB	**PrinsesJosephineCharlotte** Ⓟ TwinSc *ss*Ant.No.2–38 2*Dks*(*Stl–weather dk* teak s) 3*rd dk except in E & B space* *CruiserStern*	2950 2471 1331	✠100A1 *withfreeboard* 9,41 ~~6,40~~ BS3,39 ✠LMC3,37 *For service between Ostend & Dover* *Fitted for oil fuel* 1,31 *F.P above* 150° F.	~~Liv~~ Cff		6,40	1931 1mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd'sA&CP*	BelgianGovern- ment	347·0 359·5(O.L.) FK *CellDB*14'35*tDT*	46·2	22·8	Ostend Belgian 10*BHptCem* *pt Asp* *f*12'56*t*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 370lb FD 2779NHP 6WTB(Spt370lb),HS21300 SocAn.J.Cockerill,Seraing	24 ″ 9 s13 ″ 0¼ 12 ″ 0½	
30712 PZAA	**Prinses Juliana** 1*Dk*	443 281 229					1910	Wilton's E.&SlpwyCo. Rotterdam	Government of Surinam	165·0 P34'B68'F20'	25·0	9·8	Paramribo Dutch *WB*	T.3Cy.10½",17"&27"–18" NB29 31NHP Wilton'sE.&Slpwy.Co.Rot		
30713 OPMQ	**Prinses Maria-Pia** E.S.D. *OilEng.* *CruiserStern* 1*Dk&Shelter dk*	*2588* *2082* *1332*					1938	Soc.Anon. Jn.Cockerill Hoboken	Cie."Dens-Océan Soc.Anon.(L. Dens & Co. Ld. *Mgrs.*)	307·4 F13'	45·2	16·8	Antwerp Belgian *WB*	Oil Engines 2S C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 405NHP SocAn.J.Cockerill,Seraing		VL
30714 1844 ISGU	**Pro Patria** (*ex*Calshot) *OilEng.* *ss*Gen.2ndNo.3–9,33 *Welldeck* 1*Dk*(*ptIrn ptStl*)	541 425 272	✠ ... 2,35	Gen	*i*		1905 6mo	AilsaS.B. Co.Ld. Troon	E.Passalacqua	185·2 178·5 P18'Q79'B16'F32' *CellDBa*35' 50*t FPT*	27·1	12·4 BK7¼"	Genoa Italian 4*BHCem* 50*tAPT*23*t*	Oil Engines 4S.C.SA 6Cy.$12\frac{3}{16}$"–$14\frac{3}{16}$" 87NHP NE*made*20*refitted*33 FrancoTosiS.A.Legnano	13 ″ 3	I †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dated B. of Trade Cert.
30715 870 ICDF	**Probitas** (*ex*Ansaldo SanGiorgioPrimo) **TwinSc** *OilEng.* D.F. 1*Dk*	5084 4414 3000					1918	Ansaldo SanGiorgio Spezia	SocAnon.Industria Armamento	392·9|51·7|27·6 P52'B120'F33'	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.24¾"–35$\frac{7}{16}$" 862NHP FiatSanGiorgio,Turin		I
30716 DHTO	**Procida** D.F. 1*Dk*	1842 1574 1036					1927	Akt.Ges. "Neptun" Rostock	R.M.Sloman,jr.	287·9|41·1|16·9 P227'F33'	Hamburg German *WB*	T.3Cy.21¼",34⅝"&56"–37$\frac{7}{16}$" 192NHP A.G."Neptun,"Rostock		G
30717 FOQM	— (*ex*Vav) 1*Dk*	1156 1003 664					1925	MossVærft Moss	Scotto,Ambrosino &PuglieseFils& Co.	226·5|36·5|15·7 P23'B56'F26'	Oran French *WB*	T.3Cy.16",25"&42"–30" 97NHP MossVærft,Moss		V
30718 147935 MNCJ	**Procris** *ss*Gls.No.3–2,30 E.S.D.' *ss*Lon.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)	1033 796 465	✠100A1 *withfreeboard* 1,41 BS12,41 ~~BS11,40~~ ✠LMC9,38	Gls	*n*	CL 1,41	1924 11mo	A&J.Inglis Ld. Glasgow *Lloyd's A&CP*	Moss,Hutchison Line,Ld. *CellDBuE24'27tD* *FPT84tAPT*	220·3|34·3|20·6 228·0(O.L.) 13·6 F26' FK *Bf28'64t* 18t (*after peakB*	Glasgow British 3*BHCem* *H to 2nd dk*)	T.3Cy.16",27"&44"–33" (*s*) 180lb 145NHP 2SB,*4cf*,GS84,HS2570 A.&J.Inglis,Ld.	14 ″ 11 s ″ 2 14 ″ 10¼	
30719 7797 SIZA	**Procyon** **TwinSc** *OilEng.* *ss*Got.No.2–40 D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinalframing–bracketlesssystem*	*8721* *7968* *4954*	✠100A1 11,41~~8,40~~ DBS9,41 ~~DBS1,40~~ ✠LMC8,40 *CarryingPetroleum in bulk*	Got	*d*†	CL ~~5,40~~ 10,41	1933 3mo	Kockums M.V.Aktieb. Malmö *Lloyd's A&CP*	TrelleborgsÅngf. NyaAktieb.(J. Malmros,*Mgr.*) *CellDBuE6*	482·4|61·8|36·1 466·0 489·5(O.L.) P105'B37'F40' FK *5'298tDTf36'536tFPT148tAPT253t*	Trelleborg Swedish 16*BH* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.23⅝"–43$\frac{5}{16}$" 865NHP 2DB*171lb* KockumsM.V.Akt.Malmö	36 ″ 3 s 8 ″ 0¼ 28 ″ 5	
30720 383 ISGZ	**Prode** (*ex*JanVanRijswijck–33, *ex*Circe) 1*Dk*	1244 — 569					1903	Sunderlnd S.B.Co.Ld. Sunderland	E.Milano&Co.	238·8|34·0|15·7 230·0 Q83'B54'F18'	Trieste Italian	T.3Cy.18",30"&49"–33" NB10 138NHP J.S.Vaux&Co.Sunderland		I
30721 933 SZNV	**Prodromos** **TwinSc** (*ex*Steamer,*ex*PorteurNo.36, *OilEng.* *ex*Primus) *CarryingPetroleum in bulk*	877 — 424					1907	Lobnitz& Co.Ld. Renfrew	Vayannis& Cairactides	189·6|31·9|14·4	Piræus Greek	Oil Engines 2S.C.SA 8Cy.13"–18⅞"NE38 236NHP A/BBolinder-Munktell Skm		
30722 UNDF	**Profsoyuz** (*ex*Lovat,*ex*Runo) *Mchy.Aft* 1*Dk*	771 606 405					1912	Scott& Sons Bowling	U.S.S.R.	206·6|36·0|9·6 Q92'B16'F22'	Archangel Russian	T.3Cy.13½",22"&36"–24" 63NHP W.V.V.Lidgerwood,Gls.		
30723 XCID	**Progreso** (*ex*IsauroAlfaroAlijadores No.1–39,*ex*DosEquis–33, 1*Dk* *ex*PerSkogland, *Fitted for oil fuel* *ex*Lambermont,*ex*CayoRomano, *ex*BargeP.D.11) *Mchy.Aft*	828 — 582					1918	N of Ireland S.B.Co.Ld. Londonderry *Rebuilt* 1921 *by* Ateliers de Réparations Industrielles&Navales Neptune Soc.Anon.Antwerp	Co-operativa de Marineros del Golfo	180·0|31·2|13·0 F28'	VeraCruz Mexican *WB*	T.3Cy.13",23"&37"–26" 70NHP Cooper&Greig,Dundee		
30724 UNYM	**Proletari** (*ex*Christian, *ex*HaraldHorn) *ss*Stn.No.3–3,23 1*Dk*(*Stl*) *Well deck*	1123 854 596	 9,26	Ham	*n*		1905	Eiderwerft Akt.Ges Tönning	U.S.S.R.	221·8|33·6|15·4 P12'Q57'B60'F29' FK *CellDB182'348tFPT42tAPT9t*	Archangel Russian 4*BHCem*	T.3Cy.17⅛",28⅜"&46⅞"–31½" 153NHP 2SB,*4cf*,GS73,HS2621 EiderwerftA.G.Tönning		
30725 164119 GZNS	**Prome** Ⓟ D.F. 2*Dks* *Fitted for oil fuel* *Ref.Mchy.* *Cruiser Stern*	7043 5913 4334					1937	WmDenny &Bros.Ld. Dumbarton	Brit.&BurmeseSN. Co.Ld.(P.Henderson&Co.*Mgrs.*)	444·9|59·2|30·4 P32'B46'F23'	Glasgow British *WB*	3SR geared steam turbines 583NHP Wm.Denny&Bros Ld.Dmb		C BT till 4,41
30726 58 IBUI	**Prometeo** (*ex*Cedarpark) *ss*Fiu.No.2–30 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk* *Fitted for oil fuel*	4958 4438 2918	✠ … 11,34 ✠	Gen	*x*		1922 8mo	Greenock Dockyard Co.Ld. Greenock	SocietàPetrolifera EserciziMarittimi *CellDBuE&B75'*	388·0|52·2|26·5 P99'B35'F44' FK *f40' 160tAPT126*	Fiume Italian 16*BHptCem* (12 *to U dk* 4 „ *2nd* „)	T.3Cy.25",41"&68$\frac{3}{16}$"–48" 355NHP 3SB,*9cf*,GS165,HS5583 J.G.Kincaid&Co.Ld.Grk.	29 ″ (	I †
30727 HPFJ	**Prometheus** **TwinSc** Sub.Sig. *OilEng.* D.F. E.S.D. 2*Dks*3*trB* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	8890 7884 5346					1923	Howaldts- werke Kiel	PanamaTrans- portCo.	499·0|64·1|31·7 B45'	Panama Pnamanian	Oil Engines 4S.C.SA 12Cy.25½"–43$\frac{3}{16}$" 755NHP Frd.KruppA.G.Kiel	32 ″ 0 s 5 ″ 4½ 26 ″ 10½	G
30728 147335 GLXC	— Ⓟ **TwinSc** (*Special quality Steel*) *OilEng.* D.F. 2*Dks*(*Stl–Upper dk* ws) 3*rd dk*(*Stl*) *in No.*1 *hold* *Longitudinal framing at Bridge dk*	6095 5385 3572	✠ 9,27 ✠	Liv			1925 10mo	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) *CellD*	431·2|54·7|30·1 P50'B123'F45' FK *B356'1269tDTf28'*	Liverpool British 8*BHptCem* *865tDTa30'*	Oil Engines 4S.C.DA 16Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 1900NHP Akt.Burmeistr&Wain,Cpn *856tFPT62tAPT70t*	32 ″ 9	BT till ~~7,41~~ 2,42
30729 LCVN	**Prominent** Ⓟ *ss*H.Kg.No.3–5,30 *ss*H.Kg.No.2–37 2*Dks*(*Stl–U*teak s)	2232 *1786* *1377*	✠100A1 ~~3,41~~10,41 BS3,41 ✠LMC1,39	~~HKg~~ Sba	*r*	3,41	1918 2mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	D/S A/S Produce (J.Odland,S.S. *Mgr.*) *CellDB231'442tFPT*	270·6|40·1|19·4 281·5(O.L.) P26'B76'F26' FK	Haugesnd Norwegian 5*BHCem* *34tAPT71t*	T.3Cy.20",33"&54"–39" (*s*) 180lb 215NHP 2SB,*6cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.	21 ″ 6 s 2 ″ 9¼ 18 ″ 11¼	
30730 LEQI	**Promise** (*ex*Gitterö) 1*Dk*	1291 1099 727					1920	NV.Schps. Juliana Papendrecht	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	236·3|36·2|15·9 P24'B73'F29'	Haugesnd Norwegian *WB*	T.3Cy.17½",29"&46"–36" J.&A. 127NHP v.d.Schuyt,Papendrecht		N
30731 216 ISHV	**Promontore** (*ex*Ville deBelfort, *ex*KibiMaruNo.5, *ss*Bdx.No.3–4,24 *ex*Diorite) 1*Dk*&*Web frames*	998 887 580	… 5,29				1917	Hakodate DockCo. Hakodate	Nav.CarloMar- tinolichS.a.g.l.	224·4|31·5|16·5 B43'F24' FK	Trieste Italian *WB*	T.3Cy.14$\frac{9}{16}$",24⅜"&40$\frac{3}{16}$"–30" 107NHP HakodateDockCo.	17 ″ 6	I †
30732 6278 LCVO	**Pronto** Ⓟ (*ex*Lombardia) *ss*H.Kg.No.3–1,32 *ss*H.Kg.No.2–40 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	2201 2034 1283	✠100A1 *Shelter dk* *withfreeboard* 5,40 ✠LMC5,40	HKg	*r*	OG N4,38	1920 5mo	N.V.Werf Zeeland Hansweert *Lloyd's A&CP*	D/S A/S Produce (J.Odland,S.S. *Mgr.*) *CellDB237'454t*	271·2|41·3|15·6 285·0(O.L.) FK *FPT38tAPT24t*	Haugesnd Norwegian 5*BH Cem* (4 *BH to Shdk* *AP* „ *2nd* „	T.3Cy.23",37"&62"–39" (*s*) 180lb *100lb* 290NHP 2SB,*6cf*,GS104,HS3900 FD Wilton'sEng.SlipwayCo. Rot.)	25 ″ (s 6 ″ 9¼ 19 ″ 1¼	
30733 LCVP	**Prosper** Ⓟ *ss*H.Kg.No.3–11,29 *ss*H.Kg.No.2–38 2*Dks*(*Stl–U*teak s)	2232 1786 1377	✠100A1 4,41~~4,40~~ ~~BS4,40~~ ✠LMC2,38 BS ~~4,41~~9,41	~~HKg~~ Cal	*r*	CL 4,40	1917 12mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	D/S A/S Produce (J.Odland,S.S. *Mgr.*) *CellD*	270·6|40·1|19·4 281·5(O.L) P26'B76'F26' FK *B231' 442t FPT34t*	Haugesnd Norwegian 5*BHCem* *APT71t*	T.3Cy.20",33"&54"–39" (*s*) 180lb 215NHP 2SB,*6cf*,GS118,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6 s2 ″ 9¼ 18 ″ 11¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
30734 FNSA	**Prosper Schiaffino** (*ex*PetiteTerre–39, 1*Dk* *ex*Donator–33) *Fitted for oil fuel* *Ref.Mchy.* **D.F.**	1699 1393 976					1930	Bergens Mek.Værks. A/SBergen	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch. Schiaffino&Cie. *Mgrs.*)	256·8 P57*t*H114*t*F6*t*	39·2	18·2	Algiers French	T.3Cy.21½",37"&60"–39" 225NH BergensMek.Værks,A/S		V
30735 47 ISID	**Prospero** *ss*NFL.2ndNo.3–5,29 *ss*NFL.No.1–33 1*Dk& Web frames &Awng dk*(*Stl*–ws)	971 927 560	✠ … 4,38 ✠	NFL	*m*		1904 10mo	Murdoch& Murray Pt.Glasgow	Soc.Anon. Cantiere di Portovenere	209·8 204·8 F23' *CellDBa*39'*uE*17	31·2	20·2 BK7½"	Spezia Italian 3*BHCem* '*f*77'141*tF*	T.3Cy.18½",30"&50"–33" 197NHP 1SB,3*cf*,GS59,HS2924 D.Rowan&Co.Glasgow *PT*31*tAPT*33*t*	22 ″ 9	I †
30736 1120 IOTC	**Proteo** WoodAuxBkn (*ex*Imperia–37,*ex*Andora) *Oil Eng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	399 — 323					1919	Cant.Nav. diAndora Andora	FortunatoDelRe	137·8	31·0	13·5	Genoa Italian	Oil Engines 2S.C.SA 4Cy.9$\frac{13}{16}$"–11$\frac{13}{16}$" 68NHP NE28 SvenskaMaskinverken Nya.A.B.Sodertalje		I
30737 LCVQ	**Proteus** 1*Dk&Spar dk*	1678 1532 1024					1902	J.Crown Sunderland	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	260·0 H108*t*F37*t*	36·8	20·0	Haugesnd Norwegian *WB*	T.3Cy.19",31"&51"–33" 149NHP N.E.MarineEng.Co.Ld.Sld		N
30738 FOHI	**Providence** Ⓟ TwinSc **D.F.** 7*Dks*	11996 — 6694					1915	Forg.&Ch. de laMédit LaSeyne	Cie.Générale de Nav. à Vap. Cyp. Fabre(FabreLine)	511·8 B234'F70'	59·7	43·5	Marseilles French *WB*	T.6Cy.30⅖",49$\frac{19}{32}$"&79$\frac{9}{16}$"–51$\frac{3}{16}$" 910NHP Forg.&Ch.delaMédit.Msl.		V
30739 220129 KUTV	— (*ex*LakeFurnas) 3*Dks* **D.F.** *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. *Now* "Norindies," *see No.* 37815 *in Supplement*	2677 — 1660					1920	Saginaw S.B.Co. Saginaw	Merchnts& Miners TransportationCo. Inc.	253·4 P32'B65'F26'	43·8	26·2	Baltimore Utd.States *WB*	T.3Cy.21",35$\frac{13}{64}$"&59"–42" 225NHP BuckeyeEngineCoSalem,O		R
30740 223673 KLHR	**Providence Socony** TwinSc *OilEng.* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	1199 — 753					1924	NewYork S.B.Corp. Camden,N.J.	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.13"–18" 197NHP McIntosh&SeymourCorp. Auburn,N.Y.		
30741 2152 ICDI	**Provvidenza** (*ex*Noorderdijk–32, *ex*Gernis, *ss*Anc.2ndNo.3–12,37 *ex*Harlow) **D.F.** 1*Dk*(*Stl*)2*nd dk* (*Stl*)*in holds&Shelter dk*(*ptIrn ptStl*)	8459 6232 5363	✠100A1 *Shelter dk* *withfreeboard* 2,40 ✠LMC MS12,37 BS2,40 NO LATER SURVEY REPORTED	Gen	*c*†	CL 2,40	1913 5mo *Lloyd*'*sA&CP*	W.Doxford &Sons,Ld. Sunderland	1*BH in forward* *CellDBa*149'*uE*	485·1 470·0 B147'*onShelter dk* *hold dispensed with* 29'*f*212'1339*tFPT*	58·0	28·5 FK	Genoa Italian *Cem* 6*BH only* 95*tAPT*258*t*	T.3Cy.29",49"&80"–60" (*r*) 180lb 723NHP 3SB(FD)&1AuxSB,*15cf*, GS269,HS11309 W.Doxford&Sons,Ld.Sld.	39 ″ 2	
30742 217591 KELQ	**Prusa** Sub.Sig. **D.F.** 2*Dks& Webframes* *Fitted for oil fuel*	5113 4740 3102	✠ … 6,20 ✠				1919 2mo	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43'	54·2	27·6 FK	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
30743 53 ICDK	**Puccini** Ⓟ *OilEng.* *ss*Fiu.No.3–1,40 2*Dks*(*Stl*)	2422 1835 1419	✠100A1 1,40 ✠LMC CS1,40 DBS10,39 10,39 NO LATER SURVEY REPORTED	Tri	*s*	CL 12,39	1928 8mo *Lloyd*'*sA&CP*	Cant.Nav. Triestino Monfalcone	"Tirrenia"Soc. Anon.diNav. *CellDB*213'398*t*	294·0 283·4 P29'B84'F36' *FPT*58*tAPT*57*t*	40·2	21·1 FK	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23⅝"–37⅜" 391NHP DB*100lb* Soc.An.Fiat,Turin	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
30744 1129 CBPU	**Puchoco** *ss*Vpo.No.3–5,34 *ss*Vpo.No.1–38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2179 — 1501	✠100A1 7,41 ~~2,40~~ ✠LMC MS2,38 BS2,41	~~Vpo~~ Tal	*s*	CL N1,39	1921 12mo *Lloyd*'*sA&CP*	Dublin Dkyd.Co.Ld. Dublin	Cia.Carbonifera y deFundicion Schwager *Intermediate BH in fore* *CellD*	290·0 PonQ21'Q228'F32' *hold dispensed with* B239'663*tFPT*68*t*	44·3	18·5 FK	Valparaiso Chilian *Cem* 4*BH only* *APT*91*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 254NHP 3SB,*9cf*,GS152,HS4788 D.Rowan&Co.Ld.Gls.	20 ″ 7 s 5 ″ 9½ 19 ″ 2	
30745 SPAN	**Puck** *ss*Dnz.No.1–39 **D.F.** 1*Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	*1065* *825* *503*	✠100A1 *withfreeboard* 7,41 ~~7,40~~ BS7,41 ✠LMC4,39	~~Shl~~ Mch	*p*	CL 4,39	1935 3mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*) *CellDB*	233·1 B51'F22' 192'293*tAPT*35*t*	36·4	13·1 FK	Gdynia Polish 5*BHptCem* (*Coll to Sh dk* 4 ,,*2nd*,,)	C.2Cy.17"&34"–28" & LP turbine with DR gearing & hydraulic coupling 210lb FD (*s*) 152NHP 2SB(Spt),*4cf*,GS60,HS1925 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 0 s ″ 2 15 ″ 0¼	
30746 220564 KESV	**Pueblo** (*ex*City ofFreeport) *ss*Gal.2ndNo.3–3,41 ~~*ss*Gal.No.3–10,33~~ ~~*ss*Gal.No.1–37~~ *Mchy.Aft* 2*Dks*(*Stl*)*& Web frames* **D.F.** *Longitudinal framing* *Bottom plating amidships renewed & electrically welded*'41	~~4469~~ ~~3946~~ ~~2628~~ 4396 3946 2608	✠100A1 ~~3,41~~ ~~8,40 11,41~~ 10,41 ~~BS3,40~~ ✠LMC~~9,37~~ 3,41 BS3,42 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	~~Gal~~ Mob	*w*	CL ~~12,37~~ ~~3,41~~ 10,41	1920 9mo	Baltimore D.D.&S.B.Co. Baltimore A&CP	~~PetroleumNav.Co.~~ Gulf Oil Corporation *CellDBuE&B*56'122*t*	340·1 P92'B35'F31' *DTf*33'590*t* *FPT*95*tAPT*187*t*	49·2	28·7	Philadelphia Utd.States 13*BHptCem* (10 *to U dk* 3 ,,*2nd*,,)	DR gearedSteamTurbine 200lb (*r*) 390NHP 2SB,6*cf*,HS5284 FD WestinghouseElectric& Mfg.Co.Pittsburg,Pa.	28 ″ 7 s 4 ″ 8 24 ″ 1¼	
30747 219236 KOMV	**Puerto Rican** (*ex*GoldenTide–37, *ex*Montague) 1*Dk&Shelter dk2trB* *Longitudinal framing* *Fitted for oil fuel*	6076 5530 3729					1919	GMStandi-ferCnst.Corp. Vancouver, Wash.	American-HawaiianS.S.Co.	402·5 P48'B81'F37'	53·0	34·5	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent-schlerCo.Hamilton,O.		R
30748 UPTQ	**Pugashev** *OilEng.* 1*Dk*	2150 — 1055					1936	SB.Yd."61 Kommunar" Nicolaieff	U.S.S.R.	268·3	39·7	24·9	Odessa Russian	Oil Engines 6Cy.18½"–32¼" Nicolaieff		
30749 32 ICDL	**Pugliola** (*ex*Argia,*ex*Ninfa, *ex*WarMajor) *ss*Gen.No.3–7,28 1*Dk*	2074 1681 1268	✠ … 7,32 ✠				1917 6mo	Detroit S.B.Co. Wyandotte	Ing.G.B.Bibolini	251·4 261·3 P27'B65'F28'	43·6 44·1	18·0 17·3 FK	Spezia Italian *WB*	T.3Cy.20",33"&54"–40" 274NHP Detroit.S B.Co.Detroit	20 ″ 2	I †
30750 121597 ZMFV	**Pukeko** Ⓟ TwinSc *OilEng.* *ss*Auk.No.3–12,37 *Well deck* 1*Dk*(*Stl*)	742 501 388	✠100A1 11,40 ✠NE11,30✠LMC12,37 DBS11,40	Auk	*j*	P10,40 S10,39	1928 3mo *Lloyd*'*sA&CP*	GooleS.B. &RepgCo. (1927)Ld. Goole	Richardson&Co. Ld. *CellDBa&u*	180·0 Q50'B51'F24' E44'*f*79'170*tFPT*	29·4 *30·8*	11·8 FK	Napier,N.Z. British 5*BHptCem* *ptAsp* 20*tAPT*46*t*	Oil Engines 2S.C.SA 8Cy.14"–17" 276NHP NDB30*150lb* FairbanksMorse&Co. Beloit,Wis.	14 ″ 0 s ″ 9¼ 13 ″ 3¾	

1 No. in Book. / Official No. / Code Letters	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30751 SPEC	**Pulaski** Ⓟ (exEstonia, exCzar) TwinSc ssDnz.2ndNo.3–6,37 GyC. D.F. 3Dks(UStl–teak s,2nd dkStl–ws)	6345 4801 3820	✠100A1 11,41 ~~4,41~~ ✠LMC MS9,36 BS4,41	~~Gls~~ PNl	a†	CL S9,38 PN2,40	1912 5mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	Gdynia-America ShippingLines,Ld.	425·0|53·2|29·4 P74'B203'F73' FK CellDBa104'uE46'f175'824tFPT33t	Gdynia Polish 5BHCem APT22t	Q8Cy.21½",30¾",44"&63"-48" 215lb (s) 889NHP 6SB,18cf,GS322,HS13302 FD Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s8 ″ 0½ 24 ″ 5	
30752 133509 VJVQ	**Pulganbar** Ⓟ Ref.Mchy. 1Dk&Shade dk	1160 641 474					1912	Greenock& Grngemouth DkyrdCo.Ld Grngemouth	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,Mgr.)	225·0|35·1|12·5 F35'	SydnyNSW British	T.4Cy.21",34½"&(2)40"-33" 184NHP Dunsmuir&JacksonLdGls		C
30753 143414 GQJX	**Pundit** ssCal.No.3–10,31 ssCal.No.2–40 2Dks(Stl)	5305 4828 3199	✠100A1 9,41 ~~6,40~~ BS9,41 ✠LMC6,40	Cal	y	CL ~~1,40~~ 9,41	1919 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	AsiaticStm.Nav. Co.Ld.	400·3|52·4|28·4 P49'B113'F40' FK CellDB345'1025tFPT130t	London British 7BHptCem APT204t	T.3Cy.27",44"&73"-48" (s) 180lb 110lb 517NHP 3SB,9cf,GS189,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
30754 CSGW	**Pungue** (exMorocco) ssHul.2ndNo.3–2,25 Spar dk(Stl)2trB&Web frames	3993 3663 2550	✠ — 9,30 ✠	Mdb	w		1900 10mo	Furness, Withy&CoLd WHartlepool	Cia.Colonialde Nav.	339·6|47·2|26·9 P31'B107'F31' FK CellDBa112'uE&B49'f124'734t	Beira Portuguese 6BHCem APT30t	T.3Cy.25",40"&66"-45" 310NHP 2SB,6cf,GS132,HS4868 SirC.Furness,Westgarth& Co.Ld.Mdb.	29 ″ 10	
30755 EEXY	**Punta Almina** (exMariEli-41, exCastilloCuellar-41, exMariEli-39, exCastellon, exIturri-Ederra, exSantiagoMumbru, exEnriquetadeMallol, exNautik) ssBcl.2ndNo.3–1,16 1Dk (pt Irn pt Stl) &Web frames Well deck	1080 830 676	✠ 9,20	Bbo	n		1897 6mo	Carmichael Maclean&Co. Greenock	SpanishGovernment(Maritima Abra,Mgrs.)	226·3|33·1|16·2 Q81'B54'F27' FK Cell DBa&uE71'f90'253tFPT	Bilbao Spanish 4BHCem 31tAPT16t	T.3Cy.17",27½"&44"-33" 114NH Hutson&Son,Glasgow	16 ″ 0	V
30756 1268 CBPA	**Punta Arenas** Ⓟ (exApple Branch-33) ssNwc.No.3–3,33 ssVpo.No.2-41 ~~ssVpo.No.1–30~~ 2Dks(Stl)	5054 — 2912	✠100A1 ~~9,41~~ ~~10,40~~ 2,42 ✠LMC 7,41 ~~MS9,36~~ ~~BS2,40~~ ~~7,41~~	~~Rio~~ ~~BAs~~ Vpo	x	CL 10,40	1920 2mo	Earle'sCo. Ld. Hull Lloyd'sA&CP	Cia.ChilenadeNav. Interoceanica(H.R Samsing,Mgr.)	376·0|51·7|26·5 P41'B113'F39' CellDB321'972tFPT	Valparaiso Chilian 7BHCem 59tAPT63t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Earle'sCo.Ld.Hull	29 ″ 0 s5 ″ 3¼ 24 ″ 0	
30757 160460 GNVB	**Punta Gorda** TwinSc ssAru.No.3–1,41 1Dk(Stl) Mchy.Aft	2395 1743 1244	✠100A1 4,42 ~~1,41~~ ✠LMC MS7,40 BS~~1,41~~4,42 CarryingPetroleum in bulk Fitted for oil fuel5,28 F.P. above 150°F.	Aru	t	CL 1,40	1928 5mo	Harland& Wolff Belfast Lloyd'sA&CP	LagoShippingCo. Ld.(R.A.Carder, Mgr.)	305·7|50·2|14·3 P67'F34' FK Trunk204' Wing tanks f286t a356t FPT	London British 7BHptCem 60tAPT75t	T6Cy.13½",23½"&36"-27"(s) 180lb 196NHP 2SB,6cf,GS98,HS3702 Harland&Wolff,Glasgow	15 ″ 0 s1 ″ 10¼ 13 ″ 3¾	
30758 EGML	**Punta Lucero** (exCastillo Santacara-41, exMariElvira-40, exSanIreneo-36, exTanchin, exSwanseaTrader, exCrathie) Iron ssSws.2ndNo.3–2,10 ssBbo.No.2–19 1Dk(Irn) Well dk	472 350 241	✠ 6,23 ✠	Bbo	h		1883 11mo	J.Key& Sons Kinghorn	~~MaritimaAbra.~~ SpanishGovernment(Maritima Abra,Mgrs.)	145·0|23·8|15·4 Q54'B'42'F20' BK7" DBa35'f33'98t	Gijon Spanish 5BHCem	C.2Cy.21"&42"-27" 77NHP 1SB,3pf,GS54 J.Key&Sons,Kirkcaldy	13 ″ 8	
30759 208636	**Put-in-Bay** Ⓟ 2Dks	1182 — 731					1911	Detroit S.B.Co. Wyandotte	Ashley&Dustin SteamerLine	226·0|46·5|17·6	Detroit Utd.States WB	T.4Cy.25",40"&(2)45"-36" 243NHP DetroitS.B.Co.Detroit		
30760 167587 GLSS	**Putney Hill** OilEng. D.F. 1Dk&Shelter dk CruiserStern Tonnage opening closed '41(W.E.)	5216 4685 3066	✠100A1 withfreeboard 4,41 ✠LMC6,40	Sws	a† 2	CL	1940 6mo	Wm.Doxford&SonsLd Sunderland Lloyd'sA&CP	PutneyHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld.Mgrs.)	427·6|56·5|26·5 442·9(O.L.) FK CellBD356'1179t MT29'1205t FPT158tAPT166t	London British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.23⅝"-91$\frac{5}{16}$" 516NHP 2DB120lb Wm.Doxford&Sons,Ld.Sld	38 ″ 1 s11 ″ 4¾ 26 ″ 10¾	
30761 1249 CBPH	**Puyehue** Ⓟ (exAlfonso-38) ssVpo.No.3–4,40 2Dks(Stl–Weather dk ws) 3rd dk(Stl)in No.1 hold	3188 — 2141	✠100A1 withfreeboard 1,42 ~~2,41~~ ✠LMC BS~~2,41~~9,41 MS4,40	~~Tal~~ Vpo		CL ~~2,39~~ 1,42	1928 1mo	Ayrshire DckydCo.Ld Irvine Lloyd'sA&CP	ChilianState Railways	278·6|44·1|24·7 B126'F31' FK CellDB230'430t FPT38tAPT62t	Valparaiso Chilian 5BHCem Coll ,, to Wdk	T.3Cy.18$\frac{11}{16}$",30"&50"-36"(s) 200lb 248NHP 2SB,6cf,GS105,HS3852 FD J.G.Kincaid&Co.Ld.Grk.	26 ″ 9 s8 ″ 9¼ 18 ″ 3	
30762 PGXD	**Pygmalion** Ref.Mchy. OilEng. CruiserStern 2Dks	1824 1450 994					1938	NVSchpsw Gebr.Pot Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	287·2|42·3|16·9 P21'F&B253'	Amstrdam Dutch	Oil Engines 2S.C.SA 5Cy.21¼"-35$\frac{7}{16}$" 393NHP Gbr.Stork&CoNVHengelo		V
30763 DOOC	**Pylades** 1Dk2trB	651 515 383					1906	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges. "Neptun"	180·1|28·2|12·8 Q52'B43'F22'	Bremen German WB	T.3Cy.13",20½"&33$\frac{1}{16}$"-21⅝" 50NHP A.G."Weser,"Bremen		G
30764 883 SZNO	**Pylaros** Ⓟ (exKhalifa-37, exBhadra) TwinSc CruiserStern 1Dk	932 — 537					1920	Burn&Co. Ld. Calcutta	AlexatosBros.&H. Markettos	195·0|32·1|10·7	Piræus Greek	T.6Cy.12",20"&32"-24" Emade97 100NHP Rankin&BlackmoreLdGrk		
30765 PUCP	**Pyrineus** TwinSc 1Dk	*1696* *1570* *1044*					1910	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2|44·9|16·4 F29'	R.Janeiro Brazilian WB	T.6Cy.14",22"&37"-21" 126NHP Wrkman,Clark&Co.LdBel		
30766 164088 MLMY	**Pyrope** ssIrv.No.1–40 Mchy.Aft 1Dk CruiserStern	500 315 213	✠100A1 11,40 ✠LMC BS7,40 MS11,40	Irv	g	CL 5,39	1936 7mo	Scott& Sons Bowling Lloyd'sA&CP	Wm.Robertson	164·1|25·3|9·7 170·3(O.L.) Q95'B9'F25' FK CellDB91'118tFPT	Glasgow British 3BHptCem ptAsp 38tAPT29t	T.3Cy.13½",23"&38"-27"(s) 200lb 86RHP 1SB,3cf,GS61,HS2000 Aitchison,BlairLd. Clydebank	11 ″ 9 s3 ″ 11 11 ″ 8¼	
30767 DJQK	**Python** OilEng. D.F. Sub.Sig. 3Dks Ref.Mchy. CruiserStern	3664 3141 2163					1935	Deutsche WerftAGBet Finkenwrder Hamburg	Afrikanische Frucht-Compagnie A.G.(F.Laeisz, Mgr.)	362·6|47·1|24·9 F49'	Hamburg German WB	Oil Engines 2S.C.DA 5Cy.23⅝"-35$\frac{7}{16}$" 975NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
30768														b

. Additional Ships are inserted in the Supplement at the end of the Register.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
30769 30 ISRO	**Quadrifoglio** (*ex*Rocco-40, *ex*GlenTilt, *ex*Hartside) **Iron** *ss*Abn.3rdNo.3-5,20 *ss*Bly.No.1-24 *Well deck* 1*Dk*	661 566 388	✠ ... 7,26 ✠				1883 2mo	D.Baxter&Co. Sunderland	CarmineVitiello	190·0 | 28·7 | 13·2 184 9 Q62'B45'F23' FK	Torre del Greco Italian *WB*	C.2Cy.25"&48"-30" 95NHP R.&W.Hawthorn,Nwc.	13 ″ 10	I †
30770 237351 WNKC	**Quaker** 4*Dks* *Fitted for oil fuel*	3056 — 1893					1938	ThePusey &JonesCo. Wlmgtn,Del.	Philadelphia& NorfolkS.S.Co.Inc.	280·2 | 48·7 | 13·5	Wilmgton (Del.) Utd.States *WB*	2 steam turbines DRgeared to1Sc.Shaft GeneralElectricCo. Lynn,Massachusetts		R
30771 219524 KOZL	**Quaker City** Sub.Sig. 2*Dks* *Fitted for oil fuel*	4961 4598 3032					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 | 54·2 | 27·8 P50'B121'F40'	Phildlphia Utd.States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
30772 CSBZ	**Quanza** Ⓟ (*ex*Portugal) **TwinSc** *ss*Shl.No.3-6,34 *ss*Lis.No.1-38 D.F. 2*Dks,3rd dk inNos.1,2&3holds* *Ref.Mchy.* E.S.D. *CruiserStern*	6636 4821 3944	100A1 *withfreeboard* ~~7,41~~ ~~5,39~~ 1,42 ~~BS11,39~~	Lis BS8,41 LMC8,38	*a*†	~~11,38~~ 8,41	1929 *Lloyd*'*sAP*	Blohm& Voss Hamburg *CellDB*347'1001*t FPT*62*t tanks at sides of tunnel*19'166*t*	Cia.Nacional de Navegacao	418·2 | 52·6 | 28·6 P&B271'F85' FK	Lisbon Portuguese 9*BHCem*	T.6Cy.22$\frac{13}{16}$",38$\frac{9}{16}$"&66$\frac{15}{16}$"-47¼" 213lb (*s*) FD 986NHP 3DB,*18cf*,GS343,HS14694 NB14 *fitted*29 Blohm&Voss,Hamburg	31 ″ 0 s 6 ″ 5 24 ″ 11	
30773 133541 MDZY	**Quaysider** *ss*Gms.2ndNo.3-3,39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	616 432 301	✠100A1 3,42 ~~1,41~~ BS1,42 ~~BS3,40~~	Shl ~~BS1,41~~ ✠LMC2,39	*i*	CL 12,40	1913 11mo *Lloyd*'*sA&CP*	J.P.Rennoldson&Sns. SouthShields *Cell DBf*112'140*t FPT* 44*tAPT*31*t*	BritishIsles Coasters,Ld.	175·3 | 28·2 | 11·0 Q89'B9'F22' FK	Newcastle British 3*BHCem*	T.3Cy.15½",25"&41"-27" (*s*) 180lb 95RHP 1SB,*3pf*,GS55,HS1825 J.P.Rennoldsn&Sns.S.Shl.	13 ″ 3 s 4 ″ 2½ 12 ″ 8	
30774 153450 VGQB	**Quebec** Ⓟ **TwinSc** *ss*Mtl.No.3-5,41 ~~*ss*Qbc.No.2-37~~ 1*Dk*(*Stl*)*2nd dk in holds*	7016 2481 4143	✠100A1 *withfreeboard* 8,40 ~~5,40~~ 5,41 ~~MS9,37~~ *For Service between Montreal & Saguenay* *Fitted for oil fuel*5,28 *F.P. above* 150° F.	Mtl BS10,40 ✠LMC ~~BS10,39~~	1¾	CL 5,40	1928 5mo *Lloyd*'*sA&CP*	DavieS.B. &Rpg.Co.Ld. Lauzon,P.Q. *Cell DB*273' 519*t FPT* 125*tAPT*67*t*	CanadaSteamship Lines,Ld.	350·1 | 70·0 | 18·8 FK	Montreal British 8*BHCem*	T8Cy24"38"&(2)44"-36"(*s*) 190lb *100lb* 790NHP 6SB,*18cf*,GS330,HS12656FD Richardsons,Westgarth&Co.Ld.Hpl.	21 ″ 0 s 5 ″ 3½ 15 ″ 11	
30775 148833 GMPR	**Quebec City** 1*Dk&Shelter dk* D.F. *Fitted for oil fuel*	4745 4432 2877					1927	W.Gray&Co.Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R.Smith&Sons,Ld. *Mgrs.*)	400·5 | 54·3 | 25·6 F41'	Bideford British *WB*	T.3Cy.25",42"&70"-48" 339NHP Cen.Mar.Eng.Wrks.WHpl		C
30776 148518 GKWS	**Queda** *ss*Cal.No.1-41 *ss*Cal.No.3-6,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	7766 7184 4760	✠100A1 *withfreeboard* 10,41 ~~5,39~~ ~~12,40~~ BS8,41 MS3,37	Cal ✠LMC ~~BS10,39,9,40~~	*e*†	CL ~~N3,38~~ ~~12,40~~ 10,41	1925 1mo *Lloyd*'*sA&CP*	W.Gray&Co.Ld. W Hartlepool *CellDB*429' 1703*tDTa*31'976*t FPT*195*tAPT*27*t*	BritishIndiaStm.Nav.Co.Ld.	487·0 | 60·7 | 29·9 F45' FK	London British 8*BHptCem* (*Coll toSh dk* 7 „ *2nd* „)	Q.4Cy.28½",41",58½"&85"-54" (*s*) FD 225lb 933NHP 5SB,*18cf*,GS361,HS14253 Cen.Mar.E.Wks.Ld.WHpl	~~32 ″ 8~~ ~~s 5 ″ 1¾~~ ~~27 ″ 9¼~~ 41 ″ 11 s13 ″ 5½ 28 ″ 9½	
30777 130979	**Quedoc** (*ex*Kamaris,*ex*Mariska) *Mchy.Aft* 1*Dk*	3072 2623 1874					1890	GlobeIron WorksCo. Cleveland,O.	PatersonSteamships,Ld.	346·4 | 40·2 | 22·0 H—F36' len23 *WB*	Ft William Ont. British	T.3Cy.24½",38"&61"-42" 241NHP GlobeIrnWksCoCleveland		
30778 164093 GZCL	**Queen Adelaide** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4933 4558 2993	✠100A1 *withfreeboard* 4,42 ~~8,41~~ Examined 12,41 ✠LMC CS12,41 DBS9,41 *Carrying vegetable oil in deep tank*	~~Gls~~ ~~Cal~~ ~~Gls~~ Bkn ~~4,39~~	*a*† 2	CL ~~4,39~~ 8,41	1936 9mo *Lloyd*'*sA&CP*	Barclay,Curle&Co.Ld. Glasgow *CellDB*360' 1393*t MT*32'1284*t FPT*119*tAPT*95*t*	QueenLine,Ld. (T.Dunlop&Sons, *Mgrs.*)	418·2 | 55·2 | 25·5 431·5(O.L.) F40' FK	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „*2nd*„)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 ″ 0 s 3 ″ 6¼ 25 ″ 8½	
30779 164105 GZJV	**Queen Anne** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4937 4558 2993	✠100A1 *withfreeboard* 4,41 Examined 2,42 *Carrying vegetable oil in deep tank*	~~Liv~~ Liv ✠LMC1,37	*a*† 2	CL 10,40	1937 1mo *Lloyd*'*sA&CP*	Barclay,Curle&Co.Ld Glasgow *CellDB*360' 1393*t MT*32' 1284*t FPT*119*tAPT*95*t*	CadoganS.S.Co.Ld.(T.Dunlop&Sons,*Mgrs.*)	418·2 | 55·2 | 25·5 431·8(O.L.) F40' FK	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd*„)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls	37 ″ 7 s 11 ″ 1½ 26 ″ 8½	
30780 144728 GKWP	**Queen City** (*ex*Cragness) 1*Dk&Shelter dk* D.F. *Fitted for oil fuel*	4814 4505 2978					1924	JLThompson&SonsLd. Sunderland	ReardonSmith LineLd.(SirW.R.Smith&SonsLd. *Mgrs.*)	412·1 | 55·0 | 25·1 F34'	Bideford British *WB*	T.3Cy.28",46"&75"-51" 402NHP Blair&Co.Ld.Stockton		C
30781 20612	— *Mchy.Aft* 1*Dk*	3785 — 3367					1896	Cleveland S.B.Co. Cleveland	PittsburghS.S.Co.	401·4 | 48·0 | 23·7	D'luth,Min Utd.States *WB*	T.3Cy.23",38"&63"-40" 251NHP ClevelandS.B.Co.Clevelnd.		
30782	**Queen Elizabeth**	85000	✠100A1 *withfreeboard* ~~5,41~~ ~~2,40~~ 3,42 ✠Lloyd'sRMC2,40	~~Sng~~ Vcr ✠LMC2,40			1940	J'hnBrown&Co.Ld. Clydebank	CunardWhiteStar Ld.		Liverpool British			
30783 133048	**Queen Empress** Ⓟ **PadSp** 2*Dks*	411 291 164					1912	Murdoch&Murray,Ld. PortGlasgow	Williamson-Buchanan Steamers(1936) Ld.	210·0 | 25·6 | 8·4	Glasgow British	C.D.2Cy.27½"&54"-54" 178NHP Rankin&Blackmore,Grk.		
30784 164282 GBTT	**Queen Mary** Ⓟ **QuadSc** D.F. GyC. E.S.D. 5*Dks,6th&7th dks clear of mchy. space, 8th dk forward of mchy. space* *CruiserStern* Sub.Sig. (*Topsides-special quality steel*)	81235 56152 34120	✠100A1 *withfreeboard* ~~8,41~~ ~~9,40~~ 1,42 ~~BS2,39~~ *Fitted for oil fuel*5,36 *F.P. above* 150° F.	~~Sng~~ Bos BS1,42 ✠LMC5,36		CL P*f*8,40 S*f*8,40 S*a*1,39 P*a*1,39	1936 5mo *Lloyd*'*sA&CP*	John Brown&Co.Ld. Clydebank *CellDB*835'8585*tDTf*33'695*tFPT*310*tAPT*364*t*	CunardWhiteStar Ld.	975·2 | 118·6 | 68·5 B715'F93'*Upper Bridge*540' FK	Liverpool British 15*BHAsp*	16 steam turbines SR geared to 4 Sc.Shafts 446lb (*s*) 33653NHP 24WTB(Spt425lb) HS234000 FD 3DB*250lb*(Spt) JohnBrown&Co.Ld.	74 ″ 7 s 35 ″ 11⅝ 38 ″ 10½	
30785														

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When / Ship. / Engines	9 By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. / *ft in.*	15 Registers in which classed, if not in L.R. Date of B. of TradeCert.
30786 161974	**Queen Mary II** Ⓟ **TrpSc** (*ex*QueenMary-35) 2*Dks&Shelter dk*	870 572 336					1933	W.Denny &Bros.Ld. Dumbarton	Williamson-Buchanan Steamers(1936) Ld.	252·5	35·1	10·1	Glasgow British	3 Steam Turbines W.Denny&Bros.Ld.Dmb.		BT till ~~8,41~~ ~~10,41~~ 11,42
30787 164099 GZFC	**Queen Victoria** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	4937 4558 2993	✠100A1 *withfreeboard* 3,42 ~~9,40~~ ~~10,41~~ Examined10,41 DBS10,41 ✠LMC11,36 *Carrying Vegetable Oil in deeptank*	~~NSW~~ Hul Gls	*a*† 2	CL ~~4,37~~ 2,42	1936 11mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	**QueenLine,Ld.** (T.Dunlop&Sons, *Mgrs.*) *CellDB*360'1393*t*	418·2 F40' *MT*32' 1284*t* *FPT*119*tAPT*95*t*	55·2	25·5 FK (	Glasgow British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	37 ″ 7 s 11″1½ 26 ″ 8½	
30788 156189 GZKF	**Queen of Bermuda** Ⓟ **QuadSc** *ss*N.Yk.No.1-37 *Ref.Mchy.* 3*Dks*(*Stl-Weather dk*teak s) 4*th dk*(*Stl*)*in forward holds&in* *Nos.*5&6 *holds*, 5*th dk*(*Stl*)*in No.*2 *hold* (*Topsides-special quality steel*) Sub.Sig. D.F. E.S.D. GyC. *CruiserStern*	22575 13107 12777	✠100A1 *withfreeboard* 5,39 ✠LMC MS12,36 BS5,38 ✠Lloyd'sRMC5,39 *Fitted for oil fuel* 2,33 *F.P. above* 150°F.	NNs	*m*†	CL P*f*5,36 S*f*5,38 P *a*11,38 S *a*11,38	1933 2mo	Vickers-Armstrongs, Ld. Barrow *Lloyd'sA&CP*	**Furness,Withy& Co.Ld.**	553·4 B&F513' *UpperBridge*413' *CellDB including tanks in way of tunnels& wing tanks* 389' 3036*t MTs*26' 1040*tDTsf*742*t 'tween dk tanks a*72' 435*t FPT*113*t APT*121*t*	76·7	39·0 FK	London British 13*BHptCem* *Coll,,to Wdk* *Turbines by* *Motors by*	2SteamTurbinesconnected to Electric Motors & Sc. Shafts (*s*) 4274NHP 8WTB400lb(Spt390lb) HS39720 FD Fraser&Chalmers,Erith GeneralElectricCo.Ld. Witton,Birmingham	43 ″ 3 s16″5¾ 27 ″ 0¾	
30789 148380 GLZV	**Queen of Kent** Ⓟ **Pad** *CruiserStern 2Dks* *Fitted for oil fuel*	798 388 379					1916	AilsaS.B. Co. Troon	**NewMedwayStm. PacketCo.Ld.(S.J. Shippick,***Mgr.***)**	235·2	29·1	9·2	Rochester British *WB*	CD.2Cy.26½"&52"-54" 165NHP AilsaS.B.Co.Troon		
30790 160696 GTCD	**Queen of Thanet** Ⓟ **Pad** *Cruiser Stern 2Dks* *Fitted for oil fuel*	792 384 382					1916	W.Hamilton&Co Ld. PortGlasgow	**NewMedwayStm. PacketCo.Ld.(S.J. Shippick,***Mgr.***)**	234·9	29·1	9·2	Rochester British *WB*	C.2Cy.26½"&52"-54" 168NHP W.Hamilton&Co.Ld.P.Gl.		
30791	**Queen of the Bay** Ⓟ **TwinSc** (*ex*Protea-36,*ex*H.M.S.Crozier) 1*Dk*	783 689 307	✠ 8,19 ✠				1919	W.Simons &Co.Ld. Renfrew	**AtlamerS.S.Line**	219·3	28·6	15·5	French *WB*	T.6Cy.13",21"&35"-24" 120NHP W.Simons&Co.Ld.Rnf.		
30792 162488 GTQR	**Queensbury** *ss*Shl.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3911 3682 2425	✠100A1 *withfreeboard* 1,41 BS1,41 ✠LMC11,39	Sld	*y*	CL 12,38	1931 1mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	**AlexanderShppng. Co.Ld.(Capper Alexander&Co.** *Mgrs.*) *CellDBa&uE*125'	372·6 385·0(O.L.) F39' *f*179'1059*tFPT*60*t*	52·3	24·4 FK (	London British 6*BH Cem* *Coll to Sh dk* 5 ,, *2nd* ,,) *APT*82*t*	T.3Cy.23",39"&65"-45" (*s*) 200lb 381NHP 2SB(FD)&1AuxB,8*cf*, GS151,HS5521 D.Rowan&Co.Ld.Gls.	26 ″ 9 s 2 ″ 7¼ 24 ″ 4¼	
30793 164633 MLKK	**Queensland** (*ex*Beijerland-36) *ss*Bly.No.3-12,40 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	1617 1186 870	✠100A1 ~~12,41~~ ~~12,40~~ 3,42 12,41 ✠LMC BS5,40 MS12,40	Bly	*p*	OG 4,40	1928 2mo	Schpw.v. JanSmit,Czn. Alblasserdam *Lloyd'sA&CP*	**Shipping&CoalCo. Ld.**	242·8 P60'Q79'F27' *CellDBf*167'366*tDTf* 10'206*tFPT*99*tAPT*20*t*	38·1	15·9 FK	London British 5*BHCem*	T3Cy.18",30$\frac{1}{16}$"&49"-36"(*s*) 200lb 199NHP 2SB,6*cf*,GS107,HS3510 Maats.deSchelde,Flushing	18 ″ 0 s 5 ″ 1½ 17 ″ 0¼	
30794 167024	**Quentin** D.F. E.S.D. *OilEng* *Mchy.Aft CruiserStern* 1*Dk*	500 389 245					1940	Grngemth Dkyd.Co.Ld. Grngemouth	**G.Gibson&Co.Ld.**	167·2 P50'F22'	28·1	11·9	Leith British *WB*	Oil Engines 2S.C.SA 7Cy 9$\frac{13}{16}$"-16$\frac{9}{16}$" 119NH BritishAuxiliaries,Ld.Gls.		C
30795	**Quequen** (*ex*RioQuequen Grande-37,*ex*Scotstoun Head) **3Mst** *ss*B.As.No.2-29 1*Dk*(*Stl*) *Mchy.Aft Well deck*	347 — 166	✠ —— 5,36 ✠	BAs	*f*		1921 7mo	A.Hall& Co.Ld. Aberdeen	**MiguelMassa Loduca**	150·9 Q85'B12'F19' *CellDBf*82'106*t*	24·1	9·3 FK	Bns.Aires Argentine 3*BHCem* *FPT*32*t*	T.3Cy.13",21½"&35"-24" 82NHP 1SB,3*pf*,GS46,HS1510 A.Hall&Co.Ld.Aberdeen	11 ″ 4	
30796 FPAW	**Quercy** *OilEng.* D.F. 2*Dks* *Ref.Mchy. CruiserStern*	3100 2700 1800					1938	Akt.Burmeistr&Wain Copenhagen	**Cie.Générale d'ArmementsMar.**	315·0 F42'	45·5	28·8	Havre French *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 608NHP Akt.Burmeistr&Wain,Cpn		V
30797 148548 GKWT	**Querimba** *ss*Cal.No.1-41 *ss*Cal.No.3-4,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *Tonnage opening closed*'41(*W.E.*)	7769 7197 4772	✠100A1 *withfreeboard* 10,41 ~~10,40~~ BS10,41 2,41 ✠LMC ~~MS3,37~~ ~~BS7,40~~ ✠Lloyd'sRMC~~2,41~~ ~~5,41~~ 9,41	Cal	*e*†	CL ~~1,40~~ 10,41	1925 3mo	W.Gray& Co.Ld. Sunderland *Lloyd'sA&CP*	**BritishIndiaStm. Nav.Co.Ld.** *CellDB*428'1709*t* *DTa*31'976*tFPT*	487·0 F45' 195*tAPT*28*t*	60·9	29·9 FK (	London British 8*BHptCem* *Coll to Sh dk* 7 ,, *2nd*,,)	Q4Cy28½",41",58½"&85"-54" 225lb (*s*) 933NHP 5SB,18*cf*,GS361,HS14253 FD Cen.Mar.EngWks.W.Hpl	~~32 ″ 8~~ ~~s 5 ″ 1¾~~ ~~27 ″ 9½~~ 41 ″ 11 s13 ″ 5½ 28 ″ 9½	
30798 DHTQ	**Quersee** (*ex*Amrum) 1*Dk*	998 794 560					1926	Nordseewerke Emden	**W.Schuchmann**	219·6 P16'Q56'B55'F26'	34·9	13·1	Hamburg German *WB*	T.3Cy.17$\frac{11}{16}$",29½"&46"-31⅜" F.Wilhelms-Hütte,Mülheim,Ruhr 118NHP		G
30799 149453 GNRP	**Quickstep** *ss*Shl.No.2-37 1*Dk*(*Stl*) *Cargo battens not fitted*	2722 2353 1642	✠100A1 ~~5,41~~ 11,41 Examined 3,41 BS3,41 ✠LMC1,37	Shl Nwc	*t*	CL 4,41	1928 2mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	**HillSteam ShippingCo.Ld. (Witherington& Everett,***Mgrs.***)**	305·0 P23'B50'F24' *CellDB* 261'727*tFPT*106*t*	45·5	21·3 FK	Newcastle British 6*BHptCem* *APT*100*t*	T.3Cy.21",35"&57½"-42" (*s*) 180lb 266NHP 2SB,6*cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2¾ 20 ″ 5¾	
30800 118734 MGMV	**Quickthorn** (*ex*Rosyth-35) *ss*Lth.2ndNo.3-1,29 *Mchy.Aft* *ss*Shl.No.2-37 *Well deck* 1*Dk*(*ptStl-pt*ws)	409 303 158	✠100A1 8,41 ~~5,40~~ Examined 8,41 ✠NB1,25 ✠LMC12,37 BS~~7,40~~8,41	~~Liv~~ Liv	*y*	CL 6,39	1903 12mo	Dundee Shipbuilders' Co LdDundee *Lloyd'sA&CP*	**GeorgeW.Grace &Co.**	165·0 Q67'B11'F23' *DBf*33'50*t FPT*	25·1 26·6	11·7 FK	Dundee British 3*BHCem* 24*t*	T3Cy.15½",25¾"&41"-33"(*s*) 180lb 132NHP 1SB,3*cf*,GS56,HS2388 Cooper&Greig,Dundee	12 ″ 8 s ″ 9½ 12 ″ 0	
30801 148695 GLQK	**Quiloa** *ss*Cal.No.3-6,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7765 7178 4750	✠100A1 *withfreeboard* 11,40	Bom	*e*†	CL 5,39	1925 10mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	**BritishIndiaStm. Nav.Co.Ld.** *CellDB*429' 1703*t* 976*tFPT*195*t*	487·1 F45' *DTa*31'	60·7	29·9 FK (	London British 8*BHptCem* *Coll to Sh dk* 7 ,,*2nd* ,,) *APT*27*t*	Q.4Cy28½",41",58½"&85"-54" 225lb (*s*) 933NHP 5SB,18*cf*,GS361,HS14253FD Cen.Mar.Eng.Wrks.WHpl	32 ″ 8 s 5 ″ 1¾ 27 ″ 9½	
30802 220985 KJVX	**Quinault** **Wood** 1*Dk* *Fitted for oil fuel*	1138 1100 610	BS11,40 ✠LMC6,37				1921	G.F.Mathews(ofHoquiam,Wash) Portland,Or.	**Hart-Wood LumberCo.**	210·0	43·1	15·4	S.Frncisco Utd.States	T.3Cy.15",23"&39"-24" 74NHP PacificMarineIronWorks, Portland,Or.		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
30803 1313 CBQI	**Quiñenco** (*ex*BaronMurray–38) *ss*Shl.No.3–8,38 1*Dk* *Cargo battens not fitted*	*3222* *2847* *1882*	100A1 12,40 BS~~1,41~~2,42 LMC8,38	Tal		CL 8,38	1924	Napier& Miller,Ld. Glasgow Lloyd's A&CP	Cia.Carbonifera y deFundicion Schwager *CellD*	332·6 P29′B98′F37′ FK *B*230′ 904*t FPT* 86*t*	48·3	22·0	Valparaiso Chilian 6*BHCem* *APT*175*t*	T.3Cy.21½″,35½″&60″–39″ 200lb (*s*) 294NHP 2SB,*6cf*,GS118,HS5020 D.Rowan&Co.Ld.Glasgow	24 ″ 6 s3 ″ 11 20 ″ 9	
30804 1874 ISJV	**Quinto** (*ex*Fleiss–33) 1*Dk*	531 404 278					1922	Gebr. Muller Foxhol	Soc.Anon.Agricola Industriale per la ProduzioneItaliana diCellulosa (S.A.I.C.I.)	188·9 P61′F18′ len26	26·1	10·3	Genoa Italian *WB*	T.3Cy12″,19$\frac{7}{10}$″&32$\frac{1}{10}$″–24$\frac{2}{5}$″ 50NHP N.V.v.d.Kuy&v.d.Ree's Mchft.&Schps.Schiedam		I
30805 231645 KDCR	**Quirigua** Ⓟ TwinSc D.F. E.S.D. 4*Dks* *Ref.Mchy.* GyC. *Fitted for oil fuel*	6982 3966 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·7 P41′B&F343′	60·3	24·1	NewYork Utd.States *WB*	2 stm. turbines connected toElec.Motors&Sc.Shafts GeneralElectricCo. Schenectady,N.Y.		R
30806 309 ICAK	**Quirinale** Ⓟ (*ex*Palacky) *ss*Tri.No.3–10,19 D.F. 1*Dk*&*Spar dk*&*deep framing* *Fitted for oil fuel*	3779 2794 2215	✠ ... 11,23 ✠				1907 12mo	Lloyd Austriaco Trieste	"Adriatica"Soc. Anon.diNav.	368·4 P&B246′F65′ FK	44·2	23·4	Venice Italian *WB*	T.3Cy.24⅛″,40½″&68″–48″ 432NHP LloydAustriaco,Trieste	25 ″ 10	I †
30807 166503 GNGM	**Quiriquire** TwinSc *Mchy.Aft* 1*Dk* *CruiserStern*	~~3945~~ ~~2951~~ ~~1821~~ 4317 2951 2074	✠100A1 ~~4,41~~10,41 ✠LMC7,38 *Carrying Petroleum in bulk* *F.P. above 150° F.* *Fitted for oil fuel* 7,38	Aru	*w*	CL s9,39 ~~P4,41~~ P10,41	1938 7mo	Cantieri RiunitiDell' Adriatico Monfalcone Lloyd's A&CP	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *CellDBu*	355·9 365·2(O.L.) P77′F41′ FK *Trunk*240′ *E*&*B*48′23*t FPT*164*t*	60·2	16·7	London British 8*BHptCem* *ptAsp* *APT*141*t*	T.6Cy.16″,26″&43″–27″ (*s*) 180lb 318NHP 2SB,*6cf*,HS5130 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	17 ″ 6 s 2 ″ 6 15 ″ 2½	
30808 DOUC	**Quito** TwinSc *OilEng.* *Mchy.Aft* 2*Dks* *CruiserStern*	1230 903 614					1938	Schiffb.Ges "Unterweser" A.G. Wesermunde-L.	Norddeutscher Lloyd	249·0 P161′F44′	34·7	14·0	Bremen German *WB*	Oil Engines 4S.C.SA 16Cy.14⅜″–19$\frac{11}{16}$″ SRgeared 322NHP Fr.KruppGermaniawftAG Kiel		G
30809 122740 VJVR	**Quorna** Ⓟ (*ex*Warrener) *ss*Adl.No.1–16 1*Dk*(*Stl*)	606 414 265	✠ 8,18 ✠	Adl	*i*		1912 9mo	J.Fullerton&Co. Paisley	TheAdelaide SteamshipCo.Ld. *Cell*	175·5 B55′F28′ FK *DBa*40′26*t FPT*40*t*	28·1	11·6	Adelaide British 4*BHCem* *APT*28*t*	T.3Cy.15″,25½″&41″–30″ 86RHP 1SB,*3cf*,GS62,HS2107 Ross&Duncan,Glasgow	12 ″ 3	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30810 DHTR	**R. C. Rickmers** *Now "Teifuku Maru," see No. 38655 in Supplement* D.F. Sub.Sig. 2*Dks*	5198 4728 3193					1921	Nordd. Werft.m.b.H. Weser- münde-G.	RickmersRhederei, A.G.	401·5 F50'B134'F34'	53·2	27·5	Hamburg German *WB*	T.3Cy.28$\frac{1}{5}$",45$\frac{3}{16}$"&74"–53$\frac{1}{5}$" 400NHP BremerVulkan,Vegesack		G
30811 221897 KJVZ	**R. D. Leonard** *CarryingPetroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* D.F. 1*Dk* *Longitudinalframing*	1796 1074					1922	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel	AtlanticRefining Co.	265·9 P62'F27'	39·2	19·6	Phildlphia Utd.States *WB*	DR geared Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
30812 200346 WDDN	**R. E. Moody** (*ex*JohnMcCartneyKennedy–37, *ex*Collier,*ex*P.P.Miller) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk2trB*	3845 — 2858					1903	Buffalo D.D.Co. Buffalo,N.Y.	ColumbiaTranspn. Co.(Oglebay, Norton&Co.*Mgrs.*)	354·0	48·0	28·0	Wilmgton (Del.) Utd.States	T.3.Cy.20",33$\frac{1}{2}$"&55"–40" 191NHP AmericanS.BCo.Cleveland		R
30813 214951 WPCL	**R. G. Stewart** (*ex*R.W.Stewart, *ex*EdwardL.Doheny, ~~ssN.Yk.No.3-8,30~~ Junior) ~~ssBal.No.2-38~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy Aft* &*Web frames* D.F. *Longitudinal framing* ssNYk.2ndNo.3-7,41	9229 — 6804	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~10,40~~ BS11,41 7,41 ~~BS10,40~~ ✠LMC~~12,38~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,17 *F.P.* above 150° F.	~~Bal~~ NYk	*d*†	CL ~~8,30~~ N6,41	1917 6mo	NewYork S.B.Corp. Camden,N.J. A&CP	StandardOilCo.of NewJersey	467·6 *CellDBa23' uE&B76'*	62·7	32·0 36·3 FK	Wilmgton (Del.) Utd.States 16*BHptCem* (10 *to U dk* 6 „ *2nd* „) 463*tDTf*40'	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkS.B.Corp. 441*tFPT*229*tAPT*131*t*	39 ″ 6 s10 ″ 3$\frac{1}{2}$ 29 ″ 5$\frac{3}{4}$	
30814 149845	**R. H. Carr** TwinSc ssDem.No.3–4,40 1*Dk*	324 224 135	✠ A1 *withfreeboard* 4,40 10,41 ✠LMC BS~~9,39~~ MS11,39 *For River & Coast Service* *British Guiana*	Dem		sN4,40 P4,40	1927 6mo	J.Crichton &Co.Ld. Saltney *Lloyd*'sA&CP	Sproston'sLd.	145·3 152·0(O.L.) F25'	27·6	8·7 FK	Georget'n, Dem. British 4*BHCem* *FPT*12*t*	T.3Cy.8$\frac{1}{4}$",14"&22"–15" (*s*) 180lb 50RHP 1SB,*3cf*,GS47,HS1475 Plenty&Son,Ld.Newbury	9 ″ 0 s2 ″ 11 6 ″ 6	
30815 170827 VCGX	**R. J. Cullen** (*ex*SanLucas–40, *ex*EasternKnight) ssPhl.No.3–1,40 1*Dk*&*Shelterdk*&*Webframes* *Longitudinal framing*	6993 6477 4435	✠100A1 *Shelterdk* *withfreeboard* ~~6,41~~ ~~12,40~~ 1,42 BS6,41 ✠LMC MS1,40 ~~BS5,40~~ *Fitted for oil fuel*,2 20 *F.P.* above 150° F.	~~NYk~~ ~~Mob~~ Bkn		CL ~~1,40~~ 1,42	1919 11mo A&CP	OsakaIron Works,Ld. Osaka	AtlanticTrans- portationCo.Ld. (S.L.deCarteret, *Mgr.*) *CellDB*368'1447*t*	415·1 P45'B148'F45'*on* *Shelterdk* *DTa*34'1145*tFPT*	55·7	32·0 FK	St.JohnNB British *Cem* 3*BHtoShdk* 4 „ „ *Udk* 169*tAPT*48*t*	T.3Cy.28$\frac{1}{8}$",45"&75"–51" 180lb (*s*) 553NHP 3SB,*9cf*,GS190,HS8100 FD OsakaIronWrks,Ld.Osaka	34 ″ 8 s7 ″ 2 27 ″ 9$\frac{1}{4}$	
30816 221590 KDUC	**R. J. Hanna** (*ex*Lubrico–35) 2*Dks* *Mchy.Aft* *CarryingPetroleum in bulk* D.F. GyC. *Fitted for oil fuel* *Longitudinal framing*	6905 — 4283					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of California	425·0	57·2	33·1	S.Frncisco Utd.States	T.3Cy.27$\frac{5}{8}$",46"&78$\frac{1}{4}$"–51" 436NHP Hooven,Owens,Rentschler Co.Hamilton,Ont.		R
30817 1845 IBPP	**R. L. Hague** TwinSc *OilEng.* ssPal.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of* *cargo tanks* 3*rd dk*(*Stl*)*aft of* D.F. GyC. *cargotanks* *Webframes* *CruiserStern* *Longitudinal framing*	12175 11720 7032	✠100A1 11,39 ✠LMC CS1,37 DBS2,39 2,39 *CarryingPetroleum in bulk* NO LATER SURVEY REPORTED	Mfl		CL 7,38	1932 7mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd*'sAP	"LaColumbia"Soc. Marit. perTras- porti diPetrolio e Derivati *CellDBuE*78'135*tD*	542·3 522·0 *Aft*B55'B40'F39	70·2	38·7 FK	Genoa Italian 16*BHptCem* *Tsf*53'2312*t*	Oil Engines 2S.C.SA 12Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1162NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* Soc.An"Fiat"S.G.M.Turin *FPT*291*tAPT*250*t*	38 ″ 9 s8 ″ 6$\frac{1}{2}$ 30 ″ 5$\frac{1}{4}$	
30818 234510 WOGQ	**R. P. Resor** ssGal.No.1–40 *Mchy.Aft* *CruiserStern* 1*Dk* *Longitudinalframing-bracketless system* *Part electrically welded* "*Arcform*" D.F. E.S.D. GyC.	7451 6674 4620	100A1 2,42 ~~1,41~~ 1,41 BS~~1,41~~2,42LMC~~1,36~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,36 *F.P.* above 150° F.	Gal		CL 1,41	1936 2mo	Federal S.B&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB*54'146*tD*	435·0 P85'B33'F36' *Tf*31'687*tFPT*155*t*	66·8	34·2 FK	Wilmgton (Del.) Utd.States 13*BH* *APT*247*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 450lb (*s*) HS3660 593NHP 2 W.T.B.(Spt424lb) FD Allis-ChalmersMfg.Co. Milwaukee,Wis.	34 ″ 6	
30819 214311 WPCI	**R. P. Smith** (*ex*J.M.Danziger–36) ssMob.2ndNo.3–12,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6226 5699 3834	✠100A1 ~~6,41~~ ~~7,40~~ 4,42 BS5,42 ~~BS6,41~~ ✠LMC MS2,39 ~~BS7,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,16 *F.P.* above 150°F	Mob	*b*†	CL ~~N12,39~~ 4,42	1916 8mo A&CP	W Cramp& SonsS&EBCo Philadelphia	SabineTransport- ationCo.Inc. (M.T.Ball,*Mgr.*) *CellDB*61'235*t* *DTf*45'629*t*	430·0 P103'B36'F49' *FPT*246*tAPT*49*t*	58·2	33·3 FK	Baltimore Utd.States 15*BHptCem* (8 *to U dk* 7 „ *2nd* „)	T.3Cy.27",45$\frac{1}{2}$"&76"–51"(*r*) 190lb 565NHP 3SB,*9cf*,GS185,HS8095 FD W.Cramp&SnsS.&E.B.Co. Phl.	33 ″ 4 s6 ″ 7$\frac{1}{2}$ 26 ″ 11$\frac{3}{4}$	
30820 77532	**R. R. Richardson** (*ex*J.M.Jenks) GyC. 1*Dk2trB*	4046 — 2925					1902	American S.B.Co. Lorain,O.	~~PittsburghS.S.Co.~~ Waterways NavigationCo.	414·0	50·0	28·0	Duluth Utd.States *WB*	T.3Cy.22",35"&58"–40" NB25 213NHP AmericanSB.Co.Cleveland		
30820A	**R. Stenersen** *OilEng.* *Mchy.Aft* D.F. *CruiserStern*	11000	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	A/B Göta- verken Gothenburg	StenersensTank- rederiA/S(J.Sten- ersen,*Mgr.*)	531·3	66·1	39·8	Oslo Norwegian	Oil Engines 2S.C.SA 8Cy.26$\frac{3}{4}$"–59$\frac{1}{16}$" A/BGötaverken,Got.		
30821 237760 WPKP	**R. W. Gallagher** D.F. GyC. E.S.D. 1*Dk* *Mchy.Aft* Sub.Sig. *CruiserStern* *Longitudinal framing* *Pt. electrically welded*	7989 7036 4738	100A1 ~~7,41~~ ~~1,41~~ 5,42 BS5,42 ~~BS6,40 7,41~~LMC8,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,38 *F.P.* above 150°F.	~~Gal~~ NNs		CL 7,41	1938 8mo	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md. *Lloyd*'sA&CP	StandardOilCo.of NewJersey *CellDBuE*66'63*tD*	445·4 463·0(O.L.) P92'B35'F40' *Tf*24'635*tFPT*361	64·2	35·2 FK	Wilmgton (Del.) Utd.States 14*BH* *tAPT*180*t*	2 steamturbinesDRgeared to 1screwshaft 985NHP 450lb (*s*) HS9856 2WTB(Spt424lb) FD BethlehemS.B.Corp.Ld. Quincy,Mass	34 ″ 10	
30822 YTMU	**Rab** Ⓟ ssSsk.No.2–39 1*Dk*(*Teak*)	344 235 115	✠100A1 *withfreeboard* 7,40 ✠LMC MS4,39 BS7,40 No later survey reported	Spt	*f*	CL 6,40	1931 3mo	J.S.White &Co.Ld. EastCowes *Lloyd*'sA&CP	Jadranska PlovidbaD.D. *Tanks in* *way of tunnel* 1	144·5 153·4(O.L.) F34' 6'11*tDTf*20'31*tFP*	24·6	11·4 BK6"	Susak Yugoslav 5*BHCem* *T*4*tAPT*3*t*	T.3Cy.14",22$\frac{1}{2}$"&37"–24"(*s*) 200lb (*s*) 111NHP 1SB,*3cf*,GS53,HS1723 FD J S.White&Co.Ld.Cowes	12 ″ 0 s2 ″ 4$\frac{1}{2}$ 10 ″ 3$\frac{1}{2}$	
30823 DNAY	**Rabat** *Fitted for oil fuel* Sub.Sig. 2*Dks*	2719 2304 1603					1929	Deutsche WerftA.G. Hamburg	Oldenbrg-Portug. Dmpfsch.-Rhed.	283·3 P21'B72'F31'	46·0	23·0	Oldenburg German *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39$\frac{3}{8}$"– 39$\frac{3}{8}$" 194NHP DeutscheWerftA.G.Ham.		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Événement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.B.of Trade
30824 113640 TWCD	**Rabat** 3Mst (*ex*Vena, *ss*Bel.2ndNo.3–3,28 *ex*Algeiba, *ss*CasablancaNo.1–32 *ex*Clarence) 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	565 *402* *229*	✠ 4,37 ✠	Casa-blanca	*h*		1902 5mo	Scott& Sons Bowling	V.&S.Castella	170·4|27·2|11·4 Q91′B10′F25′ BK7″ *FPT*60*t*	Casablnca Moroccan 4*BHCem* *APT*32*t*	T.3Cy.14″,$22\frac{1}{2}$″&37″–27″ NDB18 71NHP 1SB,3*pf*,GS49,HS1293 Ross&Duncan,Glasgow	12 ″ 4	
30825 DOEF	**Rabe** (*ex*Hornsee) Sub.Sig.	994 879 556					1923	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·8|33·5|14·2 P14′F30′	Bremen German *WB*	T.3Cy.15″,$24\frac{1}{2}$″&$38\frac{3}{8}$″–$25\frac{1}{2}$″ 74NHP F.Schichau,Elbing		G
30826 FOYB	**Rabelais** (*ex*JeanStern) 1*Dk*&2nd *dk in holds*	4999 4100 3156	✠ ... 7,26 ✠				1921 2mo	Atel.&Ch. duSud-Ouest Bordeaux	Cie.desAffrêteurs Français(Heuzey& Chastellian,*Mgrs.*)	386·4|52·4|25·0 P35′B*a*21′B*f*21′ F46′ FK	Rouen French *WB*	T.3Cy.$25\frac{1}{2}$″,42″&70″–48″ 433NHP N.E.MarineEng.CoLdNwc	28 ″ 4	V †
30827 PGYB	**Rabenhaupt** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	358 244 148					1939	N.V.Noord Nederlndsch. Schpswerven Groningen	EvertSmid	141·7|23·0| 9·7 P41′F18′	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$11\frac{1}{4}$″–$16\frac{9}{16}$″ 73NHP MtrnWerkeMannheimAG		V
30827A UOVK	**Rabotnik** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	967 769 472					1930	Sevastopol Marine Works Sevastopol	U.S.S.R.	229·6|33·9|11·8 P55′F25′	Sevastopol Russian *WB*	Oil Engines 4S.C.SA 12Cy.$13\frac{9}{16}$″–$19\frac{11}{16}$″ 214NHP StateEngineWorks, Kolomenski		
30828 UOGU	**Rabotnitsa** Aux *OilEng.* 1*Dk* (*See Sailing Ship Register*)	414 301 158					1933	FarEast Works Vladivostok	U.S.S.R.	134·1|29·6|11·1	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy. SormovoWks.Sormovo		
30829 147306 GCQZ	**Raby Castle** *OilEng.* *ss*HKg.No.3–1,37 D.F. 2*Dks*(*Stl*)&*Shelter dk* E.S.D. (*Stl*)&*Web frames* *Longitudinal framing*	4996 4591 3078	✠100A1 *Shelter dk* *withfreeboard* 1,42 ~~1,41~~ Examined 1,42 ✠LMC CS10,37 DBS1,41 12,39	~~Bry~~ Gls	*z*	CL ~~4,39~~ 12,41	1925 4mo Lloyd's*A&CP*	CaledonS. B.&E.Co.Ld. Dundee	Lancashire Shppg. Co.Ld(J.Chambers &Co.*Mgrs.*) *CellDB*329′1090*tDTs*	400·1|52·4|26·6 FK *Coll* *f*41′1029*tFPT*117*t*	Liverpool British 7*BHptCem* *BH to Sh dk* *APT*54*t*	Oil Engines 4S.C.SA 8Cy.$28\frac{3}{4}$″–$51\frac{3}{16}$″ 638NHP 2DB*100lb* NDB(*upper*)34 N.E.MarineEngCoLd.Nwc	29 ″ 0 s 3 ″ $4\frac{1}{4}$ 25 ″ 10	
30830 DAXQ	**Radbod** (*ex*VictoriaW. Kunstmann–36, *ss*Kel.2ndNo.3–5,36 *ex*CrawfordCastle,*ex*Hova) 2*Dks*(*Stl*) Sub.Sig.	4354 4061 2771	✠ 12,38 ✠	Ham	*x*		1910 11mo	Nthmblnd S.B.Co.Ld. Newcastle	EmderDampfer- kompagnieA.G. (Wilh.Nübel,*Mgr*) *CellDB*	378·0|49·1|26·5 P31′B94′F33′ FK *a*129′*uE*&*B*42′*f*165′	Emden German 6*BHCem* 990*tAPT*50*t*	T.3Cy.25″,41″&69″–48″ 367NHP 3SB,9*cf*,GS164,HS5796 N.E.MarineEng.CoLdNwc	29 ″ 0	
30831 BCFY	**Radfield** (*ex*Kostrena–41) *ss*Tri 3rdNo.3–5,37 D.F. 1*Dk*(*ptStl*&*ptIrn*)2*trB* & *deepframing*	2562 2380 1627	✠100A1 8,40 BS6,40 LMC5,37	Jck	*t*	CL 8,40	1902 1mo	Napier& Miller,Ld. Glasgow AP	Ministry of War Transport(White ShippingCo.Ld. *Mgrs.*) *CellD Ba*	314·0|44·0|20·7 P30′B94′F33′ FK &*uE*116′ *f* 134′680*t*	British 5*BHCem* *APT*70*t*	T.3Cy.23″,37″&61″–42″ (*s*) 180lb 305NHP NB14*refitted*37 2SB,6*cf*,GS119,HS5300 D.Rowan&Co.Glasgow	23 ″ 3 s 3 ″ $6\frac{1}{4}$ 19 ″ 11	
30832 210806 KLHS	**Radium** *Pet.Mot.* *Mchy.Aft* 1*Dk*	339 — 230					1912	SkinnerSB &D.D.Co. Baltimore	GulfOil Corporation	140·4|23·2|13·0	Phildlphia Utd.States	PetrolMotor 4S.C.SA 6Cy.12″–14″ 86NHP StandardMar.Const.Co. JerseyCity,N.J.		
30833 5642 SGPN	**Rådmansö** (*ex*Nordic–38) *ss*Skm.2ndNo.3–3,39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4280* *3874* *2596*	✠100A1 *Shelter dk* *withfreeboard* 11,40 ✠LMC MS6,38 BS~~10,40~~10,41	Cff	*y*	CL 6,38	1914 9mo Lloyd's*A&CP*	JLThomp- son&Sons,Ld. Sunderland	RederiA/B Rex (K.M.Källström, *Mgr.*) *CellDBa*134′*uE*&*B*	385·0|53·7|23·6 FK 45′ *f*164′1176*tFPT*	Stockholm Swedish 6*BHCem* 76*tAPT*77*t*	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 465NHP 3SB(Spt),9*cf*,GS197, HS7906 Blair&Co.Ld.Stockton	26 ″ 1 s 2 ″ $6\frac{1}{2}$ 23 ″ $9\frac{1}{4}$	
30834 PJCN	**Rafaela** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks and in trunk*	3177 2273 1558	✠100A1 8,412,~~41~~ BS8,41 ~~BS8,40~~ ✠LMC7,38 *CarryingPetroleum in bulk F.P. above* 150° F *Fitted for oil fuel* 7,38	Cco	*v*	CL s1,39 P8,41	1938 7mo Lloyd's*A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	N.V.Curaçaosche Scheepvaart Maats. *CellDBuB*14′21*t* *Wingtanksa*293*tm*	336·5|56·2|15·1 351·5(O.L.)*incl.Rdr* P91′*Trunk*204′F41′ FK *idship wing tanks* 5	Willmstad Dutch 10*BHptCem* *ptAsp* 62*tFPT*121*t*	T.6Cy.$15\frac{3}{8}$″,25″&$40\frac{1}{8}$″–27″ 180lb 365NHP 2WTB,HS6520 FD Aitchison,Blair,Ld. *APT*105*t* Clydebank	14 ″ 9 s 1 ″ $4\frac{1}{2}$ 13 ″ $6\frac{1}{2}$	
30835 LEQN	**Raftsund** (*ex*Bras) *Mchy.Aft* 1*Dk*	610 488 342					1919	Kaldnæs Mek.Verks. Tönsberg	LarsL.Eide	166·5|28·7|12·6 P81*t*H21*t*F26*t* *WB*	Bergen Norwegian	T.3Cy.12″,20″&33″–24″ 56NHP KaldnæsM.V.Tönsberg		N
30836 8041 SJIN	**Ragna Gorthon** *ss*Hbg.No.1–40 D.F. *CruiserStern* 1*Dk*&*Shelter dk* *Strengthened for navigation in ice*	*1848* *1552* *974*	✠100A1 *withfreeboard* 5,41 ~~4,40~~ BS5,41 ✠LMC4,40	~~Hbg~~ Osc	*s*	CL 6,39	1935 9mo Lloyd's*A&CP*	A/S Aalbrg Msk.ogSkibs. Aalborg	RederiA/BGefion (JohGorthon *Mgr*) *Collision BH* *CellDB*236′578*t*	282·9|43·6|17·3 FK & *after peak BH to* *FPT*51*tAPT*85*t*	Hlsngborg Swedish 4*BHCem* *shelter dk*	C.3Cy.(2)$15\frac{3}{4}$″&(1)$39\frac{3}{8}$″– $37\frac{3}{8}$″& LP turbine with SR gearing & chain drive (*s*) 220lb 241NHP 2SB,6*cf*,GS84,HS3457 FD HelsingörsJernsk.&Mskb.	19 ″ 8 s ″ $6\frac{3}{4}$ 19 ″ $2\frac{1}{2}$	
30837 6206 SIYA	**Ragne** Ⓟ D.F. 2*Dks* Sub.Sig.	*1327* *634* *703*					1919	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	234·5|36·0|14·1	Stockholm Swedish *WB*	2 steam turbinesSR geared to1 sc. shaft SvenskaTurb.Akt. Ljungström,Finspång		
30838 OYVR	**Ragnhild** Now "Leonatus", see No. 37462 in Supplement D.F. *OilEng.* *CruiserStern* 1*Dk*&*ptShelterdk*	2252 1933 1267					1938	Helsingörs Jernsk&Msk. Elsinore	Dmpselsk.Torm (A.Schmiegelow& A.Kampen,*Mgrs.*)	326·8|45·8|18·4 F74′	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 8Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 540NHP HelsingörsJernsk.& Mskb.		C
30839 7488 SDTA	**Ragnhildsholm** *OilEng.* *ss*Skm.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for navigation in ice*	*2818* *2467* *1547*	✠100A1 *withfreeboard* ~~6,41~~ ~~11,40~~3,42 ✠LMC CS2,38 DBS~~6,40~~6,41 7,39	~~Qbc~~ Cal	*v*	CL ~~3,39~~ 6,41	1929 2mo Lloyd's*A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	A/B Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellDB*	334·2|46·9|20·2 348·4(O.L.) F33′ FK 289′877*tAPT*109*t* (	Gothenbrg Swedish 7*BHptCem* *Collto Sh dk* 6 *to* 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy $24\frac{13}{16}$″–$51\frac{3}{16}$″ 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 ″ 11 s 1 ″ 6 21 ″ $7\frac{1}{4}$	
30840 OHRZ	**Ragunda** (*ex*Lena) D.F. 1*Dk*&*Awng dk*	1702 — 910					1901	Hellerup Skibsværft Hellerup	Laivanvarustus O/Y OuluRederi A/B(A/B R.Nord- ström&Co.O/Y, *Mgrs.*)	259·8|36·1|14·3 249·1 21·2 P37*t*Q85*t*H96*t* F329*t*	Uleåborg Finnish *WB*	T.3Cy.18″,29″&48″–33″ 132NHP Dansk.Maskinfabr.Cpn.		N

1	2, 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not L.R. Date of B. of Trade Cert.
30841 160593 VWBN	**Rahmani** Ⓟ *ss*Bom.No.3–10,40 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s) D.F.	5463 4689 3345	✠100A1 *withfreeboard* 4,41 BS10,41 ✠LMC10,40	Bom	*a*†	CL 10,40	1928 10mo *Lloyd'sA&CP*	Lithgows Ld. PortGlasgow	MogulLine,Ld. 1 *IntermediateBH dispensed with CollBHtoShdk* *CellDB*355'1191*t FPT*109*tAPT*53*t* 5 ,, ,,2nd ,,	410·0 F52' FK	54·0	26·7	Bombay British *ptCem*	T.3Cy.26½",44"&74"–51" (*s*) 200lb *110lb* 541NHP 3SB,*9cf*,GS185,HS7626 FD Rankin&BlackmoreLdGrk	29 " 3 s3 " 6½ 25 " 11¼	
30842 UOWJ	**Raikomvod** TwinSc *OilEng.* 1*Dk*	958 — 448					1931	StatesS.B. &Eng.Wks. 'AndréMarti' Odessa	U.S.S.R.	229·6 P64'F32'	33·9	11·8	Rostov Russian	Oil Engines 4S.C.SA 12Cy.$13\frac{9}{16}$"–$19\frac{1}{16}$" 214NHP StateEng.WksKolomenski		
30843	**Raila** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	8200 7500 4900					1940	A/BGöta-verken Gothenburg	Hagb.Waage	465·1 P101'B38'F60'	59·4	35·9	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.26¾"–$59\frac{1}{16}$" 739NHP A/B Gotaverken,Got.		
30844 OFED	— (*ex*Gunnel–39) *ss*Osc.No.3–6,35 *ss*Osc.No.1–39 1*Dk*(*Stl*) *Cargo battens not fitted*	1334 — 739	✠100A1 2,39 ✠LMC2,39 NO LATER SURVEY REPORTED	Osc	*p*	OG 1,39	1922 4mo *Lloyd'sA&CP*	Oskrshmns M.V.A/B Oskarshamn	Meriliike O/Y TradingLd. *CellDB*199' 374*t FPT*31*t APT*30*t*	232·5 P26'B58'F21' FK	38·3	15·7	Helsingfrs Finnish 4*BHCem*	T.3Cy.17½",29"&48"–30"(*s*) 200lb 165NHP 2BS,*4cf*,GS68,HS2812 OskarshamnsM.V.Aktieb.	17 " 9 s1 " 8½ 16 " 3	
30845 OFAU	**Raimo-Ragnar** (*ex*Laila–37, *ex*Rosegg,*ex*Röisheim) D.F. 1*Dk*	1972 — 1165					1914	Fredrkstad Mek.Værks Fredrikstad	LovisaRederiA/B (A/BR.Nordström &Co.O/Y,*Mgrs.*)	276·4 264·4 P50*t*B71'H90*t*F12*t*	42·1	17·7	Lovisa Finnish *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
30846	**Rainbow** *OilEng.* D.F. E.S.D. GyC. 3*Dks* *CruiserStern*	6022 5960 3560					1941	Tampa S.B.Co.Inc Tampa, Florida	UnitedStates Maritime Commission	435·0 P39'Q60'B75'F48'	63·2	40·5	Utd. States *WB*	2 Oil Engines 2S.C.SA 18Cy.21"–29"&hydraulic couplings SR geared to 1 sc. shaft 1390NHP Nordberg,Milwaukee		
30847 161541 GKBX	**Rajahstan** *ss*Shl.No.2–37 D.F. E.S.D. 1*Dk*(*Stl*)	6391 5800 3875	✠100A1 ~~2,41~~11,41 ~~BS4,41~~ ✠LMC12,37	~~Gls~~ Npt BS3,42	*a*†	CL 2,41	1929 11mo *Lloyd'sA&CP*	Bartram& Sons,Ld. Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros. *Mgrs.*) *CellDB*375'1893*t FPT*158*tAPT*325*t*	425·9 440·4(O.L.) P35'B128'F37' FK	57·0	29·6	Newcastle British 7*BHCem*	C.4Cy (2)22"&(2)47¼"–47¼" 220lb ~~*180lb*~~ (*s*) 442NHP 2SB(Spt),*8cf*,GS158, FD HS6130 J.Dickinson&Sons,Ld.Sld.	33 " 4 s6 " 1¼ 26 " 7¼	
30848 148597 GLMF	**Rajput** *ss*Cal.No.3–4,38 2*Dks*(*Stl–Udk pt* teak s)	5497 5019 3398	✠100A1 4,41 ~~7,40~~ ~~BS11,40~~ ✠LMC ~~BS11,39~~ MS4,38	~~Cal~~ Bom BS12,41	*z*	CL 6,40	1925 5mo *Lloyd'sA&CP*	Lithgows Ld. PortGlasgow	AsiaticStm.Nav. Co.Ld. *CellDB*350'1191*t DTa*33'900*t FPT*118*tAPT*31*t*	405·0 P40'B140'F47' FK	54·0	28·7	London British 8*BHptCem* 1 *to 2nd dk*	T.3Cy.25",42"&70"–48" (*s*) 200lb *110lb* 441NHP 2SB,*8cf*,GS154,HS5990 FD D.Rowan&Co.Ld.Glasgow	31 " 3 s5 " 10¼ 25 " 8½	
30849 149753 GMSN	**Rajula** Ⓟ TwinSc *ss*Cal.No.3–5,39 D.F. 3*Dks*(*Stl–Weather dk* teak s) 4*th dk*(*Stl*)*inNos.*1,2&3 *holds* *CruiserStern*	8478 6595 4702	✠100A1 *withfreeboard* 8.41~~12,40~~ BS5,40 ✠LMC5,39 *Fittedfor oil fuel* 11,26 *F.P. above* 150° F.	Bom	*e*†	CL 5,40	1926 12mo *Lloyd'sA&CP*	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*413'1275*t CollBH to W dk* *Tanks at sides of tunnels*82*tFPT*138*tAPT*187*t*	462·0 B204'F43' FK	61·7	30·0	London British 8*BHptCem*	T.8Cy.(2)22½"(2)37½"&(4) 46"–45" (*s*) 215lb FD 956NHP 5SB,*20cf*,GS357,HS14560 Barclay,Curle&Co.Ld.Gls	33 " 0 s7 " 1¾ 26 " 2½	
30850 40887 JZMH	**Rakuto Maru** Ⓟ 2*Dks* *CruiserStern*	2962 2270 1726					1935	Uraga DockCo.Ld. Uraga	ToaKaiunK.K.	297·9 P23'B97'F32'	45·0	23·8	Osaka Japanese *WB*	C.4Cy.(2)$11\frac{7}{16}$"&(2)20½"–13¾"SRgeared&LPturbine DRgeared to Sc. Shaft 109NHP UragaDockCo.Ld.Uraga		
30851 28171 JAMA	**Rakuyō Maru** Ⓟ TwinSc *ss*Kob.No.3–5,36 *ss*Kob.No.1–40 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws)	9419 8544 5678	✠100A1 *Shelter dk* *withfreeboard* 5,41~~12,40~~ BS12,40 ✠LMC3,40 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Kob	*d*†	OG ~~P12,37~~ S9,39 P5,41	1921 5mo *Lloyd'sA&CP*	Mitsubishi ZosenKaisha. Ld. Nagasaki	NipponYusenK.K. *CellDB*389'1519*t DTa*24'549*t* *FW Tanks in ER* 9'97*t FPT*127*tAPT*47*t*	460·0 F42'*onShelter dk* FK	60·0	40·5	Tokyo Japanese *Cem* 6*BHtoSh dk* 1 ,, ,, *U* ,,	4steamturbinesSRgeared to 2 Sc. Shafts (*s*) 200lb 1153NHP 5SB(Spt),*15cf*,GS289, FD HS12065 MitsubishiZosenKaisha Ld	40 " 7 s10 " 6¾ 30 " 7	
30852 147180 GJLX	**Rallus** *ss*Mch.No.3–9,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	1871 1620 920	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~6,40~~ Examined ~~9,40~~ 7,41 ✠LMC MS4,39 BS~~6,40~~7,41	~~Gls~~ Grk	*s*	CL ~~3,39~~ 6,41	1922 9mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	British&ContinentalS.S.Co.Ld. *CellDB*226'464*tMT*18'129*t CollisionBH to S dk* *FPT*31*tAPT*39*t* 5 ,, ,, *U* ,,	290·0 FK	42·5	17·9	Liverpool British *ptCemptAsp*	T.3Cy.20½",34"&56"–42" (*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan.Hunter&Wigham Richardson,Ld.Nwc.	~~21 " 2~~ ~~s1 " 0½~~ ~~20 " 3¾~~ 27 " 11 s7 " 3 20 " 10	
30853 143033 MJNK	**Raloo** (*ex*Consett–38, *ex*WarRother) *ss*Shl.No.3–9,31 *Well deck* *ss*Goo.No.2–40 *Cargo battens not fitted* 1*Dk*(*Stl*)	1368 1030 758	✠100A1 ~~9,41~~ ~~1,41~~ 4,42 ✠LMC3,40 BS9,41	~~Cff~~ Shl	*o*	CL 2,40	1919 3mo *Lloyd'sA&CP*	Campbel-townSBCoLd Campbeltwn	Shamrock ShippingCo.Ld. (W.C.Lawson, *Mgr.*) *CellDB*190'395*tAPT*50*t*	229·8 235·6(O.L.) Q79'B56'F27' FK	35·8	15·6	Belfast ~~Newcastle~~ British 4*BHptCem*	T.3Cy.18",30"&50"–33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Ross&DuncanLd.Glasgow	17 " 7 s1 " 2 16 " 8	
30854 154862 VCBT	**Ralph Budd** (*ex*Superior) *Mchy.Aft* 2*Dks*	4537 4344 3350					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Upperlakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	382·0	50·0	25·9	MidlndOnt British *WB*	Q4Cy20¾",30",43½"&63"–42" GreatLakes 257NHP Eng.Works,Detroit		R
30855 149493	**Ralph Gilchrist** *Mchy.Aft* 1*Dk*	1927 1627 1147					1929	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SarniaSteamships, Ld.(R.Scott Misener,*Mgr.*)	252·8	43·4	17·8	Sarnia Ont British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
30856 237854 WNUA	**Ralph H. Watson** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	8302 — 6130					1937	Gt.Lakes Eng.Works RiverRouge, Mich.	Pittsburgh SteamshipCo.	593·3 F53'	60·2	28·2	Dul'th,Min Utd.States *WB*	DR geared steam turbine 383NHP GeneralElectricCo. Schenectady,N.Y.		R
30857 ~~126~~ ~~YLBT~~ 168626 BFYC	**Ramava** (*ex*Ilir,*ex*Orjen) *ss*Rga.3rdNo.3–4,36 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	~~2141~~ ~~2003~~ ~~1305~~ 2148 2004 1305	✠100A1 9,41 ~~3,40~~ Examined 4,42 Sou BS4,42 ✠LMC4,36 ~~SURVEYS DELAYED~~	~~Rot~~ Bry	*s*	~~N1,39~~ 8,41	1900 10mo *Lloyd'sA&CP*	Stabilmnto Tecnico Trieste	Ministry of War Transport(Magee, Son&Co.*Mgrs.*) ~~*Mgrs.*~~ *CellDBa*84'*uE*29'*f*108'620*tAPT*50*t*	290·0 P33'B76'F35' FK	42·8	19·6	Cardiff British 5*BHCem*	T.3Cy.20",32"&54"–39" (*s*) 180lb NDB05 200NHP 2SB,*6cf*,GS100,HS3121 StabilimentoTecnico,Tri.	22 " 0 s3 " 3¼ 18 " 11	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
30858 2169 ICHN	**Ramb II** TwinSc *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *Cruiser Stern*	3685 3066 2190					1937	Cantieri RiunitiDell' Adriatico Monfalcone	ItalianGovernment(Ministero dell'AfricaItaliana RegiaAzienda MonopolioBanane)	383·2 F44'	49·9	24·8	Genoa Italian *WB*	Oil Engines 2S.C.SA 14Cy.$22\frac{1}{16}$"-$33\frac{1}{16}$" 1193NHP Cant.RiunitiDell'Adriatico Trieste		I
30859 2190 ICHO	**Ramb III** TwinSc *OilEng.* D.F. *Ref.Mchy.* 2*Dks* Sub.Sig. *CruiserStern*	3667 3089 2175					1938	Soc.Anon. Ansaldo Genoa-Sestri	ItalianGovernment(Ministero dell'AfricaItaliana RegiaAzienda MonopolioBanane)	383·2 B118'F49'	49·7	24·8	Genoa Italian *WB*	Oil Engines 2S.C.SA 18Cy.$22\frac{1}{16}$"-$33\frac{1}{16}$" 1525NHP Soc.An"Fiat"S.G.M.Turin		I
30860 ~~2174~~ ~~ICHT~~	**Ramb IV** TwinSc *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *Cruiser Stern*	3676 3069 2187					1937	Cantieri RiunitiDell' Adriatico Trieste	~~ItalianGovernment(Ministero~~ ~~dell'AfricaItaliana~~ ~~RegiaAzienda~~ ~~MonopolioBanane)~~	383·2 F44'	49·9	24·8	~~Genoa~~ ~~Italian~~ British *WB*	Oil Engines 2S.C.SA 14Cy.$22\frac{1}{16}$"-$33\frac{1}{16}$" 1193NH Cant.RiunitiDell'Adriatico Trieste		I
30861 140727 VTGD	**Ramdas** Ⓟ TwinSc *ss*Cal.No.1-40 1*Dk* *CruiserStern*	406 325 158	✠ A1 *withfreeboard* 10,40 ✠LMC10,40 *Coasting Service Bombay & Goa*	Cal	*g*	CL 10,40	1936 2mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	TheIndianCo-operativeNavigation&Trading Co.Ld.	170·8 *Shade dk* FK *CellDBuE21'27tFPT7t*	29·1	10·5	Bombay British *7BHptCem* *ptAsp* *APT24t*	T.6Cy.$10\frac{3}{4}$",17"&28"-21"(*s*) 180lb 172NHP 1SB,*4cf*,GS79,HS3160 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	11 ″ 0 s 3 ″ 0½ 8 ″ 3	
30862 LCDP	**Ramö** (*ex*Speed-33,*ex*Asborg) D.F. 1*Dk*	2334 2105 1418					1921	Eltringhams,Ld. Willington Quay onTyne	D/S A/S Ramö (RolfUrsin-Smith)	290·4 P57*t*H129*t*	44·0	20·8	Oslo Norwegian *WB*	T.3Cy.21",34½"&57"-39" 203NH Eltringhams,Ld.		N
30863 EABX	**Ramon Alonso R.** (*ex*Balmes, *ex*JoséGallart, *ss*Bcl.2ndNo.3-5,23 *ex*Montclair) *ss*Bcl.No.2-32 2*Dks*(*Stl*)&*deep framing*	4017 3601 3020	✠ ... 5,36 ✠	Bcl	*w*		1898 4mo	A.McMillan&Son,Ld Dumbarton	Hijo deRamonA. Ramos *CellD*	370·0 P36'B100'F38' FK *Ba*118'*u*B24'*f*150'	46·0	25·8	Barcelona Spanish 6*BHCem* 742*tAPT*73*t*	T.3Cy.$25\frac{7}{8}$",$42\frac{5}{16}$"&68"-45" 339NH 2SB,*6cf*,GS110,HS4922 D.Rowan&Son,Glasgow	28 ″ 6	
30864 143616 GCZP	**Ramon de Larrinaga** *ss*Hul.No.3-12,32 *ss*Bkn.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5791 5325 3550	✠100A1 *Shelter dk* *withfreeboard* 12,40 MS12,36 ✠LMC DBS2,40 MBS8,40	Lon	*b*†	CL 2,40	1920 3mo *Lloyd's A&CP*	R.Duncan &Co.Ld. PortGlasgow *CellDB*389'	~~LarrinagaS.S.Co.~~ ~~Ld.~~Ministry of WarTransport 1452*tDTa*40'1150*t*	449·9 F55'*onShelter dk* FK *Coll* *FPT*93*tAPT*60*t*	57·9	26·6	Liverpool British *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.26",44"&73"-48" (*r*) 200lb *140lb* 609NH 2DB,*16cf*,GS246,HS11800 Rankin&Blackmre,Ld.Grk	29 ″ 2 s 4 ″ 0¼ 25 ″ 5	
	Now "Empire Mersey," *see No.* 36431 *in Supplement*															
30865	**Ramona** (*ex*AdmiralGove-40, *ex*Surico) *ss*S.Fo.No.3-7,32 1*Dk*(*Stl*)2*trB in fore&* *after holds&Web frames* *Fitted for oil fuel*	3513 3005 2208	✠ ... 2,35 ✠	SFo	*v*		1920 9mo	Submarine BoatCorp. Newark,N.J. *CellDB*251'827*t*	Wallem&Co.	324·0 P30'B90'F35' FK *DT f* 20' 394*t FPT*	46·2	25·0	Panama Pnamanian 6*BHptCem* 111*tAPT*69*t*	1DR geared steam turbine HS5800 386NH 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
30866 PJCC	— TwinSc *ss*Cco.No.1-40 *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks and at trunk top*	3163 2271 1560	✠100A1 ~~7,41~~ ~~1,41~~ 1,42 BS~~7,40~~ ✠LMC6,39 7,41 *CarryingPetroleum in bulk* *Fitted for oil fuel*4,36 *F.P. above* 150°F	Cco	*v*	CL 1,42	1936 4mo *Lloyd's A&CP*	P.SmitJr's S.B.&E.Wks. Rotterdam *CellDB*	N.V.Curaçaosche Scheepv.Maats.	337·0 Q92'*Trunk*204' F39' FK *u*B14' 20*t FPT*123*t*	56·2	15·1	Curaçao Dutch 9*BHptCem* *ptAsp* *APT*105*t*	T.6Cy.$15\frac{3}{8}$",25"&$40\frac{3}{16}$"-$27\frac{9}{16}$" (*s*) 180lb 366NHP 2WTB HS6520 FD P.SmitJr'sSB&EWksRot	14 ″ 9 s 1 ″ 4½ 13 ″ 6½	
30867 161373 GSJZ	**Ramsay** *ss*Bkn.No.2-36 D.F. E.S.D. 1*Dk*(*Stl*)	4855 4571 2993	✠100A1 ~~1,42~~ ~~2,41~~ 5,42 1,42 BS~~2,40~~ ✠LMC4,38	~~Gls~~ ~~Bry~~ Shl	*y*	CL ~~2,38~~ 1,42	1930 3mo *Lloyd's A&CP*	R.Duncan &Co.Ld. PortGlasgow	BoltonStm.Shppg. Co.Ld.	400·0 409·0(O.L.) P33'B254'F31' FK *CellDB*347'1315*t*	53·4	25·7	London British 6*BHCem* *APT*285*t*	T.3Cy.26",44"&73"-48" (*s*) 200lb 538NH 3SB,*9cf*,GS172,HS7842 FD D.Rowan&Co.Ld.Glasgow	28 ″ 0 s 3 ″ 10 24 ″ 4¾	
30868 DIES	**Ramses** Ⓟ *OilEng.* *ss*Ham.No.1-30 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in* *CruiserStern* *No.1 hold*	7983 6950 4899	✠ ... 5,34 ✠	Ham	*e*†		1926 5mo	Flensburger Schiffsb.Ges. Flensburg *CellDB*429'2200*t*	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	481·5 P&B395'F59' FK *FPT*72*tAPT*28*t*	62·7	27·0	Hamburg German 8*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 6Cy.$27\frac{9}{16}$"-47¼" 1587NH Maschfbk.Augsburg- Nürnberg,Augsburg	32 ″ 1	G †
30869 149653 GNJP	**Rancher** *ss*Liv.No.2-36 2*Dks*(*Stl*)	5882 5484 3696	✠100A1 7,41 ~~8,40~~ Examined ~~8,40~~12,41 12,41 ✠LMC ~~BS1,41~~ MS10,36	~~Liv~~ Mch Cal	*a*†	CL ~~8,38~~ 8,41	1927 12mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow *CellDB*361'1170*t*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*)	420·0 434·6(O.L.) P37'B139'F44' FK *DTa*32' 911*t FPT*	54·5	30·4	Liverpool British 8*BHptCem* *1 to 2nd dk* 63*tAPT*26*t*	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 D.Rowan&Co.Ld.Glasgow	32 ″ 7 s 6 ″ 4 26 ″ 6¼	
30870 148130 GLKW	**Ranchi** Ⓟ TwinSc *Ref.Mchy.* 3*Dks* (*Stl*) *Wthr dk* (*ptteaks*) D.F. 4*th dk*(*Stl*)*in holds* 5*th dk in*1,2&3*holds* *CruiserStern* *Fitted for oil fuel*	16738 13373 8827	✠ 2,29 ✠	Lon	*k*†		1925 7mo	Hawthorn, Leslie&Co.Ld Newcastle *CellDB*469'1638*t* *Tanks at sides of tunnels*425*tFPT*120*t*	P.&O.Stm.Nav.Co.	548·5 B305'F84' FK *Coll*	71·3	43·2	Newcastle British 12*BHptCem* *BH to W dk* *APT*180*t*	Q8Cy32½",46½",67"&96"-60" &LP Turbines withDR gearing&hydraulic coupling 6DB,48*cf*, HS36684 Hwthrn,Leslie&Co.LdNwc	47 ″ 0	
30871 173237 VCWQ	**Randa** (*ex*Basse-Terre-37,*ex*Else-34) 1*Dk* D.F. *Fitted for oil fuel*	1558 1220 914					1930	A/SNakskovSkibs. Nakskov	CanadianGovernment(Canadian GovernmentMerchantMarine,Ld.) (CanadianNationalSteamships.*Mgs*)	253·0 P15'Q79'B107'F35'	39·2	15·4	Montreal British *WB*	C.4Cy.(2)$14\frac{3}{4}$"&(2)31½"- 31½" 184NHP HS2350 A.BorsigG.m.b.H.Berlin		VL
30872 PGYJ	**Randfontein** Ⓟ (*ex*Staur) *ss*Ams.No.3-9.33 *ss*Ams.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing in DB&at dks* *Ref.Mchy.* *CruiserStern* D.F.	5653 4704 3495	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~8,40~~ 11,41✠LMC BS8~~,40~~ MS7,37 ✠Lloyd'sRMC2,40 for temp. 32° F. *Fitted for oil fuel*10,20 *F.P. above* 150° F.	~~Lon~~ Bom	*z*	CL ~~6,39~~ 5,41	1920 10mo *Lloyd's A&CP*	Greenock Dkyd.Co.Ld Greenock	N.V.Vereenigde Nederlandsche Scheepv.Maats. (DirectieAgentuur Maats.Holland AfrikaLijnN.V. *Mgrs.*)	409·0 F38'*onShelter dk* FK *CellDB*344'1064*t*	53·8	27·9	TheHague Dutch 6*BHptCem* *APT*28*t*	T.3Cy.27",45"&74"-51" (*s*) 180lb 565NHP 3SB,*9cf*,GS186,HS8517 FD Rankin&Blackmore,Ld. Greenock	30 ″ 6 s 4 ″ 4 26 ″ 4½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
30873 LEJE	**Randi** (*ex*Lillemor-36) 1*Dk*	1132 991 677					1916	Akties. MossVærft Moss	SkibsA/S Randi (Wahl&Co.*Mgrs.*)	226·2 P20'B57'F26'	36·6	15·7	Oslo Norwegian *WB*	T.3Cy.16",25"&42"-30" 97NHP Akties.MossVærft.Moss		N
30874 PGYO	**Randwijk** *ss*Rot.2ndNo.3-6,36 Sub.Sig. D.F. 1*Dk*(*Stl*)	2439 2222 1476	✠100A1 11,39 ✠LMC MS6,36 BS3,40 (SEE FOOT NOTE *)	Ams	*s*	OG 11,37	1912 7mo	Schpw.v. JanSmit,Czn Alblasserdm A&CP	N.V.Stoom,Maats, 'Wijklijn'(Erhardt &Dekkers,*Mgrs.*)	287·4 F34'P22'B74 FK *Intermediate BH in fore hold dispensed with* *CellDB a* 8 6' *u*E22' *f* 118'605*t*	45·2	20·9	Rottrdam Dutch *Cem* 4*BHonly* *APT*120*t*	T.3Cy.22½",37"&62"-39" (*s*) 160lb *100lb* 265NHP 2SB,*6cf*,GS128,HS4296 Maats.deSchelde,Flushing	23 ″ 1 s 3 ″ 2½ 20 ″ 1	
30875 7333 SETN	**Rane** *CruiserStern* Sub.Sig. D.F. 1*Dk*	*1322* *1011* *608*					1927	Helsingörs Jernsk&Msk. Elsinore	StockholmsRederi-AktiebolagSvea (Eman.Högberg, *Mgr.*)	264·2 P75'	37·2	14·1	Stockholm Swedish *WB*	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskb.		V
30876 LDQV	**Ranella** *ss*Rot.2ndNo.3-12,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F.	*5590* *4970* *3372*	✠100A1 12,40 Examined 12,40 ✠LMC12,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,12 *F.P. above* 150°F.	Mob	*z*	CL 11,40	1912 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	ErlingHansens RederiA/S	406·4 P101'B33'F38' *CellDBuE*&*B*77'128*t* FK *DTf*50'521*t* *FPT*72*t* *APT*106*t*	51·3	28·9	Arendal Norwegian 15*BHCem* 10 *to U dk* 5 ,, *M dk*	T.3Cy.26½",43"&72"-48" (*s*) 180lb 449NHP 3SB,*9cf*,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s 5 ″ 1½ 26 ″ 1¾	
30877 LEQS	**Ranen** Ⓟ 1*Dk*&*Awng dk*	463 419 263					1918	J.Storviks Mek.Verks. Xiansund	DetHelgelandske Dampskibsslsk.	160·2 H43*t* len27	23·1	16·0	Sandnes-sjöen Norwegian	T.3Cy.13½",22"&36"-22" 61NHP J.StorviksM.V.Xiansund		
30878 6974 SGAM	**Ranfrid** (*ex*Kamma) *ss*Sbg.No.3-1,36 *ss*Sbg.No.1-40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	781 532 437	100A1 7,40 ✠NB4,23 ✠LMC BS~~5,40~~7,41 MS7,40	Sbg	*j*	OG 7,40	1923 2mo	Vulcan-varftet Korsör Lloyd'sA&CP	RederiA/B Ostersjön(A. Christensen,*Mgr.*)	177·1 P12'Q45'B57'F23' FK *CellD* *B*151' 208*t* *FPT*25*t*	30·0	12·2	Trelleborg Swedish 4*BHCem* *APT*10*t*	T.3Cy.13¼",23 3/16"&36"-24" 170lb (*s*) 86NHP *Emade*86,*refitted*23 2SB,*4cf*,GS50,HS1599 Burmeister&Wain,Cpn.	14 ″ 6 s ″ 7½ 13 ″ 11¾	
30879 157646 ZMBS	**Rangatira** Ⓟ **TwinSc** *ss*Wln.No.2-39 Sub.Sig. D.F. 2*Dks*(*Stl-Weather dk pt* teaks) *CruiserStern* 3*rdDk*(*Stl*)*in holds* (*Topsides-special quality steel*)	6152 4155 2629	✠100A1 *withfreeboard* 7,41 ~~8,40~~ BS6,41 ~~BS8,40~~ ✠LMC3,38 *Fitted for oil fuel* 8,31 *F.P. above* 150°F.	Wln	*a*†	CL ~~SN6,38~~ P7,39 S2,41	1931 8mo	Vickers-Armstrongs, Ld. Barrow Lloyd'sA&CP	UnionS.S.Co.of NewZealand,Ld.	406·1 419·4(O.L.) B&F380' FK *CellDB*322'719*t* *DTa*23' *wing tanks in* *Mchy.Space*25'143*t* *DTs f*45'456*t* *FPT*	58·2	25·8	Wellingtn British 10*BHptCem* (*Coll to Wdk* 9 ,,*2nd*,,) 17*t* *APT*43*t*	2 Stm. Turbines connected to Elec.Motors & Sc.Shafts 446lb (*s*) FD 3022NHP 6WTB(Spt425lb),HS27600 BritishThomson-Houston Co.Rugby	29 ″ 0 s12 ″ 0½ 17 ″ 0½	
30880 64271 VOLJ	**Ranger** **Wood** *Mchy.Aft* 2*Dks*	520 493 354					1871	A.Stephen &Son Dundee	BowringBros.Ld.	161·1 F27*t*	28·7	18·0	SJhnsNFL British	2Cy. 70RHP		
30881 149564 GSZN	**Rangitata** Ⓟ **TwinSc** *OilEng.* *ss*Lon.No.2-38 D.F. E.S.D. 3*Dks*(*Stl-Weather dk ptws*) *Ref.Mchy.* *CruiserStern*	16737 12276 10310	✠100A1 *withfreeboard* ~~11,41~~ ~~6,41~~ 4,42 ✠LMC CS6,38 DBS~~8,40~~6,41 6,39 ✠Lloyd'sRMC~~6,41~~ ~~11,41~~ 4,42	Liv	*j*†	CL ~~6,38~~ 3,42	1929 10mo	J.Brown& Co.Ld. Clydebank Lloyd'sA&CP	NewZealand ShippingCo.Ld.	531·0 552·4(O.L.) P&B371'F82' *UpperBridge*216' FK *Duct keel forward of machinery space* *CellDB* 408'1938*t* *Tanks in way of tunnels*1452*t*	70·2	38·1	Plymouth British 9*BHptCem* *ptAsp* *DTf*45'369*t*	Oil Engines 2S.C.SA 10Cy.35 7/16"-63" 2186NHP 2DB*100lb* J.Brown&Co.Ld.Clydebnk *FPT*97*t* *APT*125*t*	43 ″ 3 s 9 ″ 5½ 33 ″ 8½	BT till 6,42
30882 149561 GSXW	**Rangitiki** Ⓟ **TwinSc** *OilEng.* *ss*Lon.No.2-38 D.F. E.S.D. 3*Dks*(*Stl-W dk ptws*) *Ref.Mchy.* *CruiserStern*	16698 12274 10266	✠100A1 *withfreeboard* ~~7,41~~ ~~12,40~~ 3,42 Examined3,42 ✠LMC CS5,38 DBS~~7,40~~7,41 5,39 ✠Lloyd'sRMC~~6,40~~ ~~7,41~~ 3,42	~~Avn~~ Avn	*j*†	CL 5,38	1929 1mo	J.Brown& Co.Ld. Clydebank Lloyd'sA&CP	NewZealand ShippingCo.Ld.	531·0 552·4(O.L.) P&B371'F82' *UprB*216' *Duct keel fwd of mchy.space* *CellDB* 408' 1937*t* *Tanks in way of tunnels*1381*t*	70·2	38·1	Plymouth British 9*BHptCem* *ptAsp* *DTf*45'369*t*	Oil Engines 2S.C.SA 10Cy.35 7/16"-63" 2186NHP 2DB*100lb* J.Brown&Co.Ld.Clydebnk *FPT*97*t* *APT*125*t*	43 ″ 3 s 9 ″ 5½ 33 ″ 8½	BT till ~~6,41~~ 7,42
30883 LEQT	**Ranheim** *Mchy.Aft* 1*Dk*	329 232 192					1913	Akers Mek.Værks. Oslo	BjarneIsaksen	130·0 P40'F28'	24·6	10·1	Trondheim Norwegian *WB*	T.3Cy.11",18"&29"-18" 36NHP AkersMek.Værks.Oslo		N
30884 LCFB	**Ranja** **TwinSc** *Carrying Petroleum in bulk* *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	6355 5518 3753					1928	Akt.Göta-verken Gothenburg	RederiA/S Ruth (Hagb.Waage, *Mgr.*)	408·3 P100'F36'	55·3	32·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 540NHP Akt.Götaverken, Gothenburg		N
30885 7578 SGAO	— (*ex*Roar) 1*Dk*	*1259* *1092* *683*					1916	Stavanger Stöberi&Dok Stavanger	RederiA/B Ranja (DagSundén-Cullberg,*Mgr.*)	233·4 P21'B60'F23'	37·1	15·8	Stockholm Swedish *WB*	T.3Cy.17½",28½"&48"-33" Stavanger 132NHP Stöberi&Dok,Stv.		V
30886 148119 GKQX	**Ranpura** Ⓟ **TwinSc** D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*(*Stl*) *Wthr dk* (*pt* teaks) 4*th dk*(*Stl*)*in holds*,5*th dk in* 1,2 & 3 *holds* *CruiserStern*	16688 13368 9331	✠ 8,28 ✠	Lon	*k*†		1925 3mo	Hawthorn, Leslie&Co.Ld Newcastle	P.&O.Stm.Nav.Co.	548·3 B305'F85' FK *CollB* *CellDB*469'1638*t* *Tanks at sides of tunnels*	71·3	43·2	Newcastle British 12*BHptCem* *HtoWthr dk*	Q.8Cy32½",46½",67"&96"-60" 2403NHP 6DB,*48cf*, HS36684 Hwthrn,Leslie&Co.LdNwc 425*t* *FPT*120*t* *APT*180*t*	47 ″ 0	
30887 PGYN	**Ransdorp** *Mchy Aft* *CruiserStern* *OilEng.* *CarryingSulphuricAcid in cylindrical tanks* 1*Dk*	399 320 173					1934	NVNederl. Dok.Maats. Amsterdam	N.V.Koninklijke Zwavelzuur Fabrieken v/h Ketjen	156·0 P45'F28'	26·9	9·7	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 7Cy.10 13/16"-18⅞" 132NHP Machinefabriek.Gebr. Stork&Co.N.V.Hengelo		V
30888 1072 ICDX	**Rapallo** *ss*Gen.No.3-2,34 *ss*Ven.No.1-38 1*Dk*(*Stl*)&*Web frames* D.F. *Mchy.Aft* *Well deck*	5812 — 3148	100A1 5,40 LMC MS5,38 BS4,39 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,22 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Pal	*y*	CL 5,38	1922	Soc.Esercizio Bacini RivaTrigoso Lloyd'sA&CP	AziendaGenerale ItalianaPetroli	394·7 378·5 P&B237'F36' FK *CellD* *Bu E*&*B*42' 140*t* *DTf*33'300*t* *FPT*199*t*	52·0	27·3	Genoa Italian 12*BHAsp* *APT*246*t*	T.3Cy.26",42½"&69 11/16"-48 1/16" 180lb *60lb* (*s*) 456NHP 2SB,*6cf*,GS132,HS6608 FD Soc.EsercizioBacini, RivaTrigoso	30 ″ 3	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
30889 167247 GTGS	**Rapana** *OilEng.* ssCff.No.1-39 D.F. 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Mchy.Aft* E.S.D. *CruiserStern*	8017 7236 4793	✠100A1 ~~4,41~~ 11,41 ✠LMC CS5,39 DBS~~4,41~~ 11,41 4,40 *Carrying Petroleum in bulk*	~~Cff~~ Lon	c†	CL ~~10,38~~ 11,41	1935 4mo *Lloyd*	N.V. Wilton-Fijenoord Schiedam *sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'15	463·0|59·3|33·9 481·0(O.L.) P93'B47'F48' FK 7*tDTf*25'264*tFPT*	London British 15*BH* 135*tAPT*83*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55⅛″ DB*180lb* 502NHP N.V.Wilton-Fijenoord, Schiedam	34 ″ 0 s 6 ″ 9 27 ″ 5	
30890 220166 KUVD	**Raphael Semmes** (*ex*SidneyM. Hauptman–40, *ex*Argus) *Fitted for oil fuel* 1*Dk&Shelter dk&Web frames* D.F. *Longitudinal framing*	6027 — 3782	✠ ... 1,22 ✠				1920 7mo	GMStandiferConstCorp Vancouver, Wash.	UnitedStates Maritime Commission	401·4|53·2|31·9 P34'B114'F38' *on Shelter dk* FK	Mobile Utd. States *WB*	T.3Cy.24½″,41½″&72$\frac{5}{16}$″–48″ 363NHP LlewellynIronWorks, LosAngeles,Cal.	34 ″ 7	R †
30891 LEGS	**Rapid II** (*ex*Vesle-Hei–39, *ex*Kjörrefjord–38,*ex*KongFrode–35, *ex*Porto) 3Mst *Mchy.Aft Well deck* 1*Dk*	714 501 326	✠ ... 10,20 ✠				1916 6mo	NVSchpsw deMerwede Hardinxveld	Alfred I. Thommesen	180·5|28·1|12·1 Q105'B11'F20' H22*t* FK	Arendal Norwegian *WB*	T.3Cy.15″,25″&40″–27″ 110NHP Verschure&Co.Amsterdam	14 ″ 6	N †
30892 447 ICDT	**Rapido** (*ex*Zephyros–36, *ex*Canadian Pioneer–34) ssHfx.No.3-5,34 2*Dks*(*Stl*) D.F.	5363 4875 3264	✠ ... 4,37 ✠	Stv	*y*		1919 5mo	Canadian Vickers,Ld. Montreal	A.Lauro *CellD*	413·1|52·4|28·5 399·7|52·5 P49'B113'F39' FK B333'1025*t FPT*14	Naples Italian 6*BHptCem* 9*tAPT*133*t*	T.3Cy.27″,44″&73″–48″ 520NHP 3SB,9*cf*,GS198,HS7743 CanadianVickers,Ld.Mtl.	31 ″ 0	I †
30893	— (*ex*Bacardi I.) *OilEng.* 2*Dks*(*Stl*)	449 439 248	7,24	Rochefort			1919 6mo	Atel.&Ch. Marit.du Sud-Ouest Bordeaux	FraserFruit& SteamshipCo.S.A.	184·8|24·7|13·2 FK	Havana Cuban 8*BHCem* *FPT*3*t*	Oil Engines 2S.C.SA 4Cy.13⅜″–21¼″ 125NHP Soc deConst.Mecanique ProcedesSulzer,Paris	14 ″ 1	
30894 140322 GVXC	**Rapidol** ssC.Tn.No.1-39 ssC.Tn.No.3-1,36 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	2648 2224 1064	✠100A1 5,41 ~~0,39~~ BS5,41 ✠LMC9,39 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 8.17 *F.P. above* 150° F.	CTn		CL 8,39	1917 8mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *sA&CP*	TheAdmiralty *CellDBuE&B*68' 146*tDTf*24	320·0|41·5|23·1 P46'B107'F39' FK 91*tFPT*49*tAPT*32*t*	London British 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	T.3Cy.26″,42½″&70″–45″ (*s*) 200lb 545NHP 3SB,9*cf*,HS8466 FD Cen.Mar.Eng.Wrks,WHpl	25 ″ 6 s 3 ″ 4 22 ″ 4½	
30895 122407 VGRK	**Rapids King** Ⓟ TwinSc 1*Dk* *Fitted for oil fuel*	1563 644 854					1907	Canadian S.B.Co.Ld Toronto	CanadaSteamship Lines,Ld.	231·3|40·4|9·8	Montreal British	T.8Cy.(2)15½″,(2)24″&(4)30″–22″ 168NHP CanadianS.B.Co.Ld.Trnto.		
30896 130418 VGLC	**Rapids Prince** Ⓟ TwinSc 1*Dk* *Fitted for oil fuel*	1314 461 673					1910	Toronto ShipyardsLd Toronto	Canada Steamship Lines,Ld.	197·0|36·5|9·3	Montreal British	T.8Cy.(2)12½″,(2)20″&(4)22″–16″ 102NHP J.InglisCo.Ld.Toronto		
30897 135699 GNZT	**Raranga** TwinSc ssMdb.No.3-1,29 ssLiv.No.2-37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) E.S.D. *Tonnage opening closed* '40	10043 9635 6430	✠100A1 *Shelter dk withfreeboard* ~~6,41~~ ~~2,41~~ 1,42 Examined 1,42 ✠LMC MS9,37 BS3,41 ✠Lloyd'sRMC~~7,41~~1,42	~~Liv~~ ~~Avn~~ Gls	e†	CL ~~2,40~~ ~~P4,38~~ 12,41	1916 12mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *sA&CP*	Norfolk&N.AmericanS.Shppg.Co.Ld. (ShawSavill& AlbionCo.Ld. *Mgrs.*) *Shelter 'tween dkB*	478·0|63·2|31·2 494·0(O.L.) B181'F51'*onShelter dk* FK (*CollBHtoSh dk* *Hs exceptCollBH di* *CellDB*415'1514*t*	S'thamptn British 9*BHCem* 8*BHtoUdk*) *spensed with* *APT*42*t*	Q.8Cy.23″,32″,45″&65″–48″ 220lb (*s*) 967NHP 5SB(Spt),20*cf*,GS341, HS14475 FD N.E.MarineEngCoLdNwc.	42 ″ 10 s 13 ″ 0¼ 30 ″ 0¼	
30898 115207 ZMCS	**Rarawa** Ⓟ TwinSc ssAuk.No.2-11 1*Dk*(*Stl*-ws)&*Awng dk*(*Teak*)	1077 984 451	✠ 10,12 ✠	Auk	*m*		1903 7mo	Gourlay Bros.&Co. Dundee	NorthernSS.Co.Ld	210·3|31·1|13·3 21·0 FK *DTa*13'	AuklndNZ British 5*BHCem* 22*tFPT*16*t*	T.6Cy.14″,23″&37″–24″ 198NHP 2SB,6*cf*,GS113,HS3029 GourlayBros.&Co.Dundee	21 ″ 8	
30899 219258 KONX	**Raritan** (*ex*SuctionDredger DetroitWayne–40) 1*Dk* *Fitted for oil fuel*	2649 2261 1614					1919	American S.B.Co. Detroit,Mich.	RaritanS.S.Corp. (Smith&Johnson, *Mgrs.*)	251·0|43·6|26·1 P25'B64'F23'	N.Orleans Utd. States *WB*	T.3Cy 21″,35″&59″–42″ 225NHP AmericanS.B.Co.Detroit		R
30900 229874 WFFQ	**Raritan Sun** *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CarryingPetroleum in bulk*	533 468 306					1930	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo.	189·3|31·1|11·2 P35'F16'	Phildlphia Utd. States	Oil Engines 4S.C.SA 8Cy.11″–14″ 94NHP Cooper-BessemerCorp. GroveCity,Pa.		R
30901 447 JNYG	**Rasin Maru** (*ex*Canadian Seigneur–33) ssDrn.No.3-6,33 ssKob.No.1-37 2*Dks*(*Stl*)	5454 4906 3316	✠ ... 1,38 ✠	Kob	*y*		1919 8mo	Canadian Vickers,Ld. Montreal	DairenKisenK.K.	400·6|52·3|28·4 P49'B113'F39' FK *CellDB*333' 1025*tFPT*149*t*	Dairen Japanese 6*BHptCem* *APT*133*t*	T.3Cy.27″,44″&73″–48″ 520NHP 3SB,9*cf*,GS198,HS7743 CanadianVickers,Ld.	31 ″ 1	
30902 LEQW	**Rask** (*ex*Uno,*ex*Göteborg) 1*Dk&Awning dk*	*632* *605* *346*					1890	A.A.W.van Reede,Czn. Papendrecht	A/S Rask(Sigv. Risanger)	167·0|27·2|16·6	Haugesnd Norwegian *WB*	T.3Cy.15″,24″&40½″–30″ A.A.W.van 90NHP Reede,Papendrecht		VL
30903	**Rasma** (*ex*Zemvaldis,*ex*Dickie, *ex*Baltik, *ex*Theodoros,*ex*Wieringen, *ex*Burgemeesters'Jacob) ssMsl.2ndNo.3-10,27 1*Dk2trB&Web frames*	3204 2949 1875	✠ ... 11,28 ✠				1902 3mo	Ropner& Son Stockton	U.S.S.R.	325·6|48·1|22·8 P31'B166'F36' FK	 Russian *WB*	T.3Cy.24″,38″&64″–42″ 276NHP Richardsons,Westgarth& Co.Ld.Mdb.	24 ″ 3	G †
30904 2140 ISLQ	**Rastrello** (*ex*Soussien–37, *ex*Morava–33,*ex*Barbara, *ex*AtleJarl,*ex*Navarre) ssLiv.No.1-08 1*Dk&deep framing&Shelter dk*	1530 1363 849	✠ ... 9,12 ✠				1904 2mo	IrvineS.B. &E.Co. (1902),Ld. Irvine	"Sorima"Soc. RicuperiMarittimi	229·3|34·2|14·8 F21' FK	Genoa Italian *WB*	T.3Cy.20½″,34″&56″–36″ 209NHP J.G.Kincaid&Co.Greenock	17 ″ 1	I †
30905 9561 JERD	**Rasyu Maru** Ⓟ TwinSc (*ex*Argun) D.F. Sub.Sig. 1*Dk&Spar dk&deepframing*	2347 1907 1297	✠ ... 12,05 ✠				1901 3mo	Akt.Ges. "Neptun" Rostock	Government of Japan(Dept.of Communications)	276·2|41·3|14·4 P32'B106'F40'23·9 FK	Yokohama Japanese *WB*	T.6Cy.20⅞″,35½″&55⅛″–35½″ 426NHP A.G."Neptun,"Rostock	24 ″ 0	
30906 93998 ZMGJ	**Rata** TwinSc 1*Dk* *Well deck*	974 665 375	✠ ... 1,31 ✠				1929 6mo	Bow,McLachlan&Co. Ld. Paisley	AnchorShipping& FoundryCo.Ld.	209·7|34·4|10·8 Q105'B*on*Q47'F27' FK	Nelson,NZ British *WB*	T.6Cy.13½″,22″&37″–24″ 196NHP Bow,McLachln&CoLd.Psy	13 ″ 0	
30907 LOGC	— (*ex*VillaFranca,*ex*Fagertun) 1*Dk&Spar dk*	*849* *733* *462*					1904	Soc.Anon. Chant.Nav. Anversois Hoboken	Cia.Argentina Comercial de Nav. "CostaSud"S.A.	210·0|30·2|15·6 B55'	Bns.Aires Argentine *WB*	T.3Cy.17″,28″&46″–30″ 116NHP N.E.MarineEng.Co.Ld.Sld		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
30908 164098 MMBJ	**Rathlin** Ⓟ E.S.D. 2*Dks*	1600 1170 697					1936	A.Stephen &Sons,Ld. Glasgow	ClydeShippingCo. Ld.	272·5|38·4|17·2 P&B177′F43′	Glasgow British *WB*	T.3Cy.21″,34″&56″-39″ 196NHP A.Stephen&Sons,Ld.Gls.		C
30909 140726 VTFM	**Ratnagiri** Ⓟ TwinSc 1*Dk* *CruiserStern*	590 488 217	✠ A1 *withfreeboard* 8,39 ✠LMC12,35	Bom		OG 8,39	1935 12mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd*'sA&CP	RatnagarSteam Nav.Co.Ld. *CellDBf*68′57	213·0|35·1|10·8 *Shade dk* FK *tDTs a*38′29*t FPT*	Bombay British 8*BHptCem* *ptAsp* 20*t APT*11*t*	T.6Cy.13½″,23″&36″-21″ (*s*) 200lb 259NHP 1SB,6*cf*.HS4477 FD McKie&Baxter,Ld.Paisley	11 ″ 5 s 2 ″ 8¾ 8 ″ 11½	
			For Coasting Service—Bombay to Goa *Fitted for oil fuel*12,35 *F.P. above* 150° F.											
30910 154001 VSRZ	**Raub** Ⓟ (*ex*Steamer-39) TwinSc *OilEng.* 2*Dks*	1159 897 632					1926	TaikooDk- yd &Eng.Co of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	232·0|42·7|11·2	Singapore British	Oil Engines 4S.C.SA 12Cy.11″-17¾″ 140NHP NE39 Klöckner-Humboldt- DeutzA.G.,Köln-Deutz		
30911 PUCA	**Raul Soares** Ⓟ (*ex*Madeira, *ex*CapVerde) *ss*Ham.2ndNo.3–8,25 Sub.Sig. *Well deck* 2*Dks*	6003 4720 3703	... 10,27				1900	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	410·5|48·3|29·1 P&B266′F51′ FK&BK3″	R.Janeiro Brazilian *WB*	Q4Cy25$\frac{13}{16}$″35½″,53″&77″-54″ 617NHP FlensburgerSchiffsb.Ges.	32 ″ 0	G †
30912 90 YLAR	**Rauna** (*ex*Britsum,*ex*Nettuno, *ex*Avondale) *ss*Lie.3rdNo.3–4,37 1*Dk*(*ptIrn&ptStl*)& *deepframing* *Cargo battens not fitted*	2349 1947 1441	✠100A1 8,39 ✠NB9,16 ✠LMC4,37 BS5,40	Shl	*s*	CL 8,39	1899 9mo	ShortBros. Sunderland A&CP	Tv.Rauna kopredereja (SeebergBros. *Mgrs.*)	286·0|43·1|19·8 295·0(O.L.) P23′B72′F27′ FK	Riga Latvian 4*BHCem*	T.3Cy.21″,35″&57½″-39″ (*s*) 160lb 210NHP 2SB,6*cf*,GS100,HS3200 G.Clark,Ld.Sunderland	21 ″ 0 s 3 ″ 0 18 ″ 2¼	
			Intermediate BH in forward hold dispensed with *CellDBa*90′*uE*20′ *f*112′673*t APT*68*t* No later survey reported											
30913 OFDJ	**Raune** (*ex*Ravnedal-39) 1*Dk*	1004 654 541					1918	LarvikSlip &Verk Larvik	O/Y Sarmatia (Seppinen& KemppiO/Y,*Mgrs*)	197·9|32·2|12·5 Q53′B57′F28′	Rauma Finnish *WB*	T.3Cy.14″,23½″&38″-27″ 75NHP BergensMekVærksBergen		N
30914 1246 ISLT	**Ravenna** 3Mst *ss*Gen.3rdNo.3–7,25 2*Dks*	1148 1058 695	✠ ... 11,29 ✠				1888 8mo	Ramage& Ferguson Leith	I.Messina&C.	256·5|33·1|16·7 248·9| 33·2| 17·0 P23′B40′F28′ BK9″	Genoa Italian *WB*	T.3Cy.18″,30″&48″-36″ 134NHP Ramage&Ferguson,Leith	18 ″ 4	I †
30915 140597 GPVK	**Ravens Point** *ss*Liv.No.3–1,31 D.F. *ss*Gls.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1787 1554 974	✠100A1 *Shelter dk* *withfreeboard* ~~3,41~~ 12,41 ✠LMC MS4,39 BS3,41	~~Lth~~ Shl	*r*	CL ~~N5,38~~ 12,41	1918 9mo	H.&C. Grayson,Ld. Garston *Lloyd*'sA&CP	MacAndrews&Co. Ld. *CellDB*216′399*t*	265·3|41·2|26·6 FK *Collision* *FPT*63*tAPT*18*t*	Liverpool British *Cem* *BHtoShdk* 3 „ „ *U* „	T.3Cy.21″,34″&56″-36″ (*s*) 180lb 262NHP 2SB,6*cf*,GS126,HS4840 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 0 s ″ 10½ 20 ″ 3½	
30916 98821 GFNR	**Ravenswood** Ⓟ PadSk	345 317 129					1891	SMcKnght &Co. Ayr	P.&A.CampbellLd	215·0|24·1| 8·5 Q12′ *Saloon dk*153′	Bristol British	C.2Cy.25½″&50″-54″ NE09 153NHP Barclay,Curle&Co.Gls.		
30917 LCOF	**Ravnaas** *OilEng.* D.F. 1*Dk*	4019 3657 2441					1931	Eriksbergs M.V.Aktieb. Gothenburg	AgdesidensRederi A/S(A.J.Mörland, *Mgr.*)	350·8|50·8|25·7 P31′B117′F33′	Arendal Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$″-51$\frac{3}{16}$″ 355NHP EriksbergM.V.Aktieb.Got		N
30918 LJTW	**Ravnefjell** D.F. E.S.D. 1*Dk*&*ShelterDk* *Fitted for oil fuel* *CruiserStern*	1339 1104 743					1938	Nylands Verksted Oslo	A/SLuksefjell (Oslen&Ugelstad, *Mgrs.*)	250·9|41·3|14·8	Oslo Norwegian *WB*	C.2Cy.16¾″&33$\frac{7}{16}$″-33$\frac{7}{16}$″& LPturbine with DRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		N
30919 140833 MNQB	**Ravonia** *ss*Bly.No.3–2,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	813 553 378	✠100A1 ~~3,41 10,40 11,41~~ 5,42 ~~BS5,40~~ ✠LMC1,38 5,41	~~Nwc~~ Sld	*k*	CL ~~2,38~~ 5,42	1925 4mo	R.William- son&Son,Ld. Workington *Lloyd*'sA&CP	NorthwestShip- pingCo.Ld.	186·5|29·4|12·4 Q116′B9′F23′ FK *CellDBf*112′162*t*	Workngtn British 3*BHCem* *FPT*40*t*	T.3Cy.14″,24″&40″-27″ (*s*) 180lb *90lb* 99RHP 1SB,3*pf*,GS55,HS1952 W.Beardmore&Co.Ld. Coatbridge	14 ″ 7 s4 ″ 10½ 14 ″ 4	
30920 210519 WSCQ	**Rawleigh Warner** (*ex*Rayo) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Carrying Petroleum in bulk*	3664 3168 2223	✠ ... 8,14 ✠				1912 10mo	NewYork S.B.Co. Camden,N.J.	SabineTranspn.Co. Inc.(M.T.Ball, *Mgr.*)	321·7|46·2|27·5 P116′B30′F43′ FK	Baltimore Utd.States *WB*	T.3Cy.21″,35″&58″-42″ 318NHP NewYorkSBCo.CamdnNJ	27 ″ 0	
30921 165786 GDMD	**Rawnsley** *OilEng* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	4998 4620 3008	✠100A1 *withfreeboard* 12,40 ✠LMC7,40	Cff	*a*† 2	CL	1940 7mo	Wm.Dox- ford&Sons,Ld Sunderland *Lloyd*'sA&CP	TheRed"R"S.S. Co.Ld.(Stephens, Sutton,Ld.*Mgrs.*) *CellDB*352′1174*tM*	423·2|54·2|26·1 439.3(O.L.) FK (*T*32′1236*t FPT*145	Newcastle British 7*BHptCem* *Coll toSh dk* 6 „ 2nd „) *tAPT*177*t*	Oil Engines 2S.C.SA 3Cy.20½″-81⅞″ 388NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
30922 PKOD	**Reäel** 1*Dk*	2561 2034 1487					1931	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	299·5|46·6|19·4 P19′B83′F26′	Batavia Dutch *WB*	C.4Cy.(2)16½″&(2)35½″- 35½″ 125NHP Gebr.Stork&Co.Hengelo		V
30923 LDEL	**Realf II** (*ex*Credo-40, TwinSc *ex*Hamlet-37) *OilEng.* D.F 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* *CruiserStern* *Longitudinal framing*	5069 4364 2714					1915	Göteborgs M.V.Aktieb Gothenburg	A/S Asplund (Rönneberg& Galtung,*Mgrs.*)	355·1|55·2|29·9 P98′B32′F43′	Moss Norwegian *WB*	Oil Engines 2S.C.SA 12Cy.23⅜″-35$\frac{7}{16}$″ 1170NHP Akt.DieselsMotorer,Skm.		V
30924 220864 KDLG	**Reaper** *ss*N.Yk.No.3–12.31 *ss*N.Yk.No.2–40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6407 6117 3964	✠100A1 12,41 ~~8,41~~ ✠LMC MS1,40 BS2,41	~~N.Yk~~ Gal	*a*†	CL 8,40	1920 11mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCo. *CellDBu*	416·8|56·1|32·7 P107′B35′F33′ FK *E&B*209*t FPT*229*t*	Wilmgton (Del.) Utd.States 16*BHptCem* *APT*130*t*	T.3Cy.27¼″,44″&74¼″-51″ 190lb (*s*) 549NHP 3SB,9*cf*,HS7979 FD H.G.TroutCo.Buffalo,NH	32 ″ 10 s 6 ″ 3¼ 26 ″ 9½	
			Carrying Petroleum in bulk *Fitted for oil fuel*11,20 *F.P above* 150° F.											
30925 165802 GNKP	**Reaveley** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4998 4620 3008	✠100A1 *withfreeboard* ~~9,41~~ ~~2,41~~ 1,42 ✠LMC12,40	~~Vcr~~ ~~Hul~~ Bkn	*a*† 2	CL	1940 12mo	Wm.Dox- ford&SonsLd Sunderland *Lloyd*'sA&CP	Stephens,Sutton, Ld. *CellDB*352′1174*t*	423·2|54·2|26·1 439·3(O.L.) FK (*CollBHtoSh dk*6*B* *MT*32′1236*tFPT*14	Newcastle British 7*BHptCem* *H to2nd dk*) 5*t APT*177*t*	Oil Engines 2S.C.SA 3Cy.20½″-81⅞″ 388NHP 2DB*120lb* Wm.Doxford&Sons,Ld Sld	37 ″ 3 s10 ″ 11½ 26 ″ 6	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où si ce n'est dans le L.R. Durée,Cert.B.of Trade.
30926 5586 PJCL	**Rebeca** TwinSc *Mchy.Aft.* 1*Dk* *Longitudinal framing at bottom in centre tanks & at trunk*	3176 2273 1556	✠100A1 ~~7,41~~ ~~12,40~~ 1,42 BS7,41 ~~BS6,40~~ ✠LMC3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,38 *F.P. above* 150°F.	Cco	*v*	CL ~~12,40~~ s12,40 P1,42	1938 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's* A&CP	N.V.Curaçaosche Scheepvaart Maats.	336·6|56·2|15·1 348·2(O.L.) 351·5(O.L. *incl.rdr*) *Trunk*204'P91'F40' FK *Cell DBuB*14'20*t FPT*123*t APT*105*t*	Willemstad Dutch 10*BHptCem* *ptAsp*	T.6Cy.15⅜",25"&40$\frac{3}{16}$"–27$\frac{9}{16}$" (*s*) 366NHP 180lb 2WTB FD HS6520 Richardsons,Westgarth&Co.Ld.Sld.	14 〃 9 s1 〃 4¼ 13 〃 7	
30927 22521 JDQG	**Rebun Maru** Ⓟ *ex*ReibunMaru–38 2*Dks*	352 312 200					1923	Hakodate DockCo. Hakodate	FujiyamaKaiun K.K.	130·0|22·0|15·5 B27"	Otaru Japanese	T.3Cy.		
30928 2210 ICDZ	**Recca** *ss*Gen.No.3–3,34 *ss*Gen.No.1–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Now* "Libertad," *see No.* 37459 *in Supplement*	5441 5022 3428	✠100A1 *Shelter dk withfreeboard* 5,40 ✠LMC MS11,37 BS9,39 *Fitted for oil fuel* 9,29 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*y*	CL N6,38	1921 6mo	Stabilmnto Tecnico Trieste A&CP	"Italia"Soc.Anon. diNav.	404·1|53·9|29·0 389·9(O.L.) FK *CellDB*337'1300*t FPT*114*t APT*244*t*	Genoa Italian *ptCem* 2*BHtoSh dk* 4 „ „ *U* „	T.3Cy.27",42"&68"–48" (*s*) 180lb 465NHP 3SB(Spt),*9cf*,GS158, FD HS7023 StabilimentoTecnico,Tri.	32 〃 0 s 7 〃 5¼ 24 〃 9	
30929 PUUK	**Recife** (*ex*Mameli,*ex*B.Kemeny) *ss*Tri.2ndNo.3–2,22 *ss*Rio.No.1–27 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	2692 2407 1664	✠ 10,35 ✠	Rio	*u*		1899 11mo	R.Craggs &Sons Middlesbro'	LloydNacional Soc.Anon.	320·0|42·5|13·1 P39'B112'F35' 21·1 FK *CellDBa*102'*uE*&*B*40'*f*130'639*t FPT*41*t APT*13*t*	R.Janeiro Brazilian 6*BHCem*	T.3Cy.21",37"&62"–42" 269NHP 2SB,*6rf*,GS106,HS3940 N.E.MarineE.Co.Ld.Nwc.	24 〃 9	
30930 YTDU	**Reĉina** (*ex*LadyPlymouth) *ss*Rot.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4732 4353 2850	✠100A1 *withfreeboard* 8,41 ~~7,40~~ BS9,40 ✠LMC5,38	~~PNl~~ Syd	*z*	CL ~~2,38~~ 8,41	1930 1mo	W.Gray& Co.Ld. Sunderland *Lloyd's* A&CP	Prekomorska Plovidba D.D.	400·8|54·2|25·0 413·5(O.L.) FK *CellDB*353'1204*t FPT*176*t APT*126*t*	Susak Yugoslav 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.26",43"&71"–48" (*s*) 180lb 459NHP 3SB,*9cf*,GS184,HS8184 Cen.Mar.Eng.Wks.W.Hpl.	27 〃 6 s 2 〃 10½ 24 〃 10¼	
30931	**Reconcavo** (*ex*H.C.Folger–41) *ss*Phl.No.3–11,28 *ss*Mob.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* GyC *Longitudinal framing*	7086 6444 4389	✠100A1 9,41 ~~11,40~~ Examined 9,41 ✠NE6,21 ✠LMC2,39 ~~MS9,36~~ BS~~5,40~~ 9,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16 *F.P. above* 150°F.	~~Mob~~ Moh	*b*†	CL 5,40	1916 12mo	Union Iron WorksCo. SanFrancisco A&CP	LloydBrasileiro	435·0|56·0|32·0 P134'B50'F42' FK *CellDBuE*&*B*64'197*t DT*56'1038*t FPT*97*t APT*74*t*	R.Janeiro Brazilian 15*BHpt Asp* (10 *to U dk* 5 „ *2nd* „)	1DR geared steam turbine 220lb (*s*) 672NHP 3SB(Spt),*9cf*,GS165, FD HS8325 DeLavalSteamTurbine Co.Ld.Trenton,N.J.	33 〃 6 s6 〃 5¼ 27 〃 3½	
30932 162325 GTPV	**Recorder** *ss*Liv.No.2–39 2*Dks*(*Stl*)	5982 5575 3732	✠100A1 ~~2,40~~12,40 BS4,41 ✠LMC10,39	~~Liv~~ Cal	*a*†	CL ~~7,37~~ 12,40	1930 9mo	Cammell, Laird&Co.Ld. Birkenhead *Lloyd's* A&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*)	420·3|54·6|30·4 434·5(O.L.) P37'B137'F44' FK *CellDB*362'1136*t DTa*32'908*t FPT*62*t APT*24*t*	Liverpool British 8*BHCem* 1 „ *to2nddk*	T.3Cy.27",46"&77"–54" (*r*) 210lb FD 619NHP 3SB(Spt)&1AuxB,*11cf*, HS8700 Cammell,Laird&Co.Ld.	32 〃 7 s 6 〃 4 26 〃 5¾	
30933 162660 GQRB	— TwinSc (*ex*Iris) *ss*Auk.2ndNo.3–7,27 (*Cable Vessel*) *ss*Auk.No.2–35 D.F. E.S.D. 1*Dk*(*Stl–pt* ws)&*Spar dk* (*Stl*–teak s)&*Web frames*	2276 1938 980	✠100A1 *Spar dk* 1,42 ~~1,41~~ Examined 1,42 BS1,42 ✠LMC2,37	~~Bom~~ Bom	*t*	~~s4,39~~ ~~P5,40~~ CL N1,42	1902 10mo	DJDunlop &Co. Pt.Glasgow *Lloyd's* A&CP	CableandWireless Ld.(SirEdward Wilshaw,K.C.M.G. *Mgr.*)	295·0|40·7|15·1 311·5(O.L.) 22·8 *Promenade dk*108' FK&BK3" *CellDBa*26'*uE*&*B*62'*f*108' 399*t FPT*20*t*	London British 6*BHCem*	T.6Cy.18¾",31"&51"–39" (*s*) 190lb 459NHP 3SB,*9cf*,GS153,HS6706 FD D.J.Dunlop&Co.Pt.Gls.	25 〃 0 s 5 〃 1¼ 20 〃 6	
30934 236823	**Red Crown** *Mchy.Aft* 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	5443 — 3363					1937	Manitowoc S.B.Corp. Manitowoc, Wis.	StandardOilCo. (Indiana)	453·4|55·2|25·5 F66'	Whiting, Ind. Utd. States *WB*	T.3Cy.25",41"&68"–42" 300NHP ManitowocS.B.Corp.		R
30935 261 HSAA	**Redang** *ss*Bgk.3rdNo.3–6,39 *Mchy.Aft* 1*Dk*(*Stl*)	531 408 250	✠100A1 6,41 ~~7,40~~ BS6,41 ~~BS7,40~~ ✠LMC6,39 *Fitted for oil fuel* 9,01 *F.P. above* 150° F.	Bgk	*h*	CL 7,40	1901 9mo	Kjöbnhvns Flydk.&Skbs Copenhagen A&CP	ThaiNav.Co.Ld.	165·0|27·9|11·9 P59'F23' FK *FPT*20*t APT*40*t*	Bangkok Thai 3*BHCem*	T3Cy.13",20½"&33½"–21"(*s*) 170lb *100lb* 61NHP 1SB,*2cf*,GS36,HS1030 KjbnhavnsFlydk.&Skbsv.	12 〃 6 s 1 〃 3¾ 11 〃 4½	
30936 144501 MJXS	**Redcar** *ss*Lon.No.3–3,33 *ss*Ant.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	1475 1314 794	✠100A1 ~~8,41~~ ~~2,41~~ 4,42 Examined 4,42 Lon BS9,41 ~~BS10,40~~ ✠LMC9,36	~~Hul~~ ~~Lon~~	*p*	CL 2,41	1920 4mo	GooleS.B. &Repg.Co.Ld Goole *Lloyd's* A&CP	P.&O.Stm.Nav.Co.	240·2|36·1|19·1 B52'F23' FK *Cell DB*198'295*t FPT*77*t APT*66*t*	London British 4*BHCem*	T.3Cy.18¼",30"&50"–33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Earle'sCo.Ld.Hull	21 〃 3 s2 〃 10½ 18 〃 7	
30937 155292	**Redcloud** TwinSc (*ex non-pld. Barge*–33) *OilEng.* *ss*Mtl.No.2–41 ~~*ss*Tto.No.1–33~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	1740 1649 1377	✠ A– 4,41 ~~5,37~~ ✠NE9,33 ✠LMC4,36 *For Service on the Great Lakes & to Halifax, N.S.*	Mtl		~~PN~~ ~~5,37~~ ~~s5,37~~ ~~N12,40~~ N4,41	1930 7mo	Canadian Vickers,Ld. Montreal	NorthAmerican Transports,Ld.	255·6|43·7|19·0 FK *Side ballast tanks*206' 394*t FPT*210*t APT*160*t*	Montreal British 6*BH*	Oil Engines 2S.C.SA 8Cy.9$\frac{13}{16}$"–16$\frac{9}{16}$" 136NHP NDB*40–135lb* Atlas-DieselA/B,Skm.	19 〃 11 s 5 〃 8 14 〃 4½	
30938 154910	**Redfern** TwinSc (*ex non-pld. Barge*–34) *OilEng.* *ss*Mtl.No.2–41 ~~*ss*Tto.No.1–33~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	1769 1644 1429	✠ A– 4,41 ~~3,37~~ ✠NE5,34 ✠LMC4,36 *For Service on the Great Lakes & to Halifax, N.S.*	Mtl		~~3,37~~ 12,40	1930 5mo	Canadian Vickers,Ld Montreal	NorthAmerican Transports,Ld.	255·2|43·6|19·0 FK *Side ballast tanks*206' 394*t FPT*210*t APT*86*t*	Montreal British 6*BH*	Oil Engines 2S.C.SA 10Cy.9$\frac{13}{16}$"–16$\frac{9}{16}$" 169NHP NDB*40–135lb* Atlas-DieselA/B,Skm.	19 〃 11 s 5 〃 8 14 〃 4½	
30939 162762 GRJX	**Redgate** (*ex*Ridley–36,*ex*Essex Oak–33,*ex*June–32) *ss*Cff.No.2–38 1*Dk*(*Stl*) D.F.	4323 4004 2598	✠100A1 ~~1,42~~ ~~12,40~~ 5,42 Examined 5,42 Cff ✠LMC MS4,38 BS~~12,40~~ 1,42	~~Npt~~ ~~Mdb~~	*x*	CL ~~12,40~~ 5,42	1929 6mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's* A&CP	RedgateS.S.Co.Ld. (Turnbull,Scott &Co.*Mgrs.*)	370·5|51·7|21·4 385·3(O.L.) P30'B225'F34' FK *CellDB*319' 880*t FPT*133*t APT*168*t*	Newcastle British 6*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 385NHP 2SB(Spt)&Aux.SB,*9cf*, GS193,HS6597 G.Clark,Ld.Sunderland	27 〃 9 s 3 〃 9½ 24 〃 2	
30940 139800 MGVK	**Redhall** *ss*Bly.No.3–7,29 *Well deck* *ss*Abn.No.2–38 *Cargo battens not fitted* 1*Dk*(*Stl*)	1093 775 467	✠100A1 ~~8,41~~ ~~8,40~~ 2,42 BS~~8,40~~ ✠LMC8,38 8,41	~~Abn~~ Bly	*n*	CL ~~8,38~~ 2,42	1917 6mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's* A&CP	AberdeenCoal& ShippingCo.Ld.	221·0|33·3|14·3 226·2(O.L.) Q131'B16'F27' FK *CellDBa*54'*uE*20'*f*90'306*t FPT*33*t APT*79*t*	Aberdeen British 4*BHCem*	T.3Cy.17½",29"&47"–33" (*r*) 180lb *100lb* 178NHP 2SB,*6cf*,GS104,HS3300 Hall,Russell&Co.Ld.Abn.	16 〃 5 s 4 〃 9¼ 15 〃 6¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dateof B.of TradeCert.
30941 148620 MNGT	**Redriff** ssShl.No.3-8,37 *Well deck* Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	1577 1296 879	✠100A1 12,41 ~~11,40~~ 12,41 ~~BS8,40~~	Shl ✠LMC8,37	*p*	CL 8,39	1925 8mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle *sA&CP*	South Metropolit'n GasCo. *CellDB*	244·3|36·8|18·5 Q96'B51'F22' FK 175' 346*t DT at sid*	London British 6*BH ptCem* *es of tunnel*	T.3Cy.18",30"&49"-33" (*s*) 180lb 182NHP 2SB,6*cf*,GS94,HS3260 N.E.MarineEngCoLd.Nwc 29'105*tFPT*77*tAPT*66*t*	20 ″ 6 s 2 ″ 5 18 ″ 3½	
30942 155293	**Redriver** TwinSc (*ex non-pld Barge*-34) *OilEng.* ssTto.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	1777 1647 1430	✠ A- 6,41 ~~10,38~~ ✠NE5,34 *ForService on*	~~Tto~~ Mtl ✠LMC4,36 *the Gr*	*eat*	~~5,37~~ 6,41 *Lakes*	1930 7mo *& to H*	Chantiers Manseau, Lte. Sorel,P.Q. *alifax, N.S.*	NorthAmerican Transports,Ld. *Side ballast tanks*	255·6|43·7|19·0 FK 206'394*t FPT*210*t*	Montreal British 6*BH* *APT*160*t*	Oil Engines 2S.C.SA 10Cy.9 13/16"-16 9/16" 169NHP NDB40-135*lb* Atlas-DieselA/B,Skm.	19 ″ 11 s 5 ″ 8 14 ″ 4½	
30943 214849 WEDS	**Redwood** Ⓟ WoodTwinSc 2*Dks* D.F. *Fitted for oil fuel*	1793 1586 1045					1917	Pacific American Fisheries Bellingham	S.S.RedwoodInc.	226·4|41·8|23·1	Bellinghm Utd. States	T.6Cy.13",21"&35"-24" 120NHP SeattleMachineWorks, Seattle,Wash.		
30944 155289	— TwinSc (*ex non-pld.Barge*-34) *OilEng.* ssTto.No.1-36 *Mchy Aft* 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	1777 1647 1417	✠ A- 11,37 ✠NE5,34 *ForService on*	Mtl ✠LMC4,36 *the Gr*	*eat*	N5,34 *Lakes*	1930 5mo *& to H*	Canadian Vickers,Ld. Montreal *alifax, N.S.*	NorthAmerican Transports,Ld. *Side ballast tank*	254·9|43·6|19·0 FK *s*206'394*t FPT*210*t*	Montreal British 6*BH* *APT*160*t*	Oil Engines 2S.C.SA 10Cy.9 13/16"-16 9/16" 169NHP NDB40-135*lb* Atlas-DieselA/B,Skm.	19 ″ 11 s 5 ″ 8 14 ″ 4½	
30945 135609 GKWC	**Reedpool** ssShl.No.3-11,36 D.F. 1*Dk*(*Stl*)	4838 4610 2999	✠100A1 3,41 Examined 9,41 BS9,41 MS11,36	Shl BAs ✠LMC ~~BS9,40~~	*y*	CL 5,40	1924 9mo *Lloyd*	RopnerS.B. &RepairngCo (Stockton)Ld Stockton *'sA&CP*	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDBa*126'*uE*25'*f*	390·0|55·5|26·4 P29'B221'F41' FK 171'1059*tFPT*162*t*	Stockton British 6*BHCem* *APT*194*t*	T.3Cy.25½",40"&71"-48" (*s*) 180lb 437NHP 3SB(Spt)9*cf*,GS190,HS7526 Blair&Co Ld.Stockton	28 ″ 9 s 4 ″ 5 24 ″ 6½	
30946 171309 GPGR	**Refast**(*ex*NantucketChief-38, *ex*Gulflight-37) ssMsl.2ndNo.3-4,39 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinalframing*	5189 4591 3221	✠100A1 7,41 ~~4,41~~ BS4,41 *CarryingPetr* *Fitted for oil*	Bkn ✠LMC9,38 *oleum* *fuel* 8,	*y* *in* 14	CL N3,40 *bulk* *F.P. a*	1914 8mo *bove* 1	NewYork S.B.Corp. Camden,N.J. A&CP 50°F.	RefastS.S.Co.Ld. (Harris&Dixon, Ld.*Mgrs.*) *CellDBuE&B*62'222*t*	383·0|51·2|30·1 407·0(O.L.) P97'B34'F32" FK *FPT*159*tAPT*30*t*	London British 14*BHCem* (8 *to Uprdk* 6 ″ 2*nd* ″)	T.3Cy.27",45"&75"-48" (*r*) 190*lb* 543NHP 3SB,9*cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s5 ″ 9½ 24 ″ 7	
30947 UOIU	**Refrigerator No. 1** (*Fish Carrier*) *OilEng* 1*Dk*(*Stl*-ws) *Mchy.Aft* *Ref.Mchy.* *CruiserStern* *Sparred wood lower deck for light cargoes* *Strengthened for navigation in Ice*	1427 1006 700	✠ 5,33	Cpn ✠	*o*		1933 5mo	Akt.Bur- meistr&Wain Copenhagen	U.S.S.R. *CellDB*142'2	228·7|36·2|17·0 P&B117'F34' FK 74*tDTf*10'45*tFPT*	Vladvostk Russian 5*BHptCem* 18*tAPT*51*t*	Oil Engines 4S.C.SA 6Cy.15¾"-29½" 143NHP Akt.Burmeistr&Wain.Cpn	19 ″ 0	
30948 UOIV	**Refrigerator No. 2** (*Fish Carrier*) *OilEng.* 1*Dk*(*Stl*-ws) *Mchy.Aft* *Ref.Mchy.* *CruiserStern* *Sparred wood lower deck for light cargoes* *Strengthened for navigation in Ice*	1427 1006 700	✠ 6,33	Cpn ✠	*o*		1933 6mo	Akt.Bur- meistr&Wain Copenhagen	U.S.S.R. *CellDB*142'2	228·8|36·2|17·0 P&B117'F34' FK 74*tDTf*10'45*tFPT*	Vladvostk Russian 5*BHptCem* 18*tAPT*51*t*	Oil Engines 4S.C.SA 6Cy.15¾"-29½" 143NHP Akt.Burmeistr&Wain.Cpn	19 ″ 0	
30949	**Refrigerator No. 3** (*ex*Lys-35) ssShl.No.3-10,33 *Mchy.Aft* *Ref.Mchy.* 1*Dk*(*Stl*) *Well deck*	2050 — 580	✠ ... 11,36	Shl ✠	*q*		1920 5mo	S.P.Austin &SonsLd. Sunderland	U.S.S.R. *CellDB*215'503*t*	259·8|37·4|17·3 Q154'F30' FK *MT*10'224*t FPT*14	Murmansk Russian 5*BHCem* 0*tAPT*56*t*	T3Cy.20½",33"&54"-39" 201NHP 2SB,6*pf*,GS97,HS3160 Richardsons,Westgarth& Co.Ld.Sld.	19 ″ 8	
30950	**Regato** (*ex*RioGalindo, *ex*AikokuMaru, ssH.Kg.No.3-7,01 *ex*Colonies, ssKob.No.2-08 *ex*Azamor,*ex*AnnieBarrow, 1*Dk*(*Stl*)& *ex*EiffelTower) *Spar dk*(*Stl*)3*trB*	3270 — 2073	✠ 9,14	Kob ✠	*u*		1889 11mo	W.Dobson &Co. Newcastle	Cia.Naviera"Orio" (JoseRubiera, *Mgr.*)	331·9|40·3|19·2 P47'B80'F42' 26·7 BK10" *Cell*	Bilbao Spanish 5*BHCem* *DB*264'433*t*	T.3Cy.23¼",38"&61"-39" 234NHP 2SB,6*cf*,GS98,HS3916 WllsndSlpwy.Co.Ld.Nwc.	29 ″ 4	
30951 PGYX	**Regeja** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	325 222 180					1936	NVSchpsw "Foxhol" Foxhol	J.Boerma	130·0|24·1| 8·3 P38'F15'	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9 7/16"-14 3/16" 62NHP AppingedammerBrons Motorenfb.N.V.		V
30952 YQSC	**Regele Carol I** Ⓟ TwinSc 2*Dks*&*Shadedk*3*trB* *Fittedfor oil fuel*	2369 1790 839					1898	Fairfield Co.Ld. Glasgow	RoumanianState MaritimeService	350·0|42·0|18·5	Cnstantza Roumanian *WB*	T.6Cy.23",38½"&61"-36" 446NHP FairfieldCo.Ld.Glasgow		V
30953 DOAL	**Regensburg** Ⓟ (*ex*Trave-38) 4Mst *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* Sub.Sig.	8068 7291 5013					1927	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	506·7|60·3|31·8 P23'B&F457' *Upper*F47' len.38	Bremen German *WB*	2 Oil Engines 2S.C.DA SR geared to 1 sc. shaft 16Cy.20⅞"-29 15/16" 2447NHP NE38 DeutscheSchiff.u.Mschb. A.G.Weser,Bmn.		G
30954 122 YLBV	**Regent** ssSld.No.3-4,16 ssShl.No.2-26 1*Dk*2*trB*&*deep framing*	3280 3072 1826	✠ ... 11,28	✠			1903 1mo	Bartram &Sons Sunderland	J.Freyman (LatvianShipping Co.*Mgrs.*)	324·5|46·9|24·2 P29'B90'F35' FK	Riga Latvian *WB*	T.3Cy.24",40"&65"-42" 294NHP J.Dickinson&Sons,Ld.Sld.	26 ″ 10	C †
30955 233361 WJFG	— TwinSc *Mchy.Aft* *OilEng.* *Longitudinal framing* 1*Dk* *CarryingPetroleum in bulk*	1211 — 708					1934	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOil Corporation	248·6|40·2|14·4	Phildlphia Utd. States	Oil Engines 4S.C.SA 6Cy.12½"-22" 91NHP McIntosh-Seymour,N.Yk.		R
30956														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
30957 165433 GZMP	**Regent Lion** *OilEng.* D.F. 1*Dk*,*2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	9551 8728 5794	✠100A1 11,41 Examined 3,42 ✠LMC CS11,41 DBS2,41 2,41 *Carrying Petroleum in bulk*	~~Gsl~~ Avn	*e*† 2¼	CL 11,38	1937 3mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BowringS.S.Co. Ld.(C.T.Bowring& Co.Ld.*Mgrs.*) *CellDBuE58'153tDTf38'625tFPT151tAPT136t*	489·7 P109'B38'F64' FK	66·5	35·0	London British 16*BHptAsp*	Oil Engines 4S.C.SA 10Cy.29⅛"–$59\frac{1}{16}$" 816NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35″0 s6″10¼ 28″4½	
30958 165465 GZRK	**Regent Panther** *OilEng.* D.F. E.S.D. 1*Dk*,*2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	9556 8728 5799	✠100A1 3,42 Examined 3,42 ✠LMC CS9,41 DBS4,41 ~~8,39~~3,42 *Carrying Petroleum in bulk*	Mol	*e*† 2¼	CL 3,41	1937 5mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson Ld.Newcastle	BowringS.S.Co. Ld.(C.T.Bowring& Co.Ld.*Mgrs.*) *CellDBuE58'153tDTf38'625tFPT151tAPT136t*	489·7 510·2(O.L.) P109'B38'F64' FK	66·5	35·0	London British 16*BHptAsp*	Oil Engines 4S.C.SA 10Cy.29⅛"–$59\frac{1}{16}$" 816NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35″0 s6″10¼ 28″4½	
30959 129752 GRTW	**Regfos** (*ex*WestQuarter) *Well deck* *ss*Sld.2ndNo.3–2,36 *ss*Sld.No 1–40 1*Dk*(*Stl*) *Cargo battens not fitted*	1548 1240 882	✠100A1 5,42 ~~4,41~~ ✠LMC MS6,40 BS~~12,40~~2,42	~~Sld~~ Shl	*p*	OG ~~4,38~~ N5,42	1910 6mo *Lloyd'sA&CP*	W.Pickersgill&Sons,Ld Sunderland	Tyne&Wear ShippingCo.Ld. *CellDBa67'uE&B35'f109'405tFPT42tAPT88t*	245·0 Q121'B13'F26' FK	36·8	16·3	Sundrland British 4*BHCem*	T.3Cy.20",33"&54"–36" (*s*) 180lb 224NHP 2SB,*6pf*,GS87,HS3918 N.E.MarineEng.CoLd.Sld	18″10 s1″10½ 17″2	
30960 PGYT	**Reggestroom** Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	2836 2502 1691					1923	Maats. Fyenoord Rotterdam	N.V.Hollandsche Stoomb.Maats.	331·7 F44'	48·2	20·0	Amstrdam Dutch *WB*	2 steam turbines DRgeared to 1 Sc. Shaft Escher,Wijss&Co.Zürich		VL
30961 260 IOLJ	**Reggio Emilia** (*ex*Graziella–38, *ex*Marie-Thérèse-LeBorgne–33,*ex*Ustaritz) *ss*Hav.No.1–18 *Well deck* 1*Dk*	1217 863 712	✠ … 9,22 ✠				1914 10mo	G.Brown& Co. Greenock	Soc.Anon.TrasportiMarittimi e Affini	243·1 231·3 Q166'F28' FK	33·1	13·9	Venice Italian *WB*	T.3Cy.17½",27½"&45"–33" 152NHP Ross&Duncan,Glasgow	15″9	I †
30962 LELC	**Regin** (*ex*Marg–39,*ex*Spind,*ex*Rex) D.F. 1*Dk*	1386 1132 709					1917	A.&J.van derSchuyt Papendrecht	HannestadRederi A/S	239·9 P26'B63'F26'	36·7	15·8	Halden Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP J.&A.van derSchuyt,Ppn.		N
30963 6517 SFKN	— Ⓟ D.F. 2*Dks* Sub.Sig. *CruiserStern*	*1330* *634* *697*					1919	Oskrshmns M.V.Aktieb Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	234·7	36·0	14·1	Stockholm Swedish *WB*	2 steam turbinesSRgeared to 1 Sc. Shaft SvenskaTurbinf.Akt. Ljungström,Finspång		
30964 LJMC	**Regina** TwinSc *OilEng.* D.F. 1*Dk*,*2nd dk clear of cargo tanks* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing-bracketless system*	9545 8898 5695	✠100A1 11,41~~2,40~~ DBS11,41 ✠LMC7,37 *Carrying Petroleum in bulk* ~~SURVEYS DELAYED~~	~~Mfl~~ Msl	*d*†	CL 2.40	1937 7mo *Lloyd'sA&CP*	Akt.Burmeistr&Wain Copenhagen	Hansen-Tangen's RederiA/S(H.E. Hansen-Tangen, *Mgr.*) *CellDBuE76'329tDTf43'600tFPT97tAPTs175t*	485·1 501·1(O.L.) P101'B31'F44' FK	65·5	35·4	Xiansand Norwegian 12*BHptCem*	Oil Engines 2S.C.SA 14Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 943NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35″4 s7″2¼ 28″4¾	
30965 DAMS	— Ⓟ *Ref.Mchy.* 2*Dks*	1304 853 781					1911	F.Schichau Danzig	Stettin-Rigaer Dampfsch.Ges.Th. Gribel(Rud.Christ. Gribel,*Mgr.*)	241·8 P&B147'F27'	34·1	15·4	Stettin German *WB*	T.3Cy.$19\frac{7}{10}$",$31\frac{9}{10}$"&$51\frac{1}{5}$"–29½" 141NHP F.Schichau,Elbing		G
30966 12 ISND	**Regina Elena** Ⓟ 1*Dk* *Fitted for oil fuel*	424 331 171					1903	C.&T.T. Pattison Naples	Soc.PartenopeaAnon.diNav.	180·5	25·4	13·2	Naples Italian	T.3Cy.$20\frac{15}{32}$"$32\frac{9}{32}$"&48"–$27\frac{9}{16}$" 121NHP C.&T.T.Pattison,Naples		I
30967 152786 VGRD	**Reginolite** TwinSc *OilEng.* *ss*NNs.No.3–1,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. GyC. *Longitudinal framing* *CruiserStern*	9069 8645 4430	✠100A1 *Shelter dk withfreeboard* ~~5,41~~ ~~7,40~~1,42 DBS2,42 ✠LMC CS7,39 ~~BS7,405,41~~ 7,40 *Carrying Petroleum in bulk*	~~NNs~~ NYk	*d*†	CL ~~1,39~~ 2,42	1926 3mo *Lloyd'sA&CP*	Akt.Ges. "Vulcan" Stettin	ImperialOil,Ld., MarineDepartment (H.J. Rahlves,*Mgr.*) *CellDBuE38'131tDTf36'280tFPT190tAPT108t*	469·2 B34'F38' FK	63·1	34·6	Montreal British 19*BHptCem* (13 *to Sh dk* 6 ,, *U* ,,)	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"–47¼" 910NHP 2WaterTubeDB*200lb* A.G."Vulcan,"Stettin	35″6 s8″8 27″1	
30968 161381 GSKQ	**Registan** *ss*Fal.No.3-4,42 ~~*ss*Avn.No.2-38~~ D.F. 2*Dks*(*Stl*) *Cargo battens not fitted*	6008 5448 3737	✠100A1 4,42~~9,40~~ ✠LMC4,42 ~~MS5,38~~ ~~BS3,40~~ *Fitted for oil fuel* 3,30 *F.P. above* 150° F.	~~Avn~~ Fal	*a*†	CL ~~9,40~~ ~~10,41~~ 12,41	1930 3mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB361'1237tDTa38'903tFPT107tAPT38t*	426·0 P38'B131'F47' FK	55·0	28·5	London British 7*BHptCem*	T3Cy28⅛"46"&78"–51"&LP turbine with DR gearing& hydraulic coupling (*r*) 210lb 787NHP 3SB,*12cf*,GS207,HS9756 FD J.Readhead&Sons,Ld.SShl	31″0 s6″3½ 24″11¼	
30969 140037 VPLB	**Register** (*ex*Bice,*ex*Aquila) 3Mst *OilEng.* *Mchy.Aft* 1*Dk*	537 449 415	✠ … 12,19				1913 5mo	Cant.Offic. Savoia Cornigliano Ligure	WebsterShipping Co.Ld.(J.S.Webster&Sons,*Mgrs.*)	159·0 P33'F16' BK6"	28·2	13·1	Kingston, Jamaica British	Oil Engines 2S.C.SA 4Cy.13⅜"–21¼" 125NHP G.Ansaldo NE20 &Co.Sampierdarena	14″3	V †
30970 563 OHBK	**Regulus** *ss*Hfs.No.3–4,33 *ss*Hfs.No.1–37 D.F. 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	1821 1085 1025	✠100A1 *Awning deck withfreeboard* 10,40 BS4,39 ✠LMC7,37 No later survey reported	Hfs	*p*	7,39	1921 4mo *Lloyd'sA&CP*	P.SmitJr. S.B.&E.Co. Rotterdam	FinskaÅngfartygs A/B *CellDB182'355tFPT14tAPT31t*	247·5 235·0	36·9	24·9 17·8 FK	Helsingfrs Finnish 4*BHCem*	T3Cy20¾",32¼"&55"–39⅜"(*s*) 180lb 212NHP 1SB(Spt)&1AuxSB(Spt), *5cf*,GS97,HS3341 P.Smit,Jr.S.B.&E.Co.Rot.	27″6 s8″2½ 19″6	
30971 181080 KZRS	— (*ex*Ihumata) *Well deck* 1*Dk*&*deep framing*	1160 — 637	✠ … 10,13 ✠				1911 3mo	Antwerp Eng.Co.Ld. Hoboken	Madrigal&Co.	229·3 Q87'B52'F23' FK	35·8	14·9	Manila,P.I Utd.States *WB*	T.3Cy.17",28"&46"–33" 142NHP N.E.MarineEng CoLdNwc	16″10	C †
30972 2086 ITZN	— Iron (*ex*Sant'Antonio–36,*ex*Ramscappelle, *ex*Calluna, *ex*Assos,*ex*Hedworth) 1*Dk*(*Irn*)&*Web frames* *Well deck*	1085 876 630	✠ 7,87	Sld	Lv		1884 9mo	S.P.Austin &Son Sunderland	Francesco Pittaluga	232·7 225·0 Q123'H46tF26' *DBa&f*	33·6	15·9	Genoa Italian 5*BH*	C.2Cy.28½"&53"–33" 134NHP Blair&Co.Ld.Stockton	17″7	I †
30973 441 ESDG	— (*ex*Caroline–35,*ex*MildredPowell, *ex*Redhall) *ss*Lib.2ndNo.3–11,27 *ss*Tln.No.2–36 1*Dk*(*Stl*)&*deep framing* *Well deck* *Cargo battens not fitted*	893 748 365	✠100A1 6,39 BS9,38 LMC4,36 SURVEYS DELAYED	Tln	*l*	CL 9,38	1902 1mo *Lloyd'sA&CP*	Mackie& Thomson Glasgow	J.Rang&others *CellDBa53'f75'161tFPT50tAPT50t*	205·1 Q113'B18'F23' FK	30·5	14·6	Tallinn Estonian 4*BHCem*	T.3Cy.16½",27"&44"–30"(*s*) 180lb *80lb* 145NHP NB08*refitted*3,23 1SB,*3cf*,GS65,HS2776 McKie&Baxter,Glasgow	15″4	
30974 LCMW	**Reiås** (*ex*Niord–38,*ex*Beran–37, *ex*Doravore–32,*ex*Stemshest) 4Mst 1*Dk*	1128 987 659					1918	Akers Mek.Værks. Oslo	Skibs-A/SBirholt (BirgerEkerholt, *Mgr.*)	226·5 P22'B59'F29'	36·5	15·8	Oslo Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks,Oslo		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
30975 DORH	**Reichenfels** *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks* D.F. E.S.D. *CruiserStern*	7744 7040 4760					1936	Deutsche Sch-u-Mchsb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·4	61·9	31·1 P83'B220'F66'	Bremen German *WB*	2 Oil Engines 2S.C.DA each 6Cy.$20\frac{7}{8}$"-$29\frac{15}{16}$"& hydraulic couplingSR geared to 1 Sc. Shaft 1830NHP Maschinenfbk Augsburg-NürnbergA.G.Augsburg		G
30976 DOUO	**Reiher** Ⓟ D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	1304 856 720					1938	Howaldts-werkeA.G. Kiel	ArgoReederei R.Adler&Co.	245·2	38·5	12·4 B71'F30'	Bremen German *WB*	C.2Cy.$17\frac{11}{16}$"&$35\frac{7}{16}$"-$35\frac{7}{16}$"& LPturbine withDRgearing &hydraulic coupling 222NHP Deutsche Sch.u-Mschb.Bremen		G
30977 PKGM	**Reijnst** 1*Dk*	2462 1811 1433					1928	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	291·0	43·2	19·1 P33'F53'	Batavia Dutch *WB*	C.4Cy.(2)$16\frac{1}{2}$"&(2)$35\frac{7}{16}$"-$35\frac{7}{16}$" 135NHP Werkspoor,Amsterdam		V
30978 DAQI	**Reimar-Edzard Fritzen** (*ex*LinaKunstmann-38) 1*Dk*	2935 2499 1685					1922	Vulcan Werke Hamburg	Johs.Fritzen& Sohn.vorm W.Kunstmann	316·5	45·1	21·3 P43'B66'F33'	Stettin German *WB*	T.3Cy.$19\frac{11}{16}$",$31\frac{1}{2}$"&$51\frac{3}{16}$"-$31\frac{1}{2}$" 147NHP VulcanWerke,Hamburg		G
30979 162339 GMPS	**Reina del Pacifico** Ⓟ QuadSc *OilEng.* *ss*Liv.No.2-40 ~~*ss*Liv.No.1-35~~ D.F. E.S.D. 3*Dks*(*Stl*)4*th dk*(*Stl*)*in holds except after hold* *Ref.Mchy.* GyC. *CruiserStern*	17702 12202 10720	✠100A1 *withfreeboard* 12,41 ~~4,41~~ ~~Examined 11,40~~ ✠LMC CS6,35 6,38 DBS10,41 ✠Lloyd'sRMC12,39 Aft chamber for temp. 20° F.	~~Liv~~ Liv	*l*† $3\frac{1}{8}$	OG P*a*8,39 S*a*N 8,39 P*f* 11,40 S*f*N 4,41	1931 3mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	PacificStmNav.Co *CellDB*441'1733*t* *Tanks between tunnels*175*tD*	551·3	76·3	37·8 P47'B354'F102' FK *Tsa*41'359*tFPT*108*tAPT*224*t*	Liverpool British 10*BHptCem*	Oil Engines 4S.C.SA 48Cy.$24\frac{13}{16}$"-$47\frac{1}{4}$" 2844NHP 3DB*100lb* Harland&Wolff,Ld.Bel.	44 ″ 1 s13″$1\frac{1}{4}$ 31 ″ $2\frac{3}{4}$	BT till ~~4,42~~ 11,42
30980 DHTU	**Reinhart L.-M. Russ** 1*Dk*	1477 1021 870					1923	Stettiner Oderwerke Stettin	ErnstRuss	231·3	36·5	15·0 Q76'B101'F30'	Hamburg German *WB*	T.3Cy.$17\frac{1}{3}$",$27\frac{3}{5}$"&$43\frac{3}{16}$"-$31\frac{1}{2}$" 105NHP StettinerOderwerke		G
30981 LKFK	**Reinholt** *Cruiser Stern* *OilEng.* 1*Dk*&*Shelter dk*	4799 4101 2827					1939	Kockums M.V.Aktieb Malmö	A/S IvaransRederi (S.Holter-Sörensen, *Mgr.*)	409·8	55·7	25·5 F34'	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1163NHP KockumsM.V.Akt.Malmö		N
30982 223607 KFOW	**Reiss Brothers** (*ex*William K. Field-34) *Mchy.Aft* D.F. GyC. 1*Dk*	8195 — 6369					1924	Toledo S.B.Co. Toledo.O.	ReissSteamshipCo	588·0	60·3	27·7	Wilmgton (Del.) Utd.States *WB*	T.3Cy.$25\frac{1}{2}$",41"&67"-42" 291NHP ToledoS.B.Co.Toledo,O.		R
30983 27736 JOOD	**Reiyo Maru** *ss*Yka.No.3-2,32 *ss*TamaNo.2-40 2*Dks*(*Stl*)	5446 4988 3311	✠100A1 2,41 ✠LMC2,41	Tama	*z*	2,41	1920 12mo	Asano S.B.Co. Tsurumi A&CP	ToyoKisenK.K. *CellDB*331'1072*t*	400·0	53·2	29·4 P33'B124'F41' FK	Yokohama Japanese 6*BHCem* *APT*27*t*	T3Cy.$26\frac{1}{4}$",$43\frac{3}{4}$"&72"-48"(*s*) 200lb 513NHP 3SB,*9cf*,GS174,HS2376 FD IshikawajimaSB&ECoTok	32 ″ 0 s 6 ″ 7 25 ″ 9	
30984 23254 JFUB	**Rekizan Maru** 1*Dk*	1311 1062 869					1918	Yoshiura DockYard Yoshiura	TatuumaKisen K.K.	228·0	33·0	18·7	Kobe Japanese *WB*	T.3Cy.$14\frac{1}{2}$",$25\frac{5}{16}$"&40"-30" 88NHP TakaoIronWorks,Kobe		
30985	**Rekum** (*ex*Heron-39,*ex*Chiton, *ex*WarShikari) *Fitted for oil fuel* *ss*Rot.No.3-6,32 *ss*Rot.No.1-37 1*Dk*(*Stl*)2*trB*&*Web frames* *Longitudinal framing* *Carrying oil fuel in bulk*	*5540* *4696* *3444*	✠ 6,39 ✠	Osl	*z*		1919 5mo	Lithgows Ld. PortGlasgow	ErnstGlässel *Middle line Bulkhead not oil tight* *CellDBuE&B*250*tf*50'65*tFPT*95*tAPT*75*t*	400·3	52·2	28·4 P50'B121'F39' FK	Bremen German 11*BHptCem*	T.3Cy.27",44"&73"-48" 517NHP 3SB,*9cf*,GS189,HS7668 D.Rowan&Co.Ld.Glasgow	31 ″ 0	
30986 97115 VGKJ	**Reliance** Comp 1*Dk*	311 — 182					1892	Cllngwood DryDockCo. Collingwood	AbitibiPower& PaperCo.Ld. (*in liq.*)	124·0	23·0	11·6	Toronto British	C.2Cy.20"&40"-24" NE02 67RHP J.Inglis&Son,Toronto		
30987 147557 GVND	**Reliant** (*ex*LondonImporter-33) *ss*Lon.No.3-3,33 *ss*Mlt.No.1-37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 4*th dk in No.*2 *hold* *Cargo battens not fitted in Shelter 'tween decks* *CruiserStern*	7928 7362 4801	✠100A1 *Shelter dk withfreeboard* 2,40 BS2,40 ✠LMC2,37 *Fitted for oil fuel* 12,23 *F.P. above* 150° F.	Mlt	*c*†	CL 12,38	1923 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	TheAdmiralty *Duct keel in Boiler space&forward*154' *CellDB*366'1568*tDTf*33'967*tDTa*33'797*tFPT*68*tAPT*82*t*	450·4 471·5(O.L.)	58·0	38·3 F42' *on Shelter dk* FK *Collision BHtoShdk* 6 ,, ,, *U* ,,	London British *ptCem*	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 190lb FD 1004NHP 4SB,*16cf*,GS325,HS13168 Richardsons,Westgarth& Co.Ld.Mdb.	41 ″ 0 s11 ″ $1\frac{1}{4}$ 30 ″ 2	
30988 PGZU	**Remark** *OilEng.* *Mchy.Aft* D.F. 1*Dk*	396 245 191					1936	E.J.Smit& Zoon Westerbroek	AnthonyVeder N.V.	142·1	25·4	8·2 P39'F22'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
30989 168048 GPFD	**Rembrandt** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	5559 5104 3306	✠100A1 *withfreeboard* ~~2,41~~ ~~2,41~~ 6,42 ✠LMC1,41	~~Ver~~ ~~Hul~~ Gls	*b*†	CL	1941 1mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	BoltonSteam ShippingCo.Ld. *CellDB*368'1374*tFPT*123*tAPT*225*t*	432·2 447·2(O.L.)	58·0	26·8 F33' FK (*Coll BH to Sh dk* 6 ,,2nd,,)	London British 7*BHCem*	T.3Cy.$25\frac{1}{2}$",41"&72"-48"(*s*) 220lb FD 516NHP 3DB(Spt)*9cf*GS168,HS7161 D.Rowan&Co.Ld.Gls.	37 ″ 4 s10″$8\frac{1}{4}$ 26 ″ $9\frac{1}{2}$	
30990 EADQ	**Remedios** (*ex*Conde de Churruca) TwinSc *ss*Val.No.2-41 *OilEng.* *Mchy.Aft* *ss*Bbo.No.3-8,33 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4461 4140 2673	✠100A1 5,41 ~~2,36~~ DBS~~2,36~~5,41LMC~~8,33~~ 6,41 *CarryingPetroleum in bulk*	~~Bbo~~ Val	*x*	OG ~~2,36~~ 10,40	1921 9mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'*sA&CP*	Cia.Arrendataria delMonopolio de PetroleosS.A. *CellDB*70' 157*tDTf*49'498*t*	370·7	48·5	30·0 P103'B32'F36' FK *FPT*87*tAPT*125*t*	S.Sebast'n Spanish 14*BHptCem* (9 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 8Cy.$23\frac{11}{16}$"-37" DB*120lb* 779NHP SulzerFrères,S.A. Winterthur	30 ″ 0 s4 ″ $11\frac{1}{2}$ 25 ″ $3\frac{1}{2}$	
30991 8441 SDOT	**Remmaren** TwinSc *OilEng.* D.F. E.S.D. *Ref.Mchy.* 1*Dk*&*Shelter dk*, *CruiserStern* 3*rd dk in No.*3*hold*, *upper 'tween dk in way of fwd. hold* *CruiserStern* *Strengthened for navigation in ice* *Butts of bottom plating elec. welded*	~~3777~~ ~~2872~~ ~~2092~~ 3777 2872 2092	✠100A1 *withfreeboard* ~~1,41 10,40~~ 11,41 ✠LMC10,40 ✠Lloyd'sRMC10,40 for temp. 31° F.	Got	*z*	OG	1940 10mo	Akt.Lind-holmensVarv Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) *Duct keel forward of mchy.space* ~~*CellDB*297' *t tanks in way of tunnels t FPT*49*tAPT*123*t*~~ *CellDB*297'1090*t tanks in way of tunnel* 157*tFPT*49*tAPT*123*t*	410·6 425·7(O.L.)	53·2	19·7 FK	Gothenbrg Swedish 6*BH* (*Coll BH to Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 810NHP A/B Götaverken,Got.	25 ″ 0 s1 ″ $11\frac{1}{4}$ 23 ″ $3\frac{1}{2}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
30992 FNWE	**Rémois** D.F. 2*Dks*	3713 3326 1976					1932	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Cie.desBateaux àVap.duNord (Soc.Anon.deGérance et d'Armement, *Mgrs.*)	331·7	53·2	25·0	Dunkirk French *WB*	T.3Cy.22",36"&60"–39" 225NHP G.Clark,Ld.Sunderland		V
30993 LCJW	**Rena** (*ex*Fördefjord–37, *ex*EmmaMærsk) TwinSc *OilEng.* 1*Dk&Shelter dk*	5242 4858 3264	✠ ... 9,28 ✠				1924 2mo	Skbvs.v/d A.P.Möller Odense	E.B.Aaby's RederiA/S	378·8 F33' FK	50·2	31·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 450NHP Akt.Burmeistr&Wain,Cpn	34 ″ 5	N †
30994 PJCD	**Renata** TwinSc *ss*Cco.No.1–40 *Mchy Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & at trunk top*	3155 2265 1553	✠100A1 ~~✠12,40~~ 1,42 BS7,41 ✠LMC MS11,39 ~~BS6,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,36 *F.P. above* 150° F.	~~Cco~~ Wmd	*v*	CL PN6,40 S6,40 *Lloyd*'s*A&CP*	1936 4mo	NVNederl. Schps.Maats. Amsterdam	N.V.Curacaosche Scheepvaart Maats.	336·6 Q92'*Trunk*204' FK F39' *Cell DBuB*14'20*tFPT*123*tAPT*105*t*	56·1	15·1	Curaçao Dutch 10*BHptCem ptAsp*	T6Cy.$15\frac{3}{8}$",25"&$40\frac{3}{16}$"–$27\frac{9}{16}$" 180lb (*s*) 366NHP 2WTB HS6520 FD N.V.Werkspoor,Ams.	14 ″ 9 s 1 ″ $4\frac{1}{2}$ 13 ″ $6\frac{1}{2}$	
30995	**Rendsburg** *OilEng.* *ss*Ham.No.1–30 *Well deck* 2*Dks*(*Stl*)3*rd dk in*No.1*hold* D.F. *CruiserStern*	6200 5525 3716	✠ ... 2,34 ✠	Ham			1926 2mo	Akt.Ges. "Vulcan" Hamburg		450·3 P&B375'F55' FK *Cell D*B397'1655*tFPT*72*t*	58·2	24·6	8*BHptCem ptAsp* *APT*45*t*	2 Oil Engines 4S.C.SA coupled to 1 sc. shaft by Hydraulic Transformers & SR gear 16Cy.$25\frac{3}{16}$"–$27\frac{9}{16}$" 993NHP A.G."Vulcan,"Hamburg	29 ″ 6	G †
30996	**René** *OilEng.* *Mchy.Aft* D.F. E.S.D. *CruiserStern*	1350					1939	S.A.Brugeoise d'Arrimage et de Rep.deNav. Bruges	ArmementL. HermansS.A.	247·2 P74'Q164'F33'	36·4	14·9	Bruges Belgian *WB*	Oil Engines 4S.C.SA 7Cy.$20\frac{11}{16}$"–$28\frac{3}{8}$" 292NHP Soc.d'Elec&Mec(Thomson-Houston&Carels)Ghent		
30997 TSFH	**René Marguerite** (*ex*Amiral l'Hermite–35) *ss*Hav.2ndNo.3–10,37 *Well deck* 1*Dk*(*Stl*)	325 237 133	✠100A– 10,39 MS10,37 ✠LMC DBS4,39 MBS11,39 SURVEYS DELAYED	Lon		CL 8,37	1913 12mo	NVScheep. DeMerwede Hardinxveld	Soc.Cherbourgeoise de Cabotage	133·5 140·2(O.L.) FK Q70'B11'F18' *FPT*	23·1 *24·3*	9·9	Cherbourg French 4*BHCem* 19*tAPT*3*t*	C.2Cy.16"&34"–23" (*s*) 130lb *85lb* 63NHP 1SB.2*pf*,GS37,HS1173 ShieldsEng.Co.Ld.S.Shl.	10 ″ 9 s 3 ″ $4\frac{1}{2}$ 10 ″ 6	
30998 OPPR	**René Paul** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	*545* *417* *266*					1937	Beliard Crighton&Co (Belgium)SA Ostend	ArmementRené Geurts	164·7 P47'Q51'F19'	28·5	12·3	Antwerp Belgian	Oil Engines 2S.C.SA 8Cy.$8\frac{11}{16}$"–$14\frac{9}{16}$" 104NHP SocAn.J.Cockerill,Seraing		V
30999 PKSV	**Rengat** 1*Dk*	512 343 257					1925	J&KSmit's Schpsw. Kinderdijk	Koninkl.Paketv. Mij.	163·8 P20'B64'F30'	29·7	9·1	Batavia Dutch	C.2Cy.13"&26"–$21\frac{3}{4}$" J.&K.Smit's 26NHP Machenfab.Kinderdijk		V
31000 FPFG	**Rennes** TwinSc	771 — 301					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	Chemins deFer de l'EtatFrançais	208·6 P49'	27·9	15·1	Dieppe French	T.6Cy.14",23"&38"–30" 158NHP Caillard&Co.Hav.		V
31001 18 ISOK	**Reno** (*ex*AfonLliedi–33,*ex*Cardiffian, *ex*Queenwood) *ss*Shl.2ndNo.3–11,29 *Well deck* 1*Dk*(*Stl*)&*deep framing*	1002 778 594	✠ ... 2,34 ✠	Sws			1904 7mo	A.Vuijk Capelle a/d Ysel	Marittima RavennateS.A.	225·0 216·9 Q74'B61'F21' FK *Cell DBa* 61'*f*81' 232*tA*	32·0	14·6	Ravenna Italian 4*BHCem* *PT*15*t*	T.3Cy.$17\frac{1}{4}$",$28\frac{1}{2}$"&46"–30" 133NHP 1SB,3*pf*,GS51,HS2152 G.T.Grey,S.Shields	16 ″ 3	I †
31002 111302	**Rensselaer** *Mchy.Aft* GyC. 1*Dk*2*trB*	4472 — 3411					1900	American S.B.Co. Cleveland	Pittsburgh S.S.Co.	454·0	50·0	28·5	Duluth, Minn. *WB* Utd. States	Q.4Cy.18",$26\frac{3}{4}$",41"&63"–42" 257NHP ChicagoS.B.Co.,Chicago		
31003 206501	— Ⓟ Pad 3*Dks*	2690 — 1796					1909	MarvelS.B. Co. Newburgh,N.Y.	MarineLiquidatingCorp.	317·3	42·5	12·5	NewYork Utd. States	B.1Cy.70"–144" W.&A.Fletcher 452NHP Co.Hoboken,N.J.		
31004 148133 VGND	**Renvoyle** (*ex*Glenledi) *Mchy.Aft* D.F. 2*Dks*	3571 3357 2172					1925	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	379·1 len25	44·2	23·9	MidlndOnt British *WB*	T 3Cy.$22\frac{1}{2}$",37"&62"–42" 249NHP N.E MarineEngCoLd.Nwc		C
31005 219636 KUBJ	**Republic** (*ex*LibertyMinquas) *ss*Gal.No.3–8,36 *ss*Gal.No.1–40 *Mchy Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5287 4332 3237	100A1 8,41 ~~9,40~~ BS8,41 LMC9,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1920 *F.P. above* 150° F.	~~Gal~~ NNs	*y*	CL 8,40 *Lloyd*'s*A&CP*	1920	Bethlehem S.B.Corp.Ld WlmngtnDel	~~PetroleumNav.Co.~~ American RepublicsCorp. *CellDBuE&B* 72'210*tDTf*43'469*tFPT*89*tAPT*30*t*	391·8 P99'B34'F44' FK	51·3	28·8	Wilmgton, Del. Utd.States 15*BHptCem* (8 „ *to U dk* 7 „ „ 2*nd* „)	T.3Cy.~~$27\frac{3}{8}$~~",45"&75"–48" (*s*) 190lb $27\frac{1}{16}$" 512NHP 3SB 9*cf*,HS7127 FD BethlehemS.B.Corp.Ld. Wilmington,Del	30 ″ 2 s 5 ″ 3 25 ″ $1\frac{1}{2}$	
31006	**Restorer** TwinSc (*CableVessel*) *ss*Vcr.3rdNo.3–7,39 1*Dk*(*Stl*–ws) &*Spar dk*(*Stl*–teaks)&*Web frames* *lower deck fore hold*	3180 2995 1284	✠100A1 *Spar dk* 8,41 ~~7,40~~ BS8,41 ~~BS7,40~~ ✠LMC7,39 *Fitted for oil fuel* 6,16 *F.P.above* 150° F.	Vcr	*v*	CL 7,40 *Lloyd*'s*A&CP*	1903 1mo	Armstrong Whitworth &Co.Ld. Newcastle	Commercial PacificCableCo.	358·4 28·8 BK10' *Cell DBa*68'*uE*28'*f*62 362*tFPT*77*tAPT*75*t*	44·0	20·8	NewYork Utd.States 6*BHCem*	T.6Cy.23",39"&64"–42" (*s*) 180lb *180lb* FD 705NHP 4SB,12*cf*,GS240HS10112 WllsndSlpwy.Co.Ld.Nwc.	30 ″ 0 s 6 ″ $7\frac{1}{2}$ 24 ″ $5\frac{3}{4}$	
31007 140 ISON	**Resurrectio** (*ex*NorfolkCoast–32, *ex*Cadoc,*ex*Valencia) *ss*Brs.2ndNo.3–20 *ss*Lon.No.2–28 *Well deck* 1*Dk*&*Web frames*	979 766 603	✠ ... 6,32 ✠				1894 6mo	A.McMillan&Son,Ld. Dumbarton	V.Mirabella	230·8 222·0 Q120'B15'F24' FK	31·8	14·4	Catania Italian *WB*	T.3Cy.14",$26\frac{1}{2}$"&43"–36" 111NHP D.Rowan&Son,Glasgow	16 ″ 6	I †
31008 PKQZ	**Reteh** 1*Dk*	513 343 254					1926	J&KSmit's Schpswerven Kinderdijk	Koninkl.Paketv. Maats.	163·8 P18'B64'F30'	29·7	9·1	Batavia Dutch *WB*	C.2Cy.13"&26"–$21\frac{5}{8}$" 26NH J.&K.Smit'sMschfb Krdijk		V
31009 240189 WGLK	**Reuben Tipton** D.F. E.S.D. GyC. 3*Dks* *ptElec.welded* *Fitted for oil fuel* *ptLongitudinal framing* *CruiserStern*	6829 — 4010					1940	Federal S.B.&D.D.Co Kearny,N.J.	LykesBros.S.SInc.	397·0	60·2	34·6	N.Orleans Utd. States *WB*	2 steam turbinesDRgeared to 1 sc.shaft 666NH DeLavalSteam TurbineCo.Trenton,N.J		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31010 151401 VTDC	**Revati** (*ex*ElGhazi) *OilEng* *Mchy.Aft* *ss*Bom.No.3–3,35 *ss*Bom.No.1–40 1*Dk*(*Stl*)	389 285 232	✠100A1 9,40 ~~1,40~~ ✠LMC1,40	Bom	*e*	CL 10,38	1921 12mo	London& MontroseS.B. &R.Co.Ld. Montrose *Lloyd'sA&CP*	MalabarS.S.Co. Ld.	132·7|25·1|11·5 P41'F19' FK	Bombay British 3*BHCem* *FPT*33*t*	Oil Engines 2S.C.SA 4Cy.13¼"–15" 124NHP W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s ″ 11 11 ″ 8	
31011 UPOQ	**Revolutsioner** Sub.Sig. *CruiserStern* 1*Dk* D.F. E.S.D.	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5|47·9|20·3 P32'B96'F33'	Archangel Russian *WB*	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEngCoLd.Nwc		
31012 UNDH	**Revolyutsia** (*ex*Activ) *Mchy.Aft* E.S.D. 1*Dk*	433 276 209					1909	Stavanger Stöberi&Dok Stavanger	U.S.S.R.	140·0|27·0|10·4 P&B46'H6*t*F21*t*	Archangel Russian *WB*	T.3Cy.11¼",17½"&30"–21" NB35 41NHP StavangerStöberi&Dok		
31013 1791 ICEJ	**Rex** Ⓟ QuadSc *ss*Gen.No.1–37 5*Dks*(*Stl–Weather dk pt teaks*) 6*th dk*(*Stl*)*in holds*,7*th dk*(*Stl*) *Ref.Mchy.* *in No.1 hold& Web frames* D.F. GyC. *Special Quality Steel*	51062 31588 30623	✠100A1 *withfreeboard* 3,40 ✠LMC MS4,36 BS11,39 ✠Lloyd'sRMC12,39 *Fitted for oil fuel* 9,32 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen		CL *P f*N 4,39 *S f*N 12,37 *Pa* 12,37 *sa*4,39	1932 9mo	Soc.Anon. Ansaldo SestriPnente *Lloyd'sA&CP*	"Italia"Soc.Anon. diNav.	879·9|97·0|30·7 833·9 55·5 B&F780 FK *Upper bridge*619' *CellDB*649'6366*t DTs a*396*t DTsf* 515*t*	Genoa Italian 14*BHptCem*	12 Steam Turbines SR geared to 4 Sc. Shafts (*s*) 384lb 22082NHP 12WTB(Spt), FD 2DB(Spt),*228lb* HS135625 Soc.An.Ansaldo,Smprdrna *FPT*408*tAPT*135*t*	60 ″ 8 s11 ″ 3 32 ″ 0½	
31014 2597 SGBI	— IronBn 1*Dk*2*trB*	1013 760 666					1877	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	206·9|29·8|17·0 P119'H21*t*F23'	Stockholm Swedish *WB*	T.3Cy.16½",25½"&43¾"–33" 110NHP *Tpd.*89MotalaCo.,Norrkpg		V
31014A LEXR	— (*ex*Spröit-39,*ex*BraattII) *Mchy.Aft* 1*Dk*	588 483 293					1918	Rosenberg Mek.Verks. Stavanger	SkibsA/SMotor (A.Salvesen, *Mgr.*)	170·5|28·1|12·4 P56'F26'	Kragerö Norwegian *WB*	T.3Cy.12",20"&33"–24" 53NHP Bergens Mek.Verk.Bergen		N
31015 EAPP	**Rey Jaime I** Ⓟ TwinSc *ss*Bcl.No.1–15 2*Dks&Awngdk*	2320 — 1168	✠ ... 10,19 ✠				1911 6mo	N.Odero fuA. Sestri Ponente	Cia.Tras- mediterranea	304·8|37·8|26·4 FK	Palma,Maj Spanish *WB*	T.6Cy.23",37"&59⅘"–37⅗" 683NHP N.Odero fuA.Sestri Ponente	28 ″ 6	V †
31016 EAPQ	**Rey Jaime II** Ⓟ (*ex*Corte) 2*Dks*	1370 — 580					1906	Swan,Hun- ter& Wigham Richardson, Ld.Newcastle	Cia.Tras- mediterranea	262·5|34·4|21·1 F35'	Palma,Maj Spanish *WB*	T.4Cy.29",45"&(2)52"–45" 363NHP Swan,Hunter&Wigham Richardson.Ld.Nwc		V
31017 172907 VLQB	**Reynella** Ⓟ (*ex*Remo-40) TwinSc *OilEng.* *ss*Gen.No.3–12,38 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in Nos.* 1,2&3 *holds*	9787 7700 6069	✠100A1 ~~5,11 9,40~~ 2,42 ✠LMC CS4,40 DBS9,40 10,41 4,39	Syd		CL ~~9,40~~ P5,41 s9,40	1927 1mo	Stabilmnto Tecnico Trieste *Lloyd'sA&CP*	Commonwealth of Australia(Dept.of Commerce) (Macdonald,Ham- ilton&Co.*Mgrs.*)	495·8|62·3|31·5 506·6(O.L.) P31'B214'F47' FK *CellDB*426'1697*t FPT*227*t*	SydneyNSW British 8*BHptCem*	Oil Engines 4S.C.SA 12Cy.29⅛"–47¼" 984NHP DB*100lb* StabilimentoTecnico,Tri *APT*184*t*	34 ″ 11 s8 ″ 11¾ 26 ″ 2½	
31018 149775 GFZJ	**Reynolds** *ss*Shl.No.3–5,39 D.F. E.S.D. 2*Dks*(*Stl*)	5113 4771 3150	✠100A1 ~~6,41~~10,41	~~Lth~~ Hul	*z*	CL 4,39	1927 2mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	BoltonStm.Shpg. Co.Ld.	407·0|53·5|26·7 P29'B241'F43' FK *CellDB*351'1240*t*	London British 6*BHCem* *APT*197*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb FD 531NHP 3SB(Spt)*9cf*,GS173,HS8001 D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 5¼ 24 ″ 9½	
31019 DIEY	**Rhakotis** Ⓟ (*ex*SanFrancisco-35) *OilEng.* *Ref.Mchy.* 2*Dks* D.F. E.S.D. Sub.Sig. *CruiserStern*	6753 5479 4036	BS6,41 ✠LMC5,39				1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	432·4|59·2|27·3 P28'B&F394' *Upper*F32'	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.27$\frac{9}{16}$"–47¼" 1316NHP Maschfbk.Augsburg- Nürnberg,Augsburg		G
31020 FOEM	**Rhea** TwinSc *OilEng.* *Mchy.Aft* *Longitudinal framing* 1*Dk* D.F. *CarryingPetroleum in bulk*	7813 7024 4185					1928	Atel.&Ch. duSud-Ouest Bordeaux	Cie.Auxiliaire de Navigation	445·6|62·2|34·3 P103'B34'F54'	Havre French *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–59" 533NHP Akt.Burmeistr&Wain,Cpn		V
31021 573 OHFF	— *ss*Hfs.No.3–4,33 D.F. *ss*Hfs.No.1–37 1*Dk*(*Stl*)&*ptAwngdk*(*Stl*)	1424 — 783	✠100A1 *pt Awng dk* *withfreeboard* 6,39 BS6,39 ✠LMC6,37 NO LATER SURVEY REPORTED	Hfs	*o*	CL 6,39	1921 8mo	NVMach& Schpsw.van P.Smit,Jr. Rotterdam *Lloyd'sA&CP*	FinskaÅngfartygs A/B	240·7|34·3|15·0 230·4|34·1 P24'Q61'*ptAwng dk*145' FK *CellDB*186'269*t FPT*15*t*	Helsngfors Finnish 4*BHCem* *APT*12*t*	T.3Cy.17½",27$\frac{3}{16}$"&46$\frac{1}{16}$"– 31½" 180lb (*s*) 148NHP 2SB(Spt),*4cf*,GS73,HS2530 NVMch&Schps.vPSmit,Jr	16 ″ 9 s 7 ″ 7½ 16 ″ 10	
31022 PHAO	— *OilEng.* *ss*Ams.No.3–4,34 *ss*Ams.No.1–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1388 1141 817	✠100A1 *Shelter dk* *withfreeboard* 11,39 DBS7,39 ✠LMC8,38 SURVEYS DELAYED	Ams	*q*	CL 7,38	1922 4mo	N.V. Lobithsche Scheepsb.Mij Lobith	Koninkl.Nederl. Stoomb.Maats.	264·5|39·2|14·8 B76' FK *Collision BHtoSh dk* *CellDB*215'425*t FPT*57*tAPT*50*t*	Amstrdam Dutch *ptCem* 3 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.20½"–35$\frac{7}{16}$" 244NHP 2DB-*142lb* Werkspoor,Amsterdam	18 ″ 0 s ″ 2¾ 17 ″ 10¾	
31023 543 SGBR	— Ⓟ Iron (*ex*TransitNo.6) 1*Dk&Shelterdk*	612 332 446					1884	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	165·5|25·5|12·2 19·2	Stockholm Swedish	T.3Cy.14⅛",27⅜"&37½"–27¼" NE04 60NHP BergsundsM.V.Aktb.Skm.		
31024 DOOL	— 1*Dk*	491 369 293					1892	H.Koch Lübeck	Dampfschifffahrts Ges.Neptun	159·1|24·2|11·9 Q40'B38'F21'	Bremen German *WB*	C.2Cy.19$\frac{11}{16}$"&31½"–21⅝" 38NHP C.Daevel,Kiel		G
31025 DHTZ	**Rhein** (*ex*Noordstroom) *ss*Ham.No.3–3,29 *ss*Ham.No.2–37 *Well deck* 1*Dk*(*Stl*)	736 539 344	✠ 3,39 ✠	Ham	*j*		1917 1mo	NVScheep. DeMerwede Hardinxveld	A.Kirsten	185·1|29·1|12·1 Q92'B17'F24' FK *CellDBa*24'*uE*13'*f*79'140*tFPT*44*t*	Hamburg German 4*BHCem* *APT*21*t*	T.3Cy.13½",21"&35"–27" 100NHP 2SB,*4pf*,GS60,HS1982 Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 6	
31026	**Rheinfels** D.F. E.S.D. 2*Dks* *CruiserStern*	7600					1939	Deutsche Sch-uMschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6|62·3|37·1 F30'	Bremen German	T4Cy.31½",47¼"&(2)59$\frac{1}{16}$"– 55⅛" & LP turbine with DR gearing & hydraulic coup- ling HS13606 1033NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté si ce n'est dans le L.R. Durée Cert.B.of Trade.
31027 DOGF	**Rheinhausen** (*ex*Stiklestad) D.F. Sub.Sig 1*Dk*&*Shelter dk*	6298 5580 3411					1912	W.Doxford &Sons,Ld Sunderland	Fried.KruppA.G. (FriedKrupp's Reederij enTransportbedrijfN.V. *Mgrs.*)	439·1	57·9	25·4	Bremen German *WB*	T.3Cy.25″,41″&70″–48″ 339NHP W.Doxford&Sons,Ld.Sld.		N
31028 DACB	**Rheinland** (*ex*Willem vanDrielSr.) D.F. E.S.D. Sub.Sig. 1*Dk*	2570 2310 1517					1920	N.V.Schps. v.Wed.A.van Duyvendijk Papendrecht	Kohlen-Import undPoseidon Schiffahrts-A.G.	300·3 P21′B66′F23′	45·2	20·0	Königsbrg German *WB*	T.3Cy.22½″,37⅜″&62″–39″ 240NHP NehringBögel,Deventer		G
31029 DGAK	— Ⓟ TwinSc 1*Dk*	668 428 266					1926	Vulcan WerkeA.G Hamburg	Akt.Ges."Ems"	186·6 B37′ H— F24′	28·4	12·2	Emden German	T.6Cy.11⅖″,18$\frac{1}{10}$″&29$\frac{9}{10}$″–18$\frac{1}{10}$″ 76NHP VulcanWerkeA.G.Stettin		G
31030 131363 GRQJ	**Rhesus** Ⓟ D.F. 2*Dks*	6530 5558 4151					1911	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·5 P50′B162′F52′	52·8	36·1	Liverpool British *WB*	T.3Cy 30″,50″&83″–60″ 534NHP Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~1,42~~ 5,42
31031 152099 GDXB	**Rhexenor** Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	7957 6558 5004					1922	Taikoo Dkyd.&Eng. Co.Ld. HongKong	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·6 P53′B162′F57′	58·3	32·6	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft ParsonsMarineSteam TurbineCo.Ld.Nwc.		BT till 8,41
31032 148263 MNSL	**Rhineland** (*ex*Altengamme) D.F. E.S.D. Sub.Sig. 1*Dk*	1381 1010 656					1922	Akt.Ges. "Weser" Bremen	CurrieLine,Ld.	242·3 P11′Q70′	36·3	15·2	Leith British *WB*	T.3Cy.19$\frac{7}{10}$″,31½″&53⅛″–35⅜″ 167NHP Akt.Ges."Weser,"Bremer		C
31033 236944 WPOP	**Rhode Island** *ss*Gal.No.1-41 *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & deck in centre tanks*	8580 — 5082	✠100A1 ~~5,41~~ ~~10,40~~ 10,41 ✠LMC CS10,41 10,41 10,41 DBS~~11,40~~ ✠~~LMC12,37~~ *Carrying Petroleum in bulk*	~~Phl~~ Gal	*d*† 2$\frac{3}{16}$	CL ~~3,39~~ 10,41	1937 12mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd*'*sA&CP*	TheTexasCompany *CellDB*82′277*tFP*	468·1 490·5(O.L.) P111′B39′F61′ FK *T*141*tAPT*115*t*	65·3	34·3	Wilmgton (Del.) Utd.States 14*BHptCem*	Oil Engines 2S.C.SA 4Cy.31″–86″ 1197NHP 3DB(WT)*227lb* SunSB&DD.Co.Chester Pa	34 ″ 3	
31034 DEZP	**Rhön** (*ex*Selma) 1*Dk*	1778 1467 1035					1921	Howaldts-werke Kiel	Rabien& Stadtlander	261·0 P13′Q75′B115′F31′ *WB*	40·9	17·5	Bremen German	T.3Cy.20$\frac{1}{10}$″,32$\frac{3}{10}$″&51⅝″–35$\frac{1}{20}$″ 142NHP Howaldtswerke,Kiel		G
31035 422 ICEL	**Rialto** Ⓟ *OilEng.* *ss*Mfl.No.3-1,38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Ref Mchy.*	6099 5353 3771	✠100A1 *with freeboard* 12,39 ✠NE1,38 ✠LMC1,38 ✠Lloyd'sRMC12,39 NO LATER SURVEY REPORTED	Gen	*b*†	CL N1,38	1927 5mo	Stabilmnto Tecnico Trieste *Lloyd*'*sA&CP*	"Italia"Soc. Anon. di Nav. *CellDB*377′1245*t* *DTa*30′748*t*	448·5 430·8 | 55·4 | 27·6 FK *FPT*121*tAPT*39*t*	55·4	27·3	Trieste Italian 8*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „ 1 „ 3*rd* „)	Oil Engines 2S.C.DA 6Cy.25$\frac{3}{16}$″–45$\frac{11}{16}$″ 1328NHP NDB38–*100lb* Soc.An."Fiat"S.G.M. Turin.	30 ″ 2 s 4 ″ 0¾ 26 ″ 4	
31036 145314 MKPW	**Ribblebank** (*ex*St.Levan) *ss*Bwg.No.3-5,34 *ss*Bkn.No.1-38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	351 235 138	✠100A1 12,39	Bkn	*e*	CL 1,39	1921 3mo	Hepples (1919)Ld. SouthShields *Lloyd*'*sA&CP*	RibbleShippingCo. Ld.(W.J.Ireland, *Mgr.*)	135·0 Q46′B9′F23′ BK7½″	23·3	9·7	Liverpool British 3*BHCem* *FPT*45*t*	C.2Cy.17″&34″–24″ (*s*) 130lb 65RHP 1SB,2*pf*,GS35,HS1120 ShieldsE&DDCo.Ld N.Shl	10 ″ 6 s ″ 6½ 10 ″ 7	
31037 167420 GQKZ	**Ribera** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5559 5104 3337	BS11,41 ✠LMC MS8,38 ~~BS7,40~~ ✠100A1 *with freeboard* ~~10,41~~ ~~1,41~~ 3,42	~~Sws~~ Lon	*b*†	CL	1940 4mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	BoltonSteam ShippingCo.Ld. *CellDB*368 1374*t*	432·2 447·2(O.L.) F33′ FK *FPT*123*t APT*225*t*	58·0	26·8	London British 7*BH Cem* (*Coll to Shdk* 6 „ 2*nd*„)	T.3Cy.25½″,41″&72″–48″(*s*) 220lb FD 516NHP 3SB(Spt),9*cf*,GS168, HS7161 D.Rowan&Co.Ld.Gls.	37 ″ 4 s10 ″ 8¼ 26 ″ 9½	
31038 7103 SGBU	**Ribersborg** (*ex*Segontian) *ss*Sbg.3rdNo.3-3,40 1*Dk*(*pt Irn pt Stl*)&*deep framing* *Cargo battens not fitted*	*1233* *1050* *699*	✠LMC4,40 ✠100A1 8,41 ~~3,40~~	~~Sbg~~ Hbg	*n*	~~6,39~~ 8,41	1901 5mo	W.Harkess &Son Middlesbro' A&CP	RederiA/B Iwar (TuréHillerström, *Mgr*)	224·6 234·0(O.L.) Q82′B56′RFD85′ *Fon*RFD24′ FK *DBa&uE*79′*uB*15′*f*92′	34·0	17·8	Malmo Swedish 4*BHCem* 352*tAPT*24*t*	T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *80lb* 131NHP 1SB,3*cf*,GS59,HS2026 MacColl&Pollock,Sld.	16 ″ 6 s 7 ″ 3 16 ″ 6	
31039 OFCG	**Ribjörn** (*ex*Lovisa-37,*ex* TrueBriton) Iron *ss*Got.2ndNo.3-12,96 *ss*Skm.No.1-02 1*Dk*(*Irn*)2*trB*	1070 — 615	BS8,41 ✠LMC3,40 ✠ 2,06	Bbo	*n*		1881 3mo	Palmers' Co.(Lim.) Newcastle	RederiA/B Ribjörn (O/YKnudsen& LindforsA/B)	231·9 223·9 Q116′B34′H27*t* FK F28′ *DBa*	31·5	16·0	Helsingfrs Finnish 4*BHCem* 60′*f*67′230*t*	C.2Cy.24″&52″–33″ 132NHP 1SB,3*pf*,GS60,HS1827 Palmers'Co.(Lim.)Nwc.	17 ″ 0	V †
31040 EGJO	**Ricardo R.** (*ex*Ricardo,*ex*Concha, *ex*Mudela No. 2) *ss*Bbo.No.3-9,29 *ss*Bcl.No.1-34 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	1542 1424 931	✠ ✠ 4,40 ✠	Bcl	*o*		1916 9mo	Astilleros delNervion Bilbao	Hijo deRamon A.Ramos	230·0 FK *CellDB*191′258*t*	34·6	21·0	Barcelona Spanish 4*BHCem* *APT*36*t*	T.3Cy.16″,26″&44″–33″ 139NHP 2SB,4*cf*,GS79,HS2386 Ross&Duncan,Glasgow	23 ″ 4	
31041	**Ricardo y Enrique** (*ex*Dredger Talcahuano)	497 — 283					1920	Lobnitz& Co.Ld. Renfrew	Ant.Ferro e Hijos Soc.Anon.Lda.	151·0	32·8	11·2	Bns.Aires Argentine	C.2Cy.13″&26″–18″ 29NHP Lobnitz&Co.Ld.Renfrew		
31042 221276	**Richard J. Barnes** TwinSc (*ex*I.L.I.101-36,*ex* InterwaterwaysLine Incorporated101-32) *OilEng.* *ss*N.Yk.No.3-4,33 *ss*N.Yk.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)	1040 956 797	✠ A1 *Self-propelled Barge* 3,41 ~~7,40~~ LMC4,37 LMC(M)3,39 *For service between New York, Chicago & Montreal via Erie & Welland Canals & for coastwise service between Boston, Mass.& Philadelphia, Pa. & to Norfolk, Va., via Chesapeake & Delaware Canals from 1st April to 30th November*	N Yk	*e*	~~5,38~~ ~~10,38~~ 3,41	1921 5mo	McDougall DuluthSBCo. Duluth, Minn A&CP	Erie&StLawrence Corporation	254·0 FK *Side tanks f* 12′23*tFPT*30*t*	36·0	14·0	NewYork Utd.States 9*BHCem* *APT*13*t*	Oil Engines 2S.C.SA 12Cy.10″–12½″ 211NHP NE5,26 Fairbanks MorseCo.Beloit, Wis.	14 ″ 0	
31043 86582 WADH	**Richard J. Reiss** (*ex*GeorgeW. Peavey) *Mchy.Aft* D.F. GyC. 1*Dk*2*trB*	4503 — 3526					1901	American S.B.Co. Lorain,O.	ReissS.S.Co.	430·0	50·0	28·5	Wilmgton (Del.) *WB* Utd.States	Q.4Cy.15″,23¾″,36½″&56″–40″ 198NHP AmericanS.B.Co.		R

1 No. in Book. Official No. Code Letters.	3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
31044 110971 WRCR	**Richard Peck** Ⓟ Steel&Iron TwinSc	2906 — 1819					1892	Harlan& Hollingswrth Wlmngtn Del	SteamerRichard Peck,Inc.	303·3	48·0	17·8	N.Lndn Cn Utd.States	T.6Cy.24″,38″&60″–30″ 394NHP Harlan&HollingsworthCo.		
31045 211287 WTLW	**Richard Trimble** ssClv.No.4-5,38 Mchy.Aft 1Dk(Stl)&Web frames GyC. D.F. Longitudinal framing	7607 7306 5868	✠100A- For Serviceon the Great Lakes 11,39 2,42 ~~BS5,41~~ ✠LMC5,38	Cgo			1913 6mo	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co. CellD BuE&B55′f & in H pr side tanks 479′8549tFPT259tAPT59t	580·0 F51′ FK	58·0	32·0	D'luth,Min Utd.States 4BH	T.3Cy.24″,39″&65″–42″ (s) 170lb 406NH 2SB,6cf,GS132,HS6338 AmericanSBCo.ClevelndO	32″0 s10″10¼ 21″4½	
31046 222849 KJWO	**Richard V. Lindabury** Sub.Sig. D.F. GyC. Mchy.Aft 1Dk pt.Longitudinal framing	7940 — 6213					1923	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	586·3	60·0	28·0	D'luth,Min Utd.States WB	T.3Cy.24½″,$41\frac{1}{16}$″&65″–42″ 274NHP AmericanS.B.Co.Lorain,O		R
31047 LERM	**Richard With** Ⓟ Mchy.Aft 1Dk&Awngdk2trB	905 462 542					1909	Trndhjms Mek.Værks. Trondheim	Vesteraalens Dampskibsselskab	193·2	29·2	13·0	Stokmark-næs WB Norwegian	T.3Cy.17½″,29″&49″–33″ 138NHP TrondhjemsM.V.Trndhm.		N
31048 FPFE	**Richebourg** (exMidas-39, TwinSc exEllaHalm) 1Dk	1042 804 619					1925	F.Schichau Elbing	UnionIndustrielle &Maritime,Soc. Française d'Arm.	221·1 Q66′B53′F23′	33·6	13·4	Dunkirk French WB	T6Cy.11″$18\frac{1}{10}$″&$29\frac{1}{10}$″–$19\frac{7}{10}$″ 75NH F.Schichau,Elbing		V
31049 150828 VGFR	**Richelieu** Ⓟ TwinSc (exNarragansett) 1Dk(Stl)&Web frames Fitted for oil fuel	5528 3539 3096	✠ 4,14	Phl			1913 9mo	Harlan& Hollings-worthCor. Wlmgtn,Del.	CanadaS.S.Lines, Ld.	322·9 BK8″ Cell DBa44′ uE&B114′f86′522t	48·2	19·1	Montreal British 7BHCem	T.8Cy.(2)23½″,(2)37½″& (4)42″–36″ 754NHP 6SB,12cf,GS264,HS12417 Harlan&HollingswrthCor.	21″6	C †
31050 225570 KLHU	**Richlube** OilEng. Mchy.Aft 1Dk Carrying Petroleum in bulk	609 — 390					1926	Bethlehem S.B.Corp.Ld. SanFrancisco	RichfieldOil Corporation	180·5	32·0	14·0	L.Angeles Utd.States	Oil Engines connected to ElectricMotor&Sc.Shaft 4S.C.SA 6Cy.11½″–15″ 78NHP AtlasImperialEngineCo.		
31051 211443 WOCF	**Richmond** 3Mst ssS.Fo.No.3-1,26 D.F. GyC. ssS.Fo.No.1-30 Sub.Sig. Fitted for oil fuel Mchy.Aft 2Dks&Web frames Longitudinal framing Carrying Petroleum in bulk	6190 — 3736	✠ ... 6,32 ✠				1913 9mo	ForeRiver S.B.Co. Quincy,Mass.	StandardOilCo.of California	419·4 P101′B34′F43′ FK	54·2	31·2	S.Frncisco Utd.States WB	Q4Cy23″,32¾″,49″&71½″–51″ 512NHP ForeRiverS.B.Co.Quincy	31″6	R †
31052 20637 KMWU	— (exRamona-33, exTransford,exMontauk, exQueenCaroline) 1Dk GyC.	893 — 487					1902	Baltimore S.B.&D.D.Co Baltimore	BuxtonLines,Inc.	193·0	30·1	11·2	Norfolk, Va. Utd. States	T.3Cy.16″,25″&42″–36″ MarylandS.B.Co. 106NHP Baltimore,Md.		
31053 167169 GRGB	**Richmond Castle** OilEng. D.F. 4Dks Ref.Mchy. CruiserStern	7798 6963 4728	✠100A1 11,41 ~~6,41~~ ✠LMC2,39	~~Gls~~ Gal	d† $2\frac{3}{16}$	CL	1939 2mo	Harland& Wolff,Ld. Belfast Lloyd's A&CP CellDB335′114tTanks at sides of tunnel45′326tFPT46tAPT126t	Union-CastleMail SteamshipCo.Ld. Duct keel forward of mchy.space	457·4 474·2(O.L.) B121′F48′ FK	63·3	34·3	London British 7BHptCem	Oil Engines 2S.C.DA 8Cy.$24\frac{7}{16}$″–55⅛″ 1643NHP DB100lb Harland&Wolff,Ld.Bel.	37″0 s8″0¼ 29″2¼	
31054 168042 GMKJ	**Richmond Hill** D.F. 2Dks CruiserStern Longitudinal framing at bottom&at decks Locked steel hatches "Arcform"	7579 7173 5586	✠100A1 withfreeboard 5,41 ✠LMC11,40 Fitted for oil fuel11,40 F.P. above 150° F.	Gls	a† 2	CL	1940 11mo	Bartram& Sons,Ld. Sunderland Lloyd's A&CP	PutneyHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld.Mgrs.) 4 Divisional WTBHs in'tween dks 1 Intermediate BH dispensed with CellDB351′1095tFPT159tAPT314t	421·2 434·2(O.L.) FK	60·5	35·8	London British 6BHptCem (Coll to W dk 5 ,, 2nd ,,)	T.3Cy.24″,39″&68″–48″ (s) 220lb Rht 518NHP 2SB(Spt),1Aux.SB,8cf, HS7662 FD N.E.MarineEng.Co.(1938) Ld.Sld.	38″3 s10″3 28″2½	
31055 155286	**Rideaulite** 1Dk(Stl) Mchy.Aft Fitted for oil fuel Longitudinal framing at bottom & at deck Carrying Petroleum in bulk	716 627 343	✠ ... 8,36 ✠	Hfx			1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil.Ld., MarineDepartment (H.J. Rahlves,Mgr.) Centre line bulkhead non-oiltight CellDBuE18′24tAPT3t	175·0 FK	35·2	12·9	Montreal British 7BHptCem ptAsp	T.3Cy 13½″,22″&37″–27″ 106NHP 1SB,3cf,HS2028 N.E.MarineEngCoLd.Nwc	13″0 s 2″3 10″10½	
31056 206 YLFV	**Riga** (exThyraS.-36) 1Dk	1207 923 702					1914	Kjöbnhvns Flydk.&Skbs Copenhagen	JohnC.Helmsing (Helmsing& Grimm,Mgrs.)	235·4 P13′Q69′B98′F29′	36·2	13·7	Riga Latvian WB	T.3Cy.15″,24″&40″–27″ 83NHP Kjbnhavns.Flydk.&Skbsv.		C
31057	— (exNordhild-34, exGeysir,exPetrineHansen, exNyköbing) 1Dk	749 601 426					1906	Helsingörs Jernsk&Msk. Elsinore	M.Utow	201·2 Q71′B84′F23′	31·6	11·3	Tallinn Estonian WB	T.3Cy.15″,24″&40″–27″ 83NHP HelsingörsJernsk.&Mskb.		V
31058 DDTB	— (exStella-38) Sub.Sig. 1Dk	655 482 333					1920	Wft.Nobis-krugG.m.b.H Rendsburg	LübeckLinieA.G.	180·4 Q50′B48′F21′	29·6	10·8	Lübeck German WB	T.3Cy.14⅕″,22⅘″&37⅖″–23⅗″ Ottensener 68NHP Msch.G.m.b.H.Altona		G
31059 145353 MKRZ	**Rigdin** (exIngrid) WoodAux3Mst OilEng. (See Sailing Ship Register)	388 347 294					1907	E.Soder-ström Geta	MissA.Stephens	141·2	29·9	13·2	S'thamptn British	Oil Engines 2S.C.SA 4Cy.$14\frac{3}{16}$″–15⅜″ 65RHP Emade20 TurhamMachinefbrk.Cpn.		
31060 LCVY	**Rigel** TwinSc OilEng. E.S.D. ssRot.No.3-10,37 2Dks(Stl)&Shelter dk(Stl)	3828 3416 2298	✠100A1 Shelter dk withfreeboard 12,38 ✠LMC CS10,37 10,37 (SEE FOOTNOTE *)	Bgn	x	OG 9,37	1924 8mo	Akt.Bur-meistr&Wain Copenhagen Lloyd's A&CP CellDB329′1086tTank between tunnels98tFPT54tAPT68t	DetBergenske Dampskibsselskab (DenNorskeSyd- AmerikaLinje)	367·5 FK	51·5	22·6	Bergen Norwegian ptCem CollisionBHto S dk 5 ,, ,, U ,,	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$″–35⅜″ 450NHP Akt.Burmeistr&Wain,Cpn	25″6 s2″3¾ 23″3¼	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
31061 ~~831~~ ~~OHPX~~ 4427 SKNA	**Rigel** (*ex*Nordland) ~~ssGot.2ndNo.3-7,30~~ *ss*Osc.3rdNo.3-7,41 ~~ssOsc.No.2-38~~ 1*Dk*(*Stl*)*deep framing& Web frames* *Cargo battens not fitted*	3779 — 2350	✠100A1 *Turret dk* ~~7,41~~ ~~7,40~~ 1,42 ✠LMC1,42 ~~MS5,38~~ ~~BS11,38~~ ~~NO LATER SURVEY REPORTED~~	Osc	*v*	CL ~~4,39~~ ~~6,41~~ 12,41	1905 6mo *Lloyd*	Wm.Doxford&SonsLd Sunderland *'sA&CP*	~~E.Eriksen~~ Rederi A/B Iris (S.Abrahamsen, *Mgr.*) *Cell*	362·8|48·2|29·6 350·5 23·4 P23'H80*t*F29' FK *DBa*82'*uE*24'*f*170'	Stockholm Swedish 6*BHCem* 754*tAPT*14*t*	T.3Cy.24½",40½"&67"-45"(*s*) 180lb 409NHP 3SB,9*cf*,GS177,HS7474 Wm.Doxford&Sons,Ld.Sld	26 ″ 0 s 11 ″ 1 22 ″ 1	
31062 792 OFAP	— *ss*AboNo.1-40 D.F. 1*Dk& Shelter dk* *Strengthened for Navigation in Ice*	1477 1142 713	✠100A1 *withfreeboard* 11,40 ✠LMC11,40 No later survey reported	Åbo	*r*	OG 10,40	1937 2mo *Lloyd*	A/B Crichton-VulcanO/Y Åbo *'sA&CP*	FinskaÅngf.A/B *CellDB*219'380*t* *FPT*22*t*	273·6|39·3|15·4 255·7 F19' FK *APT*27*t*	Helsingfrs Finnish 4*BHCem* (*Coll to Sh dk* 3 „ *2nd* „)	C.4Cy(2)15"&(2)32¼"-32¼" 213lb (*s*) 189NHP 2SB(Spt)6*cf*,GS108,HS3508 A/B Crichton-VulcanO/Y	17 ″ 9 s ″ 2¼ 17 ″ 7½	
31063 8117 SLAO	— *ss*Lkr.No.1-42 *OilEng.* D.F. 1*Dk* *Mchy.Aft CruiserStern* *Strengthened for Navigation in Ice*	972 714 466	✠100A1 4,42 ~~6,40~~ DBS2,42 ~~DBS6,40~~ ✠LMC6,40 *Carrying Petroleum in bulk*	~~Mme~~ Lkr	*l*	CL ~~5,39~~ 1,42	1936 11mo *Lloyd*	Deutsche WerftAG Bet Reihstgwrft Hamburg *'sA&CP*	TrelleborgsÅngf. NyaAktieb. (J.Malmros,*Mgr.*) *CellD*	205·0|32·3|15·1 209·8(O.L.) P54'F29' *Trunk*115' FK *BuE*22'20*t FPT*39*t*	Trelleborg Swedish 11*BHptCem* *APT*43*t*	Oil Engines 4S.C.SA 8Cy.14⅜"-19$\frac{11}{16}$" 161NHP DB*100lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	15 ″ 0 s1 ″ 1⅞ 14 ″ 0	
31064 LDSJ	**Rigmor** TwinSc *CarryingPetroleum in bulk* *Oil Eng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	6305 5537 3850					1931	Götaverken A/B Gothenburg	Waages Tankrederi (A/S J.Stenersen, *Mgr.*)	408·3|55·3|32·3 P216*t*H377*t*F71*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP GötaverkenA/B,Got.		N
31065 PHFQ	**Rijn** *ss*Rot No.3-4,29 *ss*Rot.No.2-38 1*Dk*(*Stl*)	1969 1753 1159	✠100A1 6,39 ✠LMC MS5,38 BS8,39 (SEE FOOT NOTE *)	Rot		CL 4,38	1916 9mo A&CP	A.Vuijk&Zonen Capelle a/d Ysel	N.V.Houtvaart (Vinke&Co. *Mgrs.*) *CellDB*244'5	281·3|40·3|19·1 P23'B70'F24' FK 75*tFPT*81*tAPT*41*t*	Rottrdam Dutch 4*BHptCem* *ptAsp*	T.3Cy.21",34½"&57"-36" (*s*) 190lb 225NHP 2SB,6*cf*,GS104,HS3560 ArnhemscheStm.Maats.	21 ″ 4 s 3 ″ 0¼ 18 ″ 6	
31066	— (*ex*Rhein-40,*ex*Breezand-37) *OilEng.* 1*Dk*	301 240 234					1930	N.V Noord Nederlndsch. Schpswerven Groningen	L.Davids	157·6|21·6| 7·8 Q33'	Delfzijl Dutch	Oil Engines 2S.C.SA 3Cy.9$\frac{7}{16}$"-14$\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		V
31067 OUIF	**Rikke** (*ex*LauraMærsk-37, *ex*Belgien) D.F. 1*Dk*	1432 1172 873					1907	Howaldtswerke Kiel	Dampskibsslsk af 1937A|S(Ove Skou,*Mgr.*)	241·2|36·1|16·5 P12'Q73'B105'F29'	Copnhagn Danish *WB*	T3Cy.16¾",26$\frac{9}{16}$"&42½"-29½" 96NHP Howaldtswerke,Kiel		V
31068 44240 JDAM	**Rikko Maru** (*ex*Corabank-37) *OilEng.* 2*Dks*(*Stl*)*Webframes* *Mchy.Aft Longitudinal framing* *CarryingPetroleum in bulk*	9181 — 7143	✠ 12,37 ✠	Sng	*d*†		1932 8mo	Workman, Clark(1928) Ld. Belfast	NipponSekiyu K.K. *CellDBuE*73'226*t*	477·0|63·8|35·6 P103'B33'F40' FK *DTf*36'496*t* *FPT*207*tAPT*39*t*	Tokyo Japanese 18*BHptCem* (10 *to U dk* 8 „ *2nd*„)	Oil Engines 2S.C.SA 8Cy.26¾"-47¼" 997NHP Workman,Clark(1928)Ld.	35 ″ 4	C †
31069 161597 GYXK	**Riley** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41* (*W.E.*)	4993 4627 3061	✠100A1 *withfreeboard* 5,41 Examined 5,41 DBS9,40 ✠LMC7,36 ✠LMC(M)7,38	Lth	*a*† 2	CL 9,39	1936 7mo *Lloyd*	Wm.Doxford&SonsLd Sunderland *'sA&CP*	TheWhalton ShippingCo.Ld. (Stephens,Sutton, Ld.*Mgrs.*) *CellDB*346'1174*t*	423·5|54·2|26·1 438·7(O.L.) FK *MT*1236*tAPT*177*t*	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	37 ″ 3 s10″11½ 26 ″ 6	
31070 LEBI	**Rimac** (*ex*Havmöy-34,*ex*Frank) *Mchy.Aft* 1*Dk*	942 627 460					1919	Porsgrund Mek.Værks. Porsgrunn	A/S Mairo(Anders Smith,*Mgr.*)	202·0|32·1|12·0 P119*t*Q70*t*B21*t* H37*t*F26'	Arendal Norwegian *WB*	T.3Cy.14",23"&38"-27" 75NHP PorsgrundM.V.Porsgrunn		N
31071 170141 VCFW	**Rimouski** Ⓟ *OilEng.* 1*Dk* *CruiserStern* *Electrically welded* *Strengthened for navigation in ice*	348 186 190	✠100A1 *withfreeboard* ~~5,41~~ ~~6,40~~ 11,41 ✠LMC8,39 *For service on the River St. Lawrence* *& in the Gulf of St. Lawrence*	Mtl	*d*	CL 11,41	1939 8mo *Lloyd*	Marine Industries,Ld Sorel,P.Q. *'sA&CP*	LaCie.deTransport duBas St.Laurent,Ltée. *DTf*5'19*tFPT*23*t*	115·3|26·0| 9·0 27·7 118·3(O.L.) FK P&B60'F23' *APT*29*t*	Montreal British 6*BH*	Oil Engines 2S.C.SA 5Cy.9$\frac{13}{16}$"-13" 85NHP SulzerBros.Ld.Winterthur	9 ″ 6 s 2 ″ 11 6 ″ 7½	
31072 145517 GFBJ	**Rimutaka** Ⓟ TwinSc (*ex*Mongolia-38) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*(*Stl-Uptws*) D.F. *Shelter&Shade dks*(*Stl*-teak s) E.S.D.	16576 11944 10009	✠ 8,24 ✠ ✠Lloyd'sRMC~~6,41~~ ~~10,41~~ 4,42	Syd	*l* †		1923 4mo	Armstrong Whitworth &Co.Ld. Newcastle	P.&O.Stm.Nav.Co. *CellDB*476'2273*t* *tunnels*44*tTanks*	551·6|72·0|38·5 *Prom dk*368'F54' *on Shade dk* FK 10 *Tank at after end of* (*cr.&sides*)*fore end*	Plymouth British *Cem* *BH to Sh dk* *of tunnels*20	6 steam turbines DR geared to 2 sc. shafts HS32490 2567NHP 3D&4SB,40*cf*,GS900, ArmstrongWhitworth &Co.Ld.Nwc. 5*tFPT*136*tAPT*200*t*	42 ″ 3	BT till 10,41 ~~2,42~~ 11,42
31073 1689 ICEM	**Rina Corrado** (*ex*RiverDelaware, *ex*Venusia, *ss*Phl.No.3-7,30 *ex*WarSnake) 2*Dks*(*Stl*) D.F.	5180 4798 3125	✠ ... 3,35 ✠	Ant	*y*		1918 8mo	Harland& Wolff,Ld. Belfast	"Corrado"Soc. Anon.diNav. *CellDB*	413·1|52·3|28·4 400·4 P49'B113'F40' FK 345'1123*t FPT*122*t*	Genoa Italian 7*BHptCem* *APT*181*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 Harland&Wolff,Ld.Bel.	31 ″ 0	I †
31074 2249 IMSP	**Rina Croce** (*ex*Apuania-39, 3Mst *ex*Esterina-39, *ss*Goo.3rdNo.3-12,19 *ex*Bianchina-33, *ss*Sws.No.1-23 *ex*Southwark) *Mchy.Aft Well deck* 1*Dk*	569 460 331	✠ ... 7,28 ✠				1889 2mo	Schlesingr. Davis&Co. Newcastle	F.ItaloCroce	173·6|30·2|11·7 167·8 Q86'B13'F22' FK	Genoa Italian *WB*	T.3Cy.14",23"&39"-27" 75NHP E.Scott&Co.Newcastle	14 ″ 0	I †
31075 7359 SERN	**Ring** Sub.Sig D.F. 1*Dk&Shelter dk*	*1343* *1026* *622*					1927	Akt.Finnboda Varv Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	263·9|37·2|14·2	Stockholm Swedish *WB*	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskb.		VI
31076 LCNF	**Ringar** (*ex*Handicap-37) TwinSc *OilEng.* 1*Dk&Shelter dk*	5013 4565 3028					1921	Rosenberg Mek.Værks. Stavanger	RingdalsRederi A/S(OlavRingdal, *Mgr.*)	415·3|54·7|25·4 F35'	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.23$\frac{5}{16}$"-41⅓" 774NHP SülzerFrères,Winterthur		N

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dateof B.ofTradeCert.
31077 LERP	**Ringen** TwinMstAmidships (*ex*S.E.Calvert,*ex*Loosedrecht) *ss*Nwc.No.3–2,29 *ss*Osl.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1499 1059 755	✠100A1 11,41 ~~6,41~~ Examined 1,42 BS~~7,40~~ 7,41 ✠LMC12,37	~~Off~~ Gmh	*o*	OG ~~12,37~~ 11,41	1917 5mo	NV Burgerhout'sMchfb. &Scheepswft Rotterdam A&CP	EkerholtsRederi A/S(B.Ekerholt, *Mgr.*) *CellDBuB*25'*f*159'3	235·6 *26tMT*10'184*tFPT*	36·1	15·4 — FK	Oslo Norwegian 5*BHCem* 80*tAPT*65*t*	T.3Cy.19½",32¼"&52"–35⅜" 180lb (*s*) 209NHP 2SB,6*cf*,GS116,HS3710 Burgherhout'sMchFabRot	17〃10 s4〃9¾ 17〃2½	
31078 LCZU	**Ringstad** (*ex*Vigilant–40, *ex*Talisman–37) TwinSc *OilEng.* *Ref.Mchy.* *ss*N.Yk.No.3–11,35 *ss*Got.No.1–40 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4765 4263 2833	✠100A1 *Shelter dk* *withfreeboard* 3,41 DBS9,41 ~~DBS1,40~~ ✠LMC1,40 ✠Lloyd'sRMC8,40	St.J.	*z*	CL 12,40	1923 4mo	Deutsche WerftA.G. Hamburg A&CP *CellDB*	SkibsA/S Gdynia O.Ringdal,*Mgr.*) 338'1052*t* *DTa between tunn*	400·6 416·0(O.L.) F38'*on Shelterdk* *els* 90'186*t DTs a at*	54·2	26·3 FK (	Oslo Norwegian 7*BHptCem* *Coll to Sh dk* 6 „ *U* „) *tunnel sides*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP DB*100lb* AlgemeineElec.Ges.Berlin 18'106*tFPT*81*tAPT*88*t*	28〃10 s3〃5½ 25〃7½	
31079 149629 MNQS	**Ringwood** TwinSc *CruiserStern* 1*Dk*	755 626 304					1926	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·7 B90'F37'	33·6	14·2	S'thamptn British *WB*	T.6Cy.15",25"&41"–24" 165NHP D.&W.Henderson&Co.Ld.		
31080 246 SVUK	**Rinos** (*ex*Ullstad–36,*ex*Westcliff) *ss*Osl.No.3–6,30 *ss*Ant.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween dks*	4649 4504 2890	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~ ~~8,40~~ 4,42 ✠LMC MS5,38 BS9,40	~~Lis~~ ~~Lis~~ Gls	*w*	CL ~~5,38~~ 3,42 *Lloyd*	1919 3mo	J.Priestman&Co. Sunderland '*sA&CP*	M.A.Embiricos *CellDB*298'834	350·0 *tFPT*110*tAPT*97*t*	50·8	31·5 FK *Coll*	Andros Greek *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.25",41"&67"–45" (*s*) 180lb 384NHP 3SB,9*pf*,GS129,HS5364 FD G.Clark,Ld.Sunderland	34〃0 s9〃2½ 25〃0	
31081 6788 SLIA	**Rio** (*ex*Oljaren–41) TwinSc *OilEng.* *Mchy.Aft* *ss*Got.No.3–12,37 D.F. 1*Dk*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing*	5468 4767 3037	✠100A1 4,41 ~~11,39~~ DBS11,39 ✠LMC12,37 *CarryingPetroleum in bulk*	Got	*y*	OG ~~s12,37~~ ~~p11,30~~ 4,41 *Lloyd*	1922 6mo	Aktieb. Götaverken Gothenburg '*sA&CP*	RederiA/B Rio (O.H.W.Dalman, *Mgr.*) *CellDBu*	389·7 P103'F43' E59' 232*t FPT*173*t*	54·9	29·7 FK	Kungsbka Swedish 11*BHptAsp* *APT*458*t*	Oil Engines 4.S.C.SA 12Cy.23$\frac{13}{16}$"–35$\frac{7}{16}$" 629NHP 3DB–*80lb* (*Stbd.Upr.*DB*new*35) AktiebGötaverken,Got.	30〃0 s4〃11½ 25〃2¼	
31082 146122 GJBK	**Rio Azul** *ss*Shl.No.3–6,34 *ss*Bly.No.1–39 D.F. 1*Dk*(*Stl*)&*Web frames* *Corrugatedsides*	4088 3844 2513	✠100A1 5,41 BS8,40 ✠LMC6,39	Shl	*x*	CL 5,41 *Lloyd*	1921 7mo	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	ThompsonSteamshippingCo.Ld. *CellD*	363·1 376·3(O.L.) P30'B219'F37' *B*314' 920*t FPT*81*t*	53·2	26·3 FK	London British 6*BHCem* *APT*105*t*	T.3Cy.27",43"&72"–48" (*s*) 180lb FD 474NHP 3SB(Spt)9*cf*,GS141,HS6792 N.E.MarineEng.Co.Ld.Sld	28〃9 s4〃0¼ 24〃11	
31083 146514 GFXB	**Rio Blanco** *ss*Shl.No.3–11,34 *ss*Shl.No.1–38 D.F. 1*Dk*(*Stl*)&*Web frames* *Corrugated sides*	4086 3844 2511	✠100A1 6,41 BS3,41 ✠LMC7,38	Shl	*x*	CL 6,41 *Lloyd*	1922 2mo	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	ThompsonSteamshippingCo.Ld. *CellD*	363·1 P30'B219'F37' *B*314' 920*t FPT*81*t*	53·2	26·3 FK	London British 6*BHCem* *APT*105*t*	T.3Cy.25",43"&72"–48" (*s*) 180lb FD 474NHP 3SB(Spt)9*cf*,GS141,HS6792 N.E.MarineEng.Co.Ld.Sld	28〃9 s4〃0¼ 24〃11	
31084	**Rio Branco** (*ex*Southfolk–40, *ex*Scantic–36) 2*Dks*&*Shelter dk* D.F. *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. *Web frames*	4925 — 3084	✠ … 6,20 ✠				1919 6mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0	54·2	27·6 FK	R.Janeiro Brazilian *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32〃0	R †
31085 LJHY	— (*ex*BocaRaton–36, *ex*Marie-Horn–35) *OilEng.* *ss*Gls.No.3–5,35 *ss*N.Yk.No.1–39 *Cruiser Stern* 2*Dks*	3210 2732 1858	100A1 *withfreeboard* ~~11,41~~ ~~1,41~~ 5,42 DBS11,41 LMC CS11,39 ~~DBS2,40~~ 2,41 *Carrying vegetable oil in deep tank in bridge 'tween decks*	~~NYk~~ Bry	*u*	CL ~~9,38~~ 10,41 *Lloyd*	1925	Frd.Krupp Act.Ges. Kiel '*sA&CP*	A/S Sobral (ÖivindLorentzen, *Mgr.*) *Cel* *Deep*	306·7 P25'B99'F22' *lDB*256'719*tFPT*6 *tank in bridge 'twee*	47·7	23·5 FK	Oslo Norwegian 5*BHptCem* 0*tAPT*36*t* *n decks* 24'2	Oil Engines 2S.C.SA 4Cy.25$\frac{9}{16}$"–51$\frac{3}{16}$" 454NHP *60lb* Frd.KruppA.G.Kiel 46*t*	25〃11 s4〃8¼ 21〃3¾	
31086	**Rio de Janeiro** Ⓟ D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy* *CruiserStern* 2*Dks* *ptLongitudinal framing* *ptElec.welded*	12500 — 9000					1941	SunS.B.& DryDockCo Chester,Pa.	Moore-McCormack Lines,Inc.	470·0	69·7	38·1	New York Utd.States *WB*	Oil Engines 2S.C.SA 12Cy.21"–60" 900NHP SunSB&DD.Co.ChesterPa.		
31087 35928 JISC	**Rio de Janeiro Maru** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* Sub.Sig *ss*Osa.No.2–38 GyC. *CruiserStern* 3*Dks*(*Stl-Weather dk* ws)	9627 7975 5829	✠100A1 *withfreeboard* 5,40 DBS5,40 ✠LMC5,40 ✠Lloyd'sRMC5,40	Kob	*e*†	CL 6,38 *Lloyd*	1930 5mo	Mitsubishi ZosenKaisha Ld. Nagasaki '*sA&CP*	OsakaSyosenK.K. *CellDB*375'1449*t*	461·2 B80'F51' *Tanks in way of tu*	62·0	39·5 FK	Osaka Japanese 7*BH* *nnels* 340*t F*	Oil Engines 2S.C.SA 12Cy.26¾"–39⅜" 1503NHP DB*120lb* MitsubishiZosenKaisha,Ld *PT*144*tAPT*119*t*	39〃6 s13〃11½ 26〃0	
31088	**Rio de la Plata** Ⓟ D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks* *ptLongitudinal framing* *ptElec.welded*	12500 — 9000					1941	SunS.B.& DryDockCo. Chester,Pa.	Moore-McCormack Lines,Inc.	470·0	69·7	38·1	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 12Cy.21"–60" 900NHP SunSB&DD.Co.ChesterPa		
31089 EAON	**Rio Francoli** (*ex*Florinda) *ss*Val.2ndNo.3–4,34 *ss*Bbo.No.1–38 2*Dks*(*Stl*)	2337 1898 1458	100A1 4,41 ~~11,40~~ BS11,40 LMC7,38	Bbo	*s*	CL ~~7,38~~ 4,41 *Lloyd*	1909	Swan.Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	Cia.Trasmediterranea *CellDBa*84'*uE*18'	290·0 P28'B70'F32' *f*130'470*t FPT*35*t*	42·0	20·7 FK	Barcelona Spanish 5*BHCem* *APT*20*t*	T.3Cy.22",35"&58"–39" (*r*) 180lb *110lb* 217NHP 2SB,6*cf*,GS104,HS3206 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23〃0 s3〃9½ 19〃6	
31090 DJZN	**Rio Grande** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk*	6062 5142 3464					1939	Howaldtswerke A.G. Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	446·5 P30'B&F406' *Upper*F31'	61·3	23·8	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.25$\frac{5}{16}$"–47¼" 909NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
31091 LOIJ	— TwinSc (*ex*AreneraTraverso eHijos–36, *ex*AnitaIpland–28,*ex*Horst 1*Dk* Ipland, *Fitted for oil fuel* *ex*Franqueville,*ex*Forgeron) *Mchy.Aft*	687 — 343					1920	Ch.&Atel. deProvence Port deBouc	J.Traverso&Hijos	229·6 *P*72'F31'	34·1	14·8	Bns.Aires Argentine *WB*	T.6Cy12⅔",19$\frac{7}{10}$"&32½"–16½" 81NHP Forg.&Ch.de laMédit.Msl.		

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
31092	**Rio Hudson** Ⓟ OilEng. D.F. E.S.D. GyC. 2Dks Ref.Mchy. pt Longitudinal framing Cruiser Stern pt Elec.welded	9700 —					1940	SunS.B.& DryDockCo. Chester,Pa.	Moore-McCormack Lines,Inc.	470·0	69·7	38·1	NewYork Utd. States WB	Oil Engines 2S.C.SA 12Cy.21″–60″ 900NHP SunSB&DDCo.Chester,Pa		
31093	**Rio Limay** 2Dks Fitted for oil fuel	709 — 264					1924	S.A.Vir- ginioTravrso &Figli Finalmarina	JeronimoFalcon ySamuelCalvo	184·7 P43′B60′F20′	33·9	16·5	Bns.Aires Argentine WB	T.3Cy.$18\frac{1}{2}$″,$25\frac{3}{16}$″&$41\frac{3}{4}$″–$29\frac{1}{2}$ 95NHP G.Fossati&Co.Sestri Ponente		V
31094 EGJR	**Rio Miera** (exMartinezRivas, exFransBorremans) Mchy.Aft 1Dk	746 532 411					1920	T.van Duijvendijk Lekkerkerk	NavieraMontañesa S.A.(FernandoM. Pereda,Mgr.)	179·7 Q106′B11′F24′	28·8	12·2	Santander Spanish WB	T.3Cy.15″,25″&40″–24″ 78NHP Mchfbk.Bolnes,Bolnes		N
31095	**Rio Negro** 2Dks Mchy.Aft Fitted for oil fuel	467 — 179					1906	Soc.Co-op. diProduzione Samprdarena	Soc.Mercantil ColectivaSan Martin yCia.	167·0 P7′B165′F13′	31·4	14·7	Bns.Aires Argentine WB	T.3Cy.$14\frac{1}{2}$″,$21\frac{5}{8}$″&$35\frac{4}{5}$″–$21\frac{1}{4}$″ 60NHP Soc.Co-op.diProduzione		
31096 LJJH	**Rio Novo** 1Dk&Shelter dk Fitted for oil fuel	2490 2226 1427					1937	SirJ.Priest- man&Co. Sunderland	A/S Sobral (OivindLorentzen, Mgr.)	311·4	47·0	19·4	Oslo Norwegian WB	T.3Cy.$20\frac{1}{2}$″,$35\frac{1}{2}$″&61″–42″ 241NHP G.Clark,Ld.Sunderland		N
31097	**Rio Parana** Ⓟ OilEng. D.F. E.S.D. GyC. 2Dks Ref.Mchy. pt Longitudinal framing Cruiser Stern pt Elec. welded	9700 —					1940	SunS.B.& DryDockCo. Chester,Pa.	Moore-McCormack Lines,Inc.	470·0	69·7	38·1	NewYork Utd. States WB	Oil Engines 2S.C.SA 12Cy.21″–60″ 900NHP SunSB&DD.Co.ChesterPa		
31098 LJIZ	**Rio Verde** (exShoreham-37, exTheresetHorn-34) OilEng. ssHam.No.3-9,34 ssGot.No.1-38 CruiserStern 2Dks	3223 2747 1865	100A1 with freeboard ~~5,41~~ ~~6,40~~ 2,42 LMC CS11,39 DBS~~4,40~~5,41 10,38 Carrying vegetable oil in deep tank in bridge 'tween decks	~~Bal~~ Liv	u	CL 10,38	1924 Lloyd's A&CP	Frd.Krupp Act.Ges. Kiel	A/S Sobral (ÖivindLorentzen, Mgr.) Cell	306·7 P25′B98′F23′ FK DB248′652t FPT58 Deep tank in bridge 'tween	47·7	23·5	Oslo Norwegian 5BHCem t APT48t decks24′250t	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$″–$39\frac{3}{8}$″ 381NHP DB70lb Frd.KruppA.G.Kiel	25 ″ 11 s4 ″ $8\frac{1}{4}$ 21 ″ $3\frac{3}{4}$	
31099 1301 CBRV	— ssP.Ar.No.3-5,41 (exRioNeuquen-36,ex ~~ssB.As.No.3-2,36~~ JollyJohn,exSalcombeRegis) 1Dk(Stl) Mchy.Aft Well deck	611 — 278	✠100A1 5,41 ~~2,36~~ 5,41 ~~BS9,39~~ ✠LMC2,36	~~BAs~~ PAr	h	CL ~~9,29~~ 5,41	1921 5mo Lloyd's A&CP	J.Cham- bers,Ld. Lowestoft	Cia.Chilena de Nav.Interoceanica (H.R.Samsing, Mgr.) Cell	167·9 Q108′F24′ FK DBf99′138t FPT	26·5	10·4	PntaArnas Chilian 3BHCem 45t APT30t	T.3Cy.14″,23″&38″–27″ (s) 180lb 100lb 96NHP 1SB,3pf,GS51,HS1666 Yeaman&Baggesen,Dun.	12 ″ 7	
31100 LOIJ	**Riogrande** (exTivy-35, exFoldenfjord, ssSea.No.1-25 exRemus) 1Dk&Shelter dk Fitted for oil fuel	4554 4302 2903	✠ ... 10,27 ✠				1921 8mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	350·0 F52t H150t on Shelter dk FK	50·2	32·6	Bns.Aires Argentine WB	T.3Cy.25″,41″&67″–45″ 363NHP ClydeS.B.&E.Co.Ld.P.Gl.	35 ″ 0	N †
31101 UOVZ	**Rion** OilEng. Ref.Mchy. 2Dks	3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·3 B89′F29′	48·6	22·6	Vladvostk Russian WB	Oil Engines 2S.C.SA 6Cy.$23\frac{5}{8}$″–$39\frac{3}{8}$″ 587NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
31102	**Rip** Steel&IronTwinSc (exNaval VesselPaluma) Mchy.Aft 1Dk	365					1884	Armstrong Whitworth &Co.Ld. Newcastle	The Victorian Government (Department of Ports&Harbours)	125·0 P32′	25·0	11·0	Melbourne British	C.4Cy.15″&26″–14″ 42NHP ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.		
31103 161599 GZGN	**Ripley** OilEng. D.F. 1Dk&Shelter dk CruiserStern	4997 4627 3063	✠100A1 with freeboard 4,42 ~~2,41~~ 10,41 Examined 1,42 Hul DBS2,41 ✠LMC12,36 ✠LMC(M)2,39 Carrying Vegetable oil in deep tank	~~Gls~~ ~~CTn~~ Liv	a† 2	CL 9,39	1936 12mo Lloyd's A&CP	Wm.Dox- ford&Sons,Ld Sunderland	SouthAmerican SaintLine,Ld. (B.&S.Shipping Co.Ld.Mgrs.) Cell DB346′1174t	423·3 439·5(O.L.) FK (MT1236t APT177t	54·2	26·1	Newport, Mon. British 7BHptCem Coll to Shdk 6 „ 2nd „)	Oil Engines 2S.C.SA 3Cy.$20\frac{1}{2}$″–$81\frac{7}{8}$″ 388NHP 2DB120lb Wm.Doxford&SonsLd.Sld	28 ″ 8 s3 ″ $4\frac{1}{2}$ 25 ″ 6	
31104 168010 GLVL	**Risaldar** 2Dks CruiserStern	5407 4931 3184	✠100A1 12,41 ~~12,40~~ ✠LMC10,40	~~Cal~~ Bom	z	CL	1940 10mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	AsiaticSteamNav. Co.Ld. Cell DB	409·5 425·0(O.L.) P40′B117′F38′ FK 355′1197t FPT111t	53·9	28·7	London British 7BHCem APT79t	T.3Cy.$24\frac{1}{2}$″,41″&70″–48″ 230lb (s) 524NHP 3SB,9cf,GS164,HS7425 FD Rankin&BlackmoreLdGrk	31 ″ 3 s6 ″ $0\frac{1}{2}$ 25 ″ 5	
31105 LJNV	**Risöy** (exHorsia-37,exHeljo-34, exKenrhos,ex ssOsl.No.3-1,39 Kilfinny) 1Dk(Stl) Cargo battens not fitted	793 667 399	✠100A1 10,41 ~~1,41~~ ✠LMC MS1,39 BS~~9,40~~10,41	Sws	l	CL 1,39	1918 11mo Lloyd's A&CP	Cochrane &Sons,Ld. Selby	A/S Risöy (O.Nordahl Saanum,Mgr.)	213·6 220·1(O.L.) B44′F27′ len20 FK Cell DBuE26′ 20t	30·0	15·3	Mandal Norwegian 5BHptCem DTf42′ 100t	T.3Cy.16″,26″&44″–26″ (s) 200lb 100lb NDB20 116NHP 1SB,3cf,GS51,HS1825 MacColl&Pollock,Ld.Sld.	16 ″ 5 s1 ″ $11\frac{3}{4}$ 14 ″ 6	
31106 29831 JPWA	**Rissyun Maru** (exRisshunMaru-39, exIdaMaru-36, ssKob.2ndNo.3-5,24 exIda,exPulawski, ssKob.No.3-9,36 exIda) 1Dk(Stl)&Spardk(Stl-pt ws)& deep framing	4441 4077 2757	✠ ... 3,40 ✠	Kob	x		1906 6mo	Russell& Co. Pt.Glasgow	KusakabeKisen K.K. Cell DB318′1010t	370·3 P36′B108′F40′ FK APT45t	49·8	19·2 27·0	Amagasaki Japanese 6BHCem	T.3Cy.26″,42″&70″–48″ 410NHP 2SB,6cf,GS118,HS5523 Rankin&Blackmore,Grk.	29 ″ 8	
31107 PJAF	**Rita** TwinSc ssCco.No.1-39 Mchy.Aft 1Dk Longitudinal framing at bottom in centre tanks & at trunk top	3145 2256 1557	✠100A1 11,41 ~~5,41~~ BS5,41 ✠LMC5,38 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 4,35	Cco	v	CL s11,39 P2,41	1935 4mo Lloyd's A&CP	NV.Nederl Schps.Maats. Amsterdam	N.V.Curaçaosche Scheepv.Maats.	336·4 Q87′F39′ Trunk209′ FK FPT123t	56·1	15·1	Curaçao Dutch 9BHptCem ptAsp APT105t	T.6Cy.$15\frac{3}{8}$″,25″&$40\frac{3}{16}$″–$27\frac{9}{16}$″ (s) 366NHP 180lb 2WTB HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s1 ″ 5 13 ″ 6	
31108 7895 SDCT	— (exMontrose-38, exMildburg-33, ssGot.No.3-4,33 exOphelia) ssGfl.No.2-41 ~~ssShl.No.1-37~~ Cargo battens not fitted 1Dk(Stl) NewBottom33	1784 1531 1011	100A1 8,41 ~~6,40~~ ~~BS2,40~~ LMC~~5,37~~ 3,41	~~Got~~ Gfl		CL ~~5,38~~ 8,41	1922 Lloyd's CP	Nuscke& Co.A.G. Stettin	IngolfSchander Cell DBa&uE	264·3 278·9(O.L.) FK P26′B77′F29′ 112′ f103′447t APT	42·2	17·6	Elleholm Swedish 4BHCem 30t	T.3Cy.$19\frac{5}{16}$″,$30\frac{15}{16}$″&$51\frac{3}{16}$″–$35\frac{7}{16}$″ 200lb (s) 200NHP 2SB,6cf,GS98,HS3350 Waggon.u.Maschb.A.G. Görlitz	20 ″ 0 s2 ″ $8\frac{1}{4}$ 17 ″ 7	
31109 LJBK	— TwinSc (exZulia-35,exKaribia, OilEng. exRomö,exDordrecht) ssAnt.No.1-26 D.F. Sub.Sig. 1Dk	1753 1460 1000	✠ ... 9,29				1922 10mo	NVBurger hout'sM.&S. Rotterdam	RederietBeseggen A/S(Chr.Östberg, Mgr.)	250·5 P25′B59′F23′ FK	40·9	17·2	Oslo Norwegian WB	Oil Engines 2S.C.SA 10Cy.$13\frac{7}{16}$″–$22\frac{7}{16}$″ 313NHP NE36 A/BAtlasDiesel,Skm.	19 ″ 4	N †

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31110 OUKK	**Rita**	534 395 305					1892	Helsingörs skibsbyggeri Elsinore	DetForenede DampskibsSelsk.	174·1 Q82'B18'F22'	27·1	11·7	Aalborg Danish	C.2Cy.18½"&34"-20" 43NHP HelsingörsMaskinbyggeri		V
31111 EALA	**Rita Garcia** (*ex*Ellaston) *ss*Bbo.No.3-10,36 1*Dk(Stl)&Shelter dk(Stl)* *Cargo battens not fitted in Shelter 'tween dks* *ss*Bcl.No.1-41	*3708* *3588* *2280*	100A1 *Shelter dk* *withfreeboard* ~~5,41~~~~10,39~~ 4,42 5,41 MS~~10,36~~ *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	~~Bbo~~ ~~Bcl~~ Bbo LMC BS~~8,40~~ 4,42	*w* -	CL ~~10,39~~ ~~4,41~~ 4,42	1922 4mo	R.Thompson&Sons,Ld Sunderland	~~F.Garcia~~ Francisco GarciaS.A. (F.Garcia, *Mgr.*) *CellDB294'969tFPT158tAPT175t*	347·2 359·2(O.L.) F31' *on Shelter dk* FK	50·0	24·0	Santander Spanish *ptCem* *CollisionBHtoShdk* 5 ,, ,, *Udk*	T.3Cy.25",42"&68"-45" (*s*) 180lb 340NHP 2SB,*6cf*,GS130,HS5302 N.E.MarineEng.CoLd.Sld.	26 ″ 4 s 2 ″ 5¾ 24 ″ 1	
31112 ~~OZEQ~~	**Rita Mærsk** *Now "Lawrin," see No. 37464 in Supplement* 2*Dks* D.F. *Fitted for oil fuel* *CruiserStern*	1889 1623 1036					1939	Helsingörs Jernsk&Msk. Elsinore	MarineOperating Co.Inc.	287·9	43·5	17·4	Panama Pnamanian *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine HelsingörsJernsk.&Mskb.		V
31113 EAIH	**Rita Sister** (*ex*Nuria, *ex*Almirall LluisdeRequesens, *ex*Asuarca, *ex*Agnes) *ss*Bcl.2ndNo.3-10,25 *ss*Bcl.No.1-29 1*Dk(Irn)2trB& deep framing*	*2845* *2622* *1803*	✠ —— 1,35 ✠	Bcl	*u*		1900 9mo	S.P.Austin &Son,Ld. Sunderland	Banco deValencia *Cell DBa102'uE&B32'f134'761tFPT106tAPT51t*	323·4 P33'B88'F37' FK	46·9	21·3	Valencia Spanish *5BHCem*	T.3Cy.23",38"&62"-42" 270NHP 2SB,*6pf*,GS112,HS4360 N.E.MarineEng.Co.Ld.Sld	23 ″ 9	
31114 1723 ICEO	**Riv** (*ex*Montgomeryshire) *OilEng.* D.F. *ss*Ven.No.3-9,33 1*Dk(Stl)&Shelter dk(Stl)&Web frames* *Longitudinal framing* *CruiserStern*	6630 6211 4083	✠ ... 10,35 ✠NE4,32 ✠	Ven	*a*†		1921 4mo	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Commerciale diNav. *CellDB335'1549tDTa31'1081tFPT112tAPT247t*	425·6 412·3 P42'F45' *on Shelter dk* FK	55·8	34·7	Genoa Italian *ptCem* *6BHtoShdk* 2 ,, ,, *U* ,,	Oil Engines 2S.C.SA 4Cy.29½"-49 3/16" 610NHP Soc.An."Fiat"S.G.Turin	38 ″ 1	I †
31115 1411 ICEP	**Riva Ligure** (*ex*SanCristobal) *ss*Mob.No.3-1,18 *ss*Gen.No.2-26 1*Dk&Web frames* *Mchy.Aft* *Fitted for oil fuel* D.F. *Trunk dk* *Carrying Petroleum in bulk*	2136 1741 1239	✠ ... 1,30 ✠				1906 8mo	Armstrong Whitworth &Co.Ld. Newcastle	DittaG.M. Barbagelata	258·0 P33'F31' *Trunk dk* 194' FK	46·2	18·2	Genoa Italian *WB*	T.3Cy.20½",33"&54"-36" 216NHP WllsndSlpwy.Co.Ld.Nwc.	18 ″ 3	I †
31116 140622 MJPT	**Rivelin** K *ss*Mil.No.3-1,36 *ss*Lon.No.1-40 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	365 264 145	✠100A1 3,40 BS12,41 MS1,40	Shl ✠LMC ~~BS10,40~~	*e*	CL 3,40	1919 5mo	J.&D. Morris,Ld. Newcastle *Lloyd'sA&CP*	~~Thos.W.Ward,Ld.~~ N.W.Spratt,Ld. (N.W.Spratt, *Mgr.*)	135·5 Q49'B8'F18' FK *FPT*	23·6	10·0	Liverpool British *3BHCem* *35tAPT12t*	C.2Cy.17"&34"-24" (*s*) 130lb 64RHP 1SB,*3pf*,GS44,HS1085 G.T.Grey&Co.Ld.Shl.	11 ″ 0 s ″ 9½ 10 ″ 1	
31117 164063 GYNJ	**River Afton** *ss*Shl.No.1-39 D.F. E.S.D. *Mchy.Aft* 1*Dk&Shelter dk* *Longitudinal framing at upper deck* *Tonnage opening closed'42(W.E.)*	5479 4940 3339	✠100A1 *withfreeboard* ~~5,41~~~~3,41~~2,42 BS~~4,41~~ 2,42	~~Cff~~ ~~Gls~~ Shl ✠LMC2,39	*b*† 2 1/16	CL ~~5,38~~ 1,42	1935 10mo	Lithgows Ld. Port Glasgow *Lloyd'sA&CP*	AyrshireNavigationCo.Ld. (MungoCampbell &Co.Ld. *Mgrs.*) *CellDB374'1608t TopsideTanks(P.&S.)214'672t MT23'1014tFPT400tAPT175t*	433·2 F37' FK	58·2	25·6	Glasgow British *8BHptAsp* (*Coll to Sh dk* 7 ,, *2nd* ,,)	T.3Cy.22½",36"&65"-48" (*s*) 220lb 415NHP 2SB(Spt),*6cf*,GS103, FD HS5720 Rankin&BlackmoreLdGrk	~~29 ″ 0~~ ~~s 3 ″ 8½~~ ~~25 ″ 6~~ 37 ″ 0 s11 ″ 1 26 ″ 2	
31118 165909 GZRM	**River Lugar** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Longitudinal framing at upper dk*	5423 4812 3152	✠100A1 *withfreeboard* 12,40	Gls ✠LMC8,37	*b*† 2 1/16	CL 1,39	1937 8mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	AyrshireNavigationCo.Ld. (MungoCampbell &Co.Ld. *Mgrs.*) *CellDB317'1431tTanks in way of tunnel375tDTf19'804t* *Topsidetanks(p.&s.)297'970tFPT286tAPT150t*	441·0 457·9(O.L.) F39' FK	58·2	25·6	Glasgow British *8BHptCem* *ptAsp* (*Coll toSh dk* 7 ,,*2nd*,,)	T.3Cy.21½",36"&63"-42"& LPturbine withDR gearing &hydraulic coupling 220lb (*s*) FD 392NHP 2SB(Spt),*6cf*,GS98,HS4646 Rankin&BlackmoreLdGrk	29 ″ 0 s 3 ″ 9 25 ″ 5½	
31119 137898 VGRL	**Riverton** (*ex*L.C.Waldo) *Mchy.Aft* D.F. GyC. 1*Dk2trB*	4423 4262 2684					1896	F.W. Wheeler&Co. W.BayCity	ColonialSteamships,Ld.(R.Scott Misener, *Mgr.*)	451·0 len05	46·6	23·1	Toronto British *WB*	T.3Cy.23",37½"&63"-44" 263NHP F.W.Wheeler&Co. WestBayCity		R
31120 131382 MDQC	**Riverville** (*ex*Elizabetta-34, *ex*LordBacon) *ss*Bkn.No.3-2,25 *Mchy.Aft* *ss*Bwg No.2-34 1*Dk(Stl)*	335 244 130	✠ ... 3,38 ✠	Brw	*f*		1911 9mo	G.Brown & Co. Greenock	JohnS.MonksLd.	142·1 Q83'F26' FK *FPT*	24·1	9·9	Liverpool British *3BHCem* *31tAPT28t*	C.2Cy.15 15/16"&36"-24" 70RHP 1SB,*3pf*,GS52,HS1370 Gauldie,Gillespie&Co.Gls.	10 ″ 10	
31121 KZAD	**Rizal** *OilEng.* 1*Dk*	576 443 370	✠ ... 7,32 ✠				1930 8mo	HongK'ng &Whampoa DockCo.Ld HongKong	LaNavieraFilipina Inc.	171·3 F21' FK	29·2	11·4	Cebu,P.I. Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.13⅜"-22 7/16" 188NHP Akt.AtlasDieselStockholm	12 ″ 7	
31122 161481 VWBF	**Rizwani** Ⓟ *ss*Bom.No.2-38 D.F. 2*Dks(Stl)&Shelter dk* (*Stl*-teak s)	5448 4689 3329	✠100A1 *withfreeboard* ~~5,41~~~~10,40~~11,41 ~~BS11,40~~	Bom BS10,41 ✠LMC8,38	*a*†	CL 12,39	1930 8mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP* 1	MogulLineLd. *IntermediateBH dispensed with* Coll *CellDB355'1191tFPT109tAPT53t*	409·5 F49' FK	54·0	26·7	Bombay British *ptCem ptAsp* *BH to Sh dk* 5 ,, ,, *2nd* ,,	T.3Cy.26½",44"&74"-51" (*s*) 200lb *110lb* 541NHP 3SB,*9cf*,GS185,HS7626 FD Rankin&Blackmre,Ld.Grk	29 ″ 3 s3 ″ 6½ 25 ″ 11¼	
31123 LERY	**Roald Jarl** 1*Dk*	1404 1235 810					1913	Trndhjms Mek.Værks Trondheim	DetNordenfjeldske Dampskibsselskab	253·3 P22'B86'F34'	38·5	15·4	Tr'ndheim Norwegian *WB*	T.3Cy.18",29"&50"-33" Trondhjems 144NHP M.V.Trondheim		N
31124 219512 KOXV	**Roanoke** *ss*N.Yk.No.1-40 *ss*N.Yk.No.3-2,36 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6425 6126 3964	✠100A1 9,41~~11,40~~ MS7,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,20 *F.P. above*150° F.	~~N.Yk~~ Gal ✠LMC BS~~11,40~~1, 42	*a*†	CL 11,40	1920 2mo	TexasS.S. Co. Bath,Me. A&CP	TheTexas Company *Cell DBuE&B64'209tFPT229t APT130t*	416·8 P107'B35'F33' FK	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.27",44"&74"-51" (*s*) 200lb HS9969 FD 556NHP 3WaterTubeBoilers (Spt) H.G.TroutCo.Buffalo,NY	32 ″ 10 s 6 ″ 3 26 ″ 10	
31125 218438 KINK	— Ⓟ (*ex*LakeGlasco-32) 3*Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub Sig.	2606 2237 1612	✠ ... 4,22 ✠				1919 10mo	Detroit S.B.Co. Wyandotte	Merchants& MinersTranspn. Co.	251·0 P25'B64'F23' FK	43·6	26·1	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
31126 167489 MBXR	**Robert** 1*Dk*	1272 971 720	Examined LR 2,41 2,41	Shl		OG 2,41	1924	Howaldts-werke Kiel	Ministry of War Transport (France FenwickTyne& WearCo.Ld. *Mgrs*)	238·0 P16'Q71'B93'F30'	37·2	13·7	London British *WB*	T.3Cy.16½",27$\frac{3}{16}$"&43$\frac{5}{16}$"–25$\frac{9}{16}$" 95NHP Howaldtswerke,Kiel		G
31127 203108 WOLP	**Robert B. Wallace** (*ex*E.J.Earling) D.F. GyC. *Mchy.Aft* Sub.Sig. 1*Dk*	6657 — 5140	BS2,41(185lb)				1906	Superior S.B.Co. Superior,Wis.	TheWilsonTransit Co.	535·5 *WB*	55·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.Detroit		R
31128 221344	**Robert Barnes Fiertz** TwinSc (*ex*I.L.I.103–36, *OilEng.* *ex*Interwaterways ssN.Yk.No.3–3,32 LineIncorporated ssNYk.No.2–40 103–32) 1*Dk* *Mchy.Aft*	1040 956 797	✠ A1 *Self-propelled Barge* 1,40 LMC4,40 *For service between New York Chicago & Montreal via Erie & Welland Canals & for coastwise service between Boston, Mass. & Philadelphia, Pa. & to Norfolk, Va. via Chesapeake & Delaware Canal from 1st April to 30th November.*	NYk		1,40	1921 6mo	McDougall DuluthSBCo. Duluth,Minn A&CP	Erie&St.Lawrence Corporation *Side tanks f*12'23t*FPT*30t	254·0 FK	36·0	14·0	NewYork Utd.States 9*BHCem* *APT*13t	Oil Engines 2S.C.SA 12Cy.10"–12½" 211NHP NE8,27 FairbanksMorseCo.Beloit, Wis.	14 ″ 0	
31129 DJZY	**Robert Bornhofen** (*ex*MountOssa–39, ssFal.No.3–3,34 *ex*TowerCrown–37, ssRot.No.1–38 *ex*Bothwell–34,*ex*WarBeryl) 1*Dk*(*Stl*) *CruiserStern* &*Shelter dk*(*Stl*)	6643 — 4041	✠ 4,39	Rot	*a*†		1919 4mo	W.Doxford &Sons,Ld. Sunderland	R.Bornhofen *CellDB*366'1334t	414·3 F *on Shelter dk* 36' FK *DTa*27'1019t *FPT*148t*APT*292t	55·4	34·2	Hamburg German *ptCem* (6*BHtoSh dk* 2 „ „ *U* „)	T.3Cy.27",44"&73"–48" 596NHP 3SB,*12cf*,GS230,HS9525 W.Doxford&Sons,Ld.Sld.	29 ″ 0	
31130 239754 WFOH	**Robert C. Tuttle** 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Elec. welded* *CruiserStern* *Longitudinal framing–bracketless system*	11615 10639 7240					1940	SunS.B.& DryDockCo. Chester,Pa.	AtlanticRefining Co.	523·5 P103'B35'F63'	70·2	39·7	Phildlphia Utd.States *WB*	1 steam turbine connected to elec.motor&sc.shaft GeneralElectricCo. Lynn.Mass.		R
31131 221663 KDVE	**Robert E. Hopkins** ssGal.No.2–41 ssN.Yk.No.3–4,33 *Mchy.Aft* ~~ssBal.No.1–37~~ D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6625 6058 4117	✠100A1 ~~[illegible]~~ 9,40 12,41 BS12,41 ✠LMC9,41 ~~MS6,37~~ ~~BS9,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	~~NYk~~ ~~Gal~~ NYk	*a*†	CL N4,40	1921 10mo	Merchant S.B.Corp. Chester,Pa. A&CP	TideWater AssociatedOilCo. *CellDBuE&B* 60'236t*DTf*43'750t	424·4 P128'B25'F41' FK *FPT*228t *APT*178t	58·2	32·9	Wilmgton (Del.) Utd.States 16*BHptCem* (9 „ *to U dk* 7 „ „ *2nd* „)	T.3Cy.27",45"&75"–51" (*r*) 210lb 584NHP 3SB,*9cf*,GS185,HS8331 FD NewYorkSBCoCamdn.NJ	33 ″ 0 s 6 ″ 7¾ 26 ″ 6¾	
31132 224339 WTCH	**Robert E. Lee** Ⓟ Sub.Sig. 4*Dks* D.F. GyC. *Fitted for oil fuel*	5184 — 3167					1924	NwprtNws S.B.&D.D.Co Nwport News	EasternS.S.Lines Inc.	375·5 *WB*	54·0	29·7	NewYork Utd.States	2SteamTurbinesSRgeared to 1 Sc. Shaft NewportNewsSB&DD.Co.		R
31133 163409 GWML	**Robert F. Hand** TwinSc *Mchy.Aft* *OilEng* D.F. ssNwc.No.1–37 GyC. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks* 3*rd dk*(*Stl*) *aft of cargo tanks* *Longitudinal framing* *Webframes* *CruiserStern*	12197 11476 6626	✠100A1 3,42 ~~2,41~~ ✠LMC CS8,38 DBS~~2,41~~ 3,42 6,39 *Carrying Petroleum in bulk*	~~NYk~~ Mob		CL ~~6,39~~ 3,42	1933 10mo	Frd.Krupp Germaniawft A.G. Kiel *Lloyd*'s A&CP	Anglo-American OilCo.Ld.(R.A. Carder,*Mgr.*) *CellDBuE* *DTs*	522·5 *aft* B55'B40'F39' 77'228t FK *f*53'2318t *FPT*285t	70·3	38·7	London British 16*BHptCem* *ptAsp* *APT*230t	Oil Engines 2S.C.SA 12Cy.23⅝"–45¼" 1165NHP 2DB(*a*)*200lb* 2DB(*f*)*105lb* Fr.KruppGermaniawftAG	38 ″ 9 s 8 ″ 6½ 30 ″ 5¼	
31134 111129	**Robert Fulton** *Mchy.Aft* 1*Dk*2*trB*	3801 — 2680					1896	Detroit DryDockCo. Wyandotte	PittsburghS.S.Co.	424·6	45·8	27·8	D'luth,Min Utd.States *WB*	T.3Cy.24",38"&64"–42" 266NHP DryDockE.Works,Detroit		
31135 206288	— Ⓟ Pad 2*Dks*&*shade dk*	2168 — 1344					1909	NewYork S.B.Co. Camden.N.J.	HudsonRiverDay Line	337·0 2*Promenade decks*	42·0	11·5	NewYork Utd.States	B.1Cy.75"–144" 519NHP E*made*87*refitted*09 W.&A.Fletcher,N.Yk.		
31136 237793 WNUN	**Robert H. Colley** D.F. E.S.D. 1*Dk*(*Stl*)2*nd dk fwd.* Gy.C *Cruiser Stern* *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system pt electrically welded*	11651 — 7258					1938	SunS.B.& DryDockCo Chester,Pa.	AtlanticRefining Co.	523·5 P104'B35'F43'	70·2	39·8	Phildlphia Utd.States	1 steam turbine connected to electric motor & sc. shaft GeneralElectricCo. Schenectady,N.Y.		R
31137 226175 WPBA	**Robert Hobson** ssCgo.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* D.F. GyC. *Cargo battens not fitted* *Longitudinal framing at bottom and at dk*	8024 7643 6315	✠100A1 5,39 BS3,41 ✠LMC4,40 *For service on the Great Lakes*	Cgo			1927 3mo	American S.B.Co. Lorain,O. *Lloyd*'s A&CP	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *CellDBuE&B*56'242t *tanks in way of holds*471'7934t	586·3 F48' FK *CellDB&side* *FPT*471t*APT*68t	60·2	27·9	Wilmgton (Del.) Utd.States 3*BH*	T.3Cy.24½",41"&65"–42" (*s*) 200lb HS7965 493NHP 3 Water Tube Boilers FD AmericanS.B.Co.Lorain,O.	32 ″ 0	
31138 127583 KFNU	**Robert J. Paisley** (*ex*J.E.Savage–32, (*Self-Unloader*) *ex*ThomasBritt,*ex*Christopher) 1*Dk*2*trB* *Mchy.Aft* D.F.	4260 — 3137					1901	Superior S.B.Co. W.Superior	MorrowS.S.Co. (ValleyCampS.S. Co.*Mgrs.*)	410·0	48·0	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"–42" 213NHP NB18*refitted*29 SuperiorS.B.Co.		R
31139 147366 GMDS	**Robert L. Holt** ssLiv No.3–7,38 D.F. 2*Dks*(*Stl*) *Wthr dk* teak s	2918 2630 1793	✠100A1 *withfreeboard* 2,41 ✠LMC7,3 DBS12,39 MBS2,41	Liv	*t* $2\frac{1}{16}$	CL 7,40	1926 4mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'s A&CP	J.Holt&Co. (Liverpool),Ld. *CellDB*263'520t	310·0 F29' FK *FPT*50t*APT*26t	44·6	24·3	Liverpool British *Cem* 6*BHto W dk*	T.3Cy.21½",35"&59"–39" (*s*) 180lb *100lb* 256NHP 2SB(Spt)*9cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4 s 6 ″ 6¾ 20 ″ 2½	
31140 212078 WOLQ	**Robert L. Ireland** 1*Dk*&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. GyC.	6387 — 4899	✠ ... 9,20 ✠				1914 4mo	American S.B.Co. Lorain,O.	TheWilsonTransit Co.	504·0 F43' FK	54·0	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",36"&60"–42" 318NHP American S.B.Co.Lorain,O.	30 ″ 0	R †
31141 219776 KUKS	**Robert Luckenbach** TwinSc (*ex*EasternMerchant) ssBos.No.3–9,31 ssBos.No.2–39 D.F. GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6461 — 3998	✠100A1 *Shelter dk* *withfreeboard* ~~6,41~~ ~~11,40~~ 12,41 BS11,41 ~~BS11,40~~ ✠LMC1,39 *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	~~Sea~~ ~~Bos~~ NNs	*c*†	CL ~~s1,39~~ P2,40 s12,41	1919 12mo	Asano S.B.Co. Tsurumi A&CP	LuckenbachS.S. Co.Inc. *CellDB*386'1401t *tanks*18'272t	445·0 FK *'tween dk* *FPT*88t*APT*35t	58·0	40·1	NewYork Utd.States *Cem* 4*BHtoShdk* 3 „ „ *U* „	T.6Cy.22",36½"~~&64"~~&61¼"–48" (*s*) 200lb 703NHP 4SB,*12cf*,GS233,HS9835 FD KubotaIronWorks,Osaka	32 ″ 1 s 4 ″ 8½ 27 ″ 6	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31142 166210 GNKG	**Robert Mærsk** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	2290 1994 1346	✠100A1 *withfreeboard* 11,40 DBS5,41	Gls ✠LMC2,37	*u*	CL 1,40	1937 2mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd'sA&CP*	Ministry of War Transport,The ClanLineSteamers Ld.(CayzerIrvine &Co.Ld.) *Mgrs.* *CellDB*282'838*t*	327·2 341·7(O.L.) *FPT*51*tAPT*101*t*	46·2	17·9 FK	Dundee British 5*BH* (*Coll to Sh dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP 2DB*100lb* Akt.Burmeistr&Wain,Cpn	20 " 6 s " 9 19 " 11	
31143 DJRN	**Robert Müller VI** TwinSc D.F. *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	399 354 257					1936	Ottensener Eisenwerk A.G. Hamburg	RobertMüller	166·3	26·8	9·8	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.8¼"–10¼" 145NHP Gebr.SulzerA.G.Ldwgshfn		G
31144 DJXC	**Robert Müller VII** 1*Dk* *Mchy.Aft* *CruiserStern*	985 784 480					1938	Ottensener Eisenwerk A.G. Hamburg	RobertMüller	214·4 P53'B31'F19'	32·1	13·2	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.14$\frac{3}{16}$"–26" 210NHP SulzerBros.Ld.Winterthur		G
31145 DKAV	**Robert Müller VIII** 1*Dk* *Mchy.Aft* *CruiserStern*	986 784 477					1938	Ottensener Eisenwerk A.G. Hamburg	RobertMüller	214·4 P53'B31'F19'	32·1	13·2	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.14$\frac{3}{16}$"–26" 210NHP SulzerBros.Ld.Winterthur		
31146 DHUF	**Robert Sauber** (*ex*Rotherhill) *ss*Cff.No.3–9,23 D.F 1*Dk*(*ptIrn&ptStl*)	2515 2177 1483	✠ 12,25	Cff ✠	*s*		1910 6mo	Richardsn, Duck&Co. Stockton	Sauber&Co. *CellDBa*104'*uE*22	302·1 P23'B55'F25' '*f*114'625*t FPT*116	42·5	20·1 FK	Hamburg German 5*BHCem* *tAPT*132*t*	T.3Cy.22½",37"&61"–42" GS148,HS5542 313NH 2SB&1AuxSB,*6cf&2pf*, Blair&Co.Ld.Stockton	22 " 5	G †
31147 111294	**Robert W. E. Bunsen** *Mchy.Aft* GyC. 1*Dk*	4473 — 2815					1900	ChicagoS. B.Co. Chicago	Pittsburgh S.S.Co.	439·0	50·2	25·3	D'luth Min Utd.States *WB*	Q.4Cy.20½",30",43½"&63"–42" 257NH ChicagoS.B.Co.Chicago		
31148 147076 VCNW	**Robert W. Pomeroy** *Mchy.Aft* 1*Dk*	1750 1576 1007					1923	Earle'sS.B. &Eng.Co.Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F35'	43·2	17·8	SCathrnes Ont. British *WB*	T.3Cy.16",27"&44"–33" 111NHP Earle'sSB&EngCoLd Hull		C
31149 227263	**Robert W. Stewart** 1*Dk* *Mchy.Aft* *Fitted for oil fuel* D.F. GyC. *Longitudinalframing* *Carrying Petroleum in bulk*	4161 — 3025					1928	American S.B.Co. Lorain,O.	StandardOilCo. (Indiana)	380·3	52·0	25·0	Chicago Utd.States	T.3Cy.23½",38"&63"–40" 250NH AmericanS.B.Co.Lorain,C		R
31150 104887	**Roberval** (*ex*Savoy–37) *ss*Mtl.3rdNo.3–10,29 *Mchy.Aft* 1*Dk*(*Stl*)	348 313 184	✠ — 9,36	Qbc ✠	*e*		1895 3mo	Montrose S.B.&E.Co. Ld. Montrose	Cie.deNavigation Saguenay etLac St.Jean,Ltée.	129·9 F15' *DBf*72'	25·2	11·5 BK7'	Quebec British 3*BHCem* 88*tAPT*7*t*	C.2Cy.15"&32"–24" 53RHP 1SB,*2pf*,GS33,HS930 Hall-Brwn,Buttery&C.Gls	13"11	
31151 219473 KOVM	**Robin Adair** 2*Dks&Shelter dk* D.F. *Fitted for oil fuel*	6895 6531 4267	✠ ... 8,21	✠			1920 1mo	Skinner& EddyCorp. Seattle,Wash	SeasShippingCo. Inc.	424·8	55·2	33·4 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo. Schenectady,N.Y.	36 " 0	R †
31152 219569 KUBN	**Robin Goodfellow** 2*Dks&Shelter dk* D.F. *Fitted for oil fuel*	6885 6531 4260	✠ ... 9,21	✠			1920 2mo	Skinner& EddyCorp. Seattle,Wash	SeasShippingCo. Inc.	424·8	55·2	33·4 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo.Erie,Pa.	36 " 0	R †
31153 219511 KOXT	**Robin Gray** 2*Dks&Shelter dk* D.F. *Fitted for oil fuel*	6896 6531 4267	✠ ... 9,21	✠			1920 1mo	Skinner& EddyCorp. Seattle, Wash	SeasShippingCo. Inc.	424·8	55·2	33·4 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo.Erie,Pa.	36 " 0	R †
31154 219436 KOTM	**Robin Hood** 2*Dks&Shelter dk* D.F. *Fitted for oil fuel*	6887 6532 4263	✠ ... 8,21	✠			1919 12mo	Skinner& EddyCorp. Seattle, Wash	SeasShipping Co. Inc.	424·8	55·2	33·4 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo. Schenectady,N.Y	36 " 0	R †
31155	**Robin Kettering** 2*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. *CruiserStern*	7440					1941	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	SeasShippingCo. Inc.	450·0 F96'			NewYork Utd.States *WB*	DR geared steam turbine 1050NHP BethlehemSteelCo.S.R. Division		
31156 240353 WMRL	**Robin Locksley** *Metal ArcWelded* 3*Dks*~~2*Dks*~~ D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* Sub.Sig.	7101 — 4258					~~1940~~ 1941	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	SeasShippingCo. Inc.	~~450·0~~ F96' 452·5	~~66·0~~ 66·2	~~34·0~~ 29·4	NewYork Utd. States *WB*	DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
31157 240805 WMRS	**Robin Sherwood** 3*Dks* ~~2*Dks*~~ D.F. E.S.D, GyC. *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. *CruiserStern* *Elec.welded*	7101 — 4258					1941	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	SeasShippingCo. Inc.	~~450·0~~ F96' 452·5	66·2	29·4	NewYork Utd.States *WB*	DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division,Bal.		R
31158 135726	**Robina** Ⓟ TwinSc *ss*Bel.2ndNo.3–2,38 1*Dk*	306 242 121	✠ A– 2,42~~7,39~~ ~~BS0,39~~ *For service in Belfast Lough*	Bel BS2,42 ✠LMC2,37		OG ~~2,37~~ 2,42	1914 5mo	Ardrossan DD&SBCoLd Ardrossan	UlsterSteam TenderCo.Ld.	159·6 B63'	26·1	8·8 FK	Belfast British 5*BHAsp*	T.6Cy.10½",17"&28"–18"(*s*) 160lb 79RHP 1SB,*3cf*,GS52,HS1927 FD McKie&Baxter,Glasgow	9 " 6	
31159	**Robur VII** TwinSc 1*Dk*	895 856 441	✠100A1 9,38 *For bunkering & coal shipment service at Gdynia, Danzig& the Bay of Danzig* *Extreme draught not exceeding 4·65 metres* (SEE FOOTNOTE *)	Gdy ✠LMC11,37			1937 11mo	N.V.Werf. "Gusto"v/h A.F.Smulders Schiedam *Lloyd'sA&CP*	"Polskarob"Polsko Skandynawskie Towarzystwo TransportoweS.A.	169·3 184·6(O.L.) 244·5(O.L. *Incl.elevator*) *Wing tanks aft*96*t*	42·1 *43·3*	17·8 FK	Gdynia Polish 5*BHCem* *APT*15*t*	T6Cy.10$\frac{5}{8}$",17$\frac{5}{16}$"&29½"–13¾" 185lb (*s*) 96NHP 1SB,*3cf*,GS61,HS1808 N.V.Werf"Gusto"v/h A.F.Smulders,Schiedam	18 " 5 — 15 " 3	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. R. of Trade.
31160 220133 KUTZ	**Rochester** *ss*Bal.No.3-12,32 *ss*NYk.No.2-41 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	6836 6427 4221	✠100A1 11,41 ~~1,41~~ BS11,41 ✠LMC1,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,20 F.P. above 150° F.*	~~NYk~~ Bal	*b*†	CL 2,40	1920 6mo	Bethlehem S.B.Corp.Ld. Sprrow'sPnt. A&CP Md.	Socony-Vacuum OilCo.Inc. *CellDBuE&B*57' 197*t DTf* 50' 824*t FPT*97*t APT*74*t*	435·6 P122'B50'F44' FK	56·2	31·7	New York Utd. States 15*BHptCem* (9 „ *to U dk* 6 „ „*2nd*„)	T.3Cy.27",47"&78"-48" (*s*) 220lb 598NHP 3SB,*9cf*,GS165,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6 s 6 ″ 8 27 ″ 0½	
31161 165455 GZQF	**Rochester Castle** *OilEng* *Ref.Mchy.* 4*Dks* D.F. *CruiserStern*	7795 6963 4736	✠100A1 ~~8,41~~ ~~10,40~~ 4,42 ✠LMC5,37 DBS11,41	Liv	*d*† $2\frac{3}{16}$	CL 10,40	1937 5mo *Lloyd's A&CP*	Harland& Wolff,Ld. Belfast *CellDB*335'1114*t* *Duct keel forward of mchy. space* *Tanks at sides of tunnel* 45' 326*t FPT*46*t APT*126*t*	UnionCastleMail SteamshipCo.Ld.	457·1 474·2(O.L.) B131'F48' FK	63·3	34·3	London British 7*BHptCem*	Oil Engines 2S.C.DA 8Cy.24⅜"-55⅛" 1642NHP DB*100lb* Harland&Wolff,Ld.Bel.	37 ″ 0 s 8 ″ 0¼ 29 ″ 2¼	
31162 PKES	**Rochussen** 2*Dks*&*Awng dk* *Fitted for oil fuel*	2333 1918 1370					1903	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	317·0	41·4	21·8	Batavia Dutch *WB*	T.3Cy.23⅝",37"&63"-$43\frac{5}{16}$" 261NHP NedFb.v Wrk&Spoor,Ams		V
31163 161940 MPYQ	**Rockabill** *Ref.Mchy.* 2*Dks*&*Shelter dk*	1392 1104 568					1931	D&WHendersn&Co.Ld. Glasgow	ClydeShippingCo. Ld.	271·5 P38'B134'F74'	37·2	16·7	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP D&W.Hendersn&CoLdGls		C
31164 160709	**Rockcliffe Hall** *Mchy.Aft* 1*Dk*	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0 F35'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb		C
31165 147248 MLWJ	**Rockleaze** (*ex*MonktonCombe-39, *ex*Goldcrest-34, *ss*Brs.No.3-11,36 *ex*Glynconwy) *ss*Brs.No.1-41 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	486 309 196	✠100A1 1,41 BS3,42 ✠LMC1,41	Brs	*g*	CL 12,40	1924 4mo *Lloyd's A&CP*	GooleS.B. &RepgCo.Ld. Goole	Osborn&Wallis, Ld. *CellDB f*89'115*t FPT*37*t APT*25*t*	156·2 Q86'B11'F23' FK	25·6	9·8	Bristol British 3*BHCem*	T.3Cy.13",21"&35"-24" (*s*) 180lb 84RHP 1SB,*3cf*,GS51,HS1566 W.Beardmore&Co.Ld.Gls.	12 ″ 0 s4 ″ 6¾ 11 ″ 9¾	
31166 144725 MLKF	**Rockville** (*ex*Orenie-32) *Mchy.Aft* *ss*Apl.No.1-27 *Well deck* 1*Dk*(*Stl*)	481 335 159	✠ —— 5,32 ✠	Apl	*g*		1922 12mo	R.Cock& Sons,Ld. Appledore	JohnS.Monks,Ld.	150·0 Q83'B9'F24' FK	25·7	12·0	Liverpool British 3*BHCem* *FPT*10*t*	T.3Cy.13",22"&34"-22½" 72RHP 1SB,*2cf*,GS38,HS1271 Plenty&Son,Ld.Newbury	12 ″ 9	
31167 77362 WDFW	**Rockwood** (*ex*JayA.Pearson-35, *ex*Cordova,*ex*Vindal, (*Self-Unloader*) *ex*Mooremack,*ex*JesseSpalding) *Mchy.Aft* 1*Dk*	1290 — 985					1899	F.W. Wheeler W.BayCity, Mich.	Tri-LakesS.S.Co.	220·0 P80'F42'	40·0	14·0	Detroit, Mich. Utd. States *WB*	T.3Cy.17",28"&47"-36" 133NHP F.W.Wheeler,W.BayCity		
31168 DIDA	**Roda** Ⓟ (*ex*LosAngeles-35) *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks* D.F. E.S.D. *CruiserStern*	6780 5479 4057					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	432·4 P28'B&F394' *Upper*F32'	59·1	27·3	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.$27\frac{9}{16}$"-47¼" 1316NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
31169 PJCK	**Rodas** TwinSc *ss*Wmd.No.1-41 *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks and in trunk*	3176 2273 1554	✠100A1 ~~10,41~~ ~~4,41~~ 12,41 ~~BS10,40~~ ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 8.37 F.P. above 150°F.*	~~Cco~~ Wmd	*v* 10,41	CL PN. 12,41 S10,40	1937 8mo *Lloyd's A&CP*	NVNederl. Dok.Maats Amsterdam	N.V.Curacaosche Scheepv.Maats. *CellDBuB*14'20*t*	336·6 348·3(O.L.) P92'*Trunk*203'F39' FK *FPT*123*t APT* 105*t*	56·2	15·1	Willemstad Dutch 10*BHptCem* *ptAsp*	T.6Cy15⅜",25"&$40\frac{3}{16}$"-$27\frac{5}{16}$" 180lb 366NHP 2WTB HS6520 FD N.V.Nederl.Dok.Maats. Ams.	14 ″ 9 s 1 ″ 4½ 13 ″ 6½	
31170 81 SUDN	**Rod-el-Farag** Ⓟ (*ex*Chindwin-38) 2*Dks* D.F. E.S.D. *Fitted for oil fuel*	6842 5445 4265					1910	W.Denny &Bros. Dumbarton	SociétéMisr de Navigation Maritime	445·5 P61'B149'F42'	55·2	28·6	Alexndria Egyptian *WB*	T.3Cy.28½",46½"&76"-60" 447NHP Denny&Co.Dumbarton		C
31171 159780 VRYW	**Rodi** Ⓟ *Oil Eng.* 2*Dks* *Now "Empire Patrol," see No. 36478 in Supplement*	3334 2174 1843					1928	Stabilmnto Tecnico Trieste	Ministry of War Transport	331·9 314·9 P&B222'F64'	44·8	21·3	Malta British *WB*	Oil Engines 2S.C.DA 5Cy.$25\frac{3}{16}$"-$45\frac{11}{16}$" 1103NHP NE38 SocAn"Fiat"S.G.M.Turin		
31172	**Rodina** (*ex*Alkaid,*ex*Tenbergen) *ss*Rot.No.2-31 2*Dks*(*Stl*)	4441 4126 2702	✠ 7,33 ✠	Rot	*y*		1922 9mo	N.V. Lobithsche Scheepsb.My Lobith	U.S.S.R. *CellDB*333' 882*t FPT* 106*t APT*50*t*	385·0 P31'B242'F37' FK	50·3	26·4	Russian 6*BHptCem*	2 steam turbines DR geared to 1 sc. shaft 439NHP 3SB,*9cf*,GS171,HS6660 BritishThomson-Houston Co.Ld.Rugby	29 ″ 0	
31173 LZDF	— Ⓟ (*ex*Eisenach-35) Sub.Sig. 2*Dks*	4159 3784 2535					1922	Vulcan- WerkeA.G. Stettin	Soc.Commerciale Bulgare deNav.à Vap.	360·7 P32'B98'F41'	51·0	26·0	Varna Bulgarian *WB*	T.3Cy.22⅖",36⅗"&61⅖"-47⅕" 260NHP Vulcan-WerkeA.G.Stettin		G
31174 PUCB	**Rodrigues Alves** Ⓟ (*ex*Acre) *ss*Rio.No.3-4,19 2*Dks*&*Awng dk* *Fitted for oil fuel*	2587 2389 1555	✠ … 1,24 ✠				1907 6mo	Craig,Taylor&Co.Ld. Stockton	LloydBrasileiro	300·0	40·4	18·0 26·4 FK	R.Janeiro Brazilian *WB*	T.3Cy.25",42"&68"-45" 413NHP Blair&Co.Ld.Stockton	27 ″ 6	C †
31175 165777 GBNB	**Rodsley** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed '42 (W.E.)*	5000 4620 3014	✠100A1 *with freeboard* 1,42 ~~10,40~~ ✠LMC12,39	~~NSW~~ Gls	*a*† 2	CL	1939 12mo *Lloyd's A&CP*	Wm.Doxford&SonsLd Sunderland *CellDB*352' 1174*t MT*32' 1236*t*	Thomasson ShippingCo.Ld. (Stephens,Sutton, Ld.*Mgrs.*)	423·2 439·3(O.L.) FK *FPT*145*t APT*177*t*	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd*„)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	37 ″ 3 s10 ″ 11½ 26 ″ 6	
31176 148583 MNJW	**Roebuck** TwinSc *ss*Cff.No.3-4,37 1*Dk*(*Stl-ws*)&*2nd dk in holds* *Cruiser Stern*	776 701 307	✠100A1 *with freeboard* 9,40 BS1,40 ✠LMC4,37 *For Channel Service Weymouth & Channel Islands* *Fitted for oil fuel 4,25 F.P. above 150° F.*	Cff		OG 2,38	1925 4mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	Gt.WesternRly.Co. *DTa*40*t DTf*45*t FPT*47*t APT*47*t*	201·2 211·2(O.L.) P20'B72'F69' FK&BK2"	33·7	15·3	Weym'th British 6*BHCem*	T.6Cy.14½",23"&38"-27" (*r*) 185lb FD 226NHP 2SB,*6cf*, ,HS3464 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 11 s 3 ″ 8½ 12 ″ 8	
31177 LESB	**Rogaland** Ⓟ *Ref.Mchy.* 2*Dks*	902 741 520					1929	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibsselskab	177·2 H154*t*	31·2	19·9	Stavanger Norwegian *WB*	C.4Cy.(2)12¾"&(2)$27\frac{6}{16}$"-$27\frac{6}{16}$" 65NHP NylandsVærksted,Oslo		N
31178 PKGA	**Roggeveen** *Ref.Mchy.* 3*Dks* D.F. *Fitted for oil fuel*	4782 3143 2953					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	382·3	48·7	27·4	Batavia Dutch *WB*	T.3Cy.28½",47"&77"-54" 436NHP Maats.Fyenoord,Rot.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31179 149745 GMSF	**Rohna** TwinSc ssCal.No.3–3,39 3*Dks*(*Stl–Weather dk* teaks) D.F. 4*th dk*(*Stl*)*inNos.*1,2&3*holds* *CruiserStern*	8602 6681 4759	✠100A1 *withfreeboard* 5,41 ~~12,40~~ 3,42 ~~BS5,41~~ ~~BS4,40~~ ✠LMC3,39 *Fitted for oil fuel* 11,26 *F.P. above* 150° F.	Bom	*e*†	CL S4,40 P12,40	1926 11mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*396'1384*t Tanks at sides of tunnels* 86*t*	461·4 476·4(O.L.) B179'F41' FK	61·8	29·9	London British 8*BHptCem* *ptAsp* *Coll BH to W dk*	Q8Cy.22½",37½"&(2)46"–45" 215lb (*s*) 934NHP 5SB,15*cf*,HS14080 FD Hawthorn,Leslie&Co.Ld. *FPT*135*tAPT*134*t*	33 ″ 0 s 7 ″ 0¼ 26 ″ 5¼	
31180 PKGS	**Rokan** *OilEng.* *Mchy.Aft* 1*Dk*	563 388 388					1929	N.V.Schps "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3 B32'F25'	28·8	9·6	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"–15¾" 122NHP SulzerBros.Winterthur		VL
31181 29132 JABB	**Rokko Maru** Ⓟ 2*Dks*	3038 2709 1817					1923	Mitsubishi ZosenK.Ld. Nagasaki	ToaKaiunK.K.	315·5 P22'B80'F36'	46·0	27·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" Mitsubishi 284NH ZosenKaisha,Ld		C
31182 14167 JGOB	**Rokkosan Maru** ssKob.2ndNo.3–6,36 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed topside tanks*	2175 1734 1168	✠ … 2,40 ✠	Kob	*r*		1911 7mo	SirRaylton Dixon&CoLd Middlesbro'	SugayaK.K. *CellDBuE* *f*196'519*t topside*	275·5 P73'B16'F23' FK &*B*43' *tanks* 193'430*tFPT*	42·3	18·1	Kobe Japanese 4*BHCem* 85*tAPT*26*t*	T.3Cy.21",35"&57"–39" 240NHP 2SB,6*cf*,GS120,HS3963 Blair&Co.Ld.Stockton	20 ″ 7	
31183 252 JGGB	**Roko Maru** (*ex*Wearwood) ssShl.No.3–9,24 1*Dk*	3328 2940 2011	✠ … 1,29 ✠				1912 5mo	J.Blumer &Co. Sunderland	DairenKisenK.K.	335·0 P30'B100'F32' FK	48·0	22·4	Dairen Japanese *WB*	T.3Cy.23½",39"&64"–42" 277NHP N.E.MarineEng.Co.Ld.Sld	24 ″ 10	
31184 49 SVCI	**Rokos Vergottis** ssRot.No.3–1,33 ssRot.No.1–38 1*Dk*(*Stl*)	5637 4796 3166	✠100A1 10,41 ~~3,40~~ BS5,41 ✠LMC2,37	~~Shi~~ Mch	*y*	CL 3,38	1919 11mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	EptanisosS.S.Co. Ld. *CellDB*340'1098*t*	400·0 413·0(O.L.) P49'B113'F38' FK *FPT*133*tAPT*204*t*	52·4	28·5	Argostoli Greek 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB.9*cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾	
31185 21825 JQFE	**Rokusan Maru** Ⓟ 1*Dk*	1059 869 627					1917	Bingo Dkyd.Co.Ld Mitsunoshi	Turumaru Hirotaro	208·0 F24*t*H69*t*	31·0	18·4	Setoda Japanese *WB*	T.3Cy.14½",24"&40½"–30" 90NHP OsakaIronWorks,Osaka		
31186 EGKC	**Rola** (*ex*Iturri-Patxo,*ex*Ybai-Patxo, *ex*Arza-Mendi, *ex*Getso) ssBbo.2ndNo.3–10,30 ssBbo.No.2–39 *Well deck* 1*Dk*(*ptIrn&ptStl*) *&Webframes*	1235 — 632	✠100A1 7,41 ~~9,40~~ ✠LMC MS8,39 BS9,40	Bcl		CL 8,40	1905 6mo	Cia.Euscal- duna deCon.y Rp.deBuques Bilbao *Lloyd'sA&CP*	Mariano delRio y Cia.Ltda. *CellD*	226·0 Q87'B59'F24' FK *Ba*67'*uE&B*29'*f*86'	34·0	15·1	Bilbao Spanish 4*BHCem* 301*tAPT*57*t*	T.3Cy.16½",26"&44"–33" (*s*) 180lb *85lb* 114NHP 1SB,3*pf*,GS44,HS1673 Cen.Mar.Eng.Wrks.WHpl	17 ″ 6 s1 ″ 2¼ 15 ″ 5¼	
31187 DOOJ	**Roland** Ⓟ TwinSc 2*Dks* Sub.Sig. D.F. *Fitted for oil fuel* *CruiserStern*	2436 1098 1200					1927	J.C.Teck- lenborg,A.G. Weser- münde-G.	Norddeutscher Lloyd	284·9	42·8	12·7	Bremen German *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts J.C.TecklenborgA.G.Wsm		G
31188 DJZR	**Roland L.-M. Russ** *OilEng.* *Ref.Mchy.* D.F. 2*Dks* *CruiserStern*	1320 965 648					1939	Lübecker Flender- WerkeA.G. LübeckSiems	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	257·7 P22'B&F227' *Upper*F22'	39·8	13·0	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.22$\frac{7}{16}$"–29½" 294NHP Fr.KruppGermaniawftAG Kiel		
31189 DORV	**Rolandseck** D.F. E.S.D. 2*Dks* *CruiserStern*	1845 1605 1043					1936	Stettiner OderwrkeAG Stettin	DeutscheDampfs. Ges."Hansa"	280·1 F *on Shelter dk* 29' P14'	42·3	16·4	Bremen German *WB*	T.3Cy.19$\frac{11}{16}$",31½"&50⅜"–35$\frac{7}{16}$" & LP Turbine with DR gearing & hydraulic coupling HS3232 254NHP StettinerOderwerkeA.G.		G
31190 6083 SFHG	**Rolf** (*ex*Leila–33,*ex*Oscar) 1*Dk*	*1120* *787* *607*					1919	DeHaan& Oerlemans Heusden	RederiA/BSylvia (Alb.Billner, *Mgr.*)	213·8 P12'Q63'B57'F29'	34·5	13·0	Gothenbrg Swedish *WB*	T.3Cy.15",25"&40"–27" 83NHP Machinefabriek,Bolnes		V
31191 PHDD	— *OilEng.* *Mchy.Aft* 1*Dk&Shelter dk* *Cruiser Stern*	400 256 112	✠100A1 *withfreeboard* 4,40 LMC4,40 (SEE FOOTNOTE*)	Ams	*i*		1940 4mo	Gebr.van DiepenN.V. Waterhuizen *Lloyd'sA&CP* *Side tanks*	N.V.Stoomv. Maats."West- polder" *in way of hold* 101'	176·8 188.0(O.L.) FK 229*tDTf*5'24*tFPT*	27·8	7·9	Rottrdam Dutch 3*BHCem* (*Coll toSh dk* 2 „ *2nd* „) 52*tAPTs*12*t*	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{11}{16}$" 94NHP Klöckner-Humboldt- DeutzA.G.Köln-Deutz	9 ″ 4 s ″ 2 9 ″ 3	
31192 LCWH	**Rolf Jarl** 1*Dk*	1917 1693 1118					1920	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	265·6 P75*t*H96*t*	42·1	17·9	Trondheim Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsMVTrndheim		N
31193	**Rolfs Faulbaums** (*ex*CornelisLensen–37,*ex*Merok–34, *ex*Ingrid,*ex*Ubbergen) 1*Dk*	1913 1763 1142					1912	Irvine'sSB &D.D.Co.Ld. W Hartlepool	MaxFaulbaum SteamshipLine	279·0 P20*t*H85*t*F32*t*	40·1	18·5	German *WB*	T.3Cy.20½",33"&54"–36" 175NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
31194 168973 ~~OHYQ~~ BCSL	**Rolfsborg** (*ex*Kollskegg–36, 4Mst *ex*Skard) ~~ssOsl.No.3–4,31~~ D.F. ssHfs.2ndNo.3–4,39 ~~ssOsl.No.1–36~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1825 1615 1065	✠100A1 11,41 ~~3,41~~ ~~BS9,40~~ ✠LMC4,39 11,41	~~Bkn~~ Grk	*r*	CL N3,41	1915 2mo	Fredrkstad Mek.Værks. Fredrikstad *Lloyd'sA&CP*	Ministry of War Transport(R.W. Jones&Co.Ld, *Mgrs.*) *CellDB*	~~265·0~~ 277·2(O.L.) P23'B66'F29' FK *a*84' *u E&B*42'*f*100'	42·1	~~18·0~~ 17·9	Greenock British 4*BHCem* 552*tAPT*62*t*	T.3Cy.20½",33"&56"–36" (*s*) 180lb 216NHP 2SB,6*cf*,GS92,HS3488 FredrikstadM.V.Frdstad.	20 ″ 0 s 2 ″ 7½ 17 ″ 6	
31195 1407 ICEV	**Roma** Ⓟ QuadSc ssGen.No.3–4,40 D.F. 4*Dks*(*Stl–Weather dk* teaks) *Ref.Mchy.* 5*th&*6*th dks*(*Stl*)*in holds* GyC.	30816 21015 17608	✠100A1 *withfreeboard* 4,40 ✠LMC MS11,38 BS4,40 ✠Lloyd'sRMC4,40 *Fitted for oil fuel* 9,26 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*s*†	CL S*f*4,40 S*a*N9,37 P*f*N 12,37 P*a*N4,40	1926 9mo	Ansaldo Soc.Anon. Sestri Ponnte *Lloyd'sA&CP*	"Italia"Soc.Anon. diNav. *CellDB*579' 4622*tDTa*172*t*	705·6 666·3 B393'F64' FK *FPT*145*tAPT*185*t*	82·8	38·9 47·2	Genoa Italian 12*BHptCem* (9 *to U dk* 2 „ *2nd* „ 1 „ *3rd* „)	8SteamTurbinesSRgeared to 4 Sc. Shafts (*s*) 220lb 5553NHP 9DB(Spt)&4SB,66*cf*, HS59200 FD G.Ansaldo&Co.Smprdrna.	51 ″ 6 s 21 ″ 6¼ 30 ″ 2	
31196	— Ⓟ TwinSc *OilEng.* 1*Dk*	1120 — 782					1926	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	275·0 Q60'B40'F29'	42·1	12·0	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 287NHP Harland&Wolff,Ld.Gls.		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
31197 1325 ICEW	**Romagna** (*ex*Syriam) 3Mst *ss*Gen.2ndNo.3–8,25 *Fitted for oil fuel* *ss*Gen.No.1–29 1*Dk* *Spar dk&deep framing* *Mchy.Aft* *Carrying Petroleum in bulk*	1416 1306 845	✠ ... 4,33 ✠				1899 10mo	Grngemth Dockyard Co. Grngemouth	Navigazione e CommercioSoc. Anon.Italiana	242·7 235·0 P24'B23'F35' FK	32·5 32·6	22·5 23·4	Genoa Italian *WB*	T.3Cy.19",31"&51"–36" 165NHP Hutson&Sons,Ld.Glasgow	24 ″ 0	I †
31198 TVDG	**Romain** (*ex*Varko–38, 3Mst *ex*Beaconray–37, *ss*Shl.3rdNo.3–11,35 *ex*Balmyle) 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	372 249 117	✠100A1 10,38 BS11,38 ✠LMC4,35 SURVEYS DELAYED	Msl	*e*	CL N7,36	1898 12mo	Ritson& Co. Maryport A&CP	G.Pollio&Co.	138·8 Q77'B9'F24' BK7"	23·7	10·0	Marseilles French 3*BHCem* *FPT*25*t*	C.2Cy.15½"&36"–24" (*s*) 120lb 67NHP 1SB,2*pf*,GS39,HS1253 Ross&Duncan,Glasgow	10″11 s 3 ″ 8½ 11 ″ 4	
31199 YQSR	**Romania** Ⓟ TwinSc 2*Dks&Awng dk* *Fitted for oil fuel*	3152 2815 1328					1904	Atel.& Chant.Loire St.Nazaire	RoumanianState MaritimeService	356·9	41·9	27·5	Cnstantza Roumanian *WB*	T.6Cy.24⅗",38⅗"&64⅗"–39⅗" 524NHP Atel&Ch.delaLoire.Nantes		V
31200 223674 KLHW	**Rome Socony** TwinSc *OilEng.* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* *Electrically welded in tank spaces*	1199 — 753					1924	SunS.B.& D.D.Co. Chester,Pa.	Socony-Vacuum OilCo.Inc.	252·9 P39'	40·1	12·8	NewYork Utd. States *WB*	Oil Engines 4S.C.SA 12Cy.13"–18" 197NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
31201 145578 MLTG	**Romeo II** (*ex*Romeo–40, *ex*Hellmuth–33) 1*Dk*	797 637 430					1899	Nüscke& Co. Grabow	Ministry of War Transport(Buchan &Hogg,Ld.*Mgrs.*)	199·8 Q56'B52'F31'	29·1	13·0	Llanelly British *WB*	T.3Cy.16¾",26½"&43"–28" "Kette,"Deutsche 98NHP Elbschifff.Ges.Uebigau		VL
31202 EAPR	**Romeu** Ⓟ 3*Dks* D.F. *Fitted for oil fuel*	3070 — 1964					1918	Soc.Españ- ola deCstNav Carthagena	Cia.Trasmediter- ranea	310·0	43·5	26·1	Valencia Spanish	T.3Cy.24",40"&65"–45" 283NHP Soc.Española deCnst.Nav.		V
31203 161240 GTBZ	**Romney** *ss*Bkn.No.2–37 D.F. E.S.D. 2*Dks*(*Stl*)	5840 5466 3624	✠100A1 4,42 ~~4,41~~ Examined 4,42 BS4,42 ~~BS4,41~~ ✠LMC6,37	~~Shl~~ Liv	*a*†	CL 4,41	1929 5mo *Lloyd*	R.Duncan &Co Ld. PortGlasgow '*sA&CP*	BoltonStm.Shppg. Co.Ld. *CellDB*360'1335*t* *APT*225*t*	420·0 434·8(O.L.) P37'B260'F39' FK	57·0	28·2	London British 7*BHCem*	T.3Cy.27",45"&74"–51" (*s*) 180lb 557NHP 3SB,9*cf*,GS183,HS8334 FD D.Rowan&Co.Ld.Glasgow	30 ″ 6 s 4 ″ 9¾ 25 ″ 11	
31204 LCWJ	**Romulus** 2*Dks* *Fitted for oil fuel*	3707 3445 2300					1921	R.Thomp- sonSons,Ld. Sunderland	Wiel&Amundsen	347·4 P89*t*H149*t*F24*t*	50·0	24·0	Halden Norwegian *WB*	T.3Cy.25",42"&68"–45" 310NHP N.E.MarineEng.Co.Ld.Sld		N
31205 136451 VJKG	**Rona** *ss*Syd.No.3–5,30 *ss*Syd No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Cantilever framed topside tanks* *Cargo battens not fitted in Shelter 'tween dks* *Mchy.Aft*	6205 5727 3784	✠100A1 *Shelter dk* *withfreeboard* 4,41 ~~4,40~~ BS4,41 ~~BS4,40~~ ✠LMC5,38 *Carrying Molasses in Topside tanks*	~~Syd~~ Auk	*z*	CL ~~1,39~~ 4,41	1918 3mo *Lloyd*	SirR.Dixon &Co.Ld. Middlesbro' '*sA&CP*	ColonialSugar RefiningCo.Ld. *CellDB*350'1070*t* *topsidetanks* 1470*t* *FPT*288*t* *APT*194*t*	400·0 414·6(O.L.) F40' *on Shelter dk* FK	54·5	32·2	SydneyNSW British 6*BH ptCem*	T.3Cy.27",45"&74"–48" (*s*) 180lb 495NHP 3SB,9*cf*,GS168,HS7035 FD N.E.MarineEng.CoLdNwc	35 ″ 0 s8 ″7¼ 26 ″11	
31206 LECD	— (*ex*Herdebred–35,*ex*Alliance, *ex*DorteJensen,*ex*Vordingborg, *ex*Urania) 1*Dk*	1376 924 856					1894	Flensburgr Schiffsb.Ges. Flensburg	A/S Rona(Trygve Skogland)	232·1 Q88*t*B244*t*H52*t* F32*t*	34·2	13·6	Haugesnd Norwegian *WB*	T.3Cy.16",26"&43"–33" 106NHP FlensburgerSchiffsb.Ges.		V
31207 164386 GKKN	**Ronan** *OilEng.* *Mchy.Aft* 1*Dk* D.F. E.S.D. *CruiserStern* *Cargo battens not fitted*	1489 1071 813	✠100A1 6,42 ~~5,41~~ ✠LMC4,38 ✠LMC(M)9,40	~~Cff~~ Bry	*o*	OG 5,42	1938 4mo *Lloyd*	Grngemth Dkyd.Co.Ld. Grngemouth '*sA&CP*	*CellDB*198'512*t* *FPT*130*t* *APT*19*t*	250·0 259·7(O.L.) Q136'F30' FK	37·2	14·4	Leith British 4*BHCem*	Oil Engines 2S.C.SA 6Cy.13⅜"–22 7/16" 97RHP BritishAuxiliaries,Ld.Gls.	16 ″ 5 s 5 ″ 2½ 15 ″ 4	
31208 2126 IBHS	**Rondine** (*ex*Loasso–35, TwinSc *ex*Literno–35,*ex*Predappio, *OilEng.* *ex*Lanuvio) *Mchy.Aft* 1*Dk&Awng dk* D.F. *CarryingPetroleum in bulk*	6077 5871 3316					1924	Ansaldo SanGiorgio Spezia	"Polena"Società diNavigazione	395·3	51·7	30·9	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.24 13/16"–35 7/16" 862NH AnsaldoSanGiorgio,Turin		I
31209 149443 GCPT	**Rondo** *ss*Nwc.No.3–10,39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2750 2368 1602	✠100A1 ~~5,41~~ ~~12,40~~ 1,42 ~~12,41~~ ✠LMC MS1,39 BS~~12,40~~1,42	~~Nwc~~ ~~Bly~~ Nwc	*t*	CL ~~12,39~~ 12,41	1927 9mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	PeltonS.S.Co.Ld. *CellDB*225'747*t* *DTa*36'202*t* *FPT*164*t* *APT*100*t*	305·0 P23'B50'F23' FK	45·5	21·3	Newcastle British 6*BHptCem*	T.3Cy.21½",35"&59"–42" (*s*) 180lb 294NHP 2SB,6*cf*,GS132,HS5204 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2¼ 20 ″ 5½	
31210 HPKJ	**Ronin** (*ex*Huntress–39, *ex*TowerEnsign–37, *ss*Auk.No.3–12,31 *ex*Waikawa–35) *ss*Bly.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Now "Iran," see No.* 37060 *in Supplement*	*5704* *5448* *3517*	✠100A1 *Shelter dk* *withfreeboard* 1,41 Examined 1,41 BS~~1,40~~2,41 LMC12,35	BAs		CL 1,40	1919 10mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	RoninS.S.Co. (Wallem&Co. *Mgrs.*) *CellDB*351'1290*t* *FPT*60*t* *APT*80*t*	399·5 F*onShelter* *dk*38' FK	53·0	24·3 32·8	Panama Pnamanian *ptCem* *Coll BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
31211 341 JPDC	**Ronsan Maru** *OilEng.* *ss*Drn.No.1–34 1*Dk*(*Stl*)	2735 2248 1556	✠ ... 1,38 ✠	Yka	*u*		1929 9mo	Mitsui Bussan Kaisha Tama	DairenKisenK.K. *CellDB*230'769*t* *Tanks in way of tunnel* 173*t* *FPT* 51*t* *APT*35*t*	326·5 P27'B63'F28' FK	46·5	21·5	Dairen Japanese 5*BHptCem*	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP MitsuiBussanKaishaTama	21 ″ 6	
31212 165789 GLBJ	**Rookley** *OilEng.* D,F. E.S.D. 1*dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	4998 4620 3008	✠100A1 *withfreeboard* 2,42 ~~8,40~~ ✠LMC8,40	~~Sld~~ Hul	*a*† 2	CL	1940 8mo *Lloyd*	Wm.Dox- ford&SonsLd Sunderland '*sA&CP*	Thomasson ShippingCo.Ld. (Stephens,Sutton Ld.*Mgrs.*) *CellDB*352'1174*t* *MT*32'1236*t* *FPT*145*t* *APT*177*t*	423·2 439·3(O.L.) FK (*CollBH toSh dk*6*BH to 2nd dk*)	54·2	26·1	Newcastle British 7*BHptCem*	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	37 ″ 3 s10 ″11½ 26 ″ 6	
31213 164738 GZFG	**Rookwood** *ss*Cff.No.1–40 *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	633 454 338	✠100A1 2,41 ✠LMC10,36 ✠LMC(M)3,38 *Fitted for pumping & carrying sand in bulk* 5,40	Cff	*i*	OG 9,39	1936 10mo *Lloyd*	Henry Robb,Ld. Leith '*sA&CP*	F.Bowles&Sons (J.Bowles,*Mgr.*) *CellDB*114'153*t* *FPT*85*t* *APT*24*t*	177·0 P45'Q68'F22' FK	28·6	11·5	London British 3*BHptCem*	Oil Engines 4S.C.SA 8Cy 11"–17 11/16" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 6 s 3 ″11¾ 13 ″ 1	
31214 PKRL	**Rooseboom** 1*Dk*	1035 710 539					1926	Rijkee& Co. Rotterdam	Koninkl.Paketv. Maats.	230·1 B172'F33'	38·2	10·5	Batavia Dutch *WB*	C.4Cy.12 13/16"&27 9/16"–27 9/16" 67NHP Werkspoor,Ams.		V

1 No. in Book. Officia No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31215 146147 MKVB	**Rora Head** (*ex*Brooktown-37, 3Mst *ex*Blackcock-37) *ss*Lon.No.3-8,34 *Mchy.Aft* *ss*Lth.No.1-39 *Well deck* 1*Dk*(*Stl*)	492 331 226	✠100A1 6,42 ~~1,41~~ ~~BS5,41~~ ✠LMC~~3,39~~ 6,42	~~Lth~~ Abn	*h*	CL ~~3,39~~ 5,42	1921 10mo	Day,Summers&Co.Ld Southmpton Lloyd'*sA&CP*	NorthofScotland &Orkney&ShetlandSteamNav. Co.Ld.	165·5 171·5(O.L.) Q95'B11'F23' FK *CellDB*93'146*t*	25·7	9·7	Aberdeen British 3*BHCem* *FPT*20*t*	T.3Cy.13¼",22"&37"-27" (*s*) 180lb 72RHP 1SB,3*cf*,GS56,HS1602 Day,Summers&Co.Ld.Sou.	12 ″ 0 s 3 ″ 6½ 11 ″ 7½	
31216 PJAO	**Rosa** TwinSc *ss*Cco.No.1-39 *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks& at trunk top*	3145 2256 1555	✠100A1 8,41 ~~2,41~~ BS2,41 ✠LMC2,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,35 *F.P. above* 150° F	~~Cco~~ Wmd	*v*	CL 2,40	1935 2mo	NVNederl. Schps.Maats. Amsterdam Lloyd'*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	336·4 Q87'F39' FK *Trunk*209' *FPT*123*t*	56·2	13·6	Curaçao Dutch 10*BHptCem ptAsp* *APT*105*t*	T.6Cy.15⅜",25"&40$\frac{3}{16}$"- (*s*) 27$\frac{9}{16}$" 180lb 366NHP 2WTB HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s 1 ″ 5 13 ″ 6	
31217 2188 ISUT	— (*ex*HélèneLouys-37, TwinSc *ex*Theotocos,*ex*Taroudant) *OilEng.* 1*Dk*	559 374 303					1913	Jonker& Stans HendrikIdo Ambacht	FilippoCapra (Ferrando& Massone,*Mgrs.*)	180·4 Q65'B66'F32'	24·7	11·5	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18⅞" 192NHP NE29 J&CGBolindersCoLd.Skm		I
31218 UNYC	**Rosa Luxemburg** (*ex*MarieRose) *ss*Npt.No.3-7,13 *ss*Liv.No.1-18 1*Dk*(*ptIrn&ptStl*) *&deep framing& Web frames*	3193 2834 1969	✠ 1,24 ✠	Npt	*u*		1901 4mo	Richardsn, Duck&Co. Stockton	U.S.S.R.	330·5 P33'B30'F36 FK *CellDBa*114'*v* *E*26'*f*136'779*tFPT*	47·0	21·8	Leningrad Russian 5*BHCem* 96*tAPT*82*t*	T.3Cy.26",42½"&69½"-45" 349NHP 2SB,6*cf*,GS130,HS5596 Blair&Co.Ld.Stockton	24 ″ 4	
31219 EGJP	**Rosa N. Illueca** 3Mst (*ex*RioBesaya-36) 1*Dk*	831 584 658					1921	D.Tejeiro &Cia. Santander	Sucesor deVda. E.Illueca	195·6 P114'F22'	29·0	12·1	Valencia Spanish *WB*	T.3Cy.13½",23½"&34"-27" 60NHP D.Tejeiro&Cia.Santander		V
31220 7537 SGCR	**Rosafred** (*ex*Biskra,*ex*Winga) 1*Dk*	*1348* *1147* *700*	✠ ... 2,26 ✠				1922 1mo	Scheepb. "DeAmer" Geertruidenberg	VerkebäcksÅngf. A/B(Ruben Olsson, *Mgr.*)	236·3 P23'B61'F27' FK	36·8	15·6	Verkebäck Swedish *WB*	T.3Cy.18½",29"&48"-30" 153NHP Machinefb.Kuipers, Rotterdam	18 ″ 0	V †
31221 PJCM	**Rosalia** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & at trunk*	3177 2273 1557	✠100A1 ~~8,41~~ ~~12,40~~ 12,41 ~~BS6,40~~ BS6,41 ✠LMC4,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,38 *F.P. above* 150° F.	Cco	*v*	CL SN4,39 P10,39	1938 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	336·5 348·2(O.L.) 351·5(O.L.*incl.rdr.*) P91'*Trunk*204'F40' FK *CellD BuB*14'20*tFPT*123	56·1	15·0	Willemstd Dutch 10*BHptCem ptAsp* *tAPT*105*t*	T.6Cy.15⅜",25"&40$\frac{3}{16}$"-27$\frac{9}{16}$" 180lb 366NHP 2WTB,HS6520 FD Richardsons,Westgarth& Co.Ld.Hpl.	14 ″ 9 s 1 ″ 4½ 13 ″ 7	
31222 128015 GRJQ	**Rosalie Moller** (*ex*Francis) *ss*Liv.No.3-1,23 *ss*Hul.No.2-31 2*Dks deep framing& Shelter dk*	3963 3383 2457	✠ ... 7,32 ✠				1910 1mo	Barclay, Curle&Co.Ld Glasgow	MollerLine,Ld. (Mollers'Ld., *Mgrs.*)	355·0 FK	49·2	24·2	Shanghai British *WB*	T.3Cy.24",40"&67"-48" 401NHP Barclay,Curle&Co.Ld.Gls.	26 ″ 6	C †
31223 415 ICFD	**Rosandra** Ⓟ *ss*Tri.No.3-12,32 *ss*Tri.No.1-37 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) *Ref.Mchy.* D.F.	8034 6695 5033	✠100A1 *Shelter dk withfreeboard* 1,40 BS2,40 ✠LMC1,37 ✠Lloyd'sRMC10,39 *Fitted for oil fuel* 4,30 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Tri	*b*†	CL 1,40	1921 6mo	Cantiere SanRocco S.A. Trieste	LloydTriestino, Soc.Anon. di Nav.	464·2 B168'*onShelter dk* FK *Collision* *CellDB*398'1654*tFPT*56*tAPT*63*t*	57·4	32·5	Trieste Italian *Cem BH to Sh dk* 6 ″ ″ *U* ″	T.3Cy.32",51½"&83"-54" (*s*) 180lb 680NHP 4SB(Spt),12*cf*,GS239, FD HS9851 StabilimentoTecnico Trestino,Trieste	35 ″ 0 s 8 ″ 4¾ 26 ″ 10	
31224 1647 ICFF	**Rosario** (*ex*WarMaker) *ss*Mdb.No.3-3,21 *ss*Gen.No.1-24 *Fitted for oil fuel* D.F. 1*Dk*	5468 4701 3321	✠ ... 2,29 ✠				1918	Swan,Hunter& Wigham Richardson, LdNewcastle	Soc.Anon.Cooperativa diNav. "Garibaldi"	413·1 400·3 P49'B113'F39' FK	52·2	28·4	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 517NHP N.EMarineEngCo Ld.Nwc	31 ″ 0	1 †
31225 220819 KDKM	— (*ex*Natirar-32) *Fitted for oil fuel* D.F. 2*Dks* *Longitudinal framing*	4659 4213 2871					1920	Bethlehem S.B.Corp.Ld. Wilmington, Del.	A.H.Bull S.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	376·4 P40'B96'F38'	52·3	27·0	NewYork Utd.States *WB*	T.3Cy.24",41¼"&68¼"-48" 323NHP BethlehemS.B.Corp Ld. Wilmington,Del.		R
31226 PJCI	**Rosaura** TwinSc *ss*Wmd.No.1-41 *Mchy Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & in trunk*	3173 2273 1555	✠100A1 9,41 ~~3,41~~ ~~BS?,40~~ ✠LMC~~?,37~~ 9,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,37 *F.P. above* 150° F	~~Cco~~ Wmd	*v*	CL ~~P1,39~~ S7,39 P9,41	1937 7mo	NVNederl Schps.Maats. Amsterdam Lloyd'*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	336·6 348·3(O.L.) P92'*Trunk*203'F39' FK *CellDBuB*14'20*t* *FPT*123*tAPT*105*t*	56·2	15·1	Willemstd Dutch 10*BHptCem ptAsp*	T6Cy.15⅜",25"&40$\frac{3}{16}$"-27$\frac{9}{16}$" 180lb (*s*) 366NHP 2WTB HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s1 ″ 4½ 13 ″ 6½	
31227 UNYJ	**Roschal** (*ex*Hydro,*ex*Veliky KnjazAlexander *ss*Lon.No.3-4,12 Michailovitch,*ex*Hydro) *Well deck* 1*Dk*(*ptIrn&ptStl-ptws*)& *Web frames,lower dk forehold* *Ref.Mchy.* Sub.Sig.	1427 939 826	✠ 9,19 ✠	Lon	*p*		1899 7mo	Earle'sCo. Ld. Hull	U.S.S.R.	269·0 P163'F31' FK *CellDBa*37'*uE*	33·5	15·0	Archangel Russian 5*BHCem* 16'*f*132'159*t*	T.3Cy.19",33"&56"-36" NB34 246NHP 2SB,6*cf*,GS135,HS4200 Earle'sCo.Ld.Hull	18 ″ 2	
31228 DARN	**Rose** *CruiserStern* 1*Dk*	1530 1228 879					1928	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	247·3 P15'Q69'B52'F23'	38·2	16·2	Stettin German *WB*	T.3Cy.17$\frac{7}{10}$",28$\frac{3}{10}$"&45⅗"- 33⅗" 120NHP StettinerOderwerke		G
31229 TUVL	**Rose Blanche** (*ex*Song-Nhi-Ha) 2*Dks*	323 168 171					1924	Soc.des Atel.Mar. Haïphong	Transp.Marit.& Fluviauxdel'Indo-Chine	137·8	20·4	10·8	Haïphong French	C.2Cy.12"&24"-16" Soc.desAtel. 20NHP Mar.Haïphong		
31230 137438 GCBF	**Rose Castle** *ss*Hfx.2ndNo.3-5,41 ~~*ss*Hfx.No.3-4,38~~ ~~*ss*Hfx.No.2-37~~ Sub.Sig. 1*Dk*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	7803 6894 4608	✠100A1 6,41 ~~10,39~~ ~~BS10,40~~ ✠LMC~~2,37~~ 5,41 BS5,42	~~Mtl~~ NFl	*b*†	CL 7,40	1915 4mo	Short Bros. Ld. Sunderland Lloyd'*sA&CP*	RoseCastleS.S.Co. Ld.	455·0 P27'B76'*fwd*B16' F33' FK *CellDBa* 152'*uE*&B52' *f*195'1758*tTopsidetanks a* 169'*E & Bspace*62'*f*185'	58·0	31·1	HalifaxNS British 7*BHCem*	T.3Cy.28½",47"&79"-54" (*s*) 180lb 606NHP 3SB,12*cf*,GS213,HS8670 FD G.Clark,Ld.Sunderland 1460*tFPT*147*tAPT*118*t*	33 ″ 9 s 8 ″ 6 25 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté si ce n'est dans le L.R. Durée. Cert. B.of Trade.
31231 144400 BFXK	**Rose Schiaffino** (*ex*Notton) *ss*Alg.No.3-3,32 D.F. *ss*Alg.No.1-36 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in holds*	3349 2771 2027	✠100A1 ~~4,41 1,40~~ 7,41 Examined 7,41 Cff BS7,41 ✠LMC1,40 *Fitted for oil fuel* 3,34 *F.P. above* 150° F.	~~Alg~~ ~~Gib~~	*u*	CL ~~1,40~~ 6,41	1920 3mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth *'sA&CP*	Ministry ofWar Transport(Mark Whitwill&Son,Ld. *Mgrs.*) *CellD*	331·3 P33'B98'F29' FK *B*284'734*tFPT*110*t*	46·7	23·2	Cardiff British 6*BHCem* *APT*128*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 368NHP 3SB,*9cf*,GS155,HS6090 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
31232 141761 VGLB	**Rosebank** (*ex*CanadianObserver) *Fitted for oil fuel* 2*Dks*	2410 2039 1460					1920	TheCollingwoodS.B. Co.Collingwd Ont.	KingsleyNav.Co. Ld.	251·0 P24'B64'F23'	43·6	23·6	Vancouver British *WB*	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood,Ont		C
31233 166599 MMXV	**Rosedene** (*ex*Bernadette-39) *OilEng.* *Mchy Aft* 1*Dk* *CruiserStern*	376 260 178	✠100A1 *withfreeboard* 4,42 ~~3,41~~ ~~12,41~~ ✠LMC10,38	~~Cff~~ ~~Ayr~~ PGl	*e*	OG ~~3,41~~ 12,41	1938 10mo *Lloyd*	Internatnl S.B.&E.CoLd Danzig *'sA&CP*	T.G.Irving,Ld. (T.G.Irving,*Mgr.*)	133·4 140·0(O.L.) P35'Q45'F16' FK *Cell DB*81'105*tFPT*	24·7	9·5	Sundrland British 3*BHCem* 47*tAPT*14*t*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 7 s 4 ″ 2 9 ″ 9½	
31234 128313 MKWC	**Rosehill** (*ex*CreekFisher-40,*ex* Holland,*ex*Otterdal) *ss*Lan.No.3-6,39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	731 526 328	100A1 11,41 ~~11,40,41~~ ~~BS10,40~~ LMC6,39	~~Sws~~ ~~Cff~~ Dub BS10,41	*j*	CL ~~2,40~~ 9,41	1918	T.vanDuijvendijk Lekkerkerk	J.W.Huelin,Ld.	180·4 189·6(O.L.) Q107'B11'F23' FK *CellDB*103'136*tFPT*	28·8	12·3	Cardiff British 3*BHCem* 40*tAPT*28*t*	T.3Cy.15⅜",24$\frac{13}{16}$"&39⅜"-(*s*) 27$\frac{9}{16}$" 185lb 80RHP 2SB,*4cf*,GS70,HS2087 Boele'sSchps&Mch.Bolnes	14 ″ 6 s3 ″ 11¾ 14 ″ 1¾	
31235 PHDV	**Rosemarie** (*ex*Niagara-40) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	400 — 270					1939	Schpswf. "Volharding" GebrBodewes Foxhol	N.V.L.IJ.T.O. Lijn TransportOnderneming	140·7 P35'F17'	25·8	9·0	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"-18⅞" 80NHP WerkspoorN.V.Ams.		V
31236 165179 GMXX	**Rosenborg** *ss*Els.2ndNo.3-2,39 1*Dk*(*Irn*)	1997 1764 1206	✠100A1 12,41 ~~3,41~~ BS6,41 ✠LMC2,39	~~Bry~~ Shl	*r*	OG N3,41	1914 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	Ministry ofWar Transport(J.S. Stranaghan&Co. Ld.*Mgrs.*) *CellDBa*88'	280·0 P21'B74'F31' FK *uE&B*38'*f*114' 535*t*	40·0	19·1	Belfast British 4*BHCem* *APT*78*t*	T.3Cy.20",31½"&53"-36" (*s*) 180lb *100lb* 188NHP 2SB,*4cf*,GS70,HS3030 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s2 ″ 11¾ 18 ″ 6	
31237 174441 VSJM	— (*ex*Fagernes) 4Mst D.F. 1*Dk*	1512 — 855					1919	A/SSorlandetsSkibs Fevig	Ministry of War Transport(Elders &Fyffes,Ld.*Mgs.*)	254·9 ~~243·2~~ P27'B67'F29'	39·4	17·0	Trinidad, B.W.I. British *WB*	T.3Cy.18",29½"&49"-33" 138NHP FredrikstadM.V.Frdstad.		N
31238 LESK	**Rosendal** Ⓟ 1*Dk*	357 187 171					1909	Laxevaags Msk&Jrnskb Bergen	Hardanger Sunnhordlandske Dampskibsselskab	140·0 P106*t*H19*t*F42*t*	23·6	10·7	Bergen Norwegian *WB*	T.3Cy.13¼",22"&35"-25" 61NHP LaxevaagsMsk.&Jrns.Bgn		
31239 7132 SLWA	**Rosenholm** (*ex*Helge-39) 1*Dk*& *Web frames*	*1740* *1400* *969*					1895	Helsingörs Jerns.Mask. Elsinore	RederiA/B Rosenborg(T.Carlbom, *Mgr.*)	271·6 P17'Q80'B116'F32'	38·1	23·5	Stockholm Swedish *WB*	T.3Cy.18½",30"&49"-36" 144NHP HelsingörsJrnsk&Mskbyg.		V
31240 LDOV	**Roseville** TwinSc *OilEng.* D.F. 1*Dk*& *Shelter dk* *Cruiser Stern*	5745 5193 3507					1930	Odense Staalskibsverft Odense	SkibsA/S Goodwill (A.F.Klaveness& Co.A/S,*Mgrs.*)	426·4 P131*t*H405*t*F15'	58·5	26·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 710NHP Akt.Burmeistr&Wain,Cpn		N
31241 163388 GWRL	**Rosewood** (*ex*Stegg-34) *OilEng.* *ss*Shl.No.2-39 ~~*ss*Shl.No.1-35~~ *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	5989 5276 3548	✠100A1 ~~5,41~~ ~~4,40~~ 10,41 ✠LMC CS5,41 DBS~~4,40~~10,41 4,40 *Carrying Petroleum in bulk*	~~Grk~~ NYk	*z*	CL 3,39	1931 7mo *Lloyd*	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle *'sA&CP*	Oil&Molasses Tankers,Ld.(J.I. Jacobs&Co.Ld. *Mgrs.*) *CellDBuE*56'171*tD*	396·1 P97'B29'F36' FK *Trunk*238' *Tf*34'347*tFPT*135*t*	55·1	32·1	London British 14*BHptCem* (9 *to U dk* 5 ,, *2nd* ,,) *APT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc	32 ″ 0 s 5 ″ 5½ 26 ″ 9½	
31242	**Rosita** (*ex*ElihuThomson, Iron *ex*Italia) 1*Dk*(*Irn*)& *Spar dk*& *Web frames* *Fitted for oil fuel*	896 — 648	✠ 3,91 ✠	Nwc	*l*		1888 9mo	W.Dobson &Co. Newcastle	ExpresoMaritimo S.A. *DBa*5	195·1 H20*t* 20·6 1'*f*79'132*tAPT*30*t*	28·0	13·6	Callao Peruvian 4*BHAsp*	T.3Cy.15",23"&40"-30" 88NHP N.E.MarineE.Co.Ld.Nwc.	21 ″ 8	
31243 7200 SEYA	**Roslagen** *ss*Mmo.No.1-41 *ss*Rot.No.3-9,37 1*Dk*(*Stl*) *Cargo battens not fitted* *Now "Fogdö," see No. 36656 in Supplement*	*1845* *1621* *1057*	✠100A1 5,41 ~~8,39~~ ~~10,40~~ ✠LMC 5,41 ~~MS9,37~~ ~~BS5,39~~	~~Sbg~~ ~~Osc~~ Lkr	*r*	OG ~~8,37~~ 9,40	1925 5mo A&CP	Akt.Lindholmen-Motala Gothenburg	Rederiaktieb. Roslagen(P.G. Thulin,*Mgr.*) *CellDB*	262·0 P24'B67'F28' FK 224'502*tAPT*41*t*	42·7	18·1	Stockholm Swedish 4*BHptCem* *ptAsp*	T.3Cy.21",33"&55"-36" (*s*) 185lb FD 238NHP 2SB(Spt),*6cf*,GS100,HS3370 Akt.Lindholmen-Motala	20 ″ 6 s 2 ″ 8¼ 18 ″ 0¼	
31244 119093 MGMX	**Roslea** (*ex*TheMonarch) 3Mst *ss*Bel.2ndNo.3-7,30 *Mchy.Aft* *ss*Bel.No.2-40 *Well deck* 1*Dk*(*Stl*)	642 436 255	✠100A1 8,40 BS8,40 ✠LMC9,38 Surveys delayed	Bel	*i*	OG 9,39	1904 2mo *Lloyd*	AilsaS.B. Co.Ld. Troon *'sA&CP*	Williamstown ShippingCo.Ld. (CombenLongstaff&Co.Ld. *Mgrs.*)	185·0 Q101'B10'F34' BK7½" *Cell DBf*99'145*tFPT*	27·6	10·8	London British 3*BHCem* 57*tAPT*10*t*	C.2Cy.19½"&44"-30" (*s*) 130lb 80RHP 1SB,*3pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s 4 ″ 10¼ 13 ″ 8	
31245 164448 GYJZ	**Roslin Castle** *ss*Sou.No.1-39 *OilEng.* D.F. *Ref.Mchy.* 4*Dks* *CruiserStern*	7016 6265 4260	✠100A1 3,42 ~~5,41~~ ✠LMC CS6,40 DBS~~5,39~~8,41 6,40	~~Mch~~ Cff	*b*† 2$\frac{1}{16}$	CL ~~5,40~~ 3,42	1935 5mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	Union-CastleMail S.S.Co.Ld. *Duct keel fwd. of* *CellD*	426·5 443·5(O.L.) B129'F45' FK *mchy space* *B*352'1321*tFPT*54*t*	61·3	32·0	London British 7*BH* *APT*128*t*	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$"-55⅛" 1643NHP DB*100lb* Harland&Wolff,Ld.Bel.	36 ″ 9 s 7 ″ 8 29 ″ 3½	
31246 161596 GYWF	**Ross** *OilEng.* D.F. 1*Dk*& *Shelter dk* *Cruiser Stern* *Tonnage opening closed* '41 (*W.E.*)	4978 4624 3066	✠100A1 *withfreeboard* 4,42 ~~6,41~~ Examined ~~6,41~~4,42 ✠LMC6,36 ✠LMC(M)11,38	~~Hul~~ Liv	*a*† 2	CL 11,38	1936 6mo *Lloyd*	W Doxford &Sons,Ld. Sunderland *'sA&CP*	B.J.Sutherland& Co.Ld. *CellDB*346'1174*t*	423·7 FK *MT*1236*tAPT*177*t*	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	37 ″ 3 s10 ″ 11½ 26 ″ 6	
31247 52 ICFG	**Rossini** Ⓟ *OilEng.* *ss*Tri.No.2-36 2*Dks*(*Stl*)	2425 1835 1420	✠100A1 12,39 ✠LMC CS11,36 DBS8,39 2,39 NO LATER SURVEY REPORTED	Tri	*s*	CL 4,39	1928 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone *sA&CP*	"Tirrenia"Soc. Anon.diNav. *CellDB*205'40	294·0 284·4 FK P29'B84'F36' 4*tFPT*58*tAPT*57*t*	40·2	21·1	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 357NHP DB*100lb* StabilimentoTecnico,Tri.	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
31248 PHDY	**Rossum** *ss*Ams.No.2-36 D.F. 1*Dk*(*Stl*)	2118 1892 1255	✠100A1 8,41 ~~7,40~~ Examined 8,41 ✠LMC MS11,36 ~~BS7,40~~ 8,41	~~Bry~~ Gmh	*s*	CL ~~9,37~~ 8,41	1928 3mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel *'sA&CP*	Stoomv.Maats. "Oostzee"(Vinke &Co.*Mgrs.*) *CellD*	281·3 P22'B64'F22' FK *B*242' 542*t FPT*62*t*	42·7	19·3	Amstrdam Dutch 4*BHCem* *APT*54*t*	T.3Cy.21",34½"&57"-36" (*s*) 210lb 248NHP 2SB,*6cf*,GS106,HS4054 ArnhemscheStoomsleepshellingMij.Arnhem	21 ″ 4 s 3 ″ 1¾ 18 ″ 3¾	

~~*Surveys delayed. Vessel, when last reported, in port in enemy occupation.~~

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks. &c.	Regist'd Tonnage Gross Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of R. of "Trade Cert."
31249 LETE	**Röst** Ⓟ *1Dk&Awng dk*	379 334 210					1898	Trndhjems Mek.Værkst. Trondheim	Vesteraalens Dampskibsselskab	147·5 H45*t*	21·1	15·4 *WB*	Stokmark- næs Norwegian	T.3Cy.12½″,20½″&33″–21″ 50NHP Trondhjems M.V.Trndhm.		
31250 LETF	**Rösten** (*ex*Gripen,*ex*Comp.Stm.) *Mchy.Aft* *1Dk*	737 594 393					1920	A/B Öster- sjövarfvet Norrköping	TönsbergsRederi A/S(Rafen& Loennechen, *Mgrs.*)	187·8 P70*t*H17*t*F24*t*	30·1	12·7	Tönsberg Norwegian *WB*	T.3Cy.14$\frac{3}{16}$″,22″&39″–23⅝″ 62NHP A/B.GötaverkenGot.		VL
31251 7656 SGDI	**Rota** *1Dk*	*1115* *778* *595*					1930	Verein.Sthl Nordseewrke Emden	Stockholms Rederiaktieb.Svea (Eman.Högberg *Mgr.*)	215·7 P14′Q49′B45′F35′	34·9	13·1	Stockholm Swedish *WB*	T.3Cy.17¾″,29½″&46″–31½″ 119NHP A.Borsig,G.m.b.H.Berlin		G
31252 167437 MNYY	— *1Dk&Shelter dk* D.F. *Ref.Mchy.*	840 673 430					1923	Deutsche WerkeA.G. Kiel	Ministry of War Transport(Eller- man'sWilsonLine, Ld.*Mgrs.*)	231·9	34·1	13·6	London British *WB*	T.3Cy.20″,32″&52½″–35″ 165NHP DeutscheWerkeA.G.Kiel		VL
31253 DOGT	**Rotenfels** E.S.D. *OilEng.* Sub.Sig. *CruiserStern* *2Dks*	7854 7308 4854					1927	Akt.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	472·9 P121′B144′F90′	60·5	31·8	Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$″–47¼″ 1585NHP A.G."Weser,"Bremen		G
31254 128883 GLDV	**Rother** *ss*Goo.2ndNo.3–9,39 *Ref.Mchy.* *1Dk(Stl)* D.F.	986 817 403	✠100A1 5,42 ~~3,41~~ BS5,42 ~~BS4,41~~ ✠LMC9,39	Goo	*o*	OG 3,41	1914 5mo *Lloyd*'*sA&CP*	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	LondonMidland& ScottishRly. (AssociatedHum- berLines,*Mgrs.*) *CellDBa*51′	240·0 P38′B88′F37′ FK *uE*23′*f*92′197*tFPT*	34·1	15·3	Goole British 5*BHCem* 13*tAPT*28*t*	T3Cy.22$\frac{3}{16}$″,36″&61″–39″(*r*) 180lb 349NHP 2SB,*6cf*,GS120,HS5370 FD ClydeSB.&Eng.Co.Ld.PGl	16 ″ 4 s1 ″ 10½ 14 ″ 7	
31255 161598 GZDY	**Rothley** ~~*ss*Cff.No.2–41~~ *ss*Cff.No.1-41 *OilEng.* D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	4996 4627 3062	✠100A1 *withfreeboard* ~~7,41~~ ~~9,40~~ 2,42 DBS2,41 ✠LMC12,36 ✠LMC(M)3,39 *Carrying Vegetable oil in deep tank*	~~Sld~~ ~~Cff~~ Bkn	*a*† 2	CL 12,39	1936 12mo *Lloyd*'*sA&CP*	W.Doxford &Sons,Ld. Sunderland	TheWhalton ShippingCo.Ld. (Stephens,Sutton, Ld.*Mgrs.*) *CellDB*346′1174*t*	423·3 439·3(O.L.) FK *MT*1236*tAPT*177*t*	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	37 ″ 3 s10 ″ 11½ 26 ″ 6	
31256	**Rotna** Ⓟ *OilEng.* *2Dks* *CruiserStern*	1850					1940	Akt.Bur- meistr&Wain Copenhagen	A/S Dampskibslsk. paaBornholm af 1866(ThorkilLund *Mgr.*)	259·0	41·0	23·6	Rönne Danish	Oil Engines 2S.C.SA 7Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 478NHP Akt.Burmeistr&Wain,Cpn		
31257 PHEG	**Rotterdam** Ⓟ **TwinSc** *ss*Rot.2ndNo.3–12,34 D.F. Sub.Sig. 4*Dks*(*StlU,M&L–ptws*) *Lower Orlop dk in Nos.*1,2,3&4 *holds* GyC. (TO BE BROKEN UP)	24149 17293 15056	✠ 12,38 ✠	Rot	*q*†		1908 6mo *CellD*	Harland& Wolff,Ld. Belfast *Ba*170′*uE&B*	188′*f*205′3073*tDT*	650·5 B&F535′ FK&BK2½″ *f*59′1636*tFPT*197*t*	77·4	43·5	Rottrdam Dutch 12*BHptCem* *APT*92*t*	Q.8Cy.33″,47″,68″&97½″–60″ 2451NHP 8D&2SB,*54cf*,GS1116, HS4643C Harland&Wolff,Ld.Belfast	47 ″ 4	
31258 PHEI	— **TwinSc** *Mchy.Aft* *OilEng.* *ss*Rot.No.3–9,37 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *CruiserStern* *Longitudinal framing*	8968 8463 5027	✠100A1 *Shelter dk* *withfreeboard* ~~10,41~~ ~~3,41~~3,42 ~~Examined 9,41~~4,42 ✠LMC CS11,37 DBS~~1,41~~ 10,41 11,41 *Carrying Petroleum in bulk*	~~Gls~~ ~~Arn~~ Gal	~~NYk~~	CL ~~S9,38~~ P8,39 S10,41	1925 10mo *Lloyd*'*sA&CP*	Frd.Krupp Act.Ges. Kiel	N.V.Petroleum IndustrieMaats. *CellDBuE*64′ 135*t* *DTf*36′315*tD*	469·8 B33′F39′ FK 18*BH* *Ta*21′108*tFPT*186*t*	63·3	35·3	The Hague Dutch *ptCem ptAsp* (*13 to U dk*) *APT*106*t*	Oil Engines 4S.C.SA 12Cy.25$\frac{9}{16}$″–39⅜″ 2WTDB*200lb* 763NHP 2DB70lb Frd.KruppA.G.Kiel	35 ″ 6 s 8 ″ 7½ 27 ″ 2¾	
31259 PHES	**Rotula** *OilEng.* *ss*Bat.No.1–39 D.F. 1*Dk 2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *Longitudinal framing at bottom & at deck*	7981 7237 4747	✠100A1 4,40 ✠LMC CS7,39 DBS1,39 7,39 *Carrying Petroleum in bulk*	Bat	*c*†	CL 5,38	1935 5mo *Lloyd*'*sA&CP*	NVNederl. Schps.Maats. Amsterdam *Cell*	N.V.Petroleum Maats."La Corona" *DBuE*64′ 157*t DT*	462·9 483·0(O.L.) P93′B47′F48′ FK *f*25′264*t FPT*135*t*	59·3	33·9	TheHague Dutch 15*BH* *APT*83*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55⅛″ 502NHP DB*180lb* Werkspoor.N.V.Ams.	34 ″ 0 s6 ″ 9 27 ″ 5	
31260 FNWG	**Roubaisien** *2Dks*	3152 2919 1970	✠ ... 6,25 ✠				1921 5mo	JReadhead &Sons,Ld. S.Shields	Cid.desBateaux à Vapeur duNord (Soc.Anon.deGér- ance et d'Arme- ment,*Mgrs.*)	331·2 P30′B170′F33′ FK	47·2	22·1	Dunkirk French *WB*	T.3Cy.23½″,39″&65″–45″ 307NHP J.Readhead&Sns,Ld.S.Shl	24 ″ 5	V †
31261 FOYH	**Rouen** Ⓟ **TrpSc** *2Dks* D.F. *Fitted for oil fuel*	1882 1520 683					1912	Forg.&Ch. de la Médit. Havre	Chemins deFer de l'EtatFrançais (SouthrnRly.*Mgs*)	293·3	34·7	21·4	Dieppe French *WB*	3 Steam Turbines Forg.&Ch.de la Médit.Hav.		V
31262 FNQH	**Rouennais** (*ex*Malgache–37, *ex*PortdeCherbourg, *ss*Npt.No.2–20 *ex*Malgache,*ex*Baymano, *ex*CayoRomano) *2Dks&deep* D.F. *framing*	3777 3468 2339	✠ ... 3,22 ✠				1911 10mo	W.Dobson &Co. Newcastle	UnionMaritime Soc.Anon.(Soc. Anon.de Gérance et d'Armement *Mgrs*)	354·2 P49′B112′F37′ FK	47·8	25·9	Dunkirk French *WB*	T.3Cy.25″,41″&68″–45″ 371NHP N.E.MarineEngCoLd.Nwc	28 ″ 5	V †
31263 ORYA	**Roumanie** (*ex*Pyrgos,*ex*Horncap, *ex*Haimon) *2Dks*	*3563* *3383* *2256*					1906	Flensburgr Schiffsb.Ges. Flensburg	CieNationaleBelge deTransports Mar. (AgenceMaritime InternationaleS.A. *Mgrs.*)	341·7 H24′	48·7	17·2 25·0	Antwerp Belgian *WB*	T.3Cy.20$\frac{1}{16}$″,34⅞″&61″–39⅜″ 236NHP FlensburgerSchiffsb.Ges.		V
31264 FPGL	**Roussillon** (*ex*HaraldBrøvig–38) *Carrying Petroleum in bulk* *OilEng.* D.F. E.S.D. 1*Dk,2nd dk in mchy.space* *Mchy.Aft* *CruiserStern* *Part electrically welded*	9967 9191 5906	✠ ... 10,38 ✠	Bkn	*e*†		1936 12mo	Bremer Vulkan Vegesack	Soc.Française de Transports PétroliersS.A. *CellDBuE*75′218*t*	492·9 P113′F75′ FK *DTf*43′715*tFPT*164*t*	66·1	36·4	Havre French 12*BHptCem* *APT*258*t*	Oil Engines 2S.C.DA 6Cy.23⅝″–43$\frac{5}{16}$″ 1167NHP BremerVulkan,Vegesack	35 ″ 11	V †

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
31265 149901 GLWR	**Rovuma** TwinSc ssP.Nl.No.3-3,40 2Dks(Stl-Wthr dk teak s)	1289 1190 739	✠100A1 with freeboard ~~6,41~~ ~~3,40~~ 2,42 ✠LMC MS11,39 ~~BS3,40~~ 6,41	PNl	n	CL 6,39	1927 9mo Lloyd's A&CP	Ardrossan Dkyd.Ld. Ardrossan Cell DB168' 240t FPT 46t APT31t	Union-Castle Mail S.S.Co.Ld.	211·8	35·1	19·1 FK Coll BH to W dk	London British 4BHCem	T.6Cy.11¼",18¾"&31"-21" 180lb (s) 125NHP 2SB,4cf,GS63,HS2357 W.Beardmore&Co.Ld.Gls.	21 ″ 0 s 8 ″ 0½ 13 ″ 4¾	
31266 167199 GRRK	**Rowallan Castle** OilEng. D.F. 4Dks Ref.Mchy. CruiserStern	7798 6963 4728	✠100A1 8,41 ~~7,40~~ ✠LMC3,39	~~Liv~~ Bry	d† 2$\frac{3}{16}$	CL	1939 3mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	Union-Castle Mail S.S.Co.Ld. Duct keel forward of mchy.space Cell DB335'1114t	457·4 474·2(O.L.) B121'F48' Tanks at sides of tunnel 45'326t FPT46t APT126t	63·3	34·3 FK	London British 7BHptCem	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$"-55⅛" 1643NHP DB100lb Harland&Wolff,Ld.Bel.	37 ″ 0 s8 ″ 0¼ 29 ″ 2¼	
31267 160292 MJML	**Rowan** ssBel.No.2-40 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	500 348 188	✠100A1 ~~7,40~~ 10,41 2,42 ✠LMC ~~BS3,40~~ MS6,40	Bel	h	CL 5,40	1932 2mo Lloyd's A&CP	Scott& Sons Bowling	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld. Mgrs.) Cell DB88'100t FPT47t APT47t	167·0 173·0(O.L.) Q97'B9'F23'	25·6	10·0 BK7"	Newry British 3BHCem	T.3Cy.13½",23"&38"-27" (s) 200lb 86RHP 1SB,3cf,GS60,HS2000 Aitchison,BlairLd. Clydebank	12 ″ 1 s 4 ″ 2¼ 12 ″ 6¼	
31268 166248 MMWQ	**Rowanfield** Mchy.Aft 1Dk CruiserStern	495 331 205	✠100A1 12,41 ~~3,39~~ ✠LMC9,38	Liv	g	CL 12,41	1938 9mo Lloyd's A&CP	LythamSB &E.Co.Ld. Lytham	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	142·5 148·5(O.L.) P50'Q35'F20' FPT61t APT37t	27·2	11·4 BK6½"	Liverpool British 3BHCem	T.3Cy.12¾",21"&36"-24" 200lb (s) 72RHP 1SB,2cf,GS38,HS1637 FD LythamS.B.&E.Co.Ld.	12 ″ 6 s4 ″ 0 12 ″ 9¾	
31269 120718 KJWV	**Rowe** Wood 1Dk	476 — 394					1888	Manitowoc S.B.Corp Manitowoc, Wis.	H.C.Rowe&Co.	142·8	30·0	10·6	Nw.Haven, Con. Utd. States	C.2Cy.17"&34"-26" 49NHP ManisteeIronWorks, Manistee,Mich.		
31270 174213 BFVJ	**Roxane** TwinSc OilEng. Mchy.Aft Longitudinal framing 1Dk D.F. CruiserStern Carrying Petroleum in bulk	7813 7024 4185					1929	Atel.&Ch. duSudOuest Bordeaux	Ministry of War Transport(British TankerCo.Ld. Mgrs.)	445·4 P103'B35'F54'	62·1	34·2	Cardiff British WB	Oil Engines 4S.C.SA 12Cy.21$\frac{11}{16}$"-59$\frac{1}{16}$" 532NHP Akt.Burmeistr&Wain,Cpn.		V
31271 165481 GZSP	**Roxburgh Castle** OilEng. 4Dks Ref.Mchy. CruiserStern	7801 6963 4738	✠100A1 ~~2,41~~ 10,41 Examined 12,41 Bkn ✠LMC6,37 DBS12,41	~~Liv~~ ~~Bkn~~	d† 2$\frac{3}{16}$	CL 1,41	1937 6mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast Cell DB335'1114t	Union-Castle Mail S.S.Co.Ld. Duct keel forward of mchy.space Tanks at sides of tunnel 45'326t FPT 46t APT126t	457·1 474·2(O.L.) B131'F48'	63·3	34·3 FK	London British 7BHptCem	Oil Engines 2S.C.DA 8Cy.24⅜"-55⅛" 1642NHP DB100lb Harland&Wolff,Ld.Bel.	37 ″ 0 s 8 ″ 0¼ 29 ″ 2¼	
31272 139228 GBWT	**Roxby** ssBry.No.3-10,35 D.F. ssShl.No.1-39 1Dk(Stl)	4252 3975 2605	✠100A1 7,41 ~~2,41~~ BS4,41 ✠LMC3,39	~~Bry~~ Npt	y	CL 7,40	1923 6mo Lloyd's A&CP	RopnerSB &RepairngCo (Stocktn) Ld Stockton	RopnerShppngCo. Ld. Cell DBa136'u E21'f155'965t FPT 76t APT206t	378·0 389·8(O.L.) P50'B&F298'	53·0	24·6 FK	W.Hartlpl British 6BHCem	T.3Cy.24½",41"&68"-48" (s) 180lb 364NHP 2SB(Spt),6cf,GS140,HS5836 J.Dickinson&Sons,Ld.Sld.	27 ″ 0 s 3 ″ 1¼ 24 ″ 1½	
31273 6749 SDZN	**Roxen** (exAthaulf) ssGot.No.3-5,28 ssGot.No.2-36 D.F.,, 1Dk(Stl)&Shelter dk Now "Sigyn," see No. 33452 in Supplement	4528 4039 2709	✠100A1 Shelter dk with freeboard 4,40 BS4,40 ✠LMC12,36 Fitted for oil fuel 9,21 F.P. above 150° F.	Got	y	OG 1,39	1921 9mo Lloyd's A&CP	Akt.Lindholmen-Motala Gothenburg	RederiA/B Transatlantic(G.Carlsson, Mgr.) Cell DB 269'1145t APT86t	377·8 393·6(O.L.) F38'on Shelter dk	54·2	24·4 FK Collision BH to Sh dk	Gothenbrg Swedish ptCem 5 ,, ,, U ,,	T.3Cy.27",44⅜"&72⅞"-48"(s) 185lb FD 455NHP 3SB(Spt),9cf,GS144,HS6150 Akt.Lindholmen-Motala	27 ″ 0 s 2 ″ 11¾ 24 ″ 2½	
31274 LJBY	**Roy** (exDanae-35) ssNwc.No.3-3,33 ssShl.No.1-37 Well deck D.F. 1Dk(Stl) Cargo battens not fitted	1768 1327 969	✠100A1 6,41 ~~11,40~~ Examined 6,41 BS11,40 ✠LMC7,37	~~Sws~~ Shl	q	CL ~~10,38~~ N7,41	1921 6mo Lloyd's A&CP	C.Rennoldson&Co. SouthShields	A/S D/S "Ask" (A.Kjerland, Mgr.) DBa38' Cell DB192' 585t FPT74t APT106t	270·2 279·7(O.L.) P on Q22'B54'Q106' F22'	37·5	16·3 FK	Bergen Norwegian 4BHCem	T.3Cy.21",34"&56"-36" (s) 190lb 244NHP 2SB,6cf,GS108,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 6 s 1 ″ 6½ 17 ″ 2	
31275 LEXG	**Royal** (exSortland-39,exFerm, exHollandia II,exFalkaas) 1Dk	759 565 422					1918	N.V.Werf Zeeland Hansweert	SkibsA/SRoyal (Alfr.I.Thommesen)	179·0 Q58tB58tF24tH34t	30·2	12·5	Arendal Norwegian WB	T.3Cy.15½",25½"&47½"-27" 117NHP Schippers&v.Dongen		N
31276 TVHE	— 1Dk Mchy.Aft Fitted for oil fuel Carrying Petroleum in bulk	336 — 151					1924	Ch.&Atel. de laGironde Harfleur	Cie.Fluviale et Mar. deTransp. dePétrole(Soc. Anon.desPétroles Jupiter, Mgrs.)	179·8	25·9	10·8	Havre French	C.2Cy.12"&24"-18" 20NHP McKie&Baxter,Glasgow		V
31277 HPQY	**Royal Arrow** ssN.Yk.No.3-5,29 ssBal.No.2-37 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl)& Webframes D.F. Longitudinal framing	7790 7210 4800	✠100A1 Shelter dk with freeboard 5,41 ~~9,40~~ BS9,40 ✠LMC8,37 Carrying Petroleum in bulk Fitted for oil fuel 12,16 F.P. above 150° F.	~~Bal~~ Phl	d†	CL N6,39	1916 12mo Cell DBa23'uE&B 76'463t DTf40'441t FPT229t APT131t	NewYork S.B.Co. Camden, N.J. A&CP	BrilliantTransportationCo.S.A.	467·6	62·7	32·0 FK	Panama Pnamanian 16BH (10 ,, to U dk 6 ,, ,, 2nd ,,)	Q.4Cy.24⅛",35",51"&75"-51" 220lb (r) 568NHP 3SB,9cf,GS177,HS7804 FD NewYorkSB.Co.Cmdn,NJ	32 ″ 0 s 4 ″ 2 28 ″ 1	
31278 167210 GSGL	**Royal Daffodil** Ⓟ TwinSc OilEng. E.S.D. 1Dk CruiserStern	2060 938 1046	✠ A- with freeboard 9,41 ~~10,40~~ ✠LMC5,39 Corresponding to a moulded draught of 8' 3" For service between London, Cherbourg & Hook of Holland, from May to September	Bel		CL SN5,40	1939 5mo	WmDenny &Bros.Ld. Dumbarton	GeneralStm.Nav. Co.Ld.	299·7 313·0(O.L.) B&F288'	50·1 54·0	9·9 BK6"	London British 10BHAsp FPT24t	Oil Engines 2S.C.SA 24Cy.14$\frac{3}{16}$"-23⅝" 841NHP Wm.Denny&Bros,LdDmb	12 ″ 6 s 4 ″ 5 8 ″ 9	
31279 162702 MJMY	**Royal Eagle** Ⓟ Pad 1Dk&Promenade dk Fitted for oil fuel	1539 779 794	✠ 5,35 ✠	Lon			1932 4mo	Cammell Laird&Co.Ld. Birkenhead	GeneralStm.Nav. Co.Ld. Cell DB aft of Engine Room 12' 11t	292·1 Promenade dk281'	36·7	10·5 BK5"	London British 9BHptAsp ptCem	T.D.3Cy.28½",44"&68"-60" 485NHP 2SB,8cf, ,HS6620 CammellLaird&Co.Ld.Bkn		

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
31280 165781 GDSC	**Royal Emblem** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed '41 (W.E.)*	4900 4355 2762	✠100A1 *withfreeboard* 11,41 ~~5,41~~ ✠LMC2,40	~~Shl~~ Cal	*a*†	CL 9,40	1940 2mo	JLThompson&Sons,Ld. Sunderland *Lloyd*'*sA*&*CP*	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*) *CellDB*289'975*t* *Tanks at*	415·1 431·8(O.L.) F36' *sides of tunnel* 390*t*	58·2	24·8 FK	Newcastle British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd*,,) *FPTs*324*tA*	T.3Cy.23",38"&65"–42" 220lb Rht. (*s*) 365NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS116,HS5075 N.E.MarineEng Co.(1938) *PT*145*t* Ld.Sld	36 ″ 4 s10 ″ 6¾ 26 ″ 0	
31281 148242 GDXY	**Royal Fusilier** Ⓟ E.S.D. 2*Dks*	2187 1383 1094					1924	CaledonS. B.&E.Co.Ld. Dundee	London&EdinburghShippingCo. Ld.	290·2 P51'B102'F63'	41·2	18·0	Leith British *WB*	T.3Cy.26",42"&70"–45" 339NHP CaledonSB.&E.Co.Ld.Dun		C
31282 161816 MPSB	**Royal Scot** *ss*Lth.No.2–38 E.S.D. 1*Dk*(*Stl–pt* ws) 2*nd dk in holds*	1444 1143 595	✠100A1 4,41 ✠LMC MS12,37 BS8,40	Lth		CL 4,41	1930 3mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd*'*sA*&*CP*	London&EdinburghShippingCo. Ld. *CellDBa*&*uE*69'	260·8 271·3(O.L.) P38'B92'F64' FK&BK1¼" *f*92'210*tFPT*25*t*	38·3	17·3	Leith British 5*BHptCem* *ptAsp*	T.3Cy.22½",37"&60"–42" (*r*) 180lb *120lb* 356NHP 2SB,6*cf*,GS138,HS5543 FD CaledonSB.&E.Co.Ld.Dun	18 ″ 6 s2 ″ 0 16 ″ 10¾	
31283 164080 GYTM	**Royal Scotsman** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	3244 1600 1435	✠100A1 *withfreeboard* 8,40 ✠LMC6,36 *ForChannelService*	Gls		OG P3,38 S3,39	1936 6mo	Harland&Wolff,Ld. Belfast *Lloyd*'*sA*&*CP*	Burns&Laird Lines,Ld. *CellD*	327·9 P65'B154'F76' *Upper*B145' FK *B*214' 435*t DT f*18'	47·7	13·6	Glasgow British 8*BHptCem* 86*tAPT*44*t*	Oil Engines 2S.C.SA 16Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 1077NHP DB*100lb* Harland&Wolff,Ld.Bel.	17 ″ 9 s 3 ″ 10 14 ″ 0	
31284 142772 GNXB	**Royal Star** (*ex*Royalstar) **TwinSc** *ss*Nwc.No.3–9,31 D.F. E.S.D. *ss*Liv.No.2–39 *Ref.Mchy.* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) *CruiserStern*	7900 7576 4880	100A1 *Shelter dk* *withfreeboard* ~~3,41~~10,41 LMC MS7,39 BS2,41 Lloyd'sRMC~~2,41~~ 10,41 *Fitted for oil fuel* 2·20 *F.P. above* 150° F.	~~Gls~~ Nwc	*c*†	CL P2,41 S3,41	1919 2mo	Workman,Clark&Co.Ld Belfast *Lloyd*'*sA*&*CP*	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *CellDB*	450·0 462·0(O.L.) P31'F43' *on Shelter dk* FK 392'1495*t FPT*120*t*	58·5	37·1	London British *ptCem* 8*BHtoShdk* *APT*70*t*	T.6Cy.26½",44"&73"–48" (*s*) 200lb 1138NHP 3DB,24*cf*,GS439,HS17079FD Wrkman,Clark&Co.LdBel	40 ″ 0 s11 ″ 0½ 29 ″ 3	
31285 163225 GYWW	**Royal Ulsterman** Ⓟ **TwinSc** *OilEng* D.F. E.S.D. 2*Dks* *CruiserStern*	3244 1600 1435	✠100A1 *withfreeboard* 7,41 ~~8,40~~ DBS2,41 ✠LMC6,36 *ForChannelService*	Gls		OG P3,39 S4,40	1936 6mo	Harland&Wolff,Ld. Belfast *Lloyd*'*sA*&*CP*	Burns&Laird Lines,Ld. *CellD*	327·9 339·6(O.L.) P65'B154'F76' *Upper*B145' FK *B*214' 435*t DT f*18'	47·7	13·6	Belfast British 8*BHptCem* 86*tAPT*44*t*	Oil Engines 2S.C.SA 16Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 1077NHP DB*100lb* Harland&Wolff,Ld.Bel.	17 ″ 9 s 3 ″ 10 14 ″ 0	
31286 134513 CYBN	**Royalite** *ss*N.Yk.No.1–19 1*Dk*&*Web frames* *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk*	2052 1530 1542	✠ ... 3,23 ✠				1916 6mo	Collingw'd S.B.Co.Ld Collingwood	ImperialOil,Ld., MarineDepartment (H.J. Rahlves,*Mgr.*)	250·0 P63'F43' FK	43·1	16·6	Sarnia Ont British *WB*	T.3Cy.16",26"&44"–36" 96RHP CollingwoodS.B.Co.Ont.	18 ″ 0 s1 ″ 7¼ 17 ″ 7¼	
31287 151108 VGWZ	**Royalton** *Mchy.Aft* D.F. GyC. 1*Dk* *Longitudinal framing at bottom & at deck*	7164 6740 5194					1924	TheCollingwoodS.B. Co.Ld.Collingw'd,Ont.	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	536·5 F53'	58·2	27·0	Toronto British *WB*	T.3Cy.24½",41½"&72"–48" 359NHP AllisChalmersMfg.Co. Milwaukee		CR
31288 150356 CYMG	**Royan** (*ex*Waccamaw) *Mchy.Aft* 1*Dk*2*trB*	1471 1206 879					1900	CraigS.B. Co. Toledo.O.	Marine Industries Ld.	250·2	40·2	14·8	Montreal British *WB*	T.3Cy.20",32½"&55"–40" 185NHP CraigS.B.Co.Toledo		
31289 PHEX	**Rozenburg** 1*Dk* Sub.Sig. D.F.	2068 1805 1259	Examined LR 3,41 6,41 BS3,41(180lb)	Gms Lon			1918	N.V.Werf Rijkee&Co. Rotterdam	N.V.Stoomb.Reed. "DeGoedeVerwachting"(HalcyonLijnN.V. *Mgrs.*)	281·3 P18'B63'F27'	41·3	19·2	Rottrdam Dutch *WB*	T.3Cy.21",32½"&55"–36" 181NHP Werkspoor,Amsterdam		G
31290 SPBW	**Rozewie** *OilEng.* 1*Dk except in after hold, & Shelter Dk* *Strengthened for Navigation in Ice* *CruiserStern*	766 — 342	✠100A1 *withfreeboard* 6,41 ~~7,41~~ ✠LMC4,38	NYk	*e*	CL 10,40	1938 4mo	Crighton-VulcanA.B. Åbo *Lloyd*'*sA*&*CP*	ZeglugaPolska S.A.(PolishS.S. AgencyLd.,*Mgrs.*) *CellDB*120'166*tF*	188·4 197·1(O.L.) FK (2*BHincluding* *PT*24*tAPT*34*t*	33·5	11·0 18·2	Gdynia Polish 4*BHptCem* *Coll to Shdk* 2 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{7}{16}$" 157NHP DB*43lb* Atlas-DieselA/B,Skm.	13 ″ 5 s ″ 2 13 ″ 4¼	
31291 124582 GLYM	**Ruahine** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* D.F. E.S.D. 3*Dks*	10832 9593 6768	Lloyd'sRMC~~7,41 11,41~~ 3,42				1909	W.Denny &Bros. Dumbarton	NewZealand ShippingCo.Ld.	480·6 B157'	60·3	41·1	Plymouth British *WB*	T.6Cy.28",47"&78"–48" 843NHP Denny&Co.Dumbarton		C BT till 6,42
31292	**Rubens** (*ex*Munmotor–40, *ex*Courtois) *OilEng.* *Mchy.Aft* 1*Dk*	2450 — 1485	–				1919	Gt.Lakes Eng.Works Ecorse,Mich.	Armement H.Vervliet	253·5 P115'F25'	43·5	27·5	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 6Cy.22"–32" NE22 283NHP McIntosh&Seymour, Auburn.N.Y.		R
31293 123046	— (*ex*Gaby) **WoodAux3MstSr** *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	375 307 275					1918	Chilman Shipyard Hoquiam, Wash.	KirkconnelBros.	137·9	30·9	11·8	Nassau,NP British	Oil Engines 4S.C.SA 4Cy.12"–16½" 56NHP UnionGasEng.Co.S.Fo.	13 ″ 7 s2 ″ 4½	
31294 6671 SGDK	**Rubfred** (*ex*JonasRein) 1*Dk*	*786* *611* *414*					1915	J.Meyer's S.B.Co. Zalt-Bommel	VerkebäcksÅngfartygsA/B(Ruben Olsson,*Mgr.*)	198·2 Q68'B53'F23'	31·5	12·1	Verkebäck Swedish *WB*	T.3Cy.14",23"&38"–27" 75NHP RotterdamDroog.Maats.		V
31295 15 ICFL	**Rubicone** (*ex*Myrmidon) D.F. 2*Dks*	4740 4345 2929					1905	Armstrong Whitworth &Co.Ld. Newcastle	MarittimaRavennateS.A.	399·5 391·5 P41'B110'F43'	49·2	28·8	Ravenna Italian *WB*	T.3Cy.25",41"&70"–48" 339NHP N.E.MarineEng.CoLdNwc		I
31296 167796 GFSX	**Ruckinge** D.F. E.S.D. 1*Dk* *Cargo battens not fitted* *CruiserStern*	2869 2565 1723	✠100A1 5,41 ✠LMC12,39	Shl	*u*	CL	1939 12mo	W.Gray& Co.Ld. W Hartlepool *Lloyd*'*sA*&*CP*	Constants(South Wales)Ld.(H. Constant,*Mgr.*) *CellD*	325·0 338·4(O.L.) P29'B78'F32' FK *B*281'894*t FPT*49*t*	46·5	21·5	Cardiff British 5*BHptCem* *APT*112*t*	T.3Cy.20",31"&55"–39" (*s*) 200lb 255NHP 2SB(Spt),6*cf*,GS84,HS3530 Cen.Mar.E.Wks. FD (W.Gray&Co.Ld.)W.Hpl.	24 ″ 3 s 4 ″ 0 20 ″ 5¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cote, si ce n'est dans le L. R. Durée Cert. B. of Trade.
31297 139234 GKXR	**Rudby** ssNpt.No.3–1,37 D.F. 1*Dk*(*Stl*)	4846 4627 2989	✠100A1 12,41 ~~13,41~~ ~~10,41~~ Examined 6,41 Imm 10,41 ~~BS8,40~~ ✠LMC1,37	~~Shl~~ ~~Mds~~NYk	*y*	CL 2,41	1924 12mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	RopnerShipping Co.Ld. *CellDBa&uE*158'	390·0 402·5(O.L.) P30'B220'F40' FK *f*169'1041*t FPT*180	55·0	26·4	W.Hartlpl British 6*BHptCem* *tAPT*179*t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb 439NHP 3SB(Spt)*9cf*,GS190,HS7614 Cen.Mar.E.Wrks LdWHpl	28 ″ 9 s 4 ″ 5¾ 24 ″ 6¼	
31298 132058 MDNF	**Rudmore** ssNwc.2ndNo.3–12,36 ssBly No.1–41 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	969 730 574	✠100A1 1,42 ~~1,41~~ BS1,42 ✠LMC1,41	Bly	*m*	CL ~~1,41~~ 1,42	1911 3mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *Cell*	208·0 216·0(O.L.) Q98'B10'F22' FK *DBf*129'263*t FPT*	34·0	12·9	Middlsbro' British 4*BHCem* 51*t*	T.3Cy.17½",29"&48"–33" (*s*) 180lb *100lb* 162NHP 1SB,*4pf*,GS82,HS2782 G.Clark,Ld.Sunderland	14 ″ 11 s 1 ″ 3½ 13 ″ 9	
31299 DHUH	**Rudolf** 1*Dk*	821 654 487					1905	Stettiner Oderwerke Stettin	MathiesReed.K.G.	210·9 P14'Q41'B71'F27'	30·8	12·8	Hamburg German *WB*	T.3Cy.16",25"&41"–30" 92NHP StettinerOderwerke,Stn.		G
31300 DHUI	**Rudolf Albrecht** *Mchy.Aft* D.F 2*Dks* Sub.Sig. *Fitted for oil fuel* *Carrying Petroleum in bulk*	3817 3299 1993					1922	Frd.Krupp Akt.Ges. Kiel	PartenreedD. "RudolfAlbrecht" (Dr.MaxAlbrecht, *Mgr.*)	377·4 len34 P88'B28'F44'	45·7	23·9	Hamburg German *WB*	T.3Cy.23⅜",38$\frac{3}{16}$"&62$\frac{1}{16}$"–41⅜" 247NHP Frd.KruppA.G.Kiel		G
31301 DHUJ	**Rufidji** (*ex*Andalusia) *Fitted for oil fuel* 1*Dk*	1387 1152 770					1921	Deutsche WerftA.G Hamburg	DeutscheOst- AfrikaLinie	234·5 B52'F23'	36·8	17·9	Hamburg German *WB*	T.3Cy.16$\frac{15}{16}$"27$\frac{9}{16}$"&43⅜"–31½" 106NHP StettinerOderwerkeStettin		G
31302 PJCJ	**Rufina** TwinSc ssWmd.No.1–41 *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & in trunk*	3173 2273 1555	✠100A1 8,41 ~~3,41~~ 8,41 ~~BS8,40~~ ✠LMC~~7,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 7,37 F.P. above 150° F.*	~~Cco~~ Wmd	*v*	CL 3,39	1937 7mo *Lloyd*	NVNederl Schps.Maats. Amsterdam '*sA&CP*	N.V.Curaçaosche Scheepv.Maats. *CellDBuB*14'20*t*	336·6 348·3(O.L.) P92'*Trunk*203'*F*39' FK *FPT*123*tAPT*105*t*	56·2	15·1	Willemstd Dutch 10*BHptCem* *ptAsp*	T6Cy.15⅜",25"&40$\frac{3}{16}$"–27$\frac{9}{16}$" 180lb (*s*) 366NHP 2WTB HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s 1 ″ 4½ 13 ″ 6½	
31303 205088	**Rufus P. Ranney** *Mchy.Aft* 1*Dk*	4797 — 3505					1908	Superior S.B.Co. Superior Wis.	TritonS.S.Co. (G.A.Tomlinson, *Mgr.*)	425·0	52·0	28·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.Superior		R
31304 DAUR	**Rugard** Ⓟ TwinSc Sub.Sig. *Cruiser Stern* 3*Dks*	1358 693 492					1927	Stettiner Oderwerke Stettin	StettinerDmpfsch. GesJ.F.Braeunlich G.m.b.H.	252·0 B180'	35·9	12·0	Stettin German *WB*	T6Cy.15⅞",26⅛"&43$\frac{5}{16}$"–25⅝" 187NHP StettinerOderwerke		G
31305 161590 MKVV	**Rugeley** *OilEng.* ssShl.No.1–40 D.F. E.S.D. 1*Dk&Shelter dk* *Tonnage opening closed'42(W.E.)* *CruiserStern*	4985 4624 3061	✠100A1 *with freeboard* 2,42 ~~1,41~~ DBS9,41 ✠LMC(M)9,41 ~~DBS5,40~~ ✠LMC5,40	~~Nwc~~ Gls	*a*† 2	CL ~~9,30~~ 12,41	1936 2mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	TheRed"R"S.S.Co. Ld.(Stephens Sutton,Ld.*Mgrs.*) *CellDB*346'1174*t*	423·5 439·2(O.L.) FK (*Coll* *MT*1236*tAPT*191*t*	54·2	26·1	Newcastle British 7*BHptCem* *BHto Sh dk* 6 ,, ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 2DB*120lb* 388NHP W.Doxford&Sons,Ld.Sld.	37 ″ 3 s10 ″ 11½ 26 ″ 6	
31306 DAPE	**Rügen** Ⓟ TwinSc D.F. Sub.Sig. 3*Dks*	2170 1593 936					1914	Stettiner Oderwerke Stettin	Stettin-Rigaer Dampfsch.Ges.Th. Gribel(Rud.Christ. Gribel,*Mgr.*)	294·2 B26'H—	38·2	21·6	Stettin German	T6Cy20$\frac{1}{10}$",32$\frac{3}{10}$"&51½"–29½" 283NHP StettinerOderwerke		G
31307 ESRW	**Ruhno** Ⓟ Iron&SteelTwinSc (*ex*Najaden–36) Sub.Sig. 1*Dk*	499 — 344					1886	MotalaCo. Gothenburg	Laevaühing G.Sergo&Ko	164·3 P104'H33*t*F51'	25·2	10·7	Tallinn Estonian *WB*	C.4Cy.14"&32"–20" 78NHP MotalaCo.Gothenburg		V
31308 DIEX	**Ruhr** Ⓟ D.F. *OilEng.* Sub.Sig. 3*Dks*	5954 5472 3440					1925	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	454·0 F31'	58·3	24·2	Hamburg German *WB*	Oil Engines 4S.C.SA 16Cy.22$\frac{1}{16}$"–24⅜" 763NHP BremerVulkan,Vegesack		G
31309 DAZN	— D.F. 1*Dk* *CruiserStern*	1029 885 559					1937	Stettiner OderwrkeAG Stettin	Rud.ChristGribel	209·3 Q15'F24'	32·5	17·2	Stettin German *WB*	C.4Cy.(2)13⅜"&(2)28¾"–28¾" 74NHP StettinerOderwerkeA.G.		G
31310 DGXR	**Ruhrort** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern*	1080 791 499					1936	GuteHoff- nungshütte A.G. Walsum	FranzHaniel&Cie. G.m.b.H.	229·2 P56'B29'	34·8	13·0	Duisburg- Ruhrort German *WB*	Oil Engines 2S.C.SA 8Cy.11$\frac{13}{16}$"–16$\frac{9}{16}$" 196NHP Maschinenfbrk.Augsburg NürnbergA.G.Augsburg		G
31311 161919 MPVG	**Runa** 1*Dk*	1575 1329 926					1930	Burntislnd S.B.Co.Ld. Burntisland	ClydesdaleShip- ownersCo.Ld. (Glen&Co.Ld. *Mgrs.*)	252·3 P15'Q43'B90'F24'	40·0	16·5	Glasgow British *WB*	T.3Cy.18",30"&49"–33" 138NHP NEMarineEng.Co Ld.Nwc		C
31312 1541 SGDR	**Runeberg** Ⓟ Iron (*ex*J.L.Runeberg) 1*Dk*	*472* *266* *275*					1876	Bergsunds M.V.Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	159·4 P102'H59*t*F34'	24·6	12·3	Stockholm Swedish	T.3Cy.14⅝",23⅜"&38"–25⅜" 73NHP W.LindbergsAktieb.Skm.		
31313 DKAC	**Rungholt** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	399 300 200					1939	H.Brand Oldenburg	RichardBröhan	153·8 P36'F25'	27·8	9·1	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.11"–16$\frac{9}{16}$" 70NHP DeutscheWerkeKielA.G. Kiel		G
31314 7601 SFCN	**Runmarö** (*ex*Confield) ssOsc.2ndNo.3–12,37 *Cargo battens not fitted* 1*Dk*(*pt Irn pt Stl*) ssMmo.No.1–41	*2876* *2553* *1672*	✠100A1 4,41 ~~5,40~~ BS10,41 4,41✠LMC ~~MS12,37~~ ~~BS11,39~~11,40	~~Skm~~ Mmo	*u*	CL ~~4,39~~ 3,41	1912 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	RederiA/B Rex (K.M.Källström, *Mgr.*) *CellDBa*96'*uE&*	314·0 P25'B98'F35' FK *B*41'*f*137'758*tFPT*	46·6	21·2	Stockholm Swedish 5*BHCem* 62*tAPT*146*t*	T.3Cy.23",36½"&52"–42" (*s*) 180lb 267NHP 2SB,*6cf*,GS104,HS4082 Cen.Mar.Eng.Wrks.WHpl	23 ″ 5 s 3 ″ 6¾ 20 ″ 1	
31315 146685 MLGP	**Runnelstone** ssNwc.No.3–6,35 *Mchy.Aft* ssShl.No.1–40 *Well deck* 1*Dk*(*Stl*)	869 592 427	✠100A1 8,41 ~~3,40~~ ✠LMC3,40 BS8,41	Shl	*k*	CL 3,40	1923 1mo *Lloyd*	HansenSB &ShipRepg Co.Ld. Bideford '*sA&CP*	S.&.R.Steamships. Ld.(Stone&Rolfe, Ld.*Mgrs.*) *Cell*	190·0 Q119'B*on*Q14'F26' FK *DB*126' 239*t FW T*	30·1	12·5	London British 3*BHCem* *ank in break*	T.3Cy.16",27"&44"–30" (*s*) 180lb 99RHP 2SB,*4pf*,GS64,HS2070 MacColl&Pollock,Ld.Sld. 714*tFPT*53*tAPT*30*t*	14 ″ 6 s 4 ″ 6¼ 14 ″ 1½	
31316 144061 GDNW	**Runo** *CruiserStern* 1*Dk*	1858 1322 1089					1920	Ramage& Ferguson,Ld Leith	Ellerman'sWilson Line,Ld.	262·7 P&B163'F57'	39·0	16·2	Hull British *WB*	T.3Cy.17½",30"&52"–36" 162NHP Ramage&Fergusn,Ld.Lth.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31317 161016 GPTF	**Runswick** *ss*Cff.No.2-38 1*Dk*(*Stl*)	3970 3527 2384	✠100A1 ~~3,41~~ 12,41 BS10,41 ~~BS5,39~~	~~NYk~~ Imm ~~BS9,40~~ ✠LMC4,38	*x*	CL 3.41	1930 5mo	JLThompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	365·0 379·2(O.L.) P33'B222'F33' FK *CellDB*321'955t	51·0	23·2	Whitby British 6*BHCem* *APT*191t	C4Cy(2)$18\frac{3}{8}$"&(2)$39\frac{3}{8}$"–$39\frac{3}{8}$" 210lb *180lb* (*s*) 277NHP 2SB(Spt)6*cf*,GS113,HS4880 J Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ $1\frac{3}{4}$ 22 ″ $7\frac{1}{4}$	
31318 161139 GMZJ	**Rupert de Larrinaga** 1*Dk*	5358 4887 3243					1930	Lithgows Ld. Pt Glasgow	LarrinagaS.S.Co. Ld.	415·0 P38'B268'F38'	55·0	25·6	Liverpool British *WB*	T.3Cy.25",43"&72"–48" 359NHP D.Rowan&Co.Ld.Gls.		C
31319 109661 GFRX	**Rushen Castle** Ⓟ TwinSc (*ex*Duke of Cornwall) D.F. 2*Dks*	1724 1151 699					1898	VickersSns &Maxim,Ld. Barrow	Isle of Man Steam PacketCo.Ld.	315·0 P74'B132'F73'	37·1	16·5	DouglasIM British *WB*	T8Cy.$22\frac{1}{2}$",34"&(2)$38\frac{1}{2}$"–33" 170NHP VickersSs&Maxim,Ld.Brw		BT till ~~7,41~~ ~~10,41~~ 7,42
31320 LJBW	**Rutenfjell** Now sailing as "Ste. Brigitte" *CruiserStern* 1*Dk*&*Shelter dk* D.F.	1334 1104 715					1935	Nylands Verksted Oslo	A/SRudolf (Olsen&Ugelstad, *Mgrs.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.$16\frac{3}{4}$"–$33\frac{7}{16}$"&LP Turbine with DRgearing & hydraulic coupling 107NHP NylandsVerksted,Oslo		N
31321 LDNO	**Ruth** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	5486 4775 3224					1932	GötaverkenA/B Gothenburg	RederiA/S Ruth (Hagb.Waage, *Mgr.*)	381·0 P206tH378tF71t	55·2	30·1	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"–$39\frac{3}{8}$" 543NHP GötaverkenA/B,Got.		N
31322 219353 KJCQ	— (*ex*Barreado-40,*ex*Gaffney) 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	4833 — 3586					1919	SeattleCon &DryDockCo Seattle, Wash	A.H.BullS.S.Co.	380·5 P39'B102'F41'	53·1	26·9	NewYork Utd. States *WB*	T.3Cy.24",40"&70"–48" 339NHP Skinner&EddyCrp.Seattle		R
31323 8042 SJHN	— (*ex*Mexicano-35) 2*Dks*	*3726* *3223* *2217*					1911	Sir J.Laing &Sons,Ld. Sunderland	RederiA/S Ruth (Leopold Glücksman)	344·5 P146tH250tF49t	46·7	24·6	Gothenbrg Swedish *WB*	T.3Cy.24",40"&66"–45" 292NHP J.Dickinson&Sons,Ld.Sld.		N
31324 DAQT	— 1*Dk*	628 487 341					1924	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	180·2 Q22'B45'F22'	29·0	11·5	Stettin German *WB*	T.3Cy.$13\frac{3}{8}$",$21\frac{11}{16}$"&$35\frac{7}{16}$"–$25\frac{9}{16}$" 64NHP StettinerOderwerke		G
31325 LCWO	**Ruth I** (*ex*Ruth) *ss*Shl.No.3-11,12 D.F. 1*Dk*(*Stl*)2*trB*&*deepframing*	3531 3232 2172	✠ 4,18	Gms ✠	*v*		1900 4mo	C.S.Swan& Hunter,Ld. Newcastle	A/S Britannic (Brummenæs& Torgersen, *Mgrs.*)	330·0 P62tH79tF42t *CellDBa* FK 106'*uE*18'*f*140'829t	48·0	24·6	Haugesund Norwegian 5*BHCem* *APT*39t	T.3Cy.$24\frac{1}{4}$",38"&64"–42" 275NHP 2SB,6*cf*,GS92,HS4048 T.Richardsn&Sns.Ld.Hpl.	27 ″ 5	N †
31326 167530 MDTJ	**Ruth II** WoodAux4MstSr (*ex*Ruth-40,*ex*SailingVessel) *OilEng.* *Mchy.Aft* 1*Dk* (*See SailingShipRegister*)	321 304 255					1920	T.Ph.Jörgensen Thurö	Ministry of War Transport (F.T. Everard&Sons, Ld. *Mgrs.*)	125·7	28·7	12·8	London British	Oil Engines 2S.C.SA 2Cy.$11\frac{13}{16}$"–$16\frac{1}{8}$" 49NHP E*made*&*fitted*30 A/S Völund,Cpn.		V
31327 220966 WADW	**Ruth Alexander** Ⓟ TwinSc (*ex*Callao,*ex*SierraCordoba) *Ref.Mchy.* 3*Dk* D.F. GyC. *Fitted for oil fuel*	8135 — 4988					1913	Akt.Ges. "Vulcan" Stettin	AmericanPresidentLines,Ld.	439·1 B151'F103'	56·0	26·2	S.Frncisco Utd. States *WB*	T.3Cy.24",$39\frac{7}{16}$"&$64\frac{11}{16}$"–$49\frac{1}{8}$" 588NHP A.G."Vulcan,"Stettin		R
31328	**Ruth Kellogg** (*ex*Vaba) 2*Dks* D.F. *Fitted for oil fuel* *Carrying Petroleum in bulk* *Now* "**Empire Dolphin,**" *see Supplement*	5037 4598 3086					1920	American International S.B.Corp. HogIslandPa	Ministry of War Transport (Gow,Harrison& Co. *Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	British *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
31329 219173 KOKS	**Ruth Lykes** (*ex*Southlands, *ex*LakeGera) 1*Dk*2*trB* D.F. *Fitted for oil fuel*	2612 — 1725	✠ … 10,20	✠			1919 11mo	Chicago S.B.Co. Chicago	LykesBros. SteamshipCo.,Inc.	251·0 P25'B64'F26' FK	43·6	26·1	Galveston Utd. States *WB*	T.3Cy $20\frac{13}{16}$",$35\frac{9}{16}$"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 ″ 3	R †
31330 PKOJ	**Ruys** Ⓟ TrpSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	14155 10241 8664	✠Lloyd'sRMC~~12,40.4.~~	16,41			1937	N.V.Kon.ink.Maats. "DeSchelde" Flushing	Koninkl.Paketv. Maats.	537·3 B304'F88'	72·2	36·4	Batavia Dutch *WB*	Oil Engines 2S.C.SA 24Cy.$25\frac{9}{16}$"–$47\frac{1}{4}$" 2734NHP N.V.Konink.Maats. "DeSchelde"Flushing		VL
31331 166061 MMKG	**Ryde** Ⓟ Pad *CruiserStern* 2*Dks*	603 422 237					1937	WmDenny &Bros.Ld. Dumbarton	SouthernRailway	216·0 B28'	29·1	10·0	Portsmth British	T.3Cy.16",$25\frac{1}{2}$"&41"–63" 133NHP Wm.Denny&Bros.Ld.Dmb		
31332 220052 KJXA	**Ryder Hanify** Wood 1*Dk* *Fitted for oil fuel*	1343 — 756					1920	Kruse& BanksS.B.Co. NorthBend, Ore.	~~J.R.HanifyCo.~~ Sudden & Christenson	235·0 P18'B67'F38'	43·0	17·7	S.Frncisco Utd. States *WB*	T.3Cy.16", 27"&46"–33" 121NHP PacificMarineIronWorks, Portland,Ore.		
31333 LCOA	**Rygja** *ss*Bgn.No.3-3,32 *ss*Bgn.No.1-37 1*Dk*(*Stl*)	3534 3284 2146	✠100A1 8,39 BS7,39 (SEE FOOTNOTE *)	Bgn ✠LMC6,37	*w*	CL 11,38	1920 6mo	J.Blumer &Co.Ld. Sunderland *Lloyd'sA&CP*	A/S J.Ludwig Mowinckels Rederi	356·3 369·7(O.L.) P35'B170'F30' FK *CellD*B312' 802t *FPT*67t	48·7	23·9	Bergen Norwegian 6*BHCem* *APT*109t	T.3Cy.24",40"&66"–45" (*s*) 180lb HS5801 348NHP 2SB&1Aux.SB,8*cf*,GS149, N.E.MarineEng.Co.Ld.Sld	25 ″ 11 s3 ″ $7\frac{1}{2}$ 22 ″ 6	
31334 LESY	**Rym** (*ex*Mosel,*ex*MontRose) D.F.	1369 1184 790					1919	N.V.Werf deNoord Alblasserdam	Dampsk.A/S Ibis (Johs.Larsen, *Mgr.*)	239·0 P45tH168tF32t	36·0	16·9	Bergen Norwegian *WB*	T.3Cy.$17\frac{1}{2}$",29"&46"–36" 127NHP AlblasserdamMsch.Fab.		N
31335 336 JMUG	**Ryoga Maru** 2*Dks*	1268 1021 706					1929	Manchu DockK.K. PortArthur	DairenKisenK.K.	230·0	34·0	18·0	Dairen Japanese	T.3Cy.		
31336 43651 JHIL	**Ryohu Maru** TwinSc *OilEng.* *Cruiser Stern* 2*Dks* (*Ocean Meteorological Research Vessel*)	1180 — 580					1937	Harima S.B.&Eng Co.Ld. Harima	Government of Japan(Department of Education)	226·9 B85'F33'	34·7	16·8	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 12Cy.$14\frac{3}{16}$"–$22\frac{7}{16}$" 233NHP KobeSteelWorks,Kobe		
31337 225 JPXA	**Ryoka Maru** (*ex*Oneka, *ex*Schuylkill) *ss*Kob.2ndNo.3-4,24 *ss*Kob.No.2-32 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	5308 4886 3302	✠ … 7,35	Kob ✠	*a*†		1903 6mo	Russell& Co. Pt.Glasgow	SakaKisenK.K.	411·8 FK *CellDB* *a*146' *u E*23' *f* 171' 1210t *FPT*8	52·3	27·6	Dairen Japanese 7*BHCem* 2t*APT*45t	T.3Cy.27",43"&72"–48" 418NHP 3SB,9*cf*,GS184,HS6850 Rankin&Blackmore,Grk.	30 ″ 6	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant. pds. pc.	15 Registres où ce n'est dans le L.R. Durée, Cert. B. of Trade.
31338 29704 JDWA	**Ryōkai Maru** Ⓟ (*ex*Oristano) *ss*Yka.2ndNo.3-3,35 2*Dks*(*Stl*) (*Crab canning factory*'38)	4655 4044 2918	✠ ... 10,38 ✠	Kob	*x*		1911 10mo	Nthmblnd S.B.Co.Ld. Newcastle	NipponSuisan.K.K *CellDBa*129'*u*	380·0 P31'B94'F36' FK *E& B*42'*f*164'1108*t*	49·0	26·4	Kobe Japanese 6*BHCem* *APT*42*t*	T.3Cy.25",41"&69"–48" 372NHP 3SB,9*cf*,GS150,HS5940 Richardsons,Westgarth&Co.Ld.Sld.	29 ″ 0	
31339 44557 JZQL	**Ryotoku Maru** 1*Dk* *CruiserStern*	3483 — 1981					1938	TamaS.B. Co.Ld. Tama	OyaSyoziK.K.	347·1 P31'B111'F29'	49·9	24·6	Osaka Japanese *WB*	T.3Cy.$22\frac{7}{16}$",$34\frac{5}{8}$"&63"–$44\frac{7}{8}$" &exhaust turbine driving steam compressor 266NHP TamaS.B.Co.Ld.Tama		
31340 36553 JFWC	**Ryoyo Maru** *OilEng.* *ss*TamaNo.2–39 2*Dks*(*Stl*)	5974 5308 3650	✠100A1 11,40 ✠LMC CS8,39 DBS11,40 8,39	Tama	*a*†	CL 8,39	1931 1mo *Lloyd*	Kawasaki Dkyd.Co.Ld Kobe *s*A&CP	ToyoKisenK.K. 1'*tween dk* *CellDB*345'	415·0 P34'B118'F39' FK *BH dispensed with* 1394*t*	56·0	31·8	Yokohama Japanese *ptCem* 5*BH to Udk* 3 ,, ,,2*nd*,,	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$35\frac{7}{16}$" 1175NHP DB100*lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg	31 ″ 10 s 6 ″ 10 25 ″ $0\frac{3}{4}$	
			Fitted for carrying oil 1,31 F. P. *above 150° F. in deep tank aft*							*DTa*41'1277*tFPT*265*tAPT*58*t*						
31341 2460 JBUL	**Ryoyu Maru No. 21** *OilEng.* *CruiserStern*	389 — 223					1937	Sannoyasu DockGoshi Kaisha Osaka	TateisiKisenK.K.	136·0	24·5	13·0	Fuzan Japanese	Oil Engines 4S.C.SA 6Cy.$11\frac{5}{8}$"–$17\frac{5}{16}$" 79NHP HanshinIronWorks,Kobe		
31342 2658 JCSL	**Ryoyu Maru No. 23** *OilEng.*	393 — 222					1938	.... Fusan	TateisiKisenK.K.	136·0	24·5	13·0	Fusan Japanese	OilEngines		
31343 2678 JKLM	**Ryoyu Maru No. 26** *OilEng.*	449 — 304					1938	.... Fusan	TateisiKisenK.K.	141·9	24·5	13·0	Fusan Japanese	Oil Engines		
31344 2765 JKNM	**Ryoyu Maru No. 27** *OilEng.*	449 — 297					1939	.... Fusan	TateisiKisenK.K.	141·9	24·5	13·0	Fusan Japanese	Oil Engines		
31345 1540 1086	**Ryua Maru** *Mchy.Aft* 1*Dk*	1925 1540 1086					1940	KawaminamiKogyo K.K. Nagasaki	UyenoKisenGosi Kaisya(Yamashita KisenK.K.*Mgrs.*)	271·6 P90'F29'	40·3	20·3	Osaka Japanese *WB*	T.3Cy.$18\frac{11}{16}$",30"&50"–36" 150NHP KawaminamiKogyoK.K. Koyagisima		
31346 94 JLOG	**Ryuhei Maru** Ⓟ 2*Dks*	726 658 408					1910	OsakaIron Works Osaka	DairenKisenK.K.	180·0	27·0	19·0	Dairen Japanese	T.3Cy.13",$21\frac{1}{2}$"&36"–27" 67NHP OsakaIronWorks,Osaka		
31347 22274 JTXA	**Ryuho Maru No. 1** (*ex*Sapporo MaruNo.5) 1*Dk*	2241 1856 1563					1918	S.Ono Osaka	Kuribayasi ShosenK.K.	270·0 P16'B62'F28'	39·0	23·9	Tokyo Japanese *WB*	T.3Cy.$18\frac{3}{8}$",30"&49"–39" 150NHP S.Ono,Osaka		C
31348 19785 JSWA	**Ryuho Maru No. 2** (*ex*Sapporo MaruNo.6) 1*Dk*	2230 1854 1359					1917	S.Ono Osaka	IinoKisenK.K.	270·0 P16'B65'F28'	39·0	23·9	Tokyo Japanese *WB*	T.3Cy.18",30"&49"–39" 150NHP S.Ono,Osaka	23 ″ 11	C
31349 24083 JIAD	**Ryuhuku Maru** (*ex*Ryufuku Maru–38) *ss*Kob.No.3–3,38 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5857 5586 4259	✠100A1 *Awng dk with freeboard* 2,40 ✠LMC2,40	Smk	*y*	OG N2,39	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	NissanKisen K.K. *CellDB*334'1118*t*	385·0 FK *FPT*126*tAPT*93*t*	51·0	36·0	Tokyo Japanese *Cem* *Collision BH to Adk* 5 ,, ,, *U* ,,	T.3Cy.26",$43\frac{1}{2}$"&$72\frac{3}{16}$"–48" 200lb (*s*) 436NHP 2SB&1AuxSB,8*cf*,GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ $1\frac{3}{4}$ 27 ″ 1	
Now	"**Hiteru Maru**," *see No.* 36906 *in Supplement*															
31350 576 JQAG	**Ryuko Maru** *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	5626 4715 3178					1936	Mitsubishi JukogyoK.K Nagasaki	DairenKisenK.K.	395·9 P113'B26'F34'	53·8	30·5	Dairen Japanese *WB*	1 steam turbineDRgeared 580NHP MitsubishiJukogyoK.K. Nag.		
31351 41498 JZYH	— Ⓟ 2*Dks* *CruiserStern*	2962 2271 1725					1935	Uraga DockCo.Ld. Uraga	OsakaSyosenK.K.	297·9 P23'B97'F32'	45·0	23·7	Osaka Japanese *WB*	C.4Cy.(2)$11\frac{7}{16}$"&(2)$20\frac{1}{2}$"–$13\frac{3}{4}$" SRgeared&LPturbine DRgeared toSc.Shaft 109NHP UragaDockCo.Ld.Uraga		
31352 10305 JLUE	**Ryukyu Maru** Ⓟ 2*Dks*	731 668 421					1906	OsakaIron Works Osaka	OsakaSyosenK.K.	185·0 B35'	27·1	17·8	Osaka Japanese *WB*	T.3Cy.13",$24\frac{5}{16}$"&39"–30" 83NHP OsakaIronWorks,Osaka		
31353 44847 JQXM	**Ryunan Maru** (*ex*MabuhayI-38, *ex*Terrier–34) *ss*Kob.2ndNo.3–6,35 *ss*TamaNo.1–38 2*Dks*(*U-ptIrnptStl2nd dkStl*)	5106 4717 3753	✠100A1 5,41 ✠LMC5,41	Tama	*y*	CL 5,41	1911 2mo *Lloyd*	JLThompson&Sons,Ld Sunderland 's A&CP	MatumotoMasaiti *CellDBa*137'*uE*24'*f*	400·0 P44'B121'F41' FK 173'1194*tFPT*123*t*	52·0	27·4	Kobe Japanese 6*BHCem* *APT*123*t*	T.3Cy.$27\frac{3}{8}$",$44\frac{9}{16}$"&73"–48" 180lb (*s*) 440NHP 3SB,9*cf*,GS192,HS7329 Blair&Co.Ld.Stockton	30 ″ 0 s 5 ″ $9\frac{1}{2}$ 24 ″ 5	
31354 47427 JOXM	**Ryuosan Maru** *CruiserStern*	2456 — 1402					1939	Naniwa DockK.K. Osaka	TurumaruKisen K.K.	279·2	43·0	23·0	Wakamatu Japanese	T.3Cy.21",35"&58"–39" 210NHP		
31355 45315 JXDM	**Ryusei Maru** (*ex*MabuhayII-38, *ex*Havö-35,*ex*Bra-Kar) 2*Dks*	4797 — 3521					1911	TyneI.S.B. Co.Ld. Newcastle	MatumotoMasaiti	385·0 P27*t*H98*t*F52*t*	51·0	27·6	Kobe Japanese *WB*	T.3Cy.26",42"&71"–48" 349NHP J.Dickinson&Son,Sld.		
31356 28547 JFXB	— (*ex*MadameMidas, *ex*Silvia) *ss*Cff.No.3–3,16 *ss*Kob.No.2–24 1*Dk&deep framing*	2088 1923 1510	✠ ... 5,28 ✠				1904 9mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	OtaniMokunosuke	288·3 P29'B80'F33' FK	42·0	19·6	Kobe Japanese *WB*	T.3Cy.21",33"&57"–36" 202NHP ClydeS.B.&E.Co.Ld.P.Gl.	18 ″ 9	C †
31357 32489 JOKB	**Ryuto Maru** (*ex*RyutohMaru-38, *ex*Camberley, *ex*Wyvisbrook) *ss*Kob.No.3–1,27 *ss*Osa.No.1–30 1*Dk*(*ptIrnptStl*)	3311 2972 2010	✠ ... 12,34 ✠	Hak	*v*		1912 3mo	J.Blumer &Co. Sunderland	Philippine MokuzaiYusutu K.K. *CellDBa*119'*uE*25'*f*	332·5 P28'B101'F32' FK 137'846*tFPT*73*t*	48·7	21·9	Hutyu Japanese 5*BHCem* *APT*106*t*	T.3Cy.23",$38\frac{1}{2}$"&61"–42" 284NHP 2SB,6*cf*,GS116,HS4700 N.E.MarineEng.Co.LdSld	24 ″ 3	
31358 2275 JBML	**Ryuto Maru No. 1** TwinSc 1*Dk*	651 — 257					1937	....	ChosenSotoku-fu	180·7	37·0	14·5	Fusan Japanese	SteamEngines		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	 Breadth.	 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R.of TradeCert
31359 2276 JBNL	**Ryuto Maru No. 2** TwinSc 1Dk	651 — 257					1937	....	ChosenSotoku-fu	180·7	37·0	14·5	Fusan Japanese	SteamEngines		
31360 222 JPEA	**Ryuun Maru** (exHakutatsuMaru-37, exGraceDollar, ssKob.No.3-10,31 exWarMelody) ssKob.No.2-39 1Dk(Stl)&Shelter dk(Stl) *CruiserStern* *Straight frames & bevelled bilge* *Cargo battens not fitted*	6538 6176 4052	✠100A1 *Shelter dk* *with freeboard* 7,41 ~~6,40~~ ✠LMC~~6,40~~ 7,41	Smk	*a*†	CL 5,40	1918 11mo	Harland& Wolff,Ld. Belfast ~~A&CP~~	RyuunKisenK.K. *CellD*	412·4 428·7(O.L.) B343'1571t*FPT*91t	55·8	34·4 FK	Dairen Japanese *ptCem* 6*BHtoSh dk* 2 „ „ *U* „ *APT*126t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0¾ 28 ″ 3	
31361 44388 JDLM	**Ryuwa Maru** (exRyuanMaru-39, exLungHo-38, ssDdn.No.3-11,27 exKamo-36) ssOsa.No.2-36 *Welldeck* 1Dk(Stl)	1240 — 728	✠ — 9,38 ✠	Kob	*o*		1913 6mo	Campbel- townS.B.Co. Campbltown	NipponKogyo KisenK.K. *CellDB*	229·0 Q79'B58'F32' *a*56'*uE&B*33'*f*102	35·7	17·6 FK	Tokyo Japanese 4*BHCem* 395t*APT*85t	T.3Cy.18",27½"&45"-33" 159NHP 2SB,*4cf*,GS73,HS2324 Rankin&Blackmore,Grk.	17 ″ 7	
31362 25097 JEDD	**Ryuyo Maru** (exEgyptMaru-29) ssKob.No.3-8,32 ssKob.No.1-37 2Dks(Stl)&Shelter dk(Stl)	6707 6272 4737	✠100A1 *Shelter dk* *with freeboard* 1,39 ✠LMC4,40	Osa	*z*	9,40	1920 3mo	Uraga Dk.Co.Ld. Uraga A&CP	UyenoKisen GoshiKaisha (YamashitaKisen K.K.*Mgrs.*) *CellDB*308'1117	400·0 B78'*onShelter* *dk* t*FPT*80t*APT*69t	54·0	37·5 FK *Coll*	Hutyu Japanese *Cem* *BH to Sh dk* 5 „ „ *U* „	T3Cy.27$\frac{1}{16}$",45"&75"-48"(*s*) 200lb 540NHP 3SB,*9cf*,GS189,HS7601 FD UragaDockCo.Ld.Uraga	37 ″ 6 s 8 ″ 5¼ 29 ″ 4	
31363 44828 JLUM	**Ryuzan Maru** (exKerhonkson-38) 2Dks	4720 4330 3419					1920	Standard S.B.Corp. Shooter's Island.N.Y.	KokokuKisenK.K.	377·0 P39'B105'F40'	51·8	29·0	Kobe Japanese *WB*	T.3Cy.25",42"&70"-48" 339NHP StandardS.B.Corp, Shooter'sIsland.N.Y.		C
31364 10 JLEG	— Ⓟ	417 — 210					1910	.... Osaka	Minamimanshu TetsudoK.K.	160·0	30·0	11·0	Dairen Japanese			
31365 203 JSFA	**Ryuzin Maru** (exRyujinMaru-39, exCulna) ssKob.2ndNo.3-9,23 ssKob.No.3-7,36 2Dks(Stl)3trB ssInn.No.1-40	6243 5879 3966	✠100A1 6,41 ~~3,40~~ ✠LMC~~3,40~~ 6,41	~~Kob~~ Inn	*a*†	CL ~~1,38~~ 6,41	1907 2mo *Lloyd*	W.Denny &Bros. Dumbarton 'sA&CP	RyuohKisenK.K. *CellDBa*154'*uE&B*	430·5 P31'B82'F39' 87'*f*143'1153t*FPT*	54·2	31·9 FK	Dairen Japanese 7*BHCem* 135t*APT*77t	T.3Cy.33",53½"&86"-60"(*r*) 180lb 760NHP 4SB,*12cf*,GS266,HS10920 FD Denny&Co.Dumbarton	34 ″ 10 s7 ″ 9½ 27 ″ 4	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
31366 30094 WBDQ	**S. B. Coolidge** (*ex*Australia, *ex*SailingBarge) *Mchy.Aft* 1*Dk2trB* D.F. GyC.	3695 — 2877					1898	Chicago S.B.Co. Chicago	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	376·0	48·2	22·4	Wilmgton (Del.) Utd. States *WB*	T.3Cy.20″,$33\frac{1}{2}$″&56″–42″ E*fitted*02 203NHP E *Tpd*02 AmericanSBCo.Cleveland		R
31367 218630 KJXC	**S. B. Hunt** *ss*Mob.No.3–4,34 *Mchy.Aft* *ss*Bal.No.1-38 D.F. GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6840 6133 4268	✠100A1 ~~5,41~~ ~~10,40~~11,41 BS11,41 MS12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,19 *F.P. above* 150° F	Bal ~~Gal~~NYk ✠LMC ~~BS10,40~~	*b*†	CL ~~N11,38~~ 11,41	1919 8mo	SunS.B. Co. Chester,Pa. AP	StandardOilCo. of NewJersey *CellDBuE&B*60′ *DTf*40′552*t*	429·3 P133′B36′F40′ FK 259*t* *FPT*222*tAPT*57*t* (	59·2	31·4	Wilmgton (Del.) Utd. States 17*BHptCem* 13*BHtoUdk* 4 ,, ,,2*nd*,,)	T.3Cy.27″,$45\frac{1}{2}$″&76″–51″ (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3	
31368 205186	**S. B. Way** (*ex*WilliamLivingstone-36) *Mchy.Aft* GyC. D.F. 1*Dk*	6634 — 4927					1908	Gt.Lakes Eng.Works Ecorse	ColumbiaTransportationCo. (John T.Kelly,*Mgr.*)	532·0	58·3	32·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.24″,38″&65″–42″ 274NHP GtLakesEngWrks,Detroit		R
31369 220941 KDML	**S. C. T. Dodd** *Mchy.Aft Longitudinal framing* 2*Dks* D.F. *Fitted for oil fuel* GyC. *Carrying Petroleum in bulk*	7024 — 4334					1920	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of California	425·0 P106′B40′F41′	57·2	33·1	S.Frncisco Utd. States *WB*	T.3Cy.$27\frac{11}{16}$″,$46\frac{1}{4}$″&$78\frac{1}{4}$″–51″ 438NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
31370 96445 WOQB	**S. H. Robbins** (*ex*HenryW.Oliver) *Mchy.Aft* GyC. D.F. 1*Dk2trB*	4909 — 3617					1899	Cleveland S.B.Co. Lorain,O.	TheWilsonTransit Co.	444·0	50·0	24·6 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.$22\frac{1}{4}$″,$38\frac{7}{32}$″&$63\frac{9}{32}$″–40″ 253NHP ClevelandS.B.Co.		R
31371 PKRV	**'sJacob** 2*Dks*&*ptAwng dk*3*trB*	2839 2549 1770					1907	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 F39′ *ptAwng dk*220′	44·1	22·8	Batavia Dutch *WB*	T.3Cy.22″,$36\frac{1}{2}$″&60″–42″ 233NHP Maats.Fyenoord,Rot.		V
31372 FOSR	**S. N. A. 7** *ss*Rot No.3–10,34 D.F. *ss*Rot.No.1–38 *Well deck* 1*Dk*(*Stl*)&*Web frames* *Corrugated sides* *Cargo battens not fitted*	2679 1977 1363	✠100A1 1,41 BS5,40	Msl ✠LMC11,38	*t*	CL 1,41	1922 7mo *Lloyd*	Osbourne, Graham& Co.Ld. Sunderland '*sA&CP*	Soc.Nationale d'Affrêtements *IntermediateBH* *in fore* *CellDBuE&B*40′*f*	300·0 P19′Q106′B52′F23′ FK *hold dispensed with* 116′ 396*t DTa* 106′	48·0	18·1	Rouen French *Cem* 4*BH only* 876*tFPT*79*t*	T.3Cy.$23\frac{1}{2}$″,38″&64″–42″ (*s*) 180lb 316NHP 2SB,8*cf*,GS143,HS5264 Richardsons,Westgarth& Co.Ld.Sld. *APT*75*t*	20 ″ 3 s 2 ″ $1\frac{3}{4}$ 18 ″ $3\frac{3}{4}$	
31373 165977 GMKV	**S. N. A. 8** *ss*Rou.No.2–38 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2569 2125 1543	✠100A1 ~~2,42~~ ~~5,41~~ 5,42 BS~~2,41~~ 1,42	~~Lon~~ Sld ✠LMC7,38	*t*	CL ~~5,41~~ 2,42	1930 6mo *Lloyd*	Smith's DockCo.Ld. Stockton '*sA&CP*	Ministry of War Transport (H.Hogarth &Sons *Mgrs.*) *CellD*	296·2 P23′B56′F27′ FK *Trunk in Wells* B252′ 870*t FPT*131	45·0	20·1	Glasgow British 6*BHCem* *tAPT*101*t*	T.3Cy.21″,35″&$57\frac{1}{2}$″–39″ (*s*) 180lb 254NHP 2SB,6*cf*,GS107,HS4335 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 2 ″ $8\frac{1}{4}$ 19 ″ $9\frac{1}{2}$	
31374 FOSW	**S. N. A. 9** (*ex*NewtonAbbot-36) *ss*Shl.No.2–36 D.F. 1*Dk*(*Stl*)	2719 2433 1651	✠100A1 5,39 BS11,39 SURVEYS DELAYED	LaR ✠LMC10,38	*t*	CL 5,39	1928 1mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	Soc.Nationale d'Affrêtements *CellD*	305·3 316·0(O.L.) P25′B54′F26 FK B247′670*tFPT*118*t*	45·2	21·0	Rouen French 6*BHptCem* *APT*126*t*	T.3Cy.21″,35″&58″–39″ (*s*) 180lb 260NHP 2SB,6*cf*,GS116,HS4436 N.E.MarineEng.CoLd Sld	24 ″ 2 s 3 ″ $9\frac{1}{4}$ 20 ″ 7	
31375 166302 GMKY	**S. N. A. 10** (*ex*Lapeyrade–37, *ex*LouisNail) D.F. 1*Dk*	2921 2555 1812					1920	Atel.&Ch. delaLoire Nantes	Ministry of War Transport(Joseph Constantine SteamshipLine,Ld. *Mgrs.*)	316·4 P32′B79′F26′	46·5	21·0	Liverpool British *WB*	T.3Cy.$21\frac{1}{2}$″,36″&59″–42″ 225NHP Atel.&Ch.delaLoire,Nts.		V
31376 226885 WOBA	**S. T. Crapo** (*Self-Unloader*) *Mchy.Aft* D.F. GyC.	4769 — 2942					1927	Gt.Lakes Eng.Wks. RiverRouge, Mich.	HuronTransptn.Co	384·0	60·0	29·0	Detroit Utd. States	T.3Cy.$22\frac{1}{2}$″,38″&63″–42″ 257NHP Gt.LakesEng.Wks. Detroit,Mich.		R
31377 237782 WTIY	**S. T. Kiddoo** *OilEng.* D.F. 1*Dk* *Mchy.Aft CarryingPetroleum in bulk*	613 — 499					1938	JohnH. Mathis&Co. Camden,N.J.	DieselTankerS.T. Kiddoo,Inc.(IraS. Bushey&Sons, *Mgrs.*)	166·8	31·5	13·0	NewYork Utd. States	Oil Engines 2S.C.SA 6Cy.12″–17″ 152NHP FairbanksMorse&Co. Beloit,Wis.		
31378 CSAE	**S. Thomé** *OilEng.* E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	5213 4680 3159	✠100A1 *withfreeboard* 1,42 ~~6,41~~	Lis ✠LMC9,38	*a*†	CL 1,42	1938 9mo *Lloyd*	Wm.Doxford&SonsLd Sunderland '*sA&CP* *CellDB*340	Cia.Nacional de Navegação ′1292*tDTa*29′1130*t*	422·6 440·9(O.L.) F41′ FK (*Col* *FPT*150*tAPT*190*t*	55·5	24·7	Lisbon Portuguese 7*BHCem* l*BHtoSh dk* 6 ,, ,, 2*nd*,,)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$″–$91\frac{5}{16}$″ 687NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	28 ″ 7 s 3 ″ 4 25 ″ 6	
31379 42 ITJO	**S. Vincenzo** (*ex*Clearlight, *ex*Malorossia) *ss*Shl.No.3–10,20 *ss*Sws.No.1–24 *Well deck* 1*Dk*&*Webframes*	865 703 483	✠ ... 1,29	✠			1905 8mo	Chant.Nav deNicolaieff Nicolaieff	CarmineVitiello	210·6 Q76′B52′F26′ FK	29·9	13·4	Torre del Greco Italian *WB*	T.3Cy.15″,26″&$41\frac{1}{2}$″–$22\frac{1}{2}$″ 85NHP ChantiersNavals de Nicolaieff	15 ″ 8	I †
31380 TCCT	**Saadet** Ⓟ (*ex*Rumeli, *ex*Roumeli,*ex*Thyra,*ex*ErissosKefallinias, *ex*Medea,*ex*MedeaD.) **Iron** *ss*Cpl.2ndNo.3–6,07 1*Dk2trB* *Well deck*	819 674 495	✠ 2,09	Pir ✠	*m*		1884 10mo	Palmers' Co. Newcastle	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	219·0 P&B123′F25′ BK8″ *DB*	30·2	14·7	Istanbul Turkish 5*BHCem* *a*22′*f*22′60*t*	C.2Cy.28″&54″–36″ 128NHP 1SB,4*pf*,GS70,HS1846 Palmers'Co.Nwc.	15 ″ 6	
31381 DOQX	**Saar** *OilEng.* D.F. 1*Dk* E.S.D. *Cruiser Stern*	3261 2621 1868					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8 P30′B&F313′ *Upper*F22′	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA each 6Cy.$20\frac{7}{16}$″–$27\frac{9}{16}$″& hydraulic coupling SR geared to 1Sc.shaft 879NHP DeutscheSchiff.uMschb. A.G.Weser,Bmn.		G
31382 DAYW	— D.F. 1*Dk* *CruiserStern*	1026 885 560					1937	Stettiner OderwrkeAG Stettin	Rud.Christ.Gribel	208·9 Q15′F24′	32·5	17·2	Stettin German *WB*	C.4Cy.(2)$13\frac{3}{8}$″&(2)$28\frac{3}{4}$″– $28\frac{3}{4}$″ 124NHP StettinerOderwerkeA.G.		G
31383	**Saba** *OilEng.* 1*Dk* *Mchy.Aft*	561 463 310					1930	Deutsche WerkeA.G. Kiel	N.V.Koninklijke Nederlandsche StoombootMaats.	173·0 P46*t*F12*t*	30·1	10·5	Dutch *WB*	Oil Engines 2S.C.SA 6Cy.11″–15″ 127NHP NE34 Akt.Burmeistr&Wain,Cpn		
31384 149906 GNFJ	**Sabaneta** **TwinSc** *ss*Aru.No.3-3.40 *Mchy.Aft* 1*Dk*(*Stl*)	2396 1743 1242	✠100A1 10,41~~4,41~~ ~~BS10,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,27 *F.P. above* 150° F.	Aru BS10,41 ✠LMC9,39	*t*	CL 4,41	1927 9mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Wing tanks f* 2	305·7 P67′F34′ FK *Trunk dk*204′ 86*t a* 356*t FPT* 60*t*	50·2	14·3	London British 7*BHptCem* *APT*75*t*	T.6Cy.$13\frac{1}{2}$″,$23\frac{1}{2}$″&36″–27″ 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s 1 ″ $10\frac{1}{4}$ 13 ″ $3\frac{3}{4}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of R. of Trade Cert.
31384A PUCD	**Sabará** (*ex*MontePenedo) TwinSc *OilEng.* 2*Dks*	3693 3329 2312					1912	Howaldts-werke Kiel	LloydBrasileiro	350·7 P&B279'F33'	50·1	23·7	R.Janeiro Brazilian *WB*	Oil Engines 2S.C.SA 8Cy.18⅛"–26¾" 460NHP Gebr.Sülzer,Winterthur		
31385 1910 ICGH	**Sabaudia** (*ex*Jabiru-33) *ss*Gen.2ndNo.3–11,37 1*Dk*(*ptIrn ptStl*) *Well deck* *Stl lower dk in fore hold*	1590 1455 960	✠ … 1,40 ✠	Gen	*r*		1911 11mo	Swan,Hunter& Wigham Richardson, Ld Newcastle	Dani&C. *Cell DBa*70'*u*	296·5 285·0 BK8" P&B166'F61' *E*32'*f*120'385*tFPT*	36·1	19·5	Genoa Italian 5*BHCem* 33*tAPT*44*t*	T.3Cy.21$\frac{11}{16}$",34"&56"–42" 254NHP 2SB,6*cf*,GS129,HS4578 Swan,Hunter&Wigham Richardson,Ld.Nwc.	20 ″ 9	I †
31386 196 ICFT	**Sabbia** Ⓟ *ss*Tri.No.3–3,38 2*Dks*(*Stl*) *Ref.Mchy* D.F.	5788 4999 3623	✠100A1 2,40 ✠LMC MS3,38 BS6,39 ✠Lloyd'sRMC6,39 NO LATER SURVEY REPORTED	Gen	*y*	CL N10,39	1926 4mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow *Lloyd's.*1&*CP*	LloydTriestino Soc.Anon.diNav. *CellDB*338'1233*t* B125'F35'*FPT*	400·6 390·1 122*tAPT*60*t*	54·0 54·0	28·7 29·6	Venice Italian FK 7*BHCem* 1*BHto2nd dk*	T.3Cy.25⅜",41"&68"–45" (*s*) 200lb FD 468NHP 3SB(Spt)9*cf*,GS148,HS6960 ClydeS.B.&E.Co.LdP.Gls.	32 ″ 0 s 6 ″ 7 25 ″ 7¾	
31387 DDUZ	**Sabine Howaldt** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	5956 4995 3020					1938	Nordsee-werkeEmden G.m.b.H. Emden	BernhardHowaldt	437·4 F35'	59·0	23·6	Flensburg German *WB*	C.4Cy.(2)18⅞"&(2)43$\frac{5}{16}$"–43$\frac{5}{16}$"&LP turbine with DR gearing & hydraulic coupling 306NHP Rheinmetall-BorsigA.G. BerlinTegel		G
31388 136307 VGXM	**Sable I** Ⓟ *ss*Mtl.2ndNo.3–5,39 1*Dk*(*Stl*)&*Shade dk*	734 425 341	✠100A1 *Shade dk* ~~4,11~~~~5,40~~ 4,42 BS4,42 ~~BS5,41~~ ✠LMC5,38	Qbc	*j*	CL ~~5,40~~ 4,41	1914 6mo	Bow,Mc-Lachlan&Co. Ld. Paisley *Lloyd'sA&CP*	Bras d'orBayNav. Co.Ld. *Cell DBa*35'*uE*	183·0 FK&BK1" 27'*f*83'156*t*	28·6	12·2	Quebec British 4*BHCem*	T.3Cy.15",25½"&41"–30" (*s*) ~~185lb~~200lb 85RHP 2SB,4*cf*,GS81,HS2410 Bow,McLachln&CoLdPsy	13 ″ 0 s ″ 7 12 ″ 8	
31389 144504 GBQW	**Sabor** D.F. 2*Dks*	5212 4793 3227					1920	Earle'sCo. Ld. Hull	RoyalMailLines Ld.	400·4 P49'B113'F39'	52·2	28·5	London British *WB*	T.3Cy.27",44"&73"–48" 369NHP Earle'sS.B.&E.Co.Ld.Hull		C
31390 EAIK	**Sac 2°** *ss*Bcl.No.3–5.34 *ss*Bbo.No.1–39 1*Dk*(*Stl*)	2959 2769 2260	✠100A1 1,41 ✠LMC BS5,42 ~~BS4,42~~ MS9,39	Bcl	*u*	CL 7,39	1922 2mo	J.Blumer &Co.Ld. Sunderland *Lloyd'sA&CP*	Soc.Anon.Cros *CellDBa*108'	331·0 P29'B94'F30' FK *u E* 25' *f* 140' 743*t*	47·7	21·9	Barcelona Spanish 5*BHCem* *APT*147*t*	T.3Cy.24",40"&65"–45" (*s*) 180lb *80lb* 318NHP 2SB,6*cf*,GS136,HS5022 J.Dickinson &Sons,Ld.Sld.	24 ″ 3 s 3 ″ 5¾ 21 ″ 0	
31391 EADX	**Sac 4°** (*ex*Dilluns) *ss*Bcl.No.3–4,28 *ss*Bcl.No.1–32 1*Dk*(*Stl*)	2383 — 1537	✠ 4,36 ✠ (*Reclassification Contemplated*)	Bbo	*t*		1922 3mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow	Soc.Anon.Cros *CellD*	294·8 P25'B80'F33' FK *B*250' 614*t FPT*63*t*	44·2	20·6	Barcelona Spanish 5*BHCem* *APT*60*t*	T.3Cy.22",35"&59"–39" 250NHP 2SB,6*cf*,GS126,HS4060 ClydeS.B.&E.Co.Ld.P.Gls.	22 ″ 9	
31392 EGKT	**Sac 7°** (*ex*Salvador) 1*Dk*	835 712 445					1918	Astilleros deGijon Gijon	Soc.Anon.Cros	201·7 P30'B44'	28·9	13·9	Barcelona Spanish *WB*	T.3Cy.12",20"&32"–24" *E*built15,*fitted*18 50NHP Dunsmuir&Jackson,Gls		
31393 EGKU	**Sac 8°** (*ex*Valmurian,*ex*Capita Revuelta) 1*Dk*	910 712 675					1918	Astilleros deGijon Gijon	Soc.Anon.Cros	201·7 B44'F30'	29·8	14·1	Barcelona Spanish *WB*	T.3Cy.12",20"&32"–24" 50NHP AlexanderHermanos,S.en C.Barcelona		V
31394 EAQJ	**Sac 9°** (*ex*TeresaPamies-32, *ex*Acuario, *ex*KingDavid) *ss*Msl.2ndNo.3–7,22 *ss*Bbo.No.1–26 1*Dk*(*Irn*) 2*trB*&*deep framing*	2554 2327 1595	✠ 12,32 ✠	Bcl	*t*		1895 10mo	Short Bros. Sunderland	Soc.Anon.Cros *Cell*	304·1 P27'B68'F31' FK *DBa*&*uE*118'*f*1186'	44·1	20·6	Barcelona Spanish 5*BHCem* 57*tAPT*6	T.3Cy.23",38"&61½"–39" 242NH 2SB,6*cf*,GS117,HS3520 Blair&Co.Ld.Stockton	23 ″ 2	
31395 217328 WGOI	**Saccarappa** 2*Dks*&*Web frames* Sub.Sig. *Fitted for oil fuel* *Now* "**Alcoa Cutter**," *see Supplement*	4965 4664 2952	✠ … 6,20 ✠				1918 12mo	American Intrnational S.B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
31396 144729 GKZJ	**Sacramento Valley** (*ex*Skegness) 1*Dk*&*Shelter dk* D.F. *Fitted for oil fuel*	4573 4318 2842					1924	Workman, Clark&Co.Ld Belfast	ReardonSmith LineLd.(SirW.R. Smith&SonsLd. *Mgrs.*)	401·6 F41'	54·3	25·3	Bideford British *WB*	T.3Cy.26",42"&71"–48" 349NHP Wrkman,Clark&Co.Ld.Bel		C
31397 70 ITLG	**Sacro Cuore** (*ex*Fucsia-34, *ex*Gwynwood *ss*Rot.2ndNo.3–11,24 *ss*Sld.No.1–28 *Well deck* 1*Dk*&*Web frames*	1097 891 610	✠ … 2,32 ✠				1899 3mo	W.Dobson &Co. Newcastle	GennaroMontelia (Lauro&Montella, *Mgrs.*)	220·8 212·5 P18'Q44'B46'F24' FK	35·0	13·9 *WB*	Torre del Greco Italian	T.3Cy.18½",30"&49"–33" 148NHP N.E.MarineCo.Ld.Nwc.	16 ″ 5	I †
31398 TCCO	**Sadan** (*ex*Akin-37,*ex*PanzoS., *ex*Danubian, *ex*Muntenia,*ex*Proteus, *ex*Gladys) *ss*Hpl.No.3–1,03 *ss*Syd.No.2–12 1*Dk*(*Irn*)&*Web frames*& *ptAwng dk*(*Irn*)	2302 1729 1504	✠ 1,20 ✠	Sws	*s*		1890 12mo	S.P.Austin &Son Sunderland	SadikzadeRusen Ogullari *CellDBa* 110'*u E*&*B*	285·0 P31'Q72' *ptAwng dk*182' BK9" 42'*f*86'476*tAPT*30*t*	39·6	18·8 25·8	Istanbul Turkish 5*BHptAsp ptCem*	T.3Cy.21½",36"&59"–39" 218NHP 2SB,6*rf*,GS106,HS3288 G.Clark,Ld.Sunderland	21 ″ 3	V †
31399 UPCT	**Sadko** (*ex*Lintrose) 2*Dks*(*Stl*)& *Shelter dk*(*Stl*-ws)	1613 1426 506	✠ 7,19 ✠	Bcl	*v*		1913 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	U.S.S.R. *CellDBa*45'	255·0 F36' FK *uE*18' *f* 93' 157*t FP*	37·4	22·7	Archangel Russian 5*BHCem* *T*9*tAPT*20*t*	T.3Cy.26",42½"&70"–42" 587NHP 4SB.12*cf*,GS248,HS9920 Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 11	
31400 LETH	**Sado** (*ex*Pan) 1*Dk*	925 669 535					1917	Jarlsö Værft Tönsberg	D/S A/S Havlyn (HartvigLarsen, *Mgr.*)	200·4 Q60*t*B82*t*H53*t*F19*t*	31·9	12·9	Haugesnd Norwegian *WB*	T.3Cy.15",25"&41"–26" 86NHP TrondhjemsM.Værksted		N
31401 46186 JPAN	**Sado Maru** TwinSc *OilEng.* D.F. GyC. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	7180 — 3935					1939	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K.	479·6 F38'	62·3	32·2	Tokyo Japanese	Oil Engines 2S.C.SA 14Cy.28⅜"–49$\frac{3}{16}$" 1960NHP MitsubishiJukogyoK.K. Nag.		C

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où si ce n'est dans le L.R. Durée. Cert. B. of Trade.
31402	Saga Ⓟ *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	5000	100A1 *withfreeboard* (*ClassContemplated*)				1941	Akt.Lind- holmensVarv Gothenburg	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	400·0 F44′	~~35·1~~ 55·1	29·0	Gothenbrg Swedish	4 Oil Engines 4S.C.SA 32Cy.19$\frac{11}{16}$″–27$\frac{9}{16}$″ with electro-magneticslip couplings&SR gearing A/B Gotaverken,Got.		
31403 4976 SGED	— (*ex*Fro,*ex*Felicia,*ex*Doretea, *ex*Kattegat) 1*Dk*	*1077* *930* *591*					1909	Fredrkstad Mek.Værks. Fredrikstad	RederiA/BÆgir (GunnarLindqvist, *Mgr.*)	226·4 P18′B57′H58tF18′	35·1	14·3	Stockholm Swedish *WB*	T.3Cy.16½″,26″&44″–30″ 106NHP FredrikstadM.V.Frdstad.		N
31404 OUKS	— (*ex*Scotscraig) *ss*Gls.2ndNo.3–3,29 *Well deck* *ss*Cpn.No.2–37 1*Dk*(*Stl*)&*deepframing*	919 674 540	✠100A1 9,38 BS9,38 ✠LMC10,37 (SEE FOOT NOTE *)	Cpn	*l*	OG 9,36	1904 7mo	Grngem'th &Greenock DockyardCo. Greenock *Lloyd'sA&CP*	DetForenede DampskibsSelsk. *CellD*	200·1 210·2(O.L.) Q69′B58′F22′ FK *Ba*44′*uE*&*B*31′*f*86′	32·5	13·1	Aarhus Danish 4*BHCem* 282*tAPT*10*t*	T.3Cy.15½″,26″&43″–30″ (*s*) 180lb *85lb* 119NHP 1SB,*3cf*,GS63,HS1954 D.Rowan&Co.Glasgow	15 ″ 3 s ″10½ 14 ″ 6	
31405 26447 JGTB	Saga Maru *ss*Kob.No.1–24 1*Dk*	2150 1929 1240	✠ ... 8,28 ✠				1919 12mo	Teikoku S.S.Co.Ld. Toba,Ise Province	SanboSyosenK.K.	275·0 P19′B64′F30′ FK	41·0	24·0	Funaka Japanese *WB*	T.3Cy.20″,33″&55″–39″ 258NHP KobeSteelWorks,Ld.Kobe	24 ″ 0	C †
31406 216584 KTUO	Sagadahoc *ss*Bal.No.3–8,30 *ss*Bal.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinalframing*	6275 5824 3969	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~9,40~~ BS11,41 ~~BS1,41~~ ✠LMC3,39 *Fitted for oil fuel* 7,18 *F.P.above* 150°F.	Bal	*a*†	CL ~~9,38~~ 5,41	1918 7mo	TexasS.S. Co. Bath,Me. A&CP	AmericanSouth AfricanLineInc.	420·5 P42′B130′F39′ *on* *Shelter dk* FK *CellDB*361′1192*t* *DTa*32′1075*tFPT*	54·2	31·4	NewYork Utd.States 8*BHCem* 114*tAPT*63*t*	T.3Cy.24½″,44″&74″–51″ (*r*) 190lb 555NHP 3SB,*9cf*,HS8118 FD H.G.Trout Co.Buffalo,N.Y	33″10 s7 ″ 3¾ 26 ″ 8	
31407 148845 GLDZ	Sagaing Ⓟ 2*Dks* D.F. E.S.D. *Fitted for oil fuel*	7958 6461 4954					1925	W.Denny& Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P. Henderson&Co. *Mgrs.*)	454·6 P56′B180′F45′	61·2	31·0	Glasgow British *WB*	T.3Cy.30″,49½″&82″–60″ W.Denny&Bros.Ld.Dmb. &LPturbine withDRgearing&hydraulic coupling (*fitted*39) Barclay,Curle&Co.Ld.Gls.		C BT till 6,42
31407A 47282 JWUN	Sagami Maru **TwinSc** *OilEng* *Ref.Mchy.* 1*Dk*&*Shelter dk*	7189 — 3938					1940	Mitubishi JukogyoK.K. Yokohama	NipponYusenK.K.	479·5 F38′	62·3	32·2	Tokyo Japanese	Oil Engines 2S.C.SA 16Cy.26¾″–47¼″ MitubishiJukogyoK.K. Yokohama		C
31408 122218	Sagamo Ⓟ **TwinSc** 2*Dks*	744 611 420					1906	Canadian S.B.Co. Toronto	MuskokaLakes Nav.&HotelCo.Ld.	152·0	29·0	9·7	Toronto British	T.6Cy.10″,16″&26″–16″ 69RHP CanadianSBCoLd.Toronto		
31409 161844 GYJN	Saganaga D.F. E.S.D. *CruiserStern* 1*Dk*	5454 4966 3344					1935	D&W Hen- dersn&Co.Ld. Glasgow	SouthGeorgiaCo. Ld.(Chr.Salvesen& Co.*Mgrs.*)	407·5 P20′B113′F42′	55·6	28·0	Leith British	T.3Cy.21½″,37″&62″–45″ 256NHP D&W.Hendersn&CoLdGls		C
31410 47837 JNPO	Sagara Maru **TwinSc** *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk*	7189 — 3938					1940	Mitubishi JukogyoK.K. Yokohama	NipponYusenK.K.	479·7 F38′	62·3	32·2	Tokyo Japanese	Oil Engines 2S.C.SA 16Cy.26¾″–47¼″ MitubishiJukogyoK.K. Yokohama		C
31411 22953 JLOB	Sagawa Maru 1*Dk*	1186 970 676					1918	Seikichi Ono Osaka	SimataniKisen K.K.	220·0	32·0	18·0	Kobe Japanese *WB*	T.3Cy.14½″,24″&40″–30″ 88NHP SeikichiOno,Osaka		
31412 217585 KJAY	Saginaw (*ex*Aetna-37, *ex*Coperas) GyC. 1*Dk*	2153 1753 1280	✠ ... 6,20 ✠				1919 4mo	Manitowoc S.B.Co. Manitowoc, Wis.	SaginawDock& TerminalCo.	250·5 P27′B64′F26′ FK	43·7	20·1	Wilmgton, Del. Utd.States *WB*	T.3Cy.20″,33″&54″–40″ 269NHP ManitowocS.B.Co. Manitowoc,Wis.	23 ″ 0	
31413 82 ICAC	Sagitta (*ex*Tremeadow–38) *ss*Cff.No.3–7,32 *ss*Bry.No.1–37 1*Dk*(*Stl*)	5153 4723 3101	✠100A1 8,38 ✠LMC MS8,36 BS12,39 NO LATER SURVEY REPORTED	Bry	*y*	CL 8,38	1919 3mo	D&WHen- dersn&Co.Ld. Glasgow *Lloyd'sA&CP*	BiagioBorriello (Lauro&Montella, *Mgrs.*) *CellDB*345′ 1035*t*	413·2 399·5 P49′B113′F39′ FK *FPT*125*tAPT*210*t*	52·2	28·4	Torre del Greco Italian 7*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D&WHendersn&CoLdGls.	31 ″ 0 s5 ″11¾ 25 ″ 3¾	
31414 FNQK	Sagittaire Ⓟ **TwinSc** (*ex*Washington–38) *OilEng.* *Ref.Mchy.* D.F. 3*Dks*	7706 6439 4591					1929	Bremer Vulkan Vegesack	Soc.desServices Contractuels des Messageries Maritimes	473·4 F12′	61·2	27·5	Marseilles French *WB*	Oil Engines 2S.C.DA 10Cy.23⅝″–35⅜″ 976NHP BremerVulkan,Vegesack		V
31415	Sagoland *ss*Yka.2ndNo.3–1,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*5334* *4991* *3299*	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~8,40~~ BS8,41 ✠LMC1,38 No later survey reported	~~Shi~~ HKg	*a*†	CL 7,40	1913 6mo	Earle'sCo. Ld. Hull A&CP	Madrigal&Co. *CellDBa*146′*uE*29′*f*	430·2 FK 187′1350*tDTa*36′13	54·2	26·2	Manila,P.I Utd.States 7*BHCem* 68*tAPT*113*t*	T.3Cy.28¼″,45½″&76″–54″ 180lb (*s*) 534NHP 3SB,*9cf*,GS189,HS7395 FD Earle'sCo.Ld.Hull	28″11 s3″10¼ 25 ″ 3	
31416 8366 SMCN	— **TwinSc** *OilEng.* D.F. E.S.D. GyC. 1*Dk*&*Shelter dk* *Ref.Mchy.* *Upper'tween dk in No.1 hold* *Part lower dk in Nos.1&2 holds* *Sparred 3rd dk in No.3 hold for* *fruit cargo* *CruiserStern* *Strengthened for navigation in ice*	*3243* *2516* *1407*	✠100A1 *withfreeboard* ~~5,41~~ ~~8,40~~ 1,42 ✠LMC8,39 ✠Lloyd'sRMC~~8,40~~ 1,42 No. 3 fwd. hold & 'tween dks. for temp. 35° F., No. 3 aft hold for temp. 25° F., aft wings of No. 3 'tween dks. for temp. 18° F., centre chamber for temp. 14° F. *Carrying vegetable oil in forward wing tanks & centre tanks in way of tunnels*	~~Phl~~ Bal	*y* 2$\frac{5}{16}$	CL	1939 8mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd'sA&CP*	Ångf.A/B Tirfing (SvenskaOrient Linien)(T.E.J.son Broström,*Mgr.*) *Cell*	385·2 406·5(O.L.) FK *DB*310′1121*tTanks*	54·7	18·2	Gothenbrg Swedish 7*BH* (*Collto Sh dk* 6 „ *2nd*„) *in way of tunnels*	Oil Engines 2S.C.SA 18Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 1213NHP DB*80lb* EriksbergM.V.Aktieb.Got 548*tFPT*39*tAPT*67*t*	23 ″ 9 s 1 ″ 6 22 ″ 6¼	
31417 LDLC	Sagona (*ex*Lion) **TwinSc** *OilEng.* *ss*Rot.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *CruiserStern* *Longitudinal framing–bracketless system*	7554 7107 4471	✠100A1 3,41 ✠LMC CS12,38 DBS4,40 2,38 *Carrying Petroleum in bulk*	Wln	*c*†	CL 8,40	1929 11mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd'sA&CP*	A/SSagona(H.E. Hansen-Tangen) *Cell* *DBuE*80′220*tDT*	451·8 468·5(O.L.) P97′B35′F57′ FK *f*35′488*tFPT* 238*t*	59·2	34·1	Xiansand Norwegian 14*BHptCem* *APT*171*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–43$\frac{5}{16}$″ 712NHP 2DB*180lb* N.V.Werkspoor,Ams.	34 ″ 1 s7 ″ 0¾ 27 ″ 3	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31418 132682 VOLX	**Sagona** ssNFL.2ndNo.3-5,37 1*Dk*(*Stl*)&*Shelter dk*	808 701 420	✠100A1 *Shelter dk* *with freeboard* 10,41 ~~5,39~~ ~~BS5,40~~	NFL BS10,41 ✠LMC5,37	*j*	CL 5,39	1912 2mo *Lloyd's* A&CP	DundeeS.B Co.Ld. Dundee	Culliford Associated Lines,Ld.	175·0 184·0(O.L.) *CellDBa32'uE15'f*	28·3	20·3 FK	SJhnsNFL British 4*BHCem* 64'105t*FPT*	T.3Cy.16",27"&44"-30" (*s*) 180lb 98RHP 2SB,4*pf*,GS74,HS2493 MacColl&Pollock,Ld Sld. 30t*APT*8t	21 ″ 0 s7 ″10 13 ″ 7	
31419 118087 VPJL	**Sagres** Ⓟ (*ex*ZuishoMaru, *ex*Maharani,*ex*Maharaja) 2*Dks*(*UStl*-teak s) &*deep framing*	2333 1935 1448	✠ 2,08	Cal ✠	*l*		1904 3mo	C.Connell &Co.Ld. Glasgow	KinHongS.S.Co. Ld.(Williamson &Co.*Mgrs.*) *CellDBa82'uE&*	300·0 P79'B93'F44' *B40'f124'436tFPT*	40·6	22·4 FK	HongKong British 5*BHCem* 45t*APT*16t	T.3Cy.22½",38"&62"-42" 277NHP 2SB,6*cf*,GS121,HS4272 Dunsmuir&Jackson,LdGls	24 ″ 8	C †
31420 HRBY	**Sagua** (*ex*Cuyamapa-35,*ex*Sagua, *ex*Van derDuyn) ssBal.No.3-5,35 D.F. 2*Dks*(*Stl*)&*Awng dk* *Ref.Mchy.* (*Stl*-ws) ssN.Os.No.1-41	3298 2838 2005	✠100A1 *Awng dk* *with freeboard* ~~6,41~~ ~~3,40~~12,41 ✠LMC6,41 ~~MS5,35~~ ~~BS3,40~~~~6,41~~ *Fitted for oil fuel* 6,23 *F.P. above* 150° F.	~~Bal~~ ~~NOs~~NNs	*u*	CL ~~2,38~~ 4,41	1914 7mo *Lloyd's* A&CP	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*) *CellDBa80'uE&*	331·1 F43'*onAwngdk* *B56'f144'607tFPT*	45·2	25·6 FK	Tela Honduran 5*BHCem* 38t*APT*26t	T.3Cy.23",38"&63"-39" (*s*) 180lb 440NHP 3SB,9*cf*,GS174,HS7308 FD N.E.MarineEngCoLdNwc.	28 ″ 0 s7 ″4¼ 21 ″ 1	
31421 130526 VGXJ	**Saguenay** Ⓟ TwinSc 2*Dks* *Fitted for oil fuel*	2777 1931 1864	✠ ... 9,17	✠			1911 6mo	Fairfield Co.Ld. Glasgow	CanadaSteamship Lines,Ld.	275·3	40·0	14·9 FK	Montreal British *WB*	T.8Cy.(2)16¼"(2)25½"&(4) 29½"-24" 354NHP FairfieldCo.Ld.Glasgow	15 ″ 10	
31422 EAPT	**Sagunto** Ⓟ Iron ssMsl.No.3-6,89 ssMsl.No.1-94 1*Dk*2*trB*	956 698 539	✠ 2,94	Msl			1875 8mo	J Readhead &Co. S.Shields	Cia.Trasmediter- ranea	205·6 P126' F30'	29·0	16·9 BK8"	Valencia Spanish 4*BHCem* *APT*	C.2Cy.28"&50"-33" 120NHP J.Readhead&Co.S.Shields		V
31423 217692 KEPR	**Sahale** 2*Dks*&*Web frames* D.F. *Fitted for oil fuel*	5028 4740 3086	✠ ... 7,20	✠			1919 4mo	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43'	54·2	27·6 FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
31424 FPGS	**Sahel** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	2470 2216 1423					1939	Frdrkshvn Værft og Flydk.A/S Fredrikshavn	Soc.Anon.de Gérance&d'Arme- ment	302·8 F28'	41·6	27·1	Rouen French *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 608NHP A/S HelsingörsJernskibs& Maskinbyggeri, Elsinore		V
31425 153563 VPDF	**Sai On** TwinSc 2*Dks*&*Shade dk*	1950 1288 1194					1924	Taikoo Dkyd.&Eng. Co.of HKgLd HongKong	TungOnS.S.Co.Ld.	225·0	42·1	8·5	HongKong British	T.6Cy.13",21"&35"-24" 120NHP TaikooDkyd.&Eng.Co.of H.Kg.Ld.HongKong		
31426	— (*ex*Cormorant-34) ssBgk.No.2-07 *Mchy.Aft* *Well deck* 1*Dk*	445 322 185	✠ ... 10,08	✠			1898 10mo *Completed by* Shalimar Works,Ld.Cal	J.Mc- Arthur&Co. Paisley	Chin Seng	146·0 Q84'F19'	27·0	10·2 FK	Bangkok Thai *WB*	T.3Cy.11",18"&31"-24" 47NHP McKie&Baxter,Glasgow	11 ″ 0	
31427 PHHE	**Saidja** TwinSc D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom* *in centre tanks & at deck*	6671 5046 3801	✠100A1 10,41~~11,40~~ BS~~11,40~~ 10,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,39 *F.P. above* 150°F.	Sng ✠LMC10,39	*a*†	CL **10,41**	1939 10mo *Lloyd's* A&CP	NVRotter- damDroogd. Maats.(New WaterwaySB Co)Schiedam	Nederl.Indische Tankstoomboot Maats. *CellDB*	433·0 450·2(O.L.) P105'*Trunk*266' F62' *uE&B50'253tDTf*	62·7	24·5 FK	Willemstad ~~TheHague~~ Dutch 13*BHptCem* 36'472t*FPT*	T6Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&61"-39⅜" 220lb 733NHP 2WTB,HS10640 FD N.V.Rot.Droogd.MaatRo 100t*APT*113t	24 ″ 6 s3 ″ 8½ 20 ″ 11½	
31428 43465 JSJL	**Saigon Maru** Ⓟ *OilEng.* D.F. 2*Dks*	5350 — 3956					1937	Mitsubishi JukogyoK.K Kobe	OsakaSyosenK.K.	376·3 F44'	55·8	32·8	Osaka Japanese *WB*	Oil Engines 4S.C.SA 16Cy.17$\frac{11}{16}$"-24$\frac{13}{16}$"& hydraulic coupling SR geared to 1 sc.shaft 488NHP MitsubishiJukogyoK.K. Kobe		C
31429 171 JPGC	**Saiho Maru** (*ex*SaikohMaru, *ex*Tullamore, ssDrn.No.3-10,30 *ex*Ardgroom) ssDrn.No.1-34 2*Dks*(*Stl*)	4639 4189 2886	✠ ... 1,38	Kob ✠	*y*		1918 10mo	Russell& Co. PortGlasgow	DairenKisenK.K.	385·0 P34'B111'F47' *CellDB*341'961	52·0	26·5 FK	Dairen Japanese 6*BHCem* t*APT*27t	T.3Cy.26",43"&70"-48" 489NHP 3SB,9*cf*,GS170,HS7345 Rankin&Blackmre,LdGrk	29 ″	
31430 43085 JKEL	**Saikyo Maru** *Mchy.Aft* 1*Dk*	1293 — 709					1936	Osaka Zosensho K.K. Osaka	HinodeKisenK.K.	217·8 P78'F25'	35·8	18·5	Tokyo Japanese	T.3Cy.17$\frac{11}{16}$",29$\frac{15}{16}$"&49$\frac{3}{16}$"- 35$\frac{7}{16}$" 144NHP TsurukichiKimura,Osaka		
31431 801 OFBA	**Saimaa** (*ex*Erland-37) *OilEng.* ssGot.No.3-6,35 ssHfs.No.1-39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* Now "Yemassee," *see No.* 39155 *in Supplement*	2001 — 999	✠100A1 *Shelter dk* *with freeboard* 5,41 ~~6,39~~ ~~DBS11,39~~	~~Hfs~~ MVo DBS12,40 ✠LMC CS5,39 5,38	*s*	OG 6,39	1922 9mo *Lloyd's* A&CP	Eriksbergs M.V.Aktieb. Gothenburg	FinskaÅngfartygs Aktiebolaget *Intermediate BH in fore hold dispensed with* *CellDB*254'5	302·1 300·0 30t*FPT*29t*APT*31t	43·2	16·3 FK	Helsingfrs Finnish *ptCem* 1*BHtoSh dk* 3 ,, ,, *U* ,,	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP DB*100lb* Aktieb.Götaverken,Got.	19 ″ 0 s ″ 6¾ 18 ″ 7	
31432	**Sainam** Pad 2*Dks*	588 *280* *367*					1900	G.Fenwick &Co.Ld. HongKong	SaiHingS.S.Co.	147·0	31·0	7·2	Canton Chinese	2Cy.18"&38"-72" 102NHP G.Fenwick&Co.Ld.H.Kg.		
31433 135535 MFBV	**St. Abb's Head** (*ex*Fastnet, 3Mst *ex*Monaleen,*ex*Allerton) *Well deck* *Mchy.Aft* 1*Dk*	616 412 257	✠ ... 1,18	✠			1914 1mo	J.Fullerton &Co. Paisley	A.F.Henry&Mac- Gregor,Ld.	174·8 Q96'B9'F32'	28·1	10·4 BK6"	Leith British *WB*	T.3Cy.14",24"&40"-27" 90RHP Ross&Duncan,Glasgow	13 ″ 0	C †
31434 144208 MKCF	**Saint Aidan** ssIrv.No.3-6,33 ssIrv.No.1-38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	362 247 138	✠100A1 8,41 ~~5,40~~ MS4,38	Bwg ✠LMC BS~~9,40~~ 9,41	*f*	CL ~~5,40~~ 8,41	1920 7mo *Lloyd's* A&CP	Scott& Sons Bowling	J.&A.Gardner& Co.Ld.	141·5 146·5(O.L.) Q81'B8'F24'	23·8 25·2	10·1 BK7" *FPT*	Glasgow British 3*BHCem* 31t*APT*12t	C.2Cy.16$\frac{11}{16}$"&34"-24" (*s*) 130lb 47RHP 1SB,2*pf*,GS43,HS1360 Fisher's,Ld.Paisley	11 ″ 0 s3 ″ 4¼ 11 ″ 3	
31435 FPAA	**Saint Ambroise** 2TwinMasts 2*Dks* *Fitted for oil fuel*	3075 2818 1825	✠ ... 12,24	✠			1920 4mo	W.Gray& Co. (1918)Ld. W Hartlepool	SociétéNavale de l'Ouest	310·0 P23'F32' *Ba23'Bf23'*	46·5	23·7 FK	Havre French *WB*	T.3Cy.25",41"&68"-45" 414NHP Cen.Mar.Eng.Wrks,W Hpl	26 ″ 3	V †

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
31436	**Saint André** (*ex*SantaFé-39, *ex*Steigerwald-37) 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel* *Now "Santa Fé" see No.* 38481 *in Supplement*	4627 4139 2754					1921	Deutsche Werft.A.G. Hamburg	French Government	414·4 P&B247'F50' len33	50·4	26·9	Marseilles French *WB*	T.3Cy.26$\frac{3}{16}$",43$\frac{3}{8}$"&70$\frac{15}{16}$"– 47$\frac{5}{16}$"&LPturbine 438NHP Gutehoffnungshütte, Sterkrade		G
31437 162679 GPQW	**St. Andrew** Ⓟ TwinSc *ss*Sou.No.2-40 1*Dk*& *Shelter dk*(*pt Stl*–teaks) D.F. E.S.D. *3rd dk clear of E& B space* *CruiserStern*	2702 1660 1116	✠100A1 *with freeboard* 8,41 ~~5,40~~ BS9,41 ✠LMC5,40 *For Irish Channel Service* *Fitted for oil fuel* 2,32	~~Sou~~ Grk	*v*	OG 2,39 *F.P. above* 150° F.	1932 2mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's*A&CP	Fishguard&Rosslare Railways& HarboursCo. (Great Western Railway, *Mgrs.*) *Cell DBuE*28'*f*66'	327·2 F39' 145*t MT*6' 55*t FPT*	46·7	17·7 FK (	London British 11*BHptCem* *Coll to Sh dk* 10 ,, *2nd* ,,) 29*t APT*38*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 4Water Tube Boilers 230lb HS18120 1590NHP FD CammellLaird&Co.Ld.Bkn	18 ″ 9 s 4 ″ 5$\frac{3}{4}$ 14 ″ 8	
31438 164072 MLJL	**Saint Angus** *ss*Irv.No.1-41 *OilEng.* *Mchy Aft* 1*Dk* *CruiserStern*	391 261 195	✠100A1 7,41 ~~9,38~~ ✠LMC4,36 ✠LMC(M)9,38	~~Bwg~~ Irv	*f*	OG N9,39	1936 4mo	Scott& Sons Bowling *Lloyd's*A&CP *CellDBf*48'	J.&A.Gardner& Co.Ld.	145·0 151·1(O.L.) Q88'*Bon*Q7'F23' 55*t FPT*21*t APT*28*t*	23·8 25·1	10·5 FK&BK1$\frac{1}{2}$"	Glasgow British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{8}$"–22$\frac{7}{16}$" 125NHP BritishAuxiliariesLd.Gls.	11 ″ 5 s 3 ″ 6$\frac{3}{4}$ 11 ″ 4$\frac{1}{2}$	
31439 140652 GCBV	**Saint Anselm** (*ex*SaintAndrew-36) *ss*Cal.No.3-8,31 *ss*Cal.No.1-35 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	5614 5448 3534	✠100A1 *Shelter dk* *with freeboard* 4,41 Examined4,41 MS10,35	~~Liv~~ Cal BS8,39 ✠LMC	*y*	CL 3,40	1919 9mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's*A&CP	TheSaintLine,Ld. *Cell DB*351'1290*t*	399·6 F39'*on Shelterdk* *FPT* 60*t APT*90*t*	53·0	32·8 FK *Coll*	Liverpool British *pt Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCoLd.Nwc	35 ″ 5 s 9 ″ 4$\frac{3}{4}$ 26 ″ 3	
31440 164364 VTGT	**Saint Anthony** Ⓟ TwinSc *OilEng.* 1*Dk*	452 334 169	✠ A1 *with freeboard* 8,39 ✠LMC8,39 *For Coasting Service Bombay & Marmagao*	Bom	*i*	OG 8,40	1936 2mo	Henry Robb,Ld. Leith *Lloyd's*A&CP	IndianCo-operativeNavigation& TradingCo.Ld.	183·2 *Shade dk* *FPT*12*t*	32·2	8·1 FK	Bombay British 8*BHCem* *APT*15*t*	Oil Engines 2S.C.SA 12Cy.9$\frac{13}{16}$"–16$\frac{9}{16}$" 204NHP Atlas-Diesel A/B,Skm.	9 ″ 9 s 3 ″ 7 6 ″ 4$\frac{3}{4}$	
31441 141931 MJVG	**Saint Barchan** 3Mst *ss*Bwg.No.3-5,32 *ss*Irv.No.2-42 ~~*ss*Irv.No.1-36~~ *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	356 247 141	✠100A1 5,42 ~~5,41~~ ~~Examined 2,41~~ MS5,42 BS3,42 ✠LMC ~~MS10,36~~ ~~BS2,41~~	~~Bwg~~ Irv	*f*	CL ~~1,41~~ 4,42	1919 10mo	Scott& Sons Bowling *Lloyd's*A&CP	J.&A.Gardner& Co.Ld.	141·6 Q81'B8'F24'	23·8 25·0	10·1 BK7" *FPT*	Glasgow British 3*BHCem* 31*t APT*12*t*	C.2Cy.16"&34"–24" (*s*) 130lb 47RHP 1SB,*2pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 0 s 3 ″ 4$\frac{1}{4}$ 11 ″ 3	
31442 FPAD	**Saint Basile** *ss*Rou.No.2-28 1*Dk* *Fitted for oil fuel*	2778 2511 1671	✠ ... 11,32 ✠				1920 8mo	Livingstne &Cooper,Ld. Hessle	SociétéNavale de l'Ouest	323·8 P28'B85'F35'	44·1	22·6 FK	Havre French *WB*	T.3Cy.20$\frac{1}{2}$",33"&54"–39" 234NH G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
31443 164110 MMDW	**Saint Bedan** *ss*Irv.No.1-41 *OilEng.* 1*Dk* *CruiserStern* *Mchy.Aft*	452 313 245	✠100A1 9,41 ~~1,40~~ ✠LMC3,37 ✠LMC(M)8,39	Irv	*g*	OG N8,39	1937 3mo	Scott& Sons Bowling *Lloyd's*A&CP *CellDBf*48'	J.&A.Gardner& Co.Ld.	156·8 163·0(O.L.) Q86'B7'F19' 64*t FPT*34*t APT*28*t*	25·6 26·9	14·0 FK&BK1$\frac{1}{2}$"	Glasgow British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{8}$"–22$\frac{7}{16}$" 65RHP BritishAuxiliaries,Ld.Gls.	11 ″ 6 s 3 ″ 8$\frac{1}{4}$ 11 ″ 4$\frac{1}{2}$	
31444 167338 GCLC	**Saint Bernard** E.S.D. 1*Dk*& *Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5183 4639 3056	✠100A1 *with freeboard* 1,42 ~~1,41~~ ✠LMC9,39	Hul	*a*†	CL ~~5,40~~ N1,42	1939 9mo	Wm.Hamilton&Co.Ld. PortGlasgow *Lloyd's*A&CP	TheSaintLineLd. *CellDB*370'1517*t FP*	432·1 447·3(O.L.) F39' *T*110*t APT*177*t*	56·2	24·8 FK (	London British 7*BHCem* *Coll to Sh dk* 6 ,,*2nd*,,)	T.3Cy.22$\frac{1}{2}$",36"&65"–48"(*s*) 230lb 483NHP 2SB(Spt)&1AuxSB,*9cf*, GS159,HS7086 FD D.Rowan&Co.Ld.Gls.	36 ″ 10 s11 ″ 3$\frac{1}{4}$ 25 ″ 9	
31445 159155 GNMV	**Saint Bertrand** (*ex*Chemnitz-39) D.F. E.S.D. Sub.Sig. 2*Dks*	5522 4918 3310	Examined LR ~~12,40~~12 41 ~~BS12,40(206lb)~~ BS12,41(206lb) ~~8,41~~ ~~12,40~~ 6,42	~~Hul~~ ~~Gls~~ ~~Lon~~ Gls		8,41	1929	Bremer Vulkan Vegesack	Ministry of War Transport(Thos. &Jno.Brocklebank Ld.*Mgrs.*)	446·1 B&F405'	56·2	25·9	Hull British *WB*	T.3Cy.30",48$\frac{1}{2}$"&78"–55" &LPturbine 646NHP 206lb 3SB **BremerVulkan,Vegesack**	29 ″ 6 s4 ″ 2$\frac{1}{2}$ 25 ″ 5$\frac{1}{2}$	
31446 146998 GKVR	**St. Briac** Ⓟ TwinSc *CruiserStern* D.F. E.S.D. 2*Dks* *Fitted for oil fuel*	2312 1163 938					1924	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	316·0 P58'B&F245'	41·1	13·9	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Dmb.		
31447 FOCV	**Saint-Brieuc** 1*Dk*	461 — 135					1904	DelaBrosse &Fouché Nantes	Soc.deNav. "France-Jersey" (Vte.LeGualès de Mézaubran,*Mgr.*)	180·0 P52'H-F29'	24·8	11·9	St.Brieuc French *WB*	T.3Cy.15$\frac{3}{8}$",24$\frac{13}{16}$"&40$\frac{5}{32}$"–26" 83NHP De la Brosse&Fouché,Nts.		V
31448 ~~HPKH~~	**St-Cergue** (*ex*Felldene-39) D.F. 1*Dk* *CruiserStern*	*4260* *3905* *2618*	✠100A1 2,42 ~~12,39~~ ✠LMC3,37	~~Gen~~ NYk	*y*	CL 2,39	1937 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	**Suisse-Atlântique Société deNavigationMaritime,S.A.** *CellD*	385·5 396·4(O.L.) P51'B237'F31' *B*331'995*t FPT*116*t*	53·2	24·6 FK	**Basle** **Swiss** 6*BHCem* *APT*104*t*	T.3Cy.21",33$\frac{1}{2}$"&58"–42"(*s*) 200lb 289NHP 2SB(Spt)*6cf*,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26 ″ 10 s 3 ″ 2$\frac{3}{4}$ 23 ″ 10$\frac{1}{4}$	
31449 165247 MMFX	**St. Clair** Ⓟ D.F. 2*Dks* E.S.D. *CruiserStern*	1637 922 798	✠100A1 6,40 ✠LMC4,37	Abn	*q*	CL 4,39	1937 4mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's*A&CP	N.ofScotland&Orkney&ShetlandStm Nav.Co.Ld. *CellDBa&uE*	253·4 266·0(O.L.) P&B173'F63' 66'*f*90'283*t FPT*13*t*	38·1	15·4 BK8"	Aberdeen British 8*BHCem* *APT*7*t*	T.3Cy.20",35"&59"–39" (*r*) 225lb 348NHP 2SB,*6cf*,GS132,HS5088 FD Hall,Russell&Co.Ld.Abn.	16 ″ 6 s 3 ″ 0$\frac{1}{4}$ 14 ″ 6$\frac{1}{4}$	BT till 6,41
31450 167803 GMPD	**Saint-Clair II** (*ex*Saint-Clair-40) *ss*Nts.No.1-33 2*Dks*(*Stl*) D.F.	3753 3455 2244	✠ ... 4,35 ✠	Nts	*v*		1929 8mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	Ministry of War Transport (UnitedAfricaCo. Ld.*Mgrs.*) *CellD*	347·5 P25'B106'F32' *B*290'890*t FPT*141*t*	48·3	25·3 FK	Cardiff British 6*BHptCem* *APT*153*t*	T.3Cy.22$\frac{1}{2}$",37"&60"–42"& 1 LP turbine withDRgearing & hydraulic coupling 434NHP 3SB,*9cf*,GS160,HS5920 Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 0	V †
31451 162142 GZCV	**St. Clears** *ss*Shl.No.3-10,41 E.S.D. D.F. 1*Dk*& *Shelter dk* *CruiserStern* *Longitudinal framing at bottom & at deck*	4312 3825 2604	✠100A1 *with freeboard* 10,41 ~~2,41~~ ~~BS2,41~~ ✠LMC~~9,36~~ 10,41 *Fitted for oil fuel* 9,36	~~Lon~~ Shl	*z* 1$\frac{15}{16}$	CL ~~12,39~~ 10,41 *F.P. above* 150° F.	1936 9mo	JLThompson&Sons,Ld. Sunderland *Lloyd's*A&CP	SouthAmerican SaintLine,Ld. (B.&S.Shipping Co.Ld.*Mgrs.*) *CellDB*339'1006*t*	399·0 *FPT*137*t APT*100*t*	56·0	22·3 FK (	Newport British 6*BHptCem* *Coll to Sh dk* 5 ,,*2nd*,,)	C.4Cy.(2)10$\frac{1}{4}$"&(2)19$\frac{1}{2}$"–13" SR geared&LPTurbineDR geared toSc. Shaft 304NHP 230lb (*s*) FD 2SB(Spt),*6cf*,GS76,HS3730 White'sMarEngCoLdNwc.	25 ″ 4 s2 ″ 2$\frac{1}{2}$ 23 ″ 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
31452 133045 MPPW	**Saint Columba** Ⓟ TrpSc (*ex*QueenAlexandra-36) 1*Dk&Promenade dk*	827 557 346	·				1912	W.Denny& Bros. Dumbarton	DavidMacBrayne, Ld.	270·3	32·1	11·0	Glasgow British *WB*	3 Steam Turbines Denny&Co.Dumbarton		
31453 HRED	**St. Cuthbert** (*ex*Trawler-36) K *OilEng.* *ss*Flt.No.3-8,24 *ss*Hfx.No.2-32	*311* 282 *241*	✠ ... 10,36 ✠	Hfx			1916 3mo	Cochrane &Sons,Ld. Selby	Motorship St.Cuthbert,Inc.	137·0 Q75'F22' BK8"	23·5	12·3	Roatan Honduran 4*BHCem* *APT6t*	Oil Engines 2S.C.SA 2Cy.16½"-18$\frac{15}{16}$" 96NHP E*made*17*refitted*36 J&C.G.BolindersCo.Ld. Skm	13 ″ 0	
31454 FPAG	**Saint Cyrille** 2*Dks* *Fitted for oil fuel*	3075 2812 1825	✠ ... 12,24 ✠				1920 11mo	W.Gray& Co.(1918)Ld. WHartlepool	SociétéNavale de l'Ouest	310·1 Ba23'B84'Bf23' F32' FK	46·5	23·7	Havre French *WB*	T.3Cy.25",41"&68"-45" 414NHP Cen.Mar.E.Wks.Ld.WHpl	26 ″ 3	V †
31455 162688 GPYD	**St. David** Ⓟ TwinSc *ss*Sou.No.2-40 1*Dk&Shelter dk*(*ptStl*-teak s) D.F. E.SD. *3rd dk clear of E&Bspace* *CruiserStern*	2702 1660 1116	✠100A1 *withfreeboard* 1,42 ~~7,40~~ BS1,42 ✠LMC7,40 *For Irish Channel Service* *Fitted for oil fuel* 3,32 *F.P. above* 150° F.	~~Sou~~ Liv	*v*	OG 6,40	1932 3mo *Lloyd's A&CP*	Cammell Laird&Co.Ld. Birkenhead	Fishguard&Ross- lareRailways& HarboursCo. (GreatWestern Railway,*Mgrs.*) *CellDBuE28'f66'*	327·2 338·5(O.L.) FK F39' 145*t MT*6'55*t FPT*	46·7 *49·2*	17·7	London British 11*BHptCem* (*Coll to Shdk* 10 „ *2nd* „) 29*tAPT*38*t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 4Water Tube Boilers 230lb HS18120 FD 1590NHP CammellLaird&Co.Ld.Bkn	18 ″ 9 s 4 ″ 5¾ 14 ″ 8	BT till ~~5,41~~ 12,42
31456 FNTU	**Saint Domingue** Ⓟ (*ex*Pologne, *ex*Oregon,*ex*Rawson) *ss*B.As.No.1-15 Sub.Sig. 2*Dks*	3109 — 1665	✠ ... 3,18 ✠				1911 11mo	SirJLaing &Sons,Ld. Sunderland	Cie.Générale Transatlantique	324·9 P35'B148'F40' FK	44·0	22·3	Havre French *Wb*	T.3Cy.25",41"&68"-45" 455NHP Richardsons,Westgarth& Co.Ld.Mdb	25 ″ 0	V †
31457 141891 MJKY	**Saint Enoch** 3Mst *ss*Bwg.No.3-12,31 *ss*Irv.No.2-40 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	362 247 138	✠100A1 11,41 ~~10,40~~ BS~~2,41~~ 2,42 ✠LMC1,40	Irv	*f*	CL 1,40	1918 11mo *Lloyd's A&CP*	Scott& Sons Bowling	J.&A.Gardner& Co.Ld.	141·8 147·4(O.L.) Q81'B8'F24' BK7" *FPT*31*t*	23·8	10·1	Glasgow British 3*BHCem* *APT*12*t*	C.2Cy.16"&34"-24" (*s*) 130lb 47RHP 1SB,*2pf*,GS43,HS1360 Fishers,Ld.Paisley	11 ″ 0 s 3 ″ 4½ 11 ″ 3	
31458 142641 GMYC	**Saint-Enogat** (*ex*WarClarion) 1*Dk* *Well deck* D.F.	2360 1761 1338	✠ ... 10,22 ✠				1918 9mo	ForthS.&E Co.Ld. Alloa	Ministry of War Transport(T.&C. Wilton&Co.Ld. *Mgrs.*)	285·5 P28'Q69'B64'F32' FK	41·9	19·1	Plymouth British *WB*	T.3Cy.25",41"&68"-45" 411NHP D.Rowan&Co.Ld.Glasgow	21 ″ 3	VL †
31459 162150 GQKQ	**St. Essylt** 1*Dk&Shelter dk 3rd dk in Nos.*1&3*holds* D.F. E.S.D. *OilEng.* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	5634 4898 8308	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 9,41 ✠LMC9,41 *Carrying cargo oil F.P. above* 150°F. *in tank in way of tunnel*	Sld	*b*† 2,⅛	CL	1941 9mo *Lloyd's A&CP*	JLThomp- son&SonsLd. Sunderland	SouthAmerican SaintLine,Ld. (B.&S.ShippingCo. Ld.*Mgrs.*)	442·5 459·6(O.L.) F40' FK (*CollBH to Sh.dk* 6*BH to 2nd dk*) *Cell*DB318'1000*t* *Tank in way of tunnel* 60'342*tFPT*	58·1	24·7	Newport British 7*BHptCem* 61*tAPT*194*t*	Oil Engines 2S.C.SA ~~4Cy.~~23⅝"-91$\frac{5}{16}$" 688NHP 4Cy. DB*105lb* Richardsons,Westgarth& Co.Ld.Hpl.	39 ″ 0 s12 ″ 2 27 ″ 0¾	
31460 115054 MNNW	**Saint Eunan** *OilEng* *ss*Ard.No.1-41 *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	436 295 190	✠100A1 1,42 ~~6,41~~ ✠LMC6,41	Ard	*f*	CL 1,40	1937 11mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Troon	T.Heiton&Co.Ld.	143·6 144·2(O.L.) P33'Q56'F21' FK *CellDBuE&a*32'24*t FPT*50*t*	24·1	11·0	Troon British 3*BHCem* *APT*17*t*	Oil Engines 2S.C.SA 4Cy.13⅜"-22$\frac{7}{16}$" 64RHP BritishAuxiliaries,Ld.Gls.	12 ″ 0 s3 ″ 6¼ 11 ″ 9¾	
31461	**St. Eustatius** TwinSc *OilEng.* 1*Dk*	428 346 220					1921	A/SVul- canværftet Korsör	CuracaoGovern- ment	136·9 P61'F14'	29·4	10·2	Dutch *WB*	Oil Engines 2S.C.SA 8Cy.16½"-18$\frac{9}{16}$" 384NH J&CGBolindersCoLd.Skm		
31462 FPAI	**Saint Firmin** 2*Dks* *Fitted for oil fuel*	4356 4021 2661	✠ ... 12,24 ✠				1920 5mo	W.Gray& Co.(1918)Ld. WHartlepool	SociétéNavale de l'Ouest	351·1 P30'Ba22'B103' Bf22'F36' FK	52·5	26·7	Havre French *WB*	T.3Cy.26",42"&70"-48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	V †
31463 8111 SJTN	**Saint Gobain** (*ex*Regulus-39) *OilEng.* *ss*N.Os.No.1-40 D.F. 1*Dk,2nd dk in Mchy.space* *Mchy.Aft CruiserStern*	*9959* *9182* *5962*	✠100A1 8,41 ~~8,40~~ DBS8,40 ✠LMC8,40 *Carrying Petroleum in bulk*	NOs	*e*T	CL 7,40	1936 10mo *Lloyd's A&CP*	Deutsche WerftAGBet Finkenwrder Hamburg	TrelleborgsÅngf. NyaAktieb. (JarlMalmros) *CellDBuE*75'210*tDTf*43'713*tFPT*164*tAPT*258*t*	492·9 510·7(O.L.) P114'F69' FK	66·1	36·4	Trelleborg Swedish 12*BHptCem*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1163NHP 3DB*170lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 ″ 11 s 7 ″ 10 28 ″ 4¾	
31464 HBDO	**St.Gotthard** (*ex*Armando-41, *ex*Balkan-41, *ss*Bkn.No.1-15 *ex*Epsilon-38, *Fitted for oil fuel* *ex*MadrasCity-33, 1 *dk&Shelter dk* *ex*Langholm)	*5461* — *3476*	✠ ... 1,21 ✠				1911 5mo	W.Gray& Co.Ld. WHartlepool	SwissWarTrans- portOffice (Honegger&Ascott *Mgrs.*)	383·9 B8' FK	53·5	29·0	Basle Swiss *WB*	T.3Cy.25",41"&68"-48" 342NH Cen.Mar.Eng.Wrks.WHpl	25 ″ 5	C †
31465 148612 GLBT	**St. Helier** Ⓟ TwinSc *ss*Cft.No.3-6,37 D.F. E.S.D. 1*Dk&Shelter dk* (*ptStl*-teak s)*3rd dk clear of E & B* *CruiserStern*	1952 1116 810	✠100A1 *withfreeboard* 11,40 BS5,40 ✠LMC6,37 *For Channel service* — *Weymouth & Channel Islands* *Fitted for oil fuel* 6,25 *F.P. above* 150° F.	Cff	*t*	OG 4,40	1925 6mo *Lloyd's A&CP*	J.Brown& Co.Ld. Glasgow	GreatWestern Railway	282·2 291·5(O.L.) F40' FK *CellDBuE*24'36*tDT'sf*16'39*t&*16'107*t*	40·0	16·3	Wymouth British 11*BHCem* (*Coll to Sh dk* 10 „ 2nd „)	4SteamTurbinesSRgeared to 2 Sc. Shafts 230lb (*r*) 819NHP 4SB,*12cf*,HS9300 FD J.Brown&Co.Ld.Glasgow	17 ″ 0 s3 ″ 10 13 ″ 3¾	BT till 4,41
31466 143436 CGSV	**St. Heliers** Ⓟ 1*Dk*	930 650 507					1919	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow	CanadianGovern- ment(Dept.of Transport)	190·3 F28'len30'	29·1	16·4	Sorel,P.Q. British	T.3Cy.18¼",28½"&48¼"-28" 123NHP FergusonBros.(Pt.Gl.)Ld		
31467 231530 WHEI	**Saint John** Ⓟ TwinSc D.F. E.S.D. GyC. 4*Dks* *CruiserStern* *Fitted for oil fuel*	6185 — 3020					1932	NwprtNws S.B.&D.D.Co. NewprtNews	EasternS.S.Lines, Inc.	387·4	61·2	27·0	Boston Utd. States *WB*	SRgeared Steam Turbines NewportNewsSB&DD.Co.		R
31468 148585 GLBV	**St. Julien** Ⓟ TwinSc *ss*Sou.No.1-41 *ss*CffNo.3-2,37 1*Dk& Shelter dk*(*pt Stl*-teak s) *3rd dk clear of E&B* D.F. E.S.D. *CruiserStern*	1952 1116 811	✠100A1 *withfreeboard* 12,41 ~~3,41~~ ~~BS3,41~~ ✠LMC~~3,37~~ 12,41 *ForChannelService* *Weymouth&ChannelIslands* *Fitted for oil fuel* 5,25 *F.P. above* 150° F.	~~Abn~~ Sou		OG 4,39	1925 5mo *Lloyd's A&CP*	J.Brown& Co.Ld. Glasgow	Great Western Railway	282·2 291·5(O.L.) F40' FK *CellDBuE*24'36*tDTsf*16'39*t&*16'107*t*	40·0	16·3	Wymouth British 11*BHCem* (*Coll to Sh dk* 10 „ *2nd* „)	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 230lb 819NHP 4SB,*12cf*,HS9300 FD J.Brown&Co.Ld.Glasgow	17 ″ 0 s3 ″ 10½ 13 ″ 3¾	BT till 10,42

Numero d'Ordre. Numero Officiel. Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. B.of Trade
31469 146415 EIGV	**Saint Kenneth** ssAyr.No.3–9,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	681 459 287	✠100A1 4,42 ~~4,41~~ Examined 4,41 BS4,43 ✠LMC3,41	Ard	*j*	CL 4,41	1924 6mo *Lloyd*	Scott& Sons Bowling *'sA&CP*	T.Heiton&Co.Ld. *CellDB*	185·5 192·0(O.L.) Q105'B10'F29' BK7" *f*110' 174*t* *FPT*48*t*	28·6	10·7	Dublin British 3*BHCem* *APT*16*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS2018 Aitchison&Blair,Glasgow	13 " 0 s 4 " 5 13 " 2	
31470 TVXE	**Saint Laurent du Maroni** (*ex*Kolda-38,*ex*New Verdun-35, *ex*Verdun,*ex*Braken,*ex*ThorII) 1*Dk*	344 223 160					1907	MarstalSB. &Reptværft Marstal	CieGénérale Trans-Atlantique	127·6 P63'F21' *WB*	23·9	10·3	StLaurent -duMaroni French	C2Cy.20½"&41"–21" MarstalS.B.& 72RHP Reptværf.Marstal		V
31471 153438 VGSL	**St. Lawrence** Ⓟ TwinSc *CruiserStern* 2*Dks* *Fitted for oil fuel*	6328 — 3650					1927	DavieS.B. &Repg.CoLd Lauzon,Q.	CanadaSteamship Lines,Ld.	329·8 *WB*	68·1	17·9	Montreal British	T8Cy.(2)22",(2)36"&(4)40" –36" 384NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
31472 150265 GKGX	**St. Lindsay** (*ex*Canadian Highlander-38) *ss*Mtl.No.3–6,33 *ss*Mtl.No.1–37 D.F. 2*Dks*(*Stl*	5370 4874 3260	✠100A1 12,40 BS6,41 ✠LMC4,37 *Fitted for oil fuel* 1,21 *F.P. above* 150° F	Shl	*y*	CL 9,39	1921 1mo *Lloyd*	WallaceSB &D.D.Co.Ld. N.Vancouver B.C. *'sA&CP*	St.QuentinShip- pingCo.Ld.(B.&S. ShippingCo.Ld. *Mgrs.*) *CellD*	400·0 P49'B113'F41' FK *B*329'920*tFPT*146*t*	52·4	28·8	Newport Mon. British 6*BHCem* *APT*123*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 540NHP 3SB,9*cf*,GS198,HS8199 FD WallaceS.B.&D.D.Co Ld. N.Vancouver	31 " 0 s 5 " 11¾ 25 " 3¾	
31473 DIFG	**St. Louis** Ⓟ TwinSc *Ref.Mchy.* Sub.Sig. D.F. *OilEng* GyC E.S.D. *CruiserStern* 5*Dks*	16732 7258 9637					1929	Bremer Vulkan Vegesack	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	543·8 B370'F52'	72·4	42·1	Hamburg German *WB*	Oil Engines 2S.C.DA 24Cy.19$\frac{1}{16}$"–26" 3060NHP BremerVulkan,Vegesack		G
31474 FPAJ	**Saint Louis** 2*Dks*	5202 4290 3277					1913	Atel.&Ch. deFrance Dunkirk	Soc.Navalede l'Ouest	352·5 P30'B102'F35'	52·5	28·4	Havre French *WB*	T.3Cy.26",42"&70"–48" 340NHP Atel.&Ch.deFrance,Dnk.		V
31475 144819 GFYK	**St. Magnus** Ⓟ *ss*Abn.No.3–5.37 2*Dks*(*UStl*–ws) *Well deck* *CruiserStern*	1312 976 640	✠100A1 6,41 ~~8,40~~ 6,41 BS~~8,40~~ ✠LMC5,37	Abn	*p*	CL ~~5,39~~ 6,41	1924 7mo *Lloyd*	Hall,Rus- sell&Co.Ld Aberdeen *'sA&CP*	N.of Scotland& Orkney&Shetland Stm.Nav.Co.Ld. *CellL*	240·6 250·9(O.L.) P&B158'F69' FK&BK2½' *Ba&uE*73'*f*82'177*t*	36·2	16·9	Aberdeen British 5*BHCem* *FPT*18*t*	T.3Cy.20",33½"&56"–36" (*r*) 200lb 250NHP 2SB,6*cf*,GS132,HS4302 Hall,Russell&Co.Ld.Abn.	18 " 0 s 1 " 10¼ 16 " 9¾	BT till ~~9,41~~ 6,42
31476 162141 GYWQ	**St. Margaret** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at bottom & at decks* *Tonnage opening closed '41*(*W.E.*)	4312 3825 2604	✠100A1 *withfreeboard* 7,41 ~~9,40~~ BS3,42 ✠LMC9,40 *Fitted for oil fuel* 8,36 *F.P. above* 150°F. *Carrying oil fuel F.P.above* 150° F. *in peak tanks*	Hul	*z* 1$\frac{15}{16}$	CL 11,39	1936 8mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland *sA&CP*	St.QuentinShip- pingCo.Ld. (B.&S.Shipping Co.Ld.*Mgrs.*) *CellDB*	399·0 FK (339'1006*t* *FPT*137*t*	56·0	22·3	Newport British 6*BHptCem* *Coll to Sh dk* 5 ,, *2nd* ,,) *APT*100*t*	C.4Cy.(2)10¼"&(2)19"–13" SR geared&LP TurbineDR geared to Sc.Shaft (*s*) 230lb FD 304NHP 2SB(Spt),6*cf*,GS76,HS3730 White'sMarEngCoLd.Nwc	33 " 10 s 9 " 8½ 24 " 4	
31477	**St. Martin** Now "St. Maarten," see No.38454 in Supplement 1*Dk* *Fitted for oil fuel*	1383 [illegible] 812				–	1921	Deutsche Werft.A.G Hamburg	NV.Koninklijke Nederlandsche StoombootMaats.	234·0 B52'F23'	36·6	17·7	Dutch *WB*	T3Cy.16$\frac{15}{16}$",27$\frac{9}{16}$"&43⅜"–31½" 106NHP StettinerOderwerkeStettin		
31478 145446 VPLG	**St. Mary** *ss*N.Os.No.3–7,34 *ss*N.Os.No.1,38 *Ref.Mchy.* 1*Dk*(*Stl*–ws)&*Shelter dk* (*Stl*–ws)2*nd dk in holds*	2141 1896 1194	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~9,40~~ 10,41 BS5,41 ~~BS2,40~~ ✠LMC9,38 ✠Lloyd'sRMC5,40 for temp. 50° F. *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	~~NNe~~ ~~NOs~~ NNs	*r*	CL ~~6,39~~ 4,41	1921 4mo *Lloyd*	Swan,Hun- ter&Wighan Richardson, Ld. Sundrlnd *'sA&CP*	Llanrumney,Ld. (StandardFruit& S.S.Co.*Mgrs.*) *CellDB*196'357*tD*	270·2 FK *Col* *Ta*16' 140*t* *FPT*36*t*	38·8	22·6	KingstnJa British *ptCem* *BH to Sh dk* 3 ,, ,, *U* ,, *APT*28*t*	T.4Cy.20½",33"&(2)37"–30" 190lb *125lb* (*s*) 305NHP 2SB,6*cf*,GS137,HS5250 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 " 11 s 5 " 3½ 20 " 1½	
31479 FPHD	**St. Maurice** (*ex*Rostock-40) 1*Dk* Sub.Sig. *Fitted for oil fuel*	2542 2170 1489					1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	French Government	328·8 P26'B197'H46'F37'	45·3	18·2	French	T.3Cy.22$\frac{13}{16}$",37"&60"–39⅜" Hannoverische 226NHP Masch.A.G.Hannover		G
31480 147326 GLPD †	**St. Merriel** (*ex*Hopetor-37, *ex*Prunus-32,*ex*City of *ss*Ant.No.3–7.37 Stockholm) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern* *Tonnage opening closed '41*(*W.E.*)	4980 4675 3099	✠100A1 *withfreeboard* 11,41 ~~11,40~~ ✠LMC8,37 ✠NE&B9,27 BS5,41 *Fitted for oil fuel* 9,27 *F.P. above* 150° F.	~~Hul~~ Bkn	*a*†	CL ~~11,40~~ 11,41	1925 8mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow *'sA&CP*	SouthAmerican SaintLineLd. (B.&S.Shipping Co.Ld.*Mgrs.*) 1 *Intermediate BH in fore hold dispensed with* *CellDB*354'1234*t* *DTa*26'1049*t* *FPT*141*t*	411·8 F40' FK (	55·4	26·3	NewprtMn British 5*BHptCem* *Coll to Sh dk* 5 ,, 2*nd* ,,) *APT*58*t*	T.3Cy.25½",42"&70"–48" (*s*) 200lb FD 504NHP 3SB(Spt)9*cf*,GS180,HS7410 Swan,Hunter&Wigham Richardson,Ld.Nwc.	37 " 6 s 11 " 1¾ 26 " 7¼	
31481 144968 EIDW	**Saint Mungo** *ss*Bkn.No.3–1.32 *ss*Ard.No.2–40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	448 313 173	✠100A1 ~~9,40~~11,41 11,41 ✠LMC BS~~6,40~~ MS9,40	Ard	*g*	CL 8,40	1920 9mo *Lloyd*	AilsaS.B. Co.Ld. Troon *'sA&CP*	T.Heiton&Co.Ld.	155·0 Q86'B7'F27' BK7½" *FPT*55*t*	23·1	10·8	Dublin British 3*BHCem* *APT*5*t*	C.2Cy.18"&36"–27" (*s*) 130lb 54RHP 1SB,3*pf*,GS56,HS1897 AilsaS.B.Co.Ld.Troon	12 " 0 s 3 " 11 12 " 3	
31482 FNNR	**Saint Nazaire** 1*Dk* D.F. *Fitted for oil fuel*	2910 2538 1774	✠ … 9,20 ✠				1919 6mo	ForthS.B. &E.Co.Ld. Alloa	CieDelmas Vieljeux	324·5 P28'B85'F33' FK	44·3	23·1	LaRochlle French *WB*	T.3Cy.20½",33"&54"–39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 " 5	V †
31483 104508 GBTP	**St. Ninian** Ⓟ *ss*Abn.3rdNo.3–3,32 *Well deck* *ss*Abn.No.1–37 2*Dks*(*UStl*–ws)	702 548 285	✠100A1 11,41 ~~11,40~~ Examined ~~11,40~~ 11,41 BS11,41 ✠LMC11,40	Abn	*l*	8,39	1895 3mo *Lloyd*	Ramage& Ferguson,Ld Leith *'sA&CP*	N.of Scotland& Orkney&Shetland Stm.Nav.Co.Ld. *FPT*14*t*	205·0 215·5(O.L.) P&B136'F53' *APT*26*t* BK6½"	28·6	14·9	Aberdeen British 4*BHCem*	T.3Cy.19",30"&50"–36" (*s*) 180lb 174NHP 2SB,6*cf*,GS99,HS2959 Ramage&Fergusn,Ld.Lth.	15 " 10 s 1 " 5½ 15 " 3	BT till ~~10,41~~ 11,42
31484 FP M	**St. Octave** 2*Dks*	5099 4278 3169					1922	Atel &Ch. deFrance Dunkirk	Soc.Navalede l'Ouest	352·8 P29'B100 F34'	52·6	28·6	Havre French *WB*	T.3Cy.23¾",42"&70"–48" 339NHP Atel.&Ch.deFrance		V
31484A FOMU	**Saint Palais** (*ex*WarPibroch) *Well deck* D.F. 1*Dk*	2257 1761 1263	✠ … 10,22 ✠				1918 6mo	ForthS.B. &E.Co.Ld. Alloa	Soc.Maritime Nationale	285·5 P28'Q69'B64'F32' FK	41·9	19·1	Havre French *WB*	T.3Cy.25",41"&68"–45" 411NHP D.Rowan&Co.Ld.Glasgow	21 " 2	V †
31485 136971	**St. Quentin** (*ex*Bainsizza, *ex*Penrhys, *ss*Npt.No.3–6,30 *ex*LadyPlymouth) *ss*Kob.No.2–37 1*Dk*(*Stl*)	*3528* *3324* *2210*	✠100A1 12,40 ~~12,39~~ BS~~12,39~~ ✠LMC12,37 12,40 No later survey reported	~~Kob~~ Smk	*v*	CL 12,39	1915 3mo *Lloyd*	Campbeltn S.B.Co. Campbelt'wn *'sA&CP*	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*) *Intermediate* *Bulkhead in after* *CellDBa*111'*uE*&	349·0 P29'B102'F36' FK *hold dispensed with* *B*36'*f*153'995*tAPT*	49·9	23·6	Shanghai British *Cem* 5*BH only* 85*t*	T.3Cy.24",40"&65"–45" (*s*) 180lb 327NHP 3SB,9*cf*,GS163,HS5305 Rankin&Blackmre.LdGrk	26 " 1 s 4 " 3¾ 21 " 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31486 114185 GCDS	**St. Rognvald** Ⓟ ssAbn.3rdNo.3-5,39 *Well deck* 2*Dks*(*UStl*-ws)	932 701 390	✠100A1 7,41 ~~5,39~~ BS7,41 ~~BS6,40~~ ✠LMC6,38	Abn	*n*	CL 5,39	1901 5mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd'sA&CP*	N.ofScotland& Orkney&Shetland Stm.Nav.Co.Ld.	230·1 240·5(O.L.) P152'F65' BK7' *Cell DBa56'f77'*	31·2	15·5	Aberdeen British 4*BHCem* 88*tFPT*13*t*	T.3Cy.22",36"&59"-36" (*a*) 190lb *100lb* 225NH 2SB.6*cf*,GS110,HS3370 Hall,Russell&Co.Ld.Abn	16 " 3 s1 " 7½ 15 " 6½	BT till 7,42
31487 162145 MMPD	**St. Rosario** E.S.D. D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at bottom&at decks* *Tonnage opening closed '41*(*W.E.*)	4312 3808 2602	✠100A1 *with freeboard* ~~7,41~~ ~~8,40~~ 5,42 BS5,42 ✠LMC12,37 *Fitted for oil fuel 12.37 F P. above 150°F.*	~~Nwc~~ ~~Hul~~ Liv	*z* $1\frac{15}{16}$	CL 8,40	1937 12mo	JLThompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	SouthAmerican SaintLineLd. (B.&S.Shipping Co.Ld.*Mgrs.*) *CellDB339'1006t*	397·4 414·2(O.L.) FF *FPT137tAPT100t*	56·0	22·3	Newport, Mon. British 6*BHptCem* (*Coll to Sh dk* 5 „ *2nd*„)	C.4Cy.(2)$10\frac{1}{8}$"&(2)$20\frac{5}{8}$"-13" SR geared&LP turbine DR geared to sc. shaft 306NH 230lb (*s*) FD 2SB(Spt),6*cf*,GS78,HS3750 White'sMarEngCoLdNwc	~~25 " 4~~ ~~2 " 2¼~~ ~~28 " 4~~ 33 " 10 s9 " 8½ 24 " 4	
31488 166000 GNTY	**Saint Rule** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	524 349 285	✠100A1 2,41 ✠LMC2,41	Bwg	*h*	OG	1941 2mo	Scott&Sons Bowling *Lloyd'sA&CP*	J.&A.Gardner& Co.Ld. *CellDB100'152tFPT*	166·2 172·2(O.L.) Q93'B7'F21' FK	27·1	9·6	Glasgow British 3*BHCem* 34*t APT* 23*t*	Oil Engines 2S.C.SA 7Cy.$9\frac{13}{16}$"-$16\frac{9}{16}$" 118NHP BritishAuxiliaries,Ld Gls.	11 " 6 s3 " 9¾ 11 " 3¼	
31489 162343 GPCR	**St. Seiriol** Ⓟ TwinSc 2*Dks* *Fitted for oil fuel*	1586 1349 657					1931	Fairfield Co.Ld. Glasgow	Liverpool&North WalesS.S.Co.Ld.	269·7 B188'	37·1	19·4	Liverpool British *WB*	4SteamTurbinesSRgeared to 2 Sc Shafts FairfieldCo.Ld.Glasgow		
31490 164287 MLKL	**St. Silio** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	314 281 122					1936	Fairfield Co.Ld Glasgow	Liverpool&North WalesS.S.Co.Ld.	149·2 ...	27·1	10·0	Liverpool British	Oil Engines 2S.C.SA 12Cy.10½"-13½" 232NHP CrossleyBros.Ld.Stockprt		
31491 318 OHBO	**Saint Stephen** ssGot.2ndNo.3-8,37 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4746 4131 2889	✠100A1 6,41 ~~10,39~~ BS10,40 ✠LMC8,37	~~Sch~~ Phl	*x*	CL 10,39	1911 4mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	J.A.Zachariassen &Co. *Cell DBa180'*	389·1 376·0 P31'B105'F40' FK *uE&B39'f174'104*	52·2	25·3	Nystad Finnish 6*BHCem* 0*tAPT*76*t*	T.3Cy.25",$41\frac{3}{16}$"&68"-48" 180lb (*r*) 367NH 3SB,9*cf*,GS165,HS5934 D.Rowan&Co.Glasgow	28 " 0 s5 " 2¼ 23 " 0 —	
31492 162280 GQTS	**St. Sunniva** Ⓟ ssAbn.No.2-39 2*Dks*(*Weather dk Stl*-ws) *3rd dk clear of mchy.space*	1368 761 663	✠100A1 *with freeboard* 4,39 ✠LMC4,39	Abn	*p*	CL 4,39	1931 5mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd'sA&CP*	N.ofScotland& Orkney&Shetland Stm.Nav.Co.Ld. *CellDBa*	252·6 *37·0* 267·5(O.L.) BK8" *&uE56'f70'139t*	35·2	15·5	Aberdeen British 7*BHCem* (*Coll to W dk* 6 „ *2nd*„)	T.3Cy.20",33½"&56"-36" (*r*) 200lb 255NHP 2SB,6*cf*,GS135,HS4440 Hall,Russell&Co.Ld.Abn.	23 " 10 s7 " 7 17 " 2¾	
31493 147367 GMPQ	**St. Tudno** Ⓟ TwinSc 3*Dks* *Fitted for oil fuel*	2326 1998 943					1926	Fairfield Co.Ld. Glasgow	Liverpool&North WalesS.S.Co.Ld.	318·4	44·1	20·5	Liverpool British *WB*	4 SteamTurbinesSRgeared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		
31494 165384 GZKS	**St. Usk** (*ex*NailseaBelle-37, *ex*Hellenic-36) ssGot.2ndNo.3-11,31 D.F. ssBkn.No.1-36 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	5472 5268 3506	✠100A1 *Shelter dk* *with freeboard* 12,41 ~~12,40~~ Examined ~~12,40~~ 12,41 BS12,41 ✠LMC ~~BS11,40~~ MS1,36	~~Shl~~ Gls	*y*	CL 11,40	1909 2mo	Hawthorn, Leslie&CoLd Newcastle *Lloyd'sA&CP*	TritonS.S.Co.Ld. (B.&S.Shipping Co.Ld.*Mgrs.*) *CellDBa*	380·2 25·7 FK *119'uE&B64'f150'*	52·0	33·2	Newport British 6*BHCem* 972*tAPT*30*t*	T.3Cy.$27\frac{13}{16}$",46"&76"-48" 180lb (*s*) 492NHP 2SB(FD)&1Aux.SB,10*cf*, GS184,HS7949 Hwthrn,Leslie&C.Ld.Nwc	36 " 0 s9 " 9½ 26 " 4¾	
31495 166045	**St. Vincent** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	484 325 243	✠100A1 4,42 ~~11,40~~ ✠LMC(M)4,42 ✠LMC4,40	Brs	*g*	OG	1940 4mo	C.Hill&Sons,Ld. Bristol *Lloyd'sA&CP*	Osborn&Wallis, Ld. *CellDB93'130t*	155·0 161·9(O.L.) P46'Q48'F18' FK *FPT70tAPT18t*	27·1	9·6	Bristol British 3*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.10¼"-14½" 61NHP Ruston&Hornsby,Ld.Lcn.	11 " 8 s4 " 0¼ 11 " 6¼	
31496 171147 MBZC	**Saint Vincent de Paul** (*ex*Merwestroom, ssSyd.No.3-5,32 *ex*Falcon) 1*Dk*(*Stl*)	1339 1107 801	✠ ... 11,33 ✠	Syd			1919 11mo	Jonker&Stans HendrikIdo Ambacht	C.W.Gordon& W.M.Reeves (Herlofson,Gordon &Reeves,*Mgrs.*) *CellDB195'339t*	236·5 P20'B58'F24' FK	36·5	15·4	Shanghai British 4*BHCem*	T.3Cy.17½"29½"&46"-36" 177NHP 2SB,4*cf*,GS89,HS3232 NVMachinefabriek Bolnes	18 " 0	VL †
31497 FOQX	**Saint-Yves** Sub.Sig. 1*Dk* *Mchy Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	1642 1019 646					1939	Atel.&Ch. deFrance Dunkirk	"Soflumar"(Soc. d'Armement Fluvial et Maritime)	234·1 P71'G30'	36·1	16·3	Dunkirk French *WB*	C.3Cy.18½"&(2)$30\frac{11}{16}$"-23⅝" 76NHP Atel.&Ch.deFrance,Dnk.		
31498 TWCT	**Sainte Bernadette** (*ex*LouieRose-36) ~~ssBkn.No.3-4,28~~ *Well deck* ~~ssAlg.No.2-36~~ *Mchy.Aft* 1*Dk*(*Stl*) ssMsl.No.3-3,42	*1596* *1243* *955*	✠100A1 3,42 ~~10,40~~ MS3,42 ✠NB5,35 ✠LMC7,~~36~~ ~~BS11,40~~ 12,41 *Carrying Wine in portable tanks* ~~NO LATER SURVEY REPORTED~~	Msl	*p*	CL ~~10,40~~ 11,41	1924 7mo	J.Fullerton&Co. Paisley *Lloyd'sA&CP*	G.Montefiore&V. d'Anchald(G. Montefiore,*Mgr.*) *Cell*	250·5 Q156'B*on*Q13'F23' FK *DBf169'420tFPT*	37·1	16·4	Tunis French 4*BHCem* 101*tAPT*62*t*	T.3Cy.19",31"&50"-36" (*s*) 180lb 226NHP 2SB,6*cf*,GS135,HS4366 Ross&Duncan,Glasgow	18 " 6 s5 " 4½ 17 " 3	
31499	**Sainte Louise** (Trifels-40) Sub.Sig. 2*Dks*	6198 5701 3771					1922	J.C.TecklenborgA.B. Wesermünde-G.	French Government	430·3 P60'B136'F57'	56·5	30·2	Marseilles French *WB*	T3Cy.29⅜",47¼"&76⅜"-$53\frac{15}{16}$" &LPturbine 608NHP J C.TecklenborgA.G.Wsm		G
31500 FNEP	**Sainte Marguerite II** 1*Dk* *Fitted for oil fuel*	1854 — 1115					1921	Dublin Dkyd.Co.Ld. Dublin	Soc.deNav.à Vap.Daher	265·0 P22'B71'F29'	42·1	17·9	Marseilles French *WB*	T.3Cy.20½",34"&56"-36" 188NHP Rankin&BlackmoreLdGrk		V
31500A	**Ste. Martine** (*ex*Ringulv-41, *ex*Norskehavet-37, ssN.Yk.No.3-7,16 *ex*Sigrun,*ex* ssBgn.No.2-25 Lyngenfjord, 2*Dks*(*Stl*)&*deep framing* *ex*Keramiai) *Ref.Mchy.* D.F.	5153 4699 3150	✠ ... 8,29 ✠	Bom	*y*		1903 6mo	Napier&Miller,Ld Glasgow	*CellDBa129'uE27* *1154tDT*	190·0 P111*t*H199*t*F69*t* FK *'f161'* *a40'1022tFPT105t*	52·0	26·9	French 6*BHCem* *APT56t*	T3Cy.27",43"&72"-51" 405NHP 3SB,9*cf*,GS165,HS6303 D.Rowan&Co.Glasgow	29 " 11	N †
31501 FNEQ	**Sainte Maxime** (*ex*Parnassos) D.F. 2*Dks*	4051 — 3043					1911	Akt.Ges. "Weser" Bremen	Cie.Générale d'Armements Maritimes	337·7 HF32'	48·2	20·4	Nantes French *WB*	T3Cy.23⅝",$38\frac{3}{16}$"&62"-$41\frac{5}{16}$" 248NHP A.G."Weser,"Bremen		V
31502 TUXY	**Sainte-Thérèse** TwinSc (*ex*Taza-33,*ex*Chile) 1*Dk*	755 — 410					1904	Grngem'th &Greenock Dockyard Co. Grngemouth	Vve.G.Goussard	205·0 B55'F22'	33·7	10·5	Fort-de-France French *WB*	T.6Cy.11",18"&30"-22" 84NHP Muir&Houston,Ld.Gls.		
31503 165162 MMNN	**Saintfield** 3Mst 1*Dk* *Mchy.Aft* *CruiserStern*	867 597 451	✠100A1 12,41 ~~8,40~~ ~~10,41~~ BS12,41 ✠LMC11,37	~~Bel~~ ~~Bly~~ Lon	*k*	CL ~~8,40~~ 10,41	1937 11mo	J.Lewis&Sons,Ld. Aberdeen *Lloyd'sA&CP*	JohnKelly,Ld.(W. Clint,*Mgr.*) *CellDB125'192t*	197·7 *32·0* 205·0(O.L.) Q112'B11'F30' FK *FPT97tAPTs26t*	30·7	12·1	Belfast British 3*BHptCem* *ptAsp*	T.3Cy.14½",25"&41"-30" 200lb (*s*) 131NHP 1SB,3*pf*,GS60,HS2357 J.Lewis&Sons,Ld Abn.	14 " 3 s4 " 5¾ 13 " 11¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
31504 165172 GMLZ	**Saintonge** (*ex*HenningMærsk-39) D.F. *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *CarryingPetroleum in bulk* *Longitudinal framing at bottom & deck in centre tanks*	9386 8700 5839	✠ ... 4,39 ✠	Fal	*e*†		1936 3mo	Odense Staalskibsvft vedAPMöller Odense *Cell*	Ministry of War Transport(J.I. Jacobs&Co.Ld. *Mgrs.*) *DBuE*81'329*tDTf*	469·0 P98'B34'F37' FK 26' 443*tFPT*167*t A*	65·6	32·8	Belfast British 14*BH* *PTs*230*t*	Oil Engines 4S.C.SA 7Cy.29⅛"-59$\frac{1}{16}$" 572NHP Akt.Burmeistr&Wain,Cpn	35 " 10	VL †
31505 41672 JIKK	**Saipan Maru** Ⓟ D.F. 2*Dks* *Ref.Mchy.*	5533 4783 3140					1936	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	NipponYusenK.K.	382·0 F39'	53·8	33·3	Tokyo Japanese WB (	T.3Cy.25½",41½"&69"-51"& LPTurbine with 640NHP DRgearing & hydraulic coupling MitsubishiJukogyoK.K.		C
31506 10747 JSWB	**Saisyu Maru** Ⓟ (*ex*Rossija, *ex*Wiltshire) *ss*Kob.No.2-07 1*Dk*(*Stl*)& *Web frame*	2083 1870 1460	✠ 7,07 ✠	Kob	*s*		1897 9mo	J.Priest- man&Co. Sunderland	TaiyoKisen K.K.	290·0 P27'B56'F28' FK *DBa*98'	42·3	20·4	Hutyu Japanese 5*BHCem* *f*102'601*t*	T.3Cy.22",36"&59"-39" 220NHP 2SB,*6pf*,GS89,HS3350 W.Allan&Co.Ld.Sld.	21 " 7	
31507 1 JPQC	**Saitu Maru** Ⓟ 1*Dk*(*Stl*)&*Shelter dk*(*Teak*)	1037 681 610	✠ 12,11 ✠	Kob	*m*		1911 12mo	OsakaIron Works Osaka	DairenKisenK.K. *WB = Cell DBa*62'	225·9 B54'F24'*onShltr dk* FK *uE* 19' 87*t FPT* 80*t*	32·8	16·1	Dairen Japanese 4*BHCem* *APT*55*t*	T.3Cy.13½",23"&38"-30" 116NHP 2SB,*4cf*,GS66,HS2169 OsakaIronWorks,Osaka	17 " 0	
31508 28554 JHLA	**Sakae Maru** (*ex*Bravore, *ex*Stromness, *ss*Kob.2nd No.3-5,26 *ex*Poldhu) *ss*Kob.No.2-33 1*Dk*(*pt Irn&pt Stl*) *deepframing& Web frames*	2879 2564 1775	✠ ... 1,35 ✠	Kob	*u*		1902 1mo	J.Blumer &Co. Sunderland	KawasakiKisen K.K. *CellDBa*114'	319·7 P28'B72'F32' FK *uE&B*32'*f*122' 698*t*	46·1	21·0	Kobe Japanese 5*BHCem* *APT*79*t*	T.3Cy.23",38"&62"-42" 263NHP 2SB,*6pf*,GS112,HS4118 J.Dickinson &Sons,Ld.Sld.	23 " 6	
31509	— *OilEng.* *Mchy.Aft* *CruiserStern*	540					1938	Urabe Zosen Tekko-sho Osaka	NittoSangyoK.K.	150·0	27·5	14·0	Japanese	Oil Engines 4S.C.SA 6Cy.13$\frac{13}{16}$"-20½" 111NHP KobeHatsudoki K.K.Kobe		
31510 124092 GLFV	**Sakara** (*ex*Damas-40,*ex*Belkas-35, *ex*Agadir) *Ref.Mchy.* 2*Dks*	2743 2281 1616					1907	SirJ.Laing &Sons,Ld. Sunderland	Ministry of War Transport(General SteamNav.Co.Ld. *Mgrs.*)	285·0	41·3	25·7	London British *WB*	T.3Cy.24",39"&64"-45" 275NHP G.Clark,Ld.Sunderland		VL
31511 TCCZ	**Sakarya** Ⓟ (*ex*Africshore,*ex*Lome, *ex*Helene *ss*H.Kg.2ndNo.3-5,17 Woermann, 2*Dks*(*StlU-ws*) *ex*Montevideo)	2612 — 1646	 5,23	Cal			1888	Blohm& Voss Hamburg *CellD*	SadikogluAslan ve Mahdumu	334·3 P93'B76'F52' FK *B*256'370*tFPT*150*t*	40·2	22·1	Istanbul Turkish 5*BHCem* *APT*40*t*	T.3Cy.26",40"&66"-42" 293NHP 2DB,*8cf*,GS150,HS4550 Blohm&Voss,Hamburg	24 " 9	
31512 UOWG	**Sakhalin** TwinSc *OilEng.* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing*	6124 5542 3019					1932	S.B.&Eng. Wks."André Marti" Nicolaieff	U.S.S.R.	409·0 P98'B31'F31'	54·8	32·3	Tuapse Russian	Oil Engines 2.S.C.SA E*made*34 8Cy.23⅝"-41$\frac{11}{16}$" 776NHP S.B.&Eng.Wks."André Marti," Nicolaieff		
31513 UOFY	— Ⓟ 2*Dks* Sub.Sig. *CruiserStern*	3554 2993 1964					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian *WB*	T.3Cy.22$\frac{7}{16}$",37"&59$\frac{1}{16}$"-39⅜" 219NHP BalticS.B.&E.Works,Len.		
31514 UVBK	**Sakhalinneft** (*ex*Commercial Orleanian-38,*ex*CityofAlbany, *ex*LakeElmhurst) 2*Dks* Sub.Sig. D.F. *Fitted for oil fuel*	2674 2349 1658					1919	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·4 P26'B65'F26'	43·8	26·0	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 225NHP Gt.LakesEng.Wks.Detroit		
31515 23344 JLCE	**Sakisima Maru** 1*Dk*	1224 — 698					1918	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	220·0 P23'B44'F24'	33·6	18·5	Osaka Japanese *Wb*	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWrks,Ld.Osaka		
31516 45508 JZFM	**Sakito Maru** TwinSc *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern*	7126 — 3882					1939	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K.	479·0 F38'	62·3	32·2	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 14Cy.28⅜"-49$\frac{3}{16}$" 1960NHP MitsubishiJukogyoK.K. Nag.		C
31517 UOAQ	**Sakko** Sub.Sig. 1*Dk*	2363 2023 1278	✠ ... 2,32 ✠				1928 12mo	BalticS.B. &E.Works Leningrad	U.S.S.R.	284·8 P18'B71'F32' FK	43·2	20·5	Leningrad Russian *WB*	T3Cy17$\frac{11}{16}$"29⅜"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 193NHP BalticS.B.&E.Works,Len.	22 " 8	
31518 47026 JWWN	**Sakura Maru** TwinSc *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern*	7167 3920					1939	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K.	479·7 F38'	62·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 14Cy.28⅜"-49$\frac{3}{16}$" 1960NHP MitsubishiJukogyoK.K. Nag.		C
31519 973 JEGG	**Sakurazima Maru** Ⓟ	1281 — 856					1918	HaradaCo. Osaka	TyosenYusenK.K.	224·9	31·5	19·0	Zinsen Japanese			
31520 PHHF	**Salabangka** *ss*Ams.No.3-7,33 D.F. *ss*Sba.No.1-37 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	6586 6152 4104	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~1,40~~ ✠NB9,27 ✠LMC MS12,37 BS9,40 5,41	~~Ams~~ Bkn	*a*†	CL 8,38	1920 11mo *Lloyd*	W.Hamil- ton&Co.Ld. PortGlasgow *'s A&CP* *CellDB*368'1116*t*	Stoomv.Maats. "Nederland"	420·7 P41'F41' *on Shelter dk* FK *MT*37'1440t *DTa*37'1395*t FPT*	54·7	33·4	Batavia Dutch 8*BHptCem* (*5 to S dk* 3 " *U* ") 118*tAPT*15*t*	T.3Cy.28",44½"&77"-54" (*s*) 180lb FD 823NHP 4SB(Spt),*12cf*,GS262, HS13988 D.Rowan&Co.Ld.Glasgow	36 " 0 s8 " 10¼ 27 " 5	
31521 165910 GZRN	**Salacia** *ss*Liv.No.1-41 *Oil Eng.* D.F. E.S.D. 2*Dks & Shelter dk* *Ref.Mchy.* *4th dk inNos.2 & 3 holds* *Cruiser Stern* *Tonnage opening closed* 41(*W.E.*)	5495 4994 3286	✠100A1 *withfreeboard* 7,41 ~~11,40~~ ✠LMC CS7,41 DBS3,41 7,40 ✠Lloyd'sRMC~~7,41~~ 1,42	~~Gls~~ Liv	*b*† 2$\frac{1}{16}$	CL 11,40	1937 8mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'s A&CP* *CellDB*366'1	DonaldsonLineLd. (DonaldsonBros. &Black,Ld. *Mgrs.*) 304*tDTa*27'777*t F*	430·6 447·9(O.L.) F31' FK *PT*82*tAPT*180*t*	57·2	28·1	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 " *2nd* ")	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"-55⅛" 1025NHP 2DB*120lb* Harland&Wolff,Ld.Gls.	38 " 9 s11 " 1 27 " 10	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31522 144193 VQWN	**Salamaua** (*ex*Milverton-34, TwinSc *ex*Glentara) *OilEng.* *Ref.Mchy.* *ss*Shl.No.3-7,34 *ss*Rot.No.1-37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6676 6095 4059	✠100A1 *Shelter dk* *withfreeboard* 3,41 DBS7,40 ✠LMC9,37	Avn	*z*	CL 5,40	1920 4mo	Harland&Wolff,Ld. Glasgow *Lloyd'sA&CP*	W.R.Carpenter OverseaShipping, Ld. *CellD*	406·0 P43'B81'F48' *on* *Shelter dk* FK B348' 1039*t FPT*11	54·2	32·9	Suva,Fiji British *ptCem* 7*BHtoShdk* 6*tAPT*123*t*	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NH DB*100lb* Harland&Wolff,Ld.Gls.	35 ″ 5 s 8 ″ 9 27 ″ 10	
31523 812 SVFX	**Salaminia** (*ex*Tassos-38, *ex*Nicolaos-35, *ss*Hul.2ndNo.3-3,26 *ex*Roma) *ss*Pir.No.2-35 1*Dk*(*Irn*)2*trB* *Deep framing*&*Web frames*	3634 3439 2363	✠ 5,39 ✠	Bry	*w*		1901 8mo	JLThompson&Sons,Ld Sunderland	C.A.Petroutsis& TanesBros.(C.A. Petroutsis,*Mgr.*) *CellD*	342·0 P29'B100'F32' FK *Ba* 104' *uE*23'*f*150'	49·5	25·0	Piræus Greek 6*BHCem* 832*tAPT*55*t*	T.3Cy.24½",40"&66"-45" 299NHP 3SB,*9pf*,GS135,HS4580 J.Dickinson&Sons,Ld.Sld.	27 ″ 6	
31524 LKHX	**Salamis** D.F. E.S.D. *OilEng* *Mchy.Aft* *CruiserStern* 1*Dk* *Butts of shell & deck plating elec.welded*	8286 7571 4901	✠100A1 11,41~~,41~~ ✠LMC10,39 *CarryingPetroleum in bulk*	~~NYk~~ NOs	*c*†	CL	1939 10mo	A/B Götaverken Gothenburg *Lloyd'sA&CP*	A/S Salamis (I.M.Skaugen) *CellDBuE224tD*	465·1 483·8(O.L.) P101'B38'F60' FK *Tf*22' 356*t FPT*79*t*	59·4	35·9	Oslo Norwegian 9*BH* *APT*151*t*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP 2DB*150lb* A/B Götaverken,Got.	35 ″ 6 s 7 ″ 9¾ 27 ″ 10¾	
31525	**Salando** *ss*Fal No 3-6,35 D.F. 2*Dks*(*Stl*)	5272 4787 3225	✠100A1 9,41 Examined 1,41 BS9,41 ✠LMC7,40	Lon Phl	*y*	CL ~~2,39~~ 9,41	1920 2mo	JReadhead&Sons,Ld. SouthShields	NV.Nederlandsch-Indische-Maats. voorZeevaart,VI. *CellDB*	399·4 413·8(O.L.) P49'B117'F39' FK 345' 1085*tFPT*130*t*	52·4	28·5	 Dutch 7*BHCem* *APT*205*t*	T.3Cy.27$\frac{9}{16}$",44"&73$\frac{5}{16}$" -48" 180lb (*s*) 513NHP 3SB,*9cf*,GS190,HS7563 FD J.Readhead&SonsLd.S.Shl	31 ″ 0	
31526 PHHL	**Salawati** *OilEng.* *ss*Ams.No.3-5,31 *ss*Ams.No.2-38 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6643 6183 4099	✠100A1 *Shelter dk* *withfreeboard* ~~12,40~~ ~~1,40~~ ~~8,41~~ 11,41 LMC CS6,39 DBS~~4,40~~ 8,41 4,40 *Carrying vegetable oil in deep tanks*	~~SFo~~ ~~Cal~~ ~~Sba~~ NYk	*a*†	CL 12,38	1920 9mo	Lithgows,Ld. PortGlasgow *Lloyd'sA&CP*	Stoomv.Maats. "Nederland" *CellDB*368'1116*t*	420·9 P41'F41'*onShelter* *dk* FK *MT*37'1432*tDTa*37	54·7	33·5	Batavia Dutch *Cem* 5*BHtoShdk* 3 „ „ *U* „ '1308*tFPT*1	Oil Engines 2S.C.SA. 8Cy.26¾"-47¼" 1000NHP NE25*refitted*31 *142lb* 2NDB20*refitted*31 SulzerBros.Winterthur 15*tAPT*45*t*	36 ″ 0 s 8 ″ 10¼ 27 ″ 5	
31527 147154 MLXN	**Salerno** *ss*Hul.No.3-4,37 *Well deck* 1*Dk*(*Stl*) *CruiserStern*	870 688 362	✠100A1 11,39 ✠LMC MS6,36 BS1,40 (SEE FOOT NOTE *)	Sld	*m*	OG 1,38	1924 7mo	Earle'sCo.Ld. Hull *Lloyd'sA&CP*	Ellerman'sWilson Line,Ld. *CellD*	215·7 P&B128'F53' FK *Ba*&*uE*51'66*t FPT*	32·8	13·9	Hull British 5*BHCem* 24*tAPT*22*t*	T.3Cy.14½",24½"&43"-30"(*s*) 225lb 160NHP 2SB,*4cf*,GS85,HS2910 Earle'sCo.Ld.Hull	14 ″ 10 s ″ 4½ 14 ″ 7½	
31528	**Salineiro** (*ex*Martinique-39, *ex*Pulwico, *ex*Pulaski) *Fitted for oil fuel* *Now "Caby" see No. 35938 in Supplement*	2559 2203 1586	✠ ... 10,20 ✠				1920 6mo	Toledo S.B.Co. Toledo,Ohio	UniãoSalineira e deNavegacão Paraense,Ltda.	251·0 P25'B64'F23' FK	43·6	25·8	Para Brazilian *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
31529 PHHV	**Salland** *ss*Ams.No.3-12,31 *ss*Ams.No.1-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern*	6447 5896 3972	✠100A1 *Shelter dk* *withfreeboard* ~~6,41~~ ~~7,40~~ 3,42 Examined ~~11,40~~ ~~6,41~~ 3,42 BS3,42 ✠LMC MS8,39 ~~BS2,40~~ ~~6,41~~ ✠Lloyd'sRMC~~6,41~~ 3,42 *Carrying oil fuel F.P. above 150° F. in forepeak tank* *Fitted for oil fuel* 6,20 *F.P. above 150° F.*	~~BAs~~ ~~LivBkn~~	*c*†	CL 8,38	1920 6mo	Barclay,Curle&CoLd. Glasgow *Lloyd'sA&CP*	N.V.totVoortzetting van den KoninklijkenHollandschenLloyd *CellDB*	449·2 464·0(O.L.) P35'F43' *on Shelter* *dk* FK 365' 1402*t FPT*110*t*	58·2	29·2	Amstrdam Dutch *ptCem* 2*BHtoSh dk* 5 „ „ *U* „ *APT*73*t*	2SteamTurbinesDRgeared to1Sc.Shaft 210lb 874NHP 4SB,*16cf*,GS286,HS11672FD Barclay,Curle&Co.Ld.Gls	32 ″ 0 s 4 ″ 11¾ 27 ″ 3¼	
31530 OFCE	**Sally** (*ex*Oswal-37,*ex*Norrköping, *ex*Edmond-Gustave,*ex*Greylands) *ss*Got.3rdNo.3-10,34 1*Dk*(*Irn*)2*trB*&*Webframe*	2547 — 1469	✠ ... 4,38 ✠	Skm	*l*		1896 3mo	W.Gray&Co.Ld. WHartlepool	RederiA/B Sally (AlgotJohansson, *Mgr.*) *Cell*	325·3 311·0 P27'B70'F31' FK *DBa*&*uE*128' *f*126'	44·1	20·2	Mariehmn Finnish *BHCem* 684*tAPT*40*t*	T.3Cy.23",36½"&62"-39" 244NHP 2SB,*4rf*,*2cf*,GS83,HS3720 Cen.Mar.Eng.Wrks.WHpl	23 ″ 3	V †
31531 171319 GQXW	**Sally Mærsk** 3Mst *OilEng.* D.F. *ss*Abg.No.3-4,35 *ss*Cpn.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3252 3036 1984	✠100A1 *Shelter dk* *withfreeboard* 5,41 ✠LMC CS10,36 DBS4,40 5,35	Grk	*u*	CL 4,41	1923 4mo	Odense Staalskibswft Odense *Lloyd'sA&CP*	Ministry of War Transport(Moss HutchisonLine, Ld.*Mgrs*) *CellDB*290'731*t*	332·1 F30'*onShelter dk* FK *Collisio* *FPT*51*tAPT*59*t*	44·2	26·2	Greenock British *ptCem* *nBH to S dk* 4 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP DB*50lb* A/SBurmeister&Wain,Cpn	28 ″ 11 s 6 ″ 10¼ 22 ″ 3	
31532 147141 MLVG	**Salmo** *ss*Hul.No.3-2,36 *Well deck* 1*Dk*(*Stl*)2*trBinNo.*1*hold* *Ref.Mchy.* *CruiserStern* Now sailing as "**St.Emile**"	1269 1063 621	✠100A1 1,40 BS3,40 ✠LMC2,36 SURVEYS DELAYED	Lon	*p*	OG 1,40	1924 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	Ellerman'sWilson Line,Ld. *CellDB*203'333*t*	237·7 P151'F51' FK *APT*64*t*	35·3	15·8	Hull British 5*BHptCem*	T.3Cy.15¼",26"&45"-33" (*s*) 225lb FD 214NHP 2SB,*4cf*,GS83,HS3328 WllsndSlpwy.Co.Ld.Nwc.	17 ″ 9 s ″ 9¼ 17 ″ 1½	
31533 139231 GKFT	**Salmonpool** *ss*Shl.No.3-5,36 D.F. 1*Dk*(*Stl*)	4803 4513 3028	✠100A1 12,39 ✠LMC12,39 (SEE FOOT NOTE *)	Liv	*y*	CL 7,37	1924 3mo	IrvinesS.B.&D.D.Co.Ld. W Hartlepool *Lloyd'sA&CP*	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDB*	390·1 P30'B221'F41' FK 344' 1097*t FPT*120*t*	55·5	26·2	WHartlepl British 6*BHCem* *APT*146*t*	T.3Cy.25½",40"&72"-48"(*s*) 180lb *100lb* 451NHP 3SB(Spt)*9cf*,GS186,HS7800 N.E.MarineEngCoLd.Nwc	28 ″ 9 s 4 ″ 5¾ 24 ″ 6	
31534 612 SZJN	**Salomea** TwinSc3Mst (*ex*EvanghelosNomikos-37,*ex*Loukia, *ex*VilledeNice,*ex*Princyp)	751 — 396					1897	Stabilmnto Tecnico Trieste	Mme.MariaG. Kalogerakou, G.M.Moundreas &N.S.Synodinos	210·0	31·0	11·0	Piræus Greek *WB*	C.4Cy.13"&28"-20" 58NHP StabilimentoTecnico,Tri.		
31535	**Salon** Ⓟ TwinSc Sub.Sig. D.F. E.S.D. 2*Dks* *CruiserStern*	2990 — 1628					1939	NeptunwerftRostock G.m.b.H. Rostock	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	300·1	43·5	24·0	Istanbul Turkish *WB*	T.6Cy.16⅝",26"&41$\frac{5}{16}$"-27$\frac{9}{16}$" &LP turbines withDRgearing & hydraulic couplings HS4972 378NHP NeptunwerftRostock G.m.b.H.Rostock		
31535A 1501 IBTK	**Salpi** (*ex*Escambia-39,*ex*Ariele, *ex*Vittoria) D.F. 1*Dk*	2710 2383 1584					1920	S.A.Bacini e Scali Napoletani Naples	PeninsulareSoc. di Navigazione	299·9 294·9 P37'Q65'B16'F35'	39·4	23·8	Genoa Italian *WB*	T.3Cy.23¼",37⅗"&59$\frac{1}{10}$"-36" 209NHP S.A.Bacini e ScaliNapol. Naples		CI

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
31536	**Salsaas** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	8200 7500 4900					1940	A/B Götaverken Gothenburg	SkibsA/S Nanset (IverBugge,*Mgr.*)	465·1|59·4|35·9 P101'B38'F60'	Larvik Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 653NHP A/B Götaverken,Got.		
31537 LEHA	**Salta** (*ex*Salerno) TwinSc *OilEng.* 2*Dks*	3907 3460 2348					1920	J&KSmit's Scheepsw. Kinderdijk	A/S J.Ludvig MowinckelsRederi (DenNorskeSyd-AmerikaLinje)	375·8|51·5|22·4 P107*t*H315*t*F25*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$"–39⅜" 563NH Werkspoor,Amsterdam		N
31538 LETJ	**Salten** Ⓟ 1*Dk*&*Awngdk*	350 322 197					1908	Akers Mek.Værks. Oslo	A/S Saltens Dampskibsselskab	139·0|21·6|15·7 H28*t*	Bodö Norwegian	T.3Cy.11",18"&29"–21" 38NHP AkersMek.Værks.Oslo		
31539 145739 GKCZ	**Saltersgate** (*ex*Overstone) *ss*Nwc.No.3-12,36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3940 3609 2387	✠100A1 *withfreeboard* ~~3,41~~ 11,41 Examined ~~7,41~~ 5,42 BS5,42 ✠LMC MS1,36 ~~BS9,40~~ ~~9,41~~	~~Nwc~~ Npt Mdb	*y*	CL ~~9,39~~ 11,41	1924 2mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellDB*336'1150*t*	380·3|51·9|23·4 F28' FK *FPT*80*t* *APT*130*t*	London British 6*BHptCem* (*Coll to Shdk* 5 „ 2*nd* „)	T.3Cy.25",41"&68"–48" (*s*) 180lb 381NHP 3SB,*9cf*,GS150,HS6330 N.E.MarineEngCoLd.Nwc	26 ″ 0 s 2 ″ 6½ 23 ″ 8	
31540 7214 SGEO	**Saltsjön** Ⓟ *CruiserStern*	314 141 208					1925	Eriksbergs M.V.Aktieb. Gothenburg	VaxholmsNya AngfartygsA/B (OFEkebohm*Mgr*)	121·4|22·9| 8·6 B64'H60*t*	Vaxholm Swedish	C.2Cy.15"&29⅜"–22$\frac{1}{16}$" 33NHP EriksbergsM.V.A/B Got.		
31541 161014 GMTZ	**Saltwick** *ss*Cff.No.2-37 D.F. 1*Dk*(*Stl*)	3775 3407 2261	✠100A1 10,41 ~~10,40~~ BS7,40 ✠LMC12,37	~~Sws~~ Sld	*w*	CL 10,38	1929 11mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	Rowland& Marwood'sS.S.Co. Ld.(Headlam& Son,*Mgrs.*)	360·5|49·9|23·1 P32'B219'F37' FK *CellDB*320'928*t*	Whitby British 6*BHCem* *APT*135*t*	T.3Cy.25",42"&68"–45" (*s*) 180lb 341NHP 2SB,*8cf*,GS150,HS5304 G.Clark,Ld.Sunderland	25 ″ 5 s 3 ″ 1¼ 22 ″ 6¼	
31542 13902 GJZT	**Saluta** (*ex*SouthernKing-36, *ex*Moora, *ss*Sfj.2ndNo.3-11,34 *ex*Lothringen) *ss*Grk.No.1-39 *Welldeck* 2*Dks*(*Stl–U*teaks)*deep framing aft & lower dk* D.F. (*Stl*) *forward*	6261 4858 3266	✠100A1 9,41 ~~12,40~~ BS12,40 ✠LMC12,39 *Carrying Whale oil or oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 7,31 *F.P. above* 150° F.	~~Liv~~ NYk	*z*	CL 12,40	1906 3mo	Akt.Ges. "Weser" Bremen A&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	409·6|52·7|27·8 P&B339'F42' FK *Cell DB a* 125'	London British 7*BHCem* *u E&B* 52'*f*	Q.4Cy.24",34⅝",50"&72$\frac{27}{32}$"– 53$\frac{5}{32}$"(*s*)220lb*220lb* 530NHP 3SB,*9cf*,GS168,HS7104 FD A.G."Weser,"Bremen 173' 1160*t* *FPT*69*t* *APT*38*t*	30 ″ 9 s 4 ″ 6½ 26 ″ 6¼	
31543 129041 GQRC	**Salvador** *ss*Crs.2ndNo.3-12,33 *ss*Crs.No.1-37 1*Dk*(*Teak*) 2*nd dk*(*Stl*)*in fore hold*	1128 957 650	✠100A1 11,41 ~~12,40~~ ✠LMC MS8,37 BS3,41 *Fitted for oil fuel* 11,17 *F.P. above* 150° F.	~~Crs~~ Bos	*n*	CL 2,40	1909 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	PacificSteamNav. Co.	215·0|33·5|19·4 F26' FK *CellDBa*40'*uE*15'*f*94'	London British 4*BHCem* 160*t* *APT*10*t*	T.3Cy.17",28"&46"–33" (*r*) 180lb 174NHP 2SB,*6cf*,GS107,HS3268 Swan,Hunter&Wigham Richardson Ld.Nwc.	21 ″ 6 s3 ″ 4½ 18 ″ 6⅝	
31544 150 ICGL	**Salvatore** (*ex*Erling-33, *ex*Ashington,*ex*Newbrundoc, *ex*DonaldE.McKay,*ex*Canadian 1*Dk* Engineer) D.F.	2252 — 1305	✠ ... 2,26 ✠				1921 8mo	Collngwd. S.B.Co.Ld. Toronto	M.Scuderi	260·9|43·7|22·3 P25'B64'F28' FK	Catania Italian *WB*	T.3Cy.20",33"&54"–40" 310NHP JohnInglisCo.Ld.Toronto	24 ″ 3	I †
31545 122394	**Salvor** Ⓟ WoodSp (*ex*Leebro) 1*Dk*	323 267 19[illegible]					1908	W.Turpel Victoria,B.C.	Mrs.I.S.Galt	123·5|28·8|11·1	Vict'riaBC British	C.2Cy.10"&24"–16" 22RHP Ross&Duncan,Glasgow		
31546 165926 GFFN	**Salween** Ⓟ *Ref.Mchy.* D.F. E.S.D. 2*Dks* *Cruiser Stern* *Fitted for oil fuel*	7063 5913 4355					1937	WmDenny &Bros,Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co.*Mgrs.*)	444·9|59·2|30·4 P32'B46'F23'	Glasgow British *WB*	3 steam turbinesSR geared to 1 screw shaft 583NHP Wm.Denny&Bros.Ld.Dmb		C
31547 DKBF	**Salzburg** (*ex*JongeAnthony-39, *ex*SlotLoevestein) D.F. 2*Dks*	1742 1531 996					1921	NV.Schpsf. v/hDeGroot &VanVliet Slikkerveer	Flensburger DampfercompagnieHarald Schuldt&Co.K.G.	279·2|32·2|17·8 P&B220'F35'	Hamburg German *WB*	T.3Cy.20⅞",32¼"&55⅛"–39⅜" 180lb 241NH HS4166 P.SmitMachfabrk.Rot.		G
31548 LJKA	**Sama** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks* D.F. *Cruiser Stern*	1799 1335 810					1937	Akt.Lindholmens varv. Gothenburg *Completed by*	A/S Sama(Chr. Gundersen&Co. *Mgrs.*) Götaverken A/B	306·7|40·4|15·6 F33' Gothenburg	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 541NHP GötaverkenA/B,Got.		N
31549 EGLE	— Iron (*ex*Josefita,*ex* *ss*Bbo.3rdNo.3-3,10 Hermia,*ex*Rouen) *ss*Cdz.No.2-18 1*Dk*(*Irn*)2*trB*	736 649 525	✠ 3,18	Cdz	*l*		1876 6mo	J.Laing Sunderland	Soc.Metalúrgica DuroFelguera	203·8|29·5|15·5 Q26'F20' FK	Gijon Spanish 5*BHCem* *DBa*60'*f*40'	C.2Cy.26"&47"–36" 110NHP 1SB,*3pf*,GS49 R.&W.Hawthorn,Nwc.	16 ″ 5	
31550 YNAE	— 4Mst (*ex*LouisGeraci, *OilEng.* *ex*Harjumaa) 1*Dk*	567 456 371					1922	Petrovski S.B.Co. Reval	BahamaShipping Co.Ld.	166·6|28·7|12·1	Bluefields Nicaraguan	Oil Engines 2S.C.SA 6Cy.16"–20" 180NHP Fairbanks,Morse&Co. Beloit,Wis	14 ″ 6 s2 ″ 1 13 ″ 1¼	G
31551 KZBF	**Samal** (*ex*Pompey,*ex*Harlech) *Well deck* 1*Dk*(*Irn*)&*Web frames*	1303 — 610	✠ 1,98				1897 4mo	S.P.Austin &SonLd. Sunderland	Cia.Maritima (Fernandez Hermanos,Inc. *Mgrs.*)	237·1|34·8|14·4	Manila P.I. Utd.States	T.3Cy.21½",38½"&55"–33½" 175NHP J.Dickinson&SonsLd.Sld.		
31552 26208 JSOD	**Samarang Maru** Ⓟ *ss*Kob.No.3-10,32 *ss*Yka.No.1-35 2*Dks*(*Stl–U* ws)	4013 3468 2497	✠ ... 7,39 ✠	Yka	*w*		1920 3mo	Mitsubishi ZosenKaisha, Ld. Kobe	NanyoKaiunK.K.	345·0|50·0|26·8 P33'B74'F41' FK *CellDB*316'	Tokyo Japanese 6*BHCem* 775*t* *APT*26*t*	T.3Cy.23",38"&64"–48" 246NHP 2SB,*6cf*,GS109,HS2197 MitsubishiZosenKaishaLd	29 ″ 1	C †
31553 145923 GJCF	**Samaria** Ⓟ TwinSc *ss*Lon.No.3-11,33 *ss*Liv.No.1-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl–pt* ws)& Sub.Sig. *Shade dk*(*Stl–*ws)3*rd dk*(*Stl*) *Ref.Mchy.* *in forward & after holds* D.F. E.S.D. GyC.	19597 14189 11661	✠100A1 *Shelter dk* *withfreeboard* 1,42 ~~1,41~~ BS3,42 ~~BS1,41~~ ✠LMC1,37 Lloyd'sRMC9,40 *Fitted for oil fuel* 4,22 *F.P. above* 150° F.	~~Liv~~ PN1	*n*†	CL P3,38 ~~s3,39~~ s1,42	1921 8mo	Cammell Laird&Co.Ld Birkenhead *Lloyd'sA&CP*	CunardWhiteStar, Ld. *CellDB*512'2623*t*	601·5|73·7|40·7 B284'*on Shade dk* FK *DT f*46'1643*t* *Tanks at sides of tunnels*	Liverpool British *pt Cem* 10*BHtoSh dk*	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb HS29164 2527NHP 3DB&3SB,*36cf*,GS746 FD CammellLaird&CoLd.Bkn 48'367*t* *FPT*122*t* *APT*86*t*	45 ″ 0 s12 ″ 9½ 32 ″ 8	BT till 1,42

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Register Tonnage: Gross. / Under deck. / Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31554 ONZC	**Sambre** (exWitteZee) 1Dk	727 524 316					1917	A.Van Duijvendijk Papendrecht	Armement L. Hermans Soc.Anon.	180·8	28·3	12·4	Bruges Belgian WB	T.3Cy.15",25"&40"-27" 83NHP Verschure&CoAmsterdam		V L
31555 PHHZ	— OilEng. Mchy.Aft 1Dk CruiserStern	349 281 225	Examined LR 1,41 10,41 ~~1,41~~	Nwc Fal		OG ~~1,41~~ 10,41	1929	NVSchpsw Gebr.Pot Bolnes	Wm.H.Müller&Co. N.V.	144·7 P36'B7'F13'	24·5	10·2	Rottrdam Dutch WB	Oil Engines 4S.C.SA 6Cy.11"-19$\frac{11}{16}$" 70NHP Motorenfabr."Deutz" A.G Köln-Deutz		G
31556 148590 MNJX	**Sambur** TwinSc ssSou.No.3-5,37 1Dk(Stl-ws)2nd dk in holds Cruiser Stern	776 701 311	✠100A1 withfreeboard 8,40 BS2,40 ✠LMC5,37 For Channel service Weymouth & Channel Islands Fitted for oil fuel 5,25 F.P. above 150° F.	Cff		OG 2,39	1925 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	GreatWestern Railway DTa	201·2 210·0(O.L.) P20'B72'F69' FK&BK2" 40t DTf45tFPT47t	33·7	15·3	Weymouth British 6BHCem APT47t	T.6Cy.14½",23"&38"-27" (r) 185lb 226NHP 2SB,6cf,HS3464 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 11 s 3 ″ 8½ 12 ″ 8	
31557 LEKD	**Samev** (exLysakerII-39,exEmilie Dunford-32) ssOsl.No.3-2,39 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	940 797 492	✠100A1 2,40 BS2,40 ✠LMC2,39 (SEE FOOTNOTE *)	Osl	m	CL 2,40	1922 5mo	Coaster Const.Co.Ld. Montrose Lloyd'sA&CP	SkibsA/S Samev (O.M.Olsen) CellDB Deck	200·9 F30' FK 150'225tDTf18'117t tank 8' 11t FPT39t	33·1	16·2	Frdrikstad Norwegian 4BHCem APT40t	T.3Cy.15",25"&40"-27" (s 180lb 120NHP 2SB,4cf,GS55,HS1820 FD J.Milne&Son,Ld.Edinbgh.	18 ″ 3 s 2 ″ 9¼ 15 ″ 7¾	
31558 85 SUCQ	**Samir** (exPoseidonia-39, exHoltby-36) 1Dk	3702 3385 2257					1909	Ropner& Sons,Ld. Stockton	V.Bassili	346·5 P23'B98'F36'	51·0	23·3	Alexndria Egyptian WB	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		C
31559 DABZ	**Samland** (exPatrino,exUhl, exWeesturs,exPomona) 1Dk	771 608 453					1896	Rijkee&Co Rotterdam	PreussenlinieArlt &Co.K.G.(Ivers& Arlt,Mgrs.)	200·4 Q66'B46'F23'	30·1	13·4	Konigsbrg German WB	T.3Cy 15",25"&40"-36" 96NHP Maats.deMaas,Rotterdam		V
31560 216718 KTUI	**Samoa** (exLakePepin) 1Dk Fitted for oil fuel	1997 1634 1172	✠ ... 11,22 ✠				1918 8mo	McDougall-DuluthCo. Duluth,Minn	C.H.Wheeler	251·0 P27'B64'F35' FK	43·6	18·1	Portlnd,Or Utd.States WB	T.3Cy.20",33"&54"-40" 274NHP McDougall-DuluthCo.	20 ″ 3	R †
31561 RAQZ	**Samoied** (exLakeFestina) 1Dk2trB Fitted for oil fuel	2560 2203 1587	✠ ... 2,21 ✠				1919 6mo	Toledo S.B.Co. Toledo,O.	U.S.S.R.	250·9 P25'B64'F23' FK	43·6	25·8	Odessa Russian WB	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	
31562 DHUN	**Samos** (exSaar,exOttoZelck)	2576 1976 1513					1922	Akt.Ges. "Neptun" Rostock	DeutscheLevante-LinieHamburg A.G.	311·1 P&B252'F32'	46·1	19·7	Hamburg German WB	T.3Cy.21⅘",35$\frac{1}{16}$"&57⅛"-37⅜" 200NH A.G."Neptun,"Rostock		G
31563 11 SVDL	— Ⓟ Iron (exElefteria, exOldham) ssGms.No.3-5,01 ssGms.No.2-09 1Dk& Awng dk	1208 — 645	✠ ... 5,14 ✠				1889 1mo	Earle'sCo. Ld. Hull	D.InglessiFilsS.A. Nav.deSamos	240·0	30·0	14·6	Samos Greek WB	T.3Cy.22",35"&57"-42" 210NHP Earle'sCo.Ld.Hull		
31564 FOOK	**Sampiero Corso** Ⓟ TwinSc 2Dks D.F. Fitted for oil fuel CruiserStern	3823 2759 1657					1936	Ch.&Atel. deProvence S.A. Port deBouc	Cie.deNav. Fraissinet	329·7 P33'F73'	47·9	25·4	Marseilles French WB	2 DR geared Steam Turbines Forg.&Ch.delaMédit.S.A. LeHavre		V
31565 TCCV	**Samsun** (exGabriella,exRhône) 2Dks& Spar dk	1396 — 879					1889	Wigham Rchrdsn& Co. Newcastle	MustafaveAhmet veVehbiAldikaçti	251·5 B38'	32·2	17·0 24·0	Istanbul Turkish WB	T.3Cy.25",38½"&65"-42" 274NHP WighmRchardsn&Co.Nwc		
31566 LDJG	**Samuel Bakke** TwinSc OilEng. ssL.An.No.3-1,42 ~~ssGot.No.2-37~~ 1Dk(Stl)& Shelter dk(Stl) Ref.Mchy. 3rd dk(Stl)inNo.1 hold D.F. Platform dk in insulated hold	4719 4216 2835	✠100A1 withfreeboard ~~8,41~~ ~~4,41~~ 1,42 DBS1,42 1,42 ~~DBS4,41~~ ✠LMC~~8,37~~ ~~✠LMC(M)12,38~~ ✠Lloyd'sRMC~~1,40~~ 4,42 for temp. 30° F.	~~Ver~~ LAn	z	CL ~~8,41~~ PN4,41 S8,41	1929 7mo	AB Götaverken Gothenburg Lloyd'sA&CP	SkibsA/S Samuel Bakke(Knut Knutsen,O.A.S.) CellDB323'1562	390·8 407·6(O.L.) F35' FK tFPT99tAPT111t	54·7	25·5	Haugesnd Norwegian 6BH (CalltoSh dk 5 ,, 2nd,,)	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 622NHP DB85lb A/B Götaverken,Got.	28 ″ 6 s 3 ″ 0½ 25 ″ 7½	
31567 116841	**Samuel F. B. Morse** Mchy.Aft GyC. 1Dk2trB	4477 — 3376					1898	F.W. Wheeler&Co. W.BayCity	PittsburghS.S.Co.	456·0	50·0	24·0	D'luth Min Utd.States WB	Q.4Cy.17",25",38½"&60"-42" Ereblt03 233NHP AmericanS.B.Co.		
31568 220955 KDMS	**Samuel L. Fuller** ssMob.No.3-5,33 ssN.Os.No.1-37 Mchy.Aft 2Dks(Stl)& Web frames Sub.Sig. Longitudinal framing	6950 6465 4312	✠100A1 11,41 ~~1,41~~ MS11,41 BS2,41 ✠LMC~~2,37~~ Carrying Petroleum in bulk Fitted for oil fuel 1,21 F.P. above 150° F.	NOs	b†	CL ~~8,39~~ 11,41	1921 1mo	SunS.B. Co. Chester,Pa. A&CP CellD	SinclairRefining Co.Inc. BuE&B59'f41'408	430·2 P133'B36'F40' FK tFPT222tAPT57t	59·2	32·8	NewYork Utd.States 16BHptCem (12 to U dk 4 ,, 2nd,,)	T.3Cy.27",45½"&76"-51" (r) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 10 26 ″ 8	
31569 225409 WPBG	**Samuel Mather** ssCgo.No.2-39 Mchy.Af. 1Dk(Stl)& Webframes Longitudinal framing at bottom& at deck GyC. D.F. Cargo battens not fitted	8152 7771 6442	✠100A- For service on the Great Lakes 12,38 ✠LMC MS4,39 BS4,41	Cgo			1926 4mo	American S.B.Co. Lorain,O. CellDBuE&	InterlakeS.S.Co. (Pickands,Mather &Co. Mgrs.) B56' 242t CellDB	596·9 F48' FK & side tanks in way of holds471'7934 t FPT471t A	60·0	32·0	Wilmgton (Del.) Utd.States 3BH PT68t	T.3Cy.24½",41"&65"-42" (s) 3 Water Tube Boilers 200lb HS6675 FD 436NHP AmericanS.B Co.	32 ″ 0	
31570 116495 WBDC	**Samuel Mitchell** 3Mst Mchy.Aft Self Unloader) D.F. 2Dks	2248 — 1362					1892	GlobeIron WorksCo. Cleveland,O.	HuronTransptn. Co.	293·3 H—F32' WB	40·4	20·1	Alpena, Mich. Utd.States	T.3Cy.20",32"&52"-42" 175NHP GlobeIrnWksCo.Clevelnd		R
31571 22172 KDVO	**Samuel Q. Brown** ssBal.No.3-4,33 ssN.Yk.No.2-41 Mchy.Aft 2Dks(Stl)& Web frames D.F. Longitudinalframing	6625 6058 4117	✠100A1 3,42 ~~3,41~~ BS3,42 ✠LMC3,41 Carrying Petroleum in bulk Fitted for oil fuel 11,21 F.P. above 150° F.	~~NYk~~ Jck	a†	CL ~~10,40~~ 3,42	1921 11mo	Merchant S.B.Corp. Chester,Pa. A&CP	TideWater AssociatedOilCo. CellDBuE&B60' DTf43'750t	424·4 439·6(O.L.) P128'B25'F41' FK 236t FPT228tAPT178t	58·2	32·9	Wilmgton (Del.) Utd.States 16BHptCem (9 ,, toU dk 7 ,, ,,2nd,,)	T.3Cy.27",45"&75"-51" (r) 210lb 584NHP 3SB,9cf,GS185,HS8331 FD NewYorkSBCo.Camdn NJ)	33 ″ 0 s6 ″ 7¾ 26 ″ 7	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
31572 1 HSZC	**Samui** TwinSc *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom, deck & trunk top*	1458 1232 740	✠ 7,36 ✠	Hak	*p*		1936 7mo	Hakodate DockCo.Ld Hakodate	Government of Thailand *CellDB*	240·0|39·0|16·3 P75'F31'*Trunk*118' FK *uE*46'*f*36'71*t* *FPT*	Bangkok Thai 11*BH* 72*t* *APT*68*t*	Oil Engines 4S.C.SA 12Cy.$16\frac{9}{16}$″–$25\frac{3}{16}$″ 318NHP KobeSteelWorks,Ld.Kobe	16 ″ 4	
31573 164464 GYKK	**San Adolfo** *OilEng.* *Mchy.Aft* *ss*Bkn.No.1–39 D.F. 1*Dk* 2nd *dk clear of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	7365 6651 4376	✠100A1 8,41 ~~12,40~~ ✠LMC CS6,39 DBS~~12,40~~ ~~8,4~~11,40 *CarryingPetr*	~~Ber-~~ ~~muda~~ NYk *oleum*	*b*† $2\frac{1}{16}$ *in*	CL ~~4,38~~ 7,41 *bulk*	1935 5mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*64'157	446·0|60·3|32·0 464·5(O.L.) P95'B45'F34' FK *t DTf*26'286*t FPT*	London British 15*BHptCem* 134*t* *APT*83*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ 502NH 2DB*180lb* Hwthrn,Leslie&CoLd.Nwc	32 ″ 0 s 6 ″ 0½ 26 ″ 2¾	
31574 163582 GYGN	**San Alvaro** *Mchy.Aft* *OilEng.* *ss*Bkn.No.1–39 D.F. *Cruiser Stern* 1*Dk*,2nd *dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	7385 6668 4412	✠100A1 7,41 ~~10,40~~ ✠LMC CS5,39 DBS~~5,39~~ 7,41 ~~10,40~~ 7,41 *CarryingPetr*	~~Bkn~~ Mob *oleum*	*b*† $2\frac{1}{16}$ *in*	CL ~~N1,38~~ 7,41 *bulk*	1935 3mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	EagleOil& ShippingCo.Ld.	446·0|60·3|32·0 465·0(O.L.) P95'B45'F31' FK *CellDBuE*64'159*t*	London British 15*BH* *DTf*26'286*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ 502NHP 2DB*180lb* Hwthrn,Leslie&CoLdNwc. *FPT*134*t* *APT*81*t*	32 ″ 0 s 6 ″ 0½ 26 ″ 2¼	
31575 163566 GYCZ	**San Amado** *Mchy.Aft* *OilEng.* *ss*Fal.No.1–39 D.F. 1*Dk*,2nd *dk clear of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	7316 6604 4392	✠100A1 ~~9,41~~ ~~12,40~~ 3,42 ✠LMC CS6,39 DBS~~12,40~~3,42 6,39 *CarryingPetr*	~~Sws~~ Bkn *oleum*	*b*† $2\frac{1}{16}$ *in*	CL 11,40 *bulk*	1935 2mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*64'16	446·1|60·2|32·0 P95'B45'F32' FK 1*tDTf*26'303*tFPT*	London British 15*BH* 134*tAPT*54*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ 503NHP 2DB*180lb* J G.Kincaid&Co.Ld.Grk.	32 ″ 0 s 6 ″ 1¼ 26 ″ 1¾	
31576 164444 GYJP	**San Ambrosio** *Mchy.Aft* *OilEng.* *ss*Fal.No.1–39 D.F. 1*Dk*,2nd *dk clear of cargo tanks* *CruiserStern* *Longitudinal framing at bottom& at deck*	7410 6669 4404	✠100A1 ~~9,41~~ ~~11,40~~ 3,42 DBS3,42 ✠LMC CS12,40 ~~DBS12,40~~ ~~2,39~~ 9,41 *CarryingPetr*	~~Avn~~ Mob *oleum*	*b*† $2\frac{1}{16}$ *in*	CL ~~2,30~~ 9,41 *bulk*	1935 4mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*	446·0|60·4|32·0 464·7(O.L.) P95'B45'F31' FK	London British 15*BH* 64'159*tDTf*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ 502NHP 2DB*180lb* Hwthrn,Leslie&CoLdNwc. 26'286*tFPT*134*tAPT*79*t*	32 ″ 0 s 6 ″ 0½ 26 ″ 2¼	
31577 LCWV	**San Andres** *OilEng.* 1*Dk*	1975 1638 1106					1921	J.&K. Smit'sSchps Kinderdijk	DenNorskeMiddel- havslinje A/S (Fred.Olsen&Co.& OleR.Thoresen, *Mgrs.*)	302·0|42·2|20·3 P75*t*H242*t*F15*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.26⅜″–47¼″ 403NHP Werkspoor,Amsterdam		N
31578 FNTE	**San Antonio** *Ref.Mchy.* 2*Dks&Shelterdk* D.F. Sub.Sig. *Fitted for oil fuel*	6013 5046 2796					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5|57·3|26·7	Havre French *WB*	T.4Cy.31″,50″,(2)60″–60″ 557NHP Harland&Wolff,Ld.Bel.		V
31579 HPKL	— (*ex*NeaTyhi–39, *ex*MaidofSyra, *ss*Alx.2ndNo.3–2,39 *ex*Horncap) 1*Dk*(*Stl*) *Well deck*	*3451* *3177* *2130*	100A1 *withfreeboard* 3,42 ~~4,41~~ MS2,39	~~HKg~~ Cal LMC BS~~4,41~~ 4,42	*w*	CL ~~4,40~~ 3,42	1912 *Lloyd*	Schiffsw.v. HenryKoch Lübeck *sA&CP*	Wallem&Co. *Intermediat* *fore and after* *CellD*	361·4|50·7|21·4 P&B288'F42' FK *e bulkhead in* *hold dispensed with* *B*319'811*tFPT*142*t*	Panama Pnamanian *Cem* 4*BHonly* *APT*62*t*	T.3Cy.25⅜″,41¾″&68⅞″–43⅜″ 200lb (*s*) 385NHP 2SB,*6cf*,GS113,HS4993 FD OttensenerMaschf.Altona	23 ″ 11 s2 ″ 7¾ 21 ″ 6	
31580 219593 KUCM	— (*ex*LakeIkatan) 1*Dk*2*trB* D.F. Sub.Sig. *Fitted for oil fuel*	2689 2329 1667	✠ … 9,20 ✠				1920 4mo	Manitowoc S.B.Co. Manitowoc	SouthernS.SCo.	253·5|43·9|25·9 P25'B65'F26' FK	Phildlphia Utd.States *WB*	T.3Cy.21″,35″&59″–42″ 326NHP NordbergMfgCo.M'lw'kee	28 ″ 5	R †
31581 PHIF	— 3Mst *OilEng.* *ss*Rot.2ndNo.3–7,36 1*Dk*(*Stl*)	410 327 214	✠100A1 5,41 Examined 5,41 LMC1,38 LMC(M)4,41	Liv	*k*	7,40	1909 10mo A&CP	NaamVenn Scheeps.v. J.Smit,Czn Alblasserdam	N V Hammersteins Reederijbedrijf	165·0|27·3| 9·6 Q27'RFD21' FK *CellDB*96'	Rottrdam Dutch 3*BHCem* 121*tFPT*44*t*	Oil Engines 4S.C.SA 6Cy.$11\frac{1}{16}$″–$19\frac{11}{16}$″ 71NHP NE35*fitted*1,38 Humboldt-Deutzmotoren A.G.Koln-Deutz	12 ″ 4 s 1 ″ 3¾ 12 ″ 5¼	
31582	— *OilEng.* 1*Dk*	389 283 224					1929	N.V.Indus- trieeleMaats. DeNoord Alblasserdam	Cia.Anon. Venezolana deNav.	148·7|25·3| 9·0 P41'F17'	Pto.Cabllo Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11″–17¾″ 47NHP Motorenfb."Deutz"A.G. Köln-Deutz		
31583 163590 GYJQ	**San Arcadio** *Mchy.Aft* *OilEng.* *CruiserStern* *ss*Bkn.No.1–39 D.F. 1*Dk*,2nd *dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	7419 6676 4402	✠100A1 ~~9,41~~ ~~11,40~~ 1,42 ✠LMC CS6,39 DBS1,42 12,40 *CarryingPetr*	~~Mob~~ ~~Grk~~ Mob *oleum*	*b*† $2\frac{1}{16}$ *in*	CL ~~9,38~~ 12,41 *bulk*	1935 4mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*69'16	446·0|60·2|32·0 P95'B44'F32' FK 1*tDTf*26'289*tFPT*	London British 15*BHptCem* 133*tAPT*66*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ 502NHP 2DB*180lb* Harland&Wolff,Ld.Gls.	32 ″ 0 s 6 ″ 0¾ 26 ″ 1¾	
31584 HPCI	**San Benito** 2*Dks* E.S.D. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	*3724* *3122* *2086*					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·3|46·3|29·2 P36'B102'F40'	Panama Pnamanian *WB*	Turbo-ElectricMotor BritishThomsonHouston Co.Bel.		C
31585 HPCB	**San Blas** Ⓟ Sub Sig. *Ref.Mchy.* 2*Dks* *CruiserStern* E.S.D. *Fitted for oil fuel*	3601 3118 1988					1920	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0|46·3|29·2 P37'B103'F40'	Panama Pnamanian	T.3Cy.24½″,41½″&69″–48″ 330NHP Wrkman,Clark&Co.Ld Bel		C
31586 HPCA	**San Bruno** 2*Dks&*2*ptdks* *Ref.Mchy.* *Fitted for oil fuel* E.S.D. *CruiserStern*	3604 3118 1990					1920	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0|46·3|29·2 P36'B103'F40'	Panama Pnamanian	T.3Cy.24½″,41½″&69″–48″ 330NHP Wrkman,Clark&CoLd.Bel.		C
31587 149871 GNCJ	**San Carlos** TwinSc *ss*Aru.No.3–5,39 *Mchy.Aft*	2395 1743 1242	✠100A1 ~~7,41~~ ~~6,40~~ 2,42 ~~BS6,40~~ ✠LMC5,39 *CarryingPetr* *Fitted for oil*	Aru BS7,41 *oleum* *fuel* 7	*t* *in* ,27	CL ~~R10,38~~ s11,39 P7,41 *bulk* *F.P. a*	1927 7mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast '*sA&CP* 50° F.	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Wing tanks*	305·7|50·2|14·3 P67'F34' FK *Trunk*204' *f*286*ta*356*tFPT*60	London British 7*BHptCem* *tAPT*75*t*	T.6Cy.13½″,23½″&36″–27″ 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s1 ″ 10¼ 13 ″ 3¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31588 149989 GNMJ	**San Casto** TwinSc ssCco.No.2-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	2446 1723 1246	✠100A1 10,39 BS10,39 ✠LMC6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	Cco	*l*	CL P8,38 S10,38	1928 2mo	JLThompson&Sons,Ld. Sunderland *Lloyd*'*s A&CP*	EagleOil&ShippingCo.Ld.	305·6 P83'F38' FK *Trunk*184' *Wing tanks a*30'265*tFPT*98*tAPT*72*t*	51·2	15·0	London British 8*BHptCem*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 217NHP 2SB,*6cf*,HS4209 MacColl&Pollock,Ld.Sld.	15 ″ 0 s1 ″ 6¾ 13 ″ 7½	
31589 165480 GZRP	**San Cipriano** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	7966 7201 4767	✠100A1 ~~8,41~~ ~~1,41~~ 1,42 DBS1,42 ~~DBS9,40~~ ✠LMC6,37 *Carrying Petroleum in bulk*	~~Bel~~ Avn	*c*†	CL 9,40	1937 6mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd*'*s A&CP*	EagleOil&ShippingCo.Ld.	464·9 482·5(O.L.) P94'B43'F48' FK *CellDBuE*69'164*t DTf*25'292*t FPT*140*t APT*87*t*	59·1	33·9	London British 15*BH*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s6 ″ 8½ 27 ″ 6¼	
31590 165436 GZMR	**San Cirilo** ssMob.No.1-41 *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8012 7238 4807	✠100A1 7,41 ~~11,40~~ DBS7,41 ✠LMC4,37 *Carrying Petroleum in bulk*	~~Bkn~~ Mob	*c*† 2⅛	CL 2,40	1937 4mo	Lithgows Ld. PortGlasgow *Lloyd*'*s A&CP*	EagleOil&ShippingCo.Ld.	462·8 478·7(O.L.) P97'B46'F48' FK *CellDBuE*66'161*tDTf*22'215*tFPT*149*tAPT*96*t*	61·2	33·1	London British 15*BHptCem*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s6 ″ 5¼ 27 ″ 0½	
31591 160358 GNMK	**San Claudio** TwinSc ssCco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	2712 1840 1402	✠100A1 10,41 ~~10,39~~ Examined 10,41 BS10,41 ~~BS2,41~~ ✠LMC10,35 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	~~Aru~~ Gib	*t*	CL P11,38 S10,39	1928 2mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'*s A&CP*	EagleOil&ShippingCo.Ld.	304·9 P83'F39' FK *Trunk*183' *FPT*93*tAPT*80*t*	51·2	15·1	London British 9*BHptCem*	T.6Cy.14",23"&38"-24" (*s*) 180lb 226NHP 2SB,*6cf*, HS4480 ShieldsEng.Co.Ld.N.Shl.	15 ″ 0 s1 ″ 5¾ 13 ″ 8½	
31592 219320 KORB	**San Clemente** (*ex*WestMingo) 2*Dks* *Fitted for oil fuel*	5493 — 3428					1919	LsAngeles S.B.&D.D.Co SanPedro,Cal	Pacific-Atlantic S.S.Co.(StatesS.S.Co.*Mgrs.*)	410·0 P43'B115'F47'	54·4	27·2	Portlnd,Or Utd.States *WB*	T.3Cy 29¼",47"&78"-48" LosAngelesS.B. &D.D.Co.SanPedro,Cal. 422NHP		R
31593 44005 JWTL	**San Clemente Maru** *Carrying Petroleum in bulk OilEng.* *Mchy.Aft* 2*Dks*	7335 6780 5285					1937	Mitsubishi JukogyoK.K Nagasaki	MitsubishiShoji Kaisya,Ld.	431·8 P102'B34'F43'	57·4	35·7	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28⅜"-49 3/16" 839NHP MitsubishiJukogyoK.K.		C
31594 142290 MKBL	**San Dario** (*ex*Teakol) TwinSc ssShl.No.3-4,30 D.F. ssBknNo.2-38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1137 880 584	✠100A1 *with freeboard* 3,42 ~~2,41~~ Examined 3,42 BS3,42 ✠LMC4,38 ✠NE&B11,22 ~~BS2,41~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	~~Bkn~~ Bkn	*n*	CL ~~8,39~~ P2,41 S3,42	1918 1mo	Short Bros. Ld. Sunderland *Lloyd*'*s A&CP*	EagleOil&ShippingCo.Ld.	210·0 220·0(O.L.) P70'F57' FK *Middle line bulkhead not oil-tight* *CellDBuE*34'55*tDTf* 21' 189*t FPT*35*tAPT*71*t*	34·8	16·6	London British 12*BHptCem*	T.6Cy.9½",15½"&26"-18" (*s*) 180lb 85NHP 2SB,*4pf*,GS61,HS1628 AilsaS.B.Co.Ld.Troon	16 ″ 6 s1 ″ 3¼ 15 ″ 3¾	
31595 166580 GNNY	**San Delfino** *OilEng.* ssNwc.No.3-8,40 D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8072 7236 4800	✠100A1 ~~2,41~~10,41 DBS8,40 ✠LMC8,40 *Carrying Petroleum in bulk*	~~Avn~~ Nwc	*c*† 2⅛	CL 6,40	1938 9mo	Furness S.B.Co.Ld Haverton Hill-on-Tees *Lloyd*'*s A&CP*	EagleOil&ShippingCo.Ld.	463·0 479·0(O.L.) P97'B45'F45' FK *CellDBuE*66'159*tDTf*22'248*tFPT*129*tAPT*95*t*	61·2	33·1	London British 17*BHptCem*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP 2DB*180lb* Hwthrn,Leslie&Co.LdNwc	33 ″ 3 s6 ″ 5¼ 27 ″ 1¼	
31596 166623 GKKW	**San Demetrio** *OilEng* D.F. 1 *Dk*, 2*nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8073 7234 4815	✠100A1 12,41 ~~4,41~~ ✠LMC12,38 *Carrying Petroleum in bulk*	~~PGl~~ Bkn	*c*† 2⅛	CL	1938 12mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd*'*s A&CP*	EagleOil&ShippingCo.Ld.	463·2 479·3(O.L.) P97'B44'F47' FK *Cell DBuE*71'162*tDTf*22'256*tFPT*136*tAPT*96*t*	61·2	33·1	London British 17*BHptCem*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s6 ″ 5¼ 27 ″ 0½	
31597 219607 KLHA	**San Diegan** TwinSc (*ex*Mazatlan-37) *OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	987 — 589					1920	L'ng Beach S.B.Co. LongBeach, Cal.	Star&Crescent BoatCo.	164·3	34·1	17·8	SanDiego Utd. States	Oil Engines 4S.C.SA 12Cy.14"-18" 229NHP WintonEng.Wks. SanFrancisco,Cal		R
31598 FNTL	**San Diego** *Ref.Mchy.* 2*Dks&Shelter dk* Sub.Sig. D.F. *Fitted for oil fuel*	6013 5059 2796					1930	Harland&Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31",50",&(2)60"-60" 557NHP Harland&Wolff,Ld.Bel.		V
31599 216794 KJSQ	— Wood *Fitted for oil fuel*	1487 — 835					1918	Mathews' S.B.Co. Hoquiam, Wash.	Wood&Hart,Inc.	237·3	44·7	16·8	S.Frncisco Utd.States	T.3Cy.14",22"&40"-30" 88NHP LlewellynIronWorks, LosAngeles		
31600 33300 JQJB	**San Diego Maru** *OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	7269 6829 5000					1928	Mitsubishi Zosen Kaisha,Ld. Nagasaki	MitsubishiShoji Kaisya,Ld.	430·0 P114'B33'F17'	57·0	34·5	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP MitsubishiZosenKaisha, Ld.Nagasaki		C
31601 EGMB	**San Eduardo** (*ex*Hercules) IronSc	300 — 124					1917	....	A.T.Vega	151·7	19·7	11·5	Gijon Spanish	T.3Cy.12",18"&31"-28" 51NHP A.G.Weser,Bremen		
31602 167176 GKKV	**San Eliseo** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8042 7228 4786	✠100A1 ~~2,41~~ ~~12,40~~ 1,42 ✠LMC2,39 *Carrying Petroleum in bulk*	~~Bkn~~ ~~Mob~~ Bkn	*c*† 2⅛	CL	1939 2mo	Lithgows Ld. PortGlasgow *Lloyd*'*s A&CP*	EagleOil&ShippingCo.Ld.	462·4 478·6(O.L.) P97'B45'F47' FK *CellDBuE*66'161*tDTf*22'218*tFPT*130*tAPT*96*t*	61·2	33·1	London British 17*BHptCem*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s6 ″ 5¼ 27 ″ 0½	
31603 167216 GRGL	**San Emiliano** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8071 7234 4814	✠100A1 ~~6,41~~ ~~1,41~~ 3,42 ✠LMC4,39 *Carrying Petroleum in bulk*	~~Bkn~~ ~~Mob~~ Bkn	*c*† 2⅛	CL 6,41	1939 4mo	Harland&Wolff,Ld. Glasgow *Lloyd*'*s A&CP*	EagleOil&ShippingCo.Ld.	463·2 479·4(O.L.) P97'B44'F47' FK *Cell DBa*71'156*tDTf*22'258*tFPT*138*tAPT*100*t*	61·2	33·1	London British 17*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP 2DB*180lb* Harland&Wolff,Ld.Gls.	33 ″ 3 s6 ″ 5¼ 27 ″ 0½	
31604 167214 GRRT	**San Ernesto** *OilEng.* D.F. 1*Dk*, 2*nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8078 7236 4804	✠100A1 ~~3,41~~ 12,41 ✠LMC3,39 *Carrying Petroleum in bulk*	~~Bal~~ Avn	*c*† 2⅛	CL	1939 3mo	Furness S.B.Co.Ld Haverton Hill-on-Tees *Lloyd*'*s A&CP*	EagleOil&ShippingCo.Ld.	463·0 479·0(O.L.) P97'B46'F45' FK *CellDBuE*66'159*tDTf*22'248*t FPT*129*tAPT*95*t*	61·2	33·1	London British 17*BHptCem*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s6 ″ 5½ 27 ″ 1¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	7" Dat. de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.R.of Trade
31605 146560 GFWJ	**San Fabian** ssBkn.No.3-3,35 ssShl.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	13031 12555 8216	✠100A1 *Shelter dk* *withfreeboard* 1,42 ~~1,40~~ ~~BS11,40~~ ✠LMC9,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	~~Mob~~ Bkn BS8,41	*h*†	CL 3,39	1922 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'sA&CP	EagleOil& ShippingCo.Ld. *CellDBuB*13'202*t DTf*50'512*t FPT*243*tAPT*70*t*	530·5 552·0(O.L.) B39'*onShelter dk* FK	69·4	42·2	London British *ptCem* 15*BHtoS dk* 8 „ „ *U* „	3 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb 978NHP 5SB(Spt),*15cf*,GS300, HS12475 FD WllsndSlipwayCoLd.Nwc	42 ″ 3 s10 ″ 3½ 32 ″ 2¼	
31606 145252 GFJZ	**San Felix** ssFal.No.3-5,34 ssShl.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk* D.F. (*Stl*)&*Web frames* *Longitudinal framing*	13037 12550 8207	✠100A1 *Shelter dk* *withfreeboard* ~~10,41~~ ~~4,41~~ 5,42 Examined 5,42 ~~BS4,41~~ ✠LMC4,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	~~NYk~~ Bkn BS5,42	*h*†	CL N2,39	1921 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'sA&CP	EagleOil& ShippingCo.Ld. *Cell DBuB*43'202*tDTf*50'512*t FPT*243*t APT*70*t*	530·4 557·0(O.L.) F39' *Shelter dk* FK	69·4	42·2	London British *ptCem* 15*BHtoS dk* 8 „ „ *U* „	3 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb 978NHP 5SB(Spt),*15cf*,GS300, HS12229 FD Wllsnd.Slpwy.Co.Ld.Nwc.	42 ″ 3 s10 ″ 3½ 32 ″ 2¼	
31607 143056 GQXT	**San Florentino** ssBkn.No.3-2,32 ssBkn.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*& D.F. *Shelter dk*(*Stl*) *Longitudinal framing*	12842 12353 8107	✠100A1 *Shelter dk* *withfreeboard* 2,41 ~~4,40~~ ~~BS8,39~~ ✠LMC8,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,19 *F.P. above* 150° F.	Bkn Mob 2,41	*h*†	CL 4,40	1919 4mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd*'sA&CP	EagleOil& ShippingCo.Ld. *CellDBuB*39	530·4 553·0(O.L.) F28' FK	68·6	42·0	London British *ptCem* 14*BHtoS dk* 8 „ „ *U* „ 178*t DTf*52'	3 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb 958NHP 5SB(Spt),*15cf*,HS12229 FD WllsndSlpwy.Co.Ld.Nwc 358*tFPT*190*tAPT*54*t*	42 ″ 3 s10 ″ 3 32 ″ 3¼	
31608 FNTI	**San Francisco** *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*&*Shelter dk*	6013 5046 2796					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31″,50″&(2)60″-60″ 557NHP Harland&Wolff,Ld.Bel.		V
31609 5701 SGCN	— **TwinSc3Mst** *OilEng.* ssMmo.No.3-7,28 ssLkr.No.2-36 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '40	*4933* — *3073*	✠100A1 *Shelterdk* *withfreeboard* 1,42 ~~2,41~~ Examined 8,41 DBS7,41 ✠LMC3,36 ✠LMC(M)6,38	~~PNe~~ Alx	*x* Liv	OG P6,40 S1,41	1915 6mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'sA&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDBa*63'*uE*37'*f*212' 1138*t FPT*	362·0 376·3(O.L.)	51·2	22·6 31·1 FK	Stockholm Swedish *ptCem* 6*BHptAsp* 74*t APT*53*t*	Oil Engines 4S.C.SA 12Cy.21¼″-28¾″ 528NHP DB-*80lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 9 ″ 4½ 24 ″ 10	
31610	— **TwinSc** (*ex*Dr.Kemmerich) 1*Dk*	653 — 399					1912	Stocks& Kolbe Kiel	Cia.Uruguaya deNav.Lda.	182·2 B25'F24'	30·4	8·3	Bns.Aires Argentine *WB*	T.6Cy10¼″,15¾″&25$\frac{6}{16}$″-15¾″ Christensen& 53NHP Meyer,Harburg		
31611 24755 JIYD	**San Francisco Maru** ssKob.No.3-1,31 ssKob.No.2-39 2*Dks*(*Stl*)&*Awngdk*(*Stl*)	5831 5586 4227	✠100A1 *Awng dk* *withfreeboard* 10,40 ✠LMC10,40 *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Kob	*y*	OG 9,40	1919 3mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	YamashitaKisen K.K. *Collision BHtoAwng dk* *Cell DB* 334' 1118*t FPT*	385·0 FK	51·0	36·0	Kobe Japanese *ptCem* 5*BHtoU dk* 126*tAPT*98*t*	T.3Cy.26″,43½″&72″-48″ (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
31612 129462 VTGW	**San Francisco Xavier** Ⓟ ssBom.2ndNo.3-10,38 1*Dk*(*Teak*)&*Shadedk*(*Teak*)	339 267 152	✠ A1 7,41 ~~7,40~~ ~~BS7,40~~ ✠LMC10,38 *River&Coast service Bombay& Goa*	Bom BS7,41	*g*	CL N7,40	1910 1mo	Greenock& Grngemouth DockyardCo. Greenock *Lloyd*'sA&CP	IndianCo-operativeNav.&Tradng Co.Ld.	170·0 F36' FK	26·1	9·0	Bombay British 5*BHCem*	T.3Cy.14″,22″&36″-21″ (*s*) 180lb 66RHP 1SB,*3cf*,GS60,HS2120 Muir&Houston,Ld.Gls.	9 ″ 6 s2 ″ 5 7 ″ 4	
31613 146148 GFPK	**San Gaspar** ssFal.No.3-6,34 ssBkn.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Webframes* *Longitudinal framing*	12910 12450 8152	✠100A1 *Shelter dk* *withfreeboard* ~~8,41~~12,41 ✠LMC MS8,38 BS3,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	~~Mob~~ Bkn	*h*†	CL 2,41	1921 11mo	Palmers' Co.Ld. Newcastle *Lloyd*'sA&CP	EagleOil& ShippingCo.Ld. *CellDBuB*38'143*t DTf*54'407*t FPT*203*t APT*40*t*	530·2 552·5(O.L.) F40 *on Shelter dk* FK	68·5	42·1	London British 22*BHptCem* (15 *to Sh dk* 7 „ *U* „)	3 Steam Turbines DR geared to 1 Sc. Shaft 200lb (*s*) FD 913NHP 5SB(Spt),*15cf*,GS302, HS11595 Palmers'Co.Ld.Newcastle	42 ″ 3 s10 ″ 2½ 32 ″ 3¾	
31614 146518 GFWK	**San Gerardo** ssBkn.No.3-11,33 ssFal.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	12915 12450 8150	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~2,40~~ Examined 10,41 BS5,41 ✠LMC7,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	~~Bkn~~ NYk Bkn	*h*†	CL ~~7,38~~ 4,41	1922 2mo	Palmers' Co.Ld. Newcastle *Lloyd*'sA&CP	EagleOil& ShippingCo.Ld. *CellDBuB*38'143*t DTf*54'407*t FPT*203*t APT*40*t*	530·2 552·5(O.L.) F40 *on Shelter dk* FK	68·5	42·1	London British 22*BHptCem* (15 *to Sh dk* 7 „ *U* „)	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 913NHP 5SB(Spt),*15cf*,GS302, HS11595 Palmers'Co.Ld.Newcastl	42 ″ 3 s10 ″ 2½ 32 ″ 4	
31615 HPCC	**San Gil** *Fitted for oil fuel* E.S.D. *Ref.Mchy.* *CruiserStern* 2*Dks*&2*ptDks*	3598 3114 1992					1920	Workman. Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0 P36'B103'	46·3	29·2	Panama Pnamanian *WB*	T.3Cy.24½″,41½″&69″-48″ 33 NHP Wrkman,Clark&Co.LdBel		C
31616 159 ITRR	**San Giorgio** Ⓟ ssTri.No.3-2,21 *Fitted for oil fuel* 1*Dk*	364 292 140	✠ ... 1,24 ✠				1914 7mo	Stabilmnto Tecnico Trieste	"Istria-Trieste" Soc.Anon.diNav.	174·3 F30'	24·6	11·6 BK7"	Trieste Italian *WB*	T.3Cy.15½″,25″&41″-24″ 134NHP StabilimentoTecnico,Tri.	12 ″ 6	I †
31617 997 ITRX	— **WoodAuxSr** (*ex*SailingVessel,*ex*Gabbiano) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	326 303 282					1919	Soc.Costruzione e Nav.Velieri Viareggio	A.Finocchiaro	132·7	28·1	13·6	Genoa Italian	Oil Engines 2S.C.SA 4Cy.12⅝″-14″ 112NHP E*made*18*fitted*33 "Densil"A.S.Motorenfabriken,Aalborg		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dates of B.of TradeCert.
31618 2182 IBZL	San Giovanni Battista Ⓟ (exIngoma-37) ssBkn.2ndNo.3-9,32 2Dks(Stl)&3rddk(Stl)inNo.1hold	5628 4567 3523	✠ 10,37 ✠	Lon	z		1913 7mo	D&WHendersn&Co.Ld. Glasgow	Cia.Ligure di Navigazione CellDBa102' uE&B67'f163'96	415·4 | 52·2 | 28·5 400·6 P34'B160'F50' FK 6tDTa26'615t FPT	Genoa Italian 8BHCem 63tAPT22t	T.3Cy.26½",46"&76"-54" 616NHP 2DB&1SB,15cf,GS316, D&WHendersn.&CoLdGls	31 ″ 0	I †
31619 935 ICGB	San Giuseppe (exWarTrefoil) ssGen.No.3-12,30 D.F. ssGen.No.2-39 Cargo battens not fitted	5074 4665 2998	✠100A1 12,39 ✠ ✠LMC MS4,39 BS7,39	Rot	y	CL 12,39	1917 10mo Lloyd'sA&CP	Harland&Wolff,Ld. Belfast	Soc.Anon.per l'Industria ed il CommercioMarittimo "NovaGenuensis" CellDB	413·2 | 52·3 | 28·4 P49'B113'F38' FK 345' 1106t FPT118t	Genoa Italian 7BHptCem APT185t	T.3Cy.27",44"&73"-48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s 6 ″ 1½ 25 ″ 3	
	Now "Aneroid," see No. 35548 in Supplement		NO LATER SURVEY			REPORTED								
31620 292 ICGD	San Giusto Ⓟ TwinSc OilEng. 1Dk	861 567 382	✠ … 3,31 ✠				1929 1mo	Odero-Terni LaSpezia	"Istria-Trieste" Soc.Anon.diNav.	224·5 | 30·6 | 11·8 215·7 13·5 F96' BK8"	Trieste Italian WB	Oil Engines 2S.C.SA 8Cy 15¾"-19$\tfrac{11}{16}$" 350NHP Soc.Anon.Fiat-Stab. GrandiMotori,Turin	15 ″ 4	I †
31621 149864 [illegible]	San Gorg (exMersdon-35, exKilmersdon)	615 491 258					1919	Smith'sDk Co.Ld. SouthBankonTees	FrancisColeiro	170·0 | 30·0 | 15·7	Malta British	T.3Cy.16",26"&44"-26" 99NHP Smith'sDockCo.Ld.		C
	Now "Gaizka," see No. 36759 in Supplement													
31622 XNAY	San Hsing (exKwangTah-33, exFushun) 3Dks	2474 2166 1533					1883	W.B. Thompson Glasgow	SanHsingS.S.Co.	280·0 | 40·0 | 17·9 B76'F30' 25·4	Shanghai Chinese WB	C.2Cy.36"&72"-48" 299NHP W B.Thompson,Dundee		
31623 200468 KJXS	San Jacinto Ⓟ TwinSc 3Dks Fitted for oil fuel	6069 — 3870					1903	Delaware RiverCo. Chester,Pa.	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.Mgrs.)	380·0 | 53·0 | 24·7	NewYork Utd.States	T.6Cy.23".39"&66"-42" NE22 564NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
31624 LOJD	San Jorge 1Dk. D.F. E.S.D. GyC. Fitted for oil fuel Mchy.Aft CruiserStern Ref.Mchy. Longitudinal framing Carrying Petroleum in bulk	10006 8709 5831					1938	Blohm&Voss,K.a.A. Hamburg	ArgentineGovernment(Yacimientos Petroliferos Fiscales)	528·7 | 61·9 | 35·0 P146'B66'F44'	Bns.Aires Argentine WB	T.3Cy.36¼",59$\tfrac{1}{16}$"&98$\tfrac{7}{16}$"-59$\tfrac{1}{16}$" HS14208 1016NHP Gutehoffnungshütte Sterkrade		G
31625 FNTM	San José Sub.Sig. 2Dks&Shelterdk Ref.Mchy. D.F. Fitted for oil fuel	6013 5046 2796					1930	Harland&Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5 | 57·3 | 26·7	Havre French WB	T.4Cy.31",50"&(2)60"-60" 557NHP Harland&Wolff,Ld.Belfast		V
31626 212635 KDAJ	--- Ⓟ Ref.Mchy. 3Dks&Shelterdk4trb Sub.Sig. D.F. Fitted for oil fuel	3358 1345 1938					1904	Workman,Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	330·0 | 44·6 | 31·6	NewYork Utd.States WB	T.3Cy.25",41"&68"-48" 320NHP Wrkman,Clark&Co.LdBel		C
31627 HPSJ	San Juan Ⓟ ssN.Yk.3rdNo.3-7,36 Ref.Mchy. ssN.Yk.No.1-41 1Dk&Spardk(Stl-ws) &Webframes	3512 3051 2194	✠100A1 Spar dk 4,41 ✠NB2,19 ✠LMC4,41 Lloyd'sRMC3,41 for temp. 18° F. Fitted for oil fuel 2,19 F.P. above 150° F.	NYk	u	CL 3,40	1900 1mo A&CP	Harlan&Hollingsworth Co. Wlmgtn,Del.	SanJuanShipping Co.Inc. CellDBa86'uE&	317·0 | 42·0 | 20·1 27·8 P49'B116'F33' FK B60'f124'543tFP	Panama Pnamanian 6BHCem T128tAPT	T.3Cy.24",38"&62"-42" (r) 180lb 180lb NDB19 352NHP 2SB,6cf,GS104,HS5230 FD Harlan&HollingsworthCo. 68t Wilmington,Del.	26 ″ 9 s 5 ″ 8¾ 21 ″ 7	
31628	— OilEng. 1Dk	389 283 224					1929	N.V.IndustrieeleMaats. DeNoord Alblasserdam	Cia.Anon. Venezolana deNav.	148·7 | 25·3 | 9·0 P41'F17'	Pto.Cabllo Venezuelan WB	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP Motorenfb."Deutz"A.G. Köln-Deutz		
31629 EEOS	San Juan II (exSta.Ursula-35, exGadir-34) ssLaP.No.3-7,31 ssLaP.No.1-36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	552 372 277	✠ ~~…~~ ~~9,41~~ ✠~~LMC6,39~~ ✠NE&Bmade09refitted 2,34	LaP		CL 6,39	1919 3mo	Echevarrieta&Larrinaga Cadiz	~~AdolfoRamirez Escudero~~ CellD	163·0 | 25·5 | 10·3 164·5 26·2 FK Q94'B11'F25' Bf92'136t FPT43t	SantaCruz Teneriffe Spanish 3BH APT7t	T.3Cy.12½",21"&35"-26"(s) 180lb 81NHP 1SB,3pf,GS50.HS1420 ShieldsEng.&D.D.Co.Ld. N.Shl.	12 ″ 10	
31630 2272 ICGW	San Leonardo (exLulca-39, exKabinga-38) ssNwc.2ndNo.3-3,34 ssGen.No.1-39 2Dks(Stl)&deepframing &Shelterdk(Stl)	4657 4430 2925	✠100A1 Shelter dk withfreeboard 2,40 ✠LMC BS6,39 MS9,39	Ant	z	CL 8,39	1907 7mo Lloyd'sA&CP	Armstrong Whitworth &Co.Ld. Newcastle	Cia.Ligure di Navigazione	400·0 | 52·1 | 27·0 FK	Genoa Italian 6BHCem CellDBa123	T.3Cy.27",45"&75"-48" (s) 180lb 477NHP 3SB,9cf,GS173,HS6492 FD N.E.MarineEng.CoLdNwc uE&B63'f154'971tAPT29t	29 ″ 9 s 3 ″ 8¼ 26 ″ 2¾	
	Now "Reigh Count," see No. 33313 in Supplement		NO LATER SURVEY			REPORTED								
31631 HPQN	San Luciano (exArgyll-40) ssS.Fo.3rdNo.3-9,30 ssL.An.No.2-38 2Dks(1Stl&UIrn-ws)& webframes	2953 2626 1880	✠100A1 3,42 ~~2,41~~ BS3,42 ~~BS2,41~~ ✠LMC12,38 CarryingPetroleum in bulk Fitted for oil fuel 5,03 F.P. above 150° F.	LAn	u	CL 1,41	1892 6mo A&CP	W.Gray&Co.(Ld.) WHartlepool	Cie.DuBoleo	320·2 | 40·7 | 24·4 P31'B80'F37' BK10" CellDBuE	Panama Pnamanian 12BHCem &B52'125t	T.3Cy.25",40⅝"&65"-42"(s) 160lb 283NHP 2SB,6cf,GS112,HS4380 CenMarEWks(Ld),WHpl.	27 ″ 0	
31632 1755 ICFZ	San Luigi (exBalcraig-32, exVancouver) ssGls.2ndNo.3-6,30 D.F. 1Dk(Stl)&Spardk(Stl) &deepframing	4356 4132 2691	✠ … 10,34 ✠	Gls	x		1905 10mo	Barclay,Curle&Co.Ld Glasgow	Soc.Anon.Marittima"SanPietro" CellDBa124'uE2	387·6 | 50·0 | 19·1 376·0 27·1 P34'B111'F43' FK 4'f165'889tDTa30'	Genoa Italian 6BHCem 726tAPT75t	T.3Cy.25",41"&68"-48" 416NHP 2SB,6cf,GS129,HS5882 Barclay,Curle&Co.Ld.Gls.	29 ″ 8	I †
31633 HRDB	San Luis (exAux.Sc.Caterina-36, exLuisaVerderame) OilEng. Mchy.Aft 1Dk	607 597 479					1920	Wortelboer &Co. Westerbroek	L.&A.Garcia&Co. (L.Garcia,Mgr.)	167·3 | 28·6 | 12·4 P42'F33'	Puerto Cortes Honduran WB	Oil Engines 4S.C.SA 6Cy.12½"-16" 91NHP NE36 Atlas-ImperialDiesel Eng.Co.Oakland,Cal.		R
	Now "Annette," see No. 35554 in Supplement													
31634 33977 JRDB	San Luis Maru Carrying Petroleum in bulk OilEng. Mchy.Aft 2Dks	7269 6829 5001					1928	Mitsubishi ZosenKaisha, Ld. Nagasaki	MitsubishiShoji KaisyaLd.	430·1 | 57·0 | 34·5 P99'B33'F44'	Tokyo Japanese WB	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP MitsubishiZosenKaishaLd		C

1 Numero l'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
31635 1648 ICGE	**San Marco** (*ex*WarSummit) D.F. *1Dk*	3076 2819 1832					1919	WoodSkinner&Co.Ld. Newcastle	Soc.Anon.Cooperativa di Nav. "Garibaldi"	340·1 331·3 P33'B100'F29'	46·7	23·2	Genoa Italian *WB*	T.3Cy.25",41"&68"–45" 310NHP N.E.MarineEngCoLdNwc		I
31636	**San Martin** TwinSc *OilEng.*	544 — 334					1884	Napier, Shanks&Bell Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	240·0	34·2	10·6	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy16½"-18⅞"NE21 192NHP C.&G.BolindersCo.Skm.		
31637 FNTX	**San Mateo** Sub.Sig *3Dks* D.F. *Fitted for oil fuel*	5947 5046 2730					1931	Harland&Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31",50"&(2)60"–60" Harland&Wolff,Ld.Belfast		V
31638 213201 KDBE	— *2Dks&2pt dks* D.F. *Ref.Mchy.* *Fitted for oil fuel*	3289 2849 1878					1915	Workman, Clark&Co.Ld. Belfast	MunargoLineCo.	315·2 P33'B75'F39'	44·2	28·8	NewYork Utd.States *WB*	T.3Cy.23½",39½"&66"–48" 302NHP Wrkman,Clark&Co.Ld.Bel		C
31639 222386	— (*Ferry–Screw fore & aft*)	1782 — 1120					1922	Bethlehem S.B.Corp.Ld. SanFrancisco Cal.	PugetSoundNav. Co.	216·7	24·1	17·3	S.Frncisco Utd.States	T.3Cy.19",32"&54"–36" 175NHP LlewellynI.Wks. LosAngeles,Cal.		
31640 LOFD	**San Matias** (*ex*AstraIII-37) *ss*B.As.No.2–36 *Mchy Aft* *2Dks(Stl)&Webframes* *Bracketless system* *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	5518 4869 3146	✠ … 6,37 ✠	BAs	*y*		1928 2mo	Cant.Nav. Triestino Monfalcone	Argentine Government(Yacimientos Petroliferos Fiscales) *CellDBuE&* *B83'394tDT*	396·4 P105'B38'F41' FK *f36'207t FPT131t*	55·2	29·8	Bns.Aires Argentine 14*BHptCem* 4 *to 2nd dk* *APT112t*	T.3Cy.27½",46"&77"–54" 631NHP 3SB,*9cf*, ,HS9615 D.Rowan&Co.Ld.Glasgow	30 ″ 0	
31641 136669 GQXM	**San Melito** *ss*Bkn.No.3–1,27 *ss*Shl.No.2–35 *Mchy.Aft* *Longitudinal framing* D.F. *2Dks(Stl)&Shelterdk(Stl)* *& Web frames* *Tonnage opening closed* 1917	12286 9576 7880	✠100A1 *Shelter dk* *with freeboard* 12,40 Examined 12,40 ✠LMC12,40 *Carrying Petroleum in bulk* *Fitted for low flash oil fuel*4,14	Mob	*g*†	CL 10,39	1914 4mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	EagleOil& ShippingCo.Ld.	530·0 553·3(O.L.) FK *CellDBuB42' 176t*	66·5	33·5	London British 20*BHCem* (11 *to U dk* 9 „ *2nd* „) *DT f60'548t*	Q.4Cy.28½",41",58"&84"–54" 220lb (*r*) 793NHP 4SB,*16cf*, ,HS11392 FD Palmers'Co.Ld.Newcastle *FPT242tAPT32t*	33 ″ 6 s12″7¼ 29 ″ 1	
31642 LCXD	**San Miguel** *OilEng.* D.F. *Mchy.Aft* *2Dks*	2380 2136 1417					1920	J&KSmit's Scheepsw. Krimpen a/d Lik	DenNorske Middelhavslinje A/S(Fred.Olsen &Co.&O.R. Thoresen,*Mgrs.*)	286·2 H178*t*	39·8	24·2	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.22"–39⅖" 280NHP Werkspoor,Amsterdam		N
31643 CSAI	— *ss*Lis.No.2–39 *1Dk(Stl)&Shelter dk(Stl)* *CruiserStern*	2112 1694 1205	✠100A1 *with freeboard* ~~5,41~~ ~~9,40~~ 3,42 ✠LMC MS5,39 BS4,41	~~NYk~~ Lis	*t*	CL ~~11,38~~ 3,42	1931 2mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd *Lloyd's A&CP*	Cia.deNav. Carregadores Acoreanos *CellDBa&uE101'* *f124'50*	291·6 302·2(O.L.) P19'F29' FK 1*t FPT54t APT22t*	42·0	17·7	Ponta Delgada Portuguese 5*BHptCem* (*Coll to Sh dk* 4 „ *2nd*„)	T.3Cy.20½",34"&56"–39"(*s*) 200lb FD 263NHP 2SB(Spt)*6cf*,GS101,HS3642 Swan,Hunter&Wigham Richardson,Ld.Nwc.	19″11 s ″ 8½ 19 ″ 4½	
31644	**San Nam Hoi** Ⓟ TwinSc (*ex*NamHoi,*ex*TaiOn) *1Dk, Shade dk & Promenade dk*	1053 — 720					1891	Kwong HipLoong HongKong *Rebuilt 14 by*	SingHingSteamshipCo. KwongFab,Hong	172·3 H6*t* Kong	35·1	10·1	Canton Chinese	C.4Cy.14½",&30"–18½" 57NHP KwangHepLaung,H.Kg.		
31645 148763 GMQK	**San Nicolas** TwinSc *ss*Aru.No.3–12,38 *Mchy.Aft* *1Dk(Stl)*	2391 1743 1239	✠100A1 8,41 ~~1,41~~ BS1,41 ✠LMC12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,26 *F.P. above* 150° F.	Aru	*t*	CL 7,40	1926 5mo	Harland&Wolff,Ld. Belfast *Lloyd's A&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Wing tanks f286t* *wing*	305·7 P67'F34' FK *Trunk204'* *tanks a* ~~356t~~ *FPT60t*	50·2	14·3	London British 7*BHptCem* *APT75t*	T.6Cy.13½",23½"&36"–27" 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&WolffLd.Bel.	15 ″ 0 s1″10¼ 13″ 4	
31646	**San Ning** TwinSc *1Dk&Promenade dk*	776 281 582					1916	Kwong FookCheong HongKong	HoiTungCo.	162·7	28·0	8·6	Canton Chinese	C.4Cy.11"&22"–15" *Emade*13 38NHP TinHingEng.Co.H.Kg.		
31647 HPCD	**San Pablo** Sub.Sig. *Ref.Mchy.* *2Dks*	3305 2920 1833					1915	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	315·2 P33'B75'F39'	44·2	28·8	Panama Pnamanian *WB*	T.3Cy.23½",39½"&66"–48" 302NHP Wrkman,Clark&Co.Ld.Bel		C
31648 FNUJ	**San Pedro** *2Dks&Shelter dk* D.F. Sub.Sig. *Fitted for oil fuel*	5947 5046 2730					1931	Harland&Wolff,Ld. Belfast	Compagnie GénéraleTransatlantique	431·5	57·3	26·7	Havre French *Wb*	T.4Cy.31",50"&(2)60"–60" &LP Turbine Harland&Wolff,Ld.Bel.		V
31649 32899 JPVB	**San Pedro Maru** *Mchy.Aft* *OilEng.* *Carrying Petroleum in bulk* *2Dks*	7269 6829 5000					1927	Mitsubishi ZosenKaisha, Ld. Nagasaki	MitsubishiShoji Kaisya,Ld.	430·0 P99'B33'F44'	57·0	34·5	Tokyo Japanese	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 593NHP MitsubishiZosenKaishaLd		C
31650 968 ICGI	**San Pietro** (*ex*Primola,*ex*War Cowslip) *ss*Gen.No.1–23 D.F. *1Dk*	5199 4817 3109	✠ … 4,28 ✠				1918 12mo	Harland&Wolff,Ld Glasgow	Soc.Anon.E.V. Parodi	413·7 400·9 P49'B113'F39' FK	52·4	28·2	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 518NHP Harland&Wolff,Ld.Gls.	31 ″ 0	I †
31651 HPQH	**San Rafael** (*ex*WestMontop) *2Dks* *Fitted for oil fuel*	5402 — 3351					1919	LsAngeles S.B.&D.D.Co SanPedro,Cal	Wallem&Co.	410·0 P43'B115'F47'	54·4	27·2	Panama Pnamanian *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
31652 HIFM	— Ⓟ TwinSc (*ex*Mayan–39, *1Dk&Spar dk* *ex*Corinto–35,*ex*Caldas, *Fitted for oil fuel* *ex*GovernorForbes, *ex*Admiral vonTirpitz)	1973 1644 1161					1905	G.Seebeck Akt.Ges. Bremerhaven	F.BenitezRexach	261·1 P8'B59'H—F28'	40·0	19·5	Ciudad Trujillo Dominican *WB*	T.6Cy.14⅜",23¼"&38¼"–25⅝" 148NHP G.SeebeckA G.Bremerhvn		
31653 41262 JWWJ	**San Ramon Maru** *Oil Eng.* D.F. *1Dk2trB* *Mchy.Aft* *Carrying Petroleum in bulk*	7309 — 5438					1935	Mitsubishi JukogyoK.K Nagasaki	MitsubishiShoji Kaisya,Ld.	431·5 P95'B32'F43'	57·4	35·8	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 5Cy.28⅜"–49$\frac{3}{16}$" 699NHP MitsubishiJukogyoK.K. Nag.		C

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of T. cert.
31654 146632 GCJZ	**San Roberto** *ss*Bkn.No.3-7,35 *ss*Fal.No.1-39 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	5890 5226 3611	✠100A1 ~~6,40~~ 1,42 ~~BS6,40~~ ✠LMC6,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,22 F.P. above 150° F.*	~~Grk~~ ~~Gms~~ Nwc BS6,41	*z*	CL ~~6,40~~ ~~5,41~~ 12,41	1922 9mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	EagleOil&ShippingCo.Ld.	407·1 423·5(O.L.) P105'B37'F60' FF *CellDBuB38'57tDTf38'713tAPT30t*	52·2	31·4	London British 15*BHptCem* (10 *to U dk* 5 „ 2*nd*„)	T.3Cy.27",45"&75"-48" (*r*) 180lb 538NHP 3SB,9*cf*,GS186,HS7896 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s 5 ″ 4½ 26 ″ 4¾	
31655 HPPK	**San Simeon** (*ex*WestKatan) 2*Dks* *Fitted for oil fuel*	5561 — 3487					1919	LongBeach S.B.Co. LongBeach, Cal.	Wallem&Co.	410·5 P60'B114'F47'	54·3	27·2	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
31656 135267 GQXD	**San Tirso** *ss*Bkn.No.3-5,25 *ss*Fal.No.2-33 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for low flash oil fuel*	6236 5772 3951	✠ ... 5,38 ✠	Lon	*a*†		1913 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld.	420·6 P102'B26'F43' FK *CellDBuB24'75tDTf42'454tFPT46tAPT39t*	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 „ 2*nd* „)	Q4Cy.24",35",50½"&73"-51" 554NHP 3SB,9*cf*,GS187,HS7740 WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8	
31657 145223 GFKL	**San Ubaldo** *ss*Bkn.No.3-6,33 *ss*Shl.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5999 5475 3684	✠100A1 8,41~~12,39~~ Examined 8,41 ~~BS5,40~~ ✠LMC5,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,21 F.P. above 150° F.*	~~Mch~~ Grk BS8,41		CL ~~5,37~~ 7,41 &CP	1921 4mo	Standard S.B.Corp. Shooter's Island,N.Y.	EagleOil&ShippingCo.Ld.	412·0 P126'B35'F45' FK *CellDBuE&B68'153tDTf32'392tFPT105tAPT31t*	53·4	31·0	London British 16*BHptCem* (12 *to U dk* 4 „ 2*nd*„)	T.3Cy.27",45"&74"-48" (*s*) 180lb 544NHP 3SB,9*cf*,GS201,HS8160 FD SunS.B.Co.Chester,Pa.	31 ″ 0 s 5 ″ 9½ 25 ″ 5½	
31658 135301 GQXF	**San Valerio** *ss*Hfx.No.3-9,26 *ss*Bkn.No.2-34 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Fitted for oil fuel* *Longitudinal framing* *Carrying Petroleum in bulk*	6433 5946 4054	✠ ... 10,39 ✠	Lon	*a*†		1913 12mo	Palmers' Co.Ld. Newcastle	Anglo-Saxon PetroleumCo.Ld.	420·0 P102'B25'F42' FK *CellDBuE&B74'184tDTf39'445tFPT110tAPT28t*	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 „ 2*nd*„)	Q.4Cy.24",35",50½"&73"-51" 554NHP 3SB,9*cf*,GS171,HS7734 Palmers'Co.Ld.Newcastle	32 ″ 8	
31659	**San-Vicente** *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	394 291 231					1929	N.V.IndustrieeleMaats. DeNoord Alblasserdam	Cia.Anon.Venezolana deNav.	149·0 P41'F19'	25·2	9·2	PtoCabello Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11"-18" 38NHP Motorenfabr."Deutz"A.G. Köln-Deutz		
31660 219938 KUQK	**San Vincente** (*ex*WestKeats) *ss*Shi.2ndNo.3-7,40 2*Dks*	5597 5084 3496	100A1 ~~2,41~~11,41 LMC7,40 *Fitted for oil fuel'19 F.P. above 150°F.*	NYk	*z*	CL 2,41	1919	LongBeach S.B.Co. LongBeach, Cal.	S.S.SanVincente, Inc.	410·5 427·0(O.L.) P44'B115'F46' FK *CellDB362'1287tMT29'713tFPT134tAPTs284t*	54·3	27·2	Manila,P.I. Utd.States 7*BHptAsp*	T.3Cy.25",41½"&72"-48" 210lb (*r*) 552NHP 3SB9*cf*,HS8112 FD LlewellynIronWorks, LosAngeles	29 ″ 9 s 5 ″ 9¾ 24 ″ 2¼	
31661 36117 JJLC	**San-Yō Maru** Ⓟ TwinSc (*ex*SanyoMaru-38) *OilEng.* *ss*Kob.No.3-1,36 *ss*Osa.No.1-40 *Ref.Mchy.* GyC. 3*Dks*(*Stl*) *CruiserStern*	8360 7812 5041	✠100A1 *with freeboard* 3,41~~4,40~~ ✠LMC CS4,40 DBS~~4,40~~3,41 ~~4,40~~3,41 ✠Lloyd'sRMC~~10,40~~ 3,41 *Fitted for carrying oil 10,30 F.P. above 150° F. in deep tanks*	~~Osa~~ Kob	*d*†	CL S2,39 P4,40	1930 10mo	MitsuBishi DkydCo.Ld. Nagasaki *Lloyd's A&CP*	OsakaSyosenK.K.	446·0 F40' FK *CellDB373'1295t Tanks in way of tunnels 978tMTs36'1185tFPT96tAPT89t*	60·5	40·7	Osaka Japanese 8*BH pt Cem* (*Coll to W dk* 7 „ 2*nd*„)	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" DB*100lb* 1495NHP MitsuBishiDkydCoLdNag	40 ″ 9 s13″0¼ 28 ″ 2	
31662 136653 GQXN	**San Zeferino** *ss*Lon.No.3-5,26 *ss*Mch.No.2-34 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for low flash oil fuel* (*NOW A DEPOT SHIP*)	6430 5946 4052	✠ ... 8,37 ✠NE6,18 ✠	Bkn	*a*†		1914 3mo	Palmers' Co.Ld. Newcastle	ShellCo.of Gibraltar,Ld.	420·1 435·8(O.L.) P102'B25'F42' FK *CellDBuE&B74'184tDTf39'445tFPT110tAPT28t*	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 „ 2*nd* „)	T.3Cy.27",44"&73"-48" 519NHP 3SB,9*cf*,GS181,HS7712 Palmers'Co.Ld.Newcastle	32 ″ 8	
31663 14332 GBRY	**San Zotico** (*ex*WarKookri) *ss*Fal.No.3-3,32 *ss*Grk.No.1-36 1*Dk*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5582 4701 3370	✠100A1 ~~2,41~~11,41 Examined 2,41 11,41 ~~BS10,39~~ ✠LMC7,36 2,41 *Fitted for oil fuel 7,19 F.P. above 150° F.* *Carrying oil fuel in bulk F.P. above 150° F.*	Grk	*z*	CL 9,39	1919 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	EagleOil&ShippingCo.Ld.	400·2 410·5(O.L.) P49'B121'F39' FK *CellDBaE&B65'264tDTa35'197tDTf50'278tFPT95tAPT72t*	52·3	28·4	London British 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s4″10½ 26 ″ 4¼	
31664 1690 IBYP	**Sanandrea** (*ex*Hyrcania-32) *ss*Lon.No.3-3,21 *Mchy.Aft* *ss*Shl.No.2-29 D.F. 2*Dks*(*Stl*)&*Web frames* *Fitted for oil fuel* *CarryingPetroleum in bulk*	5077 4697 3107	✠ ... 5,34 ✠	Gen	*y*		1908 10mo	Armstrong Whitworth &Co.Ld. Newcastle	"Polena"Societa di Navigazione	400·0 387·0 P95'B25'F42' FK *CellDBuB40'96tDTf38'335tFPT53tAPT106t*	50·7	30·4	Genoa Italian 15*BHptCem* (9 *to U dk* 6 „ *M* „)	T.3Cy.26",44"&72"-48" 443NHP 3SB,*12cf*,GS208,HS7569 N.E.MarineEngCoLd.Nwc	31″10	I †
31665 LDTS	**Sanct Svithun** Ⓟ D.F. 3*Dks*	1376 661 778					1927	InternationalS.B.&E.Co.Ld. Danzig	DetStavangerske Dampskibsselskab	225·9 H241*t*	35·2	21·3	Stavanger Norwegian *WB*	C.4Cy.(2)16½"&(2)35 7/16"-35 7/16" 149NHP InternationalS.B.&E.Co. Ld.Danzig		N
31666 132992 MDQV	**Sanda** 2*Dks*	1028 927 437					1911	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	250·2 P&B159'F43'	35·2	16·6	Glasgow British *WB*	T.3Cy.20",33"&53"-39" 175NHP CaledonSB.&E.Co.Ld.Dun		C
31667 LJYW	**Sandanger** *OilEng.* 1*Dk* D.F. E.S.D. *Longitudinal framing* *Mchy.Aft CruiserStern* *Carrying Petroleum in bulk*	9432 8796 5684					1938	JLThompson&Sons,Ld Sunderland	Westfal-Larsen&Co.A/S	483·6 P102'F37'	68·3	36·2	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.28⅜"-49 3/16" 980NHP WallsendSlpwy.&E.Co.Ld		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'apres la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert.B.of Trade.
31668 LCWB	**Sandar** TwinSc *OilEng.* *ss*N.Yk.No.2-6,41 ~~*ss*Sfj.No.2-36~~ *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *CruiserStern* *Longitudinalframing-bracketless system*	7624 7038 4549	✠100A1 ~~6,41~~ ~~8,40~~ 2,42 ~~DBS11,39~~ ✠LMC12,36 *Carrying Petroleum in bulk*	~~Grk~~ ~~NYk~~Grk DBS6,41	*b*†	CL ~~5,39~~ 5,41	1928 12mo *Lloyd'sA&CP*	Akt.Burmeistr&Wain Copenhagen	ViriksRederiA/S (H.Virik,*Mgr.*) *CellDBuE70'324t* 518t	451·9 P100'B32'F42' FK *DTf45'* *FPT92tAPT144t*	59·2	33·9	Sandefjord Norwegian 16*BHptCem* (11 *to U dk* 5 „*2nd* „)	Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 624NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 7 ″ 3¾ 26″10¾	
31669 7365 SGEU	— (*ex*Bærö,*ex*Thorsa) 1*Dk*	*1135* *986* *629*					1907	Bergens Mek.Værks. Bergen	RederiA/B Norrström(Ivan Jeansson,*Mgr.*)	228·0 P27'B69'H92*t*F26'	35·3	15·7	Stockholm Swedish *WB*	T.3Cy.16½"26"&44"–30" 106NHP BergensMekVærksBergen	16″10	N
31670 LHEQ	**Sande** Wood *OilEng.* *Mchy.Aft* 1*Dk*	578 465 383					1921	Svelvik Skibsverft Svelvik	A/S Nord& Ostersjöfart (IvarW.Isaksen)	157·2 P70*t*F28*t*	31·6	14·6	Skien Norwegian	Oil Engines 2S.C.SA 4Cy.16½"–18$\frac{15}{16}$" 192NHP J&CG Bolinder'sCoLdSkm		N
31671 LDIF	**Sandefjord** (*ex*Herbjörn-37) TwinSc *OilEng.* *Mchy.Aft* *ss*Got.No.2-37 D.F. 1*Dk(Stl)*	8038 7242 4767	✠100A1 8,40 DBS8,40 ✠LMC12,37 *Carrying Petroleum in bulk* (SEE FOOTNOTE *)	Bom	*b*†	CL P11,37 S7,40	1929 2mo *Lloyd'sA&CP*	A.B.Gotaverken Gothenburg	ViriksRederiA/S (H.Virik,*Mgr.*) *CellDBuE65'278t*	441·1 459·5(O.L.) P96'F37' FK *DTf29'468tFPT113t*	59·2	35·4	Sandfjord Norwegian 10*BHptCem* *APT247t*	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 634NHP 2DB*150lb* Akt.Götaverken,Got.	35 ″ 0 s8 ″ 1 27 ″ 1½	
31672 PHIH	**Sandenburgh** Ⓟ (*ex*BatavierI-37) 2*Dks*	944 808 531					1915	Maats. Fyenoord Rotterdam	Wm.H.Müller&Co. N.V.	231·5 P&B178'F30'	33·2	13·8	Rottrdam Dutch *WB*	T.3Cy.17½",29"&46"–36" 127NHP Maats.Fyenoord,Rot.		VL
31673 165759 GKGP	**Sandhill** 3Mst *OilEng.* 1*Dk&Shelterdk* *Mchy.Aft* *CruiserStern*	586 465 276	✠100A1 *withfreeboard* 9,41 ~~11,38~~ ✠LMC~~2,38~~ 9,41	~~Nwc~~ Bel	*k*	CL ~~11,38~~ 2,41	1938 2mo *Lloyd'sA&CP*	J.Koster Hzn.Schpsw. "Gideon" Groningen	Tyne-TeesSteam ShippingCo.Ld. *CellDB114'291t*	189·6 195·9(O.L.) FK *FPT65tAPT30t*	31·6	10·9	Newcastle British 3*BHptCem* (*Coll to Sh dk* 2 „ *2nd dk*)	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP Humboldt-Deutzmotoren A.G.,Köln-Deutz	13 ″ 6 s ″ 2 13 ″ 5¾	
31674 145026 MKGB	**Sandholm** (*ex*JollyMarie) *ss*Brs.No.3-8,33 *ss*Brs.No.1-37 *Mchy.Aft* 1*Dk(Stl)* *Well deck*	363 267 133	✠100A1 12,41 ~~11,40~~ BS12,41 ~~BS11,40~~ ✠LMC3,37 *For service in the Bristol Channel, limiting port seawards Swansea* *Fitted for pumping & carrying sand in bulk*	Brs	*e*	CL 11,40	1920 9mo *Lloyd'sA&CP*	J.&D. Morris,Ld. Newcastle	HolmsSand& GravelCo.Ld.(T.R. Brown&Sons,Ld. *Mgrs.*)	135·2 Q44'B8'F18' FK *FPT35t*	23·6	10·2	Bristol British 5*BHCem* *APT12t*	C.2Cy.17"&34"–24" (*s*) 130lb 62RHP 1SB,*2pf*,GS36,HS1180 G.T.Grey&Co.Ld.S.Shields	11 ″ 0 s ″ 9½ 10 ″ 4	
31675 LETQ	**Sandnæs** Ⓟ 2*Dks*	578 272 284					1914	Stavanger Stöberi&Dok Stavanger	SandnæsDamp- skibsAktieselsk.	167·1 P158*t*H92*t*F47*t*	27·1	11·7	Sandnes Norwegian *WB*	T.3Cy.17",27"&46"–28" 112NHP StavangerStöberi&Dok		
31676 162807 MBWG	**Sandown** Ⓟ Pad *CruiserStern* 2*Dks*	684 423 280					1934	W.Denny &Bros.Ld. Dumbarton	SouthernRly.Co.	216·0 B28'	29·1	10·0	Portsmth British	T.3Cy.16",25½"&41"–63" 133NHP W.Denny&Bros.Ld.Dmb.		
31677 146167 GFBW	**Sandown Castle** *ss*Bkn.No.3-8,33 Sub.Sig. *ss*Fal.No.1-38 2*Dks(Stl)&Shelterdk(Stl)&Webframes* *Longitudinal framing* *Cargobattens not fitted in Shelter 'tween decks*	7607 7032 4707	✠100A1 *Shelter dk* *withfreeboard* 12,41 ~~5,41~~ ✠LMC MS1,38 BS6,41 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	~~Lon~~ Liv	*b*†	CL 9,39	1921 4mo *Lloyd'sA&CP*	ShortBros. Ld. Sunderland	Union-CastleMail S.S.Co.Ld.	425·5 445·0(O.L.) B130'F45'*on* FK *Shelter dk* *Collision* *CellDB357'1225tD*	56·3	36·4	London British *ptCem* *BH to Sh dk* 6 „ „ *U* „ *Ta35'* 1009*t*	3 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 220lb 642NHP 3SB.*9cf*,GS169,HS7860 FD N.E.MarineEngCoLd.Nwc *FPT108tAPT116t*	38 ″ 7 s8 ″ 3¾ 30 ″ 6	
31678 480 ITZB	**Sandrina** (*ex*Curonia-32,*ex*Pengam, *ex*Kildwick) *ss*Sou.No.3-12,20 *ss*Cff.No.2-29 *Fitted for oil fuel*	793 663 408	✠ ... 4,33 ✠				1918 10mo	Cochrane& Sons,Ld. Selby	A.Lauro	220·0 213·5 B45'F27' len20 FK	30·0	15·6	Naples Italian *WB*	T.3Cy.16",26"&44"–26" 213NHP C.D.Holmes&Co.Ld.Hull	16 ″ 5	I †
31679 LCWW	**Sandviken** Ⓟ *ss*H.Kg.No.3-1,38 D.F. *Upper dk(ptStl-teaks)* *2nddk(Stl)*	*2916* *2656* *1775*	✠100A1 *withfreeboard* 9,41 ~~2,40~~ ~~BS2,40~~ ✠LMC1,38	HKg BS~~5,41~~ 9,41	*t*	CL ~~2,40~~ 8,41	1926 2mo *Lloyd'sA&CP*	W.Hamilton&Co.Ld. Pt.Glasgow	Wallem&Co.A/S (H.J.Wallem,*Mgr*) *CellDB250'502tF*	295·0 305·0(O.L.) B72'F31' FK *PT88tAPT105t*	45·7	26·0	Bergen Norwegian *Cem* 4 *BHto2nddk* 1 „ „ *U* „	T.3Cy.20½",34"&55⅛"–36"(*s*) 180lb 244NHP 2SB,*6cf*,GS132,HS4302 Rankin&BlackmoreLdGrk	28 ″ 3 s9 ″ 8¼ 18 ″ 8¼	
31680 219414 KJXW	**Sandwich** (*ex*LakeFalun) 1*Dk2trB* Sub.Sig. *Fitted for oil fuel*	2606 2237 1612	✠ ... 11,20 ✠				1920 2mo	Detroit S.B.Co. Wyandotte	EasternS.S.Lines, Inc.	251·0 P25'B64'F23' FK *WB*	43·6	26·1	Portsmth, N.H. Utd.States	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
31681 116264	**Sandy Hook** Ⓟ IronTwinSc 1*Dk&Hurr.dk*	1519 — 1033					1889	Harlan& Hollings- worthCo. Wlmgtn.Del.	CentralRailroad Co.ofNewJersey	260·5	37·1	14·3	NewYork Utd. States	T.6Cy.22",36"&55"–28" 320NHP Harlan&HollingsworthCo.		
31682 161046 MPWS	**Sanfry** *ss*Goo.No.2-39 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	946 633 481	✠100A1 6,41 ✠LMC MS6,39 BS6,41	Goo	*l*	OG 8,40	1930 8mo *Lloyd'sA&CP*	GooleS.B. &RepgCo. (1927)Ld. Goole	~~J.Hargreaves&~~ ~~Sons(Leeds)Ld.~~ BrookShipping Co.Ld (Comben Longstaff&Co. Ld.*Mgrs.*) *CellDB126'256tFPT*	205·5 Q121'B13'F25' FK	32·2	11·8	Goole British 3*BHCem* 77*t APT33t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 148NHP 2SB,*4cf*,GS78,HS2500 Earle'sS.B.&E.Co.Ld.Hull	14 ″ 0 s 4 ″ 8½ 13 ″ 8	
31683 166270 GNGQ	**Sangara** *OilEng.* *CruiserStern* 3*Dks*	5445 4702 3196					1939	Scotts'S.B. &Eng.Co.Ld. Greenock	ElderDempster Lines,Ld.	378·0 P36'F48' 30·1	52·7	21·3	Liverpool British	Oil Engines 2S.C.DA 6Cy.23⅝"–35$\frac{7}{16}$" 1170NHP Scotts'S.B.&E.Co.Ld.Grk.		C
31684 1762 IBNM	**Sangigi** (*ex*Fiumana,*ex*Fiume) *ss*Rot.No.3-4,32 1*Dk(ptSt-ptIrn)*	3666 2957 2316	✠ ... 3,34 ✠	Tri			1911 4mo	Richardsn, Duck&Co. Stockton	"Peninsulare" Soc.Italiana di Cabotaggio *CellDBa110'uE&*	342·5 331·0 P25'B127'F31' FK *B54'f128'842tFPT*	48·3	22·0	Genoa Italian 5*BHCem* 81*tAPT84t*	T.3Cy.24",40"&65"–42" 296NHP 2SB,*6cf*,GS121,HS4546 Blair&Co.Ld.Stockton	24 ″ 7	I †
31685 24069 JSKB	**Sanka Maru**	2495 — 1508					1918	MitsuiBus- sanKaisha Uno	OguriKisenK.K.	284·5	42·5	23·0	Kobe Japanese	T.3Cy.21",34$\frac{9}{16}$"&56$\frac{1}{16}$"–33⅜" 162NHP HaseTekkosha,Osaka		C
31686 741 JQVG	**Sanko Maru** 1*Dk* D.F. *Mchy.Aft* *CruiserStern*	~~5500~~ 5461 — 3743					1939	OsakaIron Works,Ld. Osaka	DairenKisenK.K.	~~393·7~~ 396·3 P107'B23'F32'	53·8	30·5	Dairen Japanese	2 steam turbines DR geared to 1sc. shaft 550NHP HitachiSeisaku-sho		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
31687 42972 JTPL	**Sanko Maru** *CruiserStern*	4958 — 3006					1937	OsakaIron Works,Ld. Innoshima	SankoKisenK.K.	369·8	54·1	29·2	Kobe Japanese	2DR geared steam turbines 433NH IshikawajimaS.B.&E.Co. Ld.Yka.		C
31688 24536 JECI	**Sankō Maru** *Mchy.Aft* 1*Dk*	636 544 322					1919	Mitsui BussanK.K. Uno	ToaKaiunK.K.	160·5 F23'	29·0	14·7	Kobe Japanese	C.2Cy.$18\frac{1}{8}$"&$36\frac{1}{4}$"–$24\frac{1}{4}$" 54NH FarnhamBoyd&Co.Shi.		
31689 OXYH	**Sankt Ibb** Ⓟ TwinSc *OilEng.* 1*Dk* *CruiserStern*	626 329 322					1935	Frdrkshvn Værft og Flydk. Fredrikshavn	DampskibsselskabetOresundA/S (M.N.Suenson, *Mgr.*)	165·7	30·0	10·1	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 14Cy.$9\frac{3}{16}$"–$16\frac{9}{16}$" 235NH Atlas-DieselA/B,Skm.		G
31690 DRBI	**Sankt Lorenz** *Ref.Mchy* *Mchy.Aft* 1*Dk*	641 513 343					1924	Nrddtsche UnionWerke Boitzenburg	ArthurSommer (Joh.Ick,*Mgr.*)	173·1 Q52'B66'F22'	29·4	13·0	Lübeck German *WB*	T.3Cy.$13\frac{3}{8}$",$21\frac{4}{5}$"&35"–$23\frac{3}{5}$" Waggon-u. 60NH Maschinenbau A.G.Görlitz		G
31691 2056 ICFV	**Sannio** Ⓟ 4Mst (*ex*GeneralMitre-35,*ex*Artus) Sub.Sig. 2*Dks*&*Awngdk*	9834 7389 5772					1921	Bremer Vulkan Vegesack	LloydTriestino Soc.Anon.di Nav.	485·9 468·8	58·3	40·3	Genoa Italian *WB*	T3Cy$32\frac{3}{10}$",$52\frac{4}{5}$"&$86\frac{3}{5}$"–$55\frac{1}{10}$" & LP turbine 556NH BremerVulkan,Vegesack		GI
31692 412 JKTA	**Sansei Maru** Ⓟ *OilEng.* 1*Dk*(*Stl*)2nd*dk*(*Stl*)*except in foremost&aftermost holds*	3267 2724 1872	✠ ... 5,35 ✠	Drn	*v*		1931 6mo	Mitsui Bussan Kaisha,Ld. Tama	DairenKisenK.K. *CellDB*228'679*t* *Tanks in way of tunnel* 207*t FPT* 63*tAPT*102*t*	336·2 P33'B80'F31'	48·5	24·0	Dairen Japanese FK 5*BHptCem*	Oil Engines 4S.C.SA 6Cy.$21\frac{5}{8}$"–$39\frac{3}{8}$" 271NH MitsuiBussanKaisha,Ld. Tama	24 ″ 0	
31693 42616 JGML	— Ⓟ E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	2386 1830 1262					1936	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K.	284·9 Q146'F30'	42·9	21·4	Kobe Japanese *WB*	C.4Cy.(2)$11\frac{7}{16}$"&(2)$20\frac{1}{2}$"–$13\frac{3}{4}$"SRgeared&LPturbine DR geared to screw shaft 400NH UragaDockCo.Ld.Uraga		C
31694 166261 GQQN	**Sansu** *OilEng.* 3*Dks* *Cruiser Stern*	5446 4702 3196					1939	Scotts'S.B. &Eng.Co.Ld. Greenock	ElderDempster Lines,Ld.	378·0 P36'F48'	52·7	21·3 30·1	Liverpool British	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$35\frac{7}{16}$" 1170NH Scotts'S.B.&E.Co.Ld.Grk		C
31695 39276 JXFH	**Sansui Maru** Ⓟ *OilEng.* 1*Dk* *CruiserStern*	812 — 455					1934	Mitsubishi Jukogyo K.K. Kobe	SetsuyoSyosen K.K.	190·0 F38'	31·0	15·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.$16\frac{3}{4}$"–$24\frac{7}{16}$" 164NH MitsubishiJukogyoK.K. Kobe		
31696 388 ICGV	**Sant' Antioco** (*ex*SanDiego-36, *ex*Orient) *ss*Pld.No.3-9,31 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Fitted for oil fuel*	5048 4348 3024	... 5,35	SFo	*x*		1919 11mo	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	AziendaCarboni Italiani(Carlo Martinolich& Figlio,*Mgrs.*) *CellDB*336'1133*t* *MT*21' 328*t FPT*11 6*tAPT*206*t*	393·7 376·4 P54'B94'F39'	52·3	27·0 FK	Trieste Italian 6*BHCem*	T.3Cy.24",41"&68"–48" 486NH 3SB,9*cf*,HS7237 BethlehemS.B.Corp.Ld.	29 ″ 6	I †
31697 690 ITZI	**Sant' Antonio** 3Mst (*ex*Advance-33,*exAuxM.*Nobel) *OilEng.* *Mchy.Aft* 1*Dk*	374 340 305					1919	Kaldnæs Mek.Værks. Tönsberg	AugustoChecchi	153·5 Q26*t*	28·6	11·3	Viareggio Italian *WB*	Oil Engines 2S.C.SA 2Cy.$16\frac{9}{16}$"–$18\frac{7}{8}$" 97NH J&CGBolindersCoLd.Skm		I
31698 HPQM	**Santa Agueda** (*ex*Providencia-40, *ex*Olson&Mahony) 1*Dk*	1630 — 947					1907	Harlan& Hollngswrth Wlmgtn,Del.	Cie.duBoléo	224·3	41·2	20·6	Panama Pnamanian	T.3Cy.19",30"&50"–36" 150NH		
31699 239253 WDTF	**Santa Ana** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	8095 5792					1939	NwprtNws S.B.&D.D.Co NewprtNews	GraceLine,Inc.	459·0 P38'B78'F48'	63·0	40·5	Wilmgton (Del.) Utd.States *WB*	2DRgeared steam turbines 1000NH		
31700 117003 WEFZ	**Santa Barbara** Wood 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	695 612 527					1900	W.F.Stone SanFrancisco	J R.HanifyCo.	183·5	37·5	13·5	S.Frncisco Utd.States	T.3Cy.13",22"&36"–24" FultonIronWorks, 64NH SanFrancisco,Cal		
31701 239070 WDJB	**Santa Catalina** (*ex*Flying Cloud-41) D.F. E.S.D. 3*Dks* GyC. *Ref.Mchy.* *Fitted for oil fuel* *ptLongitudinal framing* *CruiserStern*	6085 5395 3597					1939	Federal S.B.&D.D.Co Kearny,N.J.	GraceLine,Inc.	439·0 P38'B75'F47'	63·2	27·5	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 screw shaft 1000NH GeneralElectricCo. Lynn,Mass.		R
31702 229337 WMDB	**Santa Clara** Ⓟ TwinSc *ss*N.Yk.No.2-38 *Ref.Mchy.* D.F. E.S.D. 2*Dks*(*Stl*)3rd*dk*(*Stl*) *except in way of No.* 4 GyC. *CruiserStern* *hold & mchy space* *Platform deck for fruit cargoes in No.* 4 *hold*	8101 — 3585	✠100A1 *withfreeboard* 2,42 ~~8,41~~ ~~10,41~~ ✠LMC MS8,37 BS~~5,41~~8,41 Lloyd'sRMC~~3,41~~ ~~10,41~~ 2,42 Nos. 4 & 5 holds for temp. 32° F. *Fitted for oil fuel* 3 30 *F.P. above* 150° F.	NYk		CL ~~SN9,28~~ PN7,40 s10,41	1930 3mo	NewYork S.B.Co. Camden,N.J. *Lloyd'sA&CP*	GraceLine,Inc. *CellDB*359'1230*t* *tanks in way of tunnels*581*tFPT*	483·3 B231'F53'	63·9	25·5 34·4 FK	NewYork Utd.States 9*BH pt Cem* (8 *to W dk* 1 ,, 2*nd* ,,) 81*tAPT*119*t*	2 steam turbines connected to electric motors&screw shafts,HS28800 (*s*)2660NH 6 WTB (Spt300lb) 300lb FI GeneralElectricCo. Schenectady,N.Y	28 ″ 8 3 ″ $10\frac{3}{4}$ 25 ″ 0	
31703 LOEH	**Santa Cruz** *Mchy.Aft* 2*Dks*&*Web frames* *Cruiser Stern* *Longitudinal framing* *Fitted for oil fuel* *CarryingPetroleum in bulk*	3934 3545 2390	✠ ... 2,25 ✠				1921 11mo	Fairfield Co.Ld. Glasgow	Argentine Government (Yacimientos Petroliferos Fiscales)	351·2 P81'B32'F46'	47·0	28·2 FK	Bns.Aires Argentine *WB*	T.3Cy.$23\frac{1}{2}$",38"&62"–42" 347NH FairfieldCo.Ld.Glasgow	28 ″ 3	
31704 DNQB	— 3*Dks* D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	3862 3112 2023					1938	Deutsche WerftAGBet Finkenwrder Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	379·7 F89'	54·8	23·8	Oldenburg German *WB*	2 steam turbinesDRgeared to1 screw shaft 918NH HS3229 AllgemeineElecGes.Berlin		G
31705 232171 WLEA	**Santa Elena** Ⓟ TwinSc 2*Dks*&*Awngdk* *Ref.Mchy.* D.F. *Fitted for oil fuel* E.S.D. GyC. *CruiserStern*	9135 — 3839					1933	Federal S.B.&D.D.Co Kearny,N.J.	GraceLine,Inc.	484·4 B&F418'	72·2	25·8	S.Frncisco Utd.States *WB*	2DR geared steam turbines GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre — Numero Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade
31706 LOIY	**Santa Elena** (*ex*steamer Sentinel II-40, *OilEng.* *ex*Sentinel) *ss*Gib.No.3-9,13 *Well deck* *ss*B.As.No.2-28 1*Dk*(*Teak*)	391 — 176	✠ 4,33 ✠	BAs	*h*		1906 6mo	Bow,Mc-Lachlan&Co. Ld. Paisley	Cia.Argentina de Navegación yComercioAfricaRio de laPlataSoc.deResponsabilidadLtda *CellDBa*31'*uE&B*	156·7 P7'Q37'B54'F25' FK 30'*f*59'147*tFPT*28*t*	25·9	9·7	Bns.Aires Argentine 4*BHCem* *APT*6*t*	Oil Engines 2S.C.SA 4Cy.16½″-18⅞″ 192NHP *Emade*37*refitted*40 J.&C G.Bolinders M.V.A/B,Skm.	12 ″ 0	
31707 EADF	**Santa Elena Martir** K (*ex*Tarcoronte-34, *ss*La.P.2ndNo.3-11,33 *ex*Quaysider) *Mchy.Aft* 1*Dk*	372 264 147	✠ 8,38 ✠	LaP			1909 8mo	Smith's DockCo.Ld. NorthShields	A.RodriguezLopez	145·4 Q58'F17' FK *FPT*61*t*	24·2	10·4	SantaCruz Teneriffe Spanish 3*BH Asp*	C.2Cy.17″&36″-30″ 82NHP 1SB,3*pf*,GS47,HS1560 ShieldsEng.Co.Ld.N.Shl	11 ″ 7	
31708 240800 WHYH	**Santa Elisa** D.F. 3*Dks* E.S.D. GyC. *Fitted for oil fuel* *Longitudinal framing* *Ref.Mchy. ptElec.welded CruiserStern*	~~6085~~ 8379 — 4930					1941	Federal S.B.&D.D. Co Kearny,N.J.	~~UnitedStates Maritime Commission~~ GraceLine,Inc.	~~430·0~~ P38'B75'F47' 441·3	~~63·2~~ 63·1	~~27·5~~ 37·4	Wilmgton (Del.) Utd.States *WB*	2steam turbinesDRgeared to1 sc shaft 1000NHP GeneralElectricCo. Lynn,Mass.		R
31709 EEHU	**Santa Eulalia Virgen** (*ex*Colon-34) *Mchy.Aft* 1*Dk*	394 301 195					1920	Gebr.Fikkers Martenshoek	A.RodriguezLopez	137·9 P51'F23' *WB*	24·7	12·1	SantaCruz Teneriffe Spanish	T.3Cy.10¼″,16¼″&26½″-20″ 32NHP Machfab.Overijn,Leiden		C
31710	**Santa Fe** (*ex*Gouverneur GénéralMerlin-41,*ex*VanOuthoorn) 2*Dks*& *Shade dk3tr B*	1543 — 954					1896	Nederl. Schps.Maats. Amsterdam	Soc.lesAffréteurs MaritimesIndochinois	278·5 P19'B46'F74'	36·5	19·2	Panama Pnamanian	T.3Cy.24″,36″&60″-42″ 233NHP NedFb.v.Wrk&Spoor,Ams		V
31711 HPHX	**Santa Helena** (*ex*Yolanda-40, *ex*Ilford-37,*ex* *ss*Rot.2ndNo.3-8,38 Iossifoglu-37, 2*Dks*(*Stl*)& *Web frames* *ex*NordAtlantic-34,*ex*Uncas) *Mchy.Aft*, *Longitudinal framing* Now "Campechano," see No. 35955 in Supplement	4680 4214 2790	✠100A1 4,41 BS4,41 ✠LMC3,39 *CarryingPetroleum in bulk Lloyd's* A&CP *Fitted for oil fuel* 3,39 *F.P. above* 150° F.	Bbo	*x*	CL N3,39	1913 6mo	Greenock &Grangem'th DkyrdCo.Ld. Greenock	Cia.Primera de Nav.Ltda. *CellDBuE&B*75'122*t*	374·2 P103'B28'F46' FK *FPT*138*tAPT*90*t*	51·2	29·0	Panama Pnamanian 16*BHCem* (11 *to U dk* 5 „ 2*nd*„)	T.3Cy.27″,44″&73″-48″ (*r*) 180lb 470NHP 3SB,9*cf*,GS195,HS8202 Rankin&Blackmore,Grk.	29 ″ 2 s 4″10½ 24 ″ 5¾	
31712 HPPU	**Santa Inez** (*ex*Falcon) 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	1832 — 1044					1908	MoranCo. Seattle, Wash	J.H.Hansen	240·4	41·0	16·5	Panama Pnamanian *WB*	T.3Cy.17″,28″&47½″-36″ 135NHP MoranCo.Seattle,Wash.		
31713 CSAY	**Santa Irene** (*ex*SantaIria, *ex*Angeln,*ex*AgnesKölln,*ex*B.W.F.) 1*Dk* *Mchy.Aft*	520 363 339					1921	Gebr. Fikkers Martenshoek	Companhia Industrial Portugueza	169·2 Q42'P43'F20' len23	24·7	10·3	Lisbon Portuguese *WB*	T.3Cy.11″,17¾″&29$\frac{1}{16}$″-17¾″ N.V.Machfb."Dok" 36NHP v/hNolden&Bulder,Delfzijl		G
31714 232101 WKER	**Santa Lucia** Ⓟ TwinSc 2*Dks*& *Awning dk* *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. E.S.D. *CruiserStern*	9135 — 3839					1933	Federal S.B.&D.D.Co Kearny,N.J.	GraceLine,Inc.	484·4 B&F418'	72·2	25·8	NewYork Utd.States *WB*	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
31715 87 IUAW	— Ⓟ 1*Dk*	452 346 142					1912	Cant.Nav. Riuniti Ancona	Soc.Partenopea Anon.diNav.	179·2	26·0	12·7	Naples Italian	T3Cy.15¾″,24$\frac{7}{16}$″&37⅜″-19$\frac{11}{16}$″ 62NHP Cant.Nav.Riuniti.Ancona		I
31716 HPOL	**Santa Maria** *ss*L.An.No.3-3,41 ~~*ss*S.Fo.No.3-4,29~~ ~~*ss*L.An.No.2-37~~ *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing* Now "Calliroy," see No. 35954 in Supplement	8432 7763 5203	✠100A1 3,41 ~~10,40~~ ~~BS3,40~~ ✠LMC~~3,37~~ 3,41 *CarryingPetroleum in bulk Lloyd's* A&CP *Fitted for oil fuel* 4,22 *F.P. above* 150° F.	LAn	*c* †	CL 1,39	1922 4mo	R.Duncan &Co.Ld. PortGlasgow	UnionOilCo.of California *CellDBuE&B*89' *DTf*36'420*t*	460·0 P122'B35'F41' FK 231*t* *FPT*118*tAPT*50*t*	60·3	35·5	Panama Pnamanian 17*BHptCem* (11 *to U dk* 6 „ 2*nd* „)	T.3Cy.28″,47½″&80″-54″ (*s*) 200lb 701NHP 4SB,12*cf*,HS10326 FD J.G.Kincaid&Co.Ld.Grk	35 ″ 6 s7 ″ 0¾ 28 ″ 8½	
31717	— (*ex*Warwick-40) 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	4469 3946 2628	✠ ... 5,21 ✠				1921 1mo	Baltimore D.D.&S.B. Co. Baltimore	NavebrasSoc. Anon.	340·1 P92'B35'F31'	49·2	28·7	R.Janeiro Brazilian	DR geared steam turbine NB37 WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 ″ 7	R †
31718 2120 ICID	— Ⓟ (*ex*Malatian-37) *ss*Liv.No.3-8,26 *Well deck* *ss*Liv.No.1-30 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in Nos.*1&2*holds* *CruiserStern*	3539 — 2206	✠ 12,36 ✠	Liv	*u*		1914 1mo	Earle'sCo. Ld. Hull	Cia.Ligure di Navigazione	337·6 P&B216'F74' FK *CellDBa*93'*uE&B*	42·3	24·3	Genoa Italian 6*BHCem* 53'*f*140'662*t*	T3Cy.20½″,35¾″&60″-42″ 343NHP 3SB,6*cf*,GS110,HS4875 Earle'sCo.Ld.Hull	26 ″ 9	I †
31719	— AuxBkn (*ex*Tacoma,*ex*GustavStein) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	490 — 367					1923	G.Schuldt Stralsund	F.Fresone	155·4	30·1	13·6	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$″-11$\frac{13}{16}$″ 82NHP MotorenwerkeMannheim A.G.Mannheim		
31720 614 IUBU	— Aux3MstSr (*ex*Maria-32,*ex*Puseyjones *OilEng.* No.2) *ss*Bkn.No.1-22 *Mchy.Aft* 1*Dk*& *Web frames* (*See Sailing Ship Register*)	390 329 264	✠ ... 1,26 ✠				1917 7mo	ThePusey &JonesCo. Wlmgtn.Del.	O.Puccinelli fuF.	136·4 129·1 P31'F26' FK	28·2	13·0	Viareggio Italian *WB*	Oil Engines 2S.C.SA 2Cy.15¾″-16½″ 87NHP JVSvensson'sMtrfbkSkm.	15 ″ 0	I †
31721 212651 KDBI	**Santa Marta** Ⓟ Sub.Sig. 2*Dks*&2*pt Dks* D.F. E.S.D. *Ref.Mchy.* *Fitted for oil fuel*	4736 3903 2718					1909	Workman, Clark&Co. Ld Belfast	UnitedFruitS.S. Corp. (United FruitCo.*Mgrs.*)	378·8 B160'F44'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27″,45″&75″-54″ 413NHP Wrkman,Clark&CoLd.Bel		C
31722 238891 WCTY	**Santa Monica** (*ex*RedJacket-41) D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *Fitted for oil fuel* *CruiserStern* *ptLongitudinal framing*	7194 — 4344					1939	Federal S.B &D.D. Co Kearny,N.J.	GraceLine,Inc.	439·0 P39'B75'F47'	63·2	27·5	Portland, ~~Me.~~ Ore Utd. States *WB*	2 steam turbinesSRgeared to1 screw shaft 1000NHP GeneralElectricCo. Lynn,Mass.		R
31723 HPRG	— (*ex*HubertSchafer-40, 1*Dk* *ex*RobertJohnson, *Fitted for oil fuel* *ex*LakeSebago)	2010 1631 1227	✠ ... 9,20 ✠				1918 5mo	ToledoS.B. Co. Toledo,O.	Cia.Maritima SamsocLtda.	252·0 P21'B64'F30' FK	43·5	18·9	Panama Pnamanian *WB*	T.3Cy.20½″,33″&54″-40″ 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	
31724 117115 KJXZ	— Wood 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	497 452 318					1902	W.F.Stone S.Francisco	Hobbs,Wall&Co.	166·0	34·0	12·0	S.Frncisco Utd.States	C.2Cy.14″&32″-24″ 42NHP FultonI.Wrks.S.Fo.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
31725 2129 IBOR	**Santa Paola** (*ex*GiovanniGalli-39, *ex*NicoleSchiaffino-37, *ss*Alg.No.3-7,26 *ex*Speaker,*ex*Savan) *ss*Alg.No.2-34 D.F. 2*Dks*(*U-Irn2nd-Stl*)	4262 3864 2661	✠ … 1,39 ✠	Gen	*x*		1913 10mo	JReadhead &Sons,Ld. SouthShields	Cia.Ligure di Navigazione *CellDBa*111′	370·0 384·0(O.L.) P83′B132′F38′ FK *uE&B*43′*f*163′890*t*	50·3	25·9	Genoa Italian 6*BHCem* *APT*31*t*	T.3Cy.28″,46″&75″-48″ 484NHP 2SB,*Scf*,GS136,HS6643 J.Readhead&SonsLd.S.Shl	28 ″ 2	I †
31726 232005 WKEK	**Santa Paula** Ⓟ TwinSc 2*Dks&Awning dk* *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. E.S.D. *CruiserStern*	9135 — 3839					1932	Federal S.B.&D.D.Co Kearny,N.J.	GraceLine,Inc.	484·4 B&F418′	72·2	25·8	S.Frncisco Utd.States *WB*	2 DR geared steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
31727 240916 WIKH	**Santa Rita** D.F. E.S.D. 3*Dks* GyC. *Ref.Mchy.* *Fitted for oil fuel* *pt Elec. welded* *CruiserStern* *Longitudinal framing*	~~6085~~ 8379 — 4930					1941	Federal S B.& D.D.Co Kearny,N.J.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ GraceLine,Inc.	~~439·0~~ P38′B75′F47′ 441·3	~~63·2~~ 63·1	~~27·5~~ 37·4	NewYork Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 1000NHP GeneralElectricCo. Lynn,Mass.		R
31728 2273 IBHL	— (*ex*Veniero-40, *ex*Panormus-39, *ss*Tri.No.3-6,29 *ex*Boheme-37, 1*Dk2trB&deep framing* *ex*Veniero, *&Shelter dk* *ex*Monginevro) D.F.	5191 3659 3199	✠ … 2,32 ✠				1908 12mo	Cant.Nav. Riuniti Palermo	Ruggiero&Merega Soc.Anon.diNav.& VittorioDeCastro	382·1 FK	50·7	23·4	Genoa Italian *WB*	T.3Cy.25″,41″&67″-48″ 390NHP G.Clark,Ld.Sunderland	34 ″ 2	I †
31729 231932 WMDA	**Santa Rosa** Ⓟ TwinSc 2*Dks&Awng dk* *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. E.S.D. *CruiserStern*	9135 — 3839					1932	Federal S.B.&D.D.Co Kearny,N.J.	GraceLine,Inc.	484·4 B&F418′	72·2	25·8	S.Frncisco Utd.States *WB*	2 DR geared steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
31730 EEQE	**Santa Rosa de Lima** (*ex*Guanche-34,*ex*Sotileza) 1*Dk*	446 307 279					1920	Corcho Hijos Santander	A.Rodriguez Lopez	148·8 P58′F24′	25·6	9·9	Santa Cruz Teneriffe *WB* Spanish	C.2Cy.12″&27″-20″ 27NHP Wm.Sisson&Co.Ld.Glr.		
31731 239355 WDWE	**Santa Teresa** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	8095 — 5792					1939	Nwprt Nws S.B.&D.D.Co NewprtNews	GraceLine,Inc.	439·0 P38′B65′F48′	63·0	27·5	Wilmgton (Del.) Utd. States *WB*	2steam turbinesDRgeared to 1 screw shaft 1000NHP NewportNewsSB&DD.Co.		R
31732 219871 KJTX	**Santacruzcement** (*ex*Pacific Cedar-34,*ex*Eastern (*Self-Unloader*) Victor) 1*Dk* Sub.Sig. D.F. E.S.D. *Fitted for oil fuel*	4782 — 2891	✠ … 9,20 ✠				1920 1mo	Mitsubishi ZosenKaisha Ld. Kobe	SantaCruzPort- landCementCo.	399·8 P39′B121′F40′ FK	54·7	27·7	S.Frncisco Utd.States *WB*	T.3Cy.26½″,44½″&75″-48″ 494NHP MitsubishiZosenKaisha, Ld.Kobe	30 ″ 0	R †
31732A 439 ICGK	**Santagata** (*ex*Taurus-35) *ss*Stv.2ndNo.3-11,32 1*Dk*(*Stl*)*&Spar dk*(*pt Irn&pt Stl*) D.F. *&deep framing*	4299 4042 2742	✠ … 1,36 ✠	Osl	*x*		1905 4mo	TyneI.S.B. Co.Ld. Newcastle	A.Lauro *CellD*	367·3 355·0 P28′B100′F35′ FK *Ba*116′ *uE*26′ *f*152′	50·1	20·0 27·9	Naples Italian 6*BHCem* 817*tAPT*58*t*	T.3Cy.25″,42″&68″-45″ 344NHP 2SB,6*rf*,GS124,HS5400 Blair&Co.Ld.Stockton	30 ″ 6	I †
31733 22 ICGO	**Santamarina Salina** Ⓟ 2*Dks*	763 556 351					1928	Cant.Nav. Riuniti Palermo	"Eolia"Soc.Anon. diNavigazione	201·2 B77′F31′	30·0	15·8	Messina Italian	T.3Cy.15⅜″,25$\frac{3}{16}$″&41⅜″ -28⅜″ 91NHP Cant.Nav.Riuniti,Ancona		I
31734 PUCE	**Santarem** Ⓟ (*ex*Eisenach) Sub.Sig 2*Dks*	6757 5020 4212					1908	Bremer Vulkan Vegesack	LloydBrasileiro	419·6 P&B286′F68′	54·5	27·8	R.Janeiro Brazilian *WB*	Q.4Cy.24″,34½″,50⅛″&72⅝″- 53⅞″ 387NHP BremerVulkan,Vegesack		VI
31735 2130 ICIS	**Santarosa** (*ex*BaronWemyss-37) *Now "Ramapo," see No. 33315 in Supplement* D.F. 1*Dk*	3027 2719 1820					1924	Dunlop Bremner&Co. LdPtGlasgow	A.T.Rosasco	344·0 332·2 P29′B97′F33′	48·1	21·9	Genoa Italian *WB*	T.3Cy.21½″,35½″&60″-39″ 225NHP D.Rowan&Sons,Glasgow		CI
31736 22574 JBWC	**Santen Maru** 1*Dk*	1210 1017 691					1918	Mitsui Bussan Uno	ToaKaiunK.K.	225·7	33·5	18·5	Kobe Japanese *WB*	T.3Cy.14$\frac{9}{16}$″,24″&40″-30″ 88NHP ImaiSeisakusho,Osaka		
31737 148549 GKYV	**Santhia** Ⓟ TwinSc *ss*Cal.No.3-1,37 D.F. 2*Dks*(*Stl*) *Weather dk*-teak s E.S.D. *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds*	7754 6719 4841	✠100A1 *with freeboard* 7,41 ~~3,41~~ ✠LMC MS8,36 BS~~11,39~~ 11,40	Bom	*c* †	CL SN2,40 P3,41	1925 2mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	BritishIndiaS.N. Co.Ld. *CellDB*373′ 1432*t* *Tank between tunn*	436·1 P44′B144′F49′ FK *els* 37′54*t* *FPT*108*t*	57·8	33·5	London British 7*BHCem* *APT*165*t*	T.6Cy.20¾″,35½″&60″-45″ 215lb (*s*) 801NHP 5SB,15*cf*,GS318,HS12125FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 ″ 6 s9 ″ 10¾ 27 ″ 0¾	
31738	**Santi** (*ex*Cocle,-40,*ex*America-37, *ex*VeraCruz-36,*ex*Santi-36, *ex*Hercule,*ex*WarGlen) 1*Dk*	2958 — 1704					1918	W.Dobson &Co. Newcastle	CiaNavieraAmaya	331·0 P33′B100′F32′	48·0	24·5	Spanish *WB*	T.3Cy.25″,41″&68″-45″ 430NHP N.E.MarineEng CoLdNwc	24 ″ 6	V
31739 HPJS	**Santiago** (*ex*EiriniN.Rallia-38, *ex*Redgate, *ss*Nwc.2ndNo.3-12,32 *ex*Gordonia) *ss*Mch.No.1-37 1*Dk*(*pt Irn&pt Stl*)2*trB&* *deepframing*3*Dk rule*	*3864* *3657* *2455*	✠100A1 9,41 ~~12,40~~ Examined 12,40 BS12,40 ✠LMC4,37	Bry Sws	*w*	CL ~~5,38~~ 9,41	1908 1mo *Lloyd*	JReadhead &Sons SouthShields '*sA&CP*	SantiagoS.S.Co. Ld. *CellD*	346·1 P30′B96′F33′ FK *Ba*115′ *u E*25′*f*148′	49·6	26·5	Panama Pnamanian 6*BHCem* 905*tAPT*65*t*	T.3Cy.25″,42″&68″-45″ (*r*) 180lb NDB28-85*lb* 331 NHP 2SB,6*cf*,GS121,HS5026 J.Readhead&Sons,S.Shl.	27 ″ 11 s 5 ″ 0¼ 23 ″ 2	
31740 CMQA	**Santiago de Cuba** (*ex*Caridad Sala,*ex*Yadkin, 1*Dk* *ex*ClaraMennig) *Fitted for oil fuel*	1685 1501 1005					1908	Akt.Ges. "Neptun" Rostock	EmpresaNaviera deCubaS.A.	261·4 P27′B65′F26′	40·1	17·3	Havana Cuban *WB*	T.3Cy.17⅞″,30½″&48″-33″ 132NHP A.G."Neptun,"Rostock		R
31741 EGPO	**Santiago Lopez** (*ex*Oceanic) *ss*Bcl.No.3-5,16 1*Dk*(*pt Irn&pt Stl*) *&deep framing*	2319 1650 1470	✠ 7,21 ✠	Bcl	*t*		1903 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	CiadeNav."Vasco- Asturiana" *CellDBa*96′	300·0 P21′B182′F33′ FK *uE&B*34′ *f*126′668*t*	44·3	18·1	Gijon Spanish 5*BHCem* *APT*70*t*	T.3Cy.22″,35″&59″-39″ 223NHP 2SB,6*cf*,GS85,HS3431 Richardsons,Westgarth& Co.Ld.Hpl.	20 ″ 6	
31742	**Santo Amaro** Ⓟ TwinSc 1*Dk*	*317* *231* *165*					1914	Murdoch & Murray,Ld. PortGlasgow	Cia.deNav. Bahiana	135·0	25·1	9·6	Bahia Brazilian	C.4Cy.12″&24″-18″ 40NHP J.G.Kincaid&Co.Ld. Grk.		
31743 411 JKQA	**Santo Maru** Ⓟ *OilEng.* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*except in* *foremost&aftermost holds*	3267 2724 1872	✠ … 5,35 ✠	Drn	*v*		1931 5mo	Mitsui Bussan Kaisha,Ld Tama	DairenKisenK.K. *CellDB*228′679*tT*	336·2 P33′B80′F31′ FK *anks in way of tunn*	48·5	24·0	Dairen Japanese 5*BHptCem* *el*207*tFPT*6	Oil Engines 4S.C.SA 6Cy.21⅝″-39⅜″ 271NHP MitsuiBussanKaisha,Ld. 3*tAPT*102*t* Tama	24 ″ 0	
31744 8760 JJUC	— Ⓟ (*ex*Diamante) *ss*H.Kg.No.1-03 1*Dk*(*Stl-ws*)*&Spar dk* (*Stl*-teaks)*&Webframes*	1890 1730 1116	✠ … 12,06 ✠	Kob	*r*		1899 1mo	Hall,Rus- sell&Co. Aberdeen	SakaiKisenK.K. *CellDB*	260·3 B62′F46′ FK *a*58′ *f*64′249*t* *FPT*	37·2	17·3 24·7	Nishino- miya Japanese 4*BHCem* 60*tAPT*31*t*	T.3Cy.22″,35″&58″-39″ 257NHP 2SB,6*rf*,GS94,HS3600 Hall,Russell&Co.Abn.	25 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Details des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou cote, si ce n'est dans le L.R. Durée,Cert.B.of Trade.
31745 216009 WQCC	**Santore** *ss*Bal.No.3–11,30 *ss*Bal.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Fitted for oil fuel 8,19 F.P. above 150° F.*	7117 6365 4498	✠100A1 ~~5,41~~~~2,40~~1,42 ✠LMC MS3,38 BS~~12,40~~1,42	Bal	c†	CL ~~4,39~~ 12,41	1918 3mo	Bethlehem SteelCorp Ld Sparro'PtMd. A&CP	OreS.S.Corp. *2IntermediateBk* *CellDBuE&B58'f*	449·1 P106'F39' FK *hds dispensed with* 320'1622t*Sidetanks*	57·2	34·3	NewYork Utd.States *5BH only* *Nos.1,2&3P*	T.3Cy.$27\frac{1}{4}$",$46\frac{5}{16}$"&76"–48" 200lb (*s*) FD 559NHP 3SB,*9cf*,GS557,HS7931 BethlehemStl.Co.Sparr'Pt. &S1950t*FPT*395t*APT*213t	37 ″ 0	
31746 449 SZMK	**Santorini** (*ex*Phenarete–34, Iron *ex*Nikolaos, *ss*Pir.3rdNo.3–3,21 *ex*Gargano, *ss*Pir.No.3–10,26 *ex*Irene) *ss*Pir.No.1–31 1*Dk*(*Irn*)&*Awng dk*(*Stl*)	708 679 443	✠ —— 2,34 ✠	Pir	*j*		1884 2mo	PearceBrs. Dundee	AntoniosG. Chalaris *DBa37'*	180·1 52t*FPT*64t	27·2	12·2 18·6 BK$7\frac{1}{4}$"	Piræus Greek *4BHCem*	C.2Cy.20"&40"–30" 1SB,*2pf*,GS38 73NHP PearceBros.Dundee	19 ″ 10	
31747 DOAT	**Santos** Ⓟ (*ex*Rapot–38) D.F. Sub.Sig. 2*Dks*	5943 5428 3669					1923	Frd.Krupp Akt.Ges. Kiel	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	393·5 P26'B138'F40'	54·3	31·4	Bremen German *WB*	T.3Cy.$28\frac{1}{2}$",47"&$75\frac{3}{4}$"–51" 410NHP Frd.KruppA.G.Kiel		G
31748 PUCF	— Ⓟ 2*Dks* *Fitted for oil fuel*	4855 3838 3114					1898	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	375·6 P&B259'F48'	46·6	27·4	R.Janeiro Brazilian *WB*	Q.4Cy.$21\frac{3}{4}$"32"$46\frac{1}{2}$"&66"–51" 311NHP Reiherst.Maschinenf.Ham		
31749 LDGN	— TwinSc4Mst (*ex*Paraguayo–39,*ex*Sud *OilEng.* Africano) *ss*Bal.No.3–7,38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *3rd dk*(*Stl*)*inNo.1hold*	4639 4119 2772	✠100A1 *withfreeboard* ~~2,41~~ ~~2,41~~5,42 ✠LMC CS10,37 DBS~~4,41~~5,42 7,38	~~Bal~~ Mch	*z*	CL 2,41	1928 10mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's*A&CP	A/S Ivarans Rederi(S.Holter- Sörensen,*Mgr.*) *CellDB*334'1062t	381·8 FK *FPT*112t*APT*156t	53·8	25·1	Oslo Norwegian *6BH* (*ColltoShdk* 5,,*2nd*,,)	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"–$59\frac{1}{16}$" 534NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 9 s 2 ″ $11\frac{1}{2}$ 25 ″ 11	
31750 22920 JBXC	**Santyō Maru** (*ex*SanchoMaru–38) 1*Dk*	1215 1017 712					1918	Mitsui Bussan Uno	MitsuiBussan Kaisha,Ld.	225·7	33·5	18·5	Kobe Japanese	T.3Cy.$15\frac{1}{2}$",26"&$42\frac{1}{2}$"–32" 101NHP HatsudokiSeizo,Osaka		
31751 45864 JGBN	**Sanuki Maru** TwinSc *Ref.Mchy.* *OilEng.* D.F. E.S.D. GyC. 2*Dks* *CruiserStern*	7158 — 3914					1939	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K.	479·6 F38'	62·3	32·2	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 14Cy.$28\frac{3}{8}$"–$49\frac{3}{16}$" 1958NHP MitsubishiJukogyoK.K. Nag.		C
31752 38942 JVHI	**Sanwa Maru** TwinSc *OilEng.* *Mchy.Aft*	547 — 401					1934	Sanoyasu DockGoshi Kaisha Osaka	Asahigumi KaisotenK.K.	155·0	28·6	13·6	Amaga- saki Japanese	Oil Engines 2S.C.SA 4Cy.$15\frac{1}{4}$"–$16\frac{1}{2}$" 166NHP KishiIronWorks,Katsuura Wakayama-ken		
31753 13089 JLJB	**Sanyo Maru** Ⓟ (*ex*JacobDiederichsen) 1*Dk*&*Spardk*	976 897 671					1892	Howaldts- werke Kiel	OnisiSyotenK.K.	212·0 B28'	29·4	17·6	Tokyo Japanese *WB*	T.3Cy.$16\frac{13}{16}$",$27\frac{5}{16}$"&$43\frac{5}{16}$" –$24\frac{13}{16}$" 93NHP Howaldtswerke,Kiel		
31754 29418 JCKE	— Ⓟ TwinSc 1*Dk*	545 321 214					1923	Mitsubishi Co. Kobe	Government of Japan(Railways)	140·0	30·2	12·5	Tokyo Japanese	Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.		
31755 39691 JWNI	**Sanyu Maru** TwinSc (*ex*SazanamiMaru–38) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	531 430 386					1934	Sano- gawaga Yasutaro Osaka	SankoKisenK.K.	155·0 F22'	28·5	13·5	Amaga- saki Japanese *WB*	Oil Engines 2S.C.DA 8Cy.$15\frac{1}{4}$"–$16\frac{1}{2}$" 655NHP K.Kishi,Katsuura		
31756 9 JLDG	**Sanzan Maru** 1*Dk*	417 — 210					1910	.... Osaka	Minamimanshu TetsudoK.K.	160·0	30·0	11·5	Dairen Japanese	C.		
31757 25306 JSLB	**Sanzin Maru** (*ex*SanjinMaru–38) 1*Dk*	2500 2036 1510					1919	MitsuiBus- sanKaisha Uno	SugayaShojiGoshi Kaisya	284·5 P37'B70'F34'	42·5	23·0	Kobe Japanese *WB*	T3Cy.21",$34\frac{9}{16}$"&$56\frac{1}{16}$"–$33\frac{3}{8}$" 162NHP J.F.Ahrens,Ottensen		C
31758	**São Bento** (*ex*Nornan–38, *ex*Garm–34, *ss*Ham.No.3–4,12 *ex*Hamburg, 1*Dk*(*Irn*)&*deep framing* *ex*Hebburn) *Well deck*	*1062* *824* *606*	✠ 4,16 ✠	Gms			1900 9mo	WoodSkin- ner&Co.Ld. Newcastle	Cia.deNav. Norte-Sul *CellDBa52'uE*	220·0 Q112'B10'F25' FK &*B33'f94'285tFPT*	33·2	14·4	R.Janeiro Brazilian *4BHCem* 42t*APT*63t	T.3Cy.$17\frac{1}{2}$",28"&46"–33" 133NHP 1SB,*4pf*,GS58,HS2160 N.E.MarineEngCoLd.Nwc	16 ″ 6	V †
31759 DOCG	**Sao Paulo** (*ex*Alrich–38, *ex*Glücksburg) Sub.Sig. D.F. 2*Dks*	4977 4753 3027					1921	F.Schichau Danzig	Hamburg-Süd AmerikDampf- schifffahrtsGes.	361·7	51·4	31·7	Bremen German *WB*	T3Cy$26\frac{3}{8}$",$43\frac{3}{16}$"&$70\frac{9}{16}$"–$47\frac{1}{4}$" NE25 347NHP Gutehoffnungshütte, Sterkrade		G
31760	**São Paulo** (*ex*Urd–37) 1*Dk*	727 *477* *385*					1907	Göteborgs M.V.Aktieb. Gothenburg	Cia.deNav.Norte- Sul	183·1 Q135tB38'H40t F22'	28·4	11·0	R.Janeiro Brazilian *WB*	T.3Cy.$14\frac{3}{16}$",$22\frac{1}{4}$"&$37\frac{7}{16}$"– $23\frac{5}{8}$" 68NHP GöteborgsM.V.Aktieb.Got		
31761	**São Pedro** (*ex*Devonbrook–37, *ex*DevonCoast–34, *ss*Nwc.2ndNo.3–2,35 *ex*Graceful) 1*Dk*(*Stl*) *Mchy Aft Well deck*	*782* *570* *392*	✠ ... 11,39 ✠	Rio	*k*		1909 9mo	W.Harkess &Son,Ld. Middlesbro'	Cia.deNav.Norte- Sul *Cell*	195·0 Q109'B13'F35' FK *DBf*117'166t*FPT*	30·0	11·7	R.Janeiro Brazilian *3BHCem* 46t*APT*3t	T.3Cy.16",27"&44"–30" 129NHP 2SB,*4pf*,GS70,HS2190 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 10	
31762 PHIK	**Saparoea** *OilEng.* D.F. *Ref.Mchy.* 3*Dks*	6668 — 4120	100A1 (*Classification* *Contemplated*) ~~Examined 5,41~~ 4,42~~✠10,41~~	~~Sba~~ ~~Cal~~ SFo 4,42 DBS4,42		CL 4,42	1920	Rotterdam Droogd Maat. Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·3 P42'F43'	54·7	33·5	Batavia Dutch *WB*	Oil Engines 2S.C.SA 8Cy.27"–47" 1015NHP *Emade25refitted*31 2DB*142lb* SulzerBros.Winterthur		V
31763	**Sapataya** Wood (*exMotorship*Sapaday) 1*Dk*	369 — 210					1922	H.E.Phya Sukhum NayaVinit, Bangkok	SawadSukhum Banij,Ld.	147·6	25·4	14·4	Bangkok Thai	T.3Cy.$9\frac{1}{2}$",$15\frac{1}{2}$"&26"–18" *Emade*25 29NHP McKie&Baxter,Ld.Psy.		
31764 184850 ~~OOBC~~ BCRJ	**Saphir** TwinSc	~~633~~ ~~528~~ ~~380~~ 638 528 255					1897	Soc.J. Cockerill Hoboken	~~Soc.Anon.John~~ ~~Cockerill~~ Ministry of War Transport (M. Taylor,*Mgr.*)	~~213·4~~ Q64'H8'F30' 213·3	27·9	13·2	~~Antwerp~~ ~~Belgian~~ Middlesbro British	T.6Cy.$16\frac{1}{2}$",$24\frac{1}{2}$"&$37\frac{1}{2}$"–$25\frac{1}{2}$" 139NHP Soc.JohnCockerill,Seraing		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of R. of Trade Cert.
31765 29805 JPJB	**Sapporo Maru No. 11** Ⓟ (*ex*Skegness, *ss*Npt.No.3-10,19 *ex*Polurrian) 1*Dk deep framing& Web frames*	2820 2578 2092	✠ ... 1,21	✠			1900 8mo	J.Blumer &Co. Sunderland	InukamiKeigoro	319·7 P28'B72'F32' FK	46·1	21·0	Tokyo Japanese *WB*	T.3Cy.23",38"&62"-42" 263NHP J.Dickinson&Sons,Ld.Sld.	23 " 6	C †
31766 30500 JADA	**Sapporo Maru No. 12** (*ex*IngeborgLarssen, *ss*Hul.No.3-7,22 *ex*IdaZelck, 1*Dk&deep framing* *ex*Portland) *&Web frames*	2865 2610 1747	✠ ... 10,24	✠			1903 7mo	J.Blumer& Co. Sunderland	InukamiKeigoro	320·0 P28'B90'F32' FK	46·0	21·2	Tokyo Japanese *WB*	T.3Cy.23",38"&62"-42" 258NHP J.Dickinson&Sons,Ld.Sld.	23 " 9	C †
31767 4975 SEVR	**Sara** (*ex*Heros-39,*ex*Torwald, Iron *ex*Hawthorn) *ss*Sbg.4th No.3-5,33 *Well deck* *ss*Mmo.No.1-38 *Cargo battens not fitted* 1*Dk*(*Irn*)2*trB* *Now* "Ingvar," *see No. 37074 in Supplement*	*1071* *879* *554*	✠100A1 4,41 ~~8,40~~ MS9,38	~~Sba~~ Lkr LMC BS8,40	*n*	~~8,40~~ N4,41	1879 6mo	W.Doxford &Sons Sunderland A&CP	RederiA/B Strim ~~(SvenSalén, *Mgr.*)~~ (H.Norlander, *Mgr.*)	224·6 Q91'B43'F27' BK8" D*Ba*71'*f*59'220*tFPT*	32·0	16·2	Stockholm Swedish 4*BHCem* 28*tAPT*15*t*	C.2Cy.28"&54"-36" 75lbNB92*refitted*24 128NHP 2SB,4*pf*,GS73,HS2020 W.Doxford&Sons,Sld.	17 " 7 s1 " 3¾ 16 " 11¾	
31768	**Sara Primo** WoodAuxSr (*ex*QuattroVenti-36, *OilEng.* *ex*FourWinds,*exYacht*CrusaderA, *ex*FourWinds,*ex*Eric) (*See Sailing Ship Register*)	635 532 456					1898	HallBros. PortBlakeley Washington	SalomonGrégoire	188·6	37·8	13·2	French	Oil Engines 2S.C.SA 8Cy.10½"-12½" 155NHP FairbanksMorse&Co. Beloit,Wis.		I
31769 161523	**Saracen** *Mchy.Aft* 1*Dk*	1926 1627 1146					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	InlandLines,Ld. (K.A.Scott,*Mgr.*)	252·8	43·4	17·8	Montreal British *WB*	T.3Cy.15⅜",25"&40"-33" 81RHP WllsndSlpwy.Co.Ld.Nwc.		C
31770 YTQU	**Sarajevo** Ⓟ 1*Dk*	479 314 272	✠100A1 *withfreeboard* 3,40	Spt ✠LMC4,38	*g*	CL	1938 4mo *Lloyd's*A&CP	Jadranska Brodogradilista A. D. Split	Jadranska Plovidba D.D. *CellDBf*23'24" *tunnel* 16'	163·0 170·7(O.L.) B48'F34' BK6¾" *Tanks at sides of* 13*tDTf* 9'14*t FPT*	25·4	11·4	Split Yugoslav 5*BHCem* 3*tAPT*2*t*	T.3Cy.15",25"&40"-27" 210lb (*s*) FD 170NHP 1SB,3*cf*,GS60,HS2833 McKie&Baxter,Ld.Psy.	12 " 0 s2 " 2¾ 10 " 6¾	
31771	**Sarandi** (*ex*Curityba, *ex*MariaManuela) 1*Dk* *Fitted for oil fuel*	810 — 470	NO LATER SURVEY REPORTED				1901	Napier& Miller,Ld. Glasgow	Cia.Uruguaya de Nav.Lda.	220·2 P35'B42'F52'	33·1	10·7	Bns.Aires Argentine *WB*	T.3Cy.17",28"&45"-33" 116NHP Dunsmuir&Jackson,Gls.		
31772 145576 GTDX	**Sarastone** *ss*Npt.No.2-37 1*Dk*(*Stl*) *Cargo battens not fitted*	2473 2196 1490	✠100A1 9,41 ~~7,40~~ BS5,40	~~Mch~~ Hpl ✠LMC2,38	*t*	CL ~~7,40~~ 8,41	1929 8mo *Lloyd's*A&CP	Burntislnd S.B.Co.Ld. Burntisland	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*) *Intermediate BH in fwd.* *Cell DB*259'749*t side tanks in ER*107*tFPT*	300·0 P19'B58'F24' FK *hold dispensed with*	44·8	20·4	Llanelly British 4*BHptCem* 105*tAPT*94*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 224NHP 2SB,6*cf*,GS100,HS3926 N.E.MarineEng.Co.Ld.Sld	22 " 7 s3 " 5¼ 19 " 4	
31773	**Saratov** Ⓟ 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian	T.3Cy.22 7/16",37"&59⅛"-39⅜" 220NHP BalticS.B.&Eng.Wks.Len.		
31774 217887 WLAA	**Sarcoxie** 2*Dks* Sub.Sig. *&Webframes* *Fitted for oil fuel* *Now* "Alcoa Ranger," *see Supplement*	5116 4740 3103	✠ ... 6,20	✠			1919 5mo	American International S.B.Corp. HogIslandPa	Alcoa S.S.Co.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	New York Utd.States *WB*	DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
31775 128259 MCYB	**Sard** 3Mst *ss*Ayr.2ndNo.3-5,34 *ss*Irv.No.2-42 ~~*ss*Ayr.No.1-38~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	410 298 155	✠100A1 3,42 ~~4,41~~ ~~BS4,41~~	Irv ✠LMC~~2,38~~ 4,42	*g*	CL 3,41	1909 4mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Ayr	Wm.Robertson	142·3 Q78'B10'F26' BK7"	26·1	11·3	Glasgow British 3*BHCem* *FPT*36*t*	C.2Cy.18"&40"-27" (*s*) 130lb 91RHP 1SB,3*pf*,GS51,HS1565 Muir&Houston,Ld.Gls.	12 " 3 s4 " 2½ 12 " 7¾	
31776 LCXE	**Sardinia** *OilEng.* D.F. 2*Dks*	1975 1638 1106					1921	J&KSmit's Scheepswerven, Kinderdijk	DenNorskeMiddelhavslinjeA/S(Fred Olsen&Co.&OleR. Thoresen, *Mgrs.*)	302·0 P75*t*H243*t*F15*t*	42·2	17·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.26⅜"-47¼" 403NHP Werkspoor.Amsterdam		N
31777 DJUW	**Sardinien** (*ex*Helmstrath-37) *ss*Shl.No.2-36 D.F. 1*Dk*(*Stl*)	4292 3948 2552	✠ ... 11,37	Lon ✠	*y*		1928 8mo	JLThompson&Sons,Ld Sunderland	Rob.M.Sloman,Jr.	384·7 399·5(O.L.) P27'B243'F35' FK *CellDB*338'1126*tFPT*	52·5	24·0	Hamburg German 6*BHCem* 97*tAPT*173*t*	T.3Cy.25",41"&68"-48" 370NHP 3SB,9*cf*,GS162,HS6000 J.Dickinson&Sons.Ld.Sld.	26 " 3	G †
31778 160199 MNZJ	**Sardis** *ss*Lth.No.3-10,40 *Mchy.Aft* 2*Dks*(*Stl*) E.S.D.	970 736 435	✠100A1 *withfreeboard* 10,40	Lth ✠LMC10,40	*n*	CL 9,40	1928 3mo *Lloyd's*A&CP	Ardrossan Dkyd.Ld Ardrossan	MossHutchison Line,Ld. *CellDBuE*24'*f*28'92*t*	220·8 F25' FK *FPT*78*tAPT*17*t*	34·3	13·6	Glasgow British 3*BHCem* (2*to Wthr dk* 1 „ 2*nd* „)	T.3Cy.16",27"&44"-33" (*s*) 180lb 97RHP 2SB,4*cf*,GS77,HS2677 J.G.Kincaid&Co.Ld.Grk.	14 " 11 s " 2 14 " 10½	
31779 OFEI	**Särimner** (*ex*Inland-34) *Now* "Ulla," *see No. 33806 in Supplement* *Turret deck* 1*Dk*	2400 — 1382					1909	W.Doxford &Sons,Ld. Sunderland	LemlandsRederi A/B(Alb.Jansson, *Mgr.*)	290·1 P35'B81'H109*t* F33'	43·6	18·7	Mariehamn Finnish *WB*	T.3Cy.22½",37"&60"-39" 225NHP W.Doxford&Sons,Ld.Sld.		V
31780 TCDC	**Şark** (*ex*Chark,*ex*Bafra,*ex*Danaë) 2*Dks*	1173 — 693					1894	Rijkee&Co Rotterdam	FaikZeren veSeriki	239·5 H55'F27'	31·0	19·1	Istanbul Turkish *WB*	T.3Cy.17½",28"&45"-36" 121NHP Kon.Nederlandsche Stoomv.Maats.Fyenoord		
31781 145765 MLRF	**Sarnia** 3Mst *ss*Shl.No.3-10,35 *ss*Shl.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	711 49[illegible] 323	✠100A1 3,42 ~~6,41~~ BS5,41	Cff ✠LMC4,39	*j*	CL 6,41	1923 10mo *Lloyd's*A&CP	C.Rennoldson&Co. SouthShields	O.Dorey&Sons,Ld.	180·4 Q105'B11'F24' FK *CellDBf*103'155*t FPT*	28·0	12·1	London British 3*BHCem* 63*tAPT*37*t*	T.3Cy.14",23"&38½"-27" (*s*) 180lb 82RHP 2SB,4*cf*,GS69,HS1958 Baggesen&Co.Dundee	14 " 6 s4 " 5¼ 14 " 2¼	
31782 149496 VGBD	**Sarniadoc** *Mchy.Aft* 1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow	PatersonSteamships,Ld.	252·7 Q100'F35'	43·3	17·8	Ft William Ont. *WB* British	T.3Cy.15",25"&40"-33" 93RHP Barclay,Curle&Co.Ld.Gls.		C
31783 134011 CYPD	**Sarnian** (*ex*Chili) *Mchy.Aft* 1*Dk&Spar dk*	2656 2496 1710					1895	Cleveland S.B.Co. Cleveland,O.	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	331·8 H—F40'	41·5	22·0	Pt.Arthur Ont. *WB* British	T.3Cy.20",33"&54"-40" 184NHP ClevelandS.B.Co.Cleveind		R

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
31784 134515 CYBT	**Sarnolite** *ss*N.Os No.1-21 D.F. 1*Dk& Web frames* *Mchy.Aft* *Fitted for oil fuel* *CarryingPetroleum in bulk*	2060 1530 1549	✠ ... 6,23 ✠				1916 11mo	Collingw'd S.B.Co.Ld. Collingwood, Ont.	ImperialOil,Ld., MarineDepartment (H.J. Rahlves,*Mgr.*)	250·0 P63'F43'	43·1	16·6 FK	Sarnia British *WB*	T.3Cy.16",26"&44"-36" 96RHP CollingwoodS.B.Co.Ld.	18 ″ 2 s1 ″ 7¼ 16 ″ 9	
31785 PHIR	**Saroena** TwinSc D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom in centre tanks & at deck*	6671 5046 3801	✠100A1 5,41~~7,40~~ BS5,41 ~~BS7,40~~ ✠LMC11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,39 *F.P. above* 150° F	Sng	*a*†	CL	1939 11mo	N.V. Wilton-Fijenoord Schiedam *Lloyd's* A&CP	N.V.deBataafsche PetroleumMaats. (Ned.Indische Tankstoomboot Maats.*Mgrs.*) *CellDBuE&B50'253tDTf36'472tFPT100t APT113t*	433·0 450·2(O.L.) P105'*Trunk*266' F62'	62·7	24·5 FK	Willemstad ~~TheHague~~ Dutch 13*BHptCem*	T6Cy.$22\frac{1}{16}$",$35\frac{7}{16}$"&61"-$39\frac{3}{8}$" 220lb 733NHP 2WTB,HS10640 FD N.V.Rot.Droogd.Maat Rot	24 ″ 6 s3 ″ 8½ 20 ″ 11½	
31786 189 SVOL	**Saronikos** (*ex*Maid of Andros, *ex*LuiseHorn) *ss*Pir.2ndNo.3-3,34 *ss*Rot.No.1-37 *Well deck* 1*Dk*(*Stl*)	*3548* *3245* *2175*	✠100A1 8,41~~12,40~~ BS10,41 ✠LMC MS4,37 ~~BS12,38~~	~~Bom~~ Cal	*w*	CL 12,40	1912 5mo	Craig,Taylor&Co.Ld. Stockton *Intermediate BH in fore hold & after hold dispensed with* *Lloyd's* A&CP	M.A.Embiricos *Cell DBa114' uE21'f155' 924t FPT93t APT116t*	360·7 P&B288'F39'	50·0	21·4 FK	Andros Greek *Cem* 4*BH only*	T.3Cy.25¼",41"&68"-45" 180lb 376NHP 2SB,6*cf*,GS119,HS5084 FD Richardsons,Westgarth& Co.Ld.Mdb.	23 ″ 11 s2 ″ 8¼ 21 ″ 5	
31787 LDOA	**Sarp** (*ex*EikaIII-39) 1*Dk*	1116 989 658					1916	Akers Mek.Værks. Oslo	Skibs.A/S Hardy (Osw.L.Mörch& OttarHolter,*Mgs.*)	226·5 P18'B56'F24'	36·5	15·7	Sarpsborg Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP Akers.Mek.Værks.Oslo		N
31788 147214 GDRC	**Sarpedon** Ⓟ TwinSc D.F. *Ref.Mchy.* 3*Dks*	11321 8575 6917					1923	Cammell, Laird&Co.Ld. Birkenhead	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	499·0 P57'B201'F62'	62·3	34·9	Liverpool British *WB*	4Steam Turbines SR Geared to 2 Sc.Shafts Cammell,Laird&Co.LdBkn		BT till ~~11,41~~ 3,42
31789 LCXF	**Sarpen** D.F. 1*Dk*	1864 1647 1100					1912	Fredrkstad Mek.Værks. Fredrikstad	Dampsk.A/S Truls (M.Thorvik,*Mgr.*)	265·0 P57*t*H94*t*F8*t*	42·1	17·9	Oslo Norwegian *WB*	T.3Cy.21",33"&56"-36" 188NH FredrikstadM.V.Frdstad.		N
31790 LETW	**Sarpfoss** (*ex*Sarpfos-38) 1*Dk*	1493 1340 873					1919	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen A/S,*Mgrs.*)	254·8 P22'Q,B&F212'	39·2	16·5	Oslo Norwegian *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
31791 144389 GCDW	**Sarthe** *ss*Lon.No.3-9,32 D.F. *ss*Shl.No.1-37 2*Dks*(*Stl*)	5271 4809 3243	✠100A1 4,42~~1,41~~ Examined 10,41 4,42 BS~~12,40~~ ✠LMC8,37	~~Sws~~ Lon	*y* Mch	CL 3,39	1920 2mo	W.Gray& Co.(1918)Ld. WHartlepool *Lloyd's* A&CP	RoyalMailLines, Ld. *CellDB344'1048tFPT129t APT61t*	400·0 412·7(O.L.) P49'B115'F40'	52·3	28·5 FK	London British 7*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s6 ″ 0¼ 25 ″ 3	
31792 116579 VCFN	**Saskadoc** (*ex*Uranus,*ex*William E.Reis) *Mchy.Aft* Sub.Sig. 1*Dk2trB*	4611 4367 2876					1900	American S.B.Co. Cleveland,O.	PatersonSteamships,Ld.	422·6	50·2	24·1	Fort William,Ont. *WB* British	T.3Cy.21",33½"&57"-42" 211NHP AmericanSB.Co.Cleveland		R
31793 153436 CYKG	**Saskatoon** D.F. *Mchy.Aft* 2*Dks*	2412 2230 1456					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	250·3	42·9	24·3	Montreal British *WB*	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
31794 OFDP	**Satakunta** (*ex*Everest-39) *ss*Lie.3rdNo.3-7,32 *ss*Hfs.No.2-40 1*Dk*(*Irn*)*&deep framing* *Cargo battens not fitted*	2141 — 1267	✠100A1 9,40 ✠LMC9,40 No later survey reported	Hfs	*s*	CL 9,40	1898 11mo	W.Gray& Co.Ld. WHartlepool A&CP	SatakunnanLaiva O/Y(H.Liljestrand,*Mgr.*) *Intermediate BH in fore hold dispensed with* *CellDBa&uE110'f120'607t APT54t*	289·8 P27'B69'F29'	42·1	19·2 FK	Pori Finnish 4*BHCem*	T.3Cy.21½",35"&58"-39" (*s*) 160lb NDB10 217NHP 2SB,6*rf*,GS73,HS3370 Cen.Mar.Eng.Wrks WHpl	21 ″ 9 s3 ″ 2½ 18 ″ 8¾	
31795 218089 KIDC	**Satartia** 2*Dks& Web frames* Sub.Sig. *Fitted for oil fuel*	4994 4740 3021	✠ ... 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B122'F43'	54·2	27·6 FK	Phildlphia Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
31796 148517 MNCV	**Satellite** TwinSc E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	491 426 207					1924	JI.Thornycroft&Co.Ld. Southampton	Corporation of the TrinityHouse	160·0 B42'	27·7	12·1	London British	T.6Cy.11",18"&29"-21" 38NHP J.I.Thornycroft&CoLdSou		
31797 40201 JGBJ	**Satuki Maru** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	354 — 258					1935	Urabe Zosen Tekkosho Osaka	TowaKisenK.K.	129·9 B12'F23'	26·0	12·0	Kobe Japanese	Oil Engines 2S.C.SA 4Cy.$16\frac{9}{16}$"-18½" 189NHP NipponHatsudokiK.K. Kobe		
31798 33167 JAJC	**Satuma Maru** (*ex*Sunwood, *ex*Reindeer, *ex*WarBeach) *ss*Sng.No.2-27 1*Dk*(*Stl*)	*3089* *2834* *1828*	✠ 9,31 ✠	Kob	*u*		1918 8mo	TyneI.S.B. Co.Ld. Newcastle	UtsunomiyaKaisotenK.K. *CellDB284'724tFPT110t APT123t*	331·4 P33'B100'F29'	46·8	23·1 FK	Takasago Japanese 7*BHptCem*	T.3Cy.25",41"&68"-45" 431NHP 3SB,9*cf*,GS155,HS6420 N.E.MarineEngCoLd.Nwc	25 ″ 6	C †
31799 81743 WCGF	**Saturn** (*ex*WalterScranton) *Mchy.Aft* GyC. Sub.Sig. 1*Dk2trB*	4426 — 3061					1901	American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0	50·0	28·0	*WB* Wilmgton (Del.) Utd.States	T.3Cy.20",33"&57"-42" 211NHP AmericanS.B.Co.Clevelnd.		R
31800 368 ESEF	— (*ex*Frigg,*ex*Amerika) 1*Dk*	403 335 251					1889	Bergsunds Mek.Værks. Stockholm	J.Rang	140·8 Q49'B35'H10*t*F12'	24·5	10·3	Tallinn Estonian *WB*	T.3Cy.10¾",17"&28¼"-23½ 39NHP BergsundsM.V.Stockholm		V
31801 275 ICGZ	**Saturnia** Ⓟ TwinSc *OilEng.* *ss*Tri.No.3-8,36 4*Dks*(*Stl*)*& Shade dk*(*Stl-teak s*) *Ref.Mchy.* 5*th dk*(*Stl*)*inNo.1hold* D.F. (*Topside-special* GyC. Sub.Sig. *quality steel*)	24470 15353 14540	✠100A1 *withfreeboard* 2,40 ✠LMC8,36 ✠NE8,36 DBS6,39 ✠Lloyd'sRMC12,39 NO LATER SURVEY REPORTED	Tri		CL P(N) 4,38 s2,40	1927 9mo	Cant.Nav. Triestino Monfalcone *Lloyd's* A&CP	"Italia" Soc.Anon.di Nav. *Duct keel fwd of Mchy space* *CellDB493'2135t Tanks in way of tunnels* *581tDTf25'206t FPT161tAPT167t*	630·1 601·2 B356'	79·8	29·5 42·6 FK	Trieste Italian 10*BHptCem* (*Coll to Sh dk* 7 ,, *U* ,, 2 ,,*2nd*,,)	Oil Engines 2S.C.DA 20Cy.$29\frac{15}{16}$"-47¼" 6256NHP 2DB*100lb* NDB'38(*upper*)-*100lb* Cant Riuniti dell'Adriatico	46 ″ 6 s17 ″ 11 29 ″ 0½	
31802 8400 SMPN	**Saturnus** D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Butts of keel plating elec. welded* *Longitudinal framing at bottom & at deck*	*9965* *9017* *5818*	✠100A1 ~~5,41,40~~ 2,42 ✠LMC1,40 *Carrying Petroleum in bulk*	~~Nkv~~ ~~NYk~~ Got	*e*†	CL	1940 1mo	Nakskov Skibs.A/S Nakskov *Lloyd's* A&CP	Rederi A/B "Saturnus"(E. Högberg,*Mgr.*) *CellDBuE76'340tDTf33'486tFPT174t APTs291t*	505·4 510·2(O.L.) P95'B40'F63'	65·9	36·1 FK	Stockholm Swedish 11*BH*	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"-55⅛" 1030NHP 2DB*171lb* DB(WT)*185lb* Akt.Burmeistr&Wain,Cpn	36 ″ 3 s7 ″ 4¼ 29 ″ 1	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners	11 Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31803 PHIU	**Saturnus** 2Dks	2741 2127 1731					1909	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	328·0 Q105'B85'F40'	44·2	18·8	Amstrdam Dutch WB	T.3Cy.21½",33"&57"-39" 203NHP Maats.Fyenoord,Rot.		V L
31804 5937 SGFK	— Mchy.Aft CruiserStern 1Dk	658 507 337					1917	Eriksbergs M.V.Aktieb. Gothenburg	O.F.Ahlmark&Co. Eftr.A/B	181·0 P53'H55tF21'	28·9	11·6	Karlstad Swedish WB	T.3Cy.$14\frac{3}{16}$",$22\frac{7}{16}$"&36⅝"-24" 80NHP EriksbergM.V.Aktieb.Got		V
31805 203184 WQCO	**Saucon** (exJ.LeonardReplogle, exCharlesWeston) Mchy.Aft D.F. GyC. 1Dk	6996 — 5511					1906	W.BayCity S.B.Co. West BayCityMich	BethlehemSteel Corp.(Bethlehem Transptn.Corp. Mgrs.)	549·0	56·0	26·6	Wilmgton (Del.) Utd.States WB	T.3Cy.24",39"&65"-42" 274NHP DetroitS.B.Co.Detroit		R
31806 CSBM	**Saudades** (exPeniche,exPhoenicia) ssLis.2ndNo.3-12,38 1Dk(Stl)& Shelter dk(Stl-teak s)	4758 4510 2972	100A1 Shelter dk withfreeboard 2,42 ~~8,40~~ BS~~1,41~~2,42 LMC12,38	Lis		CL 10,38	1913	Flensburgr Schiffsb.Ges. Flensburg	Soc.Geral deCommercio,Industria e Transportes,Ltda. Cell DB330'1023t FPT36tAPT44t	364·3 B30'	51·1	22·0 30·0 FK	Lisbon Portuguese 6BHCem (Coll to Sh dk 5 ,, U ,,)	T.3Cy.25",$41\frac{3}{16}$"&67⅞"-48" 185lb (s) 406NHP 3SB,9cf,GS156,HS5600 FlensburgerSchiffsb.Ges.	24 ″ 5 s1 ″ 11¼ 22 ″ 8	
31807 LETY	**Saude** Ⓟ (exStavanger) 1Dk&Awng dk	325 301 185					1897	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibsselskab	130·4 H24t	21·7	9·6 16·8	Stavanger Norwegian WB	T.3Cy.13½",22"&34"-25" 58NHP LaxevaagsMsk.&Jrns.Bgn		
31808 DIEZ	**Sauerland** Ⓟ OilEng. D.F E.S.D. Sub.Sig. 2Dks	7087 5999 4194					1929	F.Schichau Danzig	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·8 P26'	61·1	25·9	Hamburg German WB	Oil Engines 2S.C.SA 11Cy.26¾"-47¼" 1374NHP F.Schichau,Elbing		G
31809 160398 GMQB	**Saugor** ssCal.No.2-36 2Dks(Stl)	6303 5740 3935	✠100A1 1,41 BS7,41 ~~BS5,40~~ ✠LMC9,36 Carrying oil fuel F.P. above 150° F. in deep tank	Cal	a†	CL 8,39	1928 3mo	Harland& Wolff,Ld. Greenock Lloyd'sA&CP	JamesNourse,Ld. Intermediate'tween dk BHin after hold dispensed with CellDBa&uE164' f184'1224t DTa38'1154t	424·0 P45'B140'F34' FK	56·0	28·8	London British Cem 6BH to Udk 1 ,, ,, 2nd,, APT28t	T.3Cy.26",44"&74"-51" (s) 180lb 569NHP 3SB,9cf,GS190,HS8604 FD Harland&Wolff,Ld.Belfast	31 ″ 4 s6 ″ 2¼ 25 ″ 3¾	
31810 87 YLDZ	**Saule** (exBors,exGyda) Well deck 1Dk2trB	1207 949 722	✠ ... 1,95 ✠				1890 11mo	Wood, Skinner&Co Newcastle	"Jura"Shipping Co.Ld.(Fr. Karklins,Mgr.)	229·7 Q73'B65'F25' FK	33·0	15·5	Ventspils Latvian WB	T.3Cy.17",28"&46"-30" 116NHP N.E.MarineEng.Co.Nwc.	18 ″ 0	N †
31811 FNNP	**Saumur** D.F. 1Dk	2955 2538 1807	... 7,22 ✠				1920 1mo	ForthS.B. &E.Co.Ld. Alloa	CieDelmas Vieljeux	324·4 P28'B85'F33' FK	44·3	23·1	La Rochlle French WB	T.3Cy.20½",33"&54"-39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
31812 156503 CGSK	**Saurel** Ⓟ TwinSc (Icebreaker) 1Dk,2nd dk(Stl)clear of machinery space Fitted for oil fuel CruiserStern	1176 1034 418	✠ ... 5,33 ✠	Mtl			1929 12mo	Canadian Vickers,Ld. Montreal	CanadianGovernment(Department ofTransport) CellDB117'192tDTa23'61tDTf20'142tFPT64tAPT50t	200·0 F40' FK	42·0	19·3	Ottawa British 8BHCem (4,,to2nddk)	T.6Cy.20½",32"&52"-30" 492NHP 3SB,9cf,GS198,HS7809 CanadianVickers,Ld.Mtl.	21 ″ 0	
31813	**Saustan** (exVallejo-37) ssFal.No.2-35 D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing Carrying Petroleum in bulk Fitted for oil fuel	5586 — 3375	✠ ... 10,40 ✠	Msl	z		1928 5mo	R.Duncan &Co.Ld. Port Glasgow	Cia.Arrendataria delMonopolio de Petroleos,S.A. CellDBuE&B76'170tAPT195t	407·0 P122'B35'F41' FK	54·2	30·1	Valencia Spanish 16BHptCem (11 to U dk 5 ,, 2nd ,,)	T.3Cy.25",43½"&74"-48" 567NHP 3SB,9cf,GS172,HS8202 Rankin&BlackmoreLdGrk	30 ″ 0	
	Now "**Castillo Campanario,**" *see Supplement*															
31814 165895 BFWR	**Sauternes** Mchy.Aft 1Dk	1049 — ~~414~~ 411					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	~~Worms&Co.~~ Ministry of War Transport (O. Dorey&Sons,Ld. Mgrs.)	215·9 P126'F57'	30·5	12·5	Plymouth British WB	T.3Cy.18",30"&50"-33" 144NHP Atel.&Ch.de laSeineMarit.		V
31815 YTEA	**Sava** (exNereide) ssTri.2ndNo.3-3,35 ssSpt.No.1-39 1Dk(ptIrn ptStl)&deep framing	3473 2599 2227	✠100A1 7,40 BS10,40 ✠LMC5,39	Gal	u	CL N6,38	1910 6mo	Cant.Nav. Triestino Monfalcone Lloyd'sA&CP	BrodarskoAkcionarskoDrustvo "Oceania" CellDBa104'uE22'f142'767t	330·2 P33'B164'F40' FK	46·3	21·2	Susak Yugoslav 6BHCem APT30t	T.3Cy.23",38"&62"-42" (s) 180lb 80lb 282NHP 2SB,6cf,GS126,HS4506 D.Rowan&Co.Glasgow	23 ″ 6 s2 ″ 7 21 ″ 1½	
	Now "**Radhurst,**" *see Supplement*															
31816 TCMA	**Savarona** TwinSc (Yacht) ssHam.No.1-36 D.F. GyC. 3Dks(Stl-Weather dk teak s)&Web frames Sub.Sig.	4646 3503 1501	✠100A1 withfreeboard 4,38 BS5,38 ✠LMC10,36 Fitted for oil fuel 7,31 F.P. above 150°F	Sou	x	CL 7,36	1931 7mo	Blohm& Voss,K.a.A. Hamburg Lloyd'sA&CP	TurkishGovt. (Denizbank) CellDBa23'uE&B118'435tDTf36'53tFPT29tAPT151t	364·7 408·5(O.L.) B&F263' FK	52·8	28·5	Istanbul Turkish 11BHptAsp	6 Steam Turbines SR geared to 2 Sc. Shafts (s) 400lb HS19300 1802NHP 4WTB (Spt 400lb) WTDB200lb FD Blohm&Voss,K.a.A.Ham.	32 ″ 4 s12 ″ 1 20 ″ 5¼	
31817 TCLN	**Savas** Ⓟ TwinSc D.F. E.S.D. GyC. Ref.Mchy. Sub.Sig. 3Dks CruiserStern	6130 4130 3140					1939	Blohm& Voss Hamburg	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	385·9 B16'F85'	52·5	28·1	Istanbul Turkish WB	T.6Cy.$22\frac{1}{16}$",$35\frac{7}{16}$"&$59\frac{1}{16}$"-39⅜"&LP turbines with DR gearing & hydraulic couplings HS12270 908NHP Blohm&Voss,Ham.		
31818 CSBS	**Save** (exGranja,exPicador) ssLis.No.2-21 1Dk(Stl)	782 630 426	✠ 6,24 ✠	Lon	l		1912 11mo	SchffsbGes Unterweser Wesermünde-L.	Cia.Nacional de Navegação	205·3 P19'B&F161' FK	32·4	11·7	Loanda Portuguese 4BHCem	T.3Cy.15",24⅝"&$40\frac{3}{16}$"-$24\frac{7}{16}$" 120NHP 2SB,4cf,GS70,HS2271 OttenserMaschf.Altona	13 ″ 9	
31819 ~~115~~ ~~ICHB~~ 159353 VRTX	**Savoia** ssTri.No.3-12,34 ssTri.No.1-38 Ref.Mchy 1Dk(Stl)&Shelter dk(Stl) D.F.	5490 5021 3417	✠100A1 Shelter dk withfreeboard 11,39 ✠LMC MS11,38 BS5,39 ✠Lloyd'sRMC~~11,38~~8,41	Tri	y	CL 11,38	1922 11mo	Stabilmnto Tecnico Trieste A&CP	Ministry of War Transport (Union-Castle MailSSCoLdMgrs) CellDB338'1234t DTa40' 880t FPT125t APT214t	404·2 B125' on Shelter dk FK	54·0	29·6	Mombasa British 7BHptCem (6 to Sh dk 1 ,, U ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb FD 600NHP 3SB(Spt) 9cf,GS190,HS7668 FrancoTosi,Legnano	32 ″ 0 s6 ″ 11¼ 25 ″ 3	
	Now "**Empire Arun,**" *see No.* 36429 *in Supplement*															
			NO LATER SURVEY REPORTED													

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps*	15 Registres où coté, si ce n'est dans le L. R. Durée,Cert.B.of Trade
31820	**Savoie** Ⓟ (*ex*Kraljica Marija-40, *ex*Araguaya) TwinSc *ss*Spt.2ndNo 3-1,33 *ss*Spt.No.1-37 D.F. 3*Dks*(*Stl*-ws*U*ptteak)& *Orlop dk* *Ref.Mchy.* (*Stl*-ws)*inNos.*1&2*Holds*	*10196* *7418* *6102*	✠ [illegible] 8,41 ~~[illegible]~~ ✠~~LMC3,37~~ ~~[illegible]~~ ~~for Nos. 1 & 2 orlop dks. No. 5 lower hold~~ ~~& 5 chambers in No. 5 lower dk. only~~ SURVEYS DELAYED	Ven	*f*†	CL 3,39	1906 9mo	Workman, Clark&Co.Ld Belfast *Lloyd*'sA&CP	FrenchState (Ministère de la MarineMarchande) (Cie.Générale Transatlantique, *Mgrs.*)	515·2|61·3|30·5 P44'B339'F88' FK *CellDBa&uE195' f155'1411t Tanks at sides of tunnels55'292tFPT90tAPT65t*	Marseilles French 8*BHCem*	Q.8Cy.27",38",54"&76½"-54" 215lb (s) FD 1514NHP 3D&3SB36cfGS571 HS23538 Wrkman,Clark&Co.Ld Bel	34 ″ 0 ~~s7 ″ 8½~~ ~~27 ″ 2~~	
31821 DJNM	**Savona** Sc D.F. E.S.D. 1*Dk* Sub.Sig.	2120 1626 1051					1934	H.C.Stülcken Sohn Hamburg	Rob.M.Sloman,Jr.	305·6|43·6|16·2 B&F272' *Upper*F39'	Hamburg German *WB*	T.3Cy.19$\frac{11}{16}$",31½"&50⅜"-35$\frac{7}{16}$"&LP turbine 246NHP H.C.StülckenSohn,Ham.		G
31822 585 OHBM	**Savonia** (*ex*Egholm,*ex*SanMassimo, *ex*IwanAsbeleff, *ex*Arundo) *ss*Lkr.3rdNo.3-4,33 *ss*Lkr.No.1-38 1*Dk*(*Irn*)&*Webframes* &*pt Awng dk*(*Irn*) *Hatch covers & Webs dispensed with in 'tween decks* *Cargo battens not fitted*	1820 — 997	✠100A1 *pt Awng dk withfreeboard* 5,40 ✠LMC MS2,38 BS6,38 NO LATER SURVEY REPORTED	Skm	*r*	CL 5,39	1890 6mo	C.S.Swan &Hunter Newcastle A&CP	RederiA/B Suomi (G.B.Thorden, *Mgr.*)	262·8|37·4|16·7 37·0 274·0(O.L.) P26'Q72'B112'F31' FK *CellDBa222'446tAPT44t*	Helsingfrs Finnish 4*BHptAsp ptCem*	T.3Cy.20",33"&54"-39" 160lb 185NHP 2SB,6*cf*,GS108,HS2822 Alley& M'Lellan, Glasgow	19 ″ 9 s8 ″ 1 19 ″ 4	
31823 30052 JAAC	**Sawa Maru** Ⓟ (*ex*HisayosiMaru-39, *ex*HisayoshiMaru-38,*ex*Falkefjell, *ex*Kingston,*ex*Salvatore diGiorgio) 1*Dk*& *Awng dk* 3*trB*	1264 1169 774					1903	Akers Mek. Værks. Oslo	KagoshimaYusen K.K.	227·0|31·6|22·1 H93*t*	Kobe Japanese *WB*	T.3Cy.20",32"&52"-33" 155NHP AkersMek.Værks.Oslo		
31824 PKEX	**Sawahloento** 1*Dk*(*Stl*)	3085 2775 1830	✠ 9,23 ✠	Sng	*u*		1921 6mo	Gebr.Pot Bolnes	Koninkl.Paketv. Maats.	325·3|47·6|22·0 P30'B70'F33' FK *CellDB273' 797tFPT80tAPT120t*	Batavia Dutch 5*BHAsp*	T3Cy28⅝"38$\frac{9}{16}$"&62$\frac{3}{16}$"-41⅜" 282NHP 2SB,6*cf*,GS100,HS3876 NVBergerhoutsSchps.Rot	24 ″ 3	V †
31825 5323 SGFM	**Saxaren** Ⓟ (*ex*GustavsbergVII.) 1*Dk*	*313* *151* *193*					1912	Oskrshmns M.V.Aktieb. Oskarshamn	WaxholmsNya Angf.A/B(O.F. Ekebohm,*Mgr.*)	112·4|23·3|9·4 B77'H55*t*	Stockholm Swedish *WB*	C.2Cy.16$\frac{13}{64}$"&32½"-23⅝" 48NHP OskarshamnsM.V.Aktieb.		
31826 7819 SGHD	**Saxen** (*ex*Rolf-33,*ex*LieselHalm) 1*Dk*	*1000* *859* *531*					1921	F.Schichau Elbing	O.F.Ahlmark&Co. Eftf.A/B	221·9|33·6|13·7 P14'B59'F29'	Karlstad Swedish *WB*	T.3Cy.15",24⅘"&38⅗"-25⅕" 75NHP F.Schichau,Elbing		G
31827 166365 GKGD	**Saxon Queen** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	482 350 264	✠100A1 1,42 ~~12,40~~ ~~✠LMC3,38~~ ✠LMC CS1,42 1,41	Lon Bel	*g*	12,40	1938 3mo	NVBoele's Schpsw&Mch Bolnes *Lloyd*'sA&CP	BritishChannel IslandsShipping Co.Ld.	162·2|26·4|9·8 *27·7* 169·5(O.L.) FK Q44'F21' *CellDB107'127tFPT48tAPT11t*	London British 3*BHptCem*	Oil Engines 4S.C SA 8Cy.11"-17$\frac{1}{16}$" 94NHP Humboldt-Deutzmotoren A.G.,Köln-Deutz	11 ″ 10 s1 ″ 2 10 ″ 9¼	
31828 146132 GFKZ	**Scalaria** *ss*H.Kg.No.3-7,33 *ss*H.Kg.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* E.S.D. *Longitudinal framing*	5683 5263 3435	✠100A1 8,40 ✠NB7,33 ✠LMC MS11,37 BS8,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,21 *F.P. above* 150° F	Sng	*z*	CL 10,39	1921 9mo	Swan,Hunter &Wigham Richardson, Ld Newcastle *Lloyd*'sA&CP	Anglo-Saxon PetroleumCo.Ld.	411·5|53·4|31·0 426·0(O.L.) P109'B26'F45' FK *CellDBuE&B78'217tDTf32'316tFPT81tAPT136t*	London British 16*BHptCem* (12 *to U dk* 4 ,, *2nd* ,,)	T.3Cy24½",42½"&74"-48"(s) 220lb 555NHP 3SB,9*cf*,HS7758 FD WallsendSlpway&E.CoLd	31 ″ 0 s5 ″ 9 25 ″ 5¾	
31829 171461 VSJF	**Scandia** (*ex*F.D.Asche) *ss*N.Ns.No.3-2,30 D.F. *ss*Shl.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*) *Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	8571 6532 6524	✠100A1 *Shelter dk withfreeboard* 4,41 MBS4,41 DBS11,41 ~~BS1,40~~ ✠LMC5,38 *Carrying Petroleum in bulk* *Fitted for oil fuel*12,18 *F.P. above* 150° F.	N Yk	*c*†	CL 3,41	1918 12mo	NwprtNws S.B.&D.D.Co. NwprtNews A&CP	Ministry of War Transport(Anglo-AmericanOilCo. Ld.*Mgrs.*)	464·2|60·2|36·9 F*onShelter dk*48' FK *CellDBa17'uE&B69'f50'452tFPT173tAPT100t*	Trinidad B.W.I. British 18*BHptCem* (3 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd* ,,)	Q.4Cy.24$\frac{7}{16}$",35",51"&75"-51" 220lb *180lb* (s) 533NHP 3SB(Spt),9*cf*,GS177, FD HS7035 NewportNewsSB&DD.Co	37 ″ 2 s9 ″ 8½ 27 ″ 8	
31830 OYXB	— (*ex*Activ-34,*ex*Skinfaxe, *ex*Rask) *Stm.Eng.* 1*Dk*	1709 1346 1014					1918	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. D.F.K(DeForenede KulimportörerA/S, *Mgrs.*)	255·0|37·2|17·6 Q68'B56'F32'	Copnhagn Danish *WB*	3Cy.25"-36" Akt Burmeistr&Wain,Cpn		V
31831 8214 SKVN	**Scandinavia** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Strengthened for navigation in ice* *CruiserStern*	*1641* *1212* *723*	✠100A1 *withfreeboard* ~~7,41~~ ~~8,40~~ 3,42 DBS9,41 ✠LMC11,37	~~N Yk~~ ~~Bal~~NYk	*s*	CL 3,40	1937 11mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd*'sA&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	284·2|41·2|15·3 296·0(O.L.) FK *CellDB240'481tFPT23tAPT33t*	Gothenbrg Swedish 4*BH* (*Coll to Sh dk* 3 ,, *2nd*,,)	Oil Engines 2S.C SA 7Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 473NHP DB*60lb* GötaverkenA/B,Got.	18 ″ 0 s ″ 2 17 ″ 11½	
31832 OHGS	**Scandinavic** (*ex*H.Pontoppidan-32, *ex*Olympic) *ss*Abg.2ndNo.3-1,29 D.F. *ss*Cpn.No.3-11,32 *ss*Got.No.1-37 1*Dk*(*pt Irn*&*pt Stl*) &*deep framing*	2320 — 1348	✠100A1 11,39 ✠LMC MS9,36 BS6,40 No later survey reported	Osc	*t*	CL 8,38	1903 8mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd*'sA&CP	A/B Scandinavic S.S.Co.O/Y (P.Henriksson, *Mgr.*)	311·5|45·0|25·2 302·0|45·1|18·1 P21'B182'F34' FK *Cell DBa 96' uE&B34'f126'668tAPT70t*	Helsingfrs Finnish 5*BHCem*	T.3Cy.22",35"&59"-39" (s) 160lb 223NHP 2SB,6*cf*,GS85,HS3431 Richardsons,Westgarth& Co.Ld.Hpl.	20 ″ 6 s1 ″ 11 18 ″ 9¼	
31833 4121 SETA	**Scania** (*ex*Saltburn,*ex*Norman) *ss*Hpl.3rdNo.3-5,37 D.F. 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1980* *1675* *1171*	✠100A1 2,41 BS6,40 ✠LMC5,37	Lis	*r*	CL 4,39	1901 8mo	Osbourne, Graham&Co. Sunderland *Lloyd*'sA&CP	Rederi A/B Arild (J.A.Thore,*Mgr.*)	275·0|40·2|17·8 P29'B66'F30' FK *CellDBa86uE&B34'f108'491tAPT45t*	Arild Swedish 4*BHCem*	T.3Cy.20",32½"&53"-36" (s) 160lb 180NHP 2SB,4*pf*,GS61,HS2865 N.E.MarineEng.CoLd.Sld.	20 ″ 2 s2 ″ 7½ 17 ″ 9	
31834 7961 SKVA	— *ss*Skm.No.1-38 *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk* *Strengthened for navigation in ice*	*1629* *1204* *742*	✠100A1 *withfreeboard* ~~6,41~~ ~~7,40~~ 7,41 1,42 ✠LMC CS10,38 DBS~~6,41~~ ~~8,37~~6,41 7,41	~~Bal~~ ~~NYk~~ ~~Bal~~NYk	*s*	CL ~~12,39~~ 7,41	1934 7mo	Kockums M.V.Aktieb Malmö *Lloyd*'sA&CP	Rederiaktieb. SvenskaLloyd(K. R.Bökman,*Mgr.*)	284·3|41·3|15·1 FK *CellDB240'446tFPT23tAPT27t*	Gothenbrg Swedish 4*BHptCem* (*Coll to Sh dk* 3 ,, *2nd*,,)	Oil Engines 4S.C SA 7Cy.23⅝"-43$\frac{5}{16}$" 377NHP DB*40lb* KockumsM.V.Akt.Malmö	18 ″ 0 s ″ 2 17 ″ 11¼	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31835 39 IUFD	**Scarpanto** Ⓟ (*ex*Calitea-33, *ex*Cherso-32,*ex*Cetinje,*ex*Brasso) *ss*Fiu.No.3-3,21 1*Dk* *Fitted for oil fuel*	498 307 245	✠ ... 1,26	✠			1908 10mo	Howaldts-werke Kiel	SocietàFiumana diNavigazione	171·8 160·9 P32'B38'F32' BK7"	24·1	12·6	Fiume Italian *WB*	T3Cy.44 13/16",22 1/4"&36 3/8"-23 5/8" 85NHP Howaldtswerke,Kiel	13 ″ 3	I †
31836 LJJT	**Scebeli** *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk* D.F. *CruiserStern*	3025 2617 1763					1937	Akt.Bur-meistr&Wain Copenhagen	SkibsA/S Thorsholm(A/S ThorDahl,*Mgrs.*)	324·3	45·8	26·1	Sandefjord Norwegian *WB*	Oil Engines 2S.C.SA 9Cy.19 11/16"-35 7/16" 606NHP Akt.Burmeistr&Wain,Cpn		N
31837 DOQO	**Scharnhorst** Ⓟ TwinSc 3*Dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* D.F. E.S.D. GyC. *CruiserStern*	18184 13618 10712					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	625·6 B251'F51'	74·1	41·0	Bremen German *WB*	2SteamTurbines connect'd to Elec. Motors & Sc. Shafts AlgemeineElec Ges. Berlin		G
31838 166489 MMVN	**Scheldt** *OilEng.* *Mchy Aft* 1*Dk* *CruiserStern*	497 408 248					1938	N.V.E.J. Smit&Zoon Scheepsw. Westerbroek	ViandaS.S.Co.Ld.	169·8 P&B96'F22'	29·1	11·2	London British *WB*	Oil Engines 4S.C.SA 6Cy.14 3/16"-22 13/16" 123NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
31839 223675 KLHY	**Schenectady Socony** TwinSc *OilEng.* D.F. 1*Dk* *Mchy.Aft Carrying Petroleum in bulk* *New middle body electrically welded* 1936	1199 — 753					1924	SunS.B.& D.D Co. Chester,Pa. *Rebuilt*1936	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.13"-18" 197NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
31840 FODD	**Schiaffino** 2TwinMsts (*ex*Flore) *ss*Rou.No.1-24 D F. 2*Dks* *Fitted for oil fuel*	3236 2977 2052	✠ ... 7,26	✠			1920 3mo	Eltring-hamsLd.Wil-lingtonQuay	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	330·5 P33'B116'F40' FK	47·9	22·7	Algiers French *WB*	T.3Cy.24",39"&65"-42" 289NHP Eltringhams,Ld.	24 ″ 10	V †
31841 FNWU	**Schiaffino frères** (*ex*Procida) 2*Dks* *Fitted for oil fuel*	3314 — 2031					1910	Akt.Ges. "Neptun" Rostock	Soc.Algérienne de Nav.pour l'Afrique du Nord(ChSchiaffino&Cie.*Mgrs.*)	317·0 P27'H-F31'	48·2	23·9	Algiers French *WB*	T.3Cy.20 1/2",35 7/16"&55 7/8"-37 3/8" 191NHP A.G."Neptun,"Rostock		V
31842 PHJK	**Schie** *ss*Rot.No.3-3,35 *ss*Rot.No.1-40 1*Dk*(*Stl*)	1967 1766 1152	✠100A1 3,41 MS4,40	Lon ✠LMC BS3,41	*r*	CL 12,40	1922 5mo	A.Vuijk& Zonen Capelle/Ysel A&CP	N.V.Houtvaart (Vinke&Co. *Mgrs.*) *CellD*	281·5 P24'B72'F27' FK *B*244'575*t FPT*81*t*	40·3	19·2	Rottrdam Dutch 4*BHCem* *APT*41*t*	T.3Cy.21",34 1/2"&57"-36" (*s*) 190lb 236NHP 2SB,6*cf*,GS110,HS3886 ArnhemscheStooms.Maats	21 ″ 4 s 3 ″ 0 1/4 18 ″ 6	
31843 PHJU	**Schieland** *ss*Rot.No.3-4,29 D.F. *ss*Rot.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	2249 1674 1202	✠100A1 7,40 ✠NB6,34 BS3,41	Nwc ✠LMC3,38	*r*	OG 3,38	1916 10mo	A.F.Smul-ders Schiedam A&CP	Scheepvaart en SteenkolenMaats. N.V. *CellDBf* 192'540*t*	272·7 P69'Q84'F27' FK *MT*12'285*tFPT*131	40·2	18·2	Rottrdam Dutch 5*BHCem* *tAPT*70*t*	T.3Cy.20",32"&52"-39" (*s*) 180lb 212NHP 2SB,6*cf*,GS102,HS3710 A.F.Smulders,Schiedam	20 ″ 10 s 6 ″ 6 1/4 18 ″ 8 3/4	
31844 DHUR	**Schiffbek** *ss*Ham.No.2-38 D.F. *Well deck* 1*Dk*(*Stl*) *Cruiser Stern* *Strengthened for Navigation in Ice*	2158 1661 1260	✠ 4,39	Ham ✠	*s*		1930 9mo	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl. *CellDB*244'573*tF*	281·8 295·4(O.L.) P15'Q81'B126'F32' FK *PT*37*tAPT*61*t*	44·2	16·9	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16 9/16"&(2)35 7/16"-35 7/16" 216NHP 2SB(Spt),4*cf*,GS72,HS3120 A.Borsig,G m b.H.Berlin	19 ″ 0	
31845 DHKK	**Schleswig-Holstein** (*ex*Hansburg-38,*ex*Yalta,*ex*Horncap) Sub.Sig. 1*Dk*	2369 2058 1432					1921	Schiffsw.v. H.Kock Lübeck	LübeckLinieA.G.	295·6 P14'Q39'B180'F31'	42·6	19·8	Lübeck German *WB*	T3Cy.20 7/10",33 1/2"&52 2/5"-35 2/5" Ottensener 164NHP Mch.G.m.b.H.Altona		G
31846 217799 KEVV	**Schoharie** 2*Dks*&*Web frames* Sub.Sig. *Fitted for oil fuel*	4971 4746 3070	✠ ... 6,20	✠			1919 5mo	American International S.B.Corp. HogIslandPa	SouthAtlantic SteamshipLine	390·0 P39'B122'F43' FK	54·2	27·6	Savannah Utd.States *WB*	DR Geared Steam Turbine 600NH GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
31847 PHKA	**Schokland** *ss*Rot.No.3-5,27 *ss*Rot.No.2-36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1113 775 624	✠100A1 1,39 BS1,39 (SEE FOOTNOTE*)	Rot ✠LMC9,35	*n*	OG 1,39	1915 12mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd*'*sA&CP*	Scheepvaarten SteenkolenMaats. N.V. *CellDB*	225·3 Q72'B54'F22' FK *a*58'*uE*19'*f*98'326*tFPT*25*tAPT*18*t*	33·2	14·2	Rottrdam Dutch 4*BHCem*	T.3Cy.17 1/2",29"&46"-36" (*s*) 180lb 155NHP 2SB,4*cf*,GS78,HS2620 Maats.Fyenoord,Rot.	15 ″ 0 s ″ 11 3/4 14 ″ 1 1/2	
31848 PKRM	**Schouten** 2*Dks* *Fitted for oil fuel*	1805 — 986					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P&B184'F34'	40·2	17·0	Batavia Dutch *WB*	T.3Cy.19",31 1/2"&51 1/2"-39" 165NHP Maats.Fyenoord,Rot.		V
31849 DHUU	**Schürbek** D.F. *ss*Ham.No.2-37 *CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	2448 2231 1435	✠ 8,39	Sch ✠	*l*		1930 6mo	Flensburgr Schiffsb.Ges. Flensburg	Knöhr&Burchard Nfl. *CellDB*264'695*tF*	307·0 322·2(O.L.) P&B250'F34' FK *PT*31*tAPT*120*t*	45·5	19·7	Hamburg German 5*BHptCem* *ptAsp*	C.4Cy.(2)18 11/16"&(2)39 3/8"-39 3/8" 272NHP 2SB(Spt),4*cf*,GS73,HS3879 A.Borsig,G.m.b.H.Berlin	21 ″ 9	
31850 148358 GNSL	**Schuylkill** *OilEng.* *ss*Bel.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	8965 8210 5339	✠100A1 3,42 Examined 3,42 DBS3,42 *CarryingPetr*	~~Sws~~ Bry ✠LMC CS5,37 8,39 *oleum*	*d*† *in*	OG ~~12,37~~ 8,41 *bulk*	1928 5mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	Anglo-American OilCo.Ld.(R.A. Carder,*Mgr.*) *CellDBuE*64' 172*tDTf*34'434*t*	476·0 P102'B33'F49' FK *FPT*256*tAPT*39*t*	63·8	35·0	Sundrland British 18*BHptCem* (11 *to U dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.24 3/8"-97 5/8" 733NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	34 ″ 9 s 6 ″ 8 3/4 28 ″ 3 1/2	
31851 DOEZ	**Schwaben** Ⓟ *Ref.Mchy.* Sub.Sig. D.F E.S.D. 2*Dks*	7773 7110 4803					1926	Bremer Vulkan Vegesack	Norddeutscher Lloyd	491·5 P26'B&F456'	63·9	29·0	Bremen German *WB*	T.3Cy.31 1/8",48 7/8"&80 3/4"-55 1/8" &1 LP turbine NE28 862NHP J.C.TecklenborgA.G.Wsm		G
31852 DOFW	**Schwabenland** TwinSc (*ex*Schwarzenfels-34) *OilEng.* (*Aeroplane Service Ship*) Sub.Sig. D.F. GyC. 2*Dks* E.S.D. *CruiserStern*	8631 7283 5121					1925	Deutsche WerkeA.G. Kiel	DeutscheLufthansaA.G.	468·2 P114'B125'F91'	60·4	32·6	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.29 1/2"-47 1/4" 1011NHP DeutscheWerkeA.G.Kiel		G

*Surveysdelayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total.—Sous le Pont.—Net.	5 Détails de la Classification. Cote.—✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand.—Navire.—Mach.	9 Par qui.—Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cer. of Trade.
31853 DOUN	**Schwan** Ⓟ D.F. E.S.D. 2*Dks* *Ref.Mchy.* *Cruiser Stern*	1311 856 724					1938	Howaldts-WerkeA.G. Kiel	ArgoReederei RichardAdler&Co.	245·2 B71'F30'	38·5	12·4	Bremen German *WB*	C.2Cy.$17\frac{11}{16}$"&$35\frac{7}{16}$"–$35\frac{7}{16}$"& LP turbine with DR gearing & hydraulic coupling HS3122 222NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
31854 DOVD	**Schwaneck** D.F. E.S.D. 2*Dks* *CruiserStern*	2194 1651 1024					1939	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	DeutscheDampfs. Ges."Hansa"	305·2 F29'	44·8	16·7	Bremen German *WB*	T.3Cy$22\frac{13}{16}$",$36\frac{5}{8}$"&$59\frac{1}{16}$"–$39\frac{3}{8}$"&LP turbine with DR gearing&hydraulic coupling HS2530 286NHP DeschimagSeebeck,Wsm.		G
31855 DOQZ	**Schwanheim** *OilEng.* D.F. E.S.D. 1*Dk & Shelter dk* *CruiserStern*	5339 4648 3152					1935	Bremer Vulkan Vegesack	Unterweser ReedereiA.G.	423·8 P20'B24'F23'	55·8	25·0	Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.$25\frac{9}{16}$"–$47\frac{1}{4}$" 793NHP BremerVulkan,Vegesack		G
31856 DHUW	**Schwarzes Meer** (*ex*Cynthiana) *ss*Ham.No.3-4,35 D.F. E.S.D. *ss*Ham.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3371 2839 1868	✠ 2,39 ✠	Ham			1923 9mo	Monmouth S.B.Co.Ld. Chepstow	JohnT.Essberger *CellDBuE37'*	330·3 344·3(O.L.) P98'F29' FK *f*42'85*t FPT*104*tA*	46·8	23·1	Hamburg German 12*BHptCem* *PT47t*	T.3Cy.$23\frac{1}{2}$",38"&62"–42"& L.P.TurbinewithDRgearing&hydraulic coupling 382NHP 2SB,6*cf*,GS125,HS4952 FairfieldCo.Ld.Glasgow	25 " 6	
31857 DSPF	**Schwerin** Ⓟ **TwinSc** (*Ferry*) D.F. GyC. Sub.Sig. 2*Dks* *CruiserStern* *Fitted for oil fuel*	3133 2314 1107					1926	F.Schichau Elbing	DeutscheReichbahnGes.ReichsbahnDirektion Schwerin	334·0 H162'F91'	59·1	19·8	Warnemünde German *WB*	T.6Cy.$20\frac{1}{2}$",$33\frac{15}{16}$"&$38\frac{5}{8}$"–$35\frac{3}{8}$" 178NHP F.Schichau,Elbing		G
31858 26 ICHD	**Scilla** Ⓟ **TwinSc** (*Ferry*) *OilEng.* 2*Dks*	2807 2284 972					1931	Cant.Fedl. perCostruzioniNavale PietraLigure	ItalianState Railways	365·5	56·7	17·5	Messina Italian	Oil Engines 2S.C.SA connected to Electric Motors&Sc.Shafts 24Cy.$17\frac{11}{16}$"–$17\frac{11}{16}$" 1325NHP Soc.An"Fiat"S.G.M.Turin		I
31859 2019 IUFG	**Scillin** (*ex*ScillinSecondo-37,*ex*GiulianaPagan-35,*ex*NicoleLeBorgne-34,*ex*Memling,*ex*H.M.Pellatt) *Mchy.Aft* 2*Dks*	1579 — 952					1903	Russell&Co. Pt.Glasgow	FratelliBianchi Soc.diNav.	248·0 240·1	36·8	21·7	Genoa Italian *WB*	T.3Cy.21",35"&57"–36" 196NHP D.Rowan&Co.Glasgow		I
31860 79115 GMDX	**Scillonian** Ⓟ *ss*Pnz.No.3-11,38 1*Dk*(*ptStl-ws*)	429 325 179	✠100A1 11,41~~10,40~~ BS11,41 ~~BS11,40~~ ✠LMC11,38	Pnz	*i*	CL 11,38	1926 1mo *Lloyd*	AilsaS.B. Co.Ld. Troon *'sA&CP*	Isles of ScillyS.S. Co.Ld.(R.W.Ward, *Mgr.*) *Cell*	170·7 F56' FK&BK$1\frac{3}{4}$" *DBf*9'10*t FPT*13*t*	28·7	10·8	Scilly British 4*BHCem* *APT*20*t*	T.3Cy.$13\frac{1}{2}$",21"&35"–26" (*s*) 180lb 62RHP 1SB,3*cf*,GS64,HS2171 AilsaS.B.Co.Ld.Troon	12 " 0 s 2 " $6\frac{1}{4}$ 9 " 11	BT till ~~10,41~~ 11,42
31861 1984 IUFH	**Scio** (*ex*Mallock-34) *OilEng.* 1*Dk*	611 495 347					1919	Smiths DockCo.Ld. Middlesbro'	TitoCampanella Soc.diNav.	177·1 170·0 B36'F21'	30·0	15·6	Genoa Italian *WB*	Oil Engines NE35		I
31862 165775 GMVC	**Scorton** *ss*Nwc.No.3-2,42 D.F. 1*Dk&Shelter dk* *CruiserStern*	4813 4284 2765	✠100A1 *withfreeboard* ~~2,41~~~~1,41~~ 6,42 2,42 ✠LMC~~11,38~~	~~Bry~~ ~~Nwc~~ Gls	*z*	CL N11,41	1939 12mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP* *CellDB*322'	CarltonS.S.Co.Ld. & Cambay S.S. Co. Ld.(R.Chapman& Son.) 1391*t DTf*26'310*t*	427·0 439·2(O.L.) F32' FK *FPT*78*tAPT*270*t*	54·0	23·7	Newcastle British 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.$21\frac{1}{2}$",$36\frac{1}{2}$"&63"–45" 220lb *220lb* (*s*) 359NHP 2SB(Spt),6*cf*,GS110, HS4784 FD GeorgeClark(1938)Ld.Sld.	26 " 7 s 2 " $7\frac{3}{4}$ 24 " $1\frac{3}{4}$	
31863 LKDN	**Scotia** D.F. *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* E.S.D. *CruiserStern* 1*Dk*	9972 9199 5907					1939	Bremer Vulkan Vegesack	Lorentzen'sSkibs A/S(Lorentzen's RederiCo.,*Mgrs.*)	492·9 P113'B74'	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1163NHP BremerVulkan,Vegesack		N
31864 219120 KOJX	**—** (*ex*Lake Galewood-34) 1*Dk2trB* D.F. *Fitted for oil fuel*	2649 — 1611	✠ ... 4,23 ✠				1919 11mo	Manitowoc S.B.Co. Manitowoc	P.L.TransportationCo.	253·5 P25'B65'F26' FK	43·9	25·9	S.Frncisco Utd.States *WB*	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.CoM'lw'kee	28 " 5	R †
31865 5964 SFDN	**—** *ss*Stn.No.3-5,30 D.F. *ss*Sbg.No.2-39 1*Dk*(*Stl*)	*1874* *1621* *1058*	✠100A1 ~~3,41~~ 12,41 BS6,41 ~~BS6,40~~ ✠LMC6,39	~~Npt~~ Cff		OG 6,39	1918 3mo	Lindholmens V.Akt. Gothenburg AP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	262·0 P24'B106'F26' FK *CellDB*223'470*t*	42·7	18·1	Gothenbrg Swedish 4*BHCem* *APT*41*t*	T.3Cy.$19\frac{1}{4}$",32"&52"–36" (*s*) 185lb FD 200NHP 2SB(Spt),4*cf*,GS62,HS2700 LindholmensV.Akt.Got.	20 " 6 s1 " $8\frac{1}{2}$ 18 " $11\frac{1}{4}$	
31866 139161 GXCW	**Scotol** *ss*Lon.No.3-10,29 *ss*Pts.No.2-37 1*Dk*(*Stl*)& *Web frames 2nd dk*(*Stl*) *Mchy.Aft* *in forehold*	1177 863 565	✠100A1 9,41 ~~5,40~~ Examined 9,41 BS5,41 ✠LMC4,37 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 11,16*	~~Sou~~ Sou	*n*	OG 5,40	1916 11mo *Lloyd*	TyneIron S.B.Co.Ld. Newcastle *'sA&CP*	TheAdmiralty *MiddlelineBulkhead not oil-tight* *CellDBuE&B*43'63*tDTf*30'253*tFPT*36*tAPT*30*t*	210·0 221·0(O.L.) P44'F40' FK	34·8	15·6	London British 13*BHptCem*	T.3Cy.16",26"&43"–27" (*s*) 180lb 141NHP 2SB,4*cf*,HS2155 FD J.Dickinson&Sons,Ld.Sld.	16 " 6 s 1 " 6 15 " 1	
31867 157850 VSPF	**Scott Harley** (*ex*Singaradja-35) 1*Dk*	620 487 314					1913	Wilton'sE. &SlipwayCo. Rotterdam	SoonBeeS.S.Co. (Singapore)Ld. (HeapEng.Moh S.S.Co.Ld.*Mgrs.*)	185·2 P21'F24'	31·1	10·8	Singapore British *WB*	C.2Cy.$14\frac{1}{2}$"&29"–$23\frac{1}{2}$" 41RHP Wilton'sE.&SlpwyCo.Rot.		VL
31868 149475	**Scott Misener** *Mchy Aft* 1*Dk*	1938 1637 1150					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SarniaSteamships, Ld.(R.S.Misener, *Mgr.*)	252·9 Q100'F35'	43·4	17·8	SarniaOnt British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
31869 160413 GMVD	**Scottish Chief** *ss*Fal.No.2-36 D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7006 6614 4255	✠100A1 10,41 ~~6,40~~ Examined 10,41 ~~BS8,41~~ ✠LMC5,36 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 5,28*	~~Fal~~ Mch BS10,41	*b*†	OG ~~5,38~~ 8,41	1928 5mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP*	Tankers,Ld. *CellDBuE&B*74'240*t* *DTf*42'378*tFPT*218*tAPT*43*t*	441·0 P106'B30'F54' FK	57·0	33·8	London British 16*BHptCem* (11 *to U dk* 5 ,, *2nd*,,)	Q4Cy$24\frac{5}{8}$",$34\frac{1}{2}$",50"&74"–54" 250lb (*s*) 766NHP 4W.T.Blrs. HS11587 FD ArmstrongWhitworth&Co.Ld.Nwc.	33 " 11 s 6 " 6 27 " 8	
31870 167016 MMSW	**Scottish Co-operator** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *Mchy.Aft* *Ref.Mchy.* *CruiserStern*	513 382 248	✠100A1 *withfreeboard* ~~1,41~~~~7,40~~ 4,42 ✠LMC1,39	~~Bkn~~ Trn	*l*	OG ~~N4,39~~ ~~5,41~~ N4,42	1939 1mo *Lloyd*	NVIndustrieeleMaats. "DeNoord" Alblasserdam *'sA&CP*	ScottishCo-operativeWholesale Society,Ld. *CellDB*128'154*tFPT*57*tAPT*24*t*	209·9 216·0(O.L.) F30' FK	30·1 *31·3*	9·0	Leith British 3*BHptCem* (*Coll to Sh dk* 2 ,, *2nd*,,)	Oil Engines 2S.C.SA 6Cy.$13\frac{3}{8}$"–$22\frac{7}{16}$" 97RHP Atlas-DieselA/B,Skm.	11 " 0 s " 2 10 " 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
31871 160471 GCJR	**Scottish Heather** ssFal.No.2-36 **D.F.** *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	7005 6614 4256	✠100A1 7,41 ~~12,40~~ Examined ~~12,40~~ 5,42 ~~BS12,40~~ ✠LMC3,36 *Carrying Petr* *Fitted for oil*	Shl Hfx BS8,41 *oleum* *fuel*5,	*b*† *in* 28	11,40 *bulk* *F.P. a*	1928 5mo *Lloyd* *bove* 1	Armstrong Whitworth &Co Ld. Newcastle 'sA&CP 50° F.	Tankers,Ld. *CellDBuE&B74'* *DTf42'378t*	442·0 P107'B30'F54' FK 240t *FPT218tAPT43t*	57·0	33·8	London British 16*BHptCem* (11 *to U dk* 5 ,,*2nd*,,)	Q4Cy24½",34½",50"&74"-54" 250lb (s) 766NHP 4W.T.Blrs. HS11587 FD ArmstrongWhitworth &Co.Ld.Nwc.	33 ″ 11 s6 ″ 6¼ 27 ″ 7¾	
31872 165953 GPPF	**Scottish Monarch** **D.F. E.S.D.** 1*Dk(Stl)&Shelter dk* *Cruiser Stern*	4719 4225 2691					1938	CaledonS. B.&E.Co.Ld. Dundee	MonarchSteamshipCo.Ld. (Raeburn&Vérel, Ld.*Mgrs.*)	432·6 F42'	56·7	23·8	Glasgow British *WB*	T.3Cy.23½",39½"&66"-45" 292NHP J.G.Kincaid&Co.Ld.Grk.		C
31873 146597 GFQY	**Scottish Musician** TwinSc *OilEng.* ssShl.No.3-4,36 **D.F.** ssFal.No.1-41 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	~~6998~~ ~~6206~~ ~~4019~~ 7053 6206 4022	✠100A1 ~~6,41~~ 10,41 ✠LMC CS4,41 DBS4,41 4,41 *Carrying Petr*	~~Npt~~ NOs *oleum*	*a*† *in*	OG 11,40 *bulk*	1922 7mo *Lloyd*	Vickers, Ld. Barrow 'sA&CP	Tankers,Ld. *CellDBuE62'281t* *DTf31'333t*	425·3 444·7(O.L.) P109'B34'F50' FK *FPT175tAPT55t*	57·0	33·2	London British 16*BHptAsp* (11 *to U dk* 5 ,, *2nd*,,)	Oil Engines 4S.C.SA 12Cy.24½"-39" 698NHP 2 Water Tube DB-*120lb* Vickers,Ld.Barrow	33 ″ 0 s5 ″ 10½ 27 ″ 4¼	
31874 166460 GLLS	**Scottish Prince** *OilEng.* **D.F. E.S.D.** 1*Dk&Shelter dk* *CruiserStern*	4917 4515 2924	✠100A1 *withfreeboard* 4,41 ~~12,40~~ ✠LMC5,38	~~Liv~~ Ist	*a*†	CL 11,40	1938 5mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB363'1253t* *MT27'1054t*	417·8 431·5(O.L.) F39' FK *FPT170t APT172t*	56·0	24·5	London British 7*BHptCem* (*Coll to Sh dk* 6 ,,*2nd*,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	27 ″ 6 s3 ″ 0¼ 24 ″ 7¾	
31875 140536 GPSM	**Scottish Star** (*ex*Millais-38) ssCff.No.3-7,30 **D.F. E.S.D.** ssNwc.No.2-38 *Ref.Mchy.* 3*Dks(Stl)&Shelter dk(Stl)*	7224 6744 4314	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~3,41~~ ✠LMC MS10,37 BS~~4,40~~ 5,41 ✠Lloyd'sRMC~~3,41~~ ~~7,41~~ 11,41	~~Shl~~ BAs	*b*†	CL ~~7,38~~ 7,41	1917 5mo *Lloyd*	Harland& Wolff,Ld. Glasgow 'sA&CP	BlueStarLine, Ld. *Cel*	434·9 B115'F25'*onShelter dk* FK *lDB377'1095t FPT*	55·3	35·2	London British 7*BHCem* 84*tAPT25t*	Q4Cy27"38½"54½"&78½"-54" 215lb (s) 808NHP 3DB(Spt)&1AuxSB,*21cf*, GS420,HS15803 Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 2¼ 29 ″ 3	
31876 166605 GFGX	**Scottish Trader** **D.F. E.S.D.** 1*Dk&Shelter dk* *CruiserStern* *Longitudinal framing at decks* *Locked steel hatches* *Tonnage opening closed'41(W.E.)*	4016 3595 2221	✠100A1 *withfreeboard* 2,40 ✠LMC11,38	Sou	*y*	CL	1938 11mo *Lloyd*	JLThompson&Sons,Ld Sunderland 'sA&CP	TraderNavigation Co.Ld. *CellDB271'792* *tu*	390·1 406·1(O.L.) F37' FK *tTanks at sides of* *nnel 368t FPT 121t*	54·7	22·5	London British 6*BHCem* (*Coll toSh dk* 5 ,, *2nd*,,) *APT167t*	T.3Cy.21½",36"&62"-39" 220lb Rht (s) 328NHP 2SB(Spt&FD)&1AuxSB, *6cf*,GS100,HS4655 N.E.MarineEng.Co.(1938) Ld.Nwc.	33 ″ 10 s9 ″ 10¾ 21 ″ 1¾	
31877 219222 KOMM	**Scottsburg** 2*Dks&Shelter dk, 3rd dk inNo.1hold* **D.F.** Sub.Sig. *Fitted for oil fuel*	8001 7249 4833	✠ ... 3,21 ✠				1919 11mo	NewYork S.B.Corp. Camden,N.J.	LykesBros. SteamshipCo.Inc.	419·4 B77'For'dB27' FK	56·5	30·2	Galveston Utd.States *WB*	Q.4Cy.24",36",51"&75"-51" 577NHP NewYorkSBCoCamdnNJ	41 ″ 4	R †
31878 143730 GDYP	**Scythia** Ⓟ TwinSc ssLiv.No.3-1,33 ssLiv.No.1-38 Sub.Sig. 2*Dks(Stl)&Shelter dk(Stl-* *Ref.Mchy.* *ptws)&Shade dk(Stl-ws)* *3rd dk(Stl)in forward&after holds* **D.F. E.S.D. GyC.**	19761 14258 11763	✠100A1 *Shelter dk* *withfreeboard* ~~8,41~~ ~~1,41~~ 4,42 Examined 11,41 5,42 ~~BS2,41~~ ✠LMC1,37 Lloyd'sRMC8.40 *Fitted for oil*	~~Liv~~ Liv *fuel*3,	*n*† 21	CL ~~3,39~~ 4,42 *F.P. a*	1920 12mo *Lloyd* *bove* 1	Vickers, Ld. Barrow 'sA&CP *CellD* 50°F.	CunardWhite Star,Ld. *B522'2559tDTf47'* *oftunnels48'374*	600·7 B284'*on Shade dk* FK 1630*tTanks at sides* *tFPT127tAPT70t*	73·8	40·7	Liverpool British *ptCem* 10*BHtoS dk*	6 Steam Turbines DR geared to 2 Sc. Shafts (r) 220lb 2528NHP 3DB&3SB,*36cf*,GS769, HS29163 FD Vickers,Ld.Barrow	45 ″ 0 s12 ″ 9½ 32 ″ 8	
31879 232881 WCEQ	**Sea Cloud** TwinSc4MstBk (*ex*Hussar-35) (*Yacht*) *OilEng.* ssJck.No.2-39 AnnualSurveyJck4,39 2*Dks(Stl-U Teak)3rd dk(Stl)* *clear of mchy space*	2323 2051 1187	✠100A1 5,39 DBS4,40 ✠LMC4,39	Sou		CL 11,38	1931 9mo *Lloyd*	Frd.Krupp Germaniawf. A.G. Kiel 'sA&CP	JosephE.Davies *CellDB124'268tT* *DTa25'91*	281·8 Q25'F39' BK10" *anks between tunnel* *tDTsf29'141tFPT*	49·2	24·5	NewYork Utd.States 9*BHptAsp* s113*t* 22*tAPT50t*	Oil Engines connected to Elec. Motors & Sc. Shafts 4S.C.SA 579NHP 24Cy.15¾"-22 1/16" DB*175lb* Frd.KruppGermaniawfAG	28 ″ 0	
31880 167736 MNSS	**Sea Fisher** 3Mst **D.F.** 1*Dk* *Mchy.Aft* *Cruiser Stern* *Cargo battens not fitted*	2950 2161 1616	100A1 5,41 ✠LMC5,40	Hpl	*t*	CL	1940 5mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland 'sA&CP	Fenwick,Fisher S.S.Co.Ld. 1 *CellDB262'63*	311·5 325·5(O.L.) Q195'F31' FK *Intermediate BH di* 4*tMT12'380tFPT1*	46·7	18·9	Barrow British 4*BHCem* *spensed with* 69*t APT22t*	T.3Cy.18½",29"&52"-39" 220lb (s) FD 244NHP 2SB(Spt)*6cf*,GS61,HS3400 N.E.MarineEng.Co.(1938) Ld.Sld.	21 ″ 0 s6 ″ 10¾ 19 ″ 1	
31881 219447 KOTX	**Sea Thrush** (*ex*Exilona-37, *ex*Delanson) 2*Dks&Webframes* *Fitted for oil fuel*	5447 — 3350	✠ ... 6,20 ✠				1920 2mo	Merchant S.B.Corp. Harriman,Pa	ShepardS.S.Co.	400·7 P36'B124'F44' FK	54·2	30·4	Prtlnd,Me. Utd.States *WB*	2 steam turbines DR geared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
31882 149167 GMQS	**Sea Valour** ssShl.No.2-38 1*Dk(Stl)*	1950 1725 1124	100A1 3,42 ~~4,41~~ BS5,41 LMC10,38	Gmh	*r*	CL ~~8,38~~ 2,42	1930 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland 'sA&CP	DoverNav.Co.Ld. *CellDBa&uE108'*	276·0 P26'B68'F27' FK *f108'477tFPT107t*	42·2	18·6	Dover British 4*BHCem* *APT55t*	T.3Cy.20½",34"&56"-39"(s) 180lb 224NHP 2SB,*6cf*,GS111,HS3614 G.Clark,Ld.Sunderland	20 ″ 9 s2 ″ 9¼ 18 ″ 1¾	
31883 115348 WDHX	**Seaboard** (*ex*Tredgar) Iron&Steel *OilEng.* 1*Dk* *Carrying Petroleum in bulk*	514 — 390					1874 1935	Harlan& Hollingsworth Co. Wlmgtn,Del.	NorthAtlantic TradingCo.	184·5	28·7	12·2	Providnce, R.I. Utd.States	Oil Engines 4S.C.SA 6Cy.14⅛"-17½" 117NHP Worthington NE35 Pump&MachineCorp.		
31884 PGLK	**Seaham** (*ex*Oceaan-40) *Oil Eng.* *Mchy.Aft* 1*Dk* *CruiserStern*	400 254 205	✠100A1 11,39 ✠LMC11,39 (SEE FOOTNOTE*)	Gro	*f*	OG	1939 11mo *Lloyd*	Gebr.van DiepenN.V. Waterhuizen 'sA&CP	Scheepvaart-en SteenkolenMaats, N.V. *Cell*	146·2 155·0(O.L.) P43'Q47'F21' FK *DB90'108tFPT32t*	26·0	8·9	Groningen Dutch 3*BH* *APTs14t*	Oil Engines 4S.C.SA 6Cy.11 13/16"-18⅞" 81NHP WerkspoorN.V.Ams.	10 ″ 6	
31885 160783 GDTX	**Seapool** **D.F.** **E.S.D.** 1*Dk&Shelter dk* *CruiserStern* *Cargo battens not fitted* *Tonnage opening closed'41(W.E.)*	4820 4290 2858	✠100A1 *withfreeboard* 1,42 ~~3,41~~ ✠LMC5,40 *Fitted for oil*	~~Hpl~~ Shl *fuel* 5,	*a*† 2 40	CL *F.P. a*	1940 5mo *Lloyd* *bove* 1	BurntisInd S.B.Co.Ld. Burntisland 'sA&CP 50° F.	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *CellDB350'1260t*	415·0 425·0(O.L.) FK *FPT116tAPT239t*	57·0	25·7	Hartlepool British 6*BH* (*Coll toSh dk* 5 ,,*2nd*,,)	T.3Cy.22½",36"&65"-48"(s) 220lb 457NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS159,HS6897 D.Rowan&Co.Ld.Gls.	~~28 ″ 1~~ ~~s2 ″ 10½~~ ~~25 ″ 5~~ 38 ″ 2 s12 ″ 0¼ 26 ″ 5	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grêement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
31886 231916 WKEC	**Seatrain Havana** 2*Dks* *Mchy.Aft* *CruiserStern* *Fitted for oil fuel* D.F. E.S.D. *Longitudinal framing* GyC. (*Carrying loaded railway cars*) *Now* "Hammondsport," *see No* [illegible] *in Supplement*	8061 7900 4927					1932	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	470·0 P33'B218'F168'	63·7	33·2	NewYork Utd. States *WB*	1 Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
31887 239688 WESQ	**Seatrain New Jersey** *Mchy.Aft* 2*Dks* D.F. E.S.D. GyC. *Cruiser Stern* *Longitudinal framing* *Fitted for oil fuel* (*Carrying loaded railway cars*)	8108 — 4911					1940	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	465·1 P & after superstructure 250' Fwd. superstructure&F 173'	63·7	33·2	NewYork Utd. States *WB*	2 steam turbines DRgeared to 1 screw shaft 1466NHP GeneralElectricCo. Schenectady,N.Y.		R
31888 231460 WHEA	**Seatrain New Orleans** (*ex*Seatrain) ~~N.N.No.2-38~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Cruiser Stern* *ss*N.Os.No.3-11,41	7633 7143 4741	✠100A1 *with freeboard* ~~11,41~~ ~~1,41~~ 2,42 ~~BS1,41~~ 1,42 MS11,41 ✠~~LMC1,38~~ *Carrying loaded railway cars* *Fitted for oil fuel* 11,28 *F.P. above* 150° *F.*	NOs	*d*†	CL 1,41	1928 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's*A&CP	SeatrainLines,Inc. 4 *Inter*	452·8 470·1(O.L.) len38 P & *after superstructure*216' *Fwd. superstructure* &F180' FK *mediate BH omitted* *CellDB*372'2160t*DT* *f*37'283t *FPTs*515t	62·2	32·5	NewYork Utd. States *ptCem* 3*BH to Udk* *APT*145t	T.3Cy.29½",46"&77"-54" (*s*) 180lb (Spt.) 577NHP 3SB,9*cf*, HS8262 FD Wllsnd Slpwy.Co.Ld.Nwc.	37 ″ 6 s12″1¼ 25 ″ 8¾	
31889 231905 WKEB	**Seatrain New York** 2*Dks* *Mchy.Aft* *CruiserStern* *Fitted for oil fuel* D.F E.S.D. *Longitudinal framing* GyC. (*Carrying loaded railway cars*) *Now* "Kitty Hawk," *see No.* 373[illegible] *in Supplement*	8061 7900 4927					1932	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	470·0 P33'B218'F168'	63·7	33·2	NewYork Utd. States *WB*	1 Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
31890 239549	**Seatrain Texas** *Mchy.Aft* 2*Dks* D.F E.S.D. GyC. *Cruiser Stern* *Longitudinal framing* *Fitted for oil fuel* (*Carrying loaded railway cars*)	8108 — 4911					1940	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	465·1 P & after superstructure 250' Fwd. superstructure&F 173'	63·7	33·2	NewYork Utd. States *WB*	2 steam turbines DRgeared to 1 screw shaft 1466NHP GeneralElectricCo. Schenectady,N.Y		R
31891 12143 JSTD	**Seattle Maru** Ⓟ **TwinSc** *ss*Kob.No.3-2,21 *ss*Osa.No.2-29 2*Dks*(*Stl*)&*deep framing* *Lower dk*(*Stl*)*in*No.1*hold*	5774 5125 3541	✠ ... 6,33 ✠	Osa			1909 7mo	Kawasaki DockydCoLd Kobe	OsakaSyosenK.K. *CellDBa*	419·7 P26'B158'F42' 127'*uE&B*63' FK *f*167'1175t *FPT*	49·5	30·0	**Osaka** Japanese 7*BHCem* 106t*APT*26t	T.6Cy.19½",32¾"&55"-46" 544NHP 3SB,9*cf*,GS181,HS7498 KawasakiDkydCoLdKobe	32 ″ 6	
31892 218733 KISD	**Seattle Spirit** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5627 5250 3493					1919	JF.Duthie &Co. Seattle,Wsh.	UnitedStates Maritime Commission	409·5 P44'B115'F47'	54·2	27·6	Seattle Utd. States	T.3Cy.24½",41½"&72"-48" Hooven,Owens 359NHP RentschlerCo.Hamilton,O.		R
31892A 136148 MGZD	**Seaville** (*ex*Crosshands) **3Mst** *ss*Bel.No.3-6,30 *Mchy.Aft* *ss*Apl.No.1-35 *Well deck* 1*Dk*(*Stl*)	716 499 320	✠ — 7,39 ✠	Liv	*j*		1918 2mo	A.Jeffrey &Co.Ld. Alloa	J.S.Monks,Ld. *Ce*	190·9 Q105'B8'F33' BK7½" *llDBf*114'164t*FPT*	29·2 30·8	11·3	Liverpool British 3*BHCem* 10t*APT*10t	T.3Cy.16",26½"&44"-30" 121NHP 1SB,3*cf*,GS62,HS1960 A.Jeffrey&Co.Ld.Alloa	13 ″ 7	
31893	**Seawall** (*ex*HaiYun-41,*ex*Elsie-39, *ex*HaiYun-38, *ss*Shl.2ndNo.3-4,35 *ex*HungYuen-35, *ss*H.Kg.No.1-38 *ex*Daphne-35, 1*Dk*(*pt Irn pt Stl*) *ex*Seawall)	3077 — 1871	✠100A1 ~~1,41~~12,41 BS5,41	~~HKg~~ Bom ✠LMC7,38	*u*	CL 5,41	1910 5mo	Richardsn, Duck&Co. Stockton *Lloyd's*A&CP	Wallem&Co. *CellDBa*	325·1 P27'B173'F31' FK 112'*uE*24'*f*140'703t	47·0	22·5	Panama Pnamanian 5*BHCem* *APT*103t	T.3Cy.23½",39"&64"-42" 180lb (*s*) 278NHP 2SB,6*cf*,GS118,HS4142 Blair&Co.Ld.Stockton	24″10 s3 ″ 2½ 21″10½	
31894 · FODA	**Sebaä** (*ex*Tellus) 2*Dks*	1525 1262 924					1904	Nederl. Schps. Maats. Amsterdam	L.Bérengier& Giannoni	251·5 Q78'F32'	34·6	18·5	Marseilles French *WB*	T.3Cy.$19\frac{1}{3}$",$30\frac{3}{10}$"&51"-35" 154NHP NedFb.v.Wrk&Spoor,Ams		V
31895 EGPS	**Sebastian** (*ex*Daybeam) *ss*Bbo.No.3-5,33 *ss*Bbo.No.1-38 *Cargo battens not fitted* 1*Dk*(*Stl*)	*3024* *2310* *1836*	✠ 4,41 ✠~~LMC~~ ~~BS4,41~~ ~~MS4,41~~	Bbo	*u*	CL 3,41	1920 3mo	J.Blumer& Co.Ld. Sunderland *Lloyd's*A&CP	~~MarquesdelReal Socorro~~ Comercial de Transportes *CellD*	325·7 331·3 P33'B98'F28' FK *B*276'679t*FPT*105t	45·3 46·8	22·6	Bilbao Spanish 6*BHCem* *APT*42t	T.3Cy.25",41"&68"-45" (*s*) 180lb 358NHP 3SB,9*cf*,GS162,HS5814 N.E.MarineEngCo.Ld.Sld.	25 ″ 6 ~~s3 ″ 11¼~~ ~~21 ″ 9~~	
31896 1923 IUFJ	**Sebastiano Bianchi** (*ex*Surgens-34, *ex*Abessinia-33) 2*Dks* *Fitted for oil fuel*	1546 1373 929					1920	Bremer Vulkan Vegesack	FratelliBianchi Soc.diNav.	247·3 B38'F31'	35·9	19·5	Genoa Italian *WB*	T.3Cy$16\frac{5}{16}$",26¾"&44"-$28\frac{5}{16}$" 130NHP BremerVulkan,Vegesack		I
31897 9377 TCCS	**Sebat** (*ex*JollyGeorge,*ex*Balboa) *ss*Sld.2ndNo.3-1,21 *ss*Cpl.No.2-28 1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Webframes*	1328 1282 817	✠ — 4,33 ✠	Ist	*o*		1894 11mo	Wood, Skinner&Co. Newcastle	Barzilay& Benjamin *Cell DBa*57'	239·0 B11' BK8" *uE&B*33'*f*95'256t*A*	33·2	12·5 20·3	Istanbul Turkish 4*BHCem* *PT*35t	T.3Cy.19",31"&51"-33" 171NHP 2SB,6*cf*,GS86,HS2900 N.E.MarineEngCo.Ld.Sld	22 ″ 8	
31898 DNAR	**Sebu** 2*Dks*	1894 1765 1119					1920	Limhamns Skeppsv.A.B. Limhamn	Oldenburg- Portug.Dampfsch. Rhed.	242·1	38·0	23·6	Oldenburg German *WB*	T.3Cy.18",29½"&48"-31½" 129NHP LimhamnsSkeppsv.A B.		G
31899 CSBQ	**Secil** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	427 277 206	✠100A1 6,41 ✠LMC4,38	Lis	*f*	CL 6,41	1938 4mo	DeHaan& Oerlemans Heusden *Lloyd's*A&CP	"Secil"Cià.Geral deCal e Cimento *C*	143·7 152·0(O.L.) P42'Q41'F16' FK *ellDB*90'75t*FPT*25t	25·7	9·4	Setubal Portuguese 4*BHCem* *APT*20t	Oil Engines 4S.C.SA 7Cy.11¼"-$16\frac{9}{16}$" 86NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	11 ″ 3 s3 ″ 11 11 ″ 2¼	
31900 115640 MDGK	**Second** (*ex*Pine-40) **3Mst** *Well deck* *ss*Bel.2ndNo.3-6,32 *Mchy.Aft* *ss*Bel.No.3-7,37 *ss*Bel.No.1-41 1*Dk*(*Irn*)	328 241 122	✠100A1 ~~1,40~~10,41 10,41 ~~BS7,40~~ ✠LMC~~7,37~~	Bel	*f*	CL ~~1,40~~ 8,41	1907 11mo	J Fullerton &Co. Paisley *Lloyd's*A&CP	IsaacStewart (Stewart&Partners,*Mgrs.*)	142·7 Q80'B7'F25' BK6"	23·4	10·2	Belfast British 3*BHCem* *FPT*43t	C.2Cy.15½"&34"-24" 130lb 47RHP 1SB,2*pf*,GS40,HS1300 RenfrewBros.&Co.Irvine	11″2½ s4 ″ 0¾ 11 ″ 5¼	
31901 865 IBRB	**Securitas** (*ex*AnsaldoQuarto) D.F. *Mchy.Aft* 2*Dks*	5366 4565 3015					1918	G.Ansaldo &Co. SestriP'nente	Soc AnonIndustria Armamento	393·2 P134'B30'F36'	51·7	28·2	Genoa Italian *WB*	2SteamTurbinesSRgeared to 1 Sc. Shaft G.Ansaldo&Co.Smprdrna		Cl
31902 164663 MLMZ	**Sedulity** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	490 321 249	✠100A1 3,42~~6,39~~ Examined ~~7,41~~3,42 ✠LMC7,36 ✠LMC(M)9,38	~~Yar~~ ~~fps~~ Yar	*g*	OG ~~N6,41~~ 2,42	1936 7mo	G.Brown &Co. Greenock *Lloyd's*A&CP	F.T.Everard& Sons,Ld.	153·2 Q96'F17' FK *FPT*61t	27·7	9·6	London British 3*BHAsp* *APT*50t	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 72RHP NewburyDieselCo.Ld. Newbury	10 ″ 8 s3 ″ 7 10 ″ 8	
31903 211085 WTCT	**Seeandbee** Ⓟ **Pad** D.F. GyC.	6381 — 3434					1912	Detroit S.B.Co. Wyandotte	Cleveland& BuffaloTransitCo.	484·5	58·1	24·0	Wilmgton (Del.) *WB* Utd. States	C.3Cy.66"&(2)96"-108" 1596NHP DetroitS.B.Co.Detroit		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
31904 TCDD	**Şefak** (*ex*Şafak-39, *ex*Yürük-38,*ex*Sefak-38, *ex*Chafak,*ex*Aurore, *ex*Agordat,*ex*Abbas) **TwinSc** *OilEng.* 1*Dk*	330 289 198					1888	Lobnitz& Co. Renfrew	FaikI.Abdusef ve Halil Uzuner	131·2	25·0	10·2	Istanbul Turkish	Oil Engines 2S.C.SA 6Cy.7$\frac{7}{8}$"–11$\frac{13}{16}$" *made33fitted34* MtrnWerkeMannheimAG Oil Engines 4S.C.SA 6Cy.8$\frac{11}{16}$"–11$\frac{13}{16}$" 109NHP *made22fitted34* MtrnWerkeMannheimAG.		
31905 LCXI	**Segundo** (*ex*SudUruguayo, *ex*Segundo) **TwinSc** *OilEng.* D.F. 1*Dk*	4414 3990 2668					1925	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Awilco (A.Wilhelmsen, *Mgr.*)	368·5 P116*t*H239*t*F11*t*	53·7	24·9	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 450NHP Akt.Burmeistr&Wain,Cpn		N
31906 45391 JGCM	**Seia Maru**	6658 — 3898					1939	Harima Zosensyo K.K. Aioi	OsakaSyosenK.K.	438·8	58·6	32·8	Osaka Japanese	Steam turbine		C
31907 703 JQOG	**Seian Maru** *OilEng.* D.F. 2*Dks*	3712 — 2084					1938	TamaS.B. Co.Ld. Tama	DairenKisenK.K.	350·7 P34'B82'F31'	50·2	24·5	Dairen Japanese	Oil Engines 4S.C.SA 10Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 453NHP TamasS.B.Co.Ltd.Tama		
31908 44045 JZOL	— (*ex*ChungTai-38, *ex*Kanna-37) *ss*Osa.No.3-3,39 1*Dk*(*Stl*)	1900 1651 1054	✠100A1 4,40 ✠LMC4,40	Osa	*r*	CL 2,38	1911 6mo *Lloyd*	Ramage& Fergnson,Ld. Leith '*sA&CP*	SakamotoShoji K.K. *CellDBa69'nE&*	272·1 P22'B78'F26' FK&BK1½" *B39'f108'458tFPT*	41·2	17·9	Osaka Japanese 6*BHCem* 55*tAPT*125*t*	T.3Cy.21",34"&56"–36" (*s*) 180lb 264NHP 2SB,6*cf*,GS126,HS4897 Ramage&Fergusn,Ld.Lth.	19″11 s2″8 17″6	
31909 27464 JSWD	**Seikai Maru** *ss*Kob.No.3-5,32 *ss*Osa.No.1-37 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	3180 2715 1958	✠ … 8,38 ✠	Osa	*t*		1920 11mo	OsakaIron Works Innoshima	OsakaSyosenK.K. *CellDB255'510t* *DTa25'511t*	305·0 P19'B82'F32' FK *FPT76tAPT20t*	43·7	24·9	Osaka Japanese *Cem* 5*BH to U dk* 1 „ „ 2*nd* „	T.3Cy.22¼",37"&61"–42" 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWorks	27″3	
31910 44562 JFJM	— (*ex*WenYuan-38, *ex*Kawatiri-36, *ex*Shahristan) *ss*Kob.2ndNo.3-6,36 1*Dk*(*Stl*)	3109 — 1838	✠ … 7,39 ✠	Osa	*u*		1919 7mo	J.Priest- man&Co. Sunderland	KitaNipponKisen K.K. *CellD*	331·3 P33'B98'F28' FK *B278'749tFPT113t*	46·8	23·2	Tokyo Japanese 5*BHCem* *APT122t*	T.3Cy.25",41"&68"–45" 429NHP 3SB,9*cf*,GS156,HS6321 G.Clark,Ld.Sunderland	25″6	
31911 47856 JWYN	—	2663 — 1502					1940	Uraga DockCo.Ld. Uraga	ToaKaiunK.K	307·2	45·0	24·9	Tokyo Japanese	Steam turbine		
31912 31868 JZAB	**Seikan Maru No. 1** Ⓟ **TwinSc** (*TrainFerry*) D.F. 2*Dks*	2326 2079 769					1926	Yokohama DockCo.Ld. Yokohama	Govt.of Japan (Dept.ofRailways)	356·0 B104'F31'	52·0	20·0	Tokyo Japanese *WB*	2steamturbinesDRgeared to 2 sc. shafts 367NHP BrownBoverieCo.Baden, Switzerland		
31913 36220 JZJB	**Seikan Maru No. 2** Ⓟ **TwinSc** (*TrainFerry*) D.F. 1*Dk* *CruiserStern*	2493 2140 853					1930	Kawasaki Dkyd.Co.Ld. Kobe	Govt.of Japan (Dept.ofRailways)	360·0 F58'	52·0	20·0	Tokyo Japanese *WB*	2steamturbinesDRgeared to 2 sc. shafts KawasakiDkydCoLdKobe		
31914 46274 JGWN	**Seikan Maru No. 3** Ⓟ **TwinSc** (*Ferry*) D.F. *CruiserStern*	2787 — 921					1939	Uraga DockCo.Ld. Uraga	Govt.of Japan (Dept.ofRailways)	360·9 B&*ShadeDk*340'	52·0	21·6	Tokyo Japanese *WB*	4steam turbinesDRgeared to 2 sc. shafts 733NHP UragaDockCo.Ld.Uraga		
31915 44841 JQSM	**Seiko Maru** *OilEng.* *CruiserStern*	708 — 511					1938	YendoIron Works Osaka	SankoKisenK.K.	170·0	28·5	15·3	Amagasaki Japanese	Oil Engines 4S.C.SA 6Cy.13"–19$\frac{11}{16}$" 99NHP HanshinIronWorks,Kobe		
31916 20758 JLKE	— (*ex*OkiMaruNo.8) **Wood** 1*Dk*	371 265 258					1917	Fukushima Matsujiro Matsuye	FukusimaKaneiti	141·6	23·1	12·6	Osaka Japanese	T.3Cy.9½",15"&24½"–19" Ishibashi 22NHP Tekkosho,Matsuye		
31917 44512 JMFM	**Seiko Maru No. 2** *OilEng.*	479 — 306					1938	Kanasasi Zosensyo K.K. Simizu	TetudoKinosita GumiK.K.	155·8	25·6	13·4	Kobe Japanese	Oil Engines		
31918 1754 JESG	**Seikyo Maru** Ⓟ 1*Dk&pt2nd dk* *CruiserStern*	2608 2260 1527					1934	Uraga DockCo.Ld. Uraga	TyosenYusen K.K.	298·3 P28'B75'F33'	45·0	23·8	Zinsen Japanese *WB*	T.3Cy.17",27"&44"–39"& LP turbine with DR gearing 180NHP UragaDockCo.Ld.		
31919 28068 JFKA	— Ⓟ 2*Dks*	2565 2009 1578	✠ … 3,23 ✠				1921 6mo	OsakaIron Works,Ld. Osaka	ToaKaiunK.K.	284·5 P41'B100'F34' FK	42·5	23·0	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 288NHP OsakaIronWrks Ld.Osaka	23″0	
31920 OYBH	**Seine** 1*Dk&Awng dk*	1358 1031 838					1899	W.Dobson &Co. Newcastle	Det.Forenede Dampskibssels- kabA/S	237·0 Q88'H58'F26'	34·3	16·0	Copnhagn Danish *WB*	T.3Cy.19½",32½"&54"–36" 175NHP N.E.MarineEngCoLdNwc		V
31921 LJRG	**Seirstad** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Carrying Petroleum in bulk*	9916 9191 5969					1937	Deutsche WerftAGBet Finkenwrder Hamburg	UniversalShip- pingCo.A/S(A.F. Klaveness&Co. A/S*Mgrs.*)	492·9 P113'F74'	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.24"–43$\frac{5}{16}$" 1201NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
31922 31352 JOYB	**Seiryu Maru** 2*Dks&Webframes* *Longitudinalframing*	1900 1602 1158	✠ … 11,29 ✠				1926 3mo	OsakaIron Works,Ld. Innoshima	KitaNipponKisen K.K.	255·0 P17'B65'F28' FK	39·0	22·7	Nishino- miya Japanese *WB*	T.3Cy.18",30"&50"–36" 211NHP OsakaIronWorks,Ld.	22″9	
31923 880 JTUB	**Seisin Maru** Ⓟ 2*Dks*	1325 1129 742					1920	Harada Zosensho Osaka	TyosenYusenK.K.	232·5 P26'B69'F33'	31·5	21·2	Zinsen Japanese	T.3Cy.15¾",27"&45"–33" 115NHP HaradaZosensho,Osaka		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, s. ce n'est dans le L. R. Durée Cert. B. of Trade
31924 89430 VPBM	**Seistan** Ⓟ (*ex*Innamincka) *Well deck* 1*Dk*&*Web frames*	2455 1736 1571	✠ ... 9,95				1890 10mo	Napier, Shanks&Bell Glasgow	DouglasS.S.Co.Ld.	305·0 P162'B84'F75' FK	40·0	19·8	HongKong British *WB*	T.3Cy.19",32"&50"–36" NE23 285NHP WorthingtonPump&Mach Corp.Buffalo,N.Y.	22 〃 8	V †
31925 33570 JCGC	**Seisyo Maru** (*ex*Antonio Tripcovich, *ss*Nap.No.2–27 *ex*Exmoor, 2*Dks* *ex*WestCaruth) *Fitted for oil fuel*	5464 5082 3991	... 5,32				1919	S.Western S.B.Co. SanPedro,Cal	OgumaShoten GomeiKaisha	410·4 P43'B115'F47' FK	54·0	29·7	Tarumi Japanese *WB*	T.3Cy.24 9/16",41 9/16"&72"–48" 551NHP LlewellynIronWorks,Cal.	29 〃 9	C †
31926 24633 JEAI	**Seisyu Maru** 1*Dk*	1224 1032 650					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0 Q65'F33'	34·0	21·0	Tokyo Japanese	T.3Cy.16½",27½"&45"–30" 111NHP TokyoKikaiSeisakujo,Tok		
31927 44349 JZNL	**Seitai Maru** (*ex*TaiYang–38, *ex*KongHo–37, *ss*Wln.No.3–7,30 *ex*Kaitoke–35, *ss*Osa.No.2–39 *ex*CapeColony, 1*Dk*(*Stl*) *ex*WarPalace) *Cargo battens not fitted*	3405 — 2011	✠100A1 3,40 ✠LMC3,40	Osa	*u*	2,39	1918 11mo *Lloyd*'sA&CP	SirR Dixon &Co.Ld. Middlesbro'	SakamotoShoji K.K. *CellD*	331·3 P33'B98'F29' FK *B*284'736*tFPT*112*t*	46·8	23·2	Osaka Japanese 7*BHptCem* *APT*112*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 434NHP 3SB,9*cf*,GS155,HS6420 FD Richardsons,Westgarth& Co.Ld.Mdb.	25 〃 6	
31928 44370 JZZL	**Seiwa Maru** (*ex*ShengHo–38,*ex* Malakuta–35) *ss*Kob.2ndNo.3–9,38 2*Dks*(*Stl*) &3*rd dk*(*Stl*)*inNo.*1 *hold*	7210 — 4519	✠100A1 10,40 ✠LMC10,40 *Fitted for oil fuel* 7,18 *F.P. above* 150° F. *Carrying oil fuel F.P. above* 150° F. *in Nos.* 1,2&7 *DBtanks*	Yka	*c*†	CL 10,40	1914 9mo *Lloyd*'sA&CP	C.Connell &Co.Ld. Glasgow	OkadaGumiK.K. *CellDBa&uE*188'	470·2 P46'B124'F43' FK *f*178'1352*tFPT*79*t*	58·0	32·1	Osaka Japanese 7*BHCem* *APT*54*t*	T.3Cy.26½",45"&75"–54" (*s*) 200lb HS12300 648NHP 2D&1AuxSB,15*cf*,GS264 D.Rowan&Co.Glasgow	34 〃 11 s 7 〃 10½ 27 〃 3	
31929 22005 JQHE	— 1*Dk*	1326 1165 937					1917	Matsuda KisenK.K. Osaka	TaiyoKisenK.K.	227·0 P21'B53'F24'	35·0	19·0	Tarumi Japanese *WB*	T.3Cy.16",26"&42"–30" 97NHP YoshidaIronWorks,Osaka		
31930 4403 JNJE	**Seiwa Maru No. 2** (*ex*InushimaMaruNo.4–33) 1*Dk*	593 559 322					1899	OsakaIron Works Osaka	TaiyoKisenK.K.	169·0	30·0	14·1	Hutyu Japanese *WB*	T.3Cy.14",22"&37"–27" 71NHP OsakaIronWorks,Osaka		
31931 44604 JLLM	**Seizan Maru** (*ex*ShingHo–38, *ex*Barunga–35,*ex*Cape *ss*Smk.No.3–8,39 Premier,*ex*WarFaith) 1*Dk*(*Stl*) *Cargo battens not fitted*	4233 3922 2584	✠100A1 11,40 ✠LMC11,40	Smk	*x*	CL 7,39	1918 10mo *Lloyd*'sA&CP	Canadian Vickers,Ld. Montreal	MiyachiKisenK.K. *CellDB*	380·0 P30'B102'F41' FK 316'1367*tFPT*102*t*	49·2	26·7	Kobe Japanese 6*BHCem* *APT*136*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 474NHP 3SB,9*cf*,GS174,HS6660 FD CanadianVickers.Ld.Mtl.	30 〃 1 s 5 〃 11¾ 24 〃 5	
31932 34386 JWPB	— (*ex*RaymondPoincaré, *ss*Rou.No.2–26 *ex*WarKarma) 1*Dk*	2018 1777 1187	✠ ... 4,30 ✠				1918 11mo	Pt.Arthur S.B.Co.Ld. PtArthurOnt	AokiYotetsu ShotenK.K.	251·0 P25'B64'F28' FK	43·8	20·7	Sasebo Japanese *WB*	T.3Cy.20½",34"&56"–40" 265NHP PortArthurS.B.Co.Ld.	23 〃 0	
31933 22270 JQTE	— (*ex*ShinshuMaruNo.2–32) 1*Dk*	955 787 549					1918	Namura Gennosuke Osaka	YamamotoKisen K.K.	190·0	31·0	18·5	Hutyu Japanese			
31934 42961 JTFL	**Seizan Maru No. 2** *Mchy.Aft* 1*Dk*	1898 — 1064					1937	Matsuo Zosensho Nagasaki	AokiShojiK.K.	271·7 P80'F25'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18",29½"&50"–39" 156NHP MatsuoZosensho,Nag.		
31935 OUKY	**Sejrö** *ss*Els.No.2–38 *Well deck* 1*Dk*(*Stl*) D.F. *Now* "Poul Carl," *see No.* 38082 *in Supplement*	1489 1198 880	✠100A1 9,39 BS8,39 ✠LMC4,38 (SEE FOOTNOTE*)	Els	*q*	OG 9,39	1929 9mo *Lloyd*'sA&CP	Helsingörs Jernsk&Msk Elsinore	A/S D/S "Heimdal" (M.Carl,*Mgr.*)	253·4 P17'Q81'B97'F30' FK *CellDB*215' 411*tFPT*	38·1	15·2	Elsinore Danish 4*BHptCem* 32*tAPTs*86*t*	T.3Cy.18½",30"&50"–33" (*s*) 200lb 155NHP 2SB(Spt)4*cf*,GS112,HS2252 HelsingörsJernsk.&Mskb.	17 〃 6 s 〃 11½ 16 〃 8	
31936 477 JPFG	**Sekiho Maru** (*ex*Canadian Inventor–33) *ss*Drn.No.3–9,33 2*Dks*(*Stl*)	5402 4906 3276	✠ ... 1,38 ✠	Nag	*y*		1920 7mo	JCoughlan &Sons,Ld. Vancouver, B.C.	DairenKisenK.K. *CellD*	400·1 P49'B113'F40' FK *B*334'1026*t FPT*14	52·4	28·8	Dairen Japanese 6*BHCem* 9*tAPT*131*t*	T.3Cy.27",44"&73"–48" 520NHP 3SB,9*cf*,GS198,HS7743 J.G.Kincaid&Co.Ld.Grk.	31 〃 0	
31937 22229 JBNC	**Sekino Maru** 1*Dk*	998 834 716					1918	Takemoto Chukichi Osaka	OginunoSotaro K.K.	195·5	31·5	18·0	Fushiki Japanese	T.3Cy.13½",22½"&37½"–28" 75NHP YamaseTekkosho,Osaka		
31938 16613 JPQE	**Sekiyo Maru** Ⓟ Wood 1*Dk*	629 487 378					1916	FukushimaMatsijuro Matsaye	KawasakiKeijiro	168·3	26·6	16·0	Kochi Japanese	T.3Cy.12⅜",20⅛"&32 1/16"–23" 45NHP MacColl&Pollock,Sld.		
31939 19904 JHEB	**Sekkō Maru** Ⓟ (*ex*SekkowMaru–38) *ss*Osa.No.3–5,29 *ss*Osa.No.2–38 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3183 2757 2013	✠ ... 8,38 ✠	Osa	*t*		1917 4mo	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	305·0 P19'B82'F32' FK *CellDB*255'	43·7	27·2	Osaka Japanese 5*BHCem* 518*tAPT*20*t*	T.3Cy.22",37"&61"–42" 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWks.Ld.Osaka	27 〃 3	
31940	**Selandia** Ⓟ *OilEng.* D.F. 2*Dks*,3*rd dk in forward holds* E.S.D. *CruiserStern*	8482 6673 5170	✠100A1 *withfreeboard* 4,41 ✠LMC10,38	PN1	*c*†	CL 7,39	1938 10mo *Lloyd*'sA&CP	Nakskov Skibs.A/S Nakskov	UnionGovt.of S.Africa(Railways &HarboursAdministration, Durban) *CellDB*379'1730*t* *of tunnel*	432·4 452·3(O.L) B178'F68' FK *Tanks at sides* 187*tDTsa*302*tFPT*	63·1	32·6	Durban British 7*BHptCem* (6 *to W dk* 1 „ 2*nd* „) 64*tAPT*84*t*	Oil Engines 2S.C.DA 5Cy.24 7/16"–55⅛" 1026NHP DB114*lb* Akt.Burmeistr&Wain,Cpn	36 〃 0 11 〃 1 25 〃 0¾	
31941 LJZJ	**Selbo** (*ex*Balder–38,*ex*Hubro) 1*Dk*	1778 1351 1027					1921	OuseS.B. Co.Ld. Goole	Skibs.A/S Selvik (EinarWahlström, *Mgr.*)	255·7 P49*t*Q122*t*H102*t* F11*t*	40·1	16·1	Oslo Norwegian *WB*	T.3Cy.19½",31"&53"–36" 169NHP Earle'sCo.Ld.Hull		VN
31942 146505 MLFT	**Selby** *ss*Hul.No.3–11,34 *ss*Goo.No.1–39 *Well deck* 1*Dk*(*Stl*) *CruiserStern*	1039 852 541	✠100A1 7,41 ~~4,40~~ BS~~4,40~~ 7,41 ✠LMC1,39	Goo	*n*	OG 4,40	1922 10mo *Lloyd*'sA&CP	J.Duthie TorryS.B.Co Aberdeen	Wilsons&N.E.Rly. ShippingCo.Ld. (TheAssociated HumberLines) *CellD*	228·1 P&B143'F52' FK *B*195'272*t APT* 39*t*	34·2	13·8	Hull British 5*BHptCem* *ptAsp*	T3Cy.14½",24½"&43"–30"(*s*) 225lb 152NHP 2SB,4*cf*,GS81,HS2670 Amos&Smith,Ld.Hull	16 〃 0 s 〃 7 15 〃 7	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
31943 5425 SDVE	**Selene** (*ex*Helios-40,*ex*Edvard-35, *ex*Barbro,*ex*Bolero, *ss*Hbg.3rdNo.3-4,27 *ex*Barbro, *ss*Tln.No.2-36 *ex*Elorrio) 1*Dk*(*Stl*)&*Webframes* *Well deck* *Cargo battens not fitted*	*1309* *1148* *770*	✠100A1 5,42 ~~9,89~~ ~~11,41~~ Examined ~~4,41~~ 5,42 BS~~8,40~~ ✠LMC5,36 7,41	Bry ~~Tln~~ ~~Hsl~~	o	CL ~~5,38~~ 4,42	1894 7mo	W.Pickersgill&Sons Sunderland A&CP	~~I.Fagraeus~~ I.Fagræus	240·2|35·8|16·0 Q87'B58'F30' FK *DBa*69'	Stockholm Swedish 4*BHCem* *f*88'309*t*	T.3Cy.$19\frac{5}{16}$",$31\frac{5}{16}$"&51"-36" 160lb (*r*) 171NHP 2SB,4*pf*,GS69,HS2797 G.Clark,Ld.Sunderland	17 ″ 0 s 1 ″ 3 15 ″ 11	
31944 UPAL	**Selenga** (*ex*NeathAbbey-34, *ex*Bellas) *ss*Cff.No.3-3,31 1*Dk*(*Stl*)	*2492* *2248* *1438*	✠ 10,33 ✠NB4,29 ✠	Lon	*t*		1919 10mo	E.Finch&Co.(1916)Ld. Chepstow	U.S.S.R. *CellD*	303·0|43·0|20·7 P33'B80'F33' FK *B*260' 671*t FPT*70*t*	Leningrad Russian 6*BHptCem* *APT*183*t*	T.3Cy.22",36"&59"-39" 253NHP 2SB,6*cf*,GS120,HS4104 McKie&Baxter,Glasgow	23 ″ 0	
31945 TFEB	**Selfoss** (*ex*Villemoes) *Mchy.Aft* 1*Dk*	775 627 428					1914	Porsgrund Mek. Værks. Porsgrunn	H/F Eimskipafelag Islands	202·1|32·1|12·4 P61'F24'	Reykjavik Icelandic *WB*	T.3Cy.14",23"&38"-27" 75NHP PorsgrundM.V.Porsgrunn		N
31946 LDNG	**Selje** 1*Dk*&*Shelter dk* D.F. *Longitudinal framing*	6698 6210 3891					1930	Palmers' Co.Ld. Newcastle	SkibsA/S Selje (A/S Rederiet Odfjell)	448·3|59·2|27·7 P164*t*H189*t*F40*t*	Bergen Norwegian *WB*	T.3Cy.$28\frac{1}{2}$",47"&78"-51" 409NHP Palmers'Co.Ld.Newcastle		N
31947 152859 CYKJ	**Selkirk** D.F. *Mchy.Aft* 2*Dks*	2384 1300 1449					1926	DavieS.B.&Repg.Co.Ld Lauzon,Que.	CanadaS.S.Lines, Ld.	250·2|42·8|14·7 F35'	Montreal British *WB*	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
31948 139451 MLGG	**Sellinge** (*ex*Ensign-37, *ex*Wrotham-35, *ss*Shl.No.3-4,29 *ex*Ensign-33, *ss*Cff.No.2-38 *ex*Uskmouth) 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2327 1789 1261	✠100A1 1,42 ~~6,41~~ ~~12,41~~ BS12,41 ✠LMC MS3,38 ~~BS9,40~~	~~Cff~~ ~~Sld~~ Shl	*s*	CL ~~5,41~~ ~~11,41~~ 1,42	1916 7mo	J.Priestman&Co. Sunderland *Lloyd's A&CP*	Constants(South Wales)Ld.(H. Constant,*Mgr.*) *D*	290·0|40·7|19·2 301·0(O.L.) P24'Q90'B59'F29' FK *Bf*112'385*tDTa*90'	London British 5*BHCem* 624*tFPT*94*t*	T3Cy.$21\frac{3}{16}$",35"&57"-39"(*s*) 180lb 218NHP 2SB,6*pf*,GS90,HS3340 N.E.MarineEng.Co.Ld.Sld	20 ″ 6 s 2 ″ $1\frac{1}{2}$ 18 ″ 7	
31949 DAVH	**Selma** (*ex*Hamlet) D.F. Sub.Sig. 1*Dk*	1414 1067 817					1924	Howaldtswerke Kiel	FranzL.Nimtz	245·2|37·2|14·5 P16'Q76'B97'F31'	Stettin German *WB*	T3Cy$16\frac{1}{2}$",$27\frac{3}{16}$"&$43\frac{5}{16}$"-$29\frac{1}{2}$" 102NHP Howaldtswerke,Kiel		G
31950 OZOH	— *Now trading as* "Elqui," *see No.* 36419 *in Supplement* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	1392 1035 742					1937	Fredrkstad MekVrksA/S Fredrikstad	J.Lauritzen	265·0|42·1|13·9	Esbjerg Danish *WB*	C.4Cy.(2)$13\frac{3}{4}$"&(2)$32\frac{5}{16}$"-$30\frac{1}{2}$" HS1508 130NHP FredrikstadM.V.A/S Fredrikstad		N
31951 221193 KDRJ	**Selma City** 2*Dks*3*trB* GyC. *Fitted for oil fuel*	5686 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2|56·2|26·5 P58'B&F350' *R*	NewYork Utd. States *WB* *Turbines by* *Red. Gears by*	2 Steam Turbines DR geared to 1 Sc. Shaft FederalS.B.Co.Kearny,NJ FalkCo.Milwaukee,Wis.		R
31952	**Selma Thordén** *OilEng.* D.F. E.S.D. GyC. *Ref.Mchy.* *CruiserStern*	3645 2776 1868	100A1 *withfreeboard* (*Class Contemplated*)				1941	Crichton-VulcanA.B. Åbo	RederiA/B Suomi (G.B.Thordén, *Mgr.*)	365·9|51·4|21·6	Helsingfrs Finnish	Oil Engines 2S.C.SA 7Cy.$25\frac{9}{16}$"-$49\frac{3}{16}$" Crichton-VulcanA.B.Åbo		
31953 LJCM	**Selvik** (*ex*Britte-36,*ex*HiramII.) 1*Dk*	1557 1368 892					1920	Akers Mek. Værks Oslo	Skibs.A/SSelvik (EinarWahlström *Mgr.*)	255·6|39·8|17·8 P22'B64'F25'	Oslo Norwegian *WB*	T.3Cy.19",31"&53"-36" 506NHP AkersMek.Værks.Oslo		N
31954 148070 GKQJ	**Selvistan** *ss*Shl.No.3-7,37 D.F. 1*Dk*(*Stl*)	5136 4750 3190	✠100A1 ~~8,41~~ ~~11,40~~ 11,41 ✠LMC MS6,37 BS~~7,40~~ 8,41	~~Hpl~~ Mtl	*y*	CL ~~7,38~~ 7,41	1924 5mo	ShortBros.Ld. Sunderland *Lloyd's A&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*	390·0|53·5|28·6 P33'B113'F41' FK 342'1524*t FPT*128*t*	Newcastle British 6*BHCem* *APT*167*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb ~~150lb~~ 363NHP 2SB,8*cf*,GS148,HS5806 J Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ $1\frac{1}{4}$ 25 ″ $7\frac{1}{4}$	
31955 PKSZ	**Semarang** (*ex*Doggersbank-38) *ss*Sba.No.1-37 *Mchy.Aft* *OilEng* 1*Dk*(*Stl*) *CruiserStern*	309 227 219	✠ ... 3,41 ✠	Sba	*d*		1933 1mo	N.V.Industrieele Maats. "DeNoord" Alblasserdam	Koninklijke PaketvaartMaats.	131·9|23·5| 8·8 Q26'F16' FK *CellDBf*28'28*tFP*	Batavia Dutch 3*BHCem* *T*10*tAPT*4*t*	Oil Engines 4S.C.SA 4Cy.11"-$17\frac{11}{16}$" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 6	
31956 PHLH	**Sembilan** D.F. 3*Dks* *Cargo battens not fitted in deep tanks*	6566 6067 4044	100A1 (*Classification Contemplated*) Examined 7,41 BS7,41 7,41	~~Lon~~ Sba		CL	1922	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	419·8|54·7|33·6 P41'B85'F40'	Batavia Dutch	T.3Cy.$28\frac{1}{2}$",46"&77"-54" 196lb 436NHP 4SB(Spt).12*cf*, Maats.Fyenoord,Rot.		
31957	**Sembilangan** 2*Dks* *CruiserStern* *Fitted for oil fuel* Sub.Sig. D.F.	4990 4478 2956					1923	DeutscheWerftA G. Hamburg	N.V Nederlandsch-IndischeMaats. VoorZeevaart,I.	399·6|54·0|27·4 P&B257'F50'	Dutch *WB*	T.3Cy.$26\frac{3}{16}$"$43\frac{3}{8}$"&$70\frac{15}{16}$"-$47\frac{5}{16}$" 345NHP Gutehoffnungshütte, Sterkrade		
31957A 2084 ICKZ	**Semien** Ⓟ (*ex*Fortunstar-36, *ex*Tuscanstar, *ss*Bkn.2ndNo.3-12,23 *ex*Brodliffe, *ss*Gen.No.1-29 *ex*Morayshire) 2*Dks*(*Stl*)&*deep* D.F. *framing*&*Shelter dk* *Fitted for oil fuel*	6942 — 4360	✠ —— 8,33 ✠	Gen	*a*†		1898 12mo	R&WHawthorn,Leslie&Co.Ld. Newcastle	IgnazioMessina &C. *CellDBa*105'*uE*30'*f*	421·4|54·0|29·1 420·0 28·6 P50'B&F355' FK 208'1068*tFPT*130*t*	Genoa Italian 7*BHCem* *APT*25*t*	T.3Cy.$29\frac{1}{2}$",$46\frac{1}{2}$"&$76\frac{1}{4}$"-54" 430NHP 3SB,9*cf*,GS178,HS6415 Hwthrn,Leslie&CoLdNwc.	32 ″ 0	I †
31958 164612 GYST	**Seminole** *ss*Bel.No.1-41 D.F. E.S.D. *OilEng.* GyC. 1*Dk*, 2*nd dk clear of cargo tanks* *Cruiser Stern* *Longitudinal framing* *Mchy.Aft*	10389 9592 5922	✠100A1 ~~9,41~~ ~~7,40~~ 2,42 3,42 DBS~~5,41~~ ✠LMC~~4,36~~ 9,41 *Carrying Petroleum in bulk*	~~Sws~~ ~~Bel~~ Mob	*f*†	CL ~~1,39~~ 5,41	1936 4mo	Blohm&Voss,K.a.A. Hamburg *Lloyd's A&CP*	BritishMexican PetroleumCo.Ld. (R.A.Carder, *Mgr.*) *CellDBuE*86'184*tDT*	490·4|69·9|36·9 P107'B39'F35' FK *f*16'540*t FPT* 370*t*	London British 16*BHptCem ptAsp* *APT*214*t*	Oil Engines 2S.C.SA 8Cy.$25\frac{5}{8}$"-$49\frac{1}{4}$" 912NHP 3DB200lb Fr.KruppGermaniawftAG	37 ″ 0 s 7 ″ $4\frac{1}{4}$ 29 ″ $11\frac{1}{4}$	
31959 224918 WNCX	— Ⓟ *Ref.Mchy.* 1*Dk*&2*nd dk in* D.F. *holds*&*Promenade dks* *Fitted for oil fuel*	5896 — 3514	✠ ... 12,27 ✠				1925 8mo	NwprtNws S.B.&DD.Co. NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	387·5|54·3|20·0 P&B322'F53' FK	NewYork Utd.States *WB*	2SteamTurbinesSR geared to 1Sc.Shaft 981NHP NewportNewsSB.&DD.Co.	23 ″ 6	R †
31960 219690 KUGP	— *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	5867 — 3660					1920	O.Daniels Co. Tampa,Fla.	UnitedStates Maritime Commission	402·0|54·0|33·7 P34'B118'F38'	Tampa,Fla Utd.States	Oil Engines 2S.C.DA 4Cy.$27\frac{1}{2}$"-$47\frac{1}{4}$" 1053NHP NE26 Hooven,Owens,Rentschler Co.Hamilton,O.		R

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel — Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP= Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où, et si ce n'est dans le L.R. Durée Cert.B.of Trade
31961 PHLM	**Semiramis** *ss*H.Kg.No.3–10,33 *ss*Sng.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	5792 5293 3379	✠ … 11,38 ✠	Sng	*z*		1921 9mo	S.Western S.B.Co. SanPedro, Cal.	Nederl.Indische Tankstoomboot Maats. *Cell DBuE&B*81′23	412·0 427·0(O.L.) P110′B33′F57′ FK 2*tDTf*32′328*t FPT*	53·3	31·0	Willemstad ~~TheHague~~ Dutch 15*BHptCem* *ptAsp* (4 to *Udk* 11 ,, 2*nd*,,) 98*t APT*103*t*	T.3Cy.27″,45″&74″–48″ 556NHP 3SB,9*cf*,HS8451 Hooven,Owens,Rentschler Co.Hamilton,O.	31 ″ 0	
31962 CSAW	**Sena** (*ex*Marienburg, *ex*Mary,*ex*Duisburg) **TwinSc** 1*Dk*	1221 1025 680					1922	Deutsche Werft Hamburg	Cia.Colonial de Navegaçao	243·3 B48′F34′	36·0	14·1	Loanda Portuguese	T.6Cy.11″,$16\frac{9}{10}$″&27⅜″–$18\frac{1}{10}$″ NE27 65NHP UnionGiesserei,Königsbrg		G
31963 PKNX	**Senang** *ss*Bat.2ndNo.3–10,38 1*Dk*(*Stl*–teaks)	1207 994 672	✠100A1 ~~6,41 12,40~~ 1,42 ✠NB8,22 ✠MC10,38 BS~~12,40~~ 1,42	Sng	*p*	CL 9,38	1914 9mo *Lloyd*	HongK'ng &Whampoa DockCo.Ld. HongKong '*s A&CP*	TiongHwaLeon Tjoen&Co.Ld. *CellDBa*65′	235·0 P20′B121′F28′ FK *uE*15′*f* 94′339*tFPT*	38·0	14·5	Pal'mbang Dutch 4*BHCem* 26*tAPT*22*t*	T.3Cy.$18\frac{11}{16}$″,29″&48″–36″(*s*) 180lb 162NHP 2SB,6*cf*,GS116,HS2648 HongKong&Whampoa DockCo.Ld.HongKong	16 ″ 6 s 2 ″ 2¾ 14 ″ 7¼	
31964 DIVO	**Senator** **TwinSc** (*ex*Lighter) *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	845 789 685					1902	Christof Ruthof Kastel aRh.	WariedTankschiff Rhed.G.m.b.H.	187·6 P28′F24′	32·2	15·2	Hamburg German	Oil Engines 4S.C.SA 12Cy.11″–17¾″ 140NH *Emade&fitted*34 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
31965 EAHS	**Sendeja** (*ex*Pedrosa–33) 2*Dks*	*2647* — *1640*					1921	W.Harkess &Son,Ld. Middlesbro'	J.A.Mutiozabal	304·8 P27′B80′F33′	42·3	23·2	Bilbao Spanish *WB*	T.3Cy.22½″,37″&61″–42″ Richardsons, 241NHP Westgarth&Co.Ld.Mdb.		C
31966 YTFM	**Senga** (*ex*Lasta–36,*ex*Naana–35, *ex*Manchurian Prince–33,*ex*Ardgair) *ss*Ant.No.3–7,35 *ss*Sch.No.1–40 2*Dks*(*Stl*)	*5140* *4748* *3280*	✠100A1 3,42 ~~4,41~~ ✠LMC MS10,39 BS~~2,41~~ 3,42	~~Bal~~ Sou	*z*	CL 4,41	1913 5mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*s A&CP*	Atlantska Plovidba d.d. *'Tween* *CellDBa*131′	405·0 418·3 (O.L.) P41′B121′F35′ FK *dk B H in after* *hold dispensed with* *u E*23′ *f* 176′ 1103*t*	53·0	27·2	Susak Yugoslav *Cem* 5*BH to Udk* 3 ,, 2*nd* ,, *DTa*36′ 988*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 475NH 2SB,8*cf*,GS156,HS6697 FD J.G.Kincaid&Co.Ld.Grk. *only* *APT*36*t*	29 ″ 9 s5 ″ 9¼ 24 ″ 2	
31967 CSHI	**Senhora Da Sude** **WoodAux** (*exSailingShip* Helga–35) *OilEng.* **4MstSr** 1*Dk* (*See Sailing Ship Register*)	356 328 272					1920	FanöSkibs- værft Nordby,F.	Tavares, Mascarénhas, Neves&Vaz,Lda.	137·6	30·7	12·7	Aveiro Portuguese	Oil Engines 2Cy.15⅜″–$16\frac{15}{16}$″ *Emade&fitted*35 Denmark		
31968 LJYF	**Senja** *OilEng.* 1*Dk&Shelter dk* D.F. *Mchy.Aft* *CruiserStern*	858 671 421					1938	MossVærft &Dokk,A/S Moss	Vesteraalens Dampskslsk	214·2	34·7	13·8	Stok- marknes Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.14⅜″–21⅝″ & hydraulic coupling SR geared to sc. shaft 141NH Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
31969 32487 JKNB	**Senkai Maru** Ⓟ 2*Dks*	2101 1685 1522					1926	MitsuiBus- sanKaisha Ld TamaDkyd	SimataniKisen K.K.	275·0 P24′B87′F36′	40·7	21·0	Kobe Japanese *WB*	T.3Cy.18″,30″&50″–36″ 150NH MitsuiBussanKaisha,Ld.		
31970 40758 JYRJ	**Senkō Maru** Ⓟ (*ex*SenkwoMaru–38) D.F. 2*Dks* *CruiserStern*	4472 3900 2618					1935	Yokohama DockCo.Ld. Yokohama	NipponYusenK.K.	364·2 F33′	50·8	32·5	Tokyo Japanese *WB*	2 DR geared Steam Turbines IshikawajimaS.B.&E.Co. Ld.Tokyo		
31971 FOQL	**Senneville** (*ex*CapitaineBaudouin) D.F. 1*Dk*	4578 3960 2549					1922	Ch.&Atel. delaGironde Harfleur	Soc.NavaleCaen- naise(G.Lamy& Cie.*Mgrs.*)	362·9 Q&B225′F31′	49·2	24·4	Caen French *Wb*	T.3Cy.24″,39″&65″–44″ 279NH Schneider&Co.Havre		V
31972 332 JPXC	**Sensan Maru** *OilEng.* *ss*Drn.No.2–36 1*Dk*(*Stl*)	2776 2308 1588	✠ … 1,38 ✠	Nag	*u*		1929 7mo	MitsuiBus- sanKaishaLd TamaDkyd.	DairenKisenK.K. *CellDB*235′682*t* *Tanksinway*	326·5 P27′B63′F28′ FK *oftunnel* 173*t FPT*	46·5	21·5	Dairen Japanese 5*BHptCem* 51*tAPT*35*t*	Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 271NH	21 ″ 6	
31973 LDEW	**Senta** (*ex*Sirehav–39, *ex*Regulus–38) *ss*Clo.No.3–2,29 *ss*Osl.No.2–38 1*Dk*(*Stl*)2*trB*	3785 3458 2307	✠100A1 9,41 ~~6,41~~ ✠LMC 9,41 ~~MS2,38~~ ~~BS10,40~~ *Fitted for oil fuel* 4,17	~~Bry~~ Mtl	*v*	CL 6,41 *F.P. a*	1917 4mo *bove* 1	Union Iron WorksCo. Alameda,Cal. A&CP 50° F.	SkibsA/SSenta (OleLLökke,*Mgr.*) *CellI*	340·0 P29′B73′F36′ FK *B*290′967*tFPT*120*t*	48·2	26·0	Oslo Norwegian 5*BHptCem* *APT*102*t*	T.3Cy.24″,39″&65″–42″ (*r*) 180lb 325NH 2SB,6*cf*,GS144,HS5400 UnionIrnWksCoAlameda	27 ″ 3 s 4 ″ 10 22 ″ 7¼	
31974 7376 SDAI	**—** (*ex*Acacia–36,*ex*Sallingsund, *ex*Danery,*ex*Roma) 1*Dk*	*1497* *1232* *863*					1905	Schpw.v. JanSmit,Czn. Alblasserdm	RederiA/B Frode (H.Selander,*Mgr*)	251·3 P14′Q76′B108′F28′	37·8	16·3	Stockholm Swedish *WB*	T.3Cy.20½″,33″&54″–36″ 175NH Maats.deSchelde,Flushing		V
31975 11091 JLYE	**Sen-un Maru** 2*Dks*	367 325 216					1907	I.Amaga- saki Osaka	Amagasaki KisenbuGomei Kaisha	146·4	20·4	15·5	Osaka Japanese	T.3Cy.11¾″,19¼″&31½″–24″ 49NH		
31976 44008 JWSL	**Senyo Maru** 1*Dk* *CruiserStern*	2904 2530 1671					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	305·4 P24′B79′F29′	45·3	26·2	Tokyo Japanese *WB*	T.3Cy.$20\frac{11}{16}$″,$34\frac{7}{16}$″&$57\frac{1}{16}$″–$43\frac{5}{16}$″ 202NH MitsubishiJukogyoK.K. Yka		
31977 41587 JASK	**Senyu Maru No. 3** *OilEng.* *Mchy.Aft*	327 — 242					1936	Urabe Zosen Tekkosho Osaka	KureKokumotsu Oroshishogyo Kumiai	120·0	23·5	12·5	Kure Japanese	Oil Engines 2S.C.SA 4Cy.15″–20″ 158NH NipponHatsudokiK.K. Kobe		
31978 42884 JOHL	**Senyu Maru No. 5** *OilEng.* 1*Dk*	370 — 241					1937	Urabe ZosenTek- kosho Osaka	KureKokumotsu Oroshishogyo Kumiai	125·0	24·5	13·0	Kure Japanese	Oil Engines NipponHatsudokiK.K. Kobe		
31979 23838 JDFC	**Senzan Maru** *Dk*	1151 973 656					1918	Chitose K.K.K. Osaka	OgawaGomei Kaisha	224·5	33·0	18·7	Hakodate Japanese *WB*	T.3Cy.14″,23¼″&39″–28″ Takahashi 80NH Tekkosho,Osaka		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
31980 164735 GZDS	**Sepia** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk*,2*nd dk clear of* *CruiserStern* *cargo tanks* *Longitudinal framing at bottom & at deck*	6214 5496 3620	✠100A1 1,42 ~~12,40~~ ~~Examined 10,41~~ ✠LMC DBS12,40 *Carrying Petroleum in bulk*	~~Shl~~ Lth Bkn CS12,40 ~~2,39~~ 1,42	*a*†	CL 1,40	1936 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld.	430·3 446·3(O.L.) P87'B37'F48' FK *CellDBuE*61'132*t DTf*25'261*t FPT*106*tAPT*59*t*	54·5	30·7	London British 16*BH*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"–55⅛" 377NHP DB*180lb* Hwthrn,Leslie&Co LdNwc	31 ″ 0 s 5 ″ 6¾ 25 ″ 7¾	
31981 YTEB	**Serafin Topić** (*ex*Wien–33, *ex*Trevilley–32) *ss*Spt.2ndNo.3–5,38 D.F. 1*Dk*(*pt Irn pt Stl*)	*4294* *4016* *2720*	✠100A1 8,40 BS5,40 ✠LMC4,38 Surveys delayed	NYk	*x*	CL N8,40	1913 4mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*)	369·9 P33'B226'F34' FK *CellDBa*119'*uE*23'*f*163'987*t*	51·1	26·1	Susak Yugoslav 6*BHCem* *APT*62*t*	T.3Cy.26",42"&69"–48" (*r*) 180lb 385NHP NDB24*refitted*38–*120lb* 2SB,*6cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s 3 ″ 10 24 ″ 1¾	
31982 EAKT	**Serantes** (*ex*Kayeson) *ss*Bbo.No.3–10,40 1*Dk*(*Stl*)	3518 —— 2079	100A1 3,41 ~~10,40~~ BS12,41	Bbo LMC10,40	*w*	CL 10,40	1922 2mo	J.&A.van derSchuyt Papendrecht	Cia.Naviera Vascongada	361·1 P34'B219'F36' FK *CellDB*310'894*t FPT*78*t*	50·3	21·7	Bilbao Spanish 6*BHAsp* *APT*113*t*	T3Cy.25$\frac{9}{16}$",41¼"&66$\frac{15}{16}$"–45" 180lb (*s*) 416NHP 3SB,*9cf*,GS145,HS6168 FD J.&A.van derSchuyt	24 ″ 6 s 2 ″ 9¾ 21 ″ 11	
31983 140621 GRCB	**Serbino** *ss*Liv.No.3–6,32 *ss*Nwc.No.1–36 *Well deck* 2*Dks*(*Stl*) *CruiserStern*	4099 3145 2647	✠100A1 8,40 Examined 4,41 ✠LMC MS8,40	Liv BS4,41	*v*	CL N9,39	1919 5mo	Ramage& Ferguson,Ld. Leith *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	342·4 P&B262'F39' FK *CellDB*299'737*t*	46·0	24·8	Liverpool British 6*BHCem* *APT*12*t*	T.3Cy.21",36"&62"–42" (*s*) 220lb *112lb* 388NHP 2SB,8*cf*,GS136,HS5640 FD Ramage&Fergusn,Ld.Lth.	27 ″ 3 s 3 ″ 2¼ 23 ″ 3	
31984 142315 GVZZ	**Serbol** *ss*BermudaNo.3–3,30 *ss*Gib.No.2–38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	2669 2223 1103	✠100A1 10,41 ~~9,40~~ ~~BS10,40~~ ✠LMC8,38 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	Bel BS10,41		CL ~~8,38~~ 8,41	1918 1mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	TheAdmiralty	319·8 P46'B107'F39' FK *CellDBuE&B*68'145*t DTf*24'90*tFPT*154*tAPT*38*t*	41·5	23·1	London British 16*BHptCem* (10 *to U dk* 6 „ 2*nd*„)	T.3Cy.26½",43½"&74¼"–45" 200lb (*s*) 578NHP 3SB,*9cf*,HS8739 FD CaledonSB.&E.Co.Ld.Dun	25 ″ 6 s 3 ″ 3¼ 22 ″ 5¼	
31985 471 ICIR	**Serdica** (*ex*Serdika–35, *ex*Alexandria–35) 2*Dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel*	1533 1367 903					1920	Bremer Vulcan Vegesack	A.Lauro	247·5 237·8 B38'F31'	35·9	19·5	Naples Italian *WB*	T.3Cy16$\frac{5}{16}$",26¾"&44"–28$\frac{5}{16}$" 103NHP BremerVulkan,Vegesack		I
31986 1286 ICHJ	**Serenitas** (*ex*SierraRoja) *ss*Gen.No.3–1,28 D.F. 2*Dks*	5171 4772 3113	... 2,32				1918	Sunderlnd S.B.Co.Ld. Sunderland	Soc.Anon per l'Industria ed il Com.Marit."Nova Genuensis"	409·4 400·0 P49'B112'F39' FK	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 320NHP CammellLaird&Co.Ld.Liv.	31 ″ 0	I †
31987 168094 BCJM	**Serenity** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	557 361 286	✠100A1 11,41 ~~5,41~~ ✠LMC5,41	~~Grk~~ Npt	*h*	OG 10,41	1941 5mo	G.Brown &Co. (Marine)Ld. Greenock *Lloyd'sA&CP*	F.T.Everard& Sons,Ld.	168·9 176·0(O.L.) Q106'F18' FK *CellDB*103'134*tFPT*90*tAPT*51*t*	27·7	9·6	London British 3*BH pt Asp*	Oil Engines 2S.C.SA 5Cy.12⅝"–16¾" 71RHP NewburyDieselCo.Ld. Newbury	11 ″ 7 s3 ″ 8 11 ″ 7	
31988 2132 ICIE	**Sereno** (*ex*Sniafiocco–40,*ex*Dora–37, *ex*DoraWeems, *ss*Gen.2ndNo.3–4,37 *ex*LakeGalera) 1*Dk*(*Stl*) D.F. 2*nd dk*(*Stl*)*in holds*	2333 1974 1409	✠100A1 12,39 MS4,37 NO LATER SURVEY REPORTED	Gen LMC BS3,39	*r*	CL N6,38	1918 10mo	Buffalo DryDockCo. Buffalo,N.Y. A&CP	P.Trucchi("La Costiera"Soc.An. di Nav. *Mgrs.*)	261·0 P25'B64'F23' FK *CellDB*208'538*tFPT*59*tAPT*93*t*	43·5	22·4	Genoa Italian 4*BHCem*	T.3Cy.19½",30¾"&56⅛"–36" 180lb (*s*) 330NHP 2SB,*6cf*,GS115,HS5467 FD WorthingtonPump& Mchy.Corp.Buffalo	24 ″ 2	
31989 UOBM	**Sergei Kirov** (*ex*Hebburn) 3Mst *ss*Mel.No.1–29 1*Dk*	4146 3805 2364	✠ ... 12,32 ✠				1925 3mo	BlythS.B. &.D.DCo.Ld. Blyth	U.S.S.R.	370·2 P26'B92'F36' FK	51·2	24·9	Vladvostk Russian *WB*	T.3Cy.24",39"&65"–45" 351NHP N.E.MarineEngCoLd.Nwc	26 ″ 9	
31990 UOEP	**Sergei Lazo** Ⓟ (*ex*HuaShan, *ex*SouthAfrica) *ss*Mel.No.3–12,21 1*Dk*&*Shelter dk*	2975 2764 1773	✠ ... 12,26 ✠				1909 11mo	ClydeS.B. &E.Co.Ld. PortGlasgow	U.S.S.R.	295·6 B102' FK	42·0	27·2	Vladvostk Russian *WB*	T.3Cy.22",35"&59"–39" 250NHP ClydeS.B.&E.Co.Ld.P.Gl.	20 ″ 0	
31991 UOVQ	**Sergo** (*ex*Soyuz TwinSc GornorabotchikhS.S.S.R.–34) *OilEng.* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing* 2*Dks*	7596 6725 4077					1930	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·1 P98'B56'F58'	56·1	32·4	Tuapse Russian *WB*	Oil Engines 2S.C.SA 8Cy.23⅝"–41$\frac{11}{16}$" 776NHP Gebr.SulzerAGLdwgshfn		
31992 UOYJ	**Sergo Ordjonikidze** (*ex*Sikhali) 1*Dk*	1187 959 574					1932	Sevastopol MarineWks. Sevastopol	U.S.S.R.	236·8 P36'B69'F23'	35·6	15·2	Vladvostk Russian	C.4Cy.(2)12⅜"&(2)26¾"–26¾" 62NHP SevastopolMarineWks.		
31993 135957 GNYQ	**Seringa** (*ex*FallsCity) D.F. E.S.D. 1*Dk*	4729 4471 2889					1913	Ropner& Sons,Ld. Stockton	ClaymoreShipping Co.Ld.	378·5 P37'B125'F38'	51·5	27·5	Bideford British *WB*	T.3Cy.26",42"&70"–48" 339NHP Blair&Co.Ld.Stockton		C
31994 PHLU	**Serooskerk** (*ex*Gemma) *ss*Rot.No.3–10,33 D.F. *ss*Rot.No.1–37 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	8456 8049 5293	✠100A1 *Shelter dk with freeboard* 6,41 ~~9,40~~ BS9,40 ✠LMC2,37 *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	Syd	*c*†	CL 8,40	1922 2mo	NewWaterwayS.B.Co. Schiedam *Lloyd'sA&CP*	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en AgentuurMaats. HollandOostAzie LijnN.V.*Mgrs.*)	485·6 503·0(O.L.) 37·0 len33 FK *IntermediateBH dispensed with* *CellDB*383'1412*t* *DTa*33'665*tFPT*50*tAPT*163*t*	60·4	27·8	TheHague Dutch *ptCem* 2*BH to S dk* 5 „ „ *U* „	2SteamTurbinesDRgeared to 1 Screw Shaft (*s*) 180lb 1000NHP 4SB(Spt),*16cf*,GS322, HS13400 FD BritishThomson-Houston Co.Ld.Rugby	39 ″ 6 s 10 ″ 5 29 ″ 5	
31995 UOUW	**Serp** TwinSc *OilEng.* 1*Dk* *Mchy.Aft*	949 758 472					1928	Odessa StateSBYard AndréMarti Odessa	U.S.S.R.	232·0 P55'F25'	33·9	11·8	Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{13}{16}$"–19$\frac{5}{16}$" 214NHP StateEngineWorks, Kolominska		
31996 CSBA	**Serpa Pinto** Ⓟ TwinSc (*ex*PrincesaOlga–40, *ss*Spt2ndNo.3–4,39 *ex*Ebro–35) 2*Dks*(*Stl*)&3*rd dk*(*Stl*) *Ref.Mchy.* D.F. *except in boiler space & Cross Bunker*	8267 5100 4244	✠100A1 5,42 ~~8,40~~ ~~BS3,40~~ ✠LMC4,39 *Fitted for oil fuel* 8,24 *F.P. above* 150° F.	Lis BS6,41	*c*†	CL 7,40	1915 1mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	Companhia Colonial de Navegacao	450·3 P78'B218'F71' FK *CellDBa*117'*uE&B*101'*f*171'1475*tFPT*40*tAPT*40*t*	57·8	30·6	Lisbon Portuguese 10*BHCem*	Q8Cy.22"31½"45½"&65"–45" 215lb (*s*) 1055NHP 2DB&2SB,*24cf*,GS429, HS16790 FD Wrkman,Clark&CoLd.Bel	34 ″ 0 s8 ″ 8¼ 25 ″ 6¼	

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
31997 149591 MNQT	**Serula** (*ex*Holmia) *ss*Bkn.No.3-6,30 *ss*Bkn.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1600 1315 785	✠100A1 *Shelter dk* *withfreeboard* 8,41~~7,40~~ ~~BS6,40~~ ✠LMC7,39	~~Mch~~ Liv BS8,41	*r*	OG 6,38	1918 6mo *Lloyd*	Aktieb. Finnboda Varf Stockholm '*sA&CP*	British& ContinentalS.S.Co. Ld. *CellD*	276·0|41·2|16·0 284·3(O.L.) FK *B*237′ 473*t FPT*44*t*	Liverpool British 4*BHCem* *APT*20*t*	T.3Cy.22″,35½″&58½″–36″ 185lb *100lb* (*s*) 270NHP 2SB(Spt),6*cf*,GS98, HS3800 FD BergsundsM.V.Aktb.Skm.	~~18 ″ 0~~ ~~s0 ″ 4~~ ~~17 ″ 10~~ 25 ″ 6 s7 ″ 10 17 ″ 10	
31998 PHLV	**Servus** (*ex*Ransel-37) *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	319 227 204					1933	Gebr. Niestern&Co. Delfzijl	N.V.M/S"Servus"	143·5|23·6| 8·6 P30′F16″ lèn36	Zwartsluis Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$″–14$\frac{3}{16}$″ 62NHP AppingedammerBrons Motorenfb.N.V.		V
31999 68 SUCN	**Sesostris** (*ex*Middlemoor-36, *ss*Npt.No.3–6,27 *ex*Arranmead,*ex* *ss*Shl.No.1–30 Arranmoor) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2962 2753 1842	✠ … 7,36 ✠	Shl	*v*		1915 3mo	J.Blumer& Co. Sunderland *Inter*	A.&R.Klat *mediateBHinafter*	340·0|47·7|20·5 FK *hold dispensed with*	Alexndria Egyptian *Cem* 5*BH only* *CellDBa*114	T.3Cy.25″,42″&68″–45″ 363NHP 2SB,6*cf*,GS139,HS5967 J.Dickinson&Sons,Ld.Sld '*u E*25′ *f* 139′784*t APT*59*t*	23 ″ 6	C †
32000 DJNR	— (*ex*Valentine, 1*Dk* *ex*VirginiaLimited,*ex*LakeArthur) *Fitted for oil fuel*	2013 1632 1187	✠ … 2,21 ✠				1918 3mo	Detroit S.B.Co. Wyandotte, Mich.	Hanseatische ReedereiEmil Offen&Co.	251·0|43·8|18·0 P23′B64′F24′ FK	Hamburg German *WB*	T.3Cy.20″,33″&54″–40″ 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
32001 ~~OYUH~~	**Sessa** D.F. 2*Dks* *CruiserStern*	1700 1463 973					1936	Helsingörs Jernsk&Msk. Elsinore	UnitedStates MaritimeCommission(operated by MarineOperatingCo.Inc.)	292·0|41·7|16·4	Panama Pnamanian *WB*	C.3Cy.(2)15¾″&39⅜″–37⅜″ & LP Turbine with reduction gear & chain drive HS3340 234NHP HelsingöisJernsk.&Mskb.		~~G~~
32002 31574 JOIH	**Sessyu Maru** 2*Dks*	406 304 242					1927	Harada ZosenK.K. Osaka	SetsuyoSyosen K.K.	131·8|22·5|14·8	Sumoto Japanese	T.3Cy.		
32003 166273 GTTX	**Settler** 2*Dks* *CruiserStern*	6202 5733 3798	✠100A1 ~~5,41~~ ~~11,40~~1,42 ✠LMC7,39	~~Liv~~ ~~Alx~~Liv	*a*†	CL	1939 7mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) *Cell DB*365′1183*t D*	438·8|56·5|29·6 453·5(O.L.) P47′B142′F44′ FK *Ta*34′ 712*t FPT*76*t*	Liverpool British 7*BHCem* *APT*65*t*	T3Cy.29″,47″&81″–54″&LP turbine with DRgearing & hydraulic coupling 867NHP 215lb GS345,HS13205 (*r*) 2DB(Spt)&1SB(Spt),15*cf*, Barclay,Curle&Co.Ld.Gls.	32 ″ 2 s6 ″ 4¾ 26 ″ 0¼	
32004 28026 JAQA	**Setuyo Maru** (*ex*BandaiMaru-40) *ss*Kob.No.3–10,33 *ss*Osa.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Webframes in E&B&in No.2* *hold 2ndtrB in Nos.1,3&4holds*	4147 3874 2541	✠ … 11,39 ✠	Yka			1921 7mo	Nitta Shipyard Osaka	HokkaidoTanko K.K. *CellDB*296′800*t*	340·0|46·5|32·7 *B*34′*F*38′*onShelter dk* FK *FPT*63*tAPT*87*t*	Tokyo Japanese *Cem* 5*BHtoShdk* 1 „ „ *U* „	T.3Cy.23½″,37$\frac{11}{16}$″&65″–48″ 348NHP 3SB,9*cf*,GS139,HS5651 Fujimura,Osaka	32 ″ 9	
32005 UOJE	**Sevastopol** Ⓟ **TwinSc** 1*Dk*(*Stl*)&*Spar dk*	1339 863 789	✠ 4,02 ✠	Sld	*o*		1896 8mo	J.Laing Sunderland	U.S.S.R. *CellDBa*60′*uE&B*	236·7|34·3|16·6 P&B151′F37′ 16·4 FK 29′*f* 60′ 141*t MT*17′	Odessa Russian 7*BHCem* 229*tAPT*14*t*	T.6Cy.14½″,23″&38″–27″ 182NHP 2SB,6*rf*,GS112,HS3234 G.Clark(Lim.),Sld.	18 ″ 6	
32006 UOFW	**Sever** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3554 2993 1963					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7|46·1|26·1 P43′B95′F37′	Vladvostk Russian *WB*	T.3Cy.22$\frac{7}{16}$″,37″&59$\frac{1}{16}$″–39⅜″ 219NHP BalticS.B.&E.Works,Len.		
32007 215795 KXOE	**Severance** (*ex*MarinaQuezada, *ex*Gladstone) D.F. *Trunk deck* 2*Dks* *Now* "Yankee Sword," *see No.* 39153 *in Supplement*	4993 4521 3653					1909	Ropner& Son,Ld. Stockton	~~DiamondS.S.~~ ~~Transp.Corp.~~ SwordSteamship Line,Inc.	366·0|53·0|24·9 P27′F34′	NewYork Utd.States *WB*	T.3Cy.26″,42½″&69½″–45″ 371NHP Blair&Co.Ld.Stockton		
32008 146549 VPNF	**Sevilla** D.F. *CarryingWhaleOil in bulk* 2*Dks*&*Webframes*&*Shelter dk*	7022 6414 4267	✠ … 6,01 ✠				1900 4mo	J.Priestman&Co. Sunderland	PolarWhalingCo Ld.(Chr.Salvesen &Co.*Mgrs.*)	397·0|52·2|28·0 *BonShelter* 35·7 *dk* 102′ FK	StanleyF.I British *WB*	T.3Cy.27″,43″&72″–48″ 436NHP T.Richardsn&Sns.Ld.Hpl.	30 ″ 10	C †
32009 DNAM	— Sub.Sig	1995 1234 1229					1922	Schiffsw(v. J.&Sch.) A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1|38·4|15·4 P&B207′Q22′F31′	Oldenburg German *WB*	T.3Cy.22$\frac{1}{16}$″,35″&56⅛″–33½″ 182NHP OttensenerG.m.b.H.Altona		G
32010 LCXN	— *OilEng.* D.F. 1*Dk*	1383 1090 715					1921	WoodSkinner&Co.Ld. Newcastle	DenNorskeMiddelhavslinje A/S (Fred.Olsen&Co.& ORThoresen *Mgrs*)	260·5|37·7|14·8 P66*t*H142*t*F5*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.22$\frac{1}{10}$″–39$\frac{2}{5}$″ 282NHP N.E.MarineEng.CoLdNwc		N
32011 EGQI	— *Mchy.Aft* 1*Dk*	415 — —					1900	N.V.Wrf. "Conrad" Haarlem	Direccion de las Obras del Puerto deSevilla	150·9|26·2|13·1	Seville Spanish	T.3Cy.11⅜″,17⅛″&25⅝″–21⅝″ 31NHP Gebr.Stork&Co.Hengelo		
32012 TCCR	**Sevim** (*ex*Melia,*ex*Urpeth) *ss*Shl.2ndNo.3–11,13 *ss*Sws.No.2–22 *Well deck* 1*Dk*&*Webframes*	1164 — 728	✠ … 6,25 ✠				1889 1mo	S.P.Austin &Sons Sunderland	AbdiVehbiDural	225·0|33·2|14·2 P25′Q52′B44′F23′ FK	Istanbul Turkish *WB*	T.3Cy.18½″,30″&49″–33″ 136NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 9	
32013 FOME	**Sèvre** D.F. 2*Dks*	3689 — 2326					1920	Napier& Miller,Ld. Glasgow	CieGénérale Transatlantique	365·0|49·0|27·0 P&B219′F36′	Nantes French *WB*	T.3Cy.26″,42½″&69″–48″ 330NHP Dunsmuir&Jackson,Ld.		V
32014 UNLG	**Sevzaples** *OilEng.* 1*Dk*	3974 3527 2256					1932	StatesS.B. Yd"Marti" Leningrad	U.S.S.R.	347·6|51·6|24·9 P29′B35′F30′	Odessa Russian	Oil Engines 2S.C.SA 4Cy.26¾″–47$\frac{3}{16}$″ 497NHP RussianDieselWorks,Len.		
32015 216101 WJCW	**Sewall's Point** *ss*Bos.No.3-4,30 *ss*Bal.No.2–38 1*Dk*(*Stl*)&*Webframes* D.F. *Cargo battens not fitted*	5432 4795 3373	✠100A1 ~~12,40~~11,41 MS5,38 ✠LMC	Bal BS~~12,40~~ 11,41	*y*	CL 11,40	1918 4mo	NewYork S.B.Corp. Camden,N.J. A&CP	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*) *Cell*	368·6|55·2|30·5 P27′B72′F31′ FK *DB*320′1832*tFPT*2	Boston Utd.States 7*BHCem* 20*tAPT*201*t*	T.3Cy.25$\frac{3}{16}$″,41½″&70″–46″ 195lb (*r*) 462NHP 3SB,9*cf*,GS155,HS6624 FD NYorkSBCorpCamdenNJ	34 ″ 5 s7 ″ 5 27 ″ 3	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32016 TCCU	**Seyyar** Ⓟ (*ex*Huseyniye-33, **Iron** *ex*Sheffield) 1*Dk*2*trB*	719 — 381					1877	J.Elder&C. Glasgow	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	201·0|27·1|15·1 P49'B52'F34' BK7½"	Istanbul Turkish	T.3Cy.17¼",28"&45½"-30" *Tpd*89 113NHP Earle'sCo.Ld.Hull	15 ″ 9	
32017 84 ICPE	**Sfinge** (*ex*Valgiuba-39, *ex*Ascensione-35, *ss*Gen.No.3-4,23 *ex*Mediterraneo) *ss*Pla.No.1-27 D.F. 1*Dk*(*Stl*)	4496 4073 2711	✠ ~~—~~ 7,32 ✠	Gen	*x*		1911 1mo	W.Doxford &Sons,Ld. Sunderland	AnielloLauro (Lauro&Montella, *Mgrs.*) *CellDBa*100'*u E*26'*f*	379·9|50·0|26·5 369·5 P32'B115'F32' FK 174' 846*t FPT* 176*t*	Torre del Greco Italian 6*BHCem* *APT*225*t*	T.3Cy.25",41"&68"-45" 395NHP 2SB&1AuxSB,*8cf*, GS140,HS5833 W.Doxford&Sons,Ld.Sld	28 ″ 9	1 †
32018 148043 GCMF	**Shaftesbury** (*ex*Crown of Galicia-35, *ss*Shl.No.3-12,36 *ex*Hopeland) 1*Dk*(*Stl*)	4284 4008 2663	✠100A1 10,41~~3,41~~ BS3,41 ✠LMC12,36	~~Cff~~ Npt	*x*	CL 2,41	1923 11mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	AlexanderShip-pingCo.Ld.(Capper,Alexander&Co.*Mgrs.*) *CellDB*	370·6|53·0|25·2 P30'B227'F41' FK 314'886*t MT*27'960*t*	Glasgow British 6*BHCem* *APT*105*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb 364NHP 3SB,*9cf*,GS186,HS6381 Barclay,Curle&Co.Ld.Gls.	27 ″ 6 s 3 ″ 7¾ 24 ″ 0¼	
32019 166563 GNGS	**Shahristan** D.F. E.S.D. 2*Dks* *CruiserStern*	6935 6280 4228	✠100A1 6,41 ✠LMC9,38 *Fitted for oil fuel*9,38 *F.P. above* 150° F.	Lon	*b*† $2\frac{1}{16}$	CL 10,40	1938 9mo	J.Read-head&SonsLd SouthShields *Lloyd'sA&CP*	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*392'1540*t*	454·0|58·5|29·5 472·5(O.L.) P39'B133'F38' FK *DTa*39'1030*tFPT*150*t*	London British 7*BHptCem* *APT*45*t*	T.3Cy.26½",44"&74"-48"& LPturbine withDR gearing &hydraulic coupling 220lb HS8994 (*s*) 706NHP 3SB(Spt),*12cf*,GS190, FD J.Readhead&SonsLd.S.Shl	32 ″ 2 s6 ″ 10½ 25 ″ 6¼	
32020 UPAS	**Shakhter** (*ex*Pytheas, *ex*Kenmare, *ss*Rot.2ndNo.3-12,26 *ex*Kinross, *ss*Pir.No.1-31 *ex*Kingfield) 1*Dk*(*ptIrn&ptStl*)2*trB* *&Web frames*	*3028* *2885* *1930*	✠ 6,31 ✠	Pir	*u*		1902 5mo	Richardsn. Duck&Co. Stockton	U.S.S.R. *CellDBa*	325·0|47·0|22·4 P27'B164'F31' FK 108'*u E&B*40'*f*138'	Odessa Russian 5*BHCem* 740*tAPT*95*t*	T.3Cy.23",38"&62½"-42" 256NHP 2SB,*6cf*,GS109,HS3900 Blair&Co.Ld.Stockton	24 ″ 10	
32021 137694 GLXF	**Shan Tung** 2*Dks*	2549 2246 1568					1915	TaikooDk-yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	310·2|41·1|22·1 P10'B72'F37'	London British *WB*	T.3Cy.22",35"&56"-39" 196NHP TaikooDkyd.&Eng.Co.Ld. HongKong		
32022 29136 JAYA	**Shanghai Maru** Ⓟ **TwinSc** *ss*Kob.No.3-12,34 *ss*Kob.No.1-38 D.F. 2*Dks*(*Stl* pt-ws)*&Awng dk* (*Stl*-teaks)	5259 4220 2195	✠ ... 1,40 ✠	Kob	*z*		1923 1mo	W.Denny &Bros,Ld. Dumbarton	ToaKaiunK.K. *CellDB*302'285*t*	395·0|54·2|29·0 F56'*onAwngdk* FK *Coll* *FPT*23*tAPT*45*t*	Tokyo Japanese *Cem* *BH to A dk* 7 ,, ,, *U* ,,	4SteamTurbinesSRgeared to 2 Sc. Shafts 1852NHP 10SB,*30cf*,GS680,HS23600 W.Denny&Bros.Ld.Dmb.	32 ″ 0	
32023 25450 JNMD	— *ss*Kob.No.3-5,34 1*Dk*(*Stl*)*&Awng dk*(*Stl*)	4104 3613 2524	✠ ... 7,38 ✠	Osa	*v*		1919 5mo	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K. *CellDB*294'778*t*	345·0|48·0|30·0 P29'B74'F41' FK *onAwng dk* *FPT*62*t APT*31*t*	Kobe Japanese *Cem* 6 *BH to A dk*	T.3Cy.23½",39"&65"-48" 356NHP 2SB,*6cf*,GS121,HS4610 KawaskiDkyd Co.Ld.Kobe	30 ″ 0	C †
32024 147994 MNBC	**Shanklin** Ⓟ **Pad** 1*Dk*	399 315 181					1924	JI Thorny-croft&Co.Ld. Southamoton	SouthernRailway	190·0|26·1| 8·7	Portsmth British	C.2Cy.27"&51"-54" 160NH D.&W.Henderson,Ld.Gls.		BT till ~~3.42~~ 3.43
32025 7552 SEJN	**Shantung** Ⓟ **TwinSc** *OilEng.* *ss*Got.No.2-38 D.F. 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in frwd hold*	*6527* *5580* *3982*	✠100A1 *with freeboard* 7,41 ~~9,40~~ ✠LMC CS7,38 DBS~~8,40~~11,41 2,40 *Carrying vegetable oil in No.5 DB tank & in tanks in way of tunnels*	~~Bal~~ Cal	*c*†	CL 8,40	1929 8mo	A/B Göta-verken Gothenburg *Lloyd'sA&CP*	Aktieb.Svenska OstasiatiskaKomp. (~~G.Borin, *Mgr.*~~) (K.Nilsson,*Mgr.*) *CellDB*369'1335*t*	437·0|57·0|28·5 455·8(O.L.) FK *tanks in way of tunnels*	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) 689*t APT*59*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{3}{16}$"-$66\frac{15}{16}$" 700NH DB*85lb* A/B Götaverken,Got.	31 ″ 6 s4 ″ 2½ 27 ″ 5¾	
32026 218617 KIRK	**Sharon** *OilEng.* *Mchy.Aft* 2*Dks&Web frames* GyC. *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	4762 4423 2927	✠ ... 4,21 ✠				1919 9mo	Pusey& JonesCo. Gloucester, N.J.	TheAtlantic RefiningCo.	364·9|51·0|29·5 P95'B34'F31' FK	Phildlphia Utd.States *WB*	Oil Engines connected to Elec. Motor & Sc. Shaft 4S.C.SA 18Cy.17¾"-22" NE27 Ingersoll-RandCo.N.Y.	31 ″ 3	R †
32027 128691 MMVR	**Shasi** **TwinSc** 1*Dk*	1327 742 790					1910	TaikooDk-yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	235·0|40·1|10·0	London British	T.6Cy.9",14"&23"-15" 54RHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
32028 127629	**Shasta** (*ex*C.W.Watson) *Mchy.Aft* 1*Dk*2*trB*	3698 — 2825					1902	American S.B.Co. Lorain,O.	ShastaS.S.Co.Inc.	380·0|50·0|28·0	Buffalo NY Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP AmericanSB Co.Cleveland		R
32029 222598	— Ⓟ *Fitted for oil fuel* *Ferry-Screw fore & aft*)	1782 — 1120					1922	Bethlehem S.B.Corp.Ld. SanFrancisco Cal.	PugetSoundNav. Co.	216·7|42·1|17·3	S.Frncisco Utd.States	T.3Cy.19",32"&56"-36" 188NHP LlewellynI.Wks.Los. Angeles,Cal.		
32030 UOVH	**Shaturstroi** (*ex*PugetSound) 2*Dks&Web frames* *Longitudinal framing*	4905 4430 2821	✠ ... 6,20 ✠				1918 10mo	ToddD.D. &Const.Corp Tacoma,Wsh	U.S.S.R.	381·5|53·3|26·6 P39'B122'F42' FK	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&D.D.Co. Seattle	29 ″ 4	
32031 226696 WOBG	**Shawnee** Ⓟ **TwinSc** 2*Dks*3*rd dk in holds* *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. *CruiserStern*	6209 4616 3405	✠ ... 12,27 ✠				1927 7mo	NwprtNws S.B.&D.D.Co NewprtNews	Agwilines,Inc.	394·7|62·2|19·4 B&F385' 27·7 FK	NewYork Utd. States *WB*	4SteamTurbinesSRgeared to 2 Sc.Shafts 2246NHP NewportNws.S.B.&DD.Co	30 ″ 6	R †
32032	**Shchors** (*ex*Galgewater-35, *ex*Vechtdijk) *ss*Rot.No.3-5,34 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	3770 3403 2280	✠ ... 11,36 ✠	Rot	*w*		1921 3mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R. *CellDB*310'933*t*	359·4|50·3|22·0 FK *Coll* *FPT*81*tAPT*116*t*	Odessa Russian *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.25",41"&67"-45" (*s*) 180lb 340NHP 3SB,*9cf*,GS168,HS5418 WerfGustoFirma A.F.Smulders,Schiedam	24 ″ 6	
32033	— (*ex*Commercial 1*Dk*2*trB* Floridian-37, *Fitted for oil fuel* *ex*Osceola, D.F. *ex*LakeHaresti)	2690 2329 1658	✠ ... 10,20 ✠				1920 7mo	Manitowoc S.B.Co. Manitowoc	U.S.S.R.	253·5|43·9|25·9 P25'B65'F26' FK	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.Co. Milwaukee,Wis.	28 ″ 5	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
32034 161538 GCSX	**Sheaf Crown** *ss*Hpl.No.2–38 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41 (*W.E.*)	4868 4467 2895	✠100A1 *withfreeboard* 2,42 ~~4,41~~ BS4,41 ✠LMC3,38 *Fitted for oil fuel* 9,29 *F.P. above* 150° F.	Mdb	*z*	CL 4,39	1929 9mo *Lloyd*'*sA&CP*	W.Gray& Co.Ld. W Hartlepool	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*359' 1374*t* *way of tunnel* 64*t*	405·4 F38' FK *Tanks in* *FPT*199*tAPT*202*t*	54·5	25·4	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	Q4Cy20″,28½″,41½″&61″–48″ 260lb *120lb* (*s*) 382NHP 2SB(Spt),6*cf*,GS108, FD HS5006 Cen.Mar.EWks.Ld.WHpl.	36 ″ 7 s10 ″ 10½ 25 ″ 11¾	
32035 145742 GCZR	**Sheaf Don** (*ex*SevenSeasSun–39, *ex*Porthkerry–35) *ss*Lth.No.3–8,36 E.S.D. 1*Dk*(*Stl*) *Cargo battens not fitted*	2480 2275 1506	✠100A1 2,42 ~~5,41~~ Examined ~~1,41~~ 2,42 BS11,41 ✠LMC MS8,36 ~~BS10,40~~	~~Shl~~ ~~Gms~~ Shl	*t*	CL ~~5,41~~ 1,42	1924 3mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*)	298·5 308·4(O.L.) P23'B76'F27' FK *CellDB*250'663*tFPT*	44·0	21·2	Newcastle British 5*BHCem* 122*tAPT*94*t*	T.3Cy.22″,36″&60″–39″ (*s*) 180lb *100lb* 259NHP 2SB,6*cf*,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	23 ″ 6 s 3 ″ 5¾ 20 ″ 2½	
32036 161533 GTFL	**Sheaf Holme** *OilEng.* D.F. E.S.D. *ss*Sld.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41 (*W.E.*)	4814 4368 2933	✠100A1 *withfreeboard* 3,41 ✠LMC CS8,38 DBS~~3,41~~4,42 7,39	Liv	*z*	CL 12,39	1929 8mo *Lloyd*'*sA&CP*	W.Pickers- gill&Sons, Ld. Sunderland	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*338'1248*t* *MT*23'871*t*	406·5 422·0(O.L.) F38' FK *FPT*112*tAPT*171*t*	54·5	24·7	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.22 1/16″–85″ 447NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	~~27 ″ 10~~ ~~s 3 ″ 1¾~~ ~~24 ″ 11¾~~ 36 ″ 7 s10 ″ 11 25 ″ 11½	
32037 147933 GKXF	**Sheaf Mount** (*ex*Luciston–39) *ss*Ant.No.3–7,37 D.F. E.S.D. 2*Dks*(*Stl*)	5017 4781 3174	✠100A1 6,42 ~~4,41~~ ~~12,41~~ Examined 12,41 BS~~7,40~~ ✠LMC7,37 10,41	~~Bry~~ Mdb Shl	*y*	CL ~~N5,40~~ 3,42	1924 11mo *Lloyd*'*sA&CP* *In termediate 'tw een dk BH in after hold dispensed with* *Cell DB*343' 1120*t DTa*30'860*tAPT*102*t*	R.Duncan &Co.Ld. PortGlasgow	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*)	404·9 P38'B119'F43' FK	53·0	27·6	Newcastle British *Cem* 5*BHto Udk* 1 ,, ,,2*nd*,,	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 476NHP 3SB,9*cf*,GS190,HS7068 FD D.Rowan&Co.Ld.Glasgow *only*	30 ″ 0 s 5 ″ 8¼ 24 ″ 7	
32038 148115 GJXP	**Sheaf Water** *ss*Nwc.No.3–1,38 *Arch deck* 1*Dk*(*Stl*) D.F. E.S.D. *CruiserStern* *Cargo battens not fitted*	2730 2438 1617	✠100A1 *withfreeboard* 7,41 ~~4,40~~ BS5,41 ~~BS4,40~~ ✠LMC1,38	~~Lon~~ Shl	*t*	CL 1,39	1925 1mo *Lloyd*'*sA&CP*	BlythS.B. &D.D.Co.Ld. Blyth	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.*Mgrs.*) *CellDB*252'765*t*	320·2 P21'F26' FK *DTsa* 87*t Side tan*	42·9	24·3	Newcastle British 5*BHptCem* *ks in E Room*	T.3Cy.23½″,38″&64″–42″ (*s*) 180lb 323NHP 2SB,8*cf*,GS125,HS5464 N.E.MarineEngCoLd.Nwc 156*tFPT*48*tAPT*99*t*	26 ″ 9 s 7 ″ 7¾ 19 ″ 3	
32039 172593 VTGY	**Sheelavati** (*ex*Odda–41, *ex*Tormod) *ss*Osl.No.1–25 *Welldeck* 1*Dk*	840 679 497	✠ … 6,28 ✠				1921 5mo	E.J.Smit& Zoon Westerbroek	BombaySteam NavigationCo.Ld.	206·6 Q66*t*H47*t*F24*t* FK	32·1	13·3	Bombay British *BW*	T.3Cy.15″,23½″,&39⅜″–23⅝″ 105NHP EJSmit&Zoon,Hoogezand	15 ″ 5	N †
32040 ~~FOHX~~	**Sheherazade** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *CarryingPetroleum in bulk* *Longitudinalframing–bracketlesssystem*	13467 12167 7015					1935	Atel.&Ch. delaSeine Maritime WormsetCie LeTrait,S.I.	~~Cie.Auxiliaire de~~ ~~Navigation~~ United StatesMaritime Commission	549·0 P131'B36'F40'	71·9	39·6	~~Havre~~ ~~French~~ Panama Pnamanian	Oil Engines 4S.C.SA 12Cy.26¾″–71″ 815NHP Schneider&Co.LeCreusot		V
32041 UOBZ	**Sheksna** (*ex*Berit–33,*ex*Calispell) Sub.Sig. 1*Dk*	2242 2018 1292	✠ … 10,20 ✠				1918 10mo	ToledoS.B. Co. Toledo,O.	U.S.S.R.	251·2 P62*t*H109*t*B64*t* F22*t* FE	43·8	22·5	Leningrad Russian *WB*	T.3Cy.20½″,33″&54″–40″ 260NHP ToledoS.B.Co.Toledo,O.	24 ″ 2	
32042 143992 MPDX	**Shelbrit 2** (*ex*Thriftie–36, *ex*BritishThrift–35) *OilEng.* *ss*Sld.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinalframing*	695 313 247	✠100A1 4,41 Examined ~~1,41~~2,42 DBS1,41 ✠LMC2,36 ✠LMC(M)3,37 *CarryingPetroleum in bulk*	Shp ~~Lon~~ Sou	*j*	6,40	1928 9mo *Lloyd*'*sA&CP*	Swan,Hun- ter&Wigham Richardson, LdNewcastle	BritishTankerCo. Ld.(Shell-Mex& B.P.Ld.*Mgrs.*)	185·3 194·0(O.L.) Q65'F32' *Trunk*78' FK *CellDBuE*9'	31·6	11·2	Swansea British 9*BHptCem* 24*tAPT*92*t*	Oil Engines 2S.C.SA 4Cy.16½″–28⅜″ 191NHP NDB35–*125lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	11 ″ 3 s ″ 8¾ 10 ″ 8	
32043 163445 GWQV	**Shelbrit 3** TwinSc (*ex*Shelbrit–37) *OilEng.* *ss*Bkn.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	460 367 193	✠100A1 8,41 ~~5,40~~ ✠LMC(M)8,41 ✠LMC5,40 *CarryingPetroleum in bulk*	Bkn	*g*	CL 4,40	1934 3mo *Lloyd*'*sA&CP*	G.Brown &Co. Greenock	Shell-Mex&B.P. Ld.	157·4 P40'F24' FK *FPT*30*t APT*24*tD*	27·1	12·0	London British 7*BHptCem* *Tf*17*t*	Oil Engines 2S.C.SA 8Cy.11½″–13½″ 186NHP H.Widdop&Co.Ld.Kghley	12 ″ 0 s 1 ″ 2¼ 10 ″ 11¾	
32044 160497 MPCN	**Shelbrit 4** (*ex*ShellMex8–36) D.F. *OilEng.* *Mchy.Aft* *ss*Sou.No.2–37 1*Dk*(*Stl*)	349 238 149	✠100A1 4,39 ✠LMC1,36 ✠LMC(M)2,38 *CarryingPetroleum in bulk*	Bkn	*e*	CL 3,39	1928 6mo *Lloyd*'*sA&CP*	C.Hill& Sons,Ld. Bristol	Shell-Mex&B.P. Ld.	136·0 P42'F23' FK	24·0	10·0	London British 9*BH* *APT*11*t*	Oil Engines 2S.C.SA 4Cy.16½″–18⅞″ 192NHP NDB37–*120lb* N.V.Krom.Mot.Fab.Ams.	10 ″ 6 s ″ 11 9 ″ 8½	
32045	**Shell** 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *CarryingPetroleum in bulk*	336 — 151					1929	H.teVeld- huis Papendrecht	Cie.Fluviale et MaritimedeTrans- port dePétroles (Soc.Anon.des PétrolesJupiter, *Mgrs.*)	179·8	25·9	10·8	Rouen French *WB*	C.2Cy.12 3/16″&24″–17¾″ 20NHP ThH.J.Koopman,Drdrecht		V
32046 146194 MKWG	**Shell Mex 4** *ss*Sou.No.3–1,34 *ss*Bkn.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	423 369 227	✠100A1 5,42 ~~4,41~~ Examined 5,42 BS5,42 ~~BS4,41~~ ✠LMC6,38 *CarryingPetroleum in bulk* *Fitted for oil fuel*12,21 *F.P. above* 150° F.	~~Bkn~~ Bkn	*f*	CL 4,41	1921 12mo *Lloyd*'*sA&CP*	Abdela& Mitchell,Ld. Queensferry	EagleOil& ShippingCo.Ld.	140·5 147·8(O.L.) F16' FK	27·6	10·9	London British 8*BHptCem* *APT*15*t*	C.2Cy.15½″&32″–24″ (*s*) 130lb 58RHP 1SB,2*cf*,HS1135 Abdela&Mitchell,Ld. Brimscombe	11 ″ 6 s 1 ″ 4¾ 10 ″ 3	
32047 145296 MKRQ	**Shell Mex 5** *ss*Bkn.No.3–12,33 *ss*Bkn.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	423 369 227	✠100A1 ~~6,41~~10,41 Examined 10,41 BS6,42 ~~BS3,41~~ ✠LMC5,38 *CarryingPetroleum in bulk*	~~Bkn~~ ~~Brs~~ Brs	*f*	CL ~~5,38~~ 10,41	1921 8mo *Lloyd*'*sA&CP*	Abdela& Mitchell,Ld. Queensferry	EagleOil& ShippingCo.Ld.	140·5 147·3(O.L.) F16' FK	27·6	10·9	London British 8*BHptCem* *APT*15*t*	C.2Cy.15½″&32″–24″ (*s*) 130lb 58RHP 1SB,2*cf*,HS1135 Abdela&Mitchell,Ld. Brimscombe	11 ″ 6 s 1 ″ 4¾ 10 ″ 3	
32048																

1 No. in Book. Official No. Code Letters.	2-3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32049 167151	**Shell Spirit 1** OilEng. Mchy.Aft 1Dk Deck&trunk electrically welded	440 347 234	✠ A1 7,41 ~~7,40~~ ✠LMC12,38 ✠LMC(M)7,40 For coasting service Ipswich to Dover Carrying Petroleum in bulk	Lon		OG	1938 12mo	L.Smit&Zoon Kinderdijk Lloyd'sA&CP	UnionLighterage Co.Ld.	157·5 162·0(O.L.) Trunk90' FK CentrelineBHnon-oiltight	32·1 33·2	8·9	London British 8BH FPT22tAPT26t	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	10 ″ 3 s 1 ″ 9 8 ″ 7½	
32050 167162 MPWP	**Shell Spirit 2** OilEng. Mchy.Aft 1Dk Deck&trunk electrically welded	440 347 234	✠ A1 8,40 ✠LMC(M)8,41 ✠LMC8,40 For coasting service Ipswich to Dover Carrying Petroleum in bulk	Liv		OG	1939 1mo	L.Smit&Zoon Kinderdijk Lloyd'sA&CP	UnionLighterage Co.Ld.	157·5 162·0(O.L.) Trunk90' FK CentrelineBHnon-oiltight	32·1 33·2	8·9	London British 8BH FPT22tAPT26t	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 3 s 1 ″ 9 8 ″ 7½	
32051 UOCA	**Shelon** (exBossi-33,exGoree) Sub.Sig. 1Dk	2251 2008 1271	✠ ... 12,20 ✠				1918 10mo	Detroit S.B.Co. Wyandotte, Mch.	U.S.S.R.	251·2 P62tH104tF24t FK	43·8	22·3	Leningrad Russian WB	T.3Cy.20",33"&54"–40" 267NHP DetroitS.B.Co.Detroit	24 ″ 2	
32052 FNFO	**Shelspra** (exMariquita-34) TwinSc ssRou.No.3-3,35 ssHav.No.1-39 Mchy.Aft 1Dk(Stl) D.F. Longitudinal framing at bottom&at dk	1951 1397 813	✠100A1 4,40 BS4,40 LMC5,39 Carrying Petroleum in bulk or Carrying Asphalt only & limited to centre tanks Fitted for oil fuel 6,23 F.P. above 150° F. (SEE FOOTNOTE *)	Hav	r	CL S3,40 PN4,39	1923 6mo	Rotterdam Droogd.Maat Rotterdam A&CP	Soc.Anon. Française des PétrolesShell	279·9 Q74'Trunk182' F23' FK	46·5	13·9	Algiers French 9BHptAsp	T.6Cy.12¾",20½"&33⅞"–$24\frac{7}{16}$" 180lb (s) 222NHP 2SB,4cf,HS3832 FD Rotterdam Droogd.Maat.Rot.	14 ″ 0 s 1 ″ 6½ 12 ″ 7	
32053 146581 CYJC	**Shelter Bay** (exNewYorkNews-33) Mchy.Aft 1Dk	1670 1477 970					1922	NofIreland S.B.Co.Ld. Londonderry	Quebec&Ontario TransportationCo. Ld.	250·2 F40'	43·0	16·8	Montreal British WB	T.3Cy.16",27"&44"–30" 106NHP J.G.Kincaid&Co.Ld.Grk.		C
32054 148453	**Shelton Weed** Mchy.Aft 1Dk	1745 1596 1123					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, Mgr.)	253·0 F35'	43·2	17·8	St.C'thrns Ont. British WB	T.3Cy.17",28"&46"–33" 122NHP Earle'sCo.Ld.Hull		C
32055 217920 KIBD	**Shenandoah** ssPhl.2ndNo.3-1,42 ~~ssMob.No.3-2,30~~ ~~ssN.Yk.No.2-28~~ Mchy.Aft D.F. 2Dks(Stl)&Web frames Longitudinalframing	6414 6126 3974	✠100A1 ~~8,41~~ ~~11,40~~ 1,42 ✠LMC2,42 ~~MS4,38~~ ~~BS8,41~~ Carrying Petroleum in bulk Fitted for oil fuel 6,19 F.P. above 150° F.	~~NYk~~ Phl	a†	CL ~~N6,39~~ 1,42	1919 6mo	Texas SteamshipCo. Bath,Me. A&CP	TheTexasCompany	416·8 P107'B35'F33' FK CellDBuE& B64'209t FPT229t	56·1	31·1	Wilmgton (Del.) Utd.States 16BHCem APT130t	T.3Cy.26⅞",44"&74"–51" (s) 200lb HS9969 FD 556NHP 3 Water Tube Boilers(Spt) H.G.TroutCo.Buffalo N.Y.	32 ″ 10 s 6 ″ 3¼ 26 ″ 9	
32056 206329 WJDB	**Shenango** Mchy.Aft GyC. D.F. 1Dk	8047 — 6498					1909	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoFurnace Co.	580·8 F52'	58·2	33·0	Pttsbrg,Pa Utd.States WB	T.3Cy.24",38"&65"–42" 274NHP Gt.LakesEng.Works,Det		R
32057 LJWA	**Sheng Hwa** (exMitwo-37, exProspector-35, exCanadian Prospector-34) ssMtl.No.3-11,33 ssOsa.No.1-38 2Dks(Stl)	*5492* *4894* *3380*	✠100A1 4,40 BS4,40 ✠LMC6,38	Shi	y	CL 6,38	1920 6mo	JCoughlan &Sons,Ld, Vancouver, B.C. Lloyd'sA&CP	SkibsA/SThule (T.B.Torgersen, Mgr.)	400·0 P49'B113'F40' FK CellD B334'1026t FPT149t	52·4	28·8	Oslo Norwegian 6BHCem APT31t	T.3Cy.27",44"&73"–48" (s) 180lb 520NHP 3SB,9cf,GS198,HS7743 FD D.Rowan&Co.Ld.Gls.	31 ″ 0 ~~s 5 ″ 11½~~ ~~25 ″ 3¾~~	
32058 XNBR	**Sheng Lee** (exGoviken-33, exJunee) ssSyd.2ndNo.3-2,32 ssNag.No.1-36 2Dks Cargo battens not fitted	3087 1912 1764	✠100A1 Shelter dk withfreeboard 5,41 ~~8,38~~ BS3,38 ✠LMC3,36	HKg	t	CL 2,38	1907 2mo	Mackie& Thomson Glasgow Lloyd'sA&CP	ChingKeeSteam Nav.Co.Ld.	301·0 FK Cell DBa84'u E20'f132'637tFPT	42·2	18·6 28·1	Chefoo Chinese 6BHCem 83tAPT125t	T.3Cy.22",36"&59"–39" (s) 180lb 276NHP 2SB,6cf,GS123,HS4800 D.Rowan&Co.Glasgow	30 ″ 5 s 9 ″ 6 21 ″ 2½	
32059 162669 GDLW	**Shengking** D.F. 2Dks	3000 2197 1492					1931	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	304·0 P52'F42'	46·2	23·1	London British WB	2SRgeared steam turbines Scotts'S.B.&E.Co.Ld.Grk.		
32060 163583 GYJJ	**Shepperton Ferry** Ⓟ TwinSc (TrainFerry) E.S.D. 1Dk & 2nd dk at ends CruiserStern	2839 2014 1044	✠ ... 11,35 ✠	Nwc			1935 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SouthernRailway	346·8 B&F319' FK Cell DBuE34'58tDTf 18'180t Wingtanks abreast ER44'376t	60·7	18·2	London British 8BHptCem ptAsp APT63t	4 steam turbinesSRgeared to2sc.shafts 948NHP 4 Water Tube Boilers GS248,HS9416 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	20 ″ 0	BT till 7,41
32061 150823 CYMJ	**Sherbrooke** (exEdwardL.Strong) Mchy.Aft 1Dk	2052 1707 1225					1922	Frazer, Brace,Ld. Three Rivers, P.Q.	CanadaSteamship Lines,Ld.	251·6 Q93'F33'	42·1	18·1	Montreal British WB	T.3Cy.19",32"&56"–36" 188NHP WorthingtonPump& Mchy.Corp.Ampere,N.J.		C
32062 140554 GPSN	**Sheridan** ssLiv.No.3-3,30 ssN.Yk.No 2-38 D.F. 2Dks(Stl)	4665 4330 2876	✠100A1 7,41 ~~9,40~~ ✠LMC MS12,38 BS6,40	~~BAs~~ Lon	y	CL ~~2,38~~ 7,41	1918 1mo	A.McMillan&Son Dumbarton Lloyd'sA&CP	Lamport&Holt Line,Ld.	385·6 P36'B118'F46' FK CellD B335'875t FPT75t	52·2	27·2	Liverpool British 7BHptCem APT75t	T.3Cy.26",43"&70"–48" (s) 180lb 407NHP 3SB,9cf,GS178,HS6800 Rankin&Blackmre.Ld.Grk	29 ″ 8 s 5 ″ 4¼ 24 ″ 7	
32063 145409 GMJC	**Sheringham** 1Dk2nd dk inNos.1,2&3holds CruiserStern	1088 950 429	✠ ... 10,31 ✠				1926 9mo	Earle'sS.B. &E.Co.Ld. Hull	London&North EasternRailway	256·0 P54'B93'F59' FK	36·1	16·3	Harwich British WB	T 3Cy.22",35"&60"–39" 379NHP Earle'sS.B.&E.Co.Ld.Hull	17 ″ 2	
32064 147701 GPWB	**Sherwood** (exSeaton-32) ssShl.No 3-9,37 D.F. 1Dk Well deck Cargo battens not fitted	1530 1168 898	✠100A1 8,41 ~~3,40~~ BS1,41 ✠LMC9,37	Shl	p	CL ~~6,38~~ 7,41	1924 8mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	W.France,Fenwick&Co.Ld.	248·0 Q187'F28' FK CellDB210'479t FPT104t	36·7	15·8	London British 4BHCem APT97t	T.3Cy.17½",29"&48"–33" (s) 180lb 163NHP 2SB,4cf,GS70,HS2792 N.E.MarineEng.Co.Ld.Sld	18 ″ 1 s 4 ″ 9¾ 17 ″ 0¾	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
32065	**Shestoy Krabolov** (exBenlawers) ssLiv.No.3-5,19 ssLth.No.2-27 1Dk(Stl)&Spar dk(ptIrn&ptStl) &deepframing	3949 3544 2521	✠ —— 10,30 ✠NE5,19 ✠	Kob	w		1905 7mo	Bartram& Sons Sunderland CellDBa120'uE&B42' 154'868tAP755t	U.S.S.R.	378·0 P35'B104'F38'	46·1	18·3 26·1 FK	Vladvostk Russian 6BHCem (5 ,, to Spar dk 1 ,, ,, Main ,,)	T.3Cy.24",39¾"&70"-48" 489NHP 2SB,8cf,GS168,HS5500 J.G.Kincaid&Co.Ld.Grk.	28 ″ 6	
32066 145557 GDJL	**Shetland** (exKara) ssGls.No.3-5,37 D.F. 1Dk(Stl)2nd dk(Stl) in E&B &forward holds	1846 1642 1114	✠100A1 ~~6,40~~10,41 BS10,41 ~~BS6,40~~ ✠LMC5,37	~~Lon~~ Mch		CL 6,40	1921 11mo Lloyd's A&CP	Ramage& Ferguson,Ld. Leith	CurrieLine,Ld. CellDB215' 393t FPT50t APT50t	260·2 272·2(O.L.) P24'B91'F35'	40·2	20·3 FK	Leith British 4BHptCem	T.3Cy.19",30"&52"-36" (s) 190lb 187NHP 2SB,6cf,GS104,HS2966 Ramage&Fergusn,Ld.Lth.	22 ″ 6 s 2 ″ 8 20 ″ 0	
32067 218833 KIZP	**Shickshinny** 2Dks&Webframes Sub.Sig. Fitted for oil fuel Ref.Mchy.	5103 4573 3127	✠ ... 6,20 ✠				1919 9mo	American International S.B.Corp. HogIslandPa	SouthAtlantic SteamshipLine	390·0 P39'B122'F43'	54·2	27·6 FK	Savannah Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
32068 UPAT	**Shilka** (exAlblasserdam-34) 1Dk	1388 1182 802					1916	L.Smit& Zoon Kinderdijk	U.S.S.R.	239·1 P23'B62'F24'	36·1	16·7	Leningrad Russian WB	T.3Cy.17⅓",29"&46"-36" 127NHP L.Smit&Zoon,Kinderdijk		
32069 167175 GRGM	**Shillong** OilEng. Ref.Mchy. 2Dks&Shelter dk D.F. E.S.D. CruiserStern Tonnage opening closed'41(W.E.)	5529 4964 3253	✠100A1 withfreeboard ~~2,41~~11,41 ✠LMC2,39 ✠Lloyd'sRMC2,~~41~~10,41	Liv	b†	CL 10,41	1939 2mo Lloyd's A&CP	A.Stephen &Sons,Ld. Glasgow	P.&O.Stm.Nav.Co. CellDB377'1413t MT23'978t FPT141tAPT219t	442·2 459·5(O.L.) F38'	57·9	25·7 FK	London British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 688NHP 2DB120lb BarclayCurle&Co.Ld.Gls.	~~28 ″ 4~~ ~~s 3 ″ 4½~~ ~~25 ″ 1¼~~ 37 ″ 5 s11 ″ 6 26 ″ 1¼	
32070 141592 VGBS	**Shinai** (exCanadianBeaver-34) 2Dks	2410 2039 1451					1920	Colling- woodS.B.Co. Kingston,Ont	G.L.Shaw	251·0 P24'B64'F23'	43·6	23·6 WB	Vancouver B.C. British	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood,Ont		C
32071 114780 VPKK	**Shinfu** (exRajah of Sarawak-32) ssDrn.3rdNo.3-10,37 ssShi.No.1-40 1Dk(Stl-ws)&Web frames& Shade dk(Teak)	1452 897 892	✠100A1 Shade dk 11,40 ✠LMC11,40	Shi	n	CL 11,40	1901 10mo Lloyd's A&CP	Ramage& Ferguson,Ld. Leith	G.L.Shaw	230·0	34·1	14·8 FK	Singapore British 4BHCem APT6t	T.3Cy.19",31"&50"-36" (s) 170lb NDB17 175NHP 2SB,4cf,GS90,HS2931 Ramage&Fergusn,Ld.Lth.	15 ″ 10 s 1 ″ 6¼ 14 ″ 5½	
32072	**Shing-Cheong** IronTwinSc	847 — 579					1915	Kwong TackCheong HongKong	VongKuan	168·6 P45'	30·0	9·1	Macau Portuguese	C.4Cy.14"&28"-18" KwongTack 55NHP Cheong,HongKong		
32073 118439 VPGJ	**Shinhwa** (exTexacoXI-35, exKuching-32) ssSng.2ndNo.3-6,28 ssShi.No.3-8,40 1Dk(Stl-ws)&Webframes &Shade dk(Teak)	1460 898 884	✠100A1 Shade dk 8,40 ✠LMC8,40 No later survey reported	Shi	n	CL 7 40	1904 5mo Lloyd's A&CP	Ramage& Ferguson,Ld. Leith	G.L.Shaw	230·0 FPT65t	34·2	15·0 FK	HongKong British 4BHCem APT30t	T.3Cy.18",30"&49"-33" (s) 170lb 159NHP 2SB,4cf,GS84,HS2639 Ramage&Fergusn,Ld.Lth	23 ″ 4 s 8 ″ 5¼ 15 ″ 2¾	
32074 141590 GYLF	**Shinkuang** (exWester-35, xCanadian 1Dk Farmer-34) Fitted for oil fuel	2441 2042 1461					1920 —	Colling- woodS.B.Co. CollngwdOnt	G.L.Shaw	250·8 P24'B64'F23'	43·6	23·4	Shanghai British WB	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood,Ont.		C
32075 155927 GBPD	**Shinyu** (exShin-yuMaru,exTerrier) 1Dk2trB&ptAwngdk	1615 1160 1015					1894	J.Blumer& Co. Sunderland	G.L.Shaw	255·2 Q102' ptAwngdk158'	35·5	15·6 FK	Shanghai British	T.3Cy.19⅜",31½"&51½"-33" 153NHP G.Clark,Ld.Sunderland	18 ″ 1	
32076 148687 GLQW	**Shirala** Ⓟ TwinSc ssCal.No.3-12,36 Ref.Mchy. 2Dks(StlWthr dk-teaks) D.F. 3rd dk(Stl)in holds	7841 6747 4872	✠100A1 withfreeboard ~~11,40~~~~12,39~~ 9,41 BS9,41 ✠LMC11,40 ~~MS10,36~~ ~~BS12,39~~	~~Cal~~ Bom	c†	CL P12,39 ~~SN~~ ~~12,38~~ S11,40	1925 10mo Lloyd's A&CP	Hawthorn Leslie&Co.Ld Newcastle	BritishIndiaStm. Nav.Co.Ld. CellDB373'1220t Tanks at sides of tunnels16'79tFPT150t	437·2 P44'B144'F49'	57·8	33·5 FK	London British 7BHCem APT150t	T6Cy.20¾",35½"&60"-45"(s) 215lb 802NHP 5SB,15cf,GS316,HS12150FD HawthornLeslie&Co.Ld.	36 ″ 6 s 9 ″ 10¾ 27 ″ 1	
32077 148440	**Shirley G. Taylor** Mchy.Aft 1Dk	1746 1596 1124					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch, Mgr.)	253·0 F35'	43·2	17·8	StC'thrnes Ont. British WB	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
32078 168502 GNRJ	**Shirrabank** OilEng. D.F. E.S.D. 2Dks,3rd dk in No. 1 hold CruiserStern	7274 6810 5247	✠100A1 withfreeboard ~~2,41~~ ~~12,40~~2,42 ✠LMC12,40 Carrying oil fuel F.P. above 150° F. in after peak tank Carrying cargo oil F. P. above150° F. or latex in deep tanks aft & fore peak tank	~~Bel~~ ~~Cal~~ Liv	b†	CL	1940 12mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	BankLine,Ld. (A.Weir&Co. Mgrs.) 6DivisionalWTB CellDB360'1224tDTsa30'1199tFPT113tAPT198t	433·2 450·4(O.L.) F42' Hs in 'tween dks	57·3	33·6 FK	Belfast British 8BH (Coll to W dk 7 ,, 2nd,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB120lb Harland&Wolff,Ld.Bel.	38 ″ 8 s11 ″ 11½ 26 ″ 10½	
32079 148714 GMDC	**Shirvan** ssShl.No.3-12,36 D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6017 5521 3671	✠100A1 6,41~~4,40~~ Examined 6,41 ~~BS4,40~~ ✠LMC~~12,38~~ 6,41 CarryingPetroleum in bulk Fitted for oil fuel 12,25 F.P. above 150° F.	~~Cff~~ NYk	z	CL N4,40	1925 12mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	BalticTradingCo. Ld. CellDBuB 40'64tDTf38'338t FPT66tAPT59t	411·8 427·0(O.L.) P108'B28'F46'	53·4	31·6 FK	London British 17BHptCem (9 to U dk 8 ,, 2nd,,)	T.3Cy.27",45"&75"-48" (s) 180lb 120lb 552NHP 3SB,9cf,GS162,HS8238 FD N.E.Mar.Eng.Co.Ld.Nwc.	31 ″ 6 s 5 ″ 5½ 26 ″ 3¾	
32080 151400 VTDJ	**Shrivati** (exMubarek) OilEng. ssBom.No.3-4,35 ssBom.No.1-39 Mchy.Aft 1Dk(Stl-ws) Cargo battens not fitted	389 285 233	✠100A1 9,40 ✠LMC10,39 No later survey reported	Bom	e	CL 9,39	1921 11mo Lloyd's A&CP	London& MontroseS.B. &R.Co.Ld. Montrose	~~MalabarS.S.Co.~~ ~~Ld.~~ G.L.Fenton	132·7 P41'F19'	25·1	11·5 FK	Bombay British 3BHCem FPT33t	Oil Engines 2S.C.SA 4Cy.13¼"-15" 124NHP W.Beardmore&Co.Ld.Gls.	12 ″ 6 s 1 ″ 0 11 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32081 147724 MQKP	**Shu Kwang** TwinSc ssShi.No.3-2,37 1*Dk*(*Stl*)&*Web frames* *CruiserStern*	788 458 341	✠ A– *withfreeboard* *Carrying Petroleum in bulk with extreme draught of 8'6"* ~~11,40~~ ~~11,39~~ 4,41 B&MS2,37 BS~~11,39~~11,40 *For Service on the Straits of Malacca* *Fitted for oil fuel 9,24 F.P. above 150° F.*	Sng	*in*	OG ~~1,38~~ 11,40	1924 9mo	Yarrow&Co.(1922)Ld Glasgow	AsiaticPetroleum Co.(NorthChina) Ld.	198·7|32·9|8·9 *Shadedk*182' FK *CellDBuE*14'	Shanghai British '9*BH p tm.* 13*tFPT*10*t*	T8Cy.(2)18",(2)26"&(4)30"-18" 250lb 220lb at Eng (*s*) 397NHP 2 WT Boilers HS6990 FD Yarrow&Co.(1922)Ld.Gls.	10 ″ 6 s 2 ″ 1¼ 8 ″ 6	
32082 101741 VPCM	**Shun Chih** Ⓟ (*ex*ShunTsze, *ex*Melusia,*ex*Sydney) *ss*Mel.No.3-8,14 *ss*Syd.No.2-23 *Ref.Mchy.* 1*Dk*(*Stl-ws*) &*deep framing*	1881 1559 1173	✠ 11,27 ✠	Syd	*r*		1902 4mo	CaledonS. B.&E.Co.Ld Dundee	SingHingS.S.Co. Ld.	280·2|38·2|19·6 P45'B97'F35' FK *Cell DBa*76'*uE*22'*f*116'	HongKong British 4*BHCem* 403*tAPT*35*t*	T.3Cy.22",35"&59"-36" 249NHP 2SB,6*cf*,GS135,HS4141 CaledonSB.&E.Co.Ld.Dun	22 ″ 0	
32083	**Shun Foong** (*ex*Glenluss-32, *ex*Bosporus,*ex*Ursula Rickmers) *ss*Gls.No.3-1,21 *ss*Nwc.No.2-29 2*Dks*(*Stl*)&*Web frames*	*4275* *3915* *2696*	9,33	Rot	*x*		1911	Rickmers Akt.Ges. Wesermünde-G.	ChungWeiS.S.Co.	368·0|47·7|27·5 P37'B99'F42' FK *CellDB*321'833*t DTa*28' 696*t FPT*57*t*	Shanghai Chinese 5*BHAsp* *APT*38*t*	T.3Cy.23⅕",38½"&63"-43$\frac{3}{16}$" 325NHP 3SB,9*cf*,GS167,HS5595 BremerVulkan,Vegesack	30 ″ 0	
32084 XNCJ	**Shun Lee** (*ex*HengTa,*ex*Kamor) *ss*Shl.No.1-06 1*Dk*&*Spar dk*&*deep framing*	1532 1423 970	✠ … 9,09 ✠				1902 4mo	Fevigs Jernskibsbyg Fevig	ChingKeeS.N.Co. Ld.	245·0|36·0|12·7 19·7 FK	Chefoo Chinese *WB*	T.3Cy.17½",27"&47"-36" Richardsons, 150NHP Westgarth&Co.Ld.Mdb.	22 ″ 5	C †
32085 XNFU	**Shun Yuan** (*ex*KeelungMaru-32) *ss*Kob.No.3-1,10 *ss*Nag.No.1-14 1*Dk*(*Stl*)&*Spar dk*&*deep framing*	1628 1416 958	✠ 2,14 ✠	Nag	*q*		1896 12mo	JLThompson&Sons,Ld. Sunderland	YungYuanS.S.Co.	252·0|35·0|13·7 P20'B66'F35' 20·7 FK *CellDBa*72'*uE*&*B*36'*f*100'259*tFPT*	Tsingtao Chinese 4*BHCem* 31*tAPT*11*t*	T.3Cy.21½",36"&59"-39" 241NHP 2SB,6*cf*,GS100,HS3800 J.Dickinson&Sons,Ld.Sld.	23 ″ 0	
32086 164116 MMGC	**Shuna** 3Mst D.F. E.S.D. *CruiserStern* 1*Dk*	1575 1346 913					1937	Burntislnd S.B.Co.Ld. Burntisland	ScottishNav.Co. Ld.(Glen&Co.Ld. *Mgrs.*)	265·0|40·5|16·3 P17'Q40'B110'F29'	Glasgow British *WB*	T.3Cy.15",25½"&44"-33" 111NHP D.Rowan&Co.Ld.Gls.		C
32087 154092 GWSC	**Shuntien** D.F. 2*Dks*	3059 2194 1570					1934	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	303·7|46·1|23·1 P52'F42'	London British *WB*	2 Steam Turbines SR geared to 1 Sc. Shaft TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
32088 129306 XYCD	**Shwedagon** *ss*Cal.2ndNo.3-4,37 *ss*Cal.No.1-41 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3391 3270 1999	✠100A1 ~~7,41~~ ~~1,41~~ 1,42 BS1,42 ✠LMC1,41 *Carrying Petroleum in bulk Lloyd'sA&CP* *Fitted for oil fuel 5,12 F.P. above 150° F.*	Cal	*t*	CL ~~1,41~~ 12,41	1912 5mo	Armstrong Whitworth &Co.Ld. Newcastle	Indo-Burmah PetroleumCo.Ld.	300·4|44·1|31·3 FK *CellDB uB*38'39*tFPT*115*tAPT*44*t*	Rangoon British *Cem* 8*BH to Udk* 3 „ 2*nd* „	T.3Cy.19",31"&51"-36" (*r*) 180lb *120lb* 199NHP 2SB,4*cf*,GS101,HS3470 WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0 s 6 ″ 1½ 25 ″ 1	
32089 FNYQ	**Si Kiang** Ⓟ (*ex*Meiningen) D.F. *Fitted for oil fuel*	7014 6277 3848					1914	J.C.TecklenborgA.G. Wesermünde-G	Cie.desMessageriesMaritimes	473·9|59·0|28·3 H112'	Dunkirk French *WB*	T.2Cy.32$\frac{3}{16}$",52⅘"&78$\frac{7}{16}$"-55$\frac{1}{16}$"&LP turbine JC.TecklenborgA.G.Wsm		V
32090 LEUG	**Siak** 1*Dk*	1150 986 641					1930	Trndhjms Mek.Værks Trondheim	D/S A/S Skuld (NilsBull,*Mgr.*)	226·5|36·5|15·7 P44*t*H71*t*	Tönsberg Norwegian *WB*	T.3Cy.17",27½"&45"-30" 111NHP TrndhjmsM.V.Trondheim		N
32091 173043 GNWJ	**Siam II** TwinSc4Mst (*ex*Siam1-40) *OilEng.* *ss*Cpn.No.3-2,36 *ss*Syd No.1-40 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl-ws*)	6637 4859 4223	✠100A1 *Shelter dk* *withfreeboard* 9,40 *Lloyd'sA&CP* ✠LMC CS12,36 DBS8,39 8,39	Syd	*a*†	CL s4,39 P7,40	1913 4mo	Akt.Burmeistr&Wain Copenhagen	Ministry of War Transport(United BalticCorporation, Ld.*Mgrs.*)	410·0|55·2|27·5 427·1(O.L.) FK *CellDBa* 126' *uE*&*B*46'*f*140'1275*t FPT*	Bristol British 7*BH* 97*tAPT*73*t*	Oil Engines 4S.C.SA 16Cy.23¼"-31½" 842NHP NDB38-*85lb* Akt Burmeistr&Wain,Cpn	38 ″ 6 s 10″11¼ 28 ″ 1	
32092 120142 MMVQ	**Siangtan** TwinSc 2*Dks*	1195 677 729					1905	Farnham, Boyd&Co.Ld Shanghai	ChinaNav.Co.Ld.	220·0|40·0|9·5	London British	T.6Cy.9",14"&23"-15" 54RHP Yarrow&Co.Ld.London		
32093 153996 VPCG	**Siangwo** TwinScTwinMst *ss*Shi.No.3-7,37 2*Dks*	2595 1130 1515	A1 2,41 ~~11,40~~ BS11,40 LMC7,37 *For Service between HongKong & Canton*	~~HKg~~ Sng		OG 11,40	1926	HongKong &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	Indo-ChinaSteam Nav.Co.Ld.	275·0|46·1|10·4 285·9(O.L.) FK *FPT*	HongKong British 4*BH* 83*tAPT*78*t*	T.6Cy.13¼",22"&35"-18" 2SB 200lb FD HongKong&Whampoa DockCo.Ld.HongKong	11 ″ 0	
32094 PHLY	**Siantar** *OilEng* *ss*Rot.No.3-6,34 *ss*Rot.No.1-38 3*Dks* D.F. *CruiserStern* *Tonnage opening closed* '38	8667 8248 5563	✠100A1 *Shelter dk* *withfreeboard* ~~9,41~~ ~~1,41~~ 11,41 *Lloyd'sA&CP* ✠LMC CS5,38 1,37 ✠NE6,34 DBS4,40 *Carrying oil F.P. above 150° F. in forward deep tanks*	~~Cal~~ ~~Sba~~NYk		OG 4,40	1921 10mo	WearShipyard of W. Gray&Co. (1918),Ld. Sunderland	Rotterdamsche Lloyd	471·3|57·4|30·2 38·5 F52'*on Shelter dk* len34 FK *Coll* *CellDB*390'1250*t DTa*27'1110*tMT*24' 980*t FPT*155*t*	Batavia Dutch 8 *BHptCem* *BH to Wdk* 7 „ „ 2*nd* „ *APT*60*t*	2 Oil Engines 2S.C.DA SR geared&hydraulic coupling 12Cy.20⅞"-29$\frac{15}{16}$" 1835NHP 2DB*225lb* NDB(WTB)34 *225lb* KonMaats"DeSchelde"Fls	41 ″ 0 s12 ″ 0 29 ″ 6	
32095 PKFZ	**Siaoe** 1*Dk* *Fitted for oil fuel*	1573 1402 870					1921	N.V. Scheepswerf "Dordrecht" Dordrecht	Koninkl.Paketv. Maats.	250·1|40·3|17·7 P29'F30'	Batavia Dutch *WB*	T.3Cy.16½",27⅛"&45¼"-36" 121NHP N.V.Alblasserdamsche Mach.Fab.Alblasserdam		V
32096 HBVN	**Siauliai** (*ex*Ebba-37) 1*Dk*	939 813 547					1920	A.G. Nüscke&Co Stettin	Akc.B-véLietuvos BaltijosLloydas	224·3|33·0|14·1 P17'B63'F23'	Sventoji Lithuanian *WB*	T.3Cy.12¾",21"&34"-21$\frac{3}{16}$" 110NHP AtlasWerke,Bremen		G
32097 PHMD	**Sibajak** Ⓟ TwinSc *OilEng.* D.F. GyC. 3*Dks* Sub.Sig. *CruiserStern*	12226 — 7368					1927	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd	506·7|62·9|35·2 P143'F94'	Batavia Dutch *WB*	Oil Engines 2S.C.SA 16Cy.30"-52¾" 2495NHP Maats.deSchelde,Flushing		V

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
32098 8757 JKCD	**Sibazono Maru** Ⓟ (*ex*ShibazonoMaru-38, *ss*Nag.No.1-07 *ex*ChefooMaru) 1*Dk&Spar dk*(*Stl*-teaks) &*deep framing*	1829 1579 1090	✠ 1,07	Nag ✠	*r*		1903 3mo	MitsuBishi Dkyd&EWks Nagasaki	Nippon YusenK.K *CellDBa*59'*uE&B*	256·0|36·5|14·3 P27'B81'F40' 23·7 FK 54'*f*94'361*tFPT*40*t*	Tokyo Japanese 5*BHCem* *APT*26*t*	T.3Cy.21",35&58"-36" HS4174 248NHP 2SB&1Aux.SB,*8cf*,GS122, MitsuBishiD.&E.WksNag	23″10	
32099 PKHY	**Siberg** *OilEng.* 2*Dks*	1871 1416 1128					1915	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	278·2|41·2|16·9 P34'F30'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.22"-39" 280NHP Werkspoor,Amsterdam		V
32100 34428 JDPC	**Siberia Maru** Ⓟ (*ex*SeikoMaru-35, *ex*Mallina) 1*Dk*(*Stl*)*deep framing* &*Web frames,Middle dk*(*Stl*)& *deep framing in Nos.*1&4*holds*	3461 2777 2017	✠ 4,10	Syd ✠	*v*		1909 4mo	Harland& Wolff,Ld. Belfast	NipponkaiKisen K.K. *CellDBa*84'*uE&B*	350·5|44·3|23·3 P37'B112'F45' FK 74'*f*142' 570*t FPT*	Tokyo Japanese 6*BHCem* 48*tAPT*86*t*	Q.4Cy24½",35",50"&75"-54" 643NHP 3SB,*12cf*,GS226,HS9690 Harland&Wolff,Ld.Bel.	26″1	
32101 PKFJ	**Siberoet** 1*Dk*	1799 1542 1011					1927	A.F.Smulders Schiedam	Koninkl.Paketv. Maats.	267·5|42·2|17·7 P30'B68'F36'	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35"-35" 145NHP Gebr.Stork&Co.Hengelo		V
32102 PKHV	**Sibigo** (*ex*KianGwan) 1*Dk*	*1594* *1279* *941*	✠ ... 12,30	✠			1926 10mo	Wilton'sE. &SlipwayCo. Schiedam	Koninkl.Paketv. Maats.	264·9|37·3|16·5 P20'B73'F25' FK	Batavia Dutch *WB*	T.3Cy.19",32"&51"-36" 202NHP Wilton'sE.&SlpwyCo.Rot.	18″6	V †
32103 67 IUHG	**Sibilla** (*ex*Ilex-34,*ex*Nina) *ss*Rot.2ndNo.3-9,24 *ss*Sld.No.1-28 *Well deck* 1*Dk&Web frames*	1077 870 614	✠ ... 11,32	✠			1900 1mo	W.Dobson &Co. Newcastle	GennaroMontella (Lauro&Montella, *Mgrs.*)	222·4|35·0|14·4 212·4 14·0 P18'Q44'B46'F24' FK	Torre del Greco Italian *WB*	T.3Cy.18½",30"&49"-33" 148NHP N.E.MarineCo.Ld.Nwc.	16″5	I †
32104 UOAW	**Sibir** Ⓟ *OilEng.* *Ref.Mchy.* 2*Dks*&3*rd dk* Sub.Sig. *in fwd.holds* *CruiserStern* *Strengthened for navigation in ice*	3767 2934 2164	✠ ... 4,31	✠			1930 1mo	Severney S.B.Yard Leningrad	U.S.S.R.	332·5|48·0|25·6 Q37'B100'F41' FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"-33⅞" 692NHP RussianDieselWorks.Len.	27″9	
32105 PKFG	**Sibolga** 1*Dk*	1370 1170 785					1919	NVBoele's Scheepsw Slikkerveer	Koninkl.Paketv. Maats.	237·9|36·0|16·7 P22'B60'F23'	Batavia Dutch *WB*	T.3Cy.18",30"&48"-36" 138NHP N.V.Boele'sSchpswBolnes		V
32106 216082 WECZ	**Siboney** Ⓟ **TwinSc** *ss*N.Yk.No.3-5,30 3*Dks*& D.F. E.S.D. *Shelter dk* *Ref.Mchy.* *Fitted for oil fuel*	6938 5679 3420	✠ ... 8,32	✠			1918 2mo	W Cramp& SonsS&EBCo Philadelphia	NewYork andCuba MailS.S.Co.	423·0|60·0|15·7 32·0 B&F*on Shelter dk* 316' FK	NewYork Utd.States *WB*	4 steam turbinesSRgeared to 2 sc. shafts 1908NHP Wm.Cramp&Sons, S.&E.B.Co.Phl.	35″0	R †
32107 134276	**Sicamous** Ⓟ **SternPad** *Mchy.Aft*	1787 — 994					1914	Western DrydockCo. Okanagan Landing,B.C.	CanadianPacific RailwayCo.	200·5|40·0| 8·0	Victoria, B.C. British	H.C.4Cy.(2)16⅝"&(2)35⅜"- 96" 101NHP WesternDrydockCo.		
32108 2048 IOGS	**Sicilia** Ⓟ (*ex*Coblenz-35) **TwinSc** Sub.Sig. *Corrugated sides* D.F. 3*Dks*	9646 — 5635					1923	Akt.Ges. "Weser" Bremen	LloydTriestino Soc.Anon.diNav.	479·7|57·6|31·2 458·8 | 62·3 | 30·8 B142'F44'	Genoa Italian *WB*	2 steam turbinesDRgeared to 2 sc. shafts A.G."Weser,"Bremen		I
32109 7968 SKXA	— *OilEng.* *ss*Skm.No.1-39 *CruiserStern* 1*Dk&Shelter dk* D.F. *Strengthened for navigation in ice*	*1633* *1206* *739*	✠100A1 *with freeboard* 7,41 8~~,40~~ ✠LMC CS7,39 DBS8~~,40~~ 8,41 2,40	NYk	*s*	CL 9,39	1934 8mo	Kockums M.V.Aktieb. Malmö *Lloyd's*A&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*240'446*t*	284·2|41·1|15·1 293·5(O.L.) F25' FK (*FPT*23*tAPT*27*t*	Gothenbrg Swedish 4*BHptCem* *Coll to Sh dk* 3 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 7Cy.23⅝"-43$\frac{5}{16}$" DB40lb 377NHP KockumsM.V.Akt.Malmö	18″0 s″2 17″11¼	
32110 145963 GFXZ	**Sicilian Prince** (*ex*CastilianPrince, *ex*Alleghany) *ss*Mch.No.3-10,34 D.F. E.S.D. *ss*Ant.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	3489 2909 1852	✠100A1 *Shelter dk* *with freeboard* 3,42 ~~3,41~~ ✠LMC MS5,38 BS4~~,40~~ 4,41 *Fitted for oil fuel* 8,22 *F.P. above* 150° F. *Carrying oil fuel F.P. above* 150° F. *in DTank aft*	~~Bos~~ Mch	*x*	CL 3,41	1922 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel in boiler* *CellDB*294'1155*t* *DTa*22'643*t*	363·3|52·1|22·0 F68' *on Shelter dk* FK *space&forward*143' *Collision* *FPT*45*tAPT*43*t*	London British *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.26",43"&73"-48" (*s*) 180lb 547NHP 3SB,*9cf*,GS188,HS8365 FD Richardsons,Westgarth& Co.Ld.Hpl.	33″6 s10″1½ 23″7¼	
32111 ~~OYWT~~	**Sicilien** *OilEng.* D.F. 1*Dk* *Ref.Mchy.* *CruiserStern*	1654 1298 910					1938	Helsingörs Jernsk&Msk. Elsinore	~~Det.Forenede~~ ~~DampskibsSelsk.~~ UnitedStatesMaritimeCommission	271·7|40·4|16·6	Utd.States *WB*	Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 338NHP HelsingörsJernsk.&Mskb.		V
32112 485 ICHL	**Siculo** (*ex*Manon-34,*ex*Vaucluse-34, *ex*Rea,*ex*Sorrento, *ss*Nts.2ndNo.3-9,30 *ex*Skjalm) 1*Dk*(*Stl*)&*Awng dk*(*Irn*)	1481 1302 856	... 6,34	Dnk	*o*		1906 7mo	Framnes Mek.Værks Sandefjord	A.Lauro *Cell*	242·2|35·2|19·6 232·0 F24'*on Awng dk* FK *DBa*58' *uE*19'*f*94'2	Naples Italian 4*BH* 67*tAPT*15*t*	T.3Cy.18",29"&48"-33" 156NHP 2SB,*4cf*,GS96,HS2604 AkersMek.Værks.Oslo	22″1	I †
32113 PKHW	**Sidajoe**	1788 1545 1001					1928	Rijkee& Co. Rotterdam	Koninkl.Paketv. Maats.	267·6|42·2|17·6	Batavia Dutch *WB*	C.4Cy.16$\frac{9}{16}$"&35$\frac{7}{16}$"-35$\frac{7}{16}$" 126NHP Maats.Fyenoord,Rot.		V
32114 1509 IBKK	**Sidamo** (*ex*Eudora-37,*ex*Lagos, *ex*KurtWoermann) 2*Dks*3*trB*	2384 2100 1434					1895	Blohm& Voss Hamburg	ServizioItalo- PortogheseSoc. Anon.diNav	304·2|38·2|23·6 H—F35'	Genoa Italian *WB*	T.3Cy.19",30"&50"-39⅜" 157NHP Blohm&Voss,Hamburg		I
32115 FNBB	**Sidi-Aïssa** 2*Dks* *Fitted for oil fuel*	2586 2288 1426					1927	Swan,Hunter&Wigham Richardson. Ld.Newcastle	Soc.Gén.deTransp. Mar.àVap.	330·4|43·0|24·4 P&B196'F96'	Marseilles French *WB*	T.3Cy.21",34"&56"-39" 196NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
32116 FNBH	**Sidi-Bel-Abbès** Ⓟ **TwinSc** 2*Dks* *CruiserStern* *Ref.Mchy.* *Fitted for oil fuel*	4392 2776 2168					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	Soc.Gén.deTransp. Mar.àVap.	368·0|50·2|23·2 P&B259'	Marseilles French *WB*	6 steam turbinesSRgeared to 2 sc. shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of TradeCert.
32117 FNBX	**Sidi-Brahim** Ⓟ *2Dks* *Ref.Mchy.* *Fitted for oil fuel*	2439 1737 923					1910	Swan,Hunter&Wigham Richardson, LdNewcastle	Soc.Gén.deTransp. Mar.àVap.	325·6 P59'B37'F33'	40·5	21·0	Marseilles French *WB*	T.4Cy.27",43"&(2)50"–42" 324NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
32118 EAFN	**Sidi Ifni** (*ex*Joaquin del Piélago–40) D.F. *1Dk&Awng dk*	732 713 345					1892	Compania Trasatlantica Cadiz	S.A. H.A. R.A.	192·2	27·4	17·6	Cadiz Spanish *WB*	T.3Cy.18",30"&48"–36" 138NHP ArsenalCivil,Barcelona		
32119 FNHY	**Sidi-Mabrouk** Ⓟ (*ex*Phrygie–33) *2Dks3trB* *Ref.Mchy.* D.F. *Fitted for oil fuel*	3883 3224 2374					1906	Gourlay Bros.&Co. (Dundee)Ld. Dundee	Soc.Gén.deTransp. Mar.àVap.	357·9 P51'B126'F56'	44·1	26·0	Marseilles French *WB*	T.3Cy.26",41½"&68"–45" 310NHP GourlayBros.&Co. (Dundee)Ld.Dun.		V
32120 FNBL	**Sidi-Okba** Ⓟ *2Dks* *Ref.Mchy.* *Fitted for oil fuel*	2824 2259 1558					1929	Atel.&Ch. deBretagne Nantes	Soc.Gén.deTransp. Mar.àVap.	330·5 P57'B94'F98'	43·1	23·6	Marseilles French *WB*	2steam turbinesDRgeared to 1 sc. shaft Atel.&Ch.deBretagne,Nts.		V
32121 DAKS	**Siegfried** *1Dk*	563 410 329					1901	Oderwerke Akt.Ges. Stettin	Rud.Christ.Gribel	172·3 Q50'B41'F15'	26·6	11·1	Stettin German *WB*	T.3Cy.13½",21½"&35½"–25" 63NHP OderwerkeAkt Ges.Stettin		G
32122 203757 WIFJ	**Sierra** (*Self-Unloader*) *Mchy.Aft* *1Dk*	4846 — 4287					1906	ToledoS.B. Co. Toledo	SierraSteamship Co.(G.A.Tomlinson,*Mgr.*)	438·7	52·0	23·9 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.16½",24",35"&50"–42" 163NHP ToledoS.B.Co.		R
32123 214391 WKCM	— **WoodTwinSc** *OilEng.* *1Dk2trB*	1510 — 1199					1916	Mathews S.B.Co. Hoquiam	International TradingCorp.	210·6	42·5	14·8	Juneau Utd.States	Oil Engines 2S.C.SA 8Cy.16½"–18$\frac{15}{16}$" 383NHP J&CGBolindersCoLdSkm		
32124 DOBJ	**Sierra Cordoba** Ⓟ **TwinSc** D.F. GyC. *4Dks* Sub.Sig. *Corrugated sides*	11492 8270 6486					1923	Bremer Vulkan Vegesack	DeutscheArbeitsfrontG.m.b.H. (Norddeutscher Lloyd,*Mgrs.*)	490·5 P&B380'F79'	61·8 66·3	34·3	Bremen German *WB*	T.6Cy.28⅜",46⅞"&75⅝"–51¼" 818NHP BremerVulkan,Vegesack		G
32125 5557 SGHM	**Sif** *1Dk*	1365 1033 747					1913	Dundee S.B.Co.Ld Dundee	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	235·1 P17'Q63'B63'H75*t* F29'	36·2	15·0	Stockholm Swedish *WB*	T.3Cy.18",28¾"&48"–33" 132NHP ShieldsEng.Co.Ld.N.Shl.		V
32126 677 SZML	**Sifnos** Ⓟ (*ex*ConstantinosTogias–33,*ex*Iela, *ex*Yacht,*ex*Mira)	315 — 158	✠ … 4,98 ✠				1891 4mo	DJ.Dunlop &Co. Pt.Glasgow	HellenicCoast LinesCo.Ld.	154·0	21·6	12·3	Piræus Greek	T.3Cy.14",22"&36"–24" 75NHP D.J.Dunlop&Co.Pt.Gls.		
32127 10302 JLTE	**Siga Maru** Ⓟ (*ex*ShigaMaru–38) *2Dks*	742 668 431					1906	OsakaIron Works Osaka	SetsuyoSyosen K.K.	185·0 B35'	27·1	17·8	Osaka Japanese	T.3Cy.14½",24½"&39"–30" 83NHP OsakaIronWorks,Osaka		
32128 8398 SHCD	**Sigborg** (*ex*Reze–40) *OilEng* D.F. *1Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	*340* *227* *139*	✠100A1 *withfreeboard* 10,41 ~~6,40~~ ✠LMC3,39	Skm	*h*	5,40	1939 3mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd'sA&CP*	RederiA/B Staffan (J.Haag,*Mgr.*) 1 *additional BH in'tween dk* *CellDB*108' 137*t FPT*	165·0 175·8(O.L.)	27·3	7·1 FK	Gefle Swedish 3*BHCem* (*Coll to Sh dk* 2 „ *2nd* „) 31*tAPT*12*t*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"–19$\frac{11}{16}$" 81NHP Waggon-undMasch.A.G. Görlitz	9 ″ 8 s ″ 2 9 ″ 7¼	
32129 8419 SHLU	**Sigbritt** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	513 317 240	✠100A1 4,42 ~~9,40~~ ✠LMC3,40	Skm	*g*	OG	1940 3mo	NVSchpsw "Foxhol" Foxhol *Lloyd'sA&CP*	Rederi A/B Staffan (J.Haag,*Mgr.*) *CellDB*94'121*t FPT*	155·4 168·0(O.L.) P41'Q52'F27'	27·7	9·6 FK	Gefle Swedish 3*BH* 58*tAPTs*18*t*	Oil Engines 4S.C.SA 8Cy.11$\frac{7}{16}$"–17$\frac{11}{16}$" 101NHP AppingedammerBrons. Motorenfb.N.V.	11 ″ 4 s 3 ″ 11 11 ″ 2	
32130 21525	**Sigenobugawa Maru** **Wood** (*ex*Shigenobugawa Maru–38) **Aux3MstSr** *OilEng.* *1Dk*	496 431 382					1918	Ishisaki Senkyo Zosensho Shinhama	FujiwaraKyutaro	137·6	30·0	15·1	Mitsuhama Japanese	Oil Engine 2S.C.SA 4Cy.14"–16" 138NHP YamotoTake,Osaka		
32131 8396 SGVD	**Sigfors** (*ex*Pegasus–39,*ex*Avanti–39) *OilEng.* *Mchy.Aft* *CruiserStern*	*380* *218* *162*					1939	Bodewes Schpswerven Martenshoek	RederiA/B Staffan (J.Haag,*Mgr.*)	143·3 P47'Q45'F22'	24·7	8·4	Gävle Swedish *WB*	Oil Engines 2S.C.SA 5Cy.10⅝"–12⅝" 99NHP N.V.Mchfb.Bolnes,Bolnes		C
32132 PKRO	**Sigli** *Fitted for oil fuel*	1579 1102 873					1920	N.V. Scheepswerf "Dordrecht" Dordrecht	Koninkl.Paketv Maats.	250·0 P25'F31'	40·0	17·6	Batavia Dutch *WB*	T.3Cy.16½",27"&45"–36" 121NHP AlblasserdamscheMachine Fabriek,Alblasserdam		V
32133 165568 MMMC	**Signality** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	487 316 244	✠100A1 9,37 8,41 ✠~~LMC9,37~~ ~~✠LMC(M)7,40~~	Grk	*g*	OG ~~7,40~~ 8,41	1937 9mo	G.Brown &Co. (Marine)Ld. Greenock *Lloyd'sA&CP*	F.T.Everard& Sons,Ld. *FPT*81*tAPT*47*t*	157·8 164·6(O.L.) Q98'F17'	27·7	9·5 FK	London British 3*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 5Cy.12⅝"–16¾" 71RHP NewburyDieselCo.Ld. Newbury	10 ″ 8½ s 3 ″ 7 10 ″ 8½	
32134 8380 SMGN	**Signeborg** *1Dk&ShelterDk* *CruiserStern* *Fitted for oil fuel*	1360 1089 705					1939	Nylands Verksted Oslo	RederiA/BRagne (RagnarNilsson, *Mgr.*)	252·2	41·2	14·4	Västervik Swedish *WB*	C.2Cy.16¾"&33$\frac{7}{16}$"–33$\frac{7}{16}$"& LPturbine withDRgearing &hydraulic coupling 54NHP NylandsVerksted,Oslo		N
32135 5390 SGHU	**Signfred** (*ex*Carriden) *ss*Lth.No.2–12 *Well deck* *1Dk(Stl-ptws)* *Now "Allan," see No.* 35567 *in Supplement*	*666* *451* *327*	✠ 11,15 ✠	Osl	*i*		1903 8mo	G.Brown &Co. Greenock	VerkebäcksÅngf. Aktieb.(Ruben Olsson,*Mgr.*) *WB=CellDBa*42'	180·6 P11'Q45'B44'F23' *uE*13'*f*77'146*tFPT*	29·2	11·1 FK	Verkebäck Swedish 4*BHCem* 30*tAPT*10*t*	T.3Cy.15",25"&40"–27" 99NHP 1SB,3*cf*,GS47,HS1660 Muir&Houston,Ld.Gls.	13 ″ 4	V †
32136 890 ESCT	**Sigrid** (*ex*Boomberg–33) *ss*Tln.2ndNo.3–4,35 *ss*Tln.No.1–39 *1Dk(Stl)&deep framing*	1809 1556 1079	✠100A1 8,39 BS7,40 ✠LMC1,39 No later survey reported	Tln	*r*	CL 3,39	1910 3mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd'sA&CP*	KäsmuLaeva- Omanikud(O. Tiedemann,*Mgr.*) *Cell DBa*80'*uE*16'	271·0 284·0(O.L.) P18'B66'F27' *f* 120'522*tAPT*60*t*	39·1	17·4 FK	Käsmu Estonian 4*BHCem*	T.3Cy.20",33"&54"–36" (*s*) 160lb 190NHP 2SB,6*pf*,GS99,HS3078 G.T.Grey,SouthShields	19 ″ 10 s 2 ″ 8½ 17 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
32137 OHCB	**Sigrid** *OilEng.* *ss*Hfs.No.2-37 D.F. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *CruiserStern* *Strengthened for navigation in ice*	1224 944 463	✠100A1 11,40 ✠LMC CS7,37 DBS6,39 5,36 No later survey reported *Carrying Petroleum in bulk*	Abo	*n*	CL 6,39	1928 11mo *Lloyd*	Ardrossan Dckyd.Ld. Ardrossan '*sA&CP*	A/B Oljetransport O/Y	216·8 206·7 Q71'F45' *Trunk*91' FK *CellDBuE*44'68*tFPT*	36·7	14·7	Helsingfrs Finnish 10*BHptCem* 36*tAPT*13*t*	Oil Engines 4S.C.SA 6Cy.18⅛"–35$\frac{7}{16}$" DB*150lb* 189NHP Hwthrn,Leslie&C.Ld.Nwc.	15 ″ 0 s ″ 9¼ 14 ″ 4½	
32138 OULB	— *ss*Cpn.No.2-26 1*Dk*	1196 999 729	✠ ... 7,30 ✠				1917 12mo	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	239·9 P27'B54'F25' FK	35·7	14·5	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 98NHP KjbnhavnsFlydk.&Skbsv.	17 ″ 3	V †
32139 7079 SGID	— (*ex*Magnar,*ex*Ekstrand,*ex*Dagfred) 1*Dk*	*1091* *854* *648*					1900	FevigsJrn-skibsbyggeri Fevig	Rederi.A/B Allan (HarryPersson)	230·3 Q126*t*B58'H8*t* F32*t*	34·0	13·4	Landskrna Swedish *WB*	T.3Cy.16½",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		V
32140 LEUL	— (*ex*Nystrand) 1*Dk*	*965* *812* *570*					1920	N.V.Hol-landSB.Co Hendrik-Ido-Ambacht	A/S Djerv (Bachke &Co.*Mgrs.*)	216·3 P25*t*Q59*t*H62*t* F34*t*	34·5	13·1	Trndheim Norwegian *WB*	T.3Cy.15",25"&40"-27" 83NHP Machinefabrik,Kinderdijk		N
32141 7404 SFVA	**Sigrid Matthiessen** (*ex*Gulli, *ex*Vera) 1*Dk*	*974* *746* *567*					1903	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Jamaica(Sven Salén,*Mgr.*)	215·4 Q115*t*B51*t*H29*t* F32*t*	32·7	12·7	Stockholm Swedish *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk.&Jrns.Bgn		V
32142 8426 SMQN	**Sigrid Reuter** TwinSc (*ex*Raila-40) D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	*5551* *4809* *3206*					1926	A/B Gota-verken Gothenburg	RederiA/BReut (HakonReuter, *Mgr.*)	381·0 P318*t*H346*t*F78*t*	55·2	30·0	Gothenbrg Swedish *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP A/BGötaverken,Got.		N
32143 104 YLAS	**Sigulda** (*ex*GeneralShobelew, *ex*Texel) 1*Dk*&*pt Awng dk*	1999 1668 1260					1900	Bonn& Mees Rotterdam	SeebergBros.	269·0 Q108' *ptAwng dk*156'	39·0	19·0	Riga Latvian *WB*	T.3Cy.21",35"&57"-39" 203NHP Blair&Co.Ld.Stockton		V
32144 LEZM	**Sigurd Hund** (*ex*Sulitjelma-35, *ex*Treue) 1*Dk*	549 388 294					1925	NVSchpsw v/hJ.Th.Wil-mink&Co. Groningen	A/SNordlands-linjen (O.Jacobsen, *Mgr.*)	159·3 P63*t*Q35*t*H5*t*F27*t*	27·2	11·4	Harstad Norwegian *WB*	T3Cy12⅜"19$\frac{7}{10}$"&33$\frac{1}{10}$"-19$\frac{7}{10}$" 48NHP N.V.Maehfbr.Fulton,Hgz.		N
32145	**Sigurds Faulbaums** (*ex*Nordeflinge-37, *ss*Lie.2ndNo.3-4,39 *ex*Anglet, 1*Dk*(*ptIrn ptStl*) *ex*DingleBank)	3256 2992 2011	✠ 4,39 ✠	Lie	*u*		1913 4mo	J.Blumer& Co. Sunderland	MaxFaulbaum SteamshipLine *CellDBa*1	331·0 P26'B95'F33' FK 12'*uE&B*42'*f*132'8	47·7	22·5	 German 5*BHCem* 46*tAPT*168*t*	T.3Cy.24",39"&65"-42" 303NHP 2SB,*6cf*,GS130,HS4736 J.Dickinson&Sons,Ld Sld.	24 ″ 6	
32146 8379 SGDW	**Sigvard** (*ex*Dollard-39) *OilEng.* 2*Dks* *CruiserStern*	*356* *247* *118*					1939	Gebr.van Diepen Waterhuizen	RederiA/B Staffan (J.Haag,*Mgr.*)	162·9	28·4	8·0	Gävle Swedish *WB*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
32147 8358 SFRM	**Sigyn** (*ex*Aegir-39) *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	*395* *259* *114*	✠100A1 *withfreeboard* ~~8,41~~ ~~9,40~~ 5,42 ✠LMC4,39	Skm	*i*	OG ~~8,40~~ 5,42	1939 4mo *Lloyd*	J.Koster Hzn.Schpsw. "Gideon" Groningen '*sA&CP*	RederiA/B Staffan (J.Haag,*Mgr.*) *CellDB*123'167*t* *DTa*9'	165·8 175·3(O.L.) FK *MT*9'40*t* (19*tFPT*41*tAPT*9*t*	28·9	7·7	Gävle Swedish 4*BHCem* *Coll to Sh dk* 3 ,, *2nd* ,,)	Oil Engines 4S.C.SA 8Cy.11¼"-16$\frac{9}{16}$" 98NHP Maschinenfbrk. Augsburg- NürnbergA.G.Augsburg	10 ″ 2 s ″ 2 10 ″ 1½	
32148 7394 SGIQ	**Siirto** (*ex*Ferm,*ex*Alcides, *ex*WilhelmBiesterfeld) D.F. 1*Dk* Now "Gothia," see No. 36767 in Supplement	843 605 420					1921	D.W.Kre-merSohn Elmshorn	A/B Svenska Ostasiatiska Kompaniet (K.Nilsson,*Mgr.*)	193·1 Q63*t*H65*t*F33*t*	31·0	12·3	Gothenbrg Swedish *WB*	T.3Cy.14½",23⅕"&37⅗"-25½" 72NHP Steen&Kaufmnn,Elmshrn.		V
32149 34426 JCKC	**Sikisan Maru** (*ex*ShikisanMaru-38, *ex*Thistleros) *OilEng.* *ss*TamaNo.3-6,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4725 4163 2708	✠100A1 *withfreeboard* 2,41 ✠LMC CS6,37 DBS6,40 6,40	Tama	*z*	CL 6,38	1925 3mo *Lloyd*	D&WHen-derson&CoLd Glasgow '*sA&CP*	MitsuiBussan Kaisha,Ld. *CellDB*334'1146*t DT* *f*33'1172*t*	400·2 F37' FK (*FPT*254*t APT*283*t*	53·3	26·2	Kobe Japanese 7*BHptCem* *Coll to Sh dk* 6 ,, ,, *2nd* ,,	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.)	26 ″ 3 s 3 ″ 0½ 23 ″ 5¾	
32150 EAJC	**Sil** *OilEng.* *ss*Bbo.No.3-6,40 *Ref.Mchy.* 2*Dks*(*Udk-Stl*)	2522 1849 1375	✠100A1 *withfreeboard* 1,42 ~~5,41~~ ✠LMC CS7,40 DBS7,40 7,39	Bcl	*s*	CL 6,40	1928 8mo *Lloyd*	CiaEuskal-duna deConst Bilbao '*sA&CP*	Cia.Maritima Frutera,S.A.	290·0 304·6(O.L.) B98'F35' FK *CellDB*248'347*t*	42·2	21·0	Cadiz Spanish 5*BH* *APT*16*t*	Oil Engines 2S.C.SA 5Cy.23⅝"-41¾" 487NHP DB~~*100lb*~~ Gebr.SulzerA.G. Ludwigshafn	23 ″ 3 s 5 ″ 3½ 18 ″ 0¾	
32151 OUIP	**Sildberin** (*ex*ChristianB.-39, *ex*Maja-38) 1*Dk*	377 272 214					1890	Helsingörs Skibsbyggeri Elsinore	P.Chr.Holm Jacobsen	149·0 Q57*t*B22*t*F13*t* *WB*	24·1	10·9	Thorshavn Faroe Islds Danish	C.2Cy.19"&35"-21" 47NHP HelsingörsMaskinbyggeri		V
32152 LCXP	**Sildra** *OilEng.* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	7313 6761 4307					1927	F.Schichau Danzig	A/RSeljan(Wilh.& PaulJebsen, *Mgrs.*)	441·6 P372*t*H180*t*	57·4	34·2	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 540NHP F.Schichau,Elbing		C
32153 75 ICAA	**Sileno** Ⓟ (*ex*Orvieto-35,*ex*Orsova) *ss*Sba.No.3-2,20 *ss*Shl.No.2-29 D.F. 1*Dk*(*Stl*)&*deep framing*	3567 3324 2236	✠ —— 3,35 ✠	Sld	*w*		1907 10mo	R.Craggs &Sons,Ld. Middlesbro'	BiagioBorriello (Lauro&Montella, *Mgrs.*) *CellD Ba*119'*uE&B*	370·7 350·0 | 49·7 |23·4 P31'B101'F35' FK 42'*f*144'1034*t FPT*	49·5	23·6	Torre del Greco Italian 6*BHCem* 88*tAPT*99*t*	T.3Cy.23½",39"&66"-45" 322NHP 3SB,*9cf*,GS122,HS5034 N.E.MarineEngCoLd.Nwc	25 ″ 10	I †
32154 218972 WGBT	**Siletz** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5757 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P44'B115'F46'	54·2	27·6	Portlnd,Or Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
32155 PKFS	**Silindoeng** (*ex*AdriaanStoop) *ss*Sba.No.1-28 *Well deck* 1*Dk* *CruiserStern*	1793 1315 947	✠ ... 9,32 ✠				1924 9mo	Maats. Fyenoord Rotterdam	N.V.Koninkl. Paketv.Maats.	250·3 P18'Q134'B*on*Q50' F20' FK	40·7	16·3	Batavia Dutch *WB*	T.3Cy.17½",29"&46"-39" 220NHP Maats.Fyenoord,Rot.	18 ″ 3	V †

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32156 OFEA	**Silja** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	393 246 161					1939	NVSchpsw "Vooruit-gang" Foxhol	SuomenMoottori-laivaO/Y(L.G.W. Boxberg*Mgr.*)	138·1 P51'B77'F23'	25·4	8·5	Helsingfrs Finnish *WB*	Oil Engines 4S.C.SA 6Cy.11¼"-$16\frac{9}{16}$" 74NHP MtrnWerkeMannheim AG		C
32157 LCXO	**Siljestad** *OilEng.* 1*Dk&Shelter dk*	4301 3827 2519					1927	Akt.Bur-meistr&Wain Copenhagen	SkibsA/S Siljestad (A.F.Klaveness& Co.A/S)	376·5 P62*t*B87*t*H249*t* F28*t*	53·8	23·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-$59\frac{1}{16}$" 489NHP Akt.Burmeistr&Wain,Cpn		N
32158 OZWC	**Silkeborg** 1*Dk*	1806 1600 1101					1915	Fredrkstad Mek.Værks. Fredrikstad	A/S D/S Danebrog (C.K.Hansen, *Mgr.*)	265·0 P22'B71'F29'	42·2	17·6	Copnhagn Danish *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
32159 145485 GDKR	**Silksworth** *ss*Kob.No.3-8,35 *ss*Shi.No.1-39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4921 4569 2961	✠100A1 *Shelter dk* *with freeboard* 3,42 ~~3,41~~ BS3,41 ✠LMC11,39	~~HKg~~ Cal	*z*	CL 8,40 *Cell*	1922 4mo *Lloyd* *DBa*1	Richardsn, Duck&Co.Ld Stockton *'sA&CP* 21'*uE*26'*f*184'	ForeignInvest-ments,Ld. 1264*tDTa*30'1116*t*	415·2 *FPT*106*tAPT*145*t*	53·3	25·6 FK *Collisio*	Shanghai British *Cem* *nBHtoSh dk* 6 ,, ,, *U* ,,	T.3Cy.28",46"&75"-51" (*s*) 180lb 587NHP 3SB,9*cf*,GS189,HS8925 FD Blair&Co.Ld.Stockton	28 ″ 3 s 3 ″ 1¾ 25 ″ 4½	
32160 123 IUIS	**Silva** (*ex*Smaragd,*ex*Hanchen, *ex*Dovre) Iron *Well deck* *ss*Apl.2ndNo.3-7,16 *ss*Apl.No.2-26 1*Dk*2*trB*	488 376 266	✠ ... 8,29 ✠				1889 10mo	E.Finch& Co.Ld. Chepstow	A.Alfino&Figli	167·6 160·0 Q74'B16'F26'	25·0	12·5	Catania Italian *WB*	T.3Cy.12",20"&32"-24" 70NHP E.Scott&Co.Newcastle	13 ″ 6	I †
32161 CSBN	**Silva Gouveia** (*ex*MaxWeidtman, *ex*Taunus *ss*Lis.No.3-8,38 Sub.Sig. 1*Dk*	893 695 511	100A– 11,41 ~~10,39~~ BS11,41 ~~BS10,40~~ LMC8,38	Lis		CL ~~8,38~~ 11,41	1922	Schiffsw.(v J.&Sch.)A.G. Hamburg	Soc.GeraldeCom. Ind.&Transp.Lda. *CellDB*171'	209·5 221·3(O.L.) B56'Q64'F25' 299*tFPT*	31·9	12·9 FK	Lisbon Portuguese 4*BHCem* 20*tAPT*8*t*	T.3Cy.$16\frac{13}{16}$",$26\frac{7}{16}$"&$43\frac{5}{16}$"-27⅝" 170lb (*s*) 120NHP 2SB(Spt),4*cf*,GS66,HS2056 DresdenerMaschfb.A.G. Uebigau	15 ″ 3 s ″ 10⅜ 14 ″ 6¼	
32162 81 IBTY	**Silvano** (*ex*Nirvo-38,*ex*Irish Monarch) D.F. 2*Dks*	4234 4030 2676					1906	Napier& Miller Glasgow	BiagioBorriello (Lauro&Montella, *Mgrs.*)	385·4 P37'B104'F38'	48·7	27·2 *WB*	Torre del Greco Italian	T.3Cy.27",44"&73"-48" 369NHP D.Rowan&Co.Glasgow		CI
32163 LKAI	**Silvaplana** *OilEng.* 1*Dk&Shelter dk* *CruiserStern*	4793 4106 2824					1938	Kockums M.V.Aktieb. Malmö	HenryTschudis TankrederiA/S (Tschudi&Eitzen, *Mgrs.*)	409·8 P30'F34'	55·7	25·5	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-$43\frac{5}{16}$" 970NHP KockumsM.V.Akt.Malmö		N
32164 114186 VOBS	**Silver City** (*ex*Steamer-39) *OilEng.* *ss*Bel.2ndNo.3-10,26 *Mchy.Aft* 1*Dk* *Well deck*	381 227 309	✠ — 2,32 ✠	NFL	*e*		1901 5mo	Ardrossan D.D.&S.B.Co. Ld Ardrossan	JobBros.&Co.Ld.	134·8 Q70'B14'F20'	23·1	10·0 FK *FPT*	SJhnsNFL British 3*BHCem* 31*tAPT*4*t*	Oil Engines 4S.C.SA 6Cy.5¾"-6¾" 20NHP *E made* 31 *fitted* 39 SterlingE.Co.Buffalo,N.Y.	10 ″ 9	
32165 165124 MPXF	**Silver Coast** (*ex*Ngarua-40) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	606 361 318	✠100A1 3,42 ~~12,40~~ ✠LMC1,38	~~Bel~~ Gls	*h*	N1,40	1938 1mo *Lloyd*	N.V.T. van Duijveudijk's Schpsw. Lekkerkerk *'sA&CP*	MerchantsLine, Ld. *CellDB*	162·5 170·0(O.L.) P45'Q102'F17' 102' 163*t FPT*54*t A*	28·8	9·6 FK	S'thamptn British 3*BHCem* *PT*30*t*	Oil Engines 2S.C.SA 6Cy.$9\frac{13}{16}$"-$16\frac{9}{16}$" 102NHP Atlas-DieselA/B,Skm.	11 ″ 10 s 4 ″ 2 11 ″ 5¾	
32166 218615 KIRG	**Silver Sword** (*ex*NewBritain-34) 1*Dk* *Fitted for oil fuel*	4937 — 3122					1919	Downey S.B.Co. Arlingt'n N.J	SwordS.S.Line, Inc.	386·8	52·2	27·4	NewYork Utd.States	T.3Cy.24",40"&70"-48" DowneyS.B.Co. 338NHP Arlington,N.J.		R
32167 216304 KFKI	**Silverado** 2*Dks* *Mchy.Aft* *Fitted for oil fuel*	2249 — 1308					1918	L'ngBeach S.B.Co. LongBeach, Cal.	SilveradoS.S.Co.	245·6	42·0	24·1	S.Frncisco Utd.States *WB*	T.3Cy.19",35"&46"-26" *E made* 06 *refitted* 18 108NHP Watt&Hinds,NewYork		R
32168 149720 GMST	**Silverash** *OilEng.* *ss*Sld.No.3-1,40 D.F. 3*Dks* *Ref.Mchy.* *CruiserStern* ~~*Tonnage opening closed '40*~~ *Tonnage opening closed '42* (*W.E.*)	7750 7165 4801	✠100A1 *with freeboard* ~~8,41~~~~8,40~~ 4,42 DBS9,41 ~~DBS9,40~~ ✠LMC1,40 ✠Lloyd'sRMC~~12,40~~ 8,41 *Carrying oil fuel or Kerosene F.P. above 150 °F. in forward & after peak tanks & deep tanks*	~~HKg~~ NYk	*b*†	CL 6,39	1926 9mo *Lloyd*	JLThomp-son&Sons,Ld. Sunderland *'sA&CP* *CellDB*361'	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) 1416*t DTs*53'2238*t*	425·6 F46' *FPT*244*tAPT*328*t*	58·3	24·7 34·9 FK	London British 8*BHptCem* (*Coll to Wdk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.26¾"-107" 882NHP NDB40-*10lb* DB*120lb* W.Doxford&Sons,Ld.Sld.	38 ″ 6 ~~s12 ″ 11~~ ~~25 ″ 9¾~~ s11 ″ 11 26 ″ 9¾	
32169 148621 GLMD	**Silveray** *OilEng.* *ss*N.Os.No.3-12,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Tonnage opening closed '41* (*W.E.*)	4535 4012 2626	✠100A1 *with freeboard* 12,41 ~~12,40~~ ✠LMC CS7,38 DBS3,41 ~~9,39~~ 6,41	~~Ver~~ Liv	*a*†	CL N11,38	1925 7mo *Lloyd*	JLThomp-son&Sons,Ld Sunderland *'sA&CP* *CellDB*343'	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) 1253*tDTa*26'956*tD*	395·7 P27'B173'F42' *Tf*31' 1146*t*	57·0	23·4 FK	London British 8*BHpt Cem* (*Coll to Shdk* 7 ,, *2nd* ,,) *FPT*251*tAPT*246*t*	Oil Engines 2S.C.SA 3Cy.$22\frac{13}{16}$"-$91\frac{5}{16}$" 480NHP NDB36-*10lb* DB*120lb* W.Doxford&Sons,Ld.Sld.	~~25 ″ 10~~ ~~s2 ″ 4½~~ ~~28 ″ 8¼~~ 35 ″ 4 s10 ″ 10½ 24 ″ 8	
32170 149744 GMSX	**Silverbeech** *OilEng.* *ss*Vcr.No.3-11,39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* *CruiserStern* *Tonnage opening closed '41* (*W.E.*)	5319 4837 3324	✠100A1 *with freeboard* 9,41 ~~12,40~~ ✠LMC CS11,39 DBS~~12,40~~ 4,42 5,40 ✠Lloyd'sRMC5,40 for temp. 20° F. *Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks*	~~Ver~~ Hul	*b*†	CL 1,40	1926 11mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland *'sA&CP* *CellDB*361'1416*tDT*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *s*53' 2238*tFPT*244*t*	425·6 443·0(O.L.) F46'	58·3	24·7 FK	London British 8*BHptCem* (*Coll to Shdk* 7 ,, *2nd* ,,) *APT*328*t*	Oil Engines 2S.C.SA 4Cy.26¾"-107" 882NHP NDB40-*10lb* DB*120lb* W.Doxford&Sons,Ld.Sld.	~~29 ″ 0~~ ~~s3 ″ 5~~ ~~25 ″ 9¾~~ 38 ″ 6 s11 ″ 11 26 ″ 9¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
32171 149851 GMVJ	**Silverbelle** *OilEng.* *ss*Sng.No.3-6,40 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3rd *dk*(*Stl*)*in holds* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5302 4828 3091	✠100A1 *withfreeboard* 3,41 ~~12,39~~ ✠LMC CS6,40 DBS12,40 1,37 ✠Lloyd'sRMC~~6,40~~ 3,41 for temp. 20° F. *Carrying oil* *forward & af*	~~Sng~~ NYk *fuel or* *terpea*	*b*† *Ke* *k t*	CL ~~11,37~~ N3,41 *rosene* *anks &*	1927 7mo *Lloyd* *F.P.a* *deep t*	JLThomp- son&Sons,Ld Sunderland '*sA&CP* *bove*150° F. *in* *anks*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*361'1416*t DT*	425·6 F46' *s*53'2238*t FPT* 244*t*	58·3	24·7 FK	London British 8*BHptCem* (*ColltoShdk* 7 „ 2nd „) *APT*328*t*	Oil Engines 2S.C.SA 4Cy.26¾"-107" 882NHP DB*120lb* NDB38-*10lb* W.Doxford&Sons,Ld.Sld.	~~29 " 0~~ ~~s 3 " 5~~ ~~25 " 9¾~~ 38 " 6 s11 " 11 26 " 9¾	
32172 147694 GKFP	**Silvercedar** *OilEng.* *ss*N.Os.No.3-8,36 *ss*Cal.No.1-40 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	4354 4070 2637	✠100A1 *withfreeboard* 5,41 ~~5,40~~ DBS(s)8,41 ✠LMC CS5,40 DBS8,40 1,39 *Carrying oil f* *in forward &*	~~Cal~~ NYk *uel F.* *after*	*y* *P.* *pe*	CL ~~1,39~~ N5,41 *above*1 *ak tan*	1924 7mo *Lloyd* 50° F. *ks*	W.Doxford &SonsLd. Sunderland '*sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*	375·0 F30' 322' 1011*t DT f*26'9	52·6	25·7 FK	London British 7*BHptCem* (*ColltoShdk* 6 „ 2nd „) 76*tFPT*140*t*	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP DB(S)*100lb* NDB40(P)*100lb* W.Doxford&Sons,Ld.Sld. *APT*220*t*	36 " 4 s10 " 1¼ 26 " 5	
32173 147648 GKFN	**Silverelm** *OilEng.* *ss*NYk.No.3-8,35 *ss*Cal.No.1-39 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	4351 4070 2637	✠100A1 *withfreeboard* 9,41 ~~10,40~~ ✠LMC CS4,40 DBS3,41 11,38 *Carrying oil* *in fore &*	~~Liv~~ NYk *fuelF.* *after*	*y* *P.* *pe*	CL ~~6,38~~ N9,41 *above*1 *ak tan*	1924 5mo *Lloyd* 50°F. *ks*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*322'971*tD*	375·0 F30' *Duct keel f*127' *Tf*25'976*tFPT*140*t*	52·6	25·7 FK (	London British 7*BHptCem* *Coll to Sh dk* 6 „ 2nd „) *APT*220*t*	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld.	36 " 4 s10 " 1¼ 26 " 5	
32174 137436 MFXC	**Silverfield** 3Mst *ss*Liv.No.3-8,27 *Mchy.Aft* *ss*Liv.No.2-36 *Well deck* 1*Dk*(*Stl*)	426 306 161	✠100A1 5,40 Examined 6,41 ✠NB9,38 ✠LMC MS5,40	Liv	*g*	CL 4,40	1915 3mo *Lloyd*	LythamS. B.&E.Co.Ld. Lytham '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 Q85'B9'F23' BK 6½" *DT f*16'33*t*	26·0	11·5	Liverpool British 4*BHCem* *APT*6*t*	T.3Cy.14",22"&38"-24" (*s*) 180lb 88RHP 1SB,3*cf*,GS45,HS1444 LythamS.B.&E.Co.Ld.Lyt	12 " 6 s 3 " 11 12 " 11	
32175 149850 GMVK	**Silverguava** *OilEng.* D.F. *ss*Sng.No.3-9,39 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3rd *dk*(*Stl*) *in holds* *CruiserStern*	5305 4828 3094	✠100A1 *withfreeboard* 2,41 DBS(lower)10,41 DBS11,40 ✠LMC CS5,40 ~~DBS9,39~~ 3,40 ✠Lloyd'sRMC~~5,40~~ 10,41 ~~6,41~~ ~~11,40~~ for temp. 20° F. *Carrying oil* *in forward &*	Vcr *fuel or* *after*	*b*† *Ke* *pe*	CL N2,41 *rosene* *ak tan*	1927 6mo *Lloyd* *F.P.a* *ks & d*	Sir.JLaing &Sons,Ld. Sunderland '*sA&CP* *bove*150° F. *eep tanks*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*361'1416*t DT*	425·6 441·8(O.L) F46' *s*53'2238*t FPT*244*t*	58·3	24·7 FK *Coll*	London British 8*BHptCem* *BH to Sh dk* 7 „ „2nd „ *APT*328*t*	Oil Engines 2S.C.SA 4Cy.26¾"-107" 882NHP NDB39-*10lb* DB*120lb* W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 5 25 " 9¾	
32176 147710 GKDV	**Silverlarch** *OilEng.* D.F. *ss*Sld.No.3-7,35 *ss*NOs.No.1-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	5064 4629 3189	✠100A1 *withfreeboard* 1,41 ~~4,40~~ ✠LMC CS8,39 ✠NE3,36 ~~7,38~~3,39 DBS~~8,40~~7,41 *Carrying oil* *in after peak t*	Sng Phl *F.P. a* *ank &*	*a*† *bov* *dee*	CL N8,39 *e* 150° *p tank*	1924 8mo *Lloyd* F. *s*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP* *CellD*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *B*350'1203*t DTs f*5 *DTs a*60'1844*t*	401·0 415·0(O.L.) P29'F40' 9'1256*t MT*42'1080*t* *FPT*129*tAPT*290*t*	55·3	26·3 FK *Collision*	London British *pt Cem* *BH to Sh dk* 6 „ „2nd „ 2 „ „3rd „	Oil Engines 2S.C.DA 4Cy.27½"-47¼" 1052NHP 2DB*120lb* DB(*upr*)36 *120lb* Richardsons,Westgarth& Co.Ld.Hpl.	38 " 0 s11 " 5 26 " 9	
32177 167197 GRRD	**Silverlaurel** D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	6142 5228 3817	✠100A1 *withfreeboard* 9,41 ~~11,40~~ MBS1,42 ~~MBS2,41~~ BS2,41 ~~MBS1,41~~ ✠LMC3,39 Lloyd'sRMC~~10,40~~6,42 *Carrying car* *or latex inFP* *Fitted for oil*	~~NOs~~ Hul *go oil* *T, AP* *fuel* 3,	*b*† $2\frac{1}{16}$ *F.* *T&* 39	CL 9,41 *P.abov* *deep t* *F.P. a*	1939 3mo *Lloyd* *e* 150° *anks* *bove* 1	JLThomp- son& Sons,Ld Sunderland '*sA&CP* F. 50°F.	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*380'1170*t*	448·4 465·1(O.L.) F41' *DTs a*64'1546*t* *MT*45 1229*t FPT*1	59·0	26·5 FK (*Coll*	London British 7*BH* *BH toSh dk* 6 „ 2nd „) 87*tAPT*168*t*	3 steam turbinesHP-DR geared IP&LP-SR geared to 1 sc. shaft 450lb 877NHP 2WTB(Spt405lb), FD HS6090 2DB*125lb* WallsendSlpwy.E Co.Ld.	~~29 " 7~~ ~~s3 " 7~~ ~~26 " 2¾~~ 39 " 4 s12 " 3¾ 27 " 2¾	
32178 149925 GNDP	**Silvermaple** *OilEng.* D.F. *ss*Cal.No.3-3,40 ~~*ss*Cal.No.2-35~~ *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 3rd *dk*(*Stl*)*in holds* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	5313 4828 3100	✠100A1 *withfreeboard* 6,41 ~~7,40~~ ✠LMC CS2,41 DBS2,41 7,39 ✠Lloyd'sRMC7,40 for temp. 20° F. *Carrying oil* *in forward &*	Cal *fuel or* *after*	*b*† *Ke* *pe*	CL N9,38 *rosene* *ak tan*	1927 11mo *Lloyd* *F.P.a* *ks & d*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP* *bove*150° F. *eep tanks*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*361'1416*t*	425·6 F46' *DTs* 53'2238*tFPT*	58·3	24·7 FK (	London British 8*BHptCem* *Collto Sh dk* 7 „ 2nd „) 244*t APT*32	Oil Engines 2S.C.SA 4Cy.26¾"-107" 882NHP NDB36-*10lb* DB*120lb* W.Doxford&Sons,Ld.Sld. 8*t*	~~29 " 0~~ ~~s 3 " 5~~ ~~25 " 9¾~~ 38 " 6 s11 " 11 26 " 9¾	
32179 161341 GSFN	**Silverpalm** TwinSc *OilEng.* *ss*Cal.No.2-38 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3rd *dk*(*Stl*)*in fore holds* *CruiserStern*	6373 5527 3385	✠100A1 *withfreeboard* 3,41 ~~1,40~~ ✠LMC CS3,38 DBS~~1,40~~4,41 3,39 ✠Lloyd'sRMC6,40 for temp. 20° F. *Carrying oil* *in forward &*	~~SFo~~ Cal *fuel or* *after*	*c*† *Ke* *pe*	CL S3,39 ~~P1,40~~ P3,41 *rosene* *ak tan*	1929 12mo *Lloyd* *F.P.a* *ks & d*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP* *CellDB*382' *bove*150° F. *eep tanks*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) 1528*t MTs*48'2231*t*	450·9 F44' *FPT*259*t APT*421*t* *Tanks in way of*	61·3	25·3 FK (	London British 8*BHptCem* *Collto Sh dk* 7 „ 2nd „) *tunnels*531*t*	Oil Engines 2S.C.SA 8Cy.23⅝"-70⅞" 1387NHP DB(*upr*)*100lb* DB*150lb* Richardsons,Westgarth& Co.Ld.Hpl.	30 " 0 s 3 " 9¼ 26 " 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
32180 162478 GSFQ	**Silversandal** TwinSc OilEng. ssH.Kg.No.2-38 Ref.Mchy 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd Dk(Stl)in fore holds CruiserStern Tonnage opening closed '41(W.E.)	6770 5910 3693	✠100A1 withfreeboard 11,41~~3,41~~ ✠LMC CS12,38 DBS5,41 ~~12,38~~5,40 ✠Lloyd'sRMC~~10,40~~ 6,41 for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks	~~SFo~~ Gls	d†	CL 5,39	1930 9mo	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB375'1348t MTs 48'2325t tanks in way of tunnels492tFPT209tAPT472t	456·3 475·0(O.L.) F46' FK	62·0	25·6	London British 8BHptCem (Coll to Sh dk 7 „2nd„)	Oil Engines 4S.C.SA 12Cy.29⅛"-59$\frac{1}{16}$" 979NHP DB(upr)100lb DB150lb Harland&Wolff,Ld.Bel.	40 ″ 0 s12 ″ 6½ 27 ″ 8¾	
32181 161486 GSFR	**Silverteak** TwinSc OilEng. ssH.Kg.No.2-38 Ref.Mchy 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)in foreholds CruiserStern Tonnage opening closed '41(W.E.)	6770 5910 3693	✠100A1 withfreeboard 4,41 ~~4,40~~ ✠LMC CS9,38 DBS~~6,40~~7,41 5,39 ✠Lloyd'sRMC~~12,40~~ 8,41 for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks	Cal	d†	CL ~~1,38~~ 4,41	1930 9mo	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB375'1348t MTs48'2325t Tanks in way of tunnels492tFPT209tAPT472t	456·3 475·0(O.L.) F46' FK	62·0	25·6	London British 8BHptCem (Coll to Sh dk 7 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.29⅛"-59$\frac{1}{16}$" 979NHP DB(upr)100lb DB150lb Harland&Wolff,Ld.Bel.	~~30 ″ 6~~ ~~s 4 ″ 0¼~~ ~~26 ″ 8½~~ 40 ″ 0 s12 ″ 6½ 27 ″ 8½	
32182 147244 MLTW	**Silverthorn** (exDeuxFrères) ssGoo.2ndNo.3-10,31 ssLiv.No.2-39 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	436 309 168	✠100A1 8,39 9,41 ~~BS8,40~~ ✠LMC8,39	Apl	g	OG 6,39	1908 6mo	WoodSkinner&Co.Ld. Newcastle A&CP	N.W.Spratt,Ld. (N.W.Spratt, Mgr.)	150·0 P&B69'F20' BK7" DBuBkr5'7t FPT28t	25·1	11·2	London British 3BHCem DT7'27t	T.3Cy.14",23⅛"&39"-27" (s) 180lb 97RHP 1SB,3cf,GS50,HS1675 N.E.MarineEng.CoLd Nwc	12 ″ 3 s ″ 9½ 12 ″ 0½	
32183 161455 GSFT	**Silverwalnut** TwinSc OilEng. ssH.Kg.No.2-38 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)in fore holds CruiserStern Tonnage opening closed '41(W.E.)	6770 5910 3693	✠100A1 withfreeboard 8,41 ~~1,41~~ ✠LMC CS2,39 DBS~~6,40~~8,41 2,39 ✠Lloyd'sRMC3,41 for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks	~~Bom~~ Cal	d†	CL Pl,41 SN8,41	1930 7mo	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB375'1348t MTs48'2325t Tanks in way of tunnels 492t FPT209tAPT472t	456·3 475·0(O.L.) F46' FK	62·0	25·6	London British 8BHptCem (Coll to Sh dk 7 „ 2nd „)	Oil Engines 4S.C.SA 12Cy. 29⅛"-59$\frac{1}{16}$" 979NHP DB(Upper)100lb DB150lb Harland&Wolff,Ld.Bel.	~~30 ″ 6~~ ~~s 4 ″ 0¼~~ ~~26 ″ 8¾~~ 40 ″ 0 s12 ″ 6½ 27 ″ 8¾	
32184 161424 GQVY	**Silverwillow** TwinSc OilEng. ssCal.No.2-38 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl) in fore holds CruiserStern Tonnage opening closed '41(W.E.)	6373 5527 3385	✠100A1 withfreeboard 6,41 ~~3,41~~ DBS10,40 ✠LMC CS8,39 ~~DBS3,40~~ ~~8,39~~3,41 ✠Lloyd'sRMC~~9,40~~7,41 for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks	~~Cal~~ Vcr	c†	CL 2,41	1930 6mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	SilverLineLd. (Stanley&John Thompson,Ld. Mgrs.) CellDB382'1528t MTs48'2231t Tanks in way of tunnels 531tFPT259tAPT421t	450·9 471·0(O.L.) F44' FK	61·3	25·3	London British 8BH pt Cem (Coll to Sh dk 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.23⅝"-70⅞" 1387NHP DB(Upper)100lb D 150lb Richardsons,Westgarth&Co.Ld.Hpl.	~~30 ″ 0~~ ~~s 3 ″ 0¼~~ ~~26 ″ 5½~~ 39 ″ 6 s12 ″ 3¼ 27 ″ 5½	
32185 DJXE	**Silvia** Ref.Mchy. 1Dk CruiserStern	1049 742 480					1938	LübeckerMaschb.Ges. Lübeck	ReedereiA.Kirsten	230·9 P23'B&F201'UpperF27' WB	34·6	11·8	Hamburg German	C.4Cy.14"&29$\frac{15}{16}$"-31½" 160NHP Christiansen&Meyer, Harburg		G
32186 245 ICHR	**Silvia Tripcovich** ssTri.No.3-10,37 2Dks(Stl)	2365 1944 1412	✠100A1 8,39 ✠LMC MS8,37 BS10,39 NO LATER SURVEY REPORTED	Tri	s	CL 8,39	1925 10mo	Cant.Nav.Triestino Monfalcone Lloyd'sA&CP	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi CellDB251'548t	303·5 P27'B97'F31' FK	41·7	20·6	Trieste Italian 5BHCem APT10t	T.3Cy.20¼",34⅝"&55$\frac{15}{16}$"-36" 200lb (s) 279NHP 1SB&1AuxSB,5cf,GS97, HS4137 FD StabilimentoTecnico,Tri.	22 ″ 9 s3 ″ 0 19 ″ 10¾	
32187 133467 MDZP	**Silvio** Well deck ssHul.2ndNo.3-9,38 CruiserStern 1Dk(Stl)	1293 1102 648	✠100A1 8,40 ✠LMC MS9,39 BS4,40	Liv	q	OG 8,40	1913 11mo	Dundee S.B.Co.Ld. Dundee Lloyd'sA&CP	Ellerman'sWilson Line,Ld. CellDBa63'uE&B38'f111'342t FPT41tAPT40t	260·7 P&B196'F32' FK	36·2	15·4	Hull British 5BHCem	T.3Cy.18",30"&50"-36" (s) 180lb 196NHP 2SB,6pf,GS95,HS3496 Amos&Smith,Ld.Hull	17 ″ 6 s ″ 11½ 16 ″ 8½	
32188 2260 IUJB	**Silvio Scaroni** (exGudenaa-39, exWheelsman-35) 1Dk	1367 1190 789					1920	L.Smit&Zoon Kinderdijk	Dott.Ing.Cav. MarioZoboli	247·6 239·2 P23'B62'F25' WB	36·2	16·7	Genoa Italian	T.3Cy.17½",29"&46"-36" 127NHP L.Smit&Zoon,Kinderdijk		IV
32189 UPKO	**Sima** (exTannenfels-35) Sub.Sig. 2Dks	3048 2681 1738					1923	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	U.S.S.R.	337·7 F36' WB	48·2	21·1	Petrpvlsk Russian	T.3Cy.23⅝",38$\frac{3}{16}$"&62"-41$\frac{5}{16}$" 246NHP G.SeebeckA.G. Wesermünde-G.		G
32190 26719 JSBA	**Sima Maru** (exShimaMaru-38) ssKob.No.1-24 1Dk,2nd dk in No.1hold	1987 1802 1149	✠ ... 7,28				1920 3mo	TeikokuSS Co.Ld. Toba	SettuSyosenK.K. (OsakaSyosen K.K.Mgrs.)	270·0 P16'B65'F30' FK WB	39·0	23·9	Hutyu Japanese	T.3Cy.18⅞",30"&49"-39" 249NHP KobeSteelWorks,Kobe	23 ″ 11	
32191 145511 CYMK	**Simcoe** (exGlencorrie) Mchy.Aft 1Dk	1783 1562 1034					1923	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	250·3 F39' WB	42·5	17·9	Montreal British	T.3Cy.16",27"&44"-30" 106NHP MacColl&Pollock,Sld.	20 ″ 6	C
32192 155282 VGQD	**Simcolite** D.F. Mchy.Aft 1Dk(Stl) Fitted for oil fuel Carrying Petroleum in bulk Longitudinal framing at bottom & at deck	1919 1465 1085	✠ ... 8,36 ✠	Mdb			1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil,Ld., MarineDepartment (H.J. Rahlves, Mgr.) Middle line BH not oil-tight CellDBuE24'68tFPT133tAPT48t	250·0 F41'P62'Trunk147' FK	43·1	17·9	Montreal British 11BHptCem	T.3Cy.17",28"&46"-36" 158NHP 1SB,4cf,GS ,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s1 ″ 11½ 16 ″ 2¾	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où si ce n'est dans le L.R. Durée, Cert. B. of Trade
32193 UOCH	**Simferopol** Ⓟ 3*Dks*	2696 1746 1493					1912	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·0|40·6|26·9 B95'	Vladvostk Russian	T.3Cy.20⅔",32⅖"&52⅘"-40" 176NHP NevskyS.B.&Mch.Works		
32194 116987 WFWY	**Simon J. Murphy** *Mchy.Aft* GyC. 1*Dk2trB*	4241 — 3064					1900	Detroit S.B.Co. Wyandotte	BuckeyeS.S.Co.	435·5|51·5|28·0 *Wb*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		
32195 DHVS	**Simon von Utrecht** (*ex*Wilhelm Hemsoth) 1*Dk&Shelter dk*	4949 4644 2956					1921	Deutsche WerkeA.G. Kiel	Hanseatische ReedereiEmil Offen&Co.	407·6|54·4|24·8 P43'B26'F36'	Bremen German *WB*	2 steam turbinesDRgeared to 1 sc. shaft DeutscheWerkeA.G.Kiel		G
32196 30924 JFGI	**Simonoseki Maru** Ⓟ TwinSc (*ex*ShimonosekiMaru-38) 1*Dk*	527 312 243					1925	Fujinagata Zosensho Osaka	Government of Japan(Department of Railways)	125·0|33·0|12·0	Tokyo Japanese	T.6Cy.		
32197 PKGE	**Sinabang** 1*Dk*	1799 1542 1010					1927	A.F. Smulders Schiedam	Koninkl.Paketv. Maats.	267·5|42·2|17·7 P30'B68'F36'	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35 7/16"-35 7/16" 150NH Gebr.Stork,Hengelo		V
32198 27478 JTGB	**Sin-ai Maru** (*ex*Shin-aiMaru-38) *ss*Yka.No.3-10,32 *ss*Osa.No.2-41 ~~*ss*Osa.No.1-37~~ 2*Dks*(*Stl*)	3794 3442 2305	✠100A1 6,41 ~~7,40~~ 6,41 ~~BS7,40~~ ✠LMC~~5,39~~	Osa	*w*	CL ~~2,39~~ 6,41	1921 3mo	Fujinagata Dockyard Osaka A&CP	KishimotoKisen K.K. *CellDB*294'78	345·0|50·0|29·0 P33'B73'F40' FK 0t*FPT*53t*APT*26t	Kobe Japanese 6*BHCem*	T.3Cy.23",38"&64"-48" (*s*) 200lb 342NH 2SB,6*cf*,GS107,HS4396 FD FujinagataDkyd.Osaka	29 ″ 1 s 5 ″ 2¾ 24 ″ 0	
32199 FOHK	**Sinaia** Ⓟ TwinSc *CruiserStern* 3*Dks* D.F. *Fitted for oil fuel*	8567 — 5072					1922	Barclay, Curle&Co.Ld. Glasgow	Cie.Générale de Nav.àVap.Cyp, Fabre(Fabre Line)	439·7|56·1|34·3 P43'B250'F47'	Marseilles French *WB*	T.6Cy.21½",37"&64"-48" 568NHP Barclay,Curle&Co.Ld.Gls.		V
32200 HRCU	**Sinaloa** 2*Dks* *Fitted for oil fuel*	1648 1418 811					1915	R.Thompson&Sons,Ld Sunderland	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	265·0|38·5|20·2 P14tB64'H73tF43t	Puerto Cortes Honduran *Wb*	T.3Cy 20",33"&54"-36" NB19*refitted*36 175NHP N.E.MarineEng.CoLd.Sld.		R
32201 22308 JKZE	**Sin-an Maru** (*ex*Shin-anMaru-38) 1*Dk*	1278 1113 707					1918	Ishikawa- jimaS.B.&E Co.Ld.Tokio	SettuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*)	230·0|33·0|19·6 P28'B53'F24'	Hutyu Japanese *WB*	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B.&E.Co.		
32202 6487 JSND	**Sinano Maru** Ⓟ TwinSc (*ex*ShinanoMaru-38) *ss*Kob.No.3-1,12 *ss*Kob.No.2-20 2*Dks&deep framing*	6254 5395 4618	✠ ... 12,23 ✠				1900 4mo	D&WHenderson&Co. Glasgow	TaiheiyoGyogyo K.K.	445·3|49·5|30·4 P51'B120'F58' FK	Tokyo Japanese *WB*	T.6Cy.20",33½"&56"-48" 580NHP D.&W.Henderscn&Co.Gls.	33 ″ 6	
32203 38732 JBTI	**Sinanogawa Maru** (*ex*UyoMaru-41) *OilEng.* *ss*Kob.No.1-37 2*Dks*(*Stl*)	7503 6069 5477	✠100A1 3,41 ~~10,39~~ ✠LMC CS8,37 DBS~~10,39~~3,41 ~~9,38~~3,41 *Carrying cargo oil F.P. above150°F. in DT*	Tama	*b*†	CL ~~9,38~~ 3,41	1933 10mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd'sA&CP*	ToyoKaiunK.K. *'Tween dkBH above after Deep Tank BH dispensed with* *CellDB*368'	436·4|58·5|32·8 P30'B157'F41' FK 1383t *FPT*259t *APTs*224t *DTa*36'1131t	Tokyo Japanese *ptCem* 6 *BH to Udk* 1 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 6Cy.28⅜"-49 3/16" 839NH DB*120lb* MitsubishiZosenKaishaLd	32 ″ 10 s 6 ″ 6¾ 27 ″ 5½	
32204 164732 MMBK	**Sincerity** *ss*Lon.No.1-40 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	634 421 334	✠100A1 12,41 ~~12,40~~ ✠LMC3,40	~~Nwe~~ Lth	*i*	OG 3,40	1936 10mo	G.Brown &Co. Greenock *Lloyd'sA&CP*	F.T.Everard& Sons,Ld. *CellDB*109'147t *FPT*	175·0|27·9|9·8 Q113'F13' FK 79t*APT*57t	London British 3*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 6Cy.12⅝"-15¾" 86RHP NewburyDieselCo.Ld. Newbury	12 ″ 0 s 3 ″ 9 12 ″ 0	
32205 10147 JKIE	**Sine Maru** (*ex*ShinyeMaru-38) 2*Dks*	408 276 251					1906	T.Hyogo- dani Osaka	Amagasaki KisenbuGomei Kaisha	143·0|19·2|13·2	Osaka Japanese	C.4Cy.11⅜"&22"-15" 31NHP		
32206 21521 JIWB	**Sinei Maru** Ⓟ (*ex*ShinyeiMaru-38) 1*Dk*	973 — 638					1917	....	KagitomiShosaku	196·0|31·5|8·0	Tokyo Japanese			
32207 23825 JRHB	**Sinei Maru No. 3** (*ex*ShinyeiMaruNo.3-38) 1*Dk*	958 825 550					1918	Nitta K.K.K. Osaka	HokkaidoTanko K.K.	196·0|31·5|18·0	Tokyo Japanese *WB*	T.3Cy.13⅔",22½"&37½"-28" 75NHP HinomaruTekkosho Osaka		
32208 CSBX	**Sines** (*ex*Glenfinlas-32) *ss*Shl 2ndNo.3-4,31 *ss*Lis.No.2-39 1*Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*	3172 2977 2006	✠100A1 4,41 BS4,41 ✠LMC1,39 3,42	Lis	*v*	CL 4,41	1906 2mo	A.Rodger &Co. PortGlasgow *Lloyd'sA&CP*	Soc.Transportes Carvoeiros,Lda. (Fde.MelloRego, *Mgr.*) *Cell*	321·2|47·7|23·0 B118'F30' FK *DBa&uE*124'*f*138'	Lisbon Portuguese 6*BHCem* 798t*APT*77t	T.3Cy.24",40"&65"-42" (*s*) 160lb 278NHP NDB07*refitted*30-*130lb* 2SB,6*cf*,GS112,HS4240 A.Rodger&Co.Glasgow	25 ″ 7 s3 ″ 10 21 ″ 11¾	
32209	**Sinfra** (*ex*Sandhamn-39, TwinSc *ex*Fernglen-34) *OilEng.* 2*Dks*	*4470* *3979* *2577*					1929	Akers Mek.Værks Oslo	Cie.Gén. deNav. à VapeurCyp.Fabre (FabreLine)	385·3|54·8|24·0 P121tH269tF26t	Marseilles French *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-43 5/16" 624NHP AkersMek.Værks.Oslo		NV
32210 25441 JSPD	**Singapore Maru** *ss*Kob.No.3-7,36 2*Dks*(*Stl*)& *Awngdk*(*Stl*)	5859 5586 4260	✠100A1 *Awng dk withfreeboard* 1,41 BS1,41 ✠LMC1,40	Tama	*y*	OG 1,41	1919 5mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KobeSanbashiK.K. *Cell DB*334'1118t *FPT* *CollisionBHtoAwngdk*	385·0|51·0|36·0 126t*APT*93t FK	Hasidate Japanese *Cem* 5*BHtoU dk*	T.3Cy.26",43½"&72"-48" (*s*) 200lb HS5636 FD 437NHP 2SB&1AuxSB,8*cf*,GS154 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
32211 879 JEFG	**Singisyu Maru** Ⓟ (*ex*ShingishuMaru-38,*ex*KounMaruNo.3) 1*Dk*	708 652 387					1915	Harada Zosensho Osaka	TyosenYusenK.K.	177·0|25·5|18·5 B44'	Zinsen Japanese	T.3Cy.10¾",21½"&36⅛"-24" 64NHP HaradaZosensho,Osaka		
32212 PKNY	**Singkel** 1*Dk*	615 487 285					1913	Wilton's E.&SlpwyCo. Rotterdam	N.V.LianHwa SteamshipCo.	185·3|31·1|10·9 P20'F24'	Djambi Dutch *WB*	C.2Cy.14 9/16"&29⅛"-23⅝" 41NH Wilton'sE.&SlpwyCo.Rot.		VL
32213 PHMX	**Singkep** 2TwinMsts 3*Dks*	6607 4575 4070	100A1 (*Classification Contemplated*) Examined 6,41 BS6,41 1,42 ~~6,41~~	8ba		CL	1922	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	420·0|54·7|33·4 P57'B29'F41'	Batavia Dutch *WB*	DR geared steam turbines 213lb 4SB(Spt) NedFb.v.Wrk&Spoor,Ams		V
32214 19790 JSVD	**Singo Maru** Ⓟ (*ex*ShingoMaru-39) *ss*Kob.No.3-12,29 *ss*Kob.No.2-36 2*Dks*(*Stl*)	4740 4034 3423	✠100A1 3,41 ~~12,40~~ ✠LMC12,40	~~Tama~~ Kob	*x*	CL 11,39	1917 5mo	Uraga DockCo.Ld Uraga A&CP	Kuribayasi SyosenK.K. *CellDB*291'934t	360·0|51·0|28·4 P33'B91'F33' FK *FPT*143t*APT*53t	Muroran Japanese 6*BHCem*	T.3Cy.24¼",40½"&67"-48" 180lb (*s*) 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5 s5 ″ 5¾ 23 ″ 2	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32215 8075 SKYI	**Singoalla** (*ex*Slesvig-36, *ex*Rödfaxe) 1*Dk*	*1414* *1155* *819*					1913	Helsingörs Jernsk&Msk. Elsinore	RederiA/B Runa (HelgeW.Winck, *Mgr.*)	249·5 P17'Q76'B96'F29'	38·1	15·0	Hlsngborg Swedish *WB*	T.3Cy.18″,30″&50″-36″ 150NHP Helsingörs,Jernsk.&Mskb.		G
32216 161563 XYCS	**Singu** *ss*Cal.No.1-36 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing* *Mchy.Aft* *CruiserStern*	4927 4437 2740	✠100A1 9,41 ~~1,41~~ Examined 8,40 BS1,41 ✠LMC2,40 *CarryingPetr*	Cal Cbo *oleum*	*y* *in* 12,31	CL ~~1,41~~ 9,41 *bulk* *F.P. a*	1931 12mo *Lloyd* *bove* 1	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP* 50° F.	~~BurmahOilCo.Ld.~~ BurmaOilCompany(Tankers)Ld. *CellDBuE&B72'* 194*tDTf*27'279*t*	381·5 P106'B41'F55' FK *FPT*154*tAPT*121*t*	55·3	29·4	Rangoon British 13*BHptCem* *ptAsp* (10 *to U dk* 3 „ 2*nd*„)	T.3Cy.26½″,45¼″&76″-51″ 225lb (*s*) 677NHP 3SB(Spt),12*cf*,GS10095 FD WallsendSlpwy&E.Co.Ld.	29 ″ 3 s 5 ″ 3¾ 24 ″ 1¼	
	Fitted for oil fuel															
32217 8802 JDWB	**Singu Maru** Ⓟ (*ex*ShinguMaru-38, *ex*Priam) 2*Dks*	2746 2551 1678					1890	Scott&Co. Greenock	SansinKisen K.K.	344·7	37·7	26·3	Hutyu Japanese	C.2Cy.26¾″&62⅛″-60″ 248NHP Scott&Co.Greenock		
32218 1220 JFEI	**Singyo Maru** IronCtr (*ex*HounMaru-40) *Mchy.Aft* 1*Dk*	528 — 368					1890	Kawasaki Dkyd.Co.Ld. Kobe	KeihinSyosenK.K.	160·8	27·2	13·4	Tokyo Japanese	C.2Cy.21″&39″-24″ 62NHP KawasakiDkydCoLd Kobe		
32219 23633 JOUB	**Sinhuku Maru** (*ex*ShinfukuMaru-38) *ss*Osa.No.1-22 1*Dk*(*Stl*)	2204 1889 1298	 3,28	Osa	*r*		1918 9mo	Fujinagata Dkyd.Co.Ld. Osaka *CellDB*	Kuribayasi SyosenK.K. *a*86'*uE*20'*f*112'458	272·0 P16'B60'F34' FK *tFPT*102*tAPT*34*t*	40·0	24·1	Tokyo Japanese *Cem*	T3Cy18½″30½″&51½″-36″ 189NHP 2SB,6*cf*,GS100,HS3135 · FujinagataDkyd.Co.Ld.	24 ″ 2	C †
32220 26749 JTFB	**Sin-i-Maru** (*ex*Shin-i-Maru-38) *ss*Kob.No.3-8,34 *ss*Osa.No.1-38 2*Dks*(*Stl*)	3812 3460 2316	✠100A1 12,40 ✠LMC12,40	Osa	*w*	12,40	1920 4mo	Yokohama DockCo. Yokohama A&CP	KishimotoKisen K.K. *CellD*	345·0 P33'B77'F41' FK *B*316' 793*t FPT*56*t*	50·0	29·1	Kobe Japanese 6*BHCem* *APT*29*t*	T.3Cy.23″,38″&64″-48″ (*s*) 200lb 343NHP 2SB,6*cf*,GS106,HS4414 FD YokohamaDockCo.Yka.	29 ″ 1 s5 ″ 3¾ 23 ″ 11	
32221 4394 JIFF	— Ⓟ (*ex*Shin-i-Maru-38) 1*Dk*	548 — 316					1899	....	Turumaru Hirotaro	148·5	28·0	15·5	Fukuoka Japanese			
32222 136790 GLKC	**Sinkiang** Ⓟ 2*Dks*	2646 2270 1616					1915	Scotts'S.B. &E.Co.Ld. Greenock	China.Nav.Co.Ld.	310·2 B72'F37'	41·2	22·4	London British *WB*	T.3Cy.22″,35″&56″-39″ 196NHP Scotts'S.B.&E.Co.Grk.		
32223 40512 JYNJ	**Sinko Maru** Ⓟ (*ex*Shinko Maru-38) *OilEng.* D.F. *CruiserStern* 2*Dks*	6480 — 4880					1935	Yokohama DockCo.Ld. Yokohama	SinkoSyosenK.K.	436·2 P36'B168'F38'	58·2	31·9	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy 23⅝″-43$\frac{5}{16}$″ 1165NHP YokohamaDockCoLd.Yka		C
32224 45381 JPTM	— 2*Dks* *Cruiser Stern*	2578 — 1448					1938	Uraga DockCo.Ld. Uraga	ToaKaiunK.K.	297·9 P38'B72'F32'	45·0	23·8	Osaka Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$″&(2)20½″-13¾″& LP turbine withDR gearing & hydraulic coupling HS3445 188NHP UragaDockCo.Ld.Uraga.		
32225 44829 JHQM	— *OilEng.*	935 — 635					1938	Sanoyasu DockK.K. Osaka	MaruiKisenK.K.	205·7	30·0	17·2	Sikama Japanese	Oil Engines 4S.C.SA 6Cy.16$\frac{9}{16}$″-24$\frac{7}{16}$″ 157NHP HanshinIronWorks,Kobe		
32226 23577 JNVI	**SinkoMaruNo.2** WoodAuxSr (*ex*ShinkoMaruNo.2-38) 1*Dk*	353 304 238					1918	Makino Minosuke Osaka	SakamotoMatsuzo	123·4	26·6	13·2	Osaka Japanese	C.2Cy.10⅔″&23½″-15″ 18NHP IsonoTekkosho,Fukuoka		
32227 46906 JYDN	**Sinkoku Maru** *OilEng.* D.F. GyC. *CruiserStern* *Mchy.Aft* *CarryingPetroleum in bulk*	10020 — 5833					1939	Kawasaki Dkyd.Co.Ld. Kobe	KobeSanbashiK.K	503·3	65·0	37·1	Kobe Japanese	Oil Engines 2S.C.DA 8Cy.28⅜″-47¼″ 2250NHP Kawasaki DkydCoLdKobe		C
32228 23681 JJJH	**Sinkoti Maru No. 3** Wood (*ex*ZyuhoMaruNo.2-39, *ex*JuhoMaruNo.2-38) 1*Dk*	353 — 245					1918	I.Yamamoto Nagao	TosaSyosenK.K.	129·4	24·0	13·0	Koti Japanese	C.2Cy.13½″&27″-18″ OsakaTekko 26NHP ZosenshoOsaka		
32229 472 JPCG	**Sinkyo Maru** (*ex*ShinkyoMaru-38, *ex*Bradavon-33, *ex*WarVulture) 2*Dks*	5139 — 3127	✠ ... 10,21				1918 6mo	Richardsn, Duck&Co.Ld. Stockton	DairenKisenK.K.	400·1 P49'B113'F40' FK	52·4	28·5	Dairen Japanese *WB*	T.3Cy.27″,44″&73″-48″ 518NHP Blair&Co.Ld.Stockton	31 ″ 0	
32230 1558 JERG	— Ⓟ (*ex*ShinkyoMaru-38) *Cruiser Stern* 1*Dk*	2672 — 1554	✠				1932	Uraga DockCo.Ld. Uraga	TyosenYusenK.K.	298·2 P29'B75'F30'	44·9	23·6	Zinsen Japanese *WB*	T.3Cy.17″,27″&44″-39″& LPturbine with DR gearing 171NHP UragaDockCo.Ld.Uraga		
32231 9656 JPFB	**Sinmei Maru** Ⓟ (*ex*ShinmeiMaru-38, *ss*Yka.No.1-05 *ex*TakeshimaMaru-34, *ex*GiangBee) 1*Dk*(*Stl*-teaks)2*trB* &*Shade dk*(*ptStl*-teaks)	2578 2495 1533	✠ 3,07 ✠	Kob	*s*		1902 3mo	Ramage& Ferguson,Ld. Leith	Kuribayasi SyosenK.K.	290·0 FK *FPT*	40·2	18·7	Tokyo Japanese 5*BHCem* 92*tAPT*19*t*	T.3Cy.23″,37″&61″-42″ 276NHP 2SB,8*cf*,GS156,HS4550 Ramage& Fergusn,Ld.Lth.	20 ″ 0	
32232 160574 GSQR	**Sinnington Court** *ss*Bry.No.2-37 D.F. 2*Dks*(*Stl*)	6910 6575 4335	✠100A1 *with freeboard* ~~11,40~~6,41 ~~BS6,40~~ ✠LMC~~12,39~~ 6,41	Liv Bos	*a*†	CL 7,39	1928 9mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* *U'twe*	CourtLine,Ld. (Haldin&Philipps Ld.*Mqrs.*) *en dkBHexceptCol* *CellD Ba&uE* 168' *f*	420·1 F41' FK *lBH dispensed with* 182'1500*t FPT*113*t*	56·5	33·8	London British 7*BHCem* (*Collto Wdk* 6 „2*nd*„) *APT*148*t*	T.3Cy.27″,45″&75″-51″ (*r*) 180lb 574NHP 3SB,9*cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk.	36 ″ 4 s 9 ″ 6 27 ″ 1	
32233 29804 JSGA	**Sinno Maru** (*ex*ShinnohMaru-38, *ex*BirmaMaru, *ss*Kob.No.3-9,23 *ex*Birma) *ss*Kob.No.1-28 2*Dks*	4888 4450 3582	✠ ... 8,30 ✠				1912 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle	DaikoSyosenK.K.	390·0 P39'B111'F42' FK	50·5	27·9	Amagasaki Japanese *WB*	T.3Cy.26″,42½″&70″-48″ 411NHP WllsndSlpwy.Co.Ld.Nwc.	30 ″ 5	C †
32234 TCDA	**Sinop** (*ex*MaindyPriory,*ex*Cedartree) *ss*Cff.No.3-12,25 *Well deck* 1*Dk*	1742 — 1028	✠ ... 5,29				1913 10mo	J.Crown& Sons,Ld. Sunderland	TürkSilepçilik LimitetSirketi	258·0 P18'Q127' *Bon*Q10' F27' FK	36·7	16·9	Istanbul Turkish *WB*	T.3Cy.19″,31″&51″-36″ 197NHP N.E.MarineEng.Co.Ld.Sld	19 ″ 2	I †
32235 24471 JBAE	**Sinrei Maru** (*ex*ShinreiMaru-38, *ex*YeishoMaru) 1*Dk*	987 848 562	✠				1918	Miyauchi Zosensho Osaka	MiyakoKisenK.K.	190·0 P19'B47'F28'	31·0	18·5	Shinag'wa Japanese	T.3Cy.13″,21¾″&36″-27″ 67NHP HasegawaJikichi,Osaka		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
32236 42949 JTBL	**Sinryu Maru** (*ex*ShinryuMaru–38) 2*Dks* *CruiserStern*	4936 — 2937					1937	OsakaIron Works,Ld. Innoshima	NaigaiKisenK.K.	365·8	54·1	29·2	Kobe Japanese *WB*	2DR geared steam turbines 433NHP IshikawajimaS.B &E.Co. Ld.Tokyo		C
32237 22301 JACC	— (*ex*ShinryuMaru–38) *ss*Yka.No.1–22 2*Dks*	3182 2676 1958	✠ ... 10,27 ✠				1918 8mo	IshikawajimaSB&ECo Ld.Tokyo	NipponYusenK.K.	305·0 P30'B92'F25'	43·9	27·3 FK	Tokyo Japanese *WB*	T.3Cy.22",37"&61"–42" 279NHP IshikawajimaSB&ECo.Ld	27 ″ 3	
32238 19787 JEFD	**Sinsei Maru** (*ex*Shinsei-Maru–38) *ss*Yka.No.3–5,28 *ss*Kob.No.2–37 2*Dks*(*Stl*) (*CrabCanningFactory*'39)	4747 4029 3404	✠ ... 1,39 ✠	Smk	*x*		1917 4mo	Uraga DockCo.Ld. Uraga	NipponSuisanK.K.	360·0 P33'B91'F33' *CellDB*291'934t *FPT*143t*APT*53t	51·0	28·4 FK	Kobe Japanese 6*BHCem*	T.3Cy.24¼",40½"&67"–48" 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5	
32239 39571 JXJH	— (*ex*ShinseiMaru–38) *OilEng.* *Mchy Aft* *CruiserStern* 1*Dk*	313 — 163					1934	Fujinagata S.B.Co. Osaka	GomeiKaisha TaishinShoten	130·0 P16'Q16'	24·0	12·0	Osaka Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16¾"–18½" 197NHP NipponHatsudokiK.Kobe		
32240 24749 JIUD	**Sinsei Maru No. 1** (*ex*Shinsei MaruNo.1–38, *ex*Washington Maru–33) *ss*Nag.No.3–8,31 *ss*Osa.No.1–35 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5879 5586 4281	✠ ... 9,37 ✠	Osa	*y*		1919 3mo	Kawasaki Dkyd.Co.Ld. Kobe	HaraShojiK.K.	385·0 *CellDB*334'1118t *FPT*126t*APT*93t	51·0	36·0 FK *Coll*	Hutyu Japanese *Cem* *BH to Aw dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"–48" 440NHP 2SB&1AuxSB,8*cf*,GS154, HS5741 KawasakiDkydCoLdKobe	36 ″ 0	C †
32241 25527 JIYC	**Sinsei Maru No. 3** (*ex*Shinsei MaruNo.3–38) 1*Dk*	1257 1030 853					1918	HaraShoji Osaka	HaraShojiK.K.	220·0	33·5	18·5	Hutyu Japanese *WB*	T.3Cy.15",25"&41⅝"–28" 92NHP FujiSeiko,Kawasaki		
32242 31547 JGXB	**Sinsei Maru No. 5** (*ex*Shinsei MaruNo.5–38, *ex*LakeOnawa) 1*Dk*2*trB* *Fitted for oil fuel*	2599 2354 1506	✠ ... 8,21 ✠				1919 10mo	Manitowoc S.B.Co. Manitowoc	HaraShojiK.K.	253·5 P25'B65'F25'	43·9	25·9 FK	Hutyu Japanese *WB*	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.Co.M'lw'ke.	28 ″ 5	C †
32243 44744 JFTM	**Sinsei Maru No. 6** *Cruiser Stern*	4925 — 2963					1938	OsakaIron Works,Ld. Osaka	HaraShojiK.K.	370·5	54·1	29·2	Osaka Japanese	2DRgeared steam turbines 500NHP HitachiSeisakusho,Tokyo		C
32244 33225 JCCC	**Sinsei Maru No. 17** (*ex*Shinsei MaruNo.17–38, *ex*Confucius,*ex*LakeFielding) 1*Dk*2*trB* *Fitted for oil fuel*	2556 2280 1479	✠ ... 3,21				1919 9mo	Toledo S.B.Co. Toledo,O.	HaraShojiK.K.	251·0 P25'B64'F23'	43·5	28·2 FK	Hutyu Japanese *WB*	T.3Cy.22",36"&59"–42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	C †
32245 18927 JIOD	**Sinsoku Maru** (*ex*ShinsokuMaru–38, *ex*KosokuMaru–36) *ss*Osa.No.2–24 2*Dks*&*Web frames* *Longitudinal framing*	3203 2757 2005	✠ ... 11,28				1916 2mo	OsakaIron Works,Ld. Osaka	KonanKisenK.K.	305·0 P19'B82'F32'	43·9	27·3 FK	Kobe Japanese *WB*	T.3Cy.22",37"&61"–42" 288NHP OsakaIronWrks.Ld.Osaka	27 ″ 3	C †
32246 41966 JIOK	**Sinsyo Maru** (*ex*ShinshoMaru–38) D.F. 2*Dks* *CruiserStern*	4837 — 2871					1936	Mitsui Bussan Kaisha,Ld. Tama	Kuribayasi SyosenK.K.	373·1 P28'B117'F33'	50·0	29·0	Tokyo Japanese *WB*	T.3Cy.23⅝",39⅜"&68⅞"–47¼" 322NHP MitsuiBussanKaisha,Ld. Tama		C
32247 38581 JUUI	**Sinsyu Maru** (*ex*ShinshuMaru–38) *OilEng.* 2*Dks*	4180 — 2489					1933	Mitsubishi ZosenKaisha, Ld. Kobe	AzumaKisenK.K.	360·0 P28'B79'F37'	50·0	29·0	Kobe Japanese *WB*	Oil Engines 4S.C.SA 8Cy.17$\frac{11}{16}$"–16$\frac{9}{16}$" 246NHP MitsubishiZosenKaisha, Ld.Kob.		C
32248 PHNM	**Sint Philipsland** *ss*Rot.No.3–6,29 *ss*Rot.No.2–38 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2275 1754 1424	✠100A1 3,40 BS3,40 ✠LMC1,38 (SEE FOOT NOTE *)	Sch		OG 3,40	1916 9mo	Wrf.voorh Rijkee&Co. Rotterdam A&CP	Scheepvaart en SteenkolenMaats. N.V.	294·8 Q110'B53'F30' *CellDB*254'640t	43·0	17·7 FK	Rottrdam Dutch 5*BHCem* *APT*80t	T.3Cy.21½",33"&57"–39" (*s*) 180lb 240NHP 2SB,6*cf*,GS113,HS4000 Maats.Fyenoord,Rot.	20 ″ 0 s 2 · 1¼ 18 ″ 1	
32249 20809 JLHE	**Sinten Maru** Ⓟ (*ex*ShintenMaru–38) 1*Dk*	1255 1073 735					1917	Yokohama DockCo.Ld Yokohama	SettuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*)	222·5 P24'B36'F24'	33·5	19·5	Hutyu Japanese *WB*	T.3Cy.15½",25½"&42"–30" 97NHP YokohamaDockCoLdYka		
32250 24743 JATE	**Sinto Maru** Ⓟ (*ex*ShintoMaru–38) *ss*Osa.No.1–23 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in forward hold*	2246 1897 1531	 11,28	Kob	*r*		1919 8mo	Fujinagata Zosensho Osaka	Kuribayasi SyosenK.K. *CellDBa*72'*uE*34'	271·9 B60'F33' *f*112' 456t *FPT*99t	38·2	24·2 FK	Tokyo Japanese 4*BHCem* *APT*39t	T.3Cy.18½",31½"&51½"–36" 189NHP 2SB,6*cf*,GS99,HS3135 FujinagataZosensho,Osa.	24 ″ 2	C †
32251 41689 JHXJ	— (*ex*ShintoMaru–38, *ex*Hsinking–36,*ex*LiangHsing–34, *ex*NanaoMaru–29) 1*Dk*	1215 1016 834					1919	Osaka Tekkosho Osaka	SawayamaKisen K.K.	220·0 P23'B44'F30'	33·5	18·5	Kobe Japanese *WB*	T.3Cy.13½",23"&38"–30" 79NHP OsakaTekkosho,Osaka		
32252 45711 JXVM	**Sinto Maru No. 1** *Mchy.Aft* 1*Dk*	1934 1540 1078					1939	KawaminamiKogyo K.K. Nagasaki	SawayamaKisen K.K.	271·7 P87'F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18$\frac{11}{16}$",30"&50"–36" 150NHP KawaminamiKogyoK.K. Nagasaki		
32253	**Sintō Maru No. 2** *OilEng* *Mchy.Aft*	500					1938	Sanoyasu DockGoshi Kaisha Osaka	SawayamaKisen K.K.	160·0	27·6	12·3	Fusan Japanese	Oil Engines 2S.C.SA 5Cy.12$\frac{13}{16}$"–19$\frac{11}{16}$" 143NHP NipponHatsudokiK.K. Kobe		
32254 31157 JLDI	**Sintohoku Maru** Ⓟ (*ex*ShinTohokuMaru–38) 2*Dks*	305 245 174					1925	Yendo Hidekichi Osaka	KanamoriSyosen	125·5 B43'	22·0	13·0	Hakodate Japanese	T.3Cy.		
32255 29796 JOYA	**Sintoku Maru** **AuxTwinSc** (*ex*ShintokuMaru–38) **4MstBkn** *ss*Kob.No.1–28 *Mchy.Aft* GyC. 2*Dks*	2518 2169 1175	✠ ... 12,30 ✠				1924 3mo	Mitsubishi ZosenKaisha Ld. Kobe	Govt.ofJapan (Dept.of Education)	280·0 P107'F44'	44·0	26·5 BK10"	Kobe Japanese *WB*	T.6Cy.12",20"&33"–24" 165NHP MitsubishiZosenKaishaLd	26 ″ 6	
32256 266 JPEC	**Sinton Maru** (*ex*ShintonMaru–38) 1*Dk*	1576 1379 884					1927	Manchuria DockK.K. PortArthur	DairenKisenK.K.	249·0	37·5	21·0	Dairen Japanese	T.3Cy.		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
32257 8493 SEOT	**Sinus** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern* *Butts of shell&deck plating elec.welded* *Strengthened for navigation in ice*	*8377* *7587* *4884*	✠100A1 *(ClassContemplated)* 11,41 ✠LMC11,41 *CarryingPetroleum in bulk*	Got	c†	OG	1941 11mo	A/BGötaverken Gothenburg	RederiA/B Nord stjernan(A.A. Johnson,*Mgr.*) *CellDBuE*80'214*t*	477·5 483·5(O.L.) P101'B38'F60' FK *DTf*22'355*tFPT*79*t*	59·3	35·9	Stockholm Swedish 9*BH* *APT*149*t*	Oil Engines 2S.C.SA 6Cy.$26\frac{3}{4}$"-$59\frac{1}{16}$" 744NHP 2DB*150lb* A/BGötaverken,Got.	35 " 6 S7 " $9\frac{3}{4}$ 27 " $10\frac{3}{4}$	
32258 7165 JDHD	**Sinyō Maru** (*ex*ShinyoMaru-38, *ex*ShinpoMaru) *ss*Yka.No.3-4,30 *ss*Osa.No.1-34 (*Crab Canning Factory*'39) 2*Dks*(*Stl*)	4658 — 3462	✠ ... 1,39 ✠	Kob	*x*		1918 3mo	Uraga DockCo.Ld. Uraga	NipponSuisanK.K *CellDB*291'934*t*	360·0 P33'B91'F33' FK *FPT*143*tAPT*53*t*	51·0	28·3	Kobe Japanese 6*BHCem*	T.3Cy.$24\frac{1}{4}$",$40\frac{1}{2}$"&67"-48" 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 " 7	
32259 44156 JHRL	**Sinyo Maru** *CruiserStern*	4163 — 2412					1938	Harima S.B.&Eng. Co.Ld. Harima	SinyoKisenK.K.	363·6	50·0	29·0	Kobe Japanese	2 steam turbines DR geared to 1 screw shaft 467NHP		C
32260 24270 JTUH	**Sinyo Maru No. 1** (*ex*ShinyoMaruNo.1-38, *ex*ShinyoMaru-34, *ex*KirishimaMaruNo.6) 1*Dk*	1289 1080 708					1919	Matsuda Co. Osaka	OkadaShinkichiro	221·0 P28'B52'F24'	32·7	20·5	Hutyu Japanese *WB*	T.3Cy.16",$26\frac{5}{16}$"&42"-30" 97NHP MatsudaCo.Osaka	..	
32261 24162 JKTE	**Sinyo Maru No. 2** (*ex*ShinyoMaruNo.2,*ex*SenyoMaru-33, *ex*YatakeMaru) 1*Dk*	1085 — 603					1918	Ishikawa Ayaji Osaka	OkadaShinkichiro	210·0	32·0	18·5	Hutyu Japanese	T.3Cy.$13\frac{1}{2}$",$22\frac{1}{2}$"&$37\frac{3}{8}$"-28" Nakagawa 74NH Tekkosho,Osaka		
32262 33184 JAZC	**Sinyo Maru No. 3** (*ex*ShinyoMaru *ss*Kob No.3-3,28 No.3-38,*ex*JohshoMaru-33, 1*Dk* *ex*HengTai,*ex*Carmen)	1899 1651 1105	✠ ... 8,30 ✠				1917 6mo	American S.B.Co. Cleveland,O.	OkadaShinkichiro	251·0 P30'B64'F19' FK	43·5	20·0	Hutyu Japanese *WB*	T.3Cy.20",33"&54"-40" 272NHP AmericanS.B.Co.Clevelnd	20 " 2	
32263 42288 JFWF	**Sinyo Maru No. 5** (*ex*ShinyoMaruNo.5-38) 1*Dk*	1498 — 834					1937	Mukai-shimaDock-yardCo.Ld. Mukaishima	OkadaKaiunK.K.	340·0	35·0	19·0	Sakai Japanese *WB*	T.3Cy.$15\frac{1}{4}$",$26\frac{3}{4}$"&44"-32" 110NHP MukaijimaSenkyoK.K.		
32264 22320 JNQD	**Sinyu Maru** (*ex*ShinyuMaru-38, *ex*HiyeizanMaru-33) *ss*Kob.No.3-4,33 *ss*Tama.No.2-41~~*ss*TamaNo.1-38~~ 2*Dks*(*Stl*)	4622 3927 3307	✠100A1 5,41 ~~6,40~~ 5,41 ✠LMC~~6,40~~	Tama	*x*	~~5,30~~ 5,41	1919 2mo	Uraga DockCo.Ld Uraga A&CP	Kuribayasi SyosenK.K.	360·0 P21'B91'F35' FK *CellDB*291'919*tFPT*	51·2	25·4	Tokyo Japanese 6*BHCem* 114*tAPT*46*t*	T.3Cy.$24\frac{1}{2}$",$40\frac{1}{2}$"&67"-48" 180lb (*s*) 377NH 3SB,9*cf*,GS180,HS6381 UragaDockCo.Ld.Uraga	28 " 4 s 5 " $5\frac{3}{4}$ 23 " 1	
32265 47636 JKAL	**Sinyubari Maru** D.F. 2*Dks* *CruiserStern*	5354 — 3227					1936	Mitsui Bussan Kaisha,Ld. Tama	HokkaidoTanko K.K.	391·5 P31'B135'F30'	53·8	29·8	Tokyo Japanese *WB*	T3Cy.$23\frac{5}{8}$",$36\frac{5}{8}$"&$66\frac{15}{16}$"-$47\frac{1}{4}$" & exhaust turbine driving steam compressor 407NHP MitsuiBussanKaishaLd. Tama		C
32265A 24640 JPYB	**Sinzui Maru** Ⓟ (*ex*ShinzuiMaru-38) 2*Dks*	2964 — 1831					1918	Yokohama DockCo.Ld. Yokohama	Kuribayasi SyosenK.K.	310·0 P25'B98'F33'	43·0	26·0	Tokyo Japanese *WB*	T.3Cy.22",37"&61"-42" 241NHP YokohamaDockCoLdYka		C
32266 10437 JKCB	**Siokubi Maru** (*ex*ShiokubiMaru-38, *ss*Yka.No.2-07 *ex*Wyefield) *Spar dk*(*Stl*)2*tr B* *&deep framing*	3734 3078 2679	✠ 7,07 ✠	Yka	*v*		1898 6mo	W.Hamil-ton&Co. Pt.Glasgow	NipponSeitetsu K.K.	329·8 P31'B118'F39' FK	45·4	16·2 26·4	Yawata Japanese 6*BHCem* *CellDBa&u*	T.3Cy.24",40"&65"-42" 301NH 2SB,6*rf*,GS141,HS4691 D.Rowan&Son,Glasgow *E*114'*f*144'727*tAPT*177*t*	26 " 6	
32267 161516	**Sioux** *Mchy.Aft* 1*Dk*	2100 1979 1461					1929 Alt'39	Barclay, Curle&Co.Ld. Glasgow	St.Lawrence Steamships,Ld.	252·7 Q100'F35'	43·3	21·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RH Barclay,Curle&Co.Ld.Gls.		C
32268 21147 JLIE	**Sioya Maru** (*ex*ShiwoyaMaru-38, *ex*KasugaMaru,*ex*DaikiMaru) 1*Dk*	749 637 426					1917	Aizawa Iwakichi Osaka	UyedaGoshi Kaisha	181·7	27·3	14·9	Nishino-miya Japanese	T.3Cy.$12\frac{1}{8}$",$19\frac{1}{2}$"&$32\frac{15}{16}$"-24" 57NH AizawaIwakichi,Osaka		
32269 YTNX	**Sipan** Ⓟ *ss*Spt.No.2-39 1*Dk*(*Teak*)	335 248 154	✠100A1 *For Service in the Adriatic* 5,40 ✠LMC MS11,38 BS4,40 NO LATER SURVEY REPORTED	Spt	*g*	CL 5,37	1931 4mo *Lloyd*	F.Schichau G.m.b.H. Elbing '*sA&CP*	Dubrovacka PlovidbaA.D.	149·8 B21'F36' BK$6\frac{3}{4}$" *CellDBa*11'14*t*	27·0	10·3	Dubrovnik Yugoslav 5*BHptCem* *FPT*4*t*	C.4Cy.(2)$12\frac{13}{16}$"&(2)$27\frac{9}{16}$"-$27\frac{9}{16}$" 206lb (*s*) 155NHP 1SB(Spt),3*cf*,GS61, FD HS2530 FSchichauG.m.b.H.Elbing	11 " 0	
32270 PKGI	**Sipirok** 1*Dk*	1787 1545 1002					1928	Rijkee& Co. Rotterdam	N.V.Koninkl. Paketv.Maats.	267·6 P43'B79'F36'	42·2	17·6	Batavia Dutch *Wb*	C.4Cy.(2)$16\frac{1}{2}$"&(2)$35\frac{7}{16}$"-$35\frac{7}{16}$" 124NHP Maats.Fyenoord,Rot.		V
32271 PKHT	**Sipora** (*ex*ThayGwan) 1*Dk*	*1594* *1279* *941*	✠ ... 12,30 ✠				1926 11mo	Wilton'sE. &SlipwayCo. Schiedam	N.V.Koninkl. Paketv.Maats.	264·9 P20'B73'F25' FK	37·3	16·5	Batavia Dutch *WB*	T.3Cy.19",32"&51"-36" 202NHP Wilton'sE&Slpwy.Co.Rot	18 " 6	V †
32272 PUAR	**Siqueira Campos** Ⓟ **TwinSc** (*ex*CantuariaGuimarães,*ex*Curvello, *ex*GertrudWoermann) *ss*Rio.No.3-3,25 Sub.Sig. 2*Dks&* *Web frames*	6456 4948 3967	... 4,30				1907	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	415·6 P&B272'F59' FK	50·7	28·6	R.Janeiro Brazilian *WB*	T.6Cy.22",$39\frac{1}{2}$"&$63\frac{3}{4}$"-42" 790NH Reiherst.Maschinenf.Ham	31 " 6	V †
32273 149900 MNWR	**Sir David** *ss*Sld.No.3-10,40 *Mchy Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1275 969 697	✠100A1 ~~10,41~~~~10,40~~ ~~1,42~~ 3,42 BS10,41 ✠LMC10,40	~~Sld~~ ~~Sld~~ Sld	*n*	CL ~~N8,30~~ 9,41	1927 9mo *Lloyd*	J.Read-head&Sons, Ld. S.Shields '*sA&CP*	GasLight&Coke Co.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*)	225·1 Q127'B16'F24' FK *CellDBuE*20'*f*140' 323*tMT*7'118*tFPT*	36·0	15·2	London British 5*BHCem* 150*tAPT*22*t*	T.3Cy.18",$30\frac{1}{2}$"&49"-33" (*s*) 180lb *100lb* 158NHP 1SB,4*cf*,GS73,HS2550 N.E.MarineEngCo.Ld.Sld.	17 " 1 s 5 " $1\frac{1}{2}$ 15 " 7	
32274 124571 MCTV	**Sir Francis Drake** Ⓟ **TwinScSp** *ss*Ply.No.3-12,19 *ss*Ply.No.1-23 1*Dk*(*ptStl*-ws)&*Promenade dk* (*Teak*)	478 465 169	✠ *Tender* 4,26 ✠	Ply			1908 4mo	Cammell Laird&Co.Ld. Birkenhead	Gt.WesternRly.	145·8 FK *DTf*10'47*tAPT*20*t*	38·6	14·1	Plymouth British 6*BHptAsp* *ptCem*	T.6Cy.15",23"&38"-24" 228NHP 2SB,6*cf*,GS115,HS4510 CammellLaird&CoLd.Bkn.	14 " 6	
32275 136336 GRYK	**Sir Harvey Adamson** Ⓟ *ss*Cal.No.1-41 **TwinSc** *ss*Cal.2ndNo.3-10,38 1*Dk*(*Teak*)&*Shadedk* (*Stl*-teak s)	1030 637 528	✠100A1 *Shade dk* 12,41~~11,40~~ 12,41 ~~BS11,40~~ ✠LMC~~10,38~~	~~Rgn~~ Cal	*n*	CL ~~10,40~~ 11,41	1914 11mo *Lloyd*	A.&J. Inglis,Ld. Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld.	219·7 F25'*onShadedk* FK *FPT*37*tAPT*32*t*	35·1	11·3	Glasgow British 4*BHptCem* *ptAsp*	T.6Cy.$11\frac{1}{2}$",20"&31"-22"(*s*) 215lb 155NHP 2SB,4*cf*,GS73,HS2390 A.&J.Inglis,Ld.Glasgow	12 " 8 s 1 " $5\frac{1}{2}$ 11 " 7	

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
32276 LCXQ	**Sir James Clark Ross** TwinSc *OilEng.* ssSfj.No.2-38 *Mchy.Aft* 3*Dks*(*Stl*)&*Web frames* D.F. GyC. *CruiserStern* *Longitudinal framing-bracketless system* *Strengthened for navigation in ice*	14362 10425 8127	✠100A1 *withfreeboard* ~~6,41~~~~12,40~~3,42 DBS1,42 ~~12,40~~✠LMC9,38 ~~DBS8,39~~ Pr.BS8,39 *Whaling Service* *Carrying Petroleum in bulk*	~~Hfx~~ NYk	*j*†	CL ~~7,39~~ 2,42	1930 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	Hvalfanger A/S Rosshavet(Johan Rasmussen&M. Konow, *Mgrs.*) *Cell* DBuE80'377t DT	537·9 P138'F107' FK sf44' 925t FPT425t	74·3	34·4	Sandefjord Norwegian 18BHptCem (3 to Whdk) 15 „ 2nd „ APT245t	Oil Engines 4S.C.SA 12Cy.24 13⁄16"-51 3⁄16" 709NHP 4DB185lb DB(a)made15 refitted32-~~180lb~~ DB(s)made23 refitted36-~~180lb~~ 8Pr.B-~~43lb~~ 2Pr.B-~~64lb~~ 2Pr.B-~~57lb~~ 20Pr.B-~~60lb~~ Akt.Burmeistr&Wain,Cpn	48 ″ 9 s15 ″ 5¼ 33 ″ 10¼	
32277 161262	**Sir John Hawkins** Ⓟ TwinSc ssSou.No.2-37 1*Dk*(*Stl*-ws)2nd dk in *forward holds*	930 679 359	✠100A1 *withfreeboard* 1,41 ✠LMC1,41	Ply		CL 4,39	1929 7mo	Earle'sCo. Ld. Hull Lloyd's A&CP	Gt.WesternRly. MT6'40t	172·5 FK DTf17'45t	43·1	14·6	Plymouth British 6BHCem	T.6Cy.16½",27"&46" 30" (s) 185lb 261NHP 2SB,6cf,GS132,HS4100 Earle'sCo.Ld.Hull	15 ″ 9 s 4 ″ 9¾ 11 ″ 3¼	
32278 162909 MBFL	**Sir Richard Grenville** Ⓟ TwinSc ssPly.No.2-40 1*Dk*(*Stl*-ws)2nddkin *forwardholds*	896 666 335	✠100A1 *withfreeboard* 3,41 BS2,40 ✠LMC1,39 *Fitted for oil fuel* 7,31 *F.P. above* 150° F.	Ply	*l*	CL P11,38 S3,41	1931 7mo	Earle'sS.B. &E.Co.Ld. Hull Lloyd's A&CP	Gt.WesternRly. CellDBf62'	172·5 FK 69tDTsf28'119t	42·7	14·7	Plymouth British 6BHCem 1 „ to 2nddk	T.3Cy.16½",27"&46"-24" (s) 185lb 288NHP 2SB,6cf,HS4200 FD Earle'sS.B.&E.Co.Ld.Hull	15 ″ 9 s4 ″ 3¾ 11 ″ 9¼	
32279 163408 MBKP	**Sir Russell** ssNwc.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1548 1156 841	✠100A1 11,40 BS11,40 ✠LMC9,38	Nwc	*p*	CL 11,39	1933 11mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	StephensonClarke &Associated Companies,Ld. CellDB207'46	243·8 Q145'F27' FK 2t MT192t FPT85t	36·6	16·1	London British 4BHptCem APT33t	T.3Cy.19",31"&51"-36" (s) 180lb 174NHP 2SB,6cf,GS101,HS2750 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 0 s 5 ″ 5¾ 16 ″ 10¼	
32280 158636 VGXF	**Sir Thomas Shaughnessy** *Mchy.Aft* D.F. 1*Dk*	5846 5559 3994					1906	DetroitS.B. Co. Wyandotte,Mich.	MohawkNav.Co. Ld.(R.A.Campbell *Mgr.*)	486·7 WB	52·2	26·3	Montreal British	T.3Cy.22½",36"&60"-42' 233NHP DetroitS.B.Co.Detroit		R
32281 124572 MCVB	**Sir Walter Raleigh** Ⓟ TwinScSp ssPly 2ndNo.3-4,31 1*Dk*(*ptStl*-ws)&*Promenade dk*(*Teak*)	478 464 169	✠ ... 4,36 *Tender* ✠	Ply			1908 5mo	Cammell Laird&Co.Ld. Birkenhead	GreatWesternRly.	145·9 FK DTf10'47t APT20t	38·6	14·1	Plymouth British 6BHptAsp ptCem	T.6Cy.15",23"&38"-24" 228NHP 2SB,6cf,GS115,HS4510 CammellLaird&CoLd Bkn.	14 ″ 6	
32282 116736 WPJJ	**Sir William Fairbairn** D.F. GyC. *Mchy.Aft* Sub.Sig. 1*Dk*2*trB*	3807 — 2760					1896	Detroit DryDockCo. Wyandotte	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	424·6 WB	45·8	23·9	Wilmgton (Del.) Utd.States	T.3Cy.24",38"&64"-42" 266NHP DryDockE.Works,Detroit		R
32283 15997 JSKD	**Siragi Maru** Ⓟ TwinSc (*ex*ShiragiMaru-38) 2*Dks*	3022 2664 1345					1912	Kawasaki Dkyd.Co.Ld. Kobe	Government of Japan(Dept.of Railways)	320·0	43·0	30·0	Tokyo Japanese WB	T.6Cy.19",32"&53"-36" 337NHP KawasakiDkydCoLdKobe		
32284 32629 JSQB	**Siraha Maru** (*ex*ShirahaMaru-38, *ex*Vasconia, *ex*Valverda) ssKob.No.3-6,31 ssKob.No.2-38 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks&DT*	5693 5344 3553	✠100A1 1,41 ✠LMC1,41 *Deep tank adapted for carrying oil fuel* 2,27	Smk	*a*†	CL 12,40	1918 8mo	Russell& Co. PortGlasgow Lloyd's A&CP	TatuumaKisen K.K. 1*IntermediateBH &1'tweendkBHdispensed with* CellDB360'1181t DTa36'1109t APT31t	423·3 P38'B123'F43' FK	56·0	28·7	Nisinomiya Japanese Cem 5BH to Udk 1 „ „ 2nd „ only	T.3Cy.27",45⅝"&74"-51" (s) 180lb 574NHP 3SB,9cf,GS198,HS8742 FD Rankin&Blackmre,LdGrk	31 ″ 4	
32285 LKFX	**Siranger** *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk* *Cruiser Stern*	5393 4542 3257					1939	Cant.Nav. delQuarnaro Fiume	WestfalLarsen& Co.A/S	408·1 F29' WB	55·9	25·0	Bergen Norwegian	Oil Engines 2S.C.SA 5Cy.28⅜"-49 3⁄16" 701NHP Cant.RiunitiDell'Adriatico Trieste		N
32286 LCFK	**Sirehei** (*ex*Bratsberg-35) D.F. 1*Dk*2*trB*	3888 3620 2461					1907	JLThompson&Sons,Ld Sunderland	A/SHelgöy (A.I.Langfeldt& Co.*Mgrs.*)	346·1 H150tP20t WB	49·6	25·4	Xiansand Norwegian	T.3Cy.25",42"&68"-48" 320NHP J.Dickinson&Sons,Ld.Sld.	27 ″ 11	N
32287 LCSA	**Siremalm** (*ex*Senta-39, *ex*Ottawa-35, *ex*Craigisla) ssOsl.2ndNo.3-7,30 ssOsl.No.2-39 *Spar dk & deep framing* *Cargo battens not fitted*	2468 2319 1543	✠100A1 *Spar dk* *withfreeboard* 8.41~~2,41~~ ✠LMC MS4,39 ~~BS2,41~~4,41	~~Nwc~~ Shl	*l*	CL 1,40	1906 8mo	A.Rodger &Co. PortGlasgow Lloyd's A&CP	A/SHelgöy (A.I.Langfeldt& Co.*Mgrs.*) Cell	313·6 P29'B82'F30' FK DBa&uE118'f136'	43·8	13·3 20·7	Xiansand Norwegian 5BHCem 623tAPT67t	T.3Cy.21 3⁄16",35"&57"-39"(s) 180lb 248NHP 2SB,6cf,GS116,HS4220 A.Rodger&Co.Glasgow	23 ″ 3 s 3 ″ 8½ 19 ″ 9	
32288 55 IUJK	**Sirena** (*ex*Sila,*ex*Marietta Constanzo, *ex*Rapid) Iron ssNap.2ndNo.3-9,13 ssNap.No.1-19 *Well deck* 1*Dk*2*trB*	974 812 605	✠ ... 9,22 ✠				1883 10mo	Palmers' Co.Ld. Newcastle	GennaroMontella (Lauro&Montella, *Mgrs.*)	225·4 220·0 Q88'B44'F22' FK	31·7	15·0 15·5	Torre del Greco Italian WB	C.2Cy.28½"&52"-33" 121NHP Palmers'Co.Ld.Newcastle	16 ″ 6	I †
32289 LCOH	**Sirenes** (*ex*Hesperos) 1*Dk*&*Shelter dk*	4341 4096 2722					1913	W.Doxford &Sons,Ld. Sunderland	A/S Odderö (A.I.Langfelt&Co. *Mgrs.*)	389·8 P102tH124t	54·1	24·6	Xiansand Norwegian WB	T.3Cy.26",42"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld		N
32290 1056 ICHT	**Sirio** D.F. *Mchy.Aft* 2*Dks*	5222 — 3121					1921	Cant.Nav. Riuniti Palermo	Soc.Ligure diArmamento	394·5	51·6	27·2	Genoa Italian WB	T.3Cy.26",42½"&69⅝"-48" 335NHP Cant.Nav.Riuniti,Ancona		CI
32291 143433 GBRD	**Siris** ssNpt.No.3-7,32 D.F. ssHam.No.1-37 2*Dks*(*Stl*)	5242 4782 3266	✠100A1 9,41 ~~7,40~~ Examined 9,41 ✠LMC BS8,41 MS7,40	~~Liv~~ Lon	*y*	CL ~~N9,37~~ 8,41	1919 10mo	Harland& Wolff,Ld. Greenock Lloyd's A&CP	RoyalMailLines, Ld. CellDB	400·3 413·0(O.L.) P50'B113'F39' FK 340'1051tFPT128t	52·3	28·5	London British 7BHptCem APT220t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 11 25 ″ 4¼	
32292 OHCD	**Sirius** ssHfs.No.2-38 D.F. 2*Dks*(*Stl*) *Strengthened for navigation in ice*	2197 1991 1241	✠100A1 *withfreeboard* 6,39 BS1,40 ✠LMC4,38	Hfs	*r*	CL 6,39	1929 5mo	Helsingörs Jrnsk&Msk Helsingör Lloyd's A&CP	FinskaÅngf. Aktieb CellDB228'413t	273·0 260·1 FK FPT33tAPT21t	40·2	24·7	Helsingfrs Finnish 4BHCem Coll „ to Wdk	T.3Cy.20",32"&53"-36" (s) 200lb 230NHP 2SB,6cf,GS190,HS4003 HelsingörsJernsk.&Mskb.	27 ″ 6 s8 ″ 2½ 19 ″ 4¾	
		NO LATER SURVEY REPORTED														
32293 7122 SGTN	— (*ex*Frederiksborg, *ex*Deddington) ssRot.2ndNo.3-10,13 ssCpn.No.2-21 1*Dk*	*1833* *1578* *1108*	✠ ... 6,26 ✠				1889 5mo	J.Priestmn Sunderland	RederiA/B Iris (S.Abrahamsen, *Mgr.*)	280·5 P25'Q86'B112' F27' FK	39·2	18·8	Stockholm Swedish WB	T.3Cy.21",35"&57½"-39" 207NHP G.Clark,Sunderland	20 ″ 1	V †

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32294 DOJC	**Sirius** Sub.Sig. 1*Dk*	998 797 590					1921	AtlasWrke A.G. Bremen	Dampfsch.Ges. Neptun	223·1|33·1|13·8 P15'Q65'F29'	Bremen German *WB*	T3Cy.$18\frac{1}{10}$",29½"&$48\frac{4}{5}$"–29½" 129NHP AtlasWerkeA.G.Bremen		G
32295 LEUS	— **Iron** 1*Dk&Awng dk*	944 566 534	✠ 4,85	Ham	*m*		1885 2mo	Flensburgr Schiffsb. Flensburg	DetBergenske Dampskibsselskab	207·5|28·8|12·8 H8*t* 20·1 len08	Bergen Norwegian *WB*	T.3Cy.17½",29"&48"–33" NE08 132NHP LaxevaagMsk&Jrns.Bgn.		
32296 6151 SGJM	— 1*Dk*	*825* *661* *456*					1919	Larvik Slip &Verks.Akt. Larvik	O.F.Ahlmark&Co. Eftr.A/B	196·0|32·0|12·6	Karlstad Swedish *WB*	T.3Cy.14",23"&38"–27" 75NHP LarvikSlip&Verks.Akt.		V
32297 45454 JHZL	**Sirogane Maru** 2*Dks* *CruiserStern*	3130 — 1801					1938	Harima S.B.&Eng. Co.Ld. Harima	NipponKaiunK.K.	318·3|45·9|24·6	Tokyo Japanese *WB*	T.3Cy.$20\frac{1}{16}$",$33\frac{11}{16}$"&$56\frac{11}{16}$"–39" 200NHP HarimaS.B.&E.Co.Ld.		C
32298 44369 JFDM	— Ⓟ *OilEng.* *CruiserStern*	929 — 530					1938	Mitsubishi JukogyoK.K Kobe	SetsuyoSyosen K.K.	185·3|31·3|14·3	Osaka Japanese	Oil Engines 4S.C.SA 8Cy.16¾"–$24\frac{7}{16}$" 218NHP MitsubishiJukogyoK.K. Kobe		
32299 43446 JSEL	**Sirogane Maru No. 12** **Wood** (*ex*KaiunMaruNo.2–40) *OilEng.*	323 — 239					1937	Yemura Kwantaro Komat-sushimo	Turumaru Hirotaro	112·2|25·4|11·9	Osaka Japanese	Oil Engines		
32300 144197 GDNQ	**Sirsa** *ss*Cal.No.3–6,32 *ss*Cal.No.2–41 2*Dks*(*Stl–U*teak s)	5445 4817 3387	✠100A1 ~~3,41~~11,41 BS2,42	Cal ✠LMC3,41	*z*	CL N7,39	1920 4mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·1|52·4|28·5 P49'B113'F38' FK 344'1060*t FPT*130*t*	Glasgow British 8*BHCem* *APT*34*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS1668 FD Hwthrn,Leslie&CoLd.Nwc	31 ″ 0 s5 ″ 11¾ 25 ″ 3½	
32301 545 SGJU	**Sirvall** (*ex*Broxvik,*ex*Ibis, *ex*Louise) **Iron** *ss*Osc.5thNo.3–4,39 1*Dk*(*Irn*)&*Webframes* *Well deck* *Cargo battens not fitted*	*1469* *1155* *869*	✠100A1 9,40 BS~~5,40~~4,41	Osc LMC4,39	*q*	OG ~~9,40~~ 4,41	1882 9mo	R.Dixon& Co. Middlesbro' A&CP	J.W.Nilsson (Kommanditbolaget Österberg&Co. *Mgrs.*)	260·4|35·2|17·4 Q99'B62'H35*t*F31' BK9" *DBa*74' *f*42' &*u*	Oscrshmn Swedish 4*BHCem* *E&B*44'337*t*	C.2Cy.30⅛"&62"–39" 80lb *70lb* 188NH 1DB,*4pf*,GS67,HS3107 Blair&Co.Ld.Stockton	18 ″ 6 s1 ″ 10½ 17 ″ 5	
32302 22210 JKVB	**Sisen Maru** (*ex*ShisenMaru–38) 1*Dk*	2201 1891 1292					1918	Ishikawa-jimaS.B.Co. Tokio	ToaKaiunK.K.	268·0|40·7|23·5 P13'B58'F27'	Osaka Japanese *WB*	T.3Cy.19",31½"&52"–39" 169NHP IshikawajimaS.B.CoTokyo		
32303	**Sishan** (*ex*Thane) *ss*Shl.2ndNo.3–5,09 *ss*Nag.No.1–14 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)3*tr B*	1363 1278 846	✠ 7,19	Nag ✠	*p*		1883 11mo	A.Stephen &Sons Dundee	U.S.S.R. *DBa*48'*f*	264·4|33·2|21·5 BK8" 104' &*uE*15'208*tFP*	Vladvostk Russian 5*BHCem* *T*30*tAPT*9*t*	C.2Cy.27"&54"–42" 160NHP 2SB,*6cf*,GS90,HS2624 PearceBros.Dundee	23 ″ 3	
32304 173070 VSTN	**Sisunthon Nawa** (*ex*MartinSivertsen–40,*ex*Admiral Wood–40, *ex*Sugillenco) *ss*S.Fo.No.3–5,33 1*Dk*(*Stl*)2*tr Bin fore* &*after holds*&*Web frames* *Fitted for oil fuel*	3286 2890 1998	✠ … 2,35	SFo ✠			1920 12mo	Submarine BoatCorp. Newark,N.J.	Ministry of War Transport *CellDB*251'827*tD*	324·0|~~46·2~~|~~25·0~~ P30'B90'F35' |25·1 |46·0| FK *Tf*20'394*tFPT*111*t*	Singapore British 6*BHptCem* *APT*69*t*	1DR geared steam turbine 386NHP 2WTB HS5800 WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
32305 143441 GBQX	**Sithonia** (*ex*Radnorshire) *ss*Shl.No.3–11,31 *ss*Cff.No.1–36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6723 6361 4133	✠100A1 *Shelter dk with freeboard* 2,42~~3,41~~ 10,41 Examined ~~3,41~~10,41 ~~BS3,41~~ BS3,42	~~Hul~~ Gal Liv ✠LMC12,39	*a*†	CL N11,38	1919 9mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	H.M.Thomson *CellDB*365'1364*t*	412·5|55·5|34·4 428·7(O.L.) F36'*on Shelter dk* FK *FPT*154*tAPT*228*t*	London British *ptCem* 6*BHtoShdk* 1 ,, ,, *U* ,,	T.3Cy.27",44"&73"–48" (*s*) 180lb 597NHP 3SB,*12cf*,GS220,HS9525 FD J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s8 ″ 9¾ 28 ″ 6	
32306 44848 JQJM	**Sitisei Maru** *Mchy.Aft* 1*Dk*	1911 1537 1076					1938	Kawami-namiKogyo K.K.Koyagi-jimaZosensho Nagasaki	KounKisenK.K. (YamishitaKisen K.K.*Mgrs.*)	271·6|40·0|20·3 P86'F29'	Kobe Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP KawaminamiKogyoK.K. KoyagijimaZosensho,Nag.		
32307 PHNW	**Sitoebondo** D.F. 2*Dks*	7049 6684 4488					1916	Bonn& Mees Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	445·7|54·3|34·2	Rottrdam Dutch *WB*	SR geared steam turbines Maats.deSchelde,Flushing		VL
32308 130125 MLKR	**Siva** (*ex*Slotholm) D.F. 1*Dk*	1304 1129 788					1921	Stavanger Stöberi&Dok Stavanger	J.T.Salvesen&Co.	243·0|37·3|16·0 P21'B60'F24'	Grngemth British *WB*	T.3Cy.17½",28½"&48"–33" 132NHP StavangerStöberi&Dok		N
32309 DJWN	**Sivas** (*ex*GeorgeM.Livanos–38) *ss*Ant.No.2–36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3832 3537 2283	✠ … 7,38	Bkn ✠	*y*		1928 5mo	R.Thompson&Sons,Ld Sunderland	DeutscheLevante-LinieHamburgA.G. (DeutscheLevante-LinieG.m.b.H. *Mgrs.*) *CellDBa*&	379·9|52·0|22·4 F34' FK *uE*140'*f*175'1095*t* *FPT*118*tAPT*117*t*	Hamburg German 6*BHCem* (*CelltoSh dk* 5 ,,*2nd*,,)	T.3Cy.25½",42"&70"–48" 402NHP 3SB,*9cf*,GS167,HS6746 Richardsons,Westgarth& Co.Ld.Sld.	24″11	G †
32310 345 IUJR	**Sivigliano** (*ex*Strijpe–33,*ex*Dalbek, *ex*Erika) Sub.Sig. 1*Dk*	1270 — 758					1921	Schiffsw.(vJ.&Sch.)A.G. Hamburg	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	254·8|32·0|13·2 243·6 Q97'B90'F25' len23	Trieste Italian *WB*	T.3Cy.$16\frac{15}{16}$",27"&$43\frac{5}{16}$"–$33\frac{7}{16}$" 108NHP Gall&Seitz,Hamburg		I
32311 212585 KDAQ	**Sixaola** Ⓟ 2*Dks*&2*pt dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* D.F. E.S.D.	4693 3894 2430					1911	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	378·8|50·3|29·1 B160'F44'	NewYork Utd.States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark&Co.Ld Bel		C
32312 7840 SJEN	**Sixten** (*ex*Sydhavet–32,*ex*Böklund, *ex*Svartfond,*ex*Petra) *ss*Shl.No.3–11,25 1*Dk*	*2085* *1889* *1223*	✠ … 3,29	✠			1912 9mo	Sunderlnd S.B.Co.Ld Sunderland	RederiA/BSigyn (HansLundgren, *Mgr.*)	287·1|42·1|19·1 P27'B76'F29' FK	Hlsngborg Swedish *WB*	T.3Cy 22",36"&59"–39" 232NHP N.E.MarineEng.Co.Ld.Sld	28 ″ 6	V †
32313 DJVC	**Sizilien** (*ex*Harpagus–37) *ss*Hul.No.1–34 D.F. 1*Dk*(*Stl*)	4647 4277 2789	✠ … 12,37	Rot ✠	*y*		1930 7mo	JReadhead &Sons,Ld SouthShields	Rob.M.Sloman,Jr. *CellDBa&uE*15	393·7|54·2|24·8 P36'B245'F32' FK 2'*f*177'1160*tFPT*1	Hamburg German 6*BHCem* 02*tAPT*220*t*	T.3Cy.24¾",41"&68"–45" 436NHP 2SB(Spt)&1Aux.B,*9cf*, GS176,HS7743 J.Readhead&Sons,Ld.	27 ″ 2	G †

1 Numero d'Ordre Numero Officiel. Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
32314 UPSM	**Sizran** *CruiserStern* 1*Dk*	1187 959 577					1933	Sevastopol MarineWks. Sevastopol.	U.S.S.R.	236·2 F15'B64'P19'	35·4	15·2	Odessa Russian *WB*	C.4Cy.(2)12⅜"&(2)26¾"-26¾" E*made*35 62NHP SevastopolMarineWks.		
32315 OXLS	**Sjælland** Ⓟ TwinSc (*Ferry*) *OilEng.* D.F. Sub.Sig. *Cruiser Stern*	2593 2027 1319					1933	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStatsbaner	336·3	56·6	17·6	Korsör Danish *WB*	Oil Engines 4S.C.SA 16Cy.17$\frac{11}{16}$"-33$\frac{7}{16}$" 484NHP Akt.Burmeistr&Wain,Cpn		V
32316 LECX	**Sjöbris** (*ex*Hjort-36) D.F. 1*Dk*	1220 1008 699					1926	Trndhjms Mek.Værks. Trondheim	A/S Sjöfart (T.S.Bendixen)	232·3 P15*t*H65*t*	36·5	15·7	Lillesand Norwegian *WB*	T.3Cy.17",27"&46"-30" 116NHP TrondhjemsM V.Trndheim		N
32317 LEUW	**Sjofna** (*ex*Kongsaa,*ex*Phoenix) 1*Dk*	619 459 256					1918	Wed.Duijvendijk Gouderak	D/S A/SVivi (ClemethDann, *Mgr.*)	171·8 Q50*t* B38*t*H16*t*F21*t*	28·3	12·0	Oslo Norwegian *WB*	T.3Cy.13",20½"&35"-21" VanderKuij& 56NHP VanderRee,Rotterdam		VL
32318 OULD	**Skaane** (*ex*Rota) 1*Dk*	1254 948 724					1918	PThStuhrs Maskin-Skibs Aalborg	DetDansk-Franske Dampskibs.(A.N. Petersen& E.Hahn-Petersen *Mgrs.*)	237·0 P15'Q71'B94'F29'	36·0	15·9	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 83NHP Akties.Frichs.Aarhus		V
32319 167441 MNZM	**Skagen** (*ex*LexaMærsk-37, *ex*Lexa-32,*ex*LexaMærsk,*ex*Nykjöbing) 1*Dk*	900 670 491					1914	Kjöbnhvns Flydk&Skbs. Copenhagen	Ministry of War Transport(Atkinson&Prickett,Ld. *Mgrs.*)	218·2 P17'Q56'B88'F30'	32·5	12·0	London British *WB*	T.3Cy.14",22½"&37"-24" 67NHP KjbnhavnsFlydk&Skbs.		C
32320 LJCR	**Skagerak** *OilEng.* D.F. *CruiserStern* 1*Dk&ShelterDk*	4244 3633 2315					1936	Akt.Burmeistr&Wain Copenhagen	A/SSkagerak (OlafDitlev-Simonsen,Jr.*Mgr.*)	387·4 F33'	55·3	22·9	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.17$\frac{11}{16}$"-47¼" 536NHP Akt.Burmeistr&Wain,Cpn		N
32321 167466 MPKM	**—** 1*Dk*	1283 833 753	Examined LR 2,41 2,41 BS6,40(200lb)	Shl		OG 5,40	1921	F.Schichau Elbing	Ministry ofWar Transport(SpringwellShippingCo. Ld.*Mgrs.*)	224·3	33·6	13·5	London British *WB*	T.3Cy.15",24¾"&38⅝"-25⅛" 75NHP F.Schichau,Elbing		G
32322 7566 SGKE	**Skagul** (*ex*Havtor) 1*Dk*	*1022* *875* *562*					1925	F.Schichau Elbing	StockholmsRederi A/BSvea(Eman. Högberg,*Mgr.*)	227·9 P14'B65'F31'	33·5	14·1	Stockholm Swedish *WB*	T.3Cy.15",24⅝"&38⅜"-25⅛" 75NHP F.Schichau,Elbing		V
32323 UOIK	**Skala** (*ex*Maine-32) *ss*Lon.No.3-9,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*2nd dk*(*Stl*)*in forward holds&after main hold* *Straight frames & bevelled bilge* *Cruiser Stern*	*6600* *6224* *4073*	✠ 9,32 ✠	Lon	*a*†		1920 3mo	Harland& Wolff,Ld. Belfast	U.S.S.R. *CellDB*343'1571*tDTa*23'858*tFPT*91*tAPT*126*t*	412·6 F40'*onShelter dk* FK	55·8	38·1	Vladvostk Russian *Cem* *6BHtoSh dk* 2 „ „ *U* „	T.3Cy.27",44"&73"-48" 517NHP 3SB,*9cf*,GS190,HS7668 Harland&Wolff,Ld.Bel.	38 ″ 0	
32323A 6178 SECW	**Skandia** (*ex*Forsvik-41, *ex*Hildegard) 1*Dk*	*1248* *1019* *698*					1919	A/BOresunds varvet Landskrona	RederiA/BSylvia (A.Billner,*Mgr.*)	232·0 P20'B60'F22'	37·2	15·0	Gothenbrg Swedish *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft A/B DeLavalsAngturbin, Stockholm		V
32324 83569 LKJS	**Skandinavia** TwinSc *OilEng.* E.S.D. 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom&deck in* *Mchy.Aft Cruiser Stern centre tanks* *Butts of shell&deck plating elec. welded*	10044 8921 5786	100A1 11,41 ~~4,41~~ LMC4,41 *CarryingPetroleum in bulk*	~~Gal~~ NYk	*e*†	CL	1940	Deutsche WerftAGBet Finkenwrder Hamburg	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*) *CellDBuE*96'244*tDTf*27'312*tFPT*129*tAPT*96*t*	495·0 523·2(O.L.) P125'B41'F60' FK	67·0	34·1	Oslo Norwegian 17*BHptCem*	Oil Engines 2S.C.SA 16Cy.20½"-35$\frac{7}{16}$" 1167NHP 2DB,2WTDB-*170lb* Maschinenfbrk Augsburg-NürnbergA.G.Augsburg	34 ″ 2 6 ″ 8½ 27 ″ 8	
32325 6515 SDTN	**Skåne** (*ex*Boren-41) *ss*Got.No.3-12,33 D.F. *ss*Got.No.1-38 1 *Lk*(*Stl*)&*Shelter dk* (*Stl-pt* ws)	*4528* *4039* *2704*	✠100A1 *Shelter dk withfreeboard* 2,42 ~~4,41~~ BS11,41 ✠LMC MS5,38 ~~BS11,40~~ *Fitted for oil fuel*6,21 *F.P. above* 150° F.	~~Lon~~ NYk	*y*	OG 8,39	1921 7mo *Lloyd's*A&CP	Akt.Lindholmen-Motala Gothenburg	RederiA/BSkåne (H.Lundgren, *Mgr.*) *CellDB*269'1145*tAPT*86*t*	377·8 393·6(O.L.) F38'*onShelter dk* FK *Collision*	54·2	24·4	Helsingbrg Swedish *ptCem* *BHto Sh dk* 5 „ „ *U* „	T.3Cy.27",44"&72½"-48" (*s*) 185lb 450NHP 3SB(Spt),*9cf*,GS144, HS6150 FD Akt.Lindholmen-Motala	27 ″ 0 s2″11¾ 24 ″ 2½	
32326 LJFB	**Skaraas** *ss*NYk.No.1-41 *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft*	9826 9029 5941	✠100A1 ~~5,41~~ ~~2,41~~8,41 ✠LMC CS5,41 DB8,41 6,41 *CarryingPetroleum in bulk*	~~Grk~~ NYk	*e*†	CL N11,39	1936 7mo *Lloyd's*A&CP	GötavernkenA/B Gothenburg	SkibsA/S Nanset (IverBugge,*Mgr.*) *CellDBuE*87'373*tDTf*22'345*t FPT*162*tAPT*390*t*	488·2 506·7(O.L.) P95'F59' FK	64·5	37·5	Larvik Norwegian 11*BHptCem*	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$"-47¼" 861NHP 2DB*150lb* GötaverkenA/B,Got.	37 ″ 0 s 8 ″ 9½ 28 ″ 5¾	
32327 5638 SGKI	**Skaraborg** 1*Dk*	*1093* *896* *595*					1914	Oskrshmns M.V.Aktieb. Oskarshamn	StockholmsRederiaktiebSvea(Eman. Högberg,*Mgr.*)	221·6 P24'B58'H142*t* F25'	36·0	13·8	Stockholm Swedish *WB*	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
32328 LEVM	**Skarv** (*ex*Frank-32) *Mchy.Aft* 1*Dk*	852 625 472					1923	Porsgrund Mek.Værks Porsgrunn	OttersRederiA/S (R.Otter,*Mgr.*)	202·2 P49*t*Q69*t*B20*t* H40*t*F6*t*	32·2	12·3	Oslo Norwegian *WB*	T.3Cy.14",23"&38"-27" 75NHP PorsgrundMV Porsgrunn		N
32329 97 YLBD	**Skauts** (*ex*Pendennis) *ss*Lie.3rdNo.3-4,33 *ss*Lie.No.1-38 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	2136 1956 1298	✠100A1 3,38 BS12,39 ✠LMC3,38 NO LATER SURVEY REPORTED	Lie	*s*	CL 2,37	1897 4mo	W.Gray& Co.Ld. WHartlepool A&CP	M.Sandbergs&Co. *CellDBa&uE*110'*f*120'607*tAPT*54*t*	290·0 299·6(O.L.) P25'B69'F29' FK	42·2	19·1	Riga Latvian 5*BHCem*	T.3Cy.21½",35"&58"-39" (*s*) 160lb NDB09 218NHP 2SB,*6rf*,GS73,HS3380 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9 s 3 ″ 4¾ 18 ″ 6	
32330 61365 GSKN	**Skeldergate** *ss*Cff.No.2-38 D.F. 1*Dk*(*Stl*)	4251 3927 2634	✠100A1 ~~8,41~~ ~~11,40~~12,41 BS12,41 ✠LMC1,38	~~Bal~~ ~~Bos~~ Gls	*x*	CL ~~N1,40~~ 7,41	1930 2mo *Lloyd's*A&CP	Burntislnd S.B.Co.Ld. Burntisland	RedgateS.S.Co.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellDB*317' 1116*t FPT*95*tAPT*141*t*	372·0 383·2(O.L.) P48'B226'F32' FK	52·4	25·2	London British 6*BHptCem*	T.3Cy 23",39"&65"-45" (*s*) 200lb HS5851 354NHP 2SB,1AuxSB,*8cf*,GS157 D.Rowan&Co.Ld.Gls.	27 ″ 6 s 3 ″ 4½ 24 ″ 4¾	
32331 11313 MCWI	**Skelwith Force** 3Mst *ss*Bkn.2ndNo.3-9,33 *ss*Liv.No.1-37 *Well deck Mchy.Aft* 1*Dk*(*Stl*)	592 389 246	✠100A1 5,41 ✠LMC MS11,37 BS5,41	Shl	*h*	CL 4,40	1908 9mo *Lloyd's*A&CP	R.Williamson&Son Workington	WestCoastShppng Co.Ld.(W.S.Kenaugh&Co.) *DBf* 91'120*tFPT*38*t*	164·8 Q95'B11'F23' FK	26·6	11·0	Whitehvn British 3*BHCem*	T.3Cy.14$\frac{5}{16}$",22½"&37"-27" (*s*) 160lb 90RHP 1SB,*3pf*,GS53,HS1657 Ross&Duncan,Glasgow	13 ″ 2 s4 ″ 7¾ 12 ″ 10¾	
32332 14426 MKSC	**Skerries** *Ref.Mchy.* 2*Dks&Shade d.*	1258 1067 517					1921	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	270·0 P38'B134'F73'	36·2	16·7	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonS.B&E.Co.Ld.Dun		C

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R.
32333 LCXX	**Skiensfjord** 3*Dks* *Ref.Mchy.* D.F. *Fitted for oil fuel*	5922 4159 3603					1922	Napier& Miller,Ld. Glasgow	DenNorske AmerikalinjeA/S	395·8 H225*t*F25*t*	53·2	25·1	Oslo Norwegian *WB*	T.3Cy.27½",43"&72"-51" 370NHP D.Rowan&Co.Ld.Glasgow		N
32334 129746 MDGB	**Skipjack** *ss*Shl.2ndNo.3-10,36 *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	1167 905 670	✠100A1 10,41 ~~12,40~~ Examined 10,41 10,41 BS~~9,40~~ ✠LMC10,36	~~Shl~~ Shl	*m*	CL ~~9,40~~ 9,41	1910 4mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	HillSteamShip- pingCo.Ld. (Witherington& Everett,*Mgrs.*)	222·5 Q77'B48'F23' FK *CellDBa*58'*uE*17'*f*92'259*tFPT*39*tAPT*94*t*	33·2	14·5	Newcastle British 4*BHCem*	T.3Cy.18",29½"&48"-33" (*s*) 180lb *90lb* 148NHP 1SB,3*pf*,GS54,HS2346 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s 1 ″ 3 15 ″ 4¼	
32335 87990	**Skirmisher** Ⓟ TwinSc	582 490 238					1884	J.&G. Thomson Clydebank	CunardWhite Star,Ld.	165·0 B98'	32·2	15·0	Liverpool British	C.4Cy.21"&42"-32½" 168NHP J.&G.Thomson,Clydebank		BT till ~~8,42~~ 2,43
32336 6087 SGKM	**Skirner** 1*Dk*	*1321* *1023* *683*					1918	Aktieb. Oresundsv. Landskrona	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	232·0 P20'B60'F22'	37·2	15·0	Stockholm Swedish *WB*	T.3Cy.18½",30"&48"-30" 126NHP MotalaV.NyaAkt.Motala		V
32337 LEVX	**Skjærvö** Ⓟ 1*Dk&Spar dk*	331 311 192					1905	Trndhjms Mek.Værks. Trondheim	TromsFylkes Dampskibsselskab	138·1 H20*t*	22·1	15·8	Tromsö Norwegian *WB*	T.3Cy.12",19½"&32"-21" 47NHP TrondhjemsMV.Trndheim		
32338 LJPV	**Skjelbred** *OilEng.* D.F. *Cruiser Stern* 1*Dk&Shelter dk*	5096 4608 3050					1937	Akt.Bur- meistr&Wain Copenhagen	SkjelbredsRederi A/S(Kr.Knudsen, *Mgr.*)	424·7	56·4	26·3	Xiansand Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.$17\frac{1}{16}$"-47¼" 855NHP Akt.Burmeistr&Wain,Cpn		N
32339 LEVW	**Skjerstad** Ⓟ (*ex*Teutonia) 2*Dks*	593 569 327					1904	Lindhol- mensV.A. Gothenburg	DetNordlandske Dampskibsselskap A/S(J.Sannes, *Mgr.*)	155·3 H23*t*	26·0	17·8	Bodö Norwegian	T.3Cy.13¾",22"&36½"-22½" 63NHP LindholmensV.A.Got.		
32340 167557 GLPM	**Skjold** *ss*Cpn.2ndNo.3-6,32 *ss*Cpn.No.1-37 1*Dk*(*Stl*)2nd*dk*(*Stl*)*in holds* *&deep framing*	1345 1191 794	✠100A1 1,42 ~~5,41~~ Examined 5,41 ✠LMC5,41	Sou Cff	*p*	CL 4,41	1904 6mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	Ministry of War Transport(Eller- man'sWilsonLine Ld.*Mgrs.*)	240·0 249·0(O.L.) P19'B64'F27' FK *CellDBa&u E*86'*f*98'339*t FPT*59*tAPT*6*t*	36·5	16·8	London British 4*BHCem*	T.3Cy.18",29"&48"-33" (*s*) 160lb *100lb* 141NHP 1SB,3*pf*,GS62,HS2255 N.E.MarineEng.CoLd.Sld.	19 ″ 0 s 2 ″ 4 16 ″ 10	
32341 OULI	**Skodsborg** 1*Dk*	1450 1199 850					1919	Helsingörs Jernsk.&Msk Elsinore	A/S Dampskibs- selsk.Dannebrog (C.K.Hansen,*Mgr*)	251·3 P28'Q69'B98'F33'	37·2	16·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
32342 8473 SEAT	**Skogaland** TwinSc *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern* *For full particulars see No.*33473 *in Supplement*	3200 2500 1400	100A1 *withfreeboard* (*ClassContemplated*)				1941	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.A/B Tirfing (SvenskaOrient Linien(T.E.J:son Broström,*Mgr.*)	385·2	54·7	18·2	Gothenbrg Swedish	Oil Engines 2S.C.SA 18Cy.$19\frac{1}{16}$"-$35\frac{7}{16}$" EriksbergM.V.Aktieb.Got	23 ″ 9 s1 ″ 5¾ 22 ″ 5¾	
32343 LDSK	**Skotaas** TwinSc *OilEng.* *Mchy.Aft* D.F. *ss*Got.No.2-39 1*Dk*(*Stl*)	8190 7529 4894	✠100A1 8,41 ~~11,40~~ ~~DBS5,40~~ ✠LMC6,39 *CarryingPetroleum in bulk*	~~Sha~~ Bom DBS7,41	*c*†	CL 6,39	1931 4mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	Skibs.A/SNanset (IverBugge,*Mgr.*)	451·1 P96'F37' FK *CellDBuE*70'279*tDTf*29'470*tFPT*114*t*	59·2	35·9	Larvik Norwegian 10*BHptAsp* *APT*248*t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 633NHP 2DB*150lb* GotaverkenA/B,Got.	35 ″ 6	
32344 LEWB	**Skotfoss** (*ex*Skotfos-37) Now sailing as 'Ste.Lucille" 1*Dk*	1465 1330 880					1917	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen A/S,*Mgrs.*)	254·4 P20'B&F212'	39·2	16·5	Oslo Norwegian *WB*	T.3Cy.19",31½"&51½"-33" 153NHP NylandsVærksted,Oslo		N
32345 LKFQ	**Skottland** (*ex*StadZwolle-39) D.F. Sub.Sig. 1*Dk*	2117 1794 1218					1920	J.Meyer's Scheepsb.Mij. Zalt-Bommel	D/S A/S Skott- land(F.N.Nordbö A/S)	281·0 P18'B69'F28'	41·4	19·3	Haugesnd Norwegian *WB*	T.3Cy.$19\frac{7}{16}$",$32\frac{5}{16}$"&$53\frac{3}{16}$"- 36½" 170NHP Thyssen&CoA.G.Mülheim		G
32346 LCYC	**Skramstad** *OilEng.* D.F. *CruiserStern* 2*Dks*	4300 3846 2455					1925	Deutsche WerftA.G. Hamburg	SkibsA/S Skram- stad(A.F. Klaveness&CoA/S)	382·7 P112*t*H314*t*F24*t*	53·4	24·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 492NHP AllgemeineElekGes.Berlin		N
32347 121 YLBP	**Skrunda** (*ex*Ertshandel,*ex*Fusilier, *ex*Lynchburg) *ss*Lie.No.3-6,33 *ss*Lie.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted in Nos.* 1 *&* 3*holds*	2414 2097 1467	✠100A1 11,40 BS6,40 ✠LMC5,37 No later survey reported	Lie	*t*	10,40	1918 11mo	ThePusey &JonesCo. Wlmgtn,Del. A&CP	SeebergBros. *CellDB*	298·9 313·5(O.L.) P29'B75'F29' FK 254' 702*t FPT* 106*t*	44·0	19·7	Riga Latvian 5*BHCem* *APT*137*t*	1DR geared steam turbine 200lb (*s*) 307NHP 2SB,4*cf*,GS84,HS4258 FD DeLavalSteamTurbineCo. Trenton,N.J.	22 ″ 3 s 3 ″ 4¼ 19 ″ 1	
32348 7660 SGLE	**Skuld** 1*Dk*	*1121* *787* *596*					1930	Verein.Sthl Nordseewrke Emden	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	215·7 P14'Q55'B61'F30'	34·9	13·1	Stockholm Swedish *WB*	T.3Cy.17¾",29½"&46"-31½" 119NHP A.Borsig,G.m.b.H.Berlin		G
32349 LEWJ	**Skum** (*ex*Eikland) *ss*Osl.No.3-4,29 *ss*Osl.No.2-38 1*Dk*(*Stl*) *Cargo battens not fitted*	1304 1146 767	✠100A1 ~~8,41 11,40~~ 12,41 ~~10,41~~ Examined3,42 Bly ✠LMC9,41	~~Nwe~~ ~~Lon~~ Nwc	*o*	CL ~~8,38~~ ~~7,41~~ 10,41	1916 4mo	Jonker& Stans HendrikIdo Ambacht A&CP	Skibsaktieselska- petNordstjernen (L.S.&Jac.O.Lyn- gaas,*Mgrs.*)	237·7 P20'B59'F24' FK *CellDB*111'342*t*	36·4	15·9	Tonsberg Norwegian 4*BHCem* *APT*39*t*	T.3Cy.17⅛",$28\frac{9}{16}$"&$46\frac{5}{16}$"-36" 180lb (*s*) 163NHP 2SB,4*cf*,GS80,HS2836 Alblasserdam.Msch.Fab.	18 ″ 0 s 2 ″ 1½ 16 ″ 0½	
32350 602 SZMM	**Skyros** Ⓟ Iron (*ex*Kronos-33, *ss*Cws.2ndNo.3-3,02 *ex*Rover,*ex*Yacht, *ss*Hav.No.2-11 *ex*Uarda,*ex*Semillante,*ex*Rover, *ex*Miranda,*ex*Rover)	639 — 355	✠ ... 2,19 *Yacht* ✠				1882 1mo	Ramage& Ferguson Leith	HellenicCoast LinesCo.Ld.	170·2 *Shade dk*39' DkHouse *added*88	27·7	14·7	Piræus Greek	C.2Cy.23"&46"-24" 77NHP M.Paul&Co.Dumbarton	17 ″ 0	
32351 LDIB	**Skytteren** TwinSc4Mst 3*Dks* (*ex*Suevic) *Fitted for oil fuel* D.F. GyC. (*Whale oil factory*)	12358 9045 7276					1901	Harland& Wolff,Ld. Belfast	Hvalfangstslsk FinnhvalA/S (YngvarHvisten- dahl,*Mgr.*)	550·0 P652*t*H265*t*F122*t* pt rebuilt07	63·3	39·9	Oslo Norwegian *WB*	Q.8Cy.22",31½",46"&67"-51" 641NHP Harland&Wolff,Ld.Bel.		N
32352																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B.of Trade.
32353 SPAM	**Slask** ssGls.No.2–40 D.F. 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in* *Cruiser Stern* *Nos.*1&2 *holds* *Strengthened for navigation in ice*	1386 1096 734	✠100A1 *withfreeboard* 1,42 ~~12,40~~ BS10,41 ✠LMC5,40	NYk	*o*	CL 12,40	1932 1mo *Lloyd*	Nakskov Skibs.A/S Nakskov '*sA&CP* *CellDB*196'33 2*tTank in way of tunnels* 27*t FPT*21*t APT*33*t*	ZeglugaPolska S.A.(PolishS.S. AgencyLd.,*Mgrs.*)	232·5 P28'B60'F23' FK	35·8	17·9	Gdynia Polish 4*BHCem*	C.4Cy.(2)16$\frac{9}{16}$"(2)35$\frac{7}{16}$"– 35$\frac{7}{16}$" 206lb (*s*) FD 218NHP 2SB(Spt),4*cf*,GS75,HS3122 A.Borsig,Berlin-Tegel	20 ″ 4 s4 ″ 6½ 15 ″ 10¾	
32354 119067 MGMY	**Slateford** 3Mst *Mchy.Aft* ssDun.3rdNo.3–6,39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	355 231 141	✠100A1 ~~9,41~~ ~~11,40~~ 5,42 BS5,42 ✠LMC MS4,39 ~~BS1,41~~	~~Abn~~ Dun	*e*	CL 9,38	1903 11mo *Lloyd*	R.William-son&Son Workington '*sA&CP*	~~J.M.Piggins~~ E.F. Coe(H.S.Cordran&Co.*Mgrs.*)	136·5 142·0(O.L.) Q78'B9'F25' FK	24·0	9·9	Montrose British 3*BHCem* *FPT*31*t*	C.2Cy.17"&36⅜"–24" (*s*) 125lb 54RHP 1SB,2*pf*,GS40,HS1300 Ross&Duncan,Glasgow	10 ″ 9 s4 ″ 3 10 ″ 8	
32355 142303 GXCB	**Slavol** ssCbo.No.3–9,30 ssBom.No.2–38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Cruiser Stern*	2623 2205 1023	✠100A1 4,40 BS6,41 ~~BS4,40~~ ✠LMC5,38 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,18 *F.P. above* 150° F.	Bom		CL 4,38	1917 10mo *Lloyd*	Greenock&Grngemouth Dkyd.Co.Ld Greenock '*sA&CP* *CellDBuE&B*68' 141*t DT f* 24' 93*t FPT* 50*tAPT*36*t*	TheAdmiralty	320·1 342·5(O.L.) P46'B107'F39' FK	41·6	23·0	London British 16*BHptCem* (10 „ *to Udk* 6 „ „2*nd*„)	T.3Cy.26",42½"&70"–45" (*s*) 200lb 541NHP 3SB,9*cf*,HS8400 FD Richardsons,Westgarth&Co.Ld.Hpl.	25 ″ 6 s3 ″ 4 22 ″ 4½	
32356 LDTF	**Slemdal** TwinSc *OilEng.* ssMob.No.2–40 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. *in mchy. space Web frames* *Longitudinal framing*	7374 6856 4352	✠100A1 8,41 ~~10,40~~ ✠LMC CS10,40 DBS10,40 6,38 *Carrying Petroleum in bulk*	~~Mob~~ NYk	*b*†	CL 1,40	1931 8mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP* *CellDBuE*66'259*tDTf*33'399*tFPT*176*tAPT*145*t*	A/S Moltzau's Tankrederi (Moltzau & Christensen, *Mgrs.*)	424·7 445·5(O.L.) P100'B37'F37' FK	60·2	34·1	Oslo Norwegian 11*BH*	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 633NHP 2DB150*lb* Akt.Burmeistr&Wain,Cpn	~~34 ″ 0~~ 34 ″ 1 s6 ″ 9½ 27 ″ 5¼	
32357 124677 MCZL	**Slemish** ssRou.2ndNo.3–12,33 ssRou.No.1–37 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1536 1143 682	✠100A1 ~~8,41~~ ~~7,40~~ 5,42 ~~BS7,41~~ ✠LMC MS11,37 ~~BS4,40~~	~~Shl~~ ~~Cf~~ Shl BS5,42	*p*	OG ~~1,39~~ 4,42	1909 7mo *Lloyd*	Ramage&Ferguson,Ld. Leith '*sA&CP* *CellDBuE*21'*f*92' 210*tDTa* 295*t FPT* 13*tAPT*35*t*	ShamrockShippg. Co.Ld.(W.C. Lawson,*Mgr.*)	250·4 P20'Q75'B52'F27' FK	36·2	17·2	Belfast British 5*BHCem*	T.3Cy.16½",30"&49"–33" (*s*) 180lb 178NHP 2SB,6*cf*,GS107,HS3149 Ramage&Fergusn,Ld.Lth.	18 ″ 3 s1 ″ 5½ 17 ″ 0	
32358 LCBB	**Slemmestad** *OilEng.* D.F. 2*Dks*	4258 3827 2490					1928	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Siljestad (A.F.Klaveness& Co.A/S,*Mgrs.*)	376·5 P62*t*B87*t*H249*t* F28*t*	53·8	23·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"–59" 490NHP Akt.Burmeistr&Wain,Cpn		N
32359 OYYG	**Slesvig** *OilEng.* D.F. *CruiserStern* 2*Dks*	3098 2641 1767					1938	Helsingörs Jernsk&Msk. Elsinore	DetDansk-Franske D/S(A.N.Petersen &E.Hahn-Petersen,*Mgrs.*)	351·2	50·5	20·7	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 7Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$ 475NHP HelsingörsJernsk.&Mskb.		C
32360 159329 MQCC	**Slieve Bawn** TwinSc 2*Dks* E.S.D. *CruiserStern*	1447 1259 543					1936	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7 P89'B78'F91'	45·1	15·8	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 467NHP W.Denny&Bros.Ld.Dmb.		
32361 165011 MLNL	**Slieve Bearnagh** TwinSc 2*Dks* D.F. E.S.D. *CruiserStern*	1450 1261 540					1936	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7 P68'B116'F70'	45·1	15·8	Lancaster British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 467NHP W.Denny&Bros.Ld.Dmb.		
32362 156202 MQDD	**Slieve Bloom** TwinSc 2*Dks* E.S.D. *CruiserStern*	1297 1167 492					1930	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	300·2 P91'B79'F91'	44·7	14·8	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
32363 144977 MQCQ	**Slieve Donard** Ⓟ TwinSc 2*Dks* D.F. E.S.D. Sub.Sig.	1116 1009 432	✠ ... 2,24				1922 1mo	VickersLd. Barrow	LondonMidland& ScottishRly.	299·9 P91'B79'F92' FK&BK2"	39·1	14·2	London British *WB*	T.8Cy.19",29½",&(2)33"–30" 420NHP Vickers,Ld.Barrow	15 ″ 0	
32364 159302 MQCM	**Slieve League** TwinSc 2*Dks* E.S.D. *CruiserStern* *Fitted for oil fuel*	1342 1164 518		✠			1935	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7 P97'B78'F112'	44·7	14·8	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
32365 156208 MQBM	**Slieve More** Ⓟ TwinSc 2*Dks* E.S.D. *CruiserStern*	1409 1164 536					1932	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7 B72'	44·7	14·8	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 1,42
32366 PKGT	**Sloet van de Beele** 3*Dks*	2977 2367 1809					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5	44·1	22·7	Batavia Dutch *WB*	T.3Cy.22",36½"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
32367 YTED	**Sloga** (*ex*Brynymor,*ex*Pensilva) ssRot.2ndNo.3–12,38 1*Dk*(*Stl*)	*4323* *4028* *2712*	✠100A1 8,41 ~~10,40~~ ~~DBS6,41~~ ✠LMC7,38 ~~BS10,39~~ ~~MBS11,40~~	~~Phl~~ Mtl BS11,41	*x*	CL ~~11,39~~ 8,41	1913 5mo *Lloyd*	W.Gray&Co.Ld. WHartlepool '*sA&CP* *CellDBa&uE*145'*f*159'966*tFPT*110*tAPT*109*t*	AtlantskaPlovidba d.d.	365·2 P27'B106'F36' FK	50·8	26·0	Susak Yugoslav 6*BHCem*	T.3Cy.25$\frac{7}{16}$",41"&68"-48"(*s*) 180lb ~~100lb~~ NDB29 371NHP 2SB,8*cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s5 ″ 4¾ 23 ″ 3	
32368 PHOJ	**Sloterdijk** TwinSc *OilEng.* D.F. E.S.D. *Ref.Mchy.* 3*Dks* *CruiserStern*	9230 8358 5523	✠100A1 ~~2,41~~ 10,41 ✠LMC3,40 ✠Lloyd'sRMC11,40 *Carrying vegetable oil in deep tanks* *Carrying latex in tanks above F.P.T.*	~~Bal~~ Sba	*e*†	CL 2,41	1940 3mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP* *CellDB*349'1465*t DT's f* 50'1535*t DT's a* 50'2305*t* *Tanks in way of tunnels* 802*t tanks above FPT*209*t FPT* 97*t APT* 166*t*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	472·5 492·6(O.L.) B80'F48' FK	62·3	34·4	Rotterdm Dutch 8*BH*	Oil Engines 2S.C.SA 16Cy.24$\frac{7}{16}$"–45¼" 1655NHP Akt.Burmeistr&Wain,Cpn	40 ″ 6 s9 ″ 9 30 ″ 11½	
32369 140039	**Småland** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	833 659 409					1924	Västerviks NyaVarvs-aktiebolag Västervik	SmalandMotorshipCo.Ld.(J.S. Webster&Sons, *Mgrs.*)	195·7 P60'F30'	31·0	14·4	KingstnJa British *WB*	Oil Engines 2S.C.SA 4Cy.15¾"–28⅜" 172NHP Aktieb.AtlasDieselSkm.		VL
32370 86510 MQNB	**Smeaton** Ⓟ IronTwinScSp	369 310 200					1883	W.Allsup &Sons Preston	UlsterSteam TenderCo.Ld.	125·2	35·1	11·1	Belfast British	C.4Cy.17"&34"–24" 98RHP W.Allsup&Sons,Preston		
32371 OXLV	**Smiril** Ⓟ 1*Dk*	300 235 125					1932	Frdrkshvn Værft og Flydk. Fredrikshavn	Færöenes Amtskommune (Edv.Mortensen, *Mgr.*)	116·7 B40'F23'	24·1	11·9	Thorshavn FaroeIsles Danish *WB*	T.3Cy.12¼",19"&31"–18" 41NHP HelsingörsJernsk.&Mskb.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Late when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32372 204190	**Smith Thompson** *Mchy.Aft* D.F. GyC. 1*Dk*	4786 — 4227					1907	ToledoS.B. Co. Toledo,O.	GreatLakesS.S.Co Inc.	438·7|52·0|23·9	OswegoNY Utd. States *WB*	Q.4Cy.16½",24",35"&50"-42" 162NHP ToledoS.B.Co.Toledo		R
32373 6655 SGJW	**Smöjen** (*ex*Siva-34) *ss*Got.No.3-1,34 *ss*Osc.No.1-38 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*)	*476* *342* *207*	✠100A1 9,41 ~~1,41~~ 9,41 BS~~10,40~~ ✠LMC3,38	~~Skm~~ Osc	*g*	OG 1,41	1921 9mo *Lloyd*'*sA&CP*	Aktieb. LödöseVarf Lödöse	A/B Bungenäs Kalkbrott(E. Lilljequist,*Mgr.*)	145·8|28·0|12·3 148·8(O.L.) P41'F25' FK *CellDBf*53' 85*t DTa*5' 15*t FPT*	Malmo Swedish 3*BHCem* 40*tAPT*14*t*	C.2Cy.12"&27"-18" (*s*) 125lb 32NHP 1SB,*2cf*,GS27,HS583 Aktieb.LödöseVarf Lödöse	13 ″ 3 s1 ″ 1½ 12 ″ 3	
32374 UOHX	**Smolensk** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7|46·1|26·1 P42'B95'F36'	Vladvostk Russian	T.3Cy.$22\frac{7}{16}$",37"&59⅛"-39⅜" 220NHP BalticS.B.&Eng.Wks.Len.		
32375 UNJL	**Smolny** Ⓟ *OilEng.* Sub.Sig. 2*Dks&3rd dk in foreholds* *Ref.Mchy.* *Cruiser Stern*	3767 2934 2164	✠ ... 1,31 ✠				1929 10mo	Severney S.B.Yard Leningrad	U.S.S.R.	332·5|48·0|25·6 Q37'B100'F41' FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"-33⅞" 692NHP RussianDieselWorks,Len.	27 ″9	
32376 UOES	**Snabjenets Pervy** TwinSc (*ex*ShinseiMaruNo.11,*ex*Shinsei MaruNo.8) 2*Dks*	890 740 402					1905	.... Japan	U.S.S.R.	162·2|32·1|21·1	Vladvostk Russian	T.6Cy.10¼",16½"&26⅜"-16½" NB32 58NHP ,Japan		
32377 UOGS	**Snabjenets Vtoroi** (*ex*Bendoran) *ss*Yka.No.3-10,19 *ss*Yka.No.2-27 1*DkSpar dk&deep framing*	4067 3416 2254	✠ ... 10,31 ✠				1908 1mo	Bartram& Sons Sunderland	U.S.S.R.	371·2|47·8|26·6 P35'B109'F36' FK	Vladvostk Russian *WB*	T.3Cy.25",42"&68"-48" 353NHP N.E.MarineEng.Co.Ld.Sld	28 ″ 6	
32378 121331 GPMK	**Snaefell** Ⓟ (*ex*Viper) TrpSc *ss*Brw.2ndNo.3-5,27 D.F. *ss*Brw.No.3-3,40 2*Dks*(*M-ptStl*)*&Web frames&Awng dk*(*ptStl*)	1713 1186 723	✠ A1 *Awng dk withfreeboard* 9,41 ~~9,41~~ BS5,41 ✠LMC3,40 *For Channel purposes—Scotland&Ireland*	~~Brw~~ Bkn	*s*	P4,39 C8,41 CL S4,39	1906 5mo *Lloyd*'*sA&CP*	Fairfield Co.Ld. Glasgow	Isle of ManSteam PacketCo.Ld.	315·0|39·6|15·7 23·2 BK6"	DouglasIM British 6*BHCem*	3 Steam Turbines (*s*) 165lb 1217NHP 4DB,*24cf*,GS504,HS16020 FairfieldCo.Ld.Glasgow	24 ″ 1 s10 ″ 6½ 14 ″ 3	BT till ~~9,40~~ 8,42
32379 TFCM	**Snæfell** (*ex*Kongshaug-35, *ex*Thyra) D.F. 1*Dk*	751 563 435					1901	Stavanger Stöberi&Dok Stavanger	Utgerdarfjelag Kea h.f.	193·6|30·3|11·2 Q99*t*B47*t*H10*t*F31*t*	Akureyri Icelandic *WB*	T.3Cy.14",23½"&38"-27" 75NHP StavangerStöberi&Dok		N
32380 LCLT	**Snar** (*ex*Grong-33,*ex*Fageraas) 1*Dk* *Fitted for oil fuel*	3176 2910 1957					1920	Eltring- hams,Ld. Willington Quay	D/S A/S Snar (Kr.HöghHervig)	330·6|48·0|22·5 P31'B96'F33'	Haugesnd Norwegian *WB*	T.3Cy.24",39"&65"-42" 274NHP Eltringhams,Ld. WillingtonQuay		N
32381 LCYF	**Sneland I** (*ex*Ingeborg) D.F. Sub.Sig. 1*Dk*	1791 1564 1054					1922	Nüscke& Co.A.G. Stettin	D/S A/S Vestland (RichardAmlie& Co.A/S.*Mgrs.*)	268·0|42·3|18·0 P56*t*H86*t*F25*t*	Haugesnd Norwegian *WB*	T.3Cy.$20\frac{7}{16}$",32¼"&$55\frac{1}{5}$"-$35\frac{2}{5}$" Waggon-u. 155NHP MaschinenbauA.G.Gorlitz		N
32382 128966 MDFL	**Sneyd** (*ex*Crestville-36, *ex*Horsham-32, *ex*Glanoventa) 3Mst *ss*Apl.2ndNo.3-8,36 *ss*Brs.No.1-40 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	401 279 156	✠100A1 9,40 8,41 ✠LMC BS~~4,40~~ MS9,40	Brs	*f*	CL 7,39	1910 2mo *Lloyd*'*sA&CP*	R.William- son&Son Workington	Osborn&Wallis, Ld.	141·6|24·3|11·0 Q81'B9'F20' FK	Bristol British 3*BHCem* *FPT*30*t*	C.2Cy.17½"&38"-27" (*s*) 130lb 87RH 1SB,*3pf*,GS45,HS1656 Ross&Duncan,Glasgow	12 ″ 0 s4 ″ 8½ 11 ″ 8	
32383 2179 IBQU	**Snia Amba** (*ex*SantaTecla-37) *ss*N.Os.No.3-2,36 D.F. 2*Dks*(*Stl*) *Fitted for oil fuel*	2532 2190 1534	✠ ... 12,39 ✠	Gen	*t*		1918 7mo	NewYork S.B.Corp. Camden,N.J.	Italo-BalticaSoc. Anon.Italiana di Nav. e Commercio ("LaCostiera" Soc.An.diNav.*Mgs.*)	299·3|40·0|22·9 309·9(O.L.) P35'B78'F28' FK *Cell DB*264'652*t FPT*89	Genoa Italian 6*BHCem* *tAPT*106*t*	T.3Cy.19¼",31½"&54½"-36" 262NH 2SB,*4cf*,GS84,HS3860 NYorkSBCorpCamden NJ	26 ″ 0	I †
32384 7531 SGLW	**Snöfrid** (*ex*Sigdal) 1*Dk*	*982* *675* *555*					1920	Pusnæs Stöberi&M.V Arendal	RederiA/B Östersjön(AxelChristensen,*Mgr.*)	206·6|33·1|12·0 Q78'B41'H71*t*F21'	Trelleborg Swedish *WB*	T.3Cy.15",25"&40"-30" 115NHP PusnæsStöberi&M.V.		N
32385 140819 MKST	**Snow Queen** (*ex*MaryNickerson) *ss*Bkn.No.3-7,33 *ss*Bel.No.2-11 ~~*ss*Bel.No.1-37~~ *Mchy.Aft* 1*Dk*(*Stl*)*&Web frames*	311 219 111	✠100A1 10,41 ~~7,40~~ ~~BS10,40~~ ✠LMC~~3,37~~ 8,41	Bel	*e*	CL ~~2,39~~ 10,41	1921 4mo *Lloyd*'*sA&CP*	I.J.Abdela &Mitchell,Ld Chester	LarneS.S.Co.Ld.	130·0|23·1| 9·7 Q45'B7'F16' FK *FPT*45*t*	Belfast British 3*BHCem* *APT*15*t*	C.2Cy.15"&31½"-24" (*s*) 130lb 40RHP 1SB,*2cf*,GS39,HS1226 A.Dodman&CoKingsLynn	10 ″ 6 s ″ 9 9 ″ 10½	
32386 144244 MKPD	**Snowcrete** (*ex*LowlandFirth) *ss*Lth.No.3-12,33 *Mchy.Aft* *Well deck* *ss*Grk.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	351 235 139	✠100A1 2,42 ~~1,39~~ ✠LMC MS6,38 BS7,41	~~Ayr~~ Bwg	*e*	CL 1,39	1921 3mo *Lloyd*'*sA&CP*	Hepples (1919)Ld. SouthShields	J.Kennedy&Sons	135·0|23·3| 9·7 141·3(O.L.) *24·0* BK7" Q46'B9'F23'	Glasgow British 3*BHCem* *FPT*45*t*	C.2Cy.17"&34"-24" (*s*) 130lb 65RHP 1SB,*2pf*,GS35,HS1120 Hepples(1919)Ld.S.Shl.	10 ″ 6 s ″ 6½ 10 ″ 7	
32387	**Sobieski** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks&Shade dk* GyC. *Ref.Mchy.* *CruiserStern*	*11030* *7344* *6351*	✠100A1 *withfreeboard* 8,41 ~~2,41~~ ✠LMC5,39 ✠Lloyd'sRMC8,40	~~Gib~~ PN1	*g*† $2\frac{5}{16}$	CL PN8,41 S8,41	1939 5mo *Lloyd*'*sA&CP*	SwanHunter&Wigham Richardson, LdNewcastle	Gdynia-America ShippingLines,Ld.	493·0|67·3|31·6 511·2(O.L.) F *onShade dk*68' FK *CellDB*402' 1171*t DTa*18 422*t*	Gdynia Polish 8*BHptCem ptAsp* *MT*35' 1007*t*	Oil Engines 2S.C.DA 16Cy.$17\frac{1}{16}$"-47¼" 1716NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk. *FPT*57*tAPT*228*t*	36 ″ 3 s9 ″ 9½ 26 ″ 9	
32388 164319 GZFY	**Sobo** *OilEng.* *Cruiser Stern* 3*Dks*	5353 4702 3154					1937	Scotts'S.B. &Eng.Co.Ld Greenock	ElderDempster Lines,Ld.	379·0|52·7|21·3 P36'F48' 30·1	Liverpool British *WB*	Oil Engines 2S.C.SA 4Cy.$22\frac{1}{16}$"-$85\frac{1}{16}$" 598NHP W.Doxford&Sons,Ld.Sld.		C
32389 171315 GLZM	**Söborg** *ss*Els.No.3-12,36 D.F. 1*Dk*(*Stl*)	1993 1764 1197	✠100A1 6,41 ✠LMC MS12,36 BS11,40	Shl	*r*	OG 12,39	1924 6mo *Lloyd*'*sA&CP*	W.Gray& Co.Ld. WHartlepool	MinistryofWar Transport(ClaymoreShippingCo. Ld.*Mgrs.*)	280·0|40·1|19·2 290·6(O.L.) P23'B83'F28' FK *CellDB*240'515*t*	Glasgow British 4*BHptCem* *APT*75*t*	T.3Cy.20",31½"&53"-36" (*s*) 180lb 194NHP 2SB,*4cf*,GS79,HS2134 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s2 ″ 11¾ 18 ″ 6	
32390 YTNH	**Sóca** Ⓟ (*ex*Maros) *ss*Ssk.3rdNo.3-12,36 1*Dk*(*Stl*)	545 392 304	A1 *withfreeboard* 12,40 BS12,40 LMC6,36 *For Service in the Adriatic* No later survey reported	Ssk	*i*	12,40	1907 *Lloyd*'*sA&CP*	M.U. Martinolich Lussinpiccolo	Jadranska PlovidbaD.D.	177·1|26·9|12·7 185·8(O.L.) P41'B47'F38' FK *FPT*	Susak Yugoslav 4*BHCem* 23*tAPT*27*t*	T.3Cy.14⅜",23¼"&36¼"-24" 160lb (*s*) 90NHP 1SB,*3pf*,GS56,HS1740 Plenty&Son,Ld.Newbury	13 ″ 9 s1 ″ 4 12 ″ 6½	

1 Numero l'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade
32391 FOTY	**Socombel** *ss*St.N.No.2–37 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in way of cargo tanks, Web frames* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing*	1646 1347 811	✠100A1 11,40 BS11,40 ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,30 *F.P. above* 150° F.	Msl	*p*	CL 11,39	1930 1mo *Lloyd's A&CP*	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam	Soc.Anon. FrançaiseSocombel-Transports *CellDBuE&B*	234·3 P61'B24'F18' FK 44'*f*14'65*t FPT*58*t*	40·1	19·1	Marseilles French 9*BHCem* *APT*30*t*	T.3Cy.17¼",28"&47"–36" (*s*) 180lb 234NHP 2SB,4*cf*,HS3875 FD RotterdamDroogd.Maats.	19 ″ 6 s 2 ″ 5¾ 17 ″ 1¾	
32392 159450 GNBD	**Socony** *ss*NYk.No.1-41 *Mchy.Aft* 2*Dks* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing-bracketless system* *Part electrically welded*	4404 3976 2507	✠100A1 4,41 ~~10,40~~ ~~Examined 2,41~~ ~~BS2,40~~ ✠LMC~~5,36~~4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,36 *F.P. above* 150°F.	~~N.Os~~ NYk ~~Lon~~	*w*	CL 2,40	1936 3mo *Lloyd's A&CP*	Bremer Vulkan Vegesack	Socony-Vacuum Transportation Co.Ld. *CellDBuE&B*63' 189*tD*	349·7 P82'B28'F32' FK *Tf*18'359*t FPT*136*t*	52·3	29·6	London British 14*BHptAsp* (11 *to Udk* 3 ,, 2*nd* ,,) *APT*66*t*	C.4Cy.(2)$20\frac{1}{16}$"&(2)$43\frac{5}{16}$"–$43\frac{5}{16}$" 425NHP 220lb (*s*) 2SB,6*cf*,HS6458 FD BremerVulkan,Vegesack	29 ″ 8 s 4 ″ 10 24 ″ 11¾	
32393 233715 WLFO	**Socony-Vacuum** *ss*N.Yk.No.1–39 *Mchy.Aft* 2*Dks* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing–bracketless system*	9511 8829 5894	✠100A1 2,42 ~~3,41~~ BS3,42 ✠LMC MS2,39 ~~BS3,41~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,35 *F.P. above* 150° F.	NYk	*e*†	CL 3,41	1935 3mo *Lloyd's A&CP*	NewYork S.B.Co Camden,N.J.	Socony-Vacuum OilCo.Inc. *CellDBuE*71'198*tD*	484·0 P103'B34'F49' FK *Tf*22'705*t FPT*449*t*	66·0	36·8	NewYork Utd.States 17*BH* (13 *to U dk* 4 ,, 2*nd* ,,) *APT*63*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 1104NHP 450lb HS11164 FD 3WTB(2Spt424lb) DeLavalSteam TurbineCo.Trenton,N.J	37 ″ 0	
32394 PHOM	**Socrates** *OilEng.* D.F. E.S.D. 2*Dks&Shelter dk* *CruiserStern*	3169 2510 1823	✠100A1 *withfreeboard* 6,41 ~~11,40~~ DBS10,40 ✠LMC7,38	~~Gal~~ Boa	*w*	OG	1938 7mo *Lloyd's A&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats. *CellDB*285'772*tF*	358·6 374·5(O.L.) FK *PT*66*tAPT*29*t*	49·5	20·2	Amstrdam Dutch 6*BH* (*Coll to Shdk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 7Cy.$27\frac{9}{16}$"–47¼" 925NHP DB*114lb* Gbr.Stork&CoNVHengelo	23 ″ 6 s 1 ″ 5¾ 22 ″ 1¾	
32395 166564 MMWX	**Sodality** *OilEng.* *Mchy.Aft* 1*Dk*	829 585 461	✠100A1 6,41 ✠LMC9,38 ✠LMC(M)4,41	Bly	*k*	OG 6,41	1938 9mo *Lloyd's A&CP*	R.Williamson&Son,Ld. Workington	F.T.Everard&Sons,Ld. *CellDB*114	188·4 Q116'B11'F23' FK	30·3	12·4	London British 3*BHptCem* 190*t FPT*52*t*	Oil Engines 2S.C.SA 7Cy.12⅝"–16¾" 99RHP NewburyDieselCo.Ld. Newbury	14 ″ 7 s 4 ″ 9¾ 14 ″ 4½	
32396 DHVW	**Söderhamn** 1*Dk&ptAwng dk*	1499 980 945					1899	Helsingörs Mskbyggeri Elsinore	H.M.Gehrckens	240·8 Q80' *ptAwng dk*164'	34·1	15·1	Hamburg German *WB*	T.3Cy.17",27½"&47"–33" 127NHP HelsingörsJernsk.&Mskb.		G
32397 147225 MLNZ	**Sodium** *ss*Bkn.No.3–5,35 *ss*Bkn.No.1–39 *Well deck Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	608 445 287	✠100A1 6,41 ✠LMC MS11,38 BS6,41	Bkn	*i*	OG 6,41	1923 6mo *Lloyd's A&CP*	C.Rennoldson&Co.Ld. SouthShields	I.C.I.(Alkali),Ld. *Cell*	180·2 Q52'B9'F27' FK BK1¼' *DBf*103'165*t FPT*	28·2	10·7	Liverpool British 3*BHCem* 50*t APT*28*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 87RHP 1SB,3*cf*,GS64,HS1983 MacColl&Pollock,Ld.Sld.	12 ″ 9 s 1 ″ 3 11 ″ 8	
32398 2769 SGUD	**Södra Sverige** Ⓟ **Iron** 2*Dks&Shelter dk*	*733* *402* *441*					1871	Bergsunds Mek.Verkst Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	184·1 H55*t*	25·1	13·0 20·4	Stockholm Swedish	C.2Cy.24"&48"–27" 100NHP BergsundsMek.Vks.Skm.		
32399 PHOQ	**Soekaboemi** 3*Dks* D.F. *Fitted for oil fuel*	7051 6677 4457					1923	Bonn& Mees Rotterdam	Rotterdamsche Lloyd	445·8 B70'F58'	54·3	34·2	Batavia Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Gebr.Stork&Co.Hengelo		V
32400	**Soemba** *OilEng.* *Mchy.Aft CruiserStern*	314 174 178					1939	NV Schpsw "Vooruitgang" Foxhol	J.Sloots	123·4	24·3	7·8	Groningen Dutch *WB*	Oil Engines 2S.C.SA 3Cy.$9\frac{7}{16}$"–$14\frac{3}{16}$" 62NHP N.V.Mchfb.Bolnes,Bolnes		C
32401 165598 GDDP	**Sofala** **TwinSc** *OilEng.* 1*Dk&Shelter dk* *Mchy.Aft CruiserStern*	1031 699 491	✠100A1 *withfreeboard* 10,41 ~~4,40~~ ✠LMC10,37	Mba	*p* 1⅝	CL 10,40	1937 10mo *Lloyd's A&CP*	Henry Robb,Ld. Leith	BritishIndiaSteam NavigationCo.Ld. *CellDB*142' *a*14'283*tDTf*16'	231·7 244·7(O.L.) F30' FK 69*t FPT*40*t APT*40*t*	37·2	11·6	London British 4*BHptCem* (*Coll to Shdk* 3 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 10Cy.13⅜"–$22\frac{7}{16}$" 312NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s ″ 2 13 ″ 11	
32402	**Sofia** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	4450					1939	Deutsche WerftAGBet Reihstgwrft Hamburg	Deutsche Levante-LinieHamburgA.G (DeutscheLevante-LinieG.m.b.H. *Mgrs.*)	401·9 F29'	55·7	21·3	Hamburg German *WB*	2 SR geared Oil Engines 2S.C.SA 12Cy.20½"–$27\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
32403 UNYP	**Sofiya Perovskaya** (*ex*Orkan, *ex*Rescue) *ss*Hul.No.2–07 *Well deck* 1*Dk*	731 526 382	✠ ... 4,12 ✠				1900 9mo	J.P.Rennoldson&Sns SouthShields	U.S.S.R.	189·3 Q92'B14'F23' FK	30·2	11·1	Archangel Russian *WB*	T.3Cy.15½",25"&41"–27" NB32 90NHP J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6	
32404 LEWU	**Sogn** Ⓟ **Iron** 1*Dk*2*trB*	384 230 219					1875	C.S.Swan &Co. Newcastle	Fylkesbaatane i Sogn og Fjordane	158·2 P75*t*H41*t*F39*t*	22·0	11·4	Bergen Norwegian *WB*	C.2Cy.21½"&40"–24" 65NHP Thompson&Co.Nwc.		
32405 145504 MJYP	**Sojourner** *ss*Nwc.No.3–12,35 *ss*Bly.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	435 289 197	✠100A1 ~~7,41~~ ~~9,40~~ 6,42 ✠LMC MS8,39 BS~~4,40~~6,41	Lth	*f*	CL ~~2,38~~ 7,41	1920 6mo *Lloyd's A&CP*	Camper& Nicholson,Ld Gosport	M.Taylor	142·0 Q79'B9'F22' FK	25·1	11·5	Methil British 3*BHCem* *FPT*70*t*	C.2Cy.18"&38"–27" (*s*) 130lb 82NHP 1SB,3*pf*,GS50,HS1486 Aitchison,BlairLdClydebk	12 ″ 7 s4 ″ 4¼ 12 ″ 3¾	
32406 7660 JNPE	**Soko Maru** **WoodAux** *OilEng.* 1*Dk*	328 275 206						....	IwamotoZenji	158·7	27·8	13·6	Nishinomiya Japanese	Oil Engines 2S.C.SA 2Cy.15½"–16" 85NHP NishitaniBros.Kobe		
32407 210133 KJYW	**Sol Duc** Ⓟ 2*Dks* *Fitted for oil fuel*	1085 — 667					1912	SeattleConstruction& DryDockCo. Seattle,Wash	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	189·0	31·5	22·6	Seattle, Wash. Utd.States	T.3Cy.17",28"&47½"–36" 136NHP SeattleConstruction& DryDockCo.Seattle,Wash		

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ. RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R.
32408 221122 KDQJ	**Solana** ssS.Fo.No.3-3,39 D.F. 2*Dks(Stl)&Webframes* *Mchy.Aft* *Longitudinal framing*	6703 6125 4203	✠100A1 ~~9,41~~ ~~2,41~~ 2,42 2,42 BS~~2,41~~ ✠LMC4,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,21 F.P. above 150° F.*	SFo	*a*†	CL 2,40	1921 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	TideWater AssociatedOilCo.	419·5|56·5|33·3 435·8(O.L.) P101'B36'F34' FK *Cell DBuE&B65' 272t FPT294tAPT46t*	S.Frncisco Utd.States 14*BHptCem* (9 „ *to U dk* 5 „ *2nd* „)	T.3Cy.27",45$\frac{7}{16}$"&75"-51" 195lb (*r*) 601NHP 3SB,*9cf*,GS190,HS8952 FD NewYorkS.B.Corp.	33 ″ 4	
32409 211618 KJYV	**Solano** Wood 1*Dk* *Fitted for oil fuel*	943 801 525					1913	A.Petersen Raymond, Wash.	SolanoS.S.Co.	198·2|42·7|14·7	S.Frncisco Utd.States	T.3Cy.13½",22"&36"-24" 63NHP UnitedEng.Wrks.Alameda		
32410 164704 GYXV	**Solarium** *OilEng.* D.F. E.S.D. 1*Dk,2nd dk clear* *Mchy.Aft of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	6239 5543 3651	✠100A1 4,42 ~~5,41~~ Examined ~~5,41~~4,42 ✠LMC CS5,41 DBS~~2,40~~4,42 ~~8,38~~6,39 *Carrying Petroleum in bulk*	Bkn	*a*†	CL 10,39	1936 9mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's*A&CP	Anglo-Saxon PetroleumCo.Ld.	429·5|54·5|30·8 P87'B38'F48' FK *CellDBuE61'87tDTf25'259tFPT*	London British 16*BH* *106tAPT56t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB*180lb* N.V.Werkspoor,Ams.	31 ″ 0 s5 ″ 7¼ 25 ″ 7	
32411 168692 ~~GFEF~~ BFYF	**Solbritt** (*ex*Salt-39,*ex*Rondo-38, *ex*Strand-35, ssBry.No.1-23 *ex*PanaghisVergottis, 1*Dk* *ex*LakeWeston)	1885 1635 1110	✠ ... 4,26 ✠				1918 3mo	Detroit S.B.Co. Wyandotte	Ministry of War Transport (Harper,Hopps &Co.Ld.*Mgrs.*)	251·1|43·7|18·0 P66*t*H94*t*F24*t* FK	Glasgow British *WB*	T.3Cy.20",33"&54"-40" 247NHP DetroitS.B.Co.Detroit	20 ″ 0	N †
32412 146592 GFLC	**Solen** ssSng.No.2-31 *Mchy.Aft* 2*Dks(Stl)&Webframes* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel* (*Now used as fuel oil storage ship*)	5693 5263 3385	✠ ... 7,38 ✠	HKg	*z*		1922 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Anglo-Saxon PetroleumCo.Ld.	411·5|53·4|31·0 P109'B26'F45' FK *CellDBuE&B78'217tDTf32' 316t FPT81tAPT136t*	London British 16*BHptCem* (12 *to U dk* 4 „ *2nd*„)	T.3Cy.24½",42½"&74"-48" 548NHP 3SB,*9cf*,GS184,HS7617 WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0	
32413 97201	**Solent Queen** Ⓟ IronPadSk	324 285 184					1889	Barclay, Curle&Co.Ld Glasgow	Sou.I.of Wight& S.of Eng.Royal MailStmPktCo.Ld	215·6|21·1| 8·2	S'thamptn British	C.D.2Cy.29"&58"-60" 217NHP Barclay,Curle&Co.Ld.Gls.		BT till 12,41 3,42
32414 LKDM	**Solfonn** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft Cruiser Stern* *Carrying Petroleum in bulk*	9925 9191 5901					1939	Deutsche WerftAGBet Finkenwrder Hamburg	Skibs-A/SDalfonn (SigvalBergesen, *Mgr.*)	492·9|66·1|36·4 P113'F74'	Stavanger Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1163NHP Maschinefbrk.Augsburg- NürnbergA.G.Augsburg		N
32415 LDMD	**Solglimt** (*ex*Stockholm, TwinSc *ex*Potsdam) ssOsl.3rdNo.3-9,35 ssOsl.No.1-39 D.F. GyC. 4*Dks(Stl-Uws)&Webframes* Sub.Sig.	12246 9522 7090	100A1 6,40 LMC8,39 Pr.BS8,39 BS6,40 *Carrying whale oil in bulk* *Fitted for oil fuel 3,22 F.P. above 150° F.* (SEE FOOTNOTE *)	NN	s	P8,38 CL S8,38	1900 5mo	Blohm& Voss Hamburg *Lloyd's*A&CP	A/S Odd (A/SThorDahl, *Mgrs.*)	550·1|62·1|34·6 F20' BK3"onFK *CellDB460'1476t*	Sandefjord Norwegian 16*BHptAsp* *ptCem*	T.6Cy.27$\frac{7}{16}$",46½"&80"-55⅛" 206lb (*s*) 1115NHP 32Pr.B.*60lb* 8Pr.B.*43lb* 3D&2SB*24cf*GS507HS17313 Blohm&Voss,Hamburg	38 ″ 0 s7 ″ 0 31 ″ 10	
32416 LDHL	**Solgry** (*ex*Olli-38,*ex*Sylvi-37, *ex*Gullaug-33,*ex*Wargön) *Mchy.Aft* 1*Dk*	559 419 290					1919	Götaverken A/B Gothenburg	A/S Solskin (HolgerFischer)	166·9|27·3|11·3 P72*t*H17*t*F25*t*	Oslo Norwegian *WB*	T.3Cy.12⅝",20½"&33$\frac{1}{16}$"-24" 54NHP GötaverkenA/B,Got.		V
32417 LCYN	**Solhavn** (*ex*Kapland) 1*Dk*	1630 1192 943					1918	Bergens Mek.Værks Bergen	D/S A/S John Knudsen(Thomas Haaland,*Mgr.*)	244·7|37·9|15·6 P34*t*Q106*t*B149*t* H82*t*F34*t*	Haugesnd Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergersMekVærksBergen		N
32418 LCKV	**Soli** (*ex*SilverShell) ssRot.No.3-9,28 ssH.Kg.No.2-37 *Mchy.Aft* 2*Dks(Stl)&Webframes* *Longitudinal framing*	5834 5310 3474	✠ 1,42 ~~BS8,40~~ ✠~~LMC8,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 12,15 F.P.above 150° F.*	Sng	*z*	CL 7,40	1915 12mo	Harlan& Hollings- worthCor. Wlmgtn,Del. A&CP	VictorJenssens RederiA/S(Victor Jenssen,*Mgr.*)	411·6|53·4|31·0 426·0(O.L.) P110'B26'F40' FK *Cell DBuE&B74'199t* *DTf32'337t FPT114tAPT106t*	Oslo Norwegian 16*BHptCem* (12 *to U dk* 4 „ *2nd* „)	T.3Cy.27",45"&74"-48" (*s*) 180lb 550NHP 3SB,*9cf*,GS192,HS8332 FD Harlan&HollingswrthCor	31 ″ 0 ~~s6 ″ 7½~~ ~~24 ″ 7~~	
32419 YTRB	**Solin** (*ex*YorkshireCoast-38, *ex*LlanellyTrader) ssLiv.2ndNo.3-11,38 *Well deck* 1*Dk(Stl)*	700 583 292	✠100A1 5,40 BS12,39 ✠LMC11,38 NO LATER SURVEY REPORTED.	Spt	*l*	CL 4,40	1913 5mo	Dundee S.B.Co.Ld. Dundee *Lloyd's*A&CP	I.L.Bulić	200·3|31·5|12·2 P&B115'F57' FK *CellDBa36'uE19'f86'168tFPT24t*	Vranjic Yugoslav 4*BHCem* *APT9t*	T.3Cy.17",28"&46"-33" (*s*) 180lb *100lb* 171NHP 1SB,*4cf*,GS81,HS3177 Richardsons,Westgarth& Co.Ld.Hpl.	14 ″ 4 s ″ 3¼ 14 ″ 2	
32420 LEWZ	**Solitaire** TwinSc *OilEng.* D.F. ssCpn.No 3-11,33 *Mchy.Aft* ssN Yk.No.1-37 2*Dks(Stl)&Webframes* *Longitudinal framing*	3160 2795 1844	✠100A1 ~~12,40~~ ~~4,40~~ ~~6,41~~ 1,42 DBS1,42 ✠LMC CS5,38 ~~DBS2,40 6,41~~ 2,39 *Carrying Petroleum in bulk*	~~NYk~~ ~~Gal~~ NYk	*u*	PN 12,40 s12,40	1920 4mo	TexasS.S. Co. Bath.Me. A&CP	TheTexasCo.(Norway)A/S(H.C. Mathieson,*Mgr.*)	315·4|43·7|27·4 P77'B25'F30' FK *Cell DBuE37' 96t FPT54t APT95t*	Oslo Norwegian 12*BHptCem* (9 *to U dk* 3 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.16"-24" 298NHP NDB16*refitted*33 *80lb* McIntosh&SeymourCorp. Auburn.N.Y.	27 ″ 11 s4 ″ 10½ 23 ″ 2¾	
32421 LEXB	**Sollund** (*ex*Agnella) 1*Dk*	941 715 557					1908	Akers Mek.Værks. Oslo	D/S A/S John Knudsen(Thomas Haaland,*Mgr.*)	221·6|32·2|11·9 Q111*t*B56*t*H14*t* F24*t*	Haugesnd Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
32422 144013 GMXG	**Solon II**(*ex*Solon-40) ssAnt.No.3-9,37 D.F. 1*Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed '41(W.E.)*	4561 4222 2741	✠100A1 *with freeboard* 6,41 ✠LMC MS6,37 BS~~9,40~~10,41	Gls	*z*	CL 8,40	1925 10mo	WearShip- yard of W. Gray&Co.Ld. Sunderland *Lloyd's*A&CP	Ministry of War Transport(T.&J. Brocklebank,Ld, *Mgrs.*)	400·3|53·2|25·1 F35' FK *CellDB353'1001t FPT108t APT155t*	Swansea British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.26",43"&71"-48" (*s*) 180lb 439NHP 3SB,*9cf*,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	35 ″ 6 s10 ″ 2¾ 25 ″ 6¼	
32423 240605 WHLY	**Solon Turman** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel*	~~7000~~ 6762 — 4016					1941	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	~~UnitedStates Maritime Commission~~ LykesBros.S.S Co.Inc.	395·0|60·0|37·5	~~Houston, Tex. Utd. States~~ N.Orleans Utd.States	2Steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
32424 LJXU	**Solör** *OilEng.* D.F. 1*Dk* *Mchy.Aft CruiserStern* *Butts of shell & upper dk plating electrically welded*	8262 7562 4953	✠100A1 ~~10,40~~ 10,41 DBS10,40 ✠LMC7,38 *Carrying Petroleum in bulk*	~~HKg~~ NYk	*c*†	CL 10,40	1938 7mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's*A&CP	S.UgelstadsRederi A/S(S.Ugelstad, *Mgr.*)	469·2|61·1|34·5 486·3(O.L.) P92'B28'F41' FK *CellDBuE68'170tDTf23'497t*	Oslo Norwegian 12*BHptCem* *APT141t*	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP DB(P)*made*19*refitted*40- *140lb* DB(S)*made*01*refitted* 40-*140lb* EriksbergM.V.AktiebGot.	34 ″ 0 s7 ″ 5 26 ″ 9¾	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
32425 UNAH	**Solovki** Ⓟ (*ex*MichailArchangel) 3*Dks*	371 314 275					1887	Lindholmens V.A. Gothenburg	U.S.S.R.	143·5	23·0	9·5	Archangel Russian	C.2Cy.24"&44"–24" 79NHP Lindholmens,Got.		
32425A LDLV	**Solöy** *OilEng.* D.F. 1*Dk&Shelter dk*	4402 3970 2624					1929	Kockums M.V.Aktieb. Malmö	ErlingH.SamuelsensRederiA/S(EH Samuelsen, *Mgr.*)	381·9 P110*t*H304*t*F18*t*	54·0	24·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$27\frac{9}{16}$"–$55\frac{1}{8}$" 436NHP KockumsM.V Akt.Malmö		N
32426 LEXC	**Solskin** *ss*Osl.No.3–2,39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	372 294 190	✠100A1 2,39 BS2,39 ✠LMC2,38 (SEE FOOTNOTE *)	Osl	*e*	OG 1,39	1926 10mo	P.Larsson Thorskog	A/S Solskin(O.C.B. Fischer, *Mgr.*)	P39'F24' FK *CellDB*43'48*t FPT*	23·6	11·5	Oslo Norwegian 3*BHCem* 23*tAPT*19*t*	C.2Cy.$15\frac{9}{16}$"&$24\frac{7}{8}$"–$17\frac{1}{2}$" (*s*) 120lb 33NHP 1SB,2*cf*,GS30,HS690 P.Larsson,Thorskog	13 ″ 8	
32427 LCYO	**Solstad** *OilEng.* D.F. 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	5952 5081 3435					1927	Odense Staalskibs Odense	Skibs.A/S Solstad (A.F.Klaveness& Co.A/S.)	391·0 P374*t*H433*t*	53·7	31·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 489NHP AktBurmeister&WainCpn		N
32428 7789 SGMO	— (*ex*Gatwick) *ss*Got.No.3–1,37 D.F. 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	*1408* *1007* *785*	✠100A1 12,41 ~~11,40~~ Examined 8,41 ✠LMC MS1,37 ~~BS11,40~~ 1,41	~~Shp~~ Goo	*o* Bry	CL 11,39	1924 11mo *Lloyd*	J.Lewis& Sons,Ld Aberdeen '*sA&CP*	RederiA/BSolstad (A.R.Appelqvist) *CellD* *DT at sides of tu*	232·2 Q181'F21' FK *B*165'358*t* *nnel*27'112*tFPT*67*t*	35·6	15·3	~~Stockholm~~ Norrkoping Swedish 4*BHCem* *APT*60*t*	T.3Cy.$16\frac{1}{2}$",27"&$44\frac{1}{2}$"–33"(*s*) 180lb 155NHP 2SB,4*cf*,GS77,HS2808 J.Lewis&Sons,Ld.Abn.	17 ″ 3 s 4 ″ $8\frac{3}{4}$ 16 ″ $7\frac{3}{4}$	
32429 7146 SHKJ	**Solstad II** (*ex*Ylva-40) *ss*Got.No.3–9,37 1*Dk*(*Stl*) *Mchy.Aft CruiserStern* *Now* **"Monica Bratt,"** *see Supplement*	*519* *382* *258*	✠100A1 4,40 ✠LMC4,40	Got	*h*	OG 4,40	1924 9mo *Lloyd*	Aktieb. LödöseVarf Lödöse '*sA&CP*	RederiA/BSolstad (A.R.Appelqvist, *Mgr.*) *Cell*	151·7 P46'F25' FK *DBf*59'84*tFPT*13*t*	28·1	12·5	Stockholm Swedish 3*BHCem* *APT*19*t*	C.2Cy.12"&27"–18" (*s*) 125lb 32NHP 1SB,2*cf*,GS27,HS583 Aktieb.LödöseVarf.Lödöse	13 ″ 3 s 1 ″ $0\frac{1}{2}$ 12 ″ 4	
32430 LDHK	**Solsten** *OilEng.* D.F. *ss*Rot.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5379 4627 3196	✠100A1 9,41 ~~1,41~~ Examined 4,41 DBS9,41 ✠LMC3,38 *Carrying Petroleum in bulk*	~~Nwe~~ Fal NYk	*y*	CL ~~12,39~~ 8,41	1929 5mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	TönsbergTankA/S (Rafen&Loennechen, *Mgrs.*) *CellDBuE*61'171*tDTf*32'626*t*	388·1 P82'B27'F56' FK *Trunk between* P&B *FPT*144*tAPT*23*t*	52·7	29·4	Tönsberg Norwegian 14*BHptCem* (9 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.$22\frac{7}{8}$"–$91\frac{3}{8}$" 482NHP 2DB*120lb* Barclay,Curle&Co Ld.Gls	29 ″ 3	
32431 OHWF	**Sölve** **Iron** 1*Dk*	515 410 264					1884	Göteborgs Mek.Værks Gothenburg	RederiA/B East Sea(CarlHelin, *Mgr.*)	152·8 146·6 B37'H12*t*F19'	24·6	15·5	Finnish	C.2Cy.$13\frac{3}{4}$"&32"–20" E*alt*01 38NHP GöteborgsMek.Vrks.,Got.		
32432 8367 SFXU	**Solvik** (*ex*Halland-41) *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *Strengthened for navigation in ice*	*649* *402* *303*	✠100A1 6,41 ~~8,39~~ ✠LMC8,39 *Carrying Petroleum in temporary tanks*	~~Lkr~~ Mmo		OG	1939 8mo *Lloyd*	N.V.T. van Duijvendijk's Schpsw. Lekkerkerk '*sA&CP*	RederiA/BAtlantides(H.Reuter, *Mgr.*) *CellDB*119'164*t*	180·6 183·7(O.L.) P&B112'F31' FK *FPT*48*tAPT*18*t*	29·6	10·2	Gothenbrg Swedish 4*HptCem*	Oil Engines 2S.C.SA 4Cy.$13\frac{3}{8}$"–$11\frac{7}{16}$" 125NHP A/Atlas-Diesel,Skm	12 ″ 3 s ″ $3\frac{1}{2}$ 12 ″ $0\frac{1}{2}$	
32433 398 ICIA	**Somalia** Ⓟ (*ex*Rosignano,*ex*War Bagpipe) *ss*Nap.No.1–23 D.F. 1*Dk* *Well deck Fitted for oil fuel*	2699 1713 1606	✠ … 4,26 ✠				1918 7mo	BlythS.B. &D.D.Co.Ld. Blyth	LloydTriestino Soc.Anon.diNav.	297·5 285·0 P28'Q75'B66'F32' FK	42·0	19·0	Naples Italian *WB*	T.3Cy.25",41"&68"–45" 416NHP N.E.MarineEng.Co.Ld.Sld	21 ″ 2	I †
32434 19874 JYND	**Somedono Maru** *ss*Kob.No.3–9,28 *ss*Smk.No.2–37 2*Dks*(*Stl*)	5155 4826 3175	✠ … 12,41 ✠~~LMC4,40~~	Nag	*z*	OG N4,40	1917 1mo *Lloyd*	Mitsubishi Dkyd&EWks Nagasaki '*sA&CP*	TatuumaKisen K.K. *CellDB*350*t*1075*tFPT*130*tAPT*87*t*	400·0 413·7(O.L.) P39'B121'F40' FK	54·5	30·0	Nishinomiya Japanese 6*BHCem*	T.3Cy.$27\frac{1}{4}$",$44\frac{1}{2}$"&75"–48" 200lb (*s*) 495NHP 3SB,9*cf*,GS163,HS6591 FD MitsubishiD&E.Wks.Nag	30 ″ 0 s ~~5 ″ $6\frac{3}{4}$~~ ~~24 ″ 8~~	
32435 7466 SEJR	**Somerset** (*ex*Gertrud-38, *ex*Bretagne, *ex*Skinfaxe) *ss*Cpn.No.3–2,24 *ss*Skm.No.1–28 *Well deck* 1*Dk*(*Stl*)&*deep framing*	*1298* *1029* *728*	✠ — 4,33 ✠	Hbg	*p*		1908 6mo	Helsingörs Jernsk&Msk. Elsinore	RederiA/BGertrud (M.Olows) *CellDBa*77*uE*&*B*31'*f*98'415*tFPT*	237·9 P18'Q77'B100'F23' FK	36·7	14·2	Stockholm Swedish 4*BHCem* 26*tAPT*15*t*	T.3Cy.17",$27\frac{1}{2}$"&47"–33" 148NHP 2SB,4*cf*,GS54,HS2426 Helsingörs Jernsk.&Mskb.	16 ″ 9	V †
32436 143620 MLDN	**Somerset Coast** *ss*Lth.No.3–11,35 D.F. E.S.D. *ss*Liv.No.1–40 *Mchy.Aft* 1*Dk&Shelter dk*	1097 839 506	✠100A1 6,41 ~~6,40~~ BS11,41 ✠LMC MS6,40 ~~BS11,40~~	Liv	*p*	CL 6,40	1920 3mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	CoastLines.Ld. *Cell*	240·0 FK *DBf*159'311*tFPT*	36·2	16·2	Liverpool British 5*BHCem* 50*tAPT*8*t* (*Coll to Sh dk*)	T.3Cy.18",30"&50"–36" (*s*) 180lb 203NHP 2SB,6*cf*,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	15 ″ 8 s ″ 2 15 ″ 8	
32437 145844 GDZP	**Somersetshire** Ⓟ **TwinSc** *OilEng.* *ss*Drt.No.3–8,33 *ss*Drt.No.1–37 D.F. 3*Dks*(*Stl–ws*)&*Shade dk* *CruiserStern platform dk in No.1 hold*	9716 8694 5970	✠100A1 5,41 DBS5,41 ✠LMC8,38	Wln	*c*†	CL 5,41	1921 6mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDBa*121' *uE*30'*f*212'1318*tDTf*32'560*tFPT*	450·3 468·8(O.L.) FK	57·3	33·7	Liverpool British 7*BHptCem* 85*tAPT*40*t*	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"–$45\frac{1}{4}$" DB*100lb* 987NHP Harland&Wolff Ld.Gls.	36 ″ 7 s14 ″ $2\frac{1}{2}$ 22 ″ $8\frac{3}{4}$	BT till 8,41
32438 LDHQ	**Somerville** **TwinSc** *OilEng.* D.F. 1*Dk&Shelter dk*	4265 3854 2523					1929	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Skogstad (A.F.Klaveness& Co.A/S, *Mgrs.*)	381·4 P140*t*H454*t*F21*t*	53·8	23·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"–$43\frac{5}{16}$" 626NHP Burmeister&Wain,Cpn.		N
32439 143394 GBQV	**Somme** *ss*Lon.No.3–7,32 D.F. *ss*Shl.No.1–36 2*Dks*(*Stl*)	5265 4810 3230	✠100A1 8,41 ~~10,40~~ Examined 8,41 ~~BS10,40~~ ✠LMC7,36	~~Hul~~ Lon BS8,41	*y*	CL ~~4,39~~ 8,41	1919 8mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	RoyalMailLines, Ld. *CellDB*	400·0 413·7(O.L.) P49'B113'F40' FK 340'1067*tFPT*135*t*	52·4	28·5	London British 7*BHptCem* *APT*198*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.Marine Eng.Co.Ld.Sld	31 ″ 0 s 6 ″ $0\frac{1}{4}$ 25 ″ 3	
32440 PHPR	**Sommelsdijk** **TwinSc** *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy. CruiserStern*	9227 8358 5518	✠100A1 ~~7,41~~ ~~2,41~~ 12,41 ✠LMC9,39 ✠Lloyd'sRMC~~2,41~~ ~~7,41~~ 12,41 *Carrying vegetable oil in deep tanks* *Carrying latex in tanks above FPT*	Sba	*e*†	CL	1939 9mo *Lloyd*	Odense Staalskibsvft. vedAPMöller Odense '*sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *Cell DB* 349' 1465*t*	472·5 492·6(O.L.) B80'F48' FK *DTsf*50'1535*t DTs* *tunnels*802*t*	62·3	34·4	Rottrdam Dutch 8*BH* *a* 50'2305*t Tanks in way of* *Tanks above FPT*209*t*	Oil Engines 2S.C.SA 16Cy.$24\frac{7}{16}$"–$45\frac{1}{4}$" 1655NHP Akt.Burmeistr&Wain,Cpn *FPT*97*tAPT*166*t*	40 ″ 6 s 9 ″ 9 30 ″ $11\frac{1}{2}$	
32441 LCYQ	**Sommerstad** *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	5923 5091 3381					1926	Akt.Lindholmen-Motala Gothenburg	SkibsA/S Sommerstad(A.F.Klaveness&Co.A/S)	381·0 P377*t*H381*t*F74*t*	55·2	32·3	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.$23\frac{5}{8}$"–$47\frac{1}{4}$" 580NHP Akt.AtlasDiesel,Skm.		N
32442	**Sona** (*ex*Ilona-39,*ex*Ocu-38, *ex*Lydia-38, *ex*Stanrock-37, *ex*Castro-37,*ex*Darlington-35) *ss*Hul.2ndNo.3–11.35 1*Dk*(*Stl–ptws*) *Well deck*	*1105* *897* *446*	✠100A1 12,38 BS3,38 ✠LMC11,35 No later survey reported	Msl	*p*	OG 9,37	1910 8mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	MargitS.S.Co.Inc. *CellDBa*44'	256·0 266·0(O.L.) P&B169'F54' FK *uE*23'*f*121'196*tFP*	36·2	15·0	Colon Pnamanian 5*BHCem* *T*12*tAPT*8*t*	T.3Cy.$23\frac{1}{2}$",38"&62"–39" (*s*) 180lb 373NHP 2SB,8*cf*,GS154,HS5840 FD Earle'sCo.Ld.Hull	17 ″ 4 s 1 ″ $0\frac{3}{4}$ 16 ″ $7\frac{3}{4}$	

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* **Surveys delayed. Vessel, when last reported, in port in enemy occupation.**

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of TradeCert.
32443 140728 VWJF	**Sonavati** Ⓟ *ss*Cal.No.1–41 *OilEng.* 2*Dks* *CruiserStern*	1638 1504 968	✠100A1 1,41 ✠LMC CS1,41 10,38	Cal	*r*	OG 3,39	1936 2mo	Harland&Wolff,Ld. Glasgow *Lloyd*'sA&CP	BombaySteam NavigationCo.Ld.	255·1|42·2|20·7 266·3(O.L.) F33' *CellDBuE&f*150'283*tFPT*25*t APT*88*t*	Bombay British FK 5*BHCem*	Oil Engines 2S.C.SA 8Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 538NHP Harland&Wolff,Ld.Bel.	24 ″ 3 s 3 ″ $7\frac{1}{4}$ 20 ″ 9	
32444 OXLE	**Sönderjylland** Ⓟ 1*Dk*	403 296 196					1904	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	164·8|25·8|10·5 P&B105'F37'	Aabenraa Danish *WB*	T.3Cy.13",21"&37"–24" 67NHP Akt.Burmeistr&Wain,Cpn		V
32445	**Soneck** D.F. E.S.D. 2*Dks* *CruiserStern*	2191 1651 1040					1938	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G		305·2|44·8|16·7 F29'	*WB*	T.3Cy $22\frac{13}{16}$",$36\frac{5}{8}$"&$59\frac{1}{16}$"–$39\frac{3}{8}$"&LPturbine withDR gearing&hydraulic coupling 367NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.		G
32446 FPDG	**Song-Giang** TwinSc (*ex*Dessinateur) 1*Dk*	1065 — 589					1922	Soc.Anon. desAnciens Etab.Henri Satre,Arles	Cie.Cotièrede l'Annam	216·5|34·2|	Haiphong French	T.6Cy.12",20"&$31\frac{1}{2}$"–$16\frac{1}{2}$" 81NHP Soc.desMoteurs Chaléassière,St.Etienne		V
32447 154442	**Sonia** (*ex*Delson,*ex*Nidarnes) *ss*St.J.No.3–4,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Now "Liverpool Packet," see No.37451 in Supplement	1188 1016 654	✠100A1 *withfreeboard* 4,40 ✠LMC MS10,37 BS~~4,40~~8,41	Hfx	*q*	CL 4,40	1926 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'sA&CP	SoniaShippingCo. Ld.(F.K.Warren)	248·1|37·2|14·7 *CellDB*208'402*tFPT*76*tAPT*39*t*	Montreal British FK 4*BHptCem* (*Coll to Sh dk* 3 „2*nd*„)	T.3Cy.15",25"&40"–27" (*s*) 180lb 82RHP 2SB,4*pf*,GS74,HS2081 MacColl&Pollock,Ld.Sld.	16 ″ 8 s ″ $2\frac{1}{2}$ 16 ″ 7	
32448 8443 SDQT	**Sonja** 1*Dk&Shelter dk* *CruiserStern Cargo battens not fitted* *Strengthened for navigation in ice*	*1588* *1342* *830*	✠100A1 *withfreeboard* ~~8,41~~ ~~8,40~~ 8,41 ✠LMC8,40	~~Hbg~~ ~~Skm~~ Hbg	*s*	OG	1940 8mo	Helsingborgs Varfs Aktiebolaget Helsingborg *Lloyd*'sA&CP	A/B Transmarin (S.Redig,*Mgr.*)	287·1|41·4|15·8 295·6(O.L.) *CellDB*234'509*tAPT*87*t*	Helsingbrg Swedish FK 4*BHCem* (*Coll toSh dk* 3 „ 2*nd*„)	T.3Cy.$20\frac{1}{16}$",$31\frac{7}{8}$"&$52\frac{3}{8}$"–$35\frac{7}{16}$" (*s*) 244NHP 213lb FD 2SB(Spt),6*cf*,GS83,HS3522 HelsingborgsVarfsA/B	18 ″ 9 s ″ 5 18 ″ 5	
32449 8181 SLCM	— WoodAux4MstSr (*exSailing Vessel* *OilEng.* JeanDunois–37.*ex*Runehöj) 1*Dk* (*See Sailing Ship Register*)	352 310 255					1924	Skibsværftet LilleöA/S Korsör	IvarHermansson	136·4|30·7|12·7 Q22'	Skärhamn Swedish	Oil Engines 2S.C.SA 2Cy.$15\frac{3}{4}$"–$18\frac{1}{8}$" 87NHP *Emade&fitted*37 A/B JönköpingsMotorfbk.		V
32450 167534 GLMW	**Sonja Mærsk** (*ex*Thekla,*ex*Baldur) D.F. 1*Dk*	1909 1635 1150					1921	Nüscke& Co.A.G. Stettin	Ministry of War Transport (Common Bros.Ld. *Mgrs.*)	274·4|41·6|17·1 P30'B63'F31'	London British *WB*	T.3Cy.$20\frac{3}{8}$",$32\frac{3}{16}$"&$51\frac{1}{2}$"–35" Görlitzer 157NHP Maschf.A.G.Görlitz		VL
32451 LJAO	**Sönnavind** *OilEng.* D.F. *CruiserStern* 1*Dk&ShelterDk*	4965 4403 2994					1935	Bremer Vulkan Vegesack	A/S Borgestad	414·3|55·7|25·0	Porsgrunn Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"–$43\frac{1}{4}$" 968NHP BremerVulkan,Vegesack		N
32452 DHVX	**Sonnenfelde** Sub.Sig. 1*Dk*	865 690 491					1922	Howaldtswerke Kiel	D.Fuhrmann, Nissle&Günther Nflg.Reed,m.b.H.	194·6|32·9|13·9 P12'Q43'B53'F24'	Hamburg German *WB*	T.3Cy.$14\frac{3}{8}$",$23\frac{1}{4}$"&$38\frac{3}{16}$"–$25\frac{3}{8}$" 73NHP Howaldtswerke,Kiel		G
32453 117266	**Sonoma** (*ex*DavidS.Troxel, *ex*Sonoma) *Mchy.Aft* D.F. 1*Dk2trB*	4471 — 3448					1903	WestBay CityS.B.Co. W.BayCity	Nicholson UniversalS.S.Co.	416·0|50·0|24·0 F44'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",$33\frac{1}{2}$"&55"–42" 196NHP DetroitS.B.Co.Detroit		R
32454 117158 KGAP	**Sonora** D.F. *Mchy.Aft* 1*Dk2trB*	3611 — 2858					1902	Superior S.B.Co. W.Superior	Nicholson UniversalS.S.Co.	353·2|48·0|24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20",33"&54"–40" 185NHP SuperiorS.B.Co.		R
32455 HPNV	— TwinSc (*ex*AdmiralPeary–34, *OilEng.* *ex*Moonlite) *ss*S.Fo.No.3–10,28 *Mchy.Aft* *ss*S.Fo.No.1–33 1*Dk*(*ptStl*) 2*nd dk in hold only*	2220 1762 1062	✠ —— 5,37 ✠ ✠NE19*refitted*24	LAn	*u*		1916 8mo	ToledoS.B. Co. Toledo,O.	Wallem&Co.	252·0|43·7|21·2 P49'F41' *Cell DBf*176'245*tFPT* 135*tAPT*14*t*	Panama Pnamanian FK 3*BHCem*	Oil Engines 4S.C.SA 12Cy.$16\frac{1}{4}$"–24" 308NHP McIntosh&SeymourCorpn Auburn,N.Y.	23 ″ 6	V †
32456 FOKA	**Sontay** Ⓟ (*ex*Bayern–36) 4Mst Sub.Sig. 2*Dks* D.F. *Fitted for oil fuel*	8917 7360 5485					1921	Bremer Vulkan Vegesack	UnionMaritime Méditerranéenne (Cie.desMessageriesMaritimes, *Mgrs.*)	468·8|58·2|32·6 P55'B221'F71'	Dunkirk French *WB*	T3Cy$32\frac{3}{10}$",$52\frac{4}{5}$"&$86\frac{3}{5}$"–$55\frac{1}{10}$" &LP Turbine 770NHP BremerVulkan,Vegesack		VL
32457 151419 GLXN	**Soochow** Ⓟ 2*Dks*	2604 2276 1594					1920	Taikoo Dckyd& Eng. Co.ofHKg.Ld HongKong	ChinaNav.Co.Ld.	310·3|41·2|22·4 P15'B74'F37'	London British *WB*	T.3Cy.22",35"&56"–39" 195NHP TaikooDkyd.&Eng.Co.of H.Kg.Ld.		
32458 153117	**Soodoc** (*ex*MosesTaylor) *Mchy.Aft* Sub.Sig. 1*Dk2trB*	4575 4364 3188					1902	American S.B.Co. Lorain,O.	PatersonSteamships,Ld.	423·4|50·2|23·9 *WB*	Ft.William Ont. British	T.3Cy.22",35"&58"–40" 213NHP AmericanSBCo.ClevelndO		R
32459	**Sophie** (*ex*Hansa–39,*ex*Marga, *ex*Antares,*ex*Seresina, *ex*Rosa,*ex*Roca) 1*Dk*	958 838 564					1914	A.F.Smulders Schiedam	M.A.Rand&Co.	174·4|34·1|16·3 B25'F25'Q31'	Pnamanian *WB*	T3Cy.$12\frac{1}{2}$",$20\frac{1}{4}$"&$33\frac{1}{2}$"–$19\frac{7}{16}$" 50NHP A.F.Smulders,Schiedam		G
32460 OULM	— 1*Dk*	945 833 524					1920	F.Schichau Elbing	D/S A/S Progress (M.Nielsen& Sön,*Mgrs.*)	224·3|33·6|13·5 P14'B59'F29'	Copnhagn Danish *WB*	T.3Cy.15",$20\frac{3}{4}$"&$32\frac{1}{2}$"–21" 92NHP F.Schichau,Elbing.		G
32461 153803 VTDK	**Sophie Marie** *ss*Krh.No 3–12,40 *Well deck* 1*Dk*(*Stl*–teak s)	1138 815 677	100A1 12,40 LMC12,4	Krh	*m*	CL N11,40	1923	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	ThobanDevji, &MeghjiGopalji	216·0|34·5|13·5 228·0(O.L.) P14'Q45'B64'F29' *CellDB*178'308*tFPT* 41*tAPT*24*t*	Bombay British FK 4*BHCem*	T.3Cy.$17\frac{5}{16}$",$27\frac{1}{2}$"&$45\frac{5}{8}$"–$27\frac{1}{2}$" 200lb (*s*) 142NHP 2SB(Spt),4*cf*,GS72,HS2410 A.BorsigG.m.b.H.Berlin	15 ″ 8 s 1 ″ 0 14 ″ 9	

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15 Registres où si ce n'est dans le L.R. Durée. Cert. B. of Trade.
32462 DHVY	**Sophie Rickmers** D.F. Sub.Sig. 2*Dks*	7033 6407 4433					1920	Nordd. WrftG.m.b.H Weser-münde-G	RickmersRhed. A.G.	441·4|57·6|30·9 P60'B140'F49'	Hamburg German *WB*	T.3Cy.29$\frac{9}{10}$",48$\frac{3}{5}$"&77$\frac{9}{10}$"–55$\frac{1}{10}$" 450NHP BremerVulkan,Vegesack		G
32463 LKEY	**Sophocles** D.F. *OilEng.* *Cruiser Stern* 1*Dk&Shelter dk*	5184 4585 3045					1939	A/B Göta-verken Gothenburg	D/S A/S Eikland (IsakM.Skaugen, *Mgr.*)	426·0|56·8|25·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"–59$\frac{1}{16}$" 653NHP A/B Gotaverken,Got.		N
32464 36043 JFQC	**Sorati Maru** (*ex*SorachiMaru–38) 1*Dk*	4107 3419 2487					1930	Mitsui Bussan Kaisha,Ld. TamaDkyd	HokkaidoTanko KisenK.K.	351·5|49·0|27·7 P31'B95'F34'	Tokyo Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP MitsuiBussanKaisha,Ld.		C
32465 149460	**Soreldoc** *Mchy.Aft* 1*Dk*	1926 1637 1147					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	253·0|43·3|17·8 Q100'F35'	Ft William British *WB*	T3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc		C
32466 LHNW	**Sörfjorden** *OilEng.* *Mchy.Aft* 1*Dk*	395 311 342					1914	LarvikSlip &Verksted Larvik	OddaSmelteverk A/S	126·0|26·3|15·0	Odda Norwegian *WB*	Oil Engines 2S.C.SA 2Cy.15"–16$\frac{1}{8}$" 79NHP J.&C.G.BolindersM.V. Aktieb.Skm.		
32467 LKDF	**Sörholt** *Oil Eng* 1*Dk&Shelterdk*	4801 4101 2829					1939	Kockums M.V.Atikel Malmö	SkibsA/S Igadi(S. Holter-Sörensen, *Mgr.*)	409·8|55·7|25·5 P29'F34'	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1163NHP KockumsM.V.Akt.Malmö		N
32468 UNIQ	**Soroka** *Well deck* 1*Dk*	1718 1270 1002	✠ ... 4,31 ✠				1926 11mo	Atel.&Ch. de la Seine Maritime LeTrait(S.I.)	U.S.S.R.	250·8|39·0|16·1 P17'Q74'B56'F27' FK	Archangel Russian *WB*	T.3Cy.18",30"&50"–33" 167NHP Atel.&Ch.delaSeineMarit.	18 " 0	
32469 LFAS	**Söröy** Ⓟ (*ex*Sörö) 2*Dks*	506 472 281					1910	Trndhjms Mek.Værks Trondheim	FinmarkFylkes-rederi	156·3|25·0|17·9 H33	Hmmerfst Norwegian *WB*	T.3Cy.13$\frac{3}{4}$",23"&38"–22" 68NHP TrndhjemsM.V.Trndheim		
32470 LDEQ	**Sörvangen** *ss*N.Os.No.2–38 1*Dk*(*Stl*) *Cargo battens not fitted*	2400 1999 1363	✠100A1 ~~10,41~~ ~~3,41~~ 3,42 3,41 BS5~~,40~~ *Fitted for oil fuel*	~~Bal~~ Mob MS10,41 ✠LMC~~2,38~~ 5,38	*s*	CL ~~8,40~~ 3,42 *Lloyd's A&CP* *F.P. above 150° F.*	1929 5mo	Intrnationl S.B.&E CoLd Danzig	Skibs A/S Karaibien(Görrissen& Co.A/S,*Mgrs.*) *Int. BH in fore hold dispensed with*	291·2|45·7|18·5 P28'B80'F32' FK CellDB246'610t FPT	Oslo Norwegian 1*BHptCem* 61t*APT*63t	C.4Cy.(2)16$\frac{1}{2}$"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 206lb (*s*) 215NHP 2SB,*6cf*,GS77,HS3380 FD InternationalS.B.&ECoLd	20 " 6 s 2 " 8$\frac{1}{2}$ 17 " 11$\frac{1}{4}$	
32471 LCZR	**Sörvard** **TwinSc** *OilEng.* D.F. 1*Dk&Shelter dk*	3673 3338 2158					1925	Akt.Burmeistr&Wain Copenhagen	KlostersRederiA/S (L.Kloster,*Mgr.*)	368·0|51·5|21·7 F26tP98tH210t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 543NH Akt.Burmeistr&Wain,Cpn		N
32472 UNAI	**Sosnovets** Ⓟ (*ex*Sever, *ex*VelikaiaKniaginiaXenia) **TwinSc** 1*Dk*(*ptStl*)&*Awng dk*	811 784 412	✠ 1,01	Nwc	*k*		1895 9mo	W.Dobson &Co. Newcastle	U.S.S.R.	199·8|28·0|19·0 FK CellDBa&uE61' f62'	Archangel Russian 4*BHCem* 99t*APT*15t	T.6Cy.12$\frac{1}{2}$",20"&33"–24" NB32 122NHP 2SB,4*pf*,GS70,HS2060 N.E.MarineE.Co.Ld.Nwc.	21 " 6	
32473 22302 JCYE	**Sosyu Maru** (*ex*SoshuMaru–38) *Mchy.Aft* 1*Dk*	1219 1032 673					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0|34·0|18·5 Q58'F31'	Tokyo Japanese *WB*	T.3Cy.16$\frac{1}{2}$",27$\frac{1}{2}$"&45$\frac{1}{2}$"–30" 125NHP OsakaIronWrks,LdOsaka		
32474 41	**Sotchi** (*ex*Panayotis,*ex*Vera, *ex*VassillisaOlga,*ex*ErnestaFoscola, *ex*Moldova,*ex*ErnestaFoscola,*ex*Paris Lambrinidi,*ex*Olga) **IronBg** 1*Dk2trB* *Well deck* 6thSurvey,Ist.5,92 3rdSurvey,Pir.4,01	1231 1038 696	✠ ... 4,05				1870 6mo	J.Laing Sunderland	U.S.S.R.	251·2|32·2|17·2 P258tF32t FK	Odessa Russian *Wb*	C.2Cy.31"&58"–30" 140NHP Thompson,Boyd&Co.Nwc.		
32475 20643	**Soto Maru**	588 — 408					1910	.... Osaka	HakatawanChikko K.K.	179·8|35·1|12·6	Shimonoseki Japanese			
32476 161939 GLTZ	**Soudan** D.F. E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern* *Fitted for oil fuel*	6677 6040 3477	✠ 1,35 ✠ ✠Lloyd'sRMC~~12,40~~ 4,42 ~~9,41~~	Rot	*d*†		1931 1mo	Barclay, Curle&Co.Ld Glasgow	P.&O.Stm.Nav.Co. *CellDB*396'1387t*M*	459·0|60·7|29·8 F34' FK *Ts*19' 250t *FPT*72t	Glasgow British 7*BHptCem* (*Coll to Shdk* 6 ,, 2*nd*,,) *APT*49t	Q4Cy30$\frac{1}{2}$",44",63$\frac{1}{2}$"&91"–57" &LPTurbine with DRgearing&hydraulic coupling 1320NHP 5SB,*20cf*,GS385,HS16420 Barclay,Curle&Co.Ld.Gls.	32 " 3	
32477 211 SVRI	**Souliotis** (*ex*Woodfield–33) *ss*Shl No.3–2,30 *ss*Bly.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4299 — 2681	✠100A1 *Shelter dk with freeboard* 3,42 ~~6,41~~ DBS3,42 MBS5~~,40~~ 9,41	~~Gls~~ Bkn ✠LMC4,38 ~~DBS2,41~~	*y*	CL 9,40 *Lloyd's A&CP*	1917 2mo	Nthmblnd S.B.Co.Ld. Newcastle	Hellenic ShippingCo. "Triton"S.A.	400·0|53·0|24·3 F37'*onShelter dk* FK *CellDB*351'1300t	Andros Greek 6*BHCem* *APT*110t	T.3Cy.25$\frac{1}{2}$",45"&74"–48" (*s*) 180lb *70lb* 465NHP 3SB,*9cf*,GS186,HS7906 Blair&Co.Ld.Stockton	26 " 11 s 2 " 10 24 " 4$\frac{1}{4}$	
32478 136347 GBFJ	**Sourabaya** (*ex*Carmarthenshire) *ss*Mdb.No.3–1,28 3*Dks* D.F. *Fitted for oil fuel* *CarryingWhale Oil in bulk*	10107 9036 7194	✠ ... 5,29 ✠				1915 2mo	Workman, Clark&Co.Ld Belfast	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	470·2|58·3|39·8 P99'B171'F79' FK	Jersey British *WB*	Q4Cy27$\frac{1}{2}$",39$\frac{1}{2}$",57"&82"–54" 735NHP Wrkman,Clark&Co.LdBel	35 " 0	C †
32479 LDNV	**South Africa** **TwinSc** *OilEng.* *ss*Rot.No.2–39 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	9234 8800 5593	✠100A1 ~~8,41~~ ~~8,41~~ 5,42 Examined 5,42 Fal ~~✠LMC CS6,39~~ ~~DBS7,40 2,41 6,38~~ *Carrying Petroleum in bulk* ✠LMC CS6,39 DBS5,42 5,42	~~Gls~~ ~~Bal~~	*e*†	CL ~~R7,38~~ ~~S7,40~~ ~~F7,41~~ 12,41 *Lloyd's A&CP*	1930 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SkibsA/SNoruega (LeifHöegh&Co. A/S,*Mgrs.*) *CellDBuE*70' 311t*DTf*45'592t	484·1|65·4|36·8 P114'B31'F50' FK *FPT*227t *APT*257t	Oslo Norwegian 18*BH* (13 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 8Cy.26$\frac{3}{4}$"–41$\frac{3}{4}$" 1000NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	36 " 9	

1 No. in Book / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	6 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32480 LDSM	**South America** TwinSc (exBorneo-33,exHenrikAmeln) OilEng. ssBom.No.2-41 D.F. Mchy.Aft 1Dk(Stl) CruiserStern SpecialSurveys to date from1,33	6246 5474 3646	✠100A1 3,41 ✠LMC CS5,38 DBS3,41 11,39 Carrying Petroleum in bulk	Bom	z	CL N5,38	1931 4mo	A/S Nakskov Skibs, Nakskov Lloyd'sA&CP	TheTexasCo.(Norway)A/S(H.C. Mathiesen,Mgr.) CellDBuE65'233t DTf27'473t FPT117tAPT38t	400·3 P91'B22'F50' FK Trunk in wells	55·2	32·2	Oslo Norwegian 10BHptCem	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 2DB170lb 543NHP Akt.Burmeistr&Wain,Cpn	32 ″ 0	
32481 212244 WGCW	**South American** Ⓟ Sub.Sig. Fitted for oil fuel D.F. Mchy.Aft GyC.	2662 — 1427					1914	Gt.Lakes Eng.Works Ecorse,Mich.	Chicago,Duluth& GeorgianBay TransitCo.	291·0	47·0	18·0	Erie,Pa. Utd.States	Q4Cy.21½"30¾"44½"&64"-36" 246NHP Gt.LakesEngWrks.Detroit		R
32482 162122 MMLB	**South Coaster** (exMartin-37, exCewea,exOostvoorne) Mchy.Aft 1Dk	513 390 260					1916	Joh.Berg Delfzijl	Craggs&Jenkin, Ld.	159·4 P58'F22'	25·7	11·9	Cardiff British WB	T 3Cy12⅗"$19\frac{9}{10}$"&31½"-$12\frac{7}{10}$" 46RHP Joh.Berg,Delfzijl		C
32483 148314 GPCJ	**South Wales** ssCff.No.2-38 D.F. 1Dk(Stl)&Shelter dk(Stl)	5619 5261 3428	✠100A1 withfreeboard 4,41 BS6,41 ✠LMC4,38	Liv	b†	CL 5,40	1929 12mo	Bartram &Sons,Ld. Sunderland Lloyd'sA&CP	WestWalesS.S. Co.Ld.(Gibbs&Co. Ld.Mgrs.) CellDBa&uE185'f185'1235t DTa23'921t FPT153t APT148t	431·1 446·3(O.L.) F34' FK	58·2	26·2	Cardiff British 7BHCem (Coll to Sh dk 6 „ 2nd „)	T.3Cy.25",41¾"&72½"-48" 220lb 120lb (s) 513NHP 3SB,9cf,GS178,HS7035 FD J.Dickinson&Sons,Ld.Sld.	28 ″ 8 s3 ″ 6 25 ″ 4½	
32484 135314 ~~VPRS~~ BCXW	**Southern Empress** (exSan Jeronimo) ssAms.2ndNo.3-9,38 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl)& D.F. Web frames Longitudinal framing Tonnage opening closed 1917	12398 9543 7644	✠100A1 withfreeboard WhalingService ~~7,41~~ ~~9,40~~ 3,42 BS12,41 ~~BS10,40~~ ✠LMC9,38 ✠NB(FC)8,34 Pr.BS10,40 Carrying oil fuel in bulk F.P. above150° F. Fitted for oil fuel 2,14 F.P. above 150° F.	~~Bkn~~ NYk	g†	CL 7,40	1914 2mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	SevillaWhaling Co.Ld.(Chr.Salvesen&Co.Mgrs.) CellDBuB41'182tDTf54'619tFPT302tAPT50t	525·5 539·2(O.L.) FK	66·5	33·9	Leith British 20BHptCem (10 to U dk 10 „ 2nd „ only)	Q.4Cy.28½",41",58"&84"-54" 220lb 925NHP 52PrB-~~80lb~~ 2PrB-~~50lb~~ 1PrB-~~45lb~~ 1PrB-~~40lb~~ FD 4SB(r)1SB(s)20cfHS14333 W.Doxford&Sons,Ld.Sld.	41 ″ 6 s12 ″ 2¼ 29 ″ 6¾	
32485 125439 VGQP	**Southern Lady** Ⓟ (exFarnorth-37, exHethpool,exRichardWelford) Fitted for oil fuel Now "Golister," see No. 3596) in Supplement	1712 908 975					1908	Palmers' Co.Ld. Newcastle	O.C.Webster (J.S.Webster&Sons,Mgrs.)	255·7 P&B170'F32'	35·5	14·4	HalifaxNS British WB	T.3Cy.25",41"&66"-45" 292NHP Palmers'Co.Ld.Newcastle		C
32486 161277 GTCW	**Southern Prince** Ⓟ TwinSc OilEng. ssN.Yk.No.2-37 Ref.Mchy. 3Dks(Stl-Weatherdkptws) D.F. GyC. Cruiser Stern	10917 9379 6501	✠100A1 withfreeboard 6,39 ✠LMC CS12,37 DBS10,39 12,37 ✠Lloyd'sRMC6,39 Carrying vegetable oil in deep tanks	NYk	2⅝	CL ~~P9,38~~ s6,39 P11,41	1929 8mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) Duct keel fwd. of mchy. space CellDB417'1739t MT30'937t Tanks in way of tunnels224t FPT120tAPT213t	496·2 F47' FK	64·9	35·4	London British 9BHptCem (6 to W dk 3 „ 2nd „)	Oil Engines 4S.C DA 16Cy.26¾"-55⅛" 2200NHP 2DB120lb J.G.Kincaid&Co.Ld.Grk	41 ″ 0 s15 ″ 0¾ 26 ″ 6	
32487 139006 MMXG	**Southern Princess** (exSan Patricio) ssNwc.2ndNo.3-9,39 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl)& D.F. GyC. Web frames E.S.D. Longitudinal framing Tonnage opening closed 1917	12156 9182 7603	✠100A1 withfreeboard WhalingService 2,42 ~~1,41~~ Pr.BS11,40 ✠LMC9,39 ✠NB(FC)6,29 refitted8,34 ~~BS6,40~~ 2,42 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 5,15 F.P. above 150° F.	NYk	g†	CL 6,40	1915 5mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.Mgrs.) CellDBuB45'122tDTf59'718tFPT180tAPT40t	530·0 FK	66·6	41·4 33·4	London British 20BHCem (10 to U dk 10 „ 2nd „ only)	Q.4Cy.28½",41",58"&84"-54" 220lb (r) 947NHP 53PrB-~~80lb~~ 3PrB-~~50lb~~ 1PrB-~~45lb~~ 5SB,20cf,GS266,HS14821 FD N.EMarineEng.Co.LdNwc	41 ″ 6 s12 ″ 6 29 ″ 2¾	
32488 230605 WCES	**Southern Sun** OilEng. ssPhl.No.2-40 Mchy.Aft 2Dks(Stl)&Web frames GyC. CruiserStern Longitudinalframing-bracketless system SpecialSurveys to date from 2,32	8893 8361 5398	✠100A1 ~~3,41~~ ~~9,40~~ 10,41 ✠LMC CS3,40 DBS~~1,41~~ 11,42 1,40 Carrying Petroleum in bulk	Phl	e†	CL ~~11,38~~ 10,41	1931 4mo	SunS.B.& DryDockCo. Chester,Pa. Lloyd'sA&CP	MotorTankship Corporation CellDBuE76'379tDTf20'692tFPT186tAPT84t	480·5 F48' FK AftB77'B38'	66·0	36·8	Wilmngtn (Del.) Utd.States 17BHptCem (11 to U dk 6 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"-$91\frac{5}{16}$" 690NHP 2WTDB225lb&200lb upr SunSB&DD.Co.ChesterPa	37 ″ 0	
32489 149746 GMTR	**Southgate** ssShl.No.3-5,39 D.F. 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed'41(W.E.)	4862 4544 2971	✠100A1 withfreeboard 6,42 ~~2,41~~ BS10,41 ✠LMC MS5,39 ~~BS9,40~~	~~Gms~~ Gls	z	CL 2,41	1926 11mo	J Readhead &Sons,Ld. SouthShields Lloyd'sA&CP	Turnbull,Scott ShippingCo.Ld. (Turnbull,Scott& Co.Mgrs.) CellDB352'1244tAPT155t	400·0 FK	55·2	25·7	London British 6BHptCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.27",44"&73"-48" (r) 180lb 456NHP 3SB,9cf,GS190,HS7824 J.Readhead&SonsLdS.Shl	36 ″ 3 s10 ″ 2½ 26 ″ 3	
32490 141544	**Southholm** Ⓟ (exE.D.Kingsley) ssVcr.No.2-27 1Dk Fitted for oil fuel Fitted for carrying fish oil	1029 727 541	✠ ... 6,30 ✠				1919 11mo	Canadian Car&Fo'ndry Co.Ld. FortWilliam, Ont.	UnionSteamships, Ld.	200·0 P&B109'F29' FK	32·0	14·5	Vancouver British WB	T.3Cy.17",25"&43"-30" 92RHP MurrayIronWorksCo. Burlington,Indiana	17 ″ 0	
32491 205896 KJYX	**Southland** Ⓟ 2Dks	2081 — 1215					1908	NwprtNws S.B.&D.D.Co. NewprtNews	Norfolk& Washington SteamboatCo.	291·2	51·0	16·1	Washngtn, D.C. Utd.States	T.4Cy.26",42"&(2)50"-42" 324NHP NewportNewsSB&DD.Co.		
32492 133650 MFGJ	**Southport** (exYewhill-37, exSportsman) ssShl.2ndNo.3-8,39 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	572 401 250	✠100A1 11,41 ~~11,40~~ BS~~11,40~~ ✠LMC8,39 11,41	Shl	i	CL ~~7,39~~ 11,41	1914 6mo	Ardrossan DD&SBCoLd Ardrossan Lloyd'sA&CP	GeorgeW.Grace &Co. CellDBf99'130t FPT32tAPT3t	175·5 Q101'B11'F22'	27·0 27·2	10·4 BK7¼"	Glasgow British 3BHAsp	T.3Cy.13½",22"&36"-24" (r) 180lb 82RHP 1SB,3cf,GS53,HS1520 Lidgerwood,Ld.Glasgow	12 ″ 6 s3 ″ 8 12 ″ 11½	
32493 160926 MPWB	**Southsea** Ⓟ Pad CruiserStern 1Dk&Promenadedk	825 544 438					1930	Fairfield Co.Ld. Glasgow	SouthernRailway	244·0	30·1	10·5	Portsmth British	C.2Cy.30½"&59"-54" 213NHP FairfieldCo.Ld.Glasgow		
32494 137260 MGKQ	**Southwick** Ctr ssNwc.No.3-9,29 ssHpl.No.2-37 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	443 317 218	✠100A1 7,41 ~~5,40~~ BS~~3,41~~ ✠LMC12,37 2,42	~~Nwc~~ Bly	g	CL 9,39	1917 2mo	Swan,Hunter& Wigham Richardson Ld.Sundrlnd. Lloyd'sA&CP	SpringfalShipping Co.Ld.	150·0 Q56'F24' FK	26·1	10·7	Sundrland British 3BHCem FPT69t	T.3Cy.11",17½"&28"-21" (s) 165lb 60RHP 1SB,2pf,GS33,HS1135 Day,Summers&Co.Ld.Sou	11 ″ 8 s ″ 11 10 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
32495 164834 MMCY	**Southwood** *ss*Shl.No.1–40 *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1149 777 652	✠100A1 *withfreeboard* 9,41 ~~10,40~~ ✠LMC MS10,40 BS1,41	~~Shl~~ Sld	*n*	CL ~~6,39~~ 8,41	1937 1mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	JosephConstantine SteamshipLine,Ld. *CellDB*144′350*t*	217·4 226·2(O.L.) Q150′F27′ FK *FPT*90*tAPT*69*t*	34·0	13·6	Middlsbro' British 3*BHptCem* *ptAsp*	T.3Cy.13″,21″&36″–27″ (*s*) 200lb *125lb* 101NHP 1SB(Spt),3*cf*,GS40,HS1871 N.E.MarineEng.CoLd.Sld.	16″6 s5″11½ 15″2¼	
32496 166345 GDDV	**Sovac** D.F. E.S.D. GyC. *Mchy.Aft* 2*Dks* *Longitudinalframing–bracketless system* *CruiserStern*	6724 6215 3950	✠100A1 3,42 ~~5,41~~ BS3,42 ✠LMC1,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,38 *F.P.above* 150° F.	~~Bkn~~ NYk	*a*†	CL 2,42	1938 1mo *Lloyd'sA&CP*	Odense Staalskibsvft vedAPMöller Odense	Socony-Vacuum Transportation CoLd. *CellDBuE&B*82′253*t*	422·6 433·5(O.L.) P83′B35′F44′ FK *DTf*28′762*t FPT*225*tAPT*43*t*	60·4	32·8	London British 11*BHptCem*	C.4Cy.(2)22$\frac{1}{16}$″&(2)47¼″ –47¼″ 228lb (*s*) 540NHP 3SB(Spt),9*cf*,HS8256 FD Rheinmetall-BorsigA.G. BerlinTegel	33″0 s6″0½ 27″3¼	
32497 UNYF	**Sovet** Ⓟ (*ex*ImperatrizaAlexandra, *ex*Wologda) *ss*Ham.2ndNo.3–6,25 Sub.Sig. *ss*Kel.No.1–29 *Ref.Mchy.* 2*Dks*3*rd dk in fwd.holds*	2763 2390 1385	... 9,30				1903	CaledonSB &E.Co.Ld. Dundee	U.S.S.R.	292·3 B110′F35′ FK	40·5	26·2	Vladvostk Russian *WB*	T3Cy22$\frac{1}{16}$″36¼″&62$\frac{3}{16}$″–45$\frac{1}{16}$″ 382NHP CaledonS.B.&E.CoLd.Dun	28″3	
32498 UOVC	**Sovetskaya Neft** TwinSc (*ex*Baku–34,*ex*Sovetskaia *OilEng.* Neft–34) *Mchy.Aft* 2*Dks* GyC. Sub.Sig. *CruiserStern* *CarryingPetroleum in bulk* *Longitudinal framing at bottom&at decks*	8228 7479 4184	✠ ... 6,32	✠			1929 10mo	Chant.Nav. Français Caen	U.S.S.R.	457·5 P128′B39′F39′ FK	57·0	36·0	Tuapse Russian	Oil Engines 2S.C.SA 8Cy.23⅝″–41¾″ 776NHP Atel.&Ch.de laLoire,Nts.	36″0	
32499 UOKL	**Sovetskaya Rossia** TwinSc (*ex*Sophia,*ex*Omsk) 1*Dk*	426 394 291					1880	C.Mitchell &Co. Newcastle	U.S.S.R.	185·0	28·1	9·6	Rostoff Russian	C.4Cy.12½″&22″–18″ 34NHP R.&W.Hawthorn,Nwc.		
32500 UOUC	**Sovetski Krim** TwinSc 1*Dk*	968 — 435					1929	S.B.Works "Marti," Nicolaieff	U.S.S.R.	230·3 P31′F31′	34·2	12·1	Mariupol Russian	T.6Cy.12$\frac{3}{16}$″,19$\frac{11}{16}$″&31⅞″– 21⅝″ 95NHP S.B.Works"Marti," Nicolaieff		
32501 8614 SKVW	**Soya II** Now "Tankvik," *see No.* 38677 *in Supplement* *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *CarryingPetroleum in bulk*	442 324 236					1935	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Soya (O.Wallenius, *Mgr.*)	153·2 P47′F18′	25·6	12·7	Stockholm Swedish	Oil Engines 2S.C.SA 4Cy.13¾″–16⅛″ 86NHP A/BJönköpingsMotor-fabrik,Jönköping		V
32502 8101 SKZR	**Soya IV** Now "Tankborg," *see No.* 38676 *in Supplement* *CarryingPetroleum in bulk* 1 *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	652 494 351					1936	Eriksbergs M.V.Aktieb Gothenburg	RederiA/B Soya (O.Wallenius, *Mgr.*)	177·0 P41′F16′	29·6	14·7	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 4Cy.13⅜″–22$\frac{7}{16}$″ 125NHP Atlas-DieselA/B,Skm.		V
32503 8446 SDLT	**Soya VI** *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	1376 — 861					1940	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Soya (O.Wallenius, *Mgr.*)	250·0 P68′F33′	38·0	13·8	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 4Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 270NHP EriksbergM.V.Aktieb.Got		
32504	**Soya VII** (*ex*Inger Benedicte–40) TwinSc *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	*1240* *894* *577*					1938	Lübecker Flender-WerkeA.G. LübeckSiems		231·5 P55′B33′F34′	34·7	14·4	Russian *WB*	Oil Engines 4S.C.SA 16Cy.11″–16$\frac{9}{16}$″ 189NHP DeutscheWerkeKielA.G. Kiel		N
32505 ~~8207~~ ~~SKPN~~	— *ss*Mmo.No.3-5,41 (*ex*Algol–41) *OilEng* 1*Dk* *Mchy.Aft* *CruiserStern* *Strengthened for navigation in ice*	*979* *709* *452*	✠100A1 5,41 ✠LMC5,41 DBS5,41 *CarryingPetroleum in bulk*	Mmo		CL 5,41	1937 10mo *Lloyd'sA&CP*	Deutsche WerftAGBet Reihstgwrft Hamburg	~~RederiA/BSoya~~ ~~(O.Wallenius)~~	205·0 209·8(O.L.) P54′F29′*Trunk*116′ FK *CellDBuE*22′20*tFPT*39*tAPT*43*t*	32·3	15·0	German 11*BHptCem*	Oil Engines 4S.C.SA 6Cy.15¾″–26⅜″ 144NHP DB*142lb* FrKruppGermaniawftAG Kiel	15″0 s1″2¼ 13″11½	
32506 37758 JAWE	**Soya Maru** Ⓟ TwinSc (*Icebreaker*) *CruiserStern* 2*Dks*	3593 2825 1539					1932	Yokohama DockCo.Ld. Yokohama	Govt.ofJapan (Dept.ofRailways)	309·7 F58′	46·3	29·8	Tokyo Japanese *WB*	T.6Cy.20$\frac{11}{16}$″,34$\frac{7}{16}$″&43$\frac{1}{16}$″– 43$\frac{5}{16}$″ 153NHP YokohamaDockCoLd.Yka		
32507 36351 JGCC	**Soyo Maru** *OilEng.* *ss*TamaNo.2–40 2*Dks*(*Stl*)	6081 5456 3681	✠100A1 5,41 ✠LMC CS4,40 DBS5,41 5,41 *Adapted for carrying oil* 1,31 *F.P.above* 150° F. *in deep tank aft*	Tama	*a*†	CL 5,41	1931 1mo *Lloyd'sA&CP*	AsanoS.B. Co.Ld. Tsurumi	ToyoKisenK.K. 1 *'tween dk BH fwd dispensed with* *CellDB*356′1163*t*	415·0 P34′B118′F39′ FK *DTa*41′1120*t FPTs*190*tAPT*74*t*	56·0	31·8	Yokohama Japanese 6*BH to Udk* 2 ,, ,,2*nd* ,,	Oil Engines 2S.C.SA 6Cy.26¾″–47¼″ 747NHP DB*100lb* KobeSteelWorks,Kobe	31″10 s6″8 25″3¾	
32508 UOYE	**Soyuzpushnina** Wood (*ex*Karise–34,*ex*Svendborgsund) *OilEng.* *Mchy.Aft* 1*Dk*	563 451 308					1918	IPJörgensen Thurö	U.S.S.R.	149·2 B40′Q40′F15′	33·1	13·7	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.13″–19$\frac{5}{16}$″ 98NHP H.Christoffersen,Heleby		
32508A TTBD	**Spahi** (*ex*Marie–36) 1*Dk*	1058 805 611					1920	Nüscke& Co.A/G Stettin	Cie.Nouvelle de Nav.Busck	225·9 P34′B62′F23′	32·8	13·9	Marseilles French *WB*	T.3Cy.15⅝″,25½″&41¾″–25⅝″ 110NHP AtlasWerkeA/G,Bremen		V
32509 133600 GDYB	**Spanker** *ss*Nwc.No.3–3,30 *ss*Shl.No.2–39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1875 1489 1104	✠100A1 ~~9,41 12,40~~ 12,41 BS6,41 ✠LMC4,39	Shl	*q*	CL ~~3,39~~ 12,41	1917 5mo *Lloyd'sA&CP*	J.Crown &Sons,Ld. Sunderland	Witherington& Everett *CellDBa&uE*102′*f*	268·0 P24′Q82′B51′F30′ FK 104′383*t FPT* 105*t*	37·9	17·6	Newcastle British 4*BHCem* *APT*100*t*	T.3Cy.20½″,33″&54″–39″(*s*) 180lb *100lb* 199NHP 2SB,4*pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19″9 s1″11 18″0	
32510 PHQB	**Spar** *ss*Rot.No.3–3,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3616 3329 2162	✠100A1 *withfreeboard* 8,41 ~~1,40~~ Examined3,42 BS3,42 ~~BS1,41~~ ✠LMC3,37	~~Rot~~ Sws Lon	*x*	CL ~~11,40~~ 7,41	1924 4mo *Lloyd'sA&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	N.V.Hudig& Pieters' Algemeene Scheep.Maats. *CellDB*303′909*t*	361·0 375·1(O.L.) FK (*Coll* *FPT*98*t APT*128*t*	50·3	22·1	Rottrdam Dutch 6*BHCem* *BH to Sh dk* 5 ,, ,, 2*nd* ,,	T.3Cy.23½″,37½″&63″–42″(*s*) 180lb 322NHP 3SB,9*cf*,GS154,HS5565 RotterdamDroogd.Maats.)	24″6 s1″11¾ 22″8	
32511 121219	**Sparta** (*ex*FrankW.Hart) *Mchy.Aft* 1*Dk*2*trB*	3942 — 3108					1902	American S.B.Co. Lorain,O.		380·0	50·0	28·0	*WB*	T.3Cy.22″,35″&58″-40″ 213NHP AmericanSB.Co.Cleveland		R
32512 DOBZ	— (*ex*Star–36) 2*Dks* D.F. Sub.Sig. *CruiserStern*	1724 1392 750					1927	J.Frerichs &Co.A/G Einswarden	Atlas-Levante-LinieA.G.	275·5 P14′F254′	42·2	15·5	Bremen German *WB*	T.3Cy23⅝″,38$\frac{3}{16}$″&62″–41$\frac{5}{16}$″ 247NHP A.G."Neptun,"Rostock		G
32512A UNYG	**Spartak** (*ex*GerdaVith, *ex*MargareteGelpcke) 1*Dk*	1983 1541 1128					1909	Akt.Ges. "Neptun" Rostock	U.S.S.R.	267·8 P12′Q89′B107′F31	42·0	16·6	Leningrad Russian *WB*	T.3Cy.18$\frac{9}{16}$″,29$\frac{9}{16}$″&50″–35⅝″ 149NHP A.G."Neptun,"Rostock		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32513 2010 ICIB	**Spartivento** (*ex*Aboukir, *ex*SaintMichael) *ss*Ant.2ndNo.3-7,33 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	3694 3481 2311	✠ … 3,37 *Spar dk* ✠	Gen	*x*		1907 4mo	W.Pickersgill&Sons Sunderland	M.Querci *CellDBa* 118'*uE&B*44' *f*1	372·0|49·0|25·1 361·0| 47·4| 17·2 P29'B198'F41' FK 46'831*tDTf*28'651*t*	Genoa Italian 6*BHCem* *APT*43*t*	T.3Cy.24",40"&67"-45" NDB29 343NHP 2SB,*6cf*,GS114,HS4401 G.Clark,Ld.Sunderland	27 " 8	I †
32514 666 IUKX	**Sparviero** (*ex*Altair, Aux4MstSr *ex*Rask,*ex*Hjalmar *OilEng.* Sörensen) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	498 436 341					1915	P.Ph. Sturh'sMsk&Skbs Aalborg	Francesco Bertacca	186·0|33·1|10·9 P22'B18'F19'	Viareggio Italian *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18$\frac{15}{16}$" 192NHP J&CGBolindersCoLd.Skm		I
32515 DOFH	**Specht** (*ex*Grandon,*ex*Talita) *Mchy.Aft* 1*Dk*	753 535 355					1918	W.C.Boele &Zonen Slikkerveer	ArgoReederei RichardAdler&Co.	181·3|28·2|12·5 Q105'B11'F20'	Bremen German *WB*	T.3Cy.15",25"&40⅛"-24" Machinefabriek 79NHP "DeBiesbosch,"Dordrecht		G
32516 148049 GDZC	**Speedfast** *ss*Shl.No.3-1,37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1898 1489 1102	✠100A1 ~~5,41~~12,41 Examined 12,41 ✠LMC MS1,37 BS5,41	~~Shl~~ Shl	*q*	CL ~~1,40~~ 12,41	1924 2mo *Lloyd*	J.Crown&Sons,Ld. Sunderland '*sA&CP*	HillSteamShippng Co.Ld.(Witherington&Everett, *Mgrs.*) *Cell*	268·0|37·9|17·6 Q106'B55'F30' FK *DB* 206' 384*t FPT*	Newcastle British 4*BHCem* 86*tAPT*173*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 200NHP 2SB,*4cf*,GS83,HS3115 J.Dickinson&Sons,Ld.Sld.	19 " 9 s1"10½ 18 " 1	
32517 PKRX	**Speelman** 1*Dk*	1030 712 538					1926	Wilton'sE.&SlpwyCo. Rotterdam	Koninkl.Paketv. Maats.	230·1|38·2|10·4 P35'B80'F29'	Batavia Dutch *WB*	C.4Cy.12$\frac{13}{16}$"&27$\frac{9}{16}$"-27$\frac{9}{16}$" 80NHP Gebr.Stork&Co.Hengelo		V
32518 218003 KIDR	**Spencer Kellogg** (*ex*Romulus) 2*Dks* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* *Longitudinalframing*	5330 — 3265					1919	Bethlehem S.B.Corp.Ld. Wilmington, Del.	SpencerKellogg &Sons,Inc.	391·0|51·3|28·8 P98'B33'F43'	NewYork Utd.States *WB*	T.3Cy.27",45"&75$\frac{9}{32}$"-48" 392NHP BethlehemS.B.Corp.Ld. Wilmington,Del.		R
32519 243 IULB	**Speranza** Iron&SteelTwinSc (*ex*Tala.*ex*Chrissi) *Carrying oil in bulk*	445 — 238					1904	Stabil. Tecnico Triestino Trieste	TitoNeri& AntonioChiesa	185·0|24·6|10·4 H-	Leghorn Italian	C.4Cy.14"&28"-24" 64NHP Lobnitz&Co.Renfrew		
32520 DOCD	**Sperber** (*ex*Bonn) D.F. 1*Dk*	889 708 448					1922	Atlas-WerkeA.G. Bremen	ArgoReederei RichardAdler&Co.	216·0|32·7|13·0 P125'F31'	Bremen German *WB*	T.3Cy.18⅛",29½"&45⅝"-29½" 112NHP Atlas-WerkeA.G.Bremen		G
32521 LCUX	**Spero** (*ex*Pacifico-34,*ex*TaigiMaru) 2*Dks*	3619 3309 2200					1919	AsakiS.B. Co.Ld. Osaka	Skibs-A/S Avant (EivindKile,*Mgr.*)	330·5|46·2|27·8 P17'B72'F39'	Xiansand Norwegian *WB*	T.3Cy.24",39"&64"-42" 265NHP OsakaHatsudokiKKOsaka		VL
32522 144935 GDWZ	— *ss*Nwc.No.3-12,36 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	1960 1359 981	✠100A1 ~~11,41~~ ~~4,4~~12,42 Examined 11,41 BS11,41 ~~BS11,40~~ ✠LMC12,36	~~Nwc~~ Shl	*r*	CL 3,41	1920 11mo *Lloyd*	Murdoch & Murray,Ld. PortGlasgow *sA&CP*	PeltonS.S.Co.Ld. *CellDB*192'439*t*	269·9|40·2|17·4 P24'Q188'F26' FK *DTa*27'98*t FPT*68*t*	Newcastle British 4*BHCem* *APT*70*t*	T.3Cy.22",40"&65"-45" (*s*) 180lb 300NHP 2SB,*6cf*,GS123,HS4550 J.G.Kincaid&Co.Ld.Grk.	19 " 8 s 5 "10 19 " 0¾	
32523 146509 GJND	— Ⓟ D.F. *CruiserStern* *Ref.Mchy.* 1*Dk*	1589 1194 817					1922	Dundee Shipbuilding CoLd.Dundee	Ellerman'sWilson Line,Ld.	257·0|37·0|17·0	Hull British *WB*	T.3Cy.17¾",30½"&53"-36" 169NHP Earle'sCo.Ld.Hull		C
32524 LEXL	**Spes** 1*Dk*	1142 995 657					1918	Trndhjms Mek.Værks. Trondheim	A/S Songvaar (T.Isaksen,*Mgr.*)	226·1|36·5|15·7 P16'B16'F27'	Xiansand Norwegian *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsM.V.Trondhm		N
32525 65 SZLY	**Spetsai** Ⓟ (*ex*Lefkas-40,*ex*Aris-33, *ex*Vella,*ex*Mikonos,*ex*Aris) 1*Dk*	379 — 151					1904	Lloyd Austriaco Trieste	HellenicCoast LinesCo.Ld.	169·0|23·7|11·6 F36'	Piræus Greek	T.3Cy.13⅜",22¼"&36"-24" 63NHP LloydAustriaco,Trieste		
32526 148902 GLQF	**Speybank** TwinSc *OilEng.* *ss*Gms.No.3-6,39 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-ws)	5154 4768 3118	✠100A1 *withfreeboard* 6,40 DBS8,40 ✠LMC7,39 *Carrying vegetable oil in deep tank* (SEE FOOTNOTE *)	Liv	*a*†	CL SN4,38 P2,40	1926 4mo *Lloyd*	Harland&Wolff,Ld. Glasgow '*sA&CP*	BankLineLd.(A. Weir&Co.*Mgrs.*) *CellDB*357' 1121*t Tanks'tween* *DTf* 32' 1067*t*	420·3|53·9|26·5 FK *tunnels*115'251*t* *FPT*106*t APT*132*t*	Glasgow British 7 *BHpt Cem* (*Coll toSh dk* 6 " *2nd* ")	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	29 " 2 s3 " 7½ 25 " 8¼	
32527 DHWA	**Spezia** D.F. 2*Dks*	1825 1573 1044					1924	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	287·1|41·3|16·7 P&B210'F30'	Hamburg German *WB*	T.3Cy.21¼",34⅝"&56"-37⅜" 192NHP A.G."Neptun,"Rostock		G
32528 143515 MKFG	**Sphene** (*ex*RiverTawe) *ss*Trn.No.3-2,32 *ss*Bwg.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	815 583 413	✠100A1 4,41 ✠LMC MS6,40 BS4,41	Irv	*k*	CL 4,39	1920 8mo *Lloyd*	London&Montrose S.&R.Co.Ld. Montrose '*sA&CP*	Wm.Robertson *Cell*	189·4|30·3|12·6 195·2(O.L.) Q109'B11'F24 FK *DBf*119'171*tFPT*	Glasgow British 3*BHCem* 55*tAPT*6*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb 79RHP 1SB,*3cf*,GS63,HS2101 W.Beardmore&Co.Ld.Gls.	14 " 7 s4 "2¼ 14 " 2½	
32529 FOBJ	**Sphinx** Ⓟ TwinSc 7*Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel*	11375 8957 6724					1914	Atel.&Ch. de laLoire St.Nazaire	Soc.desServices Contractuels des MessageriesMarit.	478·0|60·7|40·6 B266'	Marseilles French *WB*	T.6Cy.28",46"&76"-53" 840NHP Atel &Ch.de laLoire,Nts.		V
32530 DDRT	**Spica** (*ex*Schwennau) Sub.Sig. 1*Dk*	1385 1150 869					1904	Act.Ges. "Neptun" Rostock	ErikLarsen (ErichAhrens, *Mgr.*)	256·5|35·9|15·2 P14'Q69'B110'F29'	Rostock German *WB*	T3Cy.17⅛",26¾"&44⅞"-33$\frac{1}{16}$" 115NHP A.G."Neptun,"Rostock		G
32531 LDUX	— (*ex*Falkeid-35,*ex*Christoffer Ellingsen) D.F. 1*Dk*	500 378 213					1915	Akers Mek.Værks. Oslo	DetBergenske Dampskslsk.	166·4|25·2|12·9 Q35*t*B60*t*H6*t*F17*t*	Bergen Norwegian *WB*	T.3Cy.14",24"&37"-27" 71NHP AkersMek.Værks.Oslo		N
32532	**Spidola** (*ex*Brookvale,*ex*Arvonian) *ss*Liv.No.3-7,19 *ss*Cff.No.2-27 1*Dk*&*deepframing*	2833 2588 1754	✠ … 4,32 ✠				1905 9mo	Richardsn, Duck&Co. Stockton	P.Danneberg	331·3|47·6|22·6 P30'B170'F29' FK	Latvian *WB*	T.3Cy.23½",39"&64"-42" 276NHP Blair&Co.Ld.Stockton	22 " 6	C †

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pcs.	15 Registres ou cote si ce n'est dans le L.R. Durée. Cert. B. of Trad
32533 ~~805~~ ~~OTSA~~ HPRQ	**Spidoleïne** TwinSc ssGal.No.3-9,40 *OilEng.* ~~ssAnt.No.2-36~~ *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. GyC. *Longitudinal framing*	~~6190~~ ~~5424~~ ~~8285~~ 6110 5425 3832	✠100A1 ~~9,40~~ ~~1,40~~ 7,41 DBS7,41 9,40 ✠LMC CS~~11,36~~ ~~DBS4,396,40~~4,39 *Carrying Petroleum in bulk*	~~Phl~~ ~~Gal~~NY	*z* k	CL ~~4,39~~ PN9,40 S9,40	1928 2mo	Atel.&Ch. deFrance Dunkirk *Lloyd's*A&CP	~~BelgianGulfOil Co.Soc.Anon.~~ Gulf OilCorporation	403·1|52·5|32·3 P92'B32'F40' FK *CellDBuE56'152tDTf48'475tFPT118tAPT63t*	Panama Pnamanian 19*BHptCem* 6 „ *to2nd dk*	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 779NHP 2DB*180lb* Cie.deCons.Mécanique ProcédésSulzer,St.Denis	32 ″ 0 ~~s6 ″ 1~~ ~~26 ″ 1~~ s6 ″ 0 26 ″ 2½	
32534 LCYU	**Spinanger** *Carrying Petroleum in bulk* *OilEng.* D.F. *Mchy.Aft* *2Dks*	7429 6750 4422					1927	F.Schichau Danzig	Westfal-Larsen &Co.A/S	441·6|57·4|34·2 P416*t*H221*t*F15*t*	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.26$\frac{13}{16}$"–47$\frac{5}{16}$" 750NHP F.Schichau,Elbing		N
32535 LCON	**Spind** (*ex*Homledal-35,*ex*Haslemere) 1*Dk*	2129 1900 1279					1917	S.P.Austin &Son,Ld. Sunderland	A/S Salvesen(Jac. Salvesen,*Mgr.*)	285·0|43·4|18·9 P27'B76'F32'	Farsund Norwegian *WB*	T.3Cy.21",35"&57"–39" Richardsons, 203NHP Westgarth&Co.Ld.Sld		N
32536 167364 GLJD	**Spirality** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	554 352 283	✠100A1 7,41 ~~11,39~~ ✠LMC11,39 ✠LMC(M)5,41	~~Goo~~ Yar	*h*	OG	1939 11mo	GooleS.B. &RepgCo.Ld. Goole *Lloyd's*A&CP	F.T.Everard& Sons,Ld.	168·7|27·7|10·0 176·3(O.L.) Q105'F18' FK *FPT*83*t*	London British 3*BHptCem* *ptAsp* *APT*49*t*	Oil Engines 2S.C.SA 5Cy.12⅝"–16¾" 71RHP NewburyDieselCo.Ld. Newbury	11 ″ 3 s3 ″ 7 11 ″ 1¾	
32537 146611 GFLB	**Spirila** ssSng.No.2-30 *Mchy.Aft* *2Dks(Stl)&Webframes* *Longitudinal framing* *(Now used as fuel oil storage ship)*	5695 5263 3387	✠ … 7,38 ✠ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Bkn	*z*		1922 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Anglo-Saxon PetroleumCo.Ld.	411·5|53·4|31·0 P109'B26'F45' FK *CellDBuE&B7'8217tDTf32'316tFPT81tAPT136t*	London British 16*BHptCem* (12 „ *to Udk* 4 „ „ *2nd* „)	T.3Cy.24½",42½"&74"–48" 548NHP 3SB,*9cf*,GS184,HS7617 WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0	
32538 YTNK	**Split** Ⓟ (*ex*SplitD.) ssSpt.2ndNo.3-4,35 ssSsk.No.1-39 1*Dk(Stl-ws)&Shadedk* *(ptStl-*teak *s)*	896 833 503	✠100A1 *withfreeboard* 2.40 BS2,40 ✠LMC5,39 No later survey reported *For service in the Adriatic*	Ssk	*l*	CL 4,38	1909 5mo	Cant.Nav. Triestino Monfalcone *Lloyd's*A&CP	Jadranska PlovidbaD.D.	197·5|30·6|21·3 FK *CellDBa31'uE15'f56'94tFPT23tAPT11t*	Split Yugoslav 4*BHCem*	T.3Cy.17½",29"&48"–30" (*s*) 180lb 81NHP 2SB,*4cf*,GS68,HS2606 FD D.Rowan&Co.Glasgow	14 ″ 0 s1 ″ 5 12 ″ 10¼	
32539 149880 GMZQ	**Spondilus** *OilEng.* ssCff.No.3-2,40 *Mchy.Aft* *Cruiser Stern* D.F. E.S.D. 1*Dk(Stl)* *Longitudinal framing at bottom & at deck*	7402 6758 4277	✠100A1 1,42 ~~12,40~~ ✠LMC CS2,40 DBS~~12,40~~1,42 12,40 *Carrying Petroleum in bulk*	~~NYk~~ Bom		CL ~~2,40~~ 1,42	1927 9mo	Maats. Fyenoord Rotterdam *Lloyd's*A&CP	Anglo-Saxon PetroleumCo.Ld.	440·4|59·5|32·7 P99'B40'F62' FK *CellDBuE69'285tDTf32'284tFPT162tAPT67t*	London British 15*BHptCem*	Oil Engines 4S.C.SA 6Cy.32¼"–59$\frac{1}{16}$" 600NHP 2DB*180lb* Werkspoor,Amsterdam	32 ″ 9 s6 ″ 3½ 26 ″ 8¾	
32540 487 IRAW	**Sportivo** (*ex*Nereide-37,*ex*Maras, *ex*Shantung) ssSng.No.3-5,12 ssAms.No.2-20 1*Dk(Stl)&Spardk(Stl)&deepframing*	1598 — 936	✠ 6,25 ✠	Rot	*q*		1900 2mo	Rickmers Akt.Ges. Bremerhaven	A.Lauro	259·1|37·2|19·2 B64'F27' FK *CellDBa68'uE34'f86'322tFPT59tAPT18t*	Naples Italian 4*BHCem*	T3Cy18$\frac{9}{16}$"30$\frac{7}{16}$"&49⅕"–31½" 180NHP 2SB,*6pf*,GS91,HS3208 BremerVulkan,Vegesack	22 ″ 0	I †
32541 119 YLBO	**Sports** (*ex*Gladstone, *ex*MargaritaCalafati, *ex*Jean) ssSyr.No.3-10,27 ssRga.No.2-37 *Spardk(Stl)2trB&deepframing* *Cargo battens not fitted*	3283 2687 1549	✠100A1 *Spar dk* 2,39 BS1,40 ✠LMC4,37 NO LATER SURVEY REPORTED	Lie	*u*	1,40	1909 8mo	NwprtNws S.B.&D.D.Co Newprt News	M.Sandbergs&Co.	311·0|46·1|21·8 P36'B94'F33' FK *CellDBa90'uE24'f136'538tFPT71tAPT117t*	Riga Latvian 5*BHCem*	T.3Cy.22",37"&60"–42" (*s* 180lb 271NH 2SB,*6cf*,GS149,HS4400 NewportNewsSB&DD.Co.	24 ″ 6 s3 ″ 9¾ 20 ″ 10	
32542 FOYS	**Spramex** (*ex*Shellphalte, *ex*Leonor) TwinSc ssRou.No.2-36 *Mchy.Aft* 1*Dk(Stl)* D.F. *Longitudinal framing at bottom & at deck*	2560 1785 956	✠100A1 10,39 BS3,39 ✠LMC11,36 *Carrying Petroleum in bulk or* *Carrying Asphalt only & limited to Centre Tanks* *Fitted for oil fuel* 11,28 *F.P. above* 150° F. SURVEYS DELAYED	Rou	*t*	S3,39 CL PN3,39	1928 11mo	Cant.Nav. Triestino Monfalcone *Lloyd's*A&CP	SocAnonFrançaise desPétrolesShell	302·5|49·6|15·0 316·0(O.L.) Q89'F29' FK *Trunk*187' *FPT*107*t**APT*84*t*	Algiers French 9*BHptCem* *ptAsp*	T6Cy.12¾",20½"&33⅞"–24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,*4cf*, HS4168 FD RotterdamDroogd.Maats	15 ″ 0 s1 ″ 10¾ 13 ″ 2¼	
32543 162284 MKCC	**Spray** ssAbn.No.1-37 *Well deck* 1*Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	960 648 464	✠100A1 9,41 ~~8,40~~ Examined 9,41 BS9,41 ✠LMC7,37	~~Abn~~ Abn	*l*	CL 8,40	1932 11mo	Hall,Russell&Co.Ld Aberdeen *Lloyd's*A&CP	Ellis&McHardy, Ld. *CellDB147'244tDTf8'75tFPT50tAPT35t*	206·3|32·2|12·6 214·2(O.L.) Q132'B17'F20' FK	Aberdeen British 4*BHptCem* *ptAsp*	T.3Cy.16½",27½"&46"–33" 200lb (*r*) 169NHP 2SB,*4cf*,GS82,HS3000 Hall,Russell&Co.Ld.Abn.	15 ″ 0 s4 ″ 0¾ 14 ″ 9¾	
32544 143692 MKJB	**Sprayville** (*ex*Pickmere) 3Mst ssBwg.No.3-3,34 ssLiv.No.1-38 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	466 321 192	✠100A1 ~~8,41~~ ~~8,40~~ ~~9,41~~ 1,42 BS1,42 ~~BS3,41~~ ✠LMC11,38	~~Trn~~ Liv		CL ~~8,40~~ ~~9,41~~ 9,41	1920 11mo	Cochrane &Sons,Ld. Selby *Lloyd's*A&CP	JohnS.Monks,Ld.	152·0|25·2|10·8 Q86'B9'F25' FK *FPT*48*t*	Liverpool British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"–24" (*s*) 180lb 85RHP 1SB,*3pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 8¾ 11 ″ 10¼	
32545 DOCF	**Spree** (*ex*Agira-36) Sub.Sig. *2Dks* *CruiserStern*	2867 2553 1691					1929	Deutsche Sch-u.Mschb A.G.Weser Bremen	Norddeutscher Lloyd	295·4|46·1|23·4 B44'F29'	Bremen German *WB*	T3Cy19⅝",31½"&50⅜"–35⅜"& LP Turbine with DR gearing & hydraulic coupling 315NHP DeutscheSchiff.-u.Mschb. A.G.Weser,Bmn		G
32546 DIFF	**Spreewald** Ⓟ TwinSc (*ex*Anubis-39, *ex*Spreewald-35) *OilEng.* *2Dks* D.F. Sub.Sig. *CruiserStern*	5083 4467 3002					1922	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6|54·2|27·4 F40'	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.24¾"–38¾" 714NHP Algemeine Elec.Ges.Berlin		G
32547 148908 GLQJ	**Springbank** TwinSc *OilEng.* ssFal.No.3-11,39 1*Dk(Stl)&* *Shelterdk(Stl-ws)*	5155 4768 3116	✠100A1 *withfreeboard* 11,39 DBS11,39 ✠LMC11,39 *Carrying vegetable oil in deep tank*	Fal	*a*†	CL S9,39 PN9,39	1926 5mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB357'1121t* *tanks between tunnels115'251t* *DTf32'1067tFPT106tAPT132t*	420·3|53·9|26·5 433·9(O.L.) FK	Glasgow British 7*BHptCem* (*Coll toSh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7¾ 25 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
32548 220127	**Springfield** 2*Dks* *Fitted for oil fuel*	5641 4985 3504					1920	Atlantic Corp. Portsmouth, N.H.	UnitedStates Maritime Commission	410·5 P60'B114'F47'	54·2	27·0	Portsmth, N.H. Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorp. Portsmouth,N.H.		
32549 150845 VCQK	**Sprucebay** (*ex*Soutier) TwinSc *Mchy.Aft* 1*Dk*	1238 821 646					1920	Atel.&Ch. Mar.duSud-Ouest Bordeaux	TreeLineNav. Co.Ld.(J.D.Calvin, *Mgr.*)	218·8 P75'F29'	34·3	12·3	Montreal British *WB*	T.6Cy.12½",19"&31½"–17½" 83NHP Soc.Marseillaise deConst. Mécaniques,Marseilles		VL
32550 LCKL	**Spurt** (*ex*Craincreek) Sub.Sig. 1*Dk*	2061 1814 1219					1918	Gt.Lakes Eng.Works Ecorse,Mich.	SkibsA/SLundegaard(Lundegaard&Sönner, *Mgrs.*)	254·2 P69*t*F35*t*H103*t*	43·7	20·2	Farsund Norwegian *WB*	T.3Cy.21",35"&59"–42" 226NHP Gt.LakesEng.Works.Det.		N
32551 93 SVQF	**Spyridon** (*ex*IoannisCarras-40, *ex*Southlea, *ex*LadyCharlotte) *ss*Shl.No.3–4,30 *ss*Rot.No.2–38 1*Dk*(*Stl*)	*3527* *3324* *2208*	✠100A1 4,39 BS5,39 ✠LMC5,38 (SEE FOOTNOTE *)	Ant	*w*	CL 4,39	1917 10mo	Campbeltown S.B.Co Campbeltwn *Lloyd's A&CP*	P.J.Carras	348·5 P29'B213'F37' FK *CellDB*300'995*t*	49·9	23·6	Chios Greek 6*BHCem* *APT*85*t*	T.3Cy.25",40"&65"–45" (*s*) 180lb 327NHP 3SB,9*cf*,GS163,HS5305 Rankin&Blackmre Ld.Grk	26 ″ 0 s 3 ″ 1 23 ″ 1¾	
32552 106 SVEX	**Spyros** (*ex*Balgowan-34, *ex*AdmiralCodrington) *ss*Gls.No.3–2,34 *ss*Rot.No.1–38 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Cargo battens not fitted except in No.4hold*	6629 6329 4139	✠100A1 *Shelter dk with freeboard* 11,41 ~~3,40~~ BS2,41 ✠LMC10,38	~~Liv~~ Gls	*z*	CL 9,38	1918 2mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	AegeonS.S.Co.Ld. 1*Intermediate in forehold* *CellDB*358' 1151*t*	420·0 *Bulkhead dispensed with* FK Coll *FPT*109*t* *APT*128*t*	54·0	34·4 26·4	Argostoli Greek 6*BHCem* *BHtoSh dk* 5 „ 2nd „	T.3Cy.27",44½"&75"–54" (*s*) 180lb 567NHP 3SB,9*cf*,GS222,HS8313 FD Richardsons,Westgarth& Co.Ld.Hpl.	37 ″ 0 s8 ″ 11¼ 28 ″ 4	
32553 YTNL	**Srbin** Ⓟ (*ex*Sparta) *ss*Ssk.No.3–4,37 1*Dk*&*Shade dk*	982 — 602	✠100A1 *Shade dk with freeboard* 1.41 BS4,40 ✠LMC4,37 No later survey reported	Spt	*m*	CL 1,41	1913 8mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's A&CP*	Jadranska PlovidbaD.D.	215·7 227·5(O.L.) BK7" *CellDBa*41'*uE*	30·6	14·0	Susak Yugoslav 4*BHCem* 17'*f*84'143*t*	T.3Cy.17½",29"&47"–33" (*r*) 180lb *100lb* 193NHP 2SB,4*cf*,GS68,HS3000 FD Hall,Russell&Co.Ld.Abn.	15 ″ 0 s 1 ″ 0¾ 14 ″ 9½	
32554 YTTM	**Sréca** (*ex*Eglantier-39, *ex*WarBeetle) *ss*Ant.No.3–5,31 D.F. *ss*Sch.No.2–39 2*Dks*(*Stl*)	*5246* *4749* *3167*	✠100A1 4,41 ~~8,40~~ BS~~7,40~~ ✠LMC8,39 8,41	~~NNs~~ Bal	*y*	CL ~~8,39~~ 4,41	1918 9mo	Workman, Clark&Co.Ld Belfast *Lloyd's A&CP*	AtlantskaPlovidba d.d. *CellDB*	400·4 P49'B113'F39' FK 347' 1120*t* *FPT*115*t*	52·3	28·4	Susak Yugoslav 7*BHptCem* *APT*170*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Wrkman,Clark&Co.LdBel	31 ″ 0 s5 ″ 11¾ 25 ″ 2¾	
32555 PHQS	**Stad Amsterdam** D.F. 1*Dk*	3780 3477 2322	ExaminedL.R.7,41 7,41	Shl BS6,41		CL 6,41	1920	N V Schpw. Dordrecht Dordrecht	N.V.Stoomb.Mij. "StadAmsterdam" (Halcyon-Lijn, N.V.*Mgrs.*)	341·9 P28'B102'F36'	50·0	25·5	Rottrdam Dutch *WB*	T.3Cy.24⅘",41"&66⅘"–45⅕" 192lb 300NHP 2SB&1AuxSB NB39 Thyssen&Co.A.G.Mülheim		G
32556 PHQX	**Stad Arnhem** D.F. Sub.Sig. 1*Dk*	3819 3477 2376	Examined LR 2,41 ~~8,41~~ ~~12,40~~ 10,41 ~~BS12,40(180lb)~~ BS1,42	~~StJ~~ Gls	~~Shl~~ Cff	CL ~~12,40~~ 10,41	1920	NV Schpw. Dordrecht Dordrecht	N.V.Arnhemsche Scheepsv.Maats. (Halcyon-Lijn, N.V.*Mgrs.*)	340·0 P28'B102'F36'	49·7	27·7	Rottrdam Dutch *WB*	T.3Cy.24⅘",$40\frac{9}{10}$"&$66\frac{9}{10}$"–$45\frac{3}{16}$" 180lb *180lb* 301NHP 2SB, Thyssen&Co.A.G.Mülheim		G
32557 PHRC	**Stad Dordrecht** D.F. Sub.Sig. 1*Dk*	3781 3477 2321					1920	NV Schpw. Dordrecht Dordrecht	N.V.Stoomb.Mij. "StadDordrecht" (Halcyon-Lijn, N.V.*Mgrs.*)	341·9 P29'B102'F36'	50·0	25·5	Rottrdam Dutch *WB*	T.3Cy.24⅘",$40\frac{9}{10}$"&$66\frac{9}{10}$"–$45\frac{3}{10}$" 301NHP Thyssen&Co.A.G.Mülheim		G
32558 PHRG	**Stad Haarlem** *ss*Rot.No.2–37 D.F. 1*Dk*(*Stl*)	4518 4187 2738	✠100A1 4,41 ✠LMC MS4,37 BS7,40	Npt	*y*	CL N12,38	1929 5mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	Halcyon-LijnN.V. *CellDB*329' 954*t* *Po*	384·7 P29'B238'F44' FK *opT*205*t* *FPT*116*t*	52·0	26·1	Rottrdam Dutch 6*BHptCem* *APT*140*t*	T.3Cy.25",42"&70"–48" 200lb (*s*) 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&Blackmre,Ld.Grk	28 ″ 6 s4 ″ 0 24 ″ 8¾	
32559 PHRK	**Stad Maassluis** (*ex*KingBleddyn-37,*ex*Glenspey, *ex*WarMusic) *ss*Mch.No.3–5,31 *ss*Ams.No.2–39 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in 'tween decks* *Straight frames & bevelled bilge*	6541 6230 3864	✠100A1 *Shelter dk with freeboard* 5,41 BS5,41 ✠LMC2,39	Bkn	*a*†	CL N3,40	1918 12mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP* *Hat*	Halcyon-LijnN.V. *ch covers dispensed* *CellDB*343'1571	412·4 425·6(O.L.) FK *with in'tween decks* *t DTa*23' 858*t* *FPT*	55·8	34·4	Rottrdam Dutch *ptCem* 6*BHtoSh dk* 2 „ „ *U* „ 91*t* *APT*126*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0½ 28 ″ 3	
32560 PHRR	**Stad Vlaardingen** *ss*Rot.No.3–6,37 *ss*Lth.No.1–41 D.F. E.S.D. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.1hold* *Hatch covers dispensed with in'tween decks*	8501 8012 5253	✠100A1 1,42 ~~3,41~~ BS3,42 ✠LMC3,41	~~Lth~~ Liv	*d*†	CL N6,39	1925 5mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd's A&CP* *CellDB*412'	Halcyon-LijnN.V. 1870*t* *DTa*19'200*t*	470·0 490·0(O.L.) F73' FK *DTf*41'1353*t* *FPT*1	59·3	35·4	Rottrdam Dutch 8*BHptCem* *ptAsp* 75*t* *APT*142*t*	T.3Cy.31⅛",$50\frac{13}{16}$"&84⅛"–53⅞" 185lb (*s*) 699NHP 4SB(Spt),12*cf*,GS212, HS10010 FD FlensburgerSchiffsb.Ges.	38 ″ 1 s9 ″ 10¾ 28 ″ 4½	
32561 154474 VGJN	**Stadacona** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at decks*	9181 8730 6711					1929	Midland S.B.Co.Ld. Midland,Ont.	CanadaS.S.Lines, Ld.	582·0 F44'	60·2	28·3	Montreal British *WB*	T.3Cy.$24\frac{9}{16}$",41½"&72"–48" E*made*18 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		C
32562 LEXT	**Stadion II** 1*Dk*	629 506 318					1914	Nylands Værksted Oslo	A/S Stadion (J.B.Stang)	176·4 P33*t*H43*t*F6*t*	29·7	14·1	Oslo Norwegian *WB*	T.3Cy.13½",21"&36"–27" 67NHP NylandsVærksted,Oslo		N
32563 DGCS	**Stadt Emden** (*ex*AdelineHugo Stinnes3,*ex*KronprinsGustaf) D.F. Sub.Sig. 1*Dk*&*Trunk dk*	5180 4231 3261					1901	Howaldtswerke Kiel	Kauffahrtei Seereed.Adolf Wiards&Co.	406·2 P28'F38'	52·5	23·1	Hamburg German *WB*	T.3Cy.26½",42",&69"–43" 312NHP Howaldtswerke,Kiel		G
32564 DNDN	**Stadt Rüstringen** Ⓟ TwinSc 1*Dk*	400 289 148					1927	J.Frerichs &Co.A.G. Einswarden	Seebäderdienst Wilhelmshaven G.m.b.H.	165·0 B25'F44'	26·4	9·3	Wilhelmshaven German *WB*	T6Cy.10⅞"$17\frac{5}{16}$"&$30\frac{5}{16}$"–23⅝" 45NHP Frerichswerk,Osterholz		G
32565																

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée. Cert. B. of Trade
32566 161082 GSRZ	**Staffordshire** Ⓟ TwinSc 3Mst ~~4Mst~~ *Oil Eng.* ssNwc.No.3-12,41 ~~ssBkn.No.2-37~~ *Ref.Mchy.* D.F. 3*Dks*(*Stl-U* ws) *CruiserStern*	10701 ~~10683~~ 7719 ~~6669~~ 6509	✠100A1 5,42 ~~3,41~~ ~~12,41~~ ✠LMC CS12,41 DBS12,41 12,41	~~Liv~~ ~~Nwc~~ Avn	*f*†	CL ~~1,40~~ ~~3,41~~ 10,41	1929 1mo *Lloyd*	Fairfield SB.&E.Co.Ld Glasgow '*sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *Cell*	483·6 P51'B265'F78' FK *DB*420'1659*t FPT*	62·2	32·0	Liverpool British 8*BHptCem* 41*tAPT*85*t*	Oil Engines 2S.C.SA 16Cy.28"-39" 2196NHP DB*120lb* FairfieldS.B.&E.Co.Ld.Gls	36 ″ 6 ~~s 7 ″ 2¾~~ ~~29 ″ 7½~~ s6 ″ 7 30 ″ 3	BT till ~~3,42~~ 10,42
32567 PKEY	**Stagen** 1*Dk*	2539 2293 1510					1919	Gebr.Pot Bolnes	Koninkl.Paketv. Maats.	300·0 B80'F28'	46·3	20·6	Batavia Dutch *WB*	T.3Cy.21⅝",35⅜"&57⅛"-41⅜" N.V.Burgerhouts 218NHP Mch.&Schpw.Rot.		V
32568 99969 MQPJ	**Staghound** 3Mst *Well deck* ssBkn.4thNo.3-1,37 *Mchy.Aft* 1*Dk*(*Irn*)	468 360 184	✠100A1 1,37 ✠NB8,09 ✠LMC MS1,37 BS7,39	Bkn	*h*	CL 1,37	1894 4mo	AilsaS.B. Co. Troon A&CP	KyleShippingCo. Ld.(MonroeBros. *Mgrs.*)	170·0 Q93'B10'F27' BK7" *DBf*10'18*t FPT*	25·6	11·6	Glasgow British 3*BHCem* 48*tAPT*10*t*	C.2Cy.21"&42"-30" (*s*) 110lb 69RHP 1SB,3*pf*,GS63,HS1376 Muir&Houston,Glasgow	12 ″ 7 s 4 ″ 2½ 12 ″ 9	
32569 161992 MBBS	**Stagpool** (*ex*IronChief-35) ssBry.No.2-38 D.F. 1*Dk*(*Stl*)	4560 4152 2677	✠100A1 2,40 ✠LMC MS7,38 ~~BS5,40~~ 6,41	Bry	*x*	CL 7,39	1930 6mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *CellDBa&uE*126'*f*	370·3 P30'B110'F36' FK 169'1060*t FPT*173*t*	52·9	25·9	W.Hartlpl British 6*BHCem* *APT*165*t*	T.3Cy.25½",40"&71"-48" (*s*) 180lb FD 479NHP 3SB(Spt)9*cf*,GS166,HS7002 G.Clark,Ld.Sunderland	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	
32570 DOOQ	**Stahleck** Sub.Sig. 2*Dks*	1663 1042 907					1923	Act.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	241·3 P12'B157'F26'	36·3	15·2	Bremen German *WB*	T.3Cy.19¾",31½"&53⅛"-35½" 165NHP A.G."Weser,"Bremen		G
32571 UOJZ	**Stakhanovets** TwinSc (*ex*AlexanderEmshanov-39) *Carrying Petroleum in bulk* 1*Dk* *Fitted for oil fuel*	1219 1153 637					1922	Naval Works Nicolaieff	U.S.S.R.	229·9	34·0	12·2	Tuapse Russian	T6Cy.11",19 7/10"&29 1/10"-15¾" 67NHP NavalWorks,Nicolaieff		
32572 167586 GLSP	**Stal** ssAbg.No.3-1,34 ssAbg.No.1-38 D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Tonnage opening closed '42*(*W.E.*)	2242 1967 1317	✠100A1 *Shelter dk* *withfreeboard* ~~9,41~~10,41 BS4,41 ✠LMC5,38	~~Nwc~~ Shl	*t*	OG ~~7,39~~ 10,41	1921 10mo	A/S Baltica Værftet Copenhagen A&CP	MinistryofWar Transport(Dene ShippingCo.Ld. *Mgrs.*) *Intermediate BH in fore hold dispensed with* *CellDB*262'641*t*	301·9 313·8(O.L.) F32'*on Shelter dk* FK *FPT*51*tAPT*65*t*	44·2	19·3	London British *ptCem* 1*BHtoSh dk* 3 „ „ *U* „	1DR geared SteamTurbine 200lb FD (*s*) 221NHP 2SB(Spt),4*cf*,GS61,HS2740 SvenskaTurbinfabriks, A/B Ljungström,Finspong	~~21 ″ 11~~ ~~s 1 ″ 8¾~~ ~~20 ″ 10~~ 28 ″ 11 s7 ″ 6 21 ″ 7¾	
32573 UOHW	**Stalingrad** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian	T.3Cy.22 7/16",37"&59⅛"-39⅜" 220NHP BalticS.B.&Eng.Wrks.Len		
32574 SPEK	**Stalowa Wola** (*ex*RioPardo-39, *ex*PineCourt-37, *Oil Eng.* *ex*HenryHorn-34) ssHam.No.3-8,34 ssOsl.No.1-38 *CruiserStern* 2*Dks*	3133 2732 1811	100A1 *withfreeboard* 7,41~~11,40~~ LMC CS1,38 DBS~~5,40~~10,41 ~~8,37~~5,39	~~Cff~~ Mch	*u*	CL 6,39	1924 *Lloyd*	Frd.Krupp Act.Ges. Kiel '*sA&CP*	Gdynia-America ShippingLines,Ld.	306·7 FK P25'B98'F23' *CellDB*248'652*t FPT*	47·7	23·5	Gdynia Polish 5*BHCem* 58*tAPT*48*t*	Oil Engines 4S.C.SA 6Cy.25 9/16"-39⅜" 381NHP DB*70lb* Frd.KruppA.G.Kiel	25 ″ 11 s 4 ″ 8¼ 21 ″ 3¾	
32575 213 SVIY	**Stamatios G. Embiricos** ssNYk.No.1-41 1*Dk& Shelter dk* D.F. *CruiserStern*	*3941* *3537* *2327*	✠100A1 *withfreeboard* 5,41~~6,40~~ MS5,41 ✠LMO MBS5,40 DBS5,41 *Fitted for oil fuel* 4,36 *F.P. above* 150° F.	~~Boa~~ NYk	*y*	CL ~~3,39~~ 4,41	1936 4mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	S.G.Embiricos *CellDB*327'1246*t*	400·0 414·5(O.L.) FK *FPT*237*tAPT*255*t*	53·0	23·1	Andros Greek 6*BHCem* (*Coll to Sh dk* 5 „*2nd*„)	T.3Cy.22",36½"&63"-42" 220lb *120lb* (*s*) 330NHP 2SB,6*cf*,GS124,HS5306 N.E.MarineEng.CoLd.Sld.	25 ″ 9 s 2 ″ 5¼ 23 ″ 6¼	
32576 49 ICIH	**Stamira** Ⓟ (*ex*Stamura-37) TwinSc *CruiserStern* *Fitted for oil fuel* 2*Dks*	1463 1196 701					1929	Cant.Nav. Riuniti Ancona	SocietàFiumana diNavigazione	247·5	35·6	22·2	Ancona Italian *WB*	T.3Cy.15⅜"25¼"&41 7/10"-28⅜" 91NHP Cant.Nav.RiunitiAncona		I
32577 120 SVRJ	**Stamos** (*ex*Reading-34) ssAms.2ndNo.3-8,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*3801* *3627* *2396*	✠100A1 *Shelter dk* *withfreeboard* ~~8,41~~~~12,40~~ 2,42 BS~~4,41~~ 2,42 ✠LMC8,39	~~Sng~~ ~~Bel~~ Gls	*x*	CL 8,39	1914 11mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	S.&D.Fafalios *CellDBa&*	374·9 388·4(O.L.) FK *uE* 150' *f*162'1056*t*	51·3	23·7	Chios Greek 6*BHCem* *APT*145*t*	T.3Cy.25",41"&69"-48" (*s*) 180lb 367NHP 3SB,9*cf*,GS156,HS5796 N.E.MarineEngCoLd.Nwc	26 ″ 1 s 2 ″ 7 23 ″ 9½	
32578 195 ICIG	**Stampalia** Ⓟ (*ex*KongSigurd) 1*Dk& Spar dk*	1228 1083 714					1907	Fredrkstad Mek.Værks. Fredrikstad	"Adriatica"Soc. Anon.diNav.	232·6 P57*t*H59*t*F18*t*	32·6	19·7	Venice Italian *WB*	T.3Cy.17½",29"&48"-33" 132NHP FredrikstadM.V.Frdstad.		I
32579 LKHE	**Stamsund** *Oil Eng.* *Mchy.Aft* *CruiserStern* 1*Dk&Shelter dk*	864 676 421					1939	MossVærft &Dokk,A|S Moss	Vesteraalens Dampskibsselskab	214·2	34·7	13·8	Stokmarknes Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.14⅜"-21⅝" 141NHP Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		N
32580 1585 FNNQ	**Stanasfalt** ssBdx.No.2-37 *Mchu Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing* *at bottom & at deck* Surveys delayed	2468 2226 1436	✠100A1 *withfreeboard* 4,40 MS5,37 ✠LMC ✠NB(r)1,37 BS4,40 *Fitted for oil fuel* 4,29 *F.P. above* 150° F. *Carrying Liquid Asphalt in cylindrical tanks*	Rou		CL 8,39	1929 4mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	Standard Française des Pétroles *CellDBuE*	290·4 F31' FK & *B*47'67*t FPT*115*t APT*15*t*	49·2	20·0	Rouen French *BHCem*	T.3Cy.14½",24"&39½"-27" 180lb (*s*) 230NHP 2SB(Spt),6*cf*,HS4415 FD Palmers'Co.Ld.Newcastle	19 ″ 6 s7 ″ 10 11 ″ 10	
32581 125491 MCXP	**Stancourt** (*ex*Oder-38) ssLth.2ndNo.3-3,34 *Well deck* ssGls.No.1-38 Now "Iñaki," *see No.* 37065 *in Supplement* 1*Dk*(*Stl*) *2nd dk in No.1 hold*	965 690 550	✠100A1 9,41~~3,40~~ BS1,41 ✠LMC7,38	~~Dun~~ Grk	*m*	OG 3,40	1909 3mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	215·0 225·0(O.L.) P&B122'F68' FK *CellDBa*40'*uE*18'*f*90'	31·5	13·8	London British 5*BHCem* 230*tAPT*39*t*	T.3Cy.16½",27"&44"-30" (*s*) 180lb 98RHP 2SB,4*cf*,GS80,HS2303 Ramage&Fergusn,Ld.Lth	14 ″ 8 s ″ 3 14 ″ 6¼	
32582 HPNK	**Standard** (*ex*Jupiter) ssBal.2ndNo.3-10,39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. GyC. *Longitudinal framing*	~~9724~~ ~~8418~~ ~~6138~~ *10177* *9418* *6172*	✠100A1 *Shelter dk* *withfreeboard* 7,41~~12,40~~ BS7,41 ✠LMC10,39 ✠NB2,16 ~~BS5,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,15 *F.P. above* 150° F.	~~Bal~~ NYk	*g*†	CL ~~4,38~~ 7,41	1914 3mo	Howaldts- werke Kiel A&CP	Panama Transport Co. *CellD*	523·8 FK *BuE&B*95'422*t DTf*58'579*tFPT*257*t*	68·7	34·6	Panama Pnamanian 17*BHptCem* (12 *to U dk* 5 „ *2nd* „)	Q.4Cy.27⅜"40"57"&81¼"-57" 203lb (*s*) 646NHP 3SB(Spt),*12cf*,GS219, FD HS8700 Howaldtswerke,Kiel	34 ″ 7 s 5 ″ 5¼ 29 ″ 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
32583 LEXW	**Standard** 1*Dk*	1264 1098 727					1930	Smith's DockCo.Ld. Middlesbro'	A/S Standard (J.B.Stang,*Mgr.*)	242·9|37·0|16·0 P46*t*H70*t*	Oslo Norwegian *WB*	T.3Cy.17½″,28½″&47″–33″ 127NHP Smith'sDockCo.Ld.Mdb.		N
32584 214196 WSCW	**Standard Arrow** ssN.Yk.No.3–5,28 ssN.Yk.No.2–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Webframes* *Longitudinal framing*	7794 7385 4801	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~3,40~~ Examined 6,41 ~~BS5,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 8,16 F.P. above 150° F.*	~~Bal~~ NYk 6,41 ✠LMC~~8,37~~	*d*†	CL 3,40	1916 8mo	NewYork S.B.Co. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc. *Cell D*	467·6|62·7|32·0 485·8(O.L.) FK *B a23′uE&B76′463*	NewYork Utd.States 16*BHptCem* (10 *to Udk* 6 „ *2nd*,,) *tDTf*40′441	Q4Cy.24½″,35″,51″&75″–51″ 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkSB.Co.Cmdn,NJ *tFPT*229*tAPT*131*t*	32 ″ 0 ~~s 4 ″ 2~~ ~~28 ″ 0½~~ s3 ″ 11 28 ″ 3½	
32585 206044 KDWA	**Standard Portland Cement** (*ex*CliffordF.Moll–33) *Mchy.Aft* 1*Dk* D.F. GyC.	5141 — 3894					1909	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	444·0|56·2|29·0	BuffaloNY Utd.States *WB*	T.3Cy.22½″,36″&60″–42″ 233NH GreatLakesEng.Works		R
32586 222799 KFSS	**Standard Service** *OilEng.* *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk* D.F.	1271 — 765					1923	Bethlehem S.B.Corp.Ld. SanFrancisco	StandardOilCo. of California	210·0|40·1|16·1 P65′F28′	S.Frncisco Utd.States	Oil Engines connected to Electric Motor & Sc. shaft 12Cy.13″–19½″ 197NHP PacificDiesel Eng.Co.S.Fo. GenElecCo SchnectadyNY		R
32587 164606 GYRS	**Standella** *OilEng.* ssFal.No.1–40 1*Dk*, *2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft Cruiser Stern* *Longitudinal framing at bottom & at deck*	6197 5505 3605	✠100A1 6,41 ~~6,40~~ DBS6,40 *CarryingPetroleum in bulk*	~~Fal~~ Shl ✠LMC CS6,40 8,39	*a*†	CL 8,39	1936 4mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE61′134tD*	430·3|54·7|30·6 446·2(O.L.) P91′B41′F48′ FK *Tf25′265tFPT104t*	London British 16*BH* *APT60t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$″–55⅛″ 378NHP DB*180lb* Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
32588 168065 BCDM	**Stanford** D.F. 2*Dks* *CruiserStern*	5969 5578 3584	✠100A1 *withfreeboard* ~~5,41~~10,41	~~Mch~~ Bos ✠LMC2,41	*z*	CL	1941 2mo	W.Pickersgill&SonsLd. Sunderland *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) 6*DivisionalW.T.BHs in 'tween dks* *CellDB341′1048tFPT152tAPT167t*	401·0|54·0|33·2 415·0(O.L.) F39′ FK (*CollBHtoWdk6BHto2nd dk*)	London British 7*BHCem*	T.3Cy.23½″,38″&66″–45″ 220lb (*s*) 398NHP 2SB,*6cf*,GS131,HS5342 FD GeorgeClark(1938)Ld.S'ld.	35 ″ 8 s10 ″ 1¼ 25 ″ 9½	
32589 161356 GBRV	**Stanforth** (*ex*Foreland–37, *ex*Dirksland) ssShl.2ndNo.3–1,41 *Well deck* D.F. 1*Dk*(*Stl*) *Mchy.Aft Cargo battens not fitted*	1817 1384 1042	✠100A1 3,41 ~~BS1,41~~	Hpl BS4,42 ✠LMC1,41	*q*	OG 3,41	1915 8mo	JanSmit Czn. Alblasserdm *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *Cell DBf92′447tDTamids 10′221t FPT65tAPT42t*	262·2|38·2|17·4 P69′Q78′F25′ FK	London British 5*BHCem*	T.3Cy.19″,32″&52″–39″ (*s*) 180lb 203NHP 2SB,*6cf*,GS101,HS3450 Maats.deSchelde,Flushing	19 ″ 9 s 6 ″ 1½ 18 ″ 1	
32590 129797 MDRV	**Stangate** (*ex*Drakedene–37, *ex*Emsworth ssAnt.2ndNo.3–4,37 Manor–36,*ex*Elvet) 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	1289 980 678	✠100A1 7,41 ~~1,40~~ MS1,40	Shl ✠LMC ~~BS11,40~~ 5,42	*o*	OG ~~1,40~~ 7,41	1912 4mo	W.Dobson &Co. Newcastle *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDBa69′uE&B35′f100′294tFPT40tAPT66t*	240·0|33·5|15·4 249·1(O.L.) Q127′B13′F25′	London British 4*BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 201NHP 2SB,*6pf*,GS84,HS3524 N.E.MarineEngCoLd Nwc	17 ″ 3 s4 ″ 11½ 15 ″ 11	
32591 142769 GRTK	**Stanhope** (*ex*Corwen–37, *ex*WarDagger) ssNwc.No.3–5,32 ssAnt.No.1–37 E.S.D. *Well deck* 1*Dk*(*Stl*) Sub.Sig. *Cargo battens not fitted*	2337 1755 1332	✠100A1 ~~3,41~~12,41 Examined 3,41	Gms Nwc ✠LMC3,41	*s*	CL ~~3,41~~ 12,41	1919 2mo	CaledonS. B.&E Co.Ld. Dundee *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDB228′585tFPT100tAPT209t*	285·0|42·0|18·9 P28′Q77′B56′F32′ FK	London British 6*BHptCem*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb 266NHP 2SB,*6cf*,GS124,HS4500 CaledonSB.&E.Co.Ld.Dun	21 ″ 2 s 2 ″ 1¼ 19 ″ 3	
32592 LCYV	**Stanja** D.F. 1*Dk*	1845 1615 1104					1915	Nylands Værksted Oslo	A/S Standard (J.B.Stang,*Mgr.*)	265·2|42·1|18·7 P53*t*B72′H82*t*F29′	Oslo Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP NylandsVærksted,Oslo	20 ″ 0	N
32593 145510 GPMR	**Stanlake** (*ex*Mortlake–38, *ex*Ruckinge–36, ssBry.No.3–2,36 *ex*Courcelles, ssGls.No.1–40 *ex*MarjorieS.) 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	1742 1562 979	✠100A1 *withfreeboard* 8,41 ~~12,40~~ BS1,42	Gls ✠LMC10,40	*p*	CL 10,40	1923 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *Cell DB217′434tFPT38tAPT44t*	253·0|37·2|22·0 P15′F23′ FK	London British 4*BHCem*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 214NHP 2SB,*6cf*,GS113,HS3640 Swan,Hunter&Wigham Richardson,Ld.	24 ″ 2 s6 ″ 3½ 18 ″ 1	
32594	**Stanley** Ⓟ (*ex*Chutatutch–32, ssBgk.No.3–6,17 *ex*Christiansted) ssBgk.No.2–24 *Fitted for oil fuel* 1*Dk*&*AwngDk*	459 418 307	✠ 2,32	Bgk ✠	*e*		1904 6mo	Helsingörs Jernsk&Msk. Elsinore	T.S.Hsu *CellDBa&uE32′30t*	141·5|24·6|16·8 FK	Swatow Chinese 4*BHCem*	T.3Cy.12¼″,19″&31″–18″ 60NHP 1SB,*2cf*,GS27,HS1152 HelsingörsJernsk.&Mskb.	10 ″ 6	
32595 220019 KUSF	**Stanley A. Griffiths** (*ex*Chincha–37, 2*Dks* *ex*NosaKing–35, *Fitted for oil fuel* *ex*Capital of Nebraska) D.F. *Longitudinal framing*	3237 3005 1976					1920	Mobile S.B.Co. Mobile,Ala.	GriffithsS.S.Co.	324·0|46·2|25·0 P30′B90′F35′	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22″,37½″&60″–42″ 233NHP EllicottMachineCorp. Baltimore,Md.		
32596 134944 MJWZ	**Stanley Force** ssBkn.No.3–2,33 ssBkn.No.1–37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft Cargo battens not fitted*	586 392 243	✠100A1 5,42 ~~8,38~~ Examined 5,42 ~~BS7,40~~ 4,42	~~Goo~~ Shl ✠LMC9,37	*h*	CL ~~8,38~~ 5,42	1920 3mo	R.Williamson&Son Workington *Lloyd's*A&CP	WestCoastShippingCo.Ld.(W.S. Kennaugh&Co. *Mgrs.*) *CellDBf97′123tFPT38t*	165·9|26·7|11·0 171·4(O.L.) Q100′B9′F21′ FK	Whitehvn British 3*BHptCem*	T.3Cy.13″,21½″&35″–27″ (*s*) 180lb 62RHP 1SB,*3pf*,GS51,HS1605 W.Beardmore&Co.Ld.Gls.	13 ″ 2 s 4 ″ 5½ 13 ″ 0½	
32597 167623 GMJD	**Stanmore** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed'41*(*W.E.*)	4970 4510 2881	✠100A1 *withfreeboard* ~~5,41 1,41~~ 9,41	~~Npt~~ ~~Gal~~ Gls ✠LMC8,40	*a*†	CL	1940 8mo	W.Pickersgill&SonsLd. Sunderland *Lloyd's*A&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDB367′786tFPT150tAPT246t*	425·6|56·8|25·5 442·0(O.L.) F41′ FK	London British 7*BHCem* (*Coll to Shdk* 6 ,,*2nd*,,)	T.3Cy.23½″,38″&66″–45″ 220lb (*s*) 429NHP GS123,HS6317 Rht 2SB,(SptFD) 1AuxSB,*8cf*, G.Clark(1938)Ld.Sld.	36 ″ 9 s11 ″ 0¼ 26 ″ 0	
32598 136686 GRFJ	**Stanmount** (*ex*Bratton–37, *ex*Wyneric–37, 1*Dk* *ex*RicardoA.Mestres) *Fitted for oil fuel* *Mchy.Aft Fitted with cylindrical tanks* D.F. *in holds for carrying Petroleum*	4468 3902 2783					1914	W.Gray& Co.Ld. WHartlepool	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	365·0|50·7|26·7 P97′B20′F36′	London British *WB*	T.3Cy.25″,41″&68″–48″ 320NHP Cen.Mar.Eng.Wrks.WHpl		C
32599														

1 Numero d'Ordre — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Nct.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
32600 HPTK	**Stanvac Calcutta** *Mchy.Aft.* 1*Dk* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing* *Part electrically welded*	~~10170~~ 10169 9142 6114	✠100A1 2,42 ~~9,41~~ ✠LMC4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,41 *F.P. above* 150°F.	~~NYk~~ Gal	*f*† $2\frac{9}{16}$	CL	1941 4mo	Bethlehem SteelCo.S.B. Division Quincy,Mass. *Lloyd'sA&CP*	Petroleum ShippingCo.Ld. *CellDBuE*71'161*t*	488·3|68·3|36·9 501·7(O.L.) ~~P115'B41'F52'~~ FK P109'B40'F51' *DTf*36'1113*tFPT*4	Panama Pnamanian 13*BHptAsp* 43*tAPT*78*t*	2 steam turbines DRgeared to 1 sc. shaft 769NHP HS5300 FD 2WTB450lb (Spt420lb) WestinghouseElec.&Mfg. Co.Phl.	37 ″ 0 s 7 ″ 2½ 30 ″ 0¼	
32601 HPTQ	**Stanvac Melbourne** 1*Dk* D.F. E.S.D. GyC. *CruiserStern* *Mchy.Aft* *Longitudinal framing* *Part electrically welded*	10013 8979 6021	✠100A1 ~~9,41~~ ~~6,41~~4,42 ✠LMC6,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,41 *F.P. above* 150°F.	~~Phl~~ NYk	*f*† 2⅜	CL	1941 6mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd'sA&CP*	Petroleum ShippingCo.Ld.	503·9|68·3|36·9 520·0(O.L.) P108'B40'F54' FK *CellDBuE&B*74'141*t* *DTf*36'937*tFPT*161*tAPT*86*t*	Panama Pnamanian 14*BHptAsp*	2steam turbinesDRgeared to 1 sc. shaft 1006NHP HS9008 FD 2WTB475lb (Spt450lb) WestinghouseElec.&Mfg. Co.Phl.	37 ″ 0 s7 ″ 1¼ 30 ″ 0½	
32602 HPTR	**Stanvac Palembang** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded*	10013 ~~9434~~ ~~6021~~ 8979 6021	✠100A1 4,42 ~~7,41~~ ~~11,41~~ ✠LMC7,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,41 *F.P. above* 150°F.	~~Phl~~ ~~Gal~~ NYk	*f*† 2⅜	CL	1941 7mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd'sA&CP*	Petroleum ShippingCo.Ld.	503·9|68·3|36·9 520·0(O.L.) P108'B40'F54' FK *CellDBuE&B*74'141*t* *DTf*36'937*tFPT*161*tAPT*86*t*	Panama Pnamanian 14*BHptAsp*	2 steam turbines DR geared to 1 sc. shaft 1006NHP HS9008 2WTB475lb (Spt450lb) WestinghouseElec.&Mfg. Co.Phl.	37 ″ 0 s7 ″ 1¼ 30 ″ 0½	
32603 HPTS	**Stanvac Wellington** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing* *Part electrically welded*	10013 ~~8979~~ ~~6397~~ 6021	✠100A1 4,42 ~~9,41~~ ~~11,41~~ ✠LMC8,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,41 *F.P. above* 150°F.	~~Phl~~ NYk	*f*† 2⅜	CL	1941 8mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd'sA&CP*	Petroleum ShippingCo.Ld. *CellDBuE&B*74'141*tDTf*36'	503·9|68·3|36·9 520·0(O.L.) ~~P108'B40'F54'~~ FK 937*tFPT*461*tAPT*86*t*	Panama Pnamanian 14*BHptAsp*	2steam turbines DRgeared to 1 sc.shaft 1006NHP HS9008 FD 2WTB475lb (Spt450lb) WestinghouseElec.&Mfg. Co.Essington,Pa.	37 ″ 0 s7 ″ 1¼ 30 ″ 0½	
32604 143962 MJTG	**Stanville** (*ex*Stanmore-37, *ex*Wooler-34,*ex*JollyKate,*ex*Marsdiep) *Mchy.Aft* 1*Dk*	538 377 218					1918	D.Boot Alphen a/d Rijn	JohnS.Monks,Ld.	164·9|25·5|10·8 Q98'B11'F23'	Liverpool British	T.3Cy.14″,22″&31″-24″ 79RHP N.V.Machinefabriek "Delftshaven" Rotterdam		
32605 133565 GDFX	**Stanwell** (*ex*Stockwell-38) *ss*Gls.2ndNo.3-2,34 *ss*Mdb.No.1-38 D.F. 2*Dks*(*Stl*)	5767 5361 3630	✠100A1 3,42 ~~1,41~~ ~~BS6,40~~ ✠LMC7,38 *Fitted for oil fuel* 6,18 *F.P. above* 150° F	~~Mdb~~ Gls BS7,41	*a*†	CL ~~3,39~~ 3,42	1914 11mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *IntermediateBHinNo.2 hold dispensed with* *CellDBa*124'*uE&B*46'*f*181'1143*tFPT*90*tAPT*50*t*	425·0|53·9|30·4 P35'B122'F46' FK	London British *Cem* 6*BHonly*	Q4Cy25½″,36″52½″&76″-54″ 220lb (*s*) 664NHP 3SB,12*cf*,GS214,HS9657 FD N.E.MarineEng.CoLdNwc	33 ″ 0 s6 ″ 11¼ 26 ″ 3	
32606 214500 KJZA	**Stanwood** Wood 1*Dk* D.F. *Fitted for oil fuel*	1129 — 627					1916	Kruse& Banks N.Bend.Or.	StanwoodS.S.Co. (W.R.Chamberlin &Co.*Mgrs.*)	206·0|42·0|16·5	S.Frncisco Utd.States	T.3Cy.13½″,23″&40″-30″ MainI.Wks. 88NHP SanFrancisco,Cal.		
32607 LEXY	**Star** (*ex*Troldfos) *ss*Osl.No.3-6,34 D.F. *ss*Osl.No.1-38 1*Dk*(*Stl*)	1531 1349 852	✠100A1 6,41 ~~9,40~~ BS~~9,40~~7,41 ✠LMC6,38	~~Nwc~~ Shl	*q*	CL 2,40	1922 2mo	Ardrossan D.D.Co.Ld. Ardrossan *Lloyd'sA&CP*	A/S Standard (J.B.Stang,*Mgr.*) *CellDB*215'453*t FPT*	255·5|39·4|16·6 P22'B&F212' FK	Oslo Norwegian 4*BHCem* 42*tAPT*35*t*	T.3Cy.19″,32″&52″-36″ (*s*) 180lb 203NH 2SB,6*cf*,GS105,HS3518 J.G.Kincaid&Co.Ld.Grk	18 ″ 8	
32608 7864 SEAR	— (*ex*Eugénie-39, Aux3MstSr *ex*Antigoon,*ex*GeorgeCarrier, *OilEng.* *ex*Rap,*ex*Gebroeders 1*Dk* BodewesIX) *Mchy.Aft* (*See Sailing Ship Register*)	327 277 241					1919	Gebr.G&H Bodewes Martenshoek	SturеJennes &others	132·6|24·7|11·2 Q26'	Figeholm Swedish	Oil Engines 3Cy. NE37 A/BDeLavalsÅngturbin Skm.		V
32609 69 SUCT	**Star of Alexandria** (*ex*Toftwood-36) *ss*Mdb.No.2-35 D.F. 1*Dk*(*Stl*)	*4329* *4017* *2719*	✠100A1 ~~3,41~~12,41 ~~Examined 8,41~~ BS8,41 ✠LMC6,40 ~~MS6,35~~ ~~BS6,40~~	~~NYk~~ Alx	*x*	CL ~~3,41~~ 12,41	1928 1mo	Swan,Hunter&Wigham Richardson, LdSunderlnd *Lloyd'sA&CP*	AlexandriaNav.Co. S.A.E. *CellDBa&uE*148'*f*164'1071*t*	378·0|52·5|25·3 P37'B227'F30' FK	Alexandria Egyptian 6*BHptCem* *APT*121*t*	T.3Cy.23″,39″&66″-45″ (*s*) 200lb 359NHP 3SB(Spt)9*cf*,GS171,HS5844 Swan,Hunter&Wigham Richardson,Ld.Nwc.	27 ″ 9 s 3 ″ 9¾ 24 ″ 1¾	
32610 73 SUBP	**Star of Cairo** (*ex*GoldenSea-37) *ss*Hak.No.3-4,35 *ss*Alx.No.1-39 D.F. 2*Dks*(*Stl*)	4579 4286 2894	✠100A1 ~~6,41~~ ~~10,40~~1,42 ~~BS10,40~~ ✠LMC8,39 *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	~~Alx~~ ~~Smk~~ NYk BS10,41	*z*	CL N9,40	1924 5mo	W.Hamilton&Co.Ld Pt.Glasgow *Lloyd'sA&CP*	AlexandriaNav.Co. S.A.E. *CellDB*332'985*tLTf*28'746*tAPT*17*t*	387·6|52·0|26·5 P33'B114'F44' FK	Alexandria Egyptian *ptCem* 6*BHtoUdk* 1 ,, ,, 2*nd* ,,	T.3Cy.26″,38″&70″-48″& exhaust turbine driving steam compressor 180lb (*s*) 382NHP 3SB,9*cf*,GS177,HS6081 D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
32611 59 SUBD	**Star of Egypt** (*ex*General Smuts-34,*ex*Phœbus) *ss*Mil.No.3-1,34 *ss*Alx.No.1-38 D.F. 2*Dks*(*Stl*)	4372 4079 2731	✠100A1 9,41 ~~4,40~~ ~~BS5,40~~ ✠LMC1,38 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	~~Sws~~ Sng BS4,41	*y*	CL ~~3,38~~ 5,41	1921 3mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	AlexandriaNav.Co. S.A.E. *CellDB*327' 848*t FPT*97*t*	386·7|52·8|26·3 P36'Ba21'B113' Bf21'F42' FK	Alexandria Egyptian 6*BHptCem* *APT*20*t*	T.3Cy.26″,43″&71″-48″ (*s*) 180lb 453NHP 3SB,9*cf*,GS220,HS8007 Palmers'Co.Ld.Newcastle	28 ″ 6 s 5 ″ 5¼ 23 ″ 4	
32612 56 SUBC	**Star of Luxor** (*ex*Fostat-39, *ex*TartarPrince-33, *ss*Grk.No.3-11,33 *ex*WarJackdaw) *ss*Alx.No.1-37 2*Dks*(*Stl*)	5298 4758 3279	✠100A1 ~~2,41~~11,41 BS11,40 ✠LMC8,37	~~Cff~~ Phl	*y*	CL 12,39	1918 5mo	W.Gray& &Co.Ld. WHartlepool *Lloyd'sA&CP*	AlexandriaNav.Co. S.A.E. *CellDB*345'1129*t FPT*116*t*	400·0|52·3|28·4 P49'B113'F39' FK	Alexandria Egyptian 7*BHptCem* *APT*174*t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
32613 70 SUCU	**Star of Mex** Ⓟ (*ex*PortSudan-40, *ex*Alisa-37,*ex*Mosel-35) 1*Dk*	1116 759 651					1911	Schiffsw.v. HenryKoch Lübeck	AlexandriaNav.Co. S.A.E.	213·5|32·9|14·9 P&B128'F60'	Alexandria Egyptian *WB*	T.3Cy.17″,27⅛″&42⅞″-32½″ 105NHP Ottensener MchFabAltona		C
32614 SUCS	**Star of Suez** (*ex*Marthara-38) *ss*Shl.No.3-2,38 D.F. 2*Dks*(*Stl*)	*4999* *4683* *3105*	✠100A1 1,42 ~~9,40~~ ~~BS3,40~~ ✠LMC2,38	~~NNs~~ NYk BS1,42	*y*	CL 8,39	1926 1mo	D&WHendersn&Co.Ld. Glasgow *Lloyd'sA&CP*	AlexandriaNav.Co. S.A.E. *CellDB*343' 1111*t FPT*	403·0|52·2|27·3 415·3(O.L.) P45'B125'F46' FK	Alexandria Egyptian 6*BHCem* 68*tAPT*209*t*	T.3Cy.25″,41″&68″-51″ (*s*) 180lb FD 449NHP 3SB(Spt)9*cf*,GS150,HS6531 D&WHendersn&CoLd.Gls	29 ″ 10 s5 ″ 8 24 ″ 5¼	
32615 LEYC	**Stargard** 1*Dk*	1113 977 657					1915	Trndhjms Mek.Værks. Trondheim	A/S Standard (J.B.Stang,*Mgr.*)	226·5|36·5|15·7 P12'B52'H57*t*F26'	Oslo Norwegian *WB*	T.3Cy.17″,27½″&46″-30″ 116NHP TrondhjemsMVTrndheim		N
32616 7698 SEBN	**Starke** Ⓟ TwinSc (*Ferry&Icebreaker*) GyC. 2*Dks* Sub.Sig. *CruiserStern*	2459 2232 706					1930	Deutsche Werke Kiel A.G. Kiel	SvenskaStatens Järnvägar (E.vonFriesen)	305·5|52·1|23·3 F89'	Trelleborg Swedish *WB*	T.6Cy.24$\frac{7}{16}$″,39″&63¾″-35¾″ 487NHP Akt.Lindholmen-Motala		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
32617 162483 MPWY	**Starling** ssLon.No.2-39 E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1320 954 628	✠100A1 *withfreeboard* ~~10,41~~ ~~2,41~~2,42 BS1,42 MS4,39	~~Bry~~ ~~Liv~~ Imm ✠LMC ~~BS2,41~~	q	CL N12,40	1930 10mo	AilsaS.B. Co.Ld. Troon Lloyd'*sA&CP*	GeneralStm.Nav. Co.Ld.	246·0|40·2|12·8 B62' FK *CellDB*202'335*tFPT*	London British 5*BHCem* (*Coll to Sh dk* 1 ,, 2*nd* ,,) 12*tAPT*11*t*	T.3Cy 18",29"&48"-36" (*s*) 200lb 201NHP 2SB,6*cf*,GS118,HS3650 AilsaS.B.Co.Ld.Troon	14 " 9 s " 2 14 " 8½	
32618 145609 CYML	**Starmount** (*ex*Pabjune) *Mchy.Aft* 1*Dk*	1859 1643 1122					1923	Dunlop, Bremner&Co. Ld. Pt.Gls.	CanadaSteamship Lines,Ld.	252·0|43·1|17·3 F37'	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 96RHP Dunlop,Bremner&Co.Ld.		C
32619 166528 GNNC	**Starstone** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed'*41(*W.E.*)	5702 5276 3441	✠100A1 *withfreeboard* ~~7,41~~ ~~2,41~~3,42 ✠LMC7,38 *Fitted for oil fuel* 7,38 *F.P. above* 150° F.	~~Gls~~ Hul	b†	CL 10,40	1938 8mo	Wm.Doxford&Sons Ld Sunderland Lloyd'*sA&CP*	AlvaS.S.Co.Ld. (Navigation&Coal TradeCo.Ld. *Mgrs.*)	431·9|57·5|26·7 447·7(O.L.) FK *CellDB*373'1362*tMT*16' 655*tFPT*195*t APT*191*t*	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.24",39"&69"-48" 220lb (*s*) FD 474NHP 3SB(Spt)9*cf*,GS151,HS6585 Richardsons,Westgarth& Co.Ld.Hpl.	37 " 8 s10"11¼ 26 " 11½	
32620 7854 SDRA	**Start** (*ex*Cranstone-33,*ex*Spette) D.F. 1*Dk*	*1765* *1329* *991*					1922	OuseS.B. Co.Ld. Hook,near Goole	RederiA/B Thetis (R.Hellberg, *Mgr.*)	262·5|40·0|16·0 P28'Q82'B57'F21'	Gothenbrg Swedish *WB*	T.3Cy.19½",31"&53"-36" 169NHP Hwthrn,Leslie&CoLd.Nwc		C
32621 142834 GBJR	**Start Point** (*ex*Bretwalda-35) ssCff.No.3-3,32 ssShi.No.1-36 D.F. 2*Dks*(*Stl*)	5293 4844 3274	✠100A1 1,42 ~~4,41~~ Examined 4,41 MS10,36	Hul Liv ✠LMC BS~~12,40~~1,42	y	CL 5,39	1919 6mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd'*sA&CP*	CerealTrade& ShippingCo.Ld.	400·0|52·4|28·4 P49'B113'F39' FK *CellDB*344'1128*tFPT*118*t*	Newcastle British 7*BHCem* *APT*209*t*	T.3Cy.27¼",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 " 0 s 6 " 0¼ 25 " 3	
32622 161518	**Starwell** *Mchy.Aft* 1*Dk*	1938 1638 1158					1929	Swan,Hunter&Wigham Richardson, Ld.Sld.	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·8|43·4|17·8 Q100'F35'	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
32623 UPAM	**Stary Bolshevik** *OilEng.* 1*Dk*	3974 3256 2256					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6|51·6|24·9 P29'B53'F30'	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-47$\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
32624	**Stassfurt** *Ref.Mchy.* 2*Dks* D.F. GyC. Sub.Sig.	7395 6516 4312					1930	Bremer Vulkan Vegesack		476·6|63·1|28·4 B&F428' *Upper*F39'	*WB*	1SteamTurbinesSRgeared to 1 Sc.Shaft NB37 E*made*23*refitted*30 Blohm&Voss,K.a.A.Ham.		G
32625 222636 KJZB	**State of Maryland** Ⓟ 2*Dks* *Ref.Mchy.* *Fitted for oil fuel*	1784 1477 669					1922	ThePusey &JonesCo. Wlmgtn,Del.	BaltimoreSteam PacketCo.	320·0|56·6|16·9	Baltimore Utd. States	T.4Cy.24½",40"&(2)47"-42" 246NHP Pusey&JonesCo.Wlmngtn		R
32626 222715 KJZC	**State of Virginia** Ⓟ 2*Dks* *Fitted for oil fuel*	1783 — 674					1923	ThePusey &JonesCo. Wlmgtn,Del.	BaltimoreSteam PacketCo.	320·0|56·6|16·9	Baltimore Utd. States	T.4Cy.24½",40"&(2)47"-42" 246NHP Pusey&JonesCo.Wlmngtn		R
32627 3 SZPN	**Stathis A.** IronTwinSc (*ex*Nokol-39,*ex*Avissos-34, *ex*AmvrosiosN.) 1*Dk*	385 — 189					1885	Stablimento Tecnico Trieste	StathisApostolopoulos,Ld.	176·0|27·4| 7·5	Kavalla Greek	C.4Cy.11¼"&21"-18" 31NHP StabilimentoTecnico,Tri.		
32628 LDRG	**Statsraad Lehmkuhl** AuxBk (*ex*GrossherzogFriedrich *OilEng.* August) *Mchy.Aft* 2*Dks*&*Shelter dk* (*See Sailing Ship Register*)	1701 864 764					1914	J.C.Tecklenborg A.G. Wesermünde-G.	BergensSkoleskibs Styre	258·2|41·5|21·4 P236*t*H95*t* 13·9	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15¾"-21$\frac{13}{20}$" 174NHP JC.TecklenborgA.G.Wsm		
32629 LEYI	**Stavanger I** Ⓟ 1*Dk*	718 349 351					1914	Trndhjms Mek.Værks. Trondheim	DetStavangerske Dampskibsselskab	193·6|28·0|12·5 P&B109'F55'	Stavanger Norwegian *WB*	T.3Cy.17½",28"&47"-30" 121NHP TrondhjemsMV.Trndheim		N
32630 LFSA	**Stavangerfjord** Ⓟ TwinSc ssN.Yk.No.3-1,30 ssOsl.No.2-39 2*Dks*(*Stl*)&*Shelter dk* (*Stl-ws*)3*rd dk in Nos.*1,2&3*holds* D.F. E.S.D. GyC. *CruiserStern*	13156 9814 7793	✠100A1 *Shelter dk* *withfreeboard* 3.39 ✠LMC3,39 (SEE FOOTNOTE*) *Fittedforoil fuel* 3,24 *F.P. above* 150° F.	Osl		CL 2,39	1918 2mo	Cammell Laird&Co.Ld Birkenhead Lloyd'*sA&CP*	DenNorske AmerikaLinjeA/S	532·5|64·2|29·3 P21'B&F464' *mShelter dk* FK *CellDB*480'1580*tDTa*80*tFPT*1	Stavanger Norwegian 10*BHCem* 79*tAPT*197*t*	Q.8Cy26½"37½"53"&76"-54" &LP turbines withDR gearing&hydraulic couplings 220lb (*r*) 1973NHP 8SB,32*cf*,GS630,HS24640FD CammellLaird&CoLdBkn.	32 " 6 s 5 " 5½ 27 " 3	
32631	**Stavropol** Ⓟ (*ex*Kotik) 1*Dk*&*Spar dk*	1210 1047 686					1907	Nüscke& Co.A.G. Stettin	U.S.S.R.	197·9|32·9|20·5 F31'B66'	Vladvostk Russian *WB*	T.3Cy.17",26"&43"-28" 98NHP Schiffsw.Uebigau,Dresden		
32632 294 SVUM	**Stavros** (*ex*KingstonHill-37, *ex*Ashleigh-36) 1*Dk*&*Shelter dk*	*4853* *4491* *2893*					1925	Furness S.B.Co.Ld. Haverton-Hill-on-Tees	KassosSteamNav. Co.Ld. (Pnevmaticos, Rethymnis, Yannaghas,*Mgrs*)	410·5|53·6|25·6 F32'	Syra Greek *WB*	T.3Cy.27",45"&75"-51" 402NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
32633 OZHE	**Steady** (*ex*Th.Stauning-34) Wood D.F. (*FishCarrier*) *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk*	394 328 212					1931	J.Ring-Andersen Svendborg	E.P.Foss	132·9|28·0|14·5	Copnhagn Danish	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"-18⅞" 81NHP A/S Frichs,Aarhus.		V
32634 145188 ~~BFKP~~ VSXC	**Steaua Romana** (*ex*EmilGeorg vonStauss,*ex*Olex) Sub.Sig. ssGen.2ndNo.3-9,38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	5311 4538 3229	100A1 5,41 ~~BS8,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,22 *F.P. above* 150° F	CTn BS7,41 LMC9,38	y	CL 8,37	1914	Nordseewerke Emden Lloyd'*sAP*	Ministry ofWar Transport(British TankerCo.Ld.*Mgs*) *CellDBuE&B* 232*tDTf*40'46	390·9|53·0|29·2 406·8(O.L.) P119'B31'F38' FK 2*tFPT*211*tAPT*71*t*	Mombasa British 16*BH Cem* (13 *to U dk* 3 ,, 2*nd* ,,)	T.3Cy.24",39¾"&66⅛"-47¼" 200lb ~~*120lb*~~ (*s*) 382NHP 2SB(Spt),6*cf*, ,HS5360 FD BremerVulkan,Vegesack.	29 " 7 s5 " 7¼ 24 " 2½	
32635 219514 KOXZ	**Steel Age** ssN.Os.No.3-6,32 ssBal.No.2-41 ~~ssBal.No.1-36~~ GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	6188 5705 3821	✠100A1 *Shelter dk* *withfreeboard* ~~1,41~~ ~~1,40~~8,41 *Fitted for oil fuel* 2,20 *F.P. above* 150° F.	~~Mob~~ Bal 8,41 BS~~1,41~~ LMC1,40	z	CL ~~9,38~~ ~~1,41~~ N8,41	1920 2mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co.	395·5|55·0|31·4 P45'B110'F18'*on* *Shelter dk* FK *CellDB*331'1512*t FPT*187*t*	NewYork Utd.States *ptCem* 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR (*s*) geared to1Sc.Shaft 210lb 3SB(Spt),9*cf*, 596NHP HS7836 FD Midwest Eng.Co. Indianapolis,Ind.	34 " 11 s7 " 11 27 " 2½	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres les Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la derniere Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade.
32636 225935 KFZW	**Steel Chemist** *OilEng.* *Mchy.Aft* GyC. D.F. 1*Dk*	1694 1489 974					1926	Federal S.B.&D.D.Co Kearny,N.J.	AmericanSteel& WireCompany of NewJersey	250·0 F40'	42·7	20·0	NewYork Utd.States *WB*	Oil Engines 2S.C.DA 4Cy.16″–24″ 358NHP WorthingtonPump& Machy.Corp.Buffalo,N.Y.		R
32637 225508 KFZX	**Steel Electrician** *OilEng.* *Mchy.Aft* GyC. D.F. 1*Dk*	1694 1560 974					1926	Federal S.B.&D.D.Co Kearny,N.J.	TennesseeCoal, Iron&R.R.Co.	250·3 F40'	43·9	17·2	Mobile Utd.States *WB*	3 Oil Engines connected to Elec.Mot.&ScShft 4S.C.SA 12Cy.15″–22″ 263NHP Diesels-NewLondonShip &Eng.Co.N.Lndn,Conn.		R
32638 220495 KDCX	**Steel Engineer** 2*Dks* GyC. *Fitted for oil fuel*	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B&F350'	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&AFletcherHobokenNJ		R
32639 220553 KDDN	**Steel Exporter** 2*Dks* GyC. *Fitted for oil fuel*	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B&F350'	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
32640 220776 KDJL	**Steel Inventor** 2*Dks* GyC. *Fitted for oil fuel*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B&F349'	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co		R
32641 220179 KUVK	**Steel Mariner** 2*Dks* GyC. *Fitted for oil fuel*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P42'B&F350'	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&AFletcherHobokenNJ		R
32642 221857 KDWL	**Steel Navigator** 2*Dks* GyC. *Fitted for oil fuel*	5719 5081 3471					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B350'	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
32643 92830 KJZD	**Steel Pier** Ⓟ TwinSc (*ex*Miami–32) 2*Dks&Promenade dk*	1775 — 1065					1897	W.Cramp &SonsCo. Philadelphia	CapeCodS.S.Co.	239·2	40·1	21·8	Boston Utd.States	T.6Cy.18″,27″&42″–24″ 172NHP W.Cramp&SonsCo.Phl.		
32644 220652 KDGL	**Steel Ranger** 2*Dks* GyC. *Fitted for oil fuel*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B&F349'	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
32645 221785 KDVW	**Steel Scientist** 2*Dks* GyC. *Fitted for oil fuel*	5688 — 3405					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B350'	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
32646 221707 KDVN	**Steel Seafarer** 2*Dks* GyC. *Fitted for oil fuel*	5719 5081 3471					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P42'B&F351'	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
32647 220180 KUVL	**Steel Trader** 2*Dks* GyC. *Fitted for oil fuel*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P42'B&F350'	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&AFletcherHobokenNJ		R
32648 222539 KFCI	**Steel Traveler** 3*Dks* GyC. *Fitted for oil fuel*	7056 5081 4381					1922	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
32649 219662 KUFN	**Steel Voyager** *ss*Bal.No.3–2.32 *ss*Bal.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& GyC. *Web frames* *Longitudinal framing*	6198 — 3798	✠100A1 *Shelter dk* *with freeboard* ~~4,41~~~~12,39~~10,41 BS7,41 MS12,39 *Fitted for oil fuel* 2,20 *F.P. above* 150° F.	~~Mob~~ Bal LMC ~~BS7,40~~	*z*	CL ~~1,39~~ 10,41	1920 2mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co. *CellDB*	395·5 P45'B110'F38'*on* *Shelter dk* FK 331'1512*t* *FPT*187*t*	55·0	31·4	NewYork Utd.States *ptCem* 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 210lb 596NHP 3SB(Spt),9*cf*,HS7836 FD MidwestEngineCo. Indianapolis,Ind.	34〃11 s7〃11 27〃2½	
32650 220380 KDBJ	**Steel Worker** 2*Dks* GyC. *Fitted for oil fuel*	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B&F350'	56·2	26·5	NewYork Utd.States	2 Steam Turbines DR geared to 1Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
32651 219513 KOXX	**Steelmaker** *ss*N.Os.No.3–1,32 *ss*Bal.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& GyC. *Web frames* *Longitudinal framing*	6176 5705 3802	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~~~8,40~~3,42 BS11,41 MS5,40 *Fitted for oil fuel* 1,20 *F.P. above* 150° F.	~~Bal~~ ~~Cal~~ Bal LMC ~~BS1,41~~	*z*	CL N10,39	1920 1mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co. *CellDB*	395·5 P45'B110'F38'*on* *Shelter dk* FK 331' 1512*t* *FPT*187*t*	55·0	31·4	NewYork Utd.States *ptCem* 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR (*s*) geared to 1Sc.Shaft 210lb 3SB(Spt),9*cf*, 596NHP HS7836 FD MidwestEngineCo. Indianapolis,Ind.	34〃11 s7〃11 27〃2½	
32652 222992 KFNO	**Steelmotor** *OilEng.* *Mchy.Aft* 1*Dk* D.F. GyC.	1695 1488 973					1923	Federal S.B.Co. Kearny,N.J.	TennesseeCoal, Iron&RailroadCo.	250·3 F40'	42·9	17·2	Mobile,Ala Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.22″–32″ 283NHP McIntosh&Seymour, Auburn,N.Y.		R
32653 222537 KFCG	**Steelore** TwinSc *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing*	8215 7058 4172					1922	Bethlehem S.B.Corp.Ld. Sparrow'sPt.	OreS.S.Corp.	550·7 P139'B82'F50'	72·2	43·9	NewYork Utd. States *WB*	SR Geared SteamTurbines BethlehemS.B.Corp.Ld. ForeRiver,Mass.		R
32654 204393 WCDS	**Steelton** (*ex*HerbertK.Oakes, *ex*Milinokett) *Mchy.Aft* D.F. 1*Dk*	6215 — 4947					1907	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	504·0	52·2	31·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23″,37″&63″–42″ 257NHP GreatLakesEng.Wks.Det.		R
32655 2230[illegible]2 KFNW	**Steelvendor** *OilEng.* *Mchy.Aft* 1*Dk* D.F. GyC.	1695 1488 973					1923	Federal S.B.Co. Kearny,N.J.	~~UnitedStatesSteel~~ ~~ExportCo.~~ American Steel&Wire~~Co.~~ Company of New Jersey	250·3 F40'	42·9	17·2	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.22″–32″ 283NHP McIntosh&SeymourCorp. Auburn,N.Yk.		R

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32656 164687 MLRL	**Steersman** *ss*Bry.No.1-41 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	334 257 153	✠100A1 ~~8.41~~ ~~9.40~~ 5,42 ✠LMC CS5,~~42~~ 5,42 *CarryingPetroleum*	~~Grk~~ ~~Bry~~ C[illegible]	*e* *in*	OG 9,40 *bulk*	1936 8mo *Lloyd*	N.V.Industrieele Maats. "DeNoord" Alblasserdam *'sA&CP*	C.Rowbotham& Sons	143·3|23·7|9·3 P37'F23' FK *FPT*	London British 8*BH* 54*tAPT*17*t*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 8 s ″ 7¼ 9 ″ 1½	
32657 39 IULY	**Stefano** (*ex*Euxène,*ex*AxelBusck, *ex*Montjoie,*ex*Alma) 1*Dk*	992 869 524					1899	Laxevaags Msk.&Jrnskb Bergen	AntonioPerna fu Stefano	230·8|32·1|13·1 225·0 Q121'B56*t*H20*t* F34' *WB*	Torre del Greco Italian	T.3Cy.15¾",25½"&42"-30" 97NH LaxevaagsMsk&Jrns.Bgn		I
32658 4776 SGOD	**Stegeborg** *Mchy.Aft* 1Dk	*667* *499* *365*					1907	Lindholmens V.A. Gothenburg	StockholmsRederiaktieb.Svea(EmanHögberg,*Mgr.*)	177·8|30·0|12·3 P62'H80*t*F24'	Stockholm Swedish *WB*	T.3Cy.14½",24"&40"-27" 83NH LindholmensV.A.Got.		
32659 8386 SMHN	**Stegeholm** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	*4571* *3538* *2359*	✠100A1 *withfreeboard* 8,416,~~40~~ ✠LMC10,39	Got	*a*† $2\frac{7}{16}$	CL *Compl*	1939 10mo *Lloyd* *etedby*	Akt.Lindholmens Varv Gothenburg *'sA&CP* A/B Götaver	A/B Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) ken,Got.	435·3|57·2|21·2 455·6(O.L.) P38' FK (*CellDBuE&f*227'1	Gothenbrg Swedish 7*BH* *Coll to Sh dk* 6 ,, ,, *2nd* ,, 148*t*, *tanks i*	Oil Engines 2S.C.SA 8Cy.26¾"-59$\frac{1}{16}$" 992NHP DB*85lb* A/B Götaverken,Got. *n way of tunnel*757*tAPT*76*t*	26 ″ 3 s2 ″ 6½ 23 ″ 11¼	
32660 DUBL	**Steiermark** TwinSc *OilEng.* Sub.Sig. D.F. E.S.D. 3*Dks* *CruiserStern*	9400					1938	Frd.Krupp Germaniawft A.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	515·1|66·3|30·5 P31'F476' *Upper*F42'	Hamburg German *WB*	4 Oil Engines 4S.C.SA 36Cy.22$\frac{7}{16}$"-29½" connected to electric motors & 2 sc. shafts 1767NHP Fr.KruppGermaniawftAG		
32661 DJQN	**Steinbek** D.F. *CruiserStern* 1*Dk* *Strengthened for navigation in ice*	2185 1666 1274	✠ 3,39 ✠	Rot	*s*		1936 3mo	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl. *CellDB*244'57	281·8|44·1|16·8 P15'Q81'B126'F32' FK 3*t FPT*37*t APT*61*t*	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16$\frac{3}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 221NHP 2SB(Spt),4*cf*,GS72, HS3141 A.BorsigG.m.b.H.Berlin	19 ″ 0	
32662 DHWG	**Steinburg** (*ex*MaxLorch) 1*Dk*	1319 1041 721					1923	Nüscke&Co.A.G. Stettin	RobertBornhofen	242·1|37·1|14·0 Q75'B105'F33'	Hamburg German *WB*	T.3Cy17$\frac{5}{16}$",27⅝"&45$\frac{11}{16}$"-27⅝" 109NHP A.BorsigG.m.b.H.Berlin		G
32663 DHWJ	**Steinhöft** 1*Dk*	878 696 514					1910	Stettiner Oderwerke Stettin	H.M.Gehrckens	211·2|32·6|12·6 P14'Q65'B98'F21'	Hamburg German *WB*	T.3Cy.15$\frac{7}{16}$"25⅝"&41$\frac{3}{16}$"-29½" 93NHP StettinerOderwerke		G
32664 80 IBHH	**Stella** (*ex*Cipro-37,*ex*Portsea-33, *ex*BarbaraMarie) Now "Empire Planet," see No. 36387 in Supplement D.F. 1*Dk&Shelter dk*	4272 4006 2587					1923	J.Priestman&Co. Sunderland	BiagioBorriello (Lauro&Montella, *Mgrs.*)	378·0|51·6|25·2 365·0 *WB*	Torre del Greco Italian	T.3Cy.25",41"&69"-48" 330NHP G.Clark,Ld.Sunderland		CI
32665 FPIA	— Now sailing as "St. Sauveur" D.F. 1*Dk* *CruiserStern*	1394 1217 788					1933	Helsingörs Jernsk&Msk. Elsinore		262·2|39·7|15·4 P18'B150'F34'	French *WB*	C.4Cy.(2)14¾"&(2)31½"-31½"&LP Turbine 192NHP HS2520 HelsingörsJernsk.&Mskb.		G
32666 7547 SGOE	— (*ex*Bjerka,*ex*Hellik) *ss*Xia.No.2-14 1*Dk&Spar dk*	*1189* *1087* *720*	... 4,19 ✠				1905 3mo	Framnes Mek.Værks. Sandefjord	RederiA/B Stella (EjnarSjöqvist)	206·6|32·7|14·7 B75*t*H17*t* 21·3 FK	Gothenbrg Swedish *WB*	T.3Cy.15½",25"&42"-30" 109NHP AkersMek.Værks.Oslo	22 ″ 3	VL †
32667 DOOP	— 1*Dk*	479 472 294					1895	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	150·3|24·0|16·3 Q38'B&F112'	Bremen German *WB*	C.2Cy.17$\frac{1}{16}$"&30¾"-20½" 36NHP A.G."Weser,"Bremen		G
32668 240814 WIGQ	**Stella Lykes** 3*Dks* D.F. E.S.D. GyC. *CruiserStern* *ptElec.welded* *Fitted for oil fuel*	~~6900~~ 6301 — 4017					1941	Bethlehem SteelCo S.B. Division Mariner's Harbour	LykesBros.SteamshipCo.Inc.	~~397·0|60·2|34·6~~ 399·7|60·1|35·0	Tampa,Fla. Utd.States *WB*	2 steam turbines DR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
32669 LCYZ	**Stella Polaris** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *ss*Bgn.No.3-1,40 3*Dks*(*Stl-Weather dk*-ws)	5020 2262 2647	✠100A1 *withfreeboard* 1,40 DBS2,40 ✠LMC2,40 *SpecialTourist Service* (SEE FOOTNOTE *)	Bgn	*x*	CL 11,38	1927 2mo *Lloyd*	A/B Götaverken Gothenburg *'sA&CP* *CellDB*	DetBergenske Dampskibsselskab 281'1017*tDTf*49'4	389·3|50·7|26·0 B247'F50' FK 57*t Tank at sides of*	Bergen Norwegian 6*BHptCem* *tunnel*51'30	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 723NHP 2DB*100lb* A/B Götaverken,Got. 8*tFPT*33*tAPT*74*t*	30 ″ 1 s12 ″ 5¾ 17 ″ 11½	
32670 148082 GKVD	**Stelling** *ss*Sld.No.1-41 *ss*Shl.No.3-10,36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2136 1853 1237	✠100A1 10,41 ~~2,41~~ ~~BS9,40~~ ✠LMC~~10,36~~ 10,41	Sld	*s*	CL 2,41	1924 8mo *Lloyd*	Smith's DockCo.Ld Middlesbro' *'sA&CP*	Gas,Light&Coke Co.(Stephenson Clarke&Associated CompaniesLd *Mgs*) *CellD*	280·0|41·6|20·1 P27'B49'F25' FK *B*234'644*tFPT*160*t*	London British 4*BHCem* *APT*117*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 231NHP 2SB,6*cf*,GS105,HS4023 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 3 ″ 3 19 ″ 5	
32671 1379 ICIM	**Stelvio** TwinSc *OilEng.* *ss*Gen.No.3-10,38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* Now "Ebano," see No. 36287 in Supplement	6963 6173 4028	✠100A1 9,39 DBS9,39 ✠LMC10,38 *CarryingPetroleum* NO LATER SURVEY	Gen	*in* EY	CL PN 12,38 SN 10,38 *bulk* REPO	1926 6mo *Lloyd* RTED	Cant.del Tirreno Genoa *'sA&CP*	NavigazioneAlta ItaliaSoc.Anon. *CellDBuE*73' 239*tDTf*31'310*t*	441·3|56·1|32·7 422·9 FK P94'B25'F35' *FPT*179*tAPT*76*t*	Genoa Italian 17*BHptCem* (13 *to U dk* 4 ,, *2nd*,,)	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$"-39⅜" 564NHP 1DB*170lb*&NDB19 *fitted*31-*100lb* Cant.OfficineSavoia,Gen.	33 ″ 0 s 6 ″ 0¾ 27 ″ 1	
32672 LEYO	**Sten** (*ex*RenéeMarthe) *ss*Bgn.2ndNo.3-7,36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1464 1067 753	✠100A1 7,40 BS5,39 ✠LMC7,36 (SEE FOOTNOTE *)	Bgn	*o*	9,39	1910 9mo *Lloyd*	Osbourne, Graham&Co Sunderland *'sA&CP*	A/S Thv.Halvorsen (Thv.Halvorsen, *Mgr.*) *CellDBa*75'*uE&*	248·2|34·9|14·7 258·4(O.L.) P22'Q67'B56'F21' FK *B*29'*f*102'392*tFPT*	Bergen Norwegian 4*BHCem* 48*tAPT*121*t*	T.3Cy.18",30"&49"-36" (*s*) 180lb 177NHP 2SB,4*pf*,GS73,HS2998 N.E.MarineEng.Co.Ld.Sld	17 ″ 0 s 1 ″ 3 16 ″ 0	
32673 LEYQ	**Stensaas** *ss*Bly.No.1-22 1*Dk*	1359 1130 780	✠ ... 5,24 ✠				1918 2mo	Frdrkshvn Skibs&Flydk Fredrikshavn	JohnWilsons RederiA/S(John Wilson&Sön, *Mgrs.*)	234·2|37·2|16·0 P12'B50'F14' FK	Arendal Norwegian *WB*	T3Cy.16⅛",25$\frac{9}{16}$"&42⅛"-29½" 120NHP KockumsM.V.Akt.Malmö	18 ″ 0	N †

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre.	2 3 Nom du Navire. Matériaux, Gréement, etc.	4 Tonnage Officiel.	5 6 7 Détails de la Classification.			7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit.		10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c.			12 Port d'Armement.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
Numero Officiel. Signaux	Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Total. Sous le Pont. Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.		Quand. Navire. Mach.	Par qui. Où.		Longueur.	Largeur.	Creux.	Pavillon.	Détails des Chaudières & Foyers Nom du Constructeur des machines.	pds. ps.	
32674	**Stensby** *OilEng.* D.F. *ss*Cpn.No.3-3,39 1*Dk*(*Stl*)	3953 3627 2394	✠100A1 2,41 ~~8,40~~ ✠LMC CS3,39 DBS~~8,40~~ 8,41 3,39	PN1	*w*	CL 8,40	1926 9mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	UnionGvnmnt of SouthAfrica (Rlys&Harbours Administration) *IntermediateBH in after hold dispensed with* *Cell DB*296' 1050*t FPT*52*tAPT*137*t*	350·2 366·0(O.L.) P31'B120'F35' FK	50·8	25·4	Durban British 5*BHptCem*	Oil Engines 4S.C.SA 6Cy.$24\frac{3}{16}$"-$51\frac{3}{16}$" 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	28 ″ 0 s 4 ″ 10 23 ″ $3\frac{1}{4}$	
32675 149613 GDLF	**Stentor** Ⓟ *OilEng.* D.F. 2*Dks*	6148 5261 3826					1926	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualS.N. Co.Ld. (A.Holt &Co.*Mgrs.*)	430·8 P51'B241'F50'	55·8	29·1	Liverpool British *WB*	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"-$55\frac{1}{8}$" 1230NHP NE31 Akt.Burmeistr&Wain,Cpn		BT till ~~11,41~~ ~~4,42~~ 7,42
32676 UPMA	**Stepan Khalturin** (*ex*Senta-35, *ex*Svane-34,*ex*Gefion) 1*Dk*	2498 2199 1406					1921	ForthS.B. &Eng.Co.Ld. Alloa	U.S.S.R	295·7 P28'B90'F34'	43·6	20·6	Archangel Russian *WB*	T.3Cy.$20\frac{1}{2}$",33"&54"-39" 182NHP Earle'sCo.Ld.Hull		
32677 UNYX	**Stepan Makarov** TrpSc (*ex*KniázPojársky) (*Icebreaker*) 1*Dk*(*Stl*)&*Awng dk*(*Stl*-teak s)2*nd dk*(*Stl*) *CruiserStern 2 Screws aft & 1 forward*	2156 2031 110	✠ 7,21 ✠	Nwc	*s*		1916 12mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	U.S.S.R. *CellDB*147'361*t Side trimmingtanksf*51'355*t a*55' 286*t FPT* 94*tAPT*97*t*	236·0 FK	56·0	27·7	Odessa Russian 5*BHCem*	T6Cy$21\frac{1}{2}$"$35\frac{1}{2}$"&58"-36"(aft) T3Cy$18\frac{1}{2}$"$30\frac{1}{2}$"&50"-36"(frd) 904NHP 6SB,*18cf*,GS352,HS14478 Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 ″ 4	
32678 SZQV	**Stephanos** (*ex*Draga-40,*ex*Gyuri-37, *ex*CapFerrat-37,*ex*Lieselotte,*ex*Turnus, *ex*Tarset,*ex*Kilburn) 1*Dk*	653 — 306	✠ ... 3,23 ✠				1918 7mo	Hall,Russell&Co.Ld Aberdeen	S.Theofanides	172·5 B54'	30·0	15·7	Laurium Greek *WB*	T.3Cy.16",26"&44"-26" 99NHP Hall,Russell&Co.Ld.Abn.	16 ″ 6	VL †
32679 213740 WJCX	**Stephen R. Jones** *ss*Bos.No.3-11,27 D.F. Sub.Sig. *Mchy.Aft* 1*Dk*	4387 3899 3112	✠ ... 4,32 ✠				1915 11mo	NwprtNws S.B.&D.D.Co. NewprtNews	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*)	354·2 P94'B19'F31' FK	49·0	27·4	Boston Utd.States *WB*	T.3Cy.24",$37\frac{1}{2}$"&66"-45" 365NHP NewportNewsSB&DD.Co.	30 ″ 0	R †
32680 137820 MGFJ	**Stepney** *ss*Nwc.No.3-7,28 *ss*Shl.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	808 551 375	✠100A1 ~~7,41~~ ~~8,41~~ 10,41 Examined7,41 BS~~8,40~~ 7,41 ✠LMC8,37	~~Lon~~ Shl	*k*	CL ~~N1,40~~ ~~7,41~~ 10,41	1916 8mo *Lloyd*	R.William-son&Son Workington '*sA&CP*	CommercialGas Co.	186·3 Q116'B9'F25' FK *DBf*112'162*t*	29·4	12·4	Glasgow British 3*BHCem* *FPT*40*t*	T.3Cy.14",$22\frac{1}{2}$"&37"-24" (*s*) 180lb 99RHP 2SB,*4pf*,GS63,HS1900 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s4 ″ $10\frac{1}{2}$ 14 ″ 4	
32681 DAQE	**Stern** 1*Dk*	1599 1006 905					1922	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·9 P&B180'F26'	36·4	14·6	Stettin German *WB*	T.3Cy.$16\frac{9}{16}$"$27\frac{3}{8}$"&$43\frac{3}{16}$"-$31\frac{1}{2}$" 104NHP StettinerOderwerkeA.G.		G
32682 DAXU	**Stettin** Ⓟ TwinSc 1*Dk*	375 308 141					1927	Klawitter werftGmbH Danzig	Swinemünder Dampfschiffahrts A.G.	175·5 F17'	25·7	10·8	Swnemnde German *WB*	T.6Cy.$16\frac{1}{8}$",$24\frac{5}{8}$"&$38\frac{1}{4}$"-$21\frac{11}{16}$" 68NHP KlawitterWerft.G.m.b.H.		G
32683 DBAD	**Stettiner Greif** *CruiserStern* 1*Dk*	2214 1721 1292					1938	Stettiner OderwrkeAG Stettin	FranzL.Nimtz	296·8 P17'Q100'B118' F26'	42·7	17·0	Stettin German *WB*	T3Cy.$16\frac{1}{8}$",$26\frac{3}{8}$"&$43\frac{5}{16}$"-$31\frac{1}{2}$" & LP turbine with DR gearing & hydraulic coupling 161NHP StettinerOderwerkeA.G.		G
32684 DOAQ	**Steuben** Ⓟ TwinSc (*ex*General von Steuben-38, *ex*München) 4*Dks* *Fitted for oil fuel* D.F. E.S.D. GyC. Sub.Sig.	14660 12150 8385					1922	Vulkan Werke Stettin	Norddeutscher Lloyd	526·9 B242'F41'	65·0	43·7	Bremen German *WB*	T 8Cy.(2)$31\frac{1}{2}$"(2)$51\frac{1}{8}$"&(4) $59\frac{1}{16}$"-$55\frac{1}{16}$"& LP turbines 1622NHP VulkanWerke,Stettin		G
32685 7694 SFCA	**Stig Gorthon** (*ex*ElvaSeed) *ss*Osc.No.1-41 *ss*Hbg.No.3-4,37 D.F. 1*Dk*(*Stl*)&*Web frames* *Corrugated sides* *Cargo battens not fitted*	*2241* *1988* *1320*	✠100A1 5,41 ~~5,40~~ ~~BS3,41~~ ~~MS4,37~~ ✠LMC3,41 ~~BS3,40~~	~~Lkr~~ Osc	*s*	CL ~~4,39~~ 4,41	1924 6mo *Lloyd*	NwWater-wayS.B.Co. Schiedam '*sA&CP*	RederiA/B Gefion (Joh.Gorthon, *Mgr.*) *IntermediateBHin forehold dispensed with* *CellDB*246' 559*t FPT*53*t APT*94*t*	290·8 304·1(O.L.) P26'B74'F28' FK	44·9	19·4	Hlsngborg Swedish 4*BHCem*	T.3Cy.$22\frac{1}{2}$",37"&62"-39" (*s*) 180lb 281NHP 2SB,*6cf*,GS119,HS4640 NewWaterwaysS.B.Co.	21 ″ 6 s 3 ″ $0\frac{3}{4}$ 18 ″ $6\frac{3}{4}$	
32686 LCZD	**Stigstad** *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* D.F. *CarryingPetroleum in bulk*	5964 5128 3471					1927	Kockums M.V.Aktieb. Malmö	SkibsA/S Solstad (A.F.Klaveness& Co.A/S,*Mgrs.*)	386·3 P254*t*H462*t*	55·2	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$27\frac{1}{2}$"-$55\frac{1}{8}$" 436NHP KockumsM.V.Akt.Malmö		N
32687 LJYO	**Stiklestad** *OilEng.* D.F. E.S.D. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & deck in centre tanks* *CruiserStern*	9349 8651 5630	✠100A1 ~~6,41~~ ~~11,40~~ 12,41 ✠LMC9,38 *CarryingPetroleum in bulk*	~~Bkn~~ NYk	*e*†	CL 12,41	1938 9mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	UniversalShippingCo.A/S(A.F. Klaveness&Co. A/S,*Mgrs.*) *CellDBuE*88'433*t DTf*26'438*tFPT*165*tAPTs*225*t*	485·8 501·1(O.L.) P98'B34'F37' FK	65·7	35·8	Oslo Norwegian 14*BH*	Oil Engines 4S.C.SA 7Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 10 s 8 ″ $0\frac{3}{4}$ 28 ″ $0\frac{1}{4}$	
32688 DHWM	**Stillesee** (*ex*Stettin) 1*Dk*	1408 1098 797					1926	Nüscke& Co.A.G. Stettin	W.Schuchmann	244·0 Q79'B65'F31'	37·0	15·0	Hamburg German *WB*	T3Cy$17\frac{1}{8}$",$26\frac{3}{4}$"&$43\frac{5}{16}$"-$27\frac{9}{16}$" Christiansen 99NHP &Meyer,Harburg		G
32689 164570 GYPX	**Stirling Castle** Ⓟ TwinSc *OilEng.* *ss*Sou.No.1-40 3*Dks*,4*th dk*, *except in Nos.*4&7*holds* *Ref.Mchy.* 5*th dk in Nos.*3,5&6*holds* Sub.Sig. *CruiserStern* D.F. E.S.D. GyC.	25550 18722 15687	✠100A1 *withfreeboard* 7,41 ~~1,41~~ DBS12,39 ✠LMC1,36	~~PNl~~ Liv	*s*† 3	CL 4,40	1936 1mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Union-Castle MailS.S.Co.Ld. *CellDB*575'3021*t Tanks between tunnels* 49' 265*t FPT*126*tAPT*424*t*	696·0 P228'B274'F107' *joined by Shade dk* FK	82·5	41·4	London British 11*BHptCem*	Oil Engines 2S C.DA 20Cy.26"-$59\frac{1}{16}$" 4650NHP 2DB*100lb* Harland&Wolff,Ld.Bel.	48 ″ 0 s16 ″ 3 32 ″ $0\frac{1}{4}$	BT till ~~1,42~~ 7,42
32690 LJH	**Stirlingville** (*ex*Stirling-36) *OilEng.* *ss*H.Kg.No.1-40 D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4995 4605 3083	✠100A1 *withfreeboard* ~~4,41~~ ~~11,40~~ 12,41 ✠LMC CS11,40 DBS11,40 11,40 *Carrying vegetable oil in deep tank*	~~HKg~~ SFo	*a*† 2	CL 10,40	1935 10mo *Lloyd*	W.Doxford &Sons,Ld, Sunderland '*sA&CP*	D/S A/S "International"(A.F. Klaveness&Co.A/S *Mgrs.*) *CellDB*346'1174*t MT*1236*tAPT*191*t*	412·2 FK	54·2	26·1	Oslo Norwegian 7*BHptCem* (*Coll to Shdk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.$20\frac{1}{2}$"-$81\frac{7}{8}$" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s3 ″ $4\frac{1}{4}$ 25 ″ $6\frac{1}{4}$	
32691	**Stjerneborg** TwinSc *OilEng.* *ss*Bel.No.2-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4551 4132 2785	✠100A1 *withfreeboard* 9,40 ✠LMC CS2,37 DBS3,40 7,38	Liv	*y*	CL P3,38 s12,39	1929 4mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen '*sA&CP*	*CellDB*333'1108*t MT*28'1060*t FPT*97*tAPT*119*t*	380·0 FK	53·9	25·3	7*BH* (*Coll toShdk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s3 ″ 0 25 ″ $2\frac{1}{2}$	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Length.	Breadth.	Depth.	Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32692 140412 MGYD	**Stock Force** (*ex*Camrose, *ex*Ryckett) *Mchy.Aft*	1*Dk*	983 730 499					1917	W.Harkess &Son,Ld. Middlesbro'	WestCoastShppng Co.Ld.(W.S.Ken- naugh&Co.*Mgrs.*)	203·0	33·1	13·1	Q113'B13'F34'	Whitehvn British *WB*	T.3Cy.17",28"&46"-33" 122NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
32693	**Stockholm** Ⓟ D.F. E.S.D. GyC. *Ref.Mchy.*	TrpSc *OilEng.* *CruiserStern*	28000	100A1 (*ClassContemplated*)				1940	Cantieri RiunitiDell' Adriatico Monfalcone	~~A/B Svenska~~ ~~AmerikaLinien~~ ~~(A.Jonsson,*Mgr.*)~~	642·8	83·2	35·4	B&F585'	~~Gothenbrg~~ ~~Swedish~~ Italian	Oil Engines 2S.C.SA 30Cy.28⅜"-$49\frac{3}{16}$" Cant.RiunitiDell'Adriatico		
32694 OULP	— D.F.	1*Dk*	1596 1212 927					1930	Frdkshvns Værft& FlydedokA/S Frederikshvn	DampskslskPacific (L.R.Schmith, *Mgr.*)	253·5	39·1	15·5	P16'Q74'B104'F32'	Copnhagn Danish *WB*	C.4Cy.(2)14¾"&(2)31½"- 31½" 93NHP Helsingörs Jernsk.&Mskb.Elsinore		C
32695 DHWN	— *Welldeck*	Iron *ss*Cpn.No.1-89 1*Dk*	618 443 340	✠ … 12,92 ✠				1885 1mo	Reiherst'g Schiffsw. Hamburg	H.M.Gehrckens	180·4	27·1	13·6	Q56'B50'F25'	Hamburg German *WB*	C.2Cy.25"&47"-33" 106NHP Reiherst.Maschinenf.Ham		G †
32696 132111 GRNL	**Stockport** Ⓟ D.F.	*ss*Gms.2ndNo.3-2,36 1*Dk*(*Stl*-ws)&*pt deep framing* *Lower dk in Nos.* 1&3*holds*	1683 1098 918	✠100A1 10,41~~5,40~~ Examined ~~4,41~~ 5,42 BS~~5,40~~ ✠LMC2,36 10,41	~~Bkn~~ Liv Gls	*q*	CL 5,40	1911 7mo *Lloyd's*A&CP	Earle'sCo. Ld. Hull	London&North EasternRailway *DB*	265·0	36·0	17·4	P41'B115'F33' BK9" *a*54'*u*E21'*f*111'295*t*	Grimsby British 5*BHCem* *APT*33*t*	T.3Cy.22",35"&60"-42" 180lb 309NHP 2SB,6*cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 6½ 18 ″ 0	BT till 5,41
32697 128792 VJWX	**Stockrington**	1*Dk*	973 774 496					1922	Rennie, Ritchie&New -portSBCoLd Wivenhoe	J.&A.Brown &AbermainSea- hamCollieriesLd.	207·5	33·6	13·5		Newcastle, N.S.W. British *WB*	T.3Cy.16½",27"&44"-30" 106NHP Plenty&Son,Ld.Newbury		C
32698 DOFO	**Stolzenfels** (*ex*EasternPrince, *ex*Altenfels) Sub.Sig.	*ss*Nwc.No.3-1,21 *ss*N.Yk.No.1-25 2*Dks*	7512 7035 4708	… 8,26				1915	J.C.Teck- lenborgA.G. Weser- münde-G.	DeutscheDampfs. Ges."Hansa"	468·5	58·5	32·4	P67'B138'F58' FK	Bremen German *WB*	T.3Cy.31½",50¾"&82¾"-55" & 1 low pressure Turbine 692NHP J.C.TecklenborgAG.Wsm	34 ″ 9	G †
32699 139259 GSMY	**Stonepool** D.F.	*ss*Shl.No.2-36 1*Dk*(*Stl*)	4815 4552 2972	✠100A1 7,41~~12,40~~ Examined 7,41 ✠LMC MS7,36 BS3,41	~~Cff~~ Avn	*z*	CL 10,38	1928 7mo *Lloyd's*A&CP	Smith's DockCo.Ld. Middlesbro'	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.*Mgrs.*) *Cell DB*	405·0	53·5	26·4	P30'B229'F41' FK 352'1398*t FPT*168*t*	W.Hartlpl British 6*BHCem* *APT*159*t*	T.3Cy.25½",40"&71"-48" (*s*) 180lb HS7651 507NHP 3SB(Spt),9*cf*,GS169, FD Smith'sDockCo.Ld.Mdb.	29 ″ 5 s4 ″ 9 24 ″ 11¼	
32700 DHWO	**Stör** Sub.Sig. Sub.Sig. *Mchy.Aft*	1*Dk*	665 535 348					1921	Stocks& Kolbe Kiel	Bugsier,Reed.u. BergungsA.G.	176·0	31·3	12·3	P&B115'F23'	Brmrhven German *WB*	T.3Cy.12⅝",$19\frac{11}{16}$"&$32\frac{5}{16}$"- $22\frac{7}{16}$" 49NHP CaesarWollheim,Breslau		G
32701 142256 GLDG	**Storaa** (*ex*Willy-39,*ex*Prina-38, *ex*Navex-37, *ex*Wellpark)	*ss*Ant.No.3-6,31 *ss*Ant.No.1-36 1*Dk*(*Stl*) *Cargo battens not fitted*	1967 1777 1191	✠100A1 8,39 Examined 5,40 ✠LMC MS8,36 BS8,39	Rot Gmh	*r*	CL 8,39	1918 4mo *Lloyd's*A&CP	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth	Ministry ofWar Transport(W.T. Gould,*Mgr.*)	281·6	41·9	18·6	P21'B68'F29' FK *CellDBa*70'*u*E28'	London British 4*BHCem* *f*124'523*t F*	T.3Cy.21",35"&57"-36" (*r*) 180lb 228NHP 2SB,6*cf*,GS112,HS3734 Dunsmuir&Jackson,LdGls *PT*55*t APT*46*t*	20 ″ 9 s2 ″ 10½ 18 ″ 1	
32702 LDLN	**Storaas** *Mchy.Aft* D.F.	TwinSc *OilEng.* *ss*Got.No.2-38 1*Dk*(*Stl*) *Cruiser Stern*	7886 7217 4719	SURVEYS DELAYED ✠100A1 8,41~~11,40~~ Examined 12,41 CTn ✠LMC CS4,38 DBS4,41 9,37 *Carrying Petroleum in bulk*	~~Grk~~ NYk	*b*†	CL ~~4,38~~ 8,41	1929 12mo *Lloyd's*A&CP	A/BGöta- verken Gothenburg	A/S Nanset(Iver Bugge,*Mgr.*) *Cell DBuE*65'278*t DT*	441·2	59·2	35·3	P96'F37 FK *f*29'468*t FPT*113*t*	Larvik Norwegian 10*BHptCem* *APT*247*t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 634NHP 2DB150*lb* A/BGötaverken,Got.	35 ″ 0	
32703 LCKX	**Storanger** D.F. *Mchy.Aft* *Longitudinal framing at bottom & at decks* *Carrying Petroleum in bulk*	TwinSc *OilEng.* 2*Dks*	9223 8613 5514					1930	R.Duncan &Co.Ld. PortGlasgow	Westfal-Larsen &Co.A/S	473·6	64·5	36·6	P117'B30'F42'	Bergen Norwegian	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 710NHP J.G.Kincaid&Co.Ld.Grk.		N
32704 LEYT	**Stord** Ⓟ	2*Dks*	465 422 267					1913	Laxevaags Msk.&Jrnskb Bergen	Hardanger Sunnhordlandske Dampskibsselskap	155·8	23·8	16·4	P107*t*H20*t*F45*t* len31	Bergen Norwegian *WB*	T.3Cy.13½",22"&35"-25" 61NHP LaxevaagsMsk&Jrnskb.		
32705 172769 VRDX	**Store Nordiske**	(*CableSteamer*) *ss*Shi.No.3-2,35 *ss*Shi.No.1-39 1*Dk*(*Stl*-ws)&*Awngdk* (*Stl*-teaks)3*rd dk*(*Stl*) *aft over Tunnel*	1462 1370 690	✠100A1 *Awng dk* *with freeboard* ~~6,41~~ ~~8,40~~ 10,41 2,42 BS~~8,41~~ ~~BS3,40~~ ✠LMC3,39 *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	~~Shi~~ ~~HKg~~ Sng	*p*	OG 8,40	1922 11mo A&CP	Akt.Naks- kovskibs. Nakskov	Ministry ofWar Transport(Cable& Wireless,Ld.(Sir EdwardWilshaw K.C.M.G.)*Mgrs.*) *CellDB*167'222*t*	244·9 264·0(O.L.)	35·2	21·3	FK&BK1½" *FPT*21*t APT*29*t*	HongKong British *Cem* *Collision BH to A dk* 5 „ „ *U* „	T.3Cy$17\frac{11}{16}$"28½"&$47\frac{3}{16}$"-31½" 185lb 100*lb* (*s*) 207NHP 2SB(Spt),4*cf*,GS77, HS3314 FD OttensenerEisenwerk A.G.Altona	23 ″ 6 s7 ″ 3½ 16 ″ 8	
32706 OYMS	**Storebælt** Ⓟ (*TrainFerry*) D.F. E.S.D. *CruiserStern*	TwinSc *OilEng.* 1*Dk*	2942 2245 1208					1939	Helsingörs Jernsk&Msk. Elsinore	DeDanske Statsbaner	346·8	56·6	18·3		Korsör Danish *WB*	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 810NHP Akt.Burmeistr&Wain,Cpn		V
32707 LEYY	**Storesund** (*ex*Are,*ex*Sunpulp)	Iron 1*Dk*	563 412 294					1890	Nylands Værksted Oslo	D/S A/SVaröy (KnutKnutsen, O.A.S.*Mgr.*)	173·0	26·7	12·6	Q44*t*B82*t*H12*t*F27*t*	Haugesnd Norwegian *WB*	T.3Cy.13",21¾"&34¾"-24" 59NHP NylandsVærksted,Oslo		N
32708	**Storfonn** D.F. E.S.D. *CruiserStern* *Mchy.Aft* *Carrying Petroleum in bulk*	*OilEng.* 1*Dk*	10170 9350 6000					1940	A/B Göta- verken Gothenburg	Partrederiet Storfonn(Sigval Bergesen,*Mgr.*)	496·1	64·4	38·7	P96'B36'F64'	Stavanger Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"-55⅛" 1029NHP A/BGötaverken,Got.		
32709 7046 SGOI	**Storfors** (*ex*StenSture-40)	1*Dk*	898 *643* *533*					1923	Larvik Slip &Verkstad Larvik	UddeholmsAktieb. (FritiofOlsson, *Mgr.*)	195·8	31·8	12·5	Q56'B50'F25'	Uddeholm Swedish *WB*	T.3Cy.14",23"&38"-27" 75NHP LarvikSlip&VærkstedA/S		N
32710 165408 MMDX	**Stork** E.S.D.	*OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	787 567 344	✠100A1 *with freeboard* 1,40 ✠LMC3,37 ✠LMC(M)5,38	Lon	*n*	OG 8,39	1937 3mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Troon	GeneralStm.Nav. Co.Ld. *CellDB*168'214*t F*	214·3 222·8(O.L.)	35·6 *36·1*	11·5	FK B48' *PT*26*t APT*36*t*	London British 5*BHptCem* (*Coll to Sh dk* 4 „ 2*nd* „)	Oil Engines 2S.C.SA 7Cy.13⅜"-$22\frac{7}{16}$" 218NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s ″ 2 13 ″ 11½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'apres la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
32711 144927 ZMKF	**Storm** (*ex*Steamer-38, *ex*RiverWear) *OilEng.* *ss*Ddn.No.1-24 *Mchy.Aft Well deck* 1*Dk*	734 492 370	✠ ... 11,26				1920 10mo	J.S.White &Co.Ld. Cowes	CanterburySteam ShippingCo.Ld.	180·6 Q111'B11'F24' FK	29·4	11·3	Lyttltn NZ British *WB*	Oil Engines 2S.C.SA 7Cy.14"–17" 240NHP NDB38 NE38 FairbanksMorse&Co. Beloit,Wis.	13 ″ 6	
32712	— (*ex*Clifford-38,*ex*Storm-38, *ex*Carmen-37,*ex*Isly-35,*ex*Bauermeister, *ex*Malfrid,*ex*Ruth) 1*Dk2trB*	350 276 215					1889	MotalaCo. Gothenburg	EntrepriseJ. Negri&Fils	132·5 Q46'B35'H12*t*	23·3	9·2	Panama Pnamanian *WB*	T.3Cy.11¼",18¼"&29¼"–19½" 38NHP MotalaCo.Motala		
32713 DHWP	**Stormarn** (*ex*Aladdin,*ex*Rigel) 1*Dk*	1459 1181 847					1919	Akt.Bur-meistr&Wain Copenhagen	RobertBornhofen	254·5 P27*t*Q75*t*B250*t* H79*t*F37*t*	38·2	15·4	Hamburg German *WB*	T.3Cy.18¼",30"&50"–36" 150NHP Akt.Burmeistr&Wain,Cpn		G
32714 111176 MDCM	**Stormont** (*ex*Saltees) 2*Dks*	1031 941 421					1899	CaledonSB &Eng.Co.Ld. Dundee	Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, *Mgr.*)	250·0 P&B160'F50'	35·1	16·3	Belfast British *WB*	T.3Cy.25",40"&65"–48" 293NHP CaledonSB.&E.Co.Ld.Dun		C
32715 145454 GFZL	**Stornest** (*ex*Stornes) 2*Dks* *Fitted for oil fuel*	4265 3987 2543					1921	J.Priest-man&Co.Ld Sunderland	C.Strubin&Co, Ld.	365·0 P89*t*H154*t*F29*t*	51·5	25·2	Newcastle British *WB*	T.3Cy.25",41"&69"–48" 330NHP G.Clark,Ld.Sunderland		N
32716 5680 SGCK	**Storö** (*ex*Rita-34,*ex*Wilhelmina, *ex*Daggry) 1*Dk&ptAwngdk*	1196 777 698					1898	Framnæs Mek.Værks. Sandefjord	RederiA/B Norr-land(Odmark& Andersson,*Mgrs.*)	216·6 Q55' *Awngdk*164'	33·7	12·2	Härnösand Swedish *WB*	T 3Cy.16½",27"&44"–30" NB39 106NHP Akers.Mek.Værks.Oslo		N
32717 4882 SGPD	**Storskär** (*ex*Strengnäs Express-40) Ⓟ 1*Dk2trB*	325 140 210					1908	Lindhol-mensV.A. Gothenburg	VaxholmsNya Ångf.A/B (O.F. Ekebohm,*Mgr.*)	121·3 Q7'B58'H59*t*	22·9	9·7	Stockholm Swedish	T.3Cy.14¼",22"&36½"–22½" 63NHP LindholmensV.A.Got.		
32718 LCZF	**Storstad** TwinSc *OilEng.* *Mchy.Aft CarryingPetroleum in bulk* D.F. *CruiserStern* 2*Dks*	8998 8269 5217					1926	Blythsw'd S.B.Co.Ld. Glasgow	SkibsA/S Sommer-stad(A.F.Klave-ness&Co.A/S)	470·0 P418*t*H267*t*F41'	62·2	35·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 709NHP J.G.Kincaid&Co.Ld.Grk.		N
32719 LCZG	**Storsten** *OilEng.* *ss*Rot.No.3-10,38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5343 4597 3114	✠100A1 ~~6,40~~11,41 ✠LMC CS10,38 ✠NE5,28 9,38 DBS6,40 *CarryingPetroleum in bulk*	Got	*y*	CL 9,38	1926 7mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow *'sA&CP* *CellDBuE*	TönsbergRederi A/S (Rafen& Loennechen,*Mgrs*) 61'208*t*DT*f*46'589*t*	388·1 P85'B27'F62' FK *FPT*56*t*APT27*t*	52·7	29·0	Tönsberg Norwegian 14*BHptCem* (10 *to U dk* 4 ,, 2*nd*,,)	Oil Engines 2S.C.SA 3Cy.22⅞"–91⅜" 482NHP NDB30 (*s*) *100lb* DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 ″ 2	
32720 LDGB	**Storviken** *ss*H.Kg.No.3-8,30 *ss*H.Kg.No.2-39 2*Dks*(*Stl*)	4836 4383 2957	✠100A1 10,41~~11,40~~ BS~~10,40~~ ✠LMC12,39 10,41	~~Wln~~ HKg	*y*	CL 11,39	1917 7mo	SeattleCon-struction& DryDockCo. Seattle,Wash A&CP	Wallem&Co.A/S (H.J.Wallem, *Mgr.*) 1*BHin after hol* *CellD*	380·0 394·9(O.L.) P40'B100'F41' FK *d dispensed with* 5*B* *B*325'960*tFPT*115*t*	53·2	27·0	Bergen Norwegian *Cem* *H only* *APT*264*t*	T.3Cy.24",40"&70"–48" (*s*) 190lb 472NHP 3SB,*9cf*,GS169,HS6831 FD SeattleCons.&D.Dk.Co.	29 ″ 4 s 5 ″ 9 23 ″ 9	
32721 PKQI	**Straat Malakka** TwinSc *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk*	6439 5513 3859					1939	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/d Ysel	Koninkl.Paketv. Maats.	455·2 P43'B&F403'	62·2	27·5	Batavia Dutch *WB*	Oil Engines 4S.C.SA 16Cy.28⅜"–55⅛" 1240NHP WerkspoorN.V.Ams.		VL
32722 PKQJ	**Straat Soenda** TwinSc *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *Ref.Mchy.*	8184 5513 5045					1938	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	455·2 P43'B&F403'	62·2	27·5	Batavia Dutch *WB*	Oil Engines 4S.C.SA 16Cy.28⅜"–55⅛" 1240NHP WerkspoorN.V.Ams.		V
32723 PJCH	**Strabo** *OilEng.* *Mchy.Aft* 1*Dk&Shelterdk* *CruiserStern*	383 289 158					1937	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	West-Indische Scheepv.Maats.	175·8 P12'B&F156'	30·0	8·2	Willemstd Dutch *WB*	Oil Engines 2S.C.SA 8Cy.$10\frac{13}{16}$"–18⅞" 162NHP Gbr.Stork&CoNVHengelo		VL
32724 FNKX	**Strabon** *ss*Ant.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4572 4220 2728	✠100A1 *withfreeboard* 7,39. BS~~11,39~~ ✠LMC8,36 7,41	Ant	*z*	CL 4,38	1928 7mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'sA&CP*	Cie.deNav. d'Orbigny *CellDB*353'1001*t*	400·0 F35' FK *FPT*108*tAPT*155*t*	53·0	25·1	LaRochlle French 6*BHCem* (*Collto Shdk* 5 ,, 2*nd*,,)	T.3Cy 26",43"&71"–48" (*s*) 180lb 439NHP 3SB,*9cf*,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″ 11¾ 24 ″ 9¼	
			SURVEYS DELAYED													
32725 136360 MGLK	**Straide** K *ss*Bel.No.3-8,29 *ss*Bel.No.2-37 *Mchy.Aft* 1*Dk*(*ptStl*) *Well deck Cargo battens not fitted*	326 231 113	✠100A1 8,39 ✠LMC MS3,37 BS11,38	Bel	*e*	CL 3,37	1917 3mo *Lloyd*	A.Jeffrey& Co.Ld. Alloa *'sA&CP*	Howdens,Ld.	131·7 Q47'B9'F26' FK *FPT*35*t*	23·1 *24·0*	9·6	Belfast British 3*BHCem* *APT*9*t*	C.2Cy.16⅞"&36"–24" (*s*) 135lb 58RHP 1SB,*3pf*,GS44,HS1300 A.Jeffrey&Co.Ld.Alloa	10 ″ 6 s ″ 6¼ 10 ″ 1	
32726 140552 MGYR	**Strait Fisher** (*ex*Dragoon-34) *Mchy.Aft* *ss*Liv.No.3-5,30 *Well deck* *ss*Lan.No.2-38 *Cargo battens not fitted* 1*Dk*(*Stl*)	573 393 258	✠100A1 1,42~~8,40~~ ~~11,41~~ ✠LMC MS10,38 BS~~8,40~~11, 41	~~Lth~~ ~~Bwg~~Gl	*h*	CL 5,39	1917 12mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	JamesFisher& Sons,Ld. *CellD*	164·9 Q94'B11'F23' FK *Bf* 92' 118*t FPT*44*t*	27·0	11·2	Barrow British 3*BHCem* *APT*15*t*	T.3Cy.14",24"&39"–27" (*s*) 180lb 99RHP 1SB,*3pf*,GS54,HS1741 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8¾ 13 ″ 2¾	
32727 FNDK	**Strasbourgeois** (*ex*Ankara-36, *ex*Vegö) D.F. 1*Dk&Shelter dk*	2895 2614 1706					1929	R.Thomp-son&Sons,Ld. Sunderland	Cie.desBateaux à Vapeur du Nord (Soc.Anon deGér-ance et d'Arme-ment,*Mgrs.*)	330·5 P99*t*H147*t*F17*t*	48·9	20·5	Dunkirk French *WB*	T.3Cy.25",40½"&66–45" 292NHP G.Clark,Ld.Sunderland		V
32728 DAQB	**Strassburg** Ⓟ D.F. *Ref.Mchy.* 1*Dk*	898 592 528					1920	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	201·9 P28'Q46'B53'F25'	30·6	12·1	Stettin German *WB*	T.3Cy.13⅖",$21\frac{7}{10}$"&35⅖"–25⅗" 62NHP StettinerOderwerke,A.G.		G

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
32729 164346 GCCF	**Strategist** 2*Dks* *CruiserStern*	6255 5809 3788	✠100A1 12,41 ~~3,41~~ BS12,41 ✠LMC11,37	~~Lon~~ Liv	*a*†	CL 12,41	1937 11mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	CharenteS.S.Co. Ld. (T&JHarrison, *Mgrs.*)	437·3 452·3(O.L.) P45'B144'F43' FK *CellDB*365' 1269*tDTa*32' 858*t FPT*95*t APT*70*t*	56·0	29·4	Liverpool British 8*BHCem* (1,,*to* 2*nd dk*)	T.3Cy.28",46"&81"-54" (*r*) 215lb *120lb* 582NHP 2DB(Spt)*12cf*,GS272, HS9062 D.Rowan&Co.Ld.Gls.	32 ″ 0 s6 ″ 5¾ 25 ″ 8½	
32730 162670 GRSX	**Strathaird** Ⓟ TwinSc *Ref.Mchy.* 3*Dks*(*Stl–Weather dk* teak s)4*th dk*(*Stl*)*in holds* D.F. E.S.D. GyC. *Cruiser Stern* *Fitted for oil fuel*	22281 12675 13242	✠ 7,35 ✠ ✠Lloyd'sRMC~~11,39~~ 7,41	Lon	*p*†		1932 1mo	Vickers- Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co.	638·7 B347'F75' *Upper Bridge*304' FK *Duct keel forward of machinery space CellDB*507'2572*t DTs a*27'818*t Tank in way of tunnels*132*t FPT*115*t APT*198*t*	80·2	33·1	London British 11*BHptCem* *Coll*,,*to Wdk*	2SteamTurbinesconnect'd toElec. Motors & Sc. Shafts 4WTB&2AuxWTB HS56000 6315NHP VickersArmstrngsLd.Brw BritishThomson-Houston Co.Ld.Rugby	37 ″ 6	BT till ~~11,41~~ 2,43
32731 166371 GFFX	**Strathallan** Ⓟ TwinSc D.F. E.S.D. GyC. 2*Dks*,3*rd dk in holds* *CruiserStern* *Ref.Mchy.*	23722 13103 14134	✠100A1 *withfreeboard* 9,41 ~~3,44~~ BS6,40 ~~BS2,40~~ ✠LMC3,38 ✠Lloyd'sRMC~~10,40~~ ~~7,41~~ ~~11,41~~ 5,42 *Fitted for oil fuel* 3,38 *F.P. above* 150° F.	~~Liv~~ Bom	*q*† $2\frac{15}{16}$	CL	1938 3mo *Lloyd's A&CP*	Vickers- Armstrongs Ld. Barrow	P.&O.Stm.Nav.Co.	639·5 664·5(O.L.) *Lwr*B&F540'B&F480' *Upr*B316'*Upr*F81' FK *Duck keel fwd. of mchy. space CellDB*504'2228*t Tanks in way of tunnels*96'515*t Wing tanks in engine room* 63'642*t DTs f*44' 194*t FPT*113*t APT*195*t*	82·2	33·6	London British 11*BHptCem* 2 ,, *to* 2*nd dk*	6 steam turbinesSR geared to 2 screw shafts (*s*) 4912NHP 4WTB&2AuxWTB450lb (Spt440lb),HS37030 FD VickersArmstrngsLd.Brw.	38 ″ 0 s8 ″ 1 30 ″ 2	BT till 3,42
32732 165614 GDGT	**Stratheden** Ⓟ TwinSc D.F. E.S.D. GyC. 2*Dks*,3*rd dk in holds* *Ref.Mchy.* *CruiserStern*	23722 13103 14127	✠100A1 *withfreeboard* 6,41 ~~10,40~~ BS3,40 ✠LMC12,37 ✠Lloyd'sRMC~~7,40~~ ~~8,41~~ ~~2,42~~ 6,42 *Fitted for oil fuel* 12,37 *F.P. above* 150° F.	~~Syd~~ PNl	*q*† $2\frac{15}{16}$	CL	1937 12mo *Lloyd's A&CP*	Vickers- Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co.	639·5 664·5(O.L.) *Lower*B&F540' B&F480'*Upr*B316' *Upr*F81' FK *Duct keel forward of mchy. space CellDB*504'2218*t Tanks in way of tunnels*96'515*t Wing tanks in engine room* 63'642*t DTs f*44'194*t FPT*113*t APT*195*t*	82·2	33·6	London British 11*BHptCem* (2,,*to*2*nd dk*)	6steam turbines SR geared to 2 screw shafts (*s*) 4912NHP WTB&2AuxWTB450lb (Spt440lb),HS37030 FD VickersArmstrngsLd.Brw.	38 ″ 0 s 8 ″ 1 30 ″ 2	BT till ~~10,41~~ 6,42
32733 164521 GYMS	**Strathmore** Ⓟ TwinSc D.F. E.S.D. GyC. 3*Dks*,4*th dk in holds* *Ref.Mchy.* *CruiserStern* *Fitted for oil fuel*	23428 13151 13993	✠ 7,39 ✠ ✠Lloyd'sRMC~~2,41~~ ~~8,41~~ 6,42 ~~12,41~~	Lon	*q*† $2\frac{15}{16}$		1935 9mo	Vickers- Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co.	640·3 B&F493' *Upr*B319' *Upr*F81' FK *Duct keel forward of mchy. space CellDB*504'2209*t Tanks in way of tunnels*96'515*t Wing tanks in engine room* 63'633*t DTs f* 44' 194*t FPT*113*t APT*195*t*	82·2	33·7	London British 11*BHptCem* 2 ,, *to* 3*rd dk*	6steam turbines SR geared to 2 screw shafts 4912NHP 4WTB&2AuxWTB HS37030 VickersArmstrngsLd Brw.	38 ″ 0	BT till ~~8,41~~ 10,42
32734 162619 GRPZ	**Strathnaver** Ⓟ TwinSc 3*Dks*(*Stl–Weather dk* teak s) *Ref.Mchy.* 4*th dk*(*Stl*)*in holds* D.F. E.S.D. GyC. *CruiserStern* *Fitted for oil fuel*	22283 12675 13265	✠ 6,35 ✠ ✠Lloyd'sRMC~~11,40~~ 12,41 ~~8,41~~	Lon	*p*†		1931 9mo	Vickers- Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co.	638·7 B347'F75' *UpperBridge*304' FK *Duct keel forward of machinery space CellDB*507'2572*t DTs a*27'818*t Tank in way of tunnels* 132*t FPT*115*t APT*198*t*	80·2	33·1	London British 11*BHptCem* *Coll*,,*to Wdk*	2SteamTurbinesconnect'd toElec.Motors&Sc.Shafts 6315NHP HS56000 4 Water Tube Boilers 2Aux.WaterTubeBoilers VickersArmstrngsLd Brw BritishThomson-Houston Co.Ld.Rugby	37 ″ 6	BT till 8,42
32735 DOAR	**Strauss** D.F. Sub.Sig. 1*Dk* *CruiserStern*	1756 1406 836					1927	G.Seebeck A.G. Weser- münde-G.	ArgoReederei RichardAdler&Co.	276·8 P14'F257'	42·1	14·8	Bremen German *WB*	T.3Cy.21¼",34¼"&55⅛"-37⅜" & 1 low pressure Turbine 254NHP G.SeebeckA.G. Wesermünde-G.		G
32736 PHTS	**Streefkerk** *ss*Rot.No.3-10,34 *ss*Rot.No.1-38 2*Dks*(*Stl-U* teak s) *CruiserStern*	6185 5656 3823	✠100A1 11,41 ~~1,41~~ BS8,41 ✠LMC MS12,38 ~~BS8,40~~ *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	~~Gls~~ Bom	*a*†	CL ~~12,38~~ 11,41	1921 11 mo	Rotterdam- scheDroogdk. Mij. A&CP	VereenigdeNeder-landscheScheepv. Maats.(Directie en AgentuurMaats. HollandBritsch IndieLijn,N.V. *Mgrs.*)	421·0 P49'B256'F36' FK *CellDB*338'1143*t*	55·4	28·9	The Hague Dutch 7*BHAsp* *MT* 18' 780*t*	T.3Cy.26½",43"&73"-48" (*s*) 180lb 538NHP 3SB,*9cf*,GS168,HS8151 FD Rotterdamsch.Droogd.Mij *FPT* 137*tAPT*64*t*	31 ″ 6 s 5 ″ 2¼ 26 ″ 6	
32737 LJIQ	**Strinda** *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* D.F. E.S.D. *Carrying Petroleum in bulk* *pt Longitudinal framing*	10973 10114 6578					1937	Deutsche WerftAG Bet Finkenwrder Hamburg	A/S J.Ludwig MowinckelsRederi	508·9 P114'B29'F58'	69·2	36·5	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"-43 5/16" 1360NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
32738 LCPH	**Strix** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6219 5546 3719					1930	Götaver- kenA/B Gothenburg	Skibs-A/S Diesel-tank(Stephansen& Torgersen,*Mgrs.*)	408·3 P218*t*H352*t*F68*t*	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 540NHP GötaverkenA/B,Got.		N
32739 LEZG	**Stromboli** D.F. 1*Dk*	1376 864 810					1902	Fredrkstad Mek.Værks. Fredrikstad	DenNorskeMiddel-havslinje A/S(Fred Olsen&Co.&O.R. Thoresen,*Mgrs.*)	230·9 P31*t*B51*t*H14*t* F393*t*	33·3	15·2	Oslo Norwegian *WB*	T.3Cy.15",26"&43"-30" 101NHP FredrikstadM.V.Frdstad.		N
32740 144827 MNRB	**Stronsa Firth** *ss*Abn.No.3-10,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	491 319 222	✠100A1 ~~8,41~~ ~~11,40~~ ~~12,41~~ 3,42 BS12,41 ~~BS11,40~~ ✠LMC10,37	Shl ~~Abn~~ Lth	*g*	CL ~~10,38~~ ~~8,41~~ 12,41	1925 9mo *Lloyd's A&CP*	J.Lewis& Sons,Ld. Aberdeen	FirthShippingCo. Ld.	160·3 166·0(O.L.) Q92'B11'F24' FK *CellDB*95'114*t FPT*33*t APT*14*t*	25·1	9·7	Aberdeen British 3*BHCem*	T.3Cy.12½",21"&34"-24" (*s*) 180lb 66RHP 1SB,*3pf*,GS52,HS1618 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s3 ″ 8 11 ″ 8	
32741 123 SVEG	**Strymon** (*ex*Cairndhu-35) *ss*Lth.No.3-9,31 *ss*Alx.No.2-39 D.F. 1*Dk*(*Stl*)	*5250* *4789* *3218*	✠100A1 ~~6,41~~ ~~12,39~~ 1,42 ✠LMC MS6,39 BS~~12,39~~ 3,41	~~Alx~~ CboCal	*y*	CL ~~7,38~~ 6,41	1919 3mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	LivanosMaritime Co.Ld.(N.G. Livanos,*Mgrs.*)	399·3 P49'B113'F39' FK *CellDB*344'1112*t FPT*122*t APT*174*t*	52·2	28·5	Chios Greek 7*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
32742																

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 – 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille [Franc-bord au milieu du navire.] Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
32743 168022 GCSS	**Stuart Prince** D.F. E.S.D. 1*Dk&Shelter dk* *Cruiser Stern* *Tonnage opening closed '41(W.E.)*	1911 1507 919	✠100A1 *withfreeboard* 4,42 ~~5,41~~ ✠LMC10,40	~~Hul~~ Liv	*t*	CL	1940 10mo *Lloyd's*A&CP	Smith's DockCo.Ld. S.Bank,Mdb. *5 divisional watertight BHs in Shelter 'tween dks*	PrinceLine,Ld. (Furness,Withy&Co.Ld.*Mgrs.*)	304·0|44·2|16·5 315·0(O.L.) B69'F26' FK *CellDB*247'494*t FPT*31*tAPT*48*t*	London British 6*BHptAsp* (*Coll ,, toSh dk* 5 ,, *2nd dk*)	T.3Cy.21",35"&60"-42" (*s*) 220lb 395NHP 2SB(Spt),6*cf*,GS125, HS5968 FD Smith'sDockCo.Ld.Mdb.	26 ″ 6 s 6 ″ 9 19 ″ 11½	
32744 168075 MNPY	**Stuart Queen** E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	1224 874 625					1941	Ardrossan DockyardLd. Ardrossan	BritishChannel IslandsShipping Co.Ld.	238·5|34·2|14·2 P59'Q122'B14'F23'	Liverpool British *WB*	T.3Cy.14",24"&42"-27" 93NHP J.G.Kincaid&Co.Ld.Grk.		
32745 DHWT	**Stubbenhuk** D.F. 1*Dk*	934 759 465					1925	Flender, A.G. Lübeck	H.M.Gehrckens	223·7|33·4|12·0 P172'F21'	Hamburg German *WB*	T.3Cy.16$\frac{7}{16}$",26¾"43$\frac{5}{16}$"-29½" Lübecker 102NHP Maschb.Ges.Lübeck		G
32746 145983 MLDS	**Sturdee Rose** *ss*Bly.No.3-5,35 *ss*Bly.No.1-40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	873 592 443	✠100A1 10,41 ~~2,40~~ MS2,40 ✠LMC	~~Bly~~ Npt BS6,41		CL 2,40	1922 10mo *Lloyd's*A&CP	HansenSB &S.Rep.CoLd Bideford	RichardHughes&Co.(Liverpool)Ld.	190·0|30·1|12·5 Q120'B*on*Q14'F26' FK *CellD Bf*126'239*tFPT*53*t*	Liverpool British 3*BHCem* *APT*30*t*	T.3Cy.15",25"&41"-27" (*s*) 180lb 84RHP 2SB,4*cf*,GS66,HS2166 LythamSB.&E.Co.Ld. Lyt.	14 ″ 6 s 4 ″ 6½ 14 ″ 1¼	
32747 3881 SGAI	**Stureborg** (*ex*Ran-33, *ex*Mulgrave) **Iron** *ss*Mmo.2ndNo.3-11,07 *Well deck* *ss*Gms.No.1-12 1*Dk*(*Irn*)2*trB*	*1584* *1333* *920*	✠ 7,16 ✠	Lon	*q*		1883 11mo	JLThompson&Sons Sunderland	RederiA/B Stureborg(J.Leonard)	260·0|36·0|18·6 Q100'B58'F26' FK *DBa*76'*f*58'268*t FPT*33*t*	Landskrna Swedish 4*BHCem* *APT*26*t*	C.2Cy.29½"&60"-39" 180NHP 2SB,6*cf*,GS96,HS3066 J.Dickinson,Sunderland	19 ″ 8	V †
32748 1565 IUOY	**Sturla** (*ex*F.G.Reinhold, *ex*Halfdan, *ex*Highlands) **Iron** *ss*Got.2ndNo.3-2,09 *ss*Nwc.No.2-19 *Well deck* Sub.Sig. 1*Dk*(*Irn*)2*trB*	1195 864 723	✠ 6,22 ✠	Nwc	*n*		1884 1mo	A.Hall&Co. Aberdeen	IgnazioMessina&C.	228·5|33·1|16·2 Q90'B57'F24' BK8' *DBa*71'*f*82'329*t*	Genoa Italian 4*BHCem*	C.2Cy.28"&54"-36" 142NHP 1SB,3*cf*,GS90,HS2465 BlaikieBros.Aberdeen	17 ″ 0	I †
32749 DOKM	**Sturmfels**, *Now* "Empire Kumari," *see No.* 36361 *in Supplement* Sub.Sig. 2*Dks*	6288 5812 3834					1920	Act.Ges. "Weser" Bremen	DeutscheDmpfsfahrtsGes.Hansa	431·5|56·2|30·3 P78'B133'F56'	Bremen German	T.3Cy.28½",47½"&76⅔"-53$\frac{9}{10}$"&LP.Turbine 608NHP A.G."Weser"Bremen		G
32750 DHWU	**Sturzsee** (*ex*OttoFischer, *ex*Westerbroek) *Mchy.Aft* 1*Dk*	708 537 338					1921	Wortelboer &Co. Westerbroek	W.Schuchmann	179·9|28·7|12·6 Q85'B8' *WB*	Bremerhaven German	T.3Cy 15",23⅗"&39⅖"-23⅗" 75NHP E.J.Smit&Zoon,Hoogeznd		G
32751 DOAK	**Stuttgart** Ⓟ **TwinSc** E.S.D. D.F. GyC. Sub.Sig. 4*Dks*	13387 11292 7796					1923	Vulcan-WerkeA.G. Stettin	DeutscheArbeitsfrontG.m.b.H. (NorddeutscherLloyd,*Mgr.*)	527·0|65·0|34·7 B372'F117' *WB*	Bremen German	T6Cy.31½",51½"&59⅒"-55⅒" 517NHP Vulcan-WerkeA.G.Stettin		G
32752 PHUI	**Stuyvesant** Ⓟ D.F. 2*Dks*	4249 3052 2541					1918	Nederl.Schps.Maats. Amsterdam	Koninkl.Nederl.Stoomb.Maats.N.V.	342·0|47·6|24·3 P28'B143'F60' *WB*	Amstrdam Dutch	T.3Cy.25",39"&67"-47½" 309NH Werkspoor,Amsterdam		VL
32753 15 SZGB	**Stylianos** Ⓟ **AuxSr** (*ex*Hermes-36, *ss*Alx.2ndNo.3-7,21 *ex*Kawala-35,*ex*Yacht-33,*ex*ElTawaf, *ex*Kawala,*ex*Arcturus) 2*Dks* (*See Sailing Ship Register*)	409 — 169	✠ *Yacht* 5,27 ✠	Alx			1895 10mo	Ramage&Ferguson,Ld. Leith	G.&L.Tsoupas	148·0|27·1|15·6 BK	Patras Greek 5*BHCem*	T.Cy.13",21"&34"-24" 57NHP 1SB,6*rf*,GS120,HS1602 Ramage&Fergusn,Ld.Lth.		
32754 926 SVYH	**Stylianos Chandris** (*ex*Oakspring-38, *ss*N.Yk.No.3-2,38 *ex*E.A.Morse) 1*Dk&Shelter dk* *Longitudinal framing*	6059 5550 3743	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~4,40~~ 9,41 BS~~6,39~~1,41 ✠LMC2,38 *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	~~Liv~~ ~~NYk~~ Cff	*z*	CL ~~2,40~~ 4,41	1919 12mo *Lloyd's*A&CP	Virginia S.B.Corp. Alexandria, Va.	J.D.Chandris	402·6|53·2|32·0 417·0(O.L.) P34'F38'*onShltr dk* FK *CellDB*349'1360*t MT*30'587*tFPT*73*t*	Piræus Greek *Cem* 6*BHtoSh dk* 1 ,, ,, *U* ,, *APT*46*t*	T.3Cy.25",41½"&72"-48" 190lb 359NHP 3SB,9*cf*,GS185,HS8331 IngersollRandCo. Phillipsburg,N.J.	34 ″ 6 s 8 ″ 2½ 26 ″ 5¾	
32755 TCDJ	**Suat** (*ex*Vefa-34,*ex*Fasano, *ex*S.Antonio, *ss*Sws.3rdNo.3-8,19 *ex*Balham,*ex*Collivaud) 1*Dk*(*Stl*)2*trB* *Well deck*	1439 1109 844	✠ 10,23 ✠	Mes	*o*		1886 8mo	ButeS.B. Eng.&Dry DockCo.Ld. Cardiff	SadikogluNazim	240·9|33·1|18·0 Q86'B50'F26' ND01 FK *DBa*67'*f*101'306*t*	Istanbul Turkish 4*BHCem*	C.2Cy.29"&56"-36" 173NHP 2SB,6*cf*,GS98,HS3336 Palmer'sCo.Ld.Newcastle	19 ″ 2	I †
32756 161244 GSZT	**Subadar** *ss*Cal.No.2-38 2*Dks*(*Stl*)	5424 5024 3397	✠100A1 6,41 ~~6,40~~ BS1,41 ✠LMC11,37	Bom	*z*	CL 6,40	1929 6mo *Lloyd's*A&CP	Lithgows Ld. PortGlasgow *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*348'1186*t DTa*35'981*tFPT*118*tAPT*31*t*	AsiaticStm.Nav.Co.Ld.	405·0|54·0|28·8 P40'B121'F41' FK	London British *ptCem* 5*BHto Udk* 1 ,, ,, *2nd* ,,	T.3Cy.24½",42"&70"-48" (*s*) 210lb *110lb* 446NHP 2SB,8*pf*,GS308,HS5972 FD D.Rowan&Co.Ld.Glasgow	31 ″ 3 s6 ″ 1 25 ″ 5¾	
32757 YQSS	**Suceava** Ⓟ (*ex*AlbertVögler-33) Sub.Sig. 2*Dks*	*6876* *6083* *5704*					1923	Marinewerft Wilhelmshvn	RoumanianState MaritimeService	409·8|53·9|23·7 H133'F49'	Constntza Roumanian	T.3Cy.25¼",41"&66⅜"-49¼" &L.P.Turbine 308NHP Marinewerft,Wilhelmshvn		V
32758 YVAP	**Sucre** **TwinSc** *ss*Mob.No.3-3,38 *Mchy.Aft* 1*Dk*(*Stl*)*&Web frames* *Longitudinal framing*	*2646* *1889* *1509*	✠100A1 5,41 ~~10,40~~ BS~~10,40~~5,41 ✠LMC3,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,26 *F.P.above* 150° F.	NYk	*t*	CL ~~10,40~~ 5,41	1926 6mo *Lloyd's*A&CP	Palmers Co.Ld. Newcastle *CellDBuE&*	MeneGrandeOil Co.C.A.	305·0|50·2|16·3 316·5(O.L.) P69'B22'F33' FK *Trunk dk*181' *B*42'107*tFPT*194*t*	Maracaibo Venezuelan 11*BHptCem* *APT*85*t*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 210NHP 2SB,6*cf*, HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ 0¼ 14 ″ 8	
32759 YTEG	**Sud** *ss*Tri.3rdNo.3-4,37 1*Dk*(*ptIrn&ptStl*)2*trB&* *deep framing*3*Dk rule*	2589 *2387* *1661*	✠100A1 10,40 BS5,40 ✠LMC4,37	Cff	*t*	CL 4,38	1901 12mo *Lloyd's*A&CP	A.Rodger &Co. Pt.Glasgow	BrodarskoAkcionarskoDrustvo "Oceania" *CellDBa&uE*120'*f*136'633*t*	314·4|44·0|20·8 P29'B94'F30' FK	Susak Yugoslav 5*BHCem* *APT*86*t*	T.3Cy.22½",37"&61"-42" (*s*) 160lb 249NHP 2SB,6*cf*,GS105,HS3866 A.Rodger&Co.Glasgow	23 ″ 3 s 3 ″ 5¼ 20 ″ 0½	
32760 LOHA	— (*ex*Martinhoe) *ss*B.As.No.3-9,36 *ss*B.As No.1-40 *Well deck* 1*Dk*(*Stl*) *Longitudinal framing in double bottom & at deck*	1665 — 949	✠100A1 4,42 ~~10,40~~ MS10,40 ✠LMC BS~~3,41~~4,42 *Fitted for oil fuel*10,40 *F.P. above* 150° F.	BAs	*p*	~~CL~~ ~~8,40~~ 4,42	1924 4mo *Lloyd's*A&CP	FurnessSB Co.Ld. Haverton Hill-on-Tees	Cia.Argentina de Nav.Mihanovich, Ltda. *CellDB*175'457*t* *DT at sides of tunnels* 34'190*tFPT*55*t*	245·4|38·6|15·5 Q188'F24' FK	Bns.Aires Argentine 4*BHptCem* *APT*46*t*	T.3Cy.17",27½"&45"-33" (*s*) 180lb 156NHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Govan	17 ″ 6 s 5 ″ 6 16 ″ 6½	

1	2–3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32761 DGMH	**Süd** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	564 453 268					1938	Schulte& Bruns Emden	Schulte&Bruns	173·6 P42'Q34'F24'	29·6	10·3	Emden German *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$"–22$\frac{13}{16}$" 122NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
32762 296 HSAF	**Suddhadib** *ss*Bgk.No.3-3,30 *ss*Bgk.No.2-38 1*Dk*(*Stl*)&*Awng dk*(*Teak*) *Cargo battens not fitted in* *Awng 'tween decks*	1311 1153 803	✠100A1 *Awng dk* *withfreeboard* 11,41 ~~11,40~~ BS11,41 ~~BS11,40~~ ✠LMC10,37 *Fitted for oil fuel 4,18 F.P. above 150° F.*	Bgk	*n*	CL ~~10,38~~ 11,41	1918 4mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	ThaiNav.Co.Ld.	223·4 FK *Cell DB180'237t FPT18t APT18t*	35·6	17·8	Bangkok Thai *4BHptCem*	T.3Cy.17",27"&44"–30" (*s*) 190lb 136NHP 2SB,4*cf*,GS89,HS2322 HongKcng&Whampoa DockCo.Ld.	20 ″ 0 s 4 ″ 11 15 ″ 5	
32763 DJYQ	**Süderau** *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	1453 1203 713					1938	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	BugsierReed.-und BergungsA.G.	260·7 P&B202'F29'	41·5	14·3	Hamburg German *WB*	C.2Cy.17$\frac{11}{16}$"&35$\frac{7}{16}$"–35$\frac{7}{16}$" & LPturbine withDR gearing & hydraulic coupling HS3767 209NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.		G
32764 LDER	**Suderholm** (*ex*KeyWest) *ss*Mmo.No.3-10,30 *ss*Bgn.No.2-38 2*Dks*(*Stl*) & *Web frames*	4908 4462 2895	✠100A1 9,41 ~~11,40~~ BS9,41 ~~BS10,40~~ ✠LMC11,38 *Fitted for oil fuel 6,17 F.P. above 150° F.* *Carrying oil in bulk F.P. above 150° F.*	~~Cff~~ Fal	*y*	CL 10,40	1917 6mo A&CP	SeattleCon- struction& DryDockCo Seattle,Wash	D/S A/S KeyWest (K.Knutsen, O.A.S.*Mgr.*)	381·4 P40'B100'F41' FK *One 'tween dk BH in after hold dispensed with* *Cell DB325'960t FPT115t*	53·2	27·1	Haugesnd Norwegian *Cem* *5 BH to Udk* *7 „ „ 2nd „* *APT264t*	T.3Cy.24⅝",40"&70$\frac{1}{16}$"–48" 190lb (*s*) 472NHP 3SB,9*cf*,GS169,HS6831 FD SeattleConstruction& DryDockCo.Seattle,Wash.	29 ″ 4 s 5 ″ 9 23 ″ 9	
32765 LHIA	**Suderöy** (*ex*Balto,*ex*Kim) (*Whale oil factory*) 1*Dk*&*Shelter dk* D.F. *Fitted for oil fuel* *Longitudinal framing*	7562 7197 5238					1913	Armstrong Whitworth &Co.Ld. Newcastle	Hvalfangst A/S Suderöy(Knut Knutsen,O.A.S. *Mgr.*)	445·5 P119*t*H569*t*F31*t*	57·5	33·1	Haugesnd Norwegian *WB*	T.3Cy.27",45"&75"–48" 390NHP N.E.MarineEng.CoLdNwc		N
32766 FODL	**Sudest** D.F. *Mchy.Aft* *OilEng.* *Longitudinal framing* 1*Dk* *CruiserStern CarryingPetroleum inbulk*	641 524 356					1939	Jos.Boel &Fils Tamise	CiternaMaritime S.A.	200·0 P52'F31'	29·0	12·8	Rouen French	Oil Engines 4S.C.SA 6Cy.13⅜"–20⅝" 104NHP VandeKerchove&Carels Ghent		V
32767 TFRA	**Sudin** (*ex*Cambria,*ex*Götha) 1*Dk*2*trB*	811 495 469					1895	Act.Ges. "Neptun" Rostock	Government of Iceland (Skipautgerd Rikisin)	186·2 P113'H29*t*F17'	27·9	12·4	Reykjavik Icelandic *WB*	T.3Cy.16",26"&42"–29" 95NHP A.G."Neptun,"Rostock		V
32768 UOVS	**Sudkom** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	926 753 468					1929	Sevastopol MarineWks. Sevastopol	U.S.S.R.	229·6 F25'P55'	33·9	11·8	Sevastopol Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{9}{16}$"–19$\frac{11}{16}$" 214NHP StateEngWksKolominska		
32769 DJUL	**Südmeer** (*ex*Sydis-37, TwinSc4Mst *ex*Torodd-34, (*Whale oil factory*) *ex*Colonia) *ss*Fal.2ndNo.3-5,27 2*Dks*&*Spar dk*& D.F. *Fitted for oil fuel* *deepframing*	8133 5863 4355	✠ … 5,28 ✠				1902 5mo	Wigham Richrdsn&Co Ld.Newcastle	Deutsche Ölmühlen- RohstoffeG.m.b.H. (Hamburger Walfang-Kontor G.m.b.H.*Mgrs.*)	487·3 H410*t* FK&BK2"	56·1	27·6 35·6	Hamburg German *WB*	T.6Cy.24",40½"&67"–48" 846NHP WghmRchrdsn&C.LdNwc	39 ″ 0	N †
32770 DQNP	**Südsee** (*ex*Sampan,*ex*Calgarth, *ex*Harrington) *ss*Cff.No.3-8,10 *ss*Liv.No.2-19 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1761 1425 1040	✠ 9,23 ✠	Gms	*r*		1898 5mo	S.P.Austin &Son,Ld. Sunderland	W.Schuchmann	267·2 P27'Q74'B50'F29' FK *CellDBa76'uE&B 34'f108' 510t FPT*	37·7	17·1	Brmrhavn German *4BHCem* *37tAPT53t*	T.3Cy.21½",35"&57½"–39" 214NHP 2SB,6*pf*,GS98,HS3340 G.Clark,Ld.Sunderland	19 ″ 9	G †
32771 7545 SENT	**Suecia** Ⓟ *ss*Got.No.2-37 *Ref.Mchy.* 2*Dks*(*Stl–Weather dk* ws) D.F. 3*rd dk*(*Stl*)*in Nos.*2,3&4 *holds* *Strengthened for Navigation in Ice* E.S.D.	*4216* *3258* *2422*	✠100A1 *withfreeboard* 9,41 ~~8,40~~ BS4,38 ✠LMC6,37 *Fitted for oil fuel 6,37 F.P. above 150° F.*	Got	*x*	CL 10,38	1929 6mo	Swan,Hun- ter&Wigham Richardson Ld.Newcastle *Lloyd's A&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB301'464t*	373·5 360·2 376·3(O.L.) FK F67' *Tanks in way of tunnel 42t FPT28t*	50·1 50·2	28·6 29·1	Gothenbrg Swedish *7BHCem* *Coll „ to Wdk* *APT54t*	3SteamTurbinesSRgeared to1Sc.Shaft 220lb 1043NHP 4SB(Spt),12*cf*,GS258, FD HS11788 Parson'sMarineSteam TurbineCo.Ld.Nwc.	32 ″ 0 s12 ″ 1¼ 20 ″ 4	
32772 5393 SGTA	— TwinSc3Mst *OilEng.* D.F. *ss*Got.2ndNo.3-8,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed '40*	*4966* *4660* *3588*	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~8,40~~ ✠LMC8,37 DBS9,39 ✠LMC(M)9,38	~~Bkn~~ Bom	*x*	OG PN8,40 S1,40	1912 12mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's A&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDBa69'uE*	359·4 FK *37'f212' 1138tFPT*	51·6	22·2 30·7	Stockholm Swedish *6BHAsp* *74tAPT53t*	Oil Engines 4S.C.SA 16Cy.19$\frac{13}{16}$"–26" 612NHP NDB30 *100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 9 ″ 4½ 24 ″ 10	
32773 HPOI	**Suerte** (*ex*Vahva-40,*ex*Truth-39, *ex*Ariadne *ss*Stv.2ndNo.3-2,33 Christine) *ss*Rot.No.1-38 D.F. 1*Dk*(*ptIrn ptStl*)	*3649* *3261* *2614*	✠100A1 ~~3,41~~ 11,41 Examined 11,41 BS8,41 ✠LMC5,38	~~Bry~~ Liv	*w*	CL 3,40	1910 5mo	JLThomp- son&Sons,Ld Sunderland *Lloyd's A&CP*	Cia. de Vapores Ltda. *CellDBa125' uE&B*	356·0 P27'B206'F33' FK *45'f147'1007tFPT*	50·5	21·8	Panama Pnamanian *6BHCem* *62tAPT66t*	T.3Cy.25",41"&67"–45" (*s*) 180lb 337NHP 2SB,6*cf*,GS126,HS5337 Blair&Co.Ld.Stockton	24 ″ 3 s 2 ″ 11¾ 21 ″ 5¼	
32774 EGQU	**Suevia** Wood 1*Dk*	353 — 226					1918	Froncoso& Santodo- mingo Vigo	J.R.Curbera	140·7	25·9	11·0	Vigo Spanish	C.2Cy.13"&26"–17¾" 24NHP Froncoso&Santodomingo, Vigo		
32775 25090 JSCD	**Suez Maru** *ss*Kob.No.3-5,32 *ss*Kob.No.2-40 2*Dks*(*Stl*)	4646 3927 3330	✠100A1 3,41 ✠LMC3,41	Kob	*x*	CL 10,39	1919 8mo	Uraga DockCo.Ld. Uraga A&CP	Kuribayasi SyosenK.K. *CellDB*	360·0 P21'B91'F35' FK *291' 919t FPT114t*	51·2	26·1	Okada Japanese *6BHCem* *APT46t*	T.3Cy.24½",40½"&67"–48" 180lb (*s*) 377NHP 3SB,9*cf*,GS180,HS6381 UragaDockCo.Ld.Uraga	28 ″ 5 s 5 ″ 7 23 ″ 2	
32776 167330 GQQS	**Suffolk** TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* 4*th dk in forward holds* *CruiserStern* *Tonnage opening closed '41*	~~11146~~ ~~10072~~ ~~6560~~ 13890 12827 8432	✠100A1 *withfreeboard* ~~5,41~~ ~~10,40~~ 9,41 ✠LMC9,39 ✠Lloyd'sRMC~~3,41~~ 3,42	~~Syd~~ ~~Wln~~ Gls	*i*† 2,$\frac{7}{16}$	CL	1939 9mo	J'hnBrown Co.Ld. Clydebank *Lloyd's A&CP*	FederalSteamNav. Co.Ld. *Duct keel forward* *CellDB435'1800t* *of tunnels981t*	532·2 551·3(O.L.) *of mchy. space* *Tanks at sides* *FPT101t APT150t*	70·4	43·3 34·8 FK	London British *9BHptCem* (*7 „ to Wdk* *1 „ 2nd „* *1 „ 3rd „*)	Oil Engines 2S.C.SA 10Cy.28$\frac{9}{16}$"–88$\frac{9}{16}$" 2528NHP 2DB*120lb* JohnBrown&Co.Ld.	47 ″ 6 s14 ″ 4½ 33 ″ 6¾	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire.) Tirant d'eau correspondant *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
32777 209076 KGGN	**Suffolk** *Mchy.Aft* D.F. Sub.Sig. 1*Dk*	4607 — 2895					1911	NewYork S.B.Co. Camden,N.J.	CoastwiseTransportationCorporation	365·7 P79'B17'F34'	50·1	28·1	Prtlnd.Me. Utd.States *WB*	T.3Cy.$24\frac{1}{4}$",$38\frac{1}{2}$"&67"–45" 301NHP NB21*refitted*30 NewYorkSBCo.Camdn NJ		R
32778 166362 MMVC	**Suffolk Coast** (*ex*Marali-39) *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	535 362 259	✠100A1 2,42 ~~12,40~~ ✠LMC2,38	~~Shi~~ Liv	*h*	OG 12,40	1938 2mo *Lloyd's A&CP*	N.V.E.J. Smit&Zoon's Schpsw. Westerbroek	CoastLines,Ld.	163·9 175·0(O.L.) P49'Q48'F18' FK *CellDB*95'135*tFP*	28·1	9·9	Liverpool British 3*BHptCem* *T8tAPT27t*	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 s 3 ″ $7\frac{1}{2}$ 11 ″ $7\frac{1}{4}$	
32779 40423 JIWH	**Sugi Maru** *OilEng.* 1*Dk*	443 — 253					1935	Ohara Zosen Tekkosho K.K. Osaka	UwazimaUnyu K.K.	149·0	26·5	14·0	Uwazima Japanese	Oil Engines		
32780 45719 JHEN	**Sugiyama Maru** (*ex*Agios Vlasios-39,*ex*Tysla-35) *ss*Kel.No.3–5,27 *ss*Got.No.1–31 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4379 — 2722	✠ —— 6,36 ✠	Osl	*z*		1914 11mo	Nthmblnd S.B.Co.Ld. Newcastle	YamashitaKisen K.K.	405·0 FK *CellDBa*137'*uE&B*45'*f*173' 1265	53·4	25·5	Kobe Japanese 6*BHCem* *tAPT*135*t*	T.3Cy.28",46"&75"–51" 559NHP 3SB,9*cf*,GS189,HS8253 Blair&Co.Ld.Stockton	28 ″ 0	GC †
32781	**Sui Kong** (*ex*JennyMoller-32, *ex*Amur, *ex*Nordnæs, *ex*Vizcaina) *ss*Shi.2ndNo.3–4,24 *ss*Shi.No.3–2,31 1*Dk*(*Irn*)&*deepframing*	2316 — 1386	✠ … 12,34 ✠	Shi	*s*		1897	A.Stephen &Sons Glasgow	ZuiKongS.S.Co.Ld	290·0 B66'F33' FK *CellDB a*80'*uE&B*36'*f*116'	42·7	19·3	Shanghai Chinese 5*BHCem* 561*tAPT*99*t*	T.3Cy.$19\frac{1}{2}$",32"&53"–42" 199NHP 2SB,4*cf*,GS90,HS3070 A.Stephen&Sons,Glasgow	21 ″ 10	
32782 152437 VPGK	**Sui Sang** Ⓟ *ss*H.Kg.No.3–4,36 *ss*H.Kg.No.1–40 3*Dks*	3577 3315 2209	✠100A1 *withfreeboard* 10,41 ~~4,40~~ BS9,41 ✠LMC4,40	HKg	*u*	CL ~~4,40~~ 9,41	1923 11mo *Lloyd's A&CP*	HongK'ng &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	310·0 324·5(O.L.) FK *CellD B*265' 443*t FPT*46*t*	46·1	30·4 22·7	HongKong British 5*BHCem* *APT*54*t*	T.3Cy.23",38"&63"–45" (*s*) 190lb *100lb* 414NHP 2SB,6*cf*,GS132,HS6364 FD HongKong&Whampoa DockCo.Ld.H.Kg.	32 ″ 9 s10 ″ 4 22 ″ $9\frac{1}{2}$	
32783 120998 VPFY	**Sui-Tai** Ⓟ **TwinSc** 1*DkShadedk*&*Promenadedk*	1816 688 1343					1899	S.C.Farnham&Co.Ld. Shanghai	N.J.Asquith	238·0	30·1	11·9	HongKong British	T.6Cy.11",18"&30"–21" 96RHP S.C.Farnham&Co.Ld.Shi.		
32784 105883 VRCS	**Sui-Wo** **TwinScSk** *ss*Shi.No.3–6,37 1*Dk*	2672 1106 1931	A1 11,41 ~~12,40~~ BS10,40 LMC6,37 *For service on the Yangtsze River*	~~HKg~~ Sng		OG 11,40	1896	Lon.&Gls. Co.(Lim.) Glasgow	Indo-ChinaSteam Nav.Co.Ld.	290·0 301·0(O.L.) FK *Awningdk* *Promenadedk*	43·1	11·8	Hong Kong British *Asp*	T.6Cy.14",23"&37"–30" 160lb *65lb* 221NHP 2SB,6*cf*,GS103HS3510 FD Lon.&Gls.Co.(Lim.),Gls.	13 ″ 6	
32785 139576 GLXK	**Suiyang** 2*Dks*	2590 2276 1594					1917	Taikoo Dckyrd&Eng Co.of HKgLd HongKong	ChinaNav.Co.Ld.	310·3	41·2	22·4	London British *WB*	T.3Cy.22",35"&56"–39" 196NHP TaikooD&ECo.of HKg.Ld		
32786	**Suiza** (*ex*DomingoC.) **TwinSc** 1*Dk*	480 — 274					1905	Soc.EsercizioBacini Genoa	F.Fresone	205·0	33·0	10·0	Bns.Aires Argentine	T.6Cy.10",$15\frac{5}{32}$"&$25\frac{2}{3}$"–$17\frac{23}{32}$" 55NHP Soc.EsercizioBaciniGenoa		
32787 UPCW	**Sukhona** (*ex*LadyBrenda-34, *ex*MaindyDene) *ss*Bly.No.3–8,33 1*Dk*(*Stl*)	3124 2871 1819	✠ 7,34 ✠	Bkn	*u*		1918 4mo	Craig, Taylor&Co. Ld. Stockton	U.S.S.R.	325·1 P31'B94'F31' FK *CellD B*280'833*tFPT*101*t*	48·1	22·2	Leningrad Russian 5*BHCem* *APT*110*t*	T.3Cy.24",39"&64"–42" 294NHP 2SB,6*cf*,GS110,HS4600 N.E.MarineEng.CoLd.Sld.	24 ″ 3	
32788 19048 JCGB	**Suki Maru** *ss*Kob.No.3–8,25 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	3202 2738 1980	✠ —— 10,30 ✠	Kob	*t*		1916 3mo	OsakaIron Works,Ld. Innoshima	DaihukuKisen K.K.	305·0 P19'B82'F32' FK *Cell DB*255' 519*t FPT*	43·7	27·2	Hutyu Japanese 5*BHCem* 76*tAPT*65*t*	T.3Cy.22",37"&61"–42" 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWorksLdOsaka	27 ″ 3	C †
32789 TCDB	**Şule** (*ex*Choulé,*ex*MilhailArhangel, *ex*Fani,*ex*Carib Prince) *ss*Liv.2ndNo.3–2,19 *ss*Cpl.No.2–28 1*Dk*&*Spardk*&*deepframing*	1953 1817 1258	✠ … 3,31 ✠				1893 6mo	ShortBros. Sunderland	Barzilay& Benjamin	282·0 P22'B77'F29'	37·7	14·9 22·4 FK	Istanbul Turkish *WB*	T.3Cy.22",36"&59"–39" 219NHP Blair&Co.Ld.Stockton	24 ″ 8	
32790 143378 MLWT	**Sulev** (*ex*Borinage, *ex*ClaraBlumenfeld) Sub.Sig. 1*Dk2trB*	2460 1935 1381	Examined LR ~~2,41~~ 3,42 3,42 ~~2,41~~ ~~BS1,41(215lb)~~ BS12,41(215lb)	~~Liv~~ ~~Lon~~ Shl		CL 1,41	1908	Bremer Vulkan Vegesack	MinistryofWar Transport(SpringwellShippingCo. Ld.*Mgrs.*)	307·3 P25'B82'F28'	42·2	18·7	London British *WB*	T3Cy$22\frac{7}{8}$",$37\frac{3}{4}$"&$61\frac{1}{2}$"–$41\frac{1}{4}$" 243NHP BremerVulkan,Vegesack	21 ″ 3 s3 ″ $3\frac{3}{4}$ 18 ″ $1\frac{1}{2}$	G
32791	**Sulina** Ⓟ *OilEng.* D.F. *Ref.Mchy.* 2*Dks* *Mchy.Aft* *CruiserStern*	3495 2836 2022					1939	Cant.Nav. Riuniti Palermo	RoumanianState MaritimeService	360·9 B84'F34'	50·8	23·4	Constanza Roumanian *WB*	Oil Engines 2S.C.SA 6Cy.$23\frac{5}{8}$"–$41\frac{5}{16}$" 582NHP SocAn"Fiat"S.G.M.Turin		
32792 DODJ	**Süllberg** (*ex*Smyrna-39, *ex*Heidelberg) 2*Dks*	1600 — 893					1912	Bremer Vulkan Vegesack	Aug.Bolten,Wm. Miller'sNachf.	260·5 B69'F33'	37·1	19·5	Hamburg German *WB*	T.3Cy.$23\frac{3}{5}$",$38\frac{1}{5}$"&$61\frac{4}{5}$"–$41\frac{3}{10}$" 246NHP BremerVulkan,Vegesack		
32793 121208 WTRB	**Sullivan Brothers** (*ex*OttoM. Reiss-34,*ex*FrederickB.Wells) *Mchy.Aft* 1*Dk2trB*	4378 — 3367					1901	Chicago S.B.Co. Chicago	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	437·5	50·2	24·5	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.15",$23\frac{3}{4}$",$36\frac{1}{2}$"&56"–40" 198NHP ChicagoS.B.Co.		R
32794 117124 KGAH	**Sultana** *Mchy.Aft* D.F. 1*Dk2trB*	3613 2876					1902	Superior S.B.Co. W.Superior, Wis.	NicholsonUniversalS.S.Co.	362·0 F44'	48·0	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",33"&54"–40" 184NHP SuperiorS.B.Co.		R
32795 YTQS	**Šumadija** Ⓟ 1*Dk*	479 314 272	✠100A1 *withfreeboard* 1,40 ✠LMC3,38 NO LATER SURVEY REPORTED	Spt	*g*	CL	1938 3mo *Lloyd's A&CP*	Jadranska Brodogradi-listaA.D Split	Jadranska PlovidbaD.D.	163·0 170·7(O.L.) B48'F34' BK$6\frac{3}{4}$" *CellDBf* 23'24*t Tanks at sides of tunnel* 16' 13*tDTf*9'14*tFPT*3*t*	25·3	11·4	Split Yugoslav 5*BHCem* *APT*2*t*	T.3Cy.15",25"&40"–27" (*s*) 210lb 170NHP 1SB,3*cf*,GS60,HS2833 FD McKie&Baxter,Ld.Psy.	12 ″ 0 s 2 ″ $2\frac{3}{4}$ 10 ″ $6\frac{3}{4}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32796 47051 JWVN	**Sumanoura Maru**	3519 — 2049					1939	Mitsubishi JukogyoK.K Yokohama	MitsubishiShoji Kaisya,Ld.	343·9|48·2|27·9	Tokyo Japanese	Steam Engine		
32797 303 ICIN	**Sumatra** *OilEng.* ssTri.No.2-36 D.F. 2*Dks(Stl)3rd dk(Stl) in Nos.*1,2&3 *holds*	4859 4294 2934	✠100A1 *withfreeboard* 11,39 ✠LMC CS4,36 DBS4,39 10,38	Gen	*z*	CL N10,37	1927 11mo	Stabilmnto Tecnico Triestino SanRocco Lloyd'sA&CP	LloydTriestino Soc.Anon.diNav. *CellDB* 341′1153t*DT*	424·7|54·2|24·6 404·8 32·5 FK C *a*33′1037t*FPT*208t	Venice Italian 8*BHptCem* *Coll ,, to W dk* *APT*121t	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$″–$59\frac{1}{16}$″ 489NHP DB*100lb* StabilimentoTecnico,Tri.	27″1 s2″$11\frac{3}{4}$ 24″$3\frac{1}{2}$	
		NO LATER SURVEY REPORTED												
32798 136623 WIFL	— (*ex*EmpireCity) (*Self-Unloader*) *Mchy.Aft* D.F. Sub.Sig. 1*Dk*2*trB*	4118 — 3269					1897	Cleveland S.B.Co. Cleveland,O.	SumatraS.S.Co. (G.A.Tomlinson, *Mgr.*)	405·4|48·0|24·4 *WB*	Wilmgton (Del.) Utd.States	Q4Cy.$17\frac{1}{2}$″,26″,39″&60″–40″ 228NHP Cleveland S.B.Co. Cleveld.		R
32799 107024 VPBV	— (*ex*Sumatra-3,*ex*Sumatra,*ex*Sabine Rickmers) 2*Dks*	984 949 604					1894	Rickmers Akt.Ges. Weser-münde-G	AsiaticPetroleum Co.(S.China)Ld.	200·0|30·6|20·9	HongKong British *WB*	T.3Cy.$17\frac{3}{8}$″,28″&44″–$27\frac{5}{8}$″ 104NHP H.Pauksch,Landsberg		
32800 PHUR	— *OilEng.* *Mchy.Aft* *CruiserStern*	342 200 165					1938	NVSchpsw "Vooruit-gang" Foxhol	W.J.Kramer	135·0|24·1| 8·0 P40′Q39′F20′	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$11\frac{1}{4}$″–$16\frac{9}{16}$″ 74NHP Mtrn WerkeMannheimAG		C
32801 21403 JCUD	**Sumatra Maru** ssOsa.No.3-5,29 ssKob.No.2-37 2*Dks(Stl)&Awng dk(Stl)*	5863 5586 4272	✠100A1 *Awng dk withfreeboard* 12,40 ✠LMC12,40	Osa	*y*	OG 10,39	1917 12mo	Kawasaki DockydCoLd Kobe Lloyd'sA&CP	OsakaSyosenK.K. *CellDB*	385·1|51·0|36·0 FK 334′ 1118t*FPT*126t	Osaka Japanese 6*BHCem* *APT*93t	T.3Cy.26″,$43\frac{1}{2}$″&72″–48″(*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36″0 s9″$3\frac{1}{2}$ 27″1	
32802 TCCY	**Sümer** (*ex*Nicolaos-33, *ex*Larpool) Iron ssPir.4thNo.3-5,31 *Well deck* 1*Dk(Irn-ws)*2*trB*	*1221* *1000* *768*	✠ — 4,34 ✠	Pir	*o*		1880 8mo	JLThomp-son&Sons Sunderland	AhmetBehçet Müezzinoglu	240·3|33·5|17·2 Q88′B46′F26′ BK$8\frac{1}{2}$″ *D* *Ba*65′*f*54′258t*FPT*	Izmir Turkish 5*BHCem* 38t*APT*15t	C.2Cy.29″&55″–36″ 145NHP 2SB,*4pf*,GS60,HS2526 J.Dickinson,Sunderland	18″6	
32803 32637 JTNB	**Sumida Maru** (*ex*Brunswick, *ex*Python) 1*Dk*	2022 1769 1183	✠ ... 6,20 ✠				1919 4mo	Manitowoc S.B.Co. Manitowoc	FukuyoKisenK.K.	250·5|43·7|20·1 P27′B64′F26′ FK	Kobe Japanese *WB*	T.3Cy.20″,33″&54″–40″ 269NHP ManitowocS.B.Co.	23″0	
32804 44750 JPGM	— *OilEng.*	546 — 371					1938	Urabe ZosenTek-kosho,Osaka	SankyoKaiunK.K.	150·0|27·5|14·0	Osaka Japanese	Oil Engines		
32805 34131 JNGH	**Sumire Maru** Ⓟ TwinSc *OilEng.* *CruiserStern* 2*Dks*	1730 1078 816					1928	Mitsubishi ZosenKaisha, Ld. Kobe	OsakaSyosenK.K.	243·0|38·0|19·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 8Cy.$16\frac{3}{4}$″–$24\frac{7}{16}$″ 218NHP MitsubishiZosenKaisha,Ld		
32806 JJAK	**Sumiyosi Maru** Ⓟ 1*Dk* *Mchy.Aft*	1922 1549 1365					1936	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	271·6|40·0|20·3 P86′F29′	Tokyo Japanese *WB*	T.3Cy.18″,$29\frac{1}{2}$″&50″–39″ 156NHP AsanoS.B.Co.Ld.Tsurumi		
32807 40194 JFWJ	— *OilEng.* 1*Dk*	481 — 331					1935	Kasado Dk.K.K. Suitake Minami	KobeSanbashiK.K.	161·5|28·5|13·0	Kobe Japanese	Oil Engines		
32808 167243 MNNR	**Summity** ssLon.No.1-42 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	554 353 287	✠100A1 4,42 ~~6,40~~ 4,42 ✠LMC~~5,39~~	~~Ips~~ Lon	*h*	OG 4,42	1939 5mo	G.Brown &Co. (Marine)Ld. Greenock Lloyd'sA&CP	F.T.Everard& Sons,Ld.	168·6|27·7|10·1 176·0(O.L.) Q106′F18′ FK *FPT*88t	London British 3*BHAsp* *APT*48t	Oil Engines 2S.C.SA 5Cy.$12\frac{5}{8}$″–$16\frac{3}{4}$″ 71RHP NewburyDieselCo.Ld. Newbury	11″3 s3″8 11″3	
32809 227816 WSBY	**Sun** *OilEng.* *Mchy.Aft* ssPhl.No.3-6,40 GyC. 2*Dks(Stl)&Web frames* *Longitudinal framing*	9002 8388 5472	✠100A1 10,41 ~~4,41~~ ✠LMC CS1,41 DBS4,41 4,41 *CarryingPetroleum in bulk*	Phl	*e*†	CL 4,41	1928 7mo	SunS.B.& D.D.Co. Chester,Pa. Lloyd'sA&CP	SunOilCo. *CellDBuE67′f40 DTf10′598t*	480·6|66·0|36·8 P79′F44′ FK 425t *FPT*186t*APT*84t	Phildlphia Utd.States 18*BHptCem* (11 *to U dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy $23\frac{5}{8}$″–$91\frac{5}{16}$″ 690NHP Water Tube DB*200lb* DB*125lb* SunSB&DDCo.Chester,Pa	37″0	
32810 168049 GNWW	**Suncrest** 4Mst D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41 (WE)*	5117 4604 3031	✠100A1 *withfreeboard* 5,42 ~~7,41~~ ✠LMC12,40 *Fitted for oil fuel* 12,40 *F.P. above* 150° F.	~~Gls~~ Cff	*a*† 2	CL	1940 12mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	CrestShippingCo. Ld. *CellDB*356′1336t	420·0|58·0|26·3 436·0(O.L.) FK *FPT*158t*APT*277t	London British 7*BHptCem* (*Coll toSh dk* 6 ,, *2nd* ,,)	T.3Cy.$22\frac{1}{2}$″,36″&65″–48″(*s*) 220lb 458NHP 2SB(Spt&FD)1AuxSB,*8cf*, GS159,HS6912 D.Rowan&Co.Ld.Gls.	37″10 s11″$3\frac{3}{4}$ 26″9	
32811 DHXA	**Sund** ssHam.No.3-11,30 ssHam.No.2-39 *Mchy.Aft* 1*Dk(Stl)&Web frames* *Cruiser Stern* *Carrying Petroleum in bulk*	517 422 221		Ham	*g*		1927	Lübecker Flenderwrke A.G. Lübeck	JohnT.Essberger *CellD*	161·1|27·5|10·5 170·5(O.L.) P31′F25′ FK *BuE*16′15t*FPT*58t	Hamburg German 8*BHptCem* *APT*42t	T3Cy.$10\frac{1}{4}$″,$15\frac{3}{4}$″&$25\frac{9}{16}$″-$15\frac{3}{4}$″ 54NHP 1SB,*2cf*,GS37,HS1184 Christiansen&Meyer, Harburg	11″3	G †
32812 219323 KORD	**Sundance** *Fitted for oil fuel* 2*Dks* Sub.Sig. Now "Alcoa Banner," see No. 355[illegible] in Supplement	5035 — 3115					1919	American International S.B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0|54·2|27·8 P39′B121′F43′	NewYork Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
32813 PHUW	**Sunetta** *OilEng.* ssH.Kg.No.1-39 D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	7987 7238 4764	✠100A1 4,41 ~~3,40~~ ✠LMC CS5,39 DBS~~3,40~~ 2,41 5,39 *CarryingPetroleum in bulk*	~~Bat~~ Sba	*c*†	CL 3,40	1935 2mo	NVRotter-damDroogd. Maats. Rotterdam Lloyd'sA&CP	N.V.Petroleum Mij."LaCorona" *CellDBuE64′* 157t	463·0|59·3|33·8 P93′B47′F48′ FK *DTf*25′ 264t *FPT*1	Willemstad Dutch 15*BH* 35t*APT*83t	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ 502NHP DB*180lb* Gebr.Stork&Co.Hengelo	34″0 s6″9 27″$5\frac{1}{4}$	
32814 XNFK	**Sungpu** (*ex*Hupeh) 2*Dks*	1975 — 1206					1901	Scott&Co. Greenock	SanPehStm.Nav. Co.Ld.	275·2|38·2|21·5 B70′F30′	Shanghai Chinese *WB*	T.3Cy.19″,31″&53″–39″ 175NHP Scott&Co.Greenock		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
32815 2809 JECD	**Sungshan Maru** Ⓟ *ss*Shi.No.3-7,33 2*Dks*(*Stl-Uws*)	2530 1968 1503	✠ ... 6,34 ✠	Shi	*s*		1921 2mo	Uraga DockCo.Ld. Uraga	ToaKaiunK.K.	284·5 P37'B100'F36' FK *CellDB*229'580*t DTa*18'208*t FPT*39*t*	42·6	20·4	Tokyo Japanese 4*BHCem* *APT*15*t*	T.3Cy.21",35"&58"-39" 303NHP 2SB,6*cf*,GS99,HS4307 UragaDockCo.Ld.Uraga	23 ″ 0	
32816 8437 SDHN	**Sunnanland** TwinSc D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk* *Upper 'tween dk in No.1 hold* *Part lower dk in Nos.1&2 holds* *Sparred 3rd dk in No.3 hold for fruit cargo* *Strengthened for navigation in ice* *Butts of shell plating elec. welded* *CruiserStern*	3240 2516 1416	✠100A1 *with freeboard* 4,42 ~~7,40~~ ✠LMC7,40 ✠Lloyd'sRMC7,40 No. 3 fwd. hold & 'tween dks. for temp. 35° F. No. 3 aft hold for temp. 25° F. Aft wings of No. 3 'tween dks for temp. 18° F. Centre chamber for temp. 14° F. *Carrying vegetable oil in forward wing tanks and centre tanks in way of tunnels*	Got	*y* 2$\frac{5}{16}$	CL	1940 7mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd*'*sA&CP*	Ångf.A/B Tirfing (SvenskaOrient Linien(T.E.J:son Broström,*Mgr.*))	385·2 406·5(O.L.) FK *CellDB*310'1121*t tanks in way of tunnels*	54·7	18·2	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 „*2nd*„)	Oil Engines 2S.C.SA 18Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 1213NHP DB*80lb* EriksbergsM.V.AktiebGot 548*t FPT*39*t APT*67*t*	23 ″ 9 s 1 ″ 5¾ 22 ″ 5¾	
32817 226018 KLIC	**Sunoco** TwinSc D.F. *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* 1*Dk* *Longitudinal framing*	1213 — 738					1926	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo.	246·2	40·1	14·6	Phildlphia Utd.States	Oil Engines 4S.C.SA 12Cy.11½"-16" 154NH BessemerGasEngineCo. GroveCity,Pa.		R
32818 227073 WQBH	**Sunoil** *OilEng.* *ss*Phl.No.3-5,40 ~~*ss*Phl.No.2-35~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* GyC. *Longitudinal framing*	9005 8388 5469	✠100A1 ~~12,40 5,39~~ 9,41 ✠LMC CS1,41 DB9,~~40~~9,41 ~~1,39~~1,41 *Carrying Petroleum in bulk*	Phl	*e*†	CL N5,40	1927 11mo	SunS.B.& D.D.Co. Chester,Pa. *Lloyd*'*sA&CP*	SunOilCo.	480·6 P79'F44 FK *CellDBuE*67'*f*40' 425*tDTf*10'598*t FPT*186*t APT*84*t*	66·0	36·8	Phildlphia Utd.States 18*BHptCem* (11 *to U dk* 7 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"-91⅜" 688NHP DB*220lb*DB(*f*)*200lb* SunS.B.&D.D.Co.	37 ″ 0	
32819 161310 MPQD	**Suntrap** *ss*Nwc.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	939 744 487	✠100A1 ~~2,41~~ ~~10,40~~ ~~10,41~~ 2,42 ~~12,41~~ 8,41 BS~~10,40~~ ✠LMC10,38	~~Nwc~~ Sld	*m*	CL ~~9,40~~ 8,41	1929 10mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'*sA&CP*	GasLight&CokeCo (StephensonClarke &Associated Companies,Ld.*Mgrs.*)	217·5 Q166'B17'F25' FK *CellDBuE*19'*f*135'257*t MT*128*t FPT* 95*t APT*18*t*	32·0	13·5	London British 4*BHCem*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 115NHP 1SB,3*cf*,GS55,HS1786 G.Clark,Ld.Sunderland	15 ″ 6 s1 ″ 11¾ 13 ″ 10¾	
32820 577 OHCW	**Suomen Neito** *ss*Hfs.No.3-7,33 D.F. *ss*Hfs.No.1-37 *Well deck* 1*Dk*(*Stl*)	1096 835 559	✠100A1 8,39 ✠LMC MS9,37 BS8,39 NO LATER SURVEY REPORTED	Hfs	*n*	CL 8,37	1921 11mo	Sandvikns Skeppd&M.V Helsingfors *Lloyd*'*sCP*	FinskaÅngfartygs Aktiebolaget	229·4 217·6 Q69'B60'F19' FK *CellDB*186'380*t FPT*35*t APT*43*t*	33·6	13·8	Helsingfrs Finnish 4*BHCem*	T.3Cy.15$\frac{5}{16}$"24⅜"&39⅜"-29½" 180lb (*s*) 128NHP 2SB,4*cf*,GS78,HS2475 SandvikensSkeppd.&M.V.	16 ″ 10 s 1 ″ 8¼ 15 ″ 4	
32821 576 OHGM	**Suomen Poika** *ss*Hfs.No.3-6,33 D.F. *ss*Hfs.No.1-37 *Well deck* 1*Dk*(*Stl*)	1099 — 562	✠100A1 9,39 BS9,39 ✠LMC8,37 No later survey reported	Hfs	*n*	9,39	1921 11mo	Sandvikns Skeppd&M.V Helsingfors *Lloyd*'*sCP*	FinskaÅngfartygs Aktiebolaget	229·1 217·5 Q69'B60'F19' FK *CellDB*186'380*t FPT*35*t APT*43*t*	33·6	13·8	Helsingfrs Finnish 4*BHCem*	T.3Cy.15$\frac{3}{16}$",24¼"&39⅜"-29½" 180lb (*s*) 128NHP 2SB,4*cf*,GS78,HS2475 SandvikensSkeppd.&M.V.	16 ″ 10 s 1 ″ 8¼ 15 ″ 4	
32822 1040 OHCJ	**Suomi** Ⓟ (*ex*Helgoland, *ex*HansHerbert,*ex*Hela) TwinSc 2*Dks*	659 — 236					1910	J.W.Klawitter Danzig	FinskaÅngfartygs Aktiebolaget	207·0 200·2 B&F166' len21	26·0	9·6	Helsingfrs Finnish *WB*	T.6Cy.13",20$\frac{1}{16}$"&31½"-15¾" 79NHP J.W.Klawitter,Danzig		
32823 1101 ICIP	**Superga** *ss*Rot.No.2-30 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Webframes* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6154 5753 3389	✠ ... 7,34 ✠	Gen	*y*		1923 1mo	Soc.EsercizioBacini RivaTrigoso	Nav.AltaItalia Soc.Anon.	397·7 P79'B28'F34' FK *CellDBuE&B*78'240*tDTs*/56' 560*t FPT*260*t*	51·6	34·6	Genoa Italian 15*BHptCem* (7 *to S dk* 8 „ *U* „) *APT*165*t*	T.3Cy.26",42½"&69$\frac{11}{16}$"-48$\frac{1}{16}$" 456NHP 2SB,6*cf*,GS132,HS6608 Soc.EsercizioBacini, RivaTrigoso	37 ″ 0	I †
32824 154471	**Superior** (*ex*ParksFoster) *Mchy.Aft* 2*Dks*	1774 1612 1054					1889	GlobeIron WorksCo. Cleveland,O.	NorthwestSteamships,Ld.(A.A. Hudson,*Mgr.*)	255·5 F34'	38·2	19·7	Midland, Ont. British *WB*	T.3Cy.17⅛",28¾"&47"-33" Emade20 *fitted*30 127NHP Canadian NB31 Ingersoll-RandCo.Qbc.		R
32825 YTFO	**Supetar** (*ex*MariaN.Roussos-35, *ex*Caterino) 1*Dk*	*3748* *3470* *2373*					1909	W.Gray& Co.Ld. WHartlepool	FranoPetrinovic	346·4 P27'B96'F32'	50·8	23·1	Split Yugoslav *WB*	T.3Cy.25",40"&65"-42" 274NHP Cen.Mar.Eng.Wrks.WHpl		C
32826 154134	**Supplier II** TwinSc (*ex*Pendrecht-33) *OilEng.* *ss*Rot.No.3-11,29 *ss*Mob.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1589 1166 955	✠100A1 4,41 ✠NE1,26 ✠LMC2,38 ✠LMC(M)11,40 *Carrying Petroleum in bulk*	Cco	*o*	OG 4,41	1916 12mo	Werf.Conrad Haarlem A&CP	TrinidadLeaseholds,Ld.	242·1 252·7(O.L.) P39'F39' FK	33·6	18·1	Trinidad, B.W.I. British 11*BH* *APT*23*t*	Oil Engines 4S.C.SA 12Cy.14$\frac{3}{16}$"-22$\frac{13}{16}$" 235NHP DeutzerMotorenFabrik A.G.Deutz,nearCologne	18 ″ 6 s 1 ″ 5¼ 17 ″ 2¾	
32827 230554 KLIF	**Supreme** TwinSc *OilEng.* 1*Dk* *Carrying oil in bulk*	890 — 520					1931	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	GulfOil Corporation	219·0 P43'	37·0	13·7	Phildlphia Utd.States	Oil Engines 4S.C.SA 12Cy.12½"-18" 182NHP ElectricBoatCo.Groton, Conn.		
32828	**Sur** Ⓟ TwinSc *OilEng.* *CruiserStern* 2*Dks*	518 331 224					1938	Atlas-WerkeA.G. Bremen	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	145·5	26·5	9·2	Izmir Turkish	Oil Engines 4S.C.SA 12Cy.11"-16$\frac{3}{16}$" 142NHP Fr.KruppGermaniawftAG Kiel		G
32829 UPIF	**Sura** (*ex*Goldbek-35) Sub.Sig. 1*Dk*	1400 1159 764					1923	F.Schichau Elbing	U.S.S.R.	237·5 Q76'B108'F32'	37·7	15·9	Leningrad Russian *WB*	T.3Cy.16½",27⅜"&42½"-27⅜" 95NHP F.Schichau,Elbing		G
32830 24476 JHQD	**Surabaya Maru** Ⓟ *ss*Osa.No.3-10.31 *ss*Osa.No.2,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4391 3677 2728	✠ ... 8,39 ✠	Osa	*w*		1919 1mo	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	345·0 P30'B99'F34' *on Shelter dk* FK *Collision BH to Shelter dk* *CellDB*296'1136*t FPT*	49·8	28·1	Osaka Japanese *Cem* 5*BH to Udk* 115*t APT*29*t*	T.3Cy.24⅛",41"&67"-48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWorksLdOsaka	28 ″ 2	
32831 144213 GDNR	**Surada** *ss*Cal.No.3-1,32 *ss*Cal.No.2-41 ~~*ss*Cal.No.1-36~~ *Dks*(*Stl-U* teak s)	5427 4817 3382	✠100A1 ~~1,41~~ ~~3,40~~ 9,41 ~~BS7,39~~ ✠LMC~~5,36~~ 1,41	~~Bom~~ Cal	*z*	CL ~~6,38~~ 12,40	1920 7mo	Hawthorn. Leslie&Co.Ld Newcastle *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld.	400·1 412·8(O.L.) P49'B113'F38' FK *CellDB*344'1060*t FPT*130*t*	52·4	28·5	Glasgow British 8*BHCem* *APT*34*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Hwthrn.Leslie&CoLd.Nwc	31 ″ 0 s5 ″ 10¾ 25 ″ 4½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 'articulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32832 174216 ~~FPDD~~ ZNAQ	**Surcouf** (*ex*BeauBassin, *ex*Eemstroom) *ss*Stn.2ndNo.3-10,27 1*Dk*(*Irn*)&*Web frames* *Well deck* *Platform deck in Nos.1&2holds*	1129 858 532	1,27	Stn			1899	Carmichael Maclean&Co. Greenock	~~C.Pellegrini~~ Ministry of War Transport *CellDBa&u*	233·9|33·1|~~17·0~~ 17·5 Q75'B66'F36' FK E63' *f*95'187*t FPT*	Aden British 5*BHCem* 25*tAPT*9*t*	T.3Cy.20",33"&55"-36" 217NHP 2SB,6*cf*,GS116,HS3970 Muir&Houston,Ld.Gls.	17 ″ 0	
32833 147750	**Surewater** *Mchy.Aft* 1*Dk*	1739 1578 1044					1927	Cowpen DD&SBCoLd Blyth	KeystoneTransports,Ld.	252·0|42·5|18·0 F36'	Montreal British *WB*	T.3Cy.16",27"&44"-33" 97RHP Blair&Co.(1926)Ld.Stk.		C
32834 109591	**Surf** Ⓟ 1*Dk*	390 304 160					1898	Ramage& Ferguson,Ld. Leith	MargareeS.S.CoLd (W.N.McDonald, *Mgr.*)	171·7|24·7|13·4	London British	T.3Cy.15",24"&39"-27" 80NHP Ramage&FergusonLd.Lth		
32835 183437	**Surigao** Ⓟ *OilEng.* 1*Dk* *CruiserStern*	797 433 494	✠ … 7,40 ✠	HKg	*j*		1938 10mo	Hong K'ng &Whampoa DockCo.Ld. HongKong	LaNaviera Filipina,Inc. *CellDBuE*37'60*t*	174·0|29·8|10·2 180·9(O.L.) F21' *Promenade dk* FK *FPT*23*tAPT*27*t*	Cebu,P.I. Utd.States 4*BHCem*	Oil Engines 2S.C.SA 6Cy.$13\frac{3}{8}$"-$22\frac{7}{16}$" 188NHP Atlas-DieselA/B,Skm.	12 ″ 7	
32836	**Surinam** TwinSc *ss*Aru.No.3-3,42 ~~*ss*Cco.No.2-37~~ *Mchy.Aft* 1*Dk*(*Stl*)	*3046* *2229* *1631*	✠100A1 7,41 ~~2,41~~ 3,42 ~~BS7,41~~ ✠LMC7,41 ~~MS5,37~~ ~~BS8,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*5,29 *F.P. above* 150°F	Aru	*u*	CL ~~P8,40~~ ~~S2,41~~ ~~S5,41~~ 2,42	1929 5mo Lloyd	Harland& Wolff,Ld. Belfast '*sA&CP*	StandardOilCo, ofVenezuela *Side tanks a*	325·0|55·2|15·3 P69'F36' FK *Trunk*220' 72'*f*104'1824*tFPT*	Maracaibo Venezuelan 7*BHptCem* 83*tAPT*75*t*	T.6Cy.$14\frac{1}{2}$",24"&$38\frac{1}{2}$"-27" 180lb (*s*) 228NHP 2SB,6*cf*,GS ,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s 2 ″ $1\frac{3}{4}$ 14 ″ $0\frac{1}{4}$	
32837	**Suriname** Ⓟ *ss*Bmn No.2-38 D.F. E.S.D. 2*Dks*(*Stl*) Sub.Sig. *Ref.Mchy.* *CruiserStern*	7915 7119 4883	✠100A1 ~~(*Reclassification Contemplated*)~~ 3,42 ✠NB8,30 LMC7,38 *Carrying oil fuel F.P. above* 150° *F. in deeptank*	~~Gls~~ StJ Gls BS3,42	*e*†	CL ~~10,40~~ 9,41	1930 8mo Lloyd	Deschimag Akt.Ges. "Weser" Bremen '*sA&CP*	CuracaoGovernment *CellDB*430'1980	495·7|63·9|28·9 P25'B&F458' *Upper*F37' FK *tDTa*18'885*tFPT*9	Willemstad Dutch 10*BHptCem ptAsp* 8*tAPT*73*t*	T.4Cy.$34\frac{7}{16}$",$56\frac{5}{16}$"&(2)$65\frac{3}{8}$" -$59\frac{1}{16}$"&LP Turbine with DRgearing&hydraulic coupling NE26*refitted*30 206lb 1250NHP 5SB(Spt),15*cf*,GS350, HS16146 Bremen,Vulcan,Vegesack	33 ″ 0	
32838	**Suriyothai Nawa** (*ex*Admiral Laws-40, *ex*Sunugentco) *ss*Sea.No.3-6,33 1*Dk*(*Stl*)2*nd trBin fore& afterholds&Web frames* *Fitted for oil fuel* *New* "**Columbine,**" *see No.*35350 *in Supplement*	3268 3005 2007	✠ … 2,35 ✠	LAn	*v*		1921 3mo	Submarine BoatCorp. Newark,N.J.	ThaiMaritime NavigationCo.Ld. *CellDB*251'827*tD*	324·0|46·2|25·0 P30'B90'F35' FK *Tf*20'394*tFPT*111*t*	Bangkok Thai 6*BHptCem* *APT*69*t*	1DR geared steam turbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
32838A FODI	**Suroit** *OilEng.* *CruiserStern* 1*Dk* *Longitudinal framing* *Mchy.Aft* *CarryingPetroleum in bulk*	554 438 320					1938	Jos.Boel& FilsS.A. Tamise	CiternaMaritime S.A.	192·5|27·7|12·2 P44'F28'	Rouen French	Oil Engines 4S.C.SA 6Cy.$13\frac{3}{8}$"-$20\frac{11}{16}$" 104NHP Soc.d'Elec&Mec(Thomson -Houston&Carels)Ghent		V
32839 143352 GCBJ	**Surrey** *ss*Liv.No.3-10,30 *ss*Gls.No.2-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* D.F. *CruiserStern*	8581 8220 5346	✠100A1 *Shelter dk withfreeboard* 7,41 ~~11,40~~ ✠LMC MS9,38 BS9,40 ✠Lloyd'sRMC~~4,41~~ ~~7,41~~ 12,41 *Fitted for oil fuel*10,24 *F.P. above* 150° F.	~~NYk~~ Avn	*d*†	CL 10,40	1919 7mo Lloyd	Palmers' Co.Ld. Newcastle '*sA&CP*	FederalSteam NavigationCo.Ld. *Collisi* *CellDB*382'1403*tD*	460·4|62·8|34·9 480·1(O.L.) B275'F49'*onShelter dk* FK *on BH to Shelter dk* *Ta*23'170*tFPT*128*t*	London British *Cem* 6*BH to U dk* *APT*32*t*	2SteamTurbinesSRgeared to 1 Sc. Shaft 180lb (*s*) 1084NHP 4SB,16*cf*,GS320,HS13752FD Palmers'Co.Ld.Newcastle	37 ″ 9 s 7 ″ $9\frac{1}{4}$ 30 ″ 2	
32840 FOLG	**Surville** *ss*St.N.No.3-8,34 *ss*Nts.No.1-39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2318 2130 1449	✠100A1 ~~6,41~~ ~~5,39~~ 8,41 ✠LMC5,39 Surveys delayed	~~Nts~~ Msl	*s*	CL ~~5,30~~ 6,41	1919 9mo Lloyd	Jos.T.Eltringham& Co.Ld.WillingtonQuay '*sA&CP*	CieNantaise des Chargeurs de l'Ouest *CellDB*	290·2|44·0|20·8 P23'B74'F28' FK *a*83'*uE*18'*f*128'600*t*	Nantes French 5*BHCem* *APT*35*t*	T.3Cy21",$34\frac{1}{2}$"&57"-39" (*s*) 180lb *100lb* 245NHP 2SB,6*cf*,GS126,HS4104 Jos.T.Eltringham&Co.Ld.	23 ″ 0 s 3 ″ $3\frac{1}{2}$ 19 ″ 11	
32841 TCLV	**Sus** Ⓟ TwinSc D.F. E.S.D. 2*Dks* Sub.Sig. *CruiserStern*	1415 761 514					1938	Frd.Krupp Germaniawft A.G. Kiel	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	249·1|36·2|13·0	Istanbul Turkish *WB*	4 steam turbines SRgeared to 2 sc. shafts 695NHP HS6457 Fr.KruppGermaniawftAG		G
32842 YTTC	**Susak** (*ex*Hazelwood-37) *ss*P.Sd.No.3-6,40 D.F. 1*Dk*(*Stl*)	3889 — 2335	✠100A1 ~~5,41~~ ~~9,40~~ 12,41 BS2,42 ✠LMC MS11,39 ~~BS3,41~~	~~CTn~~ ~~Bal~~ NNs	*x*	CL ~~11,39~~ 5,41	1927 8mo Lloyd	J Readhead &Sons,Ld. South Shields '*sA&CP*	Brodarsko Akcionarsko Drustvo "Oceania" *CellDBa&uE*	388·8|52·5|22·1 P29'B229'F44' FK len34 145'*f*161'900*tFPT*	Susak Yugoslav 6*BHCem* 80*tAPT*135*t*	T.3Cy.$21\frac{1}{2}$",37"&$61\frac{1}{2}$"-45" 200lb Rht. (*r*) 334NHP 2SB(Spt),6*cf*,GS115, FD HS4564 J.Readhead&Sons,Ld.	24 ″ 3 s 2 ″ 10 21 ″ $7\frac{1}{4}$	
32843 YTNO	— Ⓟ (*ex*Fiume) *ss*Fiu.2ndNo.3-10,24 *ss*Spt.No.3-5,30 *ss*Ssk.No.2-38 1*Dk*(*ptStl*)	369 286 189	A– *withfreeboard* 8,40 ✠NB1,08 LMC MS11,38 BS4,40 No later survey reported *For Coasting Service in the Adriatic*	Ssk		8,40	1888	Howaldtswerke Kiel	Jadranska Plovidba D.D. *CellDBa&uE*	157·7|23·0|11·1 166·2(O.L.) P29'B35'F33' BK$6\frac{1}{2}$" 57'26*t*	Susak Yugoslav 4*BHCem*	T.3Cy.$14\frac{1}{8}$",$22\frac{1}{2}$"&$36\frac{3}{8}$"-24" 160lb (*s*) 82NHP 2SB,2*cf*,GS35,HS1480 Howaldtswerke,Kiel	13 ″ 3 s 1 ″ $3\frac{1}{4}$ 12 ″ $6\frac{3}{4}$	
32844 165178 GMXN	**Susan Mærsk** D.F. 1*Dk*	2355 2024 1411					1923	Odense Staalskibsvft Odense	Ministry of War Transport(ThompsonSteam Shipping Co.Ld.*Mgrs.*)	299·8|42·4|19·9 P20'B87'F31'	Belfast British *WB*	T.3Cy.$21\frac{1}{4}$",$33\frac{7}{8}$"&$55\frac{1}{8}$"-$39\frac{3}{8}$" 191NHP A.Borsig,G.m.b.H.Berlin		VL
32845 209117 KMWP	**Susan Olson** Wood (*exBarge*California-40, *exSteamer*-39,*ex*Willamette-32) *Mchy.Aft*	953 — 495					1911	Hammond LumberCo. FairhavenCal	OliverJ.Olson &Co.	194·7|40·0|15·2	S.Frncisco Utd. States	T.3Cy.$13\frac{1}{2}$",23"&40"-30" 88NHP Moore&Scott,IronWks.		
32846 217019 WQIO	**Susan V. Luckenbach** (*ex*Neponset) *ss*N.Yk.No.1-22 D.F. GyC. 2*Dks*&*Shelter dk* Sub.Sig. *Fitted for oil fuel*	7430 — 4568	✠ … 1,28 ✠				1918 10mo	SunS.B. Co. Chester,Pa.	LuckenbachS.S.Co Inc.	434·3|57·7|27·1 35·3 FK	NewYork Utd. States *WB*	T.3Cy.27",$45\frac{1}{2}$"&76"-51" &L.P.Turbine 696NHP SunS.B.Co.Chester,Pa.	38 ″ 0	R †

~~*Surveys delayed. Vessel, when last reported, in port in enemy occupation.~~

Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
32347 215293 WCDM	**Susana** (*ex*StanleyDollar-36, *ex*Warszawa, ssYka.2ndNo.3-2,38 *ex*Erny) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) 2*nd dk*(*Stl*)*inNos.*1,2,4&5*holds*	5929 5429 3742	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~7,40~~ BS9,41 ~~BS11,39~~ ✠LMC2,38 *Fitted for oil fuel* 7,40 *F.P. above* 150° F.	HKg	*z*	CL ~~6,40~~ 8,41	1914 4mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	Madrigal&Co. *CellDBa*146'*u*	401·4 B152'F34'*onShelter dk* FK *E&B*44'*f*160'1443*t*	51·8	22·9	Manila,P.I Utd.States 8*BHCem* *APT*14*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS177,HS7719 FD J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s7 ″ 1 27 ″ 2	
32848 PJAA	— (*ex*SanCamilo-36) **TwinSc** ssCco.No.3-9,39 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinalframing*	2450 1723 1250	✠100A1 ~~4,41~~10,41 BS10,41 ~~BS10,40~~ ✠LMC8,38 *CarryingPetroleum in bulk* *Fitted for oil fuel*12,27 *F.P. above* 150° F	Cco	*t*	CL P3,40 s10,40	1927 12mo	JLThompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	N.V.Curaçaosche Scheepv.Maats. *Wingtanksa*60'53	305·6 P83'*Trunk*184' FK F38' 1*tf*30'259*tFPT*98*t*	51·2	15·0	Willemstd Dutch 8*BHptCem* *APT*72*t*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 217NHP 2SB,6*cf*,HS4209 MacColl&Pollock,Ld.Sld.	15 ″ 0 s1 ″ 7 13 ″ 7¼	
32849 LEZQ	**Susanna** (*ex*Berit,*ex*Guy) ssCff.No.1-23 *Welldeck* 1*Dk*	810 629 429	✠ ... 9,26 ✠				1918 6mo	E.J.Smit&Zoon Hoogezand	D/S A/S Kristine (J.Kyvik&S.Fresvig,*Mgrs.*)	193·4 Q65*t*H44*t*F24*t* FK	32·3	12·5	Haugesnd Norwegian *WB*	T.3Cy.15",23¼"&39⅜"-23⅝" 106NHP E.J.Smit&ZoonHoogezand	14 ″ 6	N †
32850 939 SZOM	**Sussanna** (*ex*Drott-38,*ex*Danelag, *ex*PeterBom,*ex*ConsulPoppe) 1*Dk*	*932* *700* *493*					1904	F.Schichau Danzig	N.T.Papadatos& Alex.G.Tsavliris	208·4 Q73'B53'H35*t*F22'	33·6	13·4	Piræus Greek *WB*	T.3Cy.16½",27½"&42½"-27½" 94NHP F.Schichau,Elbing		V
32851 165389 MMBF	**Sussex** **TwinSc** *OilEng.* D.F. E.S.D. 2*Dks*&*Shelterdk* *Ref.Mchy.* 4*thdkinforwardholds* *CruiserStern* *Tonnageopeningclosed* '12	11063 10026 6516	✠100A1 *withfreeboard* ~~9,41~~ ~~4,41~~4,42 Examined 11,41 DBS1,41 ✠LMC2,37 ✠Lloyd'sRMC~~7,41~~ ~~11,4~~14,42	~~Syd~~ ~~Wln~~ Bkn	*i*† $2\frac{7}{16}$ Liv	CL ~~9,41~~ 8,41	1937 2mo	John Brown&Co. Ld. Clydebank *Lloyd'sA&CP*	P.&O.Stm.Nav.Co. *Ductkeelforwardof* *CellDB*437'1834*t* *oftunnels*939*t*	532·2 43·1 FK *machineryspace* (*Tanksatsides* *FPT*93*tAPT*150*t*	70·4	34·6	London British 9*BH* *Collto Sh dk* 7 ,, 2*nd* ,, 1 ,, 3*rd* ,,)	Oil Engines 2S.C.SA 10Cy.28$\frac{9}{16}$"-88$\frac{9}{16}$" 2528NHP 2DB*120lb* JohnBrown&Co.Ld. Clydebank	~~39 ″ 0~~ ~~s6 ″ 8~~ ~~32 ″ 6¾~~ 47 ″ 6 s14 ″ 5 33 ″ 6¾	
32852 165783 GBYG	**Sutherland** *OilEng.* D.F. 1*Dk*&*Shelterdk* *CruiserStern* *Tonnageopeningclosed*'41(*W.E.*)	5172 4657 2992	✠100A1 *withfreeboard* ~~7,41~~~~11,40~~4,42 ✠LMC5,40	~~Mch~~ ~~Cll~~ NYk	*a*† 2	CL	1940 5mo	Wm.Doxford&SonsLd Sunderland *Lloyd'sA&CP 5divis* *CellDB*356'	B.J.Sutherland&Co.Ld. *ionalwatertight B* 1180*t MT*29' 1205*t*	427·6 442·9(O.L.) FK *H'sinShtweendks* (*FPT*134*t APT*166*t*	56·5	26·5	Newcastle British 7*BHptCem* *Collto Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.23⅝"-91$\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	38 ″ 2 s11 ″ 6 26 ″ 10¾	
32853 216043 KJZX	— 2*Dks* *Fitted for oil fuel*	4716 — 2958	✠ ... 10,20 ✠				1918 3mo	Seattle Const.&Dry DockCo. Seattle	AlaskaS.S.Co.Inc.	380·0 P40'B100'F41' FK	53·2	27·0	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&D.D.Co.	29 ″ 4	R †
32854 144423 MJWR	— (*ex*Matama) D.F. 2*Dks*	1330 1093 525					1920	Ramage&Ferguson,Ld. Leith	CurrieLine,Ld.	270·6	38·1	23·9	London British *WB*	T.3Cy.21",34"&56"-39" 196NHP Ramage&Fergusn,Ld.Lth.		C
32855 167409 GCDJ	**Sutlej** *OilEng.* 1*Dk*&*Shelterdk* *CruiserStern* *Tonnageopeningclosed*'41(*W.E.*)	5189 4577 3043	✠100A1 *withfreeboard* ~~2,41~~11,41 ✠LMC3,40	Cal	*a*† 2	CL	1940 3mo	C.Connell&Co.Ld. Glasgow *Lloyd'sA&CP*	J.Nourse,Ld. 1*IntermediateBH* *CellDB*353'1323*t*	415·6 431·5(O.L.) F34' FK *dispensedwith* (*FPT*175*tAPT*260*t*	55·2	25·6	London British 6*BHptCem* *Collto Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	37 ″ 0 s10 ″ 6 26 ″ 9¼	
32856 618 ESA	**Suur Töll** (*ex*Väinemöinen, **TrpSc** *ex*Volymits,*ex*ZarMichail (*Icebreaker*) Teodorowitsch) **GyC.** 2*Dks*3*trB*	2417 2374 —					1914	Vulcan-WerkeA.G. Stettin	EstonianGovernment	245·6	56·4	24·7	Tallinn Estonian *WB*	T.9Cy.20",32$\frac{7}{10}$"&53⅕"-39⅖" 533NHP Vulcan-Werke,A.G.		
32857 92850 VQWQ	**Suva** D.F. E.S.D. 1*Dk*&*Shelterdk* *CruiserStern*	4873 4348 2891	✠100A1 *withfreeboard* 9,41 ~~12,40~~ ✠LMC11,38 *Fitted for oil fuel*11,38 *F.P. above* 150° F.	~~Mel~~ HKg	*a*† 2	CL 9,41	1938 11mo	Bartram&Sons,Ld. Sunderland *Lloyd'sA&CP*	W.R.Carpenter OverseaShipping,Ld. *CellDB* 355'1467*t*	422·0 436·9(O.L.) 37·8 F34' FK *DTf*23'934*t FPT*138*tAPT*209*t*	56·7	25·3	Suva,Fiji British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.24",39"&68"-48" (*s*) 220lb 467NHP 3SB(Spt),6*cf*,GS96,HS6525 FD N.E.MarineEng.Co.(1938) Ld.Sld.	28 ″ 4 s3 ″ 0½ 25 ″ 6	
32858	**Suvat** Ⓟ **TwinSc** 2*Dks* *CruiserStern*	922 510 395					1938	Atlas-WerkeA G Bremen	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	204·8	33·7	11·2	Istanbul Turkish *WB*	T.6Cy.14$\frac{3}{16}$",23$\frac{3}{16}$"&38$\frac{3}{16}$"-21$\frac{1}{16}$" 132NHP Christiansen&Meyer, Harburg		G
32859 173[illegible]7 JSUD	**Suwa Maru** Ⓟ **TwinSc** ssYka2ndNo.3-7,38 2*Dks*(*Stl*-*U*ws)&3*rd* *dk*(*Stl*)*inNos.*1,3&4*holds*	10672 8971 6637	✠100A1 1,41 BS1,41 ✠LMC12,38	Yka	*g*†	CL P11,38 s12,40	1914 9mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd'sA&CP*	NipponYusenK.K. *CellDBa* 157'*uE&B*92'*f*	504·9 P99'B191'F56' FK 193'2056*t FPT*148*t*	63·3	37·4	Tokyo Japanese 8*BHCem* *APT*57*t*	T.6Cy.28",47"&79"-51" (*s*) 200lb FD 1337NHP 7SB,21*cf*,GS443,HS19742 MitsuBishiD.&E.Wks.Nag	37 ″ 6 s8 ″ 11¼ 29 ″ 0	
32860 219496 KLAA	**Suwied** 1*Dk*2*trB inforeand* *after holds*&*Webframes* *Fitted for oil fuel*	3249 3005 1988	✠ ... 6,20				1919	Submarine BoatCorp. Newark,N.J.	HedgerSteamship Corp.	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd.States *WB*	DR geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
32861 22520 JSEA	**Suzuya Maru** Ⓟ (*ex*Hokkai MaruNo.1) 2*Dks*	901 748 497	✠				1922	Mitsui Bussan Kaisha,Ld. TamaDkyd.	KitaNipponKisen K.K.	190·0 F32'	31·5	18·2	Otaru Japanese	T.3Cy.14½",24"&40"-30" 88NHP ImaiSeisakusho,Osaka		
32862 OXYP	**Sværdfisken** **WoodAux4MstSr** (*ex*Avaste,*ex*Munkebjerg) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	365 324 279					1920	Skibsværft LilleöA/S Korsör	GrönlandsStyrelse	135·3	30·8	13·0	Copnhagn Danish	Oil Engines 2S.C.SA 3Cy.14$\frac{3}{20}$"-15$\frac{7}{20}$" 107NHP TuxhumA/S,Copenhagen		V
32863 597 IUPK	**Svam I** **Aux3MstSr** (*ex*PuseyjonesNo.4) *OilEng.* ssRgn.No.2-26 *Mchy.Aft* 1*Dk*&*Webframes* (*See Sailing Ship Register*)	388 322 192	✠ ... 6,28				1917 11mo	ThePusey&JonesCo. Wlmgtn,Del.	L.G.Tomei	128·5 P31'F26' FK	28·0	12·0	Viareggio Italian *WB*	Oil Engines 2S.C.SA 2Cy.15¾"-16½" 88NHP J.V.Svensson's Motorfabrik,Skm.	15 ″ 0	I †
32864 598 IUPQ	**Svam II** **Aux3MstSr** *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	337 — 224					1920	J.Th.Wilmink&Co. Groningen	PiaMalinverninei Tomei	132·6 P26'	26·3	11·5	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.15¾"-17¾" 87NHP D.Goedkoop,Jr.Amsterdm		I
32865 LJCS	**Svanefjell** D.F. *CruiserStern* 1*Dk*&*Shelterdk*	1371 1100 748					1936	Fredrkstad Mek.Verks. Fredrikstad	A/SFalkefjell (Olsen&Ugelstad, *Mgrs.*)	250·8	42·3	13·7	Oslo Norwegian *WB*	C.4Cy.(2)13"&(2)30$\frac{5}{16}$"-28¾" 82NHP FredrikstadM.V.Frdstad		N

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32866 7679 SIGN	**Svaneholm** *OilEng.* *ss*Got.No.2–39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for navigation in ice*	2865 2467 1548	✠100A1 *withfreeboard* 10,40 ✠LMC CS9,39 DBS9,39 11,37	Got	*v*	CL 4,40	1930 10mo	Eriksbergs M.V.Aktieb Gothenburg *Lloyd*'*sA&CP*	A/B Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellD*	334·2 *B*289′877*tAPT*109*t*	46·9	20·2	Gothenbrg Swedish FK 7*BHptCem* (*Collto Shdk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$″–$51\frac{3}{16}$″ 473NHP DB*80lb* EriksbergsMV Aktieb.Got	22 ″ 11 s 1 ″ 5¼ 21 ″ 8	
32867 5283 SGRD	**Svanen** Ⓟ 1*Dk*	697 425 310					1912	Lindhol-mensV.A. Gothenburg	HallandsÅngbåts A|B(HarryTrapp, *Mgr.*)	176·3 P89′F20′	28·0	12·5	Gothenbrg Swedish *WB*	T.3Cy.16″,26½″&44″–30″ 106NHP LindholmensV.A.Got.		V
32868 6660 SKQD	— **WoodAux4MstSr** (*ex*SailingVessel–35) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	343 310 276					1919	Öxenbjerg Skibsværft Svendborg	AndreasBråse	133·5 Q31′H9*t*	30·7	12·8	Klädes-holmen Swedish	Oil Engines 2S.C.SA 2Cy. *Emade&fitted*35 A/B JönköpingsMotorfbk.		V
32869 UVBR	**Svanetia** Ⓟ **TwinSc** D.F. E.S.D. *OilEng.* Sub.Sig. *Cruiser Stern* 5*Dks*	4125 1436 2135					1937	Helsingörs Jernsk&Msk Elsinore	U.S.S.R.	330·8 F&B213′	47·8	24·4	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 812NHP Akt.Burmeistr&Wain,Cpn		
32870 7424 SGRE	**Svangen** (*ex*Tiro) 1*Dk*	998 844 550					1918	Hölens Verksted Larvik	Rederi A/B Ferlef (And.Smith,*Mgr.*)	210·7 P24′B58′H72*t*F7′	34·2	14·0	Stockholm Swedish *WB*	T.3Cy.15½″,25″&42″–30″ 97NHP MossVært,Moss		N
32871 OZZC	**Svanhild** D.F. 1*Dk*	2147 1909 1284					1919	Nylands Værksted Oslo	DetForenede Dampskslsk.	289·7 P25′B144′F32′	44·2	18·9	Elsinore Danish *WB*	T.3Cy.21½″,34½″&60″–39″ 225NHP NylandsVærksted,Oslo		N
32872 167556 GLPP	**Svanholm** 1*Dk*&*Shelter dk*	1321 1160 765					1922	Helsingörs Jernsk&Msk. Elsinore	Ministry ofWar Transport(Ellerman'sWilsonLine, Ld.*Mgrs.*)	249·5	38·1	15·0	London British *WB*	T.3Cy.18″,30″&50″–36″ 150NHP HelsingörsJernsk.&Mskb.		VL
32873 167614 MJKZ	**Svava** (*ex*Bjorn) *ss*Cpn.2ndNo.3–4,30 *ss*Cpn.No.2–38 1*Dk*(*Stl*)&*deep framing*	1216 1047 714	✠100A1 4,41 Examined 4,42 BS3,41 ✠LMC8,38	Mdb Hul	*o*	OG 7,40	1904 2mo	Kjöbnhvns Flydk.&Skbs. Copenhagen *Lloyd*'*sA&CP*	Ministry ofWar Transport (S.Marshall&Co.*Mgrs.*) *CellDBa*40′*uE*&*B*	233·4 P22′B60′F26′ FK 63′*f*94′349*t FPT*30*t*	34·4	16·4	London British 4*BHCem* *APT*15*t*	T.3Cy.18″,29″&48″–33″ (*s*) 165lb 131NHP 2SB,4*cf*,GS48,HS1912 KjbnhavnsFlydk.&Skbsv.	18 ″ 10 s 2 ″ 0¼ 17 ″ 0	
32874 3639 SGRI	**Svea** 1*Dk*&*deep framing*	770 536 374					1900	Howaldts-werke Kiel	Stockholms Rederi A/B Svea(Eman. Högberg,*Mgr.*)	175·8 B57′H89*t*F36′	30·3	13·8	Stockholm Swedish *WB*	T.3Cy$14\frac{3}{16}$″22¼″&36⅝″–$19\frac{11}{16}$″ 60NHP Howaldtswerke,Kiel		V
32875 203192 KLAB	— **Wood3Mst** 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	618 — 370					1906	H.D.Ben-dixsen Fairhavn, Cal	FrancisA.Wilson	174·0	38·2	13·3	S.Frncisco Utd.States	T.3Cy.13″,21″&34″–24″ FultonIronWorks, 57NHP SanFrancisco		
32876 8292 SLPN	**Sveadrott** *ss*Got.No.1–42 *OilEng.* 1*Dk*,*2nd dk clear of cargo tanks* *Electrically welded except deck, bulkhead* *Mchy.Aft* *&side shell longitudinals* *CruiserStern* *Longitudinal framing*	9598 8746 5678	✠100A1 ~~7,41~~ ~~4,41~~ 2,42 ✠LMC CS2,42 DBS2,42 2,42 ~~✠LMC9,38~~ *CarryingPetroleum in bulk*	~~Gal~~ Got	*e*† 2¼	CL ~~9,40~~ ~~7,41~~ 12,41	1938 9mo	Kockums M.V.Aktieb. Malmö *Lloyd*'*sA&CP*	Stockholms RederiA/B Svea (Eman.Högberg, *Mgr.*) *CellDBuE*70′179*t*	514·3 523·4(O.L.) P97′B41′F67′ FK *DTf*34′496*tFPT*16	63·0	36·6	Stockholm Swedish 11*BHptCem* 1*tAPTs*295*t*	Oil Engines 2S.C.DA 8Cy.23⅝″–$43\frac{5}{16}$″ 1556NHP 2DB*171lb*~~&DB(WT)171lb~~ KockumsM.V.Akt.Malmö	36 ″ 7 s8 ″ 1¾ 28 ″ 7	
32877 8481 SEJT	**Sveajarl** 1*Dk*,*2nd dk clear of cargo tanks* *OilEng.* *Mchy.Aft* *CruiserStern* D.F. *Longitudinal framing* *Electrically welded*	10382 9422 6260	✠100A1 4,42 ~~9,41~~ ✠LMC9,41 *Carrying Petroleum in bulk*	~~Mmo~~ Got	*f*† 2½	CL	1941 9mo	Kockums M.V.Aktieb Malmö	StockholmsRederi A/B Svea(Eman. Högberg,*Mgr.*) *CellDBuE*1′213*tDTf*34′617*t*	525·3 534·0(O.L.) P95′B39′F65′ FK *FPT*172*tAPTs*317*t*	63·1	38·9	Stockholm Swedish 12*BH* (11*toUdk* 1„*2nd*„)	Oil Engines 2S.C.DA 8Cy.23⅝″–$43\frac{5}{16}$″ 1556NHP 2DB*171lb* KockumsM.V.Akt.Malmö	38 ″ 6 s8 ″ 9 29 ″ 10¾	
32878 7185 SEWA	**Svealand** **TwinSc** *Mchy.Aft* *OilEng.* *ss*Bal.No.3–9,37 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	15300 14224 3291	✠100A1 ~~6,41~~ ~~12,40~~ 11,41 ✠LMC CS12,37 DBS6,41 4,38	Bal	*j*†	CL ~~S10,38~~ ~~P12,40~~ 11,41	1925 4mo	Deutsche WerftA.G. Hamburg *Lloyd*'*sA&CP*	Ångf.Aktieb, Tirfing(T.E.J.:son Broström,*Mgr.*) *CellDBuE*91′380*tD* 729*tAPT*290*tDTs*	561·3 571·6(O.L.) P117′F51′ FK *Tf*27′1173*tFPT* *at sides & u bottom*	72·2	44·1	Gothenbrg Swedish 11*BHAsp* 1 „ *to 2nd dk* *of holds*330*t*	Oil Engines 4S.C.SA 16Cy.29⅛″–47¼″ 1313NHP DB*114lb* AlgemeineElec.Ges.Berlin	44 ″ 0 s10 ″ 2½ 34 ″ 0¼	
32878A 3285 SGRW	**Sven** (*ex*Vikfred,*ex*R.F.Berg,*ex*Thea) 1*Dk*	361 290 199	~~✠LMC CS12,37~~ ~~DBS6,40~~ ~~4,38~~				1888	G.Howaldt Kiel	RederiA/B Egon (S.M.Stjerna, *Mgr.*)	142·9 B30′H24*t*F15′	23·0	11·0	Malmö Swedish *WB*	C2Cy.15″&27″–15″ 24NHP Geb.Howaldt,Kiel		V
32879 8475 SEFT	**Sven Salén** *OilEng.* D.F. E.S.D. *CruiserStern* *For full particulars see No. 33455 in Supplement*	4900 4200 2850	100A1 *withfreeboard* (*ClassContemplated*)				1941	Eriksbergs M.V.Aktieb Gothenburg	Rederi A/B Jamaica (SvenSalén,*Mgr.*)	418·2 F39′	56·7	25·1	Stockholm Swedish	Oil Engines 2S.C.SA 6Cy.29⅛″–55⅛″ EriksbergM.V.Aktieb.Got		
32880 800 OHRL	**Svenborg** **WoodAux4MstSr** (*ex*SailingVessel–34) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	346 314 267					1921	Odense Skibs. Odense	RederiA/B Svenborg(Paul Pavals,*Mgr.*)	142·3 127·3	30·3	13·4	Mariehmn Finnish	Oil Engines 2S.C.SA 2Cy.13″–13⅜″ 63NHP *Emade&fitted*34 J&CG BolindersM.V.Skm		V
32881 162742 GTYS	**Svend Foyn** **TwinSc** *ss*Got.No.2–39 *Mchy.Aft* *CruiserStern* 2*Dks*(*Stl*) *Longitudinal framing at bottom & at deck* *of Inner Tanks & above 2nd deck* *Strengthened for navigation in ice* D.F.	14795 10272 7951	✠100A1 *withfreeboard* 7,41 ~~6,40~~ MS6,39 ✠LMC~~7,35~~ Pr.BS7,38 BS~~7,38~~7,41 *Whaling Service* *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,31 *F.P above* 150° F.	~~Bkn~~ NYk	*j*†	CL S9,38 P8,39	1931 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	St.HelierShip-owners,Ld. *CellDBuE&B*92′ *side*	538·1 P120′F108′ FK 553*tDTsf*44′924*t* *tanksinmchy space*	74·3	33·3 47·8	London British 18*BHptCem* (4*to W dk* 14 „ *2nd* „) 90′440*tFPT*	Q.8Cy.20½″,29½″,42½″&62″–45″ 265lb (*s*) 997NH 26Pr.B*60lb* 10Pr.B*43lb* FL 5SB,*20cf*,HS14800 Richardsons,Westgarth&Co.Ld.Hpl. s408*tAPT*493*t*	48 ″ 9 15 ″ 4 33 ″ 8½	
32882 OXAD	**Svend Pii** D.F. 1*Dk*	1809 1623 1074					1923	A/S Aal-borgSkibsv. Aalborg	Dampskibsselskab Vendila (Svendsen &Christensen)	276·8 P18′B169′F33′	42·1	17·8	Copnhagn Danish *WB*	T.3Cy.20″,31½″&53″–36″ 169NHP A/S Frichs,Aarhus		C
32883 LDCD	**Svenör** *OilEng.* *ss*Got.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7616 7247 4569	✠100A1 ~~9,41~~ ~~11,40~~ 3,42 ~~DBS12,40~~ ✠LMC10,39 *CarryingPetroleum in bulk* DBS9,41	~~Bom~~ ~~NYk~~ NOs	*c*†	CL ~~N8,38~~ 9,41	1931 2mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd*'*sA&CP*	S.Ugelstad's RederiA/S (S.Ugelstad,*Mgr.*) *CellDBuE*85′327*t* *DTf*41′523*t*	460·5 P109′B30′F60′ FK *FPT*199*tAPT*146*t*	59·5	34·1	Oslo Norwegian 16*BHptCem* (10 *to Udk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.31″–43″ 1010NHP 2DB*120lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux Gréement etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert P of Trade
32884 4111 SGTD	**Svenske** *Mchy.Aft* 1*Dk*	508 375 260					1903	LindholmensV.A. Gothenburg	RederiA/B Söderö (W.Grosche,*Mgr.*)	158·6 P52'H36tF22'	26·3	13·4	Öregrund Swedish *WB*	C.2Cy.15"&33"-21" 42NHP LindholmensV.A.Got.		V
32885 UOHV	**Sverdlovsk** Ⓟ Sub.Sig. 2*Dks*	3559 2993 1982					1931	BalticS.B.&Eng.Wks. Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian	T.3Cy.22$\frac{7}{16}$",37"&59½"-39⅜" 220NHP BalticS.B.&Eng.Wrks.Len		
32886 OXHE	**Sverige** Ⓟ 1*Dk*	811 518 423					1929	Frdrkshvn Skibs.&Flydk Fredrikshavn	Dampskslsk.A/S Oresund(M. Suenson,*Mgr.*)	206·4 B48'F35'	34·1	13·6	Copnhagn Danish *WB*	T.3Cy.18½",30"&50"-33" 120NHP HelsingörsJernsk.& Mskb.Helsingör		V
32887 5785 SGTE	**Sverker** *ss*Lkr.2ndNo.3-5,41 ~~*ss*Mmo.No.3-7,26~~ ~~*ss*Svb.No.2-37~~ *Mchy.Aft* 1*Dk*(*Stl*)	477 383 234	✠100A1 5,41~~8,40~~ ✠LMC 5,41 ~~MS5,37~~ ~~BS7,40~~	Lkr	*g*	OG ~~4,39~~ 4,41	1916 4mo	P.Larsson Thorskog *Lloyd's A&CP*	~~Rederiakt.Simrishamn(O.Modén, Mgr.)~~ Rederi A/BNovator (E.Nilsson,*Mgr.*) *CellDBf*93'106t*FPT*24t*APT*25t	151·6 156·5(O.L.) P44'F16' FK	26·6	11·7	Norrköping Swedish 3*BHCem*	C.2Cy.16"&30"-22" (*s*) 120lb *80lb* 46NHP 1SB,2*cf*,GS23,HS871 P.Larsson,Thorskog	14 ″ 0 s 1 ″ 3 12 ″ 10	
32888 7013 SEZA	**Sverre Nergaard** (*ex*Elisabet, *ex*MountVernon) 1*Dk*	1030 787 568					1900	Bergens Mek.Verk. Bergen	RederiA/B Westindia (SvenSalén,*Mgr.*)	227·7 Q75tB103tH53t F25t	31·9	15·0	Stockholm Swedish *WB*	T.3Cy.19",30"&50"-33" 143NHP BergensM.V.Bergen		VL
32889 LFAD	**Sverre Sigurdssön** (*ex*Borzoli) 2*Dks*	1081 939 616					1923	N.Odero fuA. SestriPnente	DetNordenfjeldske Dampskibsslsk.	198·8 B98tH18tF23t	32·1	19·7	Trondheim Norwegian *WB*	T.3Cy.15⅛",24⅖"&39⅜"&25⅗" 72NHP N.OderofuA.SestriPnente		N
32890 YTEH	**Sveti Duje** (*ex*MonteMaggiore, *ex*Chlumecky) *ss*Spt.3rdNo.3-11,36 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* *Hatch covers dispensed with in 'tween decks* *ss*Spt.No.3-10,39	3624 3324 2204	✠100A1 *Spar dk* 3,41 ✠LMC BS~~7,39~~7,41 MS10,39	NNs	*w*	CL 9,39	1902 6mo	Russell&Co. Pt.Glasgow *Lloyd's A&CP*	M.Feric *CellDBa*110'*uE*&*B*40'*f*142'805t*APT*56t	339·2 P20'B76'F36' FK	46·0	17·9 25·7	Split Yugoslav 6*BHCem*	T.3Cy.24¼",40$\frac{5}{16}$"&65"-45" 180lb NDB13 (*s*) 306NHP 2SB,6*cf*,GS132,HS4700 J.G.Kincaid&Co.Grk.	28 ″ 5 s 5 ″ 4¼ 23 ″ 4	
32891 YTEK	**Sveti Vlaho** *ss*Spt.No.2-36 2*Dks*(*Stl*)	5965 5538 3787	✠100A1 11,41~~2,41~~ Examined 2,41 BS~~1,41~~ ✠LMC4,36 11,41	Cal Mtl	*a*†	CL 10,39	1928 1mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	Dubrovacka Plovidba A.D. 1 *Intermediate BH &1'Tween dk BH dispensed with* *CellDBa*&*uE*162'*f*186'1241t*DTa*36'1114t*APT*32t	423·5 P38'B123'F41' FK	56·0	28·8	Dubrovnik Yugoslav *ptCem* 4*BH to Udk* 2 „ „ 2nd„	T.3Cy.27$\frac{5}{16}$",45$\frac{1}{16}$"&74"-51" 180lb (*s*) 560NHP 3SB,9*cf*,GS193,HS8406 FD Rankin&BlackmoreLdGrk	31 ″ 4 s 6 ″ 2¼ 25 ″ 5	
32892	**Svetlaya** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* *Strengthened for navigation in ice*	328 237 138	✠100A1 3,37 ✠LMC4,37	Kob	*d*	CL	1937 4mo	MukaishimaDockyardCo.Ld. Mukaishima *Lloyd's A&CP*	U.S.S.R.	128·0 135·0(O.L.) P51'F11' FK *FPT*43t	22·0	12·0	Vladvostk Russian 4*BHCem* *APT*13t	Oil Engines 4S.C.SA 6Cy.11⅝"-17$\frac{5}{16}$" 79NHP DB*100lb* HanshinIronWorks,Ld. Kobe	12 ″ 0	
32893 LDRW	**Sveve** *OilEng.* *ss*Bgn.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6313 5961 3741	✠100A1 ~~[illegible]~~11,41 DBS6,41 ~~DBS3,40~~ ✠LMC10,38 *CarryingPetroleum in bulk*	~~Liv~~ Gls	*a*†	CL 3,40	1930 11mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	A/R Atlantic (W.&P.Jebsen, *Mgrs.*) *CellDBuE*75'296t*DTf*38'571t *FPT*97t*APT*116t	420·6 P108'B28'F38' FK	57·5	32·3	Bergen Norwegian 15*BHptCem* (11 *to U dk* 4 „ 2*nd*„)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	32 ″ 4 s 6 ″ 1 26 ″ 5	
32894 LEVE	**Svint** (*ex*Skagatind-36, *ex*Hovland) 1*Dk*	1174 984 697					1925	Skiens VerkstedA/S Skien	SkibsA/S Sjofna (C.A.Olsen,*Mgr.*)	226·4 P34tB54tF21'	36·6	15·7	Oslo Norwegian *WB*	T.3Cy.16",25"&42"-30" 97NHP SkiensVerkstedA/S,Skien		N
32895	**Svir** Ⓟ (*ex*Patria-35) TwinSc Sub.Sig. D.F. 3*Dks* *Cruiser Stern* *Fitted for oil fuel*	9686 7347 5908					1919	Kon.Maats deSchelde Flushing	U.S.S.R.	480·7 P&B364'F84'	57·3	34·9	Leningrad Russian *WB*	SRgearedSteamTurbines Maats.deSchelde,Flushing		
32896 UOBS	— (*ex*Ivo-32) Sub.Sig. 1*Dk*	2329 2011 1350					1922	J.Frerichs &Co. Einswarden	U.S.S.R.	296·2 P&B232'F37'	42·8	19·6	Leningrad Russian *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft Frd.KruppA.G.Kiel		
32897 UOBE	**Svirstroi** (*ex*Aledo) 2*Dks*(*Stl*)	4769 4268 2971	✠ 8,20 ✠	NYk	*x*		1919 4mo	Standard S.B.Corp. Shooter'sIsld	U.S.S.R. *CellDB*322'985t*MT*29'678t*FPT*88t*APT*50t	377·0 P25'B106'F34' FK	52·0	26·8	Vladvostk Russian 7*BHCem*	T.3Cy.24",40"&70"-48" 478NHP 3SB,9*cf*,GS182,HS6960 FD StandardS.B.Corp.	29 ″ 0	
32898 HPFH	**Svithiod** (*ex*S.V.Harkness) *OilEng.* D.F. *ss*Kel.No.3-8,29 *ss*Ham.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing* E.S.D. GyC.	6550 — 3944	✠100A1 ~~8,41 12,40~~ 1,42 ✠NE5,25 ✠LMC 6,40 DBS~~6,40~~6,41 *CarryingPetroleum in bulk*	NYk	*a*†	CL N6,40	1917 5mo	Skinner&EddyCorp. Seattle,Wasb A&CP	PanamaTransport Co. *Midship portion*(*cargo tanks*)*renewed* 1934 *CellDBa*12'*uE*&*B*63'188t*DTf*36'457t*FPT*199t*APT*97t	426·3 441·8(O.L.) P104'B41'F37' len34 FK	57·2	31·7	Panama Pnamanian 16*BHptCem*	Oil Engines 2S.C.SA 6Cy.25$\frac{9}{16}$"-51$\frac{3}{16}$" 680NHP DB(*upper*)18*refitted*40-*220lb* NDB25-*70lb* NDB(WT)34 *185lb* Frd.KruppA.G.Kiel	31 ″ 6 s 5 ″ 8¼ 26 ″ 1	
32899 UPIL	**Sviyaga** (*ex*Curslack-35) Sub.Sig. 1*Dk*	1433 1155 800					1923	F.Schichau Elbing	U.S.S.R.	237·4 Q77'B108'F32'	37·5	15·9	Leningrad Russian *WB*	T.3Cy.16$\frac{9}{16}$",27⅝"&42$\frac{9}{16}$"-27⅝" 96NHP F.Schichau,Elbing		
32900 PKFH	**Swartenhondt** 3*Dks* D.F. *Fitted for oil fuel*	5084 3915 3058					1922	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	383·6 F52'	49·4	26·7	Batavia Dutch *WB*	T.3Cy.28½",47"&77"-54" 436NHP Werkspoor,Amsterdam		V
32901 141793 WGGO	**Sweden** (*ex*L.C.Smith) *Mchy.Aft* 1*Dk*2*trB*	4702 — 3418					1902	WBayCity S.B.Co. W.BayCity, Mich.	GreatLakesS.S.Co. Inc.	414·0	50·0	29·0	OswegoNY Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
32902 843 OHSL	— Wood (*ex*Skoghallsverken) *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	454 363 217					1920	Uddeholms Aktieb Skoghall	GustafErikson	153·3 146·5 P40'F17'H27t	30·0	12·1	Mariehmn Finnish	Oil Engines 2S.C.SA 4Cy.15¾"-16$\frac{5}{32}$" 175NHP J&CGBolindersCoLdSkm.		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
32903 162503 MPXN	**Swift** ssLon.No.2-39 1*Dk*(*Stl*)&*ShelterDk*(*Stl*)	936 723 408	✠100A1 *withfreeboard* ~~4,41~~11,41 BS11,41 ~~BS12,40~~ ✠LMC6,39	Lon Shl	*n*	CL ~~7,38~~ 11,41	1930 11mo	Workman,Clark(1928)Ld. Belfast Lloyd'sA&CP	GeneralStm.Nav.Co.Ld.	216·2 B61' *CellDB*182'24t*FPT*31t*APT*19t	35·1	12·1 FK	London British 5*BHCem* (*Coll to Shdk* 4 „ *2nd* „)	T.3Cy.17½",29"&48"-33" (*s*) 200lb 189NHP 2SB,6*cf*,GS102,HS3400 Workman,Clark(1928)Ld	14 〃 0 s 〃 2 13 〃 11¾	
32904 221041 KDOS	**Swiftarrow** ssMob.No.3-12,35 ssGal No.1-39 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	8207 7779 5092	✠100A1 *Shelter dk* *withfreeboard* ~~12,40 6,40 11,41~~ 5,42 BS~~6,41~~5,42 ~~BS12,40~~ ✠LMC11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150°F.	~~NNs~~ ~~Gal Mob~~ NNs	*c*†	CL ~~N5,38~~ 6,41	1921 2mo	Northwest Brdge&IrnCo Portland,Or. A&CP	Grosvenor-Dale Co.	464·6 *CellDBuE&B*71'230t*DT'f*50'444t'*tween dk tanks a*9'30t*FPT*183t*APT*31t	60·2	27·7 34·8 FK	Wilmgton (Del.) Utd.States 17*BHptCem* (3 „ *to Sh dk* 10 „ „ *U* „ 4 „ „ *2nd* „)	T.3Cy.26½",46"&78"-51" (*s*) 210lb 662NHP 3SB,9*cf*,HS9690 FD Hooven,Owens,Rentschler Co.,Hamilton,O.	36 〃 4 s9 〃 9¾ 26 〃 8	
32905 221268 KDSA	**Swiftlight** ssN.Ns.No.3-11,33 D.F. ssMob.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* *Longitudinal framing*	8207 7779 5092	✠100A1 *Shelter dk* *withfreeboard* 10,41~~4,41~~ ~~BS4,41~~ ✠LMC~~7,37~~4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Mob	*c*†	CL 2,40	1921 5mo	Northwest Bridge& IronCo. Portland,Or. A&CP	~~Oldwood,Inc.~~ (~~C.D.Mallory&Co. Inc.*Mgrs.*)~~ Swiftlight S.S.Corp.	464·6 482·1(O.L.) *CellDBuE&B*71' 230t *DT f*50' 444t '*tween dk tanks a* 30t *FPT*183t *APT*31t	60·2	27·7 34·8 FK	Wilmgton (Del.) Utd.States 17*BHptCem* (3 *to Sh dk* 10 „ *U* „ 4 „ *2nd* „)	T.3Cy.27⅞",46"&78"-51" (*s*) 210lb 662NHP 3SB,9*cf*,HS9690 FD Hooven,Owens,Rentschler Co.Hamilton,O.	36 〃 5 s9 〃 11¼ 26 〃 9	
32906 160761 GTFQ	**Swiftpool** ssShl.No.2-37 D.F. E.S.D. 1*Dk*(*Stl*)	5205 4928 3228	✠100A1 4,41 ✠LMC MS1,37 BS10,40	Gms	*z*	CL 4,39	1929 8mo	W.Gray&Co.Ld. W Hartlepool Lloyd'sA&CP	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.*Mgrs.*)	421·2 434·0(O.L.) P30'B240'F43' *CellDBa&uE*173'*f*80'1413t*FPT*175t *APT*167t	54·2	27·1 FK	W.Hartlpl British 8*BHCem*	T.3Cy.26",40"&73"-48" (*s*) 180lb 528NHP 3SB(Spt.),9*cf*,HS7908 FD Cen.Mar.EWrks.LdWHpl	30 〃 1 s 5 〃 0½ 25 〃 3¼	
32907 221134 KDQV	**Swiftscout** ssMob.No.3-3,34 D.F. ssMob.No.1-38 2*Dks*(*Stl*)&*Shelter dk* *Mchy.Aft* &*Web frames* *Longitudinal framing*	8300 — 5123	✠100A1 *Shelter dk* *withfreeboard* ~~10,41 4,41~~4,42 10,41 MS4,42 BS~~10,40~~ ✠LMC1~~,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*3,21 *F.P. above* 150° F.	~~NYk~~ NNs	*c*†	CL 10,40	1921 3mo	Northwest Brdge&IrnCo Portland,Or. A&CP	~~Oldwood,Inc.~~ (~~C.D.Mallory&Co. Inc.*Mgrs.*)~~ Swiftscout S.S.Corp.	464·6 481·7(O.L.) *CellDBuE&B*71'230t*DT f*50'444t'*tween dk tank a* 30t *FPT*183t*APT*31t	60·2	27·7 34·8 FK	Wilmgton (Del.) Utd.States 17*BHptCem* (3 *to Sh dk* 10 „ *U* „ 4 „ *2nd* „)	T.3Cy.27"46"&78"-51" (*s*) 210lb 662NHP 3SB,9*cf*,HS9690 FD Hooven,Owens,Rentschler Co.,Hamilton,O.	36 〃 4 s9 〃 9¾ 26 〃 9½	
32908 220990 KDNG	**Swiftsure** ssMob.No.3-2,35 ssN.Yk.No.1-39 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* *Longitudinal framing*	8207 7779 5092	✠100A1 *Shelter dk* *withfreeboard* ~~8,41~~ ~~9,40~~12,41 BS12,41 ~~BS9,40~~ ✠LMC9,39 ✠NB*made*20 *fitted*7,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,21 *F.P. above* 150° F.	~~Mob~~ ~~NYk~~ Mob	*c*†	CL 9,40	1921 1mo	Northwest Bridge&Iron Co. Portland,Or. A&CP	~~Oldwood,Inc.~~ (~~C.D.Mallory&Co. Inc.*Mgrs.*)~~ Grosvenor-DaleCo.	464·6 *CellDBuE&B*71' 230t *DTf*50'444t *tween dk tank a*30t *FPT*183t*APT*31t	60·2	27·7 34·8 FK	Wilmgton (Del.) Utd.States 17*BHptCem* (3 *to Sh dk* 10 „ *U* „ 4 „ *2nd* „)	T.3Cy.27½",46"&78"-51" (*s*) 210lb 630NHP 3SB,9*cf*,HS8919 FD Hooven,Owens,Rentschler Co.,Hamilton,O	36 〃 4 s9 〃 9¾ 26 〃 8	
32909 160660 MPKW	**Switzerland** (*ex*MarieFerdinand, *ex*ElsaZelck) E.S.D. D.F. 1*Dk*	1291 1027 738					1922	Akt.Ges. "Neptun" Rostock	CurrieLine,Ld.	237·6 P16'Q55'B110'F29'	36·5	14·4	Leith British *WB*	T.3Cy.18",29"&48"-31½" 130NHP A.G."Neptun," Rostock		GC
32910 136734 MFRB	**Swynfleet** (*ex*Belge) ssGoo.No.3-1,28 ssGoo.No.2-36 1*Dk*(*Stl*) *Cargo battens not fitted*	1168 960 689	✠100A1 9,41~~5,41~~ Examined 5,41 ✠LMC MS2,36 BS~~8,39~~10,40	Goo Hul	*o*	CL 1,39	1914 12mo	Osbourne, Graham&Co Sunderland Lloyd'sA&CP	OuseS.S.Co.Ld. (A.W.Atkinson, *Mgr.*)	240·3 P16'B58'F23' *CellDBa*75'*uE*15'*f*96'345t*FPT*40t*APT*45t	36·5	14·3 FK	Goole British 4*BHCem*	T.3Cy.17",28"&46"-33" (*s*) 180lb *70lb* 148NHP 1SB,3*cf*,GS62,HS2500 N.E.MarineEng.Co.Ld.Sld	15 〃 4 s 2 〃 1 13 〃	
32911 UOVG	**Syasstroi** (*ex*Masuda) 2*Dks*&*Web frames* *Longitudinal framing*	4907 4394 2958	✠ ... 11,20 ✠				1918 8mo	ToddD.D. &Const.Corp. Tacoma,Wsh.	U.S.S.R.	380·6 P39'B102'F42'	53·1	27·0 FK	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&D.D.Co. Seattle	29 〃 4	
32912 LDIG	**Sydhav** *OilEng.* ssNYk No.3-11,41 ~~ssFal.No.2-37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7587 7099 4557	✠100A1 11,41~~12,40~~ Examined 12,40 ✠LMC CS11,41 DBS11,41 11,41 *Carrying Petroleum in bulk*	Sng NYk	*c*†	CL ~~12,38~~ N10,41	1929 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	Skibs A/S Sydhav. (T.Lodding)	450·8 464·8(O.L.) P106'B30'F56' *CellDBuE*82'258t *DTf*38'461t*FPT*156t*APT*139t	61·0	33·2 FK	Oslo Norwegian 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	33 〃 3	
32913 7019 SIPA	**Sydland** ssBkn.No.3-8,33 ssRot.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 2*nd dk*(*Stl*)*inNo.*1*hold*	5134 *4692* *3032*	✠100A1 *Shelter dk* *withfreeboard* 5,42 ~~11,40 11,41~~ BS11,41 ✠LMC MS10,37 ~~BS4,40~~ *Fitted for oil fuel* 8,20 *F.P above* 150° F.	~~Phl~~ ~~Lmu~~ Hul	*z*	CL 3,40	1920 8mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	Ångf.Aktieb. Tirfing(T.E.J:son Broström,*Mgr.*)	431·1 434·9(O.L.) *Intermediate BH in fore-hold dispensed with* *CellDB*360'1168t*FPT*105t*APT*127t	54·1	26·3 FK	Gothenbrg Swedish *Cem* *Collision BH to S dk* 5 „ „ *U* „	T.3Cy.27",45"&75"-54" (*s*) 180lb 577NHP 3SB,9*cf*,GS189,HS8547 FD G.Clark,Ld.Sunderland	29 〃 0 s3 〃 7¾ 25 〃 7½	
32914 35190 JDZC	**Sydney Maru** *OilEng.* ssKob.No.2-39 *Ref.Mchy.* 3*Dks*(*Stl*)	5425 4955 3223	✠100A1 *withfreeboard* 12,40 ✠LMC CS1,39 DBS12,40 12,40 ✠Lloyd'sRMC~~12,40~~ 7,41	Kob	*y*	CL 1,39	1929 11mo	Yokohama DockCo.Ld. Yokohama Lloyd'sA&CP	OsakaSyosenK.K.	380·0 B23'F43' *CellDB*317'805t*FPT*47t*APT*71t	54·5	34·2 FK	Osaka Japanese 6*BH* (*Coll to W dk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NH DB*100lb* Akt.Burmeister&WainCp	34 〃 3 s10 〃 2¼ 24 〃 2¾	
32915 25475 JNPD	— ssYka.No.3-2,32 ssKob.No.2-41 ~~ssOsa.No.1-37~~ 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	4105 3613 2518	✠100A1 *Awng dk* *withfreeboard* 5,41~~1,40~~ ~~BS5,40~~ ✠LMC~~2,39~~5,41	Yka	*v*	OG 11,40	1919 7mo	Kawasaki Dkyd.Co.Ld. Kobe Lloyd'sA&CP	KokusaiKisenK.K.	345·0 P29 B74'F41'*on Awng dk* *CellDB*294'778t*FPT*62t*APT*31t	48·0	30·0 FK	Kobe Japanese *Cem* 6*BH to A dk*	T.3Cy.23½",39"&65"-48" (*s*) 200lb 356NHP 2SB,6*cf*,GS121,HS4610 FD KawasakiDkydCoLdKobe	30 〃 0 s 6 〃 1¼ 24 〃 2	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert.B.of Trade
32916 163221 MKSM	**Sydney Star** TwinSc *OilEng* *ss*Lon.No 1–40 1*Dk&Shelter dk,3rd dk except in No.1hold* *R f.Mchy. 4th dk forward of mchy.space* D.F. E.S.D. GyC. *CruiserStern* *Tonnage opening closed '40*	12696 11397 9225	✠100A1 *withfreeboard* 6,41 ~~6,40~~ DBS11,39 ✠LMC3,36 ✠Lloyd'sRMC6,41	~~Wlm~~ Liv	*i* † $2\frac{7}{16}$	CL 3,39	1936 3mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	FrederickLeyland &Co.Ld. *Duct keel forward of mchy.space* *CellDB369'2295tFPT95tAPT157t* *Upper'tween dk bhds, except Coll BH dispensed with*	524·2 542·8(O.L.) P64'B193'F72' FK	70·4	32·3 40·6	Belfast British 8*BHptCem* (*Coll to W dk* 7 „ 2*nd* „)	Oil Engines 2S.C.DA 12Cy.$24\frac{7}{16}$"–$55\frac{1}{8}$" 2DB*100lb* 2463NHP Harland&Wolff,Ld.Bel.	43 ″ 5 s12 ″ 9 30 ″ 10	
32917 LDIA	**Sygna** *ss*Nag.No.2–16 *Mchy.Aft* *Spar dk&deep framing* *Cantilever framed, topside tanks*	3881 3574 2464	✠ ... 11,20 ✠				1907 3mo	SirRaylton Dixon&CoLd Middlesbro'	A/S J.L.MowinckelsRederi	360·1 P&B215'F29' FK	52·1	25·7	Bergen Norwegian *WB*	T.3Cy.26",42"&70"–48" 431NHP N.E.MarineEng.Co.Ld.Sld	28 ″ 4	N †
32918 DHXB	**Sylt** (*ex*Laura) *ss*Ant.No.1–12 1*Dk*(*ptIrn&ptStl*)*&deep framing*	842 694 479	✠ 5,20	Cpn	*l*		1908 9mo	Kjöbnhvns Flydk.&Skbs. Copenhagen	ReedereiWendenhofG.m.b.H. *CellDBa&uE68'f88'237tFPT39tAPT26t*	209·3 P30'B59'F21' FK	30·7	13·4	Wismar German 4*BHCem*	T.3Cy.14",23"&37"–24" 79NHP 2SB,4*cf*,GS40,HS1300 KjbnhavnsFlydk.&Skbsv.	15 ″ 6	G †
32919 HPQZ	**Sylvan Arrow** *ss*N.Yk.No.3–1,30 D.F. *ss*Mob.No.2–37 *Mchy.Aft* 2*Dks*(*Stl*)*&Shelter dk* (*Stl*)*&Web frames* *Longitudinal framing*	7797 7210 4858	✠100A1 *Shelter dk* *withfreeboard* ~~7,11 9,40~~ 4,42 Examined4,42 ~~BS7,43~~ ~~BS9,40~~ ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 1,18 F.P. above* 150° F.	~~Bal~~ ~~Bal~~ Bal BS4,42	*a*†	CL ~~N5,40~~ 4,42	1918 1mo	NewYork S.B.Corp. Camden,N.J. A&CP	BrilliantTransportationCo.S.A. *CellDBa23'uE&B76'463tDTf40'440tFPT229tAPT131t*	467·6 485·7(O.L.) FK	62·7	32·0	Panama Pnamanian 16*BHptCem* (10 *to U dk* 6 „ 2*nd* „)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 568NHP 3SB,9*cf*,GS177,HS7804 FD NewYorkS.B.Corp.	32 ″ 0 s4 ″ 2 28 ″ 0	
32920 201840	**Sylvania** (*ex*D.M.Philbin, *ex*Sylvania) *Mchy.Aft* 1*Dk*	6272 — 4826					1905	WestBay CityS.B.Co. WestBayCity	DuluthS.S.Co. (G.A.Tomlinson, *Mgr.*)	504·0 *WB*	54·0	26·7	Duluth, Minn. Utd States	T.3Cy.$22\frac{1}{2}$",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
32921 166480 MMTM	**Sylvia Beale** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1040 739 572	✠100A1 7,41 ~~4,41~~ ✠LMC6,38	Sld	*m*	CL 11,40	1938 6mo *Lloyd'sA&CP*	S.P.Austin &Son,Ld. Sunderland	StephensonClarke &Associated Companies,Ld. *CellDBuE16f142'440tFPT90tAPT30t*	211·3 220·5(O.L.) Q120'B11'F22' FK	34·2	13·4	London British 3*BHCem*	T.3Cy.$14\frac{1}{2}$",24"&41"–30"(*s*) 200lb *100lb* FD 141NHP 1SB(Spt),3*cf*,GS48,HS2113 N.E.MarineEng.Co.Ld.Sld	15 ″ 4 s4 ″ $7\frac{1}{4}$ 14 ″ 7	
32922 147330 GLPN	**Sylvia de Larrinaga**	5218 4851 3206					1925	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	387·5 P29'B36'	52·7	29·8	Liverpool British *WB*	T.3Cy.26",44"&74"–48" 379NHP F.Schichau,Elbing		C
32923 43731 JYOL	**Syoan Maru** (*ex*ShoanMaru–38) D.F. 2*Dks* *CruiserStern*	5624 — 3332					1937	Tama Zosensho K.K. Tama	MatuokaKisen K.K.	406·8 P33'B118'F35'	55·1	30·8	Sedo Japanese *WB*	T.3Cy.$23\frac{5}{8}$",$36\frac{5}{8}$"&$66\frac{15}{16}$"–$47\frac{1}{4}$"&exhaust turbine driving steam compressor 306NHP TamaZosenshoK.K.Tama		C
32924 44147 JCHM	**Syoei Maru** (*ex*ShoeiMaru–38) D.F. *CruiserStern*	5644 — 3342					1937	Tama Zosensho K.K. Tama	MatuokaKisen K.K.	406·8	55·1	30·8	Sedo Japanese *WB*	T.3Cy.$23\frac{5}{8}$",$36\frac{5}{8}$"&$66\frac{15}{16}$"–$47\frac{1}{4}$"&exhaust turbine driving steam compressor 306NHP TamaZosenshoK.K.Tama		C
32925 42617 JHCL	— (*ex*ShoeiMaru–38) *Ref.Mchy.* 2*Dks* *CruiserStern*	3580 — 2113					1936	Harima S.B.&Eng. Co.Ld. Harima	YamatoKisenK.K.	335·0 P29'B83'F34'	48·0	26·0	Kobe Japanese	T.3Cy.$22\frac{1}{16}$",37"&61"–$42\frac{1}{8}$" 242NH KobeSteel Works,Ld.Kobe		C
32926 33569 JCDC	— (*ex*ShoyeiMaru–38, *ex*GeneralLukin,*ex*Oakwin, *ex*WarOasis) 1*Dk*	3083 2843 1859	✠ ... 10,21				1919 2mo	W.Gray& Co.Ld. WHartlepool	TowaKisenK.K.	331·9 P33'B100'F29' FK	46·5	25·5	Tarumi Japanese *WB*	T.3Cy.25",41"&68"–45" 358NHP Cen.Mar.Eng.Wks.W.Hpl	25 ″ 6	
32927 42947 JPIJ	— (*ex*ShoeiMaru–38) 2*Dks*	1986 1605 1169					1936	Hakodate DockCo.Ld. Hakodate	SimataniKisen K.K.	272·3 P26'B76'F37'	40·0	20·9	Kobe Japanese *WB*	T.3Cy.20",33"&55"–$39\frac{3}{8}$" 171NHP HakodateDockCo.Ld.		
32928 715 JBQD	**Syōgen Maru** (*ex*ShyogenMaru–38, *ex*KofukuMaru) *ss*Kob.No.3–2,28 *ss*Nag.No.2–37 2*Dks*(*Stl*)	4739 4034 3385	✠ ... 6,39 ✠	Kob	*x*		1917 9mo	Uraga DockCo.Ld. Uraga	IshiharaSangyo KaiunK.K. *CellDB291'934tFPT143tAPT53t*	360·0 P33'B91'F33' FK	51·0	28·5	Hutyu Japanese 6*BHCem*	T.3Cy.$24\frac{1}{2}$",$40\frac{1}{2}$"&67"–48" 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 4	
32929 28543 JDTA	**Syogen Maru** (*ex*ShogenMaru–38, *ex*Pencisely, *ss*Kob.No.3–4,22 *ex*Usworth) *ss*Kob.No.1–26 1*Dk*	3362 2812 2058	✠ ... 6,27 ✠				1910 8mo	JReadhead &Sons,Ld. SouthShields	SakaiSyotenK.K.	321·4 P27'B92'F33' FK	48·0	21·5	Kobe Japanese *WB*	T.3Cy.$23\frac{1}{2}$",39"&64"–42" 308NHP J.Readhead&Sns,Ld.S.Shl.	23 ″ 10	C †
32930 36558 JJTC	**Syohei Maru** (*ex*ShoheiMaru–39) *ss*TamaNo.1–41 *OilEng.* *ss*Kob.No.3–5,37 2*Dks*(*Stl*)	7256 6365 4413	✠100A1 *withfreeboard* 6,41 ~~5,40~~ ✠LMC CS~~5,37~~ 6,41 DBS~~5,40~~6,41 ~~3,39~~ 6,41 *Carrying cargo oil F.P. above* 150° F. *in deep tanks*	Tama	*b*†	CL 3,39	1931 3mo *Lloyd'sA&CP*	Mitsui Bussan Kaisha,Ld. Tama	SimataniKisen K.K. 1 *Intermediate 'tween dk BH in forward hold dispensed with* *CellDB376' 1301t MT33'75 2tFPT 100t APT150t*	437·0 P37'B165'F33' FK	58·0	35·0	Kobe Japanese *ptCem* 6*BH to W dk* 1 „ „ 2*nd dk*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 489NHP DB*100lb* MitsuiBussanKaisha,Ld.	35 ″ 0 s8 ″ $8\frac{3}{4}$ 26 ″ $5\frac{1}{2}$	
32931 496 JPLG	— Ⓟ (*ex*ShoheiMaru–38,*ex*HeijoMaru–35) 2*Dks*	1092 927 627					1903	Kawasaki Dkyd.Co.Ld. Kobe	MatsuuraKisen K.K.	212·0 B48'	31·5	20·0	Jinsen Japanese *WB*	T.3Cy.$17\frac{7}{8}$",$28\frac{1}{4}$"&$46\frac{3}{16}$"–33" 123NHP KawasakiDockyardCo.Ld.		
32932 29881 JONA	**Syoho Maru** Ⓟ TwinSc (*ex*ShohoMaru–38) (*Ferry*) D.F. 2*Dks*	3460 2363 1269					1923	Uraga DockK.K. Uraga	Government of Japan(Dept.of Railways)	350·0	52·0	22·0	Tokyo Japanese	SR geared Steam Turbines Metro-VickersElec.Co Ld.		
32933 42944 JNVL	— (*ex*ShohoMaru–38) D.F. 2*Dks*	1936 1620 1101					1937	Mitsui Bussan Kaisha,Ld. Tama	SimataniKisen K.K.	274·5 P22'B80'F25'	40·0	21·0	Kobe Japanese *WB*	3Cy.$18\frac{1}{2}$",$31\frac{1}{2}$"&$54\frac{5}{16}$"–37" 179NHP MitsuiBussanKaisha,Ld. Tama		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
32934 23645 JKIC	**Syōho Maru** (*ex*ShohoMaru-38) 1*Dk*	1328 1140 906					1918	Fujima Kaichiro Osaka	NipponYusenK.K.	220·0|32·5|21·0	Tokyo Japanese *WB*	T.3Cy.$14\frac{5}{8}$",27"&70"-30" 88NHP ShinooSeizo,Osaka		
32935 23611 JPPA	**Syohuku Maru** Ⓟ (*ex*ShofukuMaru-38) 2*Dks*	1767 1418 1042					1918	Kawasaki DockyardCo. Kobe	KawasakiKisen K.K.	249·0|37·5|21·0 P14'B63'F33'	Kobe Japanese *WB*	T.3Cy.18",28"&46"-36" 127NHP KawasakiDock Co.Kobe		
32936 19244 JLLE	— **Wood** (*ex*ShofukuMaru-38, *ex*BanseiMaruNo.3) 1*Dk*	680 470 397					1916	SoraJierza Osaka	NakasakiKunji	180·7|30·0|13·5	Sakai Japanese	T.3Cy.$11\frac{1}{4}$",$19\frac{15}{16}$"&$31\frac{3}{4}$"-22" 46NHP OharaGisuke,Osaka		
32937 44017 JSWL	**Syohuku Maru No. 2** (*ex*ShofukuMaruNo.2-38) 1*Dk*	729 — 396					1937	Tsurumi SeitetsuZosen K.K. Osaka	SyohukuKisen K.K.	183·4|29·0|16·0	Osaka Japanese	SteamEngines		
32938 41167 JZLH	**Syoka Maru** (*ex*ShokwaMaru-38) 2*Dks*	4467 4033 2582					1935	Mitsubishi Jukogyo K.K Nagasaki	OsakaSyosenK.K.	357·0|49·2|32·8 B79'F38'	Osaka Japanese *WB*	2 DR geared steam turbines 500NHP MitsubishiJukogyoK.K. Nag.		
32939 44143 JCKM	— (*ex*TungLung-38, *ex*Othander-35, *ss*N.Yk.No.3-8,29 *ex*Choctaw) *ss*Osl.No.1-35 1*Dk*(*Stl*)	1931 — 1150	✠ … 3,38 ✠	Kob	*r*		1917 9mo	Chicago S.B.Co. Chicago	TowaKisenK.K. *CellDBa&uE10*	251·0|43·6|18·2 P25'B64'F26' FK 6'*f*102'528*t FPT*67*t*	Kobe Japanese 4*BHCem* *APT*77*t*	T.3Cy.20",33"&54"-40" (*s*) 274NHP 2SB.6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 " 4	
32940 46803 JSZN	—	1381 — 758					1939	Namura Shpyd.Co.Ld Osaka	SyohukuKisen K.K.	226·1|35·8|19·0	Tokyo Japanese	Steam Engines		
32941 29053 JKJA	**Syokei Maru** Ⓟ **TwinSc** (*ex*ShokeiMaru-38) (*Ferry*) *CruiserStern* 2*Dks*	3620 2943 1380					1923	Mitsubishi ZosenKaisha, Ld. Kobe	Government of Japan(Dept.of Railways)	360·0|46·0|28·0 F52'	Tokyo Japanese *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaisha,Ld		
32942 44597 JLHM	— D.F. 1*Dk* *CruiserStern*	2556 — 1474					1938	Kumagai- GumiIron WorksOsaka	TowaKisenK.K.	280·0|43·0|23·0 P34'B94'F37'	Kobe Japanese	T.3Cy.21",35"&58"-39" 212NHP OsakaKikaiKosakysho, Kobe		C
32943 16026 JCCG	**Syokiku Maru** (*ex*ShokikuMaru-38, *ex*HakataMaruNo.10) 1*Dk*	466 — 258					1913	OsakaIron Works Habu	TurumaruHirotaro	113·9|21·2|10·8	Waka- matu Japanese	T.3Cy.$11\frac{1}{2}$",19"&32"-22" 48NHP OsakaIronWorks,Habu		
32944 33172 JAMC	**Syoko Maru** (*ex*ShokoMaru-38, *ex*Chamblee) *ss*N.Ns.No.3-8,27 1*Dk*	2209 1986 1321	… 12,28				1919	McDougall -DuluthCo. Duluth,Minn	ShowaKisenK.K. (NisshinKaiun ShokaiLd.*Mgrs.*)	251·0|43·5|22·2 P25'B64'F23' FK	Takasago Japanese *WB*	T.3Cy.20",33"&54"-40" 262NHP McDougall-DuluthCo.	24 " 2	C †
32945 29832 JPZA	**Syokyu Maru** (*ex*ShokyuMaru-38, *ex*IshikariMaru, *ss*Mel.No.3-9,19 *ex*Australrange, *ss*Kob.No.1-24 *ex*Strathdee) 1*Dk&Spar dk &deep framing*	4491 4088 3205	✠ … 8,27 ✠				1907 5mo	R.Duncan &Co.Ld. PortGlasgow	TowaKisenK.K.	376·0|52·3|17·6 P29'B92'F44' 25·4 FK	Tarumi Japanese *WB*	T.3Cy.25",41"&68"-48" 366NHP D.Rowan&Co.Glasgow	28 " 0	C †
32946 15214 JCFG	— (*ex*ShokyuMaru-38,*ex*GinzanMaru-32, *ex*ShinshoMaru) 1*Dk*	417 — 246					1912	S.Nagata Osaka	MatsudaGoichi	118·8|21·2|10·9	Hakodate Japanese	T.3Cy.$11\frac{3}{4}$",$19\frac{1}{2}$"&$32\frac{5}{8}$"-22" 53NHP S.Nagata,Osaka		
32947 47663 JLXO	**Syonan Maru No. 16**	355 — 118					1940	OsakaIron Works Osaka	NipponSuisan K.K.	133·1|26·9|14·8	Tokyo Japanese	Steam Engine		
32948 47836 JNUO	**Syonan Maru No. 17**	356 — 122					1940	OsakaIron Works Habu	NipponSuisan K.K.	133·3|26·9|14·8	Tokyo Japanese	Steam Engine		
32949 744 JRCG	**Syoryu Maru** (*ex*ChangLung-38, *ex*Miltonia-35, *ss*Smk.No.3-3,39 *ex*Glenshane-34,*ex*Sunshine-34, *ex*Glenshane,*ex*WarDream) 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in 'tween decks* *Straight frames&bevelledbilge*	6519 6234 3985	✠100A1 *Shelter dk* *withfreeboard* 5,40 ✠LMC5,40	Smk	*a*†	CL 4,40	1919 1mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP* *CellDB*343'	SyoryuKisenK.K. (TanakaShoji K.K. *Mgrs.*) 1571*t DTa*23' 858*t*	412·3|55·5|33·8 FK *FPT*91*tAPT*126*t*	Dairen Japanese *ptCem* 6*BHtoShdk* 2 ,, ,, *U* ,,	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 " 0 s10"0½ 28 " 3	
32950 21874 JLDE	— (*ex*ShoyuMaru-38, *ex*JogusanMaru-36) 1*Dk*	1258 1053 865					1917	Tobo Zosensho Toba	SanyoKisenK.K.	229·1|33·0|18·0	Nishino- miya *WB* Japanese	T.3Cy.$15\frac{1}{2}$",$26\frac{1}{16}$"&$42\frac{1}{2}$"-32" 101NHP TanakaTekkoshc,Osaka		
32951 34502 JNIH	**Syosei Maru** Ⓟ (*ex*ShoseiMaru-38) 1*Dk*	998 875 607					1929	Amagasaki Zosensho Osaka	Amagasaki Kisenbu GomeiKaisha	210·0|30·5|18·7	Osaka Japanese	T.3Cy.		
32952 33610 JJNC	— Ⓟ (*ex*ShoseiMaru-38) 1*Dk*	774 630 431					1928	Ohara Matsunosuke Osaka	ShintoKozanK.K.	180·5|27·5| 7·3	Hutyū Japanese	T.3Cy.		
32953 47581 JSMO	**Syoto Maru** (*ex*Illenao-40, *ex*Londonier-39) *ss*Ant.No.3-12,31 *ss*Bry.No.2-39 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *except in way of cross bunker*	5254 — 3679	✠100A1 9,40 ✠LMC MS10,39 BS9,40	LAn	*y*	CL 9,40	1919 10mo *Lloyd*	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow *'sA&CP*	MatuokaKisen K.K. *CellDB*	400·8|52·3|28·5 413·0(O.L.) P49'B113'F38' FK 344'1062*t FPT*127*t*	Asiya Japanese 7*BHCem* *APT*223*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS120,BS7668 FD D&WHenderson&CoLdGls	31 " 0	
32954 44595 JPOJ	**Syōtoku Maru** Sub.Sig. D.F. 2*Dks*	1964 1600 1109					1938	Hakodate DockCo.Ld. Hakodate	SimataniKisen K.K.	270·6|40·0|20·9 P25'B78'F27'	Kobe Japanese *WB*	T.3Cy.20",33"&57"-39" 203NHP HakodateDockCo.Ld.Hak		
32955 22590 JLEE	**Syotoku Maru** (*ex*Shotoku Maru-38,*ex*BanseiMaruNo.3-36) 1*Dk*	1146 939 635					1918	Harada Zosensho Osaka	IwataShotenGoshi Kaisha	208·0|31·5|19·0	Hutyū Japanese *WB*	T.3Cy.$14\frac{1}{4}$",24"&$39\frac{1}{16}$"-27" 79NHP HaradaZosensho,Osaka		

1 Numero d'Ordre. Numero Officiel. Signaux	3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pa.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade
32956 32630 JSTB	**Syowa Maru** Ⓟ (*ex*Showa Maru-38,*ex*Romagne) *ss*S.Fo.No.1-24 1*Dk*	2211 1962 1300	✠ ... 4,28 ✠				1920 8mo	American S.B.Co. Cleveland,O.	KonanKisenK.K.	251·0 P27'B64'F26' FK	43·7	22·2	Kobe Japanese *WB*	T.3Cy.20",33"&54"-40" 267NHP AmericanS.B.Co.Clv.O.	24 " 2	C †
32957 45872 JGVN	—	1354 — 737					1938	Namura Shpyd.Co.Ld. Osaka	NittoKogyoK.K.	216·1	35·8	19·0	Tokyo Japanese	Steam Engine		
32958 33333 JQKB	**Syoyo Maru** (*ex*ShoyoMaru-39) *ss*Yka.No.3-7,34 *ss*Yka.No 1-38 *Mchy.Aft* 2*Dks*(*Stl*)	7499 6923 4484	✠100A1 10,40 BS10,40 ✠LMC6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,28 *F.P. above* 150° F.	Yka	*b*†	CL 5,38	1928 3mo	Yokohama DockCo.Ld. Yokohama Lloyd's A&CP	NipponTankerKK. *CellDBuE&B*73' 300*tDTf*43'550*t*	430·6 P110'B33'F38' FK *FPT*144*tAPT*207*t*	57·7	34·5	Tokyo Japanese 13*BHptCem* (9 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.27",45"&75$\frac{1}{16}$"-54" 200lb (*s*) 582NHP 3SB,9*cf*,GS185,HS8295 FD YokohamaDockCoLd.Yka	34 " 6 s 6 " 9¼ 28 " 0¼	
32959 44154 JCMM	**Syozan Maru** (*ex*ShozanMaru-38, *ex*EasternKingMaru-38, *ex*EasternKing-37, *ex*YoneMaru) Sub.Sig. 2*Dks*	2937 2696 1781	✠ ... 9,20 ✠				1918 7mo	Harima Dckyd.Co. Harima	KokokuKisenK.K.	305·0 P25'B94'F33' FK	43·7	27·2	Kobe Japanese *WB*	T.3Cy.22",37"&61"-42" 290NHP KobeSteelWorks,Kobe	27 " 3	C †
32960 22293 JEKD	**Syōzin Maru** (*ex*ShyojinMaru-38, *ex*KoyeiMaru) *ss*Kob No.3-3,28 *ss*Kob.No.2-37 2*Dks*(*Stl*)	4739 4034 3366	✠ ... 5,39 ✠	Kob	*x*		1918 6mo	Uraga DockCo.Ld. Uraga	IshiharaSangyo KaiunK.K. *Cell*	360·0 P33'B91'F33' FK *DB*291' 934*t FPT*1	51·0	28·4	Hutyū Japanese 6*BHCem* 43*tAPT*53*t*	T.3Cy.24½",40½"&67"-48" 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 " 5	
32961 26211 JSUB	**Syozyu Maru** Ⓟ (*ex*ShojuMaru-38, *ex*KyodoMaruNo.26-36) 2*Dks*	2024 1850 1211					1920	MitsuBishi ZosenKaisha Ld. Kobe	KawasakiKisen K.K.	250·0 *WB*	37·8	27·8	Toku shima Japanese	T.3Cy.17",28½"&48"-36" 138NHP MitsuBishiZosenKaishaLd		
32962 165353 GZGZ	**Syrian Prince** *Ref.Mchy.* 1*Dk&Shelter dk* D.F. *CruiserStern*	1990 1432 1003	✠100A1 *withfreeboard* 9,40 BS12,40 ✠LMC11,36 ✠Lloyd'sRMC~~8,39~~6,42	Ber-muda	*t*	CL 9,40	1936 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB*234'486*t*	296·5 B90'F23' FK *FPT*72*tAPT*58*t*	44·2	16·4	London British 5*BHptCem* *ptAsp* (*Coll toSh dk* 4 ,, 2*nd* ,,)	T.3Cy.19",31"&55"-36" (*s*) 220lb 315NHP 2SB(Spt),6*cf*,GS121, FD HS4830 Richardsons,Westgarth& Co.Ld.Hpl.	19 " 1 s " 4¾ 18 " 10¾	
32963 FPAQ	**Syrie** (*ex*SaintThomas-37) 2*Dks&Awng dk*	2460 2214 1340					1909	Atel.&Ch. deFrance Dunkirk	Cie.Nav.Afrique duNord(Comptoir MaritimeFranco-Belge,*Mgrs.*)	288·8 B31'F32'	38·9	16·6 24·2	Havre French *WB*	T.3Cy.19",30½"&51"-36" 156NHP Atel.&Ch.deFrance,Dnk.		V
32964 220583 KDEC	**Syros** 1*Dk&Shelter dk* D.F. Sub Sig. *Fitted for oil fuel* *Longitudinal framing*	6191 5630 3805	✠ ... 1,21				1920 10mo	GeorgeA. FullerCo. Wilmington, N.C.	LykesBros.Steam-shipCo.Inc.	395·3 P45'B110'F38' *on Shelter dk* FK	55·1	31·4	Galveston, Tex. Utd. States *WB*	T.3Cy.21½",41$\frac{63}{64}$"&72"-48" 359NHP BadenhausenCo. Philadelphia		R †
32965 LDEE	**Sysla** TwinSc *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	6367 5552 3873					1932	Götaver-kenA/B Gothenburg	WaagesTankrederi II A/S(J.Stenersen *Mgr.*)	408·3 P209*t*H400*t*F41*t*	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP GotaverkenA/B,Got.		N
32966 2617 JSQD	**Syunko Maru** (*ex*ShunkoMaru-38) *ss*Kob.No.3-7,31 *ss*Osa.No.2-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6781 6507 5015	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~3,40~~ ✠LMC5,41 ~~3,40~~	Osa	*a*†	CL 6,39	1919 11mo	Teikoku S.S.Co. O Harima A&CP	OsakaSyosenK.K. *Collision* *CellDB*371'1172*t*	425·0 FK *FPT*148*t APT*220*t*	53·6	37·5	Osaka Japanese *Cem* *BHto Shdk* 6 ,, ,, *U* ,,	T.3Cy.27¼",45"&75"-51" (*s*) 200lb 575NHP 2SB&1AuxSB,11*cf*,GS194, HS8270 FD KobeSteelWorks,Ld.Kobe	37 " 6 s 9 " 1¾ 28 " 7	
32967 42423 JGJL	— (*ex*ShunkoMaru-38) *CruiserStern* 2*Dks*	4027 3380 2360					1936	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoShoji K.K.	352·0 P34'B80'F30'	50·0	27·5	Osaka Japanese *WB*	2steamturbinesDRgeared KawasakiDkydCoLdKobe		C
32968 31354 JEGB	**Syunsei Maru** (*ex*ShunseiMaru-38. *ex*BaronPolwarth) 2*Dks*	4939 4581 3085					1911	Napier& Miller,Ld. Glasgow	YamamotoShoji K.K.	400·2 P40'B117'F45'	52·3	27·4	Hutyū Japanese *WB*	T.3Cy.27",44"&73"-48" 369NHP Dunsmuir&Jackson,LdGls		C
32969 1110 JEKG	**Syunsen Maru** (*ex*ShunsenMaru-38, *ex*YoshiMaru)	971 807 557					1920	Namura Gennosuke Osaka	TyosenYusenK.K.	193·7 P15'B49'F28'	31·0	18·5	Zinsen Japanese *WB*	T.3Cy.13⅞",23⅜"&39⅞"-28" 84NHP NamuraGennosuke,Osaka		
32970 223 JPGA	**Syunsyo Maru** (*ex*Shunsho Maru-38,*ex*Chupra) 2*Dks*(*Stl*)&*deepframing* *Fitted for oil fuel*	6169 5844 3915	✠ 5,06 ✠	Gls	*a*†		1906 5mo	Barclay, Curle&Co.Ld. Glasgow	ShunwaKisenK.K. *CellDBa*117'*u*	430·6 P40'B85'F44' FK *E&B*93'*f*147'1111*t*	54·3	32·0	Dairen Japanese 7*BHCem* *APT*75*t*	T.3Cy.33",53½"&86"-60" HS12194 784NHP 4S&1AuxSB,14*cf*,GS299,FD Barclay,Curle&Co.Ld.Gls.	34 " 10	C †
32971 30497 JOBB	**Syuntai Maru** (*ex*ShuntaiMaru-38. *ex*NorthAmerican) *Fitted for oil fuel* 1*Dk*	2253 1857 1325	✠ ... 12,24 ✠				1920 8mo	Canadian AllisChal-mers,Ld. Brdgbrg,Ont.	YamamotoShoji K.K.	252·0 P27'B64'F24'	43·6	20·5	Hutyū Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP CanadianAllisChalmersLd	23 " 0	C †
32972 33588 JCAC	**Syunten Maru** (*ex*ShuntenMaru-38) *OilEng* D.F. 2*Dks*(*Stl*)	5623 5210 4137	✠ ... 8,33 ✠	Yka			1928 8mo	Mitsubishi ZosenKaisha, Ld. Nagasaki	YamamotoShoji K.K. *Intermediate'tween* *BH in after* *Cell*	405·0 P39'B110'F40' FK *dk* *hold dispensed with* *DB*347' 1215*t DTsa*14' 100*t &f*28 784*t*	55·0	32·0	Hutyū Japanese *ptCem* 4*BHto Udk* 2 ,, ,, 2*nd* ,, *Side tanks*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP MitsubishiZosenKaisha,Ld *uER*251*tFPT*162*tAPT*95*t*	32 " 0	C †
32973 22578 JLFE	**Syunyo Maru No. 2** Wood (*ex*ShunyoMaruNo.2-38) 1*Dk*	604 503 330					1918	Fukuya Seiichi Osaka	FukusimaKaneiti	170·7	28·1	15·5	Osaka Japanese	C.2Cy.17"&35"-22" 48NHP ImadaTekkosho,Osaka		
32974 39888 JXRH	**Syunzan Maru No. 2** (*ex*ShunzanMaruNo.2-38) *OilEng* 1*Dk*	608 — 469					1934	Mihara Zosen Tekkosho K.K. Osaka	YamamotoShoji K.K.	162·9	28·5	15·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy. HanshinTekkoshoK.K. Kobe		

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
32975 34127 JRGB	**Syuri Maru** Ⓟ (*ex*ShuriMaru-38)	2*Dks*	1857 1569 1076					1928	Uraga DockK.K. Uraga	OsakaSyosenK.K.	260·0	39·0	23·0	Osaka Japanese	C.2Cy.		
32976 151411 GLXM	**Szechuen** Ⓟ	2*Dks* *Fitted for oil fuel*	2604 2276 1594					1920	Taikoo Dkyrd&Eng. Co.ofH.Kg. Ld. HongKong	ChinaNav.Co.Ld.	310·3 P15'B74'F37'	41·2	22·4	London British *WB*	T.3Cy.22″,35″&56″-39″ 196NHP TaikooDockyd&Eng.Co. ofHongKong,Ld.		
32977 HAAE	**Szeged** *Mchy.Aft*	TwinSc *OilEng.* 1*Dk*	594 497 308					1936	A.Ganz &Co. Budapest	KöniglichUngari-scheDonau-See-schiffahrts,A.G.	184·8	27·9	12·6	Budapest Hungarian *WB*	Oil Engines 4S.C.SA 12Cy.6$\frac{11}{16}$″-9$\frac{7}{16}$″ 52NHP &ElectricMotors A.Ganz&Co.,Budapest.		V

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
32978	**T. 9** OilEng. Mchy.Aft CruiserStern 2Dks Longitudinal framing at bottom&at decks Strengthened for navigation in ice Carrying Petroleum in bulk	1435 1196 860	✠ 3,37 ✠	Yka	p		1937 3mo	Mitsubishi Jukogyo K.K Yokohama	U.S.S.R.	236·2 246·1(O.L.) P69'F24' FK	36·1	20·3	Vladvostk Russian 12BH APTs60t	Oil Engines 4S.C.SA 6Cy.17¾"–23⅝" 185NHP MitsubishiJukogyoK.K. Yka.	20 ″ 4	
32979	**T. 21** OilEng. Mchy.Aft CruiserStern 2Dks Longitudinal framing at bottom&at decks Strengthened for navigation in ice Carrying Petroleum in bulk	1435 1196 860	✠ 3,37 ✠	Yka	p		1937 3mo	Mitsubishi Jukogyo K.K Yokohama	U.S.S.R.	236·2 246·1(O.L.) P69'F24' FK	36·1	20·3	Vladvostk Russian 12BH APTs60t	Oil Engines 4S.C.SA 6Cy.17¾"–23⅝" 185NHP MitsubishiJukogyoK.K. Yka.	20 ″ 4	
32980 234680 WOGU	**T. C. McCobb** ssBal.No.1–40 D.F. GyC. Sub.Sig. 1Dk Mchy.Aft E.S.D. Cruiser Stern Longitudinal framing-bracketless system Part electrically welded "Arcform"	7452 6872 4621	100A1 6,41 ~~6,40~~ ~~BS6,40~~ Carrying Petroleum in bulk Fitted for oil fuel 4,36 F.P. above 150° F.	~~Bal~~ NNs BS6,41 ✠LMC4,36		CL 5,39	1936 4mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo. of NewJersey	435·0 P85'B33'F36' FK CellDB54'146tDTf31'687tFPT155tAPT247t	66·8	34·2	Wilmgton (Del.) Utd. States 13BH	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 593NHP 2WTB 450lb(Spt440lb) FD HS3660 Allis-ChalmersMfg.Co. Milwaukee,Wis.	34 ″ 6	
32981 221618 HPQP	**T. J. Williams** ssN.Yk.No.3–12,33 ssMob.No.1–38 GyC. 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft &Web frames D.F. Longitudinal framing	8212 7886 5108	✠100A1 Shelter dk withfreeboard 7,41 ~~10,40~~ ~~BS10,40~~ Carrying Petroleum in bulk Fitted for oil fuel 9,21 F.P above 150° F.	~~Bal~~ NNs BS7,41 ✠LMC11,38	c†	CL 10,40	1921 9mo	Oscar DanielsCo. Tampa,Fla. A&CP	Panama Transport Co.	465·4 FK CellDB in way of oil bunker17'uE&B71'328t DTf50'694tFPT 177t APT 26t	60·2	36·0	Panama Pnamanian 17BHptCem (3 to Sh dk 10 „ U „ 4 „ 2nd „)	Q.4Cy.24⅜",35",51"&75"–51" 220lb (s) 595NHP 3SB,9cf,HS8418 FD VulcanIronWorks, JerseyCity,N.J	36 ″ 3 s8 ″ 10½ 27 ″ 8	
32982 143645 MKRY	**T. P. Tilling** ssBwg.No.3–9,33 ssBkn.No.1–38 Mchy.Aft 1Dk(Stl) Well deck	461 319 173	✠100A1 ~~8,41~~ ~~6,40~~ 6,42 Examined ~~8,41~~6,42 ~~BS11,39~~ BS ~~8,41~~6,42	~~Trn~~ ~~Liv~~ Bwg ✠LMC~~6,38~~ MS8,41	f	CL ~~6,40~~ 6,42	1920 6mo Lloyd's A&CP	J.Crichton &Co Ld. Saltney	JohnS.Monks,Ld.	142·3 148·8(O.L.) Q87'B9'F22' FK DTf14'45tFPT14tAPT39t	25·2	11·4	Liverpool British 4BHCem	T.3Cy.14",22"&38"–24" (s) 180lb 88NHP 1SB,3pf,GS48,HS1490 LythamS.B.&Eng.Co. Lytham	12 ″ 6 s3 ″ 4½ 12 ″ 2½	
32983 224836 WDDB	**T. W. Robinson** (Self-Unloader) Mchy.Aft GyC. 1Dk D.F.	7726 — 6118					1925	American S.B.Co. Lorain,O.	BradleyTransptn. Co.	566·0	60·0	32·0	Duluth, Min. Utd.States WB	Steam Turbine connected to Electric Motor & Sc.Sh. GeneralElec- 500NHP tricCo.SchenectadyN.Y.		R
32984 125421 MLTB	**Taara** (exFleetwing–36) ssNwc.2ndNo.3–2,32 1Dk(Stl)&deep framing Well deck	1402 1192 832	✠ … 11,36 ✠	Shl	o		1907 5mo	S.P.Austin &Son,Ld. Sunderland	Ministry of War Transport(Frank S.Dawson,Ld, Mgrs.)	240·0 FK P24'Q59'B50'F27' CellDBa65'uE17'f104' 351t FPT61tAPT73t	36·0	15·5	Liverpool British 4BHCem	T.3Cy.19",31"&51"–36" 170NHP 1SB,4pf,GS66,HS2746 N.E.MarineEng.CoLd.Sld.	17 ″ 9	VL †
32985 OUMD	**Taarnholm** ssCpn.2ndNo.3–9,32 ssEls.No.1–37 1Dk(Stl)&deep framing	1420 1281 828	✠100A1 9,39 BS9,39 ✠LMC10,37 (SEE FOOTNOTE*)	Cpn	q	CL 10,37	1905 12mo	WoodSkinner&Co.Ld Newcastle A&CP	DetForenede DampskibsSelskab	252·0 261·5(O.L.) P&B198'F24' FK CellDBa70'uE&B30'f111'413tFPT68tAPT61t	38·2	16·2	Aalborg Danish 4BHCem	T.3Cy.19",31"&51"–33" (s) 170lb 168NHP 2SB,4cf,GS66,HS2714 N.E.MarineEng.CoLdNwc	18 ″ 6 s1 ″ 3½ 17 ″ 4	
32986 904 ESEI	**Taat** (exOtis–33,exMarie) Iron ssTln.4thNo.3–5,33 ssTln.No.1–38 Well deck 1Dk(Irn)2trB Cargo battens not fitted	1334 1155 794	✠100A1 12,39 BS4,39 ✠LMC5,38 NO LATER SURVEY REPORTED	Els	p	OG 12,39.	1880 12mo Lloyd's A&CP	Palmers' Co. Newcastle	A.Jurgenthal& others(A.Jurgenthal,Mgr.)	249·4 258·6(O.L.) Q100'B48'H35t F28' BK8½" DBa74'f36'&uE&B36'284t	33·1	17·4	Haapsalu Estonian 3BHCem	C.2Cy.28"&54"–36" 75lb 100lb NDB23 120NHP 1SB,4pf,GS60,HS1708 Palmers'Co.(Lim.),Nwc.	18 ″ 6 s2 ″ 0½ 17 ″ 4	
32987 1558 IUPW	**Tabarca** (exCandia,exFalkental, exHumus,exLucker, OilEng. exKilbeggan) 1Dk	616 505 349	✠ … 3,23				1919 3mo	G.Brown& Co. Greenock	TitoCampanella Soc.diNav.	182·6 175·3 B52' FK	29·8	15·6	Genoa Italian WB	Oil Engines 2S.C.SA 3Cy.13⅜"–21¼" 94NHP NE29 SulzerBros.Winterthur	16 ″ 6	I †
32988 165173 GMNG	**Tabarka** (exPollux) 2Dks	2624 2236 1639					1909	Wrf.voorh. Rijkee&Co. Rotterdam	Ministry of War Transport(G.Heyn &Sons,Ld.Mgrs.)	327·5 Q106'B88'F40'	44·2	18·6	Belfast British WB	T.3Cy.21",33"&56¾"–39½" 202NHP NedFb.vWrk.&Spoor,Ams		V
32989 7956 SKTD	**Taberg** (exBretagne–34,exHermia) 1Dk	1392 1202 743					1920	Limhamns Skepps.A/B Limhamn	Ångf.A/B Halfdan (E.Lamberg,Mgr.)	239·9 P53tH89tF34t	38·1	16·7	Gothenbrg Swedish WB	T.3Cy.18",29½"&48"–31½" 130NHP LimhamnsSkepps.A/B		N
32990 PHWC	**Tabian** Ⓟ OilEng. ssSba.No.2–38 D.F. 3Dks(Stl–U teak s) 4th dk(Stl)inNo.1hold	8151 7366 4895	✠100A1 ~~5,41~~ ~~10,40~~ ~~8,41~~ 1,42 ~~10,41~~ ✠LMC CS12,38 DBS~~11,39~~ 5,41 11,39 Carrying oil F.P. above 150° F. in fwd deeptanks Fitted for carrying oil 11,30 F.P. above 150° F. in deep tank aft	~~Sba~~ ~~NYk~~ ~~Sba~~ NYk	d†	CL 6,40	1930 11mo Lloyd's A&CP	Nederl. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland	469·0 P40'B160'F57' CellDB392'1628tDTsf46'1372t FK DTa32'1062tFPT107tAPT53t	62·2	32·6	Batavia Dutch 8BHptCem ptAsp 1 „ to 2nd dk	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"–$56\frac{11}{16}$" DB71lb 1450NHP NDB34(Upper71lb) SulzerBros.Winterthur	36 ″ 5 s7 ″ 7 29 ″ 0	
32991 PHWE	**Tabinta** Ⓟ OilEng. D.F. ssSba.No.2–38 3Dks(Stl–U teak s) 4th dk(Stl)inNo.1hold	8156 7366 4898	✠100A1 ~~6,41~~ ~~12,40~~ ~~11,41~~ 1,42 ✠LMC CS11,39 DBS7,40 3,39 Carrying vegetable oil in forward deep tanks, Nos. 1&3 holds Fitted for carrying oil 8,30 F.P. above 150° F. in deep tanks aft	~~Sba~~ NYk	d†	CL ~~11,38~~ 11,41	1930 8mo Lloyd's A&CP	Nederl. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland	469·0 P40'B160'F57' FK CellDB392'1628tDTsf inNos.1&3 holds 65'&56'2060tDTa32'1062tFPT107tAPT53t	62·2	32·6	Batavia Dutch 8BHptCem ptAsp 1 „ to2nd dk	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"–$56\frac{11}{16}$" 1450NHP DB(Lower)142lb NDB(Upper)35 100lb Werkspoor,Amsterdam	36 ″ 5 s7 ″ 7 29 ″ 0	
32992 LJFA	**Tabor** OilEng. D.F. GyC. 1Dk&Shelter dk	4768 3997 2875					1936	A/SAkers Mek.Værks. Oslo	Wilh.Wilhelmsen	408·6	55·3	25·2	Tonsberg Norwegian WB	Oil Engines 2S.C.DA 7Cy.$17\frac{11}{16}$"–47¼" 748NHP A/SAkers.Mek.Værks.Osl.		N
32993 LJUZ	**Taborfjell** 1Dk&Shelterdk D.F. Fitted for oil fuel CruiserStern	1339 1104 742					1938	Nylands Verksted Oslo	A/SRudolf (Olsen&Ugelstad, Mgrs.)	250·9	41·3	14·8	Oslo Norwegian WB	C.2Cy.16¾"&$33\frac{7}{16}$"–$33\frac{7}{16}$"& LPturbine withDRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		N

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B.of TradeCert.
32994 7070 JABE	**Tachang Maru** Ⓟ TwinSc *1Dk*	2421 1171 1368					1901	MitsuBishi Dkyd&EWks Nagasaki	TyukaMinkoku RinsenKohun YugenKosi	282·1 F34'	39·4	12·4	Tokyo Japanese *WB*	T.6Cy.16",26"&43"-30" 202NHP MitsuBishiD.&E.Wks.Nag		
32995 8359 JAIE	**Tachi Maru** Ⓟ TwinScSp *1Dk*	1891 968 1072					1901	OsakaIron Works Osaka	ToaKaiunK.K.	278·0	39·4	9·6	Tokyo Japanese	T.6Cy.13",21½"&35¼"-24" 122NHP OsakaIronWorks,Osaka		
32996 220798	**Tachirá** (*ex*ElizabethR.,*ex*Antonio) *1Dk* *Ref.Mchy.* *Fitted for oil fuel*	2325 1969 1389	✠ ... 12,22 ✠				1920 10mo	McDougall DuluthSB.Co Duluth,Minn.	GraceLine,Inc.	251·0 P25'B64'F21'	43·7	22·2 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.19",32¼"&54"-40" 262NHP McDougallDuluthS.B.Co.	24 ″ 3	R †
32997 LOGF	**Tacito** *ss*B.As.No.1-41 *ss*B.As.No.3-5,37 *Mchy.Aft* *2Dks(Stl)&Web frames* *CruiserStern* *Longitudinal framing*	4783 — 2174	✠100A1 6,41 ~~6,40~~ BS~~6,40~~ ✠LMC~~5,37~~ 6,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,24 *F.P. above* 150° F.	BAs	*a*†	CL ~~6,38~~ 6,41	1924 12mo *Lloyd'sA&CP*	Nthmblnd S.B.Co.Ld Newcastle	Cia.Gen.deCom- bustibles *CellDBuE&B* *87'250tDT*	430·0 441·7(O.L.) P104'B32'F49' *f38'620t FPT162t*	57·0	33·1 FK	Bns.Aires Argentine 18*BHptCem* 7 ,, *2nd dk* *APT74t*	T.3Cy.27",45"&75"-54" (*s*) 180lb 626NHP 3SB,*12cf*,HS9672 FD Wllsnd.Slpwy.CoLd.Nwc.	33 ″ 6 s7 ″ 10½ 26 ″ 1	
32998 DHXD	**Tacoma** Ⓟ *2Dks* *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. **D.F. E.S.D.**	8268 6883 5013					1930	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·7 P35'B&F386' F*on*B40'	63·0	29·5	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft E*made*22 Blohm&Voss,Hamburg		G
32999 11760 JTAD	**Tacoma Maru** Ⓟ TwinSc *ss*Osa.2ndNo.3-3,32 *2Dks(Stl)&deep framing* *&Lower dk(Stl)inNo.1hold*	5772 5125 3546	✠ ... 6,33 ✠	Osa			1909 6mo	Kawasaki Dkyd.Co.Ld. Kobe	OsakaSyosenK.K. *Cell DBa127'uE&B6*	419·7 P26'B158'F42'	49·5	29·9 FK	Osaka Japanese 7*BHCem* *3'f167'1175t*	T.6Cy.19½",32¾"&55"-46" 544NHP 3SB,*9cf*,GS181,HS7498 KawasakiDkydCoLdKobe *FPT106tAPT26t*	32 ″ 6	
33000 141910 GBQP	**Tacoma Star** TwinSc (*ex*Wangaratta) *ss*Nwc.No.3-12,35 *ss*Nwc.No.1-39 *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* D.F. E.S.D. *CruiserStern*	7924 7577 4962	100A1 *Shelter dk* *withfreeboard* ~~8,40~~ 11,41 LMC~~8,39~~ 11,41 Lloyd'sRMC~~8,40~~ ~~9,41~~ 11,41	~~Liv~~ Bkn	*c*†	CL ~~8,38~~ 10,41	1919 *Lloyd'sA&CP* —	Workman, Clark&Co.Ld Belfast	FrederickLeyland &Co.Ld. *CellDB*	P31'F43'*onShelter dk* *392' 1495t FPT120t*		450·0	58·5	37·1 FK	London British *ptCem* 8*BHtoShdk* *APT70t*

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
33000 141910 GBQP	**Tacoma Star** TwinSc (*ex*Wangaratta) *ss*Nwc.No.3-12,35 *ss*Nwc.No.1-39 *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* D.F. E.S.D. *CruiserStern*	7924 7577 4962	100A1 *Shelter dk* *withfreeboard* ~~8,40~~ 11,41 LMC~~8,39~~ 11,41 Lloyd'sRMC~~8,40~~ ~~9,41~~ 11,41	~~Liv~~ Bkn	*c*†	CL ~~8,38~~ 10,41	1919 *Lloyd'sA&CP* —	Workman, Clark&Co.Ld Belfast	FrederickLeyland &Co.Ld. *CellDB*	450·0 P31'F43'*onShelter dk* *392' 1495t FPT120t*	58·5	37·1 FK	London British *ptCem* 8*BHtoShdk* *APT70t*	T.6Cy.26½",44"&73"-48" (*s*) 200lb FD 1138NHP 3DB,*24cf*,GS440,HS17079 Wrkman,Clark&Co.Ld.Bel	40 ″ 0 s11 ″ 0½ 29 ″ 3	
33001 149683 GSMF	**Tactician** *ss*Liv.No.2-37 D.F. *2Dks(Stl)*	5996 5575 3754	✠100A1 1,42 ~~3,41~~ Examined 7,41 ✠LMC BS~~9,40~~ 11,41 MS7,37	~~Liv~~ Liv NOs	*a*†	CL N4,40	1928 7mo *Lloyd'sA&CP*	Cammell Laird&Co.Ld Birkenhead *CellDB362'1146t*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*)	420·3 434·7(O.L.) P37'B137'F44' *DTa 32' 901t FPT*	54·6	30·4 FK	Liverpool British 8*BHCem* 1 ,, *to2nd dk* *62tAPT24t*	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215 HS8208 CammellLaird&CoLd.	32 ″ 7 s6 ″ 4 26 ″ 5¾	
33002 149677 GNTR	**Tadorna** *2Dks*	1947 1692 984					1928	Burntislnd S.B.Co.Ld Burntisland	British&Con- tinentalS.S.Co.Ld.	291·7	43·2	19·1	Liverpool British *WB*	T.3Cy.21",36"&59"-39" 217NHP D&W.Hendersn&CoLdGls		C
33003 153447 VGTL	**Tadoussac** Ⓟ TwinSc *ss*Mtl.No.3-5,39 ~~*ss*Qbc.No.2-37~~ *1Dk(Stl)2nd dk in holds*	7013 2478 4141	✠100A1 *withfreeboard* 9,41 ~~9,39~~ MS5,41 BS10,40 ✠LMC~~5,37~~ *For Service between Montreal & Saguenay* *Fitted for oil fuel* 5,28 *F.P. above* 150° F.	Mtl		CL ~~5,39~~ 9,41	1928 5mo *Lloyd'sA&CP*	DavieS.B. &Rpg.Co.Ld. Lauzon,P.Q.	CanadaSteamship Lines,Ld. *Cell*	350·0 *DB273' 519t FPT*	70·1	18·8 FK	Montreal British 8*BHCem* *125tAPT67t*	T8Cy24"38"&(2)44"-36"(*s*) 190lb *100lb* 790NHP 6SB,*18cf*,GS330,HS12656FD Richardsons,Westgarth& Co.Ld.Hpl.	21 ″ 0 s5 ″ 3½ 15 ″ 11	
33004 154114 ZSDM	**Tafelberg** TwinSc *ss*Sfj.No.2-38 *Mchy.Aft* *2Dks(Stl)3rd dk(Stl)in cargo* D.F. *tanks&fore hold&Web frames* *Cruiser Stern* *Longitudinal framing* *Strengthened for Navigation in Ice*	13640 10339 9196	✠100A1 *withfreeboard* *Whaling Service* 9,40 ✠LMC9,38 BS9,40 Pr. BS8,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,30 *F.P. above* 150° F.	Gls	*i*†	CL 6,39	1930 7mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle	KerguelenSealing &WhalingCo.Ld. (Irvin&Johnson (SouthAfrica)Ld. *Mgrs.*) *CellDBuE&B101'* *436tDTsf*	508·3 *66'1255tFPT372tA*	72·5	35·7 FK	CapeTown British 16*BHptCem* *PT140t Ta*	T.6Cy.24¾",42"&70"-48" 200lb (*s*) 1079NHP 5SB,*19cf*,HS16420 FD 45PrB-60lb ArmstrongWhitworth& Co.(Engineers)Ld.Nwc. *nks above aft peak 385t*	51 ″ 6 s16 ″ 10 35 ″ 1¾	
33005 46266 JPXN	**Taga Maru** D.F. *Mchy.Aft* *1Dk* *CruiserStern*	2868 — 1953					1939	Tsurumi SeitetsuZosen K.K. Yokohama	HinodeKisenK.K.	322·4 P105'B27'F31'	45·1	24·6	Tokyo Japanese *WB*	Steam turbine DR geared 267NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
33006 DGAU	**Tagila** (*ex*Frithjof,*ex*Hildegard, *ex*Phecda) *1Dk*	2682 2440 1625					1906	Bonn& Mees Rotterdam	EmderDampfer- kompagnieA.G. (Wilh.Nübel,*Mgr*)	305·7 P34'B66'F30'	44·7	21·4	Emden German *WB*	T.3Cy.22",37"&62½"-39" 240NHP Maats.deSchelde,Flushing		G
33007 118 ICJA	**Tagliamento** *ss*Tri.No.3-2,35 *ss*Tri.No.1-39 *1Dk(Stl)&Shelter dk(Stl)* *Ref.Mchy.* D.F.	5448 4982 3368	✠100A1 *Shelter dk* *withfreeboard* 1,40 BS2,40 ✠LMC3,39 ✠Lloyd'sRMC1,40 *Carrying vegetable oil in deep tank* NO LATER SURVEY REPORTED	Tri	*y*	CL 2,39	1922 11mo	Cant.San RoccoS.A. Trieste A&CP *CellDB338'*	LloydTriestino Soc.Anon.diNav. *1339t DTa 35'980t*	404·2 B125'*onShelter dk* *FPT114tAPT244t*	54·0	29·0 FK	Trieste Italian *Cem* 2 *BH to S dk* 5 ,, ,, *U* ,,	T.3Cy.27",42"&68"-48" (*s*) 180lb FD 465NHP 3SB(Spt)*9cf*.GS158,HS7023 StabilimentoTecnico Triestino,Tri.	32 ″ 0 s6 ″ 11¼ 25 ″ 3	
33008 CSCC	**Tagus** (*ex*Thixendale-39) *OilEng* *1Dk* *Mchy.Aft* *CruiserStern*	1077 768 851					1938	A.Vuijk& Zonen Capelle a/d Ysel	Cia.Nacional de Navegaçao	211·8 Q163'F16'	35·1	13·0	Lisbon Portuguese *WB*	Oil Engines 4S.C.SA 6Cy.15¾"-26" 144NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
33009 136066 GNBF	**Tahchee** 3Mst *ss*Rot.2ndNo.3–4,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6508 5816 4055	✠100A1 4,41 BS4,41 ✠LMC4,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,14 F.P. above* 150° F.	NYk	*a*†	CL 3,41	1914 9mo	SirR Dixon &Co.Ld. Middlesbro' *Lloyd'sA&CP*	Socony-Vacuum Transportation Co.Ld.	420·5 P118'B28'F47' FK *Cell DBuE &B80'279t DT f 45'* 577t*FPT*120t *APT*210t	54·4	32·6	London British 17*BHptCem* (11 *to Up dk* 6 „ *2nd*„)	Q.4Cy.24",35",50½"&73"–51" 220lb (*s*) 526NHP 3SB,*9cf*,GS170,HS7125 NE.MarineEng.CoLd.Nwc	32 ″ 8 s 6 ″ 1 26 ″ 9¼	
33010 204685 KLAJ	**Tahoe** Wood3Mst 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	735 — 436					1907	Bendixsen S.B.Co. Fairhaven	OaklandScavenger Co.	179·0	38·2	13·3	S.Frncisco Utd.States	C.2Cy.14"&32"–24" 42NHP UnitedEng.Wrks.S.Frisco		
33011 154005 VPGD	**Tai Hing** Ⓟ TwinSc 2*Dks*	1068 417 633					1927	KwongTak CheongS.B. Eng &Dock Co.Ld. HongKong	SangWoCo.Ld.	178·0	32·1	10·1	Hong Kong British	T.6Cy.12¼",20"&31⅛"–22" 96NHP Wm.McNeil&Co.Ld.Gls.		
33012 XNDB	**Tai Lee** Ⓟ (*ex*MitaMaru) 1*Dk*	1832 1541 1045					1919	Kisugawa S.B.Yard Osaka	Ching-KeeS.N.Co. Ld.	260·0	37·8	19·8	Chefoo Chinese *WB*	T.3Cy.17½",29"&48"–36" 138NHP MiharaCo.Osaka		
33013 133248 VPBS	— TwinSc 1*DkShade dk&Promenade dk*	1423 563 869					1914	HongK'ng &Whampoa DockCo.Ld. HongKong	SzeYapS.S.Co.Ld.	208·9	38·1	11·3	HongKong British *WB*	T.6Cy.15",24"&39"–26" 155NHP HongKong&Whampoa DockCo.Ld.HongKong		
33014 133241	**Tai Ming** Ⓟ TwinSc 3*Dks*	649 256 403					1913	Kwong TakCheong HongKong	SangWoCo.Ld.	164·0	27·1	8·7	HongKong British	C.2Cy.13"&26"–16" 56RHP KwongTakCheong,H.Kg.		
33015 LDIY	**Tai Ping** TwinSc *OilEng.* *ss*Kob.No.2–37 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 3*rd dk*(*Stl*)*in Nos.* 1,2 & 4 *holds* D.F. GyC.	7019 5939 3868	✠100A1 *withfreeboard* 5,39 ✠LMC CS8,38 DBS7,39 8,38 ✠Lloyd'sRMC10,39 *Fitted for carrying oil* 6,29*F.P. above* 150° F.*in deep tank* (SEE FOOTNOTE*)	Bal	*d*†	CL 7,38	1929 6mo	Kockums M.V.Aktieb. Malmö *Lloyd'sA&CP*	Wilh.Wilhelmsen	461·9 P44'F40' FK *CellDB*361'1319t *Tanks in way of tunnels* 480t*DTf*33' 1592t*FPT*134t*APT*135t	60·6	28·9	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd*„)	Oil Engines 4S.C.SA 16Cy.27 9/16"–55⅛" 1169NHP DB*135lb* KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 1¾ 27 ″ 7½	
33016 LJPS	**Tai Ping Yang** Ⓟ TwinSc *OilEng.* D.F. *ss*Osl.No.2–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk*(*Stl*) *Ref.Mchy.* *in Nos.* 1,2 & 4 *holds*	7025 5986 3806	✠100A1 *withfreeboard* 2,41 ✠LMC CS12,37 DBS7,40 8,37 ✠Lloyd'sRMC2,41 *Fitted for carrying oil* 8,29 *F.P.above* 150° F.*in deep tank*	Syd	*d*†	CL 10,36	1929 8mo	Deutsche WerkeA.G. Kiel *Lloyd'sA&CP*	Wilh.Wilhelmsen	461·4 P44'F41' FK *Cell DB*352'1279t*Tanks in way of tunnels* 422t*DTf*34'1610t*FPT*133t*APT*160t	60·6	29·0	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 „ *2nd*„)	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB*135lb* DeutscheWerkeA.G.Kiel	31 ″ 7 s 4 ″ 1½ 27 ″ 7¾	
33017	**Tai Poo Sek** (*ex*FookHong–35, *ex*LindsayMoller, *ex*Manapouri) *ss*Ddn.2ndNo.3–5,05 *ss*Mel.No.1–10 3*Dks ptShade dk*	*1960* *1565* *1219*	✠ ... 12,12				1881 12mo	W.Denny &Bros. Dumbarton	ShunCheong SteamshipCo.	285·2 P56'B44'F44' FK *WB*	36·3	23·7	Kwang Chow Wan French	Q.4Cy20½",30",41"&60"–48" 276NHP *Qpd.*99Denny&Co.Dmb.		
33018 159495 VRBW	**Tai Sang** Ⓟ D.F. E.S.D. 2*Dks* *CruiserStern*	3555 2777 1949	✠100A1 *withfreeboard* 11,41 ~~10,40~~ ✠LMC10,38	HKg	*u* 1 1/16	CL 10,40	1938 10mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	Indo-ChinaSteam Nav.Co.Ld.	314·9 328·0(O.L.) P34'B85'F39' FK *CellDB* 265'542t *FPT*30t *APT*65t	48·1	25·2	Hong Kong British 6*BHCem*	T.4Cy.21½",34½"&(2)44"–42"&exhaust turbine driving steam compressor 220lb (*s*) FD 549NHP 3SB,*9cf*,GS165,HS7710 HongKong&Whampoa DockCo.Ld.HongKong	27 ″ 0 s 8 ″ 9½ 18 ″ 6	
33019 FNZT	**Tai Seun Hong** Ⓟ (*ex*Borneo–36, *ex*Nipsic,*ex*Borneo) 1*Dk*2*trB*	2251 1878 1348					1902	Schiffsw.v. HenryKoch Lübeck	KwongLeeS.S.Co. Ld.	297·6 295·0 P41'B75'F47' *WB*	39·5	20·0	Fort Bayard French	T.3Cy.21⅝",36¾"&53"–35½" 167NHP OttenserMaschf.Altona		V
33020 LJPF	**Tai Shan** Ⓟ TwinSc *OilEng.* D.F. *ss*NYk.No.3-6,41 ~~*ss*Mmo.No.2–37~~ *Ref.Mchy* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 3*rd dk*(*Stl*)*inNos.*1,2&4*holds*	6962 5943 3779	✠100A1 *withfreeboard* 6,41 ~~12,40~~ DBS6,41 ✠LMC CS12,37 ~~DBS12,40~~ 2,38 ✠Lloyd'sRMC~~4,41~~4,42 *Fitted for carrying oil* 10,29 *F.P.above* 150° F.*in deep tank*	~~Got~~ NYk	*d*†	CL ~~P10,38~~ ~~S3,40~~ 6,41	1929 10mo	Kockums M.V.Aktieb. Malmö *Lloyd'sA&CP*	Wilh.Wilhelmsen	461·9 P44'F40' FK *Cell DB*361'1319t *tanks in way of tunnels* 480t*DTf*33' 1592t*FPT*134t*APT*135t	60·6	28·9	Tönsberg Norwegian 7*BHptCem* (*Coll BH to Sh dk* 6 „ „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.27 9/16"–55⅛" 1169NHP DB*135lb* KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 1¾ 27 ″ 7½	
33021 LCAO	**Tai-Yang** TwinSc *OilEng.* *ss*NYk.No.3–1,41 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 3*rd dk* (*Stl*) *in Nos.*1,2 & 4 *holds* D.F. *Ref.Mchy.*	7084 5986 3903	✠100A1 *withfreeboard* 7,41 ~~1,41~~ DBS10,41 ~~DBS9,40~~ ✠LMC1,41 ✠Lloyd'sRMC1,41 *Fitted for carrying oil* 3,29 *F.P.above* 150° F.*in deep tank*	NYk	*d*†	CL 10,39	1929 3mo	Deutsche WerkeA.G. Kiel *Lloyd'sA&CP*	Wilh.Wilhelmsen	461·4 481·0(O.L) P44'F41' FK *CellDB*352'1279t *Tanks in way of tunnels* 422t*DTf*34'1610t*FPT*133t*APT*160t	60·6	29·0	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll BH to Sh dk* 6 „ „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB*135lb* DeutscheWerkeA.G Kiel	31 ″ 7 s 4 ″ 1½ 27 ″ 7¾	
33022 LDIM	**Tai Yin** TwinSc *OilEng.* *ss*Bal.No.2–37 D.F. *Ref.Mchy* 2*Dks* 3*rd dk*(*Stl*)*inNos.*1,2&4 *holds* *Tonnage opening closed* '40	9214 — 5789	✠100A1 *withfreeboard* 3,41 DBS11,41 ✠LMC CS8,38 ~~DBS10,40~~ 11,39 ✠Lloyd'sRMC3,40 *Fitted for carrying oil* 6,29 *F.P.above* 150° F.*in deep tank*	Bal	*d*†	CL 7,40	1929 6mo	Deutsche WerkeA.G. Kiel *Lloyd'sA&CP*	Wilh.Wilhelmsen	461·4 P44'F41' FK *Upper 'tween dk B Hs except Coll B H dispensed with* *Cell DB*352'1279t*Tanks in way of tunnels* 422t*DTf*34' 1610t*FPT*133t*APT*160t	60·6	29·0 40·3	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Wdk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB*135lb* DeutscheWerkeA.G.Kiel	42 ″ 11 s 12 ″ 4½ 30 ″ 9	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
33023 31556 JITB	**Taian Maru** Ⓟ (*ex*HannaNielsen) *ss*Kob.2ndNo.3-8,39 2*Dks*(*Stl*)	5655 5155 4326	✠100A1 12,40 ✠LMC12,40 *Fitted for oil fuel*12,16 *F.P. above* 150° F.	Kob	*z*	CL 8,39	1916 12mo	Skinner& EddyCorpn. Seattle,Wash A&CP	ShimomuraKisen K.K. (TaiyoKaiun K.K.*Mgrs.*) 1*BH in forehold &* *CellDB*	409·6 P44'B115'F47' FK 1*BH in after hold dispensed with* 356'1198*t FPT*120*t*	54·0	27·1	Hasidate Japanese 5*BH only* *pt Cem* *APT*140*t*	1 Steam Turbine DR geared to 1 Sc. Shaft 190lb (*s*) 477NHP 3SB,*9cf*,GS207,HS7509 GeneralElectricCo. Schenectady,N.Y.	29 ″ 9	
33024 44298 JJQK	— (*ex*TaAn-38,*ex*Canadian Leader-36) *ss*Mtl.No.3-10,32 *ss*Osa.No.1-37 2*Dks*(*Stl*)	5411 4940 3848	✠ ... 11,39 ✠	Yka	*y*		1921 5mo	Canadian Vickers,Ld. Montreal	AmakasuShoten SenpakubuK.K. *CellDB*	400·3 P49'B120'F41' FK 333'1025*t FPT*149'	52·4	28·5	Yokohama Japanese 6*BHptCem* *APT*133*t*	T.3Cy.27",44"&73"-48" 520NHP 3SB,*9cf*,GS198,HS7800 CanadianVickers,Ld.Mtl.	31 ″ 2	
33025 583 JQBG	— 1*Dk*	3670 2991 2076					1936	Mitsubishi JukogyoK.K Kobe	DairenKisenK.K.	345·0 P30'B84'F33'	50·0	23·6	Dairen Japanese	T.3Cy.$21\frac{5}{8}$",$33\frac{7}{16}$"&$55\frac{7}{8}$"- $39\frac{3}{8}$"& L.P. Turbine with D.R. gearing&hydraulic coupling 323NHP MitsubishiJukogyoK.K Kob.		
33026 1930 JAFA	— Ⓟ *ss*Yka.No.1-21 1*Dk*& *Awng dk*	3158 2638 1897	... 6,23 ✠				1917 5mo	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K.	315·0 P16'B78'F29' FK	45·0	26·0	Tokyo Japanese *WB*	T.3Cy.22",36"&61"-42" 285NHP KawasakiDkydCoLdKobe	26 ″ 0	
33027 26758 JEND	**Taibun Maru** (*ex*EtnaMaru) *ss*Kob.No.3-1,33 *ss*Kob.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	6581 6111 4099	✠100A1 *Shelter dk* *withfreeboard* 7,41~~5,40~~ ✠LMC7,41 ~~5,40~~	~~Kob~~ Inn	*a*†	CL 5,40	1920 5mo	OsakaIron- works,Ld. Osaka A&CP *CellDB*368'	ShimomuraKisen K.K.(TaiyoKaiun, K.K.*Mgrs.*) 1444*tDTa*34'1145*t*	415·0 P32'B148'F45'*on* *Shelter dk* FK *FPT*169*tAPT*48*t*	55·5	34·6	Hasidate Japanese *Cem* 3*BHtoSh dk* 4 „ „ *U* „	T.3Cy.$27\frac{1}{4}$",45"&75"-51" (*s*) 180lb 552NHP 3SB,*9cf*,GS185,HS8084 FD OsakaIronworksLd.Osaka	34 ″ 8 s 7 ″ $4\frac{1}{4}$ 27 ″ 7	
33028 31357 JEEB	**Taiei Maru** (*ex*TaiyeiMaru-38) 1*Dk*	3221 2740 1980					1926	MitsuiBus- sanS.B.Dept. Tama	Kuribayasi SyosenK.K.	325·7 P32'B77'F34'	46·7	24·8	Tokyo Japanese	T.3Cy.22",37"&61"-42" 241NHP MitsuiBussanS.B.Dept.		C
33029 15270 JPSB	— (*ex*TaiyeiMaru-38) *ss*Yka.No.3-3,15 *ss*Yka.No.1-19 1*Dk*(*Stl*)& 2*nd dk*(*Stl*)*exceptinNo.2hold*	2925 2451 2093	✠ 4,20 ✠	Yka	*t*		1912 8mo	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K. *CellDBa*84'*uE&B*	298·1 P19'B67'F37' FK 39'*f*168'538*t FPT*	43·6	23·0	Tokyo Japanese 5*BHCem* 75*tAPT*36*t*	T.3Cy.$17\frac{1}{2}$",28"&46"-36" 149NHP 2SB,*4cf*,GS82,HS2447 KawasakiDkydCoLdKobe	25 ″ 2	C †
33030 22309 JLRB	— (*ex*TaiyeiMaru-38) 1*Dk*	2209 1872 1335					1918	Uchida S.B.&E.CoLd Yokohama	TowaKisenK.K.	270·0 P16'B65'F28'	39·0	23·1	Kobe Japanese *WB*	T.3Cy.19",$31\frac{1}{2}$"&52"-39" 169NHP UchidaS.B.&E.Co.Ld.Yka		
33031 76 SUDL	**Taif** Ⓟ 1*Dk*&*Shelter dk* *Fitted for oil fuel*	1578 — 770	✠ ... 8,32 ✠				1928 6mo	A.Stephen &Sons,Ld. Glasgow	PharaonicMail Line,S.A.E.	236·6 B80'F26' FK	39·4	16·0	Alexndria Egyptian *WB*	T.3Cy.$17\frac{1}{2}$",29"&47"-30" 181NHP A.Stephen&Sons,Ld.Gls.	18 ″ 4	V †
33032 UOIZ	**Taiganos** (*ex*Okhta,*ex*Carronpark -33,*ex*EllenStub) *ss*Rot.No.2-29 1*Dk*(*Stl*)	*2630* *2370* *1584*	✠ — 12,33 ✠	Grk	*t*		1920 11mo	Ferguson Bros.(Port Glasgow) Ld. Port Glasgow	U.S.S.R. *CellD*	300·5 P29'B85'F34' FK *B*251'726*tFPT*124*t*	43·6	21·6	Vladvostk Russian 5*BHCem* *APT*69*t*	T.3Cy.21",34"&57"-36" 234NHP 2SB,*6cf*,GS121,HS3876 FergusonBros.(Port Glasgow),Ld.	24 ″ 3	
33033 31555 JISB	**Taigen Maru** (*ex*LuiseNielsen) *ss*Kob.No.3-9,29 *ss*Kob.No.2-39 2*Dks*(*Stl*)	5660 5155 4326	✠100A1 11,40 BS11,40 ✠LMC7,39 ✠NE12,18*refitted*2,35 *Fitted for oil fuel* 3,17 *F.P. above*150° F.	Kob	*z*	CL 7,39	1917 3mo	Skinner& Eddy Corp. Seattle,Wash 1*BH inforehold* A&CP	ShimomuraKisen K.K.(TaiyoKaiun K.K.*Mgrs.*) *&*1*BHin after* *CellDB*	409·6 P44'B115'F47' FK *hold dispensed with* 355'1198*t FPT*120*t*	54·0	27·1	Hasidate Japanese *Cem* 5*BHonly* *APT*340*t*	1 DRGearedSteamTurbine 210lb (*r*) 507NHP 3SB,*9cf*,GS195,HS8055 GeneralElectricCo. Schenectady,N.J.	29 ″ 9	
33034 1749 ICJC	**Taigete** (*ex*ElLobo) *ss*Vcr.No 3-10,20 *ss*N.Yk.No.2-29 *Mchy.Aft* *Fitted for oil fuel* D.F. 2*Dks*&*Web frames* *Carrying Petroleum in bulk*	4672 4260 2783	✠ ... 11,32 ✠				1908 11mo	Armstrong Whitworth &Co.Ld. Newcastle	CisterneItaliane Soliani& Saltamerenda	398·0 385·2 P105'B28'F47' FK	51·0	27·0	Genoa Italian *WB*	T.3Cy.26",43"&72"-48" 440NHP WllsndSlpwy.Co.Ld.Nwc.	28 ″ 6	I †
33035 33574 JCJC	**Taihei Maru** Ⓟ *OilEng.* *ss*Kob.No.3-12,40 2*Dks*(*Stl*)	6285 5263 3838	✠100A1 12,40 ✠LMC CS12,40 DBS12,40 12,40	Kob	*z* $2\frac{5}{16}$	CL 10,40	1928 9mo *Lloyd*'*sA&CP*	MitsuiBus- sanKaisha Tama *CellDB*	DaidoKaiunK.K. *Intermediate'tween dk* *BH in fwd* 354'1240*tTanks in*	413·4 P39'B129'F37' FK *hold dispensed with* *way of tunnel* 25'13	55·5	32·0	Kobe Japanese *ptCem* 6*BH to U dk* 1 „ „ 2*nd* „ 6*t MTs* 36'92	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 473NHP DB*100lb* Akt.Burmeistr&Wain,Cpn 8*tFPT*97*tAPT*110*t*	32 ″ 0	
33036 20801	— Aux4MstBkn *OilEng.* 1*Dk*	602 551 466					1917	Ichikawa Sentaro Ominato	HiroiChojuro	144·0	35·0	17·3	Tokyo Japanese	Oil Engines 2S.C.SA 2Cy.$16\frac{1}{2}$"-$19\frac{1}{2}$" 96NHP IkegaiTekkosho,Tokyo		
33037 35656 JIQC	**Taihoku Maru** Ⓟ (*ex*ChiefSkidegate, *Fitted for oil fuel* *ex*EstherDollar, *ss*Brs.No.3-9,19 *ex*Parisian,*ex*Bethania) *ss*S.Fo.No.2-27 2*DksWeb frames*&*Shelter dk*	8252 7582 6095	✠ ... 4,30 ✠				1899 3mo	A.Stephen &Sons Glasgow	ShinkoSuisanK.K.	483·6 P75'B&F388' FK	57·0	32·7	Kobe Japanese *WB*	T.3Cy.30",50"&83"-60" 690NHP A.Stephen&Sons,Glasgow	36 ″ 0	
33038 22525 JDJG	— Ⓟ 2*Dks*	1371 — 758					1923	OsakaIron Works,Ld. Osaka	FujiyamaKaiun K.K.	225·0 P25'B63'F25'	34·1	20·0	Osaka Japanese *WB*	T.3Cy.18",30"&50"-36" 150NHP OsakaIronWorksLd.		
33039 44159 JCBM	**Taihōsan Maru**	1805 — 982					1937	Tama Zosensho,Ld. Tama	MitsuiBussan Kaisha,Ld.	264·5 P25'B65'F25'	38·1	20·0	Kobe Japanese *WB*	T.3Cy.$15\frac{3}{4}$",$24\frac{7}{16}$"&$44\frac{1}{8}$"- $31\frac{1}{2}$"&exhaust turbine driving steam compressor 110NHP TamaZosensho,Ld.Tama		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
33040 46189 JPDN	**Taihuku Maru** 1*Dk*	3520 — 2067					1939	Mitsubishi JukogyoK.K Yokohama	NipponYusenK.K.	343·9 P26'B80'F34'	48·2	27·9	Tokyo Japanese *WB*	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$"– 43$\frac{5}{16}$" HS5083 294NHP MitsubishiJukogyoK.K. Yka.		
33041 29825 JZFB	— Ⓟ (*ex*TaijukuMaru–38) 1*Dk*2*trB*	678 536 391					1924	Namura Shipyard Osaka	IinoKisenK.K.	175·0 P23'B43'F22' *WB*	26·5	16·5	Nishino- miya Japanese	T.3Cy.13¾",21¼"&36"–27½" E*made—fitted*24 63NHP		
33042 25105 JTKD	**Taika Maru** Ⓟ (*ex*TaikwaMaru–38) 2*Dks*	2205 1811 1283					1921	Uraga DockCo. Uraga	ToaKaiunK.K.	280·0 P26'B69'F29'	43·2	21·0	Osaka Japanese *WB*	T.3Cy.18",29½"&50"–39" K.K.Uchida 156NHP Zosensho,Yokohama		C
33043 32977 JEED	**Taikai Maru** (*ex*TomiuraMaru) *ss*Kob.No.3–6,32 *ss*Kob.No.1–36 2*Dks*(*Stl*)	3813 3468 2340	✠ ... 4,40 ✠	Kob	*w*		1917 12mo	Mitsubishi ZosenKaisha, Ld. Nagasaki	MeijiKaiunK.K.	345·0 P33'B74'F40' FK *CellDB*294'772*t*	50·0	29·0	Tarumi Japanese 5*BHCem* *APT*27*t*	T.3Cy.23",38"&64"–48" 339NHP 2SB,6*cf*,GS109,HS4333 MitsubishiZosenKaishaLd	29 〃 1	C †
33044 34139 JDEC	— (*ex*Sunpath) 1*Dk* *CruiserStern*	2478 2239 1432					1919	ForthS.B. &Eng.Co.Ld. Alloa	ShirasakaKisen Kaisha,Ld. (K.Sakama,*Mgr.*)	303·3	42·7	23·0	Hutyū Japanese *WB*	T.3Cy.22",36"&59"–39" B(1)*made*17*fitd.*23 217NHP Douglas&GrantLdKkcldy		C
33045 2281 JEVG	**Taiko Maru** *Cruiser Stern* 1*Dk*	2984 — 1708					1937	Mitsubishi JukogyoK.K Yokohama	TyosenYusenK.K.	305·4 P24'B80'F29'	45·3	26·2	Zinsen Japanese *WB*	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$"– 43$\frac{5}{16}$" 214NHP MitsubishiJukogyoK.K.		
33046 44391 JDJM	— *Mchy.Aft* 1*Dk*	1925 1537 1086					1938	Matsuo Zosen-sho Nagasaki	TaikoKisenK.K.	270·0 P86'F29'	40·0	20·3	Tokyo Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP MatsuoZosen-shoNagasaki		
33047 30142 JOBA	— 1*Dk* *Ref.Mchy. Mchy.Aft* *Fitted for oil fuel*	1812 1209 1172					1924	Yokohama DockCo.Ld. Yokohama	NichiroGyogyo K.K.	250·5 P&B86'F37'	39·0	18·5	Shinagawa Japanese *WB*	T.3Cy.17",28½"&48"–30" 126NHP YokohamaDockCo.LdYka		C
33048 1246 JUNH	**Taiko Maru No. 1** Iron 2*Dks*	493 — 292					18$_{91}$	KobeIron Works Osaka	Amagasaki Kisenbu GomeiKaisha	174·0	22·8	17·5	Osaka Japanese	C.2Cy.18$\frac{15}{16}$"&36¼"–24" 54NHP KobeIronWorks,Osaka		
33049 31337 JCYB	**Taikyu Maru** Ⓟ (*ex*TimesMaru, *ex*Times) *ss*N.Yk.No.3–10,18 *ss*Kob.No.2–25 1*Dk*(*ptIrn&ptStl*)& *deepframing*	2128 1966 1306	✠ 1,28 ✠	Kob	*s*		1906 5mo	J.Priest- man&Co. Sunderland *Intermediate bulkhead in fore hold dispensed with* *CellDBa*92'*uE*20'*f*120'600*tAPT*50*t*	TaikyuKisenK.K.	290·0 P23'B74'F30' FK	42·2	20·4	Kobe Japanese *Cem* 4*BHonly*	T.3Cy.22½",37"&61"–39" 256NHP 2SB,6*pf*,GS112,HS3984 J.Dickinson&Sons,Ld.Sld	21 〃 7	C †
33050 41971 JJBK	**Taimei Maru** 1*Dk*	2883 — 1450					1936	Mitsubishi JukogyoK.K Yokohama	NipponYusenK.K.	326·2 P18'B66'F28'	44·2	24·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 284NHP MitsubishiJukogyoK.K. Yokohama		
33051 22230 JQRE	— 1*Dk*	989 827 577					1918	Osaka Zosensho, Osaka	KawasakiKisen K.K.	190·0 *WB*	31·0	18·5	Higashi- tomita Japanese	T.3Cy.13",22$\frac{3}{16}$"&36$\frac{1}{16}$"–27" 67NHP SettsuTekkosho,Osaka		
33052 1728 JTND	**Tainan Maru** Ⓟ *ss*Kob.No.3–12,07 *ss*Yka.No.2–15 1*Dk&Spar dk&Web frames*	3175 2505 1482	✠ ... 5,20 ✠				1897 10mo	JLThomp- son&Sons,Ld Sunderland	OsakaSyosenK.K.	330·0 P38'B152'F47' 25·5 FK	43·0	21·1	Osaka Japanese *WB*	T.3Cy.28½",47½"&79"–48" 589NHP J.Dickinson&Sons,Ld.Sld.	28 〃 3	
33053 153599 VPFQ	**Taiping** Ⓟ *ss*H.Kg.No.3–1,38 *Ref.Mchy.* 2*Dks*(*Stl–U dk* teak s)	4324 2946 2582	✠100A1 7,41 ~~1,41~~ BS11,40 ✠LMC11,37 ✠Lloyd'sRMC~~2,41~~ 7,41 *Fitted for oil fuel*1.26 *F.P above* 150° F.	HKg	*w*	CL ~~6,39~~ 6,41	1926 1mo	HongKong &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	Australian- OrientalLine,Ld. *CellDB*297'596*t Tanks at sides of tunnel*74*tFPT*55*tAPT*34*t*	352·3 367·9(O.L.) P&B225'F87' FK	48·2	23·7	HongKong British 7*BHCem* 1 „ *to 2nd dk*	T.3Cy.27",46"&77"–48" (*s*) 200lb 638NHP 3SB,9*cf*,GS216,HS9633 FD HongKong&Whampoa DockCo.Ld.HongKong	26 〃 0 s 2 〃 9¾ 23 〃 7	
33054 114779 VPDZ	**Taiposhan** (*ex*HangSang–40) 1*Dk*(*Stl*)&*Spar dk*(*Stl–pt* teak s)& Sub.Sig. *deepframing*	2143 2010 1356	✠ 10,01 ✠	Gls	*s*		1901 10mo	Lon.&Gls. Co.Ld. Glasgow	PangKwokSui *CellDBa*84'*f*108'285*tDTa*20' 358*t FPT*25*t APT*22*t*	290·3 B60'F36' 22·5 FK	42·0	15·5	HongKong British 5*BHCem*	T.3Cy.21",34"&56"–42" 224NHP 1SB,4*cf*,GS71,HS2868 London&Glas.Co.Ld.Gls.	25 〃 0	
33055 326 JPWC	**Tairai Maru** (*ex*IchiyoMaru, *ex*Itiyo-Maru) *ss*Osa.No.2–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	4274 3677 2659	✠ ... 1,38 ✠	Kob	*w*		1925 10mo	OsakaIron Works,Ld. Osaka	DairenKisenK.K.	345·0 P30'B99'F38'*on* *Shelter dk* FK *CellDB*280'1085*t FPT*112*t*	49·8	28·1	Dairen Japanese *Cem* 6*BHtoSh dk* *APT*29*t*	2 Turbo Electric Motors SR geared to 1 Sc. Shaft 562NHP 3SB9*cf*,GS148,HS6479 SvenskaTrbfab.Akt. Ljungström,Stockholm	28 〃 2	
33056 147635 GKJB	**Tairea** Ⓟ TwinSc *ss*Bom.No.3–1,36 *ss*Bom.No.1–40 3*Dks*(*Weather dkStl*– teaks,2*nd dkStl–ws*, 3*rd dkStl*) *Ref.Mchy.* D.F.	7933 5884 3756	✠100A1 *withfreeboard* 11,41 ~~1,41~~ BS6,41 ✠LMC8,40 *Fitted for oil fuel*5,24 *F.P. above* 150° F.	~~Bom~~ PN1	*d*†	CL s11,38 P4,40	1924 5mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*386'1239*tFPT*108*tAPT*139*t DT between tunnels*36'78*t*	450·7 465·9(O.L.) B207'F48' FK	60·2	29·6	London British 8*BHCem* *Collision BH to W dk*	T.8Cy.25",42½"&(2)51"–51" 215lb (*s*) FD 1376NHP 7SB,28*cf*,GS526,HS21882 Barclay,Curle&Co.Ld.Gls.	33 〃 0 s 6 〃 2½ 27 〃 3	
33057 33189 JBIC	**Tairyu Maru** (*ex*Waihora) *Ref.Mchy.* 2*Dks*	4995 4379 3849					1907	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	Kuribayasi SyosenK.K.	384·1 P35'B102'F40'	51·5	29·2	Tokyo Japanese *WB*	T.3Cy.26",42½"&70"–48" 339NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
33058 22316 JSBB	— 1*Dk*	2210 — 1318					1919	UchidaS.B. &E.Co.Ld. Yokohama	TaisyoKisenK.K.	270·0 P16'B65'F28'	39·0	23·9	Kobe Japanese *WB*	T.3Cy.19",31½"&52"–39" 168NHP UchidaS.B.&E.Co.Ld.Yka	23 〃 11	C
33059 46911 JYB	— *Mchy.Aft* 1*Dk*	1913 1540 1057					1939	Kawamin- amiKogyo K.K. Nagasaki	TaikoKisenK.K.	271·7 P87'F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18$\frac{11}{16}$",30"&50"–36" 150NHP KawaminamiKogyoK.K.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ☩ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail sh ft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
33060 33 JLLG	**Taisan Maru** Ⓟ	419 — 213					1912	....	MinamimanshuTetsudoK.K.	160·0	30·0	11·0	Dairen Japanese			
33061 31362 JFVB	**Taisei Maru** Ⓟ (*ex*Yorkhill, *ex*Tresillian) *ss*Shl.No.3-9,12 *ss*Liv.No.2-19 1*Dk*(*ptIron&ptStl*)2*trB&* *deep framing*	3601 3375 2622	☩ 4,26 ✠	Shl	*v*		1899 8mo	JReadhead &Sons SouthShields *CellDBa*	NaigaiKisenK.K.	341·0 P29'B84'F32' FK 114'*uE*20'*f*140'840*t*	46·7	26·0	Amagasaki Japanese *APT*35*t*	T3Cy.24",40"&65"-45" 293NHP 2SB,6*rf*,GS104,HS4557 J.Readhead&Sons,S.Shl.	27 ″ 4	C †
33062 29848 JKUB	— Ⓟ (*ex*VilledeBerne,*ex*BoscombeChine, *ex*Hieronymi) *ss*Cff.No.3-11,17 *ss*Kob.No.2-25 1*Dk&deepframing*	2515 2158 1867	☩ ... 1,29 ✠				1904 3mo	W.Dobson &Co. Newcastle	MoriheiKisenK.K.	300·5 P27'B82'F31' FK	45·0	19·6	Amagasaki Japanese *WB*	T.3Cy.22",36"&60"-39" 253NHP N.E.MarineEngCoLd.Nwc	22 ″ 1	C †
33063 8966 JTMD	— AuxTwinSc 4MstBk GyC. 2*Dks*(*UStl*-teak s)	2423 2028 1380	☩ 5,04 ✠	Kob	*w*		1904 5mo	Kawasaki DkydCo.Ld. Kobe *CellD*	Govt.ofJapan (DeptofEducation) *BuE&B*44' *f* 100'3	277·4 P70'F36' BK10" 15*tDTanks a* 26'149	42·9	24·1	Tokyo Japanese 4*BHCem* *t&*32'73*tDT*	T.6Cy.13",21"&33"-27" 150NHP 2SB,4*cf*,GS79,HS2683 KawasakiDkydCoLdKobe *f*18'355*tFPT*77*tAPT*17*t*	26 ″ 9	
33064 29242 JEHB	— Ⓟ (*ex*LaenSamud,*ex*EdwinReith, *ex*LandratScheiff) 1*Dk&Spar dk*	1824 1461 1105					1906	Schiffsw.v. HenryKoch Lübeck	SimataniKisen K.K.	265·7 P31'B75'F39'	37·7	18·3	Hutyu Japanese *WB*	T.3Cy.20½",33½"&53¼"-33½" 164NHP OttensenerMasch.Altona		
33065 46834 JLGO	— Wood *OilEng.*	407 — 271					1940	Ikemoto Iwayosi Kudamatu	NakamuraKikuiti	132·1	28·5	13·0	Osaka Japanese	Oil Engines		
33066 153598 VPFN	**Taishan** Ⓟ TwinSc 2*Dks&Shade dk*	3174 2218 1904					1925	Taikoo Dkyd.&Eng. Co.Ld. HongKong	HongKong,Canton &MacaoStm.Boat Co.Ld.	290·0	54·1	11·8	HongKong British *WB*	T.4Cy.19",30"&(2)35"-27" 128NHP TaikooDkyd.&Eng.Co.Ld.		
33067 24067 JDMA	**Taisin Maru** (*ex*TaishinMaru-38) 1*Dk*	1723 1278 1007					1918	Mitsubishi Zosensho, Kobe	TatuumaKisen K.K.	250·0	37·7	20·5	Kobe Japanese	T.3Cy.17",28½"&48"-36" 138NHP MoritaTekkosho,Osaka		
33068 23658 JSJB	**Taisoku Maru** 1*Dk*	2473 2057 1731					1918	AsakiS.B. Co. Osaka	KaiMidori	281·0	41·0	24·5	Kobe Japanese *WB*	T.3Cy.19½",31"&54"-36" 175NHP HirotamiTekkosho,Osaka		C
33069 44590 JLAM	**Taisyo Maru** *Mchy.Aft CruiserStern*	4816 — 2824					1938	Kawasaki Dkyd.Co.Ld Kobe	TaisyoKisenK.K.	384·4	52·5	29·4	Kobe Japanese	2 steam turbinesDRgeared to 1 sc. shaft 450NHP KawasakiDkydCoLdKobe		C
33070 15821 JBRC	— Ⓟ (*ex*TaishoMaru-38, *ex*Aska) 1*Dk&Shade dk*	797 626 408	☩ 10,89 ✠	Cly	*i*		1889 10mo	AilsaS.B. Co. Troon	OgawaGomei Kaisha	195·5 BK7½"	28·3	19·0	Seido Japanese 5*BHCem*	T.3Cy.16",26"&42"-30" 97NHP 1DB,4*cf*,GS78 Dunsmuir&Jackson,Gls.	12 ″ 3	
33071 21138 JQBE	**Taisyo Maru No. 1** Wood (*ex*TaishoMaruNo.1-38) 2*Dks*	605 577 373					1917	ToyoHogei Osaka	NipponHogeiK.K.	172·8	25·2	17·9	Nishino-miya Japanese	T.3Cy.12",19"&32"-22" 48NHP OnoZosensho,Osaka		
33072 23908 JEBI	**Taisyu Maru** Ⓟ (*ex*TaishuMaru-38) 1*Dk*	1220 1034 649					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0 Q65'F33'	34·0	21·0	Shinagawa Japanese	T.3Cy.16½",27½"&45"-30" 111NHP TokyoKikaiSeisakuJoTok		
33073 37490 JUIH	— Ⓟ (*ex*TaishuMaru-38) *OilEng.* 2*Dks* *CruiserStern*	516 387 303					1932	Amagasaki S.B.Co. Osaka	Amagasaki KisenbuGomei Kaisha	160·0 F25'	25·0	15·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.13¾"-20½" 110NHP MitsuiZosenKaisha,Ld. Kob.		
33074 CBTF	**Taitao** (*ex*Araucano-38, Ⓟ *ex*Americano) *ss*B.AsNo.3-10,28 *Well deck* 1*Dk*	700 — 338	☩ ... 4,33 ✠				1921 11mo	G.Brown &Co. Greenock	ChilianState Railways	170·0 P&B109'F30' FK	30·1	12·3	Valparaiso Chilian *WB*	T.3Cy.14",23"&37"-24" 108NHP W.Beardmore&Co.Ld. Coatbridge	13 ″ 6	
33075 40879 JZIH	**Taito Maru** 2*Dks*	4467 4033 2582					1935	Mitsubishi Jukogyo K.K Nagasaki	OsakaSyosenK.K.	357·0 B79'F38'	49·2	32·8	Osaka Japanese *WB*	2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K. Nag.		
33076 21035 JFTD	— Ⓟ *ss*Kob.No.3-3,30 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in forehold*	2727 2372 1896	☩ ... 4,34 ✠	Kob			1917 9mo	Harima Dyk.Co.Ld. Aioi,Harima *CellD*	TaitoKisenK.K.	284·0 P16'B56'F27' FK *B*230'671*tFPT*139*t*	44·8	24·0	Hasidate Japanese 4*BHCem* *APT*44*t*	T.3Cy.22",37"&61"-42" 281NHP 2SB,6*cf*,GS93,HS3680 KobeSteelWorks,Ld.Kobe	21 ″ 0	C †
33077 1754 JTCD	**Taityu Maru** Ⓟ (*ex*TaichuMaru-38) *ss*Kob.No.3-6,10 *ss*Kob.No.1-15 1*Dk&Spar dk&Web frames*	3213 2534 1521	☩ ... 5,20 ✠				1897 9mo	Sir J.Laing Sunderland	OsakaSyosenK.K.	330·0 P36'B150'F37' 24·7 FK	44·0	16·9	Osaka Japanese *WB*	T.3Cy.28½",47½"&79"-48" 589NHP J.Dickinson&Sons,Ld.Sld.	27 ″ 7	
33078 15845	**Taiun Maru No. 6** Sp 1*Dk*	601 519 383					1913	OsakaIron Works Osaka	NagaiUnyuGoshi Kaisha	167·5 *WB*	26·4	14·8	Nishino-miya Japanese	T.3Cy.11⅝",19$\frac{1}{16}$"&32"-22" E&B*made*11 48NHP HaradaShokoGoshiKaisha		
33079 18656 JPUE	**Taiun Maru No. 9** 1*Dk*	1004 913 701					1915	Aizawa Iwakichi Osaka	HounKisen K.K.	210·0 *WB*	30·0	20·0	Nishino-miya Japanese	T.3Cy.13⅜",21$\frac{1}{16}$"&36⅛"-27" 67NHP OsakaIronWorks,Osaka		
33080 LDKA	**Taiwan** TwinSc *OilEng.* *ss*Got.No.3-10,36 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5500 4994 3389	☩100A1 *withfreeboard* 11,38 ✠LMC CS10,36 DBS6,39 7,37 (SEE FOOT NOTE *)	Osl	*b*†	CL P11,38 S12,37 *Lloyd*	1924 7mo '*sA&CP*	Deutsche WerftA.G. Hamburg *CellDB*363'1196	Wilh.Wilhelmsen	426·8 F43' FK *Coll* *t DIa 'tween tunn*	55·2	27·6	Tönsberg Norwegian 7*BHptCem* *BH to Sh dk* 6 „ „ 2nd „ *els*89' 185*t D*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" NDB28-*100lb* 717NHP AlgemeineElec.Ges.Berlin *Tf*35'926*tFPT*95*tAPT*49*t*	30 ″ 6 S 4 ″ 2¼ 26 ″ 5¾	

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
33081 28445 JAHA	**Taiyo Maru** Ⓟ TwinSc (*ex*CapFinisterre) 3*Dks*&*Shelter dk* *Ref.Mchy.* *Fitted for oil fuel* D.F.	14457 8982 8523					1911	Blohm& Voss Hamburg	NipponYusenK.K.	560·0 H—B231'	65·3	31·2	Kobe Japanese *WB*	Q8Cy.$29\frac{1}{5}$",$43\frac{9}{32}$",$62\frac{1}{4}$"&$89\frac{3}{8}$" -$55\frac{1}{8}$" 1180NHP Blohm&Voss,Hamburg		C
33082 44587 JCWM	— (*ex*ChangFu-38, *ss*Shl.No.3-8,25 *ex*Phaethon-37, *ss*Bry.No.2-34 *ex*Greleden,*ex*Atherstone) 1*Dk*(*Stl*)	4168 — 3106	✠ — 5,38 ✠	Lgn	*x*		1913 7mo	Craig,Taylor&Co.Ld. Stockton	KaoruKikyo *CellDBa*127' *uE*&*B*40	370·0 P52'B&F289' FK *f*152'1152*tFPT*98*t*	51·4	24·1	Kobe Japanese 6*BHCem* *APT*207*t*	T.3Cy.26",$42\frac{1}{2}$"&$69\frac{1}{2}$"-45" 371NHP 2SB,6*cf*,GS123,HS5983 Blair&Co.Ld.Stockton	26 ″ 6	
33083 44884 JRBM	**Taiyu Maru** *Mchy.Aft*	1874 — 1092					1938	Osaka Zosensho, Osaka	UbeTissoKogyo K.K.	271·7 P85'F29'	40·0	20·3	Ube Japanese	T.3Cy.18",29"&50"-39" 156NHP KubotaIronWorks,Osaka		
33084 154038 GPJB	**Taiyuan** Ⓟ 2*Dks*	2994 2511 2100					1929	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	312·0 P41'Q43'B95'	45·2	22·7	London British *WB*	T.3Cy.$20\frac{1}{2}$",33"&53"-39" 175NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
33085 29719 JYWA	**Taizan Maru** Ⓟ (*ex*Bangala) *Ref.Mchy.* 3*Dks*(1*Stl*-ws&*UStl*-teaks)	3935 3141 2385	✠ 11,02 ✠	Gls	*y*		1902 11mo	A.&J. Inglis Glasgow	ToaKaiunK.K. *CellDBa*78' *uE*&*B*88'*f*138'591*t*	373·0 P74'B130'F88' FK *DTf*18' 412*t FPT*	45·2	26·5	Osaka Japanese 6*BHCem* 54*tAPT*27*t*	T.3Cy.33",55"&88"-54" 899NHP 5SB,15*cf*,GS325,HS14200 FD A.&J.Inglis,Glasgow	29 ″ 3	
33086 34112 JCMC	**Taizin Maru** Ⓟ TwinSc (*ex*TaijinMaru-38,*ex*Hallfried) *OilEng.* *ss*Kob.No.3-4,40 2*Dks*(*Stl-Weather dk pt* ws) *CruiserStern*	5155 4885 3642	100A1 *withfreeboard* 6,40 LMC CS4,40 DBS4,40 4,40	Smk	*y*	CL s5,39 P1,40	1922	Wrf.voorh. Rijkee&Co. Rotterdam	ShimomuraKisen K.K.(TaiyoKaiun K.K.*Mgrs.*) *CellDB*319'1016*t*	375·0 H272*t* FK *Tank in way of tunnels* 85*tFPT*	51·2	34·1	Hutyu Japanese 6*BH* (3*to 2nd dk*)	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{16}$"-$39\frac{3}{8}$" 563NHP DB100*lb* Werkspoor,Amsterdam 48*tAPT*90*t*	34 ″ 1 s 8 ″ $9\frac{1}{2}$ 25 ″ $10\frac{1}{4}$	
33087 32638 JTPB	— (*ex*TaijinMaru-38, *ex*Tune,*ex*Gijonès) *ss*Kob.No.3-4,27 *ss*Kob.No.1-31 1*Dk*(*Stl*)	1937 1682 1142	✠ ... 10,35 ✠	Osa	*r*		1916 8mo	American S.B.Co. Cleveland,O.	MoriheiKisenK.K. *CellDBa*&*uE*104'	251·2 P28'B64'F27' FK *f*96' 505*tFPT*67*t*	43·6	18·2	Amagasaki Japanese 4*BHCem* *APT*77*t*	T.3Cy.20",33"&54"-40" 274NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 2	C †
33088 23072 JARB	**Taizyun Maru** (*ex*TaijunMaru-38) 1*Dk*	1274 1048 871					1918	Uchida S.B&E.Co.Ld Yokohama	HatiumaKisen K.K.	228·0 P15'B54'F27'	33·0	18·7	Hutyu Japanese *WB*	T.3Cy.$14\frac{1}{2}$",$24\frac{1}{2}$"&40"-30" 88NHP UchidaS.B.&E.Co.Ld.Yka		
33089 40035 JFPJ	**Taka Maru** Ⓟ *OilEng.* *Mchy.Aft* *CruiserStern*	302 — 218					1935	Urabe Zosen Tekkosho Osaka	KimuraKenShoten	119·9 P40'	23·0	11·5	Seidomura Japanese	Oil Engines 2S.C.SA 4Cy.14"-$15\frac{3}{4}$" 138NHP KobeHatsudokiK.K.Kobe		
33090 33627 JBTC	**Takamisan Maru** *OilEng.* *Mchy.Aft* *ss*Kob.No.2-37 1*Dk*(*Stl*)	1992 1651 1099	✠100A1 3,40 LMC CS12,37 DBS3,40 3,40	Tama	*r*	CL 3,40	1928 6mo *Lloyd's*A&CP	MitsuiBussanKaisha Tama	MitsuiBussan Kaisha,Ld. *CellDB*213'471*tFPT*	275·5 P64'B28'F34' FK	40·7	21·0	Kobe Japanese 4*BHptCem* 104*tAPT*36*t*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{8}$" 224NHP DB80*lb* MitsuiBussanKaishaTama	21 ″ 0 s 3 ″ 0 18 ″ 2	
33091 32733 JPOB	**Takao Maru** Ⓟ *ss*Osa.No.2-35 2*Dks*(*Stl-Wthr dk* ws)3*rd dk*(*Stl*) *inNos.*1,3&4*holds*	4282 3857 2517	✠ ... 8,38 ✠	Osa	*w*		1927 5mo	Uraga DockCo. Uraga	OsakaSyosenK.K. *CellDB*297' 711*t FPT*37*t*	355·6 B30'F37' FK *Coll*	48·5	32·5	Osaka Japanese 6*BHCem* *BHto W dk* *APT*18*t*	2 steam turbinesDRgeared to 1 sc. shaft 4SB,12*cf*, 732NHP GS231,HS9080 Mitsubishi ZosenKaisha,Ld.Nag.	32 ″ 6	
33092 31361 JFZB	— (*ex*Muristan) *ss*Kob.No.3-10,29 *ss*Kob.No.2-38 1*Dk*(*Stl*)&2*nd dk* (*Stl*)*inNos.*1,2&4*holds*	3204 2817 1941	✠ ... 3,41 ✠	Kob	*u*		1920 1mo	J.Priestman&Co. Sunderland	KawasakiKisen K.K. *CellDB*278'749*t*	331·3 P33'B98'F28' FK *FPT*113*tAPT*122*t*	46·8	23·2	Kobe Japanese 5*BHCem*	T.3Cy.25",41"&68"-45" 358NHP 3SB,9*cf*,GS156,HS5826 G.Clark,Ld.Sunderland	25 ″ 6	
33093 27708 JNKD	**Takaoka Maru** TwinSc *ss*Osa.No.3-5,32 *ss*Kob.No.2-40 2*Dks*(*Stl*)	7007 6443 4327	✠100A1 4,41 ~~4,40~~ BS4,41 ✠LMC4,40 *Fitted for oil fuel*4.23	Kob	*b*†	CL P10,40 S4,40 *F.P. above* 150° F.	1920 12mo *Lloyd's*A&CP	Yokohama DockCo. Yokohama	NipponYusenK.K. *Cell DB*392' 1356*t* *DTa*42' 1337*t*	445·0 461·0(O.L.) P35'B138'F35' FK *DTf*30'1040*t FPT*	58·0	34·0	Tokyo Japanese 7*BHCem* 73*tAPT*58*t*	T.6Cy.20",$33\frac{1}{2}$"&56"-48" (*s*) 200lb 632NHP 4SB,12*cf*,GS225,HS9200 FD YokohamaDockCo.	34 ″ 0 s 7 ″ $8\frac{1}{2}$ 26 ″ 8	
33094 14161 JDMB	**Takaosan Maru** *ss*Kob.2ndNo.3-12,35 *ss*TamaNo.1-40 *Cantilever framed* *Mchy.Aft* *Topside tanks* 1*Dk*(*Stl*)	2076 1703 1114	✠100A1 3,41 ✠LMC3,41	Tama	*r*	CL 2,40	1911 5mo *Lloyd's*A&CP	J.Priestman&Co. Sunderland	MitsuiBussan Kaisha,Ld. *CellDBuE*&*B*43'*f*196'529*t* *FPT*64*t*	275·0 P73'B16'F28' FK *APT*30*t Topside tanks* 155'350*t*	42·0	18·1	Tokyo Japanese 4*BHCem*	T.3Cy.21",35"&57"-39" (*s*) 180lb 240NHP 2SB,6*cf*,GS120,HS3963 Blair&Co.Ld.Stockton	20 ″ 6 s2 ″ $10\frac{1}{2}$ 17 ″ 10	
33095 43182 JJUL	**Takasago Maru** Ⓟ TwinSc D.F. *Ref.Mchy.* 3*Dks* *Cruiser Stern*	9347 6850 4493					1936	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	462·6 F36'	60·7	38·1	Osaka Japanese *WB*	4DRgeared steam turbines 1416NHP MitsubishiJukogyoK.K. Nag.		
33096 35925 JNNH	**Takasima Maru** 1*Dk*	494 389 247					1930	Harima SB.&E.CoLd. Harima	IinoKisenK.K.	150·0	27·0	14·7	Tokyo Japanese	T.3Cy.11",19"&32"-21" *E made*18 45NHP MeijiKosakusho,Kobe		
33097 33759 JWIH	**Takatiho Maru** Ⓟ TwinSc (*ex*TakachihoMaru-38) *ss*Kob.No.1-38 *Ref.Mchy.* 3*Dks*(*Stl-Weather dk*-ws& *Orlop dk*(*Stl*)*inNos.*1&2*holds*) *CruiserStern*	8154 6442 4316	✠ ... 12,38 ✠	Kob	-		1934 1mo	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaSyosenK.K. *CellDB*378'1117*t* *'tween dk tanks in ER*92*tFPT*49*t*	453·3 F48' FK	59·0	37·0	Osaka Japanese 7*BHCem* *APT*130*t*	4 steam turbinesDRgeared to 2 sc. shafts 1430NHP HS17591 7SB(Spt),21*cf*,GS448, MitsubishiZosenKaisha Ld.Nag.	37 ″ 0	
33098 43364 JWAL	— (*ex*TakachihoMaru-38) *Oil Eng.* 1*Dk*	343 — 161					1937	Harada ZosenK.K. Osaka	NanboKisenK.K.	130·2	23·0	13·0	Tokyo Japanese	Oil Engines		
33099 34134 JNHH	**Takatori Maru No. 1** (*ex*Takatori Maru) *Carrying oil in bulk* 1*Dk*	879 732 501					1928	IinoShoji K.K. Osaka	IinoKisenK.K.	195·0	31·0	16·5	Tokyo Japanese	T.3Cy.		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7ª Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33100 36828 JAVE	**Takatori Maru No. 2** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	521 378 214					1931	Harima S.B.&Eng. Co.Ld. Harima	IinoKisenK.K.	170·4 P61'F16'	29·0	12·5	Tokyo Japanese	Oil Engines 4S.C.SA. 6Cy.$14\frac{3}{16}$"–$22\frac{1}{16}$" 117NHP KobeSteelWorks,Kobe		
33101 34393 JPCF	**Take Maru** - 1*Dk*	1264 992 699					1929	Tatsugi Zosensho Wakamatsu	TaiheiyoGyogyo K.K.	228·0	31·0	19·0	Shimonoseki Japanese	T.3Cy.		
33102 45325 JZSM	**Takegawa Maru** *Mchy.Aft* 1*Dk*	1931 1550 1065					1938	Tsurumi SeitetsuZosen K.K. Yokohama	KawasakiKisen K.K.	271·6 P87'F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18",29½"&50"–39" HS4155 228NHP TsurumiSeitetsuZosen K.K.Yka.		
33103 27697 JTUD	**Taketoyo Maru** TwinSc *ss*Kob.No.3-7,32 *ss*Kob.No.1-36 2*Dks*(*Stl*)	6965 6443 4288	✠100A1 11,40 ✠LMC11,40 *Fitted for oil fuel* 4,23 *F.P. above* 150° F	Yka	*b*†	CL S8,38 P11,40	1920 10mo	Yokohama DockCo. Yokohama *Lloyd's A&CP*	NipponYusenK.K. *CellDB*389'1351*t* *DTa*42'1320*t* *DT'sf*45'1487*tFPT*71*tAPT*56*t*	445·0 P35'B138'F35' FK	58·0	34·0	Tokyo Japanese 7*BHCem*	T.6Cy.20",33½"&56"–48"(*s*) 200lb 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
33104 19784 JHJC	**Taki Maru** 1*Dk*	1244 1012 741					1916	OsakaIron Works,Ld. Osaka	IinoKisenK.K.	220·0 P23'B44'F24'	33·5	18·5	Tokyo Japanese *WB*	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWorksLd.Osaka		
33105 147685 GKLB	**Takliwa** Ⓟ TwinSc *ss*Bom.No.3-2,36 *ss*Bom.No.1-40 D.F. 3*Dks*(*Weather dkStl*-teaks *Ref.Mchy.* 2*nd dkStl*-ws3*rd dkStl*)	7936 5879 3742	✠100A1 *withfreeboard* 9,41 ~~2,41~~ BS2,41 ✠LMC2,40 *Fitted for oil fuel* 7,24 *F.P. above* 150° F.	Bom	*d*†	CL 2,41	1924 7mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*386'1239*tDT'tween tunnels*36'78*t* *FPT*108*tAPT*139*t*	450·7 B207'F48' FK	60·2	29·6	London British 8*BHCem* *Collision BHtoW dk*	T.8Cy.25",42½"&(2)51"–51" 215lb (*s*) 1376NHP 7SB,*28cf*,GS526,HS21882FD Barclay,Curle&Co.Ld.Gls.	33 ″ 0 s6 ″ 2½ 27 ″ 3	
33106 157533 VPTM	**Takoradian** Now sailing as "St. Paul" *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *pt 3rd dk in No. 2 hold* *CruiserStern*	5452 4388 3106	✠100A1 *withfreeboard* 3,40 ✠LMC7,37 DBS(WTB)7,38 *Carrying vegetable oil in deep tank* SURVEYS DELAYED	Sou	*b*†	CL	1937 7mo	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G *Lloyd's A&CP*	Elmina,Ld. (UnitedAfricaCo. Ld.*Mgrs.*) *CellDB*349'1404*t MT's*23'845*t* *FPT*206*t APT*165*t*	423·6 438·9(O.L.) F45' FK	56·7	23·7	Freetown, S.Leone British 7*BHptAsp* (*Coll to Sh dk* 6 „2*nd*„)	2 Oil Engines SR geared to 1 sc. shaft 2S.C.SA 12Cy.$16\frac{9}{16}$"–$22\frac{13}{16}$" 577NHP DB*100lb* 2DB(WTB)*100lb* Deutsche-Schiff.-uMschb. A.G.Weser,Bmn.	26 ″ 2 s 2 ″ 4 24 ″ 0½	
33107 159440 VPJF	**Taksang** Ⓟ *ss*H.Kg.No.1-39 D.F. 2*Dks* *CruiserStern*	3471 2813 1894	✠100A1 *withfreeboard* 1,41 ~~10,40~~ BS2,42 ✠LMC10,39	~~HKg~~ Cal	*u* $1\frac{11}{16}$	CL 10,40	1935 7mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	Indo-ChinaSteam Nav.Co.Ld. *CellDB*265'558*t FPT*31*tAPT*68*t*	314·7 325·0(O.L.) B85'F37' FK	48·1	25·2	HongKong British 6*BHCem*	T.4Cy.21½",34½"&(2)44"–42" & exhaustTurbine driving steam compressor 220lb (*s*) 530NHP 3SB,*9cf*,GS165,HS7710 FD D.Rowan&Co.Ld.Gls.	27 ″ 0 s 8 ″ 9½ 18 ″ 6	
33108 225292 KFZJ	**Taku** (*ex*Ormes-39) *ss*N.Yk.No.3-5,33 *ss*Sea.No.2-41 ~~*ss*N.Os.No.1-36~~ 1*Dk*(*Stl*)& *Awng dk*(*Stl*-ws)3*trB*	~~1362~~ ~~1185~~ ~~768~~ 1364 1185 771	✠100A1 *Awng dk* *withfreeboard* ~~4,41~~ ~~1,40~~ 11,41 ~~9,41~~ ✠LMC4,41 ~~BS4,41~~ ~~BS1,40~~ ~~✠LMC10,39~~ *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Sea	*o*	CL ~~2,38~~ x4,41	1920 12mo	ToddShipyardsCorp. (TeboPlant) BrooklynNY A&CP	AlaskaTransptn. Co. *CellDB* 165'177*tDTf*17'242*tFPT*18*tAPT*22*t*	227·0 21·3 FK	33·7	13·7	Ketchikan Utd.States *ptCem* *Collision BHtoAw dk* 4 „ „ *Up* „	T.3Cy.19",32"&52"–36"(*s*) 180lb 245NHP 2SB,*6cf*,GS200,HS3780 FD WhiteFuelOilEngineering Co.NewYork	23 ″ 7 s7 ″ 3 16 ″ 9	
33109 44043 JZIL	**Takuen Maru** (*ex*Fort Armstrong-38) 1*Dk*2*trBin fore&after* *holds&Web frames* *Fitted for oil fuel*	3276 — 1910	✠ … 6,21 ✠				1920 5mo	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0 P30'B90'F35' FK	46·2	25·0	Osaka Japanese *WB*	DR geared steam turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	C †
33110 33186 JBEC	**Takusan Maru** (*ex*UnyoMaru No.6-39, *ex*TsukumoMaru-32, *ex*Joh.Ludw.Mowinckel,*ex*Spennymoor) *ss*Kob.2ndNo.3-4,28 1*Dk&deepframing*	2753 2559 1980	✠ … 6,31 ✠				1905 5mo	J.Blumer& Co. Sunderland	TomoeGumiKisen K.K.	314·0 P28'B90'F32' FK	46·2	23·0	Tokyo Japanese *WB*	T.3Cy.23",38"&62"–42" 257NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 0	
33111 44034 JZEL	**Takusei Maru** (*ex*Tashmoo-38) 1*Dk*2*trBin fore&after* *holds&Web frames* *Fitted for oil fuel*	3514 — 2062	✠ … 6,20 ✠				1919 3mo	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0 P30'B90'F35' FK	46·2	25·0	Osaka Japanese *WB*	DR geared steam turbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	C †
33112 LJCP	**Talabot** *OilEng.* *ss*Liv.No.1-40 D.F. E.S.D. 1*Dk&Shelter dk* GyC. 3*rd dk except in after holds* *CruiserStern*	6798 5992 4178	✠100A1 *withfreeboard* 4,41 ~~6,40~~ ✠LMC CS10,40 DBS~~9,39~~9,41 8,40 *Carrying oil F.P. above* 150° *F. in deep* *tank & tanks in way of tunnel*	~~Liv~~ Alx	*e*† 2¼	CL 12,38	1936 3mo	Götaverken A/B Gothenburg *Lloyd's A&CP*	Wilh.Wilhelmsen *CellDB*339'1609*t MT*30'1456*t* *Tanks in way of tunnel*442*tFPT*77*tAPT*163*t*	479·1 P42'F48' FK	62·3	28·9	Tonsberg Norwegian 7*BH* (*Coll to Sh dk* 6 „2*nd*„)	Oil Engines 2S.C.DA 7Cy.$24\frac{7}{16}$"–55⅛" 1436NHP DB*100lb* GötaverkenA/B,Got.	31 ″ 7 s 4 ″ 1¾ 27 ″ 7½	
33113 140525 MGWD	**Talacre** K *Mchy.Aft* *ss*Bkn.No.3-3,30 *ss*Bkn.No.2-38 1*Dk*(*Stl*) *Cargo battens not fitted*	301 211 117	✠100A1 7,41 BS7,41 ✠LMC4,38	Liv	*d*	6,40	1917 8mo	Crabtree& Co.Ld. GtYarmouth *Lloyd's A&CP*	Point ofAyr Collieries,Ld.	130·5 137·7(O.L.) Q48'B9'F16' FK *FPT*45*tAPT*30*t*	23·2	9·5	Liverpool British 3*BHCem*	C.2Cy.16"&33"–22"(*s*) 130lb 45RHP 1SB,*2pf*,GS35,HS1261 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 8½ 9 ″ 11	
33114 231349 KDCC	**Talamanca** Ⓟ TwinSc 4*Dks* D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* GyC.	6963 — 3188					1931	NwprtNws S.B.&D.D.Co NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·4 P36'B&F348'	60·2	24·0	NewYork Utd.States *WB*	2SteamTurbines connect'd toElec.Motor&Sc.Shafts GeneralElectricCo. Schenectady,N.Y.		R
33115 147734 GKNM	**Talamba** Ⓟ TwinSc *ss*H.Kg.No.3-3,38 D.F. 3*Dks*(*Stl-Weather dk* teaks) *Ref.Mchy.*	8018 5979 3844	✠100A1 *withfreeboard* 6,41 ~~10,40~~ BS3,41 ~~BS3,40~~ ✠LMC3,38 *Fitted for oil fuel* 10,24 *F.P. above* 150° F.	Bom	*d*†	CL S12,39 P10,40	1924 10mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld. *CellD B*386'1244*tFPT*94*t* *APT*110*t*	450·8 466·2(O.L.) B207'F49' FK	60·3	29·7	London British 10*BHptCem* *Collision BH to W dk*	T.8Cy.25",42½"&(2)51"–51" 215lb (*s*) 1376NHP 7SB,*28cf*,HS21882 FD Hwthrn,Leslie&CoLd.Nwc	33 ″ 0 s 5 ″ 9¾ 27 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Matériaux, Gréement, etc. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.R.of Trade.
33116 PHWI	**Talang Akar** *Mchy.Aft*	ssSng.No.3–9,38 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	2046 1569 1108	✠100A1 9,41 ~~1,41~~ ~~BS1,41~~ ✠LMC9,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,26 *F.P. above* 150° F.	Sba BS9,41	*s*	CL ~~11,37~~ 9,41	1926 10mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	N.V.Nederlandsche KolonialeTank- vaartMaats. *CellDB*	280·0|47·1|16·2 P68'B22'F40' FK *uE&B*43'112*tFPT*	Palembang Dutch 11*BHptCem* 165*tAPT*53*t*	T.3Cy.19",30"&49"–36" (*s*) 180lb 230NHP 2SB,4*cf*, ,HS3649 FD Richardsons,Westgarth& Co.Ld.Hpl	16 ″ 6 s 2 ″ 2 14 ″ 6½	
33117 137907 VGTC	**Talaralite** *Mchy.Aft* D.F.	ssHfx.No.3–5,30 ssSt.J.No.2–37 1*Dk*(*Stl*)& *Web frames*	2631 2063 1394	✠100A1 10,41 ~~1,40~~ Examined 10,41 BS4,42 ✠LMC12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,18 *F.P. above* 150° F.	~~St.J~~ Hfx	*r*	CL 4,40	1918 4mo A&CP	TheColl- ingwood S.B.Co.Ld. Collingwood	ImperialOil,Ld., MarineDepart- ment (H.J. Rahlves,*Mgr.*) *CellDB*	250·0|43·8|23·5 P73'F35' FK *uE & B* 44'97*t FPT*	Montreal British 10*BHptCem* 446*tAPT*80*t*	T.3Cy.18",30"&50"–36" (*r*) 180lb 211NHP 2SB,6*cf*,GS110,HS3910 CollingwoodS.B.Co.Ld.	25 ″ 0 s 2 ″ 7½ 22 ″ 7¾	
33118 YTEN	**Talas** (*ex*Fina–32,*ex*Hocking, *ex*Grönland,*ex*Ameland, *ex*Parklands)	ssRot.No.2–03 1*Dk*(*Irn*)2*trB* & *Web frames*	2480 2322 1554	✠ 11,06 ✠	Rot	*l*		1895 5mo	W.Gray& Co.Ld. WHartlepool	Parobrodarsko DrustvoGrgic s.o.j. *CellD*	304·0|44·0|20·7 P27'B68'F31' FK *Ba*102' *u E*22'*f*120'	Vranjic Yugoslav 5*BHCem* 654*tAPT*59*t*	T.3Cy.23",36½"&62"–39" 239NHP 2SB,6*rf*,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	23 ″ 2	V †
33119 LJPK	**Talisman** D.F. E.S.D. GyC.	TwinSc *OilEng.* 1*Dk*&*Shelter dk* *3rd dk except in after holds* *CruiserStern* *Part electrically welded including* *butts of shell & deck plating*	6701 5891 4056	✠100A1 *withfreeboard* ~~5,41 7,40~~ 1,42 DBS5,41 ✠LMC10,37 *Carrying cargo oil F.P. above* 150° F. *in deep tank & tanks in way of tunnels*	NYk	*e*† 2¼	CL 7,40	1937 10mo	Kockums M.V.Aktieb. Malmö *Lloyd's A&CP*	Wilh.Wilhelmsen *CellDBuE* &*F*276'1117*tMT*30'1442*t* *Tanks in way of tunnels* 1122*t FPT*75*t*	479·1|62·3|28·8 498·0(O.L.) P42'F44' FK	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Shdk* 6 ,, 2*nd* ,,) *APT*191*t*	Oil Engines 2S.C.DA 14Cy.23⅝"–43$\frac{5}{16}$" 2722NHP DB*100lb* KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 0½ 27 ″ 7¾	
33120 164056	— Ⓟ	Pad *OilEng.* 1*Dk*	544 327 211					1935	A&J.Inglis Ld. Glasgow	London&North EasternRly.	215·5|27·5| 8·7	Glasgow British	Oil Engines 4S.C.SA & electric drive 32Cy.10"–12" 312NHP EnglishElectricCo.Ld. Stafford		
33121 1413 PHWK	**Talisse** Ⓟ D.F. E.S.D.	3Mst *OilEng.* ssSba.No.2–38 3*Dks*(*Stl–U*teak s) 4*th dk*(*Stl*)*inNo.1hold*	8169 7380 4931	✠100A1 ~~8,41 12,41 10,41~~ 4,42 ✠LMC CS11,38 DBS2,41 11,38 *Fitted for carrying oil* 6,30 *F.P. above* 150° F. *in deep tank aft* *Carrying oil F.P. above* 150°F. *in forward deep tanks (in Nos.1 & 3 holds)*	~~Sba~~ ~~Bal~~ NYk	*d*†	CL 2,41	1930 7mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd's A&CP*	Stoomv.Maats. Nederland *CellDB*393'	468·8|62·3|32·6 P40'B160'F57' FK 1675*t* *DTa*32'1124*tFPT* *DTsf*(*inNos.1&3holds*)65'&56'	Batavia Dutch 8*BHptCem* (1,, *to 2nd dk*) 115*tAPT*51*t*	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"–56$\frac{11}{16}$" 1450NHP NDB34(*Upr*)*100lb* DB*145lb* SulzerBros.Winterthur 2060*t*	36 ″ 6 s 7 ″ 7¼ 29 ″ 1¼	
33122 147875 GJXN	**Talma** Ⓟ D.F. *Ref.Mchy.*	ssBom.No.1-41 ssCal No.3–2,35 3*Dks*(*Stl*–weather teak s) *Cruiser Stern*	10000 8060 6154	✠100A1 *withfreeboard* 9,41 ~~2,4~~ BS9,41 ✠LMC2,35	~~Bom~~ Bom	*d*†	CL 2,41	1923 9mo	Hawthorn Leslie&Co.Ld Newcastle *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld. *CellD B*393'1536*tDTa*50'	451·0|59·3|36·8 P48'B213'F43' FK 746*t Tanks at sides*	Glasgow British 8*BHptCem* *of tunnel* 87	Q.4Cy.29",41½",59"&85"–54" 215lb (*s*) 900NHP 4SB,16*cf*,GS330,HS13792FD Hwthrn,Leslie&C.Ld.Nwc. *tFPT*155*tAPT*48*t*	40 ″ 0 s 13 ″ 4¼ 27 ″ 1¼	
33123 78 SUBH	**Talodi** Ⓟ D.F.	1*Dk*&*Shelter dk* *Fitted for oil fuel*	1578 — 770	✠ ... 8,32 ✠				1928 7mo	A.Stephen &Sons,Ld. Glasgow	PharaonicMail Line,S.A.E.	236·6|39·4|16·0 B80'F26' FK	Alexndria Egyptian *WB*	T.3Cy.17½",29"&47"–30" 181NHP A.Stephen&Sons,Ld.Gls.	18 ″ 4	V †
33124 916 CBTT	**Taltal** Ⓟ (*ex*Pladda) *Well deck*	Iron 2*Dks*	1196 900 617	✠ ... 8,93 ✠				1889 5mo	WBThmp- son&Co.Ld. Dundee	Soc.Anon. MaritimaChilena	243·0|33·7|15·9 P144'F50'	Valparaiso Chilian *WB*	T.3Cy.23",38"&61"–48" 258NHP WBThompsn&Co.Ld.Dun	16 ″ 11	
33125 131411 GPZN	**Talthybius** Ⓟ D.F.	TwinSc 3*Dks*	10254 9577 6492					1912	Scotts'S. B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs*)	506·0|60·3|39·5 F75'	Liverpool British *WB*	T.6Cy.23",38½"&65"–48" 586NHP Scotts'SB&EngCo.Ld.Grk		PT till 5,42
33126 153895 VJNQ	**Talune**	ssSyd.No.2–39 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in forward hold*	2742 2166 1498	✠100A1 ~~5,41 12,40~~ 3,42 ✠LMC MS5,38 BS1,41 *Fitted for oil fuel* 2,30 *F.P. above* 150° F.	Syd	*u*	CL 5,40	1930 2mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's A&CP*	UnionS.S.Co.of NewZealand,Ld. *Duct keel forward* *CellDB*258'598*t* *way of*	315·7|45·5|19·9 P&B165'F50' FK *of machinery space* *Tanks in* *tunnel*277*tFPT*78*t*	Hobart British 5*BHptCem* *APT*53*t*	T3Cy 23½",40½"&66"–45"(*s*) 200lb 432NHP 2SB,8*cf*, ,HS6345 FD D&WHendersn&CoLdGls.	22 ″ 3 s 2 ″ 6 19 ″ 11¾	
33127 22013 JFID	**Tama Maru** Ⓟ	ssKob.No.1–24 1*Dk*(*Stl*)2*nd dk*(*Stl,except* *inNo.2hold*)	3052 2608 1840	✠ 8,27 ✠	Yka	*u*		1918 3mo	MatsuoIrn Wks.&Dkyd Nagasaki	NipponYusenK.K. *CellD*	311·0|44·2|27·0 P21'B78'F41' FK *B*264' 622*t FPT*82*t*	Tokyo Japanese 5*BHCem* *APT*78*t*	T.3Cy.22",37"&61"–42" 262NHP 2SB,6*cf*,GS114,HS4033 MatsuoIronWorks&Dkyd	27 ″ 0	
33128 29695 JXVB	— Ⓟ	1*Dk*	801 638 419					1924	KobeSteel Works HarimaDkyd	KitaKyushu SyosenK.K.	200·4|31·0|17·0 F27'	Fukuoka Japanese *WB*	T.3Cy.15½",26"&42½"–32" 102NHP KobeSteelWorks		
33129 45388 JCFN	— *Mchy.Aft*	*Oil Eng.* *CruiserStern*	397 — 272					1939	Mitsubishi JukogyoK.K Hikoshima	SankyoKaiunK.K.	141·0|24·6|11·8	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.11⅝"–17$\frac{5}{16}$" 79NHP HanshinTekkosho,Kobe		
33130 21139 JQCE	**Tamae Maru** Ⓟ (*ex*TamayeMaru–38)	1*Dk*	937 787 537					1917	Nitta Nakataro, Osaka	Amagasaki KisenbuGomei Kaisha	190·0|31·0|18·5	Osaka Japanese *WB*	T.3Cy.13",22"&36"–27" 68NHP YoshidaTekkosho,Osaka		
33131 45447 JUZM	**Tamagawa Maru** D.F.	*Oil Eng* 2*Dks* *CruiserStern*	6441 5757 4814					1938	Mitsubishi JukogyoK.K Yokohama	ToyoKaiunK.K.	439·4|58·3|32·0 P36'B168'F39'	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NHP MitsubishiJukogyoK.K. Yka.		C
33132 136063 GNBG	**Tamaha** *Mchy.Aft* D.F	3Mst ssAms.2ndNo.3–1,39 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6496 5816 4047	✠100A1 5,41 BS5,41 ✠LMC1,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,14 *F.P. above* 150° F.	CTn	*u*†	CL 6,40	1914 6mo	SirR Dixon &Co.Ld. Middlesbro' *Lloyd's A&CP*	Socony-Vacuum Transportation Co.Ld. *CellDBuE* *DTf* 45'577*t*	420·5|54·4|32·6 P118'B28'F47' FK &*B*80'279*t* *FPT*120*tAPT*210*t*	London British 17*BHptCem* 11 *to Upr dk* 6 ,, 2*nd* ,,	Q.4Cy.24",35",50½"&73"–51" 220lb (*s*) 526NHP 3SB,9*cf*,HS7125 FD N.E.MarineEngCoLd.Nwc	32 ″ 8 s 6 ″ 1 26 ″ 9¼	
33133 34436 JDWC	**Tamahime Maru** (*ex*WarSpray)	ssMel.No.2–27 1*Dk*	3081 2834 1846	✠ ... 7,29 ✠				1918 6mo	R.Thomp- son&Sons,Ld Sunderland	HamaneSyoten K.K.	331·3|46·8|23·2 P38'B98'F28' FK	Tarumi Japanese *WB*	T.3Cy.25",41"&68"–45" 429NHP J.Dickinson&Sons,Ld.Sld.	25 ″ 6	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of T.
33134 151506 ZMBC	**Tamahine** Ⓟ TwinSc ssWln.No.3-9,37 2Dks(Stl-Wthr dk pt teaks) ssWln.No.1-41	1989 1561 803	✠100A1 withfreeboard For service between Wellington & Lyttelton,N.Z. 9.41 ~~12.40~~ ✠LMC BS9,41 MS12,40 Fitted for oil fuel 10,25 F.P. above 150° F.	Wln	r	CL 8,39	1925 10mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	UnionSS.Co.ofNew Zealand,Ld. CellDB195'201t Tanks between tunnels 28t FPT18tAPT50t	262·9 274·7(O.L.) FK Coll	40·2	22·2	Wellingtn British 6BHptCem BH to W dk	T.8Cy.18",29"&(4)33"-27" 190lb (s) 440NHP 2SB,8cf,HS7400 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 3 s 11 ″ 0 13 ″ 7½	
33135 24730 JIWD	**Tamahoko Maru** (exYoneMaru-32) ssKob.No.3-8,37 2Dks(Stl)&Shelter dk(Stl) ssInn.No.1-41	6780 6507 5056	✠100A1 Shelter dk withfreeboard 6,41 ~~5,40~~ ✠LMC~~6,40~~ 6,41	~~Kob~~ Inn	a†	CL 5,40	1919 3mo	Harima Dckyd.Co.Ld Harima A&CP	KaiyoKisenK.K. (YamashitaKisen K.K.Mgrs.) CellDB372'1142t FPT148tAPT74t	425·0 FK Coll	53·6	37·5	Kobe Japanese Cem BH to Sh dk 6 „ „ U „	T.3Cy.~~27~~ 27¼",45"&75"-51" (s) 190lb 555NHP 3SB,9cf,GS192,HS7974 FD KobeSteelWorks,Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
33136	**Tamandare** (exMormacport-40, exCity of Fairbury-38) 2Dks&Shelter dk D.F. E.S.D. Fitted for oil fuel GyC. Sub.Sig. Webframes	4942 — 3077	✠ … 9,20 ✠				1919 8mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 FK	54·2	27·6	R.Janeiro Brazilian WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
33137 7774 SIUN	**Tamara** TwinSc OilEng. ssGot.No.2-39 ~~ssGot.No.1-35~~ 1Dk(Stl)&Shelter dk(Stl-ws) D.F. 3rd dk(Stl)except in mchy.space&aftermost hold	6390 5564 3834	✠100A1 withfreeboard 12,41 ~~8,39~~ ✠LMC CS~~3,36~~ 9,41 DBS~~8,39~~ 9,41 ~~2,38~~ 4,40 Carrying vegetable oil in deep tank, inNo.4 double bottom tank & in after peak	Got	c†	CL ~~2,39~~ 12,41	1931 9mo Lloyd	Götaverken A/B Gothenburg 'sA&CP	A/B Svenska OstasiatiskaKomp. ~~(G.Borin,Mgr.)~~ (K.Nilsson,Mgr.) CellDB 368'1369t Tanks in way of tunnels93t MT28'892tAPT59t	437·1 455·9(O.L.) FK	57·0	28·5	Gothenbrg Swedish 8BHptCem (Coll to Sh dk 6 „ 2nd „ 1 „ 3rd „)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$66\frac{15}{16}$" DB85lb 700NHP GotaverkenA/B,Got.	31 ″ 6 s 4 ″ 2¼ 27 ″ 6	
33138 FOOF	— 4Dks Ref.Mchy. Fitted for oil fuel D.F. CruiserStern	3747 3453 2149					1936	Ch.&Atel. deProvence S.A. PortdeBouc	Cie.deNav. Fraissinet	330·8	48·0	22·0 30·3	Marseilles French WB	T.3Cy.$20\frac{5}{16}$",32⅜"&$53\frac{13}{16}$"-39⅜" & LP Turbine with DR gearing & hydraulic coupling 410NHP Ch.&Atel.deProvence,Msl.		
33139	**Tamare** TwinSc ssAru.No.3-12,41 ~~ssAru.No.2-37~~ Mchy.Aft 1Dk(Stl)	3046 2229 1631	✠100A1 ~~5,41~~ ~~10,40~~ 12,41 ~~BS11,40~~ ✠LMC~~7,34~~ 12,41 Carrying Petroleum in bulk Fitted for oil fuel 5,29 F.P. above 150° F.	Aru	u	CL ~~3,39~~ s5,41 P12,41	1929 5mo Lloyd	Harland&Wolff,Ld. Belfast 'sA&CP	Cia.dePetroleo Lago Side tanks a72'f 104'1824t FPT 83t APT75t	325·0 P69'F36' FK Trunk dk 220'	55·2	15·3	Maracaibo Venezuelan 7BHptCem	T.6Cy.14½",24"&38"-27" (s) 180lb 228NHP 2SB,6cf,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s 2 ″ 1¾ 14 ″ 0¼	
33140 144805 GFWX	**Tamaroa** Ⓟ TwinSc (exSophocles) ssGls.No.3-8,34 ssLon.No.1-38 2Dks(Stl)&Shelter dk (Stl-ws) Ref.Mchy. D.F. E.S.D. CruiserStern	12405 10194 7336	✠100A1 Shelter dk withfreeboard 2,42 ~~6,41~~ BS6,41 ~~BS6,40~~ ✠LMC2,38 ✠Lloyd'sRMC~~6,41~~ 2,42 ~~10,41~~ Fitted for oil fuel 9,26 F.P. above 150° F.	~~Gls~~ Avn	g†	CL s7,38 P6,41	1922 2mo Lloyd	Harland&Wolff,Ld. Belfast 'sA&CP	ShawSavill& AlbionCo.Ld. CellDB425'1822t Tanks at sides of Tunnels14'40t FPT175tAPT158t	500·4 P34'B226'F87'on Sheltr dk FK&BK2"	63·2	39·6	S'thamptn British Cem 9BHtoShdk 1 „ „ U „	4 Steam Turbines DR geared to 2 Sc. Shafts (s) 215lb 1334NHP 4DB(Spt)&1SB(Spt),27cf, GS569,HS24268 Harland&Wolff,Ld.Bel.	42 ″ 9 s 10 ″ 4½ 32 ″ 10	BT till ~~6,41~~ ~~11,41~~ 6,42
33141 47585 JSHO	**Tamasima Maru**	3560 — 2086					1940	Mitsubishi JukogyoK.K. Yokohama	IinoKisenK.K.	343·9	48·2	27·9	Kobe Japanese	Steam Engine		
33142 25085 JTPD	**Tamatu Maru** (exTamatsu Maru-38) ssKob.No.3-12,32 ssYka.No.2-40 2Dks(Stl)	4646 3927 3352	✠100A1 11,40 ✠LMC10,40	Yka	x	CL 10,40	1919 5mo	Uraga DockCo.Ld Uraga A&CP	SimataniKisen K.K. CellDB 291'919tFPT114tAPT46t	360·0 P21'B91'F35' FK	51·2	28·5	Kobe Japanese 6BHCem	T.3Cy24½",40½"&67"-48"(s) 180lb 377NHP 3SB,9cf,GS180,HS6381 UragaDockCo.Ld.Uraga	28 ″ 5 s 5 ″ 5¼ 23 ″ 3	
33143 PUMF	**Tambahú** (exPresidente Quintana-33) 1Dk&Spar dk	1731 1410 1063					1905	Howaldtswerke Kiel	Cia.Carbonifera Rio-Grandense	240·0 B75'F33'	36·0	20·8	R.Janeiro Brazilian WB	T.3Cy.17½",27½"&45¼"-27½" 107NHP Howaldtswerke,Kiel		
33144 131522 VJXC	**Tambar** TwinSc 1Dk	456 287 200					1912	Greenock& Grangem'th DckyrdCo.Ld Grangem'th	W.Holyman& Sons,Proprietary, Ld.	145·2 P60'F25'	30·1	8·7	SydnyNSW British	C.4Cy.14"&30"-18" 73RHP D.Rowan&Co.Glasgow		
33145 171243 VLKZ	**Tambua** E.S.D. 1Dk&Shelter dk Mchy.Aft CruiserStern Tonnage opening closed'41(W.E.)	3566 3043 1951	✠100A1 withfreeboard ~~7,41~~ ~~5,40~~ 3,42 ✠LMC~~7,38~~ 3,42 Carrying molasses in cantilever framed side tanks & deep side tanks	Syd	x	CL 7,41	1938 7mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	ColonialSugar RefiningCo.Ld. CellDB301'853t side tanks246'3072t deep side tanks7'196t FPT265t APT165t	363·7 377·3(O.L.) F36' FK	50·2	21·6	SydnyNSW British 7BHCem (Coll to Sh dk 6 „ 2nd „)	T.3Cy.21½",36"&62"-42" 220lb (s) FD 358NHP 2SB(Spt),6cf,GS94,HS4978 N.E.MarineEng.CoLdNwc	~~24 ″ 5~~ ~~s 1 ″ 0¾~~ ~~22 ″ 8¾~~ 32 ″ 10 s9 ″ 5¾ 23 ″ 8¾	
33146 LJDR	**Tamerlane** OilEng. ssNYk.No.1-40 1Dk&Shelter dk D.F. GyC. 3rdDk except in after holds CruiserStern	6778 5981 4140	✠100A1 withfreeboard ~~3,41~~ ~~8,40~~ 11,41 ✠LMC CS3,40 DBS6,40 ~~6,39~~ 8,40 Carrying oil F.P. above 150°F. in deep tank & tanks in way of tunnel	NYk	e† 2¼	CL 3,39	1936 5mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	Wilh.Wilhelmsen CellDB341'1598t MT30'1454t Tanks in way of tunnel 441t FPT77tAPT165t	479·1 498·7(O.L.) P42'F39' FK	62·3	29·0	Tönsberg Norwegian 7BH (Coll to Sh dk 6 „ 2nd „)	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2240NHP DB100lb KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 1¾ 27 ″ 7½	
33147 LKGQ	**Tamesis** TwinSc D.F. E.S.D. GyC. OilEng. Ref.Mchy. Sub.Sig. 1Dk&Shelter dk 3rd dk except in after holds Butts of shell & deck plating elec. welded CruiserStern	7256 6395 4411	✠100A1 withfreeboard ~~8,41~~ ~~1,41~~ 4,42 ✠LMC9,39 Carrying fuel oil F.P. above 150°F. in midship deep tanks	~~NYk~~ ~~HKg~~ NYk	f†	CL	1939 9mo Lloyd	F.Schichau G.m.b.H. Danzig 'sA&CP	Wilh.Wilhelmsen One Intermediate BH dispensed with CellDB357'1405t MTs30'1449t Tanks in way of tunnels382t FPT112tAPT267t	504·4 P42'F56' FK	63·4	29·1	Tönsberg Norwegian 7BH (Coll to Sh dk 6 „ 2nd „)	Oil Engines 2S C.SA 18Cy.$25\frac{9}{16}$"-47¼" 2053NHP DB100lb DB(W.T.)100lb FSchichauG.m.b.H.Elbing	31 ″ 7 s 4 ″ 2 27 ″ 7	

1 Numero d'Ordre.	2 3 Nom du Navire. Matériaux, Gréement, etc.	4 Tonnage Officiel.	5 6 7 Détails de la Classification.			7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit.		10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c.			12 Port d'Armement.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
Numero Officiel. Signaux	Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.		Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.		Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	
33148 46378 JWON	**Tamisima Maru** *Mchy.Aft* 1*Dk*	1931 — 1080					1939	Tsurumi SeitetsuZosen K.K. Yokohama	IinoKisenK.K.	269·0 P87'F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18",29½"&50"–39" HS4162 228NH TsurumiSeitetsuZosenK.K		
33149 24965 JKKD	**Tamon Maru** (*ex*Kaikyu Maru–33) **TwinSc** *ss*Kob.No.3–3,33 *ss*Yka.No.1–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8157 — 5814	✠ ... 7,39 ✠	Tama	*c* †		1919 5mo	AsanoS.B. Co.Ld. Tsurumi *CellDB392'1362tFPT84tAPT34t*	HatiumaKisen K.K.(Yamashita KisenK.K.*Mgrs.*)	445·0	58·0	40·0 FK	Hutyu Japanese *Cem* 4*BHtoSh dk* 3 ,, ,, *U* ,,	T.6Cy.22",36½"&61"–48" 703NHP 4SB,*12cf*,GS233,HS9835 KubotaIronWorks,Osaka	40 ″ 1	C †
33150 20911 JBDA	**Tamon Maru No. 1** Ⓟ (*ex*ToyoMaruNo.2–37) *ss*Nag.No.2–25 1*Dk*&2*nd dk in Nos.*1&3*holds*	3018 2608 1828	✠ ... 11,27 ✠				1917 9mo	Matsuo IronWorks &Dockyard Nagasaki	HatiumaKisen K.K.	311·0 P21'B78'F41'	44·2	27·0 FK	Nagasaki Japanese *WB*	T.3Cy.22",37"&61"–42" 262NHP MatsuoI.Wks.&Dkyd.Nag	27 ″ 0	C †
33151 13690 JCDD	**Tamon Maru No. 5** **TwinSc** (*ex*Canada Maru–39) *ss*Osa.2ndNo.3–8,34 *ss*Kob.No.1–38 2*Dks*(*UptIrn*&*ptStl M–Stl*)&*deep framing Lower dk*(*Stl*)*in fore hold*	5261 4881 3206	✠100A1 1,41 ✠LMC1,41	Kob	*z*	CL P8,38 s10,39	1911 4mo	MitsuBishi Dkyd&EWks Nagasaki A&CP *CellDBa131'uE&B79'f137'1070tFPT122tAPT39t*	HatiumaKisen K.K.	400·0 P34'B152'F44'	51·0	32·4 29·8 FK	Nisino- miya Japanese *Cem* 6 *BHtoU dk* 1 ,, ,, 2*nd* ,,	T.6Cy.19¼",32"&54"–48"(*s*) 200lb 578NHP 3SB,*9cf*,GS198,HS8344 FD MitsuBishiD.&E.Wks.Nag	32 ″ 5 s6 ″ 8½ 26 ″ 0	
33152 219575 KOVX	**Tampa** *OilEng.* Sub Sig. 2*Dks* GyC. *Longitudinal framing*	5959 — 3703					1920	Oscar DanielsCo. Tampa,Fla.	UnitedStates Maritime Commission	401·9 P34'B120'F38'	54·2	31·3	Tampa,Fla Utd.States *WB*	Oil Engines 2S.C.DA 4Cy28"–40" NE27 1095NHP WorthingtonPump& Mchy.Corp.Buffalo,N.Y.		R
33153 LEFC	— *OilEng* D.F. *ss*Got.No.3–5,35 *ss*Osl.No.1–39 2*Dks*(*Stl*) *CruiserStern*	4694 4318 2846	✠100A1 *with freeboard* 7,39 ✠LMC CS7,39 DBS7,39 5,38 *Fitted for carrying oil* 9,23 *F.P. above* 150° F.*in deep tank* (SEE FOOTNOTE *)	Osl	*x*	CL 6,39	1923 9mo	Deutsche WerftA.G. Hamburg *Lloyd'sA&CP*	Wilh.Wilhelmsen *CellDB294'833tMT24' 776t FPT134t APT16t*	357·6 F60'	51·2	30·7 FK	Tönsberg Norwegian 6*BHptCem*	Oil Engines 4S.C.SA 6Cy.29⅜"–47¼" 493NHP DB*115lb* A.E.G.Turbinenfabrik, Berlin	33 ″ 2 s 7 ″ 8¾ 25 ″ 7¼	
33154 XCTF	**Tampico** (*ex*Bisca–40) *OilEng.* D.F. *Mchy.Aft* *ss*Fal.No.2–59 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6089 5402 3578	✠100A1 6,41~~3,40~~ DBS6,41 ✠LMC6,41 *Carrying Petroleum in bulk*	~~NOs~~ Gal	*z*	CL ~~2,40~~ 4,41	1930 4mo	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle *Lloyd'sA&CP*	Distribuidora de PetróleosMexi- canos *Cell DBuE56' 171t DTf34' 347tFPT135tAPT121t*	396·2 P97'B29'F36' *Trunk*238'	55·1	32·3 FK	Tampico Mexican 14*BHptCem* (9 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 583NHP 2DB*180lb* Armstrong,Whitworth &Co (Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 5 26 ″ 10¼	
33155 1614 ICJD	— (*ex*BritishPeer, *ex*Carpathian) *ss*Nwc.No.3–11,20 *ss*Fal.No.2–29 D.F. *Fitted for oil fuel* 2*Dks*&*Web frames* *Carrying Petroleum in bulk*	4958 4649 3056	✠ ... 3,33 ✠				1908 7mo	Armstrong Whitworth &Co.Ld. Newcastle	“Navigazione e Commercio”Soc. Anon.Italiana	399·0 385·0 P30'B83'F36'	51·0	27·6 FK	Genoa Italian *WB*	T.3Cy.26½",44"&72"–48" 425NH WllsndSlpwy.Co.Ld.Nwc.	30 ″ 2	I †
33156 145840 KLAM	— (*Self-Unloader*) *Mchy.Aft* D.F. GyC. 1*Dk*&*Spar dk*	1894 — 1180					1900	CraigS.B. Co. Toledo,O	NicholsonTransit Co.	247·0	42·0	22·0 *WB*	Detroit, Mich. Utd.States	T.3Cy.19",30"&52"–40" 171NHP DetroitS.B.Co.Detroit		R
33157 148080 MLYP	**Tamworth** *ss*Lon.No 1-41 *ss*Bly.No.3-6,37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft*	1332 994 711	✠100A1 ~~3,41~~ ~~2,41~~ ~~12,41~~ 4,42 ~~BS6,40~~ ✠LMC6,37 8,41	~~Bly~~ ~~Lon~~Fal	*o*	CL ~~8,40~~ 11,41	1924 7mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP* *Cell DBuE20'f149'358tMT9'155tFPT95tAPT55t*	DalglieshSteam Shipping.Co.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*)	235·0 Q143'F28'	35·7	14·7 FK	Newcastle British 5*BHCem*	T.3Cy.18",30"&49"–33" (*s*) 180lb 173NHP 2SB,*4cf*,GS83,HS2995 J.Dickinson&Sons,Ld.Sld.	16 ″ 9 s 5 ″ 0½ 15 ″ 9½	
33158 TCCH	**Tan** (*ex*Célimène–35) *Fitted for oil fuel* 1*Dk*	2298 — 1380					1921	Soc.Anon. desAnciens Ch.Dubigeon Nantes	YelkenciLutfi	288·1 P22'B79'F34'	42·5	20·2	Istanbul Turkish *WB*	T.3Cy.18",29⁹⁄₁₀"&49⅕"–37⅘" 149NHP Atel.&Ch.de laLoire,Nts.		V
33159 LCZW	**Tana** *ss*Osl.No.3–8,34 *ss*Osl.No.1–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* Now sailing as “Ste. Simone”	5535 5305 3448	✠100A1 *Shelter dk* *with freeboard* 2,42 ~~9,39~~ ✠NE9,28 ✠LMC MS7,38 BS~~11,40~~11,41 ~~Surveys delayed~~ *Carrying oil fuel F.P. above* 150° F. *in DT* *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	~~Osl~~ Msl	*y*	CL ~~7,38~~ 2,42	1921 9mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	Wilh.Wilhelmsen *CellDB325'876tMT32'773tAPT105t*	380·4 396·0(O.L.) F31'*onShelter dk*	52·2	33·6 FK	Tönsberg Norwegian *ptCem* *Coll BHtoSh dk* 5 ,, ,, *U* ,,	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 200lb 549NHP 3SB,*9cf*,GS180,HS7503 FD Parson'sMarineSteam TurbineCo.Ld.Nwc.	36 ″ 1 s 9 ″ 6½ 26 ″ 9¾	
33160 LCZX	**Tanafjord** *Ref.Mchy.* 3*Dks* D.F. *Fitted for oil fuel*	5922 4159 3599					1921	Napier& Miller,Ld. Glasgow	A/S DenNorske Amerikalinje	395·8 H251t	53·2	33·1	Oslo Norwegian *WB*	T.3Cy.27½",43"&72"–51" 370NHP D.Rowan&Co.Ld.Glasgow		N
33161 LDDH	**Tanahorn** Ⓟ 1*Dk*&*Awng dk*	336 312 180					1910	Nylands Værkstad Oslo	Finmarks Fylkesrederi	136·3 H15t	21·9	15·7	Vardö Norwegian *WB*	T.3Cy.12",19"&33"–21" 50NHP NylandsVærksted,Oslo		
33162 831 SVAK	**Tanais** (*ex*Holywood–35) *ss*Sld.2ndNo.3–4,31 *ss*Pir.No.2–39 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1545* *1222* *965*	✠100A1 11,40 BS11,40 ✠LMC8,59 No later survey reported	Pir	*p*	OG 11,40	1907 1mo	J.Blumer &Co. Sunderland *Lloyd'sA&CP*	S.Synodinos (SynodinosBros. *Mgrs.*) *CellDBa74'uE&B32'f96'490tFPT71tAPT44t*	244·4 P20'Q76'B50'F24'	38·0	15·8 FK	Piræus Greek 4*BHCem*	T.3Cy.20",33"&54"–36" (*s*) 190lb 214NHP 2SB,*6pf*,GS94,HS3534 N.E.MarineEng.Co.Ld.Sld	17 ″ 11 s 1 ″ 5¼ 16 ″ 7	
33163 HRBV	**Tanamo** (*ex*Lempira–34,*ex*Tanamo, *ex*VanHogendorp) ~~*ss*N.Yk.No.3–9,30~~ *ss*N.Os.No.3-9,41 ~~*ss*N.Yk.No.1–35~~ 2*Dks*(*Stl*)& *Ref.Mchy.* *Awng dk*(*Stl–ws*) D.F.	3211 2838 1952	✠100A1 *Awng dk* *with freeboard* 9,41 ~~1,41~~ 9,41 ✠LMC MS[illegible] BS1,41 *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	~~Mob~~ NOs	*u*	CL 1,41	1914 5mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	MayanS.S.Corp. (UnitedFruit Co. *Mgrs.*) *CellDBa80'uE&B56'f144'607tFPT38tAPT26t*	331·2 F43'*onAwng dk*	45·2	25·6 FK	Tela Honduran 5*BHCem*	T.3Cy.23",38"&63"–39" (*s*) 180lb 435NHP 3SB,*9cf*,GS175,HS7210 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	28 ″ 0 s 7 ″ 4¼ 21 ″ 1	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 classed, if not in L.R. Date of B. of Trade Cert.
33164 220114 KUTG	**Tanana** (*ex*Delrosa) 2*Dks* *Fitted for oil fuel*	3474 2991 2064	✠ … 1,21 ✠				1920 1mo	Hanlon D.D.&S.B.Co. Oakland.Cal.	AlaskaS.S.Co.Inc.	320·7|46·0|24·4 P26'B77'F32' FK	NewYork Utd. States *WB*	T.3Cy.24",39"&65"–42" AllisChalmers 397NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	R †
33165 136289 GKZC	**Tanda** Ⓟ (*ex*Madras, *ex*Tanda) TwinSc *ss*H.Kg.2ndNo.3–5,38 *Ref.Mchy.* 2*Dks*(*Stl–U* ws)& *Shelter dk*(*Stl*–teak s)	7174 5444 4384	✠100A1 *Shelter dk with freeboard* 10,41~~2,41~~ BS10,41 ~~BS11,40~~ ✠LMC11,37 ✠Lloyd'sRMC~~3,41~~9,41	HKg	c†	CL PN5,40 S5,40	1914 5mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	Eastern&AustralianS.S.Co.Ld. *Cell DBa*140'*u E&B*	430·5|58·2|28·6 446·0(O.L.) P46'B169'F45' *onShelter dk* FK 95'*f*153'1089*t FPT*	Glasgow British 7*BHCem* 106*t APT*81*t*	T.6Cy.21",35"&58"–48" (*s*) 200lb HS13659 FD 843NHP 4SB&1AuxSB,*19cf*,GS332 A.Stephen&Sons,Ld.Gls.	31 ″ 0 s 4 ″ 1½ 27 ″ 4¼	
33166 137816 GRZL	**Tanfield** *ss*Cal.No.3–9,40 1*Dk*(*Stl*)	4538 4235 2776	✠100A1 5,41 BS8,41 ✠LMC9,40	Cal	y	CL 7,40	1916 6mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld.	385·2|52·9|26·2 P26'B91'F31' FK *CellDB*275'1081*t*	Glasgow British 6*BHCem* *DTa*61'440*t*	T.3Cy.27",45"&74"–48" (*s*) 180lb 465NHP 3SB,*9cf*,GS189,HS7908 Richardsons,Westgarth&Co.Ld.Sld.	28 ″ 9 s 5 ″ 6½ 23 ″ 5	
33167 33105 JBFE	**Tang Yang Maru** Ⓟ TwinSc 1*Dk*	1573 726 1081					1927	Shanghai Dock&Eng. Co.Shanghai	ToaKaiunK.K.	235·0|40·0|10·0 F29'	Tokyo Japanese	T.6Cy		
33168 DHXE	**Tanganjika** Ⓟ D.F. GyC. Sub.Sig. 2*Dks&Shelter dk*	8540 7343 5004					1922	Blohm& Voss Hamburg	Woermann-Linie A.G.	449·1|58·3|26·8	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
33169	**Tango** (*ex*Regina,*ex*Solheim) 1*Dk* *Fitted for oil fuel*	683 603 385					1901	Nylands Værksted Oslo	Ego-Aguirre& Dammert	181·2|30·1|14·2 P5'B53'F23'	Callao Peruvian *WB*	T.3Cy.14½",24"&39"–27" 79NHP NylandsVærksted,Oslo		
33170 9330 JTGD	**Tango Maru** Ⓟ TwinSc *ss*Kob.2ndNo.3–2,29 *ss*Kob.No.3–6,36 2*Dks*(*StlU*–teak s)&*deepframing lower dk*(*Stl*)*inNo.1hold*	6893 5756 4238	✠ … 4,40 ✠	Yka	c†		1905 4mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *CellDBa f*180'1376*t*	445·9|51·8|33·5 456·4 P49'B172'F56' FK 120'*uE&B*83' *DTa*28'535*t FPT*	Tokyo Japanese 7*BHCem* 114*t APT*28*t*	T.6Cy.23$\frac{5}{16}$",23$\frac{11}{32}$"(2)38$\frac{3}{16}$", 63$\frac{3}{16}$"&63½"–48" 789NHP 5SB,*15cf*,GS289,HS11405 MitsuBishiD&E.Wks.Nag	33 ″ 6	
33171 21397 JQEE	**Tango Maru No. 2** Wood (*ex*HeianMaruNo.9) 1*Dk*	409 316 239					1917	Takahashi Yeitaro Osaka	KawasakiShoji GoshiK.	143·4|23·8|12·7	Tarumi Japanese	C.2Cy.13¾"&29½"–18" 31NHP FrejiokiTekkosho,Osaka		
33172 31676 JFWB	**Tangshan Maru** Ⓟ 2*Dks* *Longitudinal framing*	2089 1707 1284					1926	Osaka Iron Works,Ld. Osaka	ToaKaiunK.K.	280·0|41·0|21·0 P23'B79'F30'	Tokyo Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP OsakaIronWorksLdOsaka		
33173 1441 PHWN	**Tanimbar** Ⓟ *OilEng.* *ss*Sba.No.2–38 D.F. 3*Dks*(*Stl-U*teak s) 4*th dk*(*Stl*) *in No.1 hold*	8169 7380 4906	✠100A1 10,41~~5,41~~ ✠LMC CS1,39 DBS10,40 4,40 *Carrying oil F.P. above 150° F. in forward deep tanks* *Fitted for carrying oil F.P. above 150° F. in deep tank aft*	~~Sba~~ NYk	d†	CL ~~8,38~~ N10,41	1930 9mo	CaledonSB &E.Co.Ld. Dundee *Lloyd'sA&CP*	Stoomv.Maats. Nederland *CellDB*393'1675*t* *DTsf*56'1372*t*	468·7|62·2|32·5 P40'B160'F60' FK *DTa*32'1124*t* *FPT*115*t APT*51*t*	Batavia Dutch 8*BHptCem* (1 *to* 2*nd dk*)	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"–56$\frac{11}{16}$" 1450NHP DB*145lb* NDB34(*Upr*)*100lb* SulzerBros.Winterthur	36 ″ 5 s7 ″ 7 29 ″ 0¾	
33174 OZRH	**Tanja** Now "Alcedo," see No. 35528 in Supplement D.F. 1*Dk&Shelter dk* *CruiserStern*	1392 1055 741					1937	Fredrkstad MekVrksA/S Fredrikstad	J.Lauritzen	265·0|42·1|13·9	Esbjerg Danish *WB*	C.4Cy.(2)13¾"&(2)32$\frac{5}{16}$"–30½" HS1508 130NHP FredrikstadM.V.A/S Fredrikstad		N
33175 LJMK	**Tankexpress** (*ex*Petrofina–39) *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk CruiserStern*	10095 9342 6127					1937	Götaver- kenA/B Gothenburg	SkibsA/S Tank Express(Sigurd Herlofson&Co.A/S, *Mgrs.*)	496·1|64·4|38·7 P102'B38'F60'	Moss Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"–55⅛" 1025NHP GötaverkenA/B,Got.		N
33176 DAYH	**Tannenberg** Ⓟ TwinSc 3*Dks* Sub.Sig. *CruiserStern* D.F. E.S.D. GyC. *Fitted for oil fuel*	5504 3412 2643					1935	Stettiner OderwrkeAG Stettin	GermanGovernment(Reichsverkehrsministerium) (Hamburg-AmerikaLinie,*Mgrs.*)	398·0|51·0|24·2 B310'	Stettin German *WB*	2 Steam Turbines 2000NHP FSchichauG.m.b.H.Elbing		G
33177 7760 DOUD	**Tannenfels** Sub.Sig. *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	7840 7102 4833					1938	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	DeutscheDampfs. Ges."Hansa"	489·4|61·4|31·2 P65'B207'F38'	Bremen German *WB*	2 Oil Engines 2S.C.DA 12Cy.20⅞"–29$\frac{15}{16}$" SRgeared to 1 sc. shaft 1830NHP DeutscheSchiff.-u-Mschb. A.G.Weser,Bmn.		G
33178 31178 JOHH	**Tansyu Maru** Ⓟ *CruiserStern* 1*Dk*	328 198 158					1926	OsakaIron Works Ld. Osaka	SetsuyoSyosen K.K.	140·0|22·0|11·0 F21'	Sumoto Japanese	T.3Cy.12",20"&33"–21" 50NHP OsakaIronWorks,Ld.		
33179 147222 GCWL	**Tantalus** Ⓟ TwinSc (*ex*Radnorshire–39, *ex*Tantalus–36) *OilEng.* 2*Dks* *Ref.Mchy.* D.F.	7724 6556 4748					1923	CaledonSB &E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	458·3|58·2|32·6 P52'B159'F64'	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅝"–45¼" 1317NHP Burmeister&Wain,Cpn.		
33180 6826 SGUE	**Tanto** (*ex*Lisbeth,*ex*Ytteröy) 1*Dk*	849 630 455					1918	Larvik Slip&Verks. Larvik	SvenskaSockerfabriksA/B(C.F. Tranchell,*Mgr.*)	195·2|32·2|12·2 P57'Q28'B53'	Malmö Swedish *WB*	T.3Cy.14",23½"&38"–27" 77NH BergensMekVærksBergen		N
33181 PUQP	**Taquary** TwinSc *ss*Rio.No.3–8,21 *ss*Rio.No.1–25 1*Dk*(*Stl*)	*1943* *1599* *1176*	✠ —— 6,31 ✠	Rio	r		1912 4mo	Mackie& Thomson,Ld. Glasgow	Cia.Commercio e Navegaçâo *CellDBa*86'*uE*	276·7|45·2|15·4 P27'B61'F22' FK 14'*f*114'569*t*	R.Janeiro Brazilian 6*BHCem* *FPT*126*t APT*127*t*	T.6Cy.15",25"&40"–27" 210NHP 2SB,*8cf*,GS105,HS3600 Muir&Houston,Ld.Gls.	17 ″ 6	
33182 PUMD	**Taquy** (*ex*Itaquy–34,*ex*Almagro–33) *ss*Npt.No.3–3,33 *ss*Rio.No.2-41 ~~*ss*Rio.No.1-36~~ 2*Dks*(*Stl*)	*2464* *2227* *1438*	✠100A1 4,41~~4,40~~ ~~BS4,40~~ ✠LMC~~8,36~~ 4,41	Rio	/	CL ~~10,38~~ 3,41	1920 6mo	A.&J. Inglis,Ld. Glasgow *Lloyd'sA&CP*	Cia.Carbonifera Rio-Grandense	303·4|43·0|20·7 P33'B81'F32' FK *CellDB*260'661*t FPT*	R.Janeiro Brazilian 6*BHptCem* 69*t APT*180*t*	T.3Cy.22¼",36"&59"–39" (*s*) 180lb 265NHP 2SB,*6cf*,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* D.te de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
33183 PHWO	**Tarakan** Ⓟ *OilEng.* *ss*Ams.No.2-39 D.F. 3*Dks*(*Stl-U* teak s) 4*th dk*(*Stl*) *in No.* 1 *hold*	8183 7380 4917	✠100A1 ~~5,41~~ ~~9,40~~ 8,41 1,42 ✠LMC CS6,39 11,38 DBS8,38 DBS(*l*)12,39 *Fitted for carrying oil* 12,30 *F.P. above* 150° F. *in deep tank aft* *Carrying oil F.P. above* 150°F. *in forward deep tanks*	Ver ~~Sba~~ SFo	*d*† ~~NYk~~	CL 6,39	1930 12mo	Maats. Fyenoord Rotterdam *Lloyd's*A&CP	N.V.Stoom.Maats. Nederland	469·0 | 62·3 | 32·6 P40'B160'F57' FK *CellDB*392'1628*tDTa*32'1062*t* *DTsf*56'1372*tFPT*107*tAPT*53*t*	Batavia Dutch 8*BHptCem* 1 *to* 2*nd dk*	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"-$56\frac{11}{16}$" 1450NHP DB70*lb* NDB34(*upper*) 71*lb* Maats.Fyenoord,Rot.	36 ″ 5 s 7 ″ 7 28 ″ $11\frac{3}{4}$	
33184 149304 GNRF	**Taranaki** TwinSc *OilEng.* *ss*Gls.No.2-37 *Ref.Mchy.* 3*Dks* D.F. E.S.D. *Tonnage opening closed'*40	10534 — 6522	✠100A1 *withfreeboard* ~~9,41~~ ~~1,41~~ 4,42 Examined ~~F,41~~ 4,42 DBS4,41 ✠LMC5,38 ✠Lloyd'sRMC~~6,41~~ ~~9,41~~ ~~10,41~~ 4,42	~~Liv~~ ~~Bry~~ Cff	*f*†	CL ~~9,38~~ P4,40 S9,41	1928 5mo	Fairfield SB.&E.Co.Ld Glasgow *Lloyd's*A&CP	ShawSavill& AlbionCo.Ld. *Upper'tween dk BHs except Coll BH dispensed with* *CellDB*408'1592*tFPT*119*tAPT*75*t*	483·0 | 64·2 | 30·8 499·4(O.L.) | 39·3 B173'F61' FK	S'thamptn British 8*BHptCem* (*Coll to Wdk* 7 ,,2*nd*,,)	Oil Engines 2S.C.SA 12Cy.31"-43" 2020NHP 2DB100*lb* FairfieldSB.&E.Co.Ld.Gls.	42 ″ 10 s13 ″ $4\frac{1}{4}$ 29 ″ $8\frac{1}{2}$	
33185 1174 CBTA	**Tarapacà** Ⓟ (*ex*PresidenteMitre, *ex*Argentina) 2*Dks*&*Webframes* *Now* "**Aviles**," *see Supplement*	3832 — 2211					1894	Reiherst'g Schiffsw. Hamburg	Cia.Chilena de NavInteroceanica (H.R.Samsing, *Mgr.*)	343·0 | 42·4 | 26·1 P&B212'F41'	Valparaiso Chilian	T.3Cy.23",$37\frac{1}{2}$"&63"-42" 257NHP Reiherst.Maschinenf.Ham.		N
33186 162493 MPXC	**Taraqqi** TwinSc *ss*Abd.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)	388 266 134	✠100A1 *withfreeboard* 5,41 ~~4,40~~ ✠LMC MS4,39 BS~~1,41~~ 12,41 *Fitted for oil fuel* 10,30 *F.P. above* 150° F. *Carrying oil F.P. above* 150°F. *in cylindricaltanks*	Abd	*f*	OG 3,39	1930 10mo	G.Brown &Co. Greenock *Lloyd's*A&CP	PetroleumS.S.Co. Ld.(BritishTanker Co.Ld.*Mgrs.*) *CellDBuE*7' 11*t FPT*53*t APT*62*t*	140·6 | 29·1 | 7·8 Q60'B11'F21' FK	London British 4*BHptAsp*	C.4Cy.11"&22"-14" (*s*) 140lb 63NHP 1SB,3*cf*,HS1415 McKie&Baxter,Ld.Gls.	8 ″ 6 s 2 ″ $2\frac{1}{4}$ 6 ″ 5	
33187 TCEO	**Tari** Ⓟ (*ex*Tadla-34,*ex*Frankenwald) 2*Dks*	4026 — 2429					1908	Furness, Withy&CoLd WHartlepool	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	353·2 | 45·1 | 25·6 P40'B115'F72'	Istanbul Turkish *WB*	T.3Cy.$25\frac{1}{2}$",43"&72"-48" Richardsons, 359NHP Westgarth&Co.Ld.Hpl.		
33188 PHWP	**Taria** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck* *Butts of deck plating electrically welded*	10354 9358 6146	✠100A1 9,41 ~~10,40~~ ✠LMC10,39 *CarryingPetroleum in bulk*	~~Bkn~~ Mdb	*f*†	CL	1939 10mo	NVNederl. Schps.Maats. Amsterdam *Lloyd's*A&CP	N.V.Petroleum Maats"LaCorona" *CellDBuE*78'194*tDTf*28'385*tFPT*246*tAPT*130*t*	504·6 | 64·5 | 37·0 525·3(O.L.) P103'B46'F60' FK	Willemstad Dutch 18*BHptCem*	Oil Engines 4S.C.SA 10Cy.$25\frac{9}{16}$"-$55\frac{1}{8}$" 628NHP 2DB180*lb* WerkspoorN.V.Ams.	37 ″ 0 s 7 ″ $7\frac{3}{4}$ 29 ″ 7	
33189 LJGH	**Tarifa** TwinSc *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk*, 3*rd dk* GyC. *except in after holds* *CruiserStern* *Butts of deck plating electrically welded*	7229 6426 4426	✠100A1 *withfreeboard* 5,41 ~~9,39~~ Examined5,41 DBS11,40 ✠LMC11,36 *Carrying fuel oil F.P. above* 150° F *in midship deep tank*	~~Syd~~ Syd	*f*† $2\frac{1}{4}$	CL 9,39	1936 11mo	FSchichau G.m.b.H. Danzig *Lloyd's*A&CP	Wilh.Wilhelmsen 1 *Intermediate BH dispensed with* *CellDB*349'1512*t MT* 30'1431*t Tanks in way of tunnels*290*tFPT*82*tAPT*273*t*	493·6 | 63·3 | 29·0 517·9(O.L.) P42'F26' FK	Tönsberg Norwegian 7*BHptCem* *CollBHtoShdk* 6 ,, ,,2*nd* ,,	Oil Engines 2S.C.SA 16Cy.$25\frac{9}{16}$"-$47\frac{1}{4}$" 1827NHP DB100*lb* DB(WT)100lb FSchichauG.m.b.H.Elbing	31 ″ 7 s 4 ″ $1\frac{1}{2}$ 27 ″ $7\frac{1}{4}$	
33190	**Tarkhankout** (*ex*Parisot, *ex*Julia,*ex*Z.M. Chrissoveloni,*ex*Circassian) Iron 5thSurvey,Npt.8,90 *Well deck* 1*Dk*(*Irn*)2*trB*	1296 1054 725	✠ 9,92	Bla	Lv		1872 2mo	R.Thompson,Jr. Sunderland	U.S.S.R.	245·5 | 32·3 | 14·2 P203*t*F18*t*	Odessa Russian 4*BHCem* *DBa*&*f*	C.2Cy.29"&55"-33" 145NHP N.E.MarineCo.Ld.Sld.		
33191 LDBW	**Tarn** TwinSc *OilEng.* *ss*Osl.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*except in after holds* E.S.D. GyC.	6850 6013 4209	✠100A1 *withfreeboard* 7,40 ✠LMC CS6,37 DBS~~6,40~~ 7,41 4,39 *Carrying fuel oil F.P. above* 150° F. *in deep tank*	Shi	*e*†	CL 12,39	1933 9mo	NVNederl. Schps.Maats. Amsterdam *Lloyd's*A&CP	Wilh.Wilhelmsen	479·1 | 61·1 | 29·0 498·4(O.L.) P48'F46' FK *CellDB*365*t*1345*t* *Tanks in way of tunnels*515*t MT*28'1318*tFPT*176*tAPT*145*t*	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 12Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 2330NHP DB100*lb* Gebr.Stork&Co.N.V. Hengelo	31 ″ 7 s 4 ″ 2 27 ″ 7	
33192 5721 SHAM	**Tärnan** 1*Dk*	*541* *412* *200*					1915	Lindholmens M.V. Gothenburg	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*)	170·0 | 30·0 | 11·3 P105'H67*t*F24'	Gothenbrg Swedish *WB*	T.3Cy.$14\frac{1}{2}$",24"&40"-27" 83NHP LindholmensV.A.Got.		V
33193 165348 GZFN	**Taron** *OilEng.* D.F. E.S.D. *ss*Cff.No.1-40 1*Dk*, 2*nd dk clear of cargotanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8054 7224 4756	✠100A1 ~~4,41~~ ~~12,40~~ 11,41 ✠LMC CS5,40 DBS~~10,39~~ 4,41 ~~2,39~~ 5,40 *CarryingPetroleum in bulk*	~~Mch~~ ~~NYk~~ Nwc	*c*†	CL 10,39	1936 5mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd's*A&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'154*tDTf*25'272*tFPT*139*tAPT*85*t*	465·0 | 59·4 | 33·8 P94'B48'F48' FK	London British 17*BHptCem*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-$55\frac{1}{8}$" 502NHP DB180*lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 ″ 0 s 6 ″ $8\frac{3}{4}$ 27 ″ $6\frac{1}{2}$	
33194 LIUA	**Taronga** *ss*Osl.No.1-38 *OilEng.* GyC. D.F. 1*Dk*&*Shelter dk*, 3*rd dk except in after hold*	7003 6177 4245	✠100A1 *withfreeboard* 11,39 ✠LMC CS5,38 DBS7,39 4,37 *Carrying oil fuel F.P above* 150°F *in deep tank* (SEE FOOTNOTE *)	Got	*e*†	CL 4,37	1934 5mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd's*A&CP	Wilh.Wilhelmsen *CellDB*318'1630*t Tanks at side of tunnel*416*t MT*30'1438*t FPT*206*tAPT*49*t*	484·0 | 61·3 | 29·0 P42'F51' FK	Tönsberg Norwegian 7*BHptCem* (*CalltoShdk* 6 ,, ,,2*nd*,,)	Oil Engines 2S.C.DA 7Cy.$24\frac{7}{16}$"-$55\frac{1}{8}$" 1435NHP DB100*lb* Akt.Burmeistr&Wain,Cpn	31 ″ 7 s 4 ″ $2\frac{1}{4}$ 27 ″ $7\frac{1}{4}$	
33195 153958 VLDF	**Taroona** Ⓟ TwinSc *ss*Mel.No.1-39 *Ref.Mchy.* D.F. E.S.D. 3*Dks* *CruiserStern* *Topsides-Special Quality Steel*	4286 2782 1849	✠100A1 *withfreeboard* ~~6,41~~ ~~1,41~~ ~~9,41~~ 3,42 BS5,41 ~~BS1,40~~ ✠LMC5,38 *Fitted for oil fuel* 1,35 *F.P. above* 150° F.	Mel	*w*	CL 4,40	1935 1mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's*A&CP	Tasmanian SteamersProprietary,Ld. *CellDB*227'433*t* *DTa*13'48*tDTf*20'177*t FPT*18*t APT*26*t*	338·2 | 50·1 | 23·8 354·6(O.L.) B&F323' FK&BK$1\frac{1}{2}$"	Melbourne British 8*BHptCem* (*Coll to W dk* 7 ,, 2*nd* ,,)	6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) HS13845 1578NHP 3 Water Tube Boilers430lb (Spt415lb) FD A.Stephen&Sons,Ld.Gls.	26 ″ 3 s11 ″ $4\frac{1}{2}$ 15 ″ $1\frac{1}{4}$	
33196 82928 VQMF	**Tarpon** TwinSc 1*Dk*	412 283 173	✠ ... 9,32 ✠				1929 4mo	Ferguson Bros.(Port Glasgow) Ld. PortGlasgow	Government of BritishGuiana	150·0 | 30·2 | 8·9 P12'B32'F27' FK	Georget'n British *WB*	C.4Cy.$11\frac{1}{2}$"&24"-18" 66RHP FergusonBros.(Port Glasgow),Ld.Pt.Gls.	9 ″ 6	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. — Ship. — Engines.	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33197 28020 JOVH	**Tarumi Maru** *2Dks*	729 574 410					1921	Murao Zosensho Osaka	SanboSyosenK.K.	176·5 B46'F30'	28·5	15·5	Tarumi Japanese *WB*	T.3Cy.13",22$\frac{1}{8}$"&36$\frac{1}{16}$"-27" 68NHP TakaoTekkosho,Kobe		
33198 44142 JYJL	**Tarusima Maru** *2Dks* *CruiserStern*	4865 — 2886					1938	OsakaIron Works,Ld. Osaka	HamaneSyoten K.K.	369·8	54·1	29·2	Kobe Japanese	1DR geared steam turbine TokyoIshikawajima ZosenshoK.K.,Tokyo		C
33199 1764 IASY	**Tarvisio** 1*Dk* D.F. *Fitted for oil fuel* *Carrying oil in bulk*	5484 — 3207					1927	Royal Dockyard Castellammare diStabia	ItalianNavy (Operated bySoc. Anon.Cooperativa diNav.Garibaldi)	371·8	59·3	27·4	Genoa Italian *WB*	Steam turbine AnsaldoS.A. Sampierdarena		I
33200 166399 GKGT	**Tasajera** TwinSc *Mchy.Aft* 1*Dk* *CruiserStern*	~~3952~~ ~~2955~~ ~~1812~~ 4308 2955 2054	✠100A1 5,41 ~~1,44~~ ✠LMC3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,38 F.P. above* 150°F.	Aru	*w*	CL ~~s12,38~~ 5,41	1938 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	LagoShipping Co.Ld.(R.A. Carder, *Mgr.*) *CellD*	355·9 365·2(O.L.) P73'F43'*Trunk*236' FK *BuE*12'23t*FPT*164	60·2	16·7	London British 8*BHptCem ptAsp* t*APT*141t	T.6Cy.16",26"&43"-27" 180lb (*s*) 318NHP 2SB,6*cf*,HS5130 FD N.E.MarineEng.CoLdNwc	17 " 6 s2 " 6$\frac{3}{4}$ 15 " 1$\frac{3}{4}$	
33201 UOXC	**Tashkent** (*ex*Holger-32) *ss*Bhn.No.1-11 Sub.Sig. 2*Dks*(*Stl*)&*deepframing*	5552 5242 3391	✠ 12,15 ✠	Bmn	*a*†		1906 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	U.S.S.R. *CellDBa*150'*uE*	424·5 P37'B181'F44' FK 23'*f*181'1049t*FPT*	53·2	29·2	Odessa Russian 8*BHCem* 83t*APT*25t	T.3Cy,28",46"&77"-54" 556NHP 3SB,9*cf*,GS191,HS7785 FD WllsndSlpwy.Co.Ld.Nwc.	32 " 0	
33202 102 SVEY	**Tasis** (*ex*ManchesterCivilian-33) D.F. 1*Dk*	*4706* *4380* *2927*					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	Myrtoon SteamshipCo.Ld.	385·0 P36'B119'F36'	52·0	27·0	Argostoli Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons 320NHP Westgarth&Co.Ld.Hpl.		C
33203 PKED	**Tasman** *Ref.Mchy.* 2*Dks* D.F. *Fitted for oil fuel*	4992 3833 3072					1921	Earle'sCo. Ld. Hull	Koninkl.Paketv. Maats.	392·0 *Shade dk*257'F43'	49·2	26·0	Batavia Dutch *WB*	T.3Cy.29$\frac{1}{4}$",48$\frac{1}{2}$"&80"-54" 470NHP Earle'sCo.Ld.Hull		VL
33204 167575 GLML	**Tasmania** TwinSc *OilEng* D.F. *ss*H.Kg.No.1-39 2*Dks* *CruiserStern* *Tonnage opening closed*'40	6405 5848 4017	✠100A1 *with freeboard* 7,41 ~~6,40~~ ✠LMC CS5,40 DBS~~9,38~~ 7,41 4,38	~~HKg~~ ~~Lon~~ Mdb	*z*	CL ~~8,38~~ N7,41	1935 10mo	Nakskov Skibs.A/S Nakskov *Lloyd's A&CP* *CellDB*366'	Ministry of War Transport(Thos.& Jno.Brocklebank, Ld.*Mgrs.*) 1282t*DTs a*10'254t *Tank at sides of*	399·4 415·0(O.L.) P24'F43' FK *tunnels* 108t*FPT*71	54·8	24·2 32·9	London British 6*BH* t*APT*136t	Oil Engines 2S.C.SA 10Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" DB*100lb* 673NHP Akt.Burmeistr&Wain.Cpn	35 " 6 s9 " 6$\frac{1}{2}$ 26 " 1$\frac{1}{2}$	
33205 26167 JNSD	**Tasmania Maru** *ss*Osa.No.3-10,32 *ss*Kob.No.1-37 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	4106 3613 2520	✠100A1 *Awng dk with freeboard* 3 41	Kob	*v*	OG 3,41	1919 11mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's A&CP*	OkadaGumiK.K. *CellDB*294'778t	345·0 P29'B74'F41'*on Awng dk* FK *FPT*62t*APT*31t	48·0	30·0	Osaka Japanese *Cem* 6*BHtoAwdk*	T.3Cy.23$\frac{1}{2}$",39"&65"-48" (*s*) 200lb 356NHP 2SB,6*cf*,GS121,HS4610 FD KawasakiDykdCoLd.Kobe	30 " 0 s6 " 1$\frac{1}{4}$ 24 " 2	
33206 937 SVXO	**Tassia** (*ex*Majestic-38) *ss*Hul.2ndNo.3-6,29 *ss*Hul.No.1-34 D.F. *SparDk*(*ptIrn ptStl*) *2trB&deepframing*	*3034* *2811* *1917*	BS3,41 ✠LMC12,39 ✠ ——— 11,38 ✠	Hpl	*u*		1904 4mo	Irvines'SB &D.D.Co.Ld. WHartlepool	G.SigalasSons *CellDBa*106'*uE*	325·0 P32'B100'F32' FK 22'*f* 136' 663t *FPT*	47·1	13·7 22·5	Piræus Greek 5*BHCem* 100t*APT*42t	T.3Cy.24",38"&64"-42" 277NHP 2SB,6*cf*,GS100,HS4329 Richardsons,Westgarth& Co.Ld.Hpl.	24 " 10	
33207 377 SZMS	**Tassos** Ⓟ (*ex*Oriental,*ex*Yacht) *ss*Gls.No.3-5,04 1*Dk*	333 — 181	✠ 8,06	Grk			1891 6mo	A.&J. Inglis Glasgow	EpirotikiS.S.Nav. Co.George Potamianos	165·4	22·1	13·1	Piræus Greek 5*BHCem*	T.3Cy.13$\frac{1}{2}$",22$\frac{1}{2}$"&36"-27" 1SB,3*cf*,GS46 67NHP A.&J.Inglis,Glasgow		
33208 872 JCLB	**Tategami Maru** Ⓟ *ss*Nag.No.2-07 2*Dks*(*UStl*)&*ptAwng dk*	2490 1788 1476	✠ 2,07 ✠	Nag	*s*		1898 12mo	MitsuBishi Dockyard& EngineWrks Nagasaki	KaburagiHidetane *CellDB a*88'	300·0 P35'Q105'F37' BK10" *uE&B*44' *f*92'401t	40·0	18·9	Jinsen Japanese 6*BHCem* *APT*67t	T.3Cy.24",38"&64"-42" 296NHP 2DB,*12cf*,GS172,HS4901 MitsuBishiD.&E.Wks.Nag	21 " 2	
33209 28502 JDIA	**Tateisi Maru** (*ex*TateishiMaru-38) *ss*Yka.No.3-7,35 *ss*Yka.No.1-38 2*Dks*(*Stl*)	3801 3444 2351	✠100A1 5,41 ~~1,40~~ 5,41 ✠LMC~~1,40~~	Tama	*w*	CL ~~1,40~~ 5,41	1922 9mo	Yokohama DockCo.Ld. Yokohama A&CP	UkonShojiK.K. *CellDB*316' 793t	345·0 P33'B74'F40' FK *FPT*56t*APT*29t	50·0	29·0	Kobe Japanese 6*BHCem*	T.3Cy.23",38"&64"-48" (*s*) 200lb 351NHP 2SB,6*cf*,GS115,HS4604 FD YokohamaDockCoLd.Yka	29 " 1 s5 " 3$\frac{1}{2}$ 24 " 1	
33210 40704 JGFJ	**Tatekawa Maru** *OilEng.* D.F. GyC. *Mchy.Aft* 1*Dk* *CruiserStern* *Longitudinal framing* *CarryingPetroleum in bulk*	10090 8891 5901					1935	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	503·3 P162'B44'F'41'	65·0	37·1	Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"-47$\frac{1}{4}$" 2115NHP KawasakiDkyd CoLdKobe		C
33211 43365 JKVL	**Tateyama Maru** Ⓟ 2*Dks*	3787 — 2261					1937	Mitsui Bussan Kaisha,Ld. Tama	BabaShojiK.K.	340·4 P29'B92'F31'	48·2	26·2	Tokyo Japanese *WB*	T.3Cy.20$\frac{7}{8}$",35$\frac{7}{16}$"&61"-41$\frac{3}{4}$" MitsuiBussanKaisha,Ld. Tama		C
33212 41740 JPKJ	— Ⓟ 2*Dks*	1991 1605 1147					1937	Hakodate DockCo.Ld. Hakodate	KitaNippon KisenK.K.	272·3 P29'B80'F30'	40·0	21·0	Tokyo Japanese *WB*	O.4Cy.(2)11$\frac{3}{8}$"&(2)20$\frac{3}{8}$"-13$\frac{3}{4}$" & LP turbine with DR gearing & hydraulic coupling UragaDockCo.Ld.Uraga		
33213 27806 JAGA	**Tatibana Maru** Ⓟ (*ex*Tachibana Maru-38) *ss*Kob.No.3-8,34 *ss*Kob.No.1-38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6522 5679 3863	✠100A1 12,40 ✠LMC12,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,21 *F.P. above* 150°F.	Kob	*a*†	CL 1,40	1921 6mo	KobeSteel Works Harima Dockyard A&CP	AsahiSekiyuK.K. *Cell DBuE&B*81'1 *'tween dk tank*	420·0 P117'B36'F35' FK 55t*DTf*41'375t *aft*10'46t *FPT*116t	54·0	32·9	Tokyo Japanese 16*BHptCem* (11 *to U dk* 5 ,, *2nd*,,) *APT*26t	T.3Cy.27",45$\frac{1}{8}$"&75"-51"(*s*) 200lb 560NHP 3SB,*9cf*,GS192,HS7956 FD KobeSteelWorks,Kobe	33 " 0 s6 " 8 25 " 7$\frac{1}{4}$	
33214 40508 JWRJ	— Ⓟ TwinSc (*ex*TachibanaMaru-38) *OilEng.* *CruiserStern* 2*Dks*	1772 — 966					1935	Mitsubishi JukogyoK.K Kobe	TokiowanKisen K.K.	249·3 F59'	40·0	18·0	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 16Cy.16$\frac{3}{4}$"-24$\frac{7}{16}$" 435NHP MitsubishiJukogyoK.K.		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. 3 Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
33215 29428 JEPI	**Tatibana Maru** (*ex*TachibanaMaru–38) 2*Dks*	392 312 233					1923	OsakaIron Works Osaka	KagoshimaSyosen K.K.	145·0 F20'	24·0	13·5	Shimoda Japanese	T.3Cy.		
33216 LJIR	**Tatra** D.F. E.S.D. *ss*N.Yk.No.1–41 *OilEng.* GyC. *CruiserStern* 1*Dk& Shelter dk* *Part electrically welded including butts of keel & deck*	4766 4070 2804	✠100A1 *with freeboard* ~~6,41 9,40 11,41~~ 12,41 DBS6,41 ✠LMC CS2,41 7,39 ~~DBS(WTB)3,40~~ *Carrying cargo oil F P. above 150°F. in midship deep tank*	~~N.Yk~~ ~~Rio~~ Bal	*a*† 2	CL 2,40	1937 2mo *Lloyd*	F.Schichau G.m.b.H. Danzig '*sA&CP*	Wilh.Wilhelmsen *CellD*	412·0 428·9(O.L.) P44'F32' *B285'1117t* *Tanks in way of tunnel 246t*	55·5	25·6 FK	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „) *M*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"–47¼" 913NHP DB*100lb* DB(WT)*100lb* FSchichauG.m.b.H.Elbing *T26'966tFPT67tAPT181t*	28 ″ 0 s 2 ″ 8 25 ″ 5½	
33217 DHXG	**Tatti** 1*Dk*	579 345 354					1891	Act.Ges. "Neptun" Rostock	MathiesReed.K.G.	194·1 Q118'B21'F21' len96	24·6	10·4	Hamburg German *WB*	C.2Cy.22½"&36½"–23½" 54NHP A.G."Neptun,"Rostock		G
33218 45378 JCBN	**Tatu Maru** *OilEng.* *CruiserStern*	501 — 344					1939	YendoIron Works Osaka	NisimotoZyuhei	145·0	26·5	13·4	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.13"–19$\frac{1}{16}$" 98NHP HanshinIronWksLd Kobe		
33219 33180 JAUC	**Tatuha Maru** (*ex*TatsuhaMaru–38, *ex*CorbyCastle, *ss*Kob.No.3–7,31 *ex*Virgilia) *ss*Kob.No.2–39 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks & Deep Tank*	5784 5383 3607	✠100A1 11,40 ✠LMC11,40 *Carrying oil fuel F. P above 150° F. in DB& DT* *Fitted for oil fuel 7,29 F.P. above 150° F.*	Kob	*a*†	CL 10,40	1918 11mo *Lloyd*	Russell& Co. PortGlasgow '*sA&CP*	TatuumaKisen K.K. 1 *intermediate BH & 1 'tween dk BH dispensed with* *CellDB344' 1165tDTa36'1109tFPT35tAPT31t*	423·3 P38'B123'F43'	56·0	28·7 FK	Nisino-miya Japanese *Cem* 5*BH to U dk* 1 „ „*2nd* „ *only*	T.3Cy.27⅛",44"&73"–48" (*s*) 180lb 550NHP 3SB,*9cf*,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4	
33220 45329 JXNM	**Tatuharu Maru** D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	6345 — 3792					1939	Mitsubishi JukogyoK.K Kobe	TatuumaKisen K.K.	410·9	55·8	30·7	Nisino-miya Japanese	2 steam turbines DR geared to 1 sc. shaft 750NHP MitsubishiJukogyoK.K. Kobe		C
33221 44591 JCTM	**Tatuho Maru** *Cruiser Stern*	6335 — 3792					1938	Mitsubishi JukogyoK.K Kobe	TatuumaGoshi Kaisya(Tatuuma KisenK.K. *Mgrs.*)	410·9	56·1	30·7	Nisino-miya Japanese	2 steam turbines DR geared to 1 sc. shaft 750NHP MitsubishiJukogyoK.K. Kobe		C
33222 45734 JHON	**Tatuhuku Maru** 1*Dk* *Mchy.Aft*	1946 1540 1081					1939	Kawamin-amiKogyo K.K. Nagasaki	TatuumaKisen K.K.	271·7 P87'F29'	40·0	20·3	Nisino-miya Japanese *WB*	T.3Cy.18$\frac{11}{16}$",30"&50"–36" 150NHP KawaminamiKogyoK.K. Koyagijima		
33223 46368 JHVN	**Tatukami Maru** D.F. *CruiserStern*	7064 — 4126					1939	Mitsubishi JukogyoK.K Kobe	TatuumaKisen K.K.	441·5	58·5	32·8	Nisino-miya Japanese	2DRgeared steam turbines MitsubishiJukogyoK.K. Kobe		C
33224 44853 JQZM	**Tatumiya Maru** D.F. GyC. 2*Dks* *Ref.Mchy.* *Cruiser Stern*	6344 — 3792					1938	Mitsubishi JukogyoK.K Kobe	TatuumaKisen K.K.	410·9	56·1	30·7	Nisino-miya Japanese	2DRgeared steam turbines 750NHP MitsubishiJukogyoK.K. Kobe		C
33225 158023 MMVS	**Tatung** Ⓟ (*ex*I.Fung–36) TwinSc *OilEng.* 1*Dk*	1560 1360 1101					1928	NewE.& S.B.Wks.Ld. Shanghai	ChinaNav.Co.Ld.	270·1	40·0	14·7	London British *WB*	Oil Engines 4S.C.SA 12Cy.14⅜"–23¼" 240NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
33226 18486 JPUD	**Tatuno Maru** TwinSc (*ex*TatsunoMaru–38) *ss*Kob.2ndNo.3–4,40 2*Dks*(*Stl*)	6960 6447 4265	✠100A1 6,41 ~~4,40~~ BS6,41 ✠LMC4,40 *Fitted for oil fuel 12,23 F.P. above 150° F.*	~~Kob~~ Yka	*b*†	CL P5,39 S4,40	1916 5mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	NipponYusenK.K. *CellDB375'1192t DTa42'1312t*	445·0 P35'B138'F37' *DTf30'1128tFPT*	58·0	34·0 FK	Tokyo Japanese 7*BHCem* *57tAPT62t*	T.6Cy.21",33½"&56"–48" (*s*) 200lb 628NHP 4SB(Spt.),*12cf*,GS220, FD HS9108 KawasakiDkydCoLdKobe	34 ″ 0 s 7 ″ 9 26 ″ 5	
33227 35362 JFYC	**Tatuta Maru** Ⓟ QuadSc (*ex*TatsutaMaru–38) *OilEng.* *Ref.Mchy.* *ss*Yka.No.2–39 D.F. 3*Dks*(*Stl–weather dk pt teak* s) GyC. 4*th dk* (*Stl*) *in Nos.* 1, 2 *&* 3*holds* *CruiserStern*	16975 11576 10017	✠100A1 *with freeboard* 1,41 ✠LMC CS2,39 DBS2,41 12,39 ✠Lloyd'sRMC2,41 *Fitted for carrying oil 3,30 F.P. above 150° F. in forward deep tanks*	Yka	*l*† P S	CL *f*10,40 *f*10,40 PaN 3,38 SaN 3,38	1930 3mo *Lloyd*	Mitsubishi ZosenKaisha Ld. Nagasaki '*sA&CP*	NipponYusenK.K. *CellDB389'2019t*	560·0 583·6(O.L.) B&F483' *Promenade 340'* *Tanks in way of tunnels 998tDT*	72·0	42·5 FK	Tokyo Japanese 10*BHptCem*	Oil Engines 2S.C.SA 32Cy.26¾"–39⅜" 4008NHP 2DB*120lb* MitsubishiZosenKaishaLd *f11'338tFPT97tAPT275t*	42 ″ 6 s 14 ″ 2 28 ″ 6	
33228 46395 JYCN	**Tatutake Maru** 2*Dks* *Fitted for oil fuel* D.F. *Cruiser Stern*	7068 — 4124					1939	Mitsubishi JukogyoK.K Kobe	TatuumaGoshi Kaisya(Tatuuma KisenK.K.*Mgrs.*)	441·5	58·5	32·8	Nisino-miya Japanese *WB*	2 steam turbines DR geared to 1 sc. shaft 600NHP MitsubishiJukogyoK.K. Kobe		
33229 44140 JCEM	**Tatuwa Maru** 2*Dks* *Cruiser Stern*	6335 — 3792					1937	Mitsubishi JukogyoK K Kobe	TatuumaGoshi Kaisya(Tatuuma KisenK.K.*Mgrs.*)	410·9	56·0	30·7	Nisino-miya Japanese	2 steam turbines DRgeared to 1 sc. shaft 750NHP MitsubishiJukogyoK.K. Kobe		C
33230 PUCJ	**Taubaté** (*ex*Franken) *ss*Rio.No.3–1,18 2*Dks*(*Stl–U pt* teak s) Sub.Sig. *lower dk*(*Stl*)*foreholds,* *Web frames after holds*	5099 4872 3228	✠ 11,23 ✠	Dnk	*a*†		1905 10mo	Bremer Vulkan Vegesack	LloydBrasileiro *CellD Ba123'uE&B*	409·6 P&B331'F37' *78'f156'1172tFPT*	52·7	27·9 FK	R.Janeiro Brazilian 6*BHCem* *18tAPT13t*	Q.4Cy.24",34⅝",50⅜"&72$\frac{27}{32}$"–53⅛" 528NHP 3SB,*9cf*,GS165,HS7104 BremerVulkan,Vegesack	30 ″ 9	V †
33231 DOCE	**Taube** (*ex*Hornland,*ex*Tertia) Sub.Sig. 1*Dk*	964 851 534					1922	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·6 P14'B65'F31'	33·6	13·8	Bremen German *WB*	T.3Cy.15¾",27⅝"&42$\frac{9}{16}$"–27⅝" 96NHP F.Schichau,Elbing		G
33232 9166 OFAE	**Tauri** (*ex*Norden–36) *ss*Cpn.2ndNo.3–7,34 *ss*Skm.No.1–38 1*Dk*(*Stl*)*& deep framing & Shelter dk*(*Irn*)	2517 — 1491	✠100A1 *Shelter dk with freeboard* 7,39 ✠LMC MS4,38 BS3,40 No later survey reported	Skm	*u*	CL 7,39	1909 11mo *Lloyd*	JLThomp-son&Sons Ld Sunderland '*sA&CP*	RederiA/B Tauri (PaulKåhre) *Cell DBa104'uE&B*	330·8 318·2 *30'f136'772tFPT*	47·0 47·2	19·4 FK	Mariehmn Finnish 5*BHCem* *48tAPT84t*	T.3Cy.23",38"&62"–42" (*s*) 180lb *80lb* 285NHP 2SB,*6cf*,GS130,HS4601 J.Dickinson&Sons,Ld.Sld.	21 ″ 9 s 1 ″ 3½ 20 ″ 7¾	

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Nett.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33233 LJCC	**Taurus** *OilEng.* D.F. GyC. 1*Dk&Shelter dk*	4767 3997 2879					1935	A/S Akers Mek. Værks. Oslo	Wilh.Wilhelmsen	408·6|55·3|25·2 P41′F32′	Tönsberg Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.17$\frac{1}{16}$″–47¼″ 748NHP A/SAkersMek.Værks.Oslo		N
33234 200377 WCVX	— (*ex*PerryG.Walker) D.F. GyC. *Mchy.Aft* 1*Dk2trB*	4470 — 3143					1903	Chicago S.B.Co. Chicago	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0|50·3|24·0	Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP ChicagoS.B.Co.Chicago		R
33235 OFCF	— (*ex*Laly-37, *ex*RandulfHansen) *ss*Ant.No.1-27 D.F. 1*Dk*	1529 1343 861	✠ … 3,32 ✠				1923 8mo	Randolph A/S Skibs. Fevig	Finska AngfartygsA/B	263·6|38·1|18·1 252·7 P33′B63′F24′ FK	Helsingfrs Finnish *WB*	T.3Cy.19″,31″&52″–36″ 190NHP McKie&Baxter,Glasgow	20 ″ 2	N †
33236	— (*ex*VisayasII, *ex*Josefina,*ex*Kokiri, *ex*Lauderdale) *Well deck* *ss*Wln.No.1-15 1*Dk*(*Stl*)	1251 1015 688	✠ 2,15 ✠	Wln	*o*		1911 3mo	Campbel-townSBCo. Campb'ltown	Madrigal&Co.	229·3|35·8|15·6 Q79′B58′F28′ FK *CellDBa56′uE&B33f102′395tAPT85t*	Manila Utd.States 4*BHCem*	T.3Cy.18″,27½″&45″–33″ 135NHP 2SB,4*cf*,GS71.HS2200 D.Rowan&Co.Glasgow	17 ″ 7	R †
33237 DDRG	— (*ex*Alfred,*ex*AlfredMenzell)	1158 963 698					1895	Flensburgr Schiffsb.Ges. Flensburg	Vöge&Däcker	238·9|34·3|14·2 Q71′H113′F26′	Flensburg German *WB*	T.3Cy.16″,26″&43″–33″ 106NHP FlensburgerSchiffsb.Ges		G
33238 207 YLFX	**Tautmila** (*ex*MountParnassus-36, *ex*Headcliffe-32) *ss*Shl.No.3-11,27 *ss*Ams.No.2-36 1*Dk*(*ptIrn ptStl*) *Cargo battens not fitted*	3724 3501 2325	✠100A1 1,37 ✠LMC MS10,36 BS12,38 (SEE FOOTNOTE*)	Hul	*v*	CL 1,37	1915 6mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	LatvianShipping Co.	347·4|49·2|25·2 P32′B93′F33′ FK *CellDBa110′uE23′f151′796t*	Riga Latvian 6*BHCem* *APT124t*	T.3Cy.24½″,41″&66″–45″(*r*) 180lb 324NHP 2SB,6*cf*,GS120,HS5100 JReadhead&Sons,Ld.SShl	26 ″ 8 s4 ″ 8¼ 22 ″ 3	
33239 LCYW	**Tautra** (*ex*St.Joseph-37,*ex*S.B.Lund) *ss*Osl.No.3-10,32 *ss*Osl.No.1-36 *Well deck* D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1749 1319 1019	✠100A1 6,41 Examined 6,41 ~~BS5,40~~ 6,41 ✠LMC1,37	Nwc	*q*	CL 8,40	1920 7mo	Osbourne, Graham& Co.Ld. Sunderland *Lloyd'sA&CP*	Skibs.A/S Tautra (KarlTorkildsen, *Mgr.*)	258·0|39·7|16·3 P23′Q76′B62′F23′ FK *CellDB222′460tFPT25t*	Trondheim Norwegian 4*BHCem* *APT55t*	T.3Cy.19½″,32″&53″–36″(*s*) 180lb 197NHP 2SB,6*cf*,GS150,HS3222 G.Clark,Ld.Sunderland	18 ″ 6 s1 ″ 6 17 ″ 2½	
33240 TCDF	**Tavilzade** (*ex*Tavil-39, *ex*TavilZade-37, *ex*Turk-34, *ex*Thessaloniki,*ex*Stamiatos, *ex*Salonique,*ex*Tenedos) Iron *ss*Ant.2ndNo.3-6,99 *ss*Pir.No.2-08 2*Dks3trB*	1248 1130 768	✠ 7,11	Pir			1873 11mo	Lon.&Gls. Co. Glasgow	TavilogluMustafa veKardesleri KollektifSirketi	237·0|32·3|22·7	Istanbul Turkish	C.2Cy.31″&54″–33″ 162NHP Lon.&Glas.Co.Glasgow	24 ″ 0	
33241 PHWS	**Tawali** Ⓟ *OilEng.* *ss*Sba.No.2-38 3*Dks*(*Stl-U* teak s) D.F. 4*th dk*(*Stl*)*in No.*1 *hold*	8178 7366 4866	✠100A1 ~~3,41~~ ~~3,41~~ 11,41 ✠LMC CS6,39 DBS3,41 6,40 *Carrying oil F.P. above 150°F. in forward deep tanks* *Fitted for carrying oil 1,31 F.P. above 150° F. in deep tank aft*	~~Sba~~ NYk	*d*†	CL 9,40	1931 1mo	NVNederl. Schps. Maats. Amsterdam *Lloyd'sA&CP*	NV.Stoomv.Maats. Nederland	469·0|62·3|32·6 P40′B160′F57′ FK *CellDB392′1628tDTa32′1062tDTsf56′1372tFPT107tAPT53t*	Batavia Dutch 8*BHptCem ptAsp* 1 „ *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$″–56$\frac{11}{16}$″ 1450NHP DB(*Lower*)71*lb* NDB(*Upper*)35–71*lb* WerkspoorN.V.Ams.	36 ″ 5 s7 ″ 7 29 ″ 0	
33242 247 SVPH	**Taxiarchis** (*ex*Grelcaldy,*ex*Caldy) *ss*Pir.2ndNo.3-11,38 1*Dk*(*ptIrn ptStl*)	*4221* *4001* *2619*	✠100A1 1,42 ~~4,41~~ BS4,41 ✠LMC12,38	~~Cff~~ Npt	*x*	CL 4,41	1913 9mo	Richardsn, Duck&Co.Ld. Stockton *Lloyd'sA&CP*	LemosBros.& TheseusS.S.Co.Ld.	380·0|51·0|24·8 P34′B240′F37′ FK *CellDBa123′uE27′f173′1151tAPT102t*	Syra Greek 6*BHCem* *FPT136t*	T.3Cy.26″,42″&70″–48″ (*s*) 180lb 394NHP 3SB,9*cf*,GS178,HS6435 Blair&Co.Ld.Stockton	27 ″ 3 s3 ″ 7½ 23 ″ 10½	
33243 PHWU	**Tayari** Ⓟ *OilEng.* *ss*Mba.No.1-39 *Mchy.Aft* 1*Dk* *CruiserStern*	1001 784 462	✠100A1 *withfreeboard* ~~7,41~~ ~~2,41~~ 2,42 ✠LMC6,39	Mba	*l*	7,40	1935 9mo	NV Industrieele Maats. DeNoord Alblasserdam *Lloyd'sA&CP*	N.V.Vereenigde Nederlandsche Scheep.Maats. (Directie en Argentuur Maats Holland AfrikaLijnN.V. *Mgrs.*)	204·4|33·6|13·5 *After*B44′F35′ FK *CellDB134′233tFPT149t*	TheHague Dutch 4*BHptCem ptAsp* *APT17t*	Oil Engines 4S.C.SA 6Cy.13¾″–26¾″ 110NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo	15 ″ 3 s4 ″ 5¼ 11 ″ 0¾	
33244 161866 GBVK	**Taybank** TwinSc *OilEng* D.F. E.S.D. *ss*Bel.No.2-39 1*Dk*(*Stl*)*&Shelter dk*(*Stl-ws*) *Ref.Mchy.* *Tonnage opening closed*'41(*W.E*)	5627 4979 3431	✠100A1 *withfreeboard* ~~7,41~~ ~~2,41~~ 12,41 DBS7,41 ~~DBS8,40~~ ✠LMC7,39 ✠Lloyd'sRMC2,41 for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanks between tunnels*	~~Cff~~ ~~Gal~~ Gls	*b*†	CL SN5,39 P5,39	1930 8mo	Workman, Clark(1928) Ld. Belfast *Lloyd'sA&CP*	BankLine,Ld(A. Weir&Co.*Mgrs.*)	426·7|57·4|25·7 FK *CellDB356′1190t* *Tanks in way of tunnels 263tMTs60′2389tFPT95tAPT152t*	Belfast British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd*,,)	Oil Engines 2S.C.SA 10Cy.26¾″–47¼″ 1246NHP DB120*lb* Workman,Clark(1928)Ld.	~~29 ″ 9~~ ~~s8 ″ 7½~~ ~~26 ″ 4~~ 38 ″ 7 s11 ″ 8½ 27 ″ 4	
33245 241 SVSX	**Taygetos** (*ex*Westhope-35) *ss*Sld.No.3-10,30 *ss*Nwc.No.2-39 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *Tonnage opening closed* '40 *Cargo battens not fitted in Shelter 'tween dks*	5687 — 3557	✠100A1 *Shelter dk withfreeboard* 8,41 ~~1,41~~ BS10,40 ✠LMC3,39	~~Npt~~ Lon	*y*	CL 1,41	1918 4mo	W.Pickersgill&Sons,Ld. Sunderland *Lloyd'sA&CP*	A.M.Coulouthros &Sons(A.M.Coulouthros, *Mgr.*)	405·0|52·3|31·9 F*onShltrdk*34′ FK (*CollBHto Sh dk 5BH to 2nd dk*) *'tween dk BHs except Coll BH dispensed with* *CellDBa134′uE26′f176′1165tFPT79tAPT106t*	Andros Greek 6*BHCem*	T.3Cy.26″,43″&72″–48″ (*s*) 180lb 452NHP 3SB,9*cf*,GS174,HS7810 Richardsons,Westgarth& Co.Ld.Hpl	26 ″ 6 s2 ″ 10½ 23 ″ 10¼	
33246 TUXX	**Tayo II** 1*Dk*	358 324 99					1915	WoodSkinner&Co.Ld. Newcastle	"Calédonickel" Soc.Anon.	150·0|25·3|10·5 Q20′B35′F30′	Nouméa French *WB*	T.3Cy.16″,26″&43″–27″ 96NHP N.E.MarineEng.CoLdNwc		V
33247 TCDG	**Tayyar** Ⓟ (*ex*Albatross) Iron *ss*Liv.3rdNo.3-6,15 *ss*Cpl.No.2-23 1*Dk*	409 318 174	1,29	Cpl	*g*		1878 4mo	Ramage& Ferguson Leith	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	170·0|22·4|12·2 P43′F35′ BK7″	Istanbul Turkish 4*BHCem*	C.2Cy.25″&44″–30″ 85NHP 1SB,3*pf*,GS84,HS1538 Hawthorns&Co.Leith	12 ″ 10	
33248 44601 JLKM	**Tazan Maru** (*ex*WestNosska Maru-38,*ex* WestNosska-37) 2*Dks* *Fitted for oil fuel*	5478 5237 3970	✠ … 11,20 ✠				1919 7mo	Columbia RiverSBCorp Portland,Or.	KokokuKisenK.K.	410·5|54·0|30·2 P44′B115′F47′ FK	Kobe Japanese *WB*	DR geared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	C
33249 18483 JPJD	**Tazima Maru** TwinSc (*ex*TajimaMaru-38)*ss*Yka.2ndNo.3-3,39 D.F. 2*Dks*(*Stl*)	6995 6447 4273	✠100A1 7,40 BS7,40 ✠LMC3,39	Yka	*b*†	CL 1,40	1916 4mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd'sA&CP*	NipponYusenK.K.	445·0|58·0|34·0 P35′B138′F37′ FK *CellDB367′1154tDTa42′1312tFPT55tAPT60t*	Tokyo Japanese 7*BHCem*	T.6Cy.21″,33½″&56″–48″(*s*) 200lb HS9108 628NHP 4SB(Spt),12*cf*,GS220 FD KawasakiDkydCoLdKobe	34 ″ 0 s7 ″ 9 26 ″ 5	

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre	2 3 Nom du Navire. Matériaux, Gréement, etc	4 Tonnage Officiel.	5 6 7 Détails de la Classification.			7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit.		10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c.			12 Port d'Armement.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
Numero Officiel. Signaux	Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.		Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.		Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
33250 UOXB	**Tbilisi** (*ex*Tiflis-37,*ex*Pfalz-33, *ex*Ramses) D.F. Sub.Sig. *2Dks&Shelter dk*	7169 6593 4577					1912	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	470·5 B66'F50'	60·8	28·3 36·6	Odessa Russian *WB*	T.3Cy.31⅛",50¾"&84"-53⅞" 516NHP FlensburgerSchiffsb.Ges.		
33251	**Tchekam** (*ex*PooTye, *ex*Chiat-Yek,*ex*Robert Poizat,*ex*Teuton, *ex*Guienne) 3Mst *ss*Liv.No.3-4,02 *ss*Lth.No.2-11 *Welldeck Mchy.Aft 2Dks*	1299 — 806	✠ ... 3,15 ✠				1890 2mo	S.M'Knght &Co. Ayr	YuenWahChiu	230·0 P&B147'F26'	31·1	16·5 BK8"	Panama Panamanian *WB*	T.3Cy.20¾",33"&54"-36" 202NHP D.Rowan&Co.Glasgow	17 ″ 5	
33252	**Tchoukcha** (*ex*LakeFandon) *1Dk2trB* *Ref.Mchy.* *Fitted for oil fuel*	2606 2237 1612	✠ ... 11,20 ✠				1920 3mo	Detroit S.B.Co. Wyandotte	U.S.S.R.	250·9 P25'B64'F23'	44·6	26·1 FK	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
33253	**Tczew** (*ex*Jung) *Mchy.Aft* *1Dk*	762 516 347					1924	N.V.Schps. v/hH.H. Bodewes Millingen	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*)	181·5 Q117'B13'F24'	28·2	12·7	Gdynia Polish *WB*	T.3Cy.14$\frac{15}{16}$",24"&40$\frac{3}{16}$"-24" 79NHP N.V.Overschiesche Motorenfabr.Overschie		V
33254 154462 VCQM	**Teakbay** D.F. *Mchy.Aft* *1Dk*	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	TreeLineNav.Co. Ld.(J.D.Calvin, *Mgr.*)	253·0 F31'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.		C
33255 149878 GFVL	**Teakwood** *ss*Nwc.No.3-5,39 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6014 5613 3708	✠100A1 7,40 ✠LMC MS5,39 BS7,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,27 *F.P. above* 150° F.	Nwc	*z*	CL 4,40	1927 8mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	Molasses &General TransportCo.Ld. (J.I.Jacobs&Co. Ld.*Mgrs.*)	415·1 P108'B28'F42' *CellDBuE&B79'*	54·8	31·4 FK	London British 17*BHptCem* 8,,*to 2nd dk* 171*tDTf*37'	T.3Cy.27",45"&75"-48" (*s*) 180lb 515NHP 3SB,*9cf*,GS185,HS7353 FD WllsndSlpwy.Co.Ld.Nwc. 555*tFPT*176*tAPT*49*t*	31 ″ 6 s 5 ″ 6¾ 26 ″ 2	
33256 87 ILJD	**Tealia** (*ex*Dreher-38, *ex*CaterinaDani-36,*ex*Quartz, *ex*B.A.H.W.No.10) *1Dk(Stl)* *Mchy.Aft*	638 486 338	✠ 12,11 ✠	Npt	*i*		1911 12mo	C.H.Walker&Co.Ld. Sudbrook	B.&P.Donvio& G.Valentin *FPT46tMT6'66t*	177·0 171·0 Q62'F24' *BonQuarter dk* 17'	30·1	11·4 FK	Fiume Italian 4*BHCem*	T.3Cy.13",22"&34"-22½" 75NHP 1SB,*3pf*,GS50,HS1405 Plenty&Son,Ld.Newbury	12 ″ 3	I †
33257 148475 MNJR	**Teano** *ss*Hul.No.3-10,37 *Well deck* *1Dk(Stl)* *CruiserStern*	762 603 299	✠100A1 10,41~~6,39~~ ~~BS4,41~~ ✠LMC10,37	~~Hul~~ Goo BS3,42	*l*	OG ~~10,37~~ 10,41	1925 7mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	Ellerman'sWilson Line,Ld. *CellDBa&*	195·1 P&B120'F19' *uE45'f36'112tFPT*	31·1	13·2 FK	Hull British 4*BHCem* 27*tAPT*25*t*	T.3Cy.13¾",23½"&41"-30"(*s*) 225lb 137NHP 2SB,*4cf*,GS74,HS2400 Earle'sCo.Ld.Hull	14 ″ 3 s ″ 7¼ 13 ″ 9¼	
33258 231865 WJEZ	**Teapa** TwinSc (*exU.S.N.*Putnam) *OilEng.* *1Dk2trB* *CruiserStern*	1184 1080 704					1919	ForeRiver S.B.Co. Quincy,Mass.	StandardFruit& S.S.Co.	314·4	31·7	20·7	N.Orleans Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.16"-24" NE31 297NHP Rathbun-JonesEng.Co. Toledo,Ohio		R
33259 2000 ICJL	**Tebro** (*ex*Levenbridge-34) *ss*Hpl.No.3-1,30 D.F. *ss*Rot.No.2-38 *1Dk(Stl)* *Cargo battens not fitted* *Now* "Acreloide," *see No.* 35576 *in Supplement*	4310 4024 2615	✠100A1 5,39 BS2,40 ✠LMC1,38	Gen	*x*	CL 10,37	1928 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	"Ave"Soc.Anon. diNav. *CellDBa*	374·3 360·5 P28'B105'F35' 96'*uE*23'*f*161'1020*t*	52·2	27·6 FK	Genoa Italian 6*BHptCem* *APT*132*t*	T.3Cy.25½",42"&69"-48" (*s*) 180lb *100lb* 377NHP 2SB,*8cf*,GS152,HS6058 Richardsons,Westgarth& Co.Ld.Mdb	30 ″ 0 s 6 ″ 1¼ 24 ″ 1¼	
33260 168080 BCGM	**Teddington** *1Dk&Shelter dk* D.F. E.S.D. *CruiserStern*	4762 4239 2663	NO LATER SURVEY REPORTED ✠100A1 *withfreeboard* 9,41 ~~4,41~~ ✠LMC3,41	~~Shl~~ Lon	*a*† 2	CL	1941 3mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd's A&CP*	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *CellDB*298'976*t* *Tanks at sides of t*	417·6 432·8(O.L.) *unnel*250*tFPT*315*t*	56·8	25·0 FK (	London British 7*BHAsp* *Coll to Sh dk* 6 ,, *2nd*,,) *APT*125*t*	T.3Cy.23",38"&65"-42" (*s*) 220lb (*s*) 393NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS119,HS5790 Rht. N.E.Marine Eng.Co.(1938) Ld.Nwc.	28 ″ 5 s 3 ″ 2¾ 25 ″ 3	
33261 165901 GZSL	**Teesbank** *OilEng.* D.F. E.S.D. *1Dk&Shelter dk* *3rd dk in No. 1 hold* *CruiserStern* *Tonnage opening closed'41 (W.E.)*	5136 4697 3038	✠100A1 *withfreeboard* ~~8,41~~12,41 DBS9,41 ✠LMC6,37 ✠LMC(M)6,39 *Carrying cargo oil F.P. above*150° *F.in deep tank* *Carrying latex in fore peak tank*	~~Ddn~~ Liv	*a*†	CL 5,41	1937 6mo	Wm.Doxford&SonsLd Sunderland *Lloyd's A&CP*	InverTransport& TradingCo.Ld. (A.Weir&Co. *Mgrs.*)	423·2 438·6(O.L.) *CellDB*347'1311*t*	55·5	24·7 FK (	Glasgow British 8*BH* *Coll to Shdk* 7 ,, *2nd* ,,) *DTa*29'1132	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB*120lb* Wm.Doxford&Sons,Ld Sld *tFPT*150*tAPT*190*t*	~~28 ″ 7½~~ ~~s 3 ″ 3¾~~ ~~25 ″ 6¼~~ 37 ″ 2 s11 ″ 1½ 26 ″ 6¼	
33262 136075 MFXP	**Teeswood** *Well deck* *ss*Shl.2ndNo.3-4,38 *Mchy.Aft* *1Dk(ptStl&ptIrn)* *Cargo battens not fitted*	864 621 416	✠100A1 ~~9,40~~ 10,41 ✠LMC MS5,38 BS~~7,40~~6,41	Bly	*k*	CL ~~8,40~~ 10,41	1915 7mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP*	DonkingS.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *CellDBf*	198·0 Q111'B13'F25' 118' 166*t FPT* 103*t*	30·6	12·5 FK	Middlsbro' British 3*BHCem* *APT*31*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb *80lb* 132NHP 1SB,*3pf*,GS60,HS2262 Blair&Co.Ld.Stockton	14 ″ 5 s 4 ″ 3 13 ″ 11¾	
33263 PKOI	**Tegelberg** Ⓟ TrpSc *OilEng.* D.F. E.S.D. *3Dks* *Ref.Mchy.* *CruiserStern*	14150 10236 8674	✠Lloyd's RMC~~5,41~~ ~~9,41~~ 4,42				1937	NVNederl. Schps.Maats. Amsterdam	N.V.Koninklijke Paketvaart Maats.	537·3 B377'F88'	72·2	36·3	Batavia Dutch *WB*	Oil Engines 2S.C.SA 24Cy.25$\frac{9}{16}$"-47¼" 2700NHP N.V.Werkspoor,Ams.		V L
33264 HRBB	**Tegucigalpa** (*ex*Ingeli) Bn *ss*N.Os.3rdNo.3-6,37 *1Dk(Stl)&Spar dk(Stl-ws)* *&Web frames* *Now* "**Chasseral,**" *see Supplement*	*2928* *2702* *1864*	✠100A1 *Spar dk* 12,40 ✠LMC6,37 ✠NB6,14 BS12,40 *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	NOs	*u*	OG 12,40	1897 10mo	Hall,Russell&Co. Aberdeen A&CP	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*)	330·1 B104'F35' *CellDBa*	41·2	18·6 26·0 FK	Ceiba Honduran 5*BHCem* 86'*f*124'408*t*	T3Cy25½"42½"&69¼"-45"(*s*) 185lb *100lb* NDB15 362NHP 2SB,*8cf*,GS163,HS5715 Hall,Russell&Co.Abn.	27 ″ 1 s 5 ″ 2¾ 22 ″ 4	
33265	**Teh Chun** (*ex*Tatsutagawa Maru-33) Sp *2Dks*	407 382 244					1894	Kawasaki Dkyd.Co.Ld. Kobe	HoYinAn	164·7	20·2	15·6	Tsingtao Chinese	T.3Cy.13½",22"&36"-24" 64NHP KawasakiDkydCoLd.Kobe		
33266 23332 JLNE	**Teikai Maru**	1241 1084 735					1918	....	HongoShoten GoshiKaisha	225·0	33·0	18·7	Yesumi Japanese			
33267 2295 JBXL	**Teisyu Maru** *2Dks* *CruiserStern* *Now* "Kosyu Maru," *see No.* 37313 *in Supplement*	2612 2260 1483					1937	Uraga DockCo.Ld. Uraga	TyosenYusenK.K.	295·0 P40'B75'F29'	45·0	23·7	Zinsen Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"-13¾"SRgeared&LPturbine DR geared to screw shaft HS3014 223NHP UragaDockCo.Ld.Uraga		

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33268 DOTV	**Teiun Maru** (*ex*Bremerhaven–40, *ex*IslandTrader–38,*ex*Bremerhaven–37) Sub.Sig. 2*Dks*	1615 1388 959					1920	Bremer Vulkan Vegesack	TeikokuKisenK.K.	237·8 H14'B37'F31'	35·9	19·5	Tokyo Japanese *WB*	T.3Cy.$16\frac{3}{10}$",$26\frac{4}{5}$"&$44\frac{1}{10}$"–$29\frac{1}{2}$" 106NHP BremerVulkan,Vegesack		G
33269 36910 JGHC	**Teiyo Maru** TwinSc *ss*Yka.No.1–36 *OilEng.* 2*Dks*(*Stl*) *Mchy.Aft* *Cruiser Stern* *CarryingPetroleum in bulk*	9850 9074 5722	✠ ... 8,40 ✠	Yka	*f*† $2\frac{11}{16}$		1931 5mo	Yokohama DockCo.Ld. Yokohama	NipponTanker K.K.	492·2 511·5(O.L.) P166'B43'F43' FK *CellDBuE*70' 365*t DTf*50' 301*t FPT*127*t APT*226*t*	64·0	39·2	Tokyo Japanese 16*BH* (11 *to W dk* 5 „ 2*nd* „)	Oil Engines 2S.C.DA 12Cy.$23\frac{5}{8}$"–$35\frac{7}{16}$" 2340NHP YokohamaDockCo.LdYka	39 ″ 3	
33270 47864 JQAO	— Ⓟ (*ex*Saarland–40) Sub.Sig. D.F. GyC. 2*Dks*&*ShelterDk*	6870 5572 3918					1924	Blohm& Voss Hamburg	TeikokuSenpaku K.K.	449·1	58·3	26·8	Tokyo Japanese *WB*	4 steam turbinesSRgeared to 1 sc. shaft Blohm&Voss,Hamburg		G
33271 220027 KUSK	**Tejon** (*ex*City of Reno) 2*Dks*&*Web frames* *Mchy.Aft* *Fitted for oil fuel* D.F. *Longitudinal framing* *CarryingPetroleum in bulk*	7034 — 4376	✠ ... 3,21				1920 5mo	MooreS.B. Co. Oakland,Cal.	Socony-Vacuum OilCo.Inc.	425·8 P106'B40'F41' FK	57·0	31·2	NewYork Utd.States *WB*	T.3Cy.25",$41\frac{1}{2}$"&72"–48" 579NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
33272 46162 JCJN	**Tekkai Maru** *Mchy.Aft* 1*Dk*	1926 1540 1065					1939	Kawamin-amiKogyo K.K. Nagasaki	HaradaKisenK.K.	271·7 P87'F29'	40·0	20·3	Osaka Japanese *WB*	T.3Cy.$18\frac{11}{16}$",30"&50"–36" 150NHP KawaminamiKogyoK.K. Nag.		
33273 556 JPVG	**Tekko Maru**	586 — 264					1900	....	HukusyoKosiK.K.	167·0	33·5	13·8	Dairen Japanese	Steam Engines		
33274 145994 GJFQ	**Tekoa** *ss*Npt.No 3–6,34 *ss*Gls.No.1–38 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	8695 8182 5437	✠100A1 *Shelter dk* *withfreeboard* ~~1,41~~12,41 BS2,42 ✠LMC MS10,37 ~~BS11,40~~ ✠Lloyd'sRMC~~5,41~~ ~~8,41~~ 2,42 *Fitted for oil fuel* 1,24 *F.P. above* 150° F.	~~Syd~~ Wln	*d*†	CL 9,39	1922 3mo *Lloyd's A&CP*	Earle'sCo. Ld. Hull	NewZealand ShippingCo.Ld.	460·6 483·0(O.L.) B270'F54' *onSheltr dk* FK *CellDB*385' 404*t FW tank aft*26'106*t FPT*95*t APT*29*t*	62·8	35·0	Plymouth British *ptAsp ptCem* 2*BHto S dk* 5 „ „ *U* „	3 steam turbines DR geared to 1 sc. shaft (*s*) 190lb FD 1230NHP 5SB,*20cf*,GS390,HS17375 Earle'sCo.Ld.Hull	37 ″ 9 ~~s 7 ″ 10~~ ~~29 ″ 2~~ s 7 ″ $8\frac{1}{2}$ 30 ″ $3\frac{1}{2}$	
33275 HRAM	**Tela** Ⓟ *Ref.Mchy.* 2*Dks*4*trB* D.F. *Fitted for oil fuel*	3901 3252 1877					1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	342·0 P35'B115'F42'	48·0	28·2	Tela Honduran *WB*	T.4Cy.27",45"&(2)55"–45" 406NHP Wrkman,Clark&Co.LdBel		C
33276 PHWV	**Telamon** Ⓟ *CruiserStern* 2*Dks*	2078 1741 1166					1928	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	285·7 B70'	44·7	17·7	Amstrdam Dutch *WB*	T.3Cy.19",$31\frac{1}{2}$"&$51\frac{1}{8}$"–$35\frac{5}{8}$" 156NHP A.G."Neptun,"Rostock		V
33277 DJNA	**Telde** (*ex*Sofia–38) *OilEng.* Sub.Sig. 3*Dks* D.F. E.S.D. *CruiserStern*	2978 2425 1649					1934	Deutsche WerftA.G. Reihstgwrft Hamburg	Oldenburg-Portugiesische Dampfschiffs-Rhederei	353·1 F29'	50·2	18·5	Oldenburg German *WB*	2 Oil Engines 2S.C.SA each 6Cy.$20\frac{7}{16}$"–$27\frac{9}{16}$" SR geared to 1 sc. shaft 879NHP Blohm&Voss,K.a.A.Ham.		G
33278 HRAX	— *Ref.Mchy.* 4*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	2726 2157 1603					1927	A.Stephen &Sons,Ld. Glasgow	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	300·3 B93'F32'	44·2	22·2	Tela Honduran *WB*	T.3Cy.$20\frac{1}{2}$",35"&59"–42" 225NHP A.Stephen&Sons,Ld.Gls.		C
33279	**Telena** *Now "Gerona," see No. 36772 in Supplement* *OilEng.* *ss*H.Kg.No.3–5,39 *Mchy.Aft* 1*Dk*(*Stl*) D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom&at deck*	7406 6761 4279	✠100A1 11,39 ✠LMC CS5,39 DBS5,39 5,39 *CarryingPetroleum in bulk*	Bry	*b*† $2\frac{1}{2}$	CL 4,39	1927 3mo *Lloyd's A&CP*	NewWater-wayS.B.Co. Schiedam	Cia.Espanola de PetroleosS/A	440·4 P99'B34'F58' FK *CellDBuE*69'285*t DTf*32'284*t FPT*162*t APT*67*t*	59·5	32·7	Spanish 15*BHptCem*	Oil Engines 4S.C.SA 6Cy.$32\frac{1}{4}$"–$59\frac{1}{16}$" 602NHP 2DB *180lb* Werkspoor,Amsterdam	32 ″ 9 s 6 ″ $3\frac{1}{4}$ 26 ″ 8	
33280 143634 GCZQ	**Telesfora De Larrinaga** *ss*Mch.No.3–4,33 *ss*Cff.No.1–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5780 5325 3537	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~~~12,40~~ 3,42 MBS9,41 MS7,41 DBS7,41 ~~MBS8,40~~ ~~BS6,39~~ ✠LMC~~6,37~~	~~Npt~~ ~~Lon~~ Cff	*b*†	CL 6,39	1920 5mo *Lloyd's A&CP*	R.Duncan &Co.Ld. PortGlasgow	LarrinagaS.S.Co. Ld.	449·9 F55'*onShelterdk* FK *CellDB*389'1452*t DTa*40'1150*t FPT*93*t APT*60*t*	57·9	26·6	Liverpool British *Cem* *Collision BH to Sh dk* 6„ „ *U* „	T.3Cy.$26\frac{1}{4}$",44"&73"–48" (*r*) 200lb *140lb* 609NHP 2DB,*16cf*,GS246,HS11800 Rankin&BlackmoreLdGrk	29 ″ 2 s 4 ″ $0\frac{1}{4}$ 25 ″ 5	
33281	**Teli** (*ex*ChikugogawaMaru–33) 2*Dks*	697 — 405					1890	MitsuBishi Dkyd&EWks Nagasaki	ChekiangS.N.Co.	176·0	26·9	17·9	Shanghai Chinese	T.3Cy.15",23"&39"–30" 83NHP MitsuBishiD.&E.Wks.Nag		
33282 FNUB	**Tell** 2*Dks* D.F. *Fitted for oil fuel* *CruiserStern*	1349 1116 734					1938	Kaldnes Mek.Verks Tönsberg	Cie.deNav.Mixte (Cie.Touache)	294·4	42·2	15·7	Marseilles French *WB*	C.2Cy.$15\frac{3}{4}$"&$31\frac{1}{2}$"–30"&LP turbine withDRgearing& hydraulic coupling 45NHP KaldnesM.V.Tönsberg		VN
33283 34 ICJJ	**Tellaro** (*ex*Gabriello–32,*ex*Gabriello Carnazza, *ex*Deiva) 2*Dks*	2234 1626 1316					1920	Soc.Eser-cizioBacini RivaTrigosa	Ing.G.B.Bibolini	263·2	39·4	19·6	Spezia Italian *WB*	T.3Cy.18",29"&47"–35" Soc.Esercizio 130NHP Bacini,RivaTrigosa		I
33284 LHOL	**Tellus** *OilEng.* 2*Dks*	935 907 518					1925	Trosvik Mek.Verks Brevik	DetBergenske Dampskibsselskap	192·5 B48'	30·2	20·4	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.$15\frac{3}{4}$"–$28\frac{3}{8}$" 172NHP A/B AtlasDiesel,Skm.		N
33285 167458	**Temara** (*ex*Sunflower–39) *ss*Lis.No.3–10,37 1*Dk*(*Stl*) *Webframes* *Mchy.Aft*	1033 814 516	✠100A1 11,38 BS6,40 ✠LMC10,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,25 *F.P. above* 150°F. Surveys delayed	Lis	*m*	CL 10,37	1925 1mo *Lloyd's A&CP*	Philip& Son,Ld. Dartmouth	Socony-Vacuum Transportation Co.Ld.	200·0 *Trunk dk*88' FK Q80'F31' *CellDBuE&B*34'61*t FPT*35*t APT*107*t*	37·0	14·1	London British 8*BHptCem*	T.3Cy.15",25"&40"–27" (*s*) 180lb 130NHP 2SB,*4cf*,HS2548 Philip&Son,Ld.Dartmouth	15 ″ 0 s 1 ″ 4 13 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote si ce n'est dans le L.R. Durée,Cert.B.of Trade.
33286 1847 IBUX	**Tembien** Ⓟ (*ex*Mouni-36, *ex*Milluna-33, *ss*Nwc.No.3-1,21 *ex*Franziska,*ex*Mabel, *ss*Syd.No.2-29 *ex*MabelRickmers) 2*Dks*(*Stl*) *Fitted for oil fuel*	5584 4675 3232	... 8,33	Hul			1914	Rickmers Werft Bremerhaven	IgnazioMessina &C. *CellD*	417·0 P50'B134'F35' FK *B*357'1163*t FPT*46*t*	53·2	27·5	Genoa Italian 6*BHCem* *APT*8*t*	T.3Cy.28⅛",45½"&74"-53" 500NHP 3SB,9*cf*,GS147,HS6681 A.G."Weser,"Bremen	30 ″ 0	I †
33287	**Tembien I** (*ex*Ningshin-38, **TwinSc** *ex*Taishan) 1*Dk*& *Awng dk*	3439 — 2099	✠ ... 12,18 ✠				1913 11mo	Hong K'ng &Whampoa DockCo.Ld. Hong Kong	Cia.Italiana di NavS.A.I.(Chinese ItalianNav.Co.Ld.)	291·6 280·0 FK	53·1	10·0	Shanghai Italian *WB*	T.6Cy.21",33½"&54"-27" 424NHP HongKong&Whampoa DockCo.Ld.HongKong	12 ″ 0	
33288 PKLQ	**Tembusu** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	344 264 179					1939	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	N.V.De Bataafsche PetroleumMaats.	136·1 Q35'F15'	29·4	9·0	Batavia Dutch	Oil Engines 2S.C.SA 8Cy.10"-14½" 140NHP Petters,Ld.Yeovil		
33289 LDAF	**Temeraire** **TwinSc** *OilEng.* **D.F. GyC.** *ss*Got.No.2-35 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) 3rd*Dk*(*Stl*)*except in after holds*	6465 5734 3926	✠100A1 *with freeboard* ~~8,41~~ ~~12,40~~ 3,42 Examined 11,41 3,42 ✠LMC CS4,36 DBS~~5,40~~ 5,41 ~~2,36~~ 6,41 *Carrying Vegetable Oil in deep tank*	~~Syd~~ ~~Mel~~ NYk Avn	*c*†	CL ~~9,39~~ 8,41	1927 12mo *Lloyd*	Ch.&Atel. deSt.Nazaire St.Nazaire '*sA&CP*	Wilh.Wilhelmsen *CellDB*390'1346*t*	452·8 P44'F46' FK *FPT*146*tAPT*197*t*	60·2	28·0	Tönsberg Norwegian 7*BH* (*Coll to Sh dk* 6 „ 2*nd*„) *DT*29'968*t*	Oil Engines 4S.C.SA 16Cy.29⅛"-51$\frac{3}{16}$" 1312NHP DB114*lb* Ch.&Atel.deSt.Nazaire	30 ″ 7 s 4 ″ 1 26 ″ 7½	
33290 8330 SLTN	**Temnaren** **TwinSc** *OilEng.* **D.F. E.S.D.** 1*Dk*& *Shelter dk*& *CruiserStern* *dk in 'tween dks forward* *Strengthened for navigation in ice*	*3136* 2636 *1704*	✠100A1 *with freeboard* ~~5,41~~ ~~7,40~~ 1,42 ✠LMC3,39	~~NYk~~ ~~Phl~~ Got	*x*	OG 1,42 *Compl*	1939 3mo *Lloyd* *etedby*	Akt.Lind- holmensVarv Gothenburg '*sA&CP* A/BGota- verken	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *Duct keel for* *CellDB*305'1092*t*	369·7 381·1(O.L.) FK *ward of mchy.space* *Tanks at sides of tun*	51·6	20·2	Gothenbrg Swedish 6*BH* (*Coll to Sh dk* 5 „ 2*nd*„) *nel* 94*t FPT*	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 810NHP A/B Götaverken,Got. 57*tAPT*69*t*	25 ″ 6 s 1 ″ 11 23 ″ 9	
33291 24473 JHVD	**Tempei Maru** (*ex*TaihoMaru) *ss*Kob.No.3-6,31 2*Dks*(*Stl*)	6095 5171 4453	✠ ... 7,35 ✠	Kob	*z*		1918 12mo	OsakaIron Works,Ld. Osaka	HakuyoKisenK.K. *Ce*	407·2 P40'B137'F47' FK *llDB*360'981*t FPT*	50·8	32·5	Hutyu Japanese 7*BHCem* 106*tAPT*26*t*	T.3Cy.27",45"&75"-51" 553NHP 3SB,9*cf*,GS190,HS8100 OsakaIronWorks,Ld.	32 ″ 7	C †
33292 LDIN	**Templar** **TwinSc** *OilEng.* **D.F. GyC.** *ss*Got.No.2-37 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) 3rd*dk*(*Stl*)*except in after holds*	6728 5971 4117	✠100A1 *with freeboard* 8,39 ✠LMC CS1,38 DBS8,39 6,37 (SEE FOOTNOTE *)	Syd	*d*†	CL 7,37	1929 3mo *Lloyd*	Deutsche WerkeA.G. Kiel '*sA&CP*	Wilh.Wilhelmsen *CellDB*352'1297*t* *of tunnels*446*t*	461·4 481·8(O.L.) P44'F41' FK *Tanks in way* *FPT*133*tAPT*160*t*	60·6	29·0	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 „ 2*nd*„)	Oil Engines 4S.C.SA 16Cy.29½"-47¼" 1352NHP DB100*lb* DeutscheWerkeA.G.Kiel	31 ″ 7 s 4 ″ 1½ 27 ″ 7¾	
33293 167384 GCVV	**Temple Arch** **D.F. E.S.D.** 1*Dk* & *Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5138 4637 3039	✠100A1 *with freeboard* ~~2,40~~ ~~3,41~~ 5,42 ✠LMC1,40	~~Shl~~ Hul	*a*†	CL 1,42	1940 1mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) *CellDB*370'1521*t*	431·9 447·5(O.L.) F39' FK *FPT*110*tAPT*177*t*	56·2	24·8	London British 7*BHCem* (*Coll to Sh dk* 6 „ „ 2*nd*„)	T.3Cy.22½",36"&65"-48" 230lb (*s*) 482NHP 2SB(Spt)&1AuxSB, 9*cf*,GS162,HS7084 FD Rankin&BlackmoreLdGrk	36 ″ 10 s11 ″ 3¼ 25 ″ 9	
33294 167398 GCWW	**Temple Inn** **D.F. E.S.D.** 1*Dk*& *Shelter dk* *CruiserStern*	5218 4637 3085	✠100A1 *with freeboard* ~~12,40~~ ~~6,40~~ ~~1,41~~ 1,42 ✠LMC2,40 *Fitted for oil fuel* 2,40 *F.P. above* 150°F.	~~Liv~~ ~~Bal~~ NYk	*a*†	CL	1940 2mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) 1*Intermediate* *CellDB*370'1591	431·9 447·5(O.L.) F39' FK *BH dispensed with* *tFPT*110*tAPT*177*t*	56·2	24·8	London British 6*BHptCem* (*Coll to Shdk* 5 „ 2*nd* „)	T.3Cy.22½",36"&65"-48" 230lb (*s*) 482NHP 2SB(Spt)&1AuxSB,9*cf* HS7084 FD Rankin&BlackmoreLdGrk	27 ″ 9 s3 ″ 2½ 24 ″ 9	
33295 160509 GNQP	**Temple Pier** *ss*Shl.No.2-37 **D.F.** 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) Now sailing as "St. Fernand"	4312 4030 2580	✠100A1 *with freeboard* 2,40 ✠LMC MS3,37 BS7,39 SURVEYS DELAYED	Hfx	*y*	CL 5,38	1928 6mo *Lloyd*	W.Hamil- ton&Co. (1928)Ld. PortGlasgow '*sA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) *Cell DB*332'1055*t*	390·0 402·7(O.L.) F31' FK *FPT*153*tAPT*171*t*	53·0	24·7	London British 6*BHptCem* (*Coll to Sh dk* 5 „ 2*nd*„)	T.3Cy.25",42"&70"-48" (*s*) 200lb 436NHP 3SB,9*cf*,GS186,HS7335 J.G Kincaid&Co.Ld.Grk.	27 ″ 2 s2 ″ 10¾ 24 ″ 6	
33296 164107 GZLB	**Temple Yard** (*ex*Darleny-37) 1*Dk*& *Shelter dk* **D.F.** *Cruiser Stern*	5205 4818 3126	✠100A1 *with freeboard* ~~8,41~~ ~~4,41~~ 12,41 Examined 1,42 BS3,41 ✠LMC1,37	~~Cff~~ ~~Sws~~ Shl NYk	*a*†	CL ~~3,40~~ 12,41	1937 1mo *Lloyd*	Wm.Ham- ilton&Co.Ld. PortGlasgow '*sA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) 1 *IntermediateBH* *CellDB*	432·0 447·2(O.L.) F33' FK *dispensed with Coll* 368' 1207*t FPT*127*t*	56·2	25·6	London British *ptCem* *BH to Sh dk* 5 „ „ 2*nd* „ *APT*206*t*	T.3Cy.22",36"&65"-48"& exhaust turbine driving steam compressor (*s*) 220lb 455NHP 2SB(FD)&1AuxSB,8*cf*, GS139,HS6140 D.Rowan&Co.Ld.Gls.	28 ″ 2 s 3 ″ 4¼ 25 ″ 0½	
33297 1233 IURM	**Tenace** (*ex*ArturoSerena, **Iron** *ex*ArthurSerena, *ss*Nwc.3rdNo.3-5,19 *ex*Panaghis *ss*Gen.No.2-27 Dracatos,*ex*City of Hamburg) *Well deck* 2*Dks*	1142 866 644	✠ ... 4,31				1881 10mo	J.Laing Sunderland	IgnazioMessina& C.	239·8 P134'F26' BK6½"	32·6	14·3	Genoa Italian *WB*	C.2Cy.29¾"&57"-33" 161NHP T.Richardson&Sons,Hpl.	17 ″ 6	I †
33298 24 IURO	**Tenacia Gennari** (*ex*Mado-34, *ex*Mercator, *ss*Msl.No.3-1,24 *ex*Moordrecht) *Well deck* 1*Dk*	996 782 576	✠ ... 8,27 ✠				1910 5mo	Rotterdam Droogd.Maat Rotterdam	UbaldoGennari fu Torquato	220·7 212·4 Q64'B51'F19' FK	33·2	15·7 13·7	Rimini Italian *WB*	T.3Cy.15",25"&41"-33" 115NHP RotterdamDroogd.Maats.	15 ″ 9	I †
33299 147950 GKZM	**Tenax** (*ex*Ingola-40) *ss*Ant.No.3-11,37 **D.F.** 1*Dk*(*Stl*)	3846 3545 2392	✠100A1 7,41 ~~11,40~~ BS1,42 ~~[illegible]~~ ~~BS2,40~~ ✠LMC11,37	~~Shl~~ Bal	*w*	CL ~~10,40~~ 7,41	1925 3mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	TenaxS.S.Co.Ld. (MuirYoung,Ld. *Mgrs.*) *CellDBa&uE*	352·0 P30'B113'F35' FK 133'*f*159'906*tFPT*	50·0	24·7	Glasgow British 6*BHptCem* 97*tAPT*121*t*	T.3Cy.25",40½"&67"-45"(*s*) 180lb ~~100lb~~ 354NHP 2SB,6*cf*,GS114,HS4666 FD Cen.Mar.Eng.Wrks.WHpl	27 ″ 0 s 4 ″ 8¼ 22 ″ 6½	
33300 DNAJ	**Tenerife** (*ex*HermannBurmester) Sub.Sig 2*Dks*	2436 2144 1487					1921	Nordd. WerftG.m. b.H.Weser- münde-G.	Oldenburg-Portug. Dampfsh.Reed. A.G.	278·4 P18'H39'B39'F36'	40·5	23·7	Oldenburg German *WB*	T.3Cy.22$\frac{4}{5}$",37"&57$\frac{1}{16}$"-35$\frac{2}{5}$" &1LPTurbine 254NHP BremerVulkan,Vegesack		G
33301 1318 CBTO	**Tenglo** (*ex*Esja-38) 2*Dks*	789 — 473					1923	Kjöbnhvns Flydk.&Skbs. Copenhagen	ChilianState Railways	176·0 F22' *WB*	30·1	18·5	Vlparaiso Chilian	T.3Cy.14",22½"&37"-27" NB34 72NHP KjbnhavnsFlydk.&Skbsv.		V

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33302 32971 JCND	**Tenkai Maru** Ⓟ *ss*Kob.No.2-25 2*Dks*	3200 2702 1945	✠ … 8,27 ✠				1917 9mo	Mitsubishi Dkyd&EWks Nagasaki	SimataniKisen K.K.	305·0 P25'B94'F33' FK	43·7	27·2	Kobe Japanese *WB*	T.3Cy.19½",32"&54"-48" 261NHP MitsubishiD.&E.Wks.Nag	27 ″ 3	
33303 22572 JIMC	**Tenko Maru**	1274 1113 718					1918	Ishikawa- jimaSBCoLd Ishikawajima	AsahiSyosenK.K.	230·0 P28'B53'F25'	33·0	19·6	Kobe Japanese *WB*	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B.Co.Ld.		
33304 220025 KUSJ	**Tennessee** (*ex*Occidental-40) *ss*Mob.No.3-12,31 *ss*N.Yk.No.2-39 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	6403 6071 3987	✠100A1 10,41~~1,41~~ ✠LMC MS10,39 BS~~4,41~~4,42 *Carrying Petroleum in bulk* *Fitted for oil fuel 5,20 F.P. above 150° F.*	NYk	*a*†	CL N1,41	1920 5mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE&*	416·8 P107'B35'F33' FK *B64'209t FPT229t*	56·1	31·1	Wilmgton (Del.) Utd. States 16*BHptCem* *APT130t*	T.3Cy.26¼",44"&74"-51"(*s*) 200lb 556NHP 3WTB(Spt),HS9969 H.G.TroutCo.Buffalo,N.Y	32 ″ 10 s 6 ″ 3 26 ″ 10	
33305 167543 GLQQ	— (*ex*Fredensbro) *ss*Kel.No.3-9,27 *ss*Cpn.No.2-36 D.F. *Well deck* 1*Dk*(*Stl*)	2342 2059 1372	✠100A1 ~~10,41 6,41~~ 5,42 Examined 6,41 ✠NE8,27 ✠LMC MS10,40 BS~~2,41~~1,42	Shl	*t*	OG 1,40	1921 2mo	A/S Baltica Værftet Copenhagen Lloyd'sA&CP	Ministryof War Transport (CommonBros.Ld. *Mgrs.*) *Intermediate BH in fore hold dispensed with* *CellDB a100'232tuE16'50t*	302·0 315·3(O.L.) P&B236'F30' FK *f126' 330t FPT59t*	44·2	20·3	London British *Cem* *4 BH only* *APT91t*	T.3Cy.20",32"&53"-36" (*s*) 200lb 212NHP 2SB(Spt),4*cf*,HS2800 FD A/S HelsingorsJernskibs Og.MaskEls.	22 ″ 11 s 2 ″ 2 20 ″ 11¼	
33306 36416 JUDH	**Tennyo Maru** *OilEng.* 2*Dks*	495 323 249					1930	Mitsubishi ZosenKaisha Ld. Kobe	SetsuyoSyosenKK.	160·0	27·0	12·7	Osaka Japanese	Oil Engines		
33307 1294 CBTN	**Teno** Ⓟ (*ex*Flora-36, *ex*Chile) TwinSc 2*Dks*&*Shade dk*	3183 — 1704					1896	Caird&Co. Ld. Greenock	Cia.SudAmericana deVapores	350·3 *Promenade dk318'* *Shade dk153'*	43·1	19·4	Valparaiso Chilian *WB*	T.3Cy.19¾",32"&52"-36" 324NHP Caird&Co.Ld.Greenock	22 ″ 6	
33308 44566 JIJL	**Tenryo Maru** D.F. E.S.D. 2*Dks* *CruiserStern* *Strengthened for navigation in ice*	2231 1769 1218	✠100A1 5,38 ✠LMC5,38	Nag	*r*	CL	1938 5mo	Kawami- namiKogyo K.K. Nagasaki Lloyd'sA&CP	TatunamiSyosen K.K. *CellDB211'424t FPT151t APT14t*	257·1 269·6(O.L.) P23'B77'F31' FK	40·4	23·0	Osaka Japanese 7*BHCem*	T.3Cy.18⅞",31⅞"&52¾"-39" 199lb (*s*) FD 294NHP 2SB(Spt)6*cf*,GS118,HS4617 KawaminamiKogyoK.K. Nagasaki	23 ″ 0	
33309 42623 JGZL	**Tenryu Maru** 2*Dks* *CruiserStern*	4861 — 2912					1936	OsakaIron Works,Ld. Osaka	NaigaiKisen K.K.	365·8	54·1	29·2	Kobe Japanese *WB*	2SteamTurbinesDRgeared to 1 screw shaft 433NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
33310 45774 JCNN	— *OilEng.* *Mchy.Aft* *CruiserStern*	555 — 383					1939	Mitsubishi JukogyoK.K Hikoshima	SankyoKaiunK.K.	158·1	27·6	12·9	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.13"-19 1/16" 98NHP HanshinTekkosho,Kobe		
33311 1696 JTAH	**Tenryugawa Maru** Ⓟ TwinSc 2*Dks*	546 — 328					1897	Osaka Iron Works Osaka	DaisyoKaiun GosiKaisya	176·8	24·6	16·3	Osaka Japanese	T.6Cy.12",18½"&31"-22" 90NHP OsakaIronWorks,Osaka		
33312 323 JPTC	**Tensan Maru** *OilEng.* *ss*Kob.No.1-33 1*Dk*(*Stl*)	2776 2308 1588	✠ … 1,38 ✠	Kob	*u*		1929 5mo	MitsuiBus- sanKaishaLd TamaDkyd.	DairenKisenK.K. *CellDB235'646t* *Tanks in way of tunnel 173t FPT*	326·5 P27'B63'F28' FK	46·5	21·5	Dairen Japanese 5*BHptCem* *51tAPT35t*	Oil Engines 4S.C.SA 6Cy.21⅝"-29⅜" 271NHP Akt.Burmeistr&Wain,Cpn	21 ″ 6	
33313 42837 JIZE	**Tensin Maru** (*ex*YungHwa-38, *ex*Baldina-34, *ex*WarDuchess) *ss*Syd.No.3-11,32 *ss*Kob.No.1-36 1*Dk*(*Stl*)	4236 — 3000	✠ … 8,38 ✠	Kob	*x*		1918 9mo	Canadian Vickers,Ld. Montreal	ZuikōSyosenK.K. (TaiyoKaiunK.K. *Mgrs.*) *CellDB*	380·5 P30'B105'F41' FK *316'1367t FPT102t*	48·6	29·7	Hasidate Japanese 6*BHCem* *APT136t*	T.3Cy.27",44"&73"-48" 474NHP 3SB,9*cf*,GS174,HS6660 CanadianVickers,Ld.Mtl.	30 ″ 1	C †
33314 42836 JIYE	**Tensyō Maru** (*ex*LoongHwa-38, *ex*Kalimba-37) *ss*Rot.No.3-8,26 *ss*Shl.No.2-34 2*Dks*(*Stl*)	5013 4777 3754	✠ … 8,38 ✠	Nag	*y*		1914 3mo	D&WHen- dersn&Co.Ld. Glasgow	ShōkoSyōsenK.K. (TaiyoKaiunK.R. *Mgrs.*) *CellDBa123' uE&B36'f182'1054tFPT*	402·3 P45'B126'F38' FK	52·0	29·8	Hasidate Japanese 6*BHCem* *96tAPT218t*	T.3Cy.25",41¼"&67"-51" 435NHP 3SB,9*cf*,GS146,HS6397 D&W.Hendersn&CoLdGls	29 ″ 10	C †
33315 28536 JCYA	**Tensyo Maru** Ⓟ (*ex*MelroseAbbey, *ex*Syndic) *ss*Kob.No.3-4,23 1*Dk*(*Stl*)	3035 2580 1831	✠ 4,24 ✠	Kob	*t*		1910 11mo	BlythS.B. &D.D.Co.Ld. Blyth	SugayaK.K. *CellDBa100'uE&B40'f128'700tFPT*	314·0 P29'B90'F35' FK	45·7	21·1	Kobe Japanese 5*BHCem* *92tAPT110t*	T.3Cy.23",38"&62"-42" 272NHP 2SB,6*cf*,GS106,HS4222 N.E.MarineEng.CoLdNwc	23 ″ 4	C †
33316 31557 JTZH	— Ⓟ 2*Dks*	601 470 367					1926	Namura Gemrosuke Osaka	Amagasaki KisenbuGomei Kaisha	173·9	26·0	15·2	Osaka Japanese	T.3Cy.		
33317 LCBV	**Tento** (*ex*America-36) TwinSc3Mst *OilEng.* *ss*Osl.No.3-10,33 *ss*Sfj.No.1-37 1*Dk*& *Awning dk* 3*rd dk in Nos.*1&3*holds*	4917 3314 3062	✠100A1 *Awng dk* *with freeboard* 11,39 DBS2,39 ✠LMC12,37 (SEE FOOTNOTE)	HKg	*x*	CL S1,39 PN1,39	1921 9mo	Akers Mek.Værks. Oslo Lloyd'sA&CP *CellDB312'*	E.B.Aaby'sRederi A/S. *1070t MT40'800tFPT93tAPT40t*	362·0 376·8(O.L.) FK *Collision BH to A dk*	51·6	22·7 31·2	Oslo Norwegian *Cem* 5 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.21¼"-28¾" 528NHP DB*80lb* AkersMek.Værks Oslo	34 ″ 0 s 8 ″ 5 25 ″ 10¼	
33318 28551 JHGA	**Tentyo Maru** (*ex*Tencho Maru-38, *ex*LeQuesnoy) *ss*Kob.No.3-2,30 *ss*Kob.No.1-33 1*Dk*(*Stl*)	2608 2226 1561	✠ … 4,36 ✠	Kob	*s*		1919 5mo	Dominion S.B.Co. Toronto	TatuumaKisen K.K. *CellDBa75'* *uE26'f96'482t*	251·0 P25'B68'F20' FK *FPT72tAPT94t*	43·7	26·0	Nishino- miya Japanese 4*BHCem*	T.3Cy.20 7/16",33 15/16"&55"-40" 253NHP 2SB,6*cf*,GS126,HS4534 JohnInglisCo.Ld.Toronto	28 ″ 3	
33319 40121 JWHJ	**Tenyo Maru** Ⓟ *OilEng.* D.F. *ss*TamaNo.1-39 2*Dks*	6843 6068 4858	✠100A1 10,40 DBS10,40 ✠LMC7,39 *Carrying cargo oil F.P. above 150° F.in DTs*	Tama	*b*†	CL 6,39	1935 3mo	Mitsubishi JukogyoK.K Nagasaki Lloyd'sA&CP	ToyoKisenK.K. *'Tween dk BH above* *after deep tank BH dispensed with* *CellDB366'1382tDTa36'1127tFPTs259tAPTs224t*	435·0 P30'B157'F41' FK	58·5	32·8	Tokyo Japanese *ptCem* 6*BH to U dk* 1 ,, ,, 2*nd* ,,	Oil Engines 2S.C.SA 6Cy.28⅜"-49 3/16" 839NHP DB*120lb* MitsubishiJukogyoK.K.	32 ″ 9	
33320 180 JISA	**Tenyu Maru** (*ex*Ethelstan) *ss*Bkn.No.3-12,17 *ss*Nag.No.1-22 *Spar dk*(*Stl*)2*trB*&*deepframing*	3738 3555 2301	✠ 11,26 ✠	Kob	*w*		1905 8mo	R.Stephen- son&Co.Ld. Newcastle	DairenSugaya KeiteiShokai *CellDBa110'*	340·1 P26'B93'F33' FK *uE&B42'f138'739t*	47·1	20·0 27·3	Dairen Japanese 6*BHCem* *APT181t*	T.3Cy.25",41"&67"-45" 340NHP 2SB,6*cf*,GS128,HS5620 Blair&Co.Ld.Stockton	29 ″ 10	C †

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. 3 Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
33321 27835 JTSE	**Tenyu Maru** Ⓟ (*ex*Beatrice) 1*Dk*&*Spar dk*	1119 965 688					1902	Bergens Mek.Værks. Bergen	TosaDomeiKisen K.K.	199·3 H101*t*	32·1	14·7 19·6	Kochi Japanese *WB*	T.3Cy.19″,30″&50″–33″ 144NHP BergensMekVærksBergen		
33322 9284 JOPB	— Ⓟ 2*Dks*	735 698 399					1904	S.Ono Osaka	KitaNipponKisen K.K.	180·1 B33′F20′	27·2	20·0	Nishinomiya Japanese	T.3Cy.14″,23″&37″–26″ 70NHP S.Ono,Osaka		
33323 29666 JOEB	**Tenzan Maru** (*ex*Sunfield) 1*Dk*	3142 2869 1889	✠ … 4,24	✠			1920 2mo	Burntislnd S.B.Co.Ld. Burntisland	NipponYusenK.K.	331·6 P32′B99′F29′	46·7	24·8	Tokyo Japanese *WB*	T.3Cy.25″,41″&68″–45″ Douglas&Grant, 433NHP Ld.Kirkcaldy	27 ″ 0	
33324 2034 IUSA	**Teodolinda** (*ex*OuedMellah–35) 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *CarryingPetroleum in bulk*	361 298 190					1924	Philip& Son Dartmouth	CarloCameli	145·0	30·0	8·5	Genoa Italian *WB*	C.2Cy.13½″&28″–20″ 29NHP Philip&Son,Dartmouth		I
33325 LDAI	**Tercero** (*ex*SudCubano, **TwinSc** *ex*Tercero) *OilEng.* 1*Dk*	4415 3990 2668					1925	Akt.Burmeistr&Wain Copenhagen	Skibs-A/S "Igadi" (S.Holter-Sörensen, *Mgr.*)	368·5 P116*t*H239*t*F11*t*	53·7	24·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}''$–$35\frac{7}{16}''$ 449NHP Akt.Burmeistr&Wain,Cpn		N
33326 EAOR	**Tercio de Montejurra** (*ex*SantaAna *ss*La.P.No.3–11,31 Martir–39, *ss*La.P.No.1–36 *ex*Amir–34) *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	549 372 316	✠ 7,41	LaP ✠	*h*		1919 8mo	Echevarrieta y Larrinaga Cadiz	LuisdeOtero& VictorCardenal (LuisdeOtero, *Mgr.*)	164·0 Q94′B11′F25′ BK7″ *CellDBf*92′136*tFPT*43*tAPT*7*t*	26·2	10·3	Bilbao Spanish 3*BHCem*	T.3Cy.12½″,21″&35″–27″ 86NHP 1SB,3*pf*,GS49,HS1550 J.Abernethy&Co.Ld.Abn.	12 ″ 10	
33327 UOYC	**Terek** (*ex*Sirehav–33,*ex*Sagn–33, *ex*MarinersHarbor) 1*Dk*	2189 1923 1299	✠ … 4,22	✠			1918 6mo	Staten Isld.SB.Co. StatenIsland, N.Y.	U.S.S.R.	264·0 P65*t*H145*t*F8*t* FK	42·0	21·8	Vladvostk Russian *WB*	T.3Cy.18″,30″&51″–36″ 160NHP StatenIslandS.B.Co.	24 ″ 0	
33328 105 ICJN	**Teresa** *ss*Tri.No.3–10,35 D.F. 2*Dks*(*Stl*)&*Web frames* *Ref.Mchy.* Now "~~Goyazloide~~," see No. 36766 in Supplement "Goiazloide,"	6131 5022 3719	✠100A1 10,38 MS9,34 ✠Lloyd'sRMC5,40 *Fitted for oil fuel* 6,22 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Pla ✠LMC BS12,39	*z*	CL N12,39	1922 6mo	Cant.Nav. Triestino Trieste A&CP	"Italia"Soc.Anon. di Nav. *CellDB*342′1248*t MTf*27′816*tFPT*107*tAPT*135*t*	417·7 P36′B124′F44′ FK	54·2	30·2	Trieste Italian 6*BHCem*	T.3Cy$26\frac{3}{8}''$,$42\frac{1}{8}''$&$70\frac{1}{16}''$–$48\frac{1}{16}''$ 180lb (*s*) FD 483NHP 3SB(Spt) 9*cf*,GS148,HS7221 VereinigteMaschfSmichov	32 ″ 10 s7 ″ 8¾ 25 ″ 4	
33329 1981 IBDN	**Teresa Schiaffino** (*ex*Beachcliffe–34,*ex*Melpo) D.F. 1*Dk*	5189 4764 3119					1919	A.Stephen &Sons,Ld. Glasgow	Soc.Anon. diNav. "AssuntaDe Gregori"	412·4 400·1	52·3	28·5	Genoa Italian *WB*	T.3Cy.27″,44″&73″–48″ 369NHP J.G.Kincaid&Co.Ld.Grk.		I
33330 259 ICJP	**Tergestea** *OilEng.* *ss*Tri.No.3–4,39 D.F. 2*Dks*(*Stl*)	5890 4431 3708	✠100A1 12,39 ✠LMC CS4,39 DBS8,39 4,39 NO LATER SURVEY REPORTED	Gen	*y*	CL 8,37	1926 9mo *Lloyd's*A&CP	Cant.Nav. Triestino Monfalcone	Soc.Anon.diNav. G.L.Premuda *CellDB*334′1116*t* *DTa*52′1000*t*	416·7 P34′B261′F44′ FK *FPT*94*tAPT*86*t*	53·1	24·7	Trieste Italian 8*BHptCem* (1 *to* 2*nd dk*)	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}''$–$59\frac{1}{16}''$ 489NHP DB*100lb* StabilimentoTecnico,Tri.	27 ″ 10 s 3 ″ 7¼ 24 ″ 5	
33331 8407 SMUA	**Tergus** *OilEng.* *Elec.welded* *CruiserStern* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	*447* *299* *203*					1940	Finnboda VarfAkt. Stockholm	A/B Bensintransport(GöstaReuter, *Mgr.*)	142·7 P37′F18′	25·6	11·0	Stockholm Swedish	Oil Engines 2S.C.SA 8Cy.$9\frac{13}{16}''$–$16\frac{9}{16}''$ 134NHP Nydqvist&HolmA/B, Trollhättan		N
33332 152013 VJXD	**Terka** Ⓟ (*ex*SirDudley deChair) *Mchy.Aft* 1*Dk*	420 309 161	✠ … 12,29	✠			1925 7mo	Govt.Dkyd ew castle, NN.S.W.	TheAdelaide SteamshipCo.Ld.	147·0 F20′ FK	26·6	9·2	Melbourne British *WB*	T.3Cy.14″,23″&39″–21″ 84RHP Govt.Dckyd.Nwc.N.S.W.	11 ″ 0	
33333	**Terkoelei** Ⓟ *ss*Ham.No.2–31 D.F. 2*Dks*(*Stl*)3rd*trB* *Well deck* *in No.1 Hold*	5158 4478 3093	✠100A1 (*Reclassification Contemplated*) Examined 4,41 9,41	Lon CTn ✠	*a*†	CL 6,40	1923 2mo	Blohm& Voss Hamburg	NV.Nederlandsch-IndischeMaats. voorZeevaart I. *CellD*	407·0 P&B329′F53′ FK *B*353′ 924t *FPT*51*t*	56·0	25.9	Batavia Dutch 8*BHAsp* *APT*16*t*	4 Steam Turbines SR geared to 1 Sc. Shaft 213lb Spt (*s*) 634NHP 3SB,9*cf*,GS290,HS8880 Blohm&Voss,Ham.	28 ″ 6	
33334 UPIQ	**Ternei** (*ex*Messina–35) 1*Dk*	1470 1270 825					1921	F.Schichau Danzig	U.S.S.R.	253·7 P&B197′F27′	38·2	16·6	Vladvostk Russian *WB*	T.3Cy.$19\frac{11}{16}''$,$31\frac{7}{8}''$&$51\frac{3}{16}''$–$29\frac{9}{16}''$ 143NHP F.Schichau,Elbing		
33334A DJPB	**Terra** **TwinSc** (*ex*GustavSchindler–39, *OilEng.* *ex*Oelschindler–36) 1*Dk* D.F. *CruiserStern* *Mchy.Aft* *CarryingPetroleum in bulk*	1533 1144 1036					1935	Werft Nobiskrug G.m.b.H. Rendsburg	HamburgerTank-ReedereiG.m.b.H. (Atlantic-Rhederei F.&W.Joeh, *Mgrs.*)	243·1 P36′Q165′ B28′F40′	37·2	15·4	Hamburg German *WB*	Oil Engines 4S.C.SA 16Cy.11¼″–$16\frac{9}{16}''$ 195NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
33335 CSIM	**Terra Nova** **WoodAux3MstSr** (*exSailing Vessel*Porto–35) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	415 366 311					1921	Ch.Navals Franco-Portugals Villa d'Conde	Armadores do Norte,Lda.(C.C. DaRocha, *Mgr.*)	149·8	31·5	14·1	Lisbon Portuguese	Oil Engines 2S.C.SA 6Cy.$7\frac{1}{16}''$–$11\frac{13}{16}''$ 52NHP NE35 Atlas-DieselA/B,Skm.		
33336 103336	**Terrebonne** Ⓟ **IronPad** 1*Dk*	657 180 354					$18\frac{71}{95}$	W C.White *Rebuilt*Rich. &Ont.Nav.Co Sorel	GeorgeDansereau &fils,Ltee.	151·1	24·1	6·8	Montreal British	1Cy.28″–96″ 28RHP A.Cautin,Montreal		
33337 44593 JLGM	**Terukawa Maru** (*ex*NoraMærsk–38) *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk* D.F. *3rd dk in Nos.* 1, 3 & 4 *holds* *CruiserStern*	6429 — 4367	✠ 7,36	HKg ✠	*c*†		1934 8mo	Odense Staalskibsvft vedAPMöller Odense	KawasakiKisen K.K. *CellDB*371′1446*t* *MT*	458·2 F52′ FK *DTa*19′540*t* *s*65′1658*t FPTs*240*t*	58·0	29·9	Kobe Japanese 8*BH* (*Coll to Sh dk* 7 ,, 2*nd*,,) *APTs*173*t*	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}''$–55⅛″ 1026NHP Akt.Burmeistr&Wain,Cpn	29 ″ 11	C †
33338 30841 JBDB	**Terukuni Maru** Ⓟ (*ex*Eastern) *ss*Kob.2ndNo.3–11,23 1*Dk*(*Stl*)&*Spar dk*(*pt Stl* teak s)3*trB* *Ref.Mchy.* *lower dk forehold*	*3589* *2958* *2187*	✠ 2,25	Syd ✠	*w*		1899 4mo	R.Napier& Sons,Ld. Glasgow	HaradaKisenK.K. *CellDBa*72′	352·0 P69′B128′F40′ 27·5 FK *uE&B*68′ *f* 138′520*t FPT*38*t*	42·2	19·8	Kobe Japanese 6*BHCem*	T.3Cy.$27\frac{11}{16}''$,45″&73″–48″ 469NHP 2DB,12*cf*,GS181,HS6464 R.Napier&Sons,Ld.Gls.	30 ″ 2	
33339 42936 JHHL	**Terusima Maru** 2*Dks* *Cruiser Stern*	3110 — 1825					1937	Harima S.B.&Eng. Co.Ld. Harima	IinoKisenK.K.	323·4 P33′B95′F36′	46·0	25·0	Kobe Japanese	2 DR geared steam turbines KawasakiDkydCoLd Kobe		C

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification: Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built: When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c.: Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
33340 OHST	**Tervsund** (*ex*GooleTrader,*ex*Ouse) *ss*Goo.2ndNo.3–7,08 D.F. *ss*Abo.No.2–19 1*Dk*	808 601 390	✠ ... 4,21 ✠				1884 7mo	W.Dobson &Co. Newcastle	PargasKalkbergs A/B	230·3 220·9 P29'B51'F28' BK7"	30·4	13·8	Åbo Finnish *WB*	C.2Cy.28"&58"–33" 163NHP R.&W.Hawthorn,Nwc.	14 ″ 7	
33341 939 ICIT	**Teseo** 2*Dks* D.F. *Fitted for oil fuel* *Now "Rio Corrientes," see No. 38322 in Supplement*	4966 — 2995					1920	Cantieri NavaliRiuniti Palermo	Soc.Liguredi Armamento	394·2	51·8	35·1	Genoa Italian *WB*	T.3Cy.26",42½"&$69\frac{7}{10}$"–48" 337NHP CantieriNavaliRiuniti, Ancona		I
33342 165919 GDDZ	**Testbank** 1*Dk*&*Shelter dk* E.S.D. *CruiserStern* *Tonnage opening closed* 41(*W.E.*)	5083 4614 2981	✠100A1 *withfreeboard* ~~4,42~~ ~~6,41~~5,42 BS1,42 ✠LMC11,37	~~Mch~~ CalNpt	*a*†	CL ~~11,40~~ 5,42	1937 11mo *Lloyd'sA&CP*	J.Read- head&SonsLd SouthShields	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	423·7 439·2(O.L.) F31' FK *CellDB*341'1343*tFPT*128*tAPT*218*t*	56·7	24·8	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd*„)	T.3Cy.25",42"&71"–48" 220lb (*s*) 524NHP 2SB(Spt)&1AuxSB,*9cf*, GS167,HS7444 FD J.Readhead&SonsLd.S.Shl	36 ″ 7 s11 ″ 0½ 26 ″ 0¼	
33343 147364 GMPN	**Tetela** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 4*Dks*	5389 4678 3302					1926	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 P48'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP CammellLaird&Co.Ld.		C
33344 869 SVUE	**Teti** (*ex*Ripa–36,*ex*Auldmuir) *ss*Grk.2ndNo.3–8,27 *ss*Cff.No.1–31 1*Dk*(*Stl*)2*trB*&*deepframing*	2747 2536 1760	✠ 11,36 ✠	Bry	*u*		1903 4mo	Russell& Co. Pt.Glasgow	Mme.K.G.Sigalas (G.SigalasSons, *Mgrs.*)	314·5 P30'B97'F33' FK *CellDBa*94'*f*140' 626*t*	47·2	20·8	Piræus Greek 5*BHCem* *APT*112*t*	T 3Cy.22½",37"&62"–42" 250NHP 2SB,*6cf*,GS115,HS3580 J.G.Kincaid&Co.Grk.	23 ″ 3	G †
33345 23 IUVT	— *ex*Amazzone–34,*ex*Amazone–34, *ex*Borg,*ex*H.A.Hansen, *ss*Brs.No.1–05 *ex*AlbertZelck,*ex*Ionian) 1*Dk*(*Stl*) *Well deck*	834 593 469	✠ 11,07 ✠	Sou	*k*		1901 2mo	Grngem'th &Greenock DockyardCo. Greenock	Fratelli Montanari	192·6 181·2 Q59'B53' H64*t*F19' FK *CellDBa*31'*f*73'146*t*	31·2	13·7	Rimini Italian 4*BHCem* *APT*9*t*	T.3Cy.$13\frac{7}{16}$",25"&40"–30" 88NH 1SB,*3cf*,GS55,HS1701 W.V.V.Lidgerwood,Gls.	14 ″ 8	I †
33346 30068 JTYB	**Tetuzan Maru**	2018 1680 1240					1919	Hashimoto Shipyard Karimoshina	HashimotoKisen K.K.	285·0	38·0	22·0	Onomichi Japanese	T.3Cy.18",30"&49"–39" 150NHP KobeSteelWorks,Kobe		
33347 45395 JPVM	— D.F. *Mchy.Aft* 1*Dk*	1923 1540 1067					1939	Kawamin- amiKogyu K.K. Nagasaki	OsakaSyōsenK.K.	271·7 P87'F29'	40·0	20·3	Osaka Japanese *WB*	T.3Cy.$18\frac{11}{16}$",30"&50"–36" 150NHP KawaminamiKogyoK.K. Nag.		
33348 120918 GPZL	**Teucer** Ⓟ TwinSc D.F. 3*Dks*	9079 8650 5762					1906	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	486·0	58·3	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"–48" 585NHP N.E.MarineEng.CoLdNwc		BT till ~~8,41~~ 11,41
33349 481 ICJU	**Tevere** Ⓟ (*ex*Gablonz) TwinSc *ss*Tri.2ndNo.3–6,37 *Ref.Mchy* 2*Dks*(*Stl–Uws*)&*Awng dk* D.F. (*Stl*–teak s)3*rd dk*(*Stl*) *inNos.*1,2,3&5*holds*	8289 6953 4265	✠100A1 *Awng dk* *withfreeboard* 2,40 BS5,39 ✠LMC6,37 Lloyd'sRMC1,40 *Fitted for oil fuel* 5,23 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Nap	*c*†	CL 7,38	1912 11mo *Lloyd'sA&CP*	Cantiere SanRocco Trieste	LloydTriestino Soc.Anondi Nav.	469·4 FK *CellDBa*85'*u E&B*162'*f*143'114 2*t MT*28'600*t FPT*	56·3	29·6	Naples Italian *Cem* *Collision BH to A dk* 7 „ „ *U* „ 61*tAPT*57*t*	Q.8Cy.26",37",53"& 76"–51" 215lb (*r*) 1290NHP 8SB,*24cf*,GS474,HS18880FD StabilimentoTecnico,Tri.	39 ″ 11 s4 ″ 3 27 ″ 7¾	
33350 165927 GDGZ	**Teviotbank** E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern*	5087 4614 2981	✠100A1 *withfreeboard* 12,39 ✠LMC2,38	Gls	*a*†	CL	1938 2mo *Lloyd'sA&CP*	J.Read- head&SonsLd SouthShields	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	423·7 439·2(O.L.) F31' FK *CellDB*341'1343*tFPT*128*tAPT*218*t*	56·7	24·8	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd*„)	T.3Cy.25",42"&71"–48" (*s*) 220lb 524NHP 2SB(Spt),1AuxSB,*9cf*, GS167,HS7444 FD J.Readhead&Sons,LdS.Shl	27 ″ 10 s3 ″ 0¼ 25 ″ 0¼	
33351 215815 KDIY	**Texada** (*ex*ElCicuta,*ex*Lake Dunmore) 1*Dk Topside tanks* *Mchy.Aft* Sub.Sig. *Fitted for oil fuel*	2477 2004 1440	✠ ... 9,20 ✠				1917 11mo	Gt.Lakes Eng.Works Ecorse,Mich.	KingsleyCo. ofCalifornia	253·0 P115'F26' FK	43·5	25·6	S.Frncisco Utd.States *WB*	T.3Cy.21",34½"&57"–42" 284NHP Gt LakesEng.Wks.Detroit	27 ″ 6	
33352 145944 WACU	**Texan** TwinSc *ss*S.Fo.2ndNo.3–7,26 *ss*S.Fo.No.2–34 2*Dks*(*Stl*)&*deep framing, lower dk* D.F. *fore hold*(*Stl*)&*Shelter dk*(*Stl*) *Fitted for oil fuel*	7005 6643 4427	✠ ... 4,34 ✠	SFo			1902 10mo	NewYork S.B.Co. Camden,N.J.	American- HawaiianS.S.Co.	471·0 FK *CellDBa* 115'*uE & B*52'*f* 197' 1490*t DT f* 26' 942*t Tanks* *between* (41')&*at sides of tunnel* (28')222*tFPT*138*tAPT*77*t*	57·2	31·8	NewYork Utd.States 7*BHAsp*	Q.8Cy.19",$28\frac{9}{32}$",41"&60"– 42" 615NHP 3SB,*12cf*,GS216,HS8184 NewYorkS.B.Co.Camden, N.J.	35 ″ 0	R †
33353 213878 WBCH	**Texas** *ss*Gal.2ndNo.3–2,40 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6368 6064 3946	✠100A1 ~~6,41~~ ~~9,40~~ 2,42 ~~BS1,41~~ ✠LMC2,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,16 *F.P. above* 150° F.	~~NYk~~ Gal BS2,42	*a*†	CL ~~10,38~~ 6,41	1916 2mo A&CP	ForeRiver S.B.Corp. Quincy,Mass.	TheTexas Company	416·8 P107'B35'F33' FK *DBu E&B* 60'209*t FPT*229*tAPT*130*t*	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.26½",44⅞"&74"–51" 190lb (*r*) 549NHP 3SB,*9cf*,GS191,HS7979 FD ForeRiverSB.Corp.Quincy	32 ″ 9 s6 ″ 4½ 26 ″ 7¼	
33354 218675 KEFZ	— (*ex*WestHarts) 2*Dks* *Fitted for oil fuel*	5638 5248 3533					1919	Columbia RiverSBCorp Portland,Or.	StatesSteamship Co.	410·0 P43'B114'F47'	54·2	27·5	Portlnd Or Utd.States *WB*	DR geared Steam Turbine GeneralElectricTurbineCo Schenectady,N.Y.		R
33355 OZCO	— *OilEng.* D.F. 2*Dks* *CruiserStern*	2328 1971 1309					1939	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskibsselskab	327·0	45·8	19·0	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 8Cy.21⅝"–39⅜" 361NHP Akt.Burmeister&Wain, Cpn.		V
33356 235950 WOTC	**Texas Sun** *ss*Phl.No.1-41 *OilEng.* D.F. E.S.D. GyC. 1*Dk* *Longitudinal framing–bracketless system* *Mchy.Aft* *CruiserStern*	9933 — 6056	✠100A1 ~~1,41~~ ~~9,40~~ ~~1,41~~ 1,42 ✠LMC CS5,41 DBS3,41 2,42 6,41 *CarryingPetroleum in bulk*	Phl	*f*† 2¼	CL 1,42	1937 4mo *Lloyd'sA&CP*	SunS.B.& DryDockCo. Chester,Pa.	SunOilCompany	515·6 535·2(O.L.) P88'B35'F57' FK *CellDBuE*58'167*t DTf*24'771*tFPT*345*tAPT*165*t*	66·0	36·8	Phildlphia Utd.States 11*BH*	Oil Engines 2S.C.SA 6Cy.$25\frac{3}{16}$"–79½" 1182NHP DB(WT)*245lb* DB(WT–*Upr.*)*200lb* SunSB&DD.Co.ChesterPa	37 ″ 0	
33357 218027 KIFD	**Texmar** (*ex*EdgarBowling, *ex*WestCavanal) 2*Dks* D.F. *Fitted for oil fuel*	5505 — 3439					1919	South Western S.B.Co. SanPedroCal	CalmarS.S.Corp.	410·5 P46'B112'F46'	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pa.*	Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
33358 LDAL	**Thalatta** TwinSc3Mst *OilEng.* *ss*Osl.No.3-7,29 *ss*Osl.No.2-37 D.F. 2*Dks(Stl)&Shelter dk(Stl)*	5671 5195 3492	✠100A1 *Shelter dk* *withfreeboard* 2,42 ~~4,41~~ DBS10,41 ✠LMC CS2,39 8,37 ~~DBS11,40~~	~~Lon~~ Grk	*a*†	CL 4,41	1922 7mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen '*sA&CP* *CellDB*377'	Wilh.Wilhelmsen 1250*tDTf*38'1000*t*	425·5 FK *Collision* *FPT*90*tAPT*82*t*	55·2	27·9	Tönsberg Norwegian *ptCem* *BHtoShdk* 6 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.$24\frac{1}{16}$"−$37\frac{1}{16}$" DB*100lb* 717NHP Akt.Burmeistr&Wain,Cpn	30 ″ 6 s4 ″ $0\frac{1}{4}$ 26 ″ $8\frac{1}{2}$	
33359 DICP	— (*ex*JuliusSchindler-39) *OilEng.* *Mchy.Aft* D.F. 2*Dks* *CarryingPetroleum in bulk*	3145 2636 1707					1921	Deutsche WerftA.G. Hamburg	HamburgerTank-ReedereiG.m.b.H. (Atlantic-Rhederei F.&W.Joch,*Mgrs.*)	343·4 P90'B31'F36' len34	45·5	22·5	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.$24\frac{7}{8}$"−$37\frac{7}{8}$" 360NHP AlgemeineElec.Ges.Berlin		G
33360 HPFR	**Thalia** TwinSc *OilEng.* *ss*NYk.No.3-12,38 *Mchy.Aft* 1*Dk(Stl)&Shelter dk(Stl)* Sub.Sig. *&Webframes* E.S.D. D.F. *Longitudinal framing*	8329 — 5075	✠100A1 *Shelter dk* *withfreeboard* ~~0,41~~ ~~7,40~~ 2,42 DBS2,42 ✠LMC CS7,40 ~~DBS2,40 6,41~~ 10,39 *CarryingPetroleum in bulk*	~~NYk~~ ~~LAr~~ NYk	*d*†	CL s10,39 P12,39	1926 4mo *Lloyd*	Howaldts-werke Kiel '*sA&CP* *CellDBa&uE*	PanamaTransport Co. 93'287*tDTf*36'275*t*	470·1 488·0(O.L.) B34'F39' FK *FPT*182*tAPT*79*t*	63·2	35·3	Panama Pnamanian 18*BHptCem* *ptAsp* 13*BHtoUdk*	Oil Engines 2S.C.SA 8Cy $23\frac{5}{8}$"−$41\frac{3}{4}$" 776NHP DB*70lb* 2 Water Tube DB*200lb* SulzerBros.Ld.Winterthur	35 ″ 6 s8 ″ 6 27 ″ 4	
33361 DORT	— TwinSc *Mchy.Aft* *OilEng.* D.F. *CruiserStern* 1*Dk*	1122 853 587					1936	Nordsee-werkeEmden G.m.b.H. Emden	Dampfschifffahrts Ges.“Neptun”	235·0 P114'F22'	34·7	13·1	Bremen German *WB*	2 SR geared Oil Engines 4S.C.SA 12Cy.$11\frac{5}{8}$"−$16\frac{9}{16}$" 158NHP Fr.KruppGermaniawftAG		G
33362 135360 MFQS	**Thames Coast** (*ex*Cuirassier-39) *ss*Bkn.2ndNo.3-1,40 1*Dk(Stl)&Shelter dk(ptStl&ptIrn)*	1045 850 474	✠100A1 *Shelter dk* *withfreeboard* 4,41 BS4,41 ✠LMC1,40	Lth	*o*	CL N1,40	1914 11mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP* *CellDBa*58'*uE*19'*f*100'205*tAPT*17*t*	CoastLines,Ld.	230·6 FK	35·0	14·9	Liverpool British 5*BHCem* *CollBHtoShdk* 4 „ „ 2*nd* „	T.3Cy.18",30"&49"−32" (*s*) 180lb 170NHP 2SB,4*cf*,GS80,HS2918 N.E.MarineEngCoLdNwc.	17 ″ 0 s ″ $2\frac{1}{4}$ 17 ″ 0	
33363 26817 JTED	**Thames Maru** *ss*Kob.No.3-5,32 *ss*Yka.No.1-37 2*Dks(Stl)&Awngdk(Stl)*	5871 5590 4254	✠ 9,41 *Awng dk* *withfreeboard* ~~BS5,40~~ ~~✠LMC5,39~~	Osa	*y*	OG 2,38	1920 8mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP *CellDB*334'1118*t*	KawasakiKisen K.K.	385·0 FK *Collision* *FPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *Cem* *BHtoAwdk* 5 „ „ *U* „	T.3Cy.26",$43\frac{1}{2}$"&72"−48" (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkyd.CoLdKob	36 ″ 0 ~~s 9 ″ $3\frac{1}{2}$~~ ~~27 ″ 1~~	
33364 108358 MCDC	**Thames Queen** Ⓟ PadSk (*ex*Queen of Southend-38, 2*Dks* *ex*YarmouthBelle) *Fitted for oil fuel*	517 409 216					1898	W.Denny &Bros. Dumbarton	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,*Mgr.*)	240·0 *Promenade dk*156'	28·1	9·3	London British	T.3Cy.$20\frac{1}{2}$",30"&43"−60" 143NHP Denny&Co.Dumbarton		
33365 528 SVEM	**Thassos** (*ex*BanyeiMaruNo.11) 1*Dk*	1565 1312 915					1919	NittaCo. Osaka	Th.L.Teryazos	240·0	36·0	21·0	Piræus Greek *WB*	T.3Cy.16",27"&45"−32" 109NHP TanakaEngineWorks		I
33366 148940 MNWG	**The Baron** *ss*P.Gl.No.3-12,39 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	820 562 388	✠100A1 4,42 ~~4,41~~ ~~10,41~~ ✠LMC MS12,39 BS~~7,40~~10,41	~~Bwg~~ Shl	*k*	CL ~~10,38~~ 10,41	1927 8mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	J.Hay&Sons,Ld.	190·2 198·0(O.L.) Q109'B9'F25' FK *Cell DBf*117'177*tFPT*	30·1	12·1	Glasgow British 3*BHCem* 58*tAPT*30*t*	T.3Cy.15",25"&42"−30" (*s*) 200lb 87RHP 1SB,3*cf*,GS60,HS2160 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ $7\frac{1}{2}$ 13 ″ 8	
33367 160226 MPFY	**The Countess** *ss*Shl.No.2-37 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	824 561 405	✠100A1 4,42 ~~5,41~~ Examined4,42 BS4,42 ~~BS10,40~~ ✠LMC4,37	~~Bwg~~ Bwg	*k*	CL ~~11,39~~ N4,42	1928 10mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	J.Hay&Sons,Ld.	195·1 Q111'B11'F30' FK *CellDB*123'174*t FPT*	30·3	12·1	Glasgow British 3*BHCem* 56*tAPT*22*t*	T.3Cy.14",$23\frac{1}{2}$"&39"−30" (*s*) 200lb 75RHP 1SB,3*cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ $7\frac{1}{4}$ 13 ″ $8\frac{1}{4}$	
33368 148937 MNVR	**The Duke** *ss*P.Gl.No.3-12,39 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	820 562 387	✠100A1 12,41 ~~12,40~~ BS12,41 ~~BS12,40~~ ✠LMC1,39	~~Shl~~ Bwg	*k*	CL 1,39	1927 7mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	J.Hay&Sons,Ld.	190·2 Q109'B9'F25' FK *Cell DBf*117'177*tFPT*	30·1	12·1	Glasgow British 3*BHCem* 58*tAPT*30*t*	T.3Cy.15",25"&42"−30" (*s*) 200lb 87RHP 1SB,3*cf*,GS60,HS2160 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ $7\frac{1}{2}$ 13 ″ 8	
33369 164081 MLMK	**The Earl** 1*Dk* *Mchy.Aft*	926 623 481	✠100A1 ~~5,41~~ ~~7,41~~ 10,41 Examined7,41 BS5,40 ✠LMC6,36	~~Bwg~~ Bwg Shl	*l*	CL 5,40	1936 6mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP* *CellDB*132'204*t*	J.Hay&Sons,Ld.	202·2 209·3(O.L.) Q114'B9'F31' FK *FPT*65*tAPT*29*t*	32·2	12·4	Glasgow British 3*BHCem*	T.3Cy.$13\frac{1}{2}$",$22\frac{1}{2}$"&38"−30" 215lb (*s*) 71RHP 1SB,3*cf*,GS59,HS1930 AilsaS.B.Co.Ld.Trn.	14 ″ 6 s4 ″ 7 14 ″ $0\frac{1}{4}$	
33370 209060 WADS	**The Harvester** 1*Dk&Webframes* *Mchy.Aft* *Longitudinal framing* D.F. GyC.	7188 — 5690	✠ ... 6,18 ✠				1911 8mo	American S.B.Co. Lorain,Ohio	International HarvesterCo.	525·0 F48' FK	58·0	31·0	D'luth Min Utd.States *WB*	T.3Cy.$23\frac{1}{2}$",38"&$63\frac{3}{16}$"−42" 259NHP AmericanS.B.Co.Clevelnd	31 ″ 0	R †
33371 222986 WCFV	**The International** (*ex*WilliamH.Warner-34) *Mchy.Aft* D.F. GyC. 1*Dk* *ptLongitudinal framing*	7984 — 6277					1923	American S.B.Co. Lorain,Ohio	International HarvesterCo.	586·3	60·2	28·0	D'luth Min Utd.States *WB*	T.3Cy.$24\frac{1}{2}$",41"&65"−42" 274NHP AmericanS.B.Co.Lorain,O.		R
33372 109733 EIGC	**The Lady Belle** *ss*Apl.3rdNo.3-6,37 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	331 217 131	✠100A1 4,41 BS11,41 ~~BS12,40~~ ✠LMC6,37	Mil	*e*	CL 1,41	1900 5mo	J Fullerton &Co. Paisley A&CP	A.Moloney&Sons, Ld.	140·4 141·3(O.L.) Q75'B10'F24' FK *W*	24·1	9:9	Waterford British 3*BHCem* *B=FPT*43*t*	C.2Cy.$18\frac{3}{4}$"&40"−27" (*s*) 120lb 83RHP 1SB,3*pf*,GS53,HS1447 Ross&Duncan,Glasgow	10 ″ 8 s3 ″ 11 10 ″ 9	
33373 147882 MLST	**The Marchioness** *ss*Shl.No.3-11,36 *ss*P.Gl.No.1-40 *Mchy.Aft* *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	799 551 356	✠100A1 ~~12,41~~ ~~12,40~~ 4,42 ✠LMC MS1,40 BS~~10,40~~12,41	~~PGl~~ Shl	*k*	CL ~~1,40~~ ~~12,41~~ 3,42	1924 1mo *Lloyd*	C.Rennold-son&Co. SouthShields '*sA&CP* *CellDB*116' 188*t FPT*62*t*	J.Hay&Sons,Ld.	190·1 Q105'B9'F30' BK8"	29·7	12·1	Glasgow British 3*BHptCem* *APT*40*t*	T.3Cy.16",27"&44"−30" (*s*) 180lb 137NHP 2SB,4*pf*,GS74,HS2404 W.Beardmore&Co.Ld. Coatbridge	13 ″ 11 s4 ″ $6\frac{1}{2}$ 14 ″ 1	
33374 147939 MNCS	**The Marquis** *ss*Grk.No.3-8,36 *Mchy.Aft* *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	795 551 354	✠100A1 4,42 ~~3,41~~ Examined ~~3,41~~ 4,42 BS~~3,41~~ 4,42 ✠LMC~~8,36~~3,41	~~Shl~~ Bwg	*k*	CL 2,41	1924 11mo *Lloyd*	C.Rennold-son&Co. SouthShields '*sA&CP*	~~J.Hay&Sons,Ld.~~ C.R.Mauritzen	190·0 Q105'B9'F30' BK8" *CellDBf*116'188*tFPT*	29·7	12·1	Glasgow British 3*BHptCem* 62*tAPT*40*t*	T.3Cy.16",27"&44"−30" (*s*) 180lb 137NHP 2SB,4*pf*,GS75,HS2404 W.Beardmore&Co.Ld. Coatbridge	13 ″ 11 s4 ″ $6\frac{1}{2}$ 14 ″ 1	
33375 164074 MLLD	**The President** *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	926 623 481	✠100A1 1,42 ~~4,41~~ Examined ~~4,41~~1,42 BS5,41 ✠LMC5,36	PGl	*l*	CL ~~4,41~~ 12,41	1936 5mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	J.Hay&Sons,Ld.	202·2 Q114'B9'F31' FK *CellDB*132'204*t FPT*65*t*	32·2	12·4	Glasgow British 3*BHCem* *APT*29*t*	T.3Cy.$13\frac{1}{2}$",$22\frac{1}{2}$"&38"−30" 215lb (*s*) 71RHP 1SB,3*cf*,GS59,HS1930 AilsaS.B.Co.Ld.Trn.	14 ″ 6 s4 ″ 7 14 ″ $0\frac{1}{4}$	

1 No. in Book. Official No. Code Letters	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R.
33376 160243 MPJW	**The Viceroy** ssP.Gl.No.2-37 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	824 561 405	✠100A1 9,41 ~~9,40~~ BS4,41 ✠LMC5,37	~~Dun~~ Bwg	*k*	CL 8,40	1929 4mo	AilsaS.B. Co.Ld. Troon *Lloyd*'*sA&CP*	J.Hay&Sons,Ld.	195·1 203·3(O.L.) Q111'B11'F30' FK *CellD B123'174t FPT56t*	30·3	12·1	Glasgow British 3*BHCem* *APT22t*	T.3Cy.14",23½"&39"-30" (*s*) 200lb 76RHP 1SB,3*cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7½ 13 ″ 8¼	
33377 PHYV	**Theano** Sub.Sig. E.S.D. 2*Dks*	1059 787 368					1920	NV Boele's Scheepswerven en Machinefabriek Slikkerveer	N.V.Maats."Zeevaart"(Hudig& Veder,*Mgrs.*)	231·9	36·2	13·2	Rottrdam Dutch *WB*	T.3Cy.18",30"&48"-36" 138NHP N.V.Boele'sScheepswerven en Machinefabriek, Bolnes		V
33378 DGLR	**Theda Fritzen** (*ex*Ostfriesland-39, *ex*Vigor-37,*ex*Sheaf Dart,*ex*Leander) *ss*Got.2ndNo.3-5,33 *ss*Lkr.No.1-37 1*Dk*(*pt Irn&pt Stl*)&*deep framing*	2882 2623 1735	✠ 4,38 ✠	Bmn	*u*		1905 1mo	W.Gray& Co.Ld. WHartlepool	Johs.Fritzen& Sohn vormLexzau Scharbau&Co. *CellDB a114'uE&*	330·0 342·0(O.L.) P27'B176'F34' FK *B40'f140'905tFPT*	47·6	19·9	Emden German 5*BHCem* *85tAPT74t*	T.3Cy.24¼",38⅜"&64"-42" 294NHP 2SB,6*cf*,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6	
33379 PKFN	**Thedens** 2*Dks*	2071 1570 1181					1927	N.V.Schps "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3	46·2	14·6	Batavia Dutch *WB*	C4Cy(2)18⅝"&(2)39¼"-39¼' 193NHP Maats.Fyenoord,Rot.		V L
33380 639 SZMB	**Thedol 2** (*ex*Petrolina-36, *ex*Wilno, *ex*Société) **TwinSc** *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk*	657 — 269					1910	Howaldtswerke Kiel	HellenicPetroleum Co."Thedol"S.A. (T.N.Epiphaniades *Mgr.*)	188·0 Q46'	31·2	10·5	Piræus Greek	T.3Cy.9¼",14¾"&24⅜"-$13\frac{25}{32}$" 44NHP Howaldtswerke,Kiel		
33381 149764 MKCM	**Theems** (*ex*JollyBruce, *ex*Aleksander) 1*Dk*	553 389 286					1920	Gebroeders VanDiepen Waterhuizen	WalfordLines,Ld. (LeopoldWalford ShippingLd.*Mgrs*)	159·2	27·0	11·2	London British *WB*	T3Cy12¼"$19\frac{11}{16}$"&31½"-$22\frac{1}{16}$' 47RHP CasarWollheim,Breslau		C
33382 LJSJ	**Thelma** *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	8297 7571 5032					1937	GötaverkenA/B Gothenburg	TönnevoldsRederi A/S(O.T.Tönnevold&Co.A/S, *Mgrs.*)	465·1 P103'F59'	59·4	35·9	Grimstad Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-$59\frac{1}{16}$" 653NHP GotaverkenA/B,Got.		N
33383 164053 MBKK	— E.S.D. 1*Dk*	1593 1357 933					1935	Burntislnd S.B.Co.Ld. Burntisland	ClydesdaleShipownersCo.Ld. (Glen&Co.Ld*Mgs*)	265·0 P15'Q43'B111'F30'	40·5	16·3	Glasgow British *WB*	T.3Cy.15",25½"&44"-33" 111NHP D.Rowan&Co.Ld.Gls.		C
33384 118065 MGMW	— *ss*Liv.2ndNo.3-11,29 *ss*Liv.No.2-38 *Well deck* 1*Dk*(*Stl-pt* teaks)	374 291 139	✠100A1 12,39 ✠LMC MS7,38 BS~~7,40~~8,41	Liv	*f*	CL 11,39	1903 12mo	AilsaS.B. Co.Ld. Ayr *Lloyd*'*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	143·3 Q46'B10'F25' BK7" *FPTs*	25·0	11·6	Liverpool British 3*BHCem* *60tAPT8t*	C.2Cy.18"&40"-27" (*s*) 130lb 91RHP 1SB,3*pf*,GS54,HS1641 Ross&Duncan,Glasgow	12 ″ 8 s ″ 10 12 ″ 5	
33385 4761 SGVE	**Themis** (*ex*Temis,*ex*Carl) 1*Dk*	*724* *477* *383*					1907	Göteborgs M.V.Aktieb. Gothenburg	RederiA/B Themis (W.Grosche, *Mgr.*)	183·1 Q94'B37'H25*t*F22'	28·4	11·0	Stockholm Swedish *WB*	T3Cy.$14\frac{3}{16}$",22¼"&$37\frac{7}{16}$"-23⅝" 68NHP GöteborgsMV.Aktieb.Got		V
33386 LFBG	— *Mchy.Aft* 1*Dk*	706 592 386					1919	Bergsunds Mek.VerkstadsA/B Stockholm	Skibs-A/S Themis (O.M.Olsen)	187·9	30·4	12·8	Fredrikstd Norwegian *WB*	T.3Cy.13",21¼"&35⅝"-23⅝" 58NHP BergsundsMek.Verkstads A/B,Skm.		V
33387 PHZA	**Themisto** D.F. E.S.D. 1*Dk&Shelter dk*	4707 4292 2824					1928	Rotterdam Droogd.Maat Schiedam	N.V.Maats.Zeevaart(Hudig& Veder,*Mgrs.*)	400·5 F33'	55·3	25·1	Rottrdam Dutch	C.4Cy.(2)22"&(2)47¼"-47¼" 256NHP RotterdamDroogd.Maats		V L
33388 129349 GMLN	**Themistocles** Ⓟ **TwinSc** *ss*Gls.2ndNo.3-4,35 *ss*Gls.No 1-40 D.F. E.S.D. 2*Dks*(*Stl*)&*Awng dk*(*Stl-ptws*)3*rd dk in No.3 hold& after holds* *Ref.Mchy.* (*Stl in after holds*)	11231 9574 6974	✠100A1 *Awng dk* *withfreeboard* 11,41 ~~2,41~~ ✠LMC8,40 ~~MS11,37~~ ~~BS8,40~~3,41 ✠Lloyd'sRMC~~3,41~~~~8,41~~3,42	~~Liv~~ Syd	*g*†	CL P2,39 S9,39	1911 1mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	Norfolk&North AmericanSteam ShippingCo.Ld. (ShawSavill& AlbionCo.Ld. *Mgrs.*) *CellDBa113'uE&*	500·6 520·0(O.L.) P47'B245'*onAwgdk* F64' FK&BK2"	62·3	39·4	S'thamptn British 10*BHptCem* B96'*f*214'16	Q.8Cy.23",34",48"&69"-51" 215lb (*s*) 1075NHP 3DB(Spt)&2SB(Spt),24*cf*. GS496,HS19858 Harland&Wolff,LdBelfast 88*tFPT*155*tAPT*105*t*	42 ″ 8 s11 ″ 8 31 ″ 6	BT till ~~8,41~~ ~~2,42~~ 8,42
33389 117516 MFQC	**Themston** (*ex*Dublin-40, *ex*CardiganCoast, *ex*Dublin) 3Mst *ss*Bel.2ndNo.3-5,29 *ss*Bel.No.2-37 *Mchy.Aft* 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	711 500 283	✠100A1 ~~10,41~~ ~~5,41~~ 1,42 Examined 5,41 ✠LMC 5,41 ~~BS5,40~~ ~~MS5,41~~	Nwc ~~Bly~~ Sld	*k*	CL ~~3,41~~ 10,41	1904 4mo	J Fullerton &Co. Paisley *Lloyd*'*sA&CP*	S.Instone&Co.Ld.	200·0 Q111'B11'F35' BK7½" *Cell DBf117'178t FPT*	29·0	11·3	London British 3*BHCem* *85tAPT5t*	T3Cy.15½",29⅛"&48"-36"(*s*) 170lb 156NHP 1SB,4*cf*,GS75,HS2540 Ross&Duncan,Glasgow	14 ″ 0 s4 ″ 6¼ 14 ″ 1¼	
33390 7399 SFLA	**Theodor** (*ex*Byna) *ss*Lkr.No.3-3,33 *ss*Got.No.1-38 1*Dk*(*Stl*)	*1939* *1664* *1083*	100A1 3,41 ~~8,40~~ ~~MS6,38~~ 3,41 LMC BS3,40	~~Got.~~ Hbg		OG ~~8,40~~ 3,41	1919	J.&A.v.d. Schuyts Papendrecht	RederiA/B A.Th.Jonasson (M.Jonasson *Mgr*) *CellDBa79'uE17'*	268·8 280·0(O.L.) P35'B57'F12' FK *f*100'419*t FPT*48*t*	42·2	18·2	Råå Swedish 4*BHCem* *APT71t*	T.3Cy.17½",29"&46"-36" (*s*) 180lb 200NHP 2SB,4*cf*,GS78,HS3144 J.&A.Van der Schuyt	20 ″ 6 s2 ″ 9¾ 17 ″ 11	
Now "Havsbris," see No. 36908 in Supplement																
33391	**Theodor Nette** Ⓟ (*ex*Soria, *ex*Tver) 3*Dks*	2619 1738 1500					1912	NevskySB. &Mch.Works Leningrad	U.S.S.R.	286·1 B95'	40·7	26·6	Vladvostk Russian	T.3Cy.20⅔",32⅔"&52⅘"-40" 176NHP NevskyS.B.&Mch.Works		
33392 481 SZJS	**Theodora** (*ex*MikraAsia-34) **TwinSc** *Fitted for oil fuel* *Carrying Petroleum in bulk*	1054 957 709					1917	Governmt. Dockyard Nicolaieff	TheodoraE.Pappa, G.E.Pappas &S.N.Bistis(G. Pappas&S.Eleftheriades,*Mgrs.*)	240·6	33·3	13·2	Piræus Greek	T.6Cy.11",19"&29"-21" 38NHP Govt.Dkyd.Nicolaieff		
33393 202941 KGFV	**Theodore Roosevelt** Ⓟ 2*Dks*	1955 — 1330					1906	ToledoS.B. Co. Toledo,O.	ChicagoRoosevelt S.S.Co.	276·0	40·0	26·0	Duluth, Min. Utd.States	T.4Cy.30",48"&(2)56"-40" 198NHP ToledoS.B.Co.		
33394 UOJP	**Theodosia** Ⓟ **TwinSc** (*ex*Wozroschdenie,*ex*GrandDuke NicolasNicolaievitch, *ex*Woroschdenie) 1*Dk*	859 607 507					1898	Stabilmnto Tecnico Trieste 's	U.S.S.R.	235·8 P56*t*B38*t*F59*t*	32·5	12·1	Rostov Russian	T.6Cy.13",20½"&34½"-20½" NB17 108NHP StabilimentoTecnico,Tri.		

1 Numer. l'Ordre umero fficiel ignaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres ou cotés si ce n'est dans le L.R. Durée Cert. B. of Trade
33395 134 SVVJ	**Theofano Livanos** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4815 4379 2851	✠100A1 *withfreeboard* ~~5,41~~7,39 2,42 BS1,42 ✠LMC7,37	~~Rou~~ ~~Gbo~~ Syd	*a*†	CL N3,41	1937 7mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	TheofanoMaritime Co.Ld.(N.G. Livanos,*Mgr.*) *CellDB*	419·2|56·7|25·3 431·1(O.L.) F35' FK 365'1200t *FPT*217t	Chios Greek 7*BHCem* (*Coll to Shdk* 6 „ 2nd„) *APT*200t	T.3Cy.22½",39"&65"–45" 225lb (*s*) 460NHP 2SB(Spt&FD)&1AuxSB, 9*cf*,GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 ″ 10 s2 ″ 11¾ 25 ″ 1½	
33396 196 SVQE	**Theomitor** (*ex*Dailwen,*ex*Haigtown, *ex*Dailwen, *ss*Bel.2ndNo.3-1,37 *ex*Mozart) 1*Dk*(*Stl*)	4427 4129 2750	✠100A1 ~~3,41~~~~2,40~~ 3,42 Examined 3,42 Mch BS3,42 ~~BS11,40~~ ✠LMC2,36	~~Cff~~ ~~N~~ ~~BS9,41~~	*x*	CL 2,40	1910 3mo	Bartram& Sons Sunderland *Lloyd*'*sA&CP*	M.S.Polemis (GoulandrisBros. *Mgrs.*) *CellDBa*131'*uE*21'*f*	375·0|52·0|25·5 P33'B113'F38' FK 164'1183t*FPT*106t	Andros Greek 6*BHCem* *APT*145t	T.3Cy.25½",42"&71"–48"(*r*) 180lb 404NHP 3SB,9*pf*,GS166,HS6568 J.Dickinson&Sons,Ld.Sld.	27 ″ 11 s 5 ″ 0¼ 23 ″ 1	
33397 FOBK	**Theophile Gautier** Ⓟ **TwinSc** *OilEng.* 2*Dks* 3*rd dk in holds* D.F. *Ref.Mchy.* *CruiserStern*	8194 7024 4707	✠ … 11,28 ✠				1926 10mo	Ch.&Atel. deFrance Dunkirk	Soc.desServices Contractuels des MessageriesMaritimes	426·7|56·3|22·5 B267'F49' FK	Marseilles French *WB*	Oil Engines 2S.C.SA 12Cy.23⅝"–41¾" 1164NHP Cie.deConst.Mec.St.Denis	34 ″ 11	V †
33398 201 SVQV	**Theoskepasti** (*ex*Portreath-32, *ex*Amicus) *ss*Pir.2ndNo.3-5,36 1*Dk*(*Stl*) *Cargo battens not fitted*	3726 3412 2329	✠100A1 ~~7,41~~~~1,41~~ 5,42 Examined 5,42 BS11,41 ~~BS10,39~~ ✠LMC5,36	~~Cff~~ ~~Avn~~Sws	*w*	CL ~~2,40~~ 7,41	1911 3mo	Craig,Taylor&Co.Ld. Stockton *Lloyd*'*sA&CP*	B.G.Mavros& S.N.Mendrinos *CellDBa*117'*u*	355·0|50·0|23·3 367·6(O.L.) P36'B108'F36' FK *E*24'*f*152'978t*FPT*	Andros Greek 6*BHCem* 77t*APT*125t	T.3Cy.25",42"&68"–45" (*r*) 180lb NDB20 340NHP 2SB,8*pf*,GS125,HS5302 N.E.MarineEng.Co.Ld.Sld	25 ″ 8 s 4 ″ 5¼ 21 ″ 5	
33399	**Thepsatri Nawa** (*ex*AdmiralSenn-40, *ss*S.Fo.No.3-4,33 *ex*Sulanierco) 1*Dk*(*Stl*)2*trB in fore&* Sub.Sig. *after holds& Webframes* *Fitted for oil fuel*	3260 — 1996	✠ … 2,35 ✠	SFo	*v*		1920 10mo	Submarine BoatCorp. Newark,N.J.	ThaiMaritime NavigationCo.Ld. *CellDB*251'827t*D*	324·0|46·2|25·0 P30'B90'F35' FK *Tf*20'394t*FPT*111t	Bangkok Thai 6*BHptCem* *APT*69t	1 DR geared steam turbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
33400 118745 GKNB	**Therese Moller** (*ex*MaidofLemnos, *ex*NewtonHall, *ss*Shl.2ndNo.3-6,29 *ex*Matra,*ex*Drumgeith) 1*Dk,Spar dk&* *deep framing*	3930 3623 2476	✠ … 7,32 ✠				1905 mo	J.Priestman&Co. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	355·0|48·0|17·7 P31'B98'F35' 26·2 FK	Shanghai British *WB*	T.3Cy.25",42"&68"–48" 371NHP WllsndSlipwy.Co.Ld.Nwc	29 ″ 0	C †
33401 77698	**Therese T.** (*ex*Cataract-39, **Comp** *ex*SailingVessel) Now a barge 1*Dk*	714 677 693				*Rebuilt*	1882 1918	A.M. Robertson HamiltonOnt *by* Montreal	SorelHarbour Tugs,Ld. D.D.& ShipRepairingCo.Ld.	174·6|~~33·2~~|~~15·0~~ |33·5|14·5	Sorel,P.Q. British	~~C.2Cy.20"&40"–36"~~ ~~NE04 Bmade90 67RHP~~ ~~J.Inglis&Co.Toronto,Ont.~~		
33402 DHXN	**Theresia L.-M. Russ** Sub.Sig. 1*Dk* *CruiserStern*	1694 1382 993					1927	Akt.Ges. "Neptun" Rostock	Schiffahrt-und Assekuranz- Ges.E.Russ&Co.	257·7|41·8|16·3 P15'Q80'B106'F31'	Hamburg German *WB*	T3Cy19$\frac{5}{16}$"31½"&51$\frac{3}{16}$"–35$\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
33403 PUXE	**Therezina M.** (*ex*Fratellanza, *ex*Canadier, *ss*Hul.No.2-14 *ex*Auchendale) 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*	3874 3645 2461	✠ 5,20 ✠	Sws	*w*		1906 4mo	Russell& Co. PortGlasgow	Soc.Paulista de Nav.Matarazzo Lda. *CellDBa*120'*u*	359·7|49·3|17·5 P30'B90'F40' 25·4 FK *E&B*38'*f*154' 1010t	Santos Brazilian 6*BHCem* *APT*40t	T.3Cy.25½",41"&68"–48" 355NHP 2SB,8*cf*,GS150,HS5588 J.G.Kincaid&Co.Greenock	28 ″ 0	
33404 880 SVYA	**Thermaïkos** (*ex*Ronsard-36, *ex*CapitaineJosephPlisson) 2*Dks*	4518 — 2722					1923	Ch.&Atel. deGironde Harfleur	AndrewM.& PericlesM. Embiricos	362·9|49·2|24·4 P233'F44'	Piræus Greek *WB*	T.3Cy.25$\frac{13}{16}$",42⅜"&70⅛"–48" 340NHP Etablissem.Schneider,Hav.		V
33405 220640 KUNP	**Thermo** (*ex*FreeportSulphurNo.6) 2*Dks* *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing*	4487 — 2649					1920	Federal S.B.Corp. Kearny.N.J.	PacoTankers,Inc. (Pennsylvania ShippingCo.*Mgrs*)	355·0|52·6|28·0 P108'B36'F34'	Wilmgton (Del.) Utd. States	T.3Cy.23",39"&66"–42" 282NHP FederalS.B.Corp.		R
33406 139142 GXKX	**Thermol** *ss*Gib.No.3-11,35 *ss*Gib.No.1-39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CarryingPetroleum in bulk F.P above 150° F.* *Fitted for oil fuel* 8,16	1902 1638 1018	✠100A1 8,41 ~~6,40~~ ~~BS6,40~~ ✠LMC8,39	~~Fal~~ Grk BS8,41		CL 10,38	1916 8mo	Greenock& Grngemouth Dkyd.Co.Ld. Greenock *Lloyd*'*sA&CP*	TheAdmiralty *CellDB uE&B*61'87t	270·2|38·6|23·1 P96'B26'F59' FK *DT f* 34' 167t *FPT*	London British 14*BHptCem* (10 „ *toUdk* 4 „ „2nd„) 44t*APT*45t	T.3Cy.20",33"&53"–36" (*s*) 180lb 245NHP 2SB,6*cf*,HS4646 J.G.Kincaid&Co Ld.Grk.	23 ″ 4 s 2 ″ 6 21 ″ 0	
33407 LDOB	**Thermopylæ** **TwinSc** *OilEng.* *ss*Got.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*except in after holds*	6655 5970 4088	✠100A1 *withfreeboard* 11,41 ~~7,40~~ ✠LMC ~~DBS7,40~~	~~Avn~~ Syd DBS10,41 CS7,38 3,38	*d*†	CL 7,40	1930 6mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'*sA&CP*	Wilh.Wilhelmsen	461·4|60·6|29·0 481·3(O.L.) P46'F41' FK *CellDB*318'1228t *Tanks in way of tunnels*246t*DTs*	Tönsberg Norwegian 7*BH* (*Coll to Shdk* 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.29⅛"–59$\frac{1}{16}$" DB120lb 979NHP Akt.Burmeistr&Wain,Cpn *a*71'521t*FPT*129t *APT*94t	31 ″ 7 s 4 ″ 1 27 ″ 8	
33408 FNBM	**Thésée** (*ex*Harlyn-33,*ex*Elizabeth AnnSlater) *ss*Rou.No.3-1,34 D.F. *ss*Rot.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Well deck* *Cargo battens not fitted*	2088 1638 1189	✠100A1 ~~6,41~~~~11,39~~12,41 ~~BS11,39~~ ✠LMC8,38 ~~(SEE FOOTNOTE *)~~	~~Shl~~ Msl BS4,41	*r*	CL ~~8,37~~ 6,41	1921 8mo	Ferguson Bros.(Port Glasgow)Ld. Port Glasgow *Lloyd*'*sA&CP*	SociétéNavale Caennaise(G.Lamy &Cie.*Mgrs.*) *CellD*	274·2|41·0|17·4 Q165'F30' FK *B*225'659t*FPT*112t	Caen French 4*BHCem* *APT*45t	T.3Cy.20",33"&54"–36" (*s*) 180lb 213NHP 2SB,6*cf*,GS105,HS3600 FergusonBros.(Port Glasgow)Ld.P.Gl.	20 ″ 6 s 6 ″ 1¾ 18 ″ 11	
33409 127933 GQBF	**Theseus** Ⓟ D.F. 2*Dks*	6527 5564 4152					1908	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	443·0|52·9|32·0 P50'B162'F54'	Liverpool British *WB*	T.3Cy.30",50"&83"–60" 532NHP WrkmanClark&CoLd.Bel.		BT till ~~7,41~~ 8,42
33410 PHZD	— 2*Dks* *Fitted for oil fuel*	1306 794 745					1920	DeHaan& Oerlemans Heusden	Kcninkl.Nederl. Stoomb.Maats. N.V.	215·0|31·4|22·6	Amstrdam Dutch *WB*	T.3Cy.15",25"&40"–27" 83NHP C.A.Kuypers,Rotterdam		VL
33411 DOHO	— Sub.Sig. *Well deck* 1*Dk&deepframing*	956 785 548	✠ … 5,05 ✠				1900 5mo	Dundee Shipbuilders CoLd.Dundee	Dampfisch.Ges. Neptun	215·0|33·0|13·9 Q77'B50'F23' FK	Bremen German *WB*	T.3Cy.17",28½"&47"–30" 135NHP Cooper&Greig,Dundee	16 ″ 0	G †
33412 DHXO	**Thessalia** (*ex*Mexico,*ex*Orissa, *ex*Freifeld) 1*Dk&Shelter dk*	2875 2645 1685					1921	Schiffs.-u Dckbauwerft Flender Lübeck	DeutscheLevante- LinieHamburgA.G	337·7|48·5|19·9 P17'B101'F33'	Hamburg German *WB*	T.3Cy.24",38⅜"&63"–43$\frac{3}{16}$" 262NHP G.SeebeckA.G. Wesermünde-G.		G
33413 241 SVNJ	**Thetis** *ss*Syr.No.2-38 1*Dk*(*Stl*)& D.F. *Shelter dk*(*Stl*)	4123 3832 2462	✠100A1 *withfreeboard* 3,42 ~~5,41~~ BS5,41 ✠LMC4,38	Lis	*y*	CL ~~9,38~~ 3,42	1930 6mo	W.Gray& Co.Ld. Sunderland *Lloyd*'*sA&CP*	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*) *CellDBa&uE*155	390·7|53·7|23·3 F35' FK '*f*172'1137t *FPT*139t *APT*189t	Syra Greek 6*BHCem* (*Coll to Shdk* 5 „ 2nd „)	T.3Cy.24½",41"&68"–48" (*s*) 200lb 435NHP 3SB,9*cf*,GS173,HS7590 W.Gray&Co.Ld.W.Hpl.	25 ″ 8 s 2 ″ 5¼ 23 ″ 5¾	

~~*Surveys delayed.–Vessel, when last reported, in port in enemy occupation.~~

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
33414 DDUC	**Thetis** (*ex*Genua,*ex*Lissabon) D.F. *2Dks*	2788 2561 1705					1909	Akt.Ges. "Neptun" Rostock	A.Hansen	291·6 P28'F28'	43·9	24·1	Flensburg German *WB*	T3Cy.20½",35$\frac{7}{16}$"&55$\frac{7}{8}$"–37$\frac{3}{8}$" 190NHP A.G."Neptun,"Rostock		G
33415 DHXP	**Thielbek** (*ex*Siegmund) D.F. *1Dk*	1883 1644 1084					1927	Ostsee WerftA.G. Stettin	Knöhr&Burchard Nfl.	266·9 P20'B57'F28'	41·1	18·6	Hamburg German *WB*	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 124NHP OstseeWerftA.G.Stettin		G
33416 890 SZND	**Thirasia Nomikos** (*ex*Chios–37, *ex*Salonica, *ex*Bengtsholm, *ex*G.E.Broms *ex*H.C.Andersen, *ex*Dunmore, *ex*Propel,*ex*Dunmore) *ss*Pir.3rdNo.3–4,29 *ss*Pir.No.1–34 *1Dk(Irn)2trB* *Well deck* *Inner bottom plating Irn*	1356 1022 786	✠ —— 11,37 ✠	Pir	*o*		1888 11mo	S.M'Knght &Co. Ayr	~~Ministry of War Transport~~ Petros M.Nomikos,Ld.	245·0 Q85'B73'F33' BK9" *CellDB*197'	34·1	15·7	Piraeus Greek 4*BHCem* 220t*APT*17t	T.3Cy.18$\frac{5}{16}$",30"&48"–36" 136NHP 1SB,*2rf&2pf*,GS62,HS2007 Hutson&Corbett,Glasgow	18 " 0	
33417 189251 GNRV	**Thirlby** *ss*Npt.No.3–9,40 D.F. *1Dk(Stl)*	4887 4614 3038	✠100A1 11,41 ~~6,41~~ ✠LMC9,40	~~Gls~~ Bel	*z*	CL 6,40	1928 2mo	W.Gray& Co.Ld. Sunderland *Lloyd'sA&CP*	RopnerShipping Co.Ld.	405·1 P30'B229'F41' FK *CellD*B359'1402t*FPT*188	53·5	26·5	W.Hartlpl British 6*BHCem* t*APT*190t	T.3Cy.25½",40"&71"–48" (*s*) 180lb HS7614 505NHP 3SB(Spt),*9cf*,GS172, FD Cen.Mar.Eng.Wrks.WHpl	29 " 5 s 4 " 9 24"11¼	
33418 LOEQ	**13 de Diciembre** Ⓟ *1Dk* E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	9503 8258 5512					1935	Deutsche WerftAG Bet Finkenwrder Hamburg	ArgentineGovernment (Yacimientos Petrolíferos Fiscales)	500·8 P121'B60'F39'	60·8	33·5	Bns.Aires Argentine	T3Cy.32$\frac{5}{16}$",52¾"&86$\frac{5}{8}$"–55⅛" HS12271 833NHP Gutehoffnungshütte, Oberhausen		G
33419 FOPV	**Thisbe** *ss*Rot.No.3–4,38 *1Dk(Stl) Well dk* *Cargo battens not fitted*	1782 1293 876	✠100A1 4,41 BS4,41 ✠LMC2,37	Msl	*q*	CL 5,40	1925 4mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd'sA&CP*	SociétéNavale Cænnaise(G.Lamy &Cie.*Mgrs.*)	260·1 272·0(O.L.) Q100'PonQ22'B54' F24' FK *CellDB*180'381t*D* Ta36'118t*FPT*114t	37·7	16·4	Caen French 4*BHptCem* *APT*110t	T.3Cy.21",34"&56"–36" (*s*) 190lb 244NHP 2SB,*6cf*,GS105,HS4224 N.E.MarineEng.CoLd.Sld.	18 " 7 s1 " 7 17 " 2	
33420 148360 GSVB	**Thistlebrae** *ss*Sld.No.2–37 D.F. *1Dk(Stl)&Shelterdk(Stl)*	4747 4169 2790	✠100A1 *withfreeboard* 1,40 BS1,40 ✠LMC3,37	Bkn	*z*	CL 7,39	1928 11mo	JLThompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*)	403·2 420·0(O.L.) F38' FK *Cell DB*353'1640t *FPT*201t*APT*218t	55·8	23·1	Sundrland British 6*BHptCem* (*CollloSh dk* 5 " *2nd* ")	T.3Cy.25½",42"&70"–48" (*s*) 180lb 2SB& 430NHP 1Aux.SB,*8cf*,GS170,HS7491 Richardsons,Westgarth& Co.Ld.Sld.	26 " 6 s 2 " 8 24 " 0½	
33421 148359 GSPT	(SEE FOOTNOTE*) **Thistleford** *ss*Liv.No.2–37 D.F *1Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed'41(W.E.)*	4781 4177 2786	✠100A1 *withfreeboard* ~~3,41~~ 12,41 Examined 3,41 ~~BS8,40~~ ✠LMC1,37	Shl Mch BS9,41	*z*	CL 10,40	1928 8mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*)	403·2 F38' FK *CellDB*354'1662t *FPT*197t*APT*224t	55·8	23·1	Sundrland British 6*BHptCem* (*CollloSh dk* 5 " *2nd* ")	T.3Cy.25½",42"&70"–48" (*s*) 180lb 430NHP 2SB&1AuxSB,*8cf*,GS170, HS7491 Richardsons, Westgarth&Co.Ld.Sld.	35 " 6 s10 " 8 25 " 0½	
33422 160312 GTCP	**Thistleglen** *ss*Shl.No.2–38 D.F. *1Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed'41(W.E.)*	4748 4174 2802	✠100A1 *withfreeboard* 5,41 BS8,40 ✠LMC2,38	Mtl	*z*	CL 5,41	1929 8mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*)	405·8 421·0(O L.) F38' FK *CellDB*358'1624t *FPT*158t*APT*222t	56·0	23·1	Sundrland British 6*BHptCem* (*CollloSh dk* 5 " *2nd* ")	T.3Cy.25¼",42"&70"–48" (*s*) 180lb HS7490 430NHP 2SB&1AuxSB,*8cf*,GS170 Richardsons,Westgarth& Co Ld.Sld.	35 " 6 s10"7¾ 25 " 1	
33423 163052 GLWQ	**Thistlegorm** D.F. E.S.D. *1Dk&Shelterdk* *CruiserStern* *Tonnage opening closed'41(W.E.)*	4898 4355 2750	✠100A1 *with freeboard* 3,41 ✠LMC6,40	Mch	*a*†	CL	1940 6mo	JLThompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*)	415·1 431·8(O.L.) F36' FK *4 divisional water tight BHs in shelter 'tween dks* *Cell DB* 289'975t *Tanks at sides of tunnel* 390t *FPT*s32 4t *APT*145t	58·2	24·8	Sundrland British 7*BHCem* (*Coll toSh dk* 6 " *2nd* ")	T.3Cy.23",38"&65"–42" 220lb (*s*) 365NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS116,HS5075 Rht N.E.MarineEng.Co.(1938) Ld.Sld.	36 " 4 s10"6¾ 26 " 0	
33424 1977 SGVK	**Thjelvar** Ⓟ Iron *1Dk&Shelter dk*	453 214 327					1876	Bergsunds Mek.Vrks. Bergsund	Ångf.Aktieb.Gotland(CarlE. Ekman,*Mgr.*)	149·6 P45'H107tF30'	24·8	11·5	Visby Swedish	C.2Cy.20"&38"–25¼" NE96 60NHP W.LindbergsAktieb.Skm.		
33425 LDAO	**Thode Fagelund** *ss*Osl.No.3–9,32 D.F. *ss*Shl.No.1–37 *3Dks* *Cruiser Stern*	5757 5641 3604	✠100A1 *Shelter dk withfreeboard* 4,41 ~~11,40~~ ✠NB8,37 ✠LMC MS12,36 BS8,37 *Carrying oil fuel* F. P. *above* 150° F. *in D.T.* *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	~~Hul~~ Cal	*y*	CL ~~3,30~~ 3,41	1920 10mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	Wilh.Wilhelmsen	395·0 F30'*on Shelter dk* FK *CellD*B342'877t*MT*27'6	53·3	24·6 32·6	Tönsberg Norwegian 6*BHptCem* (*2 to W dk* 4 " *2nd*,,) 18t*APT*82t	T.3Cy.27",44"&73"–48"& LP Turbine with DR gearing&hydraulic coupling 150lb (*s*) 606NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	35 " 0 s 9 " 4 25 " 11	
33426 DOGP	**Thomas** (*ex*Luna–37) *1Dk*	468 355 279					1892	Akt.Ges. "Weser" Bremen	RichardHess G.m.b.H.	158·9 Q40'B39'F23'	24·1	11·9	Hamburg German *WB*	C.2Cy.19¾"&31½"–21$\frac{5}{8}$" 38NHP A.G." Weser,"Bremen		G
33427 157601 KDUX	**Thomas Britt** (*ex*G.N.Wilson, *ex*EdwinL.Booth,*ex*DavidM.Whitney) D.F. *1Dk2trB* *Mchy.Aft*	4626 — 3584					1901	Detroit S.B.Co. Wyandotte, Mich.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	412·9	51·5	28·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
33428 203891 WTOE	**Thomas F. Cole** D.F. GyC. Sub.Sig. *Mchy.Aft* *1Dk*	7268 — 5484					1907	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghSteamshipCo.	580·0	58·2	33·0	Duluth Utd. States *WB*	T.3Cy.24",37"&65"–42" 274NHP Gt.LakesEng.Wks.Detroit		R
33429 221040 KDOR	**Thomas H. Wheeler** *2Dks* D.F. GyC. *Fitted for oil fuel* *Longitudinal framing* *Mchy.Aft Carrying Petroleum in bulk*	6950 — 4284					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo. of NewJersey	425·8 P106'B40'F41'	57·0	33·1	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27½",46"&78"–51" 434NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
33430 161105 GTCY	**Thomas Holt** *ss*Liv.No.2–38 *2Dks(Stl–Weather dk* teak s) D.F.	3585 3108 2191	✠100A1 *withfreeboard* 2,42 ~~6,41~~ ✠LMC MS11,37 BS6,41	Liv		CL 6,39	1929 8mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	J.Holt&Co. (Liverpool)Ld.	330·5 P15'B126'F32' FK *CellD*B282' 647t *FPT*56t	47·1	25·3	Liverpool British 6*BHCem* *APT*20t	T3Cy22$\frac{1}{8}$"36½"&62"–42" (*s*) 180lb 401NHP 2SB(Spt),1AuxSB*9cf*, GS173HS6666 FD CammellLaird&CoLd.Bkn	27 " 6 s 7 " 5¾ 20 " 4¼	

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou cote, si ce n'est dans le L. R. Durée.Cert. B.ofTrade.
33431 204212	**Thomas Lynch** D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*	7240 — 5450					1907	Chicago S.B.Co. Chicago	PittsburghSteamshipCo.	580·0	58·0	27·5	Duluth Utd. States *WB*	T.3Cy.24",39"&65"−42" NB'40 274NHP AmericanSB.Co.Cleveland		R
33432 221483 KDTO	**Thomas P. Beal** 1*Dk* D.F. *Fitted for oil fuel*	6032 5374 3743					1921	BathIron Works Bath,Me.	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*)	394·1 P42'B117'F37'	55·1	31·0	Boston Utd. States *WB*	SR geared steam turbine BathIronWorks,Bath,Me.		R
33433 225122 KFYE	**Thomas Tracy** (*ex*Condor, *ex*Begna) D.F. Sub.Sig. *Mchy.Aft* 1*Dk*(*Stl*) *Topside tanks*	2443 2218 1474	✠ 11,22 ✠	Cpn	*s*		1916 11mo	Gt.Lakes Eng.Works Ashtabula,O. *CellD*	M.&J.Tracy,Inc. *B209'595t Topside*	254·3 P121'F25' *tanks382tFPT180t*	44·0	24·9 FK	NewYork Utd. States 4*BHCem* *APT50t*	T.3Cy.21",34½"&57"−42" 284NHP 2SB,6*cf*,GS104,HS4160 FD Gt.LakesEngWorks,Asht.	27 ″ 6	R †
33434 229753 WOYU	**Thomas W. Lamont** D.F. GyC. 1*Dk* *Mchy.Aft* *pt Longitudinal framing*	7964 — 6345					1930	ToledoS.B. Co. Toledo,Ohio	PittsburghSteamshipCo.	587·9	60·2	27·9	Duluth Utd. States *WB*	T.3Cy.24½",41"&63"−42" 257NHP ToledoS.B.Co.Toledo,Ohio		R
33435 208561	**Thomas Walters** D.F. 1*Dk* *Mchy.Aft*	7518 — 5787					1911	American S.B.Co. Lorain,O	InterstateS.S.Co.	580·0 F44'	58·0	32·0	Duluth Utd. States *WB*	T.3Cy.24",39"&65"−42" 274NHP AmericanS.B.CoCleveland		R
33436 240515 WHBR	**Thompson Lykes** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel*	~~7000~~ 6762 — 4016					1940	Bethlehem. SteelCo.S.B. Division Sparrow'sPt. Md.	~~UnitedStates Maritime Commission~~ LykesBros.S.S. Co.Inc.	~~395·0~~ 397·1	~~60·0~~ 60·2	~~37·5~~ 23·7	Houston, Tex. Utd. States *WB*	2 steam turbines DRgeared to 1 sc.shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
33437 DHXQ	**Thor** Sub.Sig. 1*Dk*	2526 2234 1466					1922	Deutsche Werft Hamburg	Seereederei "Frigga"A.G.	291·8 P33'B54'F25'	44·3	22·7	Hamburg German	T.3Cy.20¼",33½"&52"−35⅖" NE24 162NHP OttensenerEisenw.A.G. Altona		G
33438 OXTS	— Ⓟ (*Icebreaker*) D.F.	510 412 154					1890	Lindhlmns V.A. Gothenburg	DenDanskeStat (Ministeriet for Handel,Industri ogSöfart)	140·0	33·3	14·7	Copenhagn Danish	C.2Cy.30"&58"−32" 158NHP LindholmensV.A.,Got.		
33439 PHZG	— *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	326 225 153					1937	NVSchpsw "Foxhol" Foxhol	D.Schothorst	133·7 P36'F18'	24·3	8·7	Zuidbrœk Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼"−16$\frac{9}{16}$" 74NHP Mtrn WerkeMannheimAG		V
33440 LKAA	**Thor I** *OilEng.* 1*Dk* *CruiserStern*	2502 2068 1482					1938	Framnæs Mek.Værks. A/S Sandefjord	Bryde&Dahls Hvalfangerselskap A/S(A/SThorDahl, *Mgrs.*)	312·7	46·7	18·5	Sandfjord Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.18$\frac{15}{16}$"−35$\frac{7}{16}$" 374NHP SulzerBros.Ld.Winterthur		N
33441 LCBH	**Thordis** **TwinSc** *OilEng.* D.F *ss*Bat.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*) *Special Surveys to date from 2,32*	8210 7534 4865	✠100A1 8,41 ~~11,40~~ ✠LMC CS3,40 DBS~~3,40~~8,41 7,38 *Carrying Petroleum in bulk*	~~Sba~~ Sng	*c*†	CL 3,40	1931 9mo Lloyd's*A&CP*	CaledonS. B.&E.Co.Ld. Dundee	TönnevoldsRederi A/S(O.T.Tönnevold&Co.A/S, *Mgrs.*) *CellDBuE70'279tD*	451·1 P96'F37' *Tf29'470t FPT114*	59·2	35·9 FK	Grimstad Norwegian 10*BHptAsp* *tAPT248t*	Oil Engines 4S.C.SA 14Cy.21⅝"−39⅜" 633NHP 2DB150lb GotaverkenA/B,Got.	35 ″ 6 s 9 ″ 8¾ 25 ″ 11¾	
33442 LFBN	**Thore Hafte** (*ex*Dragset,*ex*Sarp) 1*Dk*	626 489 354					1896	Akers Mek.Værks Oslo	D/S A/S Liv (Brummenæs & Torgersen, *Mgrs.*)	175·6 Q42*t*B53*t*H9*t*F17*t*	27·6	13·9	Haugesnd Norwegian *WB*	T.3Cy.12" 20"&32"−27" 53NHP AkersMek.Værks Oslo		N
33443 LIZK	**Thorhild** **TwinSc** *OilEng.* D.F. *ss*S.Fo.No 1-39 *Mchy.Aft* 1*Dk* *CruiserStern*	10316 9518 6243	✠100A1 10,41~~1,41~~ DBS12,41 ✠LMC CS5,40 ~~DBS2,39~~ 2,39 *Carrying Petroleum in bulk*	~~SFo~~ Bal	*e*†	CL ~~PN7,38~~ ~~SN2,39~~ 9,41	1935 8mo Lloyd's*A&CP*	Götaverken A/B Gothenburg	TönnevoldsTankrederiA/S(O.T. Tönnevold&Co.A/S *Mgrs.*) *CellDBuE70'301t*	493·1 P95'B37'F71' *DTf33'573tFPT16*	64·5	38·7 FK	Grimstad Norwegian 11*BHptCem* 0*tAPT311t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"−47¼" 711NHP 2DB150lb GotaverkenA/B,Got.	38 ″ 2 s 8 ″ 8½ 29 ″ 8½	
33444 115967 GRWS	**Thorland** (*ex*Northland, *ex*Highland Enterprise) *ss*Shl.2ndNo.3-10,26 *ss*Gms.No.2-35 D.F. 2*Dks*(*Stl*)&*deep framing*& *Ref.Mchy.* *Shelter dk*(*Stl*)	5208 3672 3360	✠100A1 *Shelter dk with freeboard* 4,37 ✠LMC MS4,34 BS4,37 Lloyd'sRMC12,39 for frozen fish (SEE FOOTNOTE *)	Sfj	*y*	CL 3,35	1903 3mo Lloyd's*A&CP*	Russell& Co. Pt.Glasgow	Thorland,Ld. *Cell DBa110'uE&*	385·0 *B46'f160'904tFPT*	51·0	24·0 FK	London British 6*BHCem* 88*tAPT25t*	T.3Cy.28",45"&75"−54" (*s*) 180lb 546NHP 3SB,9*cf*,GS168,HS7830 FD Rankin&Blackmore,Grk.	34 ″ 8 s10 ″ 3 24 ″ 7½	
33445 160294 MBWT	**Thorn** *ss*Bel.No.2-42 ~~ssBwg.No.1-38~~ *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	347 254 121	✠100A1 6,42 ~~7,40~~ ~~BS7,40~~ ~~7,41~~ ✠LMC~~5,38~~ 6,42	~~Dub~~ Bel	*f*	CL ~~7,40~~ 5,42	1934 6mo Lloyd's*A&CP*	Scott& Sons Bowling	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·8 148·3(O.L.) Q81'B7'F20'	23·6	10·5 BK6" *FPT54t*	Newry British 3*BHCem* *APT39t*	T.3Cy.11¼",20"&32"−24" (*s*) 205lb 62RHP 1SB,3*cf*,GS51,HS1489 Aitchison,BlairLd. Clydebank	11 ″ 5 s 3 ″ 6¼ 11 ″ 8½	
33446 160745 MBSB	**Thornaby** *ss*Mdb.No.1-39 1*Dk* *CruiserStern*	1174 808 504	✠100A1 5,40 BS10,41 ✠LMC4,39	Mdb	*n*	CL 4,39	1935 6mo Lloyd's*A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	TheTyne-TeesStm ShippingCo.Ld. *CellDBuE19'f12* *Tanks in way of*	226·6 P&B113'F22' 5'220t *tunnel 37'138tFPT*	33·1	14·3 FK	Middlsbro' British 4*BHptCem* 34*tAPT24t*	T.3Cy.16",26"&44"−30" (*s*) 200lb 148NHP 2SB,4*cf*,GS67,HS2632 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s 1 ″ 6½ 15 ″ 3½	
33447 809 OHCD	**Thornbury** (*ex*ElwineKöppen) *ss*Cff.2ndNo.3-2,30 D.F. *ss*Skm.No.2-38 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2163 1683 1216	✠100A1 7,41~~4,40~~ ✠LMC MS4,38 BS11,39 No later survey reported	~~Skm~~ Osc	*r*	OG ~~8,37~~ 7,41	1905 4mo Lloyd's*A&CP*	Stettiner Oderwerke Stettin	AngfartygsA/B Alfa(A.Karlsson, *Mgr.*) *CellDBa78'uE&*	288·6 277·2 P14'Q76'B66'F34' *B42'f110'435tFPT*	41·9	18·6 FK	Mariehmn Finnish 4*BHCem* 93*tAPT45t*	T.3Cy.18",29"&47"−36" (*s*) 170lb 158NHP 2SB,4*cf*,GS82,HS2669 StettinerOderwerke	20 ″ 6 s 2 ″ 4 18 ″ 4	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assign'd now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society s formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
33448 165963 GSGY	**Thornliebank** E.S.D. D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage apening closed* '41 (*W.E.*)	5569 5070 3249	✠100A1 *withfreeboard* ~~4,41~~ 11,41 ✠LMC3,39	~~Hul~~ Liv	*b*†	CL	1939 3mo	J.Read- head&SonsLd SouthShields *Lloyd'sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	435·2 451·8(O.L.) F37' FK *CellDB*371'1444*t FPT*149*t APT*227*t*	56·7	26·0	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd*,,)	T.3Cy.25",42"&71"-48" 220lb (*s*) 524NHP 2SB(Spt)&1AuxSB,9*cf*, GS167,HS7444 FD J.Readhead&SonsLd.S.Shl	37 ″ 10 s11 ″ 4¼ 26 ″ 8½	
33449 LCJO	**Thorodd** (*ex*Fleurus-35, *ex*Trawler-24) 1*Dk*	422 330 158	✠ ... 2,23 *StmTrawler* ✠				1919 8mo	Foundat'n Co. Savannah,Ga	A/S Thorodd (R.J.Falkevig)	140·4 Q12*t*H38*t*F18*t* BK7"	25·1	13·4	Aalesund Norwegian *WB*	T.3Cy.12¾",21½"&35"-24" Goldie& 89NHP McCullochCo.Ld.Galt.Ont	14 ″ 8	V †
33450 LDAU	**Thoröy** (*ex*Vellöy,*ex*Kremlin, 3Mst *ex*Snowflake) *ss*Osl.3rdNo.3-4,31 *ss*Sfj.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)& *Spar dk*(*Irn*) & *Webframes*	2671 2389 1518	✠100A1 *Spar dk* 1,42 ~~3,41~~ BS1,42 ~~BS11,40~~ ✠LMC10,39 *CarryingPetroleum in bulk*	~~Avn~~ Fal	/	CL 5,40	1893 12mo	Armstrong Mitchell&Co Ld Newcastle A&CP	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*)	293·8 P79'B22'F33' FK *CellDB*30'92*t APT*25*t*	39·4	19·8 26·7	Sandefjord Norwegian 7*BHCem* *DTf*22'201*t*	T.3Cy.23",37"&60"-42" (*s*) 160lb 247NHP 2SB,6*rf*,GS104,HS3920 Wllsnd.Slpwy.Co.Ld.Nwc.	27 ″ 10 s4 ″ 8¾ 23 ″ 3¾	
33451	**Thorpehaven** (*ex*EssexJudge-38, *ex*AlbertoFassio, *ss*Shl.2ndNo.3-2,37 *ex*Bainsizza, 1*Dk*(*Stl*)& *Webframes* *ex*Antium,*ex* *Longitudinalframing* Daghestan) D.F. (*SUNK IN PORT BY AIRCRAFT 6,38* *—REFLOATED*)	*3688* *3398* *2283*	✠ 12,37 ✠	Mdb	*w*		1912 8mo	ShortBros. Ld. Sunderland		346·5 P28'B101'F32' FK *CellDBa*110' *uE&B*40'*f*148'1116*t FPT*	50·8	23·3	Spanish 6*BHCem* 93*tAPT*185*t*	T.3Cy.24½",40"&66"-45" 316NHP 2SB,8*pf*,GS142,HS4859 J.Dickinson&Sons,Ld.Sld.	25 ″ 8	
33452 LCTJ	**Thorshammer** (*ex*SanNazario) *ss*Nwc.No.3-7,27 2*Dks&Shelter dk&Webframes* *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* D.F. (*Whale oil factory*)	12215 9622 7414	✠ ... 10,28 ✠				1914 9mo	W.Doxford &Sons,Ld. Sunderland	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*)	526·0 H328*t* FK	66·5	41·5	Sandefjord Norwegian *WB*	Q.4Cy.28½",41",58"&84"-54" 795NHP W.Doxford&Sons,Ld.Sld.	41 ″ 6	N †
33453 LJZK	**Thorshavet** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. E.S.D. *CarryingPetroleum in bulk* *ptLongitudinalframing*	11015 10114 6602					1938	Deutsche WerftAG Bet Finkenwrder Hamburg	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*)	508·1 P115'B32'F58'	69·2	36·5	Sandefjord Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\tfrac{5}{16}$" 1362NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
33454 LDPO	**Thorshavn** *OilEng.* *Mchy.Aft* *ss*Ams.No.2-38 D.F. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	6869 6368 4126	✠100A1 6,41 ✠LMC CS12,37 DBS~~12,39~~ 6,41 ~~4,38~~ 7,39 *CarryingPetroleum in bulk*	Bkn	*b*†	CL 6,41	1930 11mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*)	435·7 P102'B32'F44' FK *CellDBuE*65'476*t DTf*33'428*t FPT*263*t APT*103*t*	57·2	33·4	Sandefjord Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\tfrac{5}{16}$" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 4	
33455 LJBL	**Thorsheimer** *OilEng.* *ss*Ams.No.1-39 *Mchy.Aft* 1*Dk2nd dk in mchy. space* *CruiserStern* D.F.	9955 9190 5897	✠100A1 8,39 ✠LMC CS9,39 DBS9,39 9,38 DBS(WT)7,38 SURVEYS DELAYED *CarryingPetroleum in bulk*	Ams	*e*†	CL 5,38	1935 11mo	Deutsche WerftAG Bet Finkenwrder Hamburg *Lloyd'sA&CP*	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*)	492·9 510·7(O.L.) P114'F69' FK *CellDBuE*75'227*t DTf*43'748*t FPT*164*t APT*258*t*	66·1	36·4	Sandefjord Norwegian 12*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\tfrac{5}{16}$" 1163NHP 2DB*170lb* DB(WT)*170lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 ″ 11 s7 ″ 10 28 ″ 4¾	
33456 LJLY	**Thorsholm** *Mchy.Aft* *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	9937 9191 5882					1937	Deutsche WerftAGBet Finkenwrder Hamburg	SkibsA/SThors- holm(A/SThor Dahl,*Mgrs.*)	492·9 P113'F69	66·1	36·4	Sandefjord Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\tfrac{5}{16}$" 1167NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
33457 LJBM	**Thorshov** *OilEng.* *Mchy.Aft* *ss*Sba.No.1-40 *CruiserStern* 1*Dk2nd dk in* D.F. E.S.D. *machinery space*	9955 9190 5900	✠100A1 6,41 ~~1,41~~ DBS3,40 ✠LMC11,35 ~~DBS(WT)3,40~~ *CarryingPetroleum in bulk*	~~Wln~~ NYk	*e*†	CL 3,40	1935 11mo	Bremer Vulkan Vegesack *Lloyd'sA&CP*	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*)	492·9 P113'F69' FK *CellDBuE*75'215*t DTf*43'748*t FPT*164*t APT*258*t*	66·1	36·4	Sandefjord Norwegian 12*BHptCem*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\tfrac{5}{16}$" 1167NHP 2DB*170lb* 1DB(WT)*170lb* BremerVulkan,Vegesack	35 ″ 11 s7 ″ 10 28 ″ 4¾	
33458 LIPG	**Thorshövdi** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	9944 9191 5889					1937	Deutsche WerftAG Bet Finkenwrder Hamburg	A/SOdd (A/S ThorDahl, *Mgrs.*)	492·9 P113'F74'	66·1	36·4	Sandefjord Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\tfrac{5}{16}$" 1167NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsberg		N
33459 LJVY	**Thorstrand** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	3041 2612 1755					1938	Framnæs Mek.Værks. A/S Sandefjord	SkibsA/SThors- holm(A/SThor Dahl,*Mgrs.*)	321·6 H348*t*	46·2	26·1	Sandefjord Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.25$\tfrac{3}{16}$"-41$\tfrac{5}{16}$" 775NHP SulzerBros.Ld.Winterthur		N
33460 737 SVKL	**Thraki** Ⓟ (*ex*Corvin-33) *ss*Ven.No 3-1,26 *Well deck* 1*Dk*(*Stl*)	1532 — 939	✠ —— 8,33 ✠	Tri	*p*		1913 9mo	W.Dobson &Co. Newcastle	HellenicMediter- raneanLinesCo. Ld.	240·0 P&B154'F30' FK *Cell DBa*70' *u E&B*28' *f*98'309*t FPT*	36·1	14·4	Piræus Greek 4*BHCem* 39*tAPT*38*t*	T.3Cy.19",31"&52"-36" 212NHP 2SB,6*cf*,GS96,HS3776 N.E.MarineEng.CoLdNwc	16 ″ 7	I †
33461 734 SZJU	— (*ex*PorteurNo.411) TwinSc	982 — 560					1917	Chant.Nav deNicolaieff Nicolaieff	Th.L.Teryazos	198·3	34·5	12·7	Piræus Greek *WB*	T.6Cy.11",19$\tfrac{7}{16}$"&29⅛"-15¾" 67NHP		
33462 PUAM	**3 de Outubro** TwinSc (*ex*Borborema) 1*Dk*	*1811* *1673* *1082*					1907	Craig,Tay- lor&Co.Ld. Stockton	LloydBrasileiro	275·0 F28'	44·8	16·5	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"-24" 134NHP Blair&Co.Ld.Stockton		
33463 162281 MQCR	**Thrift** *ss*Abn.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	648 431 273	✠100A1 7,41 BS~~7,40~~ 7,41 ✠LMC8,39	Abn	*i*	CL 7,40	1931 9mo	Hall,Rus- sell&Co.Ld. Aberdeen *Lloyd'sA&CP*	NorthernCo- operativeSociety Ld.	176·5 182·6(O.L.) Q101'B11'F26' FK *CellDB* 95'144*t FPT*	27·7	11·2	Aberdeen British 3*BHCem* 40*tAPT*20*t*	T.3Cy.14½",24"&40"-30" (*r*) 190lb 93RHP 1SB,3*cf*,GS67,HS2125 Hall,Russell&Co.Ld.Abn.	13 ″ 4 s3 ″ 8¾ 13 ″ 2¼	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou cota. n'est dans le L.R. Ou de Cert. B.of Trade
33464 7681 SIFN	**Thule** (*ex*C.G.Thulin-35) *ss*Skm.No.2-39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1779* *1581* *995*	✠100A1 *withfreeboard* ~~5,41~~ ~~6,40~~ 1,42 BS5,41 ✠LMC11,39	Skm	*s*	OG ~~6,40~~ 1,42	1930 10mo	Fredrkstad Mek.Værks. Fredrikstad Lloyd's*A&CP*	StockholmsRederiaktiebSvea (Eman. Högberg, *Mgr.*) *CellDB*214'529*t*	269·2 FK *FPT*35*t APT*80*t*	42·1	17·6	Stockholm Swedish 4*BH Asp* (*Coll to Sh dk* 3 „ 2*nd* „)	C.4Cy.(2)13¾"&(2)32$\frac{5}{16}$"-30½" 220lb (*s*) 173NHP 2SB(Spt),4*cf*,GS58, HS2456 FD FredrikstadM.V.Frdstad.	20 ″ 0 s ″ 8¾ 19 ″ 4¾	
33465 204563 KDWB	**Thunder Bay Quarries** (*ex*JohnJ.Boland-39) (*Self-Unloader*) GyC. D.F. *Mchy.Aft*	6493 — 5440					1907	Gt.Lakes Eng.Works Ecorse, Mich.	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	511·5 len36	54·1	26·7	BuffaloNY Utd.States *WB*	T.3Cy.22½",36"&60"-42" 233NHP Gt.LakesEng.Wks.Detroit		R
33466 161100 GSWT	**Thurland Castle** TwinSc *OilEng.* D.F. E.S.D. *ss*H.Kg.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*except in aftermost hold* *Longitudinal framing at bottom& at decks*	6372 5728 3808	✠100A1 *withfreeboard* 8,41 ~~11,40~~ ✠LMC CS3,38 DBS~~7,40~~8,41 2,40 *Fitted for carrying oil fuel* 6,29 *F.P. above* 150°F.*in deep tanks*	~~Phl~~ Cal	*d*†	CL s3,39 ~~P5,38~~ P7,41	1929 6mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's*A&CP*	LancashireShppg. Co.Ld.(J.Chambers&Co. *Mgrs.*) *CellDB*393'1519*t* *DTsf*27'850*t*&	464·6 480·8(O.L.) F42' FK *DTa*19'516*t* 19'606*t*, *tank between tunnels* 93*t*	60·3	25·8	Liverpool British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.28¾"-59$\frac{1}{16}$" 953NHP 2DB125*lb* N.E.MarineEngCoLd.Nwc *FPT*149*t APT*59*t*	31 ″ 6 s 4 ″ 3¾ 27 ″ 4½	
33467 144022 GBVZ	**Thurso** *ss*Hul.No.3-3,32 *ss*Liv.No.1-36 1*Dk*(*Stl*) *CruiserStern*	2436 2258 1451	✠100A1 ~~1,41~~ ~~6,40~~ 4,42 Examined ~~7,41~~ 7,41 BS~~9,40~~ 11,41 ✠LMC7,36	~~Brs~~ Liv Brs	*t*	CL ~~4,38~~ 6,41	1919 11mo	S.P.Austin &Son,Ld. Sunderland Lloyd's*A&CP*	Ellerman'sWilson Line,Ld. *CellDB*260' 670*t FPT*70*t*	303·2 313·5(O.L.) P&B233'F32' FK *APT*180*t*	43·0	20·8	Hull British 5*BH pt Cem*	T.3Cy.22",36"&59"-39" (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 Richardsons,Westgarth &Co.Ld.Sld	23 ″ 0 s 2 ″ 3¼ 20 ″ 11	
33463 165986 GMYN	**Thursobank** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5575 5044 3233	✠100A1 *withfreeboard* ~~8,41~~ 10,41 ✠LMC10,40 *Fitted for oil fuel* 10,40 *F.P. above* 150° F. *Carrying Latex or oil fuel F.P. above* 150° F. *in deep tank*	~~Lon~~ Bom	*b*†	CL	1940 10mo	J.Readhead&SonsLd SouthShields Lloyd's*A&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*371'1458*t*	435·2 451·8(O.L.) F37' FK *DTa*30'1210*t*	56·7	26·0	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.25",42"&71"-48" 220lb (*s*) 542NHP 2SB(Spt),1AuxSB,9*cf*, GS167,HS7862 FD J.Readhead&SonsLd.S.Shl *FPT*149*t APT*227*t*	38 ″ 7 s12 ″ 0½ 26 ″ 9¼	
33469 723 SEIA	**Thyra** *ss*Skm.No.3-9,37 *Cargo battens not fitted* 1*Dk*(*Stl*) D.F. *Strengthened for navigation in ice*	*1796* *1584* *1033*	✠100A1 2,42 ~~5,41~~ BS10,41 ✠LMC MS9,37 ~~BS10,40~~	~~Lth~~ Lon	*r*	OG 7,39	1925 10mo	Fredrkstad Mek.Værks. Fredrikstad Lloyd's*A&CP*	A/B Transmarin (S.Redig, *Mgr.*) *CellDB*226'570*t FPT*35*t APT*80*t*	268·8 P20'B106'F23' FK	42·1	17·5	Hlsngborg Swedish 4*BHCem*	T3Cy.18½",29½"&50"-36" (*s*) 180lb 187NHP 2SB,6*cf*,GS60,HS2568 FD FredrikstadM.V.Frdstad.	20 ″ 0 s 2 ″ 4 17 ″ 9½	
33470 16751 MCWZ	**Thyra II** (*ex*Thyra-40) D.F. 1*Dk*&*Shelter dk* *Ref.Mchy.*	1088 868 563					1923	Frdkshavn Værft& FlydedokA/S Frederikshvn	Ministry of War Transport (Ellerman'sWilson Line,Ld. *Mgrs.*)	236·2	35·7	14·2	London British *WB*	DR geared steam turbine Akt.AtlasMaskinfbk.Cpn.		V
33471 168007 MKGF	**Thyra III** (*ex*Thyra-40) *ss*Cpn.No.3-8,25 1*Dk*	828 711 488	✠ … 7,30 ✠				1912 7mo	Kjöbnhvns Flydk.&Skbs. Copenhagen	Ministry of War Transport(F.T. Everard&Sons, Ld. *Mgrs.*)	211·6 P28'B60'F22' FK	31·5	13·2	London British *WB*	T.3Cy.14",22½"&37"-24" 79NHP KjbnhavnsFlydk.&Skbsv.	15 ″ 6	VL †
33472 OYWH	**Thyra S** *OilEng.* D.F. 2*Dks* *CruiserStern*	1738 1478 972					1936	A/S Nakskov Skibsvarft Nakskov	DampskibsselskabetTormA/S (A.Schmiegelow& A.Kampen)	305·5	42·7	16·6	Copnhagen Danish *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn		C
33473 OPTA	**Thysville** Ⓟ TwinSc *ss*Ant.No.3-1,35 *ss*Ant.No.1-38 *Ref.Mchy.* 2*Dks*(*Stl*-*Uws*)&*Shelter* D.F. *dk*(*Stl*-teaks)	*8351* *6427* *4869*	✠100A1 *Shelter dk* *withfreeboard* 5,41 ✠LMC MS5,38 BS9,40 Lloyd'sRMC6,40 Centre aft chamber for temp. 30° F.	PN1	*c*†	CL P9,38 s7,39	1922 6mo	Soc.Anon. Jhn.Cockerill Hoboken Lloyd's*A&CP*	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale, *Mgrs.*) *CellDB*377'1312*t Tanks at sides of Tunnels a*78*t FPT*90*t APT*45*t*	439·1 459·0(O.L.) P55'F89' *on Shelter dk* FK	57·0	34·1	Antwerp Belgian *Cem* 7*BHtoSh dk*	Q.8Cy.23",33",47"&67"-48" 215lb (*s*) 964NHP 6SB(Spt),18*cf*,GS345, HS14100 FD Soc.An.J.Cockerill,Seraing	37 ″ 0 s 11 ″ 11 25 ″ 7	
33474 160401 GNSR	**Tia Juana** TwinSc *ss*Aru.No.3-4,40 *Mchy.Aft* 1*Dk*(*Stl*)	2395 1743 1244	✠100A1 ~~5,41~~ ~~11,40~~ 1,42 BS1,42 ✠LMC MS10,39 ~~BS11,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,28 *F.P. above* 150°F.	Aru	*t*	CL P4,39 s10,39	1928 4mo	Harland& Wolff,Ld. Belfast Lloyd's*A&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Wing tanks f*286*t wing tanks a*356*t FPT*60*t APT*75*t*	305·7 P67'F34' FK *Trunk*204'	50·2	14·3	London British 7*BHptCem*	T.6Cy.13⅞",23½"&36"-27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s1 ″ 10¼ 13 ″ 3¾	
33475 PHZM	**Tiba** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	5239 4505 3102	✠100A1 *withfreeboard* ~~9,41~~ ~~8,40~~ 3,42 ✠LMC9,38	~~Avn~~ Mch	*b*†	CL 8,39	1938 9mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam Lloyd's*A&CP*	Maats.VrachtvaartN.V. *CellDB*356'1412*t FPT*290*t APT*68*t*	434·1 455·9(O.L.) F31' FK	59·3	24·1	Rottrdam Dutch 7*BH* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 7Cy.24$\frac{7}{16}$"-45¼" 724NHP DB80*lb* N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	27 ″ 6 s3 ″ 3¾ 24 ″ 3¾	
33476 PUQR	**Tibagy** (*ex*Nadia) *ss*Rio.No.3-2,15 1*Dk*(*Wood*)&*deep framing*	2422 2241 1552	✠ 4,21 ✠	Rio	*s*		1901 12mo	Grngem'th &GrkDkdCo. Greenock	Cia.Commercio e Navegação *CellDBa*90'*uE&B*38'*f*122'640*t*	300·1 P25'B60'F27' FK *APT*112*t*	44·6	20·0	R.Janeiro Brazilian 5*BHCem*	T.3Cy.22",36"&59"-39" 228NHP 2SB,6*cf*,GS115,HS3450 GreenockFoundryCo.Grk.	22 ″ 1	
33477 FOGL	**Tiberiade** (*ex*JacquesSchiaffino, *ex*RoiLéopold) *ss*N.Os.No.3-10,21 D.F. *ss*Alg.No.1-25 1*Dk*&*deep framing*&*Shelter dk* *Fitted for oil fuel*	2696 2556 1681	✠ … 1,30 ✠				1909 1mo	W.Dobson &Co. Newcastle	Soc.deNav.aVap. Daher	301·3 FK	41·4	21·2	Marseilles French *WB*	T.3Cy.22",37"&61"-42" 278NHP N.E.MarineEngCoLd Nwc		V †
33478 PHZO	**Tiberius** 2*Dks* *CruiserStern* *Fitted for oil fuel*	1712 1351 944					1930	Akt.Ges. "Neptun" Rostock	Konink.Nederl. Stoomb.Maats. N.V.	263·4	42·6	17·0	Amstrdam Dutch *WB*	T.3Cy.18⅛",29⅞"&49$\frac{7}{32}$"-33$\frac{1}{32}$" 140NHP A.G."Neptun,"Rostock		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33479 PHZP	**Tibia** D.F. *OilEng.* E.S.D. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck* *Butts of deck plating elec. welded*	10356 9358 6147 -	✠100A1 ~~1,41~~10,41 ✠LMC7,39 *Carrying Petroleum in bulk*	~~N.Yk~~ Nwc	*f*†	CL 10,41	1939 7mo	NVNederl. Schps.Maats. Amsterdam *Lloyd*'sA&CP	N.V.Petroleum Maats."LaCorona"	504·6 525·3(O.L.) P103'B45'F59' FK *CellDBuE78'194t DTf28'385tFPT246tAPT130t*	64·5	37·0	Willemstad ~~TheHague~~ Dutch 18*BHptCem*	Oil Engines 4S.C.SA 10Cy.$25\tfrac{9}{16}$″–$55\tfrac{1}{8}$″ 628NHP 2DB*180lb* WerkspoorN.V.Ams.	37 ″ 0 s7 ″ 7¾ 29 ″ 7	
33480 2079 IATO	**Ticino** (*ex*HansLeonhardt-36, *ex*Vulcan) *OilEng.* 1*Dk*	1470 976 761					1924	Akt.Ges. "Vulcan" Hamburg	ItalianNavy(operatedbySoc.Anon. Cooperativa di Nav.Garibaldi)	243·3 230·8 P21'Q55'B102'F23'	36·1	14·9	Genoa Italian *WB*	Oil Engines 4S.C.SA 12Cy.13¾″–13¾″ 222NHP E*made*18 A.G."Vulcan,"Hamburg		I
33481 219637 KUBG	**Tide Penn** (*ex*Betterton-38) *ss*Phl.No.1-25 2*Dks*& *Web frames* D.F. *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	~~7198~~ ~~6593~~ ~~4382~~ 7248 6593 4396	… 4,27				1920	Baltimore D.D&S.B.Co. Baltimore, Md.	TideWaterAssociatedOilCo.	431·0 P105'B37'F39' FK	59·2	33·4	Wilmgton (Del.) Utd.States *WB*	T.3Cy.$24\tfrac{21}{32}$″,$41\tfrac{1}{32}$″& 72″–48″ NE25 536NHP Hooven,Owens&RentschlerCo.Hamilton,O.	33 ″ 3	R †
33482 230116 KGRE	**Tide Water** *Mchy.Aft* *OilEng.* D.F. GyC. 2*Dks* *Longitudinal framing* *Carrying Petroleum in bulk*	8886 8234 5412					1930	SunS.B.& D.D.Co. Chester,Pa.	TideWaterAssociatedOilCo.	480·6 P78'B34'F48'	66·0	36·8	Wilmgton (Del.) Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.$23\tfrac{5}{8}$″–$91\tfrac{15}{16}$″ 690NHP SunS.B &D.D.Co. Chester,Pa.		R
33483 230171 KGRF	**Tide Water Associated** *Mchy.Aft* *OilEng.* *Longitudinal framing* 2*Dks* D.F. GyC. *Carrying Petroleum in bulk*	8906 — 5403					1930	SunS.B. &D.D.Co. Chester,Pa.	TideWaterAssociatedOilCo.	480·6 P77'B34'F48'	66·0	36·8	Wilmgton (Del.) Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.$23\tfrac{5}{8}$″–$91\tfrac{15}{16}$″ 690NHP SunS.B &D.D.Co. Chester,Pa.		R
33484 PKGY	**Tidore** *OilEng.* *Mchy.Aft* 1*Dk*& *Shelter dk*	872 625 526					1929	NV Burgerhout'sM.&S. Rotterdam	Koninkl.Paketv. Maats.	188·9 B49'F34'	34·2	12·7	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.$14\tfrac{9}{16}$″–$22\tfrac{13}{16}$″ 164NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
33485 148559 KSGL	**Tien Kwang** TwinSc *ss*Shi.No.3-3,37 1*Dk*(*Stl*)& *Web frames* *CruiserStern*	787 458 341	✠ A– *withfreeboard* 8,41 ~~7,40~~ Examined 3,41 BS8,41 B&MS3,37 ~~BS11,39~~ *Carrying Petroleum in bulk with extreme draught of 8' 6"* *For Service in the Straits of Malacca* *Fitted for oil fuel* 3,25 *F.P. above* 150° F.	~~Sng~~ Sng		OG ~~41,39~~ P7,40 S8,41	1925 2mo	Yarrow& Co.(1922)Ld. Glasgow	AsiaticPetroleum Co.(NorthChina) Ld.	198·5 *Shade dk*182' FK *CellDB*	32·9	8·9	Shanghai British 9*BH* *FPT*10*t*	T.8Cy.18″,26″&(2)30″–18″ 250lb 220lbatEng. (*s*) HS6990 397NHP 2 Water Tube Boilers FD Yarrow&Co.(1922)Ld Gls	~~10 ″ 5~~ 10 ″ 6 s2 ″ 0¾ 8 ″ 6	
33486	**Tien Lee** (*ex*Sokndal-34, *ex*M.H.Kongshavn,*ex*TaikaiMaru) 1*Dk*	2184 — 1322					1919	Uchida S.B.&E.CoLd Yokohama	ChingKeeS.N. Co.Ld.	270·0 P41*t*H89*t*F41*t*	39·1	21·6	Chefoo Chinese *WB*	T.3Cy.19″,31½″&52″–39″ 168NHP UchidaS.B &E.Co.Ld.Yka		N
33487 259 JUGB	**Tientsin Maru** Ⓟ *CruiserStern* 1*Dk*	2317 1656 1352					1927	Mitsubishi ZosenKaisha Ld. Kobe	DairenKisenK.K.	275·0 P42'F32' *Promenade dk*115'	42·5	21·0	Dairen Japanese *WB*	T3Cy.20½″,33½″&$55\tfrac{15}{16}$″–39⅜″ 197NHP MitsubishiZosenKaishaLd		
33488 PUMT	**Tiété** (*ex*Norte-34,*ex*Iberier, *ex*LakeFelicity) *ss*B.As.No.2-26 1*Dk*	1696 1576 967	✠ … 5,31 ✠				1918 5mo	Detroit S.B.Co. Wyandotte, Mich.	Cia.Carbonifera RioGrandense	251·0 P25'B64'F23' FK	43·8	18·5	R.Janeiro Brazilian *WB*	T.3Cy.20″,33″&54″–40″ 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
33489 215248 WSCY	**Tiger** *ss*N.Yk.No.3-2,30 *ss*N.Yk.No.1-34 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) D.F. & *Web frames* *Longitudinal framing*	5992 5728 3708	✠100A1 *Shelter dk* *withfreeboard* ~~11,40~~12,41 BS12,41 ~~BS12,40~~ ✠LMC7,37 *Fitted for oil fuel* 6,17 *F.P. above* 150° F. *Carrying oil fuel in bulk F.P. above* 150° F.	~~N.Yk~~ Mob	*a*†	CL 10,39	1917 6mo	UnionIron WorksCo. SanFrancisco A&CP	Socony-Vacuum OilCo.Inc.	410·0 FK *CellDBuE&B48'*207*tDTin way of tunnel* 223*tFPT*80*tAPT*200*t*	56·0	29·0	NewYork Utd.States 13*BHptAsp*	T.3Cy.27″,47″&78″–48″ (*s*) 220lb 594NHP 3SB.9*cf*,GS165,HS8130 FD UnionIronWorksCo.S.Fo.	32 ″ 0 s3 ″ 5½ 28 ″ 8¾	
33490 LDAW	— *ss*Pal.No.3-8,34 *ss*Bgn.No.1-39 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing* D.F.	3941 3565 2324	✠100A1 4,40 ✠LMC9,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F. (SEE FOOTNOTE *)	Bgn	*v*	CL 8,39	1921 7mo	Fairfield Co.Ld. Glasgow *Lloyd*'sA&CP	A/SVestlandske PetroleumsCompagni(A/SÖstlandskePetroleums Compagni,*Mgrs.*)	351·0 364·0(O.L.) P80'F29' FK *CellDBuE&B60'f30'*190*tFPT*40*tAPT*96*t FW tank in AP* 8' 32*t*	47·0	28·2	Bergen Norwegian 14*BHptCem* (8 *to U dk* 6 „ *2nd* „)	T.3Cy.23½″,38″&62″–42″ (*s*) 180lb 347NHP 2SB(Spt),6*cf*,GS127, HS5112 FL FairfieldCo.Ld.Glasgow	28 ″ 3	
33491 HPMK	**Tiger Hill** (*ex*EllinicoYpethro-39, *ex*Kypros-38, *ss*Pir.2ndNo.3-10,15 *ex*Pilion-33, *ss*Pir.No.2-24 *ex*Eustratios,*ex*Thraki) 2*Dks*	1499 1261 868	✠ … 2,28 ✠				1887 4mo	A.McMillan&Son Dumbarton	GeneralSteamship Co.Ld.	264·0 P26'B74'F59' BK9"	34·0	19·8	Panama Pnamanian *WB*	T.3Cy.25″,38″&62″–42″ 235NHP D.Rowan&Son,Glasgow	21 ″ 0	
33492 2068 IUVZ	**Tigrai** (*ex*SalvagnoP.-36, 3Mst *ex*Helium,*ex*SénateurReymond,*ex* CommandantJean-Nicolas) 1*Dk*	1302 1116 738					1918	KibiS.B. Co.Ld. Osaka	EliaBibolini	229·0 B52'F24'	32·5	18·9	Genoa Italian *WB*	T.3Cy.14½″,24″&40″–30″ 88NHP SettsuTekkosho,Osaka		I
33493 LDAX	**Tigre** TwinSc *OilEng.* *ss*Osl.No.3-4,38 *Ref.Mchy.* 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*except in aftermost hold*	5498 4711 3070	✠100A1 *withfreeboard* 1,42 ~~5,41~~ ✠LMC CS2,39 DBS~~8,40~~10,41 4,41 ✠Lloyd'sRMC~~4,41~~10,41	~~Mtl~~ PNl	*a*†	CL 3,39	1926 5mo	Ch.&Atel. deSt.Nazaire Rouen *Lloyd*'sA&CP	Wilh.Wilhelmsen	418·0 432·6(O.L.) P41'F38' FK *CellDB*360'1134*t Tanks in way of tunnels*291*tFPT*112*tAPT*130*t*	54·5	27·5	Tönsberg Norwegian 7*BHCem* (4 *to Sh dk* 3 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.$24\tfrac{13}{16}$″–$43\tfrac{5}{16}$″ 714NHP DB*114lb* Ch.&Atel.deSt.Nazaire	30 ″ 2 s3 ″ 10½ 26 ″ 5½	
33494 24466 JBPC	**Tihaya Maru** (*ex*ChihayaMaru-38) 1*Dk*	1161 973 655					1918	Chitose K.K.K. Osaka	OgawaGomei Kaisha	224·5	33·0	18·7	Hutyu Japanese *WB*	T.3Cy.14″,24⅛″&39″–28″ Ishikawajima 81NHP Zosensho,Tokyo		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
33495 24087 JHZD	**Tihuku Maru** (*ex*ChifukuMaru-38) *ss*Kob.No.3-5,31 *ss*Kob.No.2-40 ~~*ss*Kob.No.1-26~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5857 5586 4259	✠100A1 *Awng dk* *withfreeboard* 5,41~~3,40~~ BS5,41 ✠LMC3,40	Kob	*y*	CL 1,39	1919 1mo	Kawasaki DkydCo.Ld Kobe A&CP	KaiyoKisenK.K. (YamashitaKisen K.K.*Mgrs.*) *Col* *CellL*	385·0 *lisionBHtoAwn dk* *B334'1118tFPT126*	51·0	36·0 FK	Hasidate Japanese *Cem* 5*BHtoUdk* *tAPT93t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 436NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCo.Ld.Kob	36 ″ 0 s 9 ″ 1¾ 27 ″ 1¼	
33496 ESEW	**Tiina** (*ex*Stina-39,*ex*Lisa,*ex*Bolderau, *ex*Lisa) 1*Dk*&*Spar dk*	1597 1433 1148					1898	Howaldts- werke Kiel	A.Laane& F.Baltser	243·8 B36'H57tF21'	36·3	20·2	Pärnu Estonian	T.3Cy.$16\frac{15}{16}$",$27\frac{9}{16}$"&$42\frac{11}{16}$"– $24\frac{13}{16}$" 91NHP Howaldtswerke,Kiel		V
33497 712 OHON	**Tiira** **WoodAux4MstSr** *Oil Eng.* 1*Dk* (*See Sailing Ship Register*)	435 397 358					1921	Johan Wendelin Brahestad	A.J.Westerholm	150·4 141·0	30·7	14·0	Åbo Finnish	Oil Engines 2Cy.$12\frac{9}{16}$"–$14\frac{15}{16}$" E*made*19,*fitted*21 BjörneborgsMVBjörnebrg		
33498 TUNU	**Tijditt** (*ex*Artemis,*ex*Tyne **3Mst** Abbey,*ex*Alexander,*ex*Skåne) *Mchy.Aft* 1*Dk*	327 280 148					1897	J.Thor- mählen&Co. Elmshorn	Mme.Bazire	124·9 H36'F19'	24·8	11·0	Algiers French *WB*	C.2Cy.11"&22"–13" Ottensener 15NHP Maschinenfb.Altona		
33499 DOCJ	**Tijuca** (*ex*Ludwigshafen-38) 1*Dk*&*Shelter dk*2*trB* Sub.Sig. **D.F.** *Fitted for oil fuel*	5918 5428 3628					1923	Frd.Krupp Act.Ges. Kiel	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	393·5 P26'B138'F46'	54·3	23·3 31·4	Bremen German *WB*	T.3Cy.27⅞",$42\frac{9}{16}$"&76"–51½" 414NHP Frd.KruppA.G.Kiel		G
33500 LDAY	— **TwinSc** *OilEng.* *ss*Osl.No.3-3,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk*(*Stl*) **D.F.** *except in aftermost hold*	5498 4711 3082	✠100A1 *withfreeboard* 1,42~~5,41~~ ✠LMC CS5,38 8,39 DBS1,41	~~Bry~~ Mel	*a*†	CL 2,41	1926 3mo	Ch.&Atel. deSt.Nazaire (Penhoet) Gd.Quevilly *Lloyd's*A&CP	Wilh.Wilhelmsen *CellDB*360'1134*t* *tunnels* 291*t*	418·0 P41'F38' *Tanks in way of* *FPT*112*tAPT*130*t*	54·5	27·5 FK	Tönsberg Norwegian 7*BHCem* (4 *to Sh dk* 3 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$". 714NHP DB*114lb* ASBurmeister&Wain,Cpn.	30 ″ 2 s 3 ″ 10½ 26 ″ 5½	
33501 LOGH	— **IronAuxBk** (*ex*SailingVessel) *OilEng.* *ss*Ham.No.3-9,81 *Mchy.Aft* *ss*Bdx.No.2-89 1*Dk*2*trB* (*See Sailing Ship Register*)	924 — 735	... 5,92				1866	E.Gouin Nantes	Cia.Argentina de PescaS.A.	178·0 P42'F30'	34·5	21·6	Bns.Aires Argentine	Oil Engines2S.C.SA 91NHP 4Cy.11⅗"–$16\frac{15}{16}$" NE*fitted*24 A/BAtlasDieselMotorSkm	21 ″ 1	N †
33502 23744	**Tika Maru** (*ex*ChikaMaru-38) 1*Dk*	1146 976 652					1919	Tochigi Shipyard Yawata	TochikiShojiK.K.	209·7 P14'B51'F35'	31·0	19·2 *WB*	Waka- matsu Japanese	T.3Cy.$16\frac{1}{16}$",26⅛"&42"–30" 97NHP KokuraKosakushoK.K.		
33503 11045 JCUA	**Tikugo Maru** Ⓟ (*ex*ChikugoMaru-38) 1*Dk*(*Stl*)&*Spar dk*(*Stl*–teak s) &*deep framing*	2462 2156 1356	✠ 6,08 ✠	Yka			1907 6mo	D&WHen- dersn&Co.Ld. Glasgow	ToaKaiunK.K. *CellDBa*92'*uE*&	310·0 P33'B90'F39' *B*52'*f*114'500*tFPT*	40·0	16·5 26·5 FK	Tokyo Japanese 6*BHCem* 34*tAPT*24*t*	T.3Cy.25",41"&68"–48" 386NHP 2SB,6*cf*,GS124,HS5130 D&W.Hendersn&CoLdGls	26 ″ 6	
33504 10837 JDKD	**Tikuzen Maru** Ⓟ (*ex*ChikuzenMaru-38) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	2449 2159 1442	✠ 8,07 ✠	Yka	*u*		1907 4mo	D&WHen- dersn&Co.Ld Glasgow	ToaKaiunK.K. *CellDBa*92'*uE*&	310·3 P33'B90'F39' *B*52'*f*114'500*tFPT*	40·2	16·5 24·0 FK	Tokyo Japanese 6*BHCem* 34*tAPT*24*t*	T.3Cy.25",41"&68"–48" 386NHP 2SB,6*cf*,GS124,HS5130 D&W.Hendersn&CoLdGls	26 ″ 6	
33505 149670 GNKS	**Tilapa** *Ref.Mchy.* Sub.Sig. **E.S.D.** **D.F.** 4*Dks*	5392 4678 3302					1928	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 P43'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP CammellLaird&CoLd.Bkn		C
33506 147894 GKLP	**Tilawa** Ⓟ *ss*Cal.No.3-11,35 *ss*Cal.No.1-40 3*Dks*(*Stl*–*weather* teak s) *Ref.Mchy* **D.F.** *CruiserStern*	10006 8060 6153	✠100A1 *withfreeboard* 1,42 ~~3,41~~ BS7,40 ✠LMC11,39	Bom	*d*†	CL ~~N4,40~~ 1,42	1924 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*393'1536*t* *Tanks at sides of*	451·0 P48'B213'F43' *tunnel* 87*tFPT*155*t*	59·3	36·8 FK	Glasgow British 8*BHptCem* *APT*48*t*	Q.4Cy.29",41½",59"&85"–54" 215lb (*s*) FD 900NHP 4SB,16*cf*,GS330,HS13792 Hwthrn,Leslie&CoLdNwc.	40 ″ 0 s13 ″ 4½ 27 ″ 1½	
33507 OFAB	**Tilda** (*ex*Margarita-36) *ss*Got.No.1-39 *ss*Lth.3rdNo.3-8,35 1*Dk*(*ptIrn*&*ptStl*)&*Webframes*	2768 2548 1730	✠100A1 2,41~~4,40~~ BS2,41 ✠LMC4,39	~~Npt~~ Sng		CL 4,40	1903 1mo	J.Blumer &Co. Sunderland *Lloyd's*A&CP	RederiA/B Turret (K.Hansen,*Mgr.*) *CellDB*	314·0 326·0(O.L.) P28'B96'F32' *a*104'*uE*&*B*42'*f*122'	46·5	20·7 FK	Helsingfrs Finnish 5*BHCem* 718*tAPT*99*t*	T.3Cy.23¾",39"&64"–42" (*s*) 160lb *130lb* NDB24 279NHP 2SB,6*pf*,GS110,HS4392 G.Clark,Ld.Sunderland	23 ″ 0 s 3 ″ 4½ 19 ″ 10	
33508 16 SVJL	**Tilemachos** *ss*Lgn.2ndNo.3-9,37 1*Dk*(*Stl*) *Cargo battens not fitted*	3658 3288 2145	✠100A1 5,42~~5,41~~ BS6,41 ✠LMC9,37	~~Cff~~ Lth	*w*	CL ~~5,41~~ 5,42	1911 5mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	G.C.Dracoulis *CellDBa*120' *uE*&*B*43'	356·3 P31'B188'F35' *f*151'1258*tFPT*96*t*	50·7	21·7 FK	Ithaca Greek 6*BHCem* *APT*240*t*	T.3Cy.25",$40\frac{11}{16}$"&67"–45"(*s*) 180lb 324NHP 2SB,6*cf*,GS129,HS4945 Cen.Mar.Eng.Wrks.WHpl	24 ″ 3 s 3 ″ 3½ 21 ″ 2	
33509 219655 KUFD	**Tillie Lykes** (*ex*LakeFlorian) 1*Dk*2*trL* D.F. *Fitted for oil fuel*	2572 — 1633	✠ ... 9,20 ✠				1920 4mo	McDougall DuluthCo. Duluth,Minn.	LykesBros.Steam- shipCo.Inc.	251·0 P25'B64'F20'	43·7	25·8 FK	Galveston Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
33510 PHZT	**Tilly** *OilEng* *Mchy.Aft* 1*Dk* *CruiserStern*	381 227 180					1939	Bodewes Scheeps- werven Martenshoek	N.V."Abeca"	136·9 P45'Q43'F22'	24·8	8·7	Zaandam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17¾" 70NHP Klöckner-Humboldt- Deutz,A.G.Köln-Deutz		VL
33511 DHXT	**Tilly L.-M. Russ** Sub.Sig. *CruiserStern* 1*Dk*	1600 1282 942					1926	Flensburgr Schiffsb.Ges. Flensburg	Schiffahrt-u.Asse- kuranzGes.E.Russ &Co.	263·2 P16'Q81'B108' F35'	41·9	15·4	Hamburg German *WB*	T.3Cy$17\frac{11}{16}$",29⅜"&$48\frac{1}{16}$"–37⅜" 141NHP FlensburgerSchiffsb.Ges.		G
33512 160599 GSQT	**Tilsington Court** *ss*Bry.No.2-36 D.F. 2*Dks*(*Stl*)	6910 6575 4335	✠100A1 *withfreeboard* 1,42 ~~2,41~~ Examined ~~2,41~~ 1,42 ~~BS12,40~~ 11,41 ✠LMC10,36	~~Bal~~ NYk	*a*†	CL 2,41	1928 10mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP *U'tw*	CourtLine,Ld. (Haldin&Philipps Ld.*Mgrs.*) *een dkBHexceptCo* *CellDBa*&*uE*158'*f*	420·1 435·0(O.L.) F41' *Coll* *llBHdispensed with* 182'1499*tFPT*113*t*	56·5	33·8 FK	London British *Cem* *BH to Wdk* 6 ,, ,, 2*nd*,, *APT*148*t*	T.3Cy.27",45"&75"–51" (*r*) 180lb 574NHP 3SB,9*cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk.	36 ″ 4 s 9 ″ 6 27 ″ 1	
33513 DABI	**Tilsit** D.F. E.S.D. *Mchy.Aft* 1*Dk*	950 714 416					1925	Union- Giesserei Königsberg	Kohlen-Import-u. Poseidon Schiffahrts-A.G.	215·3 P&B167'F22'	34·2	12·6	Königsbrg German *WB*	T.3Cy.18½",$29\frac{1}{16}$"&47⅕"–29½" 120NHP Union-Giesserei,Königsbg		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33514 132442 VJKQ	**Time** *ss*Syd.2ndNo.3-8,37 2*Dks*(*UStl*&*2nd dkIrn*) *Cantilever framed* *Topside tanks amidships* *Cargo battens not fitted*	3322 2849 1752	✠100A1 11,40 BS11,40 ✠LMC8,37	Syd	*v*	CL N10,38	1913 1mo *Lloyd*	J.Priestman&Co. Sunderland 'sA&CP *CellDBo*	AustralianSteamshipsProprietary, Ld. (*Man.Agents*, HowardSmithLd.) 112'*uE*&*B*63'*f*118'	340·0|48·3|21·8 352·2(O.L.) P25'B82'F31' FK 747t *Topside tanks*	Melbourne British 6*BHCem* 243t*FPT*99t	Q.4Cy.24½",34",48"&69"-45" 215lb (*s*) 442NHP 3SB,*9cf*,GS190,HS7619 Richardsons,Westgarth&Co.Ld.Hpl. *APT*112t	24 ″ 3 s4 ″ 2¼ 20 ″ 3	
33515 UOJA	**Timlat** (*ex*Ijora-35, *ex*Mountpark-33) *ss*Shl.No.2-29 1*Dk*(*Stl*)	2699 2386 1617	✠ — 12,33 ✠	Shl	*t*		1921 3mo	C.Hill&Sons,Ld. Bristol	U.S.S.R.	310·0|44·0|21·5 P28'B86'F32' FK *CellDB*263' 612t*FPT*	Vladvostk Russian 5*BHCem* 90t*APT*90t	T.3Cy.21",34"&56"-36" 242NHP 2SB,*6cf*,GS122,HS4260 Richardsons,Westgarth&Co.Ld.Hpl.	23″10	
33516 YTEQ	**Timok** (*ex*Emmy L-D.-33, *ex*Oisterwijk) *ss*Trl.No.3-1,37 D.F. 1*Dk*(*Stl*)	3130 2811 1971	✠100A1 ~~4,41~~ ~~12,40~~ 2,42 Examined 2,42 BS~~12,40~~ 3,42 ✠LMC1,37	~~Bal~~ ~~NOs~~	*u* NNs	CL ~~12,40~~ ~~4,41~~ 2,42	1924 10mo *Lloyd*	Wilton's E.&Slpwy.Co Rotterdam 'sA&CP	Brodarsko Akcionarsko Drustvo"Oceania"	325·0|47·0|21·8 P24'B206'F29' FK *CellDB*278'662t	Susak Yugoslav 5*BHCem* *APT*130t	T.3Cy.22⅝",37"&62"-39" (*s*) 180lb 280NHP 3SB,*6cf*,GS129,HS4575 Wilton'sE.&SlpwyCo.Rot.	24 ″ 2 s2 ″ 9¼ 21 ″ 6¾	
33517 116035 VPGG	**Tin Sang** (*ex*TinTing-34, *ex*YeeOn-33,*ex*SanUi-33)	398 211 267					1904	Kwong HipLoong HongKong	FookOnS.S.Co.Ld.	130·0|24·1| 8·6	HongKong British	C.2Cy.14"&28"-20" 33RHP London&Glas.Co.Ld.Gls.		
33518	**Tin Seng** (*ex*GouverneurGénéral MauriceLongII-32,*ex*SaintPierre desLacs,*ex*Ream, *ex*VanDiemen) 2*Dks*&*Awning dk*	1086 — 779					1890	Nederl. Stoom.Maats Rotterdam	NamLeeCo.	235·0|32·8|16·4	Canton Chinese *WB*	T.3Cy.21",34"&55"-45" 203NHP Nedrl.Stombt.Maats.Rot.		
33519 154033 VPJY	**Tin Yat** (*ex*WoPing) Ⓟ 2*Dks*	942 372 579					— *reblt* 1929	Kwong CheungHing HongKong	FookOn S.S.Co.Ld.	180·9|30·1|11·1	HongKong British	T.3Cy.15¾",26"&41"-30¼" 88RHP		
33520 1037 IUWP	**Tina** (*ex*Asta, *ex*Rågsö) Aux4MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	389 349 279					1916	RingAndrsensStaalskb. Svendborg	Ing.L.Ghirardi	139·4|29·8|11·0 Q32'H49t	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.12"-16$\frac{9}{16}$" 101NHP H.ChristoffersensMaskinfabrik,Holeby		I
33521 110988 VJXK	**Tinana** *ss*Bsb.2ndNo.3-4,33 *ss*Bsb.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*-teak s)&*Web frames* *Ref.Mchy.* *Cargo battens not fitted*	808 686 472	✠100A1 4,41 BS10,41 ~~BS11,40~~ ✠LMC11,37	Syd	*l*	8,39	1901 2mo	Caledon SB.&E.Co.Ld Dundee	JohnBurke,Ld.	210·0|31·0|13·2 219·5(O.L.) P19'F35' FK *Cell DBf*138'186t*FPT*	Brisbane British 4*BHCem* 21t*APT*13t	T3Cy16½",28"&45½"-33"(*r*) 160lb *80lb* 130NHP 1SB,*3cf*,GS66,HS2153 CaledonSB.&E.Co.Ld.Dun	15 ″ 6 s2 ″ 3 13 ″ 7	
33522 LJFO	**Tindefjell** 1*Dk*&*Shelter dk* D.F. *CruiserStern*	1337 1104 740					1936	Nylands Verksted Oslo	A/SFalkefjell (Olsen&Ugelstad, *Mgrs.*)	250·9|41·3|14·8 P59tH145tF15t	Oslo Norwegian *WB*	C.2Cy.16¾"&33$\frac{7}{16}$"-33$\frac{7}{16}$" & LPturbine withDRgearing & hydraulic coupling 107NHP NylandsVerksted,Oslo		N
33523 146517 VPDQ	**Tingsang** *ss*Shi.No.3-5,34 *ss*H.Kg.No.1-38 D.F. 2*Dks*(*Stl*-*U* teak s)	2256 1861 1232	✠100A1 7,41 ~~8,40~~ BS~~8,40~~ 7,41 ✠LMC7,38	~~Shi~~ HKg	*s*	CL 8,40	1922 2mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow 'sA&CP	Indo-ChinaStm. Nav.Co.Ld. *CellDB*237'489t*D*	285·0|42·6|20·0 299·0(O.L.) P33'B101'F32' FK *Ta*20'278t *FPT* 33t	HongKong British 4*BHCem* *APT*46t	T.3Cy.21",34"&57"-42" (*s*) 180lb *100lb* 298NHP 2SB,*6cf*,GS105,HS4435 FD Dunlop,Bremner&Co.Ld.	22 ″ 3 s2 ″ 8¾ 19 ″11	
33524 143225 GBRT	**Tinhow** Ⓟ (*ex*Hughli,*ex*Valencia) *ss*H.Kg.No 3-4,34 *ss*H.Kg.No.1-38 D.F. 2*Dks*(*Stl*-*U*ws) 3*rd dk in No.1hold*	5232 4589 3164	100A1 ~~1,41~~ 11,41 BS9,39 LMC7,38	Cal		CL ~~N7,38~~ 11,41	1913 *Lloyd*	Akt.Ges. "Neptun" Rostock 'sA&CP	BankLine,Ld.(A. Weir&Co.*Mgrs.*)	365·5|50·9|29·7 381·0(O.L.) B104' FK *CellDB*312' 898t *FPT*	Glasgow British 6*BHCem* 55t*APT*40t	T.3Cy.28$\frac{15}{16}$",46⅝"&76¾"-48" 190lb (*s*) FD 516NHP 3SB(Spt)*9cf*,GS148,HS7025 A.G."Neptun,"Rostock	32 ″ 6 s6 ″ 9¼ 26 ″ 3	
33525 159484 VRCC	**Tinley** CompTwinSc (*exDumbLighter*-38) 1*Dk*	420 257 216						*Unknown* HongKong	Colonial Navigation Trading Co.Ld.	138·5|26·8| 9·0	Hong Kong British	C.4Cy.10"&16"-20" E*made—refitted*38 32NHP KwongSzeSang,H.Kg.		
33526 PKGZ	**Tinombo** *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk*	872 625 526					1930	NV BurgerhoutsM.&S. Rotterdam	Koninkl.Paketv. Maats.	188·9|34·2|12·6	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.14$\frac{9}{16}$"-22$\frac{13}{16}$" 164NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
33527 DHXU	**Tinos** (*ex*Rio de Janeiro) 1*Dk*	2826 2386 1479					1914	J.Blumer &Co. Sunderland	DeutscheLevante-LinieHamburg A.G.	332·5|48·7|19·7 P85tH153tF39t	Hamburg German *WB*	T.3Cy.24",40"&66"-42" 282NHP N.E.MarineEng.Co.Ld.Sld		G
33528 162131 GMMX	**Tintern Abbey** 1*Dk* *CruiserStern*	2471 2276 1482	✠100A1 ~~9,41~~ ~~11,40~~ 4,42 ✠LMC5,39	~~Brw~~ ~~Cf~~ Bry	*t*	CL 10,40	1939 5mo *Lloyd*	W.Gray& Co Ld. W Hartlepool 'sA&CP	AbbeyLineLd. (FrederickJones &Co.*Mgrs.*) *CellDB*262'796t	308·0|45·1|20·7 317·1(O.L.) P25'B71'F30' FK *FPT*88t*APT*115t	Cardiff British 5*BHCem*	T.3Cy.20",33"&55"-39" (*s*) 200lb *100lb* 234NHP 2SB,6*cf*,GS88,HS3826 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 ″ 4 s3 ″ 7¾ 19 ″ 11	
33529 PHZV	**Tiny** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	351 200 163					1939	Zaanlandsche Scheeps. Mij.Werf "CzaarPeter" Zaandam	J.deVries	136·0|24·0| 8·0 P46'Q41'F26'	Groningen Dutch	Oil Engines 2S.C.SA 4Cy.11$\frac{13}{16}$"-15¾" 99NHP NV.KromhoutMtrnfbAms		C
33530 132668 MDRF	**Tioga** *ss*Bel.2ndNo.3-8,37 *Mchy.Aft* 1*Dk*(*ptStl*)&*Web frames*	715 551 288	✠100A1 5,42 ~~1,41~~ Examined 5,42 BS5,42 ~~BS4,41~~ ✠LMC8,37 *CarryingPetroleum in bulk*	~~Gmb~~ Shl	*j*	CL ~~9,38~~ 5,42	1912 2mo *Lloyd*	Greenock& Grangemo'th Dkyrd Co.Ld. Grangemo'th 'sA&CP	Anglo-American OilCo.Ld.(R.A. Carder,*Mgr.*) *CellDBa*53'	179·9|31·1|12·8 P65'B15'F28' FK 66t *DTf* 11'35t *FP*	London British 9*BHCem* *T8tAPT*7t	T.3Cy.14",23"&37"-24" (*s*) 180lb 110NHP 1SB,*3cf*,GS57,HS2200 Richardsons,Westgarth&Co.Ld.Mdb.	13 ″ 6 s1 ″ 1¼ 12 ″ 7	
33531	**Tiradentes** (*ex*Southlure-40,*ex* Carplaka-36) 2*Dks*&*Shelter dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig.	4986 — 3093					1920	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0|54·2|27·8	R.Janeiro Brazilian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
33532 LDCB	**Tiradentes** TwinSc *OilEng.* *Ref.Mchy.* ssOsl.No.3-8,34 ssRot.No 1-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4960 4466 2913	100A1 *Shelter dk* *withfreeboard* ~~3,41~~11,41 ✠LMC CS3,39 DBS~~6,40~~7,41 3,39 ✠Lloyd'sRMC3,40	~~NYk~~ Mel	*z*	CL 6,40	1922 9mo	Deutsche WerftA.G. Hamburg *CellDB*346'13	Wilh.Wilhelmsen 16*t Tanks between*	401·2 F41'*onShelter dk* FK *Collision* *tunnels* 223*t FPT*82*t*	54·2	26·9	Tönsberg Norwegian *ptCem* *BHto Sh dk* 6 ,, ,, *U* ,, *APT*225*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" 717NHP NDB27 *60lb* AlgemeineElec.Ges.Berlin	30 ″ 4 s 4 ″ 0 26 ″ $6\frac{1}{4}$	
33533	**Tirhan** Ⓟ TwinSc D.F. E.S.D. 3*Dks* *CruiserStern*	3085 2198 1546					1938	Neptun-werftRostock G.m.b.H. Rostock	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	305·5 B123'F71'	43·7	21·7	Istanbul Turkish *WB*	T6Cy.$16\frac{1}{8}$",26"&$41\frac{5}{16}$"-$27\frac{9}{16}$" &LP turbines withDRgearing&hydrauliccoupling NeptunwerftRostock G.m.b.H.Rostock		G
33534 DHXV	**Tirpitz** 4Mst D.F. Sub.Sig. 2*Dks*	7970 7467 4974					1921	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·2 P74'B102'F43	58·2	32·2	Hamburg German *WB*	T.3Cy.$32\frac{7}{20}$",$52\frac{4}{5}$"&$86\frac{13}{20}$"-$55\frac{3}{20}$" 558NHP FlensburgerSchiffsb.Ges.		G
33535	**Tirso** (*ex*HsinNingshin-38,*ex*Bertha) ssShl.No.3-8,20 ssAnt.No.1-24 1*Dk*&*Spar dk*&*deep framing*	2175 — 1345	✠ ... 11,26 ✠				1906 2mo	Fevigs Jernskibsbyg Arendal	Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ld)	269·6 F33'	39·0	10·5 18·4 FK	Shanghai Italian *WB*	T.3Cy.$20\frac{1}{2}$",33"&56"-39" Richardsons, 207NHP Westgarth&Co.Ld.Mdb.	21 ″ 3	
33536 136149 MJBC	**Tirydail** ssLon.No.3-1,31 *Mchy.Aft* ~~ssLon.No.1-36~~ *Well deck* ssPGl.No.2-40 1*Dk*(*Stl*) *Cargo battens not fitted*	650 474 363	✠100A1 3,42~~3,40~~ BS~~3,40~~ 3,42 ✠LMC5,36	~~PGl~~ Shl	*i*	OG ~~2,40~~ 2,42	1918 3mo *Lloyd's A&CP*	CHWalker &Co. Sudbrook	F.T.Everard& Sons,Ld. *Cell D*	176·0 Q107'F22' FK *B* 112'162*t FPT*35*t*	27·6	11·8	London British 3*BHCem* *APT*12*t*	T.3Cy.13",23"&34"-$22\frac{1}{2}$" 180lb 60RHP 1SB,3*pf*,GS49,HS1496 Plenty&Son,Ld.Newbury	13 ″ 9 s 4 ″ 4 13 ″ 2	
33537 44577 JIKL	**Tiryo Maru** D.F. E.S.D. 2*Dks* *CruiserStern* *Strengthened for navigation in ice*	2224 1769 1139	✠100A1 7,38 ✠LMC7,38	Nag	*r*	CL	1938 7mo *Lloyd's A&CP*	Kawami-namiKogyo K.K. Nagasaki *Cel*	TatunamiSyosen K.K.	257·1 269·6(O.L.) P23'B77'F31' FK *lDB*211'424*tFPT*1	40·4	23·0	Kobe Japanese 7*BHCem* 51*tAPT*14*t*	T.3Cy.$18\frac{7}{8}$",$31\frac{7}{8}$"&$52\frac{3}{4}$"-39" 199lb (*s*) 294NHP 2SB,6*cf*,GS118,HS4617 FD KawaminamiKogyoK.K. Nagasaki	23 ″ 0	
33538 7648 JZIB	**Tisima Maru** Iron (*ex*ChishimaMaru-38, ssH.Kg.No.3-6,02 *ex*Skramstad, ssKob.No.2-11 *ex*GeneralBoyd) *Well deck* 1*Dk*&*Web frames*	1368 1086 843	✠ ... 2,15 ✠				1891 6mo	W.Gray& Co.Ld. WHartlepool	FujimaYoshio	245·1 Q79'B71'F28' BK$8\frac{1}{2}$"	34·6	17·5	Tokyo Japanese *WB*	C.2Cy.31"&58"-36" 157NHP Cen.Mar.Eng.Wrks.WHpl	18 ″ 4	
33539 6050 SHQA	**Tisnaren** TwinSc *OilEng.* ssGot.No.3-5,38 D.F. 1*Dk*(*Stl*)*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*inNos.*1,2,3&4*holds* *CruiserStern*	5747 5136 3469	✠100A1 *Shelter dk* *withfreeboard* ~~5,41~~ ~~9,40~~1,42 ✠LMC CS5,38 DBS~~9,40~~8,41 3,40	~~Swe~~ Bom	*a*†	OG ~~12,38~~ 1,42	1918 12mo	Aktieb. Götaverken Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *Collis* *Cel*	436·8 441·7(O.L.) F36'*on Shelter dk* FK *ion BH to Shltr dk* *lDB*372' 1188*tFPT*	56·2	26·9	Gothenbrg Swedish 6*BH toU dk* 89*tAPT*31*t*	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"-$43\frac{5}{16}$" 988NHP DP*80lb* Aktieb Götaverken,Got.	30 ″ 0 s 3 ″ $11\frac{3}{4}$ 26 ″ 3	
33540 HAAD	**Tisza** TwinSc *OilEng.* 1*Dk*	961 864 518					1937	Ganz&Co. Ld. Budapest	Königl.-ungar. Donau-Seeschif-fahrtsA.G.	229·6 B29'F31'	32·8	15·4	Budapest Hungarian	Oil Engines 4S.C. 16Cy.$8\frac{1}{2}$"-$12\frac{3}{16}$" Ganz&Co.Ld.Budapest		V
33541 28825 JXEB	**Tita Maru** (*ex*ChitaMaru-38) 1*Dk*	2276 1938 1330					1923	Tochigi ShojiK.K. Wakamatsu	TochikiShojiK.K.	270·0 P17'B60'F28' *WB*	40·0	24·0	Waka-matsu Japanese	T.3Cy.		
33542 157571	**Titan** TwinSc 1*Dk*	574 530 241					1928	Irrawaddy FlotillaCo.Ld Rangoon	RangoonPort Commissioners	168·0	30·0	16·1	Rangoon British	T.6Cy.13",$20\frac{1}{2}$"&$34\frac{1}{2}$"-22" 112NHP W.Simons&CoLd.Renfrew		
33543 LJKV	**Titania** TwinSc ssN Yk.No.1-41 *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* GyC. 3*rd dk except in after holds* *Part electrically welded including butts of shell & deck plating* *Ref.Mchy.* *CruiserStern*	6704 5891 4081	✠100A1 *withfreeboard* 4~~,41~~ 12,41 DBS4,41 ✠LMC5,37 *Carrying car* *in deep tank &*	NYk *go oil* *tanks*	*e*† $2\frac{1}{4}$ *F.* *in*	CL 11,40 *P.abov* *way of*	1937 5mo *Lloyd's A&CP* *e* 150° *tunnel*	Kockums M.V.Aktieb. Malmö *F.* *CellDB*2 *s*	Wilh.Wilhelmsen 76'1117*t* *MT*30'14 *tu*	479·1 498·0(O.L.) P42'F44' FK (42*tTanks in way of* *nnels* 1122*tFPT*75*t*	62·3	28·8	Tönsberg Norwegian 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd*,,) *APT*191*t*	Oil Engines 2S.C.DA 14Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" DB*100lb* 2722NHP KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ $0\frac{1}{2}$ 27 ″ $7\frac{3}{4}$	
33544 885 ICKD	— (*ex*Tirso,*ex*Etna, *ex*WarHound) D.F. 2*Dks*	5397 4842 3249					1918	Bartram& Sons.Ld. Sunderland	Soc.Anon. Cooperativa di Nav."Garibaldi"	414·2 400·3 P49'B113'F39'	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 369NHP A.&J.Inglis,Ld.Glasgow		I
33545 3125 SGWI	— 1*Dk*&*Awng dk*	750 *428* *440*					1897	Oskrshmns M.V.Aktieb. Oskarshamn	StockholmsRede-riaktieb.Svea (Eman.Högberg, *Mgr.*)	178·0 H43*t*	28·1	10·9 17·8	Stockholm Swedish *WB*	T.3Cy.$14\frac{1}{2}$",$23\frac{1}{4}$"&$39\frac{1}{2}$"-$27\frac{1}{2}$", 81NHP GöteborgsMV.Aktieb.Got		V
33546 LJKJ	**Titanian** (*ex*Iossifoglu) *OilEng.* ssNwc.No.3-4,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4880 4441 3013	✠100A1 *withfreeboard* ~~2,41~~12,41 Examined 12,41 DBS1,39 ✠LMC3,37 ✠LMC(M)1,39	~~Vcr~~ Bkn	*z*	CL ~~2,41~~ 12,41	1924 5mo *Lloyd's A&CP*	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle *Ce*	A/SRederiet Titanian(Hilmar Reksten,*Mgr.*) *llDB*353'1200*t DT*	400·6 413·3(O.L.) F44' FK (*f*23' 897*tFPT*113*t*	53·5	25·7	Bergen Norwegian 7*BHptCem* *Coll toSh dk* 6 ,, 2*nd* ,,) *APT*83*t*	Oil Engines 2S.C.SA 6Cy.$22\frac{1}{2}$"-45" 526NHP 2NDB39-*120lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 2 s3 ″ $2\frac{1}{4}$ 25 ″ $2\frac{1}{2}$	
33547 29395 JNVA	**Titibu Maru** (*ex*ChichibuMaru-38) 1*Dk* *Ref.Mchy.* *Mchy.Aft* *Fitted for oil fuel*	1525 1159 825					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0 P56'B60'F38'	37·0	19·0	Yokohama Japanese *WB*	T.3Cy.17",$28\frac{1}{2}$"&48"-30" 126NHP YokohamaDockCo.Yka.		C
33548 93996 ZMBR	**Titoki** TwinSc *Well deck* 1*Dk*(*Stl*)	628 433 252	✠ 2,22 ✠	PGl	*i*		1922 2mo	WHamiltn &Co.Ld. PortGlasgow	AnchorShipping & FoundryCo.Ld. *C*	170·6 Q94'F24' FK *ellDB*138'144*tFPT*	30·1	10·8	Nelson,NZ British 4*BHCem* 29*tAPT*21*t*	T.6Cy.11",17"&28"-21" 86RHP 2SB,4*cf*,GS65,HS2116 Ross&Duncan,Glasgow	12 ″ 9	
33549 28115 JCEA	**Titose Maru** Ⓟ (*ex*ChitoseMaru-38) 1*Dk*&*Shelter dk*2*trB*	2669 2152 1520					1921	Yokohama DockCo. Yokohama	NipponYusenK.K.	300·0 P40'B98'F42'	43·0	25·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33550 PHZS	**Titus** 2Dks Cruiser Stern	1712 1351 943					1930	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	262·1	42·7	17·0	Amstrdam Dutch WB	T.3Cy.$18\frac{1}{8}$",$29\frac{15}{16}$"&$49\frac{3}{16}$"- $33\frac{7}{16}$" 140NHP A.G."Neptun,"Rostock		VL
33551 212565 KDCD	**Tivives** 2Dks&2pt dks D.F. Fitted for oil fuel Ref.Mchy. Sub.Sig.	4596 3894 2590					1911	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. Mgrs.)	378·8 B160'F42'	50·3	29·1	NewYork Utd. States WB	T.3Cy.27",45"&75"-54" 412NHP Wrkman,Clark&Co.LdBel		C
33552 42638 JNPL	**Tiyo Maru** (exChiyoMaru-38) OilEng Mchy.Aft	338 — 229					1936	Sanoyasu DockGoshi Kaisha Osaka	MaruiKisenK.K.	136·0	23·6	13·0	Kobe Japanese	Oil Engines 4S.C SA 6Cy.$11\frac{5}{8}$"-$17\frac{5}{16}$" 79NHP HanshinIronWorksKobe		
33553 17 ICKG	**Tiziano** (exLedererSándor) ssFiu.2ndNo.3-7,30 1Dk(Stl)&deep framing &Shelter dk(Stl)	1333 1026 799	✠ ... 9,34 ✠	Fiu	p		1903 8mo	Grngemt'h &Greenock DockyardCo. Greenock	"Tirrenia"Soc. AnondiNav. CellDBa 67	267·4 255·0 FK uE&B52'f88'382tA	36·2 36·1	22·3 14·3	Fiume Italian 4BHCem PT15t	T.3Cy.$18\frac{1}{2}$",32"&54"-36" 208NHP 2SB,6cf,GS108,HS3330 D.Rowan&Co.Glasgow	16 " 6	I †
33554 27234 JXBB	**Tizu Maru** (exChizuMaru-38) 1Dk2trB	2304 1940 1389					1920	Tochigi Shipyard Wakamatsu	TochikiShojiK.K.	270·0 P16'B62'F28' WB	40·0	24·0	Kobe Japanese	T.3Cy.$18\frac{1}{4}$",$30\frac{1}{2}$"&$57\frac{1}{2}$"-42" 215NH TochigiShpyd,Wakamatsu		
33555 145024 ~~OYZD~~ BFXT	**Tjaldur** Ⓟ (exBaltannic, exSt.Thomas) ssCpn.No.3-5,28 ssCpn.No.2-37 D.F. 1Dk(Stl)&Awngdk(Stl-ws)	1130 912 ~~657~~ 660	✠100A1 Awng dk withfreeboard 10,41 ~~5,40~~ Examined 10,41 ~~BS3,39~~ ✠LMC~~4,37~~ 11,41	~~Lth~~ Gls	n	CL 5,40	1916 10mo	Kjöbnhvns Flydk.&Skbs. Copenhagen Lloyd'sA&CP	MinistryofWar Transport (GeneralSteam Nav.Co.Ld.Mgrs.) CellD	220·3 F46'onAwng dk B79' FK B179' 187t FPT31t	32·7	17·3	Greenock British 6BHptCem APT8t	T.3Cy.17",27"&45"-30" (s) 200lb 166NHP 2SB,6cf,GS90,HS3080 KjbnhvnsFlydk.&Skbsv.	19 " 9 s6 " $5\frac{1}{4}$ ~~13 " $5\frac{1}{2}$~~ 13 " $8\frac{1}{2}$	
33556 PKIR	**Tjibadak** ssSba.No.2-37 E.S.D. 3Dks(Stl-Upperdk teaks) 4thdk in No.1 hold	7803 6744 4801	✠100A1 ~~3,41~~12,41 ✠LMC MS3,37 BS~~8,40~~7,41 Carrying Molasses in deeptanks aft Fitted for oil fuel 5,29 F.P. above 150° F.	Sba	b†	CL 3,41	1929 5mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen Lloyd'sA&CP	Java-China-Japan Lijn 'Tween dk BH at after deep tank bulkhead dispensed with	433·2 F55' FK CellDB343'1077t	56·2	34·0	Batavia Dutch ptCem ptAsp 6BHtoUdk 2 " "2nd" DTa23'856t	2 steam turbines DR geared to 1 sc. shaft 256lb (s) 928NHP 4W.T.Boilers(Spt256lb) HS11744 FD Maats.deSchelde,Flushing FPT184tAPT43t	37 " 0 s9 " 4 28 " 1	
33557 PKIT	**Tjibesar** ssSba.No.3-2,36 ssSba.No.1-40 2Dks(Stl)& Shelter dk(Stl)	10836 10308 6730	✠100A1 Shelter dk withfreeboard 9,41 ~~1,41~~ ✠LMC MS2,40 BS~~5,40~~5,41 Fitted for oil fuel10,22 F.P. above 150° F.	Sba	f†	CL ~~N5,38~~ 8,41	1922 10mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Java-China-Japan Lijn CellDB437'2245t DTa31'1671t	500·1 F42'onShelter dk FK Collision FPT269tAPT48t	63·7	39·2	Batavia Dutch Cem BHtoShdk 7 " " U "	2 steam turbines DR geared to 1 sc. shaft (s) 220lb 1140NHP 6SB,18cf,HS15336 FD D.Rowan&Co.Ld.Glasgow	42 " 0 s10 " $11\frac{1}{2}$ 31 " 4	
33558 PKIN	**Tjikandi** ssSba.No.3-10,33 ssSba.No.1-37 2Dks(Stl)&Shelter dk(Stl)	7970 7472 4887	✠100A1 Shelter dk withfreeboard 4,41 ~~8,40~~ ✠LMC MS9,37 BS~~4,40~~2,41 Fitted for oil fuel10,21 F.P. above 150° F.	Sba	b†	CL 8,40	1921 10mo	R.Duncan &Co.Ld. Pt.Glasgow Lloyd'sA&CP	Java-China-Japan Lijn CellDB392' 1304tDTa34'1455t	448·7 F45'onShelter dk FK Collision FPT120tAPT25t	57·9	34·9	Batavia Dutch ptCem BHtoSh dk 7 " " U "	2 steam turbines DR geared to 1 sc. shaft (s) 220lb FD 935NHP 5SB,15cf,GS285,HS12780 D.Rowan&Co.Ld.Glasgow	37 " 4 s9 " $6\frac{1}{2}$ 28 " 1	
33559 PKIL	**Tjikarang** 2TwinMsts ssSba.No.3-9,34 ssSba.No.1-39 2Dks(Stl)&Shelter dk (Stl-teaks)3rd trB in holds	9505 8856 6064	✠100A1 Shelter dk withfreeboard 8,41 ~~3,41~~ ✠LMC MS9,39 BS5,40 Carrying Molasses in after deep tank Fitted for oil fuel 1,22 F.P. above 150° F.	Sba	e†	CL ~~8,38~~ 8,41	1922 1mo	Nederl. Schps.Maats. Amsterdam Lloyd'sA&CP —	Java-China-Japan Lijn CellDB423'1510t DTa25'940t	483·5 F60'onShelter dk FK MT28'1140t FPT137tAPT40t	60·3	37·5	Batavia Dutch Cem 5BHtoShdk 3 " " U "	T3Cy$33\frac{1}{2}$",$52\frac{3}{4}$"&$87\frac{13}{16}$"-$59\frac{1}{16}$" 191lb (s) 1030NHP 6WaterTubeBoilers FD HS16638 Werkspoor,Amsterdam	40 " 6 s10 " $2\frac{3}{4}$ 30 " 6	
33560 PKIJ	**Tjileboet** 2TwinMsts ssSba.2ndNo.3-2,41 2Dks(StlU-teaks)3rdtrB in Nos.1&3holds	5760 4877 3635	✠100A1 11,41 ~~2,41~~ ✠LMC 2,41 ~~BS3,40~~ ~~MS2,41~~ Fitted for oil fuel 9,18 F.P. above 150° F.	Sba	a†	CL ~~11,38~~ 11,41	1918 2mo	Maats. Fyenoord Rotterdam A&CP	Java-China-Japan Lijn ptNew fore end 1928 CellDB353'1105t DTa23'914t FPT82tAPT13t	420·3 P58'B252'F55' FK	54·3	27·5	Batavia Dutch 8BHCem	T.3Cy.$28\frac{1}{2}$",47"&77"-48" (r) 180lb 544NHP 3SB,9cf,GS183,HS7809 FD Maats.Fyenoord,Rot.	30 " 2 s4 " 11 25 " 6	
33561 PKIC	**Tjimanoek** ssSba.No.1-41 ssSba.2ndNo.3-5,36 2Dks(Stl-Uteaks)& Web frames Longitudinal framing	5628 4971 3511	✠100A1 ~~7,41~~ ~~10,40~~ 12,41 3,41 MS7,41 ~~BS4,40~~ ✠LMC~~6,30~~ Carrying molasses in deep tank	Sba	a†	OG ~~8,38~~ 7,41	1911 6mo	Maats. Fyenoord Rotterdam Lloyd'sA&CP	Java-China-Japan Lijn CellDBa f180'1123tD	420·0 P58'B250'F54' 111'uE&B48' FK Ta23'913t FPT83t	54·2	27·5	Batavia Dutch 7BHCem APT19t	T.3Cy.$28\frac{1}{2}$",47"&77"-48" (r) 180lb 547NHP 3SB,9cf,GS181,HS7860 FD Maats.Fyenoord.Rot.	30 " 0 s4 " $11\frac{1}{4}$ 25 " 3	
33562 PKOA	**Tjinegara** OilEng. ssSba.No.2-39 D.F 3Dks(Stl-Weather dk teaks) 4th dk in No. 1 hold	9227 7411 5783	✠100A1 withfreeboard 7,41 ~~10,40~~ ✠LMC CS7,39 ~~2,39~~ 3,41	Sba	d† $2\frac{5}{8}$	CL 3,40	1931 1mo	Nederl. Schps.Maats. Amsterdam Lloyd'sA&CP	Java-China-Japan Lijn 'Tween dk BHs above the after deep tank BH dispensed with CellDB363'1341t DTa35'900t FPT148tAPT78t	440·6 P109'B133'F53' FK	62·2	34·4	Batavia Dutch ptCem ptAsp 6BHtoWdk 1 " " 3rd "	Oil Engines 2S.C.SA 8Cy.$29\frac{15}{16}$"-$52\frac{3}{4}$" 1250NHP Werkspoor,Amsterdam	38 " 5 s9 " $10\frac{3}{4}$ 29 " 0	
33563 PKOB	**Tjisadane** OilEng. ssSba.No.2-39 3Dks(Stl-Weather dk teaks) D.F. 4th dk in No. 1 hold	9228 7411 5780	✠100A1 withfreeboard ~~5,41~~ ~~6,40~~ 1,42 ✠LMC CS12,39 4,39	Sba	d† $2\frac{5}{8}$	CL 6,40	1931 7mo	Nederl. Schps.Maats Amsterdam Lloyd'sA&CP	Java-China-Japan Lijn 'Tween deck BHs above the after deep tank BH dispensed with CellDB363'1341t DTa35'900t FPT148tAPT78t	440·6 P109'B133'F53' FK	62·2	34·4	Batavia Dutch ptCem ptAsp 6BHtoWdk 1 " "3rd "	Oil Engines 2S.C.SA 8Cy.$29\frac{15}{16}$"-$52\frac{3}{4}$" 1250NHP Werkspoor,Amsterdam	38 " 5 s9 " 11 29 " 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Visites Périodiques.	3 Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
33564 PKIU	**Tjisalak**	2TwinMasts *ss*Sba.No.3–7,29 *ss*Sba.No.2–37 2*Dks*(*StlU*–teaks) 3*trB in Nos.*1,3&4*holds*	5787 4945 3614	✠100A1 ~~5,41~~ ~~8,40~~ ~~10,41~~ 1,42 ✠LMC MS7.37 BS~~3,40~~3,41 *Carrying molasses in deep tank* *Fitted for oil fuel* 3,17 *F.P. above* 150°F.	Sba	*a*†	OG 12,39	1917 3mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn *CellDB*358'1090*t DTa*24'902*t FPT*104*tAPT*25*t*	419·9	54·2	27·3	Batavia Dutch 7*BHptAsp* *ptCem*	T.3Cy.27$\frac{9}{16}$″,45¼″&74″–51$\frac{3}{16}$″ 180lb (*r*) 536NHP 3SB,9*cf*,GS186,HS7842 FD Werkspoor,Amsterdam	30 ″ 0 s 4 ″ 1¾ 25 ″ 3	
											P58'B249'F54' FK						
33565 PKIO	**Tjisaroea**	*ss*Sba.No.3–10,37 3*Dks*(*Stl–Wthr dk* teaks) 4*th dk in Nos.* 1 & 2 *holds*	7089 6418 4394	✠100A1 *withfreeboard* ~~9,41~~ ~~2,41~~ 12,41 BS3,41 ✠LMC MS10.37 ~~BS2,40~~ *Carrying molasses in deep tank* *Fitted for oil fuel* 1,26 *F.P. above* 150° F.	Sba	*a*† 2$\frac{7}{16}$	CL 4,40	1926 1mo *Lloyd*	Nederl. Schps. Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn *CellDB*349'1127*t* *DTa*23'870*t*	420·5	55·3	34·2	Batavia Dutch 8*BHCem* (5 *to Wr dk* 3 ,, 2*nd* ,,)	2 steam turbines DR geared to 1 sc.shaft (*s*) 220lb 4WaterTubeBlrs (Spt) FD GS ,HS11092 769NHP Werkspoor,Amsterdam	37 ″ 0 s 9 ″ 1½ 28 ″ 1	
											F54' FK *FPT*160*tAPT*43*t*						
33566	**Tjisondari**	2TwinMasts *ss*Sba.No.3–3,27 *ss*Sba.No.2–35 3*Dks*(*UStl*–teaks) 2*nd dk*(*Stl*) (*TO BE BROKEN UP*)	8039 7139 5019	✠ 12,38 ✠	Rot	*e*†		1915 4mo	Kon.Maats deSchelde Flushing	*CellDBa*162*uE* 36'*f*181'1287*t DTa*27'1312*tDTf*24'1251*tFPT*125*tAPT*26*t*	494·0	58·4	31·2	Dutch 8*BHCem*	T.3Cy.33″,54″&90″–60″ 918NHP 6SB,18*cf*,GS324,HS13932FD Maats.deSchelde,Flushing	34 ″ 0	
											P65'B303'F60' FK						
33567 PKQH	**Tjitjalengka** Ⓟ D.F.	*OilEng.* 3*Dks* *Butts of deck plating electrically welded* *CruiserStern*	10972 7877 6623	✠100A1 *withfreeboard* 6,41 ~~11,40~~ ✠LMC5,39	Sba	*e*†	CL	1939 5mo *Lloyd*	NV Nederl. Schps.Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn *One 'tween dk BH dispensed with* *CellDB*381'1594*t MT*22'692*t Wing tanks*14'62*t FPT*143*t APT*276*t*	454·9	64·7	34·0	Batavia Dutch *Cem* 5*BH to Udk* 2 ,, ,, 2*nd*,,	Oil Engines 2S.C.DA 6Cy.28⅜″–47¼″ 1680NHP DB100*lb* Gbr.Stork&CoNVHengelo	38 ″ 6 s 10 ″ 6¾ 28 ″ 1¾	
											475·6(O.L.) P104'B147'F55' FK						
33568 3146 SGWM	**Tjust** Ⓟ	1*Dk*&*Shelter dk*	336 — 227					1898	Göteborgs M.V.Aktieb Gothenburg	TjustsNyaÅngf. Aktieb. (John Salmonsson, *Mgr.*)	119·5	22·4	9·6 16·3	Vestervik Swedish	C.2Cy.15½″&32⅞″–17¾″ 38NHP GöteborgsM.V.Gothenbrg		
											B71'H37*t*F15'						
33569 FODC	**Tlemcen** (*ex*EdouardShaki) D.F.	*ss*Rou.No.3–12,25 1*Dk*, 2*nd dk in holds only*	4425 3608 2772	✠ … 7,26 ✠				1912 8mo	Atel.&Ch. deFrance Dunkirk	LesCargos Algériens	361·9	48·8	24·9	Rouen French *WB*	T.3Cy.24″,40″&66″–45″ 383NHP Atel.&Ch.deFrance,Dnk.	27 ″ 10	V †
											P39'B122'F43' FK						
33570 39204 JVUI	**Tōa Maru** *Mchy.Aft*	*OilEng.* 1*Dk*&2*nd dk clear of oil tanks* *CruiserStern* *Longitudinal framing in oil tanks* *CarryingPetroleum in bulk*	10052 9038 5822	✠ … 11,38 ✠	Kob	*f*†		1934 6mo	Kawasaki Dkyd.Co.Ld. Kobe	IinoShojiK.K. *CellDBuE*100' 462*tDTf*50' 499*t*	502·3	65·0	37·0	Nakamai- zuru Japanese 12*BHptCem*	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$″–47¼″ 2115NHP KawasakiDkydCoLdKobe	37 ″ 1	C †
											P162'B37'F36' FK *FPT*220*tAPT*98*t*						
33571 45791 JPOM	— D.F. GyC.	*OilEng.* 2*Dks* *CruiserStern*	6732 — 3930					1939	Kawami- namiKogyo K.K. Nagasaki	OsakaSyosenK.K.	446·2	58·1	32·8	Osaka Japanese *WB*	Oil Engines 2S.C.SA 7Cy.28⅜″–49$\frac{3}{16}$″ 982NHP SulzerBros.Ld.Winterthur		C
											P25'B177'F40'						
33572 YVAT	**Toas** *Mchy.Aft*	*ss*NYk.No.3–5,38 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	2034 1580 1139	✠100A1 11,41 ~~7,40~~ BS11,41 ~~BS7,40~~ ✠LMC5,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,26 *F.P. above* 150° F.	NYk	*s*	CL 7,40	1926 5mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	MeneGrandeOilCo. C.A. *CellDBuE* &*B*43'93*t FPT*176*t APT*63*t*	280·4	47·3	16·2	Maracaibo Venezuelan 10*BHptCem*	T.3Cy.19¼″,30″&49″–36″ (*s*) 180lb 192NHP 2SB,4*cf*,HS3452 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ 1¾ 14 ″ 6¾	
											P69'B22'F31' FK						
33573 PKHM	**Toba** *Mchy.Aft*	*OilEng.* 1*Dk*&*Shade dk*	983 629 684					1930	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$″–18⅛″ 247NHP SulzerBros.Winterthur		V
											B49'F36'						
33574 19284 JPFD	**Toba Maru**	TwinSc *ss*Osa.No.3–9,29 *ss*Kob.No.2–38 2*Dks*(*Stl*)	6995 6447 4283	✠100A1 11,40 BS11,40 ✠LMC9,38	Kob	*b*†	CL 9,38	1916 8mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	NipponYusenK.K. *CellDB*375'1192*t DTa*42' 1312*t FPT*55*tAPT*60*t*	445·0	58·0	34·0	Tokyo Japanese 7*BHCem*	T.6Cy.21$\frac{9}{16}$″,33⅝″&56″–48″ 200lb (*s*) 628NHP 1SB(Spt),12*cf*,GS220, FD HS9108 KawasakiDkydCoLdKobe	34 ″ 0 s 7 ″ 9 26 ″ 5	
											P34'B138'F37' FK						
33575 VSJB	**Tobago**	TwinSc 1*Dk*(*Teak*) *CruiserStern* *Fitted for oil fuel*	537 347 218	✠ … 3,35 ✠	Sou			1930 12mo	J I Thorny- croft&Co.Ld. Southampton	Government of Trinidad *CellDBf*53'55*tFPT*7*tAPT*25*t*	150·5	29·1	11·3	Pt of Spain British 5*BHptCem* *ptAsp*	C.4Cy.10½″&21″–15″ 69NHP 1SB,2*cf*,GS35,HS1309 J.I.Thornycroft&Co.Ld. Sou.	12 ″ 0	
											F29' FK						
33576 PKHI	**Tobelo** *Mchy.Aft*	*OilEng.* 1*Dk*&*Shade dk*	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$″–18⅛″ 247NHP SulzerBros.Winterthur		V
											B49'F36'						
33577 PKGV	**Toboali** *Mchy.Aft*	*OilEng* 1*Dk*	984 629 662					1929	WerfGusto FirmaA.F. Smulders Schiedam	Koninkl.Paketv. Maats.	203·2	34·1	11·5	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13$\frac{9}{16}$″–21⅝″ 143NHP Maschfbk.Augsburg- Nürnberg,Augsburg		V
											B49'F37'						
33578 UOYW	**Tobol** (*ex*Manordilo–34,*ex*Anni, *ex*Rostock) *Well deck*	*ss*Gms.No.3–6,23 *ss*Brs.No.2–31 1*Dk*(*Stl*) *Cantilever framed topside tanks*	2758 1952 1539	… 8,35	Sws	*t*		1911	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R. *Intermediate BH in fore hold dispensed with* *CellDB*256'670*t Topside Tanks*202' 332*t FPT*75*tAPT*60*t*	297·6	43·7	18·6	Leningrad Russian *Cem* 4*BHonly*	T.3Cy.21½″,35½″&58⅞″–37⅜″ 287NHP 2SB,6*cf*,GS100,HS4009 FlensburgerSchiffsb.Ges.	20 ″ 9	
											Q123'B110'F29' FK						
33579 UOHZ	**Tobolsk** Ⓟ	3*Dks*	2663 2575 1533					1912	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·1	40·7	26·6	Vladvostk Russian *WB*	T.3Cy.20″,32″&52″–39″ 169NHP NevskyS.B.&Mch.Works		
											B95'						

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33580 279 ICJF	**Todaro** (*ex*LotteLeonhardt-35, *ex*JulesCambon, *ss*Rou.No.3-1,26 *ex*Bayway,*ex*Mohawk) *ss*Phl.No.2-34 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Carrying Petroleum in bulk* *Fitted for oil fuel* *Longitudinal framing*	5162 4515 3042	✠ ... 4,36 ✠	Ham	*y*		1913 3mo	Howaldtswerke Kiel	Compagnia ItalianaMarittima *CellDBuE&B74'2* *DTf31'480t*	398·8 385·8 P115'B22'F37' FK 21*t* (*FPT169tAPT66t*	52·4	28·5	Venice Italian 13*BHCem* (10 *to Upr dk* 3 ,, *2nd* ,,)	Q4Cy19½",28",41"&59"-41⅜" 320NHP 2SB,*6cf*,GS100,HS4512 Howaldtswerke,Kiel	28 ″ 8	I †
33581 45671 JXHM	**Tōei Maru** *OilEng.* D.F. E.S.D. *Cruiser Stern* *Mchy.Aft* *Carrying Petroleum in bulk* GyC. *Longitudinal framing*	10023 8800 5820					1938	Kawasaki Dkyd.Co.Ld. Kobe	NittoKōgyōKisen K.K.	503·3 P180'B43'F38'	65·0	37·1	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2250NHP KawasakiDkydCoLdKobe		C
33582 43205 JNWL	**Toei Maru** (*ex*ToyeiMaru-38) 2*Dks*	4004 — 2318					1937	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoKisen K.K.	353·6 P31'B103'F31'	50·0	27·6	Osaka Japanese *WB*	2 steam turbines DR geared to 1 screw shaft KawasakiDkydCoLd Kobe		C
33583 31176 JEFB	— (*ex*ToyeiMaru-38, *ex*Moira) 1*Dk(Stl)&Spar dk(Stl)&* *Web frames*	2324 2107 1399	✠ 6,01 ✠	Dmb			1901 6mo	W.Denny &Bros. Dumbarton	OginoKaisho K.K. *CellDBa98'uE&*	301·0 B64'F33' *B40'f127'451tFPT*	42·2	13·2 21·1 FK	Fushiki Japanese 6*BHCem* 61*tAPT21t*	T.3Cy.20",32"&51"-42" 224NHP 2SB,*4cf*,GS74,HS3290 Denny&Co.Dumbarton	23 ″ 6	C †
33584 22886 JFLI	— (*ex*ToyeiMaru-38) **Wood** 1*Dk*	626 580 377					1918	Tokio Zosensho Tokyo	TokyoSyosenK.K.	175·9	28·9	17·2	Shinagawa Japanese	C.2Cy.18½"&37"-20" 51NHP TsukishimaKikao,Tokyo		
33585 44350 JZPL	**Toen Maru** (*ex*Aungban-38) 3Mst *ss*Cal.No.3-5,29 *Mchy.Aft* *ss*Cal.No.1-32 *2Dks(Stl)&Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel* *Longitudinal framing*	5232 — 3579	✠ 10,36 ✠	Cal	*x*		1917 2mo	Palmers' Co.Ld. Newcastle	OkadaGumiK.K. *CellDBuB36'55t* *DTf39'282t*	350·4 F52' FK *FPT238tAPT66t* (	50·1	34·5	Osaka Japanese 15*BHptCem* 10 ,, *to Udk* 5 ,, ,, *2nd* ,,	T.3Cy.25",41"&67"-45" 446NHP 2SB&1AuxSB,*8cf*, HS6812)Palmers'Co.Ld.Newcastle	34 ″ 6	
33586	**Toendjoek** *Oil Eng* *ss*Bat.No.3-9,40 ~~*ss*Ham.No.1-30~~ *Well deck* *2Dks(Stl)3rd dk in No.1hold* D.F. *CruiserStern*	6200 5525 3716	✠100A1 9,40 DBS9,40 ✠LMC9,40	~~Ham~~ Bat		CL 9,40	1926 2mo *Lloyd's A&CP*	Akt.Ges. "Vulcan" Hamburg	N.V.Nederlandsch-Indische Maats.voor Zeevaart,I. *CellD*	450·3 P&B375'F55' FK *B397'1655tFPT72t*	58·2	24·6	Batavia Dutch 8*BHptCem* *ptAsp* *APT45t*	2 Oil Engines 4S.C.SA coupled to 1 Sc. Shaft by Hydraulic Transformers & SR gear DB*107lb* DB*100lb* 16Cy.25$\frac{3}{16}$"-27$\frac{9}{16}$" 993NHP A.G."Vulcan,"Hamburg	29 ″ 6	
33587	**Toerist** (*ex*Save,*ex*Heerenveen) 1*Dk*	316 — 179					1912	.... Amsterdam	E.Wagenborg	171·6	22·5	8·5	Delfzijl Dutch	T.3Cy.10½",16½"&27"-20" 33NHP Verschure&Co.Amsterdam		
33587A PJGX	**Togian** *OilEng.* *Mchy.Aft* 1*Dk&Shade dk*	979 — 673					1930	N.V.Werf. Gusto Schiedam	Koninkl.Paketv. Maats.	203·2 B49'F36'	34·1	11·5	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13$\frac{9}{16}$"-19$\frac{11}{16}$" 144NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
33588 DJXJ	**Togo** *OilEng.* D.F. *CruiserStern* 2*Dks*	5042 3966 2844					1938	Bremer Vulkan Vegesack	WoermannLinie A.G.	418·2 F34'	58·7	21·3	Hamburg German *WB*	Oil Engines 2S.C.DA 8Cy.23⅝"-43$\frac{5}{16}$" 1556NHP BremerVulkan,Vegesack		G
33589 29072 JEHI	**Togo Maru** Ⓟ 1*Dk*	303 255 174					1923	Yendo Hidekichi Osaka	KanemoriSyosen K.K.	125·5	22·0	13·0	Tokyo Japanese	T.3Cy.10",16½"&27½"-20" 34NHP		
33590 PKHE	**Tohiti** *OilEng.* *Mchy.Aft* 1*Dk&Shade dk*	982 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 B49'F36'	34·1	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$"-18⅛" 247NHP SulzerBros.Winterthur		V
33591 42593 JGYL	**Toho Maru** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. GyC. *Longitudinal framing*	9987 — 5885					1936	Kawasaki Dkyd.Co.Ld Kobe	IinoShojiK.K.	500·0 P162'B39'F37'	65·0	37·0	Nakamaizura Japanese	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"-47¼" 2115NHP KawasakiDkyd CoLdKobe		C
33592 175 JPYC	— (*ex*TohkohMaru, *ss*Drn.No.3-7,30 *ex*Ernemore, *ss*Kob.No.1-34 *ex*Ardgay) 2*Dks(Stl)*	4717 4266 2930	✠ ... 1,38 ✠	Kob	*y*		1918 1mo	Russell& Co. PortGlasgow	DairenKisenK.K.	385·0 P34'B111'F47' FK *CellDB334'1029t*	52·0	26·5	Dairen Japanese 6*BHCem* *APT20t*	T.3Cy.26",43"&72"-48" 500NHP 3SB,*9cf*,GS162,HS7378 Rankin&BlackmoreLdGrk	29 ″ 0	
33593 44348 JYTL	— 2*Dks* *Cruiser Stern*	4092 — 2435					1938	Kawasaki Dkyd.Co.Ld. Kobe	TohoKisenK.K.	354·4	50·0	27·6	Kobe Japanese	2DRgeared steam turbines 500NHP KawasakiDkydCoLdKobe		C
33594 24076 JDDD	**Tohuku Maru** (*ex*TofukuMaru-38) *ss*Nag.No.3-1,32 *ss*Kob.No.1-36 2*Dks(Stl)&Awng dk(Stl)*	5857 5586 4259	✠ ... 7,40 ✠	Osa	*y*		1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe	DaikoSyosenK.K. *Colli* *Ce*	385·0 FK *sion BH to Awng dk* *llDB334'1118tFPT*	51·0	36·0	Moto Japanese *Cem* 5*BH to Udk* 126*tAPT93t*	T.3Cy.26",43½"&72"-48" (*s*) 436NHP 2SB&1AuxSB,*8cf*,GS154, HS5636 FD KawasakiDkydCoLd.Kobe	36 ″ 0	C †
33595 36099 JJJC	**Tokai Maru** Ⓟ **TwinSc** *OilEng.* *ss*Kob.No.3-7,36 *ss*Kob.No.1-40 *Ref.Mchy* 3*Dks(Stl)* GyC. *CruiserStern*	8360 7812 5038	✠100A1 *with freeboard* 7,40 ✠LMC CS7,40 DBS7,40 6,39 ✠Lloyd'sRMC~~11,40~~ 4,41	Kob	*d*†	CL 6,39	1930 8mo *Lloyd's A&CP*	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaSyosenK.K.	446·0 F40' FK *CellDB373'1295t* *Tanks in way of tu*	60·5	40·7	Osaka Japanese 8*BHptCem* (*Coll to Wdk* 7 ,, *2nd* ,,) *nnels978t M*	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" 1495NHP DB*100lb* MitsubishiZosenKaishaLd. *Ts36'1185tFPT96tAPT89t*	40 ″ 9 *s* 13 ″ 0¼ 28 ″ 2	
			Fitted for carrying oil F.P. above 150° F. in deep tanks			8,30										
33596 29817 JPSA	— (*ex*Alstern, *ss*N.Yk.No.3-6,18 *ex*Belos,*ex*Gretavale) *ss*Got.No.1-22 1*Dk& deep framing*	3099 2877 2280	✠ ... 5,24 ✠				1905 5mo	Grngem'th &Greenock DockyardCo. Greenock	TaitoKisenGoshi Kaisha	330·6 P27'B96'F34' FK	48·0	22·0	Hutyu Japanese *WB*	T.3Cy.23⅝",40"&65"-42" 283NHP J.G.Kincaid&Co.Greenock	24 ″ 5	C †
33597	— *OilEng.* *Mchy.Aft* *CruiserStern*	300					1939	Nakata Zosensho Osaka	HidakaAkio	130·0	24·0	11·5	Japanese	OilEngines4S.C.SA 6Cy.9$\frac{13}{16}$"-14$\frac{15}{16}$" 56NHP KobeHatsudokiK.K.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
33598 45686 JZTM	**Tokati Maru** D.F. *CruiserStern*	1932 1650 1079					1939	Tsurumi SeitetsuZosen K.K. Yokohama	HokkaidoTanko KisenK.K.	278·2 P36'B72'F30'	40·0	21·3	Tokyo Japanese *WB*	T.3Cy.20$\frac{1}{16}$",33$\frac{11}{16}$"&56$\frac{11}{16}$"-39" HS4259 263NHP TsurumiSeitetsuZosen K.K.Yka.		C
33599 41051 JGTJ	**Tokihime Maru**	741 — 371					1935	Mukaijima DockCo. Onomichi	HamaneKisenK.K.	180·0	30·0	15·0	Kobe Japanese *WB*	T.3Cy.13½",22"&36"-27" 67NHP YokohamaDockCoLd.Yka		
33600 19285 JYWD	**Tokiwa Maru** TwinSc *ss*Osa.No.3-9,27 *ss*Kob.No.2-35 2*Dks*(*Stl*)	6972 6469 4281	✠ … 4,40 ✠	Osa	*b*†		1916 7mo	MitsuBishi Dkyd&EWks Nagasaki	KaburagiKisen K.K. *CellDB*386'1332*t*	445·0 P35'B138'F35' FK *DTa*42' 1248*t FPT*	58·0	34·0	Tokyo Japanese 7*BHCem* 58*tAPT*61*t*	4SteamTurbinesSRgeared to 2 Sc.Shafts 816NHP HS8903 4SB(Spt),*12cf*,GS225, MitsuBishiD.&E.WksNag	34 ″ 0	
33601 22962 JLQB	— 1*Dk*	1204 970 705					1918	Ono Seikichi Osaka	SimataniKisen K.K.	220·1	32·0	18·0	Kobe Japanese *WB*	T.3Cy.14½",24$\frac{1}{16}$"&40"-30" 88NHP OnoSeikichi,Osaka		
33602 29320 JOCA	**Tokiwa Maru No. 1** Ⓟ 1*Dk*	885 666 524					1923	Yokohama DockCo.Ld. Yokohama	FujiyamaKaiun K.K.	190·0 Q128'F29'	31·0	16·0	Otaru Japanese *WB*	T.3Cy.15",25"&42"-30" 97NHP YokohamaDckCo.Ld.Yka.		
33603 44139 JYWL	**Tokiwasan Maru**	1805 — 982					1937	Tama Zosensho,Ld. Tama	MitsuiBussan Kaisha,Ld.	264·5 P25'B65'F25'	38·0	20·0	Kobe Japanese *WB*	T.3Cy.15¾",24$\frac{7}{16}$"&44⅛"-31½"&exhaust turbine driving steam compressor 110NHP TamaZosenjo,Ld.Tama		
33604 240 JGCB	**Toko Maru** (*ex*KiaLee,*ex*HwahTing, *ex*DeikeRickmers) 2*Dks*	4168 3866 3082					1908	Rickmers Akt.Ges. Bremerhaven	DairenKisenK.K.	367·2 B91'F44'	47·5	30·0	Dairen Japanese *WB*	T.3Cy.23¼",38$\frac{9}{16}$"&62"-43¼" 253NHP OttenserMasch.Ottensen		
33605 47746 JPEO	—	2748 — 1572					1940	OsakaIron Works,Ld. Habu	OkadaGumiK.K.	307·9	45·0	24·9	Osaka Japanese	SteamEngine		
33606 44855 JXAM	**Tōkō Maru** *OilEng.* *CruiserStern*	722 — 528					1938	Nakata Zosen-syo Ld. Osaka	SankoKisenK.K.	170·0	28·5	15·3	Amagasaki Japanese	Oil Engines 4S.C.SA 6Cy.13"-19$\frac{11}{16}$" 98NHP HanshinIronWksLd.Kobe		
33607 40301 JCEK	**Tokuho Maru No. 10** *OilEng.*	353 — 250					1935	Ishihara Masaichi Shimonoseki	Motoyama Shokai K.K.	125·0	24·0	11·5	Ube Japanese	Oil Engines		
33608 16519 JTQD	**Tokusima Maru** Ⓟ (*ex*TokushimaMaru-38) *ss*Yka.No.1-17 2*Dks*	5976 5454 3703	✠ … 11,21 ✠				1913 9mo	Russell& Co. PortGlasgow	NipponYusenK.K.	423·0 P38'B123'F47' FK	56·0	28·7	Tokyo Japanese *WB*	T.3Cy.27",44"&73"-48" 555NHP Rankin&Blackmore,Grk.	31 ″ 4	C †
33609 39915 JYEH	— Ⓟ *OilEng.* 2*Dks*	407 — 215					1934	Mitsubishi Jukogyo Kaisha,Ld. Kobe	SetsuyoSyosen K.K.	150·9 F31'	25·6	11·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.15¾"-24$\frac{7}{16}$" 144NHP MitsubishiJukogyo Kaisha,Ld.Kobe		
33610 27912 JPBA	**Tokuzan Maru** (*ex*NissoMaruNo.1-40,*ex*Toyohiko Maru-38, *ex*Upada) 2*Dks*(*Stl-U*teaks)3*trB* & *Webframes*	5449 4930 4008	✠ 5,99 ✠	Gls	*z*		1899 5mo	A.&J. Inglis Glasgow	TomoeGumiKisen K.K. *CellDBa*123'*uE&f*195'1208*tM*	410·0 B95'F62' *B*43' FK *T*30' 922*t FPT*184*t*	50·7	28·8	Tokyo Japanese 6*BHCem* *APT*112*t*	T.3Cy.26½",42"&66½"-51" 387NHP 2SB,*6cf*,GS123,HS1500 A.&J.Inglis,Glasgow	32 ″ 0	C †
33611 29041 JFBD	**Tokuzyu Maru** Ⓟ TwinSc *CruiserStern* 2*Dks*4*trB*	3638 2943 1404					1922	Mitsubishi ZosenKaisha, Ld. Kobe	Government of Japan(Dept. of Railways)	360·0 F52'	46·0	28·0	Tokyo Japanese *WB*	4SteamTurbinesSRgeared to 2 Sc.Shafts MitsubishiZosenKaisha,Ld		
33612 41929 JPVK	**Tokyo Maru** *OilEng.* *ss*TamaNo.1-40 D.F. *Ref.Mchy.* 2*Dks*,3rd dk except in aftermost hold *CruiserStern*	6486 5831 3864	✠100A1 *withfreeboard* 11,40 ✠LMC CS11,40 DBS11,40 11,40 ✠Lloyd'sRMC~~11,40~~6,41	Tama	*b*†	CL 11,38	1936 8mo	Mitsui Bussan Kaisha,Ld. Tama *Lloyd'sA&CP*	SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*) *CellDB*327'939*t* *Tanks in way of tunnel* 83*t FPT*40*tAPT*14*t*	424·7 F39' FK	57·4	36·1	Osaka Japanese 8*BH*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55⅛" 1231NHP DB*100lb* MitsuiBussanKaisha,Ld. Tama	36 ″ 1 s10 ″ 10¾ 25 ″ 4¾	
33613 44255 JWXL	— *OilEng.* *Cruiser Stern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	903 — 574					1937	Matsuo Zosen-sho Nagasaki	NarimiyaKisen K.K.	198·0 P57'F22'	30·0	16·0	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16$\frac{9}{16}$"-24$\frac{7}{16}$" 164NHP HanshinIronWorks,Kobe		
33614 115633	**Tolchester** Ⓟ IronPad (*ex*Bombay-33,*ex*St.Johns) 1*Dk*	1098 — 667					1878	Harlan& HollingsworthCo. Wlmgtn,Del.	TolchesterLines	250·0	38·0	12·5	Baltimore Utd.States	1Cy.66"-144" 402NHP		
33615 LDCE	**Toledo** *OilEng.* D.F. *ss*Got.No.3-7,38 2*Dks*(*Stl*)	4563 4116 2790	✠100A1 ~~8,41~~ ~~5,40~~ 3,42 ~~10,41~~ ✠LMC CS7,38 DBS~~5,40~~6,41 1,37 *Carrying oil fuel F.P. above* 150°F.*in forward deep tank*	~~NYk~~ ~~Bal~~ NYk	*x*	OG ~~2,39~~ 3,42	1926 7mo	Odense Staalskibs. Odense *Lloyd'sA&CP*	Wilh.Wilhelmsen *CellDB*332'1062*tTanks at sides of tunnel*120*tDTf*	376·2 P32'B107'F36' FK	52·5	27·1	Tönsberg Norwegian 7*BHptCem* 1 „ *to2nd dk* 30'820*tFPT*	Oil Engines 4S.C.SA 6Cy.29¼"-59$\frac{1}{16}$" 493NHP DB*90lb* Akt.Burmeistr&Wain,Cpn 57*tAPT*33*t*	29 ″ 5 s5 ″ 4¾ 24 ″ 2¼	
33616 152004	**Tolga** (*ex*SirT.HughBell, *ex*Dorlonco) *ss*Syd.No.1-29 *Mchy.Aft* 1*Dk*	418 316 160	✠ … 8,31 ✠				1925 4mo	N.S.W. Govt.Dkyd. Newcastle, N.S.W.	TheAdelaideS.S. Co.Ld.	147·0 F20' FK	26·6	9·2	Melbourne British *WB*	T.3Cy.14",23"&39"-21" 84RHP N.S.W.Govt.Dkyd.	11 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33617 6709 SKCA	**Tolken** ssGot.No.3-7,35 ssGot.No.1-38 D.F. 1Dk(Stl)&Shelter dk (Stl-ptws)	4471 4039 2722	✠100A1 Shelter dk withfreeboard ~~,41 10,40~~ 4,42 BS8,41 ~~BS9,40~~ ✠LMC8,38 Fitted for oil fuel 3,22 F.P. above 150° F.	~~Bal~~ ~~Lon~~ Hul	y	OG ~~8,38~~ 7,41	1922 3mo	Akt.Lindholmen-Motala Gothenburg Lloyd'sA&CP	~~Rederi A/B Wallense (D.Wallenius Mgr.)~~ RederiA/B Wallenco(~~D.~~ O. Wallenius,Mgr.)	377·8 394·8(O.L.) F38'onShelter dk FK Collision BH to Sh dk 5 „ „ U „ CellDB261'1145tAPT86t	54·1	24·4	Stockholm Swedish ptCem	T.3Cy.27",44¾"&72"-48" 185lb (s) 450NHP 3SB(Spt),9cf,GS144, HS6150 FD Akt.Lindholmen-Motala	27″0 s 2″11¾ 24″2½	
33618 LHPK	**Tolla** Wood (exTollaII-34,exTolla) OilEng. 1Dk Mchy.Aft.	324 268 218					1919	Havstad Baat&Træskibsbyggeri Arendal	G.Seeberg	125·7 Q34'	27·3	12·5	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.16½"-18 9/16" 192NHP Emade19refitted37 J.&C.G.Bolinders,Skm.		N
33619 228203 WHDR	**Toloa** Ⓟ TwinSc Ref.Mchy. Sub.Sig. 2Dks&2pt dks D.F. E.S.D. GyC. Fitted for oil fuel	6494 5134 3616					1917	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.Mgrs.)	425·4 P38'B243'F50'	54·3	29·9	NewYork Utd.States WB	T.6Cy.23½",39½"&67"-48" 622NHP Wrkman,Clark&Co.LdBel		C
33620 LDNM	**Tolosa** 1Dk	1974 1734 1177					1930	Smith's DockCo.Ld. Middlesbro'	Dampskintsk. Garonne (Fearnley &Eger,Mgrs.)	270·7 P58tH89t	43·0	18·7	Oslo Norwegian WB	T.3Cy.20½",33"&54"-39" 182NHP Smith'sDockCo.Ld.Mdb.		N
33621 129200 MDNQ	**Tolsta Head** (exSeaford-35) ssLth.2ndNo.3-2,37 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	673 458 349	✠100A1 ~~9,41 6,40~~12,41 Examined 9,41 BS9,41 ~~BS6,40~~ ✠LMC2,37	Hul ~~Lth~~ Gmh	i	CL 5,40	1911 5mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	A.F.Henry& MacGregor,Ld.	164·5 169·3(O.L.) Q94'B9'F23 FK CellDBuE22'f95'168tFPT 81tAPT20t	30·0	12·1	Leith British 3BHCem	T.3Cy.15½",25"&41"-30" (s) 180lb 113NHP 1SB,3pf,GS51,HS1910 N.E.MarineEng.CoLdNwc	14″0 s4″6 13″8	
33622 HRCA	**Toltec** (exKnudRasmussen-40, exToltec-38) ~~ssAvn.No.2-36~~ 2Dks(Stl-Weather dk teaks) Ref.Mchy. 3rd&4th dks(Stl)in holds ssL.An.No.3-8,41	5399 4708 3086	✠100A1 withfreeboard 8,41 ~~2,41~~ 8,41 ~~BS3,40~~ ✠LMC~~10,38~~ Fitted for oil fuel 2,29 F.P. above 150°F	~~SFo~~ LAn	z	CL N 2,41	1929 2mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	MayanS.S.Corp. (UnitedFruitCo. Mgrs.)	388·8 405·5(O.L.) P29'F40' FK Coll BH to W dk „ „2nd „ Intermediate BH in after hold dispensed with CellDB333'740t Tanks at sides of tunnel225tFPT 69tAPT36t	53·2	31·2	Amapala Honduran ptCem	T.4Cy.30¾",51"&(2)62"-48" 200lb (s) 947NHP 5SB.20cf,GS385,HS15235 FD Barclay,Curle&Co.Ld.Gls.	33″6 s10″4 23″7½	
33623 162370 GWDC	**Toltén** (exGlenearn-35,exToltén-33) OilEng. ssSyd.No.2-39 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. GyC. 3rdDk(Stl)except in after hold Tonnage opening closed'41(W.E.)	5348 4697 3237	✠100A1 withfreeboard 5,41 ✠LMC CS11,40 ✠DBS~~5,41~~2,42 11,40 ✠Lloyd'sRMC~~11,40~~5,42	Vcr	a†	CL N 6,40	1930 10mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	SouthAmerican SaintLine,Ld. (B.&S.Shipping Co.Ld.Mgrs.)	421·3 437·8(O.L.) F37' FK (Coll to Shdk 6 „ 2nd„) CellDB362'1349t FPT195tAPT149t	56·0	25·5	Newport, Mon. ~~British~~ 7BHptCem	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 652NHP DB100lb J.G.Kincaid&Co.Ld.Grk.	~~28″0~~ ~~s 8″2½~~ ~~25″0½~~ 36″1 s10″3¾ 26″0¼	
33624 162501 MPXG	**Tolworth** ssShl.No.2-38 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	1351 1062 719	✠100A1 withfreeboard 7,41 ~~4,41~~ 8,41 ~~BS7,40~~ ✠LMC7,38	Shl	o	CL ~~4,41~~ 7,41	1930 10mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	Wandsworth& DistrictGasCo.	226·0 Q128'B15'F22' FK CellDBuE18'f142'551tFPT 162tAPT8t	36·4	16·5	London British 4BHptCem	T.3Cy.17",28"&46"-33" (s) 180lb 156NHP 1SB,4cf,GS73,HS2730 N.E.MarineEng.Co.Ld.Sld	18″6 s6″11½ 15″8½	
33625 EAJH	**Tom** (exCramond) ssBbo.No.3-4,31 ssBbo.No.2-40 1Dk(Stl) Cargo battens not fitted	3056 2830 1860	✠100A1 3,42 ~~3,41~~ BS3,42 ✠LMC MS1,40 ~~BS3,41~~	Bbo	u	CL 2,41	1919 4mo	J.Blumer &Co. Sunderland Lloyd'sA&CP	Cia.NavieraBachi (HijosdeAstigarraga,Mgrs.)	331·3 P33'B98'F28' FK CellDB276'734tFPT 105tAPT42t	46·8	23·2	Bilbao Spanish 7BHptCem	T.3Cy.25",41"&68"-45" (s) 180lb 429NHP 3SB,9cf,GS159,HS6304 FD J.Dickinson&Sons,Ld Sld.	25″6 s 3″11¾ 21″9	
33626 7420 SFQA	— (exThermidor,exFrancillon, exZuiderdiep) 1Dk	2109 1811 1181					1919	Burgherout'sM.&S. Rotterdam	A/B Arafart (A.R.Appelqvist, Mgr.)	292·0 P36'B68'H92tF24'	43·1	17·4	Stockholm Swedish WB	T.3Cy.19¾",32¼"&52"-35½" 161NHP Burgherout'sMachf.Rot		V
33627 142488 BCMZ	**Tombouctou** (exKepwickhall, exBallygallyHead) ssMsl.No.3-10,30 ssMsl.No.2-38 2Dks(Stl)	5636 4743 3538	✠100A1 7,41 ~~4,40~~ BS7,41 ✠LMC MS11,38 ~~BS4,40~~ Carrying vegetable oil in forward and after deep tanks	~~Msl~~ Liv	y	CL ~~3,40~~ 6,41	1919 6mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	Ministry of War Transport(Elder DempsterLines,Ld Mgrs.)	400·4 P49'B113'F39' FK 5BH to Udk after pk&Int.Bk.forward to 2nd dk CellDB338'1085tDTf32'1227tDTa28'730tFPT115tAPT45t	52·3	28·4	Liverpool British ptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Workman,Clark&CoLdBel	31″0 5″11¾ 25″3½	
33628 20126 JDEG	**Tomioka Maru** Ⓟ 1Dk	970 800 581					1917	Bingo DockCo Mitsunosho	FujiyamaKaiun K.K.	202·0	31·0	18·5	Otaru Japanese			
33629 YTEO	**Tomislav** ssRot.No.2-36 D.F. 2Dks(Stl)	5387 4904 3272	✠100A1 1,41 ✠LMC MS9,36 BS3,40 No later survey reported	Shi	y	CL 1,41	1928 9mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	Jugoslavenski Lloyd.a.d.	403·0 P38'B133'F37' FK Intermediate 'tween dk BH in after hold dispensed with CellDB342'1050tDTa35'965t	52·4	27·5	Dubrovnik Yugoslav ptCem 5BHtoUdk 1 „ „2nd„ APT205t	T.3Cy.27",44"&73"-48" (s) 180lb 512NHP 3SB,9cf,GS177,HS7529 FD J.G.Kincaid&Co.Ld.Grk.	29″10 s 5″6½ 24″6¼	
33630 44019 JSSL	**Tomitu Maru** (exTomitsuMaru-38) 1Dk	2933 — 1677					1937	Mitsubishi JukogyoK.K Kobe	SettuSyosenK.K. (OsakaSyosenK.K. Mgrs.)	305·2	45·3	26·2	Osaka Japanese	2DRgeared steam turbines 233NHP MitsubishiJukogyoK.K. Kobe		
33631 22242 JFSD	**Tomiura Maru** ssYka.No.3-8,30 2Dks	3821 3468 2345	✠ … 9,31				1918 5mo	Mitsubishi ZosenKaisha Ld.Nagasaki	NipponYusenK.K.	345·0 P33'B77'F40' FK	50·0	29·0	Tokyo Japanese WB	T.3Cy.23",38"&64"-48" 342NHP MitsubishiZosenKaishaLd	29″1	C †
33632 LFCC	**Tommeliten** Well deck 1Dk	434 374 228	✠				1916	J.Th.Wilmink Groningen	D/S A/S Askeröy (EyvindMarcussen Mgr.)	143·2 Q50'B37'F14'	24·1	11·8	Askeröy Norwegian WB	T.3Cy.11⅖",17 7/10"&29 9/10"-19 7/10" 33NHP MachineFab.Fulton,Hgz.		N
33633 PKHL	**Tomohon** OilEng. Mchy.Aft 1Dk&Shade dk	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 B49'F36'	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14 3/16"-18⅛" 247NHP SulzerBros.Winterthur		V
33634 PKHD	**Tomori** OilEng. Mchy.Aft 2Dks	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 P49'	34·1	11·6	Batavia Dutch	Oil Engine 2S.C.SA 7Cy.14 3/16"-18⅛" 247NHP SulzerBros.Winterthur		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
33635 98 UNOY	**Tomsk** Ⓟ	2693 1762 1511					1913	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·0	40·6	26·9	Vladvostk Russian	T.3Cy.20",32"&52"–39" 169NHP NevskyS.B.&Mch.Works		
33636 167567 GLPW	— D.F. 1*Dk*	1229 1055 711					1911	Akt.Burmeistr&Wain Copenhagen	Ministry ofWar Transport(Richley Halvorsen& Sample,*Mgrs.*)	252·4 P157'F27'	37·2	15·1	London British *WB*	3Cy.25"–36" Akt.Burmeistr&Wain,Cpn		VL
33637 TVSC	**Tomyris** 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *CarryingPetroleum in bulk* *Longitudinal framing in bottom&at decks*	435 — 210					1922	Chant.Nav Français Caen	Association Pétrolière	150·7 P18'	25·7	12·3	St. Nazaire French *WB*	T.3Cy.9½",15½"&26"–18" 29NHP Cooper&Greig,Dundee		V
33638 PIAB	**Ton S.** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	466 351 252	✠100A1 ~~9,41~~ ~~1,41~~ 4,42 ✠LMC7,37 ✠LMC(M)9,39	~~Cff~~ ~~Npt~~ Sws	*g*	~~1,41~~ 2,42	1937 7mo *Lloyd'sA&CP*	NV Boele's Schpsw&Mch Bolnes	N.V.Zeevaart Maats"Ton"(RotterdamscheKustvaartCentrale, N.V.*Mgrs.*)	160·4 168·9(O.L.) Q44'F21' FK *CellDB*107'127*t FPT*	26·4	10·0	Rottrdam Dutch 3*BHptCem* 78*tAPT*11*t*	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{1}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 s 1 ″ 2 10 ″ 8¾	
33639 39660 JRQJ	**Tonan Maru** TwinSc (*ex*AntarcticMaru–35,*ex*Antarctic–34, *ex*Opawa) 2*Dks*&*Shelter dk* (*Whale oil factory*)	9866 6841 5988					1906	Denny& Bros. Dumbarton	NipponSuisanK.K.	460·4 P160*t*H461*t*	60·2	31·2 40·2	Tokyo Japanese *WB*	T.6Cy.24½",41¼"&69"–48" 943NHP Denny&Co.Dumbarton		
33640 75272 JPPC	— (*ex*YeikokuMaru) *ss*Drn.No.3–7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4370 3677 2733	✠ … 5,35 ✠	Drn	*w*		1921 5mo	OsakaIron Works Innoshima *CellDB*294'	DairenKisenK.K. 1120*t DTa*32' 690*t*	345·0 P30'B99'F34' *on Shelter dk* FK *Collision* *FPT*114*tAPT*29*t*	49·8	25·8	Dairen Japanese *ptCemptAsp* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.24",41"&67"–48" 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIrnWrks,Innoshima	28 ″ 2	
33641 43650 JWQL	**Tonan Maru No. 2** TwinSc 3*Dks* GyC. (*Whale oil factory*) *Mchy.Aft* *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	19425 — 13402					1937	OsakaIron Works,Ld. Osaka	NipponSuisanK.K.	534·8	74·0	56·8	Tokyo Japanese	T.6Cy.22$\frac{7}{16}$",37"&61"–45¼" &LPturbines DR gearing & hydraulic coupling OsakaIronWorks,Ld.		C
33642 45152 JUJM	**Tonan Maru No. 3** TwinSc 3*Dks* *Mchy.Aft* (*Whale oil factory*) *Ref.Mchy.* *Fitted for oil fuel*	19210 — 13264					1938	OsakaIron Works,Ld. Osaka	NipponSuisanK.K.	534·8 B109'	74·0	56·8	Tokyo Japanese	T.6Cy.22$\frac{7}{16}$",37"&61"–45¼" &LP turbines with DR gearing & hydraulic coupling OsakaIronWorks,Ld.Osa.		C
33643 147690 MLYV	**Tonbridge** TwinSc *CruiserStern* 1*Dk*	683 625 267					1924	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·4 B90'F37'	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"–24" 166NHP D.&W.Henderson&Co.Ld.		
33644 27128 JTFD	**Tone Maru** *ss*Kob.No.3–5,33 *ss*Inn.No.2–40 ~~*ss*Kob.No.1–36~~ 2*Dks*(*Stl*)	4070 3504 2514	✠100A1 6,41 ~~2,40~~ ✠LMC~~2,40~~ 6,41 *Carrying Molasses in deeptanks*	~~Kob~~ Inn	*w*	CL 1,39	1920 7mo	MitsuiBussanKaisha TamaDckyd. A&CP	TamaiSyosen K.K. *Cell DB*283' 780*t DTf*33'87	345·0 P33'B74'F40' FK 5*tDTa*33'813*t FPT*	50·0	26·6	Kobe Japanese 6*BHCem* 56*tAPT*26*t*	T.3Cy.23",38"&64"–48" (*s*) 200lb 350NHP 2SB,*6cf*,GS110,HS4558 FD MitsuiBussanKaisha	29 ″ 0 s 5 ″ 4½ 23 ″ 11	
33645 45372 JPRM	— *OilEng.*	538 — 343					1938	Urabe Zosensyo K.K.Osaka	SankyoKaiunK.K.	150·0	27·5	14·0	Osaka Japanese	OilEngines		
33646 33215 JBKC	**Tonegawa Maru** Ⓟ (*ex*Ceylon) *ss*Tama No.3–3,40 2*Dks*(*Stl*)	4998 4575 3565	✠100A1 5,41 ~~3,40~~ ✠LMC~~3,40~~ 5,41	Tama	*y*	CL ~~3,40~~ N5,41	1913 8mo *Lloyd'sA&CP*	A.McMillan&Son,Ld. Dumbarton	MatuokaKisen K.K. *CellDBa*117'*uE&*	400·8 P35'B129'F56' FK *B*42'*f*188'955*tFPT*	52·1	27·3	Hutyu Japanese 6*BHCem* 32*tAPT*45*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 458NHP 3SB,*9cf*,GS181,HS7860 D.Rowan&Co.Glasgow	30 ″ 0	
33647 1710 JTBH	— Ⓟ TwinSc 2*Dks*	574 554 336					1897	OsakaIron Works Osaka	SetsuyoSyosen K.K.	176·8	24·6	16·4	Osaka Japanese	T.6Cy.12",18½"&31"–22" 90NHP OsakaIronWorks,Osaka		
33648 155982 MDDJ	**Toneline** *Carrying Petroleum in bulk* *OilEng.* *CruiserStern* 1*Dk*	811 653 415					1928	Chantiers Generaux Cette	~~SenoraTransport Co.Ld.~~ Senova TransportCo.Ld.	197·8	29·0	13·7	London British *WB*	Oil Engines 4S.C.SA 6Cy.15"–15" 135NHP Motorenfabriek"Deutz" A.G.Köln-Deutz		V
33649 XNDC	**Tong Lee** (*ex*Dagny) 1*Dk*&*Spar dk*	1469 1306 886					1902	Nylands Værksted Oslo	Ching-KeeS.N.Co. Ld.	231·5	35·1	20·4	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"–32" NB33 109NHP NylandsVærksted,Oslo		
33650 146002 GLFZ	**Tongariro** *ss*.Gls.No.3–2,37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	8720 — 5464	✠100A1 *Shelter dk* *withfreeboard* ~~1,41~~ 11,41 Examined 11,41 BS1,42 ~~BS11,40~~ ✠LMC2,37 ✠Lloyd'sRMC~~6,41~~ ~~10,41~~ 5,42 *Fitted for oil fuel*2,25 *F.P above* 150° F.	~~NYk~~ ~~Bry~~ Bry	*d*†	CL 4,40	1925 2mo *Lloyd'sA&CP*	W.Hamilton&Co.Ld. PortGlasgow	NewZealand ShippingCo.Ld. *CellDB*378'1429*t*	460·5 480·7(O.L.) B&F424' FK *FPT*121*tAPT*42*t*	62·7	35·2	Plymouth British 8*BHptCem* (2 *to Sh dk* 6 „ *U* „)	2 steam turbines SR geared to 1 sc. shaft 180lb (*s*) 1194NHP 5SB(4Spt),*20cf*,GS385, FD HS16940 D.Rowan&Co.Ld.Glasgow	37 ″ 9 s 6 ″ 9¾ 31 ″ 2¾	
33651 213092 WCDV	**Tongass** Ⓟ (*ex*Wapama–38) **Wood** 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	951 — 584					1915	St.Helens S.B.Co. St.Helens,Or.	AlaskaTranspn. Co.	204·8	40·2	14·3	Juneau Utd. States	T.3Cy.13½",23"&40"–30" Moore&Scott 88NHP IronWorks,Oakland,Cal.	30 ″ 0 s 3 ″ 10¾ 27 ″ 4½	
33652 8453 SDRN	**Tonghai** TwinSc *OilEng.* D.F. 1*Dk*&*Shelter dk*,3*rd dk except in after hold* *Dk in upper 'tween dks at ends* *CruiserStern*	6543 5291 3385	✠100A1 *withfreeboard* ~~1,40~~ 10,41 ✠LMC11,40 *Carrying vegetable oil in deep tank& tanks between tunnels*	Got	*d*† 2⅝	CL	1940 11mo	A/B Götaverken Gothenburg	A/B Svenska Ostasiatiska Kompaniet(~~C. Borin,*Mgr.*)~~ (K.Nilsson,*Mgr.*) *CellDB*392'1389*t*	461·8 477·8(O.L.) FK *MT*30'951*t Tanks in way of tunnels* 466*tAPT*124*t*	64·2	27·1	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 12Cy.26¾"–59$\frac{1}{16}$" 1488NHP DB*100lb* A/B Götaverken,Got.	31 ″ 0 s 3 ″ 10¾ 27 ″ 4¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33653	**Tongking** TwinSc4Mst *OilEng.* (*BURNT 4,38*) *ss*Cpn.No.3-2,28 *ss*Cpn.No.2-36 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6645 4778 4244	✠ 11,37 ✠	Cpn	*a*†		1914 10mo	Akt.Bur-meistr&Wain Copenhagen	KyoeiSyokai	410·0|55·2|27·5 FE *CellDBa*126'*uE*42'*f*194'1198*t FPT*	Japanese 7*BHptCem* 90*tAPT*72*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NH Akt.Burmeistr&Wain,Cpn	38 ″ 6	
33654 LDCG	**Tonjer** 1*Dk*	3268 2966 1948					1920	Smith's DockCo.Ld. Middlesbro'	Skibs.A/S Corona (H.M.Wrangell& Co.A/S, *Mgrs.*)	334·2|48·0|22·7 P84*t*H147*t*	Haugesnd Norwegian *WB*	T.6Cy.24",39"&65"–42" 274NHP Smith'sDockCo.Ld.Mdb.		N
33655 LDND	**Tönsbergfjord** TwinSc *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk*	3156 2750 1830					1930	Götaver-kenA/B Gothenburg	A/S DenNorske Amerikalinje	349·0|50·2|20·6 P98*t*H294*t*F13*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 16Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 720NHP GötaverkenA/B.Got.		N
33656 1047 ESUT	**Tõnu** (*ex*Roslagen-35, Iron *ex*Probus, *ss*Hbg.3rdNo.3-4,23 *ex*TudorPrince) *ss*Hbg.No.1-28 *Well deck* 1*Dk*(*IrnQws*)&*Webframes*	*1431* *1186* *834*	✠ 5,32 ✠	Hbg	*o*		1884 10mo	JLThomp-son&Sons Sunderland	G.Roosvee&others	245·2|35·0|17·6 P23'Q69'B59'F27' FK *DBa*69'*f*54'238*t*	Tallinn Estonian 1*BHCem*	C.2Cy.31"&57"–36" 162NHP 1DB,4*pf*,GS80,HS2811 J.Dickinson,Sunderland	18 ″ 8	V †
33657 ESXK	**Toomas** (*ex*Oresund-37, Iron *ex*Craiglands) *ss*Osc.2ndNo.3-7,08 *ss*Cpn.No.2-16 *Well deck* 1*Dk*(*Irn*)2*trB*	*1373* *1070* *808*	✠ 10,21 ✠	StN	*o*		1883 12mo	Irvine&Co. W Hartlepool	OlgaInkapool, Robt.Nelberg& others(Anton Truberg,*Mgr.*)	245·2|33·3|15·9 Q90'B63'F65' BK8½' *Cell*	Tallinn Estonian 1*BHCem* *DB*201'321*t*	C.2Cy.30"&57"–33" 156NHP 1DB,4*cf*,GS68 T.Richardson&Sons,Hpl.	18 ″ 11	V †
33658 149960 GNBN	**Toorak** (*ex*Voco-34) 3Mst *ss*L.An.No.3-1,40 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* D.F. GyC. *Longitudinal framing*	8627 7957 5205	✠100A1 ~~7,41~~ ~~3,41~~ 11,41 ✠LMC MS1,40 BS3,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,27*F.P. above* 150° F.	~~NYk~~ ~~Lon~~ Gal	*d*†	CL ~~3,41~~ 7,41	1927 12mo	Lithgows, Ld. PortGlasgow *Lloyd's*A&CP	Socony-Vacuum Transportation Co.Ld.	460·0|62·8|36·4 P118'B43'F42' FK *CellDBuE&B*65'*f*35'318*tFPT*190*t*	London British 18*BHptCem* *APT*130*t*	T.3Cy.26½",46"&79"–54" (*s*) 220lb 666NHP 3SB,9*cf*,HS9300 FD D.Rowan&Co.Ld.Glasgow	36 ″ s 7 ″ 5¼ 29 ″ 3½	
33659 152014	**Toorie** (*ex*SirArthurDorman) *ss*Syd.No.1-28 *Mchy.Aft* 1*Dk*	414 309 159	✠ ... 1,32 ✠				1925 7mo	Govt.Dkyd Newcastle, N.S.W.	TheAdelaide SteamshipCo.Ld.	147·0|26·6|9·2 F20' FK	Melbourne British *WB*	T.3Cy.14",23"&39"–21" 84RHP Govt.Dckyd.Nwc.N.S.W.	11 ″ 0	
33660 220421 KDBB	**Topa Topa** Ⓟ D.F. 2*Dks* Sub.Sig *Ref.Mchy Fitted for oil fuel*	5356 — 3330					1920	Ls.Angeles S.B.&D.D.Co S.Pedro.Cal.	WatermanS.S. Corp.	410·0|54·4|27·2 P43'B115'F47'	Mobile Utd.States	T.3Cy.28½",47½"&78"–48" LosAngeles 421NHP S.B.&D.D.Co.S.Pedro,Cal.		R
33661 144036 MJVP	**Topaz** (*ex*Collooney) *ss*Grk.No.3-11,32 *ss*Irv.No.2-40 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	577 394 265	✠100A1 5,41 BS5,41 ✠LMC7,40	Bwg	*h*	CL 5,41	192 1mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's*A&CP	Wm.Robertson	164·8|27·0|11·1 171·0(O.L.) Q94'B11'F23' FK *CellDBf*97'125*t FPT*44*t*	Glasgow British 3*BHCem* *APT*19*t*	T.3Cy.14",24"&39"–27" (*s*) 180lb 82RHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8¼ 13 ″ 3¼	
33662 LDCH	**Topdalsfjord** 2*Dks* D.F. *Fitted for oil fuel*	4271 3753 2574					1921	Canadian Vickers,Ld. Montreal	A/S DenNorske Amerikalinje	365·3|49·7|26· P146*t*H302*t*F47*t*	Oslo Norwegian *WB*	T.3Cy.27",43"&70"–48" 339NHP CanadianVickers,Ld.Mtl.		N
33663 LDCI	**Topeka** TwinSc *OilEng.* *ss*Osl.No.3-5,37 D.F. 2*Dks*(*Stl*)	4991 4509 3030	✠100A1 *withfreeboard* 10,39 ✠LMC CS6,37 DBS8,38 1,37 *Fitted for carrying oil* 3,25*F.P. above* 150°F. *in deep tank* (SEE FOOTNOTE*)	Osl	*x*	CL 3,38	1925 3mo	Deutsche WerkeA.G. Kiel *Lloyd's*A&CP	Wilh.Wilhelmsen	366·3|51·2|31·4 P32'F62' F *CellDB*301'880*tDTf*24'725*tTanks in way of tunnels*196*t FPT*102*t APT*69*t*	Tönsberg Norwegian 1*BHptCem* *ptAsp* (1*to*2*nd dk*)	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"–35$\frac{7}{16}$" DB100*lb* 545NHP DeutscheWerkeA.G.Kiel	34 ″ 0 s10 ″ 1¾ 23 ″ 0¼	
33664 211469 WICV	**Topila** 3Mst 2*Dks* *Fitted for oil fuel* *Mchy.Aft Longitudinal framing* D.F. *CarryingPetroleum in bulk*	5125 — 3146					1913	NwprtNws S.B.&D.D.Co. NewprtNews	RichfieldOilCorp.	371·5|59·1|28·1	LsAngeles Utd.States *WB*	T.3Cy.25$\frac{3}{8}$",41½"&72"–48" 259NHP NewportNewsSB&DDCo.		R
33665 5230 SGWR	**Tor** 1*Dk*	*1052* 826 575					1911	Helsingörs Jernsk&Msk Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	222·7|35·1|13· P17'Q59'B104' H92*t*F27'	Stockholm Swedish *WB*	T.3Cy.16½",26½"&44"–30" 106NHP HelsingörsJernsk&Mskb.		VI
33666 354 OHKO	— (*ex*Friesland)	306 280 164					1890	StettinerA. G.(v.M.&H.) Stettin	O/YRaumaWood, Ld.	136·0|21·5|11·1 130·5 Q53'B23'F14'	Rauma Finnish *WB*	C.2Cy.17"&31"–22" 38NH StettinerA.G.(v.M.&H.)		
33667 LJSP	**Tora** (*ex*Dorrit-37) 1*Dk*	851 729 476					1918	Schffb.Ges. "Unterweser" m.b.H. Weser münde-L.	SkibsA/SHauges Rederi(A.Hauge)	212·9|31·4|13·2 P30'B63'F21'	Arendal Norwegian *WB*	T.3Cy.14$\frac{3}{8}$",21$\frac{7}{8}$"&35¾"–23$\frac{5}{8}$" Christiansen 85NHP &Meyer,Harburg		N
33668 LIWX	**Tora Elise** (*ex*Binbrook-34,*ex*Spind) *Mchy.Aft* 1*Dk*	721 517 345					1919	v.d.Kuy& v.d.Ree's Scheepsw. Maasdijk	SkibsA/S Hauges RederiII(A.Hauge, *Mgr.*)	180·6|28·1|12·4 Q99*t*B13*t*H14*t*F22*t*	Arendal Norwegian *WB*	T.3Cy.15",24"&40"–24" 78NHP N.V.v.d.Kuy&v.d.Ree		N
33669 10373 JFAI	**Tora Maru** TwinSc 1*Dk* *Mchy.Aft Carrying Oil in bulk*	503 — 341					1907	OsakaIron Works Osaka	SanoyasuZosensho K.K.	184·4|27·1|11·3	Osaka Japanese	T.6Cy.8",13"&23"–12" 37NHP OsakaIronWorks,Osaka		
33670 42343 JHBL	**Tora Maru No. 1** TwinSc *OilEng.* 1*Dk* *Mchy.Aft*	428 308 263					1936	Harima S.B.&Eng. Co.Ld. Harima	ShioharaKaiun ShokaiGomei Kaisha	150·0|28·0|11·0 P63'F23'	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 12Cy.10$\frac{1}{16}$"–15$\frac{3}{8}$" 118NHP ItoIronWks.ShimizuCity		
33671 PKHG	**Toradja** *OilEng.* 1*Dk*&*Shade dk* *Mchy.Aft*	981 629 674					1930	N.V.Werf Gusto Schiedam	Koninkl.Paketv. Maats.	203·2|34·1|11·5 B49'F36'	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.13$\frac{9}{16}$"–19$\frac{11}{16}$" 143NHP Maschfbk.Augsburg- Nürnberg,Augsburg		V

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
33672 LJJC	**Torafire** (*ex*OuedElAbid-37, *ex*ElAbid,*ex*Bergpolder) 1*Dk*	823 660 478					1920	J.Koster Hzn. Groningen	SkibsA/S Hauges Rederi IV (A.Hauge,*Mgr.*)	198·7|30·9|12·7 Q66′B55′F18′	Arendal Norwegian	T.3Cy.15″,25″&39½″-26½″ 80NHP *WB* L.Straatmann,Dordrecht		V
33673 28884 JKGA	**Torai Maru** (*ex*HimuroMaru) *Ref.Mchy.* 1*Dk*	643 507 352					1922	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	175·0|28·0|15·5 P21′B62′F28′	Yokohama Japanese	T.3Cy.13″,21″&36¾″-27″ 70NHP *WB* YokohamaDockCo Yka.		
33674 OHXN	**Toras** (*ex*Ziva-38,*ex*Anvall-35, *ex*Niobe, *ex*Kingscote) **Iron** *ss*Hbg.3rdNo.3-6,21 1*Dk*2*trB* D.F. *Well deck*	965 767 487	✠ … 5,25 ✠				1883 4mo	R.Thompson&Sons Sunderland	HelsinginKalastus o/y(YrjöHurstinen,*Mgr.*)	229·3|32·2|13·1 220·1 Q75′B48′F25′ BK10″	Helsingfrs Finnish	C.2Cy.28⅝″&54″-36″ 142NHP *WB* R.&W.Hawthorn,Nwc.	16 ″ 5	V
33675 LDNK	**Torborg** (*ex*HenryDeutsch de la Meurthe) *ss*Rot.No.3-3,34 *ss*Sch.No.1-39 2*Dks*(*Stl*)& *Webframes* *Mchy.Aft* *Longitudinal framing*	*6042* *5284* *3564*	✠100A1 4,41 ~~12,40~~ ✠LMC MS6,39 ~~BS1,40~~3,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	~~Mch~~ NYk	*z*	CL 6,39	1921 5mo	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md. AP	M.Mosvold *CellDB*63′ 185*tDTf*32′322*t*	412·0|53·2|30·9 427·0(O.L.) P125′B32′F43′ FK *FPT*98*tAPT*102*t*	Farsund Norwegian 16*BHptCem ptAsp* (11 *to U dk* 5 „ 2*nd* „)	T.3Cy.27″,45″&74″-48″ (*s*) 180lb 552NHP 3SB,9*cf*,GS193,HS8358 FD BethlehemS.B.Corp.Ld.	31 ″ 0 s 5 ″ 8½ 25 ″ 7¼	
33676 12 ICKN	**Torcello** (*ex*GustavSchindler-35, *ex*Astrakhan) 2*Dks* *Mchy.Aft* D.F. *Fitted for oil fuel* *Carrying Petroleum in bulk*	3336 3216 2012					1892	Palmers' Co.Ld. Newcastle	SocietàItaliana Petroliere d'Oriente (AgenziaMarittimaItaliana,Cap G.Folcini,*Mgrs.*)	338·8|42·1|28·7 328·5 P20′F30′	Rhodes Italian	T.3Cy.24″,40″&64″-42″ 265NHP *WB* Palmers'Co.Ld.Newcastle		1
33677 164632 GYTL	**Tordene** *ss*B.As.No.1-40 D.F. 1*Dk* *CruiserStern*	4271 3905 2614	✠100A1 ~~2,41~~11,41 ✠LMC BS5,40 MS12,40	~~Npt~~ Cff	*y*	CL 9,39	1936 5mo	W.Gray& Co.Ld. WHartlepool Lloyd's*A&CP*	TordeneShipping Co.Ld.(DeneShippingCo.Ld.*Mgrs.*) *CellDB*	385·5|53·2|24·6 P51′B237′F35′ FK 331′995*tFPT*116*tA*	London British 6*BHCem* *PT*104*t*	T.3Cy.21″,33½″&58″-42″ 200lb (*s*) 289NHP 2SB(Spt)6*cf*,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26″10 s3 ″ 2¾ 23 ″10¼	
33678 LFCH	**Tordenskjold** Ⓟ 1*Dk*& *Awngdk*	921 891 550					1906	TrndhjmsMek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	196·1|29·7|15·7	Trndheim Norwegian	T.3Cy.16½″,26½″&45½″-30″ 113NHP *WB* TrondhjemsMV.Trndheim		N
33679 LFCI	— **Iron** *ss*Bgn.No.1-94 *Well deck* 1*Dk*	576 431 340	✠ … 2,96 ✠				1889 7mo	BergensMek.Værks. Bergen	A/S D/S Tordenskjold(RasmusF. Olsen)	169·4|26·3|12·8 Q41′B51′F24′ BK7″	Bergen Norwegian	T.3Cy.14″,22½″&37″-24″ 78NHP *WB* BergensM.V.Bergen	13 ″ 8	N †
33680 LFBO	**Tore Hund** (*ex*Bergslien) *Mchy.Aft* 1*Dk*	428 327 226					1920	Hölens VerkstedA/S Larvik	A/SNordlandslinjen(O.Jacobsen, *Mgr.*)	144·9|26·3|12·1 P66*t*F20*t*	Harstad Norwegian	T.3Cy.9½″,15½″&26″-18″ 27NHP *WB* SpeedwellIronworks,Coatbridge		N
33681 LFCK	**Tore Jarl** 1*Dk*	1514 1319 886					1920	FredrkstadMek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	243·0|39·3|17·3 P28′B67′F29′	Trndheim Norwegian	T.3Cy.18″,29½″&49″-33″ 138NHP *WB* FredrikstadM.V.Frdstad		N
33682 LFCL	**Torfinn Jarl** 1*Dk*	1481 1293 861					1922	FredrkstadMek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	243·1|39·3|17·2 P69*t*H42*t*	Trndheim Norwegian	T.3Cy.18″,29″&49″-33″ 138NHP *WB* FredrikstadM.V.Frdstad		N
33683 5617 SGXU	**Torfrid** (*ex*Laboremus) 1*Dk*	*630* *476* *321*					1903	FramnesMek.Værk Sandefjord	Rederiaktieb. Ostersjön(A. Christensen, *Mgr*)	169·5|28·1|11·5 Q58′B39′H47*t*F17′	Trelleborg Swedish	C.2Cy.13$\frac{3}{10}$″&29$\frac{1}{10}$″-23⅜″ 34NHP *WB* PorsgrundM.V.Porsgrunn		V
33684 LHPW	**Torgeir I** (*ex*Kegia, *ex*Lardal,*ex*Slemdal) **Comp3Mst** *OilEng.* 1*Dk*	427 330 253					1919	Larvik Slip &VerksA/S Larvik	D/SA/S Borgundöy(L.Hauge, *Mgr.*)	145·4|26·9|12·0 P65*t*H6*t*F6*t*	Haugesnd Norwegian	Oil Engines 2S.C.SA 4Cy.16$\frac{11}{20}$″-18$\frac{9}{10}$″ 192NHP J&CGBolindersCoLd.Skm		N
33685 7357 SGXW	**Torkel** (*ex*Yukon) *ss*Osc.3rdNo.3-1,39 *Well deck* 1*Dk*(*Stl*)& *deep framing* *Cargo battens not fitted*	*1236* *863* *572*	✠100A1 3,41 BS3,42 ✠LMC MS1,39 ~~BS12,40~~	Lon	*n*	CL 12,40	1903 6mo	Mackie& Thomson Glasgow Lloyd's*A&CP*	RederiA/B Tellus (A.Wingren,*Mgr.*) *CellDBa*73′*uE*17′	232·1|34·1|13·6 241·6(O.L.) P18′Q67′B56′F23′ FK *f*100′ 367*t* *FPT*43*t*	Oscrshmn Swedish 4*BHCem* *APT*44*t*	T.3Cy.19″,30″&50″-33″ (*s*) 180lb 177NHP 2SB,6*pf*,GS104,HS3014 D.Rowan&Co.Glasgow	15″10 s 1 ″ 0¼ 15 ″ 0¼	
33686	**Tormes** (*ex*Tornes-38) 2*Dks* *Cruiser Stern*	1339 1156 729					1938	XiansandsMek.Værks. A/S Xiansand	Cia.Maritima Frutera,S.A.	250·7|42·1|14·0	Cadiz Spanish	T.3Cy.17¼″,26″&46″-33½″ &exhaust turbine driving steam compressor 122NHP Akt.LindholmensVarvGot		N
33687 305 ESOJ	**Tormilind** **WoodAuxSc4MstSr** (*ex*SailingVessel-39) *OilEng.* (*See Sailing Ship Register*)	494 — 345					1922	R.Pahlberg Hara	KäsmuLaeva Omanikud(O. Tiedemann,*Mgr.*)	150·0|33·8|13·6	Käsmu Estonian	Oil Engines 4S.C.SA 8Cy.9½″-14$\frac{3}{16}$″ 73NHP NE39 Humboldt-Deutzmotoren,A.G.Köln-Deutz		
33688 OFEW	**Tornator** Ⓟ (*ex*Norseman-41, *ex*Selandia-36) **TwinSc3Mst** *OilEng.* *ss*Cpn.2ndNo.3-2,36 1*Dk*(*Stl*)& *Awng dk*(*Stl*-teak s)	4950 4272 3163	✠100A1 *Awng dk withfreeboard* 6,39 ✠LMC CS2,36 DBS7,38 6,37 No later survey reported	Osl	*x*	CL s6,36 P5,37	1912 2mo	Akt.Burmeistr&Wain Copenhagen Lloyd's*A&CP*	A/BFinland-Amerika LinjenO/Y (B.Krogius,*Mgr.*) *CellDBa*60′ *uE*	370·4|53·2|27·1 P25′F32′*on Awg dk* *Baft*54′*fore*77′ FK 39′*f*225′1050*t* *FPT*	Helsingfrs Finnish 6*BH* 88*tAPT*84*t*	Oil Engines 4S.C.SA 16Cy.20⅞″-28¾″ 680NHP NDB30 *100lb* Akt.Burmeistr&Wain,Cpn	30 ″ 0	
33689 142469 MLWY	**Torni** (*ex*Claudegallus,*ex*WarIsis) *ss*Tln.No.3-5,31 *ss*Tln.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted*	2044 1825 1209	✠100A1 3,42 ~~3,41~~ ✠LMC4,41 BS3,42	~~Liv~~ Cff	*r*	CL 4,40	1918 5mo	Pt.Arthur S.B.Co.Ld. PortArthur, Ont. A&CP	Ministry of War Transport(Rodney S.S.Co.Ld.*Mgrs.*) *CellDB* 210′628*t F*	251·0|43·8|21·6 261·0(O.L.) P27′B78′F27′ FK *PT*80*tAPT*105*t*	Liverpool British 4*BHCem*	T.3Cy.20⅛″,33½″&54″-40″(*s*) 190lb 256NHP 2SB,6*cf*,GS126,HS4626 Pt.ArthurS.B.Co.Ld.Pt.A.	23 ″ 0 s 3 ″0¼ 20 ″ 2	
33690 165349 GZFP	**Tornus** *OilEng.* *ss*Cff.No.1-40 D.F. E.S.D. 1*Dk*, 2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Mchy.Aft* *CruiserStern*	8054 7224 4756	✠100A1 ~~10,41 11,40~~4,42 ✠LMC CS11,40 DBS11,40 ~~9,39~~ 11,40 *Carrying Petroleum in bulk*	~~Cff~~ ~~Npt~~Bal	*c*†	CL 9,39	1936 9mo	Bremer Vulkan Vegesack Lloyd's*A&CP*	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE*64′ 141*t DT*	465·0|59·4|33·8 483·3(O.L.) P92′B47′F48′ FK *f*25′272*t* *FPT*139*t*	London British 17*BHptCem* *APT*85*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″-55⅛″ 502NHP DB*180lb* BremerVulkan,Vegesack	34 ″ 0 s 6 ″ 8¾ 27 ″ 6¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33691 LDCO	**Torny** (*ex*Marshall) *ss*Osl.No.1-24 Sub.Sig. 1*Dk*	2424 2148 1389	✠ … 7,26				1919 1mo	ThePusey &JonesCo. Wlmgtn.Del.	A/S Nesjar (EilertLund)	300·7 P29'B75'F29' FK	44·3	19·6	Bergen Norwegian *WB*	T.3Cy.22",36"&59"-39" NE26 292NH BeverDorling&Co. Bradford	22 ″ 3	N †
33692 LOHS	**Toro** (*ex*Diana) 1*Dk* *Mchy.Aft* Sub.Sig. *Fitted for oil fuel*	1405 — 801					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Cia.Argentina de Nav.Mihanovich Ltda.	250·0 P&B59'F8'	37·5	12·8	Bns.Aires Argentine *WB*	T.3Cy.$17\frac{3}{4}$",$28\frac{1}{2}$"&$45\frac{1}{4}$"-$29\frac{1}{2}$" 110NH OttensenerMaschf.Altona		G
33693 47031 JWSN	**Toro Maru** 1*Dk*	1939 1540 1073					1939	Kawamin-amiKogyo K.K. Nagasaki	KitaNipponKisen K.K.	271·7 P87'F29'	40·0	20·3	Tokyo Japanese *WB*	T.3Cy.$18\frac{11}{16}$",30"&50"-36" 150NH KawaminamiKogyoK.K. Koyagisima		
33694 149431	**Torondoc** *Mchy.Aft* 1*Dk*	1927 1638 1151					1927	Swan,Hunter&Wigham Richardson, Ld Newcastle	PatersonSteamships,Ld.	252·9	43·4	17·8	Ft William Ont. British *WB*	T.3Cy.15",25"&40"-33" 92NH Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
33695 LDCP	**Toronto** TwinSc *OilEng.* *ss*NYk.No.3-12,40 D.F. 2*Dks*(*Stl*)	5018 4282 2883	✠100A1 ~~9,41 12,40~~5,42 ~~DBS10,40~~ ✠LMC12,40 *Carrying oil F.P. above 150° F. in forward deep tank*	~~NYk~~ Avn DBS9,41	*y*	CL ~~5,39~~ PN11,41 S11,41	1928 1mo *Lloyd's*A&CP	C.de Normandie Rouen	Wilh.Wilhelmsen *CellDB*	381·8 397·5(O.L.) P35'B141'F33' FK 333'798*t* *Tanks in way of tunnels* 198*t*	52·2	27·7	Tönsberg Norwegian 7*BHptCem* 1 ,, *to* 2*nd dk*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NH DB*100lb* Ch.&Atel.deSt.Nazaire *Tf*31'877*tFPT*61*tAPT*74*t*	30 ″ 0 s 5 ″ 4 24 ″ 10	
33696 107412 VGTD	— Ⓟ Pad 3*Dks*	2779 1742 1652					1899	Bertram E. WorksCo.Ld Toronto,Ont.	Canada Steamship Lines,Ld.	269·4	36·0	13·8	Toronto British	T.3Cy.28",44"&72"-72" 440NH BertramEng.Wrks.Co.Ld.		
33697 147337 GMCF	**Toronto City** (*ex*Kyrenia-37, *ex*Nigerian-35) *ss*Brs.No.3-3,37 D.F. 1*Dk*& *Shelter dk*	2486 2176 1486	✠100A1 *withfreeboard* 9,40 ✠LMC BS12,39 MS3,37	Brs	*u*	CL 12,38	1925 10mo *Lloyd's*A&CP	Barclay, Curle&Co.Ld. Glasgow	BristolCityLine of Steamships,Ld.(C. Hill&Sons,*Mgrs.*) *CellDBa*86'*uE*21' *f*136'543*tFPT*	321·8 F30' FK 62*tAPT*24*t*	46·2	19·7	Bristol British 6*BHptCem* *Coll ,, to Sh dk*	T.3Cy.$20\frac{3}{4}$",$34\frac{1}{2}$"&58"-42" 180lb (*s*) 279NH 2SB&1Aux.SB,8*cf*,GS155, HS4869 Barclay,Curle&Co.Ld.Gls	21 ″ 6 s 1 ″ $2\frac{1}{4}$ 20 ″ $5\frac{1}{2}$	
33698 UOVA	**Toros** (*Icebreaker*) 2*Dks*	1396 1382 —					1916	Becker& Co. Tallinn *Completed*1930*by*S.B.&E.W. André Marti,Leningrad	U.S.S.R.	198·2	46·6	25·2	Odessa Russian *WB*	T.3Cy.26",$42\frac{1}{2}$"&70"-42" B*made*29 318NH Becker&Co.Reval		
33699 22 IUYX	**Torquato Gennari** (*ex*Hvitra, *ex*Mineral,*ex* Fredsholm,*ex*England) *ss*Osl.3rdNo.3-12,22 *ss*Mmo.No.1-27 *Well deck* 1*Dk*& *Webframes*	1012 727 599	✠ … 1,31 ✠				1890 1mo	W.Dobson &Co. Newcastle	U.GennarifuT.	247·0 238·9 Q70'B95'F25' len97 FK	28·4	12·7	Rimini Italian *WB*	T.3Cy.15",25"&41"-30" 98NH Alley&M'Lellan,Glasgow	15 ″ 4	I †
33700 130188 MFGS	**Torquay** *ss*Dun.2ndNo.3-7,39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	870 605 435	✠100A1 ~~7,40~~10,41 ✠NB7,15 ✠LMC7,39 BS~~7,40~~10,41	Abn	*k*	CL 7,40	1914 8mo *Lloyd's*A&CP	J.Crown& Sons,Ld. Sunderland	J.&A.Davidson, Ld. *CellDBa&*	200·0 206·0(O.L.) P21'Q44'B48'F21' FK *uE*59'*f*84'196*tFPT*	30·0	12·2	Drtmouth British 4*BHCem* 49*tAPT*41*t*	T.3Cy.17",28"&46"-30" (*s*) 180lb 140NH 2SB,4*pf*,GS58,HS2350 N.E.MarineEng.Co.Ld.Sld	14 ″ 3 s ″ $10\frac{3}{4}$ 13 ″ $6\frac{1}{4}$	
33701 165160 GZPW	**Torr Head** D.F. E.S.D. 1*Dk*& *Shelter dk* *CruiserStern*	5021 4432 3046					1937	Harland& Wolff,Ld. Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons,Ld *Mgrs.*)	407·3 P25'F32'	58·9	24·8	Belfast British *WB*	T.3Cy.22",37"&61"-45"& LP turbine with chain drive Harland&Wolff,Ld.Bel.		C
33702 EAPY	**Torras y Bages** (*ex*Velasquez) *ss*Bcl.2ndNo.3-3,27 1*Dk*(*Stl*)& *Spar dk*(*ptStl &ptIrn*)& *deep framing*	1344 1300 754	✠ 8,32	Bcl	*p*		1902 1mo	ClydeSB.& E.Co.Ld. Pt.Glasgow	Cia.Trasmediterranea *CellDb*	238·0 P37'B63'F54' 19 FK *a*52'*uE*&*B*35'*f*105'	35·7	12·2	Barcelona Spanish 4*BHCem* 311*tAPT*11*t*	T.3Cy.19",31"&51"-33" 170NH 1SB,3*cf*,GS70,HS2736 ClydeS.B.&E.Co.Ld.P.Gls	21 ″ 10	
33703 LKFA	**Torrens** TwinSc *OilEng.* D.F. E.S.D. 1*Dk*& *Shelter dk,3rd dk except in after holds* GyC. *Cruiser Stern* *Butts of shell& deck plating electrically welded*	6692 5891 4076	✠100A1 *withfreeboard* ~~7,41 2,41~~ 1,42 ✠LMC5,39 *Carrying cargo oil F.P. above 150° F. in deep tank& tanks in way of tunnels*	~~NYk~~ LAn	*e*† $2\frac{1}{4}$	CL	1939 5mo *Lloyd's*A&CP	Kockums M.V.Aktieb. Malmö	Wilh.Wilhelmsen *CellDBuE&f*274' *MTs*30'1442*t*	479·1 498·5(O.L.) P42'F44' FK 1118*t* *Tanks in way of tunnels* 1122*t*	62·3	28·8	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 14Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 2722NH DB*100lb* KockumsM.V.Akt.Malmö *FPT*131*tAPT*191*t*	31 ″ 7 s 4 ″ $2\frac{1}{2}$ 27 ″ $7\frac{3}{4}$	
33704 215233 WICW	**Torres** *Carrying Petroleum in bulk* *Mchy.Aft* 2*Dks* D.F. *Fitted for oil fuel* *Longitudinal framing*	4943 — 2955					1917	NwprtNws S.B.&D.D.Co NewprtNews	Bernuth,LembckeCo.Inc.	371·5 B27'F34'	59·1	26·8	Wilmngtn (Del.) Utd.States *WB*	T.3Cy.$25\frac{1}{16}$",$41\frac{7}{8}$"&72"-48" 360NH NewportNewsSB&DD.Co.		R
33705 LFCP	**Torridal** *ss*Osl.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted*	1381 1208 780	✠100A1 1,40 ✠LMC7,39 (SEE FOOT NOTE *)	Osl	*p*	OG 7,39	1930 6mo *Lloyd's*A&CP	Langesnds Mek.Verks Langesund	IngvaldBjörneboes RederiA/S (I.Björneboe *Mgr.*) *CellDBa&uE*	249·1 261·5(O.L.) P22'B56'F26' FK 100' *f*94' 340*t FPT*	38·1	15·2	Xiansand Norwegian 4*BHCem* 50*tAPT*80*t*	C.4Cy.(2)$14\frac{3}{4}$"&(2)$31\frac{1}{2}$"- $31\frac{1}{2}$" 205lb (*s*) FD 152NH 2SB(Spt),4*cf*,GS50,HS2097 TrondhjemsMVTrondheim	17 ″ 3 s 1 ″ 11 15 ″ 6	
33706 7954 SKRW	**Torsa** *ss*Osc.No.1-38 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) D.F. *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1511* *1310* *811*	✠100A1 *withfreeboard* 4,41 BS7,40 ✠LMC4,38	Skm	*r*	OG 10,39	1934 5mo *Lloyd's*A&CP	NyaVarvs-aktb.Öresund Landskrona	A/B Transmarin (S.Redig,*Mgr.*) *CellDB*219'580*tF*	259·1 275·2(O.L.) FK *PT*35*tAPT*70*t*	40·4	16·0	Hlsngborg Swedish 4*BHCem* (*Coll to Sh dk* 3 ,, 2*nd* ,,)	T.3Cy.$18\frac{1}{2}$",$29\frac{15}{16}$"&$48\frac{7}{16}$"- $33\frac{1}{2}$" 185lb (*s*) 172NH 2SB,4*cf*,GS60,HS2379 FD NyaVarvsaktiebOresund	19 ″ 2 s 0 ″ $6\frac{1}{2}$ 18 ″ 9	
33707 LEFD	**Tortugas** *OilEng.* D.F. *ss*Osl.No.3-11,34 *ss*Osl.No.1-38 2*Dks*(*Stl*) *CruiserStern*	4697 4318 2852	✠100A1 *withfreeboard* 2,42 ~~3,41~~ ✠LMC CS9,38 DBS~~11,40~~ 8,41 1,39 *Fitted for carrying oil* 11,23 *F.P. above 150° F. in deep tank*	~~NYk~~ Shl	*x*	CL 8,40	1923 11mo	Deutsche WerftA.G. Hamburg	Wilh.Wilhelmsen *CellDB*294'833*tM*	357·6 F60 FK *T*24'776*tFPT*134*t*	51·2	30·7	Tönsberg Norwegian 6*BHptCem* *APT*16*t*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$47\frac{1}{4}$" DB*115lb* 493NH A.E.G.Turbinefabk.Berlin	33 ″ 2 s 7 ″ $8\frac{3}{4}$ 25 ″ 7	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.R.ofTrade.
33708 146267 GDCZ	**Tortuguero** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 2*Dks*	5285 4557 3275					1921	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	400·1 P42'B155'F41'	51·2	30·1	Glasgow British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP A.Stephen&Sons,Ld.Gls.		C
33709 SPAA	**Torun** (*ex*Brumaire) *ss*Gdy.No.3-4,35 *ss*Dnz.No.1-39 *Well deck* 1*Dk*(*Stl*)	2018 1576 1122	✠ 3,39	Dnz	*r*		1926 2mo	Chant. Nav Français Caen *CellDBa&uE*	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*) 66'*f*107'405*tDTsa*	269·1 P22'Q87'B50'F23' 34'205*tFPT*77*tAP*	39·7	17·5 FK	Gdynia Polish 4*BHCem* *T*22*t*	T.3Cy.$18\frac{1}{8}$",$20\frac{15}{16}$"&$49\frac{3}{16}$"-$37\frac{13}{16}$" 189NHP 2SB,4*cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 ″ 10	
33710 LDRJ	**Torungen** 1*Dk* *CruiserStern*	1948 1196 1142	—				1931	Trndhjms Mek.Værks Trondheim	SkibsA/S Remonstrant(Bertrand Jacobsen,*Mgr.*)	276·3 P66*t*H101*t*	43·1	18·1	Arendal Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsMVTrondheim		N
33711 LJNU	**Torvang** (*ex*Hagar-37, **Wood** *ex*Julia,*ex*Calcium) *OilEng.*	*412* *304* *242*					1918	Norrköpings VrfsA/B Norrköping	LeifSkogland&Co. A/S	141·9 P47'F21'H14*t*	28·1	11·1	Hauges'nd Norwegian *WB*	Oil Engines 2S.C.SA 3Cy.$17\frac{7}{16}$"-18½" 165NHP JV.SvenssonsMtrfbkSkm.		V
33712 LDCR	**Torvanger** (*ex*GrandeGaard) Sub.Sig. 1*Dk*&*Shelter dk* *Fitted for oil fuel*	6568 6260 4122	✠ ... 11,20 ✠				1920 10mo	W.Doxford &Sons,Ld. Sunderland	Westfal-Larsen& Co.A/S	420·1 H197*t*	54·0	34·4 FK	Bergen Norwegian *WB*	T.3Cy.27",44½"&75"-54" 582NH W.Doxford&Sons,Ld.Sld	37 ″ 0	N †
33713 124621 MCYV	**Toryisland** (*ex*Shotton) ~~ssSld.No.1-40~~ *ss*Sld.2ndNo.3-2,36 *Mchy Aft* *Well deck* 1*Dk*(*Stl*) *ss*Sld.No.3-5,40 *Cargo battens not fitted*	300 223 110	✠100A1 1,42~~3,40~~ ~~Examined 4,41~~ ~~BS4,41~~ ✠LMC~~3,40~~ 1,42	Sld ~~Lth~~ ~~BS1,42~~	*e* All	CL ~~3,40~~ 11,41	1909 5mo *Lloyd's A&CP*	Cochrane &Sons Selby	EffordShippingCo. Ld.	135·0 Q48'B11'F23'	23·1	9·3 BK7½"	London British 3*BHCem* *FPT*40*t*	C.2Cy.17"&36"-24" (*s*) 130lb 62RHP 1SB,3*pf*,GS51,HS1352 C.D.Holmes&Co.Ld.Hull	10 ″ 6 s ″ 7 10 ″ 7	
33714 13176 JBHC	**Toryu Maru** (*ex*MisumiMaru, *ex*Hilary,*ex*RedSea) *ss*Liv.No.3-1,01 *ss*H.Kg.No.2-10 1*Dk*&*Spar dk3tr B*	1992 1837 1420	✠ ... 8,12 ✠				1889 7mo	WBThmpson&Co.Ld Dundee	YamamotoSyoten GosiKaisya	275·0 B64'F36'	37·2	15·8 22·8 BK9½"	Kobe Japanese *WB*	T.3Cy.21",33"&54"-42" 182NHP W.B.Thompson&Co.Ld.	25 ″ 2	
33715 44373 JFAM	**Tosan Maru** **TwinSc** *OilEng.* *Ref.Mchy.* 3*Dks* *CruiserStern*	8666 — 5179					1938	Mitsubishi JukogyoK.K Nagasaki	SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*)	465·9 F38'	62·3	41·0	Osaka Japanese *WB*	Oil Engines 2S.C.SA 14Cy.$28\frac{3}{8}$"-$49\frac{3}{16}$" 1960NHP MitsubishiJukogyoK.K. Nag.		C
33716 PIAF	**Tosari** *Ref.Mchy.* *OilEng* D.F. 3*Dks*	7029 6684 4454					1919	Bonn& Mees Rotterdam	Rotterdamsche Lloyd	445·8 F42'	54·3	34·2	Batavia Dutch *WB*	Oil Engines 2S.C.SA 8Cy.$29\frac{5}{16}$"-$52\frac{13}{16}$" 1246NHP NE31 Kon.Maats."DeSchelde" Flushing		V
33717 PKHB	— *OilEng.* 1*Dk*&*Shade dk*	981 629 673					1930	N.V.Werf "Gusto"v/h F.Smulders Schiedam	Koninkl.Paketv. Maats.	203·3	34·2	11·6	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.$13\frac{9}{16}$"-$22\frac{7}{16}$" 142NHP Maschfbk.Augsburg, Nürnberg,Augsburg		V L
33718 1925 IUZE	**Tosca** **3Mst** *ss*Hul.No.3-5,20 *Well deck* *ss*Sou.No.2-28 *Mchy.Aft* 1*Dk*(*Stl*)	474 346 192	✠ 12,33 ✠	Sou	*q*		1908 6mo	AilsaS.B. Co.Ld. Ayr	G.M.Scotto	162·2 155·4 Q86'B11'F23' BK7" *WB*=*FPT*48*t*	25·6	11·4	Genoa Italian 3*BHCem* *APT*36*t*	C.2Cy.18"&40"-27" 64NHP 1SB,3*pf*,GS53,HS1631 AilsaS.B.Co.Ld.Troon	12 ″ 3	I †
33719 2049 ICJE	**Toscana** Ⓟ **TwinSc** (*ex*Saarbrücken-35) *Corrugated sides* Sub.Sig. D.F. 3*Dks*	9442 — 5487					1923	Akt.Ges. "Weser" Bremen	LloydTriestino Soc.Anon.diNav.	479·7 458·7 B142'F44'	57·6 62·3	31·2 30·8	Genoa Italian *WB*	T.6Cy.$24\frac{3}{8}$",$40\frac{9}{16}$"&$66\frac{1}{8}$"-47¼" 600NHP A.G."Weser,"Bremen		I
33720 29890 JKMB	**Tosei Maru** (*ex*TohseiMaru-38) 2*Dks* *Fitted for oil fuel*	5484 5008 3352					1926	Uraga DockCo. Uraga	YamashitaKisen K.K.	400·0 P28'B124'F39'	53·0	32·0	Kobe Japanese *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft Westinghouse ElectricMfg.Co.		C
33721 24975 JEBD	**Tōsei Maru** (*ex*TokohMaru-38, *ex*HeinanMaru-34) *ss*Kob.No.3-9,30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	4364 3677 2719	✠ ... 2,36 ✠	Yka	*w*		1919 8mo	OsakaIron Works,Ld. Osaka *CellDB*294'	KiharaSyosen K.K. 1120*t DTa* 32' 690*t*	345·0 P30'B98'F34'*on Shelter dk* *FPT*115*tAPT*29*t*	49·8	28·2 FK *Collision*	Tokyo Japanese *Cem BH to Sh dk* 5 „ „ *U* „	T.3Cy.24",41"&67"-48" 382NHP 2SB,6*cf*,GS124,HS5186 OsakaIronWrks,Ld.Osaka	28 ″ 2	C †
33722 44036 JZHL	**Tosei Maru** (*ex*TungSheng-38, *ex*Bornite-37,*ex*CanadianRover) 2*Dks* *Fitted for oil fuel*	2433 — 1423					1920	TheCollingwood S.B.Co.Ld. Collingwood	OkadaGumiK.K.	251·0 P24'B64'F23'	43·6	23·6	Osaka Japanese *WB*	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld		C
33723 3072	**Tosei Maru No. 1** *OilEng.*	543 — 352					1940	.... Simonoseki	TyosenIwasiyusi SeizogyoSuisankumiaiRengokai	150·0	29·0	13·5	Zinsen Japanese	Oil Engines		
33724 3069	**Tosei Maru No. 2** *OilEng.*	501 — 244					1940	.... Simizu	TyosenIwasiyusi SeizogyoSuisankumiaiRengokai	156·0	25·6	13·5	Zinsen Japanese	Oil Engines		
33725	**Tosno** (*ex*Brabant-34, *ex*Dotterel, *ss*Mch.No.3-7,24 *ex*Poland) *ss*Ant.No.1-29 2*Dks*(*Stl*)	*1754* *1562* *810*	✠ 11,34 ✠	Ant	*q*		1911 8mo	Barclay, Curle&Co.Ld. Glasgow *CellDBa*58'*u*	U.S.S.R.	260·0 B73'F33' *E*22'*f*116'257*t FPT*	36·0	22·2 FK&BK1½"	Leningrad Russian 4*BHCem* 48*tAPT*25*t*	T.3Cy.19½",34"&55"-42" HS4252 246NHP 2SB&1AuxSB,8*cf*,GS131, Barclay,Curle&Co.Ld Gls.	24 ″ 6	
33726 43065 JKRL	**Tosyo Maru** 1*Dk*	1290 — 707					1937	Namura Zosensho K.K. Osaka	KonanKisenK.K. (HinodeKisenK.K. *Mgrs.*)	219·3	35·8	18·5	Tokyo Japanese	Steam		
33727 23579 JHIB	— (*ex*DaitokuMaruNo.3)	1236 — 822					1918	....	KitaKyushu SyosenK.K.	225·0	33·0	18·7	Fukuoka Japanese	T.3Cy. YoshidaIronWorks		
33728 3172 JHPB	**Tosyu Maru** (*ex*GiuseppeSoncino, *ex*Emma,*ex*WarHorus) *ss*Kob.No.2-26 1*Dk*	2115 1772 1219	✠ ... 3,30 ✠				1918 10mo	Pt.Arthur S.B.Co.Ld. PtArthurOnt	AbeSiniti	251·0 P25'B64'F28'	43·8	20·7 FK	Kobe Japanese *WB*	T.3Cy.20½",34"&56"-40" 265NHP Pt.ArthurS.B.Co.Ld.	23 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33729 22427 JHTA	**Totai Maru** ssKob.No.1-22 *Longitudinal framing* *2Dks& Web frames*	3194 2757 1994	✠ ... 7,24 ✠				1918 4mo	Osaka Iron Works Innoshima	ToaKaiunK.K.	305·0|43·7|27·2 P19'B82'F32' FK	Kobe Japanese *WB*	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWks.Ld.Osaka	27 〃 3	C †
33730 148394 ZMDL	**Totara** (*ex*MargaretBirch) ssWln.No.3-8,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* ssWln.No.1-41	426 290 148	✠100A1 8,41 ~~7,40~~ ~~BS7,40~~ ✠LMC ~~6,37~~ 8,41	Wln	*f*	~~8,30~~ ~~N8,41~~ OG N8,41	1925 1mo	Warren's NewHolland Shipyard,Ld. NewHolland *Lloyd's A&CP*	AnchorShipping& FoundryCo.Ld.	135·4|25·1|11·0 *26·3* 141·0(O.L.) Q70'BonQ11'F31' "BK7	Nelson,N.Z. British 3*BHCem* *FPT*70*t*	C.2Cy.17"&34"-24" (*s*) 130lb 55RHP 1SB,2*pf*,GS38,HS1430 Crabtree&Co.Ld.Gt.Yar. *APT*35*t*	12 〃 0 s 3 〃 4½ 12 〃 2¾	
33731 213962 WFDN	**Toteco**(*ex*LosAngeles-41) 3Mst ssL.An.2ndNo.3-3,40 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	6752 6394 4205	✠100A1 4,41 ~~9,40~~ BS2,42 ~~BS4,41~~ ✠LMC3,40 *Carrying Petroleum in bulk* *Fitted for oil fuel*4,16 *F.P. above* 150° F.	LAn	*b*†	CL 6,39	1916 4mo	Union Iron WorksCo. SanFrancisco *Lloyd's A&CP* *CellDB*	MexicoShipping& TradingCo.Inc. (Delaware)(Sieling&Jarvis,*Mgrs*) *uE&B*62'*f*57'433*t*	435·0|56·2|33·6 P106'B57'F43' FK *FPT*100*tAPT*74*t*	Wilmngtn (Del.) Utd.States 14*BHptAsp* (8 *to U dk* 6 „ *2nd* „)	T.3Cy.27",47"&76-48" (*s*) 215lb 552NHP 3SB,9*cf*,HS9405 Union·IronWorksCo.S.Fo.	33 〃 6	
33732 13897 JBOD	**Toten Maru** (*ex*NagatoMaru-34, *ex*HudsonMaru, ssKob.No.3-6,11 *ex*Hudson) ssKob.No.2-20 1*Dk& Spar dk& deep framing*	3323 3476 2388	✠ ... 5,24 ✠				1900 5mo	Sunderlnd S.B.Co.Ld. Sunderland	NipponSuisan K.K.	356·0|45·2|18·7 P39'B92'F42' 26·7 FK	Habu Japanese *WB*	T.3Cy.24",40"&64"-42" 288NHP N.E.MarineEng.Co.Ld.Sld	29 〃 4	C †
33733 29 IUZP	**Totonno** (*ex*FrancescoImparato, *ex*Achille-Bayart,*ex*Curaçao) 2*Dks*	674 — 395					1899	Rijkee&Co. Rotterdam	UmbertoD'Amato	203·8|33·0|10·6 197·8 F15'	Torre del Greco Italian *WB*	C.2Cy.21"&39"-24" 62NHP Maats deMaas,Rotterdam		I
33734 167541 GLQL	**Tottenham** D.F. E.S.D. 1*Dk& Shelter dk* *CruiserStern*	4762 4239 2663	✠100A1 *with freeboard* 4,41 ✠LMC6,40	Lon	*a*† 2	CL 3,41	1940 6mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP* *CellDB*298'9	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) 4*Div.WT BHs in*	417·6|56·8|25·0 432·8(O.L.) FK *Sh'tween dks* 76*t Tanks at sides o*	London British 7*BHAsp* (*Coll to Sh dk* 6 „ *2nd* „) *ftunnel* 250*t*	T.3Cy.23",38"&65"-42" (*s*) 220lb Rht. 393NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS119,HS5790 N.E.MarineEng.Co.(1938) Ld. *FPT*315*tAPT*125*t*	28 〃 5 s 3 〃 2¾ 25 〃 3	
33735 16520 JPQD	**Tottori Maru** ssTko.No.1-17 2*Dks*	5973 5443 3708	✠ ... 11,21 ✠				1913 9mo	Russell& Co. PortGlasgow	NipponYusenK.K.	423·4|56·0|28·7 P38'B123'F47' FK	Tokyo Japanese *WB*	T.3Cy.27",44"&73"-48" 556NHP J.G.Kincaid&Co.Ld.Grk.	31 〃 4	C †
33736 168812 BPJW	**Touareg** Ⓟ D.F. 2*Dks* *Mchy.Aft Ref.Mchy. Fitted for oil fuel*	5135 3949 3123					1924	Ch.&Atel. deProvence Port deBouc	Ministry of War Transport(Elder, DempsterLines, Ld.*Mgrs.*)	390·3|50·2|25·7 P43'B128'F53'	Liverpool British *WB*	T.3Cy.29$\frac{1}{16}$",46"&75"-45" Ch.&At.de 376NHP Provence,Marseilles		V BT till 10,42
33737 LGRI	**Toulouse** TwinSc *OilEng* ssNYk.No.2-41 ~~ssOsl.No.1-37~~ GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*except in after holds*	7027 6217 4309	✠100A1 *with freeboard* ~~8,41~~10,41 ✠LMC CS10,38 DBS4,41 5,40	~~Syd~~ NYk	*d*†	CL 8,39	1934 1mo	Deutsche Werke Kiel A.G. Kiel *Lloyd's A&CP*	Wilh.Wilhelmsen	469·0|60·7|28·9 P54'F41' FK *CellDB*304'1410*t* *Tanks in way of tun*	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 „ *2nd* „) *nels*632*tMT*	Oil Engines 4S.C.SA 16Cy.29½"-55⅛" 1345NHP DB100*lb* DB(WT)100*lb* DeutscheWerkeKielA.G. 25'1159*tFPT*105*tAPT*133*t*	31 〃 7 s 4 〃 0½ 27 〃 8½	
33738 ~~PPGT~~	**Touraine** (*ex*Senator-39) TwinSc *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*(*Stl*) D.F. *Carrying Petroleum in bulk*	6589 5971 4002	✠ 6,37 ✠	Fal	*z*		1934 3mo	Götaverken A/B Gothenburg	UnitedStates Maritime Commission *CellDBu*	408·5|55·2|33·9 P90'F42' FK *E*90'200*t DTf*23'24	Panama Pnamanian 10*BHptCem* 3*tAPT*415*t*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP GötaverkenA/B,Got.	33 〃 7	V †
33739 LDCU	**Tourcoing** TwinSc *OilEng.* ssOsl.No.3-8,36 D.F. 1*Dk*(*Stl*)&*ShelterDk*(*Stl*) 3*rdDk*(*Stl*)*except in No.5hold*	5798 5224 3578	✠100A1 *with freeboard* 5,39 ✠LMC CS7,37 DBS9,39 2,38 *Carrying vegetable oil in deep tank* (SEE FOOTNOTE *)	Cpn	*b*†	CL P(N) 2,38 s5,39	1924 10mo	Odense Staalskibsvft Odense *Lloyd's A&CP* *CellDB*387' 1352*t D*	Wilh.Wilhelmsen *Tf*30'874*t Tanks b*	435·9|56·2|27·8 457·7(O.L.) P32'F46' FK (*Coll&AftP* *etween tunnels& at s*	Tönsberg Norwegian 7*BHCem* *eak to Sh dk* 5 „ *2nd* „) *ides of tunne*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 951NHP DB100*lb* Akt.Burmeistr&Wain,Cpn *ls*199*tFPT*116*tAPT*128*t*	30 〃 6 s 4 〃 0¼ 26 〃 7	
33740 FORY	**Tourquennois** (*ex*Calvados-41, *ex*Eftychia ssNwc.2ndNo.3-11,35 Vergotti-38, ssMsl.No.1-41 *ex*Rowtor,*ex* *Spar dk*(*Stl*)2*trB* Asiana) *& deep framing*	*2993* *2819* *1867*	✠100A1 *Spar dk* *with freeboard* ~~[illegible]~~11,41 BS1,42 ✠LMC1,41	Msl	*u*	CL 7,40	1909 6mo	Irvine'sSB &D.D.Co. Ld. W Hartlepool *Lloyd's A&CP*	Cie.desBateaux à Vapeur duNord (Soc.Anon.de Gérance et d'Armement,*Mgrs.*) *CellDBa*102'*uE*24'*f*1	325·0|47·0|22·4 336·5(O.L.) P32'B101'F31' FK	Marseilles French 5*BHCem* 38'573*t FPT*	T.3Cy.23½",38"&64"-42"(*s*) 180lb 290NHP 2SB,6*cf*,GS97,HS4488 Richardsons,Westgarth& Co.Ld.Hpl. 60*tAPT*77*t*	24 〃 10 s 3 〃 11½ 21 〃 1	
33741 FNNS	**Tours** *Well deck* 1*Dk*	4158 3661 2561	✠ ... 7,22 ✠				1920 5mo	ForthS.B. &Eng.Co.Ld Alloa	Cie.Delmas Vieljeux	364·4|52·8|24·3 P18'Q128'B68' FK	LaRochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP SirW.G.Armstrong, Whitworth&Co.Ld.Nwc.	26 〃 8	V †
33742 117706 GPYT	**Toussika** (*ex*BromptonManorMaru, *ex*Brompton ssGtz.2ndNo.3-12,28 Manor,*ex*Horse- ssMsl.No.2-38 ferry,*ex*Hero) 1*Dk*(*Stl*)2*trB forehold,* *deep framing aft* Now sailing as "St. Hugues"	1828 1714 1161	✠100A1 1,40 ✠LMC MS7,38 BS7,39 SURVEYS DELAYED	Cza	*r*	CL 1,40	1903 6mo	Campbeltown S.B.Co. Campbeltwn *Lloyd's A&CP*	MediterraneanS.S. Co.Ld.	272·2|40·0|20·5 P29'B60'F32' FK *CellDBa*66'*f*114'	London British 4*BHCem* 340*tAPT*65*t*	T.3Cy.22",36"&59"-39" (*s*) 165lb 264NHP 2SB,6*cf*,GS138,HS4470 D.Rowan&Co.Glasgow	21 〃 8 s 2 〃 10 19 〃 1	
33743 UNZF	**Tovarishch Krasin** Sub.Sig. 1*Dk*	2414 1925 1349	✠ ... 7,30 ✠				1927 10mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7|43·0|20·5 P14'B68'F24' FK	Vladvostk Russian *WB*	T.3Cy.17$\frac{11}{16}$",29¼"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 192NHP BalticS.B.&EngWrks.Len	22 〃 8	
33744 UNGU	**Tovarishch Stalin** Sub.Sig 1*Dk*	2274 1925 1260	✠ ... 7,30 ✠				1925 8mo	BalticS.B. &Eng.Wrks Leningrad	U.S.S.R.	276·7|43·0|20·5 P14'B68'F24' FK	Leningrad Russian *WB*	T.3Cy.17$\frac{11}{16}$",29¼"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 192NHP BalticS.B.&EngWrks.Len	22 〃 8	
33745 167524 GLJK	**Tovelil** (*ex*MonicaSeed) ssCpn.No.3-3,38 D.F. 1*Dk*(*Stl*)& *Web frames* *Corrugated sides*	2225 1990 1327	✠100A1 2,42 ~~8,41~~ ~~BS10,40~~ 2,42 ✠LMC3,38	~~Sld~~ Hul	*s*	CL 5,40	1925 3mo	NewWater -wayS.B.Co. Schiedam *Lloyd's A&CP*	Ministry of War Transport (Thompson Steamshipping Co. Ld. *Mgrs.*) *CellD*	291·0|45·0|19·4 P26'B74'F28' FK *B*246' 559*t FPT*53*t*	London British 5*BHCem* *APT*94*t*	T.3Cy.21",34½"&57"-39" (*s*) 180lb 250NHP 2SB,6*cf*,GS122,HS4234 NewWaterwayS.B.Co.	21 〃 6 s 3 〃 0¾ 18 〃 6¾	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
33746 147862 GJVX	**Toward** Ⓟ 1*Dk*	1571 1164 688					1923	A.Stephen &Sons,Ld. Glasgow	ClydeShippingCo. Ld.	270·2 P&B177'F43'	37·2	17·2	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP A.Stephen&Sons,Ld.Gls.		C
33747 161579 GYFP	**Tower Field** (*ex*Roxburgh-37) *ss*HKg.No.1-38 D.F. 1*Dk*	4241 3927 2637	✠100A1 6,41 BS6,41 ✠LMC7,58	Shl	*x*	CL 5,41	1935 3mo *Lloyd*'*sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	MinistryofWar Transport(CountiesShipManagementCo.Ld.*Mgrs.*) ~~Ld.Mgrs.)~~ *CellD*	372·0 P48'B226'F31' FK B317'1116t*FPT*95t	52·4	25·2	London British 6*BHCem* *APT*141t	T.3Cy.22½",37"&63"-45" (*s*) 210lb 335NHP 3SB(Spt)6*cf*,GS117,HS5445 N.E.MarineEngCoLdNwc	27 ″ 6 s 3 ″ 4 24 ″ 5	
33748 167617 GMJW	**Tower Grange** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5226 4685 3072	✠100A1 *withfreeboard* ~~8,41~~ ~~12,40~~ 4,42 ✠LMC7,40	~~Lon~~ ~~Hul~~ Liv	*a*† 2	CL	1940 7mo *Lloyd*'*sA&CP*	Wm.Doxford&Sons,Ld Sunderland	TowerS.S.Co.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*)	427·6 442·9(O.L.) FK *CellDB*356'1179t	56·5	26·5	London British 7*BHptCem* *Coll to Sh dk* (6 ,,2nd,,) *MT*29' 1205t	Oil Engines 2S.C.SA 3Cy.23⅝"-91 5/16" 516NHP 2DB*120lb* Wm.Doxford&Sons,Ld Sld *FPT*158t*APT*166t	~~29 ″ 0~~ ~~s 3 ″ 3¾~~ ~~25 ″ 10¾~~ 38 ″ 1 s11 ″ 4¾ 26 ″ 10¾	
33749 116712	**Town of Hull** Ⓟ Pad (*ex*EmpireState-37,*ex*Shinnecock-33)	1402 — 768					1896	Harlan& Hollings-worthCo. Wlmgtn,Del. *Rebuilt*36	Nantasket-Boston SteamboatCo.	226·0	35·0	14·3	Boston Utd.States	C.2Cy.28"&56"-102" 261NHP Harlan&HollingsworthCo. Wilmington.Del.		
33750 18180 JTXD	**Toyama Maru** Ⓟ TwinSc *ss*Kob.No.3-11,33 *ss*Kob.No.1-37 2*Dks*(*Stl*)	7090 6574 4386	✠100A1 1,41 BS1,41 ✠LMC10,38	Yka	*b*†	CL 10,39	1915 6mo *Lloyd*'*sA&CP*	MitsuBishi Dkyd&EWks Nagasaki *Cell*	OnoShojiGomei Kaisha *DBa*135'*uE&B*69'	445·0 P35'B138'F35' FK *f*188'1348t*DTa*42'1	58·0	34·0	Tokyo Japanese 7*BHptCem* *ptAsp* 184t*APT*60t	4steamturbinesSR geared to 2 sc. shafts (*s*) 200lb 922NHP 4SB,*12cf*,GS225,HS9507 FD MitsuBishiD.&E.WksNag	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
33751 26271 JLKB	— Ⓟ 1*Dk*	913 761 539					1919	Ono Seikichi Osaka	SimataniKisen K.K.	185·0 P18'B43'F30'	30·0	18·0	Kobe Japanese *WB*	T.3Cy.17",23"&37⅛"-26" 70NHP OnoSeikichi,Osaka		
33752 42940 JHFL	**Toyo Maru** Ⓟ D.F. 1*Dk* *CruiserStern*	4163 — 2471					1937	Harima S.B.&Eng. Co.Ld. Harima	SawayamaKisen K.K.	360·0 P31'B107'F36'	50·0	29·0	Kobe Japanese	2DRgeared steam turbines 450NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
33753 44780 JLRM	— TwinSc (*CableVessel*)	3719 — 1820					1937	Kawasaki Dkyd.Co.Ld. Kobe	Govt. of Japan (Department of Communications)	335·4	46·2	28·7	Sikama Japanese	2 DR geared steam turbines 500NHP KawasakiDkydCoLdKobe		
33754 29186 JKYB	**Toyo Maru No. 1** (*ex*Kjellbergen, *ex*SachiMaru) 1*Dk*(*Stl*)	2227 1888 1543	9,25	Nag	*r*		1918 8mo	Fujinagata Dockyard Osaka *CellDBa*86'*u*	SawayamaKisen K.K.	272·0 P16'B60'F34' FK *E*20'*f*112'455t*FPT*	40·0	24·1	Nagasaki Japanese 4*BHCem* 102t*APT*34t	T.3Cy.18½",30½"&51½"-36" 189NHP 2SB,*4cf*,GS100,HS3135 FujinagataDockyrd.Osaka	24 ″ 2	C †
33755 46148 JEAN	— *OilEng.*	409 — 260					1939	Isihara Masaiti Simonoseki	ToyoSodaKogyo K.K.	137·0	24·0	12·0	Tomita Japanese	Oil Engines		
33756 42989 JHLL	**Toyo Maru No. 2** D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	4163 — 2481					1937	Harima S.B.&Eng. Co.Ld. Harima	SawayamaKisen K.K.	363·6 P46'B107'F38'	50·0	29·0	Kobe Japanese *WB*	2 steam turbines DR geared to 1 sc. shaft Tokyo 383NHP IshikawajimaZosenjo		C
33757 31084 JUBF	**Toyo Maru No. 3** Ⓟ 1*Dk*	985 851 569					1925	KobeSteel Works,Ld. Harima	SawayamaKisen K.K.	210·0 P32'B51'F24'	32·0	17·2	Nagasaki Japanese *WB*	T.3Cy.15½",26"&42½"-32" 102NHP KobeSteelWorks,Ld.		
33758 32623 JBMC	**Toyo Maru No. 5** (*ex*Tento) 1*Dk*	2193 1797 1336					1918	PolsonIron WorksCo.Ld. Toronto	SawayamaKisen K.K.	251·4 P65tH91tF23t	43·5	21·0	Nagasaki Japanese *WB*	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		C
33759 33262	**Toyo Maru No. 8** (*ex*ToyoMaruNo.6,*ex*C.H.Lawrence,Jr, *ex*LakeWashburn) 1*Dk*	2191 1798 1297	✠ ... 11,20 ✠				1918 6mo	GlobeS.B. Co. Superior,Wis	SawayamaKisen K.K.	251·0 P25'B64'F25' FK	43·7	21·5	Nagasaki Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP Filer&StowellCo.M'lw'kee	21 ″ 6	C †
33760 29068 JICB	**Toyohara Maru** Ⓟ 1*Dk*	805 671 453					1923	OsakaIron Works Osaka	KitaNipponKisen K.K.	185·0 B50'F28'	31·0	17·0	Amino Japanese	T.3Cy.12½",21"&35"-24" 60NHP		
33761 18162 JPTD	**Toyohasi Maru** TwinSc (*ex*Toyohashi *ss*Yka.2ndNo.3-2,39 Maru-38) 2*Dks*(*Stl*)	7031 6513 4343	✠100A1 5,41 BS5,41 ✠LMC2,39	Yka	*b*†	CL 2,40	1915 3mo *Lloyd*'*sA&CP*	Kawasaki DkydCo.Ld. Kobe	NipponYusenK.K. *CellDB*379'	445·0 P34'B138'F37' FK 1470t*DTa*42' 1226t	58·0	34·0	Tokyo Japanese 7*BHCem* *APT*42t	T.6Cy.21",33½"&56"-48" (*s*) 200lb HS9108 628NHP 4SB(Spt),*12cf*,GS220, FD KawasakiDkydCo.Ld.Kob	34 ″ 0 s 7 ″ 10 26 ″ 4	
33762 33202 JAOC	**Toyokawa Maru** (*ex*Seattle, *ex*Bangor, *ss*Kob.2ndNo.3-4,32 *ex*Seattle, *ss*TamaNo.2-40 *ex*Bangor) 2*Dks*(*Stl*) *Cargo battens not fitted*	5124 4737 3707	100A1 4,41 LMC4,41	Tama	*y*	CL N3,40	1911	WoodSkinner&Co.Ld. Newcastle	MatuokaKisen K.K. *CellD*	385·0 P34'B108'F31' FK B320'1104t*FPT*80t	54·0	27·8	Hutyu Japanese 6*BHCem* *APT*110t	T.3Cy.26 15/16",45"&74"-48" 180lb (*s*) 516NHP 3SB,*9cf*,GS165,HS7503 FD N.E.MarineEngCoLd Nwc	30 ″ 3	
33763 17759 JYOD	**Toyooka Maru** TwinSc *ss*Nag.2ndNo.3-7,39 D.F. 2*Dks*(*Stl*)	7098 6574 4388	✠ ... 12,40 ✠	Nag	*b*†		1915 3mo	MitsuBishi Dkyd&EWks Nagasaki *CellDBa*13 *f*188'1348t*DTs*	KaburagiKisen K.K.	445·0 P35'B138'F35' FK 5'*uE&B*69' *a*42'1255t *APT*60t	58·0	34·0	Tokyo Japanese 7*BHptCem* *ptAsp*	4steamturbinesSR geared to 2sc shafts 922NHP 4SB,*12cf*,GS225,HS9507 MitsuBishiD.&E.Wks.Nag	34 ″ 0	
33764 46933 JCDO	**Toyosaka Maru**	1967 — 1125					1940	Mukozima DockK.K. Mukozima	HamaneShoten K.K.	278·8	39·4	21·1	Kobe Japanese	Steam Engine		
33765 24660 JORB	**Toyosaki Maru** 1*Dk*	2209 1862 1308					1919	UchidaS.B &E.Co.Ld. Yokohama	KitaNipponKisen K.K.	270·0 P16'B65'F28'	39·0	23·9	Yokohama Japanese *WB*	T.3Cy.19",31½"&52"-39" 169NHP UchidaS.B.&E.Co.Ld.Yka	23 ″ 11	
33766 43474 JSRL	**Toyotu Maru** (*ex*ToyotsuMaru-38)	2931 — 1667					1937	Mitsubishi JukogyoK.K Kobe	SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*)	305·2	45·3	26·2	Osaka Japanese	1 steam turbine MitsubishiJukogyoK.K. Kobe		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft in	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
33767 16510 JONB	**Toyoura Maru** Ⓟ *ss*Nag.No.2-21 1*Dk*(*Stl*)	2510 2306 1486	✠ 12,23 ✠	Kob	*t*		1913 8mo	Napier& Miller,Ld. Glasgow	NipponYusenK.K. *CellDBa84'uE&*	302·3 P23'B86'F35' FK *B42'f*134'654*tFPT*	46·3	20·4	Tokyo Japanese 6*BHCem* 73*t APT*54*t*	T.3Cy.23",37"&61"-42" 278NHP 2SB,6*cf*,GS126,HS4500 J.G.Kincaid&Co.Ld.Grk.	22 ″ 9	
33768 23552 JFYB	**Toyu Maru** Ⓟ 1*Dk*	1254 1039 735					1918	OsakaIron Works Osaka	IinoKisenK.K.	225·0	33·0	18·7	Tsuruga Japanese *WB*	T.3Cy.15¾",26"&42$\frac{1}{16}$"-30" 97NHP YoshidaTomegoro,Osaka		
33769	**Trade Wind** WoodAuxTwSc (*ex*SailingVessel Margaret 4MstBkn F.Sterling-37,*ex*Vancouver) *OilEng.* D.F. *Mchy.Aft* *ss*Sea-23 *Salted* 1*Dk*2*trB* (*See Sailing Ship Register*)	1055 — 875	✠ 12,26				1919 10mo	Cholberg Shipyard Victoria,B.C.	Cia.Colonial de Navegacion(Victor B.Bendix,Inc. *Mgrs.*)	197·7 P26'F46'	40·0	17·1	Panama Pnamanian	Oil Engines 4S.C.SA 12Cy.6½"-8½" 49NHP NE37 WintonEng.Corp.Clevelnd	19 ″ 4	
33770 166310 GNWX	**Trader** 2*Dks* *CruiserStern*	6087 5567 3726	✠100A1 ~~✠12,40~~ 5,41 3,42 ✠LMC12,40	~~Gls~~ ~~NOs~~-Liv	*a*†	CL	1940 12mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*362'1170*t*	420·5 435·0(O.L.) P38'B140'F46' FK *DTa*32'915*tFPT*50	54·6	30·3	Liverpool British 7*BHCem* *tAPT*63*t*	T.3Cy.27",44½"&77"-54"(*r*) 210lb *120lb* 524NHP 2SB(Spt),*12cf*,GS215, HS8208 D.Rowan&Co.Ld.Gls.	32 ″ 7 s6 ″ 3¾ 26 ″ 5¾	
33771 LJUI	**Trafalgar** *OilEng.* 1*Dk&Sh dk,3rd dk except in way of after holds* *CruiserStern* D.F. GyC.	5542 4807 3301	✠100A1 *withfreeboard* 4,41 ~~9,40~~ DBS11,41 ✠LMC2,38 *Carrying fuel oil F. P. above 150°F. in deep tanks*	NYk	*b*† $2\frac{1}{16}$	CL 4,41	1938 2mo *Lloyd's A&CP*	NVNederl. Schps.Maats. Amsterdam	Wilh.Wilhelmsen *CellDB*307'1116*t*	438·0 455·0(O.L.) P50'F37' FK *Tanks in way of tunnel* 397*t M*	57·3	25·6	Tönsberg Norwegian 7*BHptCem* (*Coll to Shdk* 6 ,, *2nd*,,)	Oil Engines 2S.C.DA 8Cy.24"-45¼" 1606NHP 2DB *100lb* Gbr.Stork&CoNVHengelo *T*21'866*tFPT*92*tAPT*174*t*	29 ″ 0 s 3 ″ 3¼ 25 ″ 10½	
33772 145233 GPFX	**Train Ferry No. 1** TwinSc (*TrainFerry*) *ss*Fal.No.3-9,23 1*Dk&Web frames* *Fitted for oil fuel*	2683 2494 1085	✠ ... 7,27 ✠				1917 11mo	Armstrong Whitworth &Co.Ld. Newcastle	~~London&North EasternRailway~~	350·6 F26' FK	58·7	15·5	London British *WB*	T.6Cy.18",29"&47"-27" 403NHP WllsndSlpwy.Co.Ld.Nwc.	17 ″ 0	
33773 145207 GPFY	**Train Ferry No. 2** TwinSc (*TrainFerry*) *ss*Lon.No.3-6,23 1*Dk&Web frames* *Fitted for oil fuel*	2678 2494 1106	✠ ... 7,27 ✠				1917 11mo	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRailway	350·5 F26' FK	58·7	15·5	London British *WB*	T.6Cy.18",29"&47"-27" 403NHP WllsndSlpwy.Co.Ld.Nwc.	17 ″ 0	
33774 145234 GPFZ	**Train Ferry No. 3** TwinSc (*TrainFerry*) *ss*Lon.No.3-6,23 1*Dk&Web frames* *Fitted for oil fuel*	2672 2493 1139	✠ ... 7,27 ✠				1917 11mo	Fairfield Co.Ld. Glasgow	~~London&North EasternRailway~~	350·6 F26' FK	58·6	15·5	London British *WB*	T.6Cy.18",29"&47"-27" 410NHP FairfieldCo.Ld.Glasgow	17 ″ 0	
33775 PIAJ	**Trajanus** Ⓟ 1*Dk&Shelter dk* *CruiserStern*	1712 1351 943					1930	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	262·1	42·7	16·9	Amstrdam Dutch *WB*	T.3Cy.18⅛",29$\frac{15}{16}$"&49$\frac{3}{16}$"-33$\frac{7}{16}$" 137NHP A.G."Neptun,"Rostock		VL
33776 TCLT	**Trak** Ⓟ TwinSc D.F. E.S.D. 2*Dks* Sub. Sig. *Cruiser Stern*	1414 761 514					1938	Frd.Krupp Germaniawft A.G. Kiel	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	249·1	36·1	13·0	Istanbul Turkish *WB*	4steam turbines SRgeared to 2 screw shafts 695NHP HS6457 Fr.KruppGermaniawftAG		G
33777 UOVU	**Traktorist** TwinSc (*ex*Rabotnitsa-39,*ex*Batrak) *OilEng.* *Mchy.Aft* 1*Dk*	967 769 472					1930	Sevastopol MarineWorks Sevastopol	U.S.S.R.	229·6 P56'F25'	33·9	11·8	Sevastopol Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{9}{16}$"-19$\frac{11}{16}$" 214NHP StateEngWks.Kolomenski		
33778 FPDB	**Tranninh** (*ex*JongeElisabeth-39) *ss*H.Kg.No.3-5,40 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1463 1212 786	✠100A1 *withfreeboard* 5,40 ✠LMC5,40 Surveys delayed	HKg	*r*	CL 4,40	1928 11mo *Lloyd's A&CP*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Cie.Côtière de l'Annam *CellDB*201'422*t*	265·7 FK *FPT*82*tAPT*27*t*	38·6	16·1	Saigon French 4*BHCem* (*Coll to Shdk* 3 ,, *2nd* ,,)	T 3Cy21$\frac{1}{16}$",32⅜"&55⅛"-39⅜" 190lb (*s*) 258NHP 2SB(Spt),*4cf*,GS84, FD HS3660 NVMch&Sch. van PSmitJr	18 ″ 4 s ″ 5 18 ″ 4	
33779 UOJT	**Transbalt** Ⓟ TwinSc (*ex*Riga,*ex*Belgravia) *Ref.Mchy.* 3*Dks&Shelter dk*	11439 — 6677					1899	Blohm& Voss Hamburg	U S S.R.	501·1 B110'	62·2	45·3	Odessa Russian	Q.8Cy.21½",31⅔",46"&66½"-48" 612NHP Blohm&Voss,Hamburg		
33780 147583 MNWZ	**Transeas** (*ex*Polmela-38, *ex*Lilburn-37, *ss*Gmh.No.3-9,27 *ex*Islington) *ss*Bkn.No.2-35 1*Dk*(*Stl*) *Cargo battens not fitted*	1499 1280 836	✠100A1 4,39 BS12,38 ✠LMC11,35	Msl	*p*	CL 11,38	1924 2mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	Continental TransitCo.Ld.	240·0 248·3(O.L.) P17'B53'F22' FK *CellDB*203'417*tFPT*	37·2	17·7	London British 4*BHptCem* 82*tAPT*29*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 168NHP 2SB,*4cf*,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s 2 ″ 7½ 17 ″ 3	
33781 171877 VCGR	**Transford II** TwinSc (*ex*Aquidaban) *ss*N.Yk.No.3-6,34 *Mchy.Aft* *ss*Cgo.No.1-39 1*Dk*(*Stl*)	1736 1478 1106	✠100A1 11,40 BS10,41 ~~BS7,40~~ ✠LMC4,39 *Carrying Petroleum in bulk For coastwise service between Portland, Me.,& Galveston, Texas Fitted for oil fuel* 6,34 *F.P. above* 150° F.	Cco		CL PN3,39 s3,39	1920 12mo *Lloyd's A&CP*	Bethlehem S.B.Corp. Elizabethport N.J.	TrinidadLeaseholds,Ld.	245·0 255·2(O.L.) F32' FK *FPT*45*t*	40·2	17·7	Quebec British 12*BHptCem* 4*PT*26*t*	T.6Cy.11",18"&29"-20" 200lb HS8220 400NHP 2 Water Tube Boilers H.G.TroutCo.Buffalo,N.Y.	18 ″ 7 s 3 ″ 9½ 14 ″ 11¾	
33782 YQSE	**Transilvania** Ⓟ TwinSc D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy.* *Cruiser Stern* 3*Dks*	6672 — 3918					1938	Akt.Burmeistr&Wain Copenhagen	RoumanianState MaritimeService	405·0 B&F335'	57·7	26·9	Constntza Roumanian *WB*	Oil Engines 2S.C.SA 24Cy.24$\frac{7}{16}$"-45¼" 2490NHP Akt.Burmeistr&Wain,Cpn		V
33783 158633	**Transiter** TwinSc *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	1082 956 925					1935	Horton SteelWks.Ld. Ontario	MotorTankers,Ld.	201·8 len.37	34·3	15·3	Montreal British *WB*	Oil Engines 2S.C.SA 8Cy.9$\frac{13}{16}$"-16½" 134NHP E*made*32&35 Atlas-DieselA/B,Skm.		C
33784 150833	**Translake** TwinSc3Mst (*ex*Poplarbay-37, 1*Dk* *ex*Biessard,*ex*Peintre) *Fitted for oil fuel* *CarryingPetroleum in bulk*	1263 840 664					1921 Converted to Oil Tanker 1937	SocAnciens Etab.Henri Satre,Arles	Tankeroil,Ld.	219·4 P66'F30'	34·3	12·7	Montreal British *WB*	T.6Cy.12½",19"&31"-17" 99RHP LaChaliassière, St. Etienne		C

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L.R. Dur.-Cert. B.of Trade
33785 234569 WOIE	**Transoil** TwinSc *Mchy.Aft CruiserStern OilEng.* *Electrically welded* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system*	1571 — 1234					1936	Ingalls IronWks.Co. Chickasaw, Ala.	AmericanTankers Corp.	250·2 P36'F20'	43·1	16·6	Wilmgton (Del.) Utd. States	Oil Engines 4S.C.SA 12Cy.14½"–18" 246NHP NationalSuperiorCo. Springfield,Ohio		R
33786 LJKD	**Transport** (*ex*Alkimos-37, *ex*LeMerlier-34, *ex*DéputéRené ReilleSoult) 1*Dk*	1998 1698 1138	✠ ... 3,23				1921 12mo	Chant.Nav Français Caen	FridtjofKristiansen'sRederiA/S (Fridtjof Kristiansen, *Mgr.*)	269·4 P31'B57'F24'	39·7	19·5 FK	Oslo Norwegian *WB*	T.3Cy.18⅛",29½"&$49\frac{3}{16}$"–$37\frac{13}{16}$" 190NHP Schneider&Cie.Havre		G †
33787 OXFE	**Transporter** *ss*Cpn.2ndNo.3-3,37 *Well deck Mchy.Aft* 1*Dk*(*ptStl*) D.F. *Cargo battens not fitted* Now "Thor," *see No.* 38684 *in Supplement*	1561 1196 926	✠100A1 4,39 BS4,39 ✠LMC3,37 (SEE FOOT NOTE *)	Cpn	*p*	OG 1,38	1911 10mo *Lloyd'sA&CP*	BlythS.B. Co.Ld. Blyth	Rederi A/S "Transporter" *CellDBa*	245·6 P21'Q118'B14'F30' 84'*f*73'339*t FPT*94*t*	36·9	16·7 FK	Odense Danish 4*BHCem* *APT*20*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 224NHP 2SB,*6pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld	18 ″ 10 s1 ″ 6 17 ″ 8	
33788 150834	**Transriver** TwinSc (*ex*Maplebay-37, *ex*Sotteville, 1*Dk* *ex*Gréeur) *Fitted for oil fuel* *Mchy.Aft CarryingPetroleum in bulk*	1238 819 654					1920	Soc.Anon. deTravaux Dyle&Bacaln Bordeaux Converted to Oil Tanker 1937	Transcoal,Ld. (TransitTankers& Terminals,Ld. *Mgrs.*)	218·1 P75'F29'	34·1	12·3	Montreal British *WB*	T.6Cy.12",19"&30"–12" 94RHP Atel.&Ch.delaLoire,St.N.		C
33789 DHXZ	**Trapani** D.F. 2*Dks*	1855 1573 1040					1926	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,Jr.	287·5 P&B236'F35'	41·2	16·7	Hamburg German *WB*	T.3Cy.21¼",34⅝"&55⅞"–37⅜" 191NHP A.G."Neptun,"Rostock		G
33790 DOIR	**Trautenfels** Sub.Sig. 2*Dks*	6418 5914 3924					1921	Flensburgr Schiffsb.Ges. Flensburg	DeutscheDmpfsch. Ges."Hansa"	430·5 P69'B133'F55'	56·5	30·5	Bremen German *WB*	T.3Cy.$29\frac{1}{10}$"$47\frac{1}{5}$"&$76\frac{2}{5}$"–$53\frac{9}{10}$" &L.P.turbine 608NHP FlensburgerSchiffsb.Ges.		G
33791 145916 GJKM	**Traveller** *ss*Liv.No.3-3,35 2*Dks*(*Stl*)	3963 3669 2499	✠100A1 4,41 Examined ~~6,40~~7,41 MS10,39 ✠LMC ~~MS3,35~~ BS4,41	Npt Liv	*w*	CL 7,39	1922 3mo *Lloyd'sA&CP*	C.Connell &Co.Ld. Glasgow	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellD*	365·0 378·0(O.L.) P36'B109'F44' *B*315' 754*t FPT*42*t*	46·9	27·7 FK	Liverpool British 6*BHCem* *APT*18*t*	T.3Cy.23",38½"&64"–48" (*s*) 215lb 390NHP 3SB,*9cf*,GS179,HS6678 Dunsmuir&Jackson,LdGls	29 ″ 9 s5 ″ 1½ 24 ″ 10	
33792 DRCG	**Travemünde** (*ex*LuiseLeonhardt, *ex*Phœnix, *ex*MarieMaschmann) 1*Dk*	1756 1578 1056					1907	Reiherst'g Schiffsw. Hamburg	Lübeck-LinieA.G.	275·9 P&B218'F25'	39·7	17·5	Lübeck German *WB*	T.3Cy.17½",$29\frac{9}{16}$"&$48\frac{13}{16}$"–$35\frac{7}{16}$" 141NHP Reiherst.Maschinenf.Ham		G
33793 237743 WNQM	**Traverse City Socony** TwinSc *OilEng.* D.F. GyC. 1*Dk* *Mchy.Aft Longitudinal framing* *Carrying Petroleum in bulk* *Electrically welded*	2031 — 1215					1938	Manitowoc S.B.Corp. Manitowoc, Wis.	Socony-Vacuum OilCo.Inc.	281·5 P64'F29'	48·6	20·4	Chicago Utd. States	2 Oil Engines 4S.C.SA 12Cy.16"–22" 299NHP NordbergManfctringCo. Milwaukee.		R
33794	**Traz-os-Montes** TwinSc 1*Dk*	*362* *245* *160*	✠ ... 10,27				1924 4mo	J.Crichton &Co.Ld. Saltney	Cia.Caminhos de FerroPortugueses	155·4	25·1	9·5 FK	Lisbon Portuguese *WB*	C.4Cy.12½"&26"–18" 91NHP Plenty&Sons,Ld.Newbury	10 ″ 0	
33795 142572 GFBR	**Trecarrell** *ss*Cff.No 3-4,32 *ss*Cff.No.1-37 D.F. 1*Dk*(*Stl*)	5271 4796 3173	✠100A1 3,41 Examined 3,41 ✠LMC MS6,36 BS3,41	✠ Mch	*y*	CL 12,39	1919 8mo *Lloyd'sA&CP*	D&W Henderson&CoLd Glasgow	HainS.S.Co.Ld. *CellDB*	400·1 P49'B113'F38' 344'1035*t FPT*125*t*	52·3	28·4 FK	St.Ives British 7*BH* *APT*210*t*	T.3Cy.$27\frac{7}{16}$",44"&73"–48" 180lb (*s*) 517NHP 3SB,*9cf*,GS190,HS7668 FD D&WHendersn&CoLdGls.	31 ″ 0 s5 ″ 11½ 25 ″ 4	
33796	**Trece de Diciembre (13 de Diciembre)**, *see No.* 33418 *in Letter* **T.**															
33797 142580 GDWQ	**Tredinnick** *ss*Fal.No.3-9,34 *ss*Cff.No.1-39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	4589 4327 2812	✠100A1 *Shelter dk withfreeboard* 10,41~~3,41~~ BS5,41 ✠LMC3,39	~~Phl~~ Lon	*y*	CL 3,39	1921 2mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. South Shields	HainS.S.Co.Ld. *CellDB*352'1219*t*	400·1 413·5(O.L.) *FPT*76*tAPT*156*t*	52·1	25·9 FK *Collisio*	St.Ives British *Cem* *n BH to S dk* 5 ,, ,, *U* ,,	T.3Cy.27¼",44"&73"–48" (*r*) 180lb *90lb* 425NHP 3SB,*9cf*,GS190,HS6876 JReadhead&SonsLd.S.Shl	36 ″ 5 s10 ″ 5¾ 26 ″ 2½	
33798 142634 GPJZ	**Trefusis** (*ex*WarAconite) *ss*Fal.No.3-11,34 *ss*Cff.No.1-39 D.F. 1*Dk*(*Stl*)	5299 4796 3187	100A1 ~~2,41~~ ~~1,41~~ 5,42 BS1,41 LMC3,39	~~Grk~~ ~~Mdb~~ Hpl	*y*	CL 2,39	1918 *Lloyd'sA&CP*	W.Doxford &Sons,Ld. Sunderland	HainS.S.Co.Ld. *CellDB*	400·3 413·0(O.L.) P49'B113'F39' 345' 1098*t FPT*133	52·4	28·5 FK	St.Ives British 7*BHCem* *tAPT*204*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s6 ″ 0 25 ″ 3½	
33799 164706 GZCD	**Tregarthen** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5201 4644 3067	✠100A1 *withfreeboard* 5,41 Examined 5,41 BS11,40 ✠LMC9,36	NYk	*a*†	CL 2,41	1936 9mo *Lloyd'sA&CP*	Lithgows Ld. PortGlasgow	HainS.S.Co.Ld. *CellDB*	432·3 447·7(O.L.) F34' 370'1521*t FPT*110*t*	56·2	24·8 FK (	London British 7*BHCem* *Coll to Sh dk* 6 ,, *2nd* ,,) *APT*177*t*	T.3Cy.22½",36¼"&65"–48" &exhaust turbine driving steam compressor (*r*) 230lb 469NHP 2SB(Spt)&1AuxSB,*8cf*, GS142,HS6032 FD D.Rowan&Co.Ld.Gls.	36 ″ 10 s11 ″ 3¼ 25 ″ 9¼	
33800 149988 GLRN	**Trehata** (*ex*Nonata-36) *ss*Cff.No.2-37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	4817 4476 2862	✠100A1 *withfreeboard* ~~3,41~~ ~~12,40~~ 5,42 Examined ~~3,41~~ 3,42 BS3,42 ✠LMC MS2,37 ~~BS3,41~~	Lth ~~Mdb~~ Sld	*z*	CL ~~N12,40~~ ~~3,42~~ 5,42	1928 1mo *Lloyd'sA&CP*	W.Gray& Co.Ld. Sunderland	HainS.S.Co.Ld. *CellDB*363' 1166*tFPT*	413·2 F35' 187*tAPT*181*t*	54·2	25·1 FK (	London British 7*BHCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.26",43½"&73"–48" (*s*) 200lb ~~100lb~~ 494NHP 3SB,*9cf*,GS178,HS8550 Cen.Mar.EngWrks.WHpl	35 ″ 7 s10 ″ 5 25 ″ 5½	
33801	**Trein Mærsk** *OilEng.* *Ref.Mchy.* D.F. E.S.D. *CruiserStern*	6700 5475	100A1 *withfreeboard* (*Class Contemplated*)				1940	Odense Staalskibsvft. vedAPMöller Odense	(A.P.Möller, *Mgr.*)	445·9 P35'B&F400'	60·6	27·5	Danish	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"–55⅛" Akt.Burmeistr&Wain,Cpn		
33802 142575 GCMV	**Trekieve** *ss*Cff.No.3-8,32 *ss*Bkn.No.2-41 ~~*ss*Shl.No.1-37~~ D.F. 2*Dks*(*Stl*)	5244 4817 3192	✠100A1 3,42 ~~4,41~~ ~~10,41~~ ~~Examined [illegible]~~ ✠LMC 10,41 ~~BS10,40~~	~~Lon~~ ~~Mch~~ Imm ~~[illegible]~~	*y*	CL ~~10,39~~ ~~3,41~~ 3,42	1919 11mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. SouthShields	HainS.S.Co.Ld. *CellDB*	400·0 P49'B117'F39' 345' 1085*t FPT*130	52·4	28·5 FK	St.Ives British 7*BHCem* *tAPT*205*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 513NHP 3SB,*9cf*,GS190,HS7563 FD J.Readhead&SonsLd.S.Shl	31 ″ 0 s5 ″ 11¼ 25 ″ 4	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners	Regist'd Dimensions, Deck Erections &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33803 142567 GPJX	**Trelissick** ssCff.No.3-7,32 ssCff.No.1-37 D.F. 1Dk(Stl)	5265 4817 3190	✠100A1 3,41 Examined 3,41 BS6,41 ✠LMC7,36	Lon	y	CL 5,40	1919 6mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	HainS.S.Co.Ld. CellDB	400·9 413·6(O.L.) P49'B113'F39' FK 342'1059tFPT 127t	52·3	28·5	St.Ives British 7BHCem APT218t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s5 ″ 11¾ 25 ″ 3¾	
33804 142582 GFDV	**Treminnard** (exMin-36) ssCff.No.3-2,35 ssCffNo.1-39 D.F. 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed '41(W.E.)	4694 4408 2879	✠100A1 Shelter dk withfreeboard ~~9,41~~ ~~2,41~~ 1,42 BS2,41 ✠LMC MS4,39 ~~BS12,39~~	~~Liv~~ ~~Cff~~ Npt	z	CL 4,39	1922 7mo	JohnRead- head&Sons, Ld. SouthShields Lloyd'sA&CP	HainS.S.Co.Ld. CellDB352'1177t	400·4 FK FPT66tAPT148t	53·1	26·3	St.Ives British Cem CollisionBHtoShdk 5 „ „ U „	T.3Cy.26",44"&73"-48" (r) 180lb 100lb 457NHP 3SB,9cf,GS190,HS7824 JohnReadhead&Sons,Ld.	36 ″ 10 s10 ″ 3¾ 26 ″ 10	
33805 149980 GLRB	**Tremoda** (exNimoda-37) ssCff.No.2-37 D.F. 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed '41(W.E.)	4736 4440 2858	✠100A1 withfreeboard 7,41 ~~12,40~~' Examined 12,40 MS1,37 ✠LMC MBS11,40 DBS3,41	Liv Lon	a†	CL ~~2,40~~ 7,41	1928 1mo	Harland& Wolff,Ld. Greenock Lloyd'sA&CP	HainS.S.Co.Ld. CellDB360'1204t	409·0 420·0(O.L.) FonShelter dk34' FK FPT160tAPT150t	55·8	25·0	London British 7BHCem (Coll to Sh dk 6 „2nd„)	T.3Cy.27",44"&73"-48" (s) 200lb 100lb 495NHP 3SB,9cf,GS190,HS8550 Harland&Wolff,Ld.Bel.	35 ″ 9 s10 ″ 5¾ 25 ″ 5¼	
33806 147798	**Trenora** (exClearwater) 1Dk	1796 1639 1134					1928	Smith's DockCo.Ld. Middlesbro'	KeystoneTrans- ports,Ld.	253·0	43·4	18·4	Montreal British WB	T.3Cy.16",26"&44"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
33807 148168 GTDC	**Trentbank** ssCal.No.2-38 1Dk(Stl)&Shelter dk(Stl-ws) D.F. Tonnage opening closed '41(W E.)	5060 4628 3003	✠100A1 withfreeboard 2,42 ~~1,41~~ ~~8,41~~ BS6,41 ✠LMC MS12,37 ~~BS7,40~~ Carrying Vegetable oil in deep tank above 150° F. Fitted for oil fuel 1,29 F.P.	~~Cal~~ ~~NOs~~ Sws	a†	CL ~~N7,40~~ 1,42	1929 11mo	Workman, Clark(1928) Ld.Belfast Lloyd'sA&CP	BankLine,Ld. (A.Weir&Co. Mgrs.) CellDB366'1176t	421·8 FK DTa27' 1105t FPT	56·8	26·7	Belfast British 7BHptCem (Coll to Sh dk 6 „ 2nd „) 156tAPT79t	Q.4Cy.22",32",46¾"&68"-48" 260lb (s) 565NHP 3SB(Spt),12cf,GS214, HS8112 FD Workman,Clark(1928)Ld.	36 ″ 4 s10 ″ 1¼ 26 ″ 8	
33808 2070 IVAZ	**Trentino** Iron (exOrient, exElmwin, exLoughbrow) Well deck ssCff.3rdNo.3-10,19 ssGen.No.1-23 1Dk(Irn)	671 535 390	✠ 2,29 ✠	Spt	j		1883 2mo	Hodgson& Soulsby Blyth	Francesco Pittaluga fu Giacomo DB	193·1 190·3 Q99'B18'F22' BK7½" a48'f75'&uE&B35'	30·3	12·3	Genoa Italian 4BHCem '225t	C.2Cy.23"&46"-33" 97NHP 1SB,3pf,GS47,HS1570 WighamRichdsn&Co.Nwc	14 ″ 5	I †
33809 128518 MDSP	**Trentwood** ssBly.2ndNo.3-3,35 Mchy.Aft ssBly.No.1-39 Well deck 1Dk(ptIrn ptStl) Cargo battens notfitted	791 562 369	✠100A1 7,41 ~~3,41~~ ~~BS3,41~~ ✠LMC4,40 4,42	~~Abn~~ Bly	k	CL ~~6,39~~ 7,41	1912 6mo	W.Harkess &Son,Ld. Middlesbro' Lloyd'sA&CP	DonkingS.SCo.Ld. (T.H.Donking& Sons,Ld.Mgrs.)	195·0 Q109'B13'F24 FK	30·0	11·7	Middlsbro' British 3BHCem CellDBf	T.3Cy.16",27"&44"-30" (s) 180lb 131NHP 1SB,3pf,GS60,HS2262 Blair&Co.Ld.Stockton 117'158t FPT79t APT24t	13 ″ 10 s 4 ″ 0½ 13 ″ 4¾	
33810 YTER	**Trepca** ssRot.No.2-38 D.F. 1Dk(Stl)	5042 4668 3126	✠100A1 9,41 ~~3,41~~ BS8,40 ✠LMC12,37	~~Bal~~ Cal	z	CL 2,41	1930 7mo	Ayrshire Dkyd.Co.Ld. Irvine Lloyd'sA&CP	Jugoslavenski Lloyd a.d. CellDB350'	407·0 P26'B270'F37' FK 1155t DTa29' 1100t	53·6	25·7	Dubrovnik Yugoslav 6BHCem APT245t	T.3Cy.25½",43"&72"-48" (s) 200lb 470NHP 2SB(FD)&1Aux.B,9cf, GS173,HS6695 Rankin&BlackmoreLdGrk	28 ″ 0 s 3 ″ 10½ 24 ″ 4	
33811 LFDH	**Tres** Mchy.Aft 1Dk	946 627 459					1917	Porsgrund Mek.Værks. Porsgrunn	M.S.Pedersens RederiA/S(Rafen &Loennechen, Mgrs.)	202·0 P119tQ70tH63t	32·0	12·7	Tönsberg Norwegian WB	T.3Cy.14",23"&38"-27" 75NHP PorsgrundM.V.Porsgrunn		N
33812	**Tres de Outubro (3 de Outubro)**		See No. 33462 in letter T.													
33813 148685 GLNP	**Tresillian** ssCff.No.3-7,38 D.F. 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed '41(W.E.)	4743 4442 2873	✠100A1 withfreeboard 3,41 ✠LMC MS7,38 BS3,41	Bkn	z	CL 4,39	1925 10mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	HainS.S.Co.Ld. CellDB353' 1072t	400·0 412·5(O.L.) FK FPT127tAPT184t	53·0	26·4	London British 6BHCem (Coll toSh dk 5 „ 2nd„)	T.3Cy.27",44"&73"-48" (s) 180lb 100lb 467NHP 3SB,9cf,GS194,HS8118 Cen.Mar.Eng.Wrks.WHpl	36 ″ 11 s10 ″ 7¼ 26 ″ 7	
33814 UOEQ	**Treti Krabolov** (exShinzanMaru, exMonmouth) ssLiv.No.3-8,13 ssCff.No.1-17 2Dks(Stl)&deepframing &Shelter dk(Stl)	5183 3867 2929	✠ 4,23 ✠	Brs	x		1900 7mo	SirRaylton Dixon&CoLd Middlesbro'	U.S.S.R. CellDBa138'uE&	375·0 B130' FK B42'f150'448tDTa	48·0	25·7	Vladvostk Russian 6BHCem 30'660tFPT	T.3Cy.25",41"&69"-48" 363NHP 3SB,9cf,GS174,HS5676 SirC.Furness,Westgarth& 135tAPT40t Co.Ld.Mdb.	28 ″ 5	
33815 DOOS	**Treuenfels** Sub.Sig. 2Dks E.S.D. CruiserStern	8457 7779 5196					1928	Deutsche- Schiff und Maschin- enbauA/G Weser- münde-G.	DeutscheDampfs. Ges."Hansa"	490·3 P66'B285'F39'	62·2	32·3	Bremen German WB	T.3Cy.34¼",52¾"&86⅝"-55⅛" &1 low pressure turbine 785NHP J.C.TecklenborgA.G. Wesermünde-G.		G
33816 165560 GBGN	**Trevalgan** OilEng. D.F. 1Dk& Shelter dk CruiserStern Tonnage opening closed '41(W.E.)	5299 4654 3120	✠100A1 withfreeboard ~~2,41~~ 12,41 DBS9,41 ✠LMC8,37	~~Liv~~ Avn	a†	CL 8,40	1937 8mo	Lithgows Ld. Port Glasgow Lloyd'sA&CP Wing tanks in mchy.	HainS.S.Co.Ld. CellDB357'1513t space13'246tFPT	432·3 448·4(O.L.) F34' FK MT26'1008t 110tAPT185t	56·2	24·8	London British 7BHpt Cem (Coll to Sh dk 6 „ „ 2nd „)	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" 449NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	36 ″ 10 s11 ″ 3¼ 25 ″ 9	
33817 142568 GFCW	**Trevarrack** ssCff.No.3-4,32 D.F. ssCff.No.1-37 1Dk(Stl)	5270 4795 3181	✠100A1 5,41, Examined 5,41 ✠LMC5,41	Gls	y	CL 4,41	1919 6mo	D&WHen- dersn&Co.Ld. Glasgow Lloyd'sA&CP	HainS.S.Co.Ld. CellDB	400·0 413·0(O.L.) P49'B113'F38' FK 344'1035t FPT125t	52·3	28·4	St.Ives British 7BHptCem APT210t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&WHendersn&CoLdGls	31 ″ 0 s5 ″ 11½ 25 ″ 4	
33818																

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
33819 167400 GCKG	**Trevaylor** *OilEng.* D.F. 1*Dk&ShelterDk* *CruiserStern* *Tonnage opening closed'41(W.E.)*	5257 4633 3091	✠100A1 *withfreeboard* 11,41 ~~12,40~~ ✠LMC3,40	~~Lon~~ Liv	*a*† 2	CL	1940 3mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	HainS.S.Co.Ld. *Cell DB 370'1586tMT26' 1008t Wingtanks in mchy. space 13'246tFPT110tAPT185t*	432·5 447·8(O.L) F39' FK	56·2	24·9	London British *7BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"–85$\frac{1}{16}$" 449NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	~~27 ″ 0~~ ~~s8 ″ 2$\frac{1}{4}$~~ ~~24 ″ 9$\frac{3}{4}$~~ 36 ″ 10 s11 ″ 3$\frac{1}{2}$ 25 ″ 9$\frac{1}{4}$	
33820 142576 GCBP	**Treverbyn** *ss*Npt.No.3–5,32 D.F. *ss*Cff.No.1–37 1*Dk*(*Stl*)	5281 4811 3196	✠100A1 5,41 Examined 5,41 ✠LMC BS11,40 MS9,36	Npt	*y*	CL 4,41	1920 1mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	HainS.S.Co.Ld. *CellDB* 342'1059t*FPT*127t*APT*218t	400·7 413·5(O.L.) P49'B113'F39' FK	52·3	28·5	St.Ives British *7BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 6 ″ 0 25 ″ 3$\frac{1}{2}$	
33821 167621 GCKC	**Trevilley** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	5296 4624 3106	100A1 *withfreeboard* 6,41 ✠LMC8,40	Sws	*a*†	CL	1940 8mo	Lithgows Ld. Port Glasgow *Lloyd'sA&CP*	HainS.S.Co.Ld. *CellDB*370'1513t *MT*26'1008t *Wingtanks in mchy.space* 13'246t*FPT* 10t*APT*185t	431·9 448·5(O.L.) F39' FK	56·2	24·8	London British *7BHptCem* (*Coll toSh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"–85$\frac{1}{16}$" 449NHP 2DB*120lb* Barclay,Curle&Co.Gls.	36 ″ 10 s 11 ″ 3$\frac{1}{4}$ 25 ″ 9	
33822 142578 GDWR	**Trevorian** *ss*Fal.No.3–8,34 *ss*Cff.No.1–39 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Tonnage opening closed '41(W.E.)*	4599 4327 2818	✠100A1 *Shelter dk* *withfreeboard* ~~7,41 11,40~~ 5,42 BS5,42 ✠LMC ~~BS4,41~~ MS2,39	~~Bry~~ ~~Gls~~ Imm	*y*	CL ~~11,40~~ 5,42	1920 10mo	JReadhead &Sons,Ld. South Shields *Lloyd'sA&CP*	HainS.S.Co.Ld. *CellDB*352'1219t*FPT*76t*APT*156t	400·3 413·6(O.L.) FK	52·1	25·9	St.Ives British *Cem* *CollisionBHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.27$\frac{1}{4}$",44"&73"–48" (*r*) 180lb ~~90lb~~ 425NHP 3SB,*9cf*.GS190,HS6876 J.Readhead&SonsLd.S.Shl	~~28 ″ 6~~ ~~s3 ″ 3$\frac{3}{4}$~~ ~~25 ″ 5$\frac{1}{2}$~~ 36 ″ 5 s10 ″ 5$\frac{3}{4}$ 26 ″ 2$\frac{3}{4}$	
33823 147041 GCLY	**Treworlas** *ss*Cff.No.3–12,35 D.F. *ss*Osl.No.1–40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed 41(W.E.)*	4692 4408 2867	✠100A1 *Shelter dk* *withfreeboard* 2,42 ~~4,41~~ ~~10,41~~ ✠LMC BS~~4,41~~2,42 MS3,40	~~Lon~~ ~~Cf~~ Lon	*z*	CL 4,41	1922 11mo	JReadhead &Sons,Ld. South Shields *Lloyd'sA&CP*	HainS.S.Co.Ld. *CellDB*352'1177t*FPT*66t*APT*148t	400·4 FK	53·1	26·3	St.Ives British *Cem* *CollisionBHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.26",44"&73"–48" (*r*) 180lb 457NHP 3SB,*9cf*,GS190,HS7824 J.Readhead&SonsLd.S.Shl	36 ″ 10 s10 ″ 3$\frac{1}{4}$ 26 ″ 10	
33824 LDCV	**Trianon** **TwinSc** *OilEng.* *ss*Osl.No.3–12,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *3rd dk*(*Stl*)*except in No.5 hold*	5805 5224 3579	✠100A1 *withfreeboard* 3,39 ✠LMC CS3,38 DBS5,39 12,37 *Carrying vegetable oil in deep tank* (SEE FOOTNOTE *)	Cpn	*b*†	CL 8,39	1926 2mo	Odense Staalskibsværft Odense *Lloyd'sA&CP*	Wilh.Wilhelmsen *CellDB*387'1352t *Tanks between tunnels and at sides of tunnels* 199t*FPT*116t*APT*128t*DTf* 30'840t	435·9 456·3(O.L.) P32'F46' FK	56·2	27·8	Tönsberg Norwegian *7BHCem* (*Coll& AP to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" DB*100lb* 951NHP Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0$\frac{1}{4}$ 26 ″ 7	
33825 LDUB	**Tricolor** **TwinSc** *OilEng.* *ss*Osl.No.1–37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) GyC. *3rd dk*(*Stl*)*except in after holds*	6850 6013 4208	✠100A1 *withfreeboard* ~~3,41~~ ~~9,40~~ 9,41 ✠LMC CS9,37 DBS9,40 2,38 *Carrying fuel oil F.P. above 150°F. in deep tank*	~~Hul~~ ~~NYk~~ Syd	*e*†	CL 1,40	1933 5mo	NV Nederl. Schps.Maats. Amsterdam *Lloyd'sA&CP*	Wilh.Wilhelmsen *CellDB*365'1345t *Tanks in way of tunnels* 515t*MT*28'1318t*FPT*176t*APT*145t	479·1 P48'F46' FK	61·1	29·0	Tönsberg Norwegian *7BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 12Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 2330NHP DB*100lb* Gebr.Stork&Co.N V. Hengelo	31 ″ 7 s4 ″ 2 27 ″ 7	
33826 157868 GZFQ	**Tricula** *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *Longitudinal framing at bottom & at deck* D.F. E.S.D. *CruiserStern*	6221 5483 3616	✠100A1 8,41 ~~4,40~~ Examined 5,41 5,41 DBS~~4,40~~ ✠LMC8,36 *Carrying Petroleum in bulk*	~~Fal~~ Lon NYk	*a*†	CL 6,39	1936 8mo	Howaldts- werkeA.G. Kiel *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*61'134t*DTf*25'255t*FPT*102t*APT*60t	430·1 446·4(O.L.) P89'B41'F48' FK	54·5	30·7	London British *16BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"–55$\frac{1}{8}$" 377NHP DB*180lb* HowaldtswerkeA.G.Kiel	31 ″ 0 s 5 ″ 7$\frac{1}{2}$ 25 ″ 7	
33827 140697 GPKD	**Trident** *ss*Shl.No.3–8,30 D.F. *ss*Shl.No.2–38 1*Dk*(*Stl*)	4317 3982 2689	✠100A1 6,41 BS5,41 ✠LMC5,38	Nwc	*x*	CL 6,41	1917 9mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd'sA&CP*	TheQuayside ShippingCo.Ld. (Connell&Grace, Ld.*Mgrs.*) *CellDB*328'1051t*FPT*83t*APT*148t	375·0 386·5(O.L.) P29'B106'F38' FK	51·1	25·3	Newcastle British *6BHCem*	T.3Cy.25",42"&69"–48" (*r*) 180lb 371NHP 2SB,*6cf*,GS141,HS5892 N.E.MarineEng.Co.Ld.Sld	27 ″ 9 s 5 ″ 0$\frac{1}{4}$ 23 ″ 0	
33828 166363 GJJZ	**Trienza** Ⓟ *OilEng.* E.S.D. 1*Dk&Shelter dk* *Cargo battens not fitted* *CruiserStern* *Sparring omitted on oiltight bulkhead No.2 hold* *Tonnage opening closed '41(W.E.)*	6378 5322 3502	✠100A1 *withfreeboard* ~~2,41~~ ~~8,40~~ 9,41 ✠LMC CS1,42 DBS9,41 2,41 ~~✠LMC2,38~~	Mel	*b*† 2$\frac{1}{16}$	CL 2,41	1938 2mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. *Mgr.*) *CellDB*252'1356t*DTf*16'708t*Tanks in way of tunnel* 142'1789t*FPT*244t*APT*147t	442·3 457·5(O.L.) P27'F43' FK	60·0	25·0	London British *7BHptCem* (*Coll to Sh dk* 6 ,, *2nd*,,)	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"–59$\frac{3}{16}$" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	~~29 ″ 4~~ ~~s3 ″ 9$\frac{1}{2}$~~ ~~25 ″ 9~~ 37 ″ 6 s10 ″ 11$\frac{1}{4}$ 26 ″ 9	
33829 YTET	**Triglav** *ss*Rot.No.2–38 D.F. 1*Dk*(*Stl*)	6363 5800 3853	✠100A1 3,42 ~~2,41~~ BS~~7,40~~ ✠LMC10,37 10,41	~~NNs~~ StJ	*a*†	CL ~~3,39~~ 3,42	1929 8mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	Jugoslavenski Lloyd a.d. *CellDBa&uE*150'*f*196'1273t *DTa*29'1334t*FPT*133t*APT*198t	425·0 P35'B275'F34' FK	58·2	28·6	Dubrovnik Yugoslav *8BHptCem* *ptAsp*	T.3Cy.27$\frac{1}{8}$",45"&75"–51" (*s*) 200lb 573NHP 3SB,*9cf*,GS184,HS8230 FD J.Dickinson&Sons,Ld Sld.	31 ″ 2 s 4 ″ 11$\frac{1}{2}$ 26 ″ 5$\frac{1}{4}$	
33830 137509 GNRL	**Trigonia** (*ex*Marinula, *ex*Santa Margherita) **TwinSc** *OilEng.* *ss*Ams.No.3–5,28 *Mchy.Aft* *ss*Rot.No.2–36 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7496 6784 4042	100A1 12,39 Examined 6,41 ✠LMC CS1,36 ✠NE5,28 4,37 DBS1,40 *Carrying Petroleum in bulk*	Gls SierraLeone	*b*†	CL P7,38 SN7,38	1916	Vickers,Ld Barrow *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *Middle line BH in forward oil tank not oil-tight* *CellDBuE*66'148t*DTf*27'359t*DTa*16'153t*FPT*78t*APT*76t	440·0 P120'F97' FK	54·3	36·4	London British *19BHptCem* (*14 to U dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.26$\frac{3}{8}$"–47$\frac{1}{4}$" 807NHP 2NDB21–*180lb* Werkspoor,Ams.	36 ″ 6 s7 ″ 4$\frac{1}{2}$ 29 ″ 4$\frac{1}{4}$	
33831 219394 KOQF	**Trimountain** *2Dks* *Mchy.Aft* *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	6389 — 3934					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	TrimountainS.S. Corp.(B.L.Shipping Co.Inc.*Mgrs.*)	416·9 P101'B37 F33'	56·2	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.26$\frac{9}{16}$",44$\frac{3}{8}$"&74"–51" 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. f' in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
33832	**Trinidad** Ⓟ **TwinSc** (exLeeuwarden) 2*Dks* *Fitted for oil fuel* *CruiserStern*	991 — 572					1908	N.V.Werf. v/h.Rijkee &Co. Rotterdam	Cia.Anon. Venezolana de Nav.	214·2	40·2	9·1	LaGuayra Venezuelan	C.4Cy.15¾"&31½"-$14\frac{3}{16}$" 62NHP N.V.Alblasserdamsche Mchfbrk.Alblasserdam		V
33833 VSJC	— **TwinSc** 1*Dk* *Fitted for oil fuel* *CruiserStern*	606 482 244	✠ ... 3.35 ✠	PGl			1931 3mo *Lloyd'sA&CP*	Ferguson Bros.(Port Glasgow) Ld. PortGlasgow	TrinidadGovernment *CellDBuE*19'29t	175·4 P24'B&F121' *FPT*17t*APT*40t	32·1	11·7 FK	Trinidad British 5*BHptCem* *ptAsp*	C.4Cy.12½"&26"-20" 100NHP 1SB 3*cf*,GS46,HS1788 FergusonBros.(Port Glasgow)Ld.P.Gls.	12 ″ 6	
33834 CBTR	— Ⓟ (exNordbornholm-38) D.F. 2*Dks*	376 208 221					1929	Frdkshvns Værft& Flydedok A/S Frederikshvn	ChilianState Railways	136·9 P94'F35'	25·1	9·3	Vlparaiso Chilian *WB*	T.3Cy.12",20"&33"-24" 53NHP BergensMekVærksBergen		V
33835 8300 SDOU	**Trio** (exIngeMærsk-38) 1*Dk*	*1482* *1173* *837*					1922	Svendborg Skibs&Mask. Svendborg	A/BArafart (A.K.Appelqvist, *Mgr.*)	253·2 P29'Q77'B101'F34'	38·2	14·9	Stockholm Swedish *WB*	T.3Cy.17",27½"&47"-34" 140NHP SvendborgMsk.Svendborg		V
33836 OUMS	— (exSüdwest-33,exErikaTreess,exEsther, exAblasserwaard) 1*Dk* *Mchy.Aft*	493 391 250					1918	Gebr.van Diepen Waterhuizen	Dampskslsk.Trio A/S(Hans Svenningsen)	155·6 P50'F23'	26·3	12·3	Copnhagn Danish *WB*	T3Cy11⅘"$18\frac{1}{10}$"&31½"-$17\frac{7}{10}$" 45NHP N.V.Machinefabriek Fulton,Hoogezand		V
33837 7725 SGZD	**Trione** *ss*Got.No.2-39 *CruiserStern* 1*Dk*(*Stl*) *Strengthened for navigation in ice*	*1594* *1381* *878*	✠100A1 ~~12,40~~ ~~4,40~~ ~~7,41~~ 1,42 BS4,41 ✠LMC8,39	~~Got~~ Mmo	*r*	CL ~~4,40~~ 1,42	1931 3mo *Lloyd'sA&CP*	Akt.Lind- holmen- Motala Gothenburg	~~Rederiaktieb.~~ ~~Unda (PerWaller,~~ ~~Mgr.)~~ Rederi A/B SvenskaLloyd(K. R.Bökman*Mgr.*)	268·0 278·2(O.L.) P26'B162'F23' *CellDB*215'524t	40·3	16·1 FK	Gothenbrg Swedish 4*BHptCem* *APT*96t	T3Cy$17\frac{5}{16}$",28¾"&45¼"-31½" 200lb (*s*) FD 139NHP 2SB(Spt),4*cf*,GS48,HS1787 Akt.Lindholmen-Motala	18 ″ 10 s 1 ″ 3 17 ″ 8¼	
	New "Lunaria," *see No. 37472 in Supplement*															
33838 1621 IAST	**Tripoli**	1166 — 664					1921	N.Odero &Co. Foce,Genoa	ItalianNavy (OperatedbySoc. Anon.Coop.diNav. Garibaldi)	207·2	32·0	19·5	Genoa Italian	T.3Cy.15⅛",24⅖"&39⅜"-25⅗" 78NHP N.Odero&Co.Genoa		I
33839 429 IVBC	**Tripolino** (exHighlandCoast-38, exPrincessMelita) 1*Dk*	1071 890 444					1912	Ramage& Ferguson,Ld Leith	D.Tripcovich&Ci. Soc.Anon diNav. Rimorchi e Salvataggi	249·9 240·0 P&B148'F58'	34·1	16·0	Trieste Italian *WB*	T.3Cy.20",33"&54"-36" 175NHP Ramage&Fergusn,Ld.Lth.		CI
33840 404 ICKV	**Tripolitania** Ⓟ (exMarzocco, exWarTank) *ss*Lgn.No.1-23 1*Dk* D.F. *Well deck* *Fitted for oil fuel*	2722 1771 1544	✠ ... 12,26 ✠				1918 10mo	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	LloydTriestino Soc.Anon.diNav.	301·1 285·0 P25'Q71'B66'F32'	42·1	19·1 FK	Naples Italian *WB*	T.3Cy.25",41"&68"-45" 417NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 2	I †
33841 LKAV	**Tripp** *OilEng.* *Mchy.Aft* *Cruiser Stern* *Carrying Petroleum in bulk*	364 294 147					1939	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam	Skibs.A/S Tripp (Osw.Aamodt)	147·9 Q43'F19'	25·7	10·6	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.11"-$17\frac{11}{16}$" Humboldt-Deutzmotoren, A.G.Köln-Deutz		N
33842 209001 KLBJ	**Tristan** (exPenobscot,exLairg, exP.L.M.2, *ss*Sld.No.3-12,21 exPenobscot) 1*Dk*(*Stl*) *Mchy.Aft* D.F. GyC.	2294 — 1666	11,27	Cff	*s*		1911	Gt.Lakes Eng.Works Ecorse,Mich.	~~BuckeyeS.S.Co.~~ ~~(J.T.Hutchinson,~~ ~~Mgr.)~~ Madrigal &Co.	253·0 F25' *CellDB*204'634t	43·7	24·7 FK	Manila,P.I. Utd.States 5*BHAsp* *Topside tanks*	T.3Cy.21",34½"&57"-42" 291NHP 2SB,6*cf*,GS103,HS4320 Gt.LakesEng.Works,Det. 157'902t*FPT*137t*APT*35t	27 ″ 6	R †
33843 LCKZ	**Triton** **TwinSc** *OilEng.* *ss*Osl.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 3*rddk*(*Stl*)*except in after holds*	6607 5909 4045	✠100A1 *withfreeboard* ~~7,41~~ ~~12,40~~ 2,42 ✠LMC CS10,38 DBS3,41 ~~10,38~~6,40 *Carrying cargo oil in deep tank & tanks in way of tunnels F.P. above 150° F.*	~~NYk~~ ~~Syd~~ Bry	*d*†	CL P9,38 S10,39	1930 6mo *Lloyd'sA&CP*	Kockums M.V.Aktieb Malmö	Wilh.Wilhelmsen	461·9 P44'F40' *CellDB*362'1320t *Tanks in way of tunnels* 495t	60·6	28·9 FK	Tönsberg Norwegian 7*BH* (*Coll to Shdk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 16Cy.$27\frac{9}{16}$"-55⅛" 1169NHP NDB37-*100lb* KockumsM.V.Akt.Malmo *FPT*134t*APT*135t	31 ″ 7 s 4 ″ 1¾ 27 ″ 7½	
33844 PIAY	— Ⓟ *CruiserStern* 2*Dks*	2078 1741 1166					1928	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	285·7 B70'	44·7	17·7	Amstrdam Dutch *WB*	T.3Cy.19",31½"&51⅗"-35⅖" 155NHP A.G."Neptun,"Rostock		VL
33845 LOGV	— Ⓟ **Pad** 4*Dks* *Fitted for oil fuel*	2000 — 984					1894	Scotswood S.B.Co.Ld. Newcastle	Cia.Argentina de Nav.Mihanovich, Ltda.	292·0	36·0	29·5	Bns.Aires Argentine	T.3Cy.30",49"&75"-84" 515NHP A.&J.Inglis,Glasgow		
33846 7206 SLGA	— (exPatria-36,exPhyllisSeed, exWestmore,exPortinglis) 1*Dk*	*1870* *1696* *1105*					1908	Irvine'sSB &D.D.Co.Ld W Hartlepool	RederiA/B Amfitrite(Fänges &Påhlssons Rederier,*Mgrs.*)	279·2 P25'B66'F29'	40·1	18·2	Hlsngborg Swedish *WB*	T.3Cy.20½",33"&54"-36" 175NHP McColl&Pollock,Ld.Sld.		V
33847 DOKY	— Sub Sig. D.F. 1*Dk*	1620 1042 883					1920	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges."Neptun"	241·3 P11'Q70'B&F158'	36·3	15·2	Bremen German *WB*	T.3Cy$19\frac{7}{10}$",31½"&53⅓"-35⅔" 168NHP A.G."Weser,"Bremen		G
33848 168023 GMXR	— 1*Dk* D.F. E.S.D. *CruiserStern* *Mchy.aft.*	680 451 232					1940	Cochrane& SonsLd. Selby	Corporation of the Trinity House	173·2 Q91'F27'	29·1	14·6	London British	T.3Cy.14½",24"&40"-27" 83NHP Amos&SmithLd.Hull.		
33849 14 IVDB	**Triton Maris** (exTriton, exIuliaMantaca,exGibelHamam, exSouthford,exMelrose 1*Dk* Abbey,exFranzHorn)	1457 1058 895					1898	Akt.Ges. "Neptun" Rostock	Marittima RavennateSoc. Anon.	245·9 Q72'B112'F24'	35·3	14·9	Ravenna Italian *WB*	T.3Cy.16⅛",25½"&41¾"-32¼" 99NHP A.G."Neptun,"Rostock		I
33850 149833 GMZR	**Trocas** *OilEng.* *Mchy.Aft* *ss*Sng.No.3-1,39 D.F. E.S.D. *Cruiser Stern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7406 6761 4277	✠100A1 1,42 ~~8,40~~ ✠LMC CS9,39 ~~DBS12,40~~ 12,40 *Carrying Petroleum in bulk* DBS1,42	Mlt Sba	*b*† 2½	CL ~~6,38~~ 12,41	1927 6mo *Lloyd'sA&CP*	Rotterdam Droogd.Maat Rotterdam	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'285t*DTf*32'284t*FPT*162t*APT*67t	440·4 456·6(O.L.) P99'B34'F58'	59·5	32·7 FK	London British 15*BHptCem*	Oil Engines 4S.C.SA 6Cy.32¼"-$59\frac{1}{16}$" 602NHP 2DB*180lb* N.E.MarineEng.CoLdNwc	32 ″ 9 s 6 ″ 3¾ 26 ″ 7½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade.
33851 145865 GDZB	**Troilus** Ⓟ 2Dks&lower dk D.F. inNo.1hold Fitted for oil fuel	7422 6327 4658					1921	Scotts'S.B.&Eng.Co.Ld. Greenock	ChinaMutualS.N.Co.Ld.(A.Holt&Co Mgrs.)	459·1 P54'B165'F62'	56·2	32·5	Liverpool British WB	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&Eng.Co.Ld.		BT till ~~1,42~~ 3,42
33852 TUNP	**Trois-Ilets** (exOrontes) 1Dk	338 292 180					1920	Schiffs-u Dckbauwerft Flender Lübeck	Cie.Générale Transatlantique	139·0 B34'F20'	22·5	11·8	Fort de France French WB	C.2Cy.$14\frac{3}{4}$"&$22\frac{4}{5}$"–$15\frac{3}{4}$" 17NHP G.SeebeckA.G. Wesermünde-G.		V
33853 149462	**Troisdoc** Mchy.Aft 1Dk	1925 1635 1146					1928	Swan,Hunter&Wigham Richardson, LdNewcastle	PatersonSteamships,Ld.	253·0 Q100'F35'	43·3	17·8	Ft.William British WB	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
33854 LDRM	**Troja** TwinSc OilEng. ssOsl.No.2-39 D.F. 2Dks 3rdDk(Stl)except in after holds Tonnage opening closed '40	8814 — 6527	✠100A1 withfreeboard 8,41 ~~8,41~~ ✠LMC CS1,39 DBS4,~~40~~ 4,41 4,40	~~PNl~~ Syd	d†	CL PN3,41 S3,41	1930 12mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP CellD	Wilh.Wilhelmsen Upper 'tween Coll B318'1228t Tanks	461·4 P46'F41' FK dkBHsexcept (BH dispensed with in way of tunnels 2	60·6	29·0 40·3	Tonsberg Norwegian 7BH Coll to Wdk 6 „2nd„) 39' DTsa71'	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 946NHP DB120lb Akt.Burmeistr&Wain,Cpn 521tFPT129tAPT94t	42 ″ 11 s14 ″ $5\frac{1}{2}$ 28 ″ $7\frac{3}{4}$	
33855 148498 GKMW	**Trojan Star** TwinSc4Mst (exTrojanstar, ssNwc.No.3-4,29 exLaPérouse) ssLon.No.2-38 2Dks(Stl)&Shelter dk(Stl-ws) Ref.Mchy. D.F.	9037 8320 5620	✠100A1 Shelter dk withfreeboard 7,41 ~~6,40~~ ✠LMC10,36 ✠NB10,36 BS11,40 ✠Lloyd'sRMC~~11,40~~ 4,42 ~~9,41~~ 5,41 Fitted for oil fuel 12,24 F.P above 150° F.	~~Lon~~ BAs	d†	CL 7,39	1916 11mo Lloyd	Atel.&Ch. deFrance Dunkirk 'sA&CP Cell	BlueStarLineLd.	473·8 495·0(O.L.) BonShelter dk189' F48' FK DB388'1502t FPT	60·0	36·6	London British 7BHCem 101tAPT75t	T.6Cy.24",$38\frac{1}{2}$"&$64\frac{1}{2}$"–45" &L.P.turbines with DR gearing & hydraulic couplings 200lb (r) 1129NHP 5SB,20cf,GS333,HS15850 FD Atel.Ch.deFrance,Dnk.	39 ″ 5 s9 ″ $1\frac{1}{4}$ 30 ″ 7	
33856 LFDN	**Trolla** (exRingaas) D.F. 1Dk	1598 1189 938					1923	Laxevaags Msk.&Jrnskb Bergen	SkibsA/S Trolla (KarlTorkildsen)	245·9 P62tQ109tB124t H80t	37·9	15·7	Tr'ndheim Norwegian WB	T.3Cy.$18\frac{3}{8}$",29"&49"–43" 138NHP LaxevaagsMsk.&Jrns,Bgn		N
33857 6823 SLJA	**Trolleholm** TwinSc OilEng. ssGot.No.3-4,35 D.F. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	5047 4706 3124	✠100A1 Shelter dk withfreeboard 10,40 Examined 6,40 ✠LMC CS7,39 DBS6,40 7,39	Lon	x	OG 12,37	1922 5mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, Mgr.) CellDB323'1134t	377·9 381·3(O.L.) B79'F38'onShelter dk FK CollisionBHtoShdk FPT76tAPT61t	51·3	30·6	Gothenbrg Swedish ptCem 5 „ „ U „	Oil Engines4S.C.SA 12Cy.$21\frac{1}{4}$"–$28\frac{3}{4}$" 528NHP DB100lb Akt.Burmeistr&Wain,Cpn	34 ″ 1 s9 ″ 6 24 ″ $9\frac{1}{4}$	
33858 LJOX	**Troma** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	5029 4627 3051	✠100A1 withfreeboard 9,39 ✠LMC8,37 ✠LMC(M)5,39 Carrying vegetable oil in deep tank (SEE FOOTNOTE *)	Osl	a† 2	CL	1937 8mo Lloyd	Wm.Doxford&SonsLd Sunderland 'sA&CP CellDB346'1174tMT	A/S J.Ludwig MowinckelsRederi	425·4 439·2(O.L.) FK 32'1236tAPT177t	54·4	26·2	Bergen Norwegian 7BHptCem (Coll to Shdk 6 „2nd „)	Oil Engines 2S.C.SA 3Cy.$20\frac{1}{2}$"–$81\frac{7}{8}$" 388NHP 2DB120lb Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 3 s3 ″ $4\frac{1}{2}$ 25 ″ 6	
33859 LFDQ	**Tromösund** Ⓟ 2Dks	732 617 392					1928	Nylands Verksted Oslo	A/S Arendals Dampskslsk.	172·9	28·9	18·9	Arendal Norwegian WB	C.4Cy.(2)$12\frac{4}{5}$",&(2)$27\frac{3}{5}$"–$27\frac{3}{5}$" 67NHP NylandsVerksted,Oslo		N
33860 PIBE	**Tromp** (exFlyingIrishman-38) OilEng. ssBry.No.2-40 Mchy.Aft 1Dk(Stl) CruiserStern Cargo battens not fitted	391 290 198	✠100A1 11,40 ✠LMC7,40	Grk	f	N1,39	1932 1mo Lloyd	N.V.IndustrieeleMaats. DeNoord Alblasserdam 'sA&CP	Reed"DeNoord" (J.Vermaas' Scheepvaart Bedrijf, Mgrs.) CellDBf102'	148·8 P40'F21' FK	25·2	9·1	Rottrdam Dutch 3BHCem 115tFPT25t	Oil Engines 4S.C.SA 6Cy.$12\frac{1}{4}$"–$14\frac{3}{16}$" 88NHP Mtrn WerkeMannheimAG APT20t	11 ″ 0 s1 ″ 0 10 ″ 1	
33861 PIBH	**Trompenberg** ssAms.No.3-3,32 ssRot.No.1-36 D.F. 1Dk(Stl) Cargo battens not fitted	1995 1774 1173	✠100A1 ~~11,40~~ 10,41 Examined 3,41 BS10,41 ✠LMC MS11,36 ~~BS9,40~~	~~Bry~~ Bel Lon	r	OG 7,39	1919 7mo	A.Vuijk&Zonen Capellea/d Ysel A&CP	N.V.Stoomb Maats "Hillegersberg" (Vinke&Co.Mgrs.) CellDB244'543tFPT	281·3 P23'B74'F24' FK	40·3	19·0	Amstrdam Dutch 4BHCem 81tAPT41t	T.3Cy.20",$33\frac{1}{16}$"&$53\frac{1}{8}$"–36" 180lb (s) 204NHP 2SB,6cf,GS98,HS3424 AlblasserdamMsch.Fab.	21 ″ 4 s3 ″ $0\frac{1}{4}$ 18 ″ 6	
33862	**Trompenburgh** OilEng.	379 274 177	✠100A1 (ClassContemplated)				1940	Bodewes Schpswerven Foxhol	W.H.Müller&Co. N.V.				Dutch	OilEngines WerkspoorN.V.Ams.		
33863 LCXZ	**Trondanger** OilEng. Ref.Mchy. D.F. 1Dk&Shelter dk	6826 6013 4229					1932	NVNederl.Schps.Maats. Amsterdam	Westfal-Larsen&Co.A/S	464·4 P97tF22t	61·2	27·4	Bergen Norwegian WB	Oil Engines 2S.C.DA 7Cy.$27\frac{1}{2}$"–$47\frac{1}{4}$" 1842NHP StorkGebroeders&Co. Hengelo		N
33864 LFDS	**Trondenes** Ⓟ (exTrondenæs-36) 1Dk&Awng dk	321 292 181					1900	Trndhjms Mek.Værks. Trondheim	A/S TromsFylkes Dampskibsselskab	137·8 H29t	21·2	15·6	Tromsö Norwegian	T.3Cy.$11\frac{1}{2}$",$18\frac{1}{2}$"&30"–20" 40NHP TrndhjemsM.V.Trndheim		
33865 LKCQ	**Trondheim** OilEng. Mchy.Aft D.F. 1Dk Butts of shell&upper deck plating Cruiser Stern electrically welded	8258 7562 4951	✠100A1 ~~5,41~~ ~~2,40~~ 3,42 ✠LMC1,39 CarryingPetroleum in bulk	~~Mob~~ ~~NOs~~Bkn	c†	CL ~~9,39~~ 3,42	1939 1mo Lloyd	Eriksbergs M.V.Aktieb Gothenburg 'sA&CP	A/S Tank (E.Matheson) CellDBuE	469·2 486·3(O.L.) P92'B28'F41' FK 68'170tDTf23'492	61·1	34·5	Oslo Norwegian 12BHptCem tAPT140t	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"–$47\frac{1}{4}$" 644NHP 2DB142lb EriksbergM.V.Aktieb.Got	34 ″ 0 s7 ″ 5 26 ″ $9\frac{1}{2}$	
33866 OXPB	**Trondhjem** Ⓟ D.F. 2Dks	1399 1272 826					1923	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	231·1	35·2	21·1	Copnhagn Danish B	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		V
33867 LFDT	— (exMultedo) 2Dks	1147 996 653					1923	N.Odero fuA.&Co. SestriPnente	A/S Nordenfjeldske Dampskslsk.	198·7 B103tF23tH18t	34·0	19·6	Tr'ndheim Norwegian WB	T.3Cy.$15\frac{1}{8}$",$24\frac{7}{16}$"&$39\frac{3}{8}$"–$25\frac{3}{5}$" 79NHP N.Odero fuA,Sestri Pnente		N

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material. Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dateof B.of TradeCert
33868 LDCX	**Trondhjemsfjord**	3Dks *Fitted for oil fuel*	6753 4851 4147					1922	Napier& Miller,Ld. Glasgow	A/S DenNorske Amerikalinje	421·7 F40'	55·8	26·5 34·4	Oslo Norwegian *WB*	2 steam turbinesDRgeared to 1 sc. shaft CammellLaird&Co.Ld. Birkenhead		N
33869 145738 GKBQ	**Trongate** (*ex*Snowdon)	*ss*Nwc.No.3–2,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3979 3632 2414	✠100A1 *with freeboard* 3,41 Examined 3,41 ✠LMC MS12,36 BS12,40	Nwc	*y*	CL 3,41	1924 1mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd*'*sA&CP*	RedgateS.S.Co.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellD*	380·3 F28' *B*336'1150*tFPT*80*t*	51·9	23·4 FK	London British 6*BH ptCem* 5 ,, *to2nd dk* *APT*130*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 381NHP 3SB,9*cf*,GS150,HS6330 N.E.MarineEngCo.Ld Nwc	26 ″ 0 s 2 ″ 6½ 23 ″ 7¼	
33870 141680 VGCZ	**Trontolite** *Mchy.Aft* D.F.	*OilEng.* *ss*Mtl.No.3–6,29 *ss*St.J.No.2–38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7115 6271 3586	✠100A1 3,41 ✠LMC CS8,39 ✠NE5,25 8,39 DBS3,41 *CarryingPetroleum in bulk*	Phl	*a*†	CL 7,39	1918 2mo	Skinner& EddyCorp. Seattle,Wash A&CP	ImperialOilLd. MarineDepartment(H.J.Rahlves *Mgr.*) *CellDBuE&B*63' *uBunker*12'18	428·0 P98'B41'F37' 8*tDTf*36'457*tFPT*	57·0	31·5 FK	Montreal British 18*BH* 199*tAPT*66*t*	Oil Engines 2S.C.SA 6Cy.25$\frac{9}{16}$″–51$\frac{3}{16}$″ 680NHP DB*190lb* FriedKruppGermaniaWft. Kiel	31 ″ 7 s 5 ″ 8½ 26 ″ 1¾	
33871 LJMM	**Tropic Star** (*ex*Ashburton–37, *ex*Yomah) D.F.	*OilEng.* 2*Dks*	5088 4770 3164					1926	W.Denny &Bros Ld. Dumbarton	SkibsA/S LaPlata (Alf.Jakhelln, *Mgr.*)	400·4 P67'B116'F39'	52·3	28·4	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝″–41¾″ 582NHP W.Denny&Bros.Dmb.		C
33872	**Tropical** (*ex*EffieGray) *Mchy.Aft*	Iron3Mst *ss*Ham.3rdNo.3–7,22 *ss*Hul.No.1–26 1*Dk*(*Irn*)	388 267 155	✠ 8,27 ✠	Lon	*f*		1891 11mo	Murdoch &Murray PortGlasgow	Cia.Naviera de CubaS.A.	141·8 Q72'B9'F24'	25·0	10·9 BK7″ *FP*	Havana Cuban 3*BHCem* *T*45*tAPT*4*t*	T.3Cy.13½″,21½″&34″–27″ 60NHP 1SB,3*pf*,GS38,HS1216 Muir&Houston,Glasgow	12 ″ 1	
33873 LDCY	**Troubadour**	*ss*N.Yk.No.3–7,33 *ss*N.Yk.No.1–37 3*Dks CruiserStern*	5808 — 3668	✠100A1 *Shelter dk* *withfreeboard* ~~8,11~~ ~~7,40~~ 1,42 ✠LMC MS12,36 ~~BS7,40~~ 8,41 *Carrying oil fuel F.P. above 150°F in DB underB & in DeepTank* *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	~~Mtl~~ StJ	*y*	CL ~~1,39~~ 12,41	1920 11mo	JLThompson&SonsLd. Sunderland *Lloyd*'*sA&CP*	Wilh.Wilhelmsen *CellD*	395·1 F31'*onShelter dk* *B*342'882*tAPT*82*t* *MT*27'618*t*	53·3	24·7 32·7 FK	Tönsberg Norwegian *Cem* 2*BHtoWdk* 4 ,, ,, *2nd* ,,	T.3Cy.27″,44″&73″–48″ (*s*) &L.P.turbine withD.R. gearing&hydraulic coupling 180lb 597NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld. Newcastle	35 ″ 0 s9 ″ 4 25 ″ 11	
33874 2241 ICFR	**Trovatore** (*ex*Ariadne–38, *ex*Sonora–34, *ex*Northern)	*ss*Hav.No.3–5,25 *ss*Hav.No.1–29 1*Dk*(*Stl*)&*Shelterdk* (*ptIrn ptStl*)	4700 4448 2835	✠ ~~—~~ 7,34 ✠	Hav	*y*		1912 2mo	JLThompson&Sons,Ld. Sunderland	I.N.S.A.(Industrie NavaliSoc.Anon.) *CellDBa*136' *uE&B*	403·4 388·1 46'*f*163'1270*tFPT*1	54·1	26·0 FK	Genoa Italian 6*BHCem* 15*tAPT*238*t*	T.3Cy.28¼″,44½″&74″–48″ 455NHP 3SB,9*cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld	28 ″ 6	I †
33875 222943 KLIQ	**Troy Socony** *Mchy.Aft*	TwinSc *OilEng.* *Carrying Petroleum in bulk* 1*Dk*	943 — 601					1923	SunS.B.& D D.Co. Chester,Pa.	Socony-Vacuum OilCo.Inc.	253·9	37·6	13·0	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.12½″–18″ 183NHP McIntosh&Seymour, Auburn,N.Y.		
33876 DHYC	**Troyburg** (*ex*Achaia, *ex*HannaKimme) Sub.Sig.	1*Dk*	2288 2011 1368					1923	J.Frerichs &Co.A.G. Einswarden	FlensburgerDampfercompagnie HaraldSchuldt &Co.K.G.	296·2 Q36'B179'F36'	42·8	19·6	Hamburg German *WB*	T.3Cy.21⅝″,35⅜″&55⅞″–35⅜″ 180NHP J.Frerichs&Co. A.G.Osterholz		G
33877 130054 CPJY	**Trsat** (*ex*Allie) *Mchy.Aft*	1*Dk*	1369 1045 738					1919	ForthS.B. &E.Co.Ld. (Jeffrey's) Alloa	MinistryofWar Transport (Stone& Rolfe,Ld.*Mgrs.*)	235·6 Q130'B16'F31'	36·2	15·2	Cardiff British *WB*	T.3Cy.18″,30″&50″–33″ 144NHP ForthS.B.&E.Co.Ld. (Jeffrey's)Alloa		C
33878 DATA	**Trude Schünemann** (*ex*Taarnborg) *Welldeck*	*ss*Abg.2ndNo.3–5,29 1*Dk&deep framing*	1260 967 781	✠ ... 11,30 ✠				1906 7mo	W.Harkess &Son,Ld. Middlesbro'	OttoSchünemann (E.Haubuss Schiffahrtsges m.b.H.*Mgrs.*)	229·1 Q82'B59'F31'	35·6	14·9 FK	Stettin German *WB*	T.3Cy.17½″,29″&48″–33″ 130NHP MacColl&Pollock,Ld.Sld.	17 ″ 2	G †
33879 UOJW	**Trujenik Morya** (*ex*Eros)	1*Dk*	452 341 242					1892	P.Larsson Thorskog	U.S.S.R.	148·9 Q44'F18'	24·4	13·4	Odessa Russian	C.2Cy.18″&30″–22″ 35NHP ThorskogM.V.Thorskog		
33880 UNZQ	**Truvor** (*ex*Sleipner)	(*Icebreaker*) 1*Dk&Awng dk*	1151 1088 —					1895	A/S.Burm'str&Wains Mas.ogSkibs. Copenhagen	U.S.S.R.	171·5	40·2	26·0	Leningrad Russian *WB*	T.3Cy.25$\frac{3}{16}$″,40½″&63$\frac{13}{16}$″–36⅝″ NE17 246NHP Becker&Co.,Reval		
33881 7577 SHAN	**Trykon** (*ex*Balaklava–40) D.F. *Mchy.Aft*	TwinSc *OilEng.* *ss*Got.No.2–38 1*Dk*(*Stl*) *CruiserStern*	8036 7229 4663	✠100A1 8,40 ✠LMC CS8,38 DBS4,40 8,38 *CarryingPetroleum in bulk*	Got	*b*†	CL 7,38	1929 11mo	A/B Götaverken Gothenburg *Lloyd*'*sA&CP*	Rederi A/B Pagota ~~(T.Scot-Tisell,~~ ~~*Mgr.*~~)(B.Lenberg, *Mgr.*) *Cell DBu E*65'278*t DT*	454·8 P96'F37' *f*29' 468*t FPT*113*t*	59·1	35·4 FK	Kungsbacka Swedish 10*BHptCem* *APT*247*t*	Oil Engines 4S.C.SA 14Cy.21⅝″39⅜″ 634NHP 2DB*150lb* A|BGötaverken,Got.	35 ″ 0 s 8 ″ 1 27 ″ 1½	
33882	**Tseng Yuan** (*ex*HsingHwa–37, *ex*KiyoMaru–34,*ex*Else)	1*Dk&Spar dk*3*trB*	1424 1277 1058					1896	Howaldtswerke Kiel	YungYuanS.S.Co.	238·5 B51'F27'	32·4	20·7	Chefoo Chinese *WB*	T.3Cy.17⅛″,27⅝″&43⅜″–24⅞″ 94NHP Howaldtswerke,Kiel		
33883 XNCZ	**Tsenglee**		961 — 548					1918	OsakaIron Works Osaka	Ching-KeeS.N.Co. Ld.	190·0	31·0	18·5	Chefoo Chinese	T.3Cy.		
33884 154042 GPKL	**Tsinan** Ⓟ	2*Dks*	3040 2511 1812					1930	Taikoo D.&E Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	312·0 P41'Q43'B94'	45·2	22·7	London British *WB*	T.3Cy.20½″,33″&53″–29″ 149NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
33885																	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
33886	**Tsing Fat** (*ex*ShiratoriMaru-35) 2*Dks*	329 283 198					1921	Ohara Matsunosuke Osaka	HopHingHong (FarEastShipping Co.Ld.*Mgrs.*)	120·0 B14'	22·5	14·2	Canton Chinese	T.3Cy.10½",17"&28½"-20" 36NHP TaishoTekkosho,Osaka		
33887 398 JPLC	**Tsingtao Maru** Ⓟ TwinSc (*ex*ChoshunMaru-34) *CruiserStern* 2*Dks*	4017 3027 2182					1930	Mitsubishi ZosenKaisha Kobe	DairenKisenK.K.	360·0 B36'F42'	46·0	28·5	Dairen Japanese *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts MitsubishiZosenKaishaLd.		
33888 UPOF	**Tsiolkovsky** (*ex*WaleriiMeshlauk-38) *OilEng.* D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* Sub.Sig. *CruiserStern*	2847 2003 1367					1935	NVNederl. Schps.Maats Amsterdam	U.S.S.R.	285·1 P72'F31'	49·0	20·5	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21¼"-35$\frac{7}{16}$" 472NHP MachinefabriekGebrStork &Co.N.V.Hengelo		
33889 UOWM	**Tuapse** (*ex*StanislavKossior-38, *ex*Germanic) *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *CarryingPetroleum in bulk*	*6320* 5975 *3912*	✠ 10,31 ✠	Nwc	*a*†		1931 10mo	Swan,Hunter&Wigham Richardson. Ld Newcastle	U.S.S.R. *CellDBuE75'296t* *DTf38'571t*	420·5 P108'B28'F38' FK *FPT97tAPT116t*	57·3	32·3	Tuapse Russian 15*BHptCem* (11 *to Udk* 4 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP Barclay,Curle&Co.Ld.Gls.	32 ″ 4	
33890 DOGZ	**Tübingen** (*ex*Delaware) *ss*Kel.No.3-10,29 *ss*Bmn.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames, bevelled bilge aft* D.F. Sub.Sig. *Cruiser Stern* *Fitted for oil fuel*	5453 5161 3287	✠ ... 3,36 ✠	Bmn			1920 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Hamburg-Bremer Afrika-Linie G.m.b.H. (Woermann-Linie A.G.DeutscheOst Afrika-Linie *Mgrs*) *CellDB*352'1432*t*	401·5 F79' len & new fore end 29 FK *FPT* 140*t* *APT*42*t*	52·2	31·0	Bremen German 7*BHptCem* (4 *to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.26",41$\frac{3}{16}$"&73"-48" 538NHP 3SB,*9cf*,GS192,HS8166 Richardsons,Westgarth & Co.Ld.Sld	33 ″ 6	G †
33891 DHFX	**Tucuman** (*ex*Eifel-37,*ex*Doris, *ex*Comino,*ex*Ardgorm)*ss*Ham.No.3-8,30 D.F. Sub.Sig. 2*Dks*(*Stl*)	4621 4307 2895	✠ ... 6,34 ✠	Ham	*y*		1918 6mo	Russell& Co. Port Glasgow	Hamburg-Süd- Amerik.Dampf- schiff.Ges. *CellDB*334'1029*t*	384·1 P34'B111'F47' FK	51·8	26·3	Hamburg German 6*BHCem* *APT*20*t*	T.3Cy.26",43"&70"-48" 488NHP 3SB,*9cf*,GS170,HS7345 Rankin&Blackmre,Ld.Grk	29 ″ 0	G †
33892 148899 GMPL	**Tucurinca** *Ref.Mchy* Sub.Sig D.F. E.S.D. 2*Dks*&2*pt dks*	5412 4662 3334					1926	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	401·0 P42'B155'F41'	51·2	30·1	Glasgow British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP A.Stephen&Sons,Ld.Gls.		C
33893 167616 GCST	**Tudor Prince** 1*Dk*&*Shelter dk* D.F. E.S.D. *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	1914 1510 920	✠100A1 *withfreeboard* 5,42 ~~5,41~~ ✠LMC8,40	~~Cff~~ Liv	*t*	CL	1940 8mo *Lloyd*	Smith's DockCo.Ld S.Bank,Mdb. '*sA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs*) (*Coll* 5 *divisional w* *Cell*	304·0 315·0(O.L.) B69'F26' FK *BHtoShltr dk*5*BH* *atertight BHs inSh* *DB* 247'494*t* *FPT*	44·2	16·5	London British 6*B HptAsp* *to2nd dk*) *ltr'tween dks* 31*tAPT*48*t*	T.3Cy.21",35"&60"-42" (*s*) 220lb FD 395NHP 2SB(Spt)*6cf*,GS125HS5968 Smith'sDockCo.Ld.Mdb.	26 ″ 6 s6 ″ 9 19 ″ 11½	
33894 168071 BCFD	**Tudor Queen** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	1029 682 582	✠100A1 ~~2,41~~ 10,41 ✠LMC2,41	~~Lth~~ Liv	*m*	OG	1941 2mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	BritishChannel IslandsShipping Co.Ld: C	204·2 212·3(O.L.) Q147'F24 FK *ellDB*134'225*tFPT*	32·8	13·2	London British 3*B HptAsp* *ptCem* 61*t* *APT*23*t*	T.3Cy.14",24"&40"-27" (*s*) 200lb 129NHP 1SB,*3cf*,GS45,HS1953 FD D.Rowan&Co.Ld.Gls.	15 ″ 1 s4 ″ 7¾ 14 ″ 11	
33895 143407 GCTB	**Tudor Star** (*ex*EmpireStar-35, *ex*Empirestar) *ss*Nwc.No.3-8,32 *ss*Nwc.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rdDk* (*Stl*) *inNos.*1&2 *holds*	7199 5356 4524	✠100A1 *Shelter dk* *withfreeboard* 3,42 ~~4,41~~ Examined 11,41 ✠LMC MS11,41 BS1,42 ✠Lloyd'sRMC4,42 *Fitted for oil*	~~BAs~~ Lon Liv *fuel* 2,	*a*† 20	CL N7,40 *F.P. a*	1919 12mo *Lloyd* *bove* 1	Lithgows Ld. PortGlasgow '*sA&CP* 6*BHonlyCo* 50°F.	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *llision* &2*other bul*	423·4 FK *CellDB*360'1259*tA* *kheadstoShelter dk*	56·0	36·5 28·7	London British *Cem* *PT*31*t* 3*BHtoUp dk*	T.3Cy.25½",44¼"&74"-51" 200lb (*r*) FD 696NHP 4SB,*16cf*,GS253,HS11170 J.G.Kincaid&Co.Ld.Grk.	39 ″ 1 s10 ″ 10¾ 28 ″ 4½	
33896 30468 JYXA	**Tugaru Maru** Ⓟ TwinSc (*ex*TsugaruMaru-38) (*Ferry*) D.F. GyC. *CruiserStern* 2*Dks*	3484 2291 1273					1924	Mitsubishi ZosenK.K. Nagasaki	JapaneseGovernment(Railway Dept.)	350·0	52·0	22·0	Tokyo Japanese *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts MitsubishiZosenKaisha,Ld		
33897 LDDB	**Tugela** *ss*Osl.No.3-4,34 *ss*Osl.No.1-38 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) *CruiserStern*	5559 5305 3462	✠100A1 *Shelter dk* *withfreeboard* 2,40 BS8,39 ✠LMC8,38 *Carrying oil* *Fitted for oil f* (SEE FOOTN	Mob *fuelF.* *uel* 8,2 OTE*	*y* *P* 1)	CL 8,38 *above* 1 *F.P.a*	1921 8mo *Lloyd* 50° F. *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* *in DT* 50° F.	Wilh.Wilhelmsen *CellDB*325'876*t M*	380·4 F31'*on Shelter dk* FK *Collisio* *T*32'773*tAPT*105*t*	52·2	33·6	Tönsberg Norwegian *ptCem* *nBHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.27$\frac{3}{16}$",44"&73"-48" LP.turbine with D.R.gearing&hydraulic coupling 180lb (*s*) 595NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	36 ″ 0 s 9 ″ 6¼ 26 ″ 9¾	
33898	**Tugnin F.** (*ex*Grietje-39, *ex*Cary) *OilEng.* *Mchy.Aft* 1*Dk*	410 352 279					1919	Gebrs.Tak. N.V. Geertruidenberg	Soc.Imprese MarittimeFratelli Frassinetti	143·5 Q29'F14'	26·4	12·6	Genoa Italian	Oil Engines 4S.C.SA 6Cy11"-19$\frac{1}{16}$" NE29 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		GI
33899 11858 JGPF	**Tukinada Maru** Ⓟ Sp (*ex*Tsukinada Maru-38,*ex*Uwajima MaruNo.12-36) 2*Dks*	527 — 311					1908	S.Ono Osaka	TosaSyosenK.K.	155·1	22·8	16·0	Yawata Japanese	T.3Cy.13¼",21¼"&34¼"-20" 52NHP S.Ono,Osaka		
33900 29441 JIWA	**Tukuba Maru** Ⓟ (*ex*TsukubaMaru-38) 2*Dks*	3172 2774 1931					1923	Yokohama DockCo. Yokohama	ToaKaiunK.K.	315·0 P23'B80'F36'	46·0	27·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		C
33901 31186 JIFB	**Tukusi Maru** (*ex*TsukushiMaru-38) 1*Dk*	1858 1705 1117	✠ ... 12,28 ✠				1925 8mo	OsakaIron Works,Ld. Osaka	KaijimaTanko K.K.	275·0 B60'F28' FK	41·0	20·5	Shimonoseki Japanese *WB*	T.3Cy.18",30"&50"-36" 211NHP OsakaIronWorks,Ld.Osa.	20 ″ 6	
33902 32524 JOJB	**Tukusi Maru No. 2** (*ex*TsukushiMaruNo.2-38) 1*Dk*	2418 2084 1423	✠ ... 12,28 ✠				1926 12mo	Uraga DockCo.Ld. Uraga	KaijimaTanko K.K.	300·4 P19'B68'F28' FK	43·5	22·2	Shimonoseki Japanese *WB*	T.3Cy.19",31½"&52"-39" 264NHP UragaDockCo.Ld.Uraga	22 ″ 3	
33903 32550	**Tukusi Maru No. 3** (*ex*TsukushiMaruNo.3-38) *Mchy.Aft* 1*Dk*	999 840 537					1927	KobeSteel Works,Ld. HarimaDkyd	KaijimaTanko K.K.	225·3 P66'B15'F22'	33·5	16·7	Shimonoseki Japanese	T.3Cy.14½",24½"&40"-30" 88NHP KobeStlWorks,Ld.Harima		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross / Under deck / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33904 OUMT	**Tula** 1Dk aft.2Dks in fore hold	1251 1081 718					1911	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	254·4|37·2|15·1 P158'F26'	Copnhagn Danish WB	T.3Cy.$19\frac{1}{2}$",32"&52"-36" 162NH HelsingörsJernskb.&Mskb		V
33905 172755 VRCN	**Tulagi** TwinSc OilEng. Mchy.Aft D.F. 2Dks Ref.Mchy. CruiserStern	2281 1957 1680	✠100A1 withfreeboard ~~6,41~~11,41 ✠LMC7,39	Syd	n $1\frac{1}{12}$	CL	1939 7mo Lloyd'sA&CP	HongK'ng &Whampoa DockCo.Ld. HongKong	Burns,Philp&Co. Ld. CellDB205'479t	241·8|44·2|24·8 254·5(O.L.) B36'F25' FK FPT48tAPT92t	HongKong British 4BHptCem (CollToWthrdk 3 „ 2nd „)	Oil Engines 2S.C.SA 12Cy $13\frac{3}{4}$"-$24\frac{7}{16}$" 396NHP DB100lb HongKong&Whampoa DockCo.Ld.HongKong	27 " 6 s 8 " $3\frac{1}{2}$ 19 " 6	
33906 LKKP	**Tulane** OilEng. D.F. GyC. 1Dk&Shelterdk CruiserStern	5485 4550 3294					1940	A/S Akers Mek.Verks. Oslo	Wilh.Wilhelmsen	432·8|57·3|25·7	Tönsberg Norwegian WB	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"-$55\frac{1}{8}$" 1029NH A/S AkersMek.Verks.Oslo		N
33907 218796 KIXR	**Tulsa** 2Dks&Webframes Ref.Mchy. Fitted for oil fuel Sub.Sig.	5083 4573 3113	✠ ... 6,20 ✠				1919 9mo	American International S.B.Corp. HogIslandPa	SouthAtlantic SteamshipLine	390·0|54·2|27·6 P39'B122'F43' FK	Savannh,G Utd.States WB	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
33908 125616 VTCB	**Tuna** Ⓟ ssAdn.2ndNo.3-4,33 ssAdn.No.1-39 1Dk&Shelterdk	662 481 260	✠100A1 Shelter dk withfreeboard 2,40 ✠LMC MS2,39 BS5,41	Adn	k	CL 8,38	1907 9mo Lloyd'sA&CP	Ramage& Ferguson,Ld Leith	Cowasjee,Dinshaw &Bros. CellDB	190·0|30·1|11·9 FK a26'f75'111tFPT	Bombay British 4BHCem 36tAPT10t	T.3Cy.16",$26\frac{3}{8}$"&42"-27"(s) 180lb 90lb 90RHP 1SB,3cf,GS64,HS1896 Ramage&Fergusn,Ld.Lth.	12 " 8 s " $7\frac{3}{4}$ 12 " 4	
33909 8279 SDKT	**Tunaholm** D.F. OilEng. E.S.D. CruiserStern 1Dk&Shelter dk Strengthened for navigation in ice	3581 2851 2006	✠100A1 withfreeboard 11,41~~3,41~~ ✠LMC7,38	Got	z	CL 11,41	1938 7mo Lloyd'sA&CP	A/B Göta- verken Gothenburg	A/BSvenska AmerikaMexiko Linien(E.Carlson, Mgr.) CellD	409·9|53·2|20·6 428·5(O.L.) F97' FK B324'1276tAPT75t	Gothenbrg Swedish 7BH (CollToSh dk 6 „2nd „)	Oil Engines 2S.C.DA 8Cy.$17\frac{11}{16}$"-$47\frac{1}{4}$" 861NHP DB85lb A/B Götaverken,Got.	25 " 0 s 1"$11\frac{1}{2}$ 23 " $3\frac{1}{2}$	
33910 TCBQ	**Tunç** Ⓟ (exInönü-41,exIn-Eunu, exVesta,exVaskapu, ssGtz.No.3-3,05 exLascar) 1Dk2trB&ptAwng dk	1737 — 1065	✠ ... 2,07 ✠				1891 12mo	Wigham Richrdsn&Co Newcastle	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	260·0|36·2|16·9 F26'ptAwng dk162' RFD72' FK	Istanbul Turkish WB	T.3Cy.$20\frac{1}{2}$",33"&54"-36" 175NHP WighamRichrdsn&CoNwc	19 " 3	
33911 UPIS	**Tunets** (exCatania-35) 1Dk	1455 1264 815					1922	F.Schichau Elbing	U.S.S.R.	253·2|38·1|16·5 P12'B188'F28'	Vladvostk Russian WB	T3Cy$19\frac{7}{10}$",$31\frac{9}{10}$"&$51\frac{1}{5}$"-$29\frac{1}{2}$" 141NHP F.Schichau,Elbing		
33912 XNFY	**Tung Cheng** (exKatieMoller-32, exShanghai,exKarori, ssSyd.No.2-11 exMinas) 1Dk(Stl)&Webframes	1966 1688 1201	✠ 3,13 ✠	Ddn	r		1902 2mo	Craig, Taylor&Co. Stockton	TientsinNav.CoLd. CellDBa82'u	269·4|40·8|19·4 P27'B68'F27' FK E20'f100'416tFPT	Shanghai Chinese 4BHAsp 143tAPT92t	T.3Cy.20",33"&54"-39" 189NHP 2SB,6pf,GS82,HS2940 N.E.MarineEng.Co.Ld.Sld	20 " 6	
33913 XNFC	**Tung Lee** (exChingshun,exWaipori Maru,exWaipori) ssAuk.No.3-1,13 1Dk(Stl)&deepframing	2260 — 1371	✠ 3,14 ✠	Ddn	r		1901 3mo	Campbel- townS.B.Co. Campbeltwn	TientsinNav.CoLd. CellDBa76'f116'	282·1|40·0|20·4 P29'B56'F32' FK	Shanghai Chinese 4BHCem 366tAPT89t	T.3Cy.21",33"&53"-36" 174NHP 2SB,6cf,GS110,HS2650 J.G.Kincaid&Co.Greenock	21 " 8	
33914 153558 VPDC	**Tung On** Ⓟ TwinSc 2Dks&Shade dk	1950 1288 1194					1924	Taikoo Dckyd&Eng Co.of HKgLd HongKong	TungOnS.S.Co.Ld.	225·0|42·1| 8·5	HongKong British	T.6Cy.13",21"&35"-24" 120NHP TaikooDockyard&Eng.Co. ofH.Kg.Ld.HongKong		
33915 313 HSAO	— TwinSc (exThonThale,exMenam)	463 — 271					1906	HongK'ng &Whampoa DockCo.Ld. HongKong	ChinSeng	150·0|29·0|11·0	Bangkok Thai	T.6Cy.$8\frac{1}{2}$",$13\frac{1}{2}$"&$23\frac{1}{2}$"-15" 43NHP HongKong&Whampoa DockCo.Ld.		
33916 132317 VPKL	**Tung Song** TwinSc 1Dk&Shelter dk Fitted for oil fuel	549 388 245					1928	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	183·8|29·1|10·1 len.36	Singapore British	T.6Cy.9",15"&25"-$16\frac{1}{2}$" 47RHP TaikooDockyard&Eng.Co. ofH.Kg.Ld.HongKong		
33917	**Tung Tai** (exKoChow-37) 1Dk&Shade dk	559 — 339					1915	Kwong TakCheong HongKong	ChowShunOn	150·4|25·0| 9·6	Canton Chinese	C.2Cy.17"&36"-22" 51NHP KwongTakCheongH.Kg.		
33918 135821 MNMD	**Tung Wo** TwinSc ssShi.No.3-4,38 1Dk&Shade dk	1337 1258 961	A1 2,41 BS12,40 LMC4,38 For service on the Yangtsze River Carryingcargo oilF.P. above150°F.in deep tanks	Shi		OG 2,41	1914 Lloyd'sA&CP	Shanghai D.&EngCoLd Shanghai	Indo-ChinaSteam Nav.Co.Ld. MTs2	235·0|40·1| 9·3 20tAPT60t FK	Shanghai British 5BH	T.6Cy.9",$14\frac{1}{2}$"&25"-15" 180lb 326NHP 1SB,2cf,HS1801GS43 FD ShanghaiD.&Eng.Co.Ld.		
33919	**Tungenes** Ref.Mchy. 2Dks	560 538 313					1922	Danziger Werft Danzig	DetStavangerske Dampskibsselskap	155·1|24·2|17·5	Stavanger Norwegian WB	T.3Cy.$12\frac{3}{5}$",$20\frac{1}{2}$"&$32\frac{1}{4}$"-$22\frac{4}{5}$" 50NHP DanzigerWerft.Danzig		G
33920 LFFE	**Tunghai** (exTaChi,exTung Wood Ning) 1Dk&Shadedk	355 — 185					1904	Kwok Achong HongKong	TunghaiS.S.Co. Ld.	127·4|21·2| 7·7	Ningpo Chinese	C.2Cy.$13\frac{1}{2}$"&27"-$17\frac{1}{2}$" 25NHP TingHingEng.Co.H Kg.		
33921 LDDC	**Tungsha** TwinSc OilEng. D.F. ssOsl.No.3-11,36 ssN.Yk No.1-40 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5506 4994 3391	✠100A1 withfreeboard 12,41~~1,41~~ ✠LMC CS3,41 DBS12,41 12,41	~~Cff~~ Gls	b†	CL S7,40 PN7,40	1924 8mo Lloyd'sA&CP	Deutsche WerftA.G. Hamburg	Wilh.Wilhelmsen CellDB363'1196t DTa'tween tunnels 89'185t	426·8|55·2|27·8 F43' FK DTf36'1100t FPT95tAPT49t	Tönsberg Norwegian 7BHptCem (CollToSh dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" DB115lb 715NHP AlgemeineElectric.Ges. Turbinenfabrik,Berlin	30 " 6 s 4 " $2\frac{1}{4}$ 26 " $5\frac{3}{4}$	
33922 UOEU	**Tungus** (exLakeElva) 1Dk Fitted for oil fuel	2607 2233 1519					1920	Gt.Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·6|43·6|25·7 P32'B65'F24'	Vladvostk Russian WB	T.3Cy.21",35"&59"-42" 226NHP GreatLakesEng.Works.		

1	2 / 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
Numero d'Ordre Numero Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	Port d'Armement. Pavillon.	Machines, No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
33923 ~~OYJH~~	**Tunis** Ⓟ *Now* "Aquila," *see* No.35575 *in Supplement* *OilEng.* D.F. 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	1641 1298 925					1936	Helsingörs Jernsk&Msk. Elsinore	~~DetForenede~~ ~~DampskibsSelsk.~~ UnitedStatesMaritimeCommission	271·7|40·4|16·6	Utd.States *WB*	Oil Engines 2S.C.SA 5Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 338NH Akt.Burmeistr&Wain,Cpn		V
33924 14398 GNCZ	**Tunisia** *ss*Mdb.No.3–2,39 D.F. 1*Dk*(*Stl*)	4337 4084 2693	✠100A1 4,41 ✠LMC MS3,40 BS1,41	Bry	*x*	CL 1,39	1927 6mo *Lloyd's* A&CP	JReadhead &Sons,Ld. SouthShields	LaTunisienneS.N. Co.Ld. (F.C.Strick &Co.Ld.*Mgrs.*) *CellDBa&uE*144'*f*	370·2|52·3|25·9 P28'B104'F36' FK 160' 1075*tFPT*135*t*	Swansea British 6*BHCem* *APT*115*t*	T.3Cy.$24\frac{5}{16}$",41"&66"–45" 180lb *120lb* (*r*) 341NH 2SB,6*cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.	28 ″ 3 s 5 ″ 3⅝ 23 ″ 1½	
33925 8273 SLFN	— *ss*Got.No.1–42 D.F. 1*Dk&Shelter dk* *CruiserStern*	*1349* *1048* *649*	✠100A1 *withfreeboard* ~~2,41~~ ~~4,40~~ 4,42 ~~6,38~~ 4,42 ✠LMC	Got	*r*	CL ~~N1,41~~ 3,42	1938 6mo *Lloyd's* A&CP	Langes'nds MekVerkA/S Langesund	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*) *Cell*	254·1|41·6|14·6 261·7(O.L.) F24' FK (*Coll to Sh dk* 3 ,, *2nd* ,,) *DB*199'365*t FPT*20*t*	Gothenbrg Swedish 4*BHCem* *APT*57*t*	C.2Cy.16¾"&$33\frac{7}{16}$"–$33\frac{7}{16}$" & LP turbine with DR gearing & hydraulic coupling 228lb (*s*) FD 169NH 2SB(Spt),4*cf*,GS69,HS2755 LangesundsMek.Verk.A/S	17 ″ 4 s ″ 2 17 ″ 3½	
33926 TWCG	**Tunisien** (*ex*CapGrizNez–33, *ex*Siegen,*ex*PaulHorn) 1*Dk&deep framing* *Carrying Wine in Portable tanks*	1126 838 687					1904	Schömer& Jensen Tönning	Soc.Tunisienne d'Arm.et d'Affrètements	222·4|33·5|13·6 P12'Q53'B60'F29'	Tunis Tunisian *WB*	T.3Cy.17",27¾"&47"–27½" 115NH Schömer&Jensen,Tönning		V
33927 290 IVDN	**Tunisino** (*ex*Melita,*ex*Blus, *ex*Sieglinde) *Mchy.Aft* 1*Dk*	997 773 567					1922	Ostseewft. Schff&Masch A.G. Stettin	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	238·2|34·1|11·7 P110*t*Q61*t*H89*t* F21*t*	Trieste Italian *WB*	T6Cy$16\frac{3}{16}$"22⅜"&$42\frac{1}{16}$"–29½" Steen& 98NH Kaufmann,Elmshorn		I
33928 LFEF	**Tunni** (*ex*Bratholm–32,*ex*Louise Tiemann,*ex*Duivendrecht) *ss*Rot.No.1–23 1*Dk*	1281 1105 724	✠ ... 4,28 ✠				1919 6mo	NVSchpsw Baanhoek Sliedrecht	A/S Joachim(J.M. Johannesen, *Mgr.*)	237·4|36·6|15·9 P23'B60'F24' FK	Farsund Norwegian *WB*	T.3Cy.17¼",29"&47"–36" 175NH J&Av.dSchuytPapendrcht	18 ″ 0	N †
33929	**Tupa** (*ex*BragaSobrinho, *ex*Tupá) TwinSc *ss*Pra.No.2–06 1*Dk&Promenade dk*	*302* *225* *206*	✠ ... 6,08 ✠				1899 12mo	Murdoch& Murray PortGlasgow	HigsonBrooks& Cia.	140·2|30·2|7·7 F16' FK	Para Brazilian	C.4Cy.12"&24"–18" 41NH J.G.Kincaid&Co.Greenock	8 ″ 0	
33930	**Turaida** (*ex*HaraldBecker,*ex*Maceo, *ex*Kydonia,*ex*Baltique) 1*Dk&ptAwng dk*	2388 1677 1476					1900	Akt.Ges. "Neptun" Rostock	Tv.TuraidaKopredereja(Seeberg Bros.*Mgrs.*)	291·3|41·2|16·4 P22'H96' *ptAwng dk*178'	*WB*	T.3Cy.20½",35½"&55¼"–35½" 182NH A.G."Neptun,"Rostock		G
33931 135129 GQFP	**Turbo** *ss*H.Kg.2ndNo.3–11,37 E.S.D. 2*Dks*(1*StlUptIrn ptStl*) *Mchy.Aft* *&Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,12 *F.P. above* 150° F.	4782 4345 2878	✠100A1 12,40 BS12,40 ✠LMC11,37	Suz	*x*	CL 12,40	1912 8mo *Lloyd's* A&CP	SirJ.Laing &Sons,Ld. Sunderland	Ministry of War Transport(AngloSaxonPetroleum Co.Ld.*Mgrs.*) *DBuE&B*72'	374·2|50·7|27·5 387·0(O.L.) P93'B26'F40' FK 147*tFPT*186*tAPT*	London British 14*BHCem* 71*t DTf*283*t*	T.3Cy.26",44"&72"–48" (*s*) 180lb *120lb* 443NH 3SB,9*cf*,GS204,HS7545 J.Dickinson&Sons,Ld.Sld	29 ″ 3 s 5 ″ 1½ 24 ″ 4¼	
33932 165987 GMYG	**Tureby** TwinSc *OilEng.* *ss*Gls.No.1–40 D.F. 1*Dk* *CruiserStern*	4372 3935 2648	✠100A1 5,41 ~~10,40~~ DBS7,40 ✠LMC1,36	~~Gls~~ Mtl	*x*	CL ~~5,39~~ 5,41	1936 1mo *Lloyd's* A&CP	Akt.Burmeistr&Wain Copenhagen	Ministry ofWar Transport(Moss HutchisonLineLd. *Mgrs.*) *Intermediate* *Cell*	366·7|56·4|24·9 P33'B160'F37' FK *BH in after hold di* *DB*317'1063*tFPT*	Glasgow British 5*BH* *spensed with* 74*tAPT*95*t*	Oil Engines 2S.C.SA 8Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 538NH DB*made*31 *fitted*36 *100lb* Akt. Burmeistr&Wain,Cpn	27 ″ 3 s4 ″ 2¼ 23 ″ 2¾	
33933 EALP	**Turia** *OilEng.* *ss*Bbo.No 3–5,41 D.F. 2*Dks*(*Weather dk–Stl*)	2610 1849 1433	✠100A1 *withfreeboard* 5,41 ✠LMC5,41	Bbo	*s*	CL 5,40	1931 7mo *Lloyd's* A&CP	CiaEuskalduna Bilbao	Cia.Maritima Frutera,S.A.	290·0|42·0|23·2 B98'F35' FK *CellDB*248'347*t*	Cadiz Spanish 5*BHptCem* *APT*16*t*	Oil Engines 2S.C.SA 5Cy.23⅝"–41¾" 487NH Gebr.SulzerAG Ldwgshfn	23 ″ 3 s 5 ″ 5 18 ″ 1	
33934 LCVB	**Turicum** TwinSc *OilEng.* *Mchy.Aft* *ss*Ams.No.2–37 D.F. 1*Dk*(*Stl*)*&Web frames* *CruiserStern* *Longitudinal framing–bracketless system*	7824 7237 4666	✠100A1 4,39 ✠LMC CS11,37 DBS4,39 4,39 *Carrying Petroleum in bulk* (SEE FOOTNOTE *)	Rot	*c*†	CL P10,37 S4,39	1928 10mo *Lloyd's* A&CP	N.V.C.VanderGiessen&Zonen'sSchps Krimpen	SkibsA/S Avanti (Tschudi&Eitzen, *Mgrs.*) *CellDBu* *E*80'220*tDT*	451·8|59·2|34·1 P97'B35'F57' FK *f*35'488*t FPT*238*t*	Oslo Norwegian 14*BHptCem* *APT*171*t*	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NH 2DB*180lb* Werkspoor,Amsterdam	34 ″ 2	
33935 152 IVDU	**Turiddu**(*ex*Triestino–35, *ex*Eugenio,*ex*Player) 3Mst *ss*Lon.No.3–2,12 *ss*Tri.No.2–21 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	541 382 245	✠ 3,25	Tri	*h*		1899 2mo	IrvineS.B. &E.Co.Ld. Irvine	MatteoScuderi *Cell*	184·5|28·0|10·1 172·0 Q92'B13'F25' BK7" *DBf*92' 140*t FPT*	Catania Italian 3*BHCem* 55*tAPT*10*t*	C.2Cy.19"&42"–24" 91NH 1SB,3*cf*,GS64,HS1779 Campbell&Calderw'd,Psy.	12 ″ 9	I †
33936 TCCI	**Türkân** (*ex*Marti–37, *ex*Intepe–32, *ex*Peleus,*ex*Soglasie, *ex*G.M.B.) 3Mst *ss*2ndNo.3–12,97 *ss*No.1–02 *Mchy.Aft* 1*Dk2trB*	604 485 341	✠ ... 3,07				1878 6mo	R.Dixon& Co. Middlesbro'	FuadRecep	175·4|25·7|14·6 P61'F25' FK	Istanbul Turkish *WB*	C.2Cy.25"&48"–30" 105NH T.Richardson&Sons,Hpl.	15 ″ 4	
33937 167156 GQQV	**Turkistan** D.F. E.S.D. 2*Dks* *CruiserStern* *Fitted for oil fuel* 1,39 *F.P. above* 150° F.	6935 6280 4228	✠100A1 ~~5,41~~12,41 ✠LMC1,39	~~Lon~~ Hul	*b*† $2\frac{1}{16}$	CL 4,41	1939 1mo *Lloyd's* A&CP	J.Readhead&SonsLd SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*397' 1537*t*	454·0|58·5|29·5 472·5(O.L.) P39'B133'F38' FK *DTa*39'1030*tFPT*1	London British 7*BHptCem* 50*tAPT*45*t*	T.3Cy.26½",44"&74"–48"& LPturbine with DRgearing &hydraulic coupling (*s*) 220lb HS8994 706NH 3SB(Spt),*12cf*,GS190, FD J.Readhead&SonsLd.S.Shl	32 ″ 2 s 6″10½ 25 ″ 6¼	
33938 UOVI	**Turkmen** (*ex*LakeFerrona) 1*Dk2trB* Sub.Sig. *Fitted for oil fuel*	2599 2243 1616	✠ ... 11,20 ✠				1919 10mo	American S.B.Co. Cleveland	U.S.S.R.	250·9|43·6|26·1 P25'B64'F23' FK	Odessa Russian *WB*	T.3Cy.21",35"&59"–42" 352NH AmericanSBCoClevelnd,O	28 ″ 2	
33939 UPIX	**Turksib** (*ex*Hardenberg–35) *ss*Rot.No.3–10,34 1*Dk*(*Stl*) *Fitted for oil fuel*	3160 2867 1876	✠ 4,35 ✠	Rot	*v*		1922 1mo	A.Vuijk& Zonen Capelle a/d Ysel	U.S.S.R. *CellD*	325·9|48·4|23·0 P28'B207'F25' FK *B*279' 815*t FPT*52*t*	Leningrad Russian 5*BHCem* *APT*86*t*	2 steam turbinesDRgeared to 1 Sc. Shaft 356NH 3SB,6*cf*,GS132,HS5418 FD Maats.deSchelde,Flushing	25 ″ 3	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1	2 3	4	6	7		7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33940 157710 VPRL	**Turquino** (*ex*Comanche-33) **TwinSc** 2*Dks*	476 369 324					1896	IowaIron Wks. Dubuque,Iowa	MunroeTransportationCo.Ld.	158·7	27·2	13·3	Nassau,NP British	T.6Cy.10¾",16½"&26½"-24" 69NHP IowaIronWorks,Dubuque	14 ″ 6 s 4 ″ 3½ 10 ″ 7	
33941 OOLC	**Turquoise** **TwinSc** *OilEng.* *CruiserStern* 1*Dk*	810 614 448					1933	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	178·4 Q53'B46'F23'	35·6	15·5	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 16Cy.13"-23⅝" 260NHP SocAn.J.Cockerill,Seraing		V
33942 147938 MNCL	— *ss*Ayr.No.3-3,36 *ss*Irv.No.1-40 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	570 392 235	✠100A1 4,42 ~~10,40~~ ✠LMC MS4,40 BS~~3,41~~4,42	Irv	*h*	CL ~~2,39~~ 4,42	1924 12mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	Wm.Robertson	165·2 182·2(O.L.) Q94'B9'F27' BK7' *FP*	26·6	11·4	Glasgow British 3*BHCem* *T60tAPT6t*	T.3Cy.13½",21"&35"-26" (*s*) 180lb 88RHP 1SB,3*cf*,GS50,HS1627 AilsaS.B.Co.Ld.Troon	12 ″ 6 s 4 ″ 0¼ 12 ″ 10¼	
33943 10660	**Turret Court** **3Mst** *Turret deck* 1*Dk*	1879 1805 1197					1896	W.Doxford &Sons,Ld. Sunderland	Sincennes McNaughton Line,Ld.	253·0 F26*t*	44·0	19·7	Montreal British *WB*	T.3Cy.20",34"&57"-39" 203NHP W.Doxford&Sons,Ld.Sld.		
33944 212603 KDAU	**Turrialba** 2*Dks*&2*pt dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* D.F. E.S.D.	4538 3899 2503					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	378·8 B154'F45'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&Co.LdBel		C
33945 18490 JPAD	**Turuga Maru** **TwinSc** (*ex*TsurugaMaru-38) *ss*Yka.2ndNo.3-10,39 2*Dks*(*Stl*)	6988 6468 4284	✠100A1 1,41 BS1,41 ✠LMC10,39	Yka	*b*†	CL 1,41	1916 6mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki '*sA&CP*	NipponYusenK.K. *CellDB*392'1338*t*	445·0 462·6(O.L.) P35'B138'F35' FK *DTsa*42'1353*t FPT*	58·0	34·0	Tokyo Japanese 7*BHCem* 58*tAPT*62*t*	T.6Cy.20½",33½"&56"-48" 200lb (*s*) 620NHP 4SB(Spt),12*cf*,GS225, FD HS8903 MitsuBishiD.&E.Wks.Nag	34 ″ 0 s 7 ″ 6 26 ″ 8	
33946 44630 JNCM	— **Wood** *OilEng.*	301 — 173					1938	Sawasaki Zosensyo Turuga	MatusitaMatuziro	109·3	24·4	11·9	Turuga Japanese	Oil Engines		
33947 27909 JOVA	**Turugisan Maru** (*ex*Tsurugisan Maru-38*ex*Brookway, *ss*Nwc.No.3-10,18 *ex*MarshalPlumer, *ss*Ham.No.1-23 *ex*Campus,*ex*NorfolkRange) *Spar dk2trB&deep framing*	3108 2861 1886	✠ ... 4,26 ✠				1905	Irvine'sSB &D.D.Co.Ld WHartlepool	AwanokuniKyodo KisenK.K.	325·0 P33'B100'F32' 22·6 FK	47·1	13·8	Komatsu-shima Japanese *WB*	T.3Cy.24$\frac{7}{16}$",38"&64"-42" 275NHP Richardsons,Westgarth&Co.Ld.Hpl.	24 ″ 10	C †
33948 28724 JRVE	**Turuha Maru** Ⓟ (*ex*TsuruhaMaru-38) 2*Dks*	361 287 191					1922	Harada ZosenK.K. Osaka	SetsuyoSyosen K.K.	130·0	22·5	14·5	Osaka Japanese	T.3Cy.11½",19"&32"-22" 48NHP		
33949 HPPL	**Turul** (*ex*Warta-35,*ex*P.L.M.5) *ss*Gen.No.3-4,35 *Mchy.Aft* 1*Dk*(*Stl*)*Topside tanks* *Cargo battens not fitted*	*2698* *2183* *1883*	✠100A1 ~~9,41~~ ~~2,41~~ 3,42 Examined 2,41 ✠NB4,26 ✠LMC4,35 BS5,41	Cff Bry	*s*	CL 2,38	1916 10mo	Gt.Lakes Eng.Works Ecorse,Mich. A&CP *CellD*	Soc.Anon. Maritime et Commerciale *B*209'595*t Topside*	253·0 F25' FK *tanks* 382*t FPT*1	43·5	25·6	Panama Pnamanian 4*BHCem* 0*tAPT*50*t*	T.3Cy.21$\frac{5}{16}$",34½"&57"-42" 175lb (*s*) 284NHP 2SB,6*cf*,GS104,HS4198 FD Gt.LakesEng.Wks.Detroit	27 ″ 7 s 3 ″ 9 24 ″ 0¾	
33950 25089 JTVD	**Turusima Maru** Ⓟ (*ex*Tsurushima Maru-38) *ss*Yka.No.3-11,31 *ss*Osa.No.1-35 2*Dks*(*Stl*)	4646 3927 3351	✠ ... 3,39 ✠	Kob	*x*		1919 7mo	Uraga DockCo. Uraga	UwazimaUnyu K.K.(Yamashita KisenK.K.*Mgrs.*) *Cel'DB*	360·0 P21'B91'F35' FK 291' 919*t FPT* 114*t*	51·2	26·1	Uwashima Japanese 6*BHCem* *APT*46*t*	T.3Cy 24½",40½"&67"-48" 377NHP 3SB,9*cf*,GS180,HS6381 UragaDockCo.Uraga	28 ″ 5	C
33951 220885 KDLO	**Tuscaloosa City** 2*Dks*3*trB* GyC. *Fitted for oil fuel*	5687 5082 3450					1920	Chickasaw S.B.&CarCo. Chickasaw	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	26·5	New York Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
33952 161395 GKND	**Tuscan Star** **TwinSc** *OilEng.* *ss*Lon.No.2-37 *Ref.Mchy.* 3*Dks*(*Stl*)4*th dk*(*Stl*) D.F. E.S.D. *except in mchy. space* *CruiserStern*	11449 8968 7075	✠100A1 ~~12,39~~10,41 ✠LMC CS12,38 DBS~~11,39~~5,41 2,37 ✠Lloyd'sRMC~~5,41~~ ~~8,4,1~~ 5,42 ~~10,41~~	~~Lon~~ ~~Wln~~ Bkn	*f*†	CL ~~12,39~~ 10,41	1930 4mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	FrederickLeyland &Co.Ld. *Duct keel* *CellDB*398'1950*t*	471·0 489·2(O.L.) B285'F71' FK *fwd. of mchy.space* *Tanks in way of tunnels* 488*t F*	68·3	35·1	London British 9*BHptCem*	Oil Engines 2S.C.SA 16Cy.26¾"-47¼" 2DB100*lb* 1994NHP SulzerBros.Winterthur *PT* 98*tAPT*129*t*	39 ″ 9 s10 ″ 0½ 30 ″ 0	
33953 17757 JMAD	**Tusima Maru** **TwinSc** (*ex*Tsushima Maru-38) *ss*Yka.2ndNo.3-9,38 2*Dks*(*Stl*)	6754 6284 4200	✠100A1 6,40 BS6,40 ✠LMC9,38	Yka	*b*†	CL P4,39 S6,40	1914 10mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP*	NipponYusenK.K. *CellDB*366'	444·4 P35'B138'F39' FK 1376*tDTsa*39'1239*t*	58·2	31·3	Tokyo Japanese 7*BHCem* *APT*36*t*	T.6Cy.20",33½"&56"-48" (*s*) 200lb 619NHP 4SB,12*cf*,GS217,HS8892 FD D.Rowan&Co.Glasgow	34 ″ 0 s 7 ″ 4¾ 26 ″ 11	
33954 221543 KDTW	**Tustem** 2*Dks* *Mchy.Aft* GyC. *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	6906 — 4271					1921	Moore S.B. Co. Oakland,Cal.	AtlanticRefining Co.	425·0	57·2	33·1	Phildlphia Utd.States	T.3Cy.27½",46⅜"&78"-51" 432NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
33955 PUCV	**Tutoya** (*ex*Uno,*ex*Mitcham) **TwinSc** *Well deck* *ss*Shl.No.3-4,26 *Mchy.Aft* 1*Dk*	*1125* *831* *564*	✠ ... 5,28 ✠				1913 10mo	W.Dobson &Co. Newcastle	LloydBrasileiro	220·4 P34'Q93'B16'F23' FK	35·0	13·6	R.Janeiro Brazilian *WB*	T.6Cy.13½",22"&37"-27" 187NHP MacColl&Pollock,Ld.Sld.	15 ″ 10	
33956 PIBN	**Tuva** , *Oil Eng.* *ss*Ant.No.1-38 2*Dks*	4652 4274 2747	✠100A1 4,41 ✠LMC CS3,39 DBS4,41 3,40	Bel	*y*	CL 8,38	1935 1mo *Lloyd*	N.V.Mchf. &Scheepswrf. vanP.Smit,Jr Rotterdam '*sA&CP*	Maatschappij VrachtvaartN.V. *CellDB*	375·6 390·4(O.L.) P33'B217'F36' FK 353' 1180*t FPT*95*t* *Tanks in way of tunnel*69'265*t*	53·2	26·3	Rottrdam Dutch 6*BH* *APT*122*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP DB80*lb* N.V.Mch.&Scheepswerf vanP.Smit.jr.Rot.	29 ″ 3 s 4 ″ 4 25 ″ 0¼	
33957 19288 JYMD	**Tuyama Maru** **TwinSc** (*ex*Tsuyama Maru-38) *ss*Yka.No.3-11,28 *ss*Kob.No.2-36 D.F. 2*Dks*(*Stl*)	6963 6469 4280	✠100A1 2,41 ✠LMC2,41	Yka	*b*†	CL 2,41	1916 10mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki '*sA&CP* 50° F.	NipponYusenK.K. *CellDB*392'1338*t*	445·0 P35'B138'F35' FK *DTa*42'1361*t* *DTsf*1500*t FPT*	58·0	34·0	Tokyo Japanese 7*BHCem* 58*tAPT*62*t*	T.6Cy.20½",33½"&56"-48" 200lb (*s*) 620NHP 4SB(Spt),12*cf*,GS225, HS8903 FD MitsuBishiD.&E.Wks.Nag	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
			*Fitted for oil fuel*9,23 *F.P. above* 150° F. *Adapted for carrying oil fuel* 11,28 *F.P.above* 150° F. *in D&E deep tanks*													
33958 PIBP	**Twee Gebroeders** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	400 269 241					1938	Schpsw. "Volharding" GebrBodewes Foxhol	H.Damhof	140·6 P34'F16'	25·7	8·9	Hoogezand Dutch *WB*	Oil Engines 4S.C.SA 5Cy.11$\frac{7}{16}$"-17$\frac{11}{16}$" 63NHP AppingedammerBrons Motorenfb.N.V.		VL

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
33959 161869 GBYC	**Tweedbank** TwinSc *OilEng.* E.S.D. *ss*HKg.No.2–40 *Ref.Mchy.* 1*Dk*(*Stl*)& *Shelter dk* (*Stl*–ws) *Tonnage opening closed*'41(*W.E.*)	5627 4979 3412	✠100A1 *withfreeboard* ~~8,41~~ ~~1,41~~ 3,42 DBS8,41 ~~DBS4,40~~ ✠LMC4,40 ✠Lloyd'sRMC1,41 ~~8,41~~ 3,42 for temp. 20° F. *Carrying vegetable oil in deep tanks& in tanks between tunnels*	~~NY~~ ~~Ddn~~ Mch	*b*†	CL 3,40	1930 9mo	Workman, Clark(1928) Ld. Belfast *Lloyd*'*sA&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*365'1293*t*	426·7|57·4|25·7 440·0(O.L.) FK *Tanks in way of tunnels* 263*tMT*	Belfast British 7*BHptCem* (*Collto Sh dk* 6 „ 2*nd*„)	Oil Engines 2S.C.SA 10Cy.26¾"–47¼" DB*120lb* 1246NHP Workman,Clark(1928)Ld. 60'2389*tFPT*95*tAPT*152*t*	~~29 ″ 9~~ ~~s3 ″ 7½~~ ~~26 ″ 4¼~~ 38 ″ 7 s11 ″ 8 27 ″ 4¼	
33960 LOED	**12 de Octubre** 2*Dks& Web frames* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing* *Carrying Petroleum in bulk*	*6123* *5750* *3826*	✠ ... 3,22 ✠				1921 5mo	Hawthorn Leslie&Co Ld Newcastle	ArgentineGovt. (Yacimientos Petroliferos Fiscales)	420·5|54·6|32·4 P99'B30' FK	Bns.Aires Argentine *WB*	T.3Cy.27",45"&74"–48" 536NHP HwthrnLeslie&CoLd.Nwc	32 ″ 8	
33961	**Twenty-eighth October** (**XXVIII Ottobre**) *see letter* **X**													
33962	**Twenty-first April (XXI Aprile)** *see letter* **X**													
33963	**Twenty-fourth May (XXIV Maggio)** *see letter* **X**													
33964	**Twenty-third March** (**XXIII Marzo**) *see letter* **X**													
33965 168028 GNDC	**Twickenham** D.F. E.S.D. †1*Dk& Shelter dk* *Cruiser Stern* *Tonnage opening closed*'42(*W.E.*)	4762 4239 2663	✠100A1 *withfreeboard* 3,42 ~~6,41~~ ✠LMC11,40	~~Shl~~ Hul	*a*† 2	CL 3,42	1940 11mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd*'*sA&CP*	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) 4 *divisional W.T.BHs in Sh'tween dks* *CellDB*298'976*t Tanks at sides of tunnel*250*tFPT*315*tAPT*125*t*	417·6|56·8|25·0 432·8(O.L.) FK	London British 7*BHAsp* (*Coll to Sh dk* 6 „2*nd*„)	T.3Cy.23",38"&65"–42" (*s*) 220lb Rht. 393NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS119,HS5790 N.E.MarineEng.Co.(1938) Ld.Nwc.	~~28 ″ 5~~ ~~s3 ″ 2¾~~ ~~26 ″ 3~~ 37 ″ 5 s11 ″ 3 26 ″ 3	
33966 163500 ~~FOSA~~ BCYF	**Twickenham Ferry** Ⓟ TwinSc (*TrainFerry*) E.S.D. 1*Dk&*2*nd dk at ends* *Cruiser Stern*	2839 2014 1044	✠ ... 10,35 ✠	Sou			1934 7mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Ministry of War Transport(SouthernRailway,*Mgs*,) *CellDBuE*34'58*t*	346·8|60·7|18·2 62·3 B&F319' *DTf*18'180*t* FK *Wing tanks abreast ER*44'	London British 8*BHptCem* *ptAsp* 376*tAPT*63*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts 948NHP 4W.T.B. GS248,HS9416 ParsonsMarineSteam TurbineCo.Ld.Nwc.	20 ″ 0	V †
33967 226463 KLIR	**Tydol** TwinSc *Mchy.Aft* *OilEng.* 1*Dk ptLongitudinal framing* *Carrying Petroleum in bulk*	1257 — 768					1927	SunS.B.& D.D.Co. Chester,Pa.	Tide Water AssociatedOilCo.	252·8|40·1|13·6 P43'	Wilmgton (Del.) Utd.States	Oil Engines 4S.C.SA 12Cy.14"–18" 230NHP WintonEng.Works,Clv.		R
33968 228720 WJDN	**Tydol No. 2** (*ex*Tidewater) *OilEng.* *Mchy.Aft* 1*Dk ptLongitudinal framing* D.F. *Carrying Petroleum in bulk*	1783 — 1055					1929	ThePusey &JonesCo. Wlmgtn,Del.	TideWater AssociatedOilCo.	252·1|44·2|18·5 P59'F39'	Wilmgton (Del.) Utd.States	2 Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA. 12Cy.17"–24" 336NHP MorrisDelaVergneInc. Philadelphia		R
33969 221262 KDRZ	**Tydolgas** (*ex*Tulsagas–39) *ss*S.Fo.No.1–25 2*Dks& Web frames* *Mchy.Aft* *Fitted for oil fuel* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7343 6518 4437	... 4,27				1921	Baltimore D.D.&S.B.Co. Baltimore, Md.	TideWater AssociatedOilCo.	431·0|59·2|33·4 P105'B37'F38' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 536NH NE21*refitted*25 LlewellynIronWorks,LAn	33 ″ 3	R †
33970 225291 KFZI	**Tyee** (*ex*Oritani–39) *ss*Phl.No.3–9,33 *Ref.Mchy.* *ss*N.Os.No1–37 1*Dk*(*Stl*)& *Awng dk*(*Stl*–ws)3*trB*	1374 — 779	✠100A1 *Awng dk* *withfreeboard* 12,41 ~~1,41~~ BS1,42 ~~BS5,41~~ ~~BS5,40~~ ✠LMC1,37 Lloyd'sRMC5,40 6,41 *Fitted for oil fuel* 2.21 *F.P. above* 150° F.	Sea	*o*	CL ~~7,39~~ 12,41	1921 2mo	ToddShipyardsCorp. (TeboPlant) BrooklynNY A&CP	AlaskaTransportationCo. *CellDB*165'177*t*	227·0|33·7|13·7 21·3 FK *Collision* *DTf*17'242*tFPT*	Ketchikan Utd.States *ptCem* *BHtoAw dk* 4 „ „ *U* „ 18*tAPT*22*t*	T.3Cy.19",32"&52"–36" (*s*) 180lb 245NHP 2SB,6*cf*,GS220,HS3780 FD WhiteFuelOilEng.Co.N.Y.	23 ″ 7 s7 ″ 3 16 ″ 9	
33971 142490 MKJN	**Tynan** 3Mst *ss*Bel.No.3-4,31 *ss*Bel.No.2–40 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	432 285 169	✠100A1 2,42 ~~5,40~~ ✠LMC MS5,40 BS4,41	Bel	*f*	CL ~~5,40~~ 1,42	1919 7mo	J.Fullerton &Co. Paisley *Lloyd*'*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	142·0|25·1|11·4 Q79'B9'F22' FK	Belfast British 3*BHCem* *FPT*40*t*	C.2Cy.18"&38"–27" (*s*) 130lb 59RHP 1SB,3*cf*,GS59,HS1786 Fishers,Ld.Paisley	12 ″ 7 s4 ″ 3¾ 12 ″ 4¼	
33972 162766 MJZM	**Tyndall** *ss*Shl.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1314 996 731	✠100A1 2,42 ~~7,41~~ Examined 7,41 BS7,41 ✠LMC7,37	Sld Lon	*o*	CL ~~5,40~~ 2,42	1932 9mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&AssociatedCompanies Ld.*Mgrs.*) *CellDBuE*23'*f*151'368*tDTf*107*t FPT*142*tAPT*28*t*	227·0|36·4|15·4 Q138'B16'F21' FK	London British 5*BHptCem*	T.3Cy.17",28"&46"–33" (*s*) 200lb *100lb* 142NHP 1SB,3*cf*,GS61,HS2240 J.Dickinson&Sons,Ld.Sld	17 ″ 5 s4 ″ 11 16 ″ 1¼	
33973 137527 GMKX	**Tyndareus** Ⓟ TwinSc D.F. 3*Dks*	11361 10516 7186					1916	Scotts'S.B. &Eng.Co.Ld Greenock	OceanS.S.Co.Ld. (A.Holt&Co.*Mgs.*)	507·0|63·2|41·6 F75'	Liverpool British *WB*	T.6Cy.22½",38"&65"–54" 622NHP Scotts'S.B.&EngCoLdGrk		BT till 4,42
33974 164039 GWWQ	**Tynebank** *ss*Cal.No.1–39 1*Dk& Shelter dk* *Tonnage opening closed*'41(*W.E.*)	4651 4244 2732	✠100A1 *withfreeboard* 3,42 ~~12,40~~ ~~10,41~~ ✠LMC MS5,39 BS~~12,40~~ 1,42	~~Shl~~ ~~Cal~~ Cff	*z*	CL N12,39	1934 11mo	JReadhead &Sons,Ld. SouthShields *Lloyd*'*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*358'1333*t*	412·9|54·0|24·0 427·7(O.L.) F32' FK *FPT*101*t APT*162*t*	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.25",42"&71"–48" (*s*) 220lb 524NHP 2SB(Spt)&1AuxSB,9*cf*, GS167,HS7444 FD J.Readhead&Sons,Ld.SShl	~~27 ″ 1~~ ~~s2 ″ 11~~ ~~24 ″ 4½~~ 35 ″ 10 s10 ″ 11 25 ″ 4½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
33975 149405 GLZW	**Tynefield** OilEng. ssShl.No.3-5,38 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	5856 5267 3475	✠100A1 11,40 ✠LMC CS4,39 DBS11,40 CarryingPetroleum in bulk	Alx	z ~~4,39~~11,40	CL 11,40	1926 1mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	NorthernPetroleumTankS.S.Co. Ld.(Hunting&Son, Ld.Mgrs.)	395·0|54·5|32·0 P86′B34′F39′ FK CellDB uE64′ 148tDTf27′322t FPT160t APT155t	Newcastle British 16BHptCem (12 to U dk 4 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.22⅛″–91¼″ 640NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	31 ″ 9 s 5 ″ 6¾ 26 ″ 5½	
33976 165785 GLWL	**Tynemouth** D.F. E.S.D. 1Dk CruiserStern Cargo battens not fitted	3168 2713 1841	✠100A1 ~~7,410,40~~ 3,42 ✠LMC7,40	~~Sld~~ Shl	v 1¾	CL 7,41	1940 7mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	BurnettS.S.Co.Ld.	343·3|48·0|20·9 357·0(O.L.) P36′B78′F29′ FK CellDB287′979tFPT89tAPT210t	Newcastle British 6BHCem	T.3Cy.20″,34″&57″–39″ 220lb (s) 287NHP 2SB(Spt)6cf,GS92,HS3940 FD GeorgeClark(1938)Ld.Sld.	24 ″ 0 s 3 ″ 9¾ 20 ″ 4½	
33977 5653 SGFA	**Tynningö** (exSydic-38) ssGot.2ndNo.3-6,38 D.F. 1Dk(Stl)& Shelter dk(Stl)	4272 3874 2625	✠100A1 Shelter dk withfreeboard 4,41 ~~3,40~~ ✠LMC MS3,39 BS~~7,40~~2,42	Got	y	CL ~~6,38~~ 4,41	1914 10mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP	RederiA/B Rex (K.M.Källström, Mgr.)	385·0|53·7|23·6 FK CellDBa134′uE&B45′f164′1176t FPT76tAPT77t	Stockholm Swedish 6BHCem	T.3Cy.27″,45″&74″–48″ (s) 180lb 465NHP 3SB(Spt)9cf,GS197,HS7906 Blair&Co.Ld.Stockton	26 ″ 1 s 2 ″ 6½ 23 ″ 9¼	
33978 ~~165281~~ GZRL	**Tynwald** Ⓟ TwinSc D.F. E.S.D. 2Dks&Shelter dk CruiserStern	2376 1567 932	✠ A1 withfreeboard 1,39 BS11,39 ✠LMC6,37 For Irish Channel service Fitted for oil fuel 6,37 F.P. above 150° F.	Bkn		OG	1937 6mo	Vickers-Armstrongs Ld. Barrow Lloyd'sA&CP	~~Isle of ManSteamPacketCo.Ld.~~	314·6|46·1|17·1 328·9(O.L.) Promenade dk BK9″ CellDBa&uE82′f78′ 159t CentreDTf10′33tFPT55tAPTs135t	~~DouglasIM~~ British 10BHCem	4steam turbines SR geared to 2 screw shafts 1379NHP 3WTB 250lb (s) HS13560 FD VickersArmstrongsLdBrw	18 ″ 0 ~~s 5 ″ 7¼~~ ~~13 ″ 5~~	
33979 31572 JTCB	**Tyōan Maru** Ⓟ (exChoanMaru-38) OilEng. Ref.Mchy. ssKob.No.3-11,37 Mchy.Aft 2Dks(Stl-Uws)	2632 1899 1388	✠ ... 10,38 ✠	Kob	t		1927 4mo	KobeSteel Works Harima	ToaKaiunK.K.	284·8|45·5|23·0 P29′B100′F37′ FK CellDB232′464t Side tanks inER73t FPT24tAPT14t	Osaka Japanese 4BHptCem	Oil Engines 2S.C.SA 6Cy.23⅝″–41¾″ 582NHP KobeSteelWorks,Kobe	23 ″ 0	
33980 30047 JLHB	**Tyohaku Maru** Ⓟ (exChohakuMaru-38,exTakaokaMaru, exVestnorge,exJolanda diGiorgio) 1Dk&Awng dk	1287 1129 760					1908	Bergens Mek.Værks Bergen	KawasakiKisen K.K.	230·5|31·6|21·4 H109t	Kobe Japanese WB	T.3Cy.21″,34″&57″–36″ 195NHP BergensMekVærksBergen		
33981 1278 JQSB	**Tyohakusan Maru** Ⓟ (exChohakusanMaru-38) 2Dks	2131 1900 1243					1928	Uraga DockCo.Ld. Uraga	TyosenYusenK.K.	280·0|41·0|23·5 P23′B72′F29′	Zinsen Japanese WB	T.3Cy.18″,29½″&50″–39″ 156NHP UragaDockCo.Ld.Uraga		
33982 147 JKPA	**Tyohei Maru** Ⓟ (exChoheiMaru-38) 2Dks	1718 1278 947					1920	Fujinagata Zosensho Osaka	DairenKisenK.K.	260·0|38·5|19·2 P44′B92′F41′	Dairen Japanese WB	T.3Cy.21½″,36″&60″–39″ 225NHP FujinagataZosenshoOsaka		
33983 31378 JEDB	**Tyohuku Maru** Ⓟ (exChofukuMaru-38) 1Dk	527 395 324					1926	Mitsubishi ZosenKaisha, Ld. Nagasaki	KyushuShosen K.K.	160·2|27·0|15·5 F24′	Nagasaki Japanese	T.3Cy.12″,20″&33″–21″ MitsubishiZosen 50NHP Kaisha,Ld.Nagasaki		
33984 37464 JKHC	**Tyokai Maru** Ⓟ (exChokaiMaru-38) OilEng. 2Dks	2658 — 1598					1932	Mitsui Bussan Kaisha,Ld. Tama	SimataniKisen K.K.	300·0|43·0|22·7 P23′B82′F36′	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 271NHP MitsuiBussanKaisha,Ld. Tama		
33985 25351 JLSE	— (exChokaiMaru-38) 1Dk	1285 1112 719					1919	Ishikawajima S.B.&E.Co Ld.Tokyo	SettuSyosenK.K. (OsakaSyosenK.K. Mgrs.)	230·0|33·0|19·5 P25′B51′F24′	Hutyu Japanese WB	T.3Cy.15″,24½″&40″–30″ 88NHP IshikawajimaS.B.&E.CoLd		
33986 25356 JMJE	**Tyokai Maru No. 2** (exChokai MaruNo.2-38) 1Dk	1288 1112 720					1919	Ishikawajima S.B.&E.Co Ld.Tokyo	SettuSyosenK.K. (OsakaSyosenK.K. Mgrs.)	230·0|33·0|19·5 P25′B51′F24′	Hutyu Japanese WB	T.3Cy.15″,24½″&40″–30″ 88NHP IshikawajimaS.B&E.CoLd		
33987 45871 JPHN	**Tyoki Maru** OilEng. CruiserStern	927 — 607					1939	Nakata Zosensho Osaka	DaityoKisenK.K.	187·6|31·0|17·5	Tokyo Japanese	Oil Engines 4S.C.SA 6Cy.14¾″–20⅞″ 128NHP HanshinIronWorks		
33988 26820 JALA	**Tyōkō Maru** (exChokohMaru-38, exSeineMaru) ssKob.No.3-9,31 ssKob.No.2-39 2Dks(Stl)&Shelter dk(Stl)	6783 6475 4987	✠100A1 Shelter dk withfreeboard 1,41 BS1,41 ✠LMC11,39 Fitted for oil fuel 8,20 F.P. above 150° F.	Kob	a†	CL 12,40	1920 8mo	Teikoku S.S.Co. OHarima A&CP	YamashitaKisen K.K.	425·0|53·6|34·9 FK CellDB336′1153t DTa39′936t FPT153t APT72t Collision	Kobe Japanese ptCem BH to Sh dk 6 „ „ U „	T.3Cy.28″,47″&79″–51″ (s) 200lb 584NHP 3SB,9cf,GS192,HS7956 FD KobeSteelWorks,Ld.Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
33989 46376 JHJN	**Tyoko Maru** D.F.	3516 — 2021					1939	TamaS.B. Co.Ld. Tama	TaiyoKogyoK.K.	340·5|48·2|26·2 P31′B95′F31′	Kobe Japanese WB	T.3Cy.$22\frac{7}{16}$″,$33\frac{7}{16}$″&$59\frac{1}{16}$″–44⅞″& exhaust turbine driving steam compressor 232NHP TamaS.B.Co.Ld.Tama		C
33990 32737 JTWB	**Tyōkō Maru** Ⓟ (exChokoMaru-38) OilEng. Ref.Mchy. ssOsa.No.3-1,38 2Dks(Stl-Uws)	2629 1905 1357	✠ ... 12,38 ✠	Osa	t		1927 6mo	OsakaIron Works,Ld. Osaka	ToaKaiunK.K.	284·5|45·6|23·0 P29′B102′F36′ FK CellDB234′ 378t Side tanksinER75tFPT24tAPT12t	Osaka Japanese 4BHptCem	Oil Engines 2S.C.SA 6Cy.23⅝″–41¾″ 582NHP KobeSteelWorks,Ld.Kobe	23 ″ 0	
33991 29670 JOSA	**Tyoko Maru** (exChokoMaru-38) Ref.Mchy. 2Dks Mchy.Aft Fitted for oil fuel	1794 1187 941					1923	Mitsubishi Zosen Kaisha, Ld. Nagasaki	NichiroGyogyo K.K.	250·0|39·0|19·0 P101′B74′F40′	Yokohama Japanese WB	T.3Cy.17″,28½″&48″–36″ 138NHP MitsubishiZosenKaisha,Ld		C
33992 46915 JYVN	— OilEng.	889 — 592					1939	Nakada Zosensyo K.K. Osaka	SankoKisenK.K.	186·6|31·0|17·0	Amagasaki Japanese	Oil Engines		
33993 44497 JMBM	**Tyōryu Maru** OilEng.	301 217 200					1937	Urabe Zosen Dekkosyo Gosikaisha	Asahigumi KaisotenK.K.	120·0|23·5|11·5	Tokyo Japanese	Oil Engines		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
33994 28075 JHYA	**Tyosa Maru** Ⓟ (*ex*ChosaMaru-38) 1*Dk*	2538 2009 1555	✠ ... 1,23 ✠				1921 8mo	OsakaIron Works,Ld. Osaka	ToaKaiunK.K.	284·5 P41'B100'F34' FK	42·5	23·0	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" 288NHP OsakaIronWrks,Ld.Osaka	23 ″ 0	
33995 826 JRNG	**Tyosan Maru** Ⓟ 2*Dks* D.F. *CruiserStern*	3939 — 2354					1940	TamaS.B. Co.Ld. Tama	DairenKisenK.K.	354·5	50·5	24·5	Dairen Japanese	T3Cy.23⅝",36⅝"&$66\frac{15}{16}$"-47¼" & exhaust turbine driving steam compressor 306NHP TamaS.B.Co.Ld.Tama		
33996 29711 JBSC	— Ⓟ (*ex*ChosanMaru-38) 1*Dk*	1159 943 661					1924	OnoIron Wks&Shipyd Osaka	AwanokuniKyodo KisenK.K.	220·0 P26'B49'F22'	32·0	18·0	Mikage Japanese *WB*	T.3Cy.14⅝",24¼"&40"-30" 88NHP HamadaIronWorks,Kobe		
33997 14458 JPVD	**Tyosen Maru** Ⓟ (*ex*ChosenMaru-38) *ss*Cal.No.2-20 2*Dks*& *Web frames* *Longitudinal framing*	3111 2755 1935	✠ ... 6,21 ✠				1911 10mo	Armstrong Whitworth &Co.Ld. Newcastle	KitaNipponKisen K.K.	305·1 P19'B85'F32' FK	44·1	24·9	Osaka Japanese *WB*	T.3Cy.22",37"&61"-42" 279NHP N.E.MarineEng.CoLdNwc	27 ″ 3	
33998 40224 JEMK	**Tyosin Maru** (*ex*ChoshinMaru-38) *OilEng.* 1*Dk*	314 — 182					1935	Matsuura Ryoichi Tono	HiraiTyotaro	120·1	23·1	12·6	Nisinomya Japanese	Oil Engines		
33999 46802 JWTN	**Tyowa Maru**	2719 — 1566					1939	OsakaIron Works,Ld. Osaka	NittoKogyoKisen K.K.	307·9	45·0	24·9	Tokyo Japanese	T.3Cy.18⅛",30⅛"&50"-36" 150NHP OsakaIronWorks,Ld.Osa.		
34000 480 JPHG	**Tyoyo Maru** (*ex*ChoyoMaru-38, *ex*Canadian Mariner-33) *ss*Drn.No.3-10,33 2*Dks*(*Stl*)	5388 4916 3236	✠ ... 1,38 ✠	Kob	*y*		1920 11mo	Halifax Shipyards,Ld Halifax,N.S.	DairenKisenK.K.	399·3 P49'B113'F39' FK *CellDB*334'1027*t* *FPT*147*t*	52·3	28·4	Dairen Japanese 6*BHCem* *APT*133*t*	T.3Cy.27",44"&73"-48" 555NHP 3SB,*9cf*,GS224,HS8565 RobbEngineWorks,Ld. Amherst,N.S.	31 ″ 0	
34001 32742 JURB	— (*ex*ChoyoMaru-38, *ex*Braaland,*ex*General Currie) *ss*Hra.No.1-25 1*Dk*	2225 1989 1333	✠ ... 8,27 ✠				1919 5mo	Dominion S.B Co.Ld. Toronto	OnoShojiGomei Kaisha	251·1 P25'B64'F20' FK	43·6	21·2	Hutyu Japanese *WB*	T.3Cy.20",33"&54"-40" 328NHP J.Inglis&Co.Ld.Toronto	24 ″ 3	
34002 31568 JTBB	**Tyōzyō Maru** Ⓟ 2TwinMst (*ex*ChojoMaru-38) *OilEng.* *Ref.Mchy.* *ss*Osa.No.3-2,38 2*Dks*(*Stl-Weather dk*ws)	2611 1898 1373	✠ ... 1,39 ✠	Osa	*t*		1927 3mo	Mitsubishi ZosenKaisha, Ld. Nagasaki	ToaKaiunK.K.	284·5 P29'B100'F36' FK *CellDB*234'438*t* *Wing tanks in ER*38*t* *FPT*25*t*	45·5	23·0	Osaka Japanese 4*BHptCem* *APT*14*t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP MitsubishiZosenKaisha,Ld	23 ″ 0	
34003 141 JGBB	**Tyozyun Maru**(*ex*ChojunMaru-36) 1*Dk*	2246 1897 1281					1918	Fujinagata Dkyd.Co. Osaka	DairenKisenK.K.	272·0 P16'B60'F34' FK	40·0	24·1	Dairen Japanese *WB*	T.3Cy.18½",30½"&51½"-36" 189NHP FujinagataDkydCoOsaka	24 ″ 2	
34004 1322 JRKB	**Tyozyusan Maru** Ⓟ (*ex*ChojusanMaru-38) 1*Dk*	2131 1900 1243					1928	Uraga DockCo.Ld. Uraga	TyosenYusenK.K.	280·0 P23'B72'F29'	41·0	23·5	Zinsen Japanese *WB*	T.3Cy.18",29"&50"-39" 156NHP UragaDockCo.Ld.Uraga		
34005 LDDD	**Tyr** *OilEng.* *CruiserStern* 1*Dk*	4265 3735 2501					1926	A/B Götaverken Gothenburg	D/S A/S Björn (ThorvaldHansen, *Mgr.*)	357·0 P123*t*H202*t*F37*t*	51·3	25·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 5Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 355NHP A/B Götaverken,Got.		N
34006 167451 MPFF	— *Ref.Mchy* 2*Dks*	754 730 465					1890	LindholmensV.A. Gothenburg	Ministry ofWar Transport(Ellerman'sWilsonLine, Ld.*Mgrs.*)	176·6	26·9	12·4 19·5	London British *WB*	T.3Cy.15",24"&40"-26" 82NHP MotalaM.V.Aktieb.Got.		V L
34007 OXYS	— Ⓟ (*Icebreaker*) 1*Dk*	527 424 155					1893	Helsingörs Skibsbyggeri Elsinore	DenDanskeStat (Ministeriet for Handel,Industri og Söfart)	136·0 Q40'B60'F20'	35·3	14·8	Copnhagn Danish	C.2Cy.30½"&57"-33" 156NHP HelsingörsMaskinbyggeri		
34008 6962 SHAK	**Tyra Bratt** *ss*Got.No.3-9,35 1*Dk*(*Stl*)	*1301* *1130* *740*	✠100A1 10,39 BS10,39 ✠LMC9,35 (SEE FOOT NOTE *	Got	*o*	OG 11,37	1923 3mo	Kockums M.V.Aktieb. Malmö A&CP	Ångf.Aktieb. Ostersjön (A.Bratt &Co.*Mgrs.*)	232·4 245·0(O.L.) P17'B63'F25' FK *CellDB*196'364*t**FPT*	37·6	16·2	Gothenbrg Swedish 4*BHptCem* 44*tAPT*59*t*	T.3Cy18½",29⅜"&$48\frac{5}{16}$"-$33\frac{1}{16}$" 185lb (*s*) FD 158NHP 2SB(Spt),*4cf*,GS56,HS2067 KockumsM.V.Akt.Malmö	18 ″ 7 s2 ″ 2½ 16 ″ 7	
34009 LCFA	**Tyrifjord** (*ex*Ramfos) 1*Dk* D.F. *Fitted for oil fuel*	3080 2820 1881					1920	WoodSkinner&Co.Ld. Newcastle	DenNorske AmerikalinjeA/S	331·7 P94*t*H160*t*	46·7	23·1	Oslo Norwegian *WB*	T.3Cy.25",41"&68"-45" 310NHP N.E.MarineEng.CoLdNwc		N
34010 PIBZ	**Tysa** *OilEng.* D.F. *CruiserStern* 1*Dk*& *Shelter dk*	5327 4505 3179	✠100A1 *withfreeboard* 1,42 ~~3,41~~ ✠LMC11,38	~~BAs~~ Bry	*b*†	CL	1938 12mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam *Lloyd*'sA&CP	Maats. VrachtvaartN.V. *CellDB*356'1412*t*	434·1 455·9(O.L.) F31' FK *FPT*290*tAPT*68*t*	59·3	24·1	Rottrdam Dutch 7*BH* (*Coll to Sh dk* 6 „ *2nd*„)	Oil Engines 2S.C.SA 7Cy.$24\frac{7}{16}$"-45¼" 724NHP DB*80lb* N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot	27 ″ 6 s3 ″ 3¾ 24 ″ 3¾	
34011 25096 JSQA	**Tyuka Maru** Ⓟ (*ex*ChukwaMaru-38) 2*Dks*	2189 1810 1286					1920	Uraga DockCo.Ld. Uraga	ToaKaiunK.K.	280·0 P34'B73'F37'	43·2	21·0	Osaka Japanese *WB*	T.3Cy.18",29½"&50"-39" 156NHP KubotaIronWorks,Osaka		C
34012 46812 JWZN	**Tyuwa Maru**	2719 — 1566					1939	OsakaIron Works,Ld. Osaka	NittoKogyoKisen K.K.	307·9	44·9	24·9	Tokyo Japanese	T.3Cy.18⅛",30⅛"&50"-36" 150NHP OsakaIronWorks,Ld.Osa.		
34013 LZDB	**Tzar Ferdinand** *ss*Cpl.No.3-8,26 *ss*Ist.No.1-31 2*Dks*(*UptStl*)	1994 1460 1209	✠ ... 6,35 ✠	Varna	*r*		1913 10mo	Flli. Orlando&Co Leghorn	Soc.Commerciale Bulgare deNav.à Vap. *CellDBa*59'*u*	262·1 P56'B105'F34' FK *E*23'*f*80'282*t* *FPT*	37·9	20·3	Varna Bulgarian 5*BHCem* 42*tAPT*39*t*	T3Cy$22\frac{9}{16}$",$36\frac{7}{16}$"&60⅝"-39⅜" 293NHP 2SB,*6cf*,GS164,HS5210 Flli.Orlando&Co.Leghorn	22 ″ 2	V †
34014																

, Additional Ships are inserted in the Supplement at the end of the Register.

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34015 168504 MLVQ	**Ubari** (*ex*LudvigPeyron–33) *ss*Osc.2ndNo.3–5,24 *ss*Skm No.1–28 1*Dk*(*Stl*)&*Web frames*	1392 1225 859	✠ 9,33 ✠	Skm	*p*		1899 3mo	Carmichael Macleam&Co. Greenock	MinistryofWar Transport(T.&C. Wilton&Co.Ld. *Mgrs.*)	236·6|36·0|17·9 P9'B66'F30' FK *CellDBa*68'*uE*18'*f*90'	Belfast British 4*BHCem* 330*tAPT*21*t*	T.3Cy.18″,30″&48″–33″ 151NHP 2SB,*4pf*,GS66,HS2560 Muir&Houston,Ld.Gls.	20 ″ 4	VI. †
34016 DHYE	**Ubena** Ⓟ Sub.Sig. *Ref.Mchy.* 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel*	9523 6098 5573					1928	Blohm& Voss Hamburg	DeutscheOst- AfrikaLinie	468·7|60·3|29·7 len34	Hamburg German *WB*	4SteamTurbinesSRgeared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
34017 PUCM	**Uca** (*ex*Westfalia) 1*Dk*	1334 1041 735					1924	Nüscke& Co. Stettin	LloydBrasileiro	242·1|37·0|14·0 Q75'B107'F31'	R.Janeiro Brazilian *WB*	T.3Cy.17$\frac{5}{16}$″,27$\frac{5}{8}$″&46″–27$\frac{5}{8}$″ 112NHP A.Borsig,G.m.b.H.Berlin		
34018 OAPU	**Ucayali** (*ex*Neti–37, *ex*T.A.D.Jones–37, *ss*N.Yk.No.3–12,28 *ex*C.A.Snider, *ss*Tri.No.2–37 *ex*Olean) 1*Dk*(*Stl*)2*trB* *Fitted for oil fuel*	2768 2524 1700	✠ ... 6,40 ✠	Clo	*t*		1917 7mo	Harlan& Hollings- worthCor. Wlmgtn,Del.	PeruvianGovern- ment(Cia.Peruana deVapores y Dique delCallao,*Mgrs.*) *IntermediateBH* *forward*	299·2|45·2|24·3 P24'B96'F29' FK *in 'tween dk* *rd dispensed with*	Callao Peruvian *Cem* 4*BH to U dk* 1 ,, ,, *2nd* ,, *CellDB*220'	T.3Cy.21½″,35″&58″–42″ 271NHP 2SB,*6cf*,GS135,HS4664 Harlan&HollingsworthCo *only* 547*tFPT*74*tAPT*108*t*	26 ″ 6	C †
34019 DHYF	**Uckermark** *Ref.Mchy.* 3*Dks* D.F. Sub.Sig *Fitted for oil fuel*	7021 5931 3535					1930	Blohm& Voss, Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·5|61·1|27·0 P34'B&F418' *Upper*F44'	Hamburg German *WB*	GearedSteamTurbine NE&B38 Blohm&Voss,Hamburg		G
34020 UPLD	**Udarnik** (*ex*Georgii–35,*ex*Antonios Yannoulatos) *ss*Got No.3–1,33 1*Dk*(*Stl*)	3110 2668 1862	✠ 4,35 ✠	Rot	*u*		1920 12mo	R.Duncan &Co.Ld. PortGlasgow	U.S.S.R.	330·2|48·0|22·4 P23'B96'F38' FK *CellDB*283'854*t*	Vladvostk Russian 5*BHCem* *APT*68*t*	T.3Cy.24″,40″&65″–45″ 391NH 2SB,*6cf*,GS126,HS4786 ClydeS.B.&Eng.Co.P.Gls.	24 ″ 8	
34021 7975 SMCA	**Uddeholm** *OilEng.* *ss*Got.No.1–39 D.F. 1*Dk*&*Shelter dk* *Strengthened for navigation in ice*	*3628* *3087* *2016*	✠100A1 *withfreeboard* ~~5,41~~~~5,40~~ ~~10,41~~ 3,42 ✠LMC CS7,39 DBS~~5,39~~1,41 ~~5,39~~1,40	Gal ~~Met~~ Got	*y*	CL ~~5,40~~ 3,42	1934 10mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg *'sA&CP*	Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellDB*317'	367·2|52·2|22·5 371·0 FK (1057*tAPT*51*t*	Gothenbrg Swedish 7*BH* *Coll to Sh dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$″–47¼″ 644NHP DB*80lb* EriksbergM.V.Aktieb.Got	25 ″ 6 s 2 ″ 1¾ 23 ″ 6½	
34022 7507 SHAU	— (*ex*Kalö) 1*Dk*	*1036* *870* *538*					1925	F.Schichau Elbing	Uddeholms Aktiebolag (F.Olsson,*Mgr.*)	230·4|33·6|14·0 P18'B65'H73*t*F25'	Uddeholm Swedish *WB*	T.3Cy.15″,24⅘″&38⅗″–25⅕″ 75NH F.Schichau,Elbing		G
34023 DJVR	**Uerdingen** TwinSc *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	1273 983 660					1937	Lübecker Flender- WerkeA.G. LübeckSiems	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	243·3|36·3|14·3 Q123'F28'	Hamburg German *WB*	2Oil Engines 4S.C.SA 12Cy.14⅜″–19$\frac{11}{16}$″ 241NHP Fr.KruppGermaniawftAG		G
34024 UOYS	**Ufa** (*ex*Aquila–34,*ex*Toulouse) 1*Dk*	1892 1653 1101	✠ ... 9,21 ✠		*y*		1917 6mo	Superior S.B.Co. W.Superior	U.S.S.R.	251·1|43·6|18·3 P62*t*H81*t*F25*t* FK	Leningrad Russian *WB*	T.3Cy.20″,33″&54″–40″ 274NHP DetroitS.B.Co.Detroit	20 ″ 3	
34025 OXFD	**Uffe** *ss*Cpn.2ndNo.3–4,30 D.F. *ss*Cpn.No.2–39 1*Dk*(*Irn*)&*part2nd dk*(*Stl*)*in holds*	1889 1690 1165	✠100A1 5,39 ✠LMC BS12,38 MS5,39 (SEE FOOTNOTE *)	Cpn	*r*	OG 4,39	1906 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	DetForenede DampskibsSelskab *CellDBa*	280·3|40·0|18·3 289·2(O.L.) P19'B74'F29' FK 88'*uE*20'*f*118'541*t*	Middelfart Danish 4*BHCem* *APT*28*t*	T.3Cy.21″,33″&56″–36″ (*s*) 180lb 200NH 2SB,*4cf*,GS70,HS3030 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s 2 ″ 11¾ 17 ″ 8	
34026 161308 GPKX	**Uffington Court** *ss*Shl.No.2–37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	4976 4622 3000	✠100A1 *withfreeboard* 4,41 BS~~1,41~~ ✠LMC9,37 11,41	Npt	*a*†	CL 5,38	1929 10mo *Lloyd*	W.Pickers- gill&Sons,Ld. Sunderland *'sA&CP* *CellDBa&*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *uE*158'*f*180'1217*t*	405·6|55·5|25·8 F39' FK (*FPT*127*tAPT*204	London British 5*BHCem* *Coll to Sh dk* 5 ,,*2nd*,,)	T.3Cy.26″,43″&72″–48″ (*r*) 180lb 437NH 3SB(Spt)*9cf*,GS182,HS7401 N E.MarineEng.Co.Ld.Sld	37 ″ 3 s11 ″ 3½ 26 ″ 2¼	
34027 29722 JYTA	**Uga Maru** (*ex*Australbrook, *ex*Strathesk) 2*Dks*	4433 4047 3326					1909	Greenock& Gr'ngemouth Dockyard Co. Greenock	MatuokaKisen K.K.	375·5|52·2|25·5 P36'B100'F39'	Hutyu Japanese *Wb*	T.3Cy.25″,41⅛″&68″–48″ 320NH J.G.Kincaid&Co.Greenock		C
34028 16 ICLH	**Ugo Bassi** (*ex*Duna) *ss*Fiu.3rdNo.3–10,38 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	2900 2630 1695	✠100A1 *Spar dk* 2,40 BS2,40 ✠LMC10,38 NO LATER SURVEY REPORTED	Nap	*u*	CL 10,37	1902 8mo *Lloyd*	W.Dobson &Co. Newcastle *'sA&CP*	"Tirrenia"Soc. Anon.diNav.	337·6|45·0|14·4 22·0 P40'B110'F35' FK *CellDB*	Fiume Italian 5*BHCem* 1&*uE*138'*f*	T3Cy.21½″,37½″&63″–42″(*r*) 200lb 2NDB25 *90lb* 294NHP 2SB,*6cf*,GS116,HS4630 N.E.MarineEng.CoLdNwc 132'567*tFPT*33*tAPT*15*t*	24 ″ 9 s3 ″ 10¾ 21 ″ 0½	
34029 25099 JDED	**Ugo Maru** (*ex*WugoMaru–38) *ss*Kob.No.3–4,33 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	3683 3252 2223	✠ ... 6,34 ✠	Kob	*v*		1920 5mo	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K. *CellDB*278'716*t*	330·0|46·0|27·7 P17'B72'F39'*on* *Awng dk* FK *FPT*50*tAPT*31*t* 6	Kobe Japanese *Cem* *BH to Aw dk*	T.3Cy.24¾″,41″&69″–45″ 390NHP 2SB,*6cf*,GS118,HS5058 UragaDockCo.Ld.	29 ″ 11	
34030 150206 VLCS	**Uki** TwinSc *Ref.Mchy.* *Mchy.Aft* 1*Dk*	545 374 217					1923	Lithgows, Ld. Pt.Glasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	152·9|34·6|8·5 F30'	SydnyNSW British *WB*	T.6Cy.10½″,16″&26″–16″ 70RHP D.Rowan&Co.Glasgow		C
34031 42602 JJOL	**Ukisima Maru** Ⓟ (*ex*UkishimaMaru–38) *OilEng.* D.F. 2*Dks*	4730 3780 2810					1936	Mitsui Bussan Kaisha,Ld. Tama	OsakaSyosenK.K.	355·7|51·5|32·0 F14'	Osaka Japanese *WB*	Oil Engines 2S.C.DA 7Cy.17$\frac{11}{16}$″–47¼″ 748NHP MitsuiBussanKaisha,Ld. Tama		
34032 UOVN	**Ukraina** Ⓟ TwinSc *Ref.Mchy.* *OilEng* Sub.Sig. *CruiserStern* 2*Dks*	4727 3101 2566					1928	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	353·5|51·0|25·3 B&F269'	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$″–33⅞″ 1374NHP *Emade*30 RussianDieselWorks,Len.		
34033	**Ulé** TwinSc *ss*Aru.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*)	3046 2229 1631	✠100A1 9,41 ~~3,41~~ ✠LMC MS9,37 BS4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,29 *F.P. above* 150° F.	Aru	*u*	CL ~~10,40~~ PN8,41 S8,41	1929 5mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	StandardOilCo. of Venezuela *Sidetanks a*	325·0|55·2|15·3 P69'F36' *Trunk*220' FK 72'*f*104'1824*tFPT*	Maracaibo Venezuelan 7*BHptCem* 83*tAPT*75*t*	T.6Cy.14½″,24″&38½″–27″ 180lb (*s*) 228NHP 2SB,*6cf*,GS ,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s2 ″ 1¾ 14 ″ 0¼	

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.R.ofTrade.
34034 164073 MLGM	**Ulea** 3Mst E.S.D. *CruiserStern* 1*Dk*	1574 1346 912					1936	Burntislnd S.B.Co.Ld. Burntisland	ScottishNav.Co. Ld.(Glen&Co.Ld. *Mgrs.*)	265·0 P17′Q40′B110′F29′	40·5	16·3	Glasgow British *WB*	T.3Cy.15″,25½″&44″–33″ 111NHP D.Rowan&Co.Ld.Gls.		C
34035 OFAF	**Uleå** (*ex*Gaunless–37,*ex*Boreas–33) 1*Dk*	1383 1202 729					1925	SirJPriest- man&Co. Sunderland	O/YFinskaInsjö A/B(BirgerCarrell *Mgr.*)	254·2 244·1 P24′B54′F20′	36·7	16·2	Helsingfrs Finnish *WB*	T.3Cy.17½″,29″&48″–33″ 132NHP N.E.MarineEng.CoLd Sld.	18 ″ 3	N
34036	**Ulev** Ⓟ TwinSc 2*Dks* *CruiserStern*	922 511 395					1938	Atlas- WerkeA.G. Bremen	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	204·8	33·7	11·2	Istanbul Turkish *WB*	T.6Cy.14¼″,23¼″&38 3/16″– 21⅝″ 152NHP Christiansen&Meyer, Harburg		G
34037 TCAS	**Ülgen** Ⓟ (*ex*Bandirma–38, *ex*Medway) *ss*Gls.No.1–90 *Well deck* 2*Dks*	*929* *735* *483*	✠ … 6,92 ✠				1886 5mo	C.Connell &Co. Glasgow	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	225·0 P&B134′F29′	32·1	14·2	Istanbul Turkish *WB*	C.2Cy.28″&56″–48″ 181NHP J.&J.Thomson,Glasgow	16 ″ 7	
34038 EAJV	**Ulia** (*ex*Castillo Morella, *ex* Ulia, *ex*Yandiola, *ss*Bbo.2ndNo.3–3,21 *ex*Swanley) *ss*Bbo.No.2–29 1*Dk*(*Irn*)2*trB&Web frames*	2434 2207 1428	✠ —— 12,34 ✠	Bbo	*s*		1896 2mo	Richardsn, Duck&Co. Stockton	Cia.Nav."Bidasoa" (A.Candina,*Mgr.*) *CellDBa*	300·0 P31′B58′F35′ 104′*uE*24′*f*116′550*t*	43·0	20·3 FK	Bilbao Spanish 5*BHCem* *APT*81*t*	T.3Cy.22½″,37″&61″–42″ 246NHP 2SB,*6cf*,GS102,HS3778 Blair&Co.Ld.Stockton	22 ″ 9	G †
34039	**Ulianov** *OilEng.* 1*Dk*	2150 — 1055					1936	SB.Yd."61 Kommunar" Nicolaieff	U.S.S.R.	268·3	39·7	24·9	Odessa Russian	Oil Engines 6Cy.18½″–32¼″ Nicolaieff		
34040 170 IBQG	**Ulisse** (*ex*Luciano–37,*ex*Dan–36, *ex*Harriet,*ex*CedarSpring) Sub.Sig. 1*Dk*	2226 1988 1306					1918	M'Dougall- DuluthCo. Duluth,Minn	Soc.Anon.Sbarchi, Imbarchi eTras- porti	260·9 251·2 P62*t*H119*t*F23*t*	43·7	22·1	Rome Italian *WB*	T.3Cy.20″,33″&54″–40″ 184NHP M'Dougall-DuluthCo.		I
34041 6412 SDJN	**Ulla**, (*ex*Alcor) Now "Nordia," *see No. 37824 in Supplement* 1*Dk*	*1847* *1601* *1072*					1920	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (S.Redig,*Mgr.*)	264·5 P30′B71′F29′	42·1	17·8	Hlsngborg Swedish *WB*	T.3Cy.18½″,29½″&50″–36″ 150NHP FredrikstadM.V.Frdstad.		N
34042 167574 GLSB	— D.F. *Ref.Mchy.* 1*Dk*	1575 1212 918					1930	Helsingörs Jernsk&Msk. Elsinore	Ministry of War Transport(Charl- ton,McAllum&Co. Ld.,*Mgrs.*)	253·5 P24′Q72′B80′F32′	39·1	15·4	London British *WB*	C.4Cy.(2)14¾″&(2)31½″– 31½″&L.P.turbine HS2350 184NHP HelsingörsJernsk.&Mskb.		C
34043 LFEL	**Ullensvang** Ⓟ 3*Dks*	516 268 294					1907	Trndhjms Mek.Værks. Trondheim	HardangerSunn- hordlandske Dampskibsselsk.	159·9 H31*t*	23·7	19·0	Bergen Norwegian *WB*	T.3Cy.15″,25″&41″–26″ 86NHP TrondhjemsMVTrondheim		
34044 DOTU	**Ulm** *OilEng.* E.S.D. 2*Dks, sparred third dk in frd.* D.F. *Ref.Mchy. holds for fruit cargo* *CruiserStern*	3071 2717 1769	✠ 6,39 ✠		*u*		1938 4mo	Internatnl S.B.&E.CoLd Danzig	Norddeutscher Lloyd *CellDB*267′548*t* *of*	321·4 336·4(O.L.) F43′ *tanks at sides* *tunnel* 402*tFPT*20*t*	45·7	26·6 FK	Bremen German 5*BHptCem* *APT*61*t*	Oil Engines 2S.C.DA 6Cy.23⅝″–35 7/16″ 1170NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	28″10	
34045 150197 VJXQ	**Ulmarra** *Ref.Mchy.* 1*Dk*	924 601 439					1923	Lithgows, Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	200 0 Q97′B24′F32′	33·1	12·4	SydnyNSW British *WB*	T.3Cy.17 28½″&47″ 30 121NHP D.Rowan&Co.Ld.Glasgow		C
34046 152002 VJKT	**Ulooloo** 3Mst *ss*Syd.No.3–4,36 *Mchy.Aft* *ss*Syd.No.1-40 1*Dk*(*Stl*) *Cargo battens not fitted*	3236 2828 1928	✠100A1 4,41 BS4,41 ✠LMC5,40	Mel	*v*	CL 4,39	1924 11mo *Lloyd*	W.Beard- more&Co.Ld. Glasgow 's*A&CP*	TheAdelaide SteamshipCo.Ld. *CellD*	332·0 343·5(O.L.) P108′B21′F34′ *B*281′877*tFPT*157*t*	46·6	23·0 FK	Melbourne British 6*BHCem* *APT*139*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 443NHP 2SB,*8cf*,GS161,HS6636 FD W.Beardmore&Co.Ld Gls.	25 ″ 6 s3 ″ 11¼ 21 ″ 8¼	
34047 167457 MPFP	**Ulrik Holm** ~~Now sailing as "Ste. Isabelle"~~ 1*Dk* Now sailing as "Ste. Isabel"	1502 1240 931					1905	Schpw.v. JanSmitCzn. Alblasserdm	Ministry of War Transport(W.A. Souter&Co,Ld. *Mgrs.*)	251·4 P14′Q76′B108′ 19·4 F28′	37·8	16·3	London British *WB*	T.3Cy.19″,31″&51″–33″ 149NHP Maats.deSchelde,Flushing		C
34048 LFEN	**Ulsnes** (*ex*Jelö) 1*Dk*	784 547 458					1907	Akers Mek.Værks. Oslo	DetStavangerske Dampskibsselskap	197·7 P182*t*H41*t*	28·4	14·1	Stavanger Norwegian *WB*	T.3Cy.14″,24″&37″–27″ 71NHP AkersMek.Værks.Oslo		N
34049 DDHB	**Ulsnis** Sub.Sig. 1*Dk* D.F. *CruiserStern*	968 784 500					1936	Werft Nobiskrug G.m.b.H. Rendsburg	Zerssen&Co.	211·0 P25′B46′F22′	32·3	14·1	Rendsburg German *WB*	C.4Cy.(2)11 7/16″&(2)24⅜″– 24⅜″ 97NHP Christiansen&Meyer, Harburg		G
34050 144200 MJYL	**Ulster Castle** (*ex*LadyKildare–32, *ex*Setter) *ss*Liv.No.3–3,33 D.F. E.S.D. *ss*Bkn.No.1–38 2*Dks*(*Stl–Uws*)	1217 908 512	✠100A1 2,42 ~~12,40~~ Examined 2,42 MS2,38 ✠LMC MBS8,41 DBS4,42	~~Liv~~ Liv	*o*	CL ~~2,39~~ 2,42	1920 4mo *Lloyd*	W.Beard- more&Co.Ld. Glasgow 's*A&CP*	BelfastS.S.Co.Ld. *D*	245·0 P71′B72′F38′ BK7″ *Ta*10′27*tDTf*4′12*t*	34·1	15·6	Belfast British 4*BHCem* *FPT*17*t*	T.3Cy.23½″,36″&58″–42″ (*s*) 175lb *70lb* 265NHP 2SB,*6cf*,GS123,HS4424 W.Beardmore&Co.Ld.Gls.	16 ″ 6 s1 ″ 9¾ 15 ″ 6¼	
34051 146318 MLDY	**Ulster Coast** Ⓟ (*ex*Scottish Coast–38, *ss*Liv.No.3–7,35 *ex*Lurcher) 1*Dk*(*Stl*)& D.F. E.S.D. *Shelter dk*(*Stl*)	774 616 333	✠100A1 *Shelter dk* *withfreeboard* 5,41 Examined ~~5,41~~ 5,42 BS5,41 ✠LMC7,35	~~Lth~~ Abn	*l*	CL 10,38	1922 11mo *Lloyd*	A&J.Inglis Ld. Glasgow 's*A&CP*	BelfastS.S.Co.Ld. *CellDBuE*21′ *f*126′2	200·5 01*tFPT*34*tAPT*19*t*	31·1	12·3 FK *Collisio*	Belfast British *Cem* *n BHto S dk* 3 ″ ″ *U* ″	T.3Cy.16″,26″&42″–30″ (*s*) 180lb 123NHP 2SB(Spt),*4cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14″10 s0 ″ 2 14 ″ 9½	
34052 147272 MLZG	**Ulster Hero** Ⓟ (*ex*Logic–35, *ex*DorsetCoast) *ss*Bkn.No.3–1,37 *Mchy.Aft* *ss*Irv.No.1-41 1*Dk*(*Stl*) *Well deck*	483 336 183	✠100A1 10,41 ~~5,40~~ ✠LMC MS~~2,37~~ BS~~5,40~~ 10,41 3,41	Bkn Irv	*g*	CL 3,39	1924 8mo *Lloyd*	James TowersS.B Co.Ld. Bristol 's*A&CP*	~~BelfastS.S.Co.Ld~~ J.&A.Gardner& Co.Ld.	150·6 157·0(O.L.) Q86′B9′F22′	25·4	11·1 FK *FPT*	Glasgow ~~Belfast~~ British 3*BHCem* 45*tAPT*22*t*	T.3Cy.14″,23″&38″–27″ (*s*) 180lb ~~*100lb*~~ 72RHP 1SB,*3cf*,GS58,HS1938 J.G.Kincaid&Co.Ld.Grk.	12 ″ 0 s4 ″ 4 11 ″ 9	
34053 148163 GBXS	**Ulster Monarch** Ⓟ TwinSc *OilEng.* *ss*Bel.No.2–38 D.F. 1*Dk*(*Stl–ptws*)2*nddk in* E.S.D. *Cruiser Stern Nos.*1&2*holds*	3791 1841 1825	✠100A1 *withfreeboard* 6,41 ✠LMC CS2,38 DBS9,40 2,38	Gls	*v*	OG s1,39 P1,40	1929 6mo *Lloyd*	Harland& Wolff,Ld. Belfast 's*A&CP*	BelfastS.S.Co.Ld. *CellDBa&uE*118′ *Tankin wayof*	346·0 P51′B184′F46′ *f*82′356*t* *tunnels*63*t FPT*42*t*	46·2	15·2 FK	Belfast British 7*BHptCem* *APT*37*t*	Oil Engines 4S.C.SA 20Cy.24 13/16″–38 9/16″ 1193NHP DB*80lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s4 ″ 1¾ 15 ″ 1¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
34054 161858 GLFM	**Ulster Prince** Ⓟ **TwinSc** *OilEng.* ssLiv.No.2-38 1*Dk*(*Stl-pt* ws)2*nd dk in Nos.*1&2 *holds* D.F. E.S.D. *CruiserStern*	3791 1841 1825	✠100A1 *withfreeboard* 8,40 ✠LMC CS5,39 DBS9,40 9,40	Gls	*v*	OG 6,39	1930 3mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	BelfastS.S.Co.Ld. *CellDBa&uE*118' *Tankinway*	346·0|46·2|15·2 P51'B184'F46' *f*82'351*t* FK *oftunnels*63*t FPT*	Belfast British 7*BHptCem* 42*tAPT*37*t*	Oil Engines 4S.C.SA 20Cy.24$\frac{13}{16}$"-38$\frac{9}{16}$" 1193NHP DB80*lb* Harland&Wolff,Ld.Bel.	19 " 0 s 4 " 1¾ 15 " 1¾	
34055 ~~161857~~ ~~GMWK~~	**Ulster Queen** Ⓟ **TwinSc** *OilEng.* E.S.D. ssLiv.No.2-38 1*Dk*(*Stl-pt* ws)2*nd dk in Nos.*1 & 2 *holds* D.F. *CruiserStern*	3791 1841 1825	✠100A1 *withfreeboard* 12,39 8,41 ✠LMC CS5,39 DBS2,39 ~~8,37~~ 8,41	Liv	*v*	OG ~~P8,37~~ ~~S2,37~~ 4,40	1930 2mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	~~BelfastS.S.Co.Ld.~~ *CellDBa&uE*118' *Tank in way of*	346·0|46·2|15·2 P51'B184'F46' FK *f*82'356*t* *tunnels*63*t FPT*42*t*	~~Belfast~~ British 7*BHptCem* *APT*37*t*	Oil Engines 4S.C.SA 20Cy.24$\frac{13}{16}$"-38$\frac{9}{16}$" 1193NHP NDB41-105*lb* Harland&Wolff,Ld.Bel.	19 " 0 s4 " 1¾ 15 " 1¾	
34056 118188 MCKF	**Ulster Star** (*ex*Dynamic,*ex*Lismore, *ex*Broom, ssMch.2ndNo.3-9.30 *ex*JamesCrombie) ssArd.No.2-39 1*Dk&lower dkforward*	576 460 231	✠100A1 7,41 ✠NB10,22 ✠LMC MS4,39 BS4,41	Liv	*k*	6,41	1904 10mo	Ramage& Ferguson,Ld. Leith *Lloyd'sA&CP*	BelfastS.S.Co.Ld.	186·4|28·1|13·8 196·2(O.L.) P29'B75'F61' FK *CellDBa*33' 18*t FPT*	Belfast British 4*BHCem* 17*tAPT*25*t*	T.3Cy.17",27"&45"-33" (*s*) 180lb 100*lb* 132NHP 1SB,3*cf*,GS63,HS2130 Ramage&Fergusn,Ld.Lth	14 " 6 s 1 " 6½ 13 " 3¾	
34057 228198 WHDQ	**Ulua** Ⓟ **TwinSc** 2*Dks&*2*pt dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* D.F. E.S.D. GyC.	6494 5134 3616					1917	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	425·4|54·3|29·9 P38'B200'F49'	NewYork Utd.States *WB*	T.6Cy.23½",39½"&67"-48" 622NHP WorkmanClark&CoLdBel		C
34058 LFDW	**Ulv** (*ex*Trudvang-36) 1*Dk*	938 655 539					1920	LarvikS. &Værksted Larvik	D/S A/S Ulv (O.Kvilhaug)	197·8|32·4|12·6 P34*t*Q38*t*B116*t* H51*t*F5*t*	Haugesnd Norwegian *WB*	T.3Cy.14",23½"&38"-27" 75NHP LarvikS&VærkstedLarvik		N
34059 135509 GQPZ	**Ulysses** Ⓟ **TwinSc** *Ref.Mchy.* D.F. 3*Dks*	14647 8988 9142					1913	Workman, Clark&Co.Ld Belfast	ChinaMutual Stm. Nav.Co.Ld. (A.Holt&Co.*Mgrs*)	563·2|68·4|40·2 P74'B231'F69'	Liverpool British *WB*	T.6Cy.26",44"&74"-51" 782NHP Wrkman,Clark&CoLd.Bel		BT till 10,41
34060 213028 WHCT	— **TwinSc** 1*Dk& Web frames* *Mchy.Aft,* *Fitted for oil fuel* *Longitudinal framing* D.F. GyC. *Superstructure dk.* *Carrying Petroleum in bulk* Now "San Blas," see No. 33539 in Supplement	~~11287~~ — ~~6916~~ 10825 — 6606	✠ ... 10,17 ✠				1915 4mo	Maryland SteelCo. Sparro'PtMd *Converted to oil tanker by* United DryDocks,Inc.,1930 *Converted to a whale oil factory by* A.B. Gotaverken, 1937 *Reconverted to an oil tanker by* Todd Shipyards,Corp.,1940	WesternOperating Corp.	514·7|65·2|~~37·0~~ P168'F354' 36 5 FK	NewYork Utd.States *WB*	T.6Cy.27½",46"&76"-48" 1283NHP MarylandStl.Co.Sparr'Pt	39 " 6	R †
34061 PICJ	— **4Mst** 2*Dks* *CruiserStern* *Fitted for oil fuel*	2666 2325 1545					1918	A.Vuijk& Zonen,Cap- ellea/dYsel	Koninkl.Nederl. Stoomb.Maats. N.V.	346·2|48·2|18·4	Amstrdam Dutch *WB*	T.3Cy.23",37"&61"-45" 250NHP Werkspoor,Amsterdam		VL
34062	**Umba** Ⓟ (*ex*Keret) 1*Dk*(*Stl*)&*Awng dk*	841 725 472	✠ 6,10 ✠	Nwc	*k*		1910 6mo	W.Dobson &Co. Newcastle	U.S.S.R.	195·5|30·0|17·5 FK *CellDBa*57'*uB*20'*f*73'	Archangel Russian 4*BHCem* 162*tAPT*23*t*	T.3Cy.16",26"&43"-30" 133NHP 2SB,4*cf*,GS73,HS2358 N.E.MarineEngCoLd.Nwc	19 " 0	
34063 149912 GNFV	**Umberleigh** ssBry.No.3-3,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed,'41(W.E.)*	4950 4553 2919	✠100A1 *withfreeboard* 10,41 ~~1,41~~ ✠LMC MS3,39 BS4,41	~~PN1~~ Mch	*z*	CL 3,39	1927 10mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	TatemSteamNav. Co.Ld.(W.J.Tatem Ld.*Mgrs.*) *CellDB*346'1131*t*	400·0|54·2|25·7 F34' FK (*FPT*220*tAPT*215*t*	London British 7*BHCem* *Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.25",42"&70"-48" (*s*) 200lb 501NHP 3SB,9*cf*,GS171,HS7359 FD Cen.Mar.Eng.Wrks.WHpl	36 " 3 s10 " 3 26 " 3	
34064 25477 JPND	**Ume Maru** (*ex*PortsaidMaru-33) ssNag.No.3-6,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5860 5586 4260	✠ ... 8,37 ✠	Nag	*y*		1919 8mo	Kawasaki Dkyd.Co.Ld. Kobe	TochikiShojiK.K. *Collision* *CellDB*334'1118*t*	385·0|51·0|36·0 FK *FPT*126*tAPT*93*t*	Kobe Japanese *Cem* *BHtoAwgdk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"-48" 437NHP 2SB&1AuxSB,8*cf*, GS154,HS5636 KawasakiDkydCoLdKobe	36 " 0	
34065 37487 JUGH	— *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk&pt dk*	415 367 232					1932	OsakaIron Works,Ld. Osaka	UwazimaUnyu K.K.	145·0|26·0|14·0 F17'	Osaka Japanese	Oil Engines 4S.C.SA 6Cy 14⅜"-19$\frac{11}{16}$" 121NHP YokohamaDockCoLd.Yka		
34066 45335 JGYN	**Umegawa Maru** *Mchy.Aft* 1*Dk*	1931 1550 1065					1939	Tsurumi SeitetsuZosen K.K. Yokohama	KawasakiKisen K.K.	271·6|40·0|20·3 P87'F29'	Kobe Japanese *WB*	T.3Cy.18",29½"&50"-39" HS4155 228NHP TsurumiSeitetsuZosen K.K.Yka.		
34067 166451 GKGW	**Umgeni** Ⓟ **TwinSc** D.F. 2*Dks*,3*rd dk in Nos.*1&3*holds* *Ref.Mchy.* *CruiserStern*	~~8149~~ ~~6654~~ ~~5082~~ 8149 6620 5015	✠100A1 *withfreeboard* 1,42 ~~6,41~~ ✠LMC5,38	~~Npt~~ PN1	*c*† 2⅛	CL	1938 5mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	Bullard,King&Co. Ld. *CellDB*370'940*t*	451·4|61·2|32·1 468·0(O.L.) P45'B192'F32' FK *FPT*80*tAPT*242*t*	London British 6*BHptCem* *ptAsp*	T.6Cy.22½",38"&63"-39"&2 LP turbines with DR gear- ing & hydraulic couplings 225lb (*s*) FD 1124NHP 4SB(Spt),16*cf*,GS347, HS14184 Swan,Hunter&Wigham Richardson,Ld.Nwc	35 " 6 s 10 " 2¼ 25 " 6	BT till 6,42
34068 164664 GYWB	**Umtali** Ⓟ **TwinSc** ssP.Nl.No.1-40 2*Dks*,3*rd dk in Nos.* 1 & 3 *holds* *Ref.Mchy.* *CruiserStern* D.F.	~~8162~~ ~~6648~~ ~~5088~~ 8135 6625 5034	✠100A1 *withfreeboard* 5,42 ~~5,41~~ ~~BS9,40~~ ✠LMC7,36 10,41	~~Lon~~ Hul	*c*† 2⅛	CL 7,39	1936 7mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	Bullard,King&Co. Ld. *CellDB*370'940	451·4|61·2|32·1 468·0(O.L.) P45'B192'F32' FK *tFPT*80*tAPT*242*t*	London British 6*BHptCem* *ptAsp*	T.6Cy.22½",38"&63"-39"&2 LP turbines with DR gear- ing & hydraulic coupling 225lb (*s*) 1124NHP 4SB(Spt),16*cf*,GS347, FD HS14184 Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 " 6 s10 " 2¼ 25 " 6	BT till ~~6,41~~ 5,42
34069 164550 GYND	**Umtata** Ⓟ **TwinSc** ssMdb.No.1-39 *Ref.Mchy.* 2*Dks*,3*rd dk in No.* 1 *hold* D.F. *platform dk in No.* 3 *hold* *CruiserStern*	8141 6643 5060	✠100A1 *withfreeboard* ~~5,41 7,40~~ 1,42 ~~BS10,39~~ ✠LMC11,35 BS~~9,41~~10,41	~~Mdb~~ ~~Cal~~ PN1	*c*† 2⅛	CL ~~11,38~~ P11,38 S1,42	1935 11mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	Bullard,King&Co. Ld. *CellDB*370'940*t*	451·4|61·2|32·1 P45'B192'F32' FK *FPT*80*tAPT*242*t*	London British 6*BHptCem* *ptAsp*	T.6Cy.22½",38"&63"-39"&2 LP turbines with DR gear- ing&hydrauliccoupling 225lb (*s*) 1124NHP 4SB(Spt),16*cf*,GS347, FD HS14184 Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 " 6 s10 " 2¼ 25 " 6	BT till ~~7,41~~ 5,42

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
34070 136725 GSDJ	**Umvuma** Ⓟ D.F. *ss*Mdb.2ndNo.3–2,40 2*Dks*(*Stl*)	4419 3857 2785	✠100A1 ~~7,41~~ ~~1,41~~ ~~9,41~~ 3,42 ~~BS5,40~~ ✠LMC~~7,39~~ 9,41	~~Lon~~ ~~Hul~~ Liv ~~BS7,41~~	*r*	CL ~~6,38~~ 8,41	1914 12mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Bullard,King&Co. Ld. *CellDB*	365·0 P37'B130'F40' a104'*uE&B*43'*f*164'	49·2	28·1 FK	London British 6*BHCem* 687*tAPT*37*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 504NHP 3SB,9*cf*,GS180,HS7374 FD G.Clark,Ld.Sunderland	30 ″ 6 s 5 ″ 6 25 ″ 5¼	BT till 7,42
34071 YTEY	**Una** (*ex*ŽigaKopajtić,*ex*MexicanLady, *ex*Luque) *ss*Ssk.2ndNo.3–4,37 1*Dk*(*Stl*)&*Spar dk*(*ptIrn*&*ptStl*) &*deep framing*	1397 1299 868	✠100A1 *Spar dk* *with freeboard* 1,41 BS5,40 ✠LMC4,37 No later survey reported	Spt	*q*	CL 1,41	1904 8mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	BrodarskoAkcio- narskoDrustvo "Oceania" *CellDBa*61'	238·0 248·3(O.L.) P41'B66'F51' *uE&B*31'*f*106'322*t*	35·7	12·2 19·8 FK	Susak Yugoslav 4*BHCem* *APT*11*t*	T.3Cy.$19\frac{7}{16}$",$35\frac{5}{16}$"&53"–33" 175lb (*r*) 165NHP NDB28–*100lb* 1SB,4*cf*,GS74,HS2479 N.E.MarineEngCoLdNwc	21 ″ 10 s2 ″ 7½ 19 ″ 4¾	
34072 149825 GSYX	**Unacana** (*ex*Hopsborg) **TwinSc** *OilEng.* *ss*Vcr.No.3–3,39 *Mchy.Aft* 1*Dk*(*Stl*) D.F.	944 783 485	100A1 3,42 ~~3,41~~ ~~12,41~~ ✠LMC CS11,39 ✠NE3,31 3,4~~11,39~~ DBS~~3,41~~ 3,42 *Carrying Petroleum in bulk*	Vcr	*n*	OG ~~3,39~~ P3,41 SN11,41	1927 *Lloyd*	OttoAnder- sen&Co(London)Ld. Wivenhoe *sA&CP*	SantaMariaS.S. Co.Ld. *CellDB*	207·5 214·0(O.L.) P78'F29' *Trunk in well* *uE*45'*f*8'69*t FPT*5	33·6	13·9 FK	London British 9*BHptCem* 9*t APT*15*t*	Oil Engines 4S.C.SA 12Cy.13"–18" 34RHP DB*100lb* WesternEnterpriseEng. Co.L.An.	15 ″ 9 s1 ″ 0¼ 14 ″ 9¾	
34073 168190 BCMM	**Underwood** **TwinSc** *OilEng.* 1*Dk*,2*nd dk aft* *Mchy.Aft* *CruiserStern* *Deck longitudinally framed in way of hatchways* *Cargo battens not fitted*	1990 1751 1359	✠100A1 *with freeboard* 10,41~~6,41~~ ✠LMC6,41	Lth	*r*	OG	1941 6mo *Lloyd*	Henry Robb,Ld. Leith '*sA&CP*	UnionSteamShip Co.ofNewZealand Ld. *CellDB*210'544*t*	263·0 273·5(O.L.) F49' *APT*79*tAPT*76*t*	45·2	19·1 FK	London British 4*BHptCem*	Oil Engines 2S.C.SA 8Cy.$13\frac{3}{8}$"–$22\frac{7}{16}$" 250NHP BritishAuxiliaries,Ld.Gls.	21 ″ 6 s7 ″ 0½ 14 ″ 6¾	
34074 ~~160248~~ ~~VOLB~~	**Ungava** (*ex*Palatka,*ex*LakeButler) *ss*Gmh.No.3–2,28 *ss*NFL.No.2–36 1*Dk*(*Stl*) *Strengthened for navigation in ice*	1914 1650 1115	✠100A1 3,41~~6,40~~ Examined 10,41 Phl ✠LMC MS11,36 BS~~3,40~~ 3,41	~~NFL~~ NYk	*r*	CL 5,40	1918 2mo	Detroit S.B.Co. Wyandotte A&CP	~~UngavaS.S.Co.Ld.~~ ~~(JobBrothers&Co.~~ ~~Ld.*Mgrs.*)~~ *CellDB*208'532*t*	261·3 272·0(O.L.) P25'B46'F34' len28 *FPT*57*tAPT*69*t*	43·6	18·3 FK	 Utd.States 6*BHCem*	T.3Cy.20",33"&54"–40" (*s*) ~~180lb~~ 170lb 274NHP 2SB,6*cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 1 s2 ″ 4¾ 17 ″ 10¾	
34075 1618 ICLP	**Unio** (*ex*Twingone) **3Mst** *ss*Sng.2ndNo.3–12,26 *Mchy.Aft* 1*Dk*&*Spar dk*&*Web frames* *Fitted for oil fuel* *Carrying Petroleum in bulk*	1797 1649 986	✠ ... 11,30 ✠				1902 8mo	Armstrong Whitworth &Co.Ld. Newcastle	"Nafta" Soc.Ital- iana pel Petrolio ed Affini	262·9 250·0 P22'B23'F25'	36·5	23·8 16·8 FK	Genoa Italian *WB*	T.3Cy.20",33"&54"–36" 198NHP WllsndSlpwy.&Eng.Co. Ld.Nwc.	24 ″ 10	I †
34076 LEDT	**Union** (*ex*Högoy–36, *ex*Union–32) 1*Dk*2*trB*	607 483 323					1893	Nylands Værks Oslo	A/SUnion(Dagfinn Næsheim)	162·1 Q29*t*B49*t*H13*t*F11*t*	26·9	15·6	Haugesnd Norwegian *WB*	T.3Cy.$11\frac{2}{3}$",17½"&30"–27" 47NHP NylandsVærks,Oslo		N
34077 PICK	— *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	315 200 152					1938	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	K.Pronk	126·7 P32'Q40'F19'	24·0	8·3	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"–$14\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		C
34078 LDDF	**Unita** 1*Dk*	3586 3383 2344					1906	W.Dobson &Co. Newcastle	SkibsA/SCorona (H.M.Wrangell& Co.A/S,*Mgrs.*)	338·1 H80*t*F48*t*	48·0	25·5	Haugesnd Norwegian *WB*	T.3Cy.25",41"&68"–45' 139NHP N.E.MarineEng.CoLdNwc	28 ″ 0	N
34079 DOTC	**Unitas** **TwinSc** 3*Dks* GyC. *Longitudinal framing* *Mchy.Aft* *CruiserStern* D.F. E.S.D. *Fitted for oil fuel* (*Whale oil factory*)	21846 18256 11841					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	JürgensVanden BerghMargarine VerkaufsUnion G.m.b.H.	602·5 P152'	80·2	49·1	Bremen German	T6Cy.$22\frac{1}{16}$",36¼&58¼"–$39\frac{3}{8}$" &L.P.TurbineswithDR gearing&hydraulic coupling 681NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.		G
34080 PICL	— *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	359 244 148					1938	N.V.Noord Nederlndsch. Schpswerven Groningen	L.vanBruggen	141·7 P41'F18'	23·0	9·7	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–$17\frac{1}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
34081 207766 KDUL	**United States Gypsum** (*ex*ThunderBay (*Self-Unloader*) Quarries–39,*ex*Theodore H.Wickwire,Jr.) *Mchy.Aft* D.F. GyC.	6612 — 5335					1910	Gt.Lakes Eng.Works St.Clair, Mich	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	511·1 F48'	56·2	26·2	Buffalo NY Utd States *WB*	T.3Cy.23",37"&$63\frac{5}{32}$"–42" 258NHP GreatLakesEng.Works, St.Clair		R
34082 120868 ZSGR	**Uniwaleco** (*ex*Fraternitas–37, *ex*SirJamesClark *ss*Nwc.2ndNo.3–7,30 Ross,*ex*Mahronda) *ss*Got.No.3–10,36 D.F. 2*Dks*(*Stl*)&*deep framing* *Superstructure deck*	9755 7391 6106	✠100A1 *with freeboard* ~~11,40~~ ~~5,40~~8,41 Examined 8,41 Pr.BS5,39 DBS4,41 MBS8,41 ✠LMC10,36 *Carrying Whale oil in bulk* *Fitted for oil fuel* 8,29 *F.P. above* 150°F. *Carrying oil fuel in bulk F.P. above* 150° F. *in tanks abaft cofferdam*	~~Shl~~ ~~Bom~~ NYk		CL ~~2,39~~ 7,41	1905 8mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	UnionWhalingCo. Ld.(A.E.Larsen, *Mgr.*) *CellDBa*139'*uE*	470·3 484·0(O.L.) & *B*82' *f*180' 2016*t*	58·4	31·3 FK&BK3	Durban British 7*BHCem* *APT*87*t*	Q4Cy26½",39½",56"&78½" –54" 215lb *125lb* (*s*) 658NHP 2D&2SB18*cf*GS332HS11604 NDB29 16Pr.B–~~80lb~~ 9Pr.B–~~48lb~~ Harland&Wolff,Ld.Bel.	35 ″ 5 s6 ″ 3¾ 29 ″ 5	
34083 UPIG	**Unja** (*ex*Reinbek–35) Sub.Sig. 1*Dk*	1432 1154 810					1922	F.Schichau Elbing	U.S.S.R.	237·5 Q77'B109'F32'	37·5	15·8	Leningrad Russian *WB*	T3Cy$16\frac{9}{16}$",$27\frac{5}{8}$"&$42\frac{9}{16}$"–$27\frac{5}{8}$" 96NHP F.Schichau,Elbing		
34084 37019 JKKC	**Unkai Maru No. 1** *Mchy.Aft* 1*Dk*	2225 — 1223					1932	Mitsui Bussan Kaisha,Ld. Tama	NakamuraKisen K.K.	275·0 P80'B35'F28'	40·7	23·0	Kinoye Japanese *WB*	T.3Cy.19",32"&53"–36" 168NHP MitsuiBussanKaisha,Ld. Tama		
34085 24230 JDNB	**Unkai Maru No. 2** 1*Dk*	1709 1410 973					1920	Hakodate Dkyd.Co. Hakodate	NakamuraKisen K.K.	242·0 P12'B64'F30'	36·0	21·5	Kinoye Japanese *WB*	T.3Cy.18",29"&49"–33" 138NHP HakodateDkyd.Co.Hak.		
34086 24618 JJPC	**Unkai Maru No. 3** Ⓟ (*ex*KwazanMaru) 2*Dks*	3023 — 1871					1919	Yokohama DockCo.Ld. Yokohama	NakamuraKisen K.K.	310·0 P25'B98'F33'	43·0	26·0	Yokohama Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP KobeSteelWorks,Kobe		

1 No. in Book. Official No. Code Letters.	2 – 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	16 Registers in which classed, if not in L.R.
34087 28404 JDGB	**Unkai Maru No. 5** (*ex*Nichiyo Maru,*ex*Margherita) *ss*Kob.No.3–8,13 *ss*Kob.No.2–21 1*Dk*&*Spar dk*&*deep framing*	3283 3047 2505	✠ … 2,26	✠			1900 11mo	Russell &Co. Pt.Glasgow	SatoKuniKisen K.K.	330·5 P20'B74'F33'	48·1	15·9 23·5 FK	Kinoye Japanese *WB*	T.3Cy.24″,40¼″&65″–42″ 290NHP J.G.Kincaid&Co.Greenock	26 ″ 1	
34088 28407 JGPB	**Unkai Maru No. 6** (*ex*Venus) *ss*Shl.No.3–8,19 *ss*Kob.No.1–24 1*Dk*&*deep framing*	3220 2902 1949	✠ … 6,27	✠			1905 12mo	W.Gray& Co.Ld. WHartlepool	NakamuraKisen K.K.	331·0 P27'B100'F36'	49·2	21·8 FK	Kinoye Japanese *WB*	T.3Cy.24″,39″&64″–42″ 288NHP Blair&Co.Ld.Stockton	24 ″ 3	C †
34089 25443 JGYB	**Unkai Maru No. 7** (*ex*Yasokawa Maru–34,*ex*DaishinMaruNo.3–32) 1*Dk*	2182 1854 1268					1919	Osaka YogyoK.K. Shekizu	NakamuraKisen K.K.	268·7 P16'B64'F34'	40·0	23·2	Kobe Japanese *WB*	T.3Cy.20″,33½″&57$\frac{1}{16}$″–39″ 205NHP HatsudokiSeizoK.K.Osaka		
34090 29728 JOCH	**Unkai Maru No. 8** (*ex*Kiku Maru–33) 1*Dk*	1293 1053 924					1924	Aizawa ZosenTekko K.K. Osaka	NakamuraKisen K.K.	218·0	32·0	19·0	Kobe Japanese	T.3Cy.		
34091 45706 JHDN	**Unkai Maru No. 10**	855 — 481					1939	Mihara S.B.Yd. Osaka	NakamuraKisen K.K.	185·0	31·0	26·8	Kobe Japanese	Steam Engine		
34092 29465	**Unkai Maru No. 13** 1*Dk*	745 625 391					1924	Ujina Zosensho Hiroshima	NakamuraKisen K.K.	180·0	3·20	14·5	Kinoye Japanese	T.3Cy		
34093 23589 JEAB	**Unkai Maru No. 15** (*ex*Taisho Maru) 2*Dks*	1209 — 656					1918	MatsuoIrn Wks.&Dckyd Nagasaki	NakamuraKisen K.K.	200·0 P20'B53'F25'	33·0	20·0	Kinoye Japanese *WB*	T.3Cy.14½″,24½″&40″–30″ 88NHP MatsuoIrn.Wrks&Dckyd		
34094 DJSH	**Unkas** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *CruiserStern Longitudinal framing*	499 372 293					1936	D.W.KremerSohn Elmshorn	Hansa-Tank ReedereiG.m.b.H. (AtlanticRhederei F.&W.Joch,*Mgrs.*)	165·8 P48'F34'	29·2	10·8	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.11⅝″–16$\frac{9}{16}$″ 79NHP KruppMotorenbauAGKiel		G
34095 8290 SDJZ	**Uno** (*ex*OilTankBarge–40) *OilEng.* 1*Dk* *CruiserStern*	*408* *323* ~~*220*~~ *229*	✠100A1 7,40 ✠NE12,39 ✠LMC12,39 *CarryingPetroleum in bulk*	Got		OG 7,40	1938 8mo	NV Schpsf v/hDeGroot &VanVliet Slikkerveer	A/B Bunkeroljor (E.Th.Christiansson,*Mgr.*)	131·8 137·9(O.L.) F17'aft.Br35' *DTf*19t*FPT*24t	25·4	12·3 FK	Gothenbrg Swedish 8*BHptCem* *APT*30t	Oil Engines 4S.C.SA 6Cy.11″–17$\frac{11}{16}$″ 71NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	12″11 s 1″5 11″7¾	
34096 24468 JACB	**Unten Maru** 1*Dk*	1025 866 578					1918	Ohara Oisuke Osaka	SettsuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*)	200·0	31·0	18·5	Hutyu Japanese	T.3Cy.13″,22″&36″–26″ 66NHP OharaZosensho,Osaka		
34097 29460 JTQA	**Unyo Maru** (*ex*Australford, *ex*Strathavon) *ss*Mel.No.3–3,20 *ss*Kob.No.1–24 1*Dk*&*Spardk*&*deepframing*	4643 4133 3518	✠ … 6,28	✠			1907 3mo	Grngem'th &Greenock DockyardCo. Greenock	InuiKisenK.K.	376·1 P29'B92'F41'	52·2	17·4 25·5 FK	Kobe Japanese *WB*	T.3Cy.25″,41″&68″–48″ 353NHP J.G.Kincaid&Co.Ld.Grk.	28 ″ 0	C †
34098 42581 JHEL	**Unyo Maru No. 1** 2*Dks* *CruiserStern*	2040 — 1135					1936	Harima S.B.&Eng. Co.Ld. Harima	SankyuUnyuK.K.	275·0 P28'B90'F24'	40·0	21·0	Moji Japanese *WB*	T.3Cy.20$\frac{1}{16}$″,33$\frac{11}{16}$″&56$\frac{11}{16}$″–39″ 201NHP HarimaSB&EWks.Harima		
34099 42971 JTQL	**Unyo Maru No. 2** 1*Dk*	2827 — 1616					1937	Mitsui Bussan Kaisha,Ld. Tama	NakamuraKisen K.K.	309·9 P25'B72'F27'	44·9	23·6	Kobe Japanese	T.3Cy.20⅞″,35$\frac{7}{16}$″&61″–41¾″ 240NHP MitsuiBussanKaisha,Ld. Tama		
34100 25009 JIKB	**Unyo Maru No. 3** Ⓟ (*ex*KibiMaruNo.15,*ex*TokoMaru) 2*Dks*	2978 — 1815					1918	Yokohama DockCo. Yokohama	SankyuUnyuK.K.	310·0 P25'B98'F33'	43·0	26·0	Kinoye Japanese *WB*	T.3Cy.22″,37″&61″–42″ 241NHP YokohamaDockCo.Yka.		C
34101 35023 JIEC	**Unyo Maru No. 5** *Mchy.Aft* 1*Dk*	2053 1671 1133					1929	MitsuiBussanKaishaLd TamaDkyd. Tama	SankyuUnyuK.K.	276·0 P73'B30'F24'	40·7	21·2	Kinoye Japanese *WB*	T.3Cy.18″,30″&50″–36″ 150NHP MitsuiBussanKaisha,Ld. TamaDkyd		
34102 43744 JCDM	**Unyu Maru** *OilEng.*	487 368 350					1937	Totigi SyōziK.K. Totigi Zosensho Wakamatu	TotigiZyunsaku	161·9	27·0	13·0	Kobe Japanese	Oil Engines		
34103 46620 JWRN	**Unyu Maru No. 2** *OilEng.*	635 — 294					1939	Totigi SyōziK.K. Totigi Zosensho Wakamatu	TozyoKisenKogyo K.K.	176·8	30·0	12·8	Tokyo Japanese	Oil Engines		
34104 28084 JJVH	**Urado Maru** Ⓟ TwinSc *CruiserStern* 2*Dks*	1336 975 646					1921	OsakaIron Works,Ld. Innoshima	TosaSyosenK.K.	215·0 P&B150'F41'	37·0	20·0	Osaka Japanese *WB*	T.6Cy.14¼″,23⅝″&39″–30″ 167NHP OsakaIronWorks,Ld.		
34105 18708 JCGB	**Urakawa Maru** Ⓟ 2*Dks*	343 309 203					1915	Namuro Gennosuke Osaka	ChishimaKisen K.K.	130·0	22·5	15·0	Hakodate Japanese	T.3Cy.10⅜″,15⅛″&25″–19″ 28NHP		
34106 34488 JDBC	**Ural Maru** Ⓟ TwinSc *ss*Kob.No.1–33 2*Dks*(*Stl–weather dk* ws) *Ref Mchy.* 3*rd dk*(*Stl*) *except in after hold–pt No.*3 *hold*	6374 5112 3761	✠ … 10,38	Kob ✠			1929 3mo	Mitsubishi ZosenKaisha, Ld. Nagasaki *CellDB*346'918t *Wingtanks inER*8'62t*FPT*49t*APT*117t	OsakaSyosenK.K.	405·2 F43'	55·0	33·0 FK	Osaka Japanese 6*BHCem* *Coll to Wthr dk*	4 Steam Turbines DR geared to 2 Sc Shafts HS12565 1158NHP 5SB,*15cf*,GS320 MitsubishiZosenKaisha,Ld	33 ″ 0	
34107																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
34108 UNMQ	**Uralles** (*ex*Dore) *Well deck* 1*Dk*(*Stl*)	*1975* *1627* *1141*	✠ 3,32 ✠	Sld	*r*		1927 1mo	Sir J.Laing &Sons,Ld. Sunderland	U.S.S.R. *CellDB*182′390*t* *Tank at sides of*	273·3 P21′Q128′B12′F21′ FK *tunnel* 39′212*tFPT*	38·7	18·3	Odessa Russian 4*BHCem* 90*tAPT*66*t*	T.3Cy.20″,33″&54″–39″ 199NHP 2SB.*6cf*,GS94,HS3096 G.Clark,Ld.Sunderland	20 ″ 4	
34109 UPOJ	**Uralmash** D.F. E.S.D. *Cruiser Stern* 1*Dk*	2975 2444 1528					1936	Akt.Bur-meistr&Wain Copenhagen	U.S.S.R.	325·2 P14′B70′F40′	48·1	21·5	Leningrad Russian *WB*	T.3Cy.22$\frac{7}{16}$″,36$\frac{7}{16}$″&61″–39″ 231NHP HelsingörsJernsk.&Mskb.		
34110 336 IBTN	**Urania** Ⓟ (*ex*Genova–33, **TwinSc** *ex*Hungaria) *ss*Gen.No.3–7,29 *ss*Tri.No.2–37 *Ref.Mchy.* 2*Dks*(*Stl–U*ws) D.F. &*Shelter dk*(*Stl*–ws)	7099 5442 4166	✠100A1 *Shelter dk* *withfreeboard* 2,40 ✠LMC MS2,37 BS2,40 Lloyd'sRMC11,38 *Fitted for oil fuel* 9,24 *F.P.above* 150° F. NO LATER SURVEY REPORTED	Tri	*a*†	CL 2,40	1916 9mo Lloyd	Cantiere SanRoccoSA Trieste '*sA&CP*	LloydTriestino Soc.Anon.diNav. *CellDB*345′	411·1 400·0 B190′F83′*on* FK *Shelter dk* Coll 1013*t DTf*19′ 494*t*	53·1	24·8	Trieste Italian *Cem* *BH to Sh dk* 6 " " *U* " *APT*46*t*	T.6Cy.25½″,40½″&66″–48″ 180lb (*r*) 853NHP 5SB(Spt),*15cf*,GS314, HS12735 FD StabilimentoTecnico,Tri.	28 ″ 6 s2 ″ 11¼ 26 ″ 0	
34111 ESJW	— (*ex*Elsa–39, **Iron** *ex*Erasmus) *ss*Osc.4thNo.3–7,34 *ss*Tln.No.1–39 1*Dk*2*trB* *Cargo battens not fitted*	1201 1013 705	✠100A– 7,39 ✠NB3,16 ✠LMC7,39 NO LATER SURVEY REPORTED	Tln		OG 4,39	1884 1mo	J.Smit,Czn Rotterdam	E.Maidla&others (O.Treikelder, *Mgr.*)	244·4 253·2(O.L.) B59′H26*t*F21′ BK8½″	33·2	15·5	Tallinn Estonia 4*BHCem* *DB*172′300*t*	C.2Cy.28″&52$\frac{5}{16}$″–33″ (*s*) 90lb NDB00 132NHP 1DB,*6cf*,GS71HS2300 KonMaatsdeSchldeFlshng	17 ″ 10 s1 ″ 8½ 16 ″ 10	
34112 3529 SHBG	— (*ex*Erik) *ss*Skm.3rdNo,3–7,37 *ss*Sbg.No.3–10,39 ***Well deck*** 1*Dk*(*Stl*)	*628* *421* *334*	✠100A1 6,41 ~~7,40~~ ✠LMC MS10,39 BS~~8,40~~ 8,41	Got	*i*	OG 9,39	1899 7mo	Lindhol-mensV.A. Gothenburg A&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *CellD*	165·7 Q85′B10′F21′ FK *Ba*37′*uE&B*33′*f*73′	29·1	11·0	Stockholm Swedish 4*BHCem* 173*tAPT*9*t*	T.3Cy.13½″,22½″&36″–27″(*s*) 170lb *90lb* 81NHP 1SB,*3rf*,GS45,HS1408 N.E.MarineEng.CoLdNwc	13 ″ 4 s ″ 5½ 12 ″ 11¾	
34113 167626 GMLQ	**Uranienborg** 1*Dk&Shelter dk* D.F. *Fitted for oil fuel* *CruiserStern*	3300 2952 1998					1922	Kjöbnhvns Flydk.&Skbs. Copenhagen	Ministry of War Transport (R.Chapman&Son, *Mgrs.*)	348·5	50·2	22·0	London British *WB*	DR geared steam turbine SvenskaTrbfrk.Akt. Ljungström,Finspong		V L
34114 IAUC	**Urano** **TwinSc** D.F. *OilEng.* *Carrying Petroleum in bulk* 2*Dks*	5512 4893 3197					1923	Deutsche WerkeA.G. Kiel	ItalianNavy(operatedbySoc.Anon. Cooperativa diNav. "Garibaldi")	414·9 398·3	54·2	28·5	Genoa Italian	Oil Engines 4S.C.SA 12Cy.21½⅜″–35$\frac{7}{16}$″ 543NHP DeutscheWerke,Kiel		I
34115 59[illegible] ESDF	**Uranus** (*ex*Croxdale–34) *ss*Gms.No.3–8,28 *Well deck* 1*Dk*(*ptIrn&ptStl*)& *deep framing*	1329 1104 805	✠ 5,34 ✠	Tln	*o*		1906 10mo	J.Crown& Sons,Ld. Sunderland	J.Rang Cell	230·0 P17′Q65′B48′F26′ FK *DBa*61′*uE*19′*f*96′	36·0	14·7	Tallinn Estonian 4*BHCem* 321*tAPT*34*t*	T.3Cy.17½″,29″&47″–33″ 147NHP 1SB,*3rf*,GS61,HS2405 N.E.MarineEng.Co.Ld.Sld	16 ″ 10	V †
34116	— **TwinSc** D.F. *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	1100 — 570					1939	Schiffb.Ges "Unterwesr" A.G. Weser. munde-L.	Dampfschifffarts Ges.Neptun	229·6 P125′F22′	34·4	15·3	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11⅝″–16$\frac{9}{16}$″ 157NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
34117 LHRC	— *OilEng.* 1*Dk&Shelter dk*	935 907 527					1925	Trosvik Mek.Verks. Brevik	DetBergenske Dampskibsselskap	192·5 B48′H20*t*	30·2	20·4	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15¾″–28⅜″ 172NHP A/B AtlasDiesel,Skm.		N
34118 39753 JFCH	**Urara Maru** Ⓟ *OilEng.* 2*Dks*	408 — 215					1935	Mitsubishi Jukogyo Kaisha,Ld. Kobe	AwanokuniKyodo KisenK.K.	150·9 F31′	25·6	11·5	Toku-shima Japanese *WB*	Oil Engines 4S.C.SA 6Cy.15¾″–24$\frac{7}{16}$″ 144NHP MitsubishiJukogyo Kaisha,Ld.Kobe		
34119 31731 JHHB	**Urazio Maru** Ⓟ (*ex*Urajio Maru–38,*ex*Serbistan) 1*Dk*	3110 2835 1880					1919	SirRaylton Dixon&CoLd Middlesbro'	KawasakiKisen K.K.	331·0 P33′B98′F29′	46·5	25·5	Kobe Japanese *WB*	T.3Cy.23″,41″&68″–45″ 310NHP Richardsons,Westgarth& Co.Ld.Mdb		
34120 9424 JNXA	— Ⓟ (*ex*Urajiwo Maru–38,*ex*Progress) 1*Dk*	897 685 499					1890	Schlesingr Davis&Co. Newcastle	GomeiKaisya TaishinShoten	196·0 Q64′B47′F25′	30·5	15·6	Hakodate Japanese *WB*	T.3Cy.16¼″,26⅛″&43$\frac{3}{16}$″–30″ 103NHP N.E.MarineEng.CoLdNwc		
34121 139343 GBWP	**Urbino** 2*Dks*	5198 4817 3212					1918	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	400·4 P49′B113′F39′	52·2	28·5	Hull British *WB*	T.3Cy.27″,44″&73″–48″ 369NHP Earle'sCo.Ld.Hull		C
34122 7485 SHBK	**Urd** (*ex*Mars) Sub.Sig. 1*Dk*	*1008* *781* *541*					1922	Stettiner OderwrkeAG Stettin	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	208·8 P19′Q53′B55′ H82*t*F18′	33·9	13·1	Stockholm Swedish *WB*	T.3Cy.15¼″,25¼″&41⅜″–29½″ 93NHP StettinerOderwerkeA.G.		V L
34123 YVAV	**Urdaneta** **TwinSc** *ss*N.Yk.No.3–6,39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*2647* *1890* *1513*	✠100A1 4,41~~4,40~~ ~~BS4,40~~ ✠LMC6,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,27 *F.P.above* 150° F.	~~Aru~~ NYk BS4,41	*t*	CL ~~6,39~~ 4,41	1927 8mo Lloyd	Palmers' Co.Ld. Newcastle '*sA&CP*	MeneGrandeOil Co.C.A. *CellDBuE&*	305·4 316·5(O.L.) P69′B22′F33′ FK *Trunk*181′ *B*42′107*t FPT*194*t*	50·2	16·3	Maracaibo Venezuelan 11*BHptCem* *APT*85*t*	T.6Cy.13¾″,23″&37″–27″ (*s*) 180lb 210NHP 2SB,*6cf*,HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ 0¼ 14 ″ 8	
34124 EAJN	**Uribitarte** (*ex*Cosenza–39, *ex*Uribitarte–37) *ss*Bbo.No.3–5,40 1*Dk*(*Stl*)	3503 3212 2138	✠100A1 4,41 BS4,41 ✠LMC5,40	Bbo	*v*	CL 5,40	1922 3mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	A.Menchaca *CellDBa*	331·6 P32 B98′F30′ FK 96′*uE*19′*f*145 872*t*	48·7	25·1	Bilbao Spanish 5*BHCem* *APT*143*t*	T.3Cy.24″,40″&65″–42″ 180lb (*s*) 311NHP 3SB,*9cf*,GS135,HS4983 Cooper&Greig,Ld.Dundee	27 ″ 3 s5 ″ 2¾ 22 ″ 2½	I †
34125																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
34126 UOAX	**Uritski** Sub.Sig. *1Dk*	2336 2023 1283	✠ ... 1,31				1929 6mo	BalticS.B. &E.Works Leningrad	U.S.S.R.	284·8|43·1|20·5 P21'Q128'F21' FK	Vladvostk Russian *WB*	T.3Cy.17$\frac{11}{16}$",29$\frac{1}{8}$"&48$\frac{7}{16}$"–35$\frac{7}{16}$" 193NHP BalticS.B.&E.Works,Len	22 " 7	
34127 PICP	**Urmajo** D.F. *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	309 220 142	✠				1937	Gebr. Niestern&Co. Delfzijl	H.K.v.d.Meer	127·5|24·1| 8·9 P36'Q12'F20'	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"–17$\frac{11}{16}$" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
34128 EAJQ	**Urola** (*ex*Mercedes,*ex*Storfond) *ss*Bcl.2ndNo.3–11,23 1*Dk(Stl)&Spar dk(Stl)&deep framing*	3675 3291 2878	✠ 4,29 ✠	Gen	*w*		1898 10mo	Russell& Co. Pt.Glasgow	Cia.Naviera BidasoaS.A. *CellDBa*110'	339·0|45·9|17·8 P30'B72'F36' 28·5 FK *uE&B*36'*f*142'792*t*	Bilbao Spanish 6*BHCem* *APT*56*t*	T.3Cy.24½",39"&65"–45" 301NHP 2SB,6*rf*,GS118,HS4520 Rankin&Blackmore,Grk.	28 " 5	
34129 6983 SHBO	**Ursa** D.F. *1Dk*	*1497* *1282* *850*					1923	Jarlsö Værft. Tönsberg	A/B Transmarin (S.Redig,*Mgr.*)	243·0|39·3|17·3 P30'B66'F29'	Hlsngborg Swedish *WB*	T.3Cy.18",29½"&49"–33" 138NHP FredrikstadM.V.Frdstad.		N
34130 LFET	— *1Dk2trB*	958 737 552					1911	Bergens Mek.Værks Bergen	DetBergenske Dampskibsselskab	214·3|32·2|12·8 Q110*t*B50*t*H12*t* F28*t*	Bergen Norwegian *WB*	T.3Cy.16½",26"&44"–30" 106NHP BergensMekVærksBergen		N
34131 DHYI	**Ursula Rickmers** (*ex*Wheatmore, *ex*Thistlemore) *ss*Ham.No.3–11,29 *ss*Ham.No.2–38 D.F. 2*Dks(Stl)&Shelter dk(Stl)* *3rd dk beams inNo.1hold* Sub.Sig. *Fitted for oil fuel*	5050 4711 3106	✠ 5,39 ✠	Ham	*a*†		1917 10mo	Irvine'sSB &DDCo.Ld. WHartlepool *CellD*	RickmersRhederei A.G. *B*351'1156*tDTa*35	418·7|53·4|27·7 *FonShelter dk*34' FK '954*t FPT* 102*t AP*	Hamburg German 7*BHCem* *T*108*t*	T.3Cy.29",49"&80"–54" 686NHP 3SB,12*cf*,GS246 HS10410 Blair&Co.Ld.Stockton	30 " 6	
34132 NPUC	**Uru** (*ex*Anneliese,*ex*Pearlmead, *ex*Pearlmoor) *Turret deck* *1Dk2trB*	4097 3449 2594					1905	W.Doxford &Sons,Ld. Sunderland	LloydBrasileiro	348·6|50·7|24·1 P28'F41'	R.Janeiro Brazilian *WB*	T.3Cy.26,"42"&68"–45" 310NHP W.Doxford&Sons,Ld.Sld.		
34133 87 OAPB	**Urubamba** TwinSc 2*Dks&Awng dk* *Fitted for oil fuel*	4744 3769 2673					1910	Ch.&Atel. deProvence Port deBouc	Cia.Peruana de Vapores y Dique delCallao	381·2|45·9|21·2	Callao Peruvian	T.6Cy.20",33"&55"–40" 383NHP Ch.&Atel.deProvence,Msl.		V
34134 227115 WMCM	**Uruguay** Ⓟ TwinSc (*ex*California–38) 5*Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel* Gy.C. Sub.Sig. *Cruiser Stern*	20183 — 11743					1928	NwprtNws S.B.&D.D.Co NewprtNews	UnitedStates Maritime Commission	574·4|80·3|20·5 B313'F57' 52·0	NewYork Utd.States *WB*	2 steam turbines connected to electric motors & screw shafts 2833NHP GeneralElectricCo. Schenectady,N.Y.		R
34135 EAFG	— Ⓟ TrpSc (*ex*InfantaIsabel DeBorbon) *ss*Cdz.No.3–9,25 *ss*Cdz.No.1,29 Sub.Sig. 3*Dks(Stl–Uteaks)&* D.F. *Shade dk(Stl–teaks)* *(SUNK IN PORT—REFLOATED)*	10348 7225 5740	✠ 2,32 ✠	Msl	*e*†		1913 3mo	W.Denny &Bros. Dumbarton *CellD*	Cia.Trasatlantica *Ba*122' *uE & B*123'	481·9|61·3|32·7 BK1" on FK *f*188'1087*t FPT*90*t*	Barcelona Spanish 8*BHCem* *APT*65*t*	T.6Cy.28",43"&66"–45"& 1L.P.Turbine 1570NHP 3DB&SB,24*cf*,GS540, HS22816 Denny&Co.Dumbarton	35 " 9	
34136 8048 SJLA	— TwinSc *ss*Got.No.1–40 D.F. E.S.D. *OilEng.* *Ref.Mchy.* 2*Dks&Shelter dk*	*5294* *4171* *2901*	✠100A1 *withfreeboard* ~~5,40~~12,41 ✠LMC CS5,40 DBS~~3,39~~ 6,41 7,38 ✠Lloyd'sRMC~~5,40~~ 4,42 No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Got	*a*†	OG s4,39 p7,39	1935 11mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP* *CellDB*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) 307'1486*t* *Tanks in way o*	420·7|55·9|23·9 440·0(O.L.) F80' FK (*f tunnels* 309*tFPT*	Stockholm Swedish 7*BH* *Coll to Sh dk* 6 ,, *2nd*,,) 76*tAPT*52*t*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 945NHP DB*85lb* GötaverkenA/B,Got.	28 " 0 s 2 " 10¾ 25 " 3¼	
34137 PUCO	— Ⓟ TwinSc *OilEng.* *1Dk* *CruiserStern*	929 718 513					1926	Deutsche Werft Hamburg	LloydBrasileiro	236·5|37·8|10·0 B65'F24'	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11$\frac{7}{16}$"–16$\frac{1}{8}$" 204NHP Maschfbk.Augsburg-Nürnberg,A.G.Augsburg		
34138 EAIQ	**Urumea** (*ex*SanSalvador, *ex*Fairhaven) *ss*Bbo.No.3–4,32 *ss*Bbo.No.2–39 1*Dk(ptIrnptStl)*	3250 2947 1976	✠100A1 2,42~~1,41~~ BS2,42 ~~BS1,41~~ ✠LMC12,39	Bbo	*u*	CL ~~12,39~~ 2,42	1913 6mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP*	Cia.Naviera Guipuzcoana *CellDBa*108'*u*	331·3|47·7|22·5 P27'B94'F30' FK *E & B*43'*f*137' 856*t*	Bilbao Spanish 5*BHCem* *APT*184*t*	T.3Cy.24",40"&65"–42" (r) 180lb ~~*70lb*~~ 299NHP 2SB,6*cf*,GS118,HS4640 N.E.MarineEng.Co.Ld.Sld	24 " 6 s3 " 8 21 " 1	
34139 DHYL	**Urundi** D.F. Sub.Sig. 2*Dks*	5791 5199 3569					1920	Blohm& Voss Hamburg	DeutscheOst- AfrikaLinie	418·6|56·2|28·2 P&B332'F57'	Hamburg German *WB*	SR geared SteamTurbines Blohm&Voss,Hamburg		G
34140 19008 JFBA	**Usa Maru** Ⓟ 2*Dks*	843 688 472					1915	S.Nagata Osaka	OsakaSyosenK.K.	179·5|30·5|18·5 B36'F29'	Osaka Japanese *WB*	T.3Cy.14¾",25"&42"–30" 97NHP S.Nagata,Osaka		
34141 DHYM	**Usambara** Ⓟ Sub.Sig. 2*Dks&Shelter dk3trB* D.F. *Ref.Mchy.* *Fitted for oil fuel*	8690 5867 5104					1922	Blohm& Voss Hamburg	DeutscheOst- AfrikaLinie	433·5|58·2|37·4	Hamburg German *WB*	4SteamTurbinesSR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
34142 DHYN	**Usaramo** Ⓟ Sub.Sig. D.F. 2*Dks&Shelter dk*	7775 6772 4490					1920	Blohm& Voss Hamburg	DeutscheOst- AfrikaLinie	418·6|56·2|36·0 H—	Hamburg German *WB*	4SRgearedSteamTurbines Blohm&Voss,Hamburg		G
34143 OFEJ	**Usko** (*ex*Songdal–39, *ex*Mongolia,*ex*Anten) 4Mst *ss*Osl.No.3–3,30 D.F. *ss*Osl.No.2–39 *Cargo battens not fitted* 1*Dk(Stl)*	1876 — 1070	✠100A1 3,40 BS4,40 ✠LMC9,38 SURVEYS DELAYED	Got		OG 3,40	1917 3mo	Lindhol- mensM.V. Gothenburg	HöyrylaivaO/Y Usko(J.Nurminen O/Y,*Mgrs.*)	265·3|42·7|18·4 P24'B65'F28' FK *CellDB*224'471*t*	Raumo Finnish 4*BHCem* *APT*41*t*	T.3Cy.20½",33"&55"–36" (s) 185lb 214NHP 2SB,6*cf*,GS110,HS3500 LindholmensM.V.Got.	20 " 6 s2 " 7½ 18 " 0¾	
34144 162143 GZJX	**Uskside** *1Dk* D.F. *Cargo battens not fitted* *CruiserStern*	2708 2411 1564	✠100A1 ~~8,41~~12,40 2,42 Examined 11,41 BS11,41 ✠LMC1,37	~~Npt~~ ~~Lm~~ Hul	*t*	CL 1,40	1937 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	UsksideS.S.Co.Ld. (R.W.Jones&Co. *Mgrs.*) *CellDB*257'658*t*	314·0|45·2|21·7 324·2(O.L.) P28'B62'F33 FK *FPT*103*tAPT*196*t*	Newport British 5*BHCem*	T.3Cy.17½",28"&50"–33" (s) 220lb *100lb* 213NHP 2SB(Spt),4*cf*,GS65, HS3010 D.Rowan&Co.Ld.Gls.	23 " 10 s 3 " 6¾ FD 20 " 5¾	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
34145 TCDH	**Üsküdar** (*ex*Velizade,*ex*Aikaterini M.Goulandris, *ss*Cff.2ndNo.3-12,18 *ex*Pendarves) *ss*Bla.No.2-27 1*Dk*(*ptStl ptIrn*)&*Wel* *frames&ptAwng dk*(*Irn*)	2541 2068 1466	✠ 3,31 ✠	Ist	*t*		1892 9mo	SirRDixon &Co. Middlesbro'	KalkavanRiza ve OgluIsmail VapurIdaresi	299·5 P27'Q84' FK *Cell*	40·1	20·5	Istanbul Turkish 6*BHCem* *DB*234' 513*t*	T.3Cy23",37½"&61½"-39" 244NHP 2SB,6*cf*,GS91,HS3788 T.Richardson&Sons,Hpl.	22 ″ 10	I †
34146 UPCD	**Ussuri** (*ex*BaronSempill-34, *ex*WarPlum) *ss*Gmh.No.3-4,31 1*Dk*(*Stl*) *CruiserStern*	*2498* *2255* *1447*	✠ … 1,35 ✠	Gls	*t*		1919 1mo	C.Hill& Sons Bristol	U.S.S.R. *Cell*	303·0 P33'B80'F33' FK *DB*252'670*tFPT*70	43·0	20·8	Leningrad Russian 6*BHptCem* *tAPT*180*t*	T.3Cy.22",36"&59"-39" 268NHP 2SB,6*cf*,GS113,HS4604 W.Simons&CoLd.Renfrew	23 ″ 0	
34147 37063 JKGC	**Ussuri Maru** Ⓟ TwinSc *ss*Kob.No.3-3,38 *Ref.Mchy.* 2*Dks*(*Stl-Wthr dk ws*) 3*rd dk*(*Stl*)*except in* *CruiserStern after hold&ptNo.3hold*	6386 5110 3784	✠ … 1,39 ✠	Kob	*a*†		1932 3mo	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaSyosenK.K. *CellDB*341'869*t* *Wing tanks*	406·6 F45' FK C *inER*8'64*tFPT*52*t*	55·0	33·0	Osaka Japanese 6*BHCem* *oll „ toWdk* *APT*121*t*	4 Steam Turbines DR geared to 2 Sc. Shafts 1157NHP 5SB,15*cf*,GS320,HS12565 MitsubishiZosenKaishaLd.	33 ″ 0	
34148 18 IVHR	**Ustica** Ⓟ 1*Dk*	403 — 198					1911	Mackie& Thomson,Ld Glasgow	LaMeridionaleSoc. Anon.diNavig.	161·7 153·0	24·0	10·3	Trapani Italian *WB*	T.3Cy.13",22"&36"-24" 64NHP W.V.V.Lidgerwood,Gls.		I
34149 219817 KUMC	**Utacarbon** 2*Dks* D.F. *Fitted for oil fuel* *Mchy.Aft Longitudinal framing* *Carrying oil in bulk*	6878 — 4283					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	UnionOilCo.of California	435·4 P106'B50'F44'	56·1	33·8	Ls.Angeles Utd.States *WB*	T.3Cy.27 1/16",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Alameda,Cal.		R
34150 219416 KOTD	**Utahan** (*ex*GoldenPeak-37, *ex*Crosskeys) 2*Dks*3*trB* D.F. *Ref.Mchy. Fitted for oil fuel*	7031 6617 4381					1919	Skinner& EddyCorp. Seattle,Wash	American- HawaiianS.S.Co.	410·5 P27'B61'F19'	54·2	35·1	NewYork Utd.States *WB*	T.3Cy.25",42"&72¼"-48" 364NHP SeattleMachineWorks, Seattle		R
34151 LYKB	**Utena** (*ex*Barfrost-37,*ex*Meathside) *ss*Osl.No.3-10,33 *ss*Lie.No.1-38 *Well deck Mchy.Aft* 1*Dk*(*Stl*) *Ref.Mchy.*	542 362 205	✠100A1 8,38 BS11,39 ✠LMC8.31 ✠Lloyd'sRMC5,40 NO LATER SURVEY REPORTED	Lie	*h*	CL 8,38	1920 9mo *Lloyd*	W.Simons &Co.Ld. Renfrew *'sA&CP*	Akc.B-véLietuvos BaltijosLloydas *CellD*	167·5 Q94'B9'F32' BK7½" *Bf*90'134*tFPT*47*t*	26·7	10·4	Sventoji Lithuanian 3*BHCem* *APT*23*t*	T.3Cy.14",24"&40"-30" (*s*) 180lb 89NHP 1SB,3*cf*,GS61,HS2009 W.Simons&Co.Ld.Rnf.	12 ″ 8 s 4 ″ 3¾ 13 ″ 0½	
34152 200954	**Utica** *Mchy.Aft* 2*Dks*	3533 — 2658					1904	Detroit S.B.Co. Wyandotte.	GreatLakes TransitCorpora- tion	325·0	44·2	20·9	BuffaloNY Utd.States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitS.B.Co.Detroit		
34153 44149 JCIM	**Utide Maru** (*ex*Willandra-38, *ex*TowerAbbey-35, *ss*Drt.No.3-2,34 *ex*Bata-34) 2*Dks*(*Stl*)	5275 — 3173	✠ … 5,38 ✠	HKg	*y*		1919 10mo	J.Brown& Co.Ld. Glasgow	TaiheiKisenK.K. (YamashitaKisen K.K.*Mgrs.*) *CellDB*	400·8 P40'B113'F49' FK 345'1134*t FPT*118*t*	52·3	28·5	Kobe Japanese 7*BHptCem* *APT*176*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 Harland&Wolff,Ld.Gls.	31 ″ 0	C †
34154 845 IBQB	**Utilitas** (*ex*AnsaldoTerzo) 1*Dk* D.F. *Fitted for oil fuel* *Mchy.Aft Carrying oil in bulk*	5342 4574 3026					1918	G.Ansaldo &Co. SestriP'nente	Soc.Anon.Indus- triaArmamento	393·2 P134'B30'F36'	51·6	28·4	Genoa Italian *WB*	2SteamTurbinesSRgeared to 1 Sc. Shaft G.Ansaldo&Co.Smprdrna		CI
34155 7347 SHBU	**Utklippan** (*ex*Trostan, Iron *ex*Jersey) *ss*Osc.4thNo.3-3,36 *Well deck* *ss*Got.No.1-40 1*Dk*(*Stl*)&*Webframes*2*trB*	*1599* *1298* *876*	✠100A1 7,41 ~~9,40~~ ✠NB3,11 ✠LMC4,40 ~~BS2,39~~4,41 ~~MS4,40~~	~~Skm~~ Hbg	*q*	~~N9,39~~ 7,41	1883 3mo *Lloyd*	Palmers' Co. Newcastle *'sA&CP*	TorstenCarlbom	260·0 Q94'B60'F31' FK *Cell DB*220'365*t*	36·2	17·0	Stockholm Swedish 4*BHCem* *APT*75*t*	C.2Cy.21¾"&50"-39" (*s*) 120lb 99NHP 2SB,4*pf*,GS82,HS2720 Palmers'Co.Ld.Newcastle	19 ″ 0 s1 ″ 8½ 17 ″ 6	
34156 7266 SHBW	**Utö** (*ex*RiverTeign,*ex*Holmpark) *ss*Osc.2ndNo.3-3,38 *Well deck* *ss*Got.No.1-42 1*Dk*(*Stl*) *Cargo battens not fitted*	*1444* *1192* *842*	✠100A1 ~~6,11~~ ~~6,40~~ 4,42 BS6,41 ✠LMC MS~~3,38~~ ~~BS7,39~~ 4,42	~~Lkr~~ Got	*p*	CL ~~3,38~~ ~~6,41~~ 4,42	1914 2mo *Lloyd*	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *'sA&CP*	RederiA/B Rex (K.M.Källström, *Mgr.*) *CellDBa*68' *u*	250·1 P17'Q70'B65'F26' FK *E*15'*f*107'357*tFPT*	37·2	16·5	Stockholm Swedish 4*BHCem* 31*tAPT*50*t*	T.3Cy.18",30"&50"-36" (*r*) 180lb 172NHP 2SB,6*cf*,GS94,HS2766 Cooper&Greig Dundee	18 ″ 7 s1 ″ 6½ 17 ″ 3	
34157 LGLA	**Utsire** (*ex*EliasKræmmer,*ex*Capto) D.F. 2*Dks*(*Stl*) *Fitted for oil fuel*	4441 4111 2786	✠ 3,22 ✠	NNs	*x*		1917 1mo	Moore& ScottIron Works Oakland,Cal.	D/S A/S Aslaug (JohnK.Haaland& Co.A/S,*Mgrs.*) 1061*tDTf*21'347*t*	376·1 P107*t*H180*t* *CellDB*283' FK *DTa*30'230*tFPT*96	52·3	25·5	Haugesnd Norwegian 6*BHptAsp* *tAPT*132*t*	T.3Cy.24",41"&68"-45" NE28 310NHP 3SB,9*cf*, HS7704 N.E.MarineEng.CoLdNwc	28 ″ 0	N †
34158 13140 JGQF	**Uwazima Maru No. 13** Ⓟ Sp 2*Dks*	471 402 271					1910	S.Ono Osaka	UwazimaUnyu K.K.	163·5	22·3	15·6	Yawata Japanese	T.3Cy.13¼",21¼"&34¼"-24" 58NHP S.Ono,Osaka		
34159 14877 JGRF	**Uwazima Maru No. 14** Ⓟ Sp 2*Dks*	343 285 198					1912	S.Ono Osaka	UwazimaUnyu K.K.	148·7	20·4	12·9	Yawata Japanese	T.3Cy.12",19"&32"-22" 48NHP S.Ono,Osaka		
34160 16689 JGSF	**Uwazima Maru No. 15** Ⓟ Sp 2*Dks*	824 678 493					1913	S.Ono Osaka	UwazimaUnyu K.K.	187·7	27·3	17·5	Yawata Japanese *WB*	T.3Cy.14½",24"&40"-30" 88NHP S.Ono,Osaka		
34161 28725 JGTF	**Uwazima Maru No. 18** Ⓟ 2*Dks*	885 683 519					1922	Harada ZosenK.K. Osaka	UwazimaUnyu K.K.	182·0	30·0	18·5	Osaka Japanese	T.3Cy.15½",26"&44"-30" 107NHP		
34162 9121 JJYE	**Uwazima Maru No. 21** Ⓟ (*ex*GishuMaru-33) 2*Dks*	739 655 444					1904	OsakaIron Works Osaka	UwazimaUnyu K.K.	183·6 B42'	27·3	18·2	Osaka Japanese *WB*	T.3Cy.14½",24½"&39"-30" 83NHP OsakaIronWorks,Osaka		
34163 9128 JJZE	**Uwazima Maru No. 22** Ⓟ (*ex*AntoMaru-33) 2*Dks*	725 680 413					1904	OsakaIron Works Osaka	UwazimaUnyu K.K.	183·6	27·3	18·2	Osaka Japanese *WB*	T.3Cy.14½",24½"&39"-30" 83NHP OsakaIronWorks,Osaka		
34164 40407 JISH	**Uwazima Maru No. 23** Ⓟ *OilEng.*	345 — 185					1935	YendoIron Works Osaka	UwazimaUnyu K.K.	145·0	22·0	13·5	Uwajima Japanese	Oil Engines 2S.C.SA 5Cy.16 9/16"-18½" 240NHP NipponHatsudokiK.K. Kobe		

1	2, 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	When. — Ship. — Engines	Built. By Whom. — Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34165 10343 JLVE	**Uwazima Maru No. 25** Ⓟ (*ex*BeppuMaru–36) 2*Dks*	744 663 503					1907	OsakaIron Works Osaka	UwazimaUnyu K.K.	180·0	26·3	18·1	Osaka Japanese	T.3Cy13$\frac{1}{2}$",21$\frac{11}{16}$"&36$\frac{3}{16}$"–27" 68NHP OsakaIronWorks,Osaka		
34166 XCCJ	**Uxmal** Ⓟ (*ex*Coahuila–39) *ss*N.Os.No.1–20 2*Dks*(*Stl*) *Fitted for oil fuel*	2876 — 1892	✠ 10,25 -	SFo ✠	*t*		1916 5mo	WCramp&SonsS&EBCo Philadelphia	MexicanGovernment(operated by TransportesMaritimos,S.C.O.P.) *CellD*	304·6 B90'F36' *B*248'605*tFPT*108*t*	45·2	20·1 FK	VeraCruz Mexican 6*BHCem* *APT*148*t*	T.3Cy.20",33"&55"–36' NB37 262NHP 2SB,6*cf*,GS107,HS3994 W.Cramp&SonsS&EBCo.	22 ″ 8	
34167 UVBY	**Uzbekistan** E.S.D. 1*Dk*	3039 2569 1625					1937	Atel.&Ch. delaLoire St.Nazaire	U.S.S.R.	326·3 P31'B98'F38'	48·1	22·9	Archangel Russian	T.3Cy.20$\frac{1}{2}$",33$\frac{1}{16}$"&53$\frac{1}{2}$"–35$\frac{7}{16}$" 170NHP & LP turbine with DR gearing & hydraulic coupling Rheinmetall-BorsigA.G. Berlin-Tegel		
34168 47750 JLVO	**Uzi Maru** *OilEng.*	873 — 456					1940	Urabe ZosenTekkosyoK.K. Osaka	SankyoKaiunK.K.	185·0	31·0	17·3	Osaka Japanese	Oil Engines		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille [Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds* *ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
34169 UOBI	**V. Mayakovsky** (*ex*BelaKhun-37) *OilEng.* Sub.Sig. 2*Dks*	3972 3537 2261					1929	Severney S.B.Yard Leningrad	**U.S.S.R.**	346·0 P31'B52'F34'	48·7	27·2	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-35$\frac{7}{16}$" 500NHP RussianDieselWorks,Len		
34170 LFFB	**Vaagan** (*ex*Skaupsjönut, *ex*BokeröenII) *Mchy.Aft* 1*Dk*	687 571 366					1921	Bokeröens Skibsbyggeri Svelvik	**A/SVesteraalens Dampskibsselskap**	181·2 P60*t*H7*t*F27*t*	31·1	12·9	**Stokmarknæs** Norwegian *WB*	T.3Cy.13½",22"&37½"-28" 75NHP AkersMek.Verk.Oslo		N
34171 8102 SJQN	**Vaalaren** **TwinSc** *ss*Bom.No.1-41 *OilEng.* D.F. 1*Dk&Shelter dk,3rd dk in No.3hold* *Ref.Mchy.* *CruiserStern* *Strengthened for navigation in ice*	*3406* *2651* *1851*	✠100A1 *withfreeboard* ~~6,41~~ ~~10,40~~ 3,42 ✠LMC CS4,42 1,40 ✠Lloyd'sRMC~~1,41~~ 6,42 ~~8,41~~ for temp. 30° F.	~~Mtl~~ ~~Bom~~ NYk	*x*	CL 1,40	1936 9mo *Lloyd'sA&CP*	Eriksbergs M.V.Aktieb. Gothenberg *CellDB*305' 1087*t Tanks at sides of tunnels* 65*t FPT* 46*t APT*134*t*	**RederiA/B Transatlantic(G. Carlsson,***Mgr.***)**	367·9 380·7(O.L.)	51·7	20·3	Gothenbrg Swedish FK 7*BH* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 810NHP EriksbergM.V.Aktieb.Got	25 ″ 6 s1 ″ 11 23 ″ 9¼	
34172 167309 GNBP	**Vacport** D.F E.S.D. GyC. 2*Dks* *Longitudinal framing–bracketless system* *Mchy.Aft* *CruiserStern*	6774 6235 3970	✠100A1 2,41 ✠LMC8,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,39 *F.P. above* 150°F.	Suz	*a*† 2	CL	1939 8mo *Lloyd'sA&CP*	Howaldts-werkeA.G. Hamburg *CellDBuE*71'210*t DTf*28'752*t FPT* 230*t APT*45*t*	**Socony-Vacuum Transportation Co.Ld.**	423·3 433·5(O.L.) P82'B35'F44'	60·2	32·8	London British FK 11*BHptAsp*	C.4Cy.(2)22$\frac{1}{16}$"&(2)47¼"-47¼" 228lb (*s*) 550NHP 3SB(Spt),9*cf*,HS8393 FD Rheinmetall-BorsigA.G. BerlinTegel	33 ″ 0 s6 ″ 0¾ 27 ″ 1½	
34173 220165 KUTS	**Vacuum** *ss*Bal.No.3-6,33 *ss*NYk.No.1-37 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. GyC. *Longitudinal framing*	7020 6444 4329	✠100A1 12,41 ~~4,41~~ ~~10,41~~ Examined 12,41 BS12,41 ✠LMC9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,20 *F.P. above* 150° F.	~~Gal~~ Bal	*a*†	CL ~~2,41~~ 12,41	1920 5mo	MooreS.B. Co. Oakland,Cal. A&CP *CellDBuE&B* 61' 143*t DTf*35'948 *APT*122*t*	**Socony-Vacuum OilCo.Inc.**	425·8 438·4(O.L.) P106'B50'F41'	57·0	31·2	**NewYork** Utd.States FK 16*BHptAsp* (9 *to U dk* 7 „ *2nd* „)	T.3Cy.27$\frac{11}{16}$",46"&78"-51"(*s*) 220lb 680NHP 3SB,9*cf*, HS9900 FD Hooven,Owens,Rentschler Co.Hamilton,O.	33 ″ 0 s5 ″ 11 27 ″ 4	
34174 DJZM	— *CruiserStern* *OilEng.* *Mchy.Aft* 1*Dk* E.S.D. *Carrying Petroleum in bulk*	622 497 283					1939	D.W. KremerSohn Elmshorn	**DeutscheVacuum OelA.G.**	184·8 P44'F35'*Trunk*81'	29·6	11·5	**Hamburg** German *WB*	Oil Engines 4S.C.SA 6Cy.15⅜"-21$\frac{11}{16}$" 138NHP Maschinenfbrk.Augsburg-NürnbergA.G Augsburg		G
34175 OPVA	**Væ Victis** *ss*Bdx.No.3-8,33 D.F. *ss*Bdx.No.1-37 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	*1829* *1499* *1038*	✠100A1 ~~11,37~~ 10,41 Examined 10,41 ✠LMC MS11,37 BS7,41	~~Bdx~~ Shl	*q*	5,40	1920 7mo *Lloyd'sA&CP*	J.Crown &Sons,Ld. Sunderland *Cell DB*223' 426*t FPT* 105*t APT* 100*t*	**M.Gossens (T.D. John (Shipping) Ld.***Mgrs.***)**	268·0 277·5(O.L.) P24'Q82'B51'F30'	37·9	17·6	**Antwerp** Belgian FK 3*BHCem*	T.3Cy.20½",33"&54"-39" 180lb (*s*) 199NHP 2SB,4*pf*,GS80,HS3086 NE. MarineEng.Co.Ld.Sld	19 ″ 9 s1 ″ 11 18 ″ 0	
34176 OUNI	**Væring** (*ex*Electra-32) Sub.Sig. 1*Dk*	1154 937 701					1893	Flensburgr Schiffsb.Ges. Flensburg	**AabenraaRederi A/S(P.F.Cleemann,***Mgr.***)**	229·1 Q71'B57'F27'	34·3	13·7	**Aabenraa** Danish *WB*	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges.		G
34177 LDRE	**Vaga** 1*Dk*	1615 1204 944					1924	Laxevaags Msk.&Jrnskb Bergen	**DetBergenske Dampskslsk.**	246·2 P65*t*Q109*t*B124*t* H77*t*	37·9	15·6	**Bergen** Norwegian *WB*	T.3Cy.18⅖",29"&49"-33" 133NHP LaxevaagsMsk&Jrns.Bgn		N
34178 891 ESEO	**Vahur** (*ex*HendrikConscience-32, *ex*Rose,*ex*Genbert, *ss*Bry.2ndNo.3-11,19 *ex*Rose) *ss*Ant.No.2-29 *Welldeck* 1*Dk(Irn)&Webframes*	893 775 498	✠ 11,32 ✠	Ant	*l*		1894 5mo	Wood, Skinner&Co. Newcastle *CellDB*167'245*t FPT* 35*t APT*22*t*	**M.Utow**	200·4 P17'Q82'B9'F25'	32·7	12·7	**Tallinn** Estonian FK 4*BHCem*	T.3Cy.14½",26"&43"-30" 93NHP 1SB,3*pf*,GS49,HS1835 N.E.MarineEngCoLd.Nwc	15 ″ 0	V †
34179 UOWC	**Vaillant Cuturier** **TwinSc** (*ex*NikolaiJanson-39,*ex*Soyuz *OilEng.* MetallistovS.S.S.R.-34) 2*Dks* *Carrying oil in bulk* *Mchy.Aft* *Longitudinal framing*	7602 6742 4078					1930	StatesS.B. Yd."Marti" Nicolaieff	**U.S.S.R.**	446·1 P98'B47'F58'	56·1	32·4	**Tuapse** Russian *WB*	Oil Engines 2S.C.SA 8Cy.23⅝"-41$\frac{11}{16}$" 776NHP StatesS.B.Yd."Marti" Nicolaieff		
34180 ESHT	**Vaindlo** Ⓟ (*ex*Halland-39, *ex*Vestkusten) 1*Dk*	604 349 329					1897	LindholmensV.A. Gothenburg	**Laevaühing G.Sergo&Ko.**	174·6 P104'H44*t*F16' len27	25·9	10·9	**Tallinn** Estonian	T.3Cy.14½",23½"&39"-27" 79NHP N.E.MarineEngCoLd.Nwc		V
34181 TUHZ	**Val de la Haye** (*ex*Herbert, *ex*Pietje) 1*Dk*	385 311 181					1923	Schiffs-u. Dockbauwrft FlenderA.G. Lübeck	**Soc.deNavigation Côtière(Eugène Huret,***Mgr.***)**	142·1 P43'F30'	24·1	10·9	**Rouen** **French** *WB*	C.2Cy.14⅗"&24⅘"-15¾" 20NHP G.SeebeckA.G. Wesermünde-G.		V
34182 299 HSAG	**Valaya** *ss*Bgk.No.3-3,30 *ss*Bgk.No.2-38 1*Dk(Stl)&Awng dk(Teak)* *Cargo battens not fitted in Awng 'tween dks*	1311 1153 803	✠100A1 *Awng dk* *withfreeboard* 10,41 ~~9,40~~ BS10,41 ~~BS9,40~~ ✠LMC11,38 *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Bgk	*n*	CL N3,40	1918 6mo *Lloyd'sA&CP*	HongK'ng &Whampoa DockCo.Ld. HongKong	**ThaiNav.Co.Ld.** *CollisionBH to Awng dk* *CellDB*180' 237*t FPT* 18*t APT*18*t*	223·4 F31'	35·6	17·8	**Bangkok** Thai FK *ptCem* 3*BHto U dk*	T.3Cy.17",27"&44"-30" (*s*) 190lb 136NHP 2SB,4*cf*,GS88,HS2322 HongKong&Whampoa DockCo.Ld.HongKong	20 ″ 0 s4 ″ 11 15 ″ 5	
34183 745 OHVI	**Valborg** **WoodAux4MstSr** (*ex*SailingVessel, *OilEng.* *ex*Cyntia, *Salted* 1*Dk*2*trB* SSLon.27 *ex*Washington) (*See Sailing Ship Register*)	965 — 472	✠ 12,27	Lon	12		1919 8mo	Cholberg Shipyard Victoria,B.C.	**G.Erikson**	210·6 206·5 P26'F46'	39·5	16·4	**Mariehmn** Finnish	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{16}$"-15¾" 284NHP *Emade*17,*refitted*23 SkandiaPacificOilEng.Co. Oakland,Cal.	19 ″ 8	V †
34184 167454 MPFM	— *ss*Cpn.No.3-8,28 *ss*Svb.No.2-37 *Welldeck* 1*Dk(Stl)*	844 703 506	✠100A1 8.41 ~~2.41~~ Examined 8.41 Sws ~~BS8,41~~ 4,42 ✠LMC4,37	~~Brw~~ ~~Sws~~	*m*	OG ~~3,37~~ 8,41	1914 6mo *Lloyd'sA&CP*	Antwerp Eng.Co.Ld. Hoboken	**Ministry of War Transport(J.Hay& Sons,Ld.***Mgrs.***)** *Cell DB a*47' *uE*21'*f* ~~99~~'273*t FPT*17*t APT*10*t*	210·3 P29'B62'F26'	31·8	13·3	London British FK 4*BHCem*	T.3Cy.13",21"&35"-27" (*s*) 180lb 81NHP 2SB,4*cf*,GS44,HS1410 MacColl&Pollock,Ld.Sld.	15 ″ 7 s1 ″ 6¼ 14 ″ 3	
34185 1677 IBCD	**Valdarno** (*ex*Attività, *ex*WarColumn) *ss*Gen.No.3-5,29 D.F. *ss*Mfl.No.1-34 2*Dks(Stl)* *Now* "Rio Neuquen," *see No.* 38323 *in Supplement*	5696 5100 3465	✠ ... 6,36 ✠ ✠NE15*refitted*6,29	Gen	*z*		1919 7mo	J Coughlan &Sons Vancouver, B.C. *Intermediate BH in fore hold dispensed with*	**"Corrado"Soc. Anon.diNav.** *CellDB*268'1274*t FPT*131*t APT*85*t*	421·2 410·6 P44'B115'F47'	51·7 54·1	27·2 27·5	**Genoa** Italian FK *pt Cem* 6*BHonly*	T.3Cy.26",43½"&73"-48" 480NHP 3SB,9*cf*,GS189,HS8325 StabilimentoTecnico,Tri.	29 ″ 9	I †
34186 OYIS	**Valdemar** Ⓟ **TwinSc** (*Ferry*) 1*Dk*2*trB*	350 331 96					1886	Burmeister &Wain Copenhagen	**DenDanske stat Ministeriet for Handel Industri og Söfart**	140·0	31·6	12·0	Glyngöre Danish *WB*	C.4Cy.21½"&37"-18" 97NHP Burmeister&Wain,Cpn.		

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
34187 1165 ICLU	**Valdirosa** (*ex*Eggesford) *ss*Spz.No.3-5,28 D.F. 1*Dk*	4434 4114 2773	✠ ... 2,32 ✠				1914 11mo	R.Thompson&Sons,Ld. Sunderland	I.N.S.A.(Industrie NavaliSoc.Anon.)	397·0 385·0 P35'B240'F37' FK	52·0	24·0	Genoa Italian *WB*	T.3Cy.25",41"&68"-45" 348NHP N.E.MarineEng.Co.Ld.Sld.	26 ″ 6	I †
34188 82 IBDS	**Valdivagna** (*ex*Laguna-39) *ss*Tri.No.3-3,26 *ss*Tri.No.2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5400 5022 3319	✠ 12,39 ✠	Tri	*y*		1913 12mo	Cantiere SanRocco Trieste	AziendaCarboni Italiani(Carlo Martinolich& Figlio,*Mgrs.*) *CellD Ba*128'*u E&B*43'*f* 166' 1300*t FPT*114*t APT*244*t*	404·1 389·9 FK	54·0	28·8	Trieste Italian 6*BHCem*	T.3Cy.26",42"&70"-48" 499NHP 3SB,9*cf*,GS148,HS7590 ClydeS.B.&E.Co.Ld.P.Gls.	32 ″ 0	I †
34189	**Valdona** (*ex*Mortlake-33, *ex*Antiope, *ss*Shl.2ndNo.3-9,28 *ex*Cragside) *ss*Shl.No.3-11,30 1*Dk*(*Irn*)&*deep framing* 3*Dk rule*	3042 2878 1903	✠ 1,36 ✠NE1,19 ✠	Bly	*v*		1904 2mo	Bartram&Sons Sunderland	J.Freyman,J. Zalcmanis&K. Jansons *Cell DBa*104'*uE&B*48'*f*139'904*t FPT*56*t APT*44*t*	339·0 P30'B189'F33' FK	48·1	22·0	6*BHCem*	T.3Cy.24",38"&64"-42" 296NHP 2SB,6*rf*,GS106,HS4667 J.G.Kincaid&Co.Ld.Grk.	24 ″ 6	C †
34190	**Vale** D.F. E.S.D. 2*Dks* *CruiserStern*	5950 5000 3020					1939	Nordseewerke Emden G.m.b.H. Emden	Seereederei "Frigga"A.G.	443·6 F35'	59·0	23·6	Hamburg German *WB*	C.4Cy.(2)18$\frac{7}{8}$"&(2)43$\frac{5}{16}$"-43$\frac{5}{16}$"&LPturbine withDR gearing&hydraulic coupling HS6458 478NHP Rheinmetall-BorsigA.G. BerlinTegel		
34191 4727 SFJI	**Valen** (*ex*Lydia-39,*ex*Swansea) *ss*Hbg.3rdNo.3-7,34 *ss*Hbg.No.1-38 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	*941* *733* *535*	✠100A1 5,41 ~~11,40~~ BS11,40 ✠LMC MS11,37 ~~BS6,39~~	~~Skn~~ Got	*m*	OG 10,40	1894 2mo	W.Harkess&Son Middlesbro' A&CP	RederiA/B Silva (C.H.Witt,*Mgr.*) *CellDB*155' 230*t FPT*48*t APT*12*t*	210·2 219·8(O.L.) Q98'B27'F25' FK	32·1	13·4	Hlsngborg Swedish 4*BHCem*	T.3Cy.17",28"&46"-30" (*s*) 160lb *90lb* NDB20 120NHP 1SB,3*pf*,GS47,HS1870 N.E.MarineEngCo.Ld.Sld.	15 ″ 10 s 1 ″ 1½ 14 ″ 10	
34192 DHYP	**Valencia** D.F. Sub Sig 2*Dks*	3096 2785 1808					1922	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,Jr.	338·0 F34'	49·3	21·0	Hamburg German *WB*	T3Cy.27$\frac{1}{10}$",38$\frac{1}{10}$"&62"-41½" 248NHP A.G."Neptun,"Rostock		G
34193 7240 SGXN	— *ss*Sbg.No.3-8,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	*1593* *1241* 792	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~6,40~~ BS2,42 ~~BS11,40~~ ✠LMC MS3,38 ~~BS9,39~~	~~Ose~~ Got	*r*	OG 5,40	1925 12mo *Lloyd*	NyaVarvsAktbÖresund Landskrona '*sA&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellD B*233' 466*t FPT*43*t APT*18*t*	283·1 285·5(O.L.) FK *Coll*	41·1	22·9 15·5	Gothenbrg Swedish 4*BHCem* *BH to Sh dk*	T.3Cy.20$\frac{1}{16}$",33$\frac{1}{16}$"&54"-36" 185lb (*s*) 222NHP 2SB(Spt),6*cf*,GS84,HS3800 NyaVarvsaktb.Öresund	18 ″ 0 s ″ 2¾ 17 ″ 10½	
34194 PKFL	**Valentijn** 2*Dks*	2071 1570 1181					1927	N.V.Schps "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3	46·2	14·6	Batavia Dutch *WB*	C4Cy(2)18⅝"&(2)39¼"-39¼" 160NHP Maats.Fyenoord,Rot.		V
34195 EAJR	**Valentin Ruiz Senen** (*ex*Margari, *ss*Bbo.2ndNo.3-11,27 *ex*Maria, *ss*Bbo.No.1-31 *ex*Agenoria) 1*Dk*(*ptIrn&ptStl*) *Shelter dk*(*ptIrn&ptStl*)3*trB&Web frames* D.F.	3827 2803 2919	✠ ... 2,36 ✠	Bbo	*v*		1902 1mo	R.Craggs&Sons Middlesbro'	Soc.Metalurgica Duro-Felguera *CellDBa*102'*uE&B*40'*f*140'747*tAPT*45*t*	330·2 F42' FK *Collision*	46·0	22·2	Gijon Spanish *Cem* *BH toSh dk* 4 ″ ″ *U* ″	T.3Cy.24",38"&64"-42" 279NHP 2SB,6*cf*,GS129,HS4398 Richardsons,Westgarth& Co Ld.Mdb.	31 ″ 4	
34196	**Valentine** (*ex*ChinaImporter-38, *ex*Mineric-33) *ss*Kob.2ndNo.3-6,34 *ss*Kob.No.1-39 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*-ws) *Cargo battens not fitted*	*4713* *4279* *2977*	✠100A1 *Shelter dk* *withfreeboard* 7,40 BS7,40 ✠LMC2,39 No later survey reported	Tso	*z*	CL 7,40	1909 11mo *Lloyd*	Russell&Co. Pt.Glasgow '*sA&CP*	J.Scarlatides *Cell DBa*134' *uE*24'*f*173'1146*tAPT*25*t*	405·0 FK	52·0	25·7	Greek *Cem* 1*BHto Mdk* 5 ″ ″ *U* ″	T.3Cy.27",44"&73"-48" (*s*) 180lb 479NHP 2SB,8*cf*,GS136,HS6764 FD Rankin&Blackmore,Grk. *only*	28 ″ 5 s 3 ″ 3 25 ″ 4½	
34197 1940 ICMF	**Valentino Coda** (*ex*Bellailsa-34) *ss*Cff.No.2-33 D.F. 2*Dks*(*Stl*)	4486 4244 2866	✠ ... 5,36 ✠	Pal	*y*		1924 10mo	Lithgows Ld. PortGlasgow	"Corrado"Soc. Anon.diNav. *Intermediate 'tweendkBH in after hold dispensed with* *CellDB* 332'1012*t DTa*30'760*tAPT*16*t*	397·5 385·0 P33'B112'F44' FK	52·0	26·6	Genoa Italian *Cem* 5 *BHto Udk* 1 ″ ″2*nd*″	T.3Cy.26,"42"&70"-48" 437NHP 2SB,8*cf*,GS147,HS6152 J.G.Kincaid&Co.Ld.Grk	29 ″ 0	I †
34198 DJUA	**Valeria** 1*Dk* *CruiserStern*	1450 1260 802						Lübecker Maschb.Ges Lübeck	ReedereiA.Kirsten	268·9 P&B227'F29'	39·4	14·6	Hamburg German *WB*	C.4Cy.(2)15$\frac{9}{16}$"&(2)33$\frac{7}{16}$"-33$\frac{7}{16}$" HS2906 200NHP LübeckerMaschb.Ges.		G
34199 UOQW	**Valerian Kuibishev** TwinSc (*ex*Surahany-35,*ex* *OilEng.* Surakhanneft-34, *ss*Spl.2ndNo.3-9,28 *ex*Elbrus-33) 2*Dks*&*Web frames* *Mchy.Aft* *Carrying Petroleum in bulk*	4629 4153 2511	✠ ... 12,30				1914 7mo	TyneI.S.B. Co.Ld. Newcastle	U.S.S.R.	374·4 P102'B33'F43' FK	51·2	27·4	Tuapse Russian *WB*	Oil Engines 4S.C.SA 12Cy.22$\frac{13}{16}$"-33$\frac{1}{16}$" 605NHP NE33 KolomskieStateEng.Wks.	29 ″ 0	
34200 UOLH	**Valery Chkalov** TwinSc (*ex*VasiliFomin-39) 1*Dk*	1062 996 482					1929	S.B.&Eng. Wks."Marti" Nicolaieff	U.S.S.R.	229·9 P19'B24'F23'	33·9	12·4	Odessa Russian *WB*	T.6Cy11",19$\frac{7}{10}$"&29$\frac{1}{10}$"-15¾" B*made*21 *fitted*29 67NHP S.B.&Eng.Wks. "Marti"Nicolaieff		
34201	**Valeska** (*ex*SailingVessel, WoodBg *ex*JoseGinebra) *OilEng.* 1*Dk*2*trB*	369 290 241					1878 1918	F.J.Nicolai Brake	AsgeirPetursson	124·0 Q54'H27*t*	28·0	13·3	Akureyri Icelandic	Oil Engines 2S.C.SA 138NHP 4Cy.14"-15¾" NE*fitted*18 LysekilsM.V.Lysekil		
34202 164046 GYGF	**Valldemosa** *ss*Fal.No.1-39 *Mchy Aft* 2*Dks* D.F. *Longitudinal framing*	7222 6619 4369	✠100A1 ~~2,41~~12,41 BS5,41 ✠LMC12,39 *Carrying Petroleum in bulk* *Fitted for oil fuel*2,35 *F.P. above* 150° F.	~~Lon~~ Lth	*b*†	CL ~~11,39~~ 10,41	1935 2mo *Lloyd*	R.Duncan&Co.Ld. PortGlasgow '*sA&CP*	ValldemosaS.S.Co. Ld.(Gow,Harrison &Co.) *CellD BuE&B*88'228*t DTf*20'256*tAPT*252*t*	446·0 P133'B39'F50' FK	59·5	32·3	Glasgow British 17*BHptCem* (11 *to U dk* 6 ″2*nd* ″)	T.3Cy.25",43½"&74"-48" (*s*) 220lb FD 676NHP 3SB,12*cf*,GS198,HS10452 Rankin&BlackmoreLdGrk	32 ″ 0	
34203 149427 VGFL	**Valley Camp** (*Self-Unloader*) *Mchy.Aft* 1*Dk* D.F.	2351 2199 1327					1927	Swan,Hunter&Wigham Richardson, Ld Newcastle	ValleyCampCoal Co.ofCanada,Ld.	252·2 F36'	43·3	23·6	S Cathrnes Ont. British *WB*	T.3Cy.17",25"&43"-30" 101NHP C.&G.CooperCo. Mt.Vernon,Ohio		C

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre Numero Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
34204 LJA1	**Valor** (*ex*Toratre-40, *ex*Nicolas-Toussaint-35) 1*Dk*	1016 804 547					1920	N.V.HollandS.B.Co. Hendrik-Ido-Ambacht	RederiA/S(S. Ugelstad,*Mgr.*)	216·5 P13'Q57'F26'	34·6	13·4	Oslo Norwegian *WB*	T.3Cy.15",25"&38"-27" 75NHP Verschure&Co.Ams.		
34205 907 ICMQ	**Valsavoia** (*ex*RosolinoOrlando) *Mchy.Aft* 2*Dks* D.F.	5733 4596 3500					1919	Società Esercizio Bacini RivaTrigoso	I.N.S.A.(Industrie NavaliSoc.Anon.)	385·9 P16'B252'F36'	51·5	27·4	Genoa Italian *WB*	T.3Cy.26",$42\frac{1}{2}$"&$69\frac{7}{10}$"-48" 336NHP SocietàEsercizioBacini, RivaTrigoso		I
34206 1134 ICMU	**Valverde** (*ex*Quantock) D.F. 1*Dk*	4463 4163 2721					1910	W.Doxford &Sons,Ld. Sunderland	I.N.S.A.(Industrie NavaliSoc.Anon.)	378·9 365·0 P36'B117'F35'	50·1	26·1	Genoa Italian *WB*	T.3Cy.25",42"&68"-45" 310NH W.Doxford&Sons,Ld.Sld.		I
34207	**Vamar** (*ex*EleanorBoling-33, *ex*Kilmarnock,*ex*EleanorBoling, *ex*Chelsea,*ex*Kilmarnock) 1*Dk* D.F.	598 491 246					1919	Smith's DockCo.Ld. Middlesbro'	Cia.de Navegacion Bolivar-Atlantica, S.A. (Maurice BeninChartering (Canada)Ld.,*Mgrs*)	170·0	30·0	15·7	Panama Pnamanian *WB*	T.3Cy.16",26"&44"-26" 99NHP Smith'sDockCo.Ld.Mdb.		C
34208 PIDK	**Van Brakel** (*ex*Zuid-Beijerland-39) *OilEng* *Mchy.Aft* 1*Dk* *CruiserStern*	398 291 238					1929	N.V. Industrieele DeNoord Alblasserdam	Reed."DeNoord" (J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*)	148·9 P41'F17'	25·3	9·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-18" 47NHP Motorenfabr."Deutz"A.G. Köln-Deutz		VL
34209 PKEI	**Van Cloon** 2*Dks3trB* *Fitted for oil fuel*	4519 3876 2863					1911	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	383·6 F40'*Shade dk* 250'	48·6	26·8	Batavia Dutch	T.3Cy.$28\frac{1}{2}$",47"&77"-54" 436NHP NedFb.v.Wrk&Spoor,Ams		V
34210 PKGC	**Van den Bosch** 2*Dks&Shade dk* *Fitted for oil fuel*	2354 1917 1430					1902	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	317·0 P67'F74'	41·3	19·4	Batavia Dutch *WB*	T.3Cy.23",37"&62"-42" 249NHP NedFb.v.Wrk&Spoor,Ams		VL
34211 PKRA	**Van der Capellen** Ⓟ *OilEng.* 1*Dk& Awng dk*	2073 1557 1477					1939	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	265·2 P33'B81'F41'	43·1	17·2	Batavia Dutch *Wb*	Oil Engines 2S.C.SA 5Cy.$18\frac{7}{8}$"-$27\frac{9}{16}$" 311NH SulzerBros.Ld.Winterthur		V
34212 PKFD	**Van der Hagen** 2*Dks*	3033 2516 1912					1909	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·3 F40'	44·1	22·9	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&40"-42" 104NHP Maats.Fyenoord,Rot.		V
34213 PKGL	**Van der Lijn** 1*Dk*	2464 1811 1431					1928	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	290·9 P45'F53'	43·2	19·2	Batavia Dutch *WB*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$"-$35\frac{7}{16}$" 124NHP Werkspoor,Amsterdam		V
34214 PKSL	**Van Diemen** 1*Dk*	1030 712 537					1926	Wilton'sE. &SlipwayCo. Rotterdam	Koninkl.Paketv. Maats.	230·1 P35'B80'F29'	38·2	10·7	Batavia Dutch *WB*	C.4Cy.(2)$12\frac{3}{4}$"&(2)$27\frac{9}{16}$"-$27\frac{9}{16}$" 67NHP Gebr.Stork&Co.Hengelo		V
34215 PIDN	**Van Gelder** (*ex*Lies-40, *ex*Frederika,*ex*Jacoba, *ex*Rheinstrom 8) *OilEng.* 1*Dk*	325 279 230	ExaminedL.R.1,41 2,41	Bry Cff		OG 1,41	1914	E.Berninghaus Duisburg	HollandscheZeereed(J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*)	131·7	26·4	9·7	Rottrdam Dutch	Oil Engines 2S.C.SA 4Cy.$10\frac{1}{4}$"-$14\frac{9}{16}$" 73NHP NE34 N.V.Mchfb.Bolnes,Bolnes		G
34216 PKSM	**Van Goens** 1*Dk*	1032 712 539					1926	Wilton'sE. &Slipway Co. Schiedam	Koninkl.Paketv. Maats.	230·1 P35'B80'F29'	38·2	10·4	Batavia Dutch *WB*	C.4Cy.$12\frac{13}{16}$"&$27\frac{9}{16}$"-$27\frac{9}{16}$" 80NHP Gebr.Stork&Co.Hengelo		V
34217 PKEL	**Van Heemskerk** 3*Dks*	2996 2855 1896					1909	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	325·5 F40'	43·8	25·0	Batavia Dutch *WB*	T.3Cy.22",36"&60"-42" 233NHP NedFb.v.Wrk&Spoor,Ams		V
34218 PKEH	**Van Heutsz** TwinSc *OilEng* D.F. 2*Dks& Awng dk*	4552 3773 2678					1926	Kon.Maats deSchelde Flushing	Koninkl.Paketv. Maats.	390·3 P17'B85'F64'	52·2	24·2	Batavia Dutch *WB*	Oil Engines 2S.C.SA 12Cy.$23\frac{5}{8}$"-$41\frac{3}{4}$" 1164NHP Maats.deSchelde,Flushing		V
34219 PKFC	**Van Imhoff** 3*Dks*	2980 2367 1804					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5	44·1	22·7	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"-42" 233NHP Maats.Fyenoord,Rot.		V
34220 PKSO	**Van Lansberge** 2*Dks* *Fitted for oil fuel*	1937 1374 1085					1913	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	278·4 P42'B90'F35'	41·2	16·8	Batavia Dutch *WB*	T.3Cy.19",$31\frac{1}{2}$"&$51\frac{1}{2}$"-39" 166NHP Maats.Fyenoord,Rot.		V
34221 PKFA	**Van Neck** 2*Dks* *Fitted for oil fuel*	2843 2500 1728					1912	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	326·0 B219'F41'	44·0	22·7	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"-42" 233NHP NedFb.v.Wrk&Spoor,Ams		V
34222 PKFM	**Van Outhoorn** 1*Dk& Shade dk*	2069 1570 1180					1927	N.V.Schps "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3 P36'B94'F47'	46·2	14·6	Batavia Dutch *WB*	C.4Cy.(2)$18\frac{5}{8}$"&(2)$39\frac{1}{4}$"-$39\frac{1}{4}$" 193NHP Maats.Fyenoord,Rot.		V
34223 PKEI	**Van Overstraten** 2*Dks& Shelter dk*	4482 3827 2837					1911	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	383·2 B120'F40' *pt Shelter dk* 250'	48·3	27·3	Batavia Dutch *WB*	T.3Cy.$28\frac{1}{2}$",47"&77"-54" 436NHP Maats.Fyenoord,Rot.		V
34224 PKGU	**Van Rees** 3*Dks*	3000 2437 1758					1913	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	325·6	43·1	22·7	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"-42" 233NHP Maats.Fyenoord,Rot.		V
34225 PKSR	**Van Riebeeck** 2*Dks& Shade dk* *Fitted for oil fuel*	2263 1916 1350					1902	Nederl. Schps. Maats. Amsterdam	Koninkl.Paketv. Maats.	316·9 P63'F63'	41·7	19·4	Batavia Dutch *WB*	T.3Cy.23",37"&62"-42" 249NHP NedFb.v.Wrk&Spoor,Ams		V
34226 PKGB	**Van Spilbergen** 2*Dks*	~~3237~~ ~~2318~~ ~~2088~~ 3234 2540 1941					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 P40'B104'F40'	44·0	22·8	Batavia Dutch *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"-42" 233NHP Maats.Fyenoord,Rot.		V

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34227 PKHQ	**Van Swoll** 2*Dks*	2147 1563 1235					1930	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	300·6 P43'B108'F47'	46·2	14·7	Batavia Dutch *WB*	C.4Cy.(2)$22\frac{1}{16}$"&(2)47¼"– 47¼" 256NHP RotterdamDroogd.Maats.		V
34228 PKHU	**Van Waerwijck** 2*Dks&ptAwngdk*	3040 2516 1906	-				1909	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·3 P&B219'F40'	44·0	22·8	Batavia Dutch *WB*	T.3Cy.22",36½"&60"–42" 233NHP Maats.Fyenoord,Rot.		V
34229 8407 SKHM	**Vanadis** (*ex*Breidablik-40) 1*Dk*	1121 982 637					1910	Laxevaags Msk.&Jrnskb Bergen	Ångf.A/B Östersjön(Adolf Bratt&Co.*Mgrs.*)	229·0 P19'B61'F25'	35·1	15·8	Gothenbrg Swedish *WB*	T.3Cy.16",25½"&43"–30" 101NHP LaxevaagsMsk&Jrns.Bgn.	16″10	N
34230 160203 VGLQ	**Vancolite** TwinSc *OilEng* *ss*Mtl.No.3–7,40 *Mchy.Aft* 2*Dks(Stl)&Webframes* *Longitudinal framing–bracketless system* D.F. GyC.	11404 10800 6253	✠100A1 ~~6,41~~ ~~7,40~~3,42 DBS3,42 ✠LMC CS1,56 ~~DBS12,40~~ 9,40 *CarryingPetroleum in bulk*	~~Qbc~~ NYk ~~DBS6,41~~	*g*†	CL ~~12,37~~ 6,41	1928 5mo *Lloyd'sA&CP*	A.Stephen &Sons,Ld. Glasgow *CellDBuE*97'	ImperialOilLd. MarineDepartment (H.J.Rahlves, *Mgr.*) 415*t DT f*36' 388*t*	510·2 B34'F40' FK *FPT*319*tAPT*149*t*	68·2	38·0	Montreal British 19*BH* (14 *to U dk* 5 ,,*2nd*,,)	Oil Engines 2S.C.SA 8Cy.26¾"–$43\frac{5}{16}$" 1000NHP 2 Water Tube DB*250lb* 2NDB32 *100lb* A.Stephen&Sons,Ld.Gls.	38″0 s8″9½ 29″6¾	
34231	**Vancouver** Ⓟ *Ref.Mchy.* 2*Dks* D.F. E.S.D. Sub.Sig. *Fitted for oil fuel*	8269 6883 5018					1930	Deutsche Werft, Hamburg		477·7 P36'B&F432' *Upper*F45'	63·0	29·5	*WB*	4SRgearedSteamTurbines E*made*22*refitted*30 Blohm&Voss,Hamburg		G
34232 160207 GSNF	— *ss*Sws.No.3–4,40 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. *Longitudinal framing*	5729 5157 3432	✠100A1 3,41 BS3,41 ✠LMC4,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,28 *F.P.above* 150° F.	Grk	*z*	CL 6,39	1928 6mo *Lloyd'sA&CP*	Greenock Dkyd.Co.Ld Greenock	VancouverS.S.Co. Ld.(Gow,Harrison &Co.) *CellDBuE&*	410·3 P118'B38'F52' FK *B*72'180*tAPT*199*t*	54·5	30·1	Glasgow British 16*BHptCem* (11 *to U dk* 5 ,,*2nd*,,)	T.3Cy.25",43½"&74"–48" (*s*) 210lb 565NHP 3SB,*9cf*,GS172,HS8172 FD J.G.Kincaid&Co.Ld.Grk.	30″0	
34233 170160 VCTQ	**Vancouver Island** Ⓟ TwinSc *For full particulars see No.* 38901 *in Supplement* (*ex*Weser-40, *ex*YakimaStar-34, ~~2*Dks*~~ *ex*SudAmericano) *CruiserStern* *Ref.Mchy.* D.F. E.S.D. *ss*Vcr.No.3–2,41 2*Dks,3rd dk except in after hold*	9472 [illegible] 5997	✠100A1 *with freeboard* 2,41 DBS1,41 LMC2,41 Lloyd'sRMC2,41 Forward chambers for temp. 32° F.	Vcr	2½	CL 11,40	1929 6mo *Lloyd'sA&CP*	Deutsche Werke Kiel	CanadianGovt. (CanadianGovt. MerchantMarine Ld.*Mgrs.*) *Tanks in way of tunnels*6[illegible]5*tDTsf*1217*tFPT*32*tAPTs*156*t*	487·3 510·2(O.L.) F52' len34	60·6	39·5	Montreal British 7*BH* ~~*WB*~~ *ptAsp* *CellDB*383'1280*t*	Oil Engines 2S.C.DA 14Cy.23⅝"–$43\frac{5}{16}$" ~~2720NHP~~ DB*100lb* NE34 2713NHP Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg	42″0 s12″9¼ 29″5	
34234 153115	**Vandoc** (*ex*Argus, *ex*HendrickS.Holden) *Mchy.Aft* 1*Dk2trB*	4488 4286 2539					1898	GlobeIron WorksCo. ClevelandO.	PatersonSteamships,Ld.	416·4	50·2	23·9 *WB*	Ft William Ont. British	Q.4Cy.20¼",30¼",44"&63½"– 42" 261NHP GlobeIronWorksCo.		R
34235 145128 GDVW	**Vanellus** *ss*Bkn.No.3–5,34 *ss*Mch.No.1–39 1*Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed*'42(*W.E.*)	1886 1631 915	✠100A1 *Shelter dk* *withfreeboard* 4,42 ~~3,41~~ BS2,42 ~~BS6,40~~ ✠LMC2,38	~~Bkn~~ Nwc	*s*	CL 5,39	1921 1mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd *CellDB*224'	British&ContinentalS.S.Co.Ld. 437*tMT*20'140*t*	290·0 FK *Collision* *FPT*31*tAPT*39*t*	42·5	18·8	Liverpool British *ptCemptAsp* *BHto Sh dk* 5 ,, ,, *U* ,,	T.3Cy.20½",34"&56"–42" (*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	27″10 s7″2½ 20″10¾	
34236 LFFF	**Vang** (*ex*Benedicte,*ex*Dagbjörg) 1*Dk*	678 505 363					1901	Akers Mek.Værks. Oslo	VangsRederiA/S (S.Lyngholm, *Mgr.*)	177·2 Q44*t*B66*t*H28*t*F19*t*	29·6	14·0	Haugesnd Norwegian *WB*	T.3Cy.12",20"&32"–27" 53NHP AkersMek.Værks.Oslo		N
34237 201544 KLBT	**Vanguard** Wood 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	358 — 228					1904	J.WDickie Alameda,Cal.	C.H.Higgins	137·5	32·5	10·8	S.Frncisco Utd.States	T.3Cy.11",18½"&32"–24" FultonI.Wks. 50NHP SanFrancisco,Cal.		
34238 LDMR	**Vanja** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6198 5545 3663					1929	Götaverken A/B, Gothenburg	SkibsA/S Sydheim (HalfdanDitlev-Simonsen&Co. *Mgrs.*)	408·3 P220*t*H356*t*F74*t*	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP GötaverkenA/B,Got.		N
34239 138 IKBK	**Vanna Galleano** WoodAuxBkn (*exSailingVessel*Ape-37) *OilEng.* 1*Dk2trB* (*See Sailing Ship Register*)	418 385 316					1919	Ing.M. Casabona Viareggio	Agostino FrancescoGalleano	142·3	30·4	14·8	Savona Italian	Oil Engines 4S.C.SA 4Cy.$9\frac{7}{16}$"–$14\frac{3}{16}$" 35NHP E*made&fitted*37 Humboldt-Deutzmotoren A.G.Köln-Deutz		I
34240 ~~EPHQ~~	**Vannes** (*ex*WestPlanter-40, *ex*TexasPlanter-35, D.F. 1*Dk2trB* *ex*LakeFlatonia-32) *Fitted for oil fuel*	2609 2261 1610	✠ … 4,22 ✠				1919 10mo	McDougall -DuluthCo. Duluth Minn.	UnitedStates Maritime Commission	251·0 P25'B64'F20' FK	43·7	25·8	Panama Pnamanian *WB*	T.3Cy.21",35"&59"–42" 352NHP McDougall-DuluthCo.	28″2	R †
34241 UOAS	**Vanzetti** Sub.Sig. 1*Dk*	2363 2023 1278	✠ … 1,31 ✠				1928 12mo	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	284·8 P18'B71'F32' FK	43·1	20·6	Vladvostk Russian *WB*	T.3Cy.$17\frac{11}{16}$",29⅛"&$48\frac{7}{16}$"– $35\frac{7}{16}$" 191NHP BalticS.B.&Eng.Wks.Len.	22″5	
34242	**Vaquillona** (*ex*Campeiro,*ex*Bia) *ss*B.As.No.3–1,15 *Mchy.Aft* 1*Dk(Stl)*	834 — 498	✠ 8,21 ✠	BAs	*k*		1902 7mo	GooleS.B. &Repg.Co.Ld Goole	Cia.Argentina de Nav.Mihanovich, Ltda.	200·0 P59'F23' FK *Cell DB* 165' 261*t FPT*	32·2	12·5	Bns.Aires Argentine 3*BHCem* 51*tAPT*40*t*	T.3Cy.15",25"&41"–27" 104NHP 1SB,*3pf*,GS54,HS1750 MacColl&Pollock,Sld.	14″8	
34243 149958 GNLP	**Varand** *ss*Shl.No.2–36 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6023 5521 3682	✠100A1 ~~3,41~~10,41 Examined ~~3,41~~ 10,41 10,41 ✠LMC ~~BS5,40~~ MS3,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,27 *F.P.above* 150° F.	~~Hul~~ ~~Nwc~~Nwo	*z*	CL 2,41	1927 12mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle *CellDBuB*40'64*t*	BalticTradingCo. Ld.	412·0 P108'B28'F46' FK *DTf* 38' 338*t FPT*	53·4	31·6	London British 17*BHptCem* (10 *to U dk* 7 ,,*2nd*,,) 66*tAPT*59*t*	T.3Cy.27",45"&75"–48" (*s*) 180lb *120lb* 552NHP 3SB,*9cf*,GS162,HS8238 FD N.E.MarineEng.CoLdNwc	31″6 s5″5½ 26″3¾	
34244 LCPJ	**Varangberg** (*ex*Varangfjell-39, *ex*Jotunfjell-34,*ex*MorrisAdler) *Mchy.Aft* 1*Dk* D.F. *Cantileverframedtopsidetanks*	2842 2492 1509	✠ … 3,21 ✠				1915 11mo	Gt.Lakes Eng.Works Ashtabula,O.	A/SMalmfart (Reinh.Mithassel, *Mgr.*)	282·8 P137*t*F109*t* len34 FK	43·6	25·2	Oslo Norwegian *WB*	T.3Cy.21",34½"&57"–42" 284NHP Gt.LakesEng.Works,Det.	27″6	N †
34245 LDDJ	**Varanger** TwinSc *Mchy.Aft* *OilEng.* D.F. 2*Dks* *Longitudinal framing at bottom&at decks* *CarryingPetroleum in bulk*	9305 8510 5505	✠ … 12,28 ✠				1925 1mo	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	470·1 P110'B28'F41' FK	60·2	38·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NHP Werkspoor,Amsterdam	38″5	N †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
34246 LFFG	**Vard** (*ex*Woerden) 3Mst *Mchy.Aft* 1*Dk*	681 529 363					1917	W.C.Boele &Zonen Slikkerveer	EgilNæsheimA/S	181·3 Q64*t*H27*t*	28·2	12·4	Haugesnd Norwegian *WB*	T.3Cy,14⅖″,23⅖″&38⅗″– 26⅘″ 77NHP Alblasserdam.Msch.Fab.		N
34247 LDSR	**Vardaas** **TwinSc** *ss*Rot.No.2–39 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in* D.F. *way of Mchy.space* *CruiserStern*	8176 7704 4869	✠100A1 2,42 ~~12,40~~ ✠LMC CS6,39 DBS4,40 ~~4,38~~ 2,42 *Carrying Petroleum in bulk*	Syd	*c*†	CL 11,40	1931 4mo *Lloyd's*A&CP	Deutsche WerkeA.G. Kiel	Agdesidens Rederi A/S(J.Mörland, *Mgr.*) *CellDBuE*	459·2 P97′B27′F37′ FK 61′208*t*DT*f*	59·5	35·2	Arendal Norwegian 12*BHpt Cem* *pt Asp*	Oil Engines 4S.C.SA 16Cy.21⅝″–35 7/16″ 725NHP 4DB*114lb* DeutscheWerkeA.G.Kiel 38′333*t* *FPT*237*t* *APT*196*t*	34″10	
34248 YTOF	**Vardar** Ⓟ (*ex*Vértes) *ss*Spt.2ndNo.3–12,34 *ss*Ssk.No.1–38 1*Dk*(*Stl*)	550 395 305	A– *withfreeboard* 12,38 BS1,40 ✠LMC12,38 *For service in the Adriatic* NO LATER SURVEY REPORTED	Ssk		11,38	1908	M.U.Mar-tinolich Lussinpiccolo	Jadranska PlovidbaD.D.	177·5 187·5(O.L.) P41′B47′F41′ FK *FPT*38*t*	26·2	12·9	Susak Yugoslav 5*BHptCem* *APT*32*t*	T.3Cy.14½″,23″&36″–24″ (*s*) 160lb 90NHP 1SB,3*pf*,GS57,HS1753 Plenty&Son,Newbury	13″9 s1″2¾ 12″8¼	
34249 LKLX	**Vardefjell** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Butts of shell&upper deck plating elec. welded*	8316 7562 4939	✠100A1 1,42 ~~1,41~~ ✠LMC4,41 *Carrying Petroleum in bulk*	~~Bom~~ Mch	*c*†	CL	1940 4mo *Lloyd's*A&CP	Eriksbergs M.V.Aktieb. Gothenburg	A/S Filefjell (Olsen&Ugelstad, *Mgrs.*) *CellDBuE*68′170*t*	469·2 486·3(O.L.) P92′B28′F41′ FK *DTf*23′492*t**APT*140*t*	61·1	34·5	Oslo Norwegian 12*BHptCem*	Oil Engines 2S.C.DA 6Cy.17 11/16″–47¼″ 644NHP 2DB*142lb* EriksbergsMV.Aktieb.Got	34″0 s7″5 26″9½	
34250 LJWF	**Vardö** *OilEng.* *Mchy.Aft* 1*Dk*&*Shelterdk* D.F. *CruiserStern*	860 670 419					1938 6mo	MossVærft &DokkA/S Moss	Vesteraalens Dampskibsselskab	214·3	34·7	13·8	Stok-marknes Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.14⅜″–21⅝″ 141NHP & hydraulic coupling SR geared to sc. shaft Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		N
34251 LEPH	**Varegg** (*ex*OttoSinding–38) 1*Dk*	943 739 540					1910	Laxevaags Msk.&Jrnskb Bergen	EgilNæsheimA/S	214·3 Q109*t*B51*t*F29*t*	32·2	13·0	Haugesund Norwegian *WB*	T.3Cy.16″,25½″&43″–30″ 101NHP LaxevaagsMsk.&Jrns.Bgn		N
34252 136296 GRYB	**Varela** Ⓟ **TwinSc** *ss*Bom.2ndNo.3–7,40 2*Dks*(*Stl–U*ws)& *Ref.Mchy.* *Shade dk*(*Stl*–teaks)	4651 3576 1926	✠100A1 *Shade dk* 7,41 ~~7,40~~ BS7,41 ✠LMC7,40 ✠Lloyd'sRMC~~5,40~~ 6,41	Bom	*y*	CL S6,39 P6,40	1914 5mo *Lloyd's*A&CP	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	BritishIndiaStm. Nav.Co.Ld. *CellDBa*96′*uE*&	390·1 403·8(O.L.) F32′*onShade dk* FK *B*98′*f*142′763*t**FPT*	53·3	24·0	Glasgow British 7*BHCem* 55*t**APT*41*t*	T.6Cy.20¾″,35″&60″–45″ (*s*) 215lb 987NHP 6SB,18*cf*,GS388,HS16280FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	26″6 s4″1¼ 22″10¼	
34253 6960 SHJU	**Väring** (*ex*Elna) *ss*Hbg.2ndNo.3–12,24 1*Dk*(*ptIrn*&*ptStl*)&*deep framing*	*1402* *1146* *819*	✠ 1,30 ✠	Hbg	*o*		1898 7mo	SirRaylton Dixon&Co Ld Middlesbro'	FörnyadeRederi A/B Commercial (H.Johnsson, *Mgr.*)	240·0 P22′B64′F30′ FK *CellDB*198′343*t*	35·4	16·9	Höganäs Swedish 4*BHCem* *APT*50*t*	T.3Cy.18 1/16″,29″&48″–33″ 135NHP 1SB,4*pf*,GS62,HS2092 G.Clark,Ld Sunderland	19″2	V †
34253A	**Varko** (*ex*Nelson–39,*ex*Horus–34, *ex*Ulrikka,*ex*Uto) 1*Dk*&*Spar dk* *Now* "Generoso", *SeeSupplement*	*1437* *1344* *811*					1896	Nylands Værksted Oslo		231·5 H56*t*	35·0	19·3	Swiss *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP NylandsVærksted,Oslo		N
34254 UOWU	**Varlaam Avanesov** **TwinSc** (*ex*Eidsvold) *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk* *CruiserStern*	*6557* *5954* *3976*					1932	Götaver-kenA/B Gothenburg	U.S.S.R.	407·0 P90′F42′	55·0	34·7	Tuapse Russian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP GötaverkenA/B,Got.		
34255 6343 SGUN	**Värmdö** (*ex*Storvik–34,*ex*Primula, *ex*Arciduchessa *ss*Osc.3rdNo.3–6,40 MariaTeresa) 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*2956* *2665* *1747*	✠100A1 6,41 ~~6,40~~ ✠LMC BS~~4,40~~ 5,41 MS6,40	Osc	*u*	CL ~~7,38~~ 5,41	1901 3mo A&CP	A.Rodger &Co. Pt.Glasgow	RederiA/B Rex (K.M.Kallström, *Mgr.*) *CellDB*	318·6 330·7(O.L.) P29′B88′F32′ FK *a*&*uE*124′*f*136′631*t*	46·1	21·3	Stockholm Swedish 6*BHCem* *APT*111*t*	T.3Cy.22½″,37″&61″–42″ (*s*) 160lb NDB13 254NHP 2SB,6*pf*,GS108,HS4010 ClydeS.B.&E.Co.Ld.P.Gl.	23″9 s3″7¾ 20″4	
34256 LZDG	**Varna** E.S.D. 1*Dk* *Ref.Mchy.* *CruiserStern*	2141 1653 1083					1937	Neptun-werftRostock G.m.b.H. Rostock	Soc.Commerciale Bulgare de Nav. à Vap.	303·0 P24′F272′	43·6	16·3	Varna Bulgarian *WB*	C.4Cy.(2)16⅛″&(2)35 7/16″– 35 7/16″& LP turbine with DR gearing & hydraulic coup-ling 307NHP NeptunwerftRostock G.m.b.H.Rostock		G
34257 LFFN	**Varöy** (*ex*Hegre,*ex*LarsLea,*ex*Follo, *ex*Ciscar, *ss*Ham.2ndNo.3–6,14 *ex*Lissabon) *ss*Mch.No.2–23 1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB*	1531 1388 890	✠ 1,28 ✠	Bkn	*q*		1892 3mo	J.Blumer &Co. Sunderland	D/S A/S Föina (KnutKnutsen, O.A.S.*Mgr.*)	249·9 B90*t*H6*t*F32*t* 21·5 BK8½″ *CellDB*201′266*t*	33·5	13·8	Haugesnd Norwegian 4*BHCem* *APT*22*t*	T.3Cy.20″,32″&52″–39″ 185NHP 2SB,6*pf*,GS95,HS3004 G.Clark,Ld.Sunderland	23″9	V †
34258 136312 GRYL	**Varsova** Ⓟ **TwinSc** *ss*Bom.2ndNo.3–12,40 ~~*ss*Bom.No.3–8,29~~ ~~*ss*Bom.No.2–36~~ 2*Dks*(*Stl–U*ws)&*Shade dk* *Ref.Mchy.* (*Stl*–teak s)	4701 3576 1955	✠100A1 *Shade dk* 12,41 ~~12,40~~ ~~Examined 12,40 12,41~~ BS11,41 ✠LMC12,40 ✠Lloyd'sRMC~~12,40~~ 12,41	~~Bom~~ ~~Bom~~ Bom	*y*	CL 12,40	1914 8mo *Lloyd's*A&CP	Swan,Hun-ter&Wigham Richardson, LdNewcastle	BritishIndiaStm. Nav.Co.Ld. *CellDBa* 96′*uE*&*B*98′	390·2 403·9(O.L.) F32′*onShade dk* FK *f*142′763*t* *FPT*55*t*	53·3	24·0	Glasgow British 7*BHCem* *APT*41*t*	T.6Cy.20¾″,35″&60″–45″ (*s*) 215lb 987NHP 6SB,18*cf*,GS388HS16280FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	26″6 s4″1¼ 22″10¼	
34259	**Varvara** (*ex*MaryII–35, *ex*Yainville–34, *ss*Pir.2ndNo.3–4,36 *ex*Solent) *ss*Ant.No.1–40 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1354 1123 799	✠100A1 12,40 ✠LMC2,40	Pir	*o*	CL 2,40	1910 7mo *Lloyd's*A&CP	J.Crown& Sons,Ld. Sunderland	Ministry of War Transport (Lam-bertBrosLd*Mgrs*) *CellDBuE*23′*f*165′3	239·3 Q131′B13′F24′ FK 86*t* *MT*8′122*t* *FPT*	36·0	15·6	British 5*BHCem* 100*t**APT*32*t*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 186NHP 2SB,4*cf*,GS68,HS3092 N.E.MarineEng.Co.LdSld.	17″9 s5″4 16″4	
34260 7588 SHFN	**Vasaholm** *OilEng.* *ss*Got.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 3*rddk*(*Stl*)*inNo.1hold* *Strengthened for navigation in ice*	*4217* *3652* *2475*	✠100A1 *withfreeboard* ~~4,11 7,40~~ 11,41 ✠LMC CS9,38 DBS~~7,40~~ 5,41 ~~9,38~~ 5,41 ~~12,39~~	~~NYk~~ Got	*y*	CL 5,39	1930 1mo *Lloyd's*A&CP	A/BGöta-verken Gothenburg	A/B Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellDB*333′	390·5 FK 1468*t**APT*78*t*	52·6	23·5	Gothenbrg Swedish 7*BHptCem* (*Coll to Shdk* 6 ,, 2*nd* ,,	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 489NHP DB*85lb* A/B Götaverken,Got.)	26″3 s2″5¾ 23″11¼	

1	2 / 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist^r Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34261 7970 SKWA	**Vasaland** *OilEng.* *ss*Got.No.1-39 D.F. 1*Dk*&*Shelter dk* *Strengthened for navigation in ice*	*2709* *2199* *1405*	✠100A1 *withfreeboard* 8,41 ~~12,40~~ ✠LMC CS9,39 DBS~~8,38~~1,41 ~~4,37~~9,39 *Carrying oil fuel F.P. above* 150° F *or vegetable oil in deep tank & in wing DB tanks in ER*	N Yk	*w*	CL 12,40	1934 8mo	Eriksbergs M.V.Aktieb Gothenburg *Lloyd*'*sA&CP*	Ångf.A/B Tirfing (T.E.J.:son Broström,*Mgr.*) (SvenskaOrient Linien) *CellDB*2	339·4|48·6|19·5 364·5(O.L.) FK 87'768t *DTf*21'302t	Gothenbrg Swedish *7BH* (*Coll to Sh dk* 6 ,, *2nd* ,,) *APT*50t	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"-$47\frac{1}{4}$" 644NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 ″ 6 s 1 ″ $2\frac{1}{4}$ 21 ″ 6	
34262 GBVB	**Vasco** D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	2800 2290 1455					1939	W.Gray& Co.Ld. WHartlepool	Ellerman'sWilson Line,Ld.	342·0|48·0|21·0 F26'	Hull British *WB*	T.3Cy.23",38"&65"-48" 293NHP Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		C
34263 EGRV	— (*ex*Garbi-39, *ss*Bbo.No.3-7,39 *ex*Vasco-37) 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1224 — 725	✠100A1 7,41 ~~7,39~~ BS7,41 ✠LMC7,39	~~Bbo~~ Cdz	*n*	CL ~~6,39~~ 6,41	1926 6mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd*'*sA&CP*	Cia.Maritima Frutera,S.A. *CellD*	221·3|34·5|15·6 Q63'B63'F28' FK *B*180'274t*APT*22t	Cadiz Spanish 4*BHptCem* *ptAsp*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 137NHP 2SB,*4cf*,GS63,HS2412 D.Rowan&Co.Ld.Glasgow	17 ″ 6 s 1 ″ $3\frac{3}{4}$ 16 ″ $4\frac{1}{4}$	
34264 137850 GRZK	**Vasna** Ⓟ TwinSc *ss*Bom.No.3-8,29 *ss*Bom.No.2-37 2*Dks*(*Stl*-U ws)&*Web frames* *Ref.Mchy.* &*Shade dk*(*Stl*-teak s)	4820 3580 2026	✠100A1 *Shade.dk* 3,42 ~~6,41~~ Examined3,42 ~~BS1,41~~ ✠LMC7,37 Lloyd'sRMC5,40 *Fitted for oil fuel* 6,17 *F.P. above* 150° F.	~~Liv~~ Avn BS3,42	*z*	CL s7,39 PN 12,40	1917 6mo	A.Stephen &Sons,Ld. Glasgow *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld.	390·1|53·3|24·2 404·3(O.L.) F52'*onShade dk* FK *Cell*	Glasgow British 6*BHptCem* *DB*335'792t	T.6Cy.$20\frac{3}{4}$",35"&60"-45" (*s*) 215lb 969NHP 6SB,*18cf*, HS15907 FD A.Stephen&Sons,Ld.Gls. *FPT*35t*APT*75t	26 ″ 6 s4 ″ $0\frac{1}{2}$ 22 ″ $10\frac{1}{2}$	
34265 147 SWGI	**Vassilios A. Polemis** (*ex*Oehringen) *ss*Pir.2ndNo.3-8,33 *ss*Syr.No.1-39 1*Dk*(*Stl*)2*trBdeep framing*& *Web frames*3*Dk rule* *Cargo battens not fitted*	*3429* *3202* *2106*	✠100A1 11,41 ~~6,41~~ BS7,41 ✠LMC MS6,39 ~~BS7,40~~	~~Gls~~ Cff	*v*	CL 11,40	1907 9mo	Chant.Nav Anversois Hoboken *Lloyd*'*sA&CP*	J.G.Goumas *Cell DBa*108'*uE*&	347·2|48·3|23·0 360·0(O.L.) P31'B180'F31' FK *B*42'*f*152'788t*FPT*	Andros Greek 6*BHCem* 108t*APT*81t	T.3Cy.24",40"&66"-45" (*s*) 180lb 320NHP 3SB,*9cf*,GS129,HS4986 N.E.MarineEng.Co.Ld.Sld	25 ″ 7 s 3 ″ $2\frac{1}{2}$ 22 ″ $6\frac{1}{2}$	
34266	**Vassilios Destounis** *Now* "Irish Poplar" *see No.* 37059 *in Supplement* (*ex*Northborough-33, *ex*Ardenhall, *ss*Rot.2ndNo.3-9,38 *ex*Bathampton, 1*Dk*(*ptIrn*&*ptStl*) *ex*Withernsea)	*3299* *3144* *2058*	✠100A1 3,40 ✠LMC MS12,37 BS11,39	Ant	*w*	CL 9,38	1912 10mo	Earle'sCo. Ld. Hull *Lloyd*'*sA&CF*	IrishShipping,Ld. *CellDBa*108'*v*	352·0|49·6|22·0 P30'B189'F37' FK *E*22'*f*156'844t*FPT*	British 6*BHCem* 65t*APT*105t	T.3Cy.24",39"&66"-45" (*s*) 180lb 307NHP 3SB,*6cf*,GS125,HS4590 Earle'sCo.Ld.Hull	24 ″ 3 s 3 ″ $1\frac{1}{4}$ 21 ″ 4	
34267 TCDI	**Vatan** Ⓟ (*ex*Port deCette, *ex*Baysarnia,*ex*Sarnia,*ex*Gerda) 3*Dks*	3490 — 1985					1892	Blohm& Voss Hamburg	KalkavanRiza veOgluIsmail VapurIdaresi	352·4|42·2|26·0 P54'B101'F44'	Istanbul Turkish *WB*	T.3Cy.$25\frac{5}{16}$",40"&66"-$42\frac{1}{8}$" 283NHP Blohm&Voss,Hamburg		
34268 LCGJ	**Vav** TwinSc *Oil Eng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk* D.F. *CruiserStern*	6415 5555 3844					1931	Eriksbergs M.V.Aktieb. Gothenburg	SkibsA/S Östheim (HalfdanDitlev- Simonsen&Co. *Mgrs.*)	408·6|55·3|32·4 P217tH502tF74t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 543NH EriksbergM.V.Aktieb,Got		N
34269 UOWG	**Vayian Kuturie** TwinSc (*ex*Sakhalin-38) *OilEng.* *Longitudinal framing* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	7596 6725 4077					1934	StatesS.B. Yd"A.Marti" Nicolaieff	U.S.S.R.	409·1|54·6|32·2 P106'B29'F30'	Russian	Oil Engines 2S.C.SA 8Cy.$23\frac{5}{8}$"-$41\frac{11}{16}$" 776NH		
34270 PIEG	**Vechtstroom** (*ex*EnergieII) *Mchy.Aft* 1*Dk*	845 620 442					1918	N.V.Haar- lemsche Scheeps.My. Haarlem	N.V.Hollandsche Stoomb.Maats.	201·5|30·2|13·0 Q121'B11'F20'	Amstrdam Dutch *WB*	T 3Cy$15\frac{3}{4}$",$25\frac{1}{2}$"&$41\frac{3}{16}$"-$27\frac{1}{2}$" 89NHP BurgerhoutsMachf.Rot.		V L
34271 166825 GQQM	**Vecta** Ⓟ TwinSc *OilEng.* *CruiserStern* 2*Dks*	622 353 362					1938	JI.Thorny- croft&Co.Ld. Southampton	Sou.1.ofWight& S.ofEng.Royal MailStm.PktCo.Ld	199·5|30·2| 8·7	S'thamptn British	Oil Engines 4S.C.SA 12Cy.15"-20" 263NHP EnglishElec.Co.Ld.Rugby		BT till ~~5,41~~ 2,43
34272 220672 KLBU	**Veedol** 1*Dk* *Mchy.Aft* *Fitted for oil fuel* D.F. *CarryingPetroleum in bulk*	1224 — 698					1920	StatenIs- landS.B.Co. StatenIsland, N.Y.	TideWater AssociatedOilCo.	220·0|37·6|15·8 P63'F24'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.$15\frac{1}{4}$",24"&48"-20" 103NHP StatenIslandS.B.Co.		R
34273 229673 KGNE	**Veedol No. 2** *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CarryingPetroleum in bulk* *ptLongitudinal framing*	1818 — 1055					1930	ThePusey &JonesCo. Wlmgtn,Del.	TideWater AssociatedOilCo.	252·1|44·2|18·5 P60'B28'F39'	Wilmgton (Del.) Utd.States	2 Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA 338NHP 12Cy.17"-24" I.P.Morris&DeLa Vergne,Inc.Phl.		R
34274 PIEP	**Veendam** Ⓟ TwinSc *ss*Rot.No.3-1,32 *ss*Rot.No.1-36 2*Dks*(*Stl*)&*Awng dk*(*Stl*- *pt* ws)&*Shade dk*(*Stl*)3*rd dk*(*Stl*)*in* Sub.Sig. *Nos.*1,2&3*holds* D.F. *Cruiser Stern*	15450 12159 9202	✠100A1 *Awng dk* *withfreeboard* 1,40 ✠LMC MS11,36 BS5,39 *Fitted for oil fuel* 3,23 *F.P. above* 150° F. (SEE FOOT NOTE *)	Sch	*j*†	CL SN1,39 P2,39	1923 3mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*465'2254t *of tunn*	550·2|67·3|41·1 P76'B&F391' FB *on Awng dk* *Tanks at sides* *els* 8'140t *FPT*190t	Rottrdam Dutch *ptCem* 9*BH to A dk* *APT*245t	4SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 215lb HS27774 1913NHP 9 Water Tube Boilers FD Harland&Wolff,Ld.Bel.	45 ″ 2 s13 ″ 2 32 ″ 5	
34275 PIET	**Veenenburgh** Ⓟ (*ex*BatavierVII-37) *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	400 329 204					1927	J.Koster Hzn. Groningen	Wm.H.Müller&Co. N.V.	148·3|23·9|11·8 P43'F20'	Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy.$11\frac{1}{4}$"-$16\frac{15}{16}$" 74NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		V L
34276 PIEX	**Veerhaven** *ss*Ant.No.2-38 D.F. 1*Dk*(*Stl*)	5291 4934 3262	✠100A1 3,42 ~~12,40~~ ✠NB8,36 ✠LMC MS6,38 BS~~12,40~~ 3,42	~~Nwe~~ Npt	*a*†	CL 12,40	1930 2mo	W.Gray& Co.Ld. Sunderland *Lloyd*'*sA&CP*	N.V.Gebr.van Uden'sScheepv.en AgentuurMaats. *CellDB*	421·3|54·3|27·2 P32'B268'F36' FK 373'1246t*FPT*117t	Rottrdam Dutch 7*BHCem* *APT*157t	Q.4Cy.20",$28\frac{1}{2}$",$41\frac{1}{2}$"&61" -48" 260lb (*s*) 457NHP 3SB(Spt),*9cf*,GS158, FD HS6589 Cen.Mar.EWrks.LdWHpl	29 ″ 8 s 4 ″ $8\frac{3}{4}$ 25 ″ $2\frac{1}{4}$	

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L. M. Durée.Cert.B.ofTrade.
34277 LJVJ	**Vega** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. 2*Dks& Shelter dk* *Ref Mchy.* GyC. *CruiserStern*	7287 4689 4184					1938	Cantieri RiunitiDell' Adriatico Trieste	**DetBergenske DampskibsSelskab**	424·6 F&B188'	58·3	28·5	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 20Cy.$25\frac{9}{16}$"–47¼" 2270NHP Cant.RiunitiDell'Adriatico		N
34278 202865 WDPR	— (*ex*PendennisWhite) D.F. GyC. *Mchy.Aft* 1*Dk*	4382 — 3205					1905	American S.B.Corp. Cleveland,O.	**InterlakeS.S.Co. (Pickands,Mather &Co.***Mgrs.***)**	416·0 F48'	50·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.21",32"&57"–43½" 211NHP AmericanSB.Co.Cleveland		R
34279 5447 SHDR	— 1*Dk*	*1073* *901* *623*					1913	Lindholmens V.A. Gothenburg	**Stockholms Rederiaktieb.Svea (Eman.Högberg,** *Mgr.***)**	226·4 B60'H104*t*F28'	35·1	14·4	Stockholm Swedish *WB*	T.3Cy.14½",24"&40"–27" 83NHP LindholmensV.A.Got.		V
34280 269 OHGN	— *ss*Hfs.2ndNo.3–2,32 *ss*Hfs.No.1–36 D.F. 2*Dks*(2*nd dk–Stl*)	974 582 535	✠100A1 *withfreeboard* 3,40 MS9,36 ✠LMC DBS5,40 MBS10,40 No later survey reported	Skm	*l*	OG 4,39	1906 8mo *Lloyd*'*sA&CP*	Fevigs Jernskibsbyg Fevig	**FinskaÅngfAktieb** *Cell*	201·9 195·2 *DBa*28'*uE*18'*f*35'	30·8 31·1	19·0 12·3 FK	Helsingfrs Finnish 4*BHCem* 100*tAPT*18*t*	T.3Cy.16",26"&44"–30" (*r*) 180lb *100lb* 128NHP 1SB,3*pf*,GS60,HS2142 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 9 s7 ″ 2½ 14″10¼	
34281 588 ESER	— (*ex*Grane,*ex*Göthe,*ex*Herma, *ex*WilhelmLüdke) 1*Dk*	406 350 217					1892	Nüscke &Co. Stettin	**J.Rang**	154·9 Q58'B24'H13*t*F17'	23·3	12·0	Tallinn Estonian	C.2Cy.17¾"&30¾"–19¾" DeutscheElbschifff.35NHP Ges."Kette,"Uebigau		V
34282 LDLJ	**Vela** D.F. 1*Dk*	1184 826 633					1930	Bergens Mek.Værks. Bergen	**DetBergenske Dampskibsselskab**	223·9 Q77*t*B89*t*H74*t*F31*t*	34·2	14·1	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"–33" 138NHP BergensMekVærksBergen		N
34283 YTEZ	**Velebit** (*ex*Atlantica–33,*ex*Gróf KhuenHédervéry) *ss*Rot.2ndNo.3–9,34 *ss*Rot.No.1–39 1*Dk*(*Stl*) *Cargo battens not fitted*	*4153* *3929* *2578*	✠100A1 3,41 ~~5,40~~ BS12,40 ✠LMC1,39	~~Shi~~ Sng	*x*	CL ~~5,40~~ 3,41	1911 4mo *Lloyd*'*sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	**Jugoslavenska OceanskaPlovidba d.d.** *CellDBa*132'*uE&*	378·2 P23'B201'F34' *B*78'*f*161'987*tFPT*	52·3	23·9 FK	Split Yugoslav 6*BHCem* 131*tAPT*95*t*	T.3Cy.26",42"&68"–48" (*s*) 180lb *125lb* 391NHP 2SB,8*cf*,GS155,HS6624 Blair&Co.Ld.Stockton	26 ″ 4 s3″10¼ 22 ″ 8	
34284 160399 GRCL	**Velho** Ⓟ (*ex*GonçaloVelho, *ex*Chellah, *ss*Adn.2ndNo.3–5,31 *ex*Independencia) *ss*Adn.No.2–40 1*Dk*(*Stl*) *& Awng dk*(*Teak*)	1098 1021 589	✠100A1 *Awng dk* *withfreeboard* 11,41 ~~5,40~~ BS11,41 ✠LMC5,40	Adn	*m*	OG 4,40	1905 11mo *Lloyd*'*sCP*	Smith's DockCo.Ld. NorthShields	**Cowasjee,Dinshaw &Bros.** *CellDBa*40'*uE&*	210·0 *AfterPeak* *B*33'*f*90'190*t FPT*	32·2	11·8 18·9 FK 4*BH*	London British *Cem* *toAwningdk* " *2nd* " 46*tAPT*14*t*	T3Cy17"28½"&46$\frac{3}{16}$"–30"(*s*) 180lb NDB36 *100lb* 99RHP 1SB,3*cf*,GS54,HS1989 MacColl&Pollock,Ld.Sld.	21″ 0 s7 ″ 5¾ 13″10½	
34285 OFCJ	**Veli Ragnar** (*ex*TorgnyLagman–38, *ex*Banchory) *ss*Nwc.No.3–11,27 D.F. *ss*Got.No.2–35 1*Dk*(*Stl*) *Cargo battens not fitted*	2158 — 1237	✠100A1 11,40 Examined 11,40 ✠LMC MS2,35 BS11,40 No later survey reported	NYk Bal	*s*	CL 7,39	1914 12mo *Lloyd*'*sA&CP*	Craig,Taylor&Co.Ld. Stockton	**LovisaRederiA/B (A/B R.Nordström &Co.O/Y,***Mgrs.***)** *CellDBa*90'*uE&*	288·3 298·9(O.L.) P27'B72'F30' *B*32'*f*120'605*tFPT*	44·0	18·9 FK	Lovisa Finnish 5*BHCem* 84*tAPT*89*t*	T.3Cy.21",35"&57"–39" (*s*) 180lb 214NHP 2SB,6*cf*,GS78,HS3232 N.E.MarineEng.Co.Ld.Sld	21 ″ 4 s3 ″ 0¾ 18 ″ 7½	
34286 LDPL	**Velma** **TwinSc** *OilEng.* *ss*L.An.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *CruiserStern*	9720 8987 5861	✠100A1 ~~7,41 10,40~~ 4,42 ✠LMC CS4,40 DBS~~4,40~~6,41 11,37 *CarryingPetroleum in bulk*	~~Syd~~ ~~NYk~~ NOs	*e*†	CL ~~4,40~~ 7,41	1930 8mo *Lloyd*'*sA&CP*	Götaverken A/B Gothenburg	**SkibsA/S Nordheim(Halfdan Ditlev-Simonsen& Co.***Mgrs.***)** *Cell DBuE*71'304*t*	475·6 P103'B35'F39' *DTf*33'622*t FPT*1	64·2	37·8 FK	Oslo Norwegian 10*BHptCem* 96*tAPT*310*t*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP 2DB*180lb* GötaverkenA/B,Got.	37 ″ 3 s8 ″ 7½ 28 ″ 10¾	
34287 219657 KUFG	**Velma Lykes** (*ex*Southseas, *ex*LakeFlournoy) 1*Dk*2*trB* D.F. *Fitted for oil fuel*	2572 — 1636	✠ ... 11,20 ✠				1920 5mo	McDougall DuluthCo. Duluth,Minn.	**LykesBros. SteamshipCo.Inc.**	251·0 P25'B64'F20'	43·7	26·2 FK	Houston, Tex. Utd.States *WB*	T.3Cy.21$\frac{15}{32}$",35$\frac{7}{16}$"&59"–42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
34288 443 ICMJ	**Veloce** (*ex*Media–35) 2*Dks* D.F. *Fitted for oil fuel*	5464 5022 3362					1911	A.Stephen &Sons,Ld. Glasgow	**A.Lauro**	424·4 410·1 P45'B138'F37'	53·2	30·0	Naples Italian *WB*	T.3Cy.28",46"&77"–51" 424NHP A.Stephen&Sons,Ld.Gls.		I
34289 LJEZ	**Velox** (*ex*Sveajarl–36, **TwinSc** *ex*Arator) *OilEng.* *ss*Got.No.3–4,33 *ss*Vcr.No.2–41 ~~*ss*Got.No.1–36~~ D.F. 1*Dk*(*Stl*)*& Shelter dk*(*Stl*) *CruiserStern*	3831 3439 2281	✠100A1 *Shelter dk* *withfreeboard* ~~8,41~~ ~~1,41~~ ~~10,41~~ 4,42 ✠LMC CS12,37 DBS~~7,40~~ 8,41 ~~12,37~~ 7,38 *Carrying oil fuel F.P. above 150° F. in portable tanks in No. 3 hold*	~~Vcr~~ ~~Bl~~ ~~NNs~~ Liv	*x*	OG SN1,41 ~~P1,41~~ P4,42	1922 2mo *Lloyd*'*sA&CP*	Kockums M.V.Aktieb. Malmö	**SkibsA/S Velox (C.H.Sörensen& Sönner,***Mgrs.***)** *CellDB*323'1134*t*	367·8 F38'*onShelter dk* *FPT*76*t APT*61*t*	51·6	22·7 FK *Collision*	Arendal Norwegian *ptCem* *BH to Shdk* 5 " " *U dk*	Oil Engines 4S.C.SA 12Cy.21¼–28¾" 528NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	25 ″ 6 s2″ 4½ 23 ″ 4	
34290 YLAA	**Velta** (*ex*Fairmead) *ss*Lie.3rdNo.3–3,35 *ss*Rga.No.1–39 *Well deck* 1*Dk*(*Stl*)2*trB* *Cargo battens not fitted*	2347 1776 1382	✠100A1 6,39 ✠LMC MS6,39 BS9,39 No later survey reported	Lie		N6,39	1890 4mo *Lloyd*'*sA&CP*	T.Turnbull &Son Whitby	**P.Danneberg** *Intermediate BH*	289·6 P28'Q76'B124'F32' ptND02 *Cell DBa*96'*uE & B* *in forehold dispens*	38·3	19·3 FK	Riga Latvian *Cem* 42'*f*114'504*t* *ed with*4 *BH*	T.3Cy.22",36"&59"–39" (*s*) 160lb 219NHP 2SB,6*cf*,GS84,HS3300 Blair&Co.Ld.Stockton	22 ″ 2 s1 ″ 8¼ 20 ″ 8	
34291 135254 VGYD	**Vencedor** (*ex*ExmouthII) 3Mst *ss*Vcr.2ndNo.3–5,38 2*Dks*(*Upper dk–Teak*)	357 305 218	100A1 *withfreeboard* 7,41 ~~7,40~~ BS~~7,40~~6,41 LMC5,38 *Adapted for oil fuel 9,28 F.P. above 150° F.*	Vcr		~~7,40~~ 6,41	1913	Rennie, Forrestt S.B.Co.Ld. Wivenhoe	**E.W.Hamber**	146·3	27·1	13·3 BOX KEEL42"	Vancouver British 5*BHCem*	C.2Cy.12"&24"–16" (*r*) 140lb 24RHP 1SB,2*pf*,GS29,HS796 A.G.Mumford,Ld.Colchstr	14 ″ 7 s2″10½ 15 ″ 6	
34292	**Vendée** (*ex*H.G.Wagon–39, **TwinSc** *ex*SirOsbornHolmden–39) *OilEng.* *ss*Yka.No.2–36 *Mchy Aft* 2*Dks*(*Stl*)*& Webframes* D.F. *CruiserStern* *Longitudinalframing–bracketless system* *Carrying Petroleum in bulk*	9153 8502 5527	✠ ... 12,39 ✠	Ham	*d*†		1928 5mo	Akt.Burmeistr&Wain Copenhagen	**FrenchGovernment(Ministère de la MarineMarchande)(Soc.Française deTransports Pétroliers,***Mgrs.***)** *CellDBuE*65'303*t*	471·8 P101'B29'F44' *DTf*43'653*t*	64·4	35·0 FK	Havre French 16*BHptCem* 4 ,,*to 2nd dk* *APT*143*t*	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 622NHP Akt.Burmeistr&Wain,Cpn.	35 ″ 0	V †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
34293 FPBG	**Vendémiaire** 1*Dk* *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk*	9228 8215 6449	✠ ... 8,32 ✠				1929 6mo	Deutsche Wrft.A.G. Hamburg	Cie.Nationale de Nav.	468·1 | 61·8 | 36·4 P108'F40' FK	Havre French *WB*	C.4Cy.(2)$22\frac{1}{16}$"&(2)$47\frac{1}{4}$"–$47\frac{1}{4}$" 545NHP DeutscheWerft,Hamburg	36 ″ 0	V †
34294 FNNT	**Vendôme** *Well deck* 1*Dk*	4192 3646 2534	✠ ... 7,22 ✠				1920 10mo	TyneIron S.B.Co.Ld. Newcastle	Cie.Delmas Vieljeux	364·1 | 52·8 | 24·5 P18'Q128'B68'F29' FK	LaRochlle French *WB*	T.3Cy.$23\frac{1}{2}$",38"&64"–42" 347NHP Armstrong,Whitworth&Co.Ld.Nwc.	26 ″ 8	V †
34295 8028 SKWI	**Venern** (*ex*Chloris-35, *ex*Eider) 4Mst *ss*Sbg.No.3-4,36 *ss*Sbg.No.1-40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Sub.Sig.	*1171* *966* *596*	100A1 6,41~~3,40~~ BS~~9,39~~2,41 LMC MS3,40	Sbg	–	OG ~~3,40~~ 2,41	1921	Werft Nobiskrug G.m.b.H. Rendsburg	HugoSilvén *Intermediate BH in hold dispensed with*	249·7 | 37·5 | 12·5 P&B193'F30' FK *CellDB201'427tFPT*	Säffle Swedish *Cem* *3BH only* *181tAPT32t*	T.3Cy.$17\frac{3}{4}$",$28\frac{9}{16}$"&$45\frac{5}{16}$"–$29\frac{9}{16}$" 185lb (*s*) 143NHP 2SB(Spt),4*cf*,GS78,HS2476 OttensenerMch.G.m.b.H. Altona	15 ″ 0 s ″ $5\frac{1}{4}$ 14 ″ $9\frac{1}{4}$	
34296 5650 SHDW	**Venersborg** *ss*Lkr 2ndNo.3-3,39 1*Dk*(*Stl*)	*1044* *869* *550*	✠100A1 ~~5,41 9,40~~10,41 ~~BS9,40~~ ✠LMC~~3,39~~ 10,41	~~Got~~ ~~Skm~~ Lkr	*n*	OG ~~3,39~~ 9,41	1914 11mo	Trndhjms Mek.Værks Trondheim *Lloyd's A&CP*	StockholmsRederiaktiebSvea(Eman. Högberg, *Mgr.*) *CellDBa67'*	226·2 | 35·0 | 13·5 P28'B67'H118*t*F12' FK *uE13'f90'268tFPT*	Stockholm Swedish *4BHCem* *32tAPT35t*	T.3Cy.17",$27\frac{1}{2}$"&46"–30" (*s*) 180lb 139NHP 2SB,4*cf*,GS72,HS2312 TrondhjemsMV.Trondhm	15 ″ 10 s 1 ″ $6\frac{1}{2}$ 14 ″ 6	
34297 8272 SLGN	**Venezia** *OilEng.* D.F. *CruiserStern* 1*Dk&Shelter dk* *Strengthened for navigation in ice*	*1673* 1250 788	✠100A1 *withfreeboard* 5,42~~5,41~~ DBS3,42 ✠LMC6,38	~~MVo~~ NYk	*s*	CL ~~5,39~~ 5,42	1938 6mo	Akt.Lindholmens Varv Gothenburg *Lloyd's A&CP*	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB231'471*	287·3 | 42·2 | 16·7 296·5(O.L.) FK *tFPT25tAPT29t*	Gothenbrg Swedish *4BH* (*Coll to Sh dk* 3 ,, *2nd*,,)	Oil Engines 2S.C.SA 6Cy.$19\frac{5}{16}$"–$35\frac{7}{16}$" 388NHP DB*100lb* SulzerBros.Ld.Winterthur	19 ″ 6 s ″ $4\frac{1}{2}$ 19 ″ $2\frac{3}{4}$	
34298 LFNA	**Veni** (*ex*Tonbridge) *ss*Bgn.2ndNo.3-4,25 D.F. 1*Dk*(*Stl*)2*trB&deepframing*	2982 2704 1781	✠ 5,30 ✠	Stv	*u*		1901 7mo	W.Pickersgill&Sons Sunderland	D/S A/S Veni (P.Smedvig) *CellDBa*	324·1 | 47·1 | 21·8 P21'B96'F35' FK 104'*uE*20'*f*128'709*t*	Stavanger Norwegian *6BHCem* *APT39t*	T.3Cy.22",$38\frac{1}{4}$"&64"–42" 277NHP 2SB,8*pf*,GS123,HS4147 J.Dickinson&SonsLd.Sld.	24 ″ 1	N †
34299 28027 JANA	**Venice Maru** *ss*Kob.No.3-5,33 *ss*Yka.No.1-38 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6571 6157 4013	✠100A1 *Awng dk* *withfreeboard* 9,40 ✠LMC4,40 *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Kob	*z*	OG N9,40	1921 7mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	Kawasaki KisenK.K. *CellDB342'* *1234tDTa35'807t*	405·0 | 53·0 | 37·0 F33'*on Awng dk* FK *Collision* *FPT104tAPT36t*	Kobe Japanese *ptCem* *BH to Aw dk* 5 ,, ,, *U* ,,	T.3Cy.28",$46\frac{1}{2}$"&78"–54" 200lb (*s*) 578NHP 3SB(Spt),9*cf*,GS190, HS7800 FD KawasakiDkydCoLdKobe	37 ″ 0 s 9 ″ $3\frac{1}{4}$ 28 ″ 0	
34300 LJVM	**Venkoh** (*ex*City of Vancouver-36) *ss*Vcr.No.3-6,33 *ss*Kob.No.1-37 2*Dks*(*Stl*) *Cargo battens not fitted*	5752 5304 3602	✠100A1 9,40 ✠LMC9,40 *Fitted for oil fuel*10,20 *F.P. above* 150°F.	Smk	*z*	CL 10,39	1920 10mo	JCoughlan&Sons,Ld. Vancouver, B.C. A&CP	SkibsA/SThule (T.B.Torgersen, *Mgr.*) *Intermediate BH in foreholds&after holds dispensed with* *CellDB361'1287tDTf25'550tFPT131tAPT87t*	410·5 | 54·1 | 27·5 P44'B115'F47' FK	Oslo Norwegian *ptCem* *5BHonly*	T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 3SB,9*cf*,GS199,HS7743 FD FairfieldS.B.&E.Co.Ld.Gls	29 ″ 9 ~~s 5 ″ $0\frac{3}{4}$~~ ~~24 ″ 2~~	
34301 226114 KGDD	**Venore** (*ex*CharlesG. Black-40, *ex*G.Harrison Smith) TwinSc *ss*Bal.No.3-12,40 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft Longitudinal framing* D.F. E.S.D. GyC.	8017 6891 3744	100A1 ~~5,41~~ ~~12,40~~ 12,41 LMC12,40 BS12,41 *Fitted for oil fuel*1921 *F.P. above* 150° F.	Bal	*j*†	CL s12,40 PN 12,40	1921	Bethlehem S.B.Corp.Ld. Sparrows Point,Md. *Converted from oil tanker,'40*	OreS.S.Corp.	550·3 | 72·2 | 43·7 P119'F51' FK (16BH *in wings*) *CellDBuE&B73'* *SideWBtanks 330'&21'150t*	NewYork Utd. States *7BHptCem* *346tDTf27'*	T.6Cy.25",41"&68"–48" (*s*) 200lb 928NHP 3SB,12*cf*, HS13491 FD BethlehemS.B.Corp.Ld. 1010*tFPT* 720*t APT*322*t*	44 ″ 0	
34302	**Venta** (*ex*Willowmore,*ex*Cundall) Now "Alice Freyman," *see No.* 35526 *in Supplement* 1*Dk*	1886 [illegible] 1152					1908	Nthmblnd S.B.Co.Ld. Newcastle	U.S.S.R.	276·0 | 40·5 | 18·6 P24'B60'F29'	Russian	T.3Cy.$20\frac{1}{2}$",33"&54"–36" 175NHP Richardsons,Westgarth&Co.Ld.Sld		C
34303	— (*ex*AugustaL.-38,*ex*Lieutenant RobertMory,*ex*Edith Cavell,*ex*Tropeiro) *ss*Shl.No.3-7,20 *ss*Osl.No.2-29 *Well deck* 1*Dk&deepframing*	*1202* *979* *677*	✠ ... 1,32 ✠				1908 5mo	Dundee S.B.Co.Ld. Dundee	"Sandélis"Akc. B-vé(M.Reisys *Mgr.*)	235·3 | 37·1 | 14·4 Q74'B70'F31' FK	*WB*	T.3Cy.17",28"&46"–30" 141HP N.E.MarineEng.CoLd.Sld.	15 ″ 6	N †
34304 129475 VGYF	**Venture** Ⓟ TwinSc *ss*Vcr.2ndNo.3-1,34 *ss*Vcr.No.~~1-37~~2-41 1*Dk*(*Stl*)&*Awng dk*	1011 743 580	✠100A1 *Awng dk* *withfreeboard* ~~2,41~~11,41 ~~BS11,40~~ ✠LMC~~1,37~~ 11,41 *Fitted for oil fuel* 4,12 *F.P. above* 150°F.	Vcr	*k*	CL 11,40	1910 3mo	Napier&Miller,Ld. Glasgow *Lloyd's A&CP*	UnionSteamships Ld.	180·4 | 32·0 | 17·0 B121' FK ND20 *CellDBuE18'f79'*	Vancouver British *4BHCem* *112tDTa17'*	T.6Cy.12",19"&33"–27" (*s*) 180lb 171NHP 2SB,6*cf*,GS108,HS3300 Miller&Macfie,Ld.Gls. 46*tFPT*9*tAPT*60*t*	19 ″ 0 s 7 ″ $0\frac{1}{2}$ 12 ″ 4	
34305 LDSV	**Venus** Ⓟ TwinSc *OilEng.* D.F. 1*Dk&Shelter dk &pt3rd&4th dks* E.S.D. *Ref.Mchy.* *CruiserStern*	5407 4156 2867					1931	Helsingörs Jernsk&Msk. Elsinore	DetBergenske Dampskibsselskab	398·5 | 54·2 | 26·6 H1120*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 20Cy.$24\frac{13}{16}$"–$42\frac{1}{4}$" 1190NHP Akt.Burmeistr&Wain,Cpn		
34306 161876 WPBI	— Sub.Sig. (*Self-Unloader*) *Mchy.Aft* D.F. GyC. 1*Dk*2*trB*	3719 — 2766					1901	American S.B.Co. Lorain,O.	BethlehemSteel Co.	346·0 | 48·0 | 28·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.Lorain,O		R
34307 OXID	— *ss*Abg.No.3-7,33 *ss*Cpn.No.1-37 1*Dk*(*Stl*)	2456 2212 1460	✠100A1 3,39 BS12,38 ✠LMC8,37 *Fitted for oil fuel* 6,20 *F.P. above* 150° F. (SEE FOOTNOTE*)	Cpn	*t*	CL 2,39	1920 6mo	WoodSkinner&Co.Ld. Newcastle *Lloyd's A&CP*	A/S D/S "Orion" (C.P.Jensen, *Mgr*) *CellD*	303·0 | 43·0 | 20·8 314·6(O.L.) P33'B81'F32' FK *B240'649tFPT70t*	Copnhagn Danish *5BHCem* *APT87t*	T.3Cy.22",36"&59"–39" (*s*) 180lb 265NHP 2SB,6*cf*,GS124,HS4500 N.E.MarineEngCoLd.Nwc	23 ″ 0 s3 ″ $4\frac{3}{4}$ 19 ″ 10	
34308 PIFF	— 2*Dks*	1855 1474 1154					1907	Rotterdam Droogd.Maat Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	270·2 | 38·2 | 18·8 Q87'B147'F34'	Amstrdam Dutch *WB*	T.3Cy.19",30"&51"–36" 156NHP RotterdamDroogd.Maats.		VL
34309 KZAV	— Ⓟ Iron (*ex*LochMaree) 4thSurveyMan.8,97 *Well deck* 1*Dk*2*trB*	1050 632 554	✠ ... 7,01 ✠				1880 2mo	Gourlay Bros.&Co. Dundee	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	210·0 | 29·8 | 15·7 P116'F31' FK	Manila Utd. States *WB*	C.2Cy.23"&44"–42" 99NHP GourlayBros&Co.Dundee	16 ″ 11	
34310 DOOX	—	603 592 361					1897	Helsingörs Jernsk&Msk. Elsinore	Dampfschiffahrts Ges.Neptun	169·0 | 26·0 | 16·5	Bremen German *WB*	T.3Cy.$12\frac{1}{2}$",21"&$34\frac{1}{2}$"–24" 58NHP HelsingörsJrnsk.&Mskb.		G

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
34311 PUTJ	**Venus** (*ex*Caninde,*ex*Itajahy,*ex*Lucania, *ex*Franklin,*ex*Pampa, 1*Dk* *ex*L'Italia)	346 314 207					1890	E.Cravero &Co. Genoa	RodolphoSousa& Cia.	157·6	27·2	10·9	R.Janeiro Brazilian	C.2Cy.15¾″&31½″–19¾″ B*made*06*refitted*30 37NHP E.Cravero&Co.Genoa		V
34312 LITS	**Vera** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	6485 5560 3881					1934	Eriksbergs M.V.Aktieb. Gothenburg	SkibsA/SVaarheim (H.Ditlev-Simonsen&Co.*Mgrs.*)	408·6 P202*t*H534*t*F73*t*	55·3	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21$\frac{21}{32}$″–39⅜″ 561NHP EriksbergM.V.Aktieb.Got		N
34313 7025 SHED	— (*ex*Bryssel) *ss*Hbg.3rdNo.3–2,39 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1357* *1202* *758*	✠100A1 ~~5,41 7,40~~ 4,42 ~~BS7,40~~ ✠LMC2,39 BS ~~5,41~~ 4,42	Hbg	*p*	OG ~~2,39~~ 5,41	1901 8mo *Lloyd's A&CP*	Soc.Anon. LeVulcain Belge Hoboken	RederiA/B Sirius ~~(O.Hillerström,~~ ~~*Mgr.*)~~ (F.Hillerström,*Mgr.*)	240·3 254·7(O.L.) P15'B146'F29' FK	37·2	16·6	Hlsngborg Swedish 4*BHCem* *CellDBa*34'	T.3Cy.18$\frac{5}{16}$″,29$\frac{15}{16}$″&49¼″– 33$\frac{7}{16}$″ 185lb (*s*) 167NHP 2SB,4*cf*,GS82,HS2796 LeVulcainBelge,Hoboken *uE&B*32'*f*96'274*tAPT*20*t*	19 ″ 2 s 1 ″ 6¼ 17 ″ 9	
34314 OHSM	— Comp *OilEng.* 1*Dk*	446 350 204					1918	A/BÖstersjövarfvet Norrköping	GustafErikson	149·5 P40'H20*t*F18'	28·6	11·0	Mariehmn Finnish	OilEngines 2S.C.SA 4Cy.12½″–18½″ 109NHP A/BAtlasDiesel,Skm.		V
34315 LKJP	**Vera B.** *CarryingPetroleum in bulk* *OilEng.* *CruiserStern* 1*Dk* *Mchy.Aft* *Electrically welded*	440 291 243					1939	Glommens Mek.Verks. Fredrikstad	Skibs.A/S Danmotor(V.Burkoff, *Mgr.*)	148·7 P53'F21'	25·6	10·1	Oslo Norwegian	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$″–16$\frac{9}{16}$″ 102NHP A/BAtlas-Diesel,Skm		N
34316 XCAB	**Vera Cruz** (*ex*CayoMambi–39) *ss*N.Os.No.3-11,32 1*Dk*(*Stl*–ws)&*Shelter dk* (*Stl*–ws)3*trB* *Fitted for oil fuel*	1925 1737 1055	✠ —— 1,38 ✠	NOs	*q*		1920 6mo	Manitowoc S.B.Co. Manitowoc	Transportes Maritimos y Vias FluvialesS.C.M. deR.L. *CellDB*194'475*t* *FPT*38*tAPT*36*t*	249·8 FK	37·7	14·8	VeraCruz Mexican *ptCem* 3 *BH to S dk* 1 „ „ *U* „	T.3Cy.23″,37″&63″–39″ 357NHP 2SB,6*cf*,GS123,HS5258 ManitowocS.B.Co.	25 ″ 0	
34317 148529 GDJB	**Vera Radcliffe** *ss*Npt.No.3–8,37 D.F. 1*Dk*(*Stl*)	5587 5113 3417	✠100A1 9,41 ~~11,40~~ ✠LMC MS8,37 BS~~11,39~~ 2,41	~~Mtl~~ Gls	*z*	CL N8,38	1925 1mo *Lloyd's A&CP*	Craig,Taylor&Co.Ld. Stockton	AnthonyRadcliffe S.S.Co.Ld.&Ethel RadcliffeS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *CellDB*362'1581*t* *FPT*113*tAPT*147*t*	415·5 431·7(O.L.) P45'B&F327' FK	55·5	26·6	London British 7*BHCem*	T.3Cy.26½″,46″&75″–48″ (*s*) 180lb *180lb* 471NHP 3SB(Spt) 9*cf*,GS197,HS7917 Blair&Co.Ld.Stockton	28 ″ 7 s 3 ″ 8½ 25 ″ 2	
34318 1944 IVJI	**Verace** (*ex*Giuseppina–34,*ex*Iberia) *ss*Rot.3rdNo.3–9,22 1*Dk*(*Irn*)2*trB*	1219 1038 750	✠ 1,28 ✠	Rot	*n*		1884 6mo	L.Smit& Zoon Kinderdijk	IgnazioMessina &C.	257·5 B60'F26' len87 ptND02 BK8″ *DBa* 63'*f*88'&*uE&B*40'285*t*	33·0	15·2	Genoa Italian 4*BHCem*	C.2Cy.27⅜″&52″–33″ 151NHP 2SB,6*cf*,GS90,HS2940 KonMaats.deSchld.Flshng	18 ″ 9	I †
34319 231755 KDCT	**Veragua** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. E.S.D. GyC.	6982 4073 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·7 P41'B&F343'	60·3	24·1	NewYork Utd.States	2SteamTurbines connect'd toElec.Motors&Sc.Shafts GeneralElectric 1783NHP Co.Schenectady,N.Y.		R
34320	**Verbania** (*ex*KiaOra–35) TwinSc *ss*Lon.2ndNo.3–5,34 2*Dks*(*Stl–Uptws*)&*deep* D.F. *framing*&*Shelter dk*(*Stl–ws*) *Now* "Empire Tamar," *see No.* 36380 *in Supplement*	6640 6031 4190	✠100A1 *Shelter dk* *withfreeboard* (*Reclassification* *contemplated*) Examined 3,41 3,41 BS3,41 ✠	PSd	*c*†		1907 11mo	Workman, Clark&Co.Ld Belfast	Ministry of War Transport(J.A. Billmeir&Co.Ld. *Mgrs.*) *CellDBa*95' *uE&B*80'*f*191'1305*tAPT*54*t*	463·4 448·3 56·5 FK&BK1$\frac{13}{28}$″	56·3	30·5	British 7*BHCem*	T.6Cy.22″,37″&63″–48″ 205lb 810NHP 5SB,15*cf*,GS289,HS11755 WrkmanClark&Co.Ld.Bel	33 ″ 6	
34321 836 OHKS	**Verdandi** (*ex*Manhem) Iron *ss*Got.3rdNo.3–8,20 *ss*Got.No.2–29 *Well deck* 1*Dk*2*trB*	*442* *346* *213*	✠ —— 10,33 ✠	Got	*g*		1883 11mo	MotalaCo. Gothenburg	DegerbyRederi A/B(CarlHelin, *Mgr.*)	146·9 139·7 Q44'B34'F22' BK7″	24·3	13·6	Mariehmn Finnish 4*BHCem* *MT*17'90*t*	C.2Cy.16″&29″–20½″ 41NHP 1SB,2*cf*,GS32,HS770 MotalaCo.Gothenburg	14 ″ 6	
34322 56 ICNG	**Verdi** Ⓟ *OilEng.* *ss*Tri.No.2–36 2*Dks*(*Stl*)	2423 1836 1423	✠100A1 2,40 ✠LMC CS11,36 DBS2,40 3,38 NO LATER SURVEY REPORTED	Tri	*s*	CL N10,37	1928 10mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	"Tirrenia" Soc.Anon.diNav. *CellDB*213'398*t*	294·0 283·3 P29'B84'F36' FK *FPT*58*tAPT*57*t*	40·2	21·1	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23⅝″–37⅜″ 391NHP DB*100lb* "Fiat"Stab.GrandiMotori, Turin	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
34323 TVKM	**Verdun** 1*Dk*	324 — 174					1916	Soc.des AteliersMarit Haïphong	Transp.Maritimes &Fluv.de l'Indo- Chine	130·9 P38'F30'	25·0	10·8	Haïphong French	C.2Cy.9¼″&20″–14$\frac{9}{16}$″ Soc.des 16NHP Atel.Marit.Haïphong		
34324 219268 KOPK	**Vermar** (*ex*Circinus) *ss*Bal.No.3–2,32 D.F. *ss*Bal.No.2–40 2*Dks*(*Stl*)	5568 5144 3428	✠100A1 ~~5,41 11,40~~ 12,41 BS5,41 ✠LMC1,40 *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	Bal	*z*	CL ~~N1,40~~ 12,41	1919 12mo A&CP	Columbia RiverSBCorp PortlandOr.	CalmarS.S.Corp. *Intermediate BH in after hold dispensed with* *CellDB*355'1139*t* *MT*29'745*t* *FPT*132*tAPT*143*t*	410·0 P44'B115'F47' FK	54·2	27·5	NewYork Utd.States *ptCem* 5*BH to Udk* 1 „ „ *2nd*„	T.3Cy.24¾″,41½″&72″–48″ 210lb (*r*) 562NHP 3SB,9*cf*,GS190,HS8324 FD LlewellynIronWorks, LosAngeles,Cal.	30 ″ 2 s 6 ″ 5 24 ″ 0	
34325 218639 KIRT	**Vermont** (*ex*Derbyline–41) *ss*N.Yk.No.3–6,35 *Mchy.Aft* *ss*N.Yk.No.1–39 D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	6917 6509 4284	100A1 ~~5,41 9,40~~12,41 LMC MS12,38 BS~~5,40~~ 5,41 *CarryingPetroleum in bulk* *Fitted for oil fuel*4,23 *F.P. above* 150° F.	NYk	*b*†	CL ~~N12,38~~ 5,41	1919	Bethlehem S.B.Cpn.Ld. Alameda,Cal.	TheTexas Company *CellDBuE&B*62'202*t* *DTfFPT*97*tAPT*74*t*	435·4 P106'B48'F43' FK	56·1	33·8	Wilmgton (Del.) Utd. States 13*BHptCem* (9 *to U dk* 4 „ *2nd*„)	T.3Cy.26⅝″,47½″&78¼″–48″ 220lb (*s*) 597NHP 3SB,6*cf*,HS8235 FD BethlehemS.B.Cpn.Ld. S.Fo.	33 ″ 6	
34326 217727 KJTZ	— (*ex*PacificHemlock–37, *ex*WestHelix) 2*Dks* *Fitted for oil fuel*	5670 — 3524					1919	J.F.Duthie &Co. Seattle,Wash	CaliforniaEastern Line,Inc.(Pacific- AtlanticS.S.Co. *Mgrs.*)	409·7 P44'B115'F47'	54·2	27·7	Portlnd,Or Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ LlewellynIron 359NHP Works,LosAngeles		R
34327 92698 WRCE	— (*ex*Mohawk–37) 1*Dk*2*trB*	2783 — 2150					1896	Delaware RiverCo. Chester,Pa.	CentralVermont TransportationCo.	265·0	43·0	16·8	Portland, Me. Utd.States	T.3Cy.21″,34″&56″–42″ 203NHP Del.Riv.I.S.B.&E.Works		
34328 7837 SHGK	**Verna** *ss*Skm.No.2–41 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* *Strengthened for navigation in ice*	*1468* *1116* *801*	✠100A1 11,41 ~~5,41~~ ✠LMC3,41	~~Skm~~ Hbg	*p*	OG 4,39	1932 7mo *Lloyd's A&CP*	Helsingborgs Varfs. Aktiebolaget Helsingborg	Aktiebolaget Verna(S.Redig, *Mgr.*) *CellDB*213'437*t* *FPT*28*t* *APT*54*t*	247·1 FK P19'Q79'B100'F23' *Trunk in after well*	38·1	15·3	Hlsngborg Swedish 4*BHCem*	T.3Cy.17¾″,29$\frac{17}{32}$″&46⅞″– 27$\frac{9}{16}$″ 200lb 145NHP 2SB(Spt),4*cf*,GS68,HS2337 HelsingborgsVarfs.A/B	17 ″ 6 s ″ 8¼ 16 ″ 11¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34329 5579 SHEK	**Verna** ssGot.2ndNo.3-3,39 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*512* *281* *348*	✠100A1 *Shelter dk* *withfreeboard* 12,41~~7,40~~ 12,41 BS7,41 ~~BS7,40~~ ✠LMC3,39	Got	*g*	OG 7,40	1914 5mo	Aktieb. LödöseVarf Lödöse *Lloyd'sA&CP*	RederiA/BEvald (K.Assmundson, *Mgr.*) *CellDB*	131·4|28·2|10·1 142·9(O.L.) FK *uE13'f83'110tFPT*	Gothenbrg Swedish 3*BHCem* 19*tAPT7t*	C.2Cy.12"&27"-15" (*s*) 125lb 32NHP 1SB,2*cf*,GS27,HS583 Akt.LödöseVarf,Lödöse	18 ″ 9 s 5 ″ 5½ 13 ″ 5¼	
34330 408 OHKT	**Verna H.** (*ex*Elvi-32,*ex*Barbara, *ex*Torridal,*ex*Barbara,*ex*Oddgeir, *ex*Frank) *Well deck* 1*Dk*	918 772 502					1900	Fredrkstad Mek.Værks. Fredrikstad	WernerHacklin	218·9|32·1|14·0 209·3 Q59*t*B105*t*H54*t* F33*t*	Pori Finnish	T.3Cy.14½",24"&39"-27" 79NHP FredrikstadM.V.Frdstad.	15 ″ 9	V
34331 161612 GJPK	**Vernon City** 1*Dk*&*Shelter dk* D.F. *Fitted for oil fuel*	4748 4432 2875					1929	W.Gray& Co.Ld Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	400·5|54·3|25·6 F41'	Bideford British *WB*	T.3Cy.25",42"&70"-48" 339NHP W.Gray&Co.Ld.W.Hpl.		C
34332 204684 WNPK	**Verona** D.F. GyC. *Mchy.Aft* 1*Dk*	5880 — 4515					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co.(Pickands, Mather&Co*Mgrs*)	480·0|52·0|30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP AmericanSBCo.Cleveland		R
34333 FOYW	**Versailles** Ⓟ TwinSc 2*Dks* D.F. *Fitted for oil fuel*	2156 1730 695					1919	Forg.&Ch. de la Mediter- ranée Havre	Chemins de Fer de l'Etat Français (SouthernRailway *Mgrs.*)	298·1|36·1|22·4	Dieppe French *WB*	2SteamTurbinesSRGeared to 2 Sc. Shafts Forges&Ch.de la Mediterranée,Havre		V ·
34334 167 ICGP	**Vertunno** (*ex*Santarosa-37, *ex*Loughborough, ssGen.2ndNo.3-3,27 *ex*Kyleakin) ssGen.No.1-31 D.F. 1*Dk*(*Stl*)&*deep framing*	3159 2899 2000	✠ ... 4,36 ✠	Gen	*v*		1905 6mo	Grngem'th &Greenock DockyardCo. Greenock	Soc.Anon.Sbarchi, Imbarchie Trasporti *CellDBa98'*	345·0|48·1|22·0 330·5 P27'B96'F34' FK *uE&B40'f142'* 898*t*	Rome Italian 5*BHCem* *APT77t*	T.3Cy.24",40"&65"-42" 286NHP 2SB,6*cf*,GS99,HS4468 D.Rowan&Co.Glasgow	24 ″ 5	I †
34335 LHUK	**Vesco** *Mchy.Aft* *OilEng.* *CarryingPetroleum in bulk* 1*Dk*	331 253 150					1926	Harstads Mek.Værks. Harstad	A/S Vestlandske Petroleums Compagni	136·2|25·3|10·5 B54*t*H15*t*	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15"-16⅛" 159NHP J&CGBolindersCoLd.Skm.		N
34336 LFFT	**Vesla** 1*Dk*	1107 982 663					1913	Bergens Mek.Værks. Bergen	SkibsA/S William HansensRederiII (W.Hansen)	226·3|36·5|15·8 P18'B51'H48*t*F30'	Bergen Norwegian *WB*	T.3Cy.17",26½"&46"-30" 116NHP BergensMekVærksBergen		N
34337 LKEV	**Vest** (*ex*Galeb-39,*ex*Cefnbryn-36, *ex*Ardenhall-36, ssBry.No.3-7,32 *ex*Silverbirch, ssHpl.No.1-36 *ex*Stonewall) D.F. 2*Dks*(*Stl*)	*5074* *4803* *3150*	✠100A1 4,42 Examined 5,41 NYk MS10,40 BS4,42 ✠LMC	~~Bal~~ NNs	*y*	CL ~~2,30~~ 5,42	1920 12mo	Bartram& Sons,Ld. Sunderland *Lloyd'sA&CP*	D/SA/SCarolvore (Lundegaard& Sönner,*Mgrs.*) *CellDBa119'uE26*	400·0|52·2|28·5 413·1(O.L.) P36'B117'F39' FK *'f176'1050tFPT13*	Farsund Norwegian 7*BHCem* 5*tAPT220t*	T.3Cy.27½",45"&75"-48"(*s*) 180lb 476NHP 3SB,9*cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0¼ 25 ″ 2½	
34338 235 ICNH	**Vesta** Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	3351 2918 1934					1923	Cant.Nav. Riuniti Palermo	"Adriatica"Soc. Anon.diNav.	309·4|44·5|27·0 B84'F35'	Trieste Italian *WB*	T.3Cy.22$\frac{7}{10}$".36$\frac{2}{5}$"&61$\frac{4}{5}$"-39$\frac{2}{5}$" NE25 240NHP Soc.Vickers-Terni,Spezia		I
34339 PIFX	— 2*Dks*	1854 1472 1154					1907	Rotterdam Droogd.Maat Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	270·3|38·1|18·8 Q87'B147'F34'	Amstrdam Dutch *WB*	T.3Cy.19",30"&51"-36" 156NHP RotterdamDroodg.Maats.		V
34340 DOHW	— D.F. Sub.Sig 1*Dk*	1620 1043 883					1920	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	240·1|36·1|15·3 P23'Q71'	Bremen German *WB*	T.3Cy19$\frac{7}{10}$",31½"&53$\frac{1}{5}$"-35$\frac{2}{5}$" 168NHP A.G."Weser,"Bremen		G
34341 LFFV	— (*ex*Skinfaxe) D.F. 1*Dk*	1310 1110 789					1920	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetBergenske Dampskibselskab	241·4|36·3|16·3 P10*t*H68*t*F32*t*	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"-30" KjbnhavnsFlydk. 128NHP &Skbsv.Copenhagen		V
34342 9 OHGO	— ssHfs.4thNo.3-5,38 D.F. *Well deck* 1*Dk*(*Irn*)&*Webframes*	1015 796 590	✠100A1 3,39 ✠NB4.20 ✠LMC5,38 BS2,39 NO LATER SURVEY REPORTED	Abo	*m*	CL 7,37	1889 5mo	TyneI.S.B. Co.(Lim.) Newcastle *A&CP*	FinskaÅngfAktieb *DBa64'*	218·0|31·5|12·9 210·5 | 31·2 | Q78'B61'F23' FK *f49'&uE&B35'291t*	Helsingfrs Finnish 4*BHCem* *APT15t*	T.3Cy.17⅞",28"&46"-30" (*s*) 150lb *100lb* NDB20 114NHP 1SB,3*pf*,GS57,HS1753 NE MarineE.C.(Lim.)Nwc	16 ″ 1 s 1 ″ 0¼ 15 ″ 2	
34343 128412 MDGQ	**Vestal** (*ex*Patricia II-39, TwinSc *ex Yt.*MirandaII, ssCws.No.1-14 *ex*Miranda) 2*Dks*(*U-Teak*) Sub.Sig. E.S.D.	793 — 364	✠ *Yacht* 10,18 ✠	Shl			1910 1mo	JIThorny- croft&Co.Ld. Southampton	Corporation of the TrinityHouse	206·5|31·8|16·4 BK8" *DTa15'33t*	Portsmth British 4*BHCem* *APT8t*	T.6Cy.14½",23½"&38"-24" 206NHP 2SB.6*cf*,GS131,HS3920 J.I.Thornycroft&Co.Ld.		
34344 4563 SHER	**Vestanvik** (*ex*Carl) ssSkm.2ndNo.3-4,33 ssOsc.No.1-37 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1213* *970* *715*	✠100A1 5,41 Examined 5,41 ✠LMC MS5,37 BS~~1,41~~2,42	Shl	*o*	OG 6,40	1906 4mo	WoodSkin- ner&Co.Ld. Newcastle *Lloyd'sA&CP*	Rederi A/B Vestanvik (ThureEngström) *Cell DBa69'uE&B*	236·0|35·6|14·3 P14'Q74'B62'F24' FK *33'f94'371tFPT57t*	Gothenbrg Swedish 4*BHCem* *APT19t*	T.3Cy.18",29"&50"-33" (*s*) 180lb *120lb* 156NHP 1SB,4*pf*,GS68,HS2398 J.Dickinson&Sons,Ld.Sld.	16 ″ 6 s 1 ″ 2 15 ″ 5½	
34345 LFFX	**Vesteraalen** Ⓟ Iron 1*Dk*&*Awng dk3trB*	682 597 389					1891	AkersMek. Værks. Oslo	Vesteraalens Dampskibsselskab	165·8|27·1|13·1 H16*t* 20·2 *WB*	Stok- marknes Norwegian	T.3Cy.15",25"&40"-24" 78NHP AkersMek.Vrk.Oslo		N
34346 3471 SDLM	**Vesterbotten** Ⓟ Iron (*ex*Borgholm-34,*ex*NyaVesterbotten, *ex*NyaSöderhamn, 1*Dk*&*ptShelterdk* *ex*Finland)	*611* *312* *443*					1876	W.Crich- ton Åbo	Stockholms Rederiaktieb.Svea (Eman.Hogberg, *Mgr.*)	166·9|25·6|12·0 H54*t*F45'	Stockholm Swedish *WB*	T.3Cy.14⅛",22⅜"&37½"-27¼" NE02 73NHP BergsundsMV.Aktb.Skm.		
34347 HPEL	**Vestfold** TwinSc ssSfj.No.2-39 *Mchy.Aft* *CruiserStern* 2*Dks*(*Stl*) *Longitudinal framing at bottom & at deck of inner tanks & above 2nd deck* *Strengthened for navigation in ice*	14547 9942 8277	✠100A1 *withfreeboard* 5,40 BS5,41 Pr.BS8,39 ✠LMC8,39 *Whaling Service* *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel* 7,31 *F.P. above 150° F.*	Liv	*j*†	CL 6,39	1931 7mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	VestfoldCorpora- tion *Cell*	538·1|74·3|33·3 554·1(O.L.) P120'F108' FK *DBuE&B92'553tD* *Side tanks i*	Panama Pnamanian 18*BHptCem* (*4 to W dk* *14 „ 2nd „*) *Ts f44'924t* *n mchy. spac*	Q8Cy20½"29½"42½"&62"-45" 265lb (*s*) 997NHP 21Pr.B-~~60lb~~ 10Pr.B.-~~48lb~~ 5SB(4Spt),20*cf*,HS14800FD Richardsons,Westgarth& Co.Ld.Hpl. *e90'440tFPT408tAPT493t*	48 ″ 9 s15 ″ 4 33 ″ 8½ —	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cot. si ce n'est dans le L. R. Durée. Cert. B. of Trade.
34348	**Vesthav** *OilEng.* *Mchy.Aft* *CruiserStern* *Longitudinal framing*	10200 9400 6100	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1941	Kockums M.V.Aktieb. Malmö	Skibs.A/S Sydhav (T.Lodding, *Mgr.*)	513·0 P95'B39'F65'	63·2	38·7	Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" KockumsM.V.Akt.Malmö		
34349 LFGD	**Vestkyst I.** *Mchy.Aft* 1*Dk*	370 287 187					1923	Husö Værft. Husö	SkibsA/S Kysten (F.J.Röstand&B. Pedersen, *Mgrs.*)	137·3 P52*t*F14*t*	25·3	11·0	Arendal Norwegian *WB*	T.3Cy.$9\frac{1}{2}$",$14\frac{1}{2}$"&$24\frac{1}{2}$"–18" 25NHP BergensMek.VerksBergen		N
34350 LDDK	**Vestland** *ss*H.Kg.No.3–8,28 1*Dk*(*Stl*)	1934 1700 1139	✠ —— 11,33 ✠	Bgn	*r*		1916 8mo	Detroit S.B.Co. Wyandotte	Dampsk.A/S Vestland(Rich. Amlie&Co.A/S, *Mgrs.*)	251·0 P28'B65'F27' FK *CellDB*212' 545*tFPT*68*tAPT*77*t*	43·8	18·2	Haugesnd Norwegian 4*BHCem*	T.3Cy.20",33"&54"–40" 274NHP 2SB,*6cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 2	N †
34351 LFGE	**Vestmanröd** (*ex*Snenut) *Mchy.Aft* 1*Dk*	691 522 343					1919	Wortelboer &Co. Delfzyl	SkibsA/S Vestmanröd(O.G. GjessensEftf.)	180·0 Q81*t*B19*t*H15*t*F22*t* *WB*	28·8	12·5	Skudesneshavn Norwegian	T.3Cy.$14\frac{2}{5}$",$23\frac{2}{5}$"&$38\frac{3}{5}$"–$26\frac{4}{5}$" 77NHP Mch.Koopman,Dordrecht		N
34352 LERT	**Vestra** (*ex*Risör-36,*ex*Ornefjell, *ex*Hufterö,*ex*Norma) *ss*Hfx.No.3–10,16 *Well deck* 1*Dk*	1422 1174 855	✠ … 12,19 ✠				1904 5mo	N.V.Schpw v.J.Smit,Czn. Alblasserdam	A/S Vestra(Rich. Jansen)	244·8 P41*t*Q94*t*H54*t*F36*t* FK	37·2	16·4	Haugesnd Norwegian *WB*	T.3Cy.19",31"&51–33" 163NHP Maats.deSchelde,Flushing	18 ″ 6	N †
34353 149399 MNNB	— (*ex*Warmond-39, *ex*Lodewyk-36,*ex*Goote-36, *ex*Grane) D.F. 1*Dk*	1141 917 560					1921	JohnCran &Somerville, Ld. Leith	J.T.Salvesen&Co.	235·2 P25'B63'F25'	34·1	15·2	Grngemth British *WB*	T.3Cy.$17\frac{1}{2}$",$28\frac{1}{2}$"&$47\frac{3}{4}$"–28" 120NHP JohnCran&Somerville,Ld.		CG
34354 LFGF	**Vestri** Ⓟ *Ref.Mchy.* 1*Dk*&*Awng dk*	499 472 265					1910	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Dampskslsk.	160·0 P105'F24'	26·7	15·3	Stavanger Norwegian *WB*	T.3Cy.$12\frac{1}{4}$",19"&31"–18" 40NHP HelsingörsJernsk.&Mskb.		
34355 LDQX	**Vestvangen** *ss*N.Os.No.2–39 1*Dk*(*Stl*) *Cargo battens not fitted*	2420 1993 1394	✠100A1 10,41 ~~11,40~~ BS10,41 ✠LMC MS2,39 ~~BS2,41~~ *Fitted for oil fuel* 10,30 *F.P. above* 150° F.	~~NOs~~ Mob	*s*	OG ~~N4,40~~ 10,41	1930 10mo *Lloyd's A&CP*	Intrnationl S.B.&E.CoLd Danzig	SkibsA/S Karaibien(Görrissen& Co.A/S, *Mgrs.*) *Intermediate BH in fore hold dispensed with*	291·2 P28'B84'F33' FK *CellDB*248'623*t FPT*61*t APT*78*t Wing tanks in Bridge*42*t*	45·7	18·5	Oslo Norwegian 4*BHptCem*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$"–$35\frac{7}{16}$" 206lb (*s*) 229NHP 2SB,*6cf*,GS72,HS3380 FD InternationalS.B.&ECoLd	20 ″ 6 s 2 ″ $8\frac{1}{4}$ 17 ″ $11\frac{1}{2}$	
34356 711 .ICNJ	**Vesuvio** D.F. 1*Dk*	5430 4578 3391					1914	Soc.Fiat SanGiorgio Spezia	Soc.Anon.per l'Industria ed il Commercio Marittimo "Nova Genuensis"	394·9 P30'B200'F35'	51·7	27·5	Genoa Italian *WB*	T.3Cy.26",$42\frac{1}{2}$"&$69\frac{7}{16}$"–48" 337NHP Cant.Nav.Riuniti,Ancona		I
34357	— (*ex*ChingPu-38, *ex*Wai-Shing-32) 1*Dk*(*Stl*)&*Spar dk*(*Stl*-teaks) &*deep framing*	*1865* *1713* *1170*	✠ 5,03 ✠	Nwc	*r*		1903 5mo	Wigham Richrdsn&Co Ld.Newcastle	Cia.Italiana di Nav.S.A.I(Chinese ItalianNav.Co.Ld)	275·3 B68'F33' 20·1 FK *CellDBa*83'*uE*21'*f*107'371*t DTf*15'190*t DTa*19'265*t FPT*30*tAPT*17*t*	40·0	12·9	Shanghai Italian 5*BHCem*	T.3Cy.21",34"&56"–42" 226NHP 1SB,*4rf*,GS76,HS2913 WghmRchrdsn&C.Ld Nwc	22 ″ 3	
34358 7107 SHFE	**Vesuvius** (*ex*Bruckhausen, *ex*Wobun) *ss*Lkr.3rdNo.3–10,35 *ss*Sbg.No.1–40 1*Dk*(*Stl*)&*deep framing* D.F. *Cargo battens not fitted*	*1584* *1441* *934*	✠100A1 6,41 ~~9,40~~ BS6,41 ✠LMC9,40	~~Sbg~~ Lkr	*q*	CL 9,40	1902 6mo *Lloyd's A&CP*	Grngem'th &Greenock Dockyard Co Greenock	RederiA/B Wega (I.Wettin, *Mgr.*)	257·5 266·6(O.L.) B58'F27' FK *CellDB a*68'*uE*&*B*36' *f*103' 399*tAPT*25*t*	37·1	18·2	Hlsngborg Swedish 4*BHCem*	T.3Cy.19",31"&51"–36" (*s*) 160lb 183NHP 2SB,*6pf*,GS92,HS3161 Dunsmuir&Jackson,Gls.	20 ″ 4 s 2 ″ $11\frac{1}{4}$ 17 ″ 7	
34359 UOYL	**Vetluga** (*ex*Drechtstroom-34, *ex*Helder) 2*Dks*	1717 1358 949					1918	A.Vuijk& Zonen Capelle a/d Ysel	U.S.S.R.	270·7 B173'	41·7	16·7	Leningrad Russian *WB*	T.3Cy.20",31"&51"–$35\frac{1}{2}$" 155NHP Werkspoor,Amsterdam		
34360 92 IOJO	**Vettor Pisani** *OilEng* D.F. GyC. 1*Dk*&*Shelter dk* *CruiserStern* *3rd dk in No.* 1 *hold* *Butts of shell & decks elec. welded* *Longitudinal framing at decks*	6339 5345 3712	✠100A1 *with freeboard* 12,39 ✠LMC12,39 *Carrying fuel oil F.P. above* 150° F. *in deep tank* NO LATER SURVEY REPORTED	Mfl	*c*†	CL	1939 12mo *Lloyd's A&CP*	Cantieri RiunitiDell' Adriatico Monfalcone	SocietàItaliana di Armamento "Sidarma"	470·7 (O.L.) F36' FK *CellDB*380'1151*tMT*28' 1275*tFPT*131*tAPT*227*t*	60·6 60·7	23·6 26·0	Fiume Italian 8*BHptCem* (*Coll to Sh dk* 7 ,,2*nd*,,)	Oil Engines 2S.C.DA 6Cy.$25\frac{3}{16}$"–$45\frac{11}{16}$" 1328NHP DB*100lb* SocAn"Fiat"S.G.M.Turin	29 ″ 10 s3 ″ 11 26 ″ $1\frac{3}{4}$	
34361	**Viacheslav Molotof** Ⓟ TwinSc 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* Sub.Sig. *CruiserStern*	7500					1939	NVNederl. Schps. Maats. Amsterdam	U.S.S.R.	429·2 P72'B203'F52'	60·2	31·7	Leningrad Russian *WB*	2 steam turbines connected to elec. motors & sc. shafts Gbr.Stork&CoNVHengelo		
34362 DANX	**Viadra** 1*Dk*	947 725 578					1899	Oderwerke A.G. Grabow	Rud.Christ.Gribel	206·3 Q63'B51'F29'	32·0	14·1	Stettin German *WB*	T.3Cy.$14\frac{1}{2}$",$22\frac{3}{4}$"&38"–28" 76NHP OderwerkeA.G.Grabow		G
34363 OUNE	**Vibeke Mærsk** 1*Dk*	953 681 514					1925	F.Schichau Elbing	Dampskslskb. af1912A/S (A.P.Möller, Copenhagen, *Mgr.*)	221·0 P25'B94'F28'	32·2	14·2	Aarhus Danish *WB*	T.3Cy.15",$24\frac{2}{3}$"&$38\frac{1}{2}$"–$25\frac{1}{6}$" 75NHP F.Schichau,Elbing		V
34364 OXJD	**Viborg** *ss*Cpn.No.3–5,31 *ss*Cpn.No.2–39 1*Dk*(*Stl*)	2028 1794 1191	✠100A1 3,39 ✠LMC3,39 (SEE FOOTNOTE *)	Cpn	*s*	OG 4,38	1919 3mo *Lloyd's A&CP*	NVSchpw. v.J.Smit.Czn. Alblasserdm	A/S D/S "Dannebrog"(C.K Hansen, *Mgr.*)	283·4 295·0(O.L.) P22'B166'F35' FK *CellDB*239' 604*t FPT*82*tAPT*84*t*	42·1	18·3	Copnhagn Danish 4*BHCem*	T.3Cy.$20\frac{1}{2}$",32"&52"–39" (*s*) 180lb *140lb* NDB20 208NHP 2SB(Spt),*6cf*,GS84, HS3450 Kon.My."deSchelde,"Fls.	20 ″ 9 s 1 ″ $7\frac{3}{4}$ 19 ″ $3\frac{3}{4}$	
34365 LIYB	**Vibran** Ⓟ *ss*Got.No.1–39 *OilEng.* D.F. 1*Dk*,*2nd dk for fruit cargo* *Ref.Mchy.* *3rd dk in forward holds* *CruiserStern* *sparred for fruit cargo*	2993 2619 1759	✠100A1 *with freeboard* ~~9,41~~ ~~4,41~~ 4,42 DBS6,41 ~~DBS6,39~~ ✠LMC6,39 ✠Lloyd'sRMC~~9,40~~ 2,42 ~~9,41~~ for temp. 33° F.	~~Liv~~ ~~M~~ Hfx	*u*	CL ~~N6,39~~ 4,42	1935 3mo *Lloyd's A&CP*	Helsingörs Jernsk&Msk Elsinore	SkibsA/S Ogeka (Knut Knutsen, O.A.S. *Mgr.*)	322·5 F44' FK *CellDB*262'536*t Tanks at sides of tunnel*79'450*tFPT*19*tAPT*87*t*	45·8	26·7	Haugesnd Norwegian 5*BHptCem* (*Coll to W dk* 4 ,,2*nd*,,)	Oil Engines 2S.C.SA 9Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 606NHP DB*70lb* Akt.Burmeistr&Wain,Cpn	28 ″ 10 s 8 ″ $9\frac{1}{2}$ 20 ″ 3	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7' Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34366 EGSE	**Vicente** (*ex*Vinaroz,*ex*Paris, *ex*Edith) *ss*Bcl.No.3–12,19 *Well deck* 1*Dk*(*Stl*)	534 376 299	✠ 2,23 ✠	Bcl	*h*		1899 2mo	W.Harkess &Son Middlesbro'	Soc.AnonFerrer Peset	158·1 Q82'B14'F20' FK *DBa*32'35*tFPT*	26·5	12·3	Valencia Spanish 4*BHCem* 35*tAPT*18*t*	T.3Cy.13",21⅜"&33"–24" 62NHP 1SB,2*rf*,GS40,HS1033 Whyte&Mair,Dundee	13 ″ 0	V †
34367 EAQA	**Vicente Puchol** Ⓟ TwinSc *ex*MarcoPolo) *OilEng.* 2*Dks*	1551 — 637	–				1896	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	277·2	36·9	19·8	Valencia Spanish	Oil Engines 4S.C.SA 20Cy.20⅞"–20⅞" 856NHP E*made*—,*fitted*25 Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		V
34368 160238 GLVX	**Viceroy of India** Ⓟ TwinSc 3*Dks*(*Stl*–*Wthr* *Ref.Mchy.* *dk teaks*) 4*th*&5*th dks*(*Stl*) *in fwd. holds & pt after holds* *Fitted for oil fuel* D.F. E.S.D. *CruiserStern*	19627 14069 10027	✠ 7,32 ✠	Lon			1929 3mo	A.Stephen &Sons,Ld. Glasgow	Peninsular& OrientalStm.Nav. Co.	586·1 B354'F82' FK *CellDB*524'3039*tFPT*170*t*	76·2	41·5	Glasgow British 11*BHptCem* (1*to Wthr dk* 10 „ 2*nd* „) *APT*138*t*	2 Stm.Turbines connected toElec.Mots.&Sc.Shafts 3565NHP 6 WaterTubeBoilers HS32500 A.Stephen&Sons,Ld.Gls. *Motors by* British Thomson-HoustonCo.Ld.Rugby	45 ″ 6	BT till ~~5,41~~ 8,42
34369 653 OHBS	**Vicia** (*ex*Sigrid,*ex*Carham) D.F. 1*Dk*&*deep framing*	2660 — 1836					1896	Furness, Withy&CoLd WHartlepool	A/B Transport (KristianHansen, *Mgr.*)	322·5 314·3 P41'B77'H98*t*F30'	43·1	20·5	Helsngfors Finnish *WB*	T.3Cy.22",36½"&60"–42" 233NHP W.Allan&Co.Ld.Sld.		VL
34370 YTAG	**Vicko Ferić** (*ex*AnteTopić–39, *ex*Oreland) *ss*Spt.2ndNo.3–9,35 1*Dk*(*Stl*)	*4190* *4021* *2709*	✠100A1 5,39 BS11,39 ✠LMC7,35	Spt	*x*	CL 4,39	1911 6mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	ShippingFerić (MarinFerić, *Mgr.*)	370·2 P22'B100'F33' FK *CellDBa*117'*uE&B*43'*f*166'11	51·0	27·2	Split Yugoslav 6*BHCem* 20*tAPT*45*t*	T.3Cy.25",41"&69"–48" (*s*) 180lb 372NHP 3SB,9*cf*,GS150,HS5940 Richardsons,Westgarth&Co.Ld.Sld.	28 ″ 9 s 5 ″ 4¾ 23 ″ 7½	
34371 LDDM	**Victo** (*ex*Skogstad) *ss*Bal.No.2–15 1*Dk*2*trBdeep framing & Web frames*	3655 3474 2357	✠ ... 10,19 ✠				1906 11mo	R.Thompson&Sons,Ld. Sunderland	DampskA/SEsito (BjRuud-Pedersen,*Mgr.*)	346·5 P23'B92'F30' FK	50·8	22·9	Oslo Norwegian *WB*	T.3Cy.25",41"&67"–45" 318NHP J.Dickinson&Sons,Ld.Sld.	25 ″ 6	N †
34372 160197 VGLK	**Victolite** TwinSc *OilEng.* D.F. GyC. *ss*Phl.No.3–8,40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	11410 10800 6250	✠100A1 7,41~~8,40~~ ✠LMC CS8,40 DBS8~~,40~~7,41 1,38 *Carrying Petroleum in bulk*	~~Phl~~ NYk	*g*†	CL 10,38	1928 3mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	ImperialOilLd. MarineDepartment (H.J.Rahlves, *Mgr.*)	510·2 B34'F40' FK *CellDBuE*97'415*t* *DTf*36'388*tFPT*319*tAPT*149*t*	68·2	38·0	Montreal British 19*BH* (14 *to Udk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.26¾"–51$\frac{3}{16}$" 995NHP 2DB*100lb* 2WaterTubeDB*250lb* Frd.KruppA.G.Kiel	38 ″ 1 s 8 ″ 9½ 29 ″ 7	
34373 DHYR	**Victor** (*ex*ChristineSell) 1*Dk*	777 578 469					1904	Nüscke& Co. Stettin	ArthurSommer (Joh.Ick,*Mgr.*)	202·7 Q69'B46'F24'	30·4	12·5	Hamburg German *WB*	T.3Cy.13⅘",21¾"&35⅘"–23⅗" 62NHP Ver.Elbesch Ges.Ueb.		G
34374 124200 MCQX	— *ss*Liv.2ndNo.3–9,32 *Well deck* *ss*Bkn.No.1–36 *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	435 287 165	✠100A1 9,41 ~~2,41~~ Examined 9,41 7,40 ✠LMC MS~~7,36~~ BS~~1,40~~6,41	~~Liv~~ Liv	*g*	CL 2,39	1907 7mo	J.Shearer &Sons,Ld. Glasgow *Lloyd'sA&CP*	SouthWales&Liverpool S.S.Co.Ld. (R.Gilchrist&Co. *Mgrs.*)	150·0 Q83'B8'F22' BK7" *CellDBf*84'97*tFPT*	25·1	9·3	Aberdeen British 3*BHCem* 43*tAPT*8*t*	C.2Cy.16"&41"–30" (*s*) 130lb 68RHP 1SB,3*pf*,GS56,HS1771 Hutson&Sons,Ld.Glasgow	11 ″ 9 s 3 ″ 9 12 ″ 1	
34375 EAJT	**Victor de Chavarri** *ss*Bbo.No.3–8,38 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing in DB* *Cargo battens not fitted*	3308 2673 1997	✠100A1 1,42~~,40~~ BS9,40 ✠LMC10,37	Bbo	*u*	CL 9,40	1919 6mo	Soc. Española de Cons.Nav. Bilbao *Lloyd'sA&CP*	AltosHornos de VizcayaSoc.An.	314·0 P88'F44' FK *CellDB*267'801*tFPT*268*t*	48·1	22·1	Bilbao Spanish 5*BHCem* *APT*88*t*	T.3Cy.22",35"&58"–39" (*s*) 190lb *100lb* 304NHP 2WaterTubeBoilers HS5528 Swan,Hunter&Wigham RichardsonLd.Nwc.	24 ″ 4 s 4 ″ 5¼ 20 ″ 2	
34376 239286 WDWO	**Victor H. Kelly** 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *CruiserStern* *Longitudinal framing*	8186 — 4895					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	UnionOilCompany of California	445·4 P92'B35'F40'	64·2	34·9	L.Angeles Utd.States *WB*	2 steam turbines DRgeared to 1 sc. shaft 583NHP BethlehemSteelCo.S.B.Division,Quincy,Mass.		R
34377 FNDF	**Victor Schœlcher** TwinSc *Now* **"Bougainville,"** *see No.* 35728 *in Supplement* *Ref.Mchy.* 2*Dks* *Cruiser Stern*	4510 2559					1938	Forg.&Ch. de laMéditSA LaSeyne	Soc.Gén.deTransp. Mar.àVap.	358·6 F29'	51·9	25·8	Marseilles French *WB*	Oil Engines 2S.C.SA 16Cy.20½"–35$\frac{7}{16}$" 1170NHP Soc.Gén.deConst.Méc. LaSeine		V
34378 1863 ICNK	**Victoria** Ⓟ QuadSc *OilEng.* *ss*Gen.No.1–35 D.F. E.S.D. GyC. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *Ref.Mchy* *fwd.&aft of Mchy.space* *CruiserStern*	13098 7261 7145	✠100A1 *with freeboard* 7,39 ✠LMC CS2,36 DBS7,39 7,37 ✠Lloyd'sRMC7,39 NO LATER SURVEY REPORTED	Gen	*h*†	CL P*f*N 7,38 S*a*N 7,38 P*a*N 12,38 *sf*4,39	1931 7mo	Cantieri RiunitiDell' Adriatico Trieste *Lloyd'sA&CP*	LloydTriestino Soc.Anon.diNav.	540·6 (O.L.) 511·8 B&F488' FK *Upper bridge*324' *CellDB*423'1367*t Wing tanks aft*9'130*tFPT*	69·9 68·9	30·9 29·6	Genoa Italian 8*BHptCem* 82*tAPT*56*t*	Oil Engines 2S.C.SA 32Cy.26¾"–39⅜" 4025NHP 2DB*100lb* CantRiuniti Dell'Adriatico Trieste	34 ″ 3½ s 10 ″ 8½ 23 ″ 10	
34379 161826 WCCY	— Ⓟ Iron (*ex*Parthia) 4*Dks* D.F. *Fitted for oil fuel*	3914 — 2355					1870	W.Denny &Bros. Dumbarton	AlaskaS.S.Co.Inc.	360·5	40·4	34·3	NewYork Utd.States	T.3Cy.31",50"&76"–54" NE85 424NHP J.Elder&Co.,Glasgow		
34380 123811 GNTF	— Ⓟ TrpSc 2*Dks*&*Shade dk* D.F. *Fitted for oil fuel*	1641 1163 684					1907	W.Denny &Bros. Dumbarton	Isle of ManSteam PacketCo.Ld	311·0	40·1	15·8	DouglasIM British *WB*	3 Turbines 800RHP Denny&Co.Dumbarton		BT till 10,41
34381 DOIG	— 1*Dk*	743 580 412					1911	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	196·8 Q50'B45'F22' len36	28·2	12·9	Bremen German *WB*	T.3Cy.13",21$\frac{1}{16}$"&34$\frac{7}{16}$"–23⅝" 58NHP A.G."Weser,"Bremen		G
34382 DANV	— Ⓟ 1*Dk*	690 494 390					1914	Stettiner Oderwerke Stettin	Rud.Christ. Gribel	188·0 Q55'B57'F18'	29·0	11·6	Stettin German *WB*	T.3Cy.14⅗",22⅘"&33½"–27⅗" 76NHP StettinerOderwerke		G
34383 166615	— TwinSc (*ex*BargeAccommodation) *Mchy.Aft* 1*Dk*	596 — 405					1917	.... Buffalo,N.Y.	BuffaloGravel Corp.	122·0	36·0	11·0	Buffalo NY Utd.States	C.4Cy.(2)10"&(2)20"–16" E*fitted*— 27NHP B*made*08*refitted*—		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.R.ofTrade.
34384 156047 VTDN	**Victoria-Marie** (*ex*Africana-33) *ss*Bom.No.3-7,33 *ss*Bom.No.2-41 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	1432 1120 882	100A1 1,41	Bom LMC1,41	*o*	CL 6,40	1927	M.Martinolich Lussinpiccolo	ThobanDevji& MeghjiGopalji	227·0 Q28'B56'F33' FK *CellDB*168'300*t*	38·2	16·9	Bombay British 4*BHCem* *FPT*34*t*	T.3Cy.15¼",24½"&39⅜"-25⅝" 180lb (*s*) HS3192 150NHP 1SB&1AuxSB,5*cf*,GS100, E&B*made*20*refitted*27 N.OderofuA.SestriPnente.	19 ″ 5 s 2 ″ 2½ 17 ″ 4¼	
34385 26865 JISD	**Victoria Maru** *ss*Nag.No.3-7,33 *ss*Yka.No.1-37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5876 5590 4257	✠100A1 *Awng dk* *withfreeboard* 7,40 BS7,40	Kob ✠LMC3,40	*y*	OG 7,38	1921 2mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	NissanKisen KabushikiKaisha *CellDB*327'1126*t*	385·0 FK *Collision* *FPT*127*tAPT*94*t*	51·0	36·0	Tokyo Japanese *ptCem* *BH to Awdk* 5 ,, ,, *U* ,,	T.3Cy.26¼"43½"&72"-48"(*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
34386 172358	**Victorious** (*ex*Victory-40) *Mchy.Aft* D.F. GyC. 1*Dk*2*trB* Sub.Sig.	4676 4486 3532					1895	Chicago S.B.Co. Chicago *Reconstructed*	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*) 1925	459·5 len05	47·9	23·5	Toronto British *WB*	T.3Cy.22",38"&63"-40" 251NHP ClevelandS.B.CoCleveland		R
34387 YTBM	**Vid** (*ex*Istina-35) *ss*Spt.2ndNo.3-3,34 *ss*Spt.No.1-38 1*Dk*(*Stl*) *Now* "**Radchurch,**" *see Supplement*	3547 3259 2244	100A1 11,39 BS5,39	Sch LMC6,38	*x*	CL 6,38	1910 *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP*	Brodarsko Akcionarsko Drustvo "Oceania" *CellDBa&uE*	360·5 P26'B232'F33' FK 129'*f*163'854*tAPT*	50·3	21·5	Susak Yugoslav 6*BHCem* 20*t*	T.3Cy.26",42"&68"-42" (*s* 160lb 346NHP 2SB,6*cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld.	24 ″ 0 s 3 ″ 2 21 ″ 0¼	
34388 4786 SLCA	**Vidar** *ss*Skm.2ndNo.3-7,33 *ss*Osc.No.2-41 ~~*ss*Skm.No.1-37~~ 1*Dk*(*Stl*)&*deep framing*	*2104* *1893* *1215*	✠100A1 ~~11,40 0,83~~6,41 BS11,41 ~~BS8,39~~ ~~7,40~~	~~Skm~~ Osc ✠LMC~~6,37~~ MS2,41	*s*	OG ~~9,39~~ 5,41 *In*	1907 9mo *Lloyd* *terme*	Murdoch &Murray Pt.Glasgow *'sA&CP* *diate bulkhea*	RederiA/B Iris (S.Abrahamsen, *Mgr.*) *d in forehold disp*	285·3 P27'Q7'B74'F35' FK *ensed with*4*BHonly* *CellDBa*	42·1	19·6	Stockholm Swedish *Cem* 82'*uE&B*53'	T.3Cy.21",35"&57"-39" (*s*) 180lb 230NHP 2SB,6*cf*,GS107,HS3705 D.Rowan&Co.Glasgow *f*108'567*tFPT*41*tAPT*72*t*	22 ″ 0 s 2 ″ 11½ 19 ″ 2	
34389 708 OHOT	— **WoodAuxTwinSc3MstSr** (*ex*Annikki) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	351 — 238					1919	A.Viika Ahlainen	RederiA/B Vidar (ElinEngman)	135·0 131·2 Q20'	32·5	12·6	Mariehmn Finnish	Oil Engines 2S.C.SA 4Cy.10¼"-11 13/16" 74NHP NE28 A/BAvanceMotor,Skm.		
34390 ~~161034~~ ~~GTBR~~	**Vienna** Ⓟ **TwinSc** *ss*Ips.No.2-37 E.S.D. 2*Dks*(*ptStl*) Sub.Sig. 3*rd dk forward of Mchy.space* *CruiserStern*	4227 3028 1985	✠ 11,41 *withfreeboard* ~~BS7,39~~ *For service be* *&the Hook of*	Gms ✠~~LMC5,37~~ *tween* *Holla*	*w* *Ha*	OG 6,37 *rwich* *nd*	1929 7mo *Lloyd*	J.Brown& Co Ld. Clydebank *'sA&CP*	~~London&North EasternRailway~~ *CellDBuE*42'55*t* *DTsf*48'57*t D*	350·8 *Promenade dk&* FK F268' *MT*12'120*t* *Tsa*22'42*tFPT*12*t*	50·1	26·0	~~Harwich~~ British 8*BHptCem* *ptAsp* *APT*42*t*	4 Steam Turbines SR (*r*) geared to 2 Sc. Shafts 215lb FD 1520NHP 5SB,20*cf*,GS430,HS15033 J.Brown&CoLd.Clydebnk	27 ″ 0 ~~s12 ″ 2½~~ ~~15 ″ 8~~	
34391 OHZA	**Vienti** (*ex*Bris-36, *ex*Bruse-33) **4Mst** D.F. E.S.D. 1*Dk*	1715 — 966					1911	Nylands Værksted Oslo	LaivaO/YAnsio (MeritoimiO/Y, *Mgrs.*)	274·9 264·4 P22'B11'F30'	40·0	17·6	Åbo Finnish *WB*	T.3Cy.19",31"&51½"-33" 153NHP NylandsVærksted,Oslo		N
34392 EAQY	**Viera y Clavijo** Ⓟ *ss*LaP.2ndNo.3-10,40 ~~*ss*LaP.No.3-5,24~~ ~~*ss*LaP.No.2-32~~ 1*Dk&Shelter dk*(*Teak*)	880 — 505	✠100A- *Shelter dk* *withfreeboard* 10,40 MS10,40	LaP ✠LMC BS~~6,40~~2,42	*m*	CL 8,40	1912 2mo	CaledonS. B.&E.Co.Ld. Dundee	Cia.Trasmediterránea *CellDBa*29'	210·2 FK *uE*18'*f*95'101*tFPT*	30·0	9·9	LasPalmas Spanish 5*BHCem* 15*tAPT*10*t*	T.3Cy.16½",27"&44"-28"(*s*) 180lb 139NHP 2SB,4*cf*,GS74,HS2547 CaledonSB.&E.Co.Ld.Dun	12 ″ 3	
34393 DHYS	**Vigo** Ⓟ 2*Dks&Shelter dk* Sub.Sig. D.F. *Corrugated sides* *Ref.Mchy.* *Fitted for oil fuel*	7358 5031 4443					1922	Howaldtswerke Kiel	Hamburg-Südamerik.DampfschifffahrtsGes.	413·3 F92'*onShelter dk*	60·0	36·1	Hamburg German *WB*	T.3Cy.28⅕",45 3/10"&74"-55⅕" & 1 low pressure Turbine 585NHP Howaldtswerke,Kiel		G
34394 LITX	— (*ex*Irisen-37,*ex*Iris-34, *ex*Borghild) 1*Dk*	710 559 388					1920	Kalundborgs Skibsværft Kalundborg	D/S A/S Vigo(Nils Bech)	187·5 Q62'B60'H82*t*F21'	29·7	12·5	Oslo Norwegian *WB*	T3Cy.12⅝",20⅞"&33⅞"-19 11/16" 51NHP A/S Smith,Mygind& Hüttemeier,Cpn.		V
34395 1116 ICNM	**Vigor** *ss*Mfl.No.3-12,35 *ss*Pal.No.1-39 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. Sub.Sig *Now* "Amatlan," *see No.* 35521 *in Supplement*	6511 5641 3553	✠100A1 3,40 ✠NB3,29 MS5,39 *CarryingPetr* *Fitted for oil* NO LATER	Pal ✠LMC BS3,40 *oleum* *fuel* 3, SURV	*z* *in* 23 EY	CL 3,40 *bulk* *F.P a* REPO	1923 3mo *bove* 1 RTED	Ansaldo SanGiorgio Spezia A&CP 50° F.	Soc.Marit perTrasporto diPetrolio e Derivati "La Columbia" *Cell* *DTf*29'365*t FPT*	418·3 P105'B30'F36' FK *DBuE&B*58'200*t* (290*tAPT*290*t*	54·8	30·9	Genoa Italian 17*BHptCem* 14 *to U dk* 3 ,, 2*nd* ,,)	Q.4Cy.21",29½",43"&62"-45" 230lb *120lb* (*s*) 399NHP 3SB,9*cf*,GS136,HS5679 FD Mackie&Baxter,Glasgow	31 ″ 3 s 6 ″ 6½ 25 ″ 1	
34396 LIYP	**Vigör** **Now sailing as "Ste. Marcelle"** 1*Dk* *Mchy.Aft* *CruiserStern*	1518 1297 850					1935	Langes'nds MekVerkA/S Langesund	S.UgelstadsRederi A/S(S.Ugelstad, *Mgr.*)	248·3 P&B161'F24'	38·6	17·2	Oslo Norwegian *WB*	C.2Cy.14½"&29½"-30" & 1 LP turbine LangesundsMek.Verks.		N
34397 LDCC	**Vigrid** (*ex*Titania-37) **TwinSc** *ss*Shi.No.1-40 *OilEng.* D.F. *ss*Got.No.3-6,35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4765 4263 2834	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~11,40~~ ~~Examined 7,40~~ DBS~~7,40~~6,41 ✠Lloyd'sRMC8,39	~~Syd~~ ~~Lon~~ NOs ✠LMC CS~~2,36~~ 6,41 ~~1,38~~ 6,41	*z*	CL ~~5,38~~ 5,41	1923 2mo	Deutsche Werft,A.G. Hamburg A&CP *CellDB*	SkibsA/SGdynia (O.Ringdal,*Mgr.*) 338' 1052*t DTa bet* *DT"s a at tunnel si*	400·6 F38'*onShelterdk* FK (*ween tunnels*90'186*t* *des* 18'106*t FPT*81*t*	54·2	26·3	Oslo Norwegian 7*BHptCem* *Coll to Sh dk* 6 ,, *U* ,,) *APT*88*t*	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" DB*100lb* 717NHP AlgemeineElec.Ges. Turbinenfabrik,Berlin	28 ″ 10 s 3 ″ 5½ 25 ″ 7¼	
34398 LFGM	**Vigsnes** D.F. 1*Dk*	1599 1170 937					1930	Bergens Mek.Værks. Bergen	A/SKr.Jebsens Rederi (Kr.Jebsen, jnr.*Mgr.*)	244·8 Q103*t*P73*t*B101*t* H102*t*	37·7	15·7	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMekVærksBergen		N
34399 90905 ~~YTAP~~ BDSN	**Vihor** (*ex*DrugiDalmatinski-37, *ex*Palmanova,*ex* Venezia,*ex*Norna) *ss*Gmh.No.3-3,02 *ss*Lth No.2-11 *Well deck* 1*Dk&Web frames*	1180 862 711	✠ ... 11,14 ✠				1889 8mo	S.&H.Morton&Co. Leith	~~Parobrodarsko DrustvoGrgic s.o.j.~~ Ministry of War Transport(J.A. Billmeir&Co.Ld. *Mgrs.*)	224·0 P27'Q42'B61'F32' FK	33·2	14·5	~~Vranjic~~ ~~Yugoslav~~ London *WB* British	T.3Cy.16½",27"&42"-33" 108NHP S.&H.Morton&Co.Leith	17 ″ 3	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34400 118604 GPMD	**Viking** Ⓟ (*ex*Vindex, *ex*Viking) TrpSc *ss*Brw.2ndNo.3-5,33 D.F. *ss*Brw.No.1-37 2*Dks&Shelter dk(ptStl-ws)*	1957 1418 827	✠ A1 *Shelter dk withfreeboard* 4,42 ~~5,40~~ Examined 4,42 ~~BS5,40~~ ✠LMC5,37 *Irish Channel Service*	~~Sou.~~ Bkn BS3,42		CL 5,40	1905 6mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Isle ofManSteam PacketCo.Ld.	350·4|42·0|16·1 *Promenade dk*230' FK	DouglasIM British *9BHAsp* *APT36t*	3 Steam Turbines (*s*) 160lb 1446NHP 4DB,*24cf*GS610HS19712 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	17 ″ 3 s5 ″ 7¼ 12 ″ 0	BT till ~~5,41~~ 10,42
34401 4209 SHGO	— (*ex*JohannesMærsk, *ex*Grovehurst) *ss*Rot.No.3-7,16 *ss*Hbg.No.2-25 *Well deck* 1*Dk&Webframes*	*1336* *1028* *809*	✠ ... 5,29 ✠				1903 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	RederiA/B Mercurius (H.Selander, *Mgr*)	230·5|36·1|14·8 P22'Q65'B52'F25' FK	Stockholm Swedish *WB*	T.3Cy.19″,31″&51″-36″ 160NHP Richardsons,Westgarth&Co.Ld.Hpl.	17 ″ 2	VL †
34402 114813 GQDL	— (*CableVessel*) 1*Dk*	929 775 463					1901	Armstrong Whitworth &Co.Ld. Newcastle	AmazonTelegraph Co.Ld.	207·0|36·0|13·7	London British *WB*	T.3Cy.14″,22½″&36″-27″ 164NHP WllsndSlpwy.Co.Ld.Nwc.		C
34403 145113 GDLT	**Viking Star** (*ex*Vikingstar, *ex*Lusiada) *ss*Nwc.No.3-5,33 *Ref.Mchy.* *ss*Shl.No.1-37 2*Dks(Stl)&Shelter dk(Stl)*	6445 6213 3928	100A1 *Shelter dk withfreeboard* ~~2,41~~11,41 Examined 5,42 ~~BS4,40~~ ✠Lloyd'sRMC ~~4,41~~ 11,42 *Fitted for oil fuel 3,20 F.P. above 150° F.*	~~Gls~~ Hfx Liv BS5,42 LMC4,37	*z*	CL 6,39	1920 3mo *Lloyd's A&CP*	Napier& Miller,Ld. Glasgow	BlueStarLine,Ld.	400·3|52·3|28·5 36·6 FK *Collision* *CellDB*345'1040t*FPT*125t	London British *ptCem* *BH to Sh dk* 5 ,, ,, *U* ,, *APT*206t	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&Jackson,LdGls	38 ″ 11 s11 ″ 10¼ 27 ″ 4¼	
34404 LFGQ	**Vikingen** Ⓟ 2*Dks*	493 258 286					1900	Trond-hjems M.V. Trondheim	Hardanger Sunnhordlandske Dampskibsselskap	149·7|23·2|11·9 H34*t* 18·9	Bergen Norwegian	T.3Cy.15″,25″&41″-26″ NB37 86NHP TrondhjemsM.VTrndheim		
34405 7850 SJGN	**Vikingland** *ss*Got.No.2-40 *OilEng.* *Ref.Mchy.* 1*Dk(Stl)&Shelterdk(Stl)* D.F. *Strengthened for navigation in ice*	*2626* *2158* *1386*	✠100A1 *withfreeboard* 5,41 ~~8,40~~ ✠LMC DBS8,40 *Carrying vegetable oil or molasses in deep tank& vegetable oil in wing DB tanks in engine room*	Got CS8,40 8,40	*v*	CL 4,39	1932 12mo *Lloyd's A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Angf.A/B Tirfing (T.E.J.: son Broström,*Mgr.*) (SvenskaOrient Linien)	332·3|46·6|19·9 355·6(O.L.) FK *CellDB*283'717t*MT*21'570t	Gothenbrg Swedish *7BHptCem* (*Coll to Sh dk* 6 ,, *2nd*,,) *APT*43t	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$″-47¼″ 641NHP DB*80lb* EriksbergsM.V.AktiebGot	22 ″ 6 s1 ″ 0¾ 21 ″ 7½	
34406 LDDO	**Vilja** *OilEng.* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Cruiser Stern*	6672 5696 3907					1928	Kockums M.V.Aktieb. Malmö	SkibsA/S Nordheim(H.Ditlev-Simonsen&Co. *Mgrs.*)	411·2|56·2|32·4 P418*t*H559*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$″-55⅛″ 438NHP KockumsM.V.Akt.Malmö		N
34407 135270 MLXP	**Vilk** (*ex*Corbank-39,*ex*Hitchin) *ss*Tln.2ndNo.3-9,39 *Well deck* 1*Dk(Stl)*	1944 1704 1123	✠100A1 3,42 ~~1,41~~ ~~10,41~~ BS~~12,40~~ 10,41 ✠LMC9,39	~~Trn~~ ~~Bly~~ Lcn	*q*	CL ~~N7,39~~ ~~10,41~~ 2,42	1913 10mo *Lloyd's A&CP*	S.P.Austin &Son,Ld. Sunderland	Ministry of War Transport(Hudson S.S.Co.Ld.,*Mgrs.*) *CellDBa67'uE&B41*	267·0|38·0|17·6 275·8(O.L.) Q140'B12'F28' FK *f*106'480t*FPT*105t	Glasgow British *4BHCem* *APT*195t	T.3Cy.21″,34″&56″-39″ (*s*) 180lb 221NHP 2SB,*6pf*,GS89,HS3534 N.E.MarineEng.CoLd.Sld.	19 ″ 10 s6 ″ 4¾ 18 ″ 1¾	
34408 6 IVLC	**Villa** Ⓟ TwinSc (*Ferry*) *Fitted for oil fuel* 1*Dk*	932 758 281					1909	Flli. Orlando&Co Leghorn	ItalianState Railways	271·0|34·4|12·7	Messina Italian	T.6Cy.16″,26½″&41½″-23¾″ 167NHP Flli.Orlando&Co.Leghorn		I
34409 EARQ	**Villa de Madrid** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 2*Dks&Shade dk*	6942 5576 3977					1931	Frd.Krupp Germaniawf A.G. Kiel	Cia.Trasmediterránea	400·7|55·9|31·3 P340'F42'	Barcelona Spanish *WB*	Oil Engines 4S.C.SA 18Cy.23⅝″-41⅜″ 1024NHP FrdKruppGermaniawf AG		V
34410	**Villa Encarnacion** (*ex*Estreito) *Mchy.Aft* 1*Dk*	419 — 252					1895	Bremer Vulkan Vegesack	Cia.Argentina de Nav.Mihanovich, Ltda.	184·6|26·0|9·3 Q49'B16'F15'	Bns.Aires Argentine *WB*	C.2Cy.14$\frac{15}{16}$″&27$\frac{9}{16}$″-21⅝″ 29NHP BremerVulkan,Vegesack		
34411 CSBT	**Villa Franca** (*ex*Esposende, *ex*Arkadia) 1*Dk&Spar dk*	2045 1678 1245					1906	G.Seebeck Akt.Ges. Bremerhaven	Cia.deNav. "Carregadores Açoreanos"	263·4|37·5|21·8 P22'B65'F22'	Lisbon Portuguese *WB*	T.3Cy.19$\frac{5}{16}$″,32¼″&52″-42⅛″ 174NHP G.SeebeckA.G.Bremerhvn		V
34412 LDKD	**Villanger** TwinSc *Ref. Mchy.* *OilEng.* D.F. 1*Dk&Shelter dk*	4884 4372 3005					1929	Armstrong Whitworth &Co.Ld. Newcastle	WestfalLarsen& Co.A/S	398·0|54·7|26·1 P70*t*H366*t*F22*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼″-43$\frac{5}{16}$″ 624NHP J.G.Kincaid&Co.Ld.Grk.		N
34413 1738 ICNO	**Villarperosa** (*ex*Valsugana, *ex*PiombinoI) Now "Colin," see No. 35953 in Supplement *OilEng.* *Mchy.Aft* D.F. 2*Dks*	6255 5922 3621					1921	Soc.Anon. Ilva Piombino	Soc.Commerciale diNav.	396·7|51·8|34·8	Genoa Italian *WB*	Oil Engines 2S.C.SA NE27 4Cy.29½″-49$\frac{3}{16}$″ 606NHP FiatS.G.M.Turin		I
34414 1250 CBVI	**Villarrica** Ⓟ (*ex*Alejandro-38, *ex*Argentino) *ss*Vpo.2nd.No.3-5,37 2*Dks(Stl-Uws)*	2989 — 1952	✠100A1 7,41 ~~2,39~~ ✠NB10,32 ✠LMC~~5,37~~ BS~~5,40~~ 5,41 MS7,41	~~Vpo~~ Tal	*l*	CL 2,39	1913 10mo *Lloyd's A&CP*	AilsaS.B. Co.Ld. Troon	ChilianState Railways *CellDBa68' uE&B86'f114'*	309·6|41·6|20·5 P&B197'F38' FK 452t*FPT*20t*APT*5t	Valparaiso Chilian *5BHCem*	T.3Cy.21½″,36½″&59″-45″ 200lb (*s*) 340NHP 2SB,*6cf*,GS121,HS4920 FD AilsaS.B.Co.Ld.Troon	23 ″ 0 s2 ″ 9¾ 20 ″ 7	
34415 FOOR	**Ville d'Ajaccio** Ⓟ 2*Dks* D.F. *Fitted for oil fuel*	2444 1657 1146					1929	Ch.&Atel. deProvence Marseilles	Cie.deNavigation Fraissinet	269·0|41·1|22·7 P&B187'F43'	Marseilles French *WB*	T.3Cy.24⅜″,39⅜″&64$\frac{3}{16}$″-39⅝″ 262NHP Ch.&Atel.deProvence,Msl.		V
34416 FNSL	**Ville d'Alger** Ⓟ TwinSc 3*Dks4trB* *Ref.Mchy.* *Fitted for oil fuel* D.F. *CruiserStern*	10172 7028 3811					1935	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	461·9|63·2|30·3 F383' 38·6	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc.Shafts 3000NHP Ch.&Atel.deSt.Nazaire		V
34417 166317 BFVD	**Ville d'Amiens** Ⓟ D.F. 2*Dks(Stl)&Shelterdk(Stl-ws)*	6975 6223 4216	✠ 12,25 ✠	Syd	*a*†		1924 11mo	NofIreland S.B.Co.Ld. Londonderry	Ministry of War Transport,The ClanLineSteamers Ld.(CayzerIrvine &Co.Ld.)*Mgrs.*	411·0|53·7|28·5 35·8 F37'*on Shelter dk* FK *Coll* *CellDB*351'1160t	Liverpool British *7BHCem* *BH to Sh dk* *FPT*95t*APT*120t	T.3Cy.27″,46″&77″-51″ &L.P.Turbine FD 4SB.*12cf*,GS264,HS11364 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V † BT till 10,41

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où cote, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
34418	**Ville d'Anvers** Ⓟ (*ex*American Banker–40, *ex*Cantigny) 2*Dks*&*Shelter dk* *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. *Cruiser Stern*	7462 6282 3889	✠ … 3,22 ✠				1920 4mo	American International S.B.Corp. HogIslandPa	Soc.Maritime AnversoiseSoc. Anon.	436·9|58·2|35·9 P80′B135′F82′ *on Shelter dk* FK	Antwerp Belgian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 1290NHP GeneralElectricCo.Clvlnd.	40 ″ 0	R †
34419 FNSQ	**Ville d'Oran** Ⓟ TwinSc 4*Dks* *Ref.Mchy.* D.F. *Fitted for oil fuel*	10172 7028 3811					1936	Soc.Provençale de Cnst.Nav. LaCiotat	FrenchGovernment(Ministère de laMarine Marchande)	461·9|63·2|38·6 P18′F380′	Marseilles French *WB*	6SteamTurbinesSRgeared to2ScShafts 3333NHP Ch.&Atel.deSt.Nazaire		V
34420 FNQR	— Ⓟ *ss*St.N.2ndNo.3–7,38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames*	4861 4331 3005	✠100A1 *Shelter dk withfreeboard* 12,41~~2,40~~ 12,41 ✠LMC7,38 MBS~~8,39~~ DBS2,40 ~~SURVEYS DELAYED~~	~~Hav~~ Msl	*w*	CL 8,39	1912 4mo	Forg.&Ch. de la Médit. Havre A&CP	NouvelleCie.HavraisePéninsulaire de Nav. *CellD*	351·5|46·6|24·9 P38′B104′F34′ FK *onShelter dk* *Ba*104′*uE*25′*f*148′	Havre French 6*BHCem* 642*tAPT*26*t*	T.3Cy.24½″,40″&66″–45″ (*s*) 185lb *100lb* 331NHP 3SB,*6cf*,GS102,HS4178 FD Forg.&Ch.de laMédit.Hav.	35 ″ 10 s9 ″ 10¼ 26 ″ 2	
34421 FNKQ	**Ville de Bastia** (*ex*Spaarne) 2*Dks*	1336 — 783					1920	N.V.HaarlemSchps.My Haarlem	Cie.Française des ExtraitsTinctoriaux etTannants	223·4|34·6|20·0	Havre French	T.3Cy.17½″,29″&46″–36″ 127NHP Maats.Fyenoord,Rot.		V
34422 FPAB	**Ville de Bougie** (*ex*York–37) 1*Dk* *Fitted for oil fuel*	1237 935 399					1907	CaledonS.B.&E.Co.Ld. Dundee	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	250·8|36·1|15·0 P&B176′F28′	Algiers French *WB*	T.3Cy.23½″,38″&62″–39″ 240NHP CaledonSB.&E.Co.Ld.Dun		V
34423 FPAU	**Ville de Djidjelli** (*ex*Hull–37) 1*Dk* *Fitted for oil fuel*	*1132* *879* *451*					1907	CaledonS.B.&E.Co.Ld. Dundee	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	255·7|36·2|14·8 P&B172′F29′	Algiers French *WB*	T.3Cy.23½″,38″&62″–39″ 240NHP CaledonSB.&E.Co.Ld.Dun		V
34424 168808 ~~FNQL~~ BFVF	**Ville de Majunga** Ⓟ D.F. 3*Dks* ~~2*Dks*&*Shelter dk*~~ *Ref.Mchy.* *Mchy.Aft*	6174 5582 3675					1931	Atel.&Ch. delaSeine Maritime WormsetCie LeTrait,S.I.	Ministry of War Transport(Union-CastleMailS.S.Co, Ld.*Mgrs.*)	392·9|53·5|24·8 F44′ 32·6	Liverpool British *WB*	T.3Cy.27″,44″&73″–48″ 370NHP Atel &Ch.delaSeine MaritimeWormsetCie		V BT till 10,42
34425 FNQN	**Ville de Metz** Ⓟ *ss*Hav.No.3–6,33 *ss*Hav.No.1–38 D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*–*ws*)	7007 6362 4402	✠100A1 *Shelter dk withfreeboard* 11,39 ✠LMC MS3,37 BS11,39 *Fitted for oil fuel* 7,20 *F.P. above* 150° F. SURVEYS DELAYED	Hav	*a*†	CL 4,38	1920 7mo	N.ofIrelnd S.B.Co.Ld Londonderry *Lloyd's*A&CP	NouvelleCie.HavraisePéninsulaire deNav. *CellDB*	411·0|53·8|35·6 427·7(O.L.) F37′*onShelter dk* *Collisio* FK 355′1180*t* *FPT* 95*t*	Havre French *Cem* *nBHtoShdk* 6 ,, ,, *U* ,, *APT*120*t*	T.3Cy.27″,46″&77″–51″ (*s*) 200lb 710NHP 4SB,*12cf*,GS247,HS11044FD J.G.Kincaid&Co.Ld.Grk.	38 ″ 2 s10 ″ 7¾ 27 ″ 9	
34426 FNQP	**Ville de Reims** Ⓟ *ss*Hav.No.3–9,30 *ss*Hav.No.1–34 2*Dks*(*Stl*)	4617 4124 2874	✠100A1 11,39 MS8,38 ✠LMC MBS2,39 DBS9,39 (SEE FOOT NOTE *)	Hav	*x*	CL 8,38	1918 5mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd's*CP	NouvelleCie.HavraisePéninsulaire deNav. *CellD*	376·0|52·2|25·5 P27′B217′F35′ FK *B*332′1061*tFPT*81*t*	Havre French 7*BHCem* *APT*43*t*	T.3Cy.25″,41″&68″–48″ (*s*) 180lb *100lb* 489NHP 3SB,*9cf*,GS185,HS7602 FD Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s4 ″ 1 24 ″ 1	
34427 168817 ~~FNQQ~~ BDWL	**Ville de Rouen** Ⓟ *ss*Hav.No.3–2,32 *ss*Hav.No.2–39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–*ws*)	5083 3921 3144	100A1 *Shelter dk withfreeboard* 3,41 LMC MS8,39 BS3,41	Msl	*x*	1,40	1919 10mo	N.ofIrelnd S.B.Co.Ld. Londonderry *Lloyd's*A&CP	Ministry of War Transport(Glen Line,Ld.*Mgrs.*) *CellDB*357′908*t*	370·4|51·2|25·7 384·5(O.L.) FK *Collisio* *FPT*70*t* *APT* 112*t*	Liverpool British *Cem* *n BH to S dk* 6 ,, ,, *U* ,,	T.3Cy.25″,41″&68″–48″ (*s*) 180lb 468NHP 3SB,*9cf*,GS160,HS6972 FD Kincaid&Co.Greenock	28 ″ 2 s3 ″ 3¾ 25 ″ 0¾	
34428 168236 ~~FOBM~~ BFVG	**Ville de Strasbourg** Ⓟ D.F. 3*Dks* ~~2*Dks*(*Stl*)&*Shelter dk*(*Stl*–*ws*)~~ *Fitted for oil fuel*	7159 6366 ~~4237~~	✠ 9,24 ✠	Hav	*a*†		1920 10mo	N.of Irelnd S.B.Co.Ld. Londonderry	Ministry of War Transport(Union-CastleMailS.S.Co. Ld.*Mgrs.*) *CellDB*355′1180*t*	411·0|53·8|28·3 F37′*on Shelter dk* 38·2 FK *Collisio* *FPT*95*tAPT*120*t*	London British *Cem* *n BH to S dk* 6 ,, ,, *U* ,,	T.3Cy.27″,46″&77″–51″ 710NHP 4SB,*12cf*,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V †
34429 168806 ~~FNQT~~ BFXY	**Ville de Tamatave** Ⓟ D.F. *Ref.Mchy.* 3*Dks* ~~2*Dks*&*Shelter dk*~~	6276 5579 3974					1931	Atel.&Ch. de laSeine Maritime Worms etCie LeTrait,S.I.	Ministry of War Transport(Elder DempsterLines, Ld.*Mgrs.*)	392·9|~~53·5|24·8~~ F44′ |53·6|27·6	~~Havre~~ ~~French~~ *WB* Liverpool British	T.3Cy.$26\frac{15}{16}$″,44″&73″–$48\frac{1}{16}$″ 370NHP Atel.&Ch.de laSeine Maritime,LeTrait		V BT till 10,42
34430 TUTD	**Ville-de-Ténès** (*ex*Cartenée, *ex*FalmouthCastle, *ex*Braeside) *ss*Fal.No.3–6,19 *ss*Fal.No.1–23 *Mchy.Aft* *Well deck* 1*Dk*	390 272 152	✠ … 6,27 ✠				1909 2mo	J.Crown&Sons,Ld. Sunderland	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	142·1|23·6|9·8 Q78′B7′F22′ FK	Algiers French *WB*	C.2Cy.18″&38″–27″ 59NHP MacColl&Pollock,Ld.Sld.	10 ″ 10	V †
34431 TUWR	**Ville de Tipáza** (*ex*Michel&Renée) *OilEng.* 1*Dk*	331 267 170					1917	Atel.&Ch. deBretagne Nantes	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino &Cie.*Mgrs.*)	140·4|24·0|10·5 P47′B11′F23′	Algiers French *WB*	Oil Engines 2S.C. 6Cy.$9\frac{1}{16}$″–$14\frac{15}{16}$″ NE36 SulzerBros.Winterthur		V
34432	**Ville de Toulon** TwinSc (*ex*Elpidifor) - 1*Dk*	672 587 394					1905	Howaldtswerke Kiel	A.Dunin-Slepsc -	210·0|33·8|10·3 Q53′	Polish *WB*	T.6Cy.$11\frac{15}{16}$″18¾″&29½″–15¾″ 69NHP Howaldtswerke,Kiel		
34433 FOBN	**Ville de Verdun** Ⓟ D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*–*ws*)	7007 6366 4402	✠ 3,25 ✠	Syd	*a*†		1921 5mo	N.of Irelnd S.B.Co.Ld. Londonderry	Soc.desServices Contractuels des Messag.Mar. *CellDB*355′1180*t*	410·0|53·5|38·2 35·6 F37′*onShelter dk* FK *Collisio* *FPT*95*tAPT*120*t*	Havre French *Cem* *n BH to S dk* 6 ,, ,, *U* ,,	T.3Cy.27″,46″&77″–51″ 710NHP 4SB,*12cf*,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V †

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dateof B. of Trade Cert.
34434 FNQS	**Ville du Havre** Ⓟ ssHav.No.3-5,37 D.F. 2Dks(Stl)&Shelter dk (Stl-ws)	5083 3921 3144	100A1 Shelter dk withfreeboard ~~7,41~~ ~~6,40~~ ~~9,41~~ 1,42 ~~MS6,37~~ LMC7,41 ~~BS4,40~~	~~Bdx~~ Msl	x	CL ~~6,39~~ N9,41	1919 6mo	N.of Irelnd S.B.Co.Ld. Londonderry Lloyd'sA&CP	NouvelleCie.Havraise Péninsulaire deNav.	370·4 384·3(O.L.) P32'B217'F34' FK CellDB317'1044tFPT61t APT107t	51·2	25·7	Havre French Cem WB Collision BH to S dk 6 „ „ U „	T.3Cy.25",41"&68"-48" (s) 180lb 462NHP 3SB,9cf,GS161,HS6972 FD J.G.Kincaid&Co.Ld.Grk.	28 ″ 2 s 3 ″ 6½ 24 ″ 10	
34435 FNJS	**Villiers** (exBarmbek) ssHam.No.1-27 Well deck 1Dk	2548 2158 1488	... 4,30				1923 10mo	Schiffsw(v J.&Sch.)A.G Hamburg	Cie.desAffrêteurs Français(Heuzey &Chastellain, Mgrs.)	329·1 P19'Q46'B200'F38' FK	45·5	18·1	Rouen French WB	T.3Cy.$22\frac{13}{16}$",37"&60"-$39\frac{3}{8}$" 317NHP HannoverscheMch.Fab. Hannover	20 ″ 6	V †
34436 LFGW	**Vilma** (exCapitol,exGrovemont, exTudhoe) ssShl.No.3-4,20 Well deck ssShl.No.1-24 1Dk&deep framing	1314 1010 795	✠ ... 11,25	✠			1906 12mo	J.Crown& Sons,Ld. Sunderland	D/S A/S Vilma (K.S.Nordgreen)	230·1 P17'Q65'B48'F26' FK	36·0	14·7	Bergen Norwegian WB	T.3Cy.17½",29"&47"-33" 144NHP J.Dickinson&Sons,Ld.Sld.	16″10	N †
34437	**Vilna** OilEng. Elec.welded CruiserStern 1Dk Mchy.Aft CarryingPetroleum in bulk	490					1940	Glommens Mek.Verk. Fredrikstad	Skibs.-A/S Varden (SverreDitlev-Simonsen&Co. Mgrs.)	150·0	26·0		Oslo Norwegian	Oil Engines 2S.C.SA 6Cy 9⅞"-16½" 102NHP A/B Atlas-Diesel,Skm.		
34437A 403 ESDI	**Vilsandi** Ⓟ (exDagmar-38) 1Dk	330 177 186					1904	Göteborgs M.V.Aktieb. Gothenburg	LaevaühingG. Sergo&Ko.	120·2 P79'H53tF29'	24·1	10·3	Tallinn Estonian	C.2Cy.$17\frac{15}{16}$"&$39\frac{3}{8}$"-$23\frac{5}{8}$" 63NHP GöteborgsMV.Aktieb.Got		
34438 LFGX	**Vim** (exBarbara-32,exRecto) D.F. 1Dk	1114 983 670					1913	Bergens Mek.Værks Bergen	A/S VictorMullers Rederi	226·3 P21tH52tF30t	36·5	15·8	Bergen Norwegian WB	T.3Cy.17",26½"&46"-30" 115NHP BergensMekVærksBergen		N
34439 160180 GBKF	**Vimeira** ssSws.No.3-3,40 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinalframing	5728 5163 3432	✠100A1 6,42 ~~1,44~~ BS4,41 ✠LMC3,40 CarryingPetroleum in bulk Fitted for oil fuel 11,27 F.P. above 150° F.	~~Shl~~ Bel	z	CL ~~4,41~~ 5,42	1927 11mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	VimeiraS.S.Co.Ld. (Gow,Harrison& Co.Mgrs.)	410·1 423·8(O.L.) P118'B38'F42' FK CellDBuE&B76'170tAPT204t	54·5	30·1	Glasgow British 16BHptCem 5„to2nd dk	T.3Cy.25",43½"&74"-48" (s) 210lb 567NHP 3SB,9cf,GS190,HS8202 FD Rankin&BlackmoreLdGrk	30 ″ 0	
34440 1743 ICNQ	**Viminale** Ⓟ TwinSc OilEng. D.F. GyC. ssGen.No.3-10,38 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)in forward holds	8657 6733 5355	✠100A1 Shelter dk withfreeboard 1,40 ✠LMC CS1,39 DBS10,39 6,38	Gen	c†	CL 9,38	1925 10mo	Cant.San Rocco(S.A.) Trieste Lloyd'sA&CP	LloydTriestino Soc.Anon.diNav.	452·5 467·9(O.L.) B185'F74' FK CellDB393'1510tDTf13'295tFPT172tAPT91t	57·2	31·5	Genoa Italian ptCem 9BHtoSh dk	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"-47¼" 984NHP DB100lb StabilimentoTecnico,Tri.	35 ″ 0 s 7″11¼ 27 ″ 3½	
34441 90912 MQNZ	**Vina** ssGmh.3rdNo.3-4,33 ssGmh.No.1-37 Well deck 1Dk(Irn)&Webframes Cargo battens not fitted	1021 755 610	NO LATER SURVEY REPORTED ✠100A1 12,39 BS4,40 ✠LMC4,37	Bgn	m	OG 2,38	1894 3mo	Ramage& Ferguson,Ld. Leith A&CP	J.T.Salvesen&Co.	215·8 226·5(O.L.) P27'Q38'B58'F30' FK CellDB174' 215tFPT19tAPT37t	32·0	14·0	Grngemth British 5BHCem	T.3Cy.$15\frac{7}{16}$",24"&39"-30"(s) 160lb 100lb NDB13 99RHP 1SB,3pf,GS55,HS1715 Ramage&Ferguson,LdLth	16 ″ 3 s ″11¼ 15 ″6¼	
34442 1281 CBVM	**Viña del Mar** 3Mst (exChamperico-34, ssVpo.2ndNo.3-5,35 exAndorinha) ssVpo.No.1-39 Well deck 2Dks(UStl-ws)	2677 — 1579	✠100A1 2,42 ~~9,40~~ ✠LMC11,40 BS11,41 Intermediate bulkhead in fore hold dispensed with	~~Tal~~ Vpo	s	CL ~~9,40~~ 2,42	1911 5mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	ChilianState Railways	290·1 P&B197'F45' BK10" CellDBa34'uE24'f142'400tFPT46tAPT37t	41·7	17·0	Valparaiso Chilean Cem 4BH only	T.3Cy.24",39"&64"-42" (s) 180lb 321NHP 3SB,9cf,GS162,HS5412 CaledonSB.&E.Co.Ld.Dun	20 ″ 0	
34443 218850 KIZS	**Vincent** 1Dk&Shelterdk&Webframes Sub.Sig. Fitted for oil fuel Longitudinal framing	6210 5705 3857	✠ ... 3,21				1919 9mo	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5 P45'B110'F38'on Shelter dk FK	55·0	31·4	NewarkNJ Utd.States WB	2 Steam Turbines DR geared to1Sc.Shaft619NHP MidWestEng.Co. Indianapolis,Ind.	34″11	R †
34444 ~~[illegible]~~	**Vineland** (exSapinero-40) 2Dks&Webframes D.F. ~~Fitted for oil fuel~~ ssN.Yk.No.3-3,40	5587 4573 3424	✠100A1 ~~6,41~~ ~~6,20~~ 2,42 BS~~6,41~~2,42 ✠LMC3,40 Fitted for oil fuel 3,19 F.P. above 150°F	~~Bos~~ Gal	z	CL ~~3,40~~ 2,42	1919 3mo	American International S.B.Corpn. HogIslandPa	~~Cia.Scotia de VaporesS.A.~~ VinelandShippingCo.	390·0 P39'B122'F43' FK CellDB279'1380tMT24'748tFPT144tAPT100t	54·2	27·6	~~Panama~~ ~~Panamanian~~ British ~~WB~~ 8BHCem	DR geared steam turbine 200lb (s) 602NHP 3WTB(Spt)HS8706 FD GeneralElectricCo. Schenectady,N.Y	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
34445 DAVG	**Vineta** (exMasuren,exFrieda, exFranzLansert) Ref.Mchy. 1Dk	513 396 299					1899	Nüscke& Co. Grabow	Rud.Christ.Gribel	168·4 Q56'B43'F21'	25·7	12·5	Stettin German WB	C.2Cy.17¾"&30¾"-19¾" "Kette"Deutsche Elbsch.Ges.Uebigau		G
34446 LDDQ	**Vinga** Carrying Petroleum in bulk OilEng. Mchy.Aft 2Dks D.F. Longitudinal framing	7321 6745 4339					1927	F.Schichau Danzig	A/S J.Ludwig MowinckelsRederi	441·6 P393tH182t	57·4	34·2	Bergen Norwegian WB	Oil Engines 2S.C.SA 6Cy.$26\frac{13}{16}$"-$47\frac{5}{16}$" 752NHP F.Schichau,Elbing		N
34447 7761 SDAG	— (exAasne-40) 1Dk&Shelter dk CruiserStern	*1572* *1371* *835*					1931	Oskrshmns M.V.& Skpsdk.A/B Oskarshamn	Rederi A/B Bifrost (J.R.Trapp,Mgr.)	269·2 Q26'B161'F21'	40·5	16·5	Gothenbrg Swedish WB	T.3Cy.17⅞",28¾"&47¼"-30" &1 LP turbine with DR gearing & hydraulic coupling OskarshamnsM.V.Aktieb.		N
34448 8114 SJUN	**Vingaren** ssGot.No.1-41 TwinSc OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern Strengthened for navigation in ice	*3154* *2646* *1686*	✠100A1 withfreeboard ~~4,41~~ ~~9,40~~ ~~9,41~~ 1,42 ✠LMC CS4,41 ~~7,39~~ 3,40	Got	x	CL ~~P4,39~~ ~~s9,40~~ 4,41	1936 11mo	Eriksbergs M.V.Aktieb. Gothenburg Lloyd'sA&CP	RederiA/BTransatlantic(G. Carlsson,Mgr.)	368·0 380·7(O.L.) FK CellDB304'1091tTanks at sides of tunnels 65t FPT46tAPT134t	51·7	20·3	Gothenbrg Swedish 7BH (Coll to Sh dk 6 „ 2nd „)	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 810NHP EriksbergM.V.Aktieb.Got	25 ″ 6 s1 ″ 11 23 ″ 9¼	
34449	**Vingnes** OilEng. D.F. 1Dk&Shelter dk CruiserStern	5200 4600 3000					1940	A/BGötaverken Gothenburg	Skibs.A/SNordheim(Halfdan Ditlev-Simonsen& Co.Mgrs.)	426·0	56·8	25·3	Oslo Norwegian WB	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 653NHP A/BGötaverken,Got.		
34450 LDDR	**Vinland** TwinSc OilEng. 1Dk&2nd dk in Nos.1&2holds	4436 3990 2664					1924	Akt.Burmeistr&Wain Copenhagen	D/S A/S John Bakke(KnutKnutsenO.A.S.Mgr.)	368·5 P116tH244t	53·7	24·9	Haugesnd Norwegian WB	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 452NHP Akt.Burmeistr&Wain,Cpn		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
34451 138859 CYMP	**Vinmount** (*ex*Vulcan) *Mchy.Aft* 1*Dk2trB*	1799 1646 1024					1889	GlobeIron WorksCo. Cleveland,O. *Rebuilt* 1920 *by*CollingwoodS.B.Co.Ld.Collingwood,Ont.	Marine Industries, Ld.	243·0|38·0|21·0	Montreal British *WB*	C.2Cy.27″&50″–36″ 108NH GlobeIrnWrks.Clevelnd,O		
34452 CTBX	**Vinte e Oito de Maio** (*ex*Westpolder–34) *ss*DakarNo.2–38 *Ref.Mchy.* 1*Dk*(*Stl*)	1113 — 650	✠100A1 *withfreeboard* 11,40 BS11,40 LMC1,38	Lis	*m*	CL 12,38	1929 1mo	J.Meyer's S.B.Co. ZaltBommel *Lloyd'sA&CP*	Government of the CapeVerdeIslands *CellDB*169′201*t FPT*22*tAPT*8*t*	210·4|32·2|13·0 Q66′B&F144′ FK	StVincent C.V.I. Portuguese 4*BHCem*	T.3Cy.16½″,26¾″&42½″–29½″ 192lb (*s*) 145NHP 2SB,4*cf*,GS70,HS2675 Steen&Kaufman,Elmshrn	15 ″ 0 s 7 ″ 6¾ 15 ″ 0¼	
34453 OZJE	**Viola** Now sailing as "St. Denis" D.F. 1*Dk*	1595 1212 934					1929	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen)	253·5|39·1|15·4 P17′Q74′B112′F34′	Copnhagn Danish *WB*	C.4Cy.(2)14¾″&(2)31½″–31½″ HS2350 144NHP HelsingörsJernsk &Mskb.		C
34454 DHGW	— (*ex*Este–35,*ex*Viola) 1*Dk*	991 804 484					1921	Reiherst'g Schiffsw Hamburg	A.Kirsten	222·3|34·6|13·1 P&B180′F31′	Hamburg German *WB*	T.3Cy.16 11/16″,27⅗″&43 3/10″–33½″ 109NHP Reiherst.Maschinenf.Ham.		G
34455 OHEY	— Ⓟ (*ex*FredrikWilhelm) 1*Dk*&*Shade dk*	324 — 163					1893	W.Rosenlew&Co. Björneborg	FinskaÅngf. Aktiebolaget	132·6|23·0|8·9 126·7 *Hurricane dk*92′	Helsingfrs Finnish *WB*	C.2Cy.21″&38″–22″ 56NHP W.Rosenlew&Co.		
34456 EGSA	**Virgen de la Cinta No. 6** (*ex*VergedelCarme–34, *ss*Shl.No.3–6,14 *ex*Santander, *ss*Msl.No.2–24 *ex*Dimecres,*ex*Euzkera, 1*Dk*(*Stl*)2*trB* *ex*SantaFlorentina) *Well deck*	1536 — 939	✠ — — 8,27 ✠	Bcl	*p*		1901 11mo	Grngem'th &Greenock DockyardCo. Grngemouth *Lloyd'sA&CP*	NavieraCandina S.L.(Manuel de la CorteGutierrez, *Mgr.*) *CellDBa*56′*uE&B*36′*f*102′375*tAPT*40*t*	244·4|35·8|17·4 Q87′B62′F27′ FK	Huelva Spanish 4*BHCem*	T.3Cy.18″,30″&50″–33″ 151NHP 1SB,3*cf*,GS61,HS2251 Cooper&Greig,Dundee	18 ″ 8	
34457 160179 GDYV	**Virgilia** *ss*Sws.No.3–4,40 D.F. 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	5723 5157 3415	✠100A1 9,41 ~~3,41~~ BS5,41 ✠LMC5,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,27 *F.P. above* 150° F.	~~Lon~~ Nwc	*z*	CL 5,39	1927 10mo	Greenock DockyardCo. Ld. Greenock *Lloyd'sA&CP*	VirgiliaS.S.Co.Ld. (Gow,Harrison&Co.) *CellDBuE&B*72′180*tAPT*199*t*	410·3|54·5|30·1 415·3(O.L.) P118′B38′F52′ FK	Glasgow British 16*BHptCem* (11 *to U dk* 5 ,, 2*nd* ,,)	T.3Cy.25″,43½″&74″–48″ (*s*) 210lb 565NHP 3SB,9*cf*,GS172,HS8172 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0	
34458 1534 ICNS	**Virgilio** Ⓟ TwinSc *OilEng.* *ss*Gen.No.2–36 3*Dks*(*Stl*)&*Shade dk*(*Stl*–teak s) *Ref.Mchy.* 4*th dk*(*Stl*)*inNo.*3*hold* D.F. *CruiserStern*	11718 9464 6750	✠100A1 *withfreeboard* 3,40 ✠LMC CS5,37 DBS3,40 3,39 ✠Lloyd'sRMC12,39 "F" dk. chambers for temp. 32° F. NO LATER SURVEY REPORTED	Gen	*f*†	CL 3,39	1928 4mo	Cantieri ed Officine Meridionali Baia *Lloyd'sA&CP*	"Italia"Soc.Anon. diNav. *CellDB*404′1586*tDTa*161*t Tanks in way of tunnels* 500*t FPT*119*tAPT*137*t*	506·1|61·8|32·4 (O.L.) 481·6 FK	Genoa Italian 9*BHptCem*	Oil Engines 4S.C.SA 16Cy.29⅛″–51 3/16″ 1312NHP 2DB100lb StabilimentoTecnico,Tri.	36 ″ 1 s 9 ″ 1⅝ 27 ″ 1½	
34459 240389 WGXF	**Virginia** 1*Dk* *CruiserStern* *Longitudinal framing* *Mchy.Aft* *Fitted for oil fuel* *CarryingPetroleum in bulk*	10731 — 8472					~~1940~~ 1941	Welding ShipyardsInc Norfolk,Va.	NationalBulk Carriers,Inc.	500·0|70·0|38·5 P198′F90′	Wilmingtn (Del.) Utd. States *WB*	2 steam turbines DRgeared to 1 sc. shaft 1416NHP AllisChalmers,Milwaukee		R
34460 215371 WKCY	— *ss*N.Yk.2ndNo 3–5,41 ~~*ss*N.Yk.No.3–7,29~~ ~~*ss*N.Yk.No.2–36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6390 6064 3964	✠100A1 ~~5,41~~ ~~9,40~~ 11,41 MS11,41 BS6,41 ~~BS7,40~~ ✠LMC~~12,38~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,17 *F.P. above* 150° F.	~~N.Yk~~ Gal	*a*†	CL 6,40	1917 7mo	ForeRiver S.B.Corp. Quincy,Mass A&CP	TheTexasCo. *CellDBuE&B*60′209*tFPT*229*tAPT*130*t*	416·8|56·1|31·1 P107′B35′F33′ FK	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.26 11/16″,44″&71¼″–51″ 190lb (*r*) 549NHP 3SB,9*cf*,HS7979 FD ForeRiverS.B.Cor.Quincy	32 ″ 9 s 6 ″ 4½ 26 ″ 7¼	
34461 OZQB	— (*ex*Pacific) 2*Dks* D.F. *Fitted for oil fuel*	5343 — 4159					1920	Kjöbnhvns Flydk&Skbs. Copenhagen	DetForenede DampskibsSelsk	378·0|52·2|24·5 H104′F32′	Copnhagn Danish *WB*	DR geared steam turbine Sven.Trbfab.Akt. Ljungström,Finspång		G
34462 5540 SIHA	— (*ex*Gustavsholm, *ss*Hbg.2ndNo.3–2,33 *ex*OscarTrapp, *ss*Hbg.No.1–38 *ex*Marina) 1*Dk*(*ptIrn&ptStl*) &*deep framing* *Cargo battens not fitted*	~~2814~~ ~~2661~~ ~~1702~~ 2894 2601 1741	✠100A1 ~~7,41~~ ~~9,39~~ 4,42 ~~BS4,39~~ ~~4,41~~ ✠LMC~~4,38~~ 4,42	Hbg	*u*	CL ~~N2,38~~ 7,41	1907 4mo	R.Stephenson&Co.Ld. Newcastle *Lloyd'sA&CP*	RederiA/B Virginia(N.M. Thore) *CellDBa*102′ *uE*20′*f*138′740*tAPT*95*t*	318·0|46·6|20·8 328·7(O.L.) P30′B94′F30′ FK	Jonstorp Swedish 4*BHCem*	T.3Cy.23″,38″&62″–42″ (*s*) 160lb 80lb 262NHP 2SB,6*pf*,GS115,HS4140 Richardsons,Westgarth&Co.Ld.Sld.	23 ″ 3 s 3 ″ 7½ 19 ″ 10	
34463 725 SVGJ	— (*ex*CapFedhala–32, *ss*Ant.No.2–25 *ex*Koffiehandel, 1*Dk* *ex*Sicilier,*ex*Lakeside)	2041 — 1138	✠ ... 12,38 ✠				1917 10mo	Superior S.B.Co. Superior,Wis.	A.G.Pappadakis	251·0|43·8|18·2 P28′B64′F27′ FK	Piræus Greek *WB*	T.3Cy.20″,33″&54″–40″ 274NHP DetroitS.B.Co.Detroit	20 ″ 3	V †
34464 ~~HRBK~~ HPUG	— (*ex*Minadora *ss*N.Os.3rdNo.3–5,37 *ex*Rousslane) 1*Dk*(*Stl*)&*Spar dk* &*Webframes*	1636 1461 940	✠100A1 *Spar dk* *withfreeboard* ~~6,41~~ ~~3,41~~ 11,41 BS6,41 ~~BS5,40~~ ✠LMC5,37 *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	~~NOs~~ HKg	*r*	CL 5,40	1904 12mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd'sA&CP*	~~SeaboardS.S.Corp. (StandardFruit&S.S.Co.*Mgrs.*)~~ Wallem&Co *CellDBa*63′*uE&B*60′*f*90′325*t*	265·0|36·0|13·8 21·3 P55′B66′F50′ FK	Panama Pnamanian 5*BHCem*	T3Cy22 5/16″,35 3/16″&57½″–43 5/16″ 170lb (*s*) 278NHP 3SB,9*cf*,GS159,HS4962 SocAn.J.Cockerill,Seraing	23 ″ 6 s 5 ″ 9½ 18 ″ 1	
34465 3930 WOKC	— Ⓟ (*ex*Berkeley) 1*Dk*	1075 — 648					1902	W.R.Trigg Co.Richmond Va.	Philadelphia&NorfolkS.S.Co. Inc.	201·2|39·0|16·2	Wilmington (Del.) Utd.States	T.3Cy.18″,29″&48″–30″ 126NHP W.R.TriggCo.		
34466 161909	— Ⓟ	457 — 282					1902	W.R.Trigg Co.Richmond Va	Chesapeake&Ohio Rly.Co.	191·0|32·0|12·0	Newport News,Va. Utd.States	T.3Cy.17″,27″&43″–24″ 91NHP W.R.TriggCo.		
34467 228015	**Virginia Lee** Ⓟ TwinSc 2*Dks*	2158 1217 1189					1928	Bethlehem S.B.Corp Ld Quincy,Mass.	NewYork.Philadelphia&Norfolk RailroadCo.	291·0|50·1|16·5	Cape Charles Utd.States	T8Cy(2)18″,(2)30″&(4)34″–27″ 240NHP BethlehemS.B.Corp.Ld.		

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34468 208 SVNB	**Virginia S.** (*ex*Pasubio,*ex*Penrhydd, *ex*Trojan, *ss*Pir.2ndNo.3-8,30 *ex*Inchborva) *ss*Syr.No.1-34 2*Dks*(*Stl*) & *deep framing*	3885 3706 2428	✠ 8,39 ✠	Lth	*x*		1905 3mo	W.Pickersgill&Sons Sunderland	Z.A.Samothrakis	392·0|47·4|23·5 375·0 | 47·5 | 25·7 P31'B208'F39' FK *Cell DBa*122'*uE&B*44'*f*156'972*t DT*	Syra Greek 6*BHCem*	T.3Cy.25",42"&71"-48" 423NHP 2SB,6*rf*,GS122,HS5720 G.Clark,Ld.Sunderland *a*28'583*tFPT*104*tAPT*48*t*	28″6	
34469 230365 KGOJ	**Virginia Sinclair** *ss*N.Os.No.2-38 Sub.Sig. 1*Dk*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing-bracketless system* D.F. E.S.D. GyC.	6151 5525 3796	✠100A1 ~~3,41~~10,41 8,41 BS8,40 ✠LMC10,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,30 *F.P. above* 150° F.	~~NYk~~ NOs	*a*†	CL 8,39	1930 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. *Lloyd's*A&CP	Sinclair RefiningCo.Inc.	416·5|57·1|31·9 P91'B36'F35' FK *CellDBuE&B*70'172*t DTf*31'221*tFPT*219*tAPT*176*t*	Wilmingtn Del. Utd.States 15*BHptCem*	2SteamTurbinesDRgeared to1 Sc Shaft (*s*) 996NHP 3WTB(Spt 400lb) 400lb HS10116 FD DeLavalSteamTurbineCo. Trenton,N.J.	32″0	
34470 93369 WACV	**Virginian** (*ex*Maine) TwinSc4Mst *ss*N.Yk.2ndNo.3-7,28 *ss*Sea.No.1-33 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Fitted for oil fuel*	7985 7543 5028	✠ ... 1,35 ✠	Sea	*f*†		1903 7mo	Maryland SteelCo. Sparro'PtMd A&CP	American-HawaiianS.S.Co.	492·0|58·3|31·9 FK&BK3" *CellDBa*138'*uE&B*80'*f*190' 1524*t DT f*35'102	NewYork Utd.States 8*BHptAsp*	T.6Cy.25",42½"&72"-48" 935NHP 2D&2SB*18cf*GS322HS12702 MarylandStl.Co.Sparr'.Pt. 5*tAPT*67*t*	35″6	R †
34471 7145 SFAT	**Virgo** (*ex*Adriatico-36,*ex*Adriatic, *ex*Trumf, *ss*Osc.3rdNo.3-5,39 *ex*Newlands) 1*Dk*(*Irn*)2*trB*&*deep framing* *Cargo battens not fitted*	2959 — 1787	✠100A1 9,41 ~~8,40~~ ✠LMC MS5,39 BS3,40 ~~No later survey reported~~	~~Bal~~ Osc	*u*	CL ~~7,38~~ 9,41	1902 2mo	W.Gray&Co.Ld. WHartlepool *Lloyd's*A&CP	RederiA/B Iris ~~(E.Erikson, Mgr.)~~ (S.Abrahamsen, *Mgr.*)	335·6|47·2|21·8 325·7 47·0 P27'B88'F30' FK *CellDBa&uE*130'*f*136'732*t*	Stockholm Swedish 5*BHCem* *APT*53*t*	T.3Cy.24",38"&64"-42" (*s*) 160lb NDB17 *100lb* 257NHP 2SB,6*cf*,GS98,HS3738 Cen.Mar.Eng.Wrks.WHpl	24″10 s 4″3 20″9½	
34472 267 OHDG	— *ss*Hfs.2ndNo.3-8,31 *ss*Nkv.No.2-39 D.F. 1*Dk*(*Stl*)&*Awng dk*	1082 1028 625	✠100A1 *Awng dk withfreeboard* 8,40 BS8,40 ✠LMC9,39 No later survey reported	Hfs	*m*	CL 8,39	1906 5mo	Fevigs Jernskibsbyg Fevig *Lloyd's*A&CP	FinskaÅngfAktieb	214·7|31·0|19·9 204·5 32·2 BK7½" *CellDBuE&B*46'*f*44'	Helsingfrs Finnish 4*BHCem* 127*tAPT*26*t*	T.3Cy.17",27"&47"-33" (*r*) 180lb 151NHP 2SB,4*pf*,GS80,HS2520 Richardsons,Westgarth&Co.Ld.Mdb.	22″0 s 5″4¾ 17″5½	
34473 PIGM	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	397 248 182	✠100A1 8,41 ~~2,41~~ ✠LMC6,39 ✠LMC(M)9,41	~~Ply~~ Liv	*f*	~~3,40~~ 5,41	1939 6mo	NVSchpsw Gebr.van derWerf Deest *Lloyd's*A&CP	N.V.Scheepsexploitatie Maats. "Virgo" (C.Holscher's Kustvaartbedryf N.V.)	142·4|25·1| 8·7 151·1(O.L.) P37'Q49'F20' FK *CellDB*85'69*tFPT*	Rottrdam Dutch 3*BHCem* 40*tAPT*13*t*	Oil Engines 4S.C.SA 6Cy.11¼"-$16\frac{9}{16}$" 74NHP Maschinenfbrk.Augsburg-NürnburgA.G.Augsburg	9″10 s 3″3⅜ 9″9¼	
34474 ESCK	**Vironia** Ⓟ (*ex*KongHaakon-38) D.F. 1*Dk*	2026 1641 1066					1906	Akt.Burmeistr&Wain Copenhagen	PärnuLaevaA/S	273·0|38·2|22·8	Pärnu Estonian *WB*	T.4Cy.25",42½"&(2)51"-42" 337NHP Akt.Burmeistr&Wain,Cpn		V
34475 75 IVOI	**Virtus** (*ex*Sissie,*ex* Aux3MstSr RaymondeNaval,*ex*Slotermeer, *OilEng.* *ex*Zwollerkarspel, 1*Dk* *ex*NavisIV.) *Mchy.Aft* (*See Sailing Ship Register*)	377 326 279					1919	J.Smit&Zoon Foxhol	B.&G.Apollonio	141·5|26·1|12·3 133·4 P26'Q12'	Trieste Italian	Oil Engines 4S.C.SA 6Cy.11¼"-13⅜" 74NHP E*made*28 LeobersdorforMaschinenfabriksLeobersdorf		I
34476	**Virumaa** 4Mst *OilEng.* 1*Dk*	604 483 325					1922	Peter Wharf Tallinn		166·6|28·7|12·1	French	Oil Engines 4S.C.SA 6Cy.12⅗"-16½" 96NHP Gebr.Körting,Hannover		G
34477 864 ESFP	**Viru-õli** (*ex*Minisadam) *OilEng.* *CarryingPetroleum in bulk*	300 287 157					1915	Beckeri Lehas Tallinn	EstonianGovernment	113·4|28·5|10·7	Tallinn Estonian	Oil Engines 2Cy. J.&C.G.Bolinders, M.V.A/B,Skm.		
34478 YTFS	**Vis** (*ex*Renteria-34) 1*Dk* D.F. *Fitted for oil fuel*	1772 — 1017					1921	Dunlop, Bremner&Co. Ld. PortGlasgow	Brodarsko Akcionarsko Drustvo "Oceania"	260·4|41·2|18·5 P28'B151'F25'	Susak Yugoslav *WB*	T.3Cy.20½",33"&56"-39" 182NHP Dunlop,Bremner&Co.Ld.		N
34479 7106 SGZN	**Visby** Ⓟ 2*Dks* *CruiserStern*	799 367 461					1924	Oskrshmns M.V.Aktieb. Oskarshamn	Ång.A/B Gotland (C.E.Ekman, *Mgr.*)	171·2|30·5|13·7	Visby Swedish *WB*	T.3Cy.17⅛",29"&48"-30" 126NH OskarshamnsM.V.Aktieb.		
34480 139143 GXFF	**Viscol** *ss*Gib.No.3-8,28 *Mchy.Aft* *ss*Gib.No.2-36 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1163 850 595	✠100A1 4,40 BS2,42 ✠LMC4,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above* 150° F.	Gib	*n*	OG 3,40	1916 8mo	Craig,Taylor&Co.Ld. Stockton *Lloyd's*A&CP	TheAdmiralty	210·0|34·7|16·5 P45'F40' FK *Middle line Bulkhead not oil-tight* *CellDBuE&B*36'62*t DT f* 21' 162*t FPT*	London British 13*BHptCem* 32*tAPT*25*t*	T.3Cy.15",25"&40"-27" (*s*) 180lb 82RHP 2SB,4*cf*,HS2160 FD McKie&Baxter,Glasgow	16″6 s 1″6¼ 15″0¾	
34481 UOBX	**Vishera** (*ex*Badacsony-33, *ex*Attacca,*ex*Copalgrove) Sub.Sig. 1*Dk*	2200 1980 1284					1919	GlobeS.B. Co. Superior, Wis	U.S.S.R.	251·0|43·5|22·2 P25'B64'F23'	Leningrad Russian *WB*	T.3Cy.20",33"&54"-40" 184NHP NationalIron Works,Duluth,Min.	24″0	
34482 7735 SHJO	**Visten** (*ex*Alsen,*ex*LottyGabriele, *ex*MarthaHalm) 1*Dk*	993 852 529					1921	F.Schichau Elbing	O.F.Ahlmark&Co. Eftf.A/B	223·4|33·6|13·7 P14'B59'F29'	Karlstad Swedish *WB*	T.3Cy.15",24⅗"&38⅜"-25⅕" 75NHP F.Schichau,Elbing		G
34483 232943 WCFR	**Vistula** TwinSc *OilEng.* *MchyAft* GyC. 2*Dks*3*trB* D.F. *CarryingPetroleum in bulk* *Longitudinal framing*	8537 7892 5237					1920	Howaldtswerke Kiel	StandardOilCo. ofNewJersey	498·8|64·1|31·7 B45'	Wilmgton (Del.) Utd.States	Oil Engines 2S.C.SA 8Cy.25⅝"-$51\frac{3}{16}$" 910NHP NE26 Fried.KruppGermaniawerftA.G Kiel		R
34484 OYJE	— Ⓟ *OilEng.* D.F. 2*Dks* *CruiserStern*	1337 — 806					1930	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	243·3|35·8|11·6 len36	Frdrkshvn Danish *WB*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 225NHP Akt.Burmeistr&Wain,Cpn		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
34485 136321 GRYT	**Vita** Ⓟ TwinSc *ss*Bom.No.3-7,30 *Ref.Mchy.* *ss*Bom.No.2-38 2*Dks*(*StlU*-ws)& *Shade dk*(*Stl*-teak s)	4691 3576 1955	✠100A1 *Shade dk* 8,41 ~~2,41~~ ✠LMC MS5,38 BS~~7,40~~8,41 ✠Lloyd'sRMC~~2,41~~8,41	Bom	*y*	CL S8,39 ~~7,30~~ P7,40	1914 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld.	390·2 F32'*onShade dk* FK *CellDBa96'uE&B98'f142'763tFPT*	53·3	24·0	Glasgow British *7BHCem* *55tAPT41t*	T.6Cy.$20\frac{3}{4}$",35"&$60\frac{3}{8}$"-45" 215lb (*s*) FD 987NHP 6SB,*18cf*,GS388,HS16280 Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 " 6 s 4 " $1\frac{1}{4}$ 22 " $10\frac{1}{4}$	
34486 UPIH	**Vitegra** (*ex*Jersbek-35) Sub.Sig. 1*Dk*	1398 1155 783					1923	F.Schichau Elbing	U.S.S.R.	237·5 Q77'B97'F26'	37·5	16·0	Leningrad Russian *WB*	T.3Cy$16\frac{9}{16}$",$27\frac{5}{8}$"&$42\frac{9}{16}$"-$27\frac{5}{8}$" 95NHP F.Schichau,Elbing		
34487 157802 VQWS	**Viti** TwinSc *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	676 469 307	✠100A1 7,40 ✠LMC7,40 *For Service in the East Indian Archipelago*	HKg	$1\frac{5}{8}$	CL	1940 7mo	Taikoo D.&E.Co.of H.Kg.Ld. HongKong *Lloyd'sA&CP*	Government ofFiji	159·2 167·5(O.L.) F33'*Prom.dk* FK *CellDBf38 41tMT6'67tDTf13'43t* *Tanks in way of tunnels*	31·6	14·1	Suva British *6BHptCem* *29tFPT10t*	Oil Engines 2S.C.SA 10Cy.$11\frac{7}{16}$"-$19\frac{11}{16}$" 228NHP TaikooD.&E.Co.ofH.Kg.Ld.	15 " 0 s 2 " $7\frac{1}{2}$ 12 " 8	
34488 LJIU	**Vito** *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk*	5181 4503 3058					1937	Götaver-kenA/B Gothenburg	SkibsA/S"Vito" (OlafDitlev-Simonsen,Jr.*Mgr*)	425·0 F38'	56·8	21·6	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.$17\frac{11}{16}$"-$47\frac{1}{4}$" 856NHP GotaverkenA/B,Got.		N
34489 171171 MMZJ	**Vitorlock** (*ex*Vittorio EmmanueleIII-38) *ss*Shi.2ndNo.3-10,38 2*Dks*	5030 4494 3665	✠100A1 10,40 BS10,40 ✠LMC10,38 No later survey reported	Smk	*y*	CL 8,38	1918 6mo	Seattle Const&DDCo Seattle,Wsh. *Lloyd'sA&CP*	G.E.Marden (Wheelock&Co.Ld. *Mgrs.*)	380·6 P40'B100'F41' FK *CellDB325'960tFPT115tAPT264t*	53·2	27·0	Shanghai British *7BHCem*	T.3Cy.24",40"&$70\frac{1}{4}$"-48" 190lb (*s*) 472NHP 3SB,*9cf*,GS169,HS6831 FD SeattleConst.&D.D.Co.	29 " 4 s5 " $11\frac{3}{4}$ 23 " $6\frac{3}{4}$	
34490 2275 IVPP	**Vittoria Beraldo** (*ex*Cereal-39, *ex*Rhenus-25) 1*Dk*	547 527 304					1909	P.Smit,jr. Rotterdam	MatteoBeraldo fu Enrico	188·5	23·1	13·2	Genoa Italian *WB*	C.2Cy.13"&28"-12" 22NHP P.Smit,jr.Rotterdam		G
34491	**Vittorin** (*ex*Comerio-40, *ex*Guantanamo,*ex*Registan) 2*Dks* *Now* "Grey Lag," *see No. 36757 in Supplement*	3349 3004 2043	✠ ... 5,15 ✠				1910 7mo	W.Gray& Co.Ld. W Hartlepool	Comm.Giuseppe Bozzo	350·7 P25'B86'F35' FK	46·5	22·4	Genoa Italian *WB*	T.3Cy.25",40"&65"-42" 386NHP Cen.Mar.Eng.Wrks.WHpl	24 " 9	
34492 2225 IVRC	**Vittorio** (*ex*Thetis-32, *ex*Countess) 3Mst *ss*Trn.2ndNo.3-6,21 *Mchy.Aft* *ss*Rou.No.2-29 *Well deck* 1*Dk*(*Stl*)	659 444 278	✠ ... 8,33 ✠	Tri			1896 6mo	Mackie& Thomson Glasgow	Ruggiero& MeregaSoc.Anon. diNav	179·3 178·0 Q63'B63'F23' FK *CellDBf91'120tFPT*	27·0	10·9	Genoa Italian *3BHCem* *43tAPT12t*	T.3Cy.$17\frac{1}{4}$",$27\frac{1}{4}$"&43"-33" 111NHP 1SB,*3cf*,GS57,HS1730 Muir&Houston,Ld.Gls.	13 " 0	
34493 906 ICNU	**Vittorio Veneto** (*ex*WarJoy) *ss*Gen.No.3-7,31 *ss*Gen.No.2-39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted* *Now* "Rio Gualeguay," *see No. 38333 in Supplement*	4595 3952 2776	✠100A1 12,39 ✠LMC BS10,38 MS12,39 NO LATER SURVEY REPORTED	Gen	*x*	CL N8,38	1918 12mo	Canadian Vickers,Ld. Montreal *Lloyd'sA&CP*	Soc.Anon.diNav. LaCamogliese	391·4 P43'B105'F41' FK *CellDB316'1367tFPT102t*	49·3	26·9	Genoa Italian *6BHCem* *APT136t*	T.3Cy.27",$44\frac{1}{8}$"&73"-48" (*s*) 180lb 474NHP 3SB,*9cf*,GS174,HS6660 FD CanadianVickers,Ld.Mtl.	30 " 2 s5 " $11\frac{3}{8}$ 24 " 6	
34494 LJWJ	**Viva** D.F. E.S.D. *CruiserStern* 1*Dk*&*Shelter dk* *Part electrically welded including butts of keel & bottom plating* *Strengthened for navigation in ice*	3798 3077 2194	✠100A1 *withfreeboard* ~~4,41~~ ~~7,40~~ 1,42 ✠LMC5,38 *Fitted for oil fuel*5,38 *F.P. above* 150°F.	~~Shi~~ ~~Gal~~ NYk	*y*	CL 1,42	1938 5mo	Fredrkstad MekVrksA/S Fredrikstad *Lloyd'sA&CP*	A/S Viva (C.H.Sörensen& Sönner,*Mgrs.*) *Intermediate BH in after hold dispensed with*	365·2 383·3(O.L.) F24' FK (*Coll BH to Sh dk* 5 ,, ,, 2nd ,,) *CellDB*301'1070*tMT*29'10 94*tFPT*212*t*	57·3	20·2	Arendal Norwegian	C.4Cy.(2)$16\frac{3}{4}$"&(2)$39\frac{15}{16}$"-$36\frac{5}{8}$" 220lb (*s*) FD 353NHP 2SB(Spt),*6cf*,GS60,HS5510 FredrikstadM.V.A/S Fredrikstad *APT233t*	23 " 6 s 1 " $4\frac{3}{4}$ 22 " 3	
34495 LCWN	**Vivi** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	6546 5620 3853					1932	A/S Akers Mek.Værks. Oslo	A/S Vestheim (HalfdanDitlev- Simonsen&Co. *Mgrs.*)	407·4 P238*t*H551*t*F58*t*	56·2	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$21\frac{11}{16}$"-$39\frac{7}{16}$" 544NHP A/SAkersMek.Værks.Oslo		N
34496 968 SZIR	— (*ex*GeorgiosKoniordos-40, *ex*George,*ex*Saxon) *ss*Apl.2ndNo.3-9,24 *Well deck* *ss*Pir.No.1-29 1*Dk*(*Stl*)	489 376 254	✠ — 2,31 ✠	Pir	*h*		1898 11mo	W.Harkess &Son Middlesbro'	C.N.Vernicos	163·2 Q82'B14'F20' ptND11 FK *DBa32'35tFPT*	26·0	12·2	Piræus Greek *4BHCem* *35tAPT18t*	T.3Cy.12",$21\frac{1}{4}$"&33"-24" 80NHP 1SB,*2pf*,GS36,HS1123 Whyte&Mair,Dundee	13 " 0	
34497 EALJ	**Vizcaya**(*ex*Bizkaya-39,*ex*Padova-39, *ex*Bizkaya,*ex*JosephMagne) D.F. Sub.Sig. 1*Dk*	4579 3960 2648					1923	Atel.&Ch. de laGironde Harfleur	Cia.Nav.Mundaca S.A.(José deZabalandicoechea,*Mgr.*)	360·9 P231'F28'	48·9	26·7	Bilbao Spanish *WB*	T.3Cy.$24\frac{1}{16}$",39"&65"-$44\frac{1}{8}$" 280NHP Schneider&Co.Havre		CI
34498 KZAT	— (*ex*Chusan) 1*Dk*&*Spar dk*	1249 914 719					1890	Blohm& Voss Hamburg	Madrigal&Co.	217·0 H77'	29·6	17·5	ManilaP.I. Utd.States *WB*	T.3Cy.15",24"&39"-33" 87NHP Blohm&Voss,Hamburg		
34499 148 YLCL	**Vizma** (*ex*Blairbeg,*ex*Moerdijk, *ex*Northcliffe) *ss*Kel.2ndNo.3-5,33 *ss*Rot.No.1-37 1*Dk*(*ptIrn&ptStl*) &*deep framing* *Cargo battens not fitted*	2875 2692 1788	✠100A1 2,40 BS11,39 ✠LMC5,37 NO LATER SURVEY REPORTED	Osl	*u*	CL 2,40	1905 11mo	J.Blumer& Co. Sunderland *Lloyd'sA&CP*	A.Friedenbergs& Partners(Chr. Jensen(Riga), *Mgr.*)	317·3 327·3(O.L.) P30'B92'F30' FK *CellDBa110'uE22'f128'*	46·5	20·9	Riga Latvian *5BHCem* *674tAPT70t*	T.3Cy.23",38"&62"-42" (*s*) 160lb 260NHP 2SB,*6pf*,GS112,HS4068 J.Dickinson&Sons,Ld.Sld	23 " 3 s 3 " $6\frac{1}{4}$ 20 " 0	
34500 UNAC	**Vladimir Rusanov** (*ex*Bonaventure,*ex*Vladimir Rousanov,*ex*Bonaventure) *ss*Ham.No.3-6,22 1*Dk*&*deep framing* *Well deck*	1383 943 467	✠ ... 9,26 ✠				1909 1mo	Napier& Miller,Ld. Glasgow	U.S.S.R.	238·7 P&B145'F26' FK	35·9	16·9	Archangel Russian *WB*	T.3Cy.$22\frac{1}{2}$",37"&61"-42" 350NHP D.Rowan&Co.Glasgow	19 " 0	
34501 PIHK	**Vliestroom** *ss*Ams.2ndNo.3-12,36 *ss*Ply.No.1-41 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	655 482 289	✠100A1 4,41 BS2,42 ✠LMC3,41	Cff	*i*	CL 1,41	1912 3mo	VanVliet& Co. Hardinxveld A&CP	N.V.Hollandsche Stoomb.Maats.	173·2 Q89'B15'F24' FK *DBa31'32tFPT*	28·2	12·5	Amstrdam Dutch *4BHCem* *44tAPT18t*	T.3Cy.15",25"&40"-27" (*s*) 180lb *85lb* 104NHP 1SB,*3pf*,GS54,HS1800 Earle'sCo.Ld.Hull	13 " 5 s 4 " $4\frac{3}{4}$ 13 " $1\frac{1}{4}$	
34502 148653 GLNF	**Voco** (*ex*Mobiloil-36) *ss*Phl.No.1-41 *ss*Rot.No.3-7,37 1*Dk*(*Stl*)2nd dk(*Stl*) in Nos.3, *Mchy.Aft* 4,5&6 *tanks*& *Web frames* D.F. GyC. *Longitudinal framing*	5090 4623 2961	✠100A1 ~~8,41 11,40 12,41~~ 3,42 ~~BS11,40~~ ✠LMC1,37 *Carrying Petroleum in bulk* *Fitted for oil fuel*8,25 *F.P. above* 150° F.	~~Shl~~ ~~Phl~~ Bal BS12,41	*y*	CL 11,40	1925 8mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd'sA&CP*	Socony-Vacuum Transportation Co.Ld.	394·3 P100'B39'F37' FK *CellDBuE&B60'141tDTf48'770tFPT*	53·3	28·6	London British *15BHptCem* *2Longl.BH* *195tAPT*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,HS7656 FD Rankin&Blackmore,Ld. 90*t* Greenock	28 " 9 s 4 " $11\frac{1}{2}$ 24 " $0\frac{1}{4}$	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. 3 *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34503	**Vogtland** Ⓟ TwinSc *OilEng.* D.F. GyC. Sub.Sig. 3*Dks*	6608 5880 3734					1924	Blohm& Voss Hamburg		449·0	58·1	27·2	*WB*	5 Oil Engines 4S.C.SA 40Cy.$13\frac{3}{4}$′–$19\frac{11}{16}$″ 738NH &ElectricDrive NE37 Fahrzeug-uMotorenw. G.m.b.H.vorm.Linke- Hofman,Breslau		G
34504 1024 ESUK	**Vohi** (*ex*Beta-38, Iron *ex*Rigel,*ex*Fez,*ex*QuebrachoArgentino, *ex*Rio) 1*Dk*	516 416 312					1889	O.A Brodin Gefle	Laevaühing G.Sergo&Ko.	181·5 Q58′B32′F18′	27·1	10·9	Tallinn Estonian *WB*	C.2Cy.18″&32″–22″ 40NH J.&C.G.BolindersM.V A/B		V
34505 UNHW	**Voikov** (*ex*Browton,*ex*Hitteröy, *ex*L.O.Stensland, *ss*Bbo.2ndNo.3-9,15 *ex*Arcotes, *ss*Shl.No.2-25 *ex*Manchester) 1*Dk*(*Irn*)& *Well deck* *Webframes*	2052 1726 1246	✠ 4,25 ✠	Cff	*r*	CL	1890 8mo	W.Gray& Co.Ld. W Hartlepool	U.S.S.R.	275·0 P27′Q86′B106′F28′ BK$9\frac{1}{2}$′ *DBa*88′*f*102′477*t*	37·2	20·0	Odessa Russian 4*BHCem* *APT*20*t*	T.3Cy.$21\frac{1}{2}$″,34″&57″–39″ 207NH 2SB,*6rf*,GS82,HS3180 Cen.Mar.Eng.Wrks.WHpl	21″10	
34506 YTFD	**Vojvoda Putnik** (*ex*Blossom Heath,*ex*Kerry *ss*Rot.No.3-2,29 Range) *ss*Rot.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*trB* *Cargo battens not fitted in* *Shelter 'tween dks*	5876 4329 3737	✠100A1 *Shelter dk* *withfreeboard* 5,418~~,40~~ ✠LMC MS3,37 BS3,41	~~NNs~~ NYk	*z*	CL ~~N8,40~~ 5,41	1916 2mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *'sA&CP*	Jugoslavenski Lloyd a.d. *CellDBa*140′*uE*	400·0 F36′*onShelter dk* FK 28′*f*171′ 1143*tFPT*	52·0	35·4	Split Yugoslav 6*BHCem* 62*tAPT*115*t*	T.3Cy.26″,43″&73″–48″ (*s*) 180lb 535NH 3SB,*9cf*,GS180,HS8060 FD Richardsons,Westgarth& Co.Ld.Sld	38 ″ 0 s 9 ″ $9\frac{1}{4}$ 28 ″ 5	
34507 PIHP	**Volendam** Ⓟ TwinSc *ss*Rot.No.3-11,31 *ss*Sch.No.2-39 2*Dks*(*Stl*)&*Awng dk* (*Stl–ptws*)&*Shade dk*(*Stl*)3*rd dk*(*Stl*) D.F. Sub.Sig. *in Nos.*1,2&3*holds* *CruiserStern*	15434 12155 9197	✠100A1 *Awng dk* *withfreeboard* ~~7,41 12,39~~ 12,41 ✠LMC MS12,39 BS~~7,40~~ 7,41 *Fitted for oil*	~~Sch~~ ~~Bln~~ Avn *fuel* 1	*j*† 0,2	CL ~~6,39~~ 5,41 2*F.P.*	1922 10mo *Lloyd* *above*	Harland& Wolff,Ld. Glasgow *'sA&CP* 150° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*465′	550·2 FK 2254*t Tanks atsides*	67·3	32·6	Rottrdam Dutch *ptCem* 9*BHtoAwdk* *of tunnels* 8′	4SteamTurbinesSR geared to 2 Sc. Shafts (*s*) 215lb HS27774 1913NH 9 Water Tube Boilers FD Harland&Wolff,Ld.Belfast 140*tFPT*190*tAPT*245*t*	45 ″ 1 s13 ″ 2 32 ″ 5	
34508 UOVW	**Volga** *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·2 P21′B90′F29′	48·6	22·6	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.$23\frac{5}{8}$″–$39\frac{3}{8}$″ 587NH M.A.N.Augsburg		
34509 UOPH	— (*ex*Kosarew-38) *OilEng.* D.F. E.S.D. 1*Dk* GyC. *Mchy.Aft* *CruiserStern*	2847 2003 1367					1935	NVNederl. SchpsMaats. Amsterdam	U.S.S.R.	285·1 P72′F31′	49·0	20·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.$21\frac{1}{4}$″–$35\frac{7}{16}$″ 472NH MachinefabriekGebr.Stork &Co.N.V.Hengelo		
34510 UPSZ	**Volgo-Don** TwinSc 1*Dk*	956 — 414					1917	NavalWks. Nicolaieff *Completed*1929 *at* Odessa	U.S.S.R.	230·3 F25′	34·0	12·1	Rost'v/Don Russian	T.6Cy.11″,$19\frac{9}{16}$″&$29\frac{5}{8}$″–$15\frac{3}{4}$″ 68NH ,Nicolaieff		
34511 UNLD	**Volgoles** *OilEng.* 1*Dk*	3946 3527 2196					1932	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·6 P29′B53′F30′	51·6	24·9	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{4}$″–$47\frac{3}{16}$″ 497NH RussianDieselWorks,Len.		
34512	**Volharding** Iron&SteelSp (*ex*Athelrill-33, *ss*Bal.3rdNo.3-1,26 *ex*HopperNo.46,*ex*No.46) 1*Dk*(*Stl*) *Mchy.Aft* *Carrying Molasses in bulk*	393 379 165	3,31	Dem			1895	Executors of the late T.A.Walker Sudbrook	deBruin	160·0 B18′ FK	26·0	10·6	Paramribo Dutch 6*BH*	C.2Cy.18″&36″–22″ 51NH 1SB,*2pf*,GS40,HS1100 Plenty&Son,Newbury	11 ″ 6	
34513 UOBQ	**Volkhov** (*ex*Immo-32) Sub Sig. 1*Dk*	2290 2021 1315					1923	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	296·3 P&B243′F36′	42·9	19·6	Leningrad Russian *WB*	2SteamTurbinesDRgeared to1Sc.Shaft Frd.Krupp,A.G.Kiel		
34514 UOVF	**Volkhovstroi** (*ex*Galesburg) 2*Dks*	4943 4286 2982	✠ ... 8,21 ✠				1918 9mo	Standard S.B.Corp. Shooter's Island,N.Y.	U.S.S.R.	377·0 P25′B106′F34′ FK	52·0	26·8	Vladvostk Russian *WB*	T.3Cy.24″,40″&70″–48″ 478NH StandardS.B.Corp.	29 ″ 0	
34515 5055 SFON	**Vollrath Tham** (*exSteamer*) *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	5787 5283 2630					1909	Hawthorn, Leslie&Co.Ld Newcastle	Trafikaktiebolaget Grängesberg Oxelösund(M.Waldenström,*Mgr.*)	387·1 P86′H155*t*F46′	56·5	30·9	Stockholm Swedish	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$″–$59\frac{1}{16}$″ 489NH E*made&fitted*25 A/B Götaverken,Got.		C
34516 165701 GFFK	**Volo** D.F. 1*Dk&Shelter dk* *Strengthened for navigation in ice* *Cruiser Stern*	1587 1220 768	✠100A1 *withfreeboard* 12,40 ✠LMC4,38	Suz	*s*	CL	1938 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *'sA&CP*	Ellerman'sWilson Line,Ld. *CellDB*236′363*t*	283·9 295·2(O.L.) FK *FPT*14*tAPT*37*t*	40·2	15·8	Hull British 5*BH* *ptCemptAsp* (*Coll to Sh dk* 4 „ 2*nd* „)	T.3Cy.$19\frac{1}{2}$″,33″&54″–36″& LPturbine withDRgearing & hydraulic coupling 210lb (*s*) FD 335NH 2SB(Spt),*6cf*,GS115HS4043 Swan,Hunter&Wigham Richardson,Ld.Nwc	17 ″ 6 s ″ 8 17 ″ 0	
34517	**Volochayevka** (*ex*Collazzi-39, *ex*Wyncote, *ss*Gen.2ndNo.3-6,34 *ex*Eirene, 1*Dk*(*pt Irn&pt Stl*)2*trB deep* *ex*Gudrun,*ex*Eir) *framing&Webframes*	3817 3591 2385	✠ 4,35 ✠	Ven	*w*		1907 4mo	JLThompson&Sons,Ld Sunderland	U.S.S.R. *CellDBa*117′*uE*&	346·0 P23′B94′F31′ FK B42′*f*146′951*tFPT*	49·5	25·3	Odessa Russian 6*BHCem* 61*tAPT*158*t*	T.3Cy.25″,42″&68″–48″ 350NH 2SB,*8pf*,GS143,HS5428 J.Dickinson&Sons,Ld.Sld	27″11	
34518 UOAY	**Volodarsky** Sub.Sig. 1*Dk*	2336 2023 1282	✠ ... 4,33 ✠				1929 7mo	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·8 P18′B71′F32′ FK	45·1	20·5	Leningrad Russian *WB*	T.3Cy.$17\frac{11}{16}$″,$29\frac{1}{8}$″&$48\frac{7}{16}$″– $35\frac{7}{16}$″ 193NH BalticS.B.&Eng.Works	22 ″ 7	
34519 2261 ICPB	**Volodda** (*ex*Delphoi-39, *ex*Foyle-34) *ss*Fal.No.3-10,34 2*Dks*(*Stl*)	4673 4400 2898	✠ 7,37 ✠	Ams	*y*		1915 10mo	JLThompson&Sons,Ld Sunderland	F.A.Bertorello *Cell DBa*139′*u E&B*	414·8 400·0 P27′B241′F39′ FK 41′*f*176′ 1222*t FPT*	53·0	26·0	Genoa Italian 6*BHCem* 88*tAPT*121*t*	T.3Cy.$26\frac{7}{16}$″,43″&71″–48″ 421NH 3SB,*9cf*,GS192,HS7060 Blair&Co.Ld.Stockton	28 ″ 7	I †
34520 UNJS	**Vologda** Ⓟ *CruiserStern* 2*Dks*	1480 1202 785					1930	Klawitter werftGmbH. Danzig	U.S.S.R.	228·3 B88′F24′	34·9	18·2	Archangel Russian *WB*	C.4Cy.(2)$16\frac{1}{2}$″&(2)$35\frac{7}{16}$″– $35\frac{7}{16}$″ 124NH A.Borsig,Berlin-Tegel		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L. R. Durée.Cert.BofTrade.
34521 239 ICNX	**Volpi** *OilEng.* *ss*Tri.No.2-39 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.*1*hold*	5292 — 3061	✠100A1 *withfreeboard* 2,40 ✠LMC DBS2,40 *Fitted for carrying oil* 8,31 *F.P. above* 150° F. *in deep tank* NO LATER SURVEY REPORTED	Tri CS8,39 12,38	*a*†	4,39	1931 8mo *Lloyd's*A&CP	Cantieri RiunitiDell' Adriatico Monfalcone	LloydTriestino Soc.Anon.diNav. *CellDB*340'	440·6 423·1 F35' 1159t*DTa*41' 1155t*FPT*1	56·2	33·2 22·5 FK (	Venice Italian 8*BH* *Coll to W dk* 7 „ 2*nd* „) 33t*APT*107t	Oil Engines 2S.C.SA 8Cy.29½"-49$\frac{3}{16}$" 1219NHP DB*100lb* SocAn"Fiat"S.G.M.Turin	27 ″ 2 s 3 ″ 1½ 24 ″ 2¼	
34522 124318 GQJC	**Volsella** (*ex*Veraston) *ss*Sng.2ndNo.3-3,29 *ss*H.Kg.No.2-37 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	2103 1697 1260	✠100A1 ~~11,40~~ ~~7,40~~ 11,41 Examined 11,41 ~~BS7,40~~ ✠LMC9,37 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	~~Sng~~ Bom BS11,41	*r*	CL N7,40	1906 10mo *Lloyd's*A&CP	W.Gray& Co.Ld. WHartlepool	Anglo-Saxon PetroleumCo.Ld. *Cell*	281·0 291·5(O.L.) P21'B74'F30' *DBa&uE*104'*f*122'	40·0	18·2 FK	London British 4*BHCem* 530t*APT*30t	T.3Cy.20",31½"&53"-36" (*s*) 160lb 167NHP 2SB,*4pf*,GS65,HS2495 Cen.Mar.Eng.Wrks.W Hpl	20 ″ 7 s 2 ″ 9½ 17 ″ 11½	
34523 IVSB	**Volta** (*ex*Signe-39) 1*Dk*	1191 913 696					1919	A/SKjöbn havnsFly- dedok& Skibsverft	MerluzzoItaliano S.A.	235·4 P13'Q69'B98'F29'	36·2	13·7	Genoa Italian *WB*	T.3Cy.15",24"&40-27" 83NHP A/SKjöbenhvnsFlydedok ogSkibsværft.Copenhagen		CI
34524 135597 GSLM	**Volturno** (*ex*Bosforo,*ex*Falernian) *ss*Msl.No.3-4,28 *ss*Bkn.No.2-36 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in Nos.*1&2*holds* *Well deck* *Cruiser Stern*	3424 2349 2164	✠100A1 1,42 ~~4,41~~ Examined 4,41 ✠LMC MS8,36	Hul ~~BS11,40~~ 1,42	*u*	CL ~~11,38~~ 1,42	1914 7mo *Lloyd's*A&CP	W.Harkess &Son,Ld. Middlesbro'	EllermanLinesLd. (Ellerman&Papa- yanniLines,Ld. *Mgrs.*) *CellDB*	318·0 P&B205'F40' *a*98'*uE*&*B*53'*f*130'	42·4	21·6 FK	London British 6*BHCem* 649t*APT*11t	T3Cy20½",35¼"&60"-42" (*s*) 215lb FD 215NHP 3SB,*6cf*,GS115,HS4896 Richardsons,Westgarth& Co.Ld.Mdb.	26 ″ 9 s 3 ″ 4 23 ″ 7¾	
34525 2237 ICOC	**Voluntas** (*ex*City ofBatavia-38, *ex*Ganelon) *ss*Hpl.2ndNo.3-4,34 *ss*Gen.No.1-38 2*Dks*(*Stl*)&*deepframing* *Now* "Rio Teuco," *see No.* 38331 *in Supplement*	5597 5273 3457	✠100A1 5,40 ✠LMC12,38 NO LATER SURVEY REPORTED	Gen	*a*†	CL 6,38	1907 7mo *Lloyd's*A&CP	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	Soc.Anon.Indus- triaArmamento *CellDBa*150'*uE*	437·3 424·7 P37'B181 F44' 23'*f*181'1049t*FPT*	53·1	29·1 FK	Genoa Italian 7*BHCem* 83t*APT*25t	T.3Cy.28¼",46"&77"-54" (*s*) 180lb 556NHP 3SB,*9cf*,GS191,HS7785 FD WallsndSlpwyCo.Ld.Nwc	32 ″ 0 s 6 ″ 2½ 26 ″ 0	
34526 216762 WFAO	**Volunteer** D.F. 2*Dks*&*Shelter dk*&*Web frames* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	7717 7598 5839	✠ ... 12,20 ✠				1918 8mo	Bethlehem S.B.Corp.Ld Alameda,Cal.	LykesBros.Steam- shipCo.Inc.	410·0	56·0	29·0 38·0 FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 562NHP GeneralElectricCo. Schenectady,N.Y.	41 ″ 0	R †
34527 210846 KUMV	**Volusia** (*ex*LakeGlaucus) *Now* "Norlindo," *see No.* 37803 *in Supplement* 3*Dks* Sub.Sig. D.F. *Fitted for oil fuel*	2686 — 1665					1920	Globe S.B.Co. Superior,Wis.	Merchnts&Miners Transptn.Co.	255·4 P29'B64'F23'	43·8	26·9	Baltimore Utd.States *WB*	T.3Cy.19$\frac{17}{32}$",32"&56"-36" 194NHP NordbyMfg.Co.Milwaukee		R
34528 OHCU	**Von Döbeln** Ⓟ **Iron** 1*Dk*	666 377 414					1876	W.Lind- bergsAktieb. Stockholm	FinskaÅngf. Aktieb.	181·9 176·3	26·1	9·8	Helsingfrs Finnish	C.2Cy.16½"&28¼"-20½" 30NHP BergsundsMV.Skm		
34529	**Voo Yang** (*ex*TingOn,*ex*YinTung, *ex*Owego) *Mchy.Aft* 2*Dks*	3047 — 1917					1888	UnionDry DockCo. Buffalo,N.Y.	ChiPing S.S.Co.Ld.	325·7 B77'F31'	41·2	14·6	Shanghai Chinese *WB*	T.3Cy.24",38"&63" 289NHP QuintardIronWorks,N.Yk		
34530 LFHH	**Vöringen** Ⓟ **Iron&Steel** 1*Dk*	510 477 296					1891	Laxevaags skibsbyggeri Bergen	Hardanger Sunnhordlandske Dampskibsselskap	166·4 P122tH19tF40t	23·6	12·0	Bergen Norwegian	T.3Cy.15½",25"&41"-27" 87NHP G.Clark,Sunderland		
34531 UNJU	**Voronej** Ⓟ 2*Dks* *CruiserStern*	1420 1142 742					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	234·3 B85'F25'	35·0	18·3	Archangel Russian *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½" -31½" 93NHP StabilimentoTecnico,Tri.		
34532 UOXS	**Voroshilov** (*ex*Brazilian **TwinSc** Prince-33,*ex*Tramore) *OilEng.* Sub.Sig. *ss*Hpl.No.2-33 1*Dk*(*Stl*)2*nddk*(*Stl*) *in forward holds* *Well deck* *CruiserStern*	3908 3298 2041	✠ 2,33 ✠	Hpl	*x*		1924 3mo	Furness, S.B.Co.Ld. Haverton Hill-on-Tees *CellD*	U.S.S.R. *Duct* *B*270'1164t*DTa be*	364·0 P&B225'F88' *keel amidships* 140' *tween tunnels* 39'88t	52·2	24·1 FK	Odessa Russian 6*BH ptAsp* *DTf*29'590t	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-38⅜" 695NHP Richardsons,Westgarth& *FPT*80t*APT*67t Co.Ld.	26 ″ 11	
34533 UNGQ	**Vostok** (*ex*Loos,*ex*Darwin) *ss*Bry.No.3-2,14 *ss*Gms.No.2-22 1*Dk deep framing & Web frames*	2787 2623 1797	✠ ... 12,26 ✠				1901 9mo	J.Blumer& Co. Sunderland	U.S.S.R.	319·6 P28'B91'F31'	46·1	21·2 FK	Odessa Russian *WB*	T.3Cy.23",38"&62"-42" 262NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 9	
34534 YTPE	**Vranjic** (*ex*Waypark-32,*ex*Brixton) *ss*Hul.No.3-12,30 *ss*Spt.No.2-40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1541 1284 837	✠100A1 2,40 BS2,40 ✠LMC3,39 NO LATER SURVEY REPORTED	Spt	*p*	CL 3,39	1918 11mo *Lloyd's*A&CP	Dublin Dkyd.Co.Ld. Dublin	I.L.Bulic *CellDB*171'310t	240·3 Q94'B52'F23' *DTa*29' 131t *FPT*	36·3	18·4 FK	Vranjic Yugoslav 4*BHCem* 80t*APT*38t	T.3Cy.18",30"&50"-33" (*s*) 180lb 197NHP 2SB,*6cf*,GS97,HS2886 FD J.G.Kincaid&Co.Ld.Grk.	20 ″ 6 s 2 ″ 5 18 ″ 3	
34535 PIIZ	**Vrede** (*ex*FlyingWelshman-39, *ex*Secunda-37) *Oil Eng.* *Mchy.Aft* *ss*Rot.No.2-39 D.F. 1*Dk*(*Stl*) *CruiserStern*	400 287 212	✠100A1 ~~7,40~~ 12,41 ✠LMC11,39	~~Lon~~ Bwg	*f*	N11,39	1932 4mo *Lloyd's*A&CP	N.V.Werf. "Voorhuit" Spaarndam	N.V.Motorschip "FlyingWelsh- man"(N.V.W.H. James&Co's. Scheep.&Handel Maats. *Mgrs.*) *Cell DB*98' 145t	152·9 P34'F20'	25·2	8·5 FK	Rottrdam Dutch 3*BHptCem* *FPT*17t	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$"-17$\frac{1}{16}$" 87NHP Mtrn.WerkeMannheimAG	11 ″ 0 s 1 ″ 1½ 9 ″ 11¼	
34536 PIKD	**Vredenburg** D.F. 2*Dks*	6419 5835 3517	100A1 (*Reclassification contemplated*)				1921	Flensburgr Schiffsb.Ges Flensburg	Government of Uruguay	453·9 H59'&21'	59·9	27·7	 Uruguayan	T.3Cy.28¾",46⅔"&76"-48" 400NHP FlensburgerSchiffsb.Ges.		G
34537 UOIC	**Vsevolod Sibirtsev** (*ex*Kangean) *ss*Ams.No.3-3,24 *ss*Ams.No.1-28 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-teak s)	6687 5006 4048	✠ — 12,32 ✠	Osa	*a*†		1912 4mo	Nthmblnd S.B.Co.Ld. Newcastle	U.S.S.R. *CellDBa*110'*u* *E&B*91'	431·3 *f*170' 1225t*DTa*24'	55·5	26·9 34·7 FK	Vladvostk Russian 8*BHCem* 975t*FPT*60t	T.3Cy27½",46½"&80"-54" HS10450 719NHP 2DB&2AuxSB,*18cf*,GS255 N.E.MarineEng CoLdNwc	37 ″ 3	
34538 UOYH	**Vtoraya Pyatiletka** (*ex*Lesbel) *OilEng.* 1*Dk*	3974 3527 2256					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·6	24·9	Odessa Russian *WB*	Oil Engines 2S.C SA 4Cy.26¾"-47$\frac{3}{16}$" 497NHP RussianDieselWks.Len.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
34539 UOEM	**Vtoroi Krabolov** (*ex*Tangistan, *ex*Bencleuch) *ss*H.Kg.2nd.No.3–3,26 *2Dks*	4159 3601 2679	✠ … 2,29	✠			1901 1mo	Ramage& Ferguson,Ld Leith	U.S.S.R.	384·2|46·2|26·1 P43'B100'F44' FK	Vladvostk Russian *WB*	T.3Cy.25$\frac{7}{16}$",41"&67"–45" 324NHP Ramage&Fergusn,Ld.Lth.	28 ″ 9	
34540 DOLA	**Vulcan** *1Dk*	594 463 347					1904	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	179·8|27·2|11·9 Q58'B43'F22'	Bremen German *WB*	T.3Cy.13",20$\frac{7}{16}$"&33$\frac{1}{16}$"–21$\frac{5}{8}$" 51NHP A.G."Weser,"Bremen		G
34541 288 ICOF	**Vulcania** Ⓟ TwinSc *OilEng.* *ss*Tri.No.3–12,35 *4Dks(Stl)&Shadedk(Stl–ws)* *Ref.Mchy.* *5th dk(Stl) in No.1 hold* Sub.Sig. *Topsides—special* D.F. GyC. *quality steel*	24469 15352 14697	✠100A1 *with freeboard* 9,39 ✠LMC CS2,40 ✠NE12,35 5,38 DBS7,38 ✠Lloyd'sRMC12,39 NO LATER SURVEY REPORTED	Ven		CL S4,38 P9,39	1928 12mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	"Italia" Soc.Anon. di Nav.	631·4|79·8|24·4 601·2 42·6 FK B356' *Duct keel fwd. of mchy. space* *Cell DB493'2135t tanks in way of tunnels 581tDTf*	Trieste Italian 10*BHptCem* (*Coll to Sh dk* *7 ,, U ,,* *2 ,, 2nd ,,*)	Oil Engines 2S.C.DA 20Cy 29½"–49$\frac{3}{16}$" 6074NHP 2DB&2NDB(*waste heat*)35 *100lb* Soc.An"Fiat"S.G.M.Turin 25'206t*FPT*161t*APT*161t	46 ″ 6 s17 ″ 11 29 ″ 0¼	
34542 PIKU	**Vulcanus** *2Dks*	1819 1639 1128					1907	Nederl. Schps.Maats Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	286·7|40·2|18·6 P17'B127'F35'	Amstrdam Dutch *WB*	T.3Cy.20$\frac{7}{8}$",32$\frac{5}{8}$"&55"–35$\frac{3}{8}$" 180NHP NedFb.v.Wrk&Spoor,Ams		VL
34543 DIFM	**Vulkan** 3Mst *OilEng.*	989 739 514					1927	Union Giesserei Königsberg	ErnstKomrowski Reed.	217·7|33·9|11·9 Q74'B54'F24'	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.18$\frac{1}{16}$"–29$\frac{1}{16}$" 190NHP Motorenfb."Deutz"A.G. Köln-Deutz		G
34544 UNJT	**Vyatka** Ⓟ *CruiserStern* *2Dks*	1420 1142 742					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	234·2|35·0|18·3 B86'F25'	Archangel Russian *WB*	C.4Cy.(2)14$\frac{3}{16}$"&(2)31½"–31½" 93NHP StabilimentoTecnico,Tri.		
34545 VSBJ	**Vyner Brooke** TwinSc *ss*Sng.No.3–7,40 1*Dk*(*Stl*–teaks)	1670 1133 713	✠100A1 8,41 ~~7,40~~ ~~BS5,40~~ ✠LMC7,39 *Fitted for oil fuel* 6,37 *F.P. above* 150°F. BS8,41	Sng	*q*	CL ~~6,38~~ P7,41 SN7,41	1928 2mo	Ramage& Ferguson,Ld. Leith *Lloyd's A&CP*	SarawakS.S.Co. Ld.	240·7|41·3|16·1 P48'B76'F58' FK *Cell DBuE*19' 44t *FPT*	Kuching Sarawak 6*BHCem* 71t*APT*70t	T.6Cy.16",27"&44"–30" (*s*) 180lb *100lb* 297NHP 2SB,*6cf*,GS121,HS4390 FD Ramage&Fergusn,Ld.Lth.	17 ″ 7 ~~s1 ″ 8¾~~ ~~16 ″ 2¾~~ s1 ″ 5 16 ″ 6½	

, Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. vs.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
34546 215152 WPCG	**W. C. Fairbanks** (*ex*Harold Walker-35) ~~ssN.Os.No.3-1,29~~ *Mchy.Aft* ~~ssMob.No.2-36~~ D.F. *2Dks(Stl)&Web frames* *Longitudinal framing* ssN.Os.2ndNo.3-10,41	6353 6056 3925	✠100A1 ~~5,41~~ ~~9,40~~ 10,41 ~~BS9,40~~ ✠LMC~~10,40~~ 10,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,17 F.P. above 150° F.*	NOs	*b*†	CL ~~3,39~~ 9,41	1917 6mo	WCramp&SonsS&EBCo Philadelphia A&CP	SinclairRefining Co.Inc. *CellDB61'* *235tDTf45'629t*	430·0 P103'B36'F49' FK *FPT246tAPT49t*	58·2	33·3	Wilmingtn Del. Utd.States 15*BHptCem* (8 *to U dk* 7 „ *2nd* „)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 565NHP 3SB,*9cf*,GS185,HS8095 FD WCramp&SnsS&EBC.Phl	33 ″ 4 s 6 ″ 7½ 26 ″ 11½	
34547 DDRW	**W. C. Frohne** Sub.Sig. *Welldeck* 1*Dk*	373 266 189					1906	Stettiner Oderwerke Stettin	Flensburg-Stettiner Dampfer-Linie Wilh. Hochreuter	144·5 Q56'B18'F16' *WB*	22·8	11·1	Flensburg German	T.3Cy.11",18"&28"-20" 35NHP StettinerOderwerke		G
34548 205012 WDIS	**W. C. Richardson** (*ex*Wainwright) *Mchy.Aft* D.F. 1*Dk*	4937 — 3714					1908	Detroit S.B.Co. Detroit,Mich.	ColumbiaTransportationCo. (John T.Kelly, *Mgr.*)	420·0 *WB*	52·2	29·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.DetroitMch		R
34549 HPNI	**W.C.Teagle** TwinSc3Mst ssN.Yk.No.3-9,29 ssN.Yk.No.2-37 *2Dks(Stl)&Shelter dk(Stl)* *Mchy.Aft &Web frames* D.F. GyC. *Longitudinal framing*	9552 7844 5920	✠100A1 *Shelter dk withfreeboard* 8,41 ~~5,41~~ ✠LMC MS9,37 BS5,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,17 F.P. above 150° F.*	~~N Yk~~ Bal	*f*†	CL SN4,39 P5,41	1917 7mo	Bethlehem SteelCo. Sparro'PtMd A&CP	Panama Transport Co. *CellDBa17'uE&B* *DTf54'745t*	499·1 FK *68'275t* *FPT244tAPT108t*	68·2	35·9	Panama Pnamanian 19*BHptCem* (15 *to U dk* 4 „ *2nd* „)	T.6Cy.20½",35"&60"-42" (*s*) 200lb 652NHP 3SB,*12cf*,GS220,HS9228 FD BethlehemStl.Co.Sparr'Pt	38 ″ 3 s10 0½ 28 ″ 6	
34550 221648 WICU	**W. D. Anderson** (*ex*Tamiahua-36) *2Dks&Shelter dk* D.F. *Fitted for oil fuel* *Mchy.Aft Carrying Petroleum in bulk* GyC. *Longitudinal framing*	10227 — 6552					1921	MooreS.B. Co. Oakland,Cal.	AtlanticRefining Co.	500·0 *WB*	71·2	31·2	Phildlphia Utd.States	Q.4Cy27½",40",59"&86"-54" 544NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
34551 96635 KDXS	**W. D. Calverley, Jr.** (*ex*HaroldB.Nye) D.F. GyC. *Mchy.Aft* 1*Dk2trB*	3851 — 2735					1902	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	380·0 *WB*	50·0	28·0	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"-40" 213NHP AmericanSB.Co.Cleveland		R
34552 81535	**W. D. Rees** D.F. *Mchy.Aft* 1*Dk2trB*	3760 — 2992					1896	Cleveland S.B.Co. Cleveland	CargoCarriers,Inc	396·4 *WB*	45·0	23·5	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"-40" 251NHP Cleveland SB.Co.Clevelnd		R
34553 203561 WSBV	**W. E. Fitzgerald** (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*	4940 — 3701					1906	Detroit S.B.Co. Wyandotte	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	420·0 *WB*	52·2	29·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
34554 219834 KUMN	**W. E. Hutton** (*ex*PortolaPlumas) *2Dks* *Fitted for oil fuel* *Mchy.Aft Carrying Petroleum in bulk* D.F. *Longitudinal framing*	7076 — 4359					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal	PureOilCo.	435·0 P123'B50'F33' *WB*	56·0	32·0	Baltimore Utd.States	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. S.Fo.		R
34555	**W. E. Ogilvie** ssHna.No.3-8,34 ssHna.No.1-38 *Mchy.Aft 1Dk(Stl)&Web frames* *Longitudinal framing*	1336 995 785	✠100A1 8,41 ~~4,41~~ BS8,41 ~~BS9,40~~ ✠LMC8,38 *Self-propelled Barge* *Carrying Petroleum in bulk* *Fitted for oil fuel 3,21 F.P. above 150° F.*	Hna	*o*	CL ~~12,39~~ 8,41	1921 3mo	ToddShipyardsCorp. BrooklynNY A&CP	SinclairCubaNav. Co. *CellDB15'28t*	210·0 P51'F41' FK *FPT41tAPT28t*	43·8	13·7	Havana Cuban 9*BHptCem*	T.3Cy.16",25"&42"-30" (*r*) 180lb 156NHP 2SB,*4cf*,HS2476 FD ToddShipyardsCorp.N.Y.	14 ″ 0	
34556 219600 KUCQ	**W. F. Burdell** (*ex*CityofAlameda) D.F. *2Dks* *Mchy.Aft Fitted for oil fuel* *Carrying oil in bulk* *Longitudinal framing*	7044 — 4351					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal	PureOilCo.	435·0 P123'B50'F33' *WB*	56·0	32·0	Baltimore Utd. States	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp.Ld. S.Fo.		R
34557 213555 WBDM	**W. F. White** *Mchy.Aft* (*Self-Unloader*) D.F. GyC. Sub.Sig. 1*Dk*	7180 — 5548					1915	American S.B.Co. Lorain,Ohio	Bradley Transptn.Co.	530·0 F52' *WB*	60·0	32·0	Fairport,O Utd.States	T.3Cy.25½",41"&67"-42" 291NHP AmericanS.B.Co Lorain,O.		R
34558 203342 KFJT	**W. G. Pollock** *Mchy.Aft* D.F. 1*Dk*	4872 — 3585					1906	American S.B.Co. Cleveland	MidlandS.S.Line, Inc.	420·0 *WB*	52·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.Clevelnd		R
34559 236952 WPRU	**W. H. Berg** 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft Cruiser Stern* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk*	8298 — 4934					1937	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of California	444·1 P92'B35'F42'	65·3	35·1	S.Frncisco Utd.States	2 steam turbinesDRgeared to 1 sc. shaft 600NHP WestinghouseElec.&Mfg. Co.Phl		R
34560 168226 ~~HPNM~~ BFTP	**W. H. Libby** ssN.Yk.No.3-6,33 ssN.Yk.No.2-40 *2Dks(Stl)&Shelter dk(Stl)* *Mchy.Aft &Web frames* D.F. GyC. *Longitudinal framing*	7992 — 5030	✠100A1 *Shelter dk withfreeboard* ~~8,41~~ ~~2,41~~ 2,42 BS8,41 ~~BS2,41~~ ✠LMC7,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 1,21 F.P. above 150° F.*	~~N Yk~~ Bal	*c*†	CL 6,40	1921 1mo	GMStandiferCnst.Corp. Vancouver, A&CP Wash. *CellDBuE&B* *'tu*	Panama Transport Co. *bunker86'280tDTf* *een dk tanks a9'67t*	462·4 FK *50'335t* *FPT179tAPT103t*	60·2	36·5	London British 18*BHptCem* (3 *to S dk* 11 „ *U* „ 4 „ *2nd* „)	Q.4Cy.24$\frac{3}{16}$",35",51"&75"-51" 220lb (*s*) 552NHP 3SB,*9cf*,HS7434 FD Hooven,Owens,Rentschler Co.Hamilton,O.	37 ″ 3 s10″3¼ 27 ″ 3	
34561 206419 WMIC	**W. H. McGean** (*ex*Stadacona) D.F. GyC. *Mchy.Aft* 1*Dk*	6014 — 4654					1909	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	479·0 F44' *WB*	56·0	31·0	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&61"-42" 241NHP Gt.LakesEng.Wks.Detroit		R
34562 93133	**W. J. Conners** (*ex*MauchChunk) *Mchy.Aft* *2Dks*	4625 — 3609					1901	UnionDry DockCo. Buffalo,N.Y.	GreatLakesTransit Corp.	381·7 *WB*	50·5	15·5 28·0	Buffalo NY Utd. States	Q4Cy20½",30",48½"&63"-42" 257NHP DetroitSBCo.Detroit,Mich.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34563 216877 WSEE	**W. L. Steed** ssN.Yk.No.3-9,30 ssN.Yk.No.2-39 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6182 6002 3799	✠100A1 10,41 ~~10,40~~ ✠NB10,41 MS2,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,18 F.P. above 150° F.*	~~Bal~~ NYk ✠LMC ~~BS10,40~~	*a*†	CL 9,39	1918 9mo	Bethlehem S.B.Corp. Quincy,Mass. A&CP	StandardOilCo. of NewJersey	416·8 P107'B35'F33' FK *CellDBuE&B50'200tDTf33'420t* *FPT229tAPT130t*	56·1	32·7	Wilmgton (Del.) Utd.States 16*BHptCem* (12 *to Udk* 4 „ *2nd*„)	T.3Cy.26⅝",44"&74"-51" (*s*) 210lb 642NHP 2WTB HS9478 FD BethlehemS.B.Corp.	32 ″ 9 s 6 ″ 5¾ 26 ″ 5¾	
34564 216508 KMIU	**W. M. Burton** ssN.Ns.No.3-1,31 ssN.Ns.No.2-38 *Mchy.Aft* *2Dks(Stl)&Web frames* GyC. *Longitudinal framing*	7094 6382 4476	✠100A1 ~~10,41 1,40~~ 3,42 ✠NE11,20 BS~~11,40~~ 10,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,18 F.P. above 150° F.*	~~Bal~~ Gal ✠LMC1,38	*b*†	CL ~~8,40~~ 10,41	1918 6mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	AtlanticRefining Co.	435·0 P122'B50'F42' FK *CellDBuE&B57'179t* *DTf56'1038t* *FPT97tAPT74t*	56·0	32·0	Phildlphia Utd.States 15*BHptAsp* (11 *to U dk* 4 „ *2nd* „)	DR geared Steam Turbine 250lb HS9750 (*s*) 672NHP 3 Water Tube Boilers(Spt) DeLavalStm.TurbineCo. Trenton,N.J.	33 ″ 6 s 6 ″ 6½ 27 ″ 2½	
34565 216249 KJOE	**W. M. Irish** ssN.Ns.No.3-7,30 ssN.Ns.No.2-38 *Mchy.Aft* GyC. *2Dks(Stl)&Web frames* *Longitudinal framing*	7123 6410 4496	✠100A1 8,41 ~~11,40~~ ✠NE6,21 BS~~11,40~~ 8,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,18 F.P. above 150° F.*	~~Phl~~ Bal ✠LMC3,38	*b*†	CL ~~11,38~~ N8,41	1918 4mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	AtlanticRefining Co.	435·0 P122'B50'F42' FK *CellDBuE&B57'179tDT f 56'1038t* *FPT97tAPT74t*	56·0	32·0	Phildlphia Utd.States 15*BHptAsp* (11 *to U dk* 4 „ *2nd* „)	DR geared Steam Turbine 250lb (*s*) 763NHP HS9750 FD 3 Water Tube Boilers (Spt) DeLavalStm.TurbineCo. Trenton,N.J.	33 ″ 6 s 6 ″ 6½ 27 ″ 2½	
34566 HPOR	**W. M. Tupper** Ⓟ *2Dks* *Fitted for oil fuel*	1756 — 1092					1917	Merrill-StevensCo Jacksonville	M.Nemazee (Wallem&Co. *Mgrs.*)	217·6 *WB*	38·0	25·0	Panama Pnamanian	T.3Cy.16¼",24¼"&41¼"-30" KingsfordFoundry 93NHP &MachineWorks		R
34567 210768 WBDV	**W. R. Chamberlin, Jr.** (*ex*StanleyDollar, *ex*AdelineSmith) *1Dk* *Fitted for oil fuel* *Mchy.Aft*	2264 — 1300					1912	NwprtNws S.B.&D.D.Co. NewprtNews	W.R.Chamberlin&Co.	288·8 P53'F31'	44·6	19·0	S. Frncisco Utd. States *WB*	T.3Cy.21³⁄₁₆",37"&60"-42" 233NHP NewportNewsSB.&DD.Co.		
34568 220194 KUVX	**W. R. Keever** (*ex*Exanthia-34, *ex*HalfMoon) *2Dks* *Fitted for oil fuel*	5350 — 3357					1920	Newburgh Shipyard,Inc. Newburgh, N.Y.	UnionSulphurCo. Inc.	400·5 P36'B124'F33'	54·2	30·4	NewYork Utd.States *WB*	T.3Cy.24½",42¹⁄₁₆"&72"-48" 359NHP WestinghouseElectric& Mfg.Co.Pittsburg,Pa		R
34569 8228 SKZN	**W. R. Lundgren** *OilEng.* D.F. E.S.D. *1Dk* *Mchy.Aft* *CruiserStern* *Part electrically welded including butts of shell, deck & longitudinal bulkhead plating*	*8408* *7577* *4802*	✠100A1 5,41 ~~1,40~~ *Carrying Petroleum in bulk*	Got ✠LMC1,38	*c*†	CL 5,41	1938 1mo	Götaver-kenA/B Gothenburg *Lloyd's A&CP*	Rederiaktieb. Tankoil(Rolf Sörman,*Mgr.*)	477·5 483·7(O.L.) P101'F60'B33' FK *CellDB77'221tDTf22'353t FPT78t APT148t*	59·1	35·9	Gothenbrg Swedish 9*BHptCem*	Oil Engines 4S.C.SA 8Cy.29⅛"-59¹⁄₁₆" 653NHP 2DB*150lb* GötaverkenA/B,Got.	35 ″ 6 s 7 ″ 10¼ 27 ″ 10¼	
34570 230308 KGWI	**W. S. Farish** D.F. E.S.D. GyC. *2Dks* *Longitudinal framing* *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk*	11787 11387 7362					1930	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey	525·0 B36'F40'	74·3	40·5	Wilmgton (Del.) Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalSteamTurbineCo. Trenton,N.J		R
34571 220953 KDMR	**W. S. Miller** *2Dks* D.F. *Fitted for oil fuel* GyC. *Longitudinal framing* *Mchy.Aft* *Carrying Petroleum in bulk*	6984 6642 4311					1920	Bethlehem S.B.Corp.Ld Alameda,Cal.	StandardOilCo.of California	435·0 P112'B54'F42'	56·0	32·0	S.Frncisco Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Alameda,Cal.		R
34572 221884 KDWP	**W. S. Rheem** TwinSc *Mchy.Aft* *3Dks* GyC. *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	10872 — 7764					1921	Bethlehem S.B.Corp.Ld Alameda,Cal.	StandardOilCo.of California	500·0	68·2	30·0	S.Frncisco Utd.States *WB*	T.6Cy.24",39"&65"-42" 548NHP BethlehemS.B.Corp.Ld.		R
34573 206558	**W. W. Atterbury** (*ex*Conemaugh) *Mchy.Aft* *2Dks*	4060 — 3129					1909	Detroit S.B.Co. Wyandotte	Gt.LakesTransit Corp.	350·0	46·0	31·0	BuffaloNY Utd.States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitS.B.Co.Detroit		
34574 216033 WCDO	**W. W. Bruce** (*ex*SabineSun) ssPhl.No.3-7,29 ssBal.No.2-37 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6728 6112 4083	✠100A1 ~~12,40~~ 6,41 12,40 ✠LMC MS~~11,37~~ BS~~6,40~~6,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,18 F.P. above 150° F.*	Bal	*b*†	CL ~~8,39~~ 6,41	1918 3mo	SunS.B. Co. Chester,Pa. A&CP	ContinentalSS.Co.	429·3 P133'B36'F40' FK *CellDBuE&B60'259tDT40'552t* *FPT222tAPT57t*	59·2	31·4	Wilmgton (Del.) Utd.States 17*BHptCem* (13 *to U dk* 4 „ *2nd*„)	T3Cy.27",46⁷⁄₁₆"&76"-51"(*s*) 190lb 532NHP 3SB,*9cf*,HS7331 FD SunS.B.Co.Chester,Pa.	33 ″ 3	
34575 203582 WDIU	**W. W. Holloway** (*ex*C.RussellHubbard-37, *ex*HenryA. Hawgood) *Mchy.Aft* *1Dk* GyC. D.F.	6839 — 5389					1906	American S.B.Co. Cleveland,O.	ColumbiaTransportationCo. (John T.Kelly,*Mgr.*)	532·0 *WB*	56·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.BCo.Cleveland		R
34576 221360 KDSS	**W. W. Mills** (*ex*Puente) ssMob.No.3-2,34 ssGal.No.1-38 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6817 6058 4245	✠100A1 ~~6,41~~ ~~6,40~~ 3,42 Examined 3,42 BS6,41 ~~BS11,40~~ ✠LMC11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,21 F.P. above 150° F.*	~~Mob~~ Mob	*a*†	CL ~~7,39~~ ~~6,41~~ N2,42	1921 6mo	Merchant S.B.Corp. Chester,Pa. A&CP	PureOilCo.	424·4 440·4(O.L.) P128'B25'F41' FK *CellDBuE&B60'236tDTf43'750t* *FPT228tAPT178t*	58·2	32·9	Baltimore Utd.States 16*BHptCem* (9 *to U dk* 7 „ *2nd* „)	T.3Cy.27¼",45"&75"-51" (*r*) 210lb 584NHP 3SB,*9cf*,GS185,HS8331 FD NewYorkSBCoCamdenNJ	33 ″ 0 s 6 ″ 8¼ 26 ″ 6¼	
34577	**Wa Sun** *1Dk&Shade dk*	388 160 245					1914	Kwong TakCheong HongKong	PakHang&Co.	136·5	21·8	8·0	HongKong British	C.2Cy.13½"&27"-16" 30RHP KwongTakCheong,H.Kg.		
34578 PILQ	**Waalhaven** D.F. *1Dk*	3551 3263 2170					1916	Rotterdam Droogd.Maat Rotterdam	N.V.Maats.S.S. "Waalhaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	361·4 P24'B214'F34'	49·9	22·1	Rottrdam Dutch *WB*	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		V
34579 DOCS	**Wachtel** (*ex*Hornsriff) *1Dk*	992 877 554					1923	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·5 P14'B65'F30'	33·6	14·2	Bremen German *WB*	T.3Cy.15",26⅔"&38⅘"-25⅓" 74NHP F.Schichau,Elbing		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Visites Périodiques.	3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où cote si ce n'est dans le L.R. Durée.Cert.B.of Trade.
34580 DOHG	**Wachtfels** E.S.D. Sub.Sig.	2*Dks* *CruiserStern*	8467 7771 5208					1928	J.C.Tecklenborg A.G. Wesermünde-G.	DeutscheDampfs. Ges."Hansa"	490·7 P65'B283'F34'	62·2	32·3	Bremen German *WB*	T3Cy.34¼"52¾"&86⅝"–55⅛"& LPTurbine 785NHP J.C.TecklenborgA.G.Wsm		G
34581 220878 KDLM	**Wacosta** D.F. Sub.Sig.	2*Dks*& *Web frames* *Fitted for oil fuel*	5432 4971 3335	✠ ... 3,22 ✠				1920 12mo	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa.	32 ″ 10	R †
34582 DHYZ	**Wadai** Ⓟ *Ref.Mchy.* D.F. Sub.Sig.	2*Dks* *Fitted for oil fuel*	4696 3396 2763					1922	Reiherst'g Schiffsw. Hamburg	WoermannLinie A.G.	361·2 P&B240'F49'	50·3	23·7	Hamburg German *WB*	Q.4Cy.21⅘",32$\frac{3}{16}$",47"&69"–49⅘" NB31 335NHP Reiherst.Maschinenf.Ham.		G
34583 DHZB	**Wagogo** (*ex*St.Andrews,*ex*Sofia) Sub.Sig.	*ss*Liv.No.3–5,21 1*Dk*& *Shelter dk*	3118 2761 1854	... 5,25				1914	Akt.Ges. "Neptun" Rostock	WoermannLinie A.G.	338·1 F33' *on Shelter dk* FK	48·1	21·0	Hamburg German *WB*	T.3Cy.23⅝",38$\frac{3}{16}$"&62"–41$\frac{3}{16}$" 308NHP A.G."Neptun,"Rostock	23 ″ 9	G †
34584 102577 VCQR	**Wahcondah** *Mchy.Aft*	1*Dk*& *Awng dk2trB*	1575 1492 976					1903	Russell& Co. Pt.Glasgow	AbitibiNavigationCo.Ld.	230·4	37·1	21·8	Toronto British *WB*	T.3Cy.18",28"&47"–33" 127NHP J.G.Kincaid&Co.Greenock		C
34585 127813 GFYN	**Wahine** Ⓟ	**TrpSc** *ss*Wln.2ndNo.3–12,36 *ss*Wln.No.1–40 2*Dks*& *Awng dk*(*Stl*–teak s) & *Promenade dk*(*Stl*–teak s)	4436 3189 1798	✠100A1 *Awng dk* *withfreeboard* 9,41 ~~4,41~~ BS9,41 ✠LMC MS8,39 ~~BS6,40~~ ✠NB(c.s.wt)12,36 *Fitted for oil fuel* 12,24 *F.P above* 150° F.	~~Lyt~~ Wln	*x*	CL ~~C&S~~ ~~8,39~~ P3,40 S8,39 C9,41	1913 5mo	W.Denny &Bros. Dumbarton *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld.	375·0 *CellDBa67'uE& B125' f104'*	52·2 52·9	25·6 BK9"	Wellingt'n British 6*BHCem*	3 Steam Turbines (*s*) 200lb HS20173 1461NHP 6WaterTubeBoilers FD Denny&Co.Dumbarton 325t*FPT*35t*APT*61t	27 ″ 6 s11 ″ 0½ 17 ″ 5	
34586 227590 KLCG	**Waialeale** Ⓟ	**TwinSc** 4*Dks* *CruiserStern*	3092 — 1765					1928	Bethlehem S.B.Corp.Ld. SanFrancisco	Inter-Island SteamNav.Co.Ld.	309·5 F34'	48·0	27·6	Honolulu Utd.States *WB*	2 DR geared Steam Turbines WestinghouseElectric &Mfg.Co.S.Philadelphia		R
34587 142915 ZMDQ	**Waiana**	~~ss~~Auk.No.1–41 *OilEng.* 2*Dks* *CruiserStern*	3363 2960 1910	✠100A1 8,41 ~~6,40~~ 8,41 8,41 DBS~~5,39~~ ✠LMC~~5,37~~	~~Auk~~ Ddn	*u*	CL 6,40	1937 3mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld.	322·3 336·0(O.L.) P30'B72'F33' FK *CellD* B264'577t*FPT*108t	48·2	24·3	Dunedin British 5*BH Asp* *APT*116t	Oil Engines 2S.C.SA 6Cy.23⅝"–40$\frac{15}{16}$" 584NHP DB*50lb* A.Stephen&Sons,Ld.Gls.	26 ″ 6 s4 ″ 4¼ 22 ″ 4¼	
34588 OFDO	**Waija** (*ex*Bastant–38) D.F.	1*Dk*	1711 — 979					1912	Nylands Værksted Oslo	A/BBalticLloyd Line,Ld.O/Y (Herbert Janhonen *Mgr.*)	264·5 P22'B63'F29'	40·1	17·2	Helsngfors Finnish *WB*	T.3Cy.19",31"&15½"–33" 152NHP NylandsVærksted,Oslo		N
34589 131795 GMRX	**Waimana** (*ex*Herminius–32, *ex*Waimana) E.S.D. *Ref.Mchy.* *Now* "Empire Waimana," *see No.* 36433 *in Supplement*	**TwinSc** *ss*Gls.2ndNo.3–5,37 2*Dks*(*Stl*)& *Shelter dk*(*Stl*–*ptws*)	7870 7318 4948	✠100A1 *Shelter dk* *withfreeboard* 7,38 ✠LMC MS5,37 BS4,38 ✠Lloyd'sRMC5,38	Syd	*e*†	CL S11,37 P7,38	1911 11mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*		477·6 494·0(O.L.) B181'F48'*on Sheltr dk* FK&BK2" *Cell DBa131'uE&B100' f183'1625t*	63·1	31·3	British 9*BHCem*	T.6Cy.23½",39"&66½"–48"(*s*) 205lb FD 943NHP 5SB,*20cf*,GS350,HS14000 Wrkman,Clark&Co.Ld.Bel	34 ″ 4 s5 ″ 6¼ 29 ″ 0¾	
34590 166817 GPGW	**Waimarama** D.F. E.S.D. GyC. *Ref.Mchy.*	**TwinSc** *OilEng.* 3*Dks, 4th dk in Nos.2&3 holds* *Cruiser Stern* *Tonnage opening closed '39*	12843 10576 7857	✠100A1 *withfreeboard* ~~8,41 8,40~~ 10,41 ✠LMC10,38 ✠Lloyd'sRMC~~8,40~~ 10,41	~~Avn~~ ~~Alx~~ Syd	*i*†	CL 10,41	1938 10mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	ShawSavill& AlbionCo.Ld.	516·9 535·5(O.L.) P64'B196'F66' FK *Duct keel fwd. of mchy. space (Coll to W dk* *Upper 'tween dk BHs except Coll BH dispensed with 7 ,, 2nd,,)* *CellDBa62'uE77'f227'1449t Tanks at centre&sides of tunnels*	70·4	32·3 40·7	S'thamptn British 8*BHptCem*	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"–55⅛" 2463NHP 2DB*100lb* Harland&Wolff,Ld.Bel. 1612t*FPT*122t*APT*171t	35 ″ 0 s5 ″ 7¼ 29 ″ 7¼	
34591 151519 ZMGV	**Waimarino** *Mchy.Aft*	*ss*Auk.No.2–38 2*Dks*(*Stl*)	3067 2704 1752	✠100A1 ~~4,41 4,40~~ 7,41 BS4,41 ~~BS4,40~~ ✠LMC4,38 *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	Auk	*u*	CL 4,39	1930 4mo	Ardrossan Dkyd,Ld. Ardrossan *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld.	320·5 P78'B33'F28' FK *Duct keel fwd of Mchy space 86'* *CellD* B267'789t*FPT*107t	46·8	23·2	Wellingt'n British 5*BHptCem* *pt Asp* *APT*137t	T.3Cy.24",41"&68"–45" (*s*) 200lb 507NHP 2SB,*8cf*,GS HS7834 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 6 s4 ″ 3 21 ″ 5½	
34592 217932 WSOI	**Waimea** Ⓟ (*ex*GoldenCloud–38, *ex*WestSequana) *Ref.Mchy.* D.F.	2*Dks* *Fitted for oil fuel*	5670 — 3604					1919	S.Western S.B.Co. SanPedro,Cal	MatsonNavigation Co.	410·5 P44'B115'F47'	54·3	27·2	S.Frncisco Utd.States *WB*	T.3Cy.24½",42"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
34593 151518 ZMGT	**Wainui**	*ss*Ddn.No.2–39 2*Dks*(*Stl*)	1633 1356 822	✠100A1 1,42 ~~1,41~~ BS1,42 ~~BS1,41~~ ✠LMC1,39 *Fitted for oil fuel* 2,30 *F.P. above* 150° F.	Ddn	*p*	CL ~~1,39~~ 1,42	1930 2mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld.	242·0 P27'B70'F27' FK *CellDB192'337t FPT22tAPT42t*	38·2	19·0	Wellingt'n British 4*BHptCem* *pt Asp*	T.3Cy.18½",31"&53"–36" (*s*) 200lb 290NHP 2SB,*6cf*,HS4572 FD Hawthorn,Leslie&Co.Ld.	21 ″ 0 s2 ″ 6½ 18 ″ 8¾	
34594 144637 GDKM	**Waiotapu** (*ex*Stolberg) *Ref.Mchy.* *Well deck*	*ss*Syd.2ndNo.3–1,40 2*Dks*(*Stl*)*3rd dk in No.1hold*	6035 5565 3736	✠100A1 5,41 ~~8,40~~ BS12,40 ✠LMC1,40 *Carrying oil fuel F. P. above* 150° F. *in DB*	~~Syd~~ Mel	*b*†	CL 12,39	1913 1mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld.	451·0 467·0(O.L.) P&B375'F35' FK *CellDBa155'uE&B72'f173' 1615t*	58·2	27·0	London British 8*BHCem*	T.3Cy.30$\frac{5}{16}$",50$\frac{9}{16}$"&84"–54" 185lb (*s*) FD 750NHP 4SB,*12cf*,GS264,HS11219 FlensburgerSchiffsb.Ges.	29 ″ 6 s4 ″ 3½ 25 ″ 5¾	
34595 151504 ZMBD	**Waipahi** Ⓟ	*ss*Wln.No.3–5,37 2*Dks*(*Stl*–*Weather dk ptws*)	1783 1621 1019	✠100A1 *withfreeboard* 3,41 BS3,41 LMC5,37 *Fitted for oil fuel* 4,27 *F.P. above* 150° F.	Ddn	*p*	CL N1,40	1925 7mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld.	240·3 250·0(O.L.) F24' FK *CellDB198'400t FPT72t APT26t*	37·5	22·0	Wellingt'n British 4*BHptCem*	T.3Cy.18½",31"&52"–36" (*r*) 190lb 317NHP NB20*refitted*40 2SB,*6cf*,HS5370 FD G.T.Grey&Co.Ld.S.Shl.	24 ″ 0 s7 ″ 2¼ 16 ″ 11½	
34596 163657 GWXQ	**Waipawa** *Ref.Mchy.* E.S.D. GyC. D.F.	**TwinSc** *OilEng.* *ss*Lon.No.1–39 3*Dks, 4th dk in No. 3 hold* *Cruiser Stern* *Tonnage opening closed '40*	12437 10454 7650	✠100A1 *withfreeboard* ~~5,41~~ ~~11,40~~ ~~9,41~~ 1,42 9,39 ✠LMC CS9,30 DBS11,41 ~~10,40~~ 2,41 ✠Lloyd'sRMC~~7,41~~ 3,42 ~~11,41~~	~~Syd~~ ~~Wln~~ Syd	*i*†	CL ~~S6,39~~ ~~P11,39~~ 5,41	1934 10mo	Harland& Wolff,Ld Belfast *Lloyd'sA&CP*	ShawSavill& AlbionCo.Ld.	516·2 535·5(O.L.) B196'F65' FK *4after BHs in upper 'tween dks dispensed with* *CellDB431'2438t FPT122t APT171t*	70·4	32·4 40·7	S'thamptn British 8*BHptCem* (3 ,, *to Udk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 20Cy.29⅛"–59$\frac{1}{16}$" 1631NHP 2DB*100lb* Harland&Wolff,Ld.Bel.	43 ″ 4 s12 ″ 11½ 30 ″ 7¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
34597 151510 ZMCP	**Waipiata** ssAuk.No.3–11,38 *Mchy.Aft* 2*Dks*(*Stl*)	2826 2539 1603	✠100A1 11,41 ~~5,41~~ BS10,41 ~~BS11,39~~ ✠LMC11,38 *Fitted for oil fuel*11,30 *F.P. above* 150° F.	Ddn	*u*	CL ~~11,37~~ 10,40	1926 8mo	Napier& Miller,Ld. Glasgow *Lloyd*'sA&CP	UnionS.S.Co.of NewZealand,Ld. *CellDBuE& B49f*215'762*t*	315·6 P93'B26'F29' FK *FPT*130*t APT*135*t*	45·1	22·8	Wellingt'n British 5*BHCem*	T.3Cy.24",41"&68"–45" (*s*) 200lb 417NHP 2SB,6*cf*,GS132,HS5800 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 4 s 4 ″ 1¾ 21 ″ 4¾	
34598 217492 KELK	**Waipio** (*ex*GoldenKauri–39, *ex*WestElcajon) 2*Dks* D.F. *Fitted for oil fuel*	5545 — 3438					1919	Skinner& EddyCorp. Seattle,Wash	MatsonNavigation Co.	409·6 P43'B115'F47'	54·2	27·1	S.Frncisco Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
34599 142917 ZMFL	**Waipori** D.F. *Ref.Mchy.* 1*Dk*,2*nd dk clear of* *CruiserStern mchy.space* "*Arcform*"	4282 3690 2473	✠100A1 10,41 ~~12,40~~ ✠LMC10,38 *Fitted for oil fuel*10,38 *F.P. above* 150° F.	~~Syd~~ Ddn	*w* 1 13/16	CL 9,41	1938 10mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'sA&CP	UnionS.S.Co.of NewZealand,Ld. *Intermediate BH in after hold dispensed with* *CellD B*277' 753*t FPT*110*t APT*143*t*	357·6 370·8(O.L.) P36'B92'F36' FK	55·2	26·2	Dunedin British 5*BHptCem ptAsp*	T.3Cy.23",38"&65"–45" (*s*) 220lb FD 459NHP 3SB(Spt)9*cf*,GS142,HS6801 N.E.MarineEng.Co.(1938) Ld.Nwc.	28 ″ 6 s 4 ″ 10 23 ″ 10¾	
34600 163660 GWWJ	**Wairangi** **TwinSc** *OilEng.* *Ref.Mchy.* ssLon.No.1–38 GyC. D.F. 3*Dks*, 4*th dk in No.*3*hold* E.S.D. *CruiserStern* *Tonnage opening closed* '39	12436 10457 7647	✠100A1 *withfreeboard* ~~6,41~~ ~~1,41~~10,41 ✠LMC CS9,39 8,41 DBS8,41 ✠Lloyd'sRMC~~11,40~~ ~~6,41~~ 12,41	~~Wln~~ Syd	*i*†	CL ~~3,38~~ 6,41	1935 2mo	Harland& Wolff,Ld. Glasgow *Lloyd*'sA&CP	ShawSavill& AlbionCo.Ld. 4*after BHs in upper'tween dks dispensed with* *Duct keel in way of No.* 3 *hold* *CellDB*431'2413*t FPT*122*t APT*171*t*	516·3 535·3(O.L.) B196'F65' FK	70·4	32·4 40·8	S'thamptn British 8*BHptCem* (3*BHtoUdk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 20Cy.29⅛"–59 1/16" 1631NHP 2DB100*lb* Harland&Wolff,Ld.Gls.	43 ″ 5 s12 ″ 11½ 30 ″ 8	
34601 133274 ZMMQ	**Wairua** Ⓟ **WoodTwinScCtr** ~~2*Dks*~~ 1*Dk*	343 266 193					1913	G.T.Niccol Auckland	KaiparaS.S.Co.Ld.	139·5	23·0	12·7	AuklndNZ British	T.6Cy.8¼",13⅛"&21 3/32"–16" 44RHP Ross&Duncan,Glasgow		
34602 132926 GNXR	**Wairuna** (*ex*Polescar,*ex*Gibraltar, *ex*Schneefels) ssWln.2ndNo.3–3,40 *Ref.Mchy.* 2*Dks*(*Stl–U*teak s)	5832 5478 3642	✠100A1 10,41 ~~12,40~~ BS5,41 ✠LMC3,40 *Carrying oil fuel F.P. above* 150° F. *in DB*	Syd	*a*†	CL ~~3,38~~ 10,41	1914 1mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd*'sA&CP	UnionS.S.Co.of NewZealand,Ld. 1*BH in fore hold dispensed with* *Cell DBa*140'*u E&B*23'*f*187' 1348*t FPT*60*t APT*62*t*	420·0 437·7(O.L.) P60'B126'F54' FK	56·2	29·6	London British *Cem* 6*BH only*	T.3Cy.28¾",47¼"&78"–54"(*s*) 185lb FD 530NHP 3SB9*cf*,GS148,HS6956 FlensburgerSchiffsb.Ges.	32 ″ 4 s 6 ″ 4¾ 26 ″ 1½	
34603 142913 ZMLR	**Waitaki** ssWln.No.1–38 *Ref.Mchy.* 2*Dks*	2212 1823 1098	✠100A1 ~~5,41~~11,41 BS5,41 ✠LMC4,38 *Fitted for oil fuel* 4,34 *F.P. above* 150° F.	~~Ddn~~ Mel	*s* 1 9/16	CL 4,40	1934 4mo	A.Stephen &Sons,Ld. Glasgow *Lloyd*'sA&CP	UnionS.S.Co.of NewZealand,Ld. *CellD B*223' 456*t FPT*30*t APT*58*t*	270·5 281·3(O.L.) P27'B95'F25' FK	42·7	20·8	Dunedin British 4*BHptCem*	T.3Cy.21",34"&56"–39" (*s*) 200lb 353NHP 2SB,6*cf*,GS124,HS5706 FD A.Stephen&Sons,Ld.Gls.	23 ″ 0 s 2 ″ 10¾ 20 ″ 3¾	
34604 163655 GWTZ	**Waiwera** **TwinSc** *OilEng.* ssGls.No.1–38 *Ref.Mchy.* 3*Dks* D.F. E.S.D. GyC. 4*th dk in No.*3*hold* *CruiserStern* *Tonnage opening closed* '39	12435 10453 7650	✠100A1 *withfreeboard* ~~9,41~~ ~~3,41~~1,42 ✠LMC CS7,39 ~~5,40~~ 9,41 DBS5,41 ✠Lloyd'sRMC~~5,41~~ 11,41	Wln	*i*†	CL 3,41	1934 8mo	Harland& Wolff,Ld. Belfast *Lloyd*'sA&CP	ShawSavill& AlbionCo.Ld. *Upper'tween dk BHs except Coll BH dispensed with* *CellDB*431'2438*t FPT*122*t APT*171*t*	516·2 535·5(O.L.) B196'F65' FK	70·4	32·4 40·7	S'thamptn British 8*BHptCem* (*ColltoWdk* 7 ,, 2*nd*,,)	Oil Engines 4S.C.SA 20Cy.29⅛"–59 1/16" 2DB100*lb* 1631NHP Harland&Wolff,Ld.Bel.	43 ″ 4 s12 ″ 11½ 30 ″ 7¼	
34605 32645 JUAB	**Waka Maru** (*ex*Emperor of Fredericton, ssTto.No.1–24 *ex*CanadianSower) 1*Dk*	2036 1797 1157	✠ ... 6,27 ✠				1919 11mo	Pt.Arthur S.B.Co. Port Arthur. Ont.	TowaKisenK.K.	251·3 P26'B64'F25' FK	43·9	20·3	Amagasaki Japanese *WL*	T.3Cy.20",33"&54"–40" 257NHP PortArthurS.B.Co.	23 ″ 0	C †
34606 7833 JOTB	**Wakamatu Maru** (*ex*Wakamatsu ssNag.No.3–3,12 Maru–38) ssKob.No.2–21 1*Dk*2*trB&Webframes*	2723 2539 1659	✠ ... 8,24 ✠				1902 5mo	MitsuBishi Dkyd&EWks Nagasaki	SyowaKigyoGosi Kaisya	326·0 P16'F31' FK	41·3	22·2	Tokyo Japanese *WB*	Q.4Cy.20½",29",42"&60"–45" 278NHP MitsuBishiD&E.Wks.Nag	25 ″ 1	
34607 42609 JJXL	**Wakamiya Maru** *OilEng.* *Mchy.Aft*	548 — 410					1937	YendoIron Works,Osaka	IwaiMiyawaki MantaroKenzo	145·0	25·6	13·1	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.11⅝"–17 5/16" 79NHP HanshinIronWorks,Kobe		
34608 1334 JAGC	**Wakanoura Maru** **Iron** (*ex*Ching-Wo) ssKob.No.3–4,98 ssYka.No.2–06 2*Dks*(*Irn–U*ws)3*trB*	2411 2205 1498	✠ 1,07 ✠	Kob	*u*		1885 3mo	R.Dixon& Co. Middlesbro'	NipponSuisanK.K.	320·0 P24'B60'F41' BK10" *DBa*88'*&u E&B*46'236*t*	38·0	25·7	Hutyu Japanese 6*BHCem*	T.3Cy.26",42"&66"–42" 282NHP 2DB,8*f*,GS160 T.Richardson&Sons,Hpl.	27 ″ 0	
34609 44790 JMDM	**Wakatake Maru** *Mchy.Aft* 1*Dk*	1920 — 1075					1938	Kawamin- amiKogyo K.K. Nagasaki	NipponYusenK.K.	271·7 P87'F29'	40·0	20·3	Tokyo Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP KawaminamiKogyoKK Nag.		
34610 47576 JSJO	**Wakatu Maru** (*ex*Andreas–41, *ex*IndianPrince–36, ssLiv.No.3–10,29 *ex*Glenlyon) ssAvn.No.2–36 Sub.Sig. E.S.D. 2*Dks*(*Stl*)	5123 — 3176	✠ ... 4,41 ✠	NYk			1917 9mo	C.Connell &Co.Ld. Glasgow	SimataniKisen K.K. '*Tween dk BH in after hold dispensed with* *CellDB*344' 1066*t DTa*33'890*t APT*24*t*	400·3 P35'B121'F45' FK	53·0	27·3	Kobe Japanese *Cem* 5*BHtoUdk* 1 ,, 2*nd* ,, *only*	T.3Cy.27",43"&72"–48" 510NHP 3SB,9*cf*,GS150,HS7647 Dunsmuir&Jackson,LdGls.	29 ″ 7	
34611 2969 SHCE	**Walborg** (*ex*Solvik,*ex*Gunhild) ssGot.3rdNo.3–5,35 ssGot.No.1–39 *Well deck* 1*Dk*(*ptIrn&ptStl*)2*trB* *Cargo battens not fitted*	*1483* *1182* *872*	✠100A1 3,41 ✠LMC MS6,39 BS4,41	Got	*p*	OG 5,39	1896 11mo	R.Craggs& Sons Middlesbro' A&CP	RederiA/B Nordic (F.H.Andersson, *Mgr.*) *CellDBa&vE*100'*f*94'303*t FPT*22*t APT*25*t*	255·0 Q94'B68'F28' FK	37·0	15·4	Stockholm Swedish 4*BHCem*	T.3Cy.19",31½"&52"–36" (*s*) 160lb 173NHP 2SB,6*cf*,GS90,HS2760 SirC.Furness,Westgarth& Co.Ld.Mdb.	17 ″ 9 s1 ″ 7 16 ″ 4	
34612 145649 GBSF	**Waldinge** (*ex*Uskport–40) ssShl.No 3–11,37 1*Dk*(*Stl*) *Cargo battens not fitted*	2462 2264 1490	✠100A1 6,41 ✠LMC MS11,37 BS~~8,40~~6,41	Bry	*t*	CL 9,40	1925 4mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd*'sA&CP	Constants(South Wales)Ld.(H. Constant, *Mgr.*) *CellDBa*89'*uE*18'*f* 125' 663*t FPT*122*t APT*94*t*	298·5 P23'B79'F26' FK	44·0	21·2	Newport British 5*BHptCem*	T.3Cy.22",36"&60"–39" (*s* 180lb ~~70*lb*~~ 259NHP 2SB,6*cf*,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	23 ″ 6 s 3 ″ 5¾ 20 ″ 2½	
34613 DIEQ	**Waldtraut Horn** Ⓟ (*ex*PresidenteGomez–36) *OilEng.* D.F. 2*Dks*	3995 3333 2397					1928	F.Schichau Elbing	H.C.Horn	314·0 F37'	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.26¾"–47¼" 622NHP F.Schichau,Elbing		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert.B.of Trade
34614 PIMD	**Walenburgh** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	496 407 251					1938	N.V.E.J. Smit&Zoon Scheepsw. Westerbroek	Wm.H.Müller&Co. N.V.	166·9 P&B96'F23'	29·2	11·4	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$14\frac{9}{16}$"–$22\frac{13}{16}$" 123NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		VL
34615 28527 JAWA	**Wales Maru** *ss*Kob.No.3–12,33 *ss*Kob.No.1–37 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Fitted for oil fuel*	6586 6157 4038	✠ ... 3,41 ✠	Osa	*z*		1921 12mo	Kawasaki Dkyd.Co.Ld Kobe	Kawasaki KisenK.K. *CellDB*342'1234*t*	405·0 F33'*onAwng dk* FK *DTa*35'808*t* *Coll* *FPT*104*t* *APT*36*t*	53·0	37·0	Kobe Japanese *ptCem* *BH to A dk* 5 „ „ *U* „	T.3Cy.28",$46\frac{1}{2}$"&78"–54" HS7800 578NHP 3SB(Spt),*9cf*,GS190, FD KawasakiDockyardCo.Ld	37 ″ 0	
34616 DONH	**Walküre** (*ex*Lisa–36, *ex*Gonzenheim–33,*ex*CornishPoint, *ex*BlandHall) D.F. 1*Dk*&*Shelter dk*	4251 4000 2642					1914	W Doxford &Sons,Ld. Sunderland	H.Vogemann	388·4	51·9	23·5	Hamburg German *WB*	T.3Cy.25",$42\frac{1}{2}$"&70"–48" 339NHP W.Doxford&Sons,Ld.Sld.		G
34617 236820 WPKQ	**Wallace E. Pratt** 1*Dk*, *2nd dk clear of cargo tanks* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing–bracketless system* *Mchy.Aft* *pt electrically welded*	7991 — 4774	100A1 ~~6,41 12,40~~ 12,41 ~~BS12,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 10,7 F.P. above 150°F.*	~~NYk~~ ~~Gal~~NNs BS12,41 LMC10,37		CL 12,40	1937 10mo	SunS.B.& DryDockCo. Chester,Pa. *CellDBuE*	StandardOilCo.of NewJersey 69'102*t* *DTf*26'738*t*	444·1 462·3(O.L.) P93'B35'F40' FK *FPT*351*t* *APT*152*t*	65·3	35·1	Wilmgton (Del.) Utd.States 14*BH*	2 steam turbines DR geared to 1 screw shaft 852NHP 475lb (*s*) FD 2WTB(Spt475lb),HS7192 WestinghouseElec.&Mfg. Co.Phl	35 ″ 0	
34618 162336 MPYV	**Wallace Rose** *ss*Bly.No.2–39 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft*	632 428 277	✠100A1 ~~3,40~~ 12,41 BS7,41 ✠LMC3,39	~~Lon~~ Bry	*i*	CL ~~3,40~~ 12,41	1931 1mo *Lloyd*	NVSchpsw "deMerwede" v/h vanVliet &Co. Hardinxveld '*sA&CP*	RichardHughes& Co.(Liverpool),Ld. *CellDB*105'1	175·3 Q101'B11'F25' FK 44*t*FPT54*t*APT4*t*	27·1	11·1	Liverpool British 3*BHCem*	T.3Cy.13",$21\frac{1}{2}$"&35"–27" (*s*) 180lb 88RHP 1SB,*3cf*,GS54,HS1615 D&W.Hendersn&CoLdGls	13 ″ 0 s 3 ″ $10\frac{1}{4}$ 12 ″ 9	
34619 136403 VJZX	**Wallarah** 3Mst *ss*Syd.2ndNo.3–5,39 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	815 580 375	✠100A1 ~~5,40~~ 10,41 ✠LMC MS5,39 BS~~8,40~~ 10,41	Syd	*k*	CL 4,39	1914 12mo *Lloyd*	ClydeSB.& Eng.Co.Ld. Pt.Glasgow '*sA&CP*	WallarahCoalCo. Ld. *CellDBuE&B*	196·5 205·7(O.L.) Q103'B11'F37' FK&BK$1\frac{1}{2}$" 40'*f* 114' 210*t* *FPT*	29·7 31·4	12·5	SydnyNSW British 3*BHCem* 72*t*APT9*t*	T.3Cy.16",26"&43"–33" (*s*) 180lb 93RHP 2SB,*4cf*,GS77,HS2514 ClydeS.B.&E.Co.Ld.P.Gl.	14 ″ 9 s 4 ″ 5 14 ″ $3\frac{1}{4}$	
34620 6179 SHCR	**Wallonia** *ss*Got.No.3–5,31 *ss*Got.No.2–39 1*Dk*(*Stl*)	1435 1135 811	✠100A1 ~~8,41~~ ~~9,40~~ 2,42 BS~~9,40~~ ✠LMC6,39 8,41	~~Bel~~ ~~Gsk~~ Bry	*p*	OG ~~11,37~~ 1,42	1919 10mo	Kockums M.V.Aktieb. Malmö A&CP	FörnyadeÅngf. Aktieb.Götha (H.Sternhagen, *Mgr.*) *Cell*	231·7 245·5(O.L.) P17'B63'F25' FK *DB* 196' 364*t* *FPT*	37·7	16·4	Gothenbrg Swedish 4*BHCem* 44*t*APT59*t*	T3Cy.$18\frac{1}{8}$",$28\frac{3}{4}$"&$48\frac{13}{16}$"–$31\frac{1}{2}$" 185lb (*s*) 160NHP 2SB,*4cf*,GS56,HS2114 FD KockumsM.V.Akt.Malmö	18 ″ 7 s 1 ″ $7\frac{1}{2}$ 17 ″ 2	
34621 127996 MDBK	**Wallroy** (*ex*Whiterock–36, *ex*Balniel II) *ss*Bel.No.3–1,22 *Mchy.Aft* *ss*Bel.No.2–29 1*Dk*(*Stl*)	628 438 253	✠ 2,35 ✠	Bel	*j*		1909 8mo	Dublin DockyardCo. Dublin	J.Campbell *Cell*	185·0 Q101'B7'F30' BK6" *DB f*103'179*t*FPT	27·8	11·3	Irvine British 3*BHCem* 55*t*APT3*t*	C.2Cy.$19\frac{1}{2}$"&46"–30" 83RHP 1SB,*4cf*,GS68,HS2465 McColl&Co.Ld.Belfast	13 ″ 8	C †
34622 161605 GZYL	**Wallsend** D.F. 1*Dk* *Cargo battens not fitted* *CruiserStern*	3157 2713 1839	✠100A1 4,42 ~~6,41~~ ~~11,41~~ Examined4,42 Brw BS6,41 ✠LMC6,37	~~Nwc~~ Bry	*v* $1\frac{3}{4}$	CL ~~6,38~~ ~~11,41~~ 4,42	1937 6mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland *sA&CP*	BurnettS.S.Co.Ld. *CellD*	343·3 356·9(O.L.) P35'B78'F28' FK B287' 979*t* *FPT*89*t*	48·0	20·9	Newcastle British 6*BHCem* *APT*215*t*	T.3Cy.20",34"&57"–39" (*s*) 220lb FD 275NHP 2SB(Spt),*6cf*,GS85,HS3686 GeorgeClark(1936),Ld.Sld	24 ″ 0 s 3 ″10 20 ″ $4\frac{1}{4}$	
34623 165337 GZDF	**Walmer Castle** *OilEng.* D.F. 2*Dks* ~~1*Dk*&*Shelter dk*~~ *CruiserStern* *Tonnage opening closed '41*	906 681 350	✠100A1 *withfreeboard* 4,41 Examined 8,41 ✠LMC11,36	Lth Gls	*p*	CL 4,39	1936 11mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Union-CastleMail S.S.Co.Ld. *CellDB*177'25	236·2 FK B56'F31' 4*t*FPT12*t*APT17*t*	39·3 40·3	12·5	London British 6*BHCem* (*Coll to W. dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 539NHP Harland&Wolff,Ld.Bel.	22 ″ 0 s7 ″ $8\frac{1}{2}$ 14 ″ 5	
34624 127473 MDFW	**Walnut** 3Mst *ss*Bwg.2ndNo.3–6,34 *ss*Bel.No.1–38 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft* *Cargo battens not fitted*	340 247 125	✠100A1 8,41 ~~6,38~~ BS~~7,40~~ ✠LMC6,38 8,41	Bel	*f*	CL ~~4,38~~ 7,41	1910 3mo *Lloyd*	J Fullerton &Co. Paisley '*sA&CP*	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)	142·6 Q80'B7'F25' BK6"	23·6	10·4	Newry British 3*BHCem* *FPT*45*t*	C.2Cy.$15\frac{1}{2}$"&$34\frac{3}{8}$"–24" (*s*) 130lb 50RHP 1SB,*2pf*,GS39,HS1280 Fishers,Ld.Paisley	11 ″ 4 s 4 ″ 0 11 ″ $6\frac{1}{2}$	
34625 216218 KJIE	**Walter A. Luckenbach** TwinSc *ss*Bos.No.3–7,30 GyC. *ss*Sea.No.2–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	6024 — 3739	✠100A1 *Shelter dk* *withfreeboard* ~~6,41~~ ~~11,40~~ 11,41 MS7,37 *Fitted for oil fuel 6,18 F.P. above 150° F*	~~SFo~~ ~~Bos~~ NYk ✠LMC BS~~11,40~~ 11,41	*b*†	CL PN5,40 S11,40	1918 6mo	Seattle Const&DDCo Seattle,Wsh. A&CP *CellDB*3	LuckenbachS.S. Co.Inc. 34'1626*t* *Sidetanks* 84'376*t*	446·5 FK *in No. 5&6 holds* *'tween dk tanks in*	56·1	28·0 37·7	NewYork Utd.States 10*BHptCem* (*ColltoShdk* 9 „ *2nd*„) *E& B spaces*	4SteamTurbinesSRgeared to 2Sc.Shafts(*s*) 1200NHP 4WTB(Spt)225lb FD HS16560 SeattleConst.&D.D.Co. 36'285*t*FPT225*t*APT445*t*	31 ″ 2 s4 ″ $5\frac{1}{2}$ 27 ″ $0\frac{1}{4}$	
34626 147790	**Walter B. Reynolds** 1*Dk*	1905 1613 1123					1927	Smith's DockCo.Ld Middlesbro'	HallCorporation ofCanada	252·6	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 138NHP Smith'sDockCo.Ld.		C
34627 213479 WJCY	**Walter D. Noyes** *ss*Bos.No.3–10,27 *Mchy.Aft* D.F. 1*Dk*	4387 3933 3114	✠ ... 7,31 ✠				1915 7mo	NwprtNws S.B.&D.D.Co. Newprt News	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*)	354·2 P94'B19'F31' FK	49·0	27·4	Boston Utd.States *WB*	T.3Cy.23",$37\frac{5}{16}$"&66"–45" 365NHP NewportNewsSB&D.D.Co.	30 ″ 0	R †
34628 221083 KDPL	**Walter Jennings** TwinSc *ss*N.Yk.No.3–7,33 *ss*Gal.No.1–37 GyC. 2*Dks*(*Stl*)&*Shelter dk* *Mchy.Aft* (*Stl*)&*Webframes* D.F. *Longitudinal framing*	9564 7827 5978	✠100A1 *Shelter dk* *withfreeboard* ~~8,41~~ ~~2,41~~ 4,42 ~~BS8,41~~ ~~MS9,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 3,21 F.P. above 150° F.*	~~Gal~~ ~~Mob~~ Gal ✠LMC 4,42 ~~BS7,40~~	*f*†	CL ~~PN1,38~~ ~~S2,41~~ P8,41 S4,42	1921 3mo	FederalS.B Co. Kearny,N.J. A&CP *CellDBuE&B*	StandardOilCo. ofNewJersey 68'199*t* *DTf*54'646	499·2 FK *t* *FPT*258*t* *APT*142*t*	68·1	38·9	Wilmgton (Del.) Utd.States *ptAspptCem* 19*BH* (4 *to Sh dk* 11 „ *U* „ 4 „ *2nd* „)	T.3Cy.$20\frac{1}{2}$",35"&60"–42" (*s*) 210lb 676NHP 3SB,*12cf*, HS9618 FD FederalS.B.Co.Kearny	38 ″ 10 s10 ″ 3 28 ″ 11	
34629 DHZG	**Walter L.–M. Russ** *CruiserStern* Sub.Sig. 1*Dk*	1538 1235 890					1927	Akt.Ges. "Neptun" Rostock	Ernst.Russ	246·9 P15'Q73'B61'F28'	40·1	15·5	Hamburg German *WB*	T3Cy$19\frac{5}{16}$"$31\frac{1}{2}$"&$51\frac{3}{16}$"–$35\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
34630 DOTF	**Walter Rau** TwinSc D.F. E.S.D. (*Whale oil Factory*) GyC. *Fitted for oil fuel* 2*Dks* *Ref.Mchy.* *Mchy.Aft* *CruiserStern* *Carrying Petroleum in bulk*	13752 10395 7145					1937	Deutsche WerftAGBet Finkenwrdr Hamburg	WalterRau NeusserOelwerke A.G.	549·8 P118'uprB36' lwrB39'F118'	74·4	33·5	Bremen German *WB*	C.8Cy.$22\frac{1}{16}$"&$47\frac{1}{4}$"–$47\frac{1}{4}$" 213lb 1079NHP HS16792 DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34631 DHZI	**Wameru** (*ex*Porthia,*ex*Polaria) *ss*Shl.No.3–4,21 *ss*Cff.No.1–26 1*Dk*&*Shelter dk*2*nd dk in forehold*	4076 3633 2523	✠ ... 9,27				1919	Flensburgr Schiffsb.Ges. Flensburg	Woermann-Linie A.G.	383·4	52·9	20·7 FK	Hamburg German *WB*	T.3Cy.28¾″,$46\frac{7}{16}$″&76″–48″ 527NHP FlensburgerSchiffsb.Ges.	24 ″ 9	G †
34632 XNBV	**Wan Hsiang** (*ex*HaiFoong, *ex*Tungus) *ss*H.Kg.No.3–3,15 *ss*N.Yk.No.1–20 1*Dk*&*Spar dk*&*deep framing*	1883 — 1162	✠ ... 8,23 ✠				1903 3mo	Sunderlnd S.B.Co.Ld. Sunderland	SanPehS.N.Co.Ld.	260·0 P24′B69′F27′	36·6	12·4 19·9 FK	Shanghai Chinese *WB*	T.3Cy.19″,31″&51″–36″ 170NHP N.E.MarineEng.CoLd.Sld	22 ″ 2	
34633 172955	**Wan Yuan** Ⓟ TwinSc 2*Dks*	674 269 333					1939	Shanghai DockyardsLd Shanghai	TaikooChinese Nav.Co.Ld.	157·1	29·6	8·8	HongKong British	T.6Cy.12¼″,18″&29″–16″ 34NHP ShanghaiDockyards,Ld.		
34634 171226 VLKF	**Wanaka** *OilEng.* 1*Dk*,2*nd dk fwd.of mchy.space* *CruiserStern*	2259 1784 1113	✠100A1 10,41 ~~1,41~~ ✠LMC2,38	Syd	*s*	CL 10,41	1938 2mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellD*	277·6 287·7(O.L.) P&B154′F37′ *B*224′ 418*t FPT*43*t*	45·2	18·3 FK	SydnyNSW British 4*BHAsp* *APT*28*t*	Oil Engines 2S.C.SA 6Cy.23⅝″–$40\frac{15}{16}$″ 583NHP SulzerBros,Ld.Winterthur	21 ″ 6 s2 ″ 0¼ 19 ″ 7½	
34635 OHHQ	**Wanda** (*ex*Skanderborg–33) D.F. *ss*Hfs.3rdNo.3–11,34 1*Dk*(*Stl*)&*deep framing*	1902 1697 1049	✠100A1 3,41 ~~8,40~~ ✠LMC MS2,39 BS9,40 NO LATER SURVEY REPORTED	~~N.Yk~~ Hfs	*r*	OG 5,38	1897 4mo	Helsingörs Jernsk&Msk. Elsinore A&CP	A/B BalticLloyd Line,Ld.O.Y.(H. Janhonen,*Mgr.*) *Cell D B a* 88′*uE*&	289·5 280·1 Q16′B68′F34′ *B*36′*f*110′530*t FPT*	40·5	18·0 FK	Helsingfrs Finnish 4*BHCem* 46*t APT*34*t*	T.3Cy.20″,31″&53″–36″ (*s*) 175lb 187NHP 2SB,4*rf*,GS68,HS2984 HelsingörsJernsk.&Mskb.	20 ″ 7 s 3 ″ 1½ 17 ″ 8	
34636 122745 VJPT	**Wandana** Ⓟ *Ref.Mchy.* *Well deck* 1*Dk*	974 543 531	✠ ... 7,15 ✠				1913 2mo	Mackie& Thomson,Ld. Glasgow	JohnBurke,Ld. -	205·7 Q85′B45′F26′	32·6	11·8 FK&BK1¼″	Brisbane British *WB*	T.3Cy.17″,28″&45″–33″ 156NHP Muir&Houston,Ld.Gls.	12 ″ 6	C †
34637 147294 GLBM	**Wanderer** *ss*Liv.No.3–4,38 2*Dks*(*Stl*)	5079 4720 3152	✠100A1 ~~5,41~~ ~~8,40~~ 1,42 BS1,42 ✠LMC MS4,38 ~~BS12,40~~	~~Liv~~ ~~Gal~~ Mdb	*y*	CL N10,38	1925 2mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*334′1122*t* *DTa*30′762*t*	395·5 409·2(O.L.) P38′B128′F40′ *FPT*70*t APT*26*t*	52·5	28·0 FK	Liverpool British *Cem* 7*BH to Udk* 1 „ „2*nd*„	T.3Cy.26″,43″&73″–48″ (*r*) 200lb *120lb* 464NHP 2DB(Spt),12*cf*,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 ″ 6 s 5 ″ 10¼ 24 ″ 10¾	
34638 7262 SHCU	**Wandia** (*ex*ClaraKunstmann, *ex*Heelsum) *ss*Hbg.3rdNo.3–4,36 *ss*Mmo.No.1–40 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1390* *1251* *798*	✠100A1 ~~8,41~~ ~~8,40~~ 2,42 ✠NB8,15 ✠LMC4,40 BS8,41	~~Mmo~~ ~~Skm~~Hbg	*p*	CL 8,40	1899 5mo	Nederl. Scheepsbouw Maats. Amsterdam A&CP	RederiA/BWandia (A.J.Falkland, *Mgr.*) *CellDBa*	239·6 247·4(O.L.) B58′F31′ 68′*uE* 18′*f*100′375*t*	37·0	17·4 FK	Hlsngborg Swedish 4*BHCem* *APT*66*t*	T.3Cy.18⅛″,29⅛″&47¼″–36″ 160lb (*s*) 156NHP 2SB.4*pf*,GS77,HS2700 NedFab.vWerk.&Spr.Ams	20 ″ 0 s2 ″ 6½ 17 ″ 7½	
34639 163297 MKBB	**Wandle** *Well deck* *ss*Shl.No.2–40 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1482 1158 796	✠100A1 *withfreeboard* 7,41 ~~12,40~~ BS8,41 ✠LMC6,40	Shl	*p*	CL ~~12,40~~ 7,41	1932 10mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Wandsworth& DistrictGasCo. *CellDBuE*18′*f*152′	236·0 242·7(O.L.) Q136′B15′F23′ 628*t MT*70*t FPT*77*t*	38·0	16·5 FK	London British 4*BHptCem* *APT*99*t*	T.3Cy.16½″,27½″&46″–33″ 200lb (*s*) 164NHP 1SB,4*cf*,GS66,HS2850 N.E.MarineEng.CoLd.Sld.	18 ″ 6 s 6 ″ 7¾ 16 ″ 0¼	
34640 DHZK	**Wandrahm** D.F. 1*Dk*	1228 1074 683					1927	Stettiner Oderwerke Stettin	H.M.Gehrckens	239·5 P&B187′F26′	37·8	14·4	Hamburg German *WB*	T.3Cy.$17\frac{11}{16}$″,$28\frac{5}{16}$″&$45\frac{11}{16}$″–$33\frac{7}{16}$″ 120NHP StettinerOderwerke		G
34641 DJXF	**Wandsbek** E.S.D. 1*Dk* *CruiserStern*	2388 2053 1360	✠ ... 1,39	Ham	*u*		1938 9mo	MossVærft &Dokk,A/S Moss	Knöhr&Burchard, Nfl. 1 *Intermediate BH* *CellDB*248′654*t FPT*	301·6 317·0(O.L.) P24′B183′F25′ *dispensed with*	47·8	18·4 FK	Hamburg German 4*BHAsp* 40*t APT*91*t*	C.3Cy.(2)15¾″&39⅜″–31½″& LP turbine withSR gearing & chain drive 229NHP 2SB,4*cf*,GS68,HS3245 MossVærft&Dokk,A/S	20 ″ 5	
34642 153940 VJPQ	**Wanganella** Ⓟ TwinSc *OilEng.* *ss*Syd.No.2–40 ~~*ss*Syd.No.1–37~~ 2*Dks*(*Stl–Weather dk* ws) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* *CruiserStern*	9576 6763 5625	✠100A1 *withfreeboard* 8,41 ~~4,41~~ ✠LMC CS7,37 DBS~~10,40~~ 7,41 10,39	Syd	*e*†	CL s4,41 ~~P12,38~~ P8,41	1932 11mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	HuddartParker, Ld. *Cell*	461·2 474·0(O.L.) P38′B276′F53′ *DB*375′1311*t FPT*	63·9	29·1 FK	Melbourne British 7*BHptCem* 53*t APT*201*t*	Oil Engines 4S.C.SA 16Cy.29⅛″–$59\frac{1}{16}$″ 1305NHP DB*100lb* Harland&Wolff,Ld.Gls.	34 ″ 7 s10 ″ 5 24 ″ 6½	
34643 DHZM	**Wangoni** Ⓟ Sub.Sig. 2*Dks*&*Shelterdk* D.F. *Fitted for oil fuel*	7848 — 4526					1920	Blohm& Voss Hamburg	WoermannLinie A.G.	418·6	56·2	36·0	Hamburg German *WB*	4SRGearedSteamTurbines Blohm&Voss,Hamburg		G
34644 152081 VPDP	**Wanhsien** TwinSc 1*Dk* *Fitted for oil fuel*	868 556 473					1922	Yarrow& Co.Ld. Glasgow	TaikooChinese Nav.Co.Ld.	203·9	33·0	9·9	HongKong British *WB*	T.6Cy.18″,26″&39½″–17⅝″ 130NHP Yarrow&Co.Ld.Glasgow		
34645 HRBQ	**Wanks** (*ex*CayoMambi, *ex*BargeP.D.8) 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	642 — 409				*Rebuil*	1919 t1921	N.ofIrelnd S.B.Co.Ld. Londonderry *by* Franco-Be	StandardNavCorp. (StandardFruit& S.S.Co.*Mgrs.*) lge de Réparation	180·0 P16′B48′F28′ s Nav.Antwerp	31·2	13·0	Ceiba Honduran *WB*	T.3Cy.13″,23″&37″–26″ 70NHP Cooper&Greig,Ld.Dundee		C
34646 158022	**Wanliu** Ⓟ TwinSc (*ex*I.Ping–35) 1*Dk*	781 368 451					1924	Kiangnan Dk&EngWks Shanghai	TaikooChinese Nav.Co.Ld.	148·3	29·0	7·3	HongKong British	T.6Cy.11⅞″,17½″&27¾″–16″ 62NHP KiangnanDk.&Eng.Wks.		
34647 144616 VLDR	**Wannon** (*ex*Gale–35,*ex*Rawlinson, *ex*Boschpolder) 1*Dk*	567 394 287					1919	N.V.Werf Voorhuit Enkhuizen	W.Holyman&Sons Proprietary,Ld.	167·4 Q58′B41′F24′	26·6 *27·9*	11·0	Melbourne British *WB*	T.3Cy.13⅜″,21¾″&35⅞″–24⅞″ DeMan& 61NHP TeVeldhuys,Dordrecht		C
34648 160578 GSLY	**Wanstead** *ss*Shl.No.2–36 D.F. E.S.D. 1*Dk*(*Stl*)	5486 4993 3317	✠100A1 ~~10,41~~ ~~1,41~~ 3,42 Examined 10,41 ~~BS3,40~~ ✠LMC4,36 BS ~~4,41~~ 5,42	~~Liv~~ Liv Mdb	*z*	CL ~~11,39~~ 3,42	1928 10mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *CellDBa*&*uE*156′*f*	405·8 420·5(O.L.) P36′B126′F39′ 186′1242*t FPT*126*t*	54·2	27·9 FK	London British 6*BHAsp* *APT*280*t*	T.3Cy.25½″,42″&70″–48″ (*s*) 185lb 448NHP 3SB(Spt)9*cf*,GS187,HS7926 N.E.MarineEngCoLd.Nwc	30 ″ 4 s 5 ″ 9¼ 24 ″ 8	
34649 153672 VRBP	**Wantung** (*ex*AliceDollar) TwinSc 2*Dks*&*Shade dk*	1061 709 558					1921	Kiangnan Dk.&E.Wrks. Shanghai	TaikooChinese Nav.Co.Ld.	197·6	31·0	9·5	HongKong British *WB*	T.6Cy.15″,22″&34″–18″ 98NHP KiangnanDk.&Eng.Wrks.		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
34650 OGZZ	**Wappu** (exGower-33) ssGot.No.3-3,40 D.F. 1Dk(Stl) Well deck Cargo battens not fitted	1513 — 867	✠100A1 3,40 ✠LMC3,40 No later survey reported	Got	p	CL 2,40	1930 10mo Lloyd's A&CP	GooleS.B. &Repg.Co. (1927)Ld. Goole	O/Y "Wappu" (AnttiWihuri) CellDBa&uE84'f102'391tFPT61tAPT84t	250·3|38·0|17·3 260·2(O.L.) 14·7 Q151'BonQ56'F24' FK	Helsingfrs Finnish 4BHCem	T.3Cy.18",30"&49"-33" (s) 180lb 171NHP 2SB,4cf,GS77,HS2940 N.E.MarineEng.Co.Ld.Sld	17 ″ 0 s 4 ″ 9½ 15 ″ 7	
34651 144340 GCVR	**War Afridi** ssPly.No.3-3,33 ssNwc.No.1-37 D.F. 1Dk(Stl)2trB&Webframes Longitudinal framing	5574 4696 3322	✠100A1 5,42 ~~10,40~~ Examined 5,42 ~~BS10,40~~ BS5,42 LMC4,37 Carrying Petroleum in bulk Fitted for oil fuel 1,20 F.P. above 150° F.	~~Lth~~ Gmh	z	CL 10,40	1920 1mo Lloyd's A&CP	R.Duncan &Co.Ld. PortGlasgow	TheAdmiralty CellDBuE&B68'264tf50'65tFPT95tAPT80t	400·3|52·2|28·4 P50'B121'F39' FK	London British 15BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Rankin&Blackmre,Ld.Grk	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
34652 144311 GCVD	**War Bharata** ssLth.No.3-5,34 ssH.Kg.No.1-38 D.F. 1Dk(Stl)&2nd dk(Stl)in fore hold&Webframes Longitudinal framing	5604 4717 3404	✠100A1 ~~1,40~~ 10,41 BS10,41 ~~BS8,40~~ ✠LMC9,38 Carrying Petroleum in bulk Fitted for oil fuel 3,20 F.P. above 150° F.	Grk Gls	z	CL 8,38	1920 3mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	TheAdmiralty Middleline Bulkhead not oil-tight CellDBuE&B65'282tDTa25'130tDTf40'223tFPT99tAPT69t	400·2|52·3|28·4 P50'B121'F39' FK	London British 16BH	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
34653 144353 GCVS	**War Brahmin** ssLon.No.3-5,33 ssShl.No.1-37 D.F. 1Dk(Stl)2trB&Webframes Longitudinal framing	5567 4696 3325	✠100A1 8,41 ~~1,40~~ Examined8,41 BS8,41 ✠LMC10,37 Carrying Petroleum in bulk Fitted for oil fuel 2,20 F.P. above 150° F.	~~Bermuda~~ Bal	z	CL ~~10,36~~ 8,41	1920 2mo Lloyd's A&CP	Lithgows, Ld. PortGlasgow	TheAdmiralty Middleline Bulkhead not oil-tight CellDBuE&B72'250tf50'65tFPT95tAPT75t	400·3|52·2|28·4 P50'B121'F39' FK	London British 15BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
34654 143379 GLDR	**War Diwan** ssFal.No.3-5,39 D.F. 1Dk(Stl)2trB&Webframes Longitudinal framing	5561 4696 3437	✠100A1 4,12 ~~2,41~~ BS~~1,41~~ 4,42 ✠LMC5,39 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 8,19 F.P. above 150° F.	~~Lth~~ Liv	z	CL 4,39	1919 8mo Lloyd's A&CP	Lithgows, Ld. PortGlasgow	TheAdmiralty Middle line Bulkhead not oil-tight CellDBuE&B72'250tf50'65tFPT95tAPT75t	400·3|52·2|28·4 P50'B121'F39' FK	London British 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
34655 143458 GCZK	**War Hindoo** ssPly.No.3-7,32 ssNwc.No.1-36 D.F. 1Dk(Stl)2trB&Webframes Longitudinal framing	5565 4696 3337	✠100A1 3,41 Examined 3,41 ✠LMC3,41 Carrying Petroleum in bulk Fitted for oil fuel10,19 F.P. above 150° F.	Mil	z	CL 5,39	1919 10mo Lloyd's A&CP	W.Hamilton&Co.Ld Pt.Glasgow	TheAdmiralty CellDBuE&B64'132tf50'64tFPT97tAPT13t	400·3|52·2|28·4 P50'B121'F39' FK	London British 15BHCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
34656 143823 GCTD	**War Krishna** ssPly.No.3-2,32 ssSld.No.1-36 Mchy.Aft D.F. 1Dk(Stl)&2nd dk(Stl) in fore hold&Web frames Longitudinal framing	5760 4697 3504	✠100A1 3,40 ✠LMC MS12,36 BS8,40 Carrying Petroleum in bulk Fitted for oil fuel11,19 F.P. above 150° F.	Sng	z	CL N11,36	1919 11mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	TheAdmiralty CellDBuE40'100tDTf45'242tFPT95tAPT72t	400·0|52·3|30·8 408·2(O.L.) P126'B31'F39' FK	London British 13BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
34657 144350 GLDJ	**War Mehtar** ssPly.No.3-10,32 ssShl.No.1-37 D.F. 1Dk(Stl)2trB &Web frames Longitudinal framing	5502 4701 3407	✠100A1 ~~4,39~~ 10,41 Examined10,41 BS9,41 ✠LMC4,37 Carrying Petroleum in bulk Fitted for oil fuel 3,20 F.P. above 150° F.	~~Nwc.~~ Shl	z	CL 4,38	1920 3mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	TheAdmiralty CellDBuE&B66'f39'321tFPT89tAPT82t	400·2|52·4|28·4 P49'B121'F40' FK	London British 16BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
34658 143383 GLDQ	**War Nawab** (Now used for oil fuel storage purposes) Modified ssSou.No.3-4,41 1Dk Longitudinal framing	5586 4715 3427	✠100A1 6,41 BS4,41 ✠LMC9,36 Carrying homogeneous oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 8,19 F.P. above 150° F.	Sou	z	CL N9,37	1919 8mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	TheAdmiralty Middle line BH not oiltight CellDBuE&B59'f50'337tFPT99tAPT68t	400·0|52·3|28·4 410·0(O.L.) P50'B121'F39' FK	London British 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Nwc.	31 ″ 0	
34659 142691 GLDP	**War Nizam** ssLon.No 3-12,30 ssLth.No.2-39 D.F. 1Dk(Stl)2trB&Webframes Longitudinal framing	5605 4716 3450	✠100A1 ~~10, 2,41~~ 1,42 ✠LMC MS3,39 BS~~2,41~~ 3,42 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel10,18 F.P. above 150° F.	~~Sld~~ Hul	z	CL ~~10,38~~ 12,41	1918 10mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	TheAdmiralty Middle line Bulkhead not oil-tight CellDBuE&B59'f50'317tFPT99tAPT68t	400·0|52·3|28·4 410·0(O.L.) P50'B121'F39 FK	London British 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
34660 143217 GBCM	**War Pathan** ssLon.No.3-1,32 ssFal.No.1-36 D.F. 1Dk(Stl)2trB&Webframes Longitudinal framing	5581 4702 3408	✠100A1 12,40 Examined 12,40 BS12,40 ✠LMC7,36 Carrying oil fuel in bulk F.P above 150° F. Fitted for oil fuel 5,19 F.P. above 150° F.	Liv	z	CL 6,38	1919 5mo Lloyd's A&CP	Sir J.Laing &Sons,Ld Sunderland	TheAdmiralty Middle line Bulkhead not oil-tight CellDBuE&B65'274tf50'67tFPT100tAPT80t	400·0|52·4|28·5 410·1(O.L.) P50'B121'F45' FK	London British 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
34661 144388 GDMQ	**War Pindari** ssLth.No.3-10,35 ssGrk.No.1-40 D.F. 1Dk(Stl)2trB&Webframes Longitudinal framing	5559 4696 3313	✠100A1 9,41 ~~5,40~~ BS9,41 ✠LMC3,40 Carrying Petroleum in bulk Fitted for oil fuel 3,20 F.P. above 150° F.	~~Lth~~ Mdb	z	CL 11,38	1920 3mo Lloyd's A&CP	Lithgows, Ld. PortGlasgow	TheAdmiralty Middleline Bulkhead not oil-tight CellDBuE&B72'250tf50'65tFPT95tAPT75t	400·0|52·2|28·4 P50'B121'F39' FK	London British 15BHptCem	T.3Cy 27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D Rowan&Co.Ld.Glasgow	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
34662 144354 GCVW	**War Sirdar** ssPts.No.3-1,33 ssH.Kg.No.2-40 D.F. 1Dk(Stl)&Web frames Longitudinal framing	5647 4701 3466	✠100A1 8,41 ~~8,40~~ ✠LMC BS~~4,40~~ 8,41 MS8,40 Carrying Petroleum in bulk Fitted for oil fuel 2,20 F.P. above 150° F.	~~HKg~~ Sng	z	CL ~~7,38~~ 8,41	1920 2mo Lloyd's A&CP	SirJ.Laing &Sons,Ld. Sunderland	TheAdmiralty CellDBuE&B62'252tDTf40'207tDTa25'114tFPT100tAPT80t	400·0|52·4|28·4 P49'B121'F45' FK	London British 16BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7656 FD Geo.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
34663 144527 GCVF	**War Sudra** ssPts.No.3-12,32 ssFal.No.1-36 D.F. 1Dk(Stl)2trB&Webframes Longitudinal framing	5627 4718 3413	✠100A1 2,42 ~~3,41~~ Examined ~~3,41~~ 2,42 ✠LMC MS10,36 BS~~3,41~~ 2,42 Carrying Petroleum in bulk Fitted for oil fuel 5,20 F.P. above 150°F.	Gls	z	CL ~~5,40~~ 2,42	1920 5mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	TheAdmiralty Middle lineBulkhead not oil-tight CellDBuE&B65'f41'324tFPT99tAPT68t	400·2|52·4|28·4 409·7(O.L.) P50'B121'F39' FK	London British 16BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Nwc.	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34664 84486 VJYJ	**Wareatea** Iron ssDdn.No.1-88 1*Dk2trB*	475 363 272	✠ ... 8,91 ✠				1883 7mo	H.M'Intyre&Co. Paisley	W.Holyman&Sons Proprietary,Ld.	170·2 Q84'F20' FK *WB*	26·1	11·4	Melbourne British	C.2Cy.20"&40"-30" 70RHP Fleming&Ferguson,Psy.		
34665 137840 GRZN	**Warfield** ssAnt.No.3-9,29 ssFal.No.2-37 1*Dk(Stl)&Shelter dk(Stl)&* *2nd dk inNo.1hold*	6070 5870 3794	✠100A1 *Shelter dk* *withfreeboard* ~~4,41~~12,41 ✠LMC MS9,37 BS4,41	Lon	*z*	CL 6,40	1917 4mo	Russell&Co. Pt.Glasgow *Lloyd*'sA&CP	BritishIndiaStm. Nav.Co.Ld.	415·0 FK *CellDB359'* 1200*t DTf*27' 969*t*	52·7 ... 11,41	33·9	Glasgow British 7*BHCem* *APT*71*t*	T.3Cy.26",44"&72¼"-48" (*r*) 200lb *90lb* 498NHP 2DB,*12cf*,GS202,HS8706 Dunsmuir&JacksonLd Gls	36 ″ 6 s 8 ″ 7¾ 28 ″ 1	
34666 8287 SLJN	**Waria** *OilEng.* *CruiserStern* 1*Dk&Shelter dk* *Strengthened for navigation in ice* *Butts of shell plating part electrically welded*	936 639 358	✠100A1 *withfreeboard* 3,40 ✠LMC8,38 NO LATER SURVEY REPORTED	Skm	*o*	OG	1938 8mo	Öresundsvarvet Aktiebolag Landskrona *Lloyd*'sA&CP	Stockholms RederiaktiebSvea (Eman.Högberg, *Mgr.*)	228·8 236·0(O.L.) B42'F24' FK *CellD B*174' 254*t FPT*54*t*	35·6	12·1	Stockholm Swedish 4*BHptCem* (*Coll toSh dk* 3 „ *2nd dk*) *APT*49*t*	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 8Cy.13⅜"-22$\frac{7}{16}$" 250NHP DB*80lb* Atlas-DieselA/B,Skm.	15 ″ 3 s ″ 2 15 ″ 2¼	
34667 142587 GSBC	**Warialda** (*ex*WarMansion) ssCal.No.3-9,30 ssCal.No.2-38 1*Dk(Stl)* *Cargo battens not fitted*	3135 2866 1859	✠100A1 ~~2,41~~11,41 ~~BS7,39~~ ✠LMC8,38 BS~~2,41~~1,42	Bom	*u*	CL 2,41	1918 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'sA&CP	BritishIndiaStm. Nav.Co.Ld.	331·0 P33'B98'F29' FK *CellD B*284'714*tFPT*103*t*	46·8	23·1	London British 7*BHptCem* *APT*131*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 3SB,*9cf*,GS155,HS6324 FD N.E.MarineEngCoLd.Nwc	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
34668 142433 GSBJ	**Warina** (*ex*WarLoch) ssCal.No.3-4,30 ssCal.No.2-38 *Cargo battens not fitted* 1*Dk(Stl)*	3120 2869 1874	✠100A1 2,42 ~~1,41~~ ✠LMC MS2,38 BS~~9,40~~ 9,41	Cal	*u*	CL ~~2,40~~ 2,42	1918 5mo	Craig,Taylor&Co.Ld Stockton *Lloyd*'sA&CP	BritishIndiaStm. Nav.Co.Ld.	331·1 P33'B98'F29' FK *CellD B*280'687*tFPT*109*t*	46·8	23·2	London British 7*BHptCem* *APT*112*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 430NHP 3SB,*9cf*,GS153,HS6304 FD N.E.MarineEng.Co.Ld.Sld	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
34669 137097 MLFK	**Warita** *OilEng.* *Mchy.Aft.* 1*Dk*	305 241 141	✠ ... 8,23				1919 11mo	I.J.Abdela&Mitchell,Ld Queen'sFerry	J.Summers&Sons, Ld.	127·0 Q33'F18' FK	23·6	10·4	Chester British *WB*	Oil Engines 2S.C.SA 6Cy.10½"-13½" 116NHP *Emade*35 CrossleyBrosLd.Openshaw	11 ″ 6	
34670 7389 SFMA	**Warjo** ssSbg.No.3-9,40 ~~ssSkm.No.2-36~~ 1*Dk(Stl)2nd dk in after hold* D.F. *CruiserStern*	777 *499* *290*	✠100A1 *withfreeboard* 7,41 ~~7,39~~ BS9,41 ~~BS11,39~~ ✠LMC~~6,36~~ 9,40	~~Got~~ Lkr		OG ~~5,38~~ 7,41	1927 10mo	Helsingörs Jernsk&Msk. Elsinore *Lloyd*'sA&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	186·5 P16'Q40'B&F111' len35 FK *CellD B*142'164*tFPT*	31·6	12·0	Stockholm Swedish 4*BHCem* 42*tAPT*23*t*	T.3Cy.16½",27"&44"-30" (*s*) 200lb 150NHP 2SB(Spt),*4cf*,GS63,HS2692 HelsingörsJernsk.&Mskb.	14 ″ 3 s ″ 2 14 ″ 2	
34671 148105 GBFS	**Warkworth** ssBly.No.3-9,37 D.F. 1*Dk(Stl)*	4941 4547 3039	✠100A1 2,41 ✠LMC MS9,37 BS10,40	Shl	*y*	CL 11,40	1924 11mo	BlythswoodSBCoLd Glasgow *Lloyd*'sA&CP	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*)	401·4 P36'B118'F35' FK *CellD Ba&uE*158'*f* 181'1408*tFPT*100*t*	53·2	26·9	Newcastle British 6*BHCem* *APT*130*t*	T.3Cy.26",42"&71"-48" (*r*) 180lb 425NHP 3SB,*9cf*,GS190,HS7167 J.G.Kincaid&Co.Ld.Grk.	29 ″ 7 s 5 ″ 8¼ 24 ″ 2	
34672 132757 GLYP	**Waroonga** Ⓟ TwinSc (*ex*Hororata-39) 2*Dks&Shelter dk* D.F. *Ref.Mchy.* *Fitted for oil fuel*	9365 8246 5191	Lloyd'sRMC~~2,41~~~~8,41~~ 3,42				1914	W.Denny&Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld.	511·1 P37'B189'F67' *on Shelter dk*	64·2	32·0	Plymouth British *WB*	Q.4Cy.26",37",53"&76"-48" 800NHP Denny&Co.Dumbarton		C
34673 122726	**Warrawee** Ⓟ 1*Dk*	423 254 165	✠ ... 10,11 ✠				1909 3mo	J.Reid&Co.Ld. Glasgow	CoastSteamships, Ld.	155·7 P&B65'F25' FK&BK⅞"	27·1	10·1	P.Adelaide British *WB*	C.2Cy.18"&40"-27" 64RHP Muir&Houston,Ld.Gls.	10 ″ 8	
34674 164331 MMKX	**Warrian** (*ex*Frank-37) *Mchy.Aft* *Cruiser Stern* 1*Dk*	1057 832 570					1929	Porsgrund Mek.Værks Porsgrunn	UnitedAfricaCo. Ld.	210·2 H115*t*P52*t*	34·2	15·5	Liverpool British *WB*	C.4Cy.(2)12¾"&(2)27½"-27½" 66NHP PorsgrundMVPorsgrunn		N
34675 220211 KJOD	**Warrior** (*ex*JohnJay-37) 1*Dk&Shelter dk forward Web frames* D.F. *Fitted for oil fuel* *Longitudinal framing*	7551 — 4766	✠ ... 9,20				1920 6mo	Pusey&JonesCo. Gloucester City	WatermanS.S. Corp.	439·6 P41'B134'F46'*on Shelter dk* FK	60·2	33·7	Mobile Utd.States *WB*	T.3Cy.29¼",52½"&82½"-52" 492NHP *Emade93refitted*32 Newport NewsSB&DD.Co	36 ″ 8	R †
34676 SPBS	**Warszawa** Ⓟ (*ex*Smolensk) 2*Dks&Awng dk*	*2487* *2255* *1534*					1916	W.Doxford&Sons,Ld. Sunderland	PolishBritishS.S. Co.Ld.(PolishS.S. AgencyLd.*Mgrs.*)	286·7	40·6	26·0	Gdynia Polish *WB*	T.3Cy.22",36"&60"-42" 233NHP W.Doxford&Sons,Ld.Sld		V
34677 DAOJ	**Wartburg** Ⓟ D.F. *Ref.Mchy.* 1*Dk*	900 589 525					1920	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	201·4 P28'Q46'B53'F25'	30·4	12·2	Stettin German *WB*	T.3Cy.13⅗",21⅗"&35⅗"-25⅗" 63NHP StettinerOderwerke		G
34678 DOHZ	**Wartenfels** Sub.Sig. 2*Dks*	6181 5701 3766					1921	J.C.TecklenborgA.G. Wesermünde-G.	DeutscheDmpfsfahrts.Ges.Hansa	430·3 P79'B135'F55'	56·4	30·3	Bremen German *WB*	T.3Cy.29⅛",47¼"&76⅜"-53$\frac{9}{16}$" &L.P.turbine 608NHP J.C.TecklenborgAG,Wsm		G
34679 8016 SDJG	**Warun** *OilEng.* D.F. ssGot.No.1-39 1*Dk&Shelter dk* *Strengthened for navigation in ice* *CruiserStern*	842 *595* *293*	✠100A1 *withfreeboard* 3,40 ✠LMC CS5,39 DBS7,39 3,39	Skm	*n*	OG 1,40	1935 5mo	NyaVarvsaktb.Öresund Landskrona *Lloyd*'sA&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	216·1 220·8(O.L.) FK B *on Shelter dk* 42' *CellD B*162'220*tFPT*54*tAPT*49*t*	35·6	12·1	Stockholm Swedish 4*BHptCem* (*Coll toSh dk* 3 „*2nd* „)	Oil Engines 2S.C.SA 5Cy.20½"-27$\frac{9}{16}$" 367NHP DB*30lb* KockumsM.V.Akt.Malmö	15 ″ 3 s ″ 2 15 ″ 2¼	
34680 162527 GTPY	**Warwick Castle** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 4*Dks* D.F. E.S.D. *CruiserStern*	20107 14986 12245					1930	Harland&Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	651·5	75·5	37·4	London British *WB*	Oil Engines 2S.C.DA 20Cy.24$\frac{7}{16}$"-55⅛" 4100NHP NE38 Harland&Wolff,Ld.Bel.		BT till ~~8,41~~ 7,42
34681 5498 SHDE	**Wasaborg** 1*Dk*	*1274* *1072* *708*					1913	OskrshmnsM.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	227·6 P23'B58'H139*t*	36·6	16·0	Stockholm Swedish *WB*	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
34682	**Wasgenwald** 2*Dks* *Cruiser Stern* *Fitted for oil fuel* Sub.Sig. D.F.	4990 4478 2956					1923	DeutscheWerftA.G. Hamburg		399·6 P&B257'F50'	54·0	27·4	*WB*	T3Cy26$\frac{3}{16}$"43⅜"&70$\frac{15}{16}$"-47$\frac{5}{16}$" 345NH Gutehoffnungshütte, Sterkrade		G

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
34683 232210 WLEE	**Washington** Ⓟ **TwinSc** Now "Mount Vernon," see No. 37632 in Supplement 4Dks Ref.Mchy. Fitted for oil fuel D.F. E.S.D. GyC.	24289 — 13869					1933	NewYork S.B.Co. Camden,N.J.	UnitedStatesLines Co.	668·4 B&F584'	86·3	33·3	NewYork Utd.States WB	6SteamTurbinesSRgeared to2 Sc.Shafts NewYork S.B.Co.Camden,N.J.		R
34684 220437 KDCB	— (exHelenOlmsted, ssN.Yk.No.3-8,32 exCapeAnn, ssGal.No.2-40 exSapulpa) 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing Sub.Sig. D.F.	7030 — 4352	✠ ... 11,41 ~~BS1,41~~ Carrying Petroleum in bulk Fitted for oil fuel 7,20 F.P. above 150° F.	~~Gal~~ NYk ~~LMC MS7,40~~	a†	CL 7,40	1920 6mo	MooreS.B. Co. Oakland,Cal A&CP CellD	BuE&B 61' 143t D	425·0 P106'B40'F41' FK Tf 43'540t APT 28t	57·2	33·1	Wilmgton (Del.) Utd.States 16BHpt Asp (9 to U dk 7 „2nd „)	T.3Cy.24⅝",41½"&72¼"-48" 210lb 579NHP 3SB,9cf,HS8745 FD LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0 ~~s 6 ″ 1¾~~ ~~27 ″ 1~~	
34685 218614 KIRF	— (exWestCayote) 2Dks D.F. Fitted for oil fuel	5564 — 3472					1919	S.Western S.B.Co. SanPedro,Cal	StatesSteamship Co.	410·5 P43'B114'F46'	54·3	27·2 WB	Portlnd,Or Utd.States	T.3Cy.24½",41½"&72"-48" LlewellynIron Works,LosAngeles,Cal. 359NHP		R
34686 LOGJ	— Ⓟ **Pad** (exViena) 2Dks Fitted for oil fuel	1675 — 659					1906	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	320·0 Shadedk270'	40·2	20·1	Bns.Aires Argentine	T.3Cy.31",52"&78"-84" 558NHP A.&J.Inglis,Ld.Glasgow		
34687 LITB	**Washington Express** **TwinSc** ssOsl.No.1-37 OilEng. Ref.Mchy. 2Dks(Stl-Weather dk ws) 3rd dk in forward holds D.F. CruiserStern	3643 2956 2165	✠100A1 withfreeboard 5,41 ✠LMC CS9,37 2,39 ✠Lloyd'sRMC ~~11,40~~ 12,41 ~~5,41~~ for temp. 33° F.	Vcr	v	CL 3,39	1933 9mo Lloyd's A&CP	GötavekenA/B Gothenburg CellDBuE&f	Skibs.A/S Seattle (BiornBiörnstad& Co.Mgrs.) 158'427tDTs a695t	338·4 334·4 352·0(O.L.) FK F154' (FPT35tAPT60t	47·2	27·1	Oslo Norwegian 5BHptCem Coll toWdk 4 „2nd„)	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP GötaverkenA/B,Got.	30 ″ 6 s 9 ″ 7¼ 21 ″ 3	
34688 219684 KUGB	**Washingtonian** (exWillzipo-37, exEasternMariner) Fitted for oil fuel D.F. 1Dk&Shelter dk&Web frames Longitudinal framing	6617 6071 4161	✠ ... 1,21	✠			1919 12mo	OsakaIron Works,Ld. Osaka	American-HawaiianS.S.Co.	415·1 P45'B148'F45 on Shelter dk FK	55·7	32·0	NewYork Utd.States WB	T.3Cy.27",45"&75"-51" 553NHP OsakaIronWrks,Ld.Osaka	34 ″ 8	R †
34689 23628 JCUC	**Wasin Maru** (exWashinMaru-38) 1Dk	1871 — 1083					1918	Mitsubishi ZosenKaisha, Ld.Nagasaki	MoriheiKisenK.K.	250·0 P&B132'F32'	37·7	20·5	Amagasaki Japanese WB	T.3Cy.17",28½"&48"-36" 138NHP MitsubishiZosenKaishaLd		
34690 113907 MJSC	**Waterbuck** (exNeilson, **TwinSc** exT.C.C.HopperNo.2) ssGls.No.3-5,20 Mchy.Aft 1Dk(Irn)	875 671 504	✠ 3,28	PN1 ✠	k		1903 8mo	Ropner& Son Stockton CellDBf69'264t	SenaSugarEstates Ld.	180·1 B52'F31' FK FPT22t	33·1	14·3	London British 4BHCem	T.6Cy.10",16½"&27"-22" 117NHP 2SB,3cf&2pf,GS77,HS2454 Blair&Co.Ld.Stockton	15 ″ 0	
34691 132872 MDVB	**Watergate** (exWheatlands) **3Mst** ssBkn.2ndNo.3-10,36 Welldeck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	499 313 190	✠100A1 5,42 ~~3,40~~ Examined ~~7,41~~ 5,42 BS ~~3,41~~ 5,42	~~Gms~~ ~~Bkn~~ Bry ✠LMC10,36	h	OG ~~11,38~~ N4,42	1912 9mo Lloyd's A&CP	DublinDk-yardCo. Dublin Cell	CoppackBros.&Co.	162·4 Q95'B12'F23' BK7" DBf91'99t FPT33t	25·7	9·7	Chester British 3BHCem APT22t	C.2Cy.20"&42"-27" (s) ~~120lb~~130lb 97RHP 1SB,3pf,GS55,HS1830 Muir&Houston,Ld.Gls.	12 ″ (s 4 ″ 0 12 ″ 5	
34692 PIMU	**Waterland** ssAms.No.3-5,34 D.F. ssHam.No.1-38 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	6847 6297 4165	✠100A1 Shelter dk withfreeboard ~~4,41~~ 12,41 BS1,42 ~~BS2,41~~ ✠LMC2,38 ✠Lloyd'sRMC ~~7,41~~ 3,42 ~~11,41~~ Fitted for oil fuel 5,22 F.P. above 150° F.	~~Ams~~ NYk	c†	CL 4,41	1922 5mo Lloyd's A&CP	Barclay, Curle&Co.Ld Glasgow CellDB405'1559t	N.V.totVoortzetting van den Koninklijken HollandschenLloyd	460·7 FK FPT79tAPT38t	60·2	27·8	Amstrdam Dutch Cem Collision BHtoSh dk 6 „ „ U „	2 Steam Turbines DR geared to 1 Sc.Shaft (s) 220lb 1039NHP 5SB(Spt),15cf,GS311, HS13105 FD Barclay,Curle&Co.Ld.Gls.	30 ″ 6 s 4 ″ 5¾ 26 ″ 2½	
34693 149472 ~~MPBW~~ VOFP	**Waterton** ssTto.No.3-5,41 ~~ssMtl.No.2-37~~ Mchy.Aft 1Dk(Stl) ~~Cargo battens not fitted~~	~~2115~~ ~~1747~~ ~~1286~~ 2140 1747 1302	✠100A1 withfreeboard ~~5,41~~ ~~6,37~~ 4,42 ~~BS1,40~~ ✠LMC 1,41 For Service on the Great Lakes & River St.Lawrence & to Newfoundland, including Eastern Canadian & United States ports, Mexican Gulf, West Indies & to the Guianas	~~Tto~~ Hfx BS4,42 ~~BS1,41~~		CL ~~6,37~~ 4,41	1928 5mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle CellDB	Bowater'sNewfoundlandPulp& PaperMillsLd. 3WT BH also Intermediate BH	253·0 P70'F37' FK in holds lower part 228'667t FPT140t	43·7	19·3	S.Jhn'sNFL Newcastle British watertight APT15t	T.3Cy.17",28"&46"-36" (s) 200lb 190NHP 2SB,4cf,GS74,HS2762 FD ArmstrngWhitwth&Co.Ld	21 ″ 6 s4 ″ 7½ 17 ″ 0¼	
34694 218436 KING	**Watertown** 2Dks Mchy.Aft Fitted for oil fuel Carrying Petroleum in bulk D.F. GyC. Longitudinal framing	6372 — 3950					1919	Bethlehem S.B.Corp.Ld Quincy,Mass.	CitiesServiceOil Co.	416·8 P91'B39'F33'	56·1	32·7	NewYork Utd.States WB	T.3Cy.27",44"&74"-51" 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass		R
34695	**Watsonville** (exCallabasas) 1Dk Fitted for oil fuel	2220 — 1330					1918	AlbinaEng &Machine Works Portland,Or.	Transpacific SteamshipCo.S.A.	289·0	44·1	19·2	Panama Pnamanian WB	T.3Cy.22",37½"&60"-42" 233NHP EllicottMachineCorp.		R
34696 138653 VGWC	**Watuka** ssHfx.No.3-4,31 Well deck ssHfx.No.2-39 D.F. 1Dk(Stl)	1621 1275 1023	✠100A1 4,41 BS ~~4,41~~ ✠LMC3,39 4,42	Hfx	p	OG 4,41	1918 12mo Lloyd's A&CP	NovaScotia Steel&Coal Co.Ld. New Glasgow,N.S	NovaScotiaSteel &CoalCo.Ld.	248·7 Q91'B56'F26' FK CellDB211'432t	35·1	17·3	Pictou,NS British 4BHCem APT33t	T.3Cy.17⅜",28"&46"-33" (s) 185lb 150NHP 2SB,4cf,GS77,HS2566 NovaScotiaStl&CoalCoLd	20 ″ 0 s 2 ″ 1 18 ″ 1½	
34697 206077	**Wauketa** Ⓟ 3Dks	543 — 267					1909	ToledoS.B. Co. Toledo	SuttonLine,Inc.	175·0	38·4	14·5	NewYork Utd.States	T.3Cy.17¼",27½"&43"-30" 101NHP ToledoS.B.Co.Toledo		
34698 123180 GMFW	**Waverley** Ⓟ **Pad** (exBarry) D.F. 1Dk	466 310 180					1907	J.Brown& Co.Ld. Clydebank	P.&A.Campbell, Ld.	225·6 Promenadedk	26·6	8·7	Bristol British	C.D.2Cy.25½"&54"-54" 178NHP J.Brown&Co.Ld.Clydebnk		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
34699 ~~HRBW~~	**Wawa** *ss*N.Os.No.3-3,37 *Mchy.Aft* *ss*N.Os.No.1-41 1*Dk*(*Stl*-ws)	1650 1384 1023	✠100A1 *withfreeboard* 6.41 ~~3.41~~ ✠LMC BS11,40 MS3,41 No later survey reported *Fitted for oil fuel 4,25 F.P. above 150° F.*	NOs	*q*	OG 3,41	1925 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	Wallem&Co ~~StandardNav.Corp~~ ~~(StandardFruit&~~ ~~S.S.Co.*Mgrs.*~~) *IntermediateBHin* *CellDBuE*18' *f*150'328	255·2 P70'F35' FK *hold dispensed with* *tDTf*10'134*t FPT*	38·2	18·9	Panama Pnamanian 3*BHptCem* 97*tAPT*22*t*	T.3Cy.19",32"&54"-36" (*s*) 195lb 263NHP 2SB,6*cf*,HS3932 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 0 s3 ″ 10 17 ″ 6½	
34700 147324 GLNT	**Wayfarer** *ss*Liv.No.3-3,38 2*Dks*(*Stl*)	5068 4720 3157	✠100A1 2,42 ~~4,41~~ ✠LMC MS3,38 BS4,41	~~Hul~~ Mch	*y*	CL ~~N6,37~~ 1,42	1925 8mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*334' 1122*tDTa*30'7	395·5 409·0(O.L.) P38'B128'F40' FK 62*tFPT*76*tAPT*26*t*	52·5	28·0	Liverpool British *Cem* 7 *BH to Udk* 1 „ „ 2*nd* „	T.3Cy.26",43"&73"-48" (*r*) 200lb *120lb* 464NHP 2DB(Spt),12*cf*,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 ″ 6 s5 ″ 10¼ 24 ″ 10¾	
34701 148048 GCZV	**Waziristan** *ss*Nwc.No.3-7,36 D.F. 1*Dk*(*Stl*)	5135 4750 3191	✠100A1 5,41 Examined 5,41 DBS12,40 ✠LMC MBS5,41 MS5,41	Shl	*y*	CL N 4,41	1924 1mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	HindustanSteam Shipping Co.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*	390·0 P33'B113'F41' FK 342'1524*t FPT*128*t*	53·5	28·6	Newcastle British 6*BHptCem* *pt Asp* *APT*167*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb *150lb* 363NHP 2SB,8*cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s6 ″ 1¼ 25 ″ 7¾	
34702 129777 VJKY	**Wear** *ss*Mel.2ndNo.3-1,36 *ss*Mel.No.1-40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1892 1489 1086	✠100A1 4,41 BS4,41 ✠LMC3,40	Mel	*q*	CL N2,40	1911 9mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	JamesPaterson& Co.ProprietaryLd. *CellDBa&uE&*	268·0 277·5(O.L.) P24'Q82'B51'F31' FK *B*102'*f*104'383*t FP*	37·9	17·6	Melbourne British 4*BHCem* *T*105*t APT*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 205NHP 2SB,6*pf*,GS94,HS3279 G.Clark,Ld.Sunderland 100*t*	19 ″ 9 s1 ″ 11 18 ″ 0	
34703 162112 GYYL	**Wearpool** *OilEng.* *ss*Bry.No.1-40 D.F. 2*Dks* *CruiserStern* *Tonnage opening closed '41(W.E.)*	4982 4627 3049	✠100A1 *withfreeboard* ~~3,41~~12,41 DBS4,40 ✠LMC8,36	~~Avn~~ Liv	*a*†	CL 10,39	1936 8mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP* '*tween* *CellDB*	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *dkBHs except Coll* 347'1174*tMT*1236*t*	423·5 FK *BHdispensedwith* (*FPT*134*tAPT*191*t*	54·2	26·1	Cardiff British 7*BHptCem* *Coll to W dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	37 ″ 3 s10 ″ 11½ 26 ″ 6	
34704 160727 GPDM	**Wearwood** *ss*Shl.No.2-38 D.F. E.S.D. GyC. 1*Dk*(*Stl*)	4597 4156 2851	✠100A1 ~~3,42~~ ~~4,41~~5,42 BS~~3,41~~ ✠LMC5,38 3,42	~~Bkn~~ ~~Mch~~Lon	*y*	CL 4,40	1930 1mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	JosephConstantine S.S.Line,Ld. *CellD*	382·6 395·4(O.L.) P35'B119'F30' FK B332'1056*tFPT*96*t*	52·0	26·6	Middlsbro' British 6*BHCem* *APT*140*t*	T.3Cy.24",39"&66"-45" (*s*) 200lb 432NHP 2SB(Spt)(FD)&1AuxSB, 8*cf*,GS152,HS6619 N.E.MarineEngCoLd.Nwc	29 ″ 0 s5 ″ 4¼ 23 ″ 10¼	
34705 120766 VLFJ	**Weeroona** Ⓟ Pad *ss*Mel.No.3-11,19 *ss*Mel.No.2-26 1*Dk&Promenade dk*	1412 969 623	✠ ... 3,31 ✠				1910 9mo	A.&J. Inglis,Ld. Glasgow	BaySteamers,Ld.	310·6 FK	36·2	12·0	Melbourne British	C.3Cy.39"&(2)56"-66" 517NHP A.&J.Inglis,Ld.Glasgow	12 ″ 7	
34706 344 YMCK	**Weichsel** (*ex*QueenAlexandra) Sub.Sig. 1*Dk*	1021 837 602					1906	Helsingörs Jernsk&Msk Elsinore	(Behnke&Sieg, *Mgrs.*)	225·7 P11'Q59'B105'F27'	34·9	12·7	Danzig *WB*	T.3Cy.16½",26½"&44"-30" 106NHP HelsingörsJernsk.&Mskb.		G
34707 148873 GLPS	**Weirbank** TwinSc *OilEng.* *ss*Fal.No.3-2,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Tonnage opening closed '41(W.E)*	5150 4764 3118	✠100A1 *withfreeboard* ~~7,41~~ ~~12,40~~ 2,42 ~~DBS9,40~~ ✠LMC2,39 *Carrying vegetable oil in deep tank*	~~Liv~~ ~~Gms~~ Bkn DBS9,41	*a*†	CL ~~RN4,38~~ ~~s12,40~~ ~~s7,41~~ 7,41	1925 9mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP* *CellDB*357'11	BankLine,Ld.(A. Weir&Co.*Mgrs.*) 21*tTanks between* *tunnels*115'251*tD*	420·1 FK (*Coll* *Tf*32'1067*tFPT*10	53·9	26·5	Glasgow British 7*BHptCem* *BH to Sh dk* 6 „ „ 2*nd*„) 6*tAPT*132*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	37 ″ 2 s10 ″ 11¼ 26 ″ 8	
34708 DOOZ	**Weissenfels** TwinSc *OilEng.* Sub.Sig. *Cruiser Stern* 2*Dks* E.S.D.	7861 7264 4852					1925	J.C.Tecklenborg A.G. Wesermünde G.	DeutscheDampfs. Ges."Hansa"	468·4 P133'B143'F90'	60·4	32·3	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.27½"-55⅛" 873NHP J.C.TecklenborgA.G.Wsm		G
34709 DQOA	**Weissesee** (*ex*Bulla,*ex*Hessen) *ss*Syd.No.3-4,18 *ss*Syd.No.1-22 2*Dks*	5066 4821 3164	✠ ... 11,26 ✠				1905 11mo	J.C.Tecklenborg A.G Wesermünde-G.	W.Schuchmann	409·4 P&B336'F46' FK	52·7	29·0	Brmrhavn German *WB*	Q4Cy.$24\frac{1}{16}$",34⅝",50"&$72\frac{13}{16}$"-53⅛" 594NHP J.C.TecklenborgA.G.Wsm	30 ″ 9	G †
34710 DKAY	**Welheim** *OilEng.* E.S.D. *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	5455 4482 2609					1939	Flensburgr Schiffsb.Ges. Flensburg	HugoStinnes G.m.b.H.	415·8 P25'B&F376' *Upper*F33'	60·2	21·6	Hamburg German *WB*	2 Oil Engines 2S.C.SA 16Cy.20½"-$27\frac{9}{16}$" SR geared to 1 screw shaft 1180NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
34711 644 OHBX	**Wellamo** Ⓟ *ss*Hfs.No.3-4,39 Sub.Sig. 2*Dks*(*Stl-weather dk* ws) *Strengthened for navigation in ice* D.F.	1996 — 988	✠100A1 *withfreeboard* 1,41 BS7,40 ✠LMC4,39 No later survey reported	Hfs	*r*	CL 11,38	1927 6mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	FinskaÅngfAktieb *CellDB*210'246*tF*	263·6 250·5 F24' FK *Duct keel* 127½' *PT*17*tAPT*34*t*	39·8	22·4	Helsingfrs Finnish 5*BHCem* (*Coll to Wdk* 4 „ 2*nd* „)	T.3Cy.22½",36½"&61"-39" 200lb FD (*s*) 364NHP 2SB,6*cf*,GS63,HS5502 Akt.Burmeistr.&WainCpn	24 ″ 9 s8 ″ 0 17 ″ 1	
34712 149435	**Wellandoc** *Mchy.Aft* 1*Dk*	1926 1638 1151					1927	Swan,Hunter&Wigham Richardson, LdSunderlnd	PatersonSteamships,Ld.	252·8 Q100'F35'	43·4	17·8	FtWilliam Ont. British *WB*	T.3Cy.15",25"&40"-33" 92NHP MacColl&Pollock,Ld.Sld.		C
34713 UOIN	**Wellen** (*ex*Nürnberg-32,*ex*Kosmo, *ex*Nordmark) Sub.Sig. 2*Dks&Shelter dk*	5135 4737 3106					1913	W.Doxford&Sns,Ld. Sunderland	U.S.S.R.	419·9 B82' FK	54·1	26·4	Vladvostk Russian *WB*	T.3Cy.27",44½"&75"-54" 577NHP W.Doxford&Sons,Ld Sld.	29 ″ 0	
34714 203928 KLCM	**Wellesley** Wood 1*Dk* *Mchy.Aft* *Fitted for oil fuel*	770 — 432					1907	E.Henckendorff Prosper,Or.	J.R.HanifyCo.	186·3	38·0	13·8	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP UnitedEng.Wrks,S.Frisco.		
34715 148055 GDRW	**Wellfield** TwinSc *OilEng.* *ss*Shl.No.3-8,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *CruiserStern* *Longitudinalframing*	6054 4951 3584	✠100A1 3,41 DBS3,41 ✠LMC8,36 *CarryingPetroleum in bulk*	NYk	*y*	CL 3,41	1924 3mo *Lloyd*	TyneIron S.B.Co.Ld. Newcastle '*sA&CP*	FieldTankS.S.Co. Ld.(Hunting& Son,Ld.*Mgrs.*) *CellDB*	409·8 P92'B37'F40' FK len32 *uE*27'46*t FPT*140*t*	51·4	30·1	Newcastle British 16*BHptCem* 10 „ *to Udk* *APT*64*t*	Oil Engines 4S.C.SA 12Cy.22¼"-$39\frac{7}{16}$" 2DB*120lb* 563NHP N.E.Mar.Eng.Co.LdNwc.	30 ″ 6 s4 ″ 7¼ 26 ″ 1½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux; Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Dte de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
34716 116555 WBEQ	**Wellhart** (*ex*Hall,*ex*SelwynEddy) *Mchy.Aft* 1*Dk&Spar dk*	2846 — 2164					1893	Detroit S.B.&D.D.Co Wyandotte, Mich.	WellhartS.S.Co. Inc.(H.N.Hartwell &Sons,Inc.*Mgrs.*)	343·0|42·2|21·6 F36′	Boston Utd.States	T.3Cy.22″,35″&56″–44″ 208NHP DetroitS.B.&D.D.Co.Det.		R
34717 161366 GMJB	**Wellington Court** *ss*Cff.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	4979 4622 3003	✠100A1 *with freeboard* 11,41 ~~11,40~~ 8,41 BS~~9,40~~	~~Nwc~~ Gls ✠LMC9,38	*a*†	CL 9,38	1930 2mo *Lloyd*	W.Pickers- gill&Sons,Ld. Sunderland '*sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDBa&uE*158′ *f*180′1217*tF*	405·6|55·5|25·8 422·3(O.L.) F39′ FK (*PT*127*tAPT*204*t*	London British 6*BHCem* *Coll to Sh dk* 5 „ 2*nd*„)	T.3Cy.26″,43″&72″–48″ (*r*) 180lb 437NHP 3SB(Spt),9*cf*,GS182, HS7401 N.E.MarineEng.Co.Ld.Sld	37 ″ 3 s11″3½ 26 ″ 2¼	
34718 166137 GMGC	**Wellpark** D.F. E.S.D. 1*Dk&Shelter dk* *Tonnage opening closed* '41(*W.E.*)	4649 4256 2724	✠100A1 *with freeboard* ~~9,41~~ ~~12,40~~ 1,42	~~Shl~~ ~~Phl~~ Nwc ✠LMC6,38	*z* $1\frac{15}{16}$	CL 12,40	1938 6mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*) *CellDB*344′1298*tF*	407·4|54·7|24·5 419·5(O.L.) F32′ FK (*PT*169*tAPT*210*t*	Greenock British 6*BHCem* *Coll to Sh dk* 5 „2*nd*„)	T.3Cy.22″,38″&65″–45″ (*s*) 220lb 431NHP 2SB(Spt&FD)&1AuxSB, 9*cf*,GS146,HS6471 Rankin&BlackmoreLdGrk	36 ″ 6 s10″8½ 26 ″ 0¼	
34719 164349 GDGY	**Welsh Coast** *OilEng.* D.F. 1*Dk&Shelter dk* *Mchy.Aft* E.S.D. *Cruiser Stern*	646 499 234	✠100A1 *with freeboard* 12,41 ~~9,40~~	~~Liv~~ Bkn ✠LMC1,38	*m*	OG 12,41	1938 1mo *Lloyd*	Ardrossan DockyardLd. Ardrossan '*sA&CP*	CoastLines,Ld. *CellDB*154′2	200·6|33·1|11·1 34·9 209·6(O.L.) FK F23′ B(*aft*)33′(19*tFPT*95*tAPT*28*t*	Liverpool British 3*BHCem* *Coll to Sh dk* 2 „ 2*nd*„)	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
34720 167597 GPFC	**Welsh Prince** D.F. E.S.D. 1*Dk&Shelterdk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5148 4618 3053	✠100A1 *with freeboard* 10,41 ~~10,40~~	~~Shl~~ NYk ✠LMC7,40	*a*† 2	CL 10,40	1940 6mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* 5 *divisional*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *watertight BH in* *CellDB*360′1229*t*	418·1|56·0|25·0 432·5(O.L.) F38′ FK *shltr'tweendks* (*FPT*185*tAPT*158*t*	London British 7*BHptCem* *pt Asp* *Coll BHto Sh dk* 6 „ „ 2*nd* „)	T.3Cy.22½″,36″&65″-48″ 220lb (*s*) 400NHP 2SB(Spt)8*cf*,GS133,HS5372 FD D.Rowan&Co.Ld.Gls.	36 ″ 1 s10″6¼ 25 ″ 9½	
34721 144860 MLDV	**Welsh Rose** (*ex*Brookside) *ss*Bly.No.3–11,35 *ss*Bly.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	581 400 252	✠100A1 3,42 ~~8,40~~ BS~~10,40~~ 3,42	Lth ✠LMC9,39	*i*	CL ~~8,39~~ 2,42	1922 10mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole '*sA&CP*	RichardHughes &Co.(Liverpool) Ld. *CellD*	175·2|27·0|10·8 Q99′B11′F24′ FK *Bf*105′118*tFPT*43*t*	Liverpool British 3*BHCem* *APT*25*t*	T.3Cy.13″,21½″&35″–27″ (*s*) 180lb 85RHP 1SB,3*pf*,GS47,HS1530 W.Beardmore&Co.Ld.Gls	13 ″ 0 s3″10¼ 12 ″ 9½	
34722 166372 GDGC	**Welsh Trader** D.F. E.S.D. *Cruiser Stern* 1*Dk&Sh dk* GyC. *Longitudinal framing at decks* *Locked steel hatches* *Tonnage opening closed* '41(*W.E.*)	4974 4551 2802	✠100A1 *with freeboard* ~~1,41~~ 11,41	~~Cff~~ Gls ✠LMC3,38	*a*†	CL 2,41	1938 3mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP*	TraderNavigation Co.Ld. *CellDB*296′1026*t* *Tanks in way*	425·4|58·4|23·8 442·0(O.L.) F38′ FK (*of tunnel*498*tFPT*1	London British 7*BHCem* *Coll to Sh dk* 6 „ 2*nd*„) 54*tAPT*160*t*	T.3Cy.22″,36½″&63″–42″ 220lb (*s*) 373NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS119,HS5495 N.E.MarineEng.CoLdNwc	~~26 ″ 10~~ ~~s3 ″ 0½~~ ~~24 ″ 0~~ 35 ″ 9 s10″11¾ 25 ″ 0	
34723 PINS	**Weltevreden** TwinSc *ss*Sba.No.1-41 *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	9245 8500 5529	✠100A1 ~~6,41~~ ~~1,41~~ 2,42 DBS6,41 ✠Lloyd'sRMC~~1,41~~ 11,41 ~~6,41~~ After chambers for temp. 32° F. *Carrying cargo oil F.P.above 150° F.in deep&fore peak tanks*	~~Sba~~ NYk ✠LMC6,37		OG ~~1,41~~ 11,41	1937 6mo *Lloyd*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam '*sA&CP*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *'Tween dk bulkheads* *except Coll* *Cell*	483·4|62·8|37·9 513·2 28·8 F109′ FK *BHdispensed with* *DB*285′1318*tMTs*7 *Tanks in way of tunnels*	Batavia Dutch *pt Cem* *Coll BHto Udk* 7 „ „2*nd*„ 2′3488*t DTf*	Oil Engines 2S.C.SA 16Cy.$25\frac{9}{16}$″–49¼″ 1824NHP 2DB100*lb* Fr.KruppGermaniawftAG Kiel 63′417*tDTa*64′945*t* 769*tFPTs*390*tAPT*125*t*	40 ″ 8 s10″1¼ 30 ″ 8	
34724 152422 MCMY	**Wenchow** TwinSc 2*Dks*	3113 2892 1887					1923	Taikoo Dkyd.&E.Co. ofHongKong Ld. HongKong	ChinaNavigation Co.Ld.	320·0|46·1|23·7	London British *WB*	T.6Cy.15″,24½″&40″–30″ 175NHP TaikooDockyard&Eng. Co.Ld.		
34725 142836 GBCN	**Wentworth** *ss*Shl.No 3–11,32 *ss*Nwc.No.1–37 D.F. 1*Dk*(*Stl*)	5212 4792 3210	✠100A1 3,42 ~~6,41~~ Examined 3,42 MS9,37	~~Cff~~ Nwc LMC BS~~4,40~~ 3,42	*y*	CL ~~10,38~~ 3,42	1919 7mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton *sA&CP*	DalglieshStm. Shppg.Co.Ld.(R.S. Dalgliesh,Ld.*Mgs*) *CellDBa*117′*uE*2	400·6|52·4|28·4 413·0(O.L.) P49′B113′F40′ FK 2′*f*180′988*tFPT*13	Newcastle British 6*BHCem* 2*tAPT*213*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s5″11¾ 25 ″ 3½	
34726	**Werdenfels** Sub.Sig. 2*Dks*	6318 5812 3852					1921	Act.Ges. "Weser" Bremen		431·6|56·4|30·3 P64′B135′F52′	*WB*	T.3Cy.29⅛″,47$\frac{5}{16}$″&76$\frac{7}{16}$″– 54″&L.P.turbine 608NHP A.G."Weser."Bremen		G
34727 8178 SKIN	**Werna** *OilEng.* 1*Dk&Shelter dk* *Strengthened for navigation in ice* *CruiserStern*	903 623 345	✠100A1 *with freeboard* 2,41 ✠LMC CS3,42 3,39 ~~✠LMC6,37~~	Skm	*o*	OG 2,41	1937 6mo *Lloyd*	Öresunds- varvet Aktiebolag Landskrona '*sA&CP*	Stockholms Rederiaktieb.Svea (E.Högberg,*Mgr.*) *CellD*	224·6|35·6|12·0 231·6(O.L.) FK B *on Shelter dk*42′(*B*170′ 242*t FPT*54*t*	Stockholm Swedish 4*BHptCem* *Coll to Sh dk* 3 „ 2*nd*„) *APT*49*t*	2 Oil Engines 2S.C.SA 8Cy.13⅜″–22$\frac{7}{16}$″ with elec- tro-magneticslip couplings &SR gearing DB80*lb* 250NHP Atlas-DieselA/B.Skm.	15 ″ 3 s ″ 2 15 ″ 2¼	
34728 DHZQ	**Werner** 1*Dk*	875 662 479					1909	Stettiner Oderwerke Stettin	MathiesReed,K.G.	211·2|30·8|12·8 P14′Q41′B80′F22′	Hamburg German *WB*	T3Cy15$\frac{7}{16}$″,25½″&41$\frac{3}{16}$″–29½″ 93NHP StettinerOderwerke		G
34729 DOHL	**Werner Vinnen** D.F. Sub.Sig. *OilEng.* *Mchy.Aft* 2*Dks*	2342 1935 1320					1922	Frd.Krupp Act.Ges. Kiel	Chr.J.W.Vinnen (F.A.Vinnen&Co. *Mgrs.*)	305·5|44·3|18·9 Q83′F55′ len37	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.18⅛″–30$\frac{11}{16}$″ 190NHP NE37 Frd.KruppA.G.Kiel		G
34730 DQOE	**Weser** (*ex*Charles,*ex*Weser) 1*Dk*	999 802 571					1910	Schiffsw.v. H.KochA.G. Lübeck	Bugsier,Reed.& BergungsA.G.	224·2|35·6|12·5	Brmrhavn German	C.2Cy.19$\frac{3}{16}$″&36″–25½″ 55NHP OttensenerMaschf.Altona		G
34731 DSLA	— D.F. GyC. 1*Dk* *Mchy.Aft* Sub.Sig. *CruiserStern*	373 317 95					1927	Atlas- WerkeA.G. Bremen	WeserSeelotsenges	144·2|26·7|11·8 B20′F27′	Brmrhavn German *WB*	T.3Cy.14$\frac{3}{16}$″,22$\frac{7}{16}$″&37$\frac{13}{16}$″– 21⅝″ 143NHP Atlas-WerkeA.G.Bremen		G
34732 218806 KIVV	**West Cactus** 2*Dks* D.F. *Fitted for oil fuel*	5581 — 3499					1919	Western Pipe&SteelCo San Francisco	Pope&Talbot,Inc.	410·5|54·0|27·1 P60′B114′F46′	S.Frncisco Utd.States *WB*	T.3Cy.25″,40⅜″&72⅜″–48″ Joshua 367NHP HendyCo.SanFrancisco		R
34733 220385 KDBL	**West Camargo** 2*Dks* *Ref.Mchy.* D.F. *Fitted for oil fuel*	5804 — 3665					1920	Western Pipe&SteelCo SanFrancisco	Pope&Talbot,Inc.	410·5|54·2|27·2 P46′B112′F46′	S.Frncisco Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ Joshua 359NHP HendyCo.SanFrancisco		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34734	**West Campgaw** *2Dks* Sub.Sig. *Fitted for oil fuel* *Now* "Capira" *See Supplement*	5565 5094 3451					1920	J.F.Duthie &Co. Seattle,Wash	North Atlantic TransportCo.Inc.	410·3 P44'B115'F47'	54·2	27·7	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
34735 218096 WCCB	**West Celeron** *2Dks* Sub.Sig. *Fitted for oil fuel*	5763 5241 3554	✠ … 8,22 ✠				1919 6mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
34736 218097 KEZR	**West Celina** *2Dks* Sub.Sig. *Fitted for oil fuel*	5722 — 3527	✠ … 9,20 ✠				1919 7mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·2 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
34737 218797 KIXB	**West Cheswald** *2Dks* Sub.Sig. *Fitted for oil fuel*	5711 5139 3518	✠ … 2,21 ✠				1919 9mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
34738 218323 KIMG	**West Chetac** *2Dks* Sub.Sig. *Fitted for oil fuel*	5627 — 3505					1919	S.Western S.B.Co. LAngelesCal.	UnitedStates Maritime Commission	410·5 P46'B112'F46'	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NH WorksLd.LosAngeles		R
34739 215234 KJOI	**West Coast** (*ex*Cornelia–40, *ex*John C.Kirkpatrick–36, *ex*RobertC.Sudden,*ex*Hadrumete, *ex*RobertC.Sudden) Wood *1Dk* *Fitted for oil fuel*	1430 — 809					1917	F.Stone Oakland,Cal.	West Coast S.S. Co. Inc.	223·0	43·6	16·5	LsAngeles Utd.States	T.3Cy.15½",26"&43"–33" 106NHP MainStr.IronWks.S.Fo.		R
34740 166333	**West Coaster** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	361 252 156	✠100A1 4,40 ✠LMC1,38 ✠LMC(M)12,39	Shl	*e*	N4,40	1938 1mo *Lloyd*	N.V. E.J. Smit&Zoon's Schpsw. Westerbroek *'sA&CP*	BritishIsles Coasters,Ld. *CellDB82'8*	143·3 148·7(O.L.) P37'F24' *5tFPT42tAPTs22t*	25·4	8·4 FK	London British *3BHptCem*	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{11}{16}$" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 8 s ″ 8¾ 9 ″ 0⅝	
34741 217524	**West Compo** *2Dks* *Fitted for oil fuel*	5700 5241 3517	✠ … 2,21 ✠				1919 1mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
34742 217382	**West Cressey** *2Dks* *Fitted for oil fuel*	5596 5173 3497					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
34743 220967 KDIK	**West Cusseta** *OilEng.* Sub.Sig. GyC. E.S.D. *2Dks*	5428 — 3374					1920	L Angeles S.B.&D.D.Co. S.Pedro,Cal.	UnitedStates Maritime Commission	410·0 P43'B115'F47'	54·2	27·2	LAngeles Cal. Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.32"–60" NE26 990NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
34744 216342	**West Durfee** *2Dks* *Fitted for oil fuel*	5522 5173 4113					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
34745 217128 WJOA	**West Elcasco** *2Dks* Sub.Sig. *Fitted for oil fuel*	5766 5169 4113					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
34746 216737	**West Gotomska** *2Dks* *Fitted for oil fuel*	5728 5073 4123					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y		
34747 217220 WGIA	**West Grama** GyC. *OilEng.* D.F. E.S.D. Sub.Sig. *2Dks*	5326 — 3306					1918	Ls.Angeles S.B.&D.D.Co. S.Pedro,Cal.	UnitedStates Maritime Commission	410·0	54·4	27·2	LsAngeles Cal. Utd.States *WB*	Oil Engines 4S.C.DA 4Cy.32"–52" NE27 794NHP McIntosh&SeymourCorp. Auburn,N.Y		R
34748 217708 KEDX	**West Hardaway** *2Dks* Sub.Sig. *Fitted for oil fuel*	5702 5248 3532					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P44'B115'F46'	54·2	27·6	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
34749 218877	**West Hartley** *2Dks* *Fitted for oil fuel*	5757 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P43'B114'F47'	54·2	27·6	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine DeLaval SteamTurbineCo Trenton,N.J.		
34750 218111 KLCS	**West Hematite** *Now* "Irish Pine," *see No.* 37063 *in Supplement* *2Dks* Sub.Sig. *Fitted for oil fuel*	5621 [illegible] 3491					1919	J.F.Duthie &Co. Seattle,Wash	UnitedStates Maritime Commission	409·7 P44'B115'F47'	54·2	27·7	Seattle Utd.States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles		R
34751 220842 KFDX	**West Honaker** GyC. *OilEng.* Sub.Sig. E.S.D. *2Dks*	5428 — 3374					1920	Ls.Angeles S.B.&D.D.Co SanPedro,Cal	UnitedStates Maritime Commission	410·0 P43'B115'F47'	54·2	27·2	LsAngeles Cal. Utd.States *WB*	Oil Engine 4S.C.SA 6Cy.32"–60" NE26 990NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
34752 216925 WZAE	**West Humhaw** GyC. *2Dks* Sub.Sig. E.S.D. *Fitted for oil fuel*	5527 5160 3385					1918	Skinner& EddyCorp. Seattle,Wash	AmericanWest AfricanLine,Inc. (BarberS.S.Lines Inc.*Mgrs.*)	409·6 P43'B115'F47'	54·2	27·1	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
34753 217617 KECX	**West Imboden** *2Dks* Sub.Sig. D.F. *Fitted for oil fuel*	5751 5248 3570	✠ … 2,21 ✠				1919 3mo	Columbia RiverSBCorp Portland,Or.	SeasShippingCo. Inc.	410·0 P44'B115'F47'	54·2	27·7 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
34754 219060 KOGL	**West Ira** *2Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel*	5681 5291 3537					1919	AmesS.B. &D.D.Co. Seattle,Wash	Pope & Talbot,Inc.	410·5 P44'B119'F47'	54·2	29·2	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72⅜"–48" 364NHP AmesS.B.&D.D.Co.Seattle		R
34755 218025 KIFB	**West Irmo** *2Dks* Sub.Sig. *Fitted for oil fuel*	5775 5218 3585					1919	AmesS.B. &D.D.Co. Seattle,Wash	AmericanWest AfricanLine,Inc. (BarberS.S.Lines Inc.*Mgrs.*)	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP O'NeilIronWorks,Inc.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
34756 219305 KOQQ	**West Ivis** 2Dks Ref.Mchy. D.F. Fitted for oil fuel	5666 5218 3537					1919	AmesS.B. &D.D.Co. Seattle,Wash	Pope&Talbot,Inc.	410·5 P44'B119'F47'	54·2	29·2	S. Frncisco Utd. States WB	T.3Cy.26",43"&73"–48" 369NH AmesS.B.&D.D.Co.Seattle		R
34757 218965 KLCT	**West Jaffrey** 2Dks Sub.Sig. Fitted for oil fuel	5663 5139 3487	✠ ... 9,20				1919 11mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd. States WB	2 Steam Turbines DR geared to1Sc.Shaft605NHP FletcherTurbineCo. JerseyCity,N.Y.	30 ″ 2	R †
34758 220316 KDAN	**West Kebar** 2Dks Sub.Sig. Fitted for oil fuel	5620 — 3516					1920	LongBeach S.B.Co. LongBeach, Cal	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.Mgrs.)	410·5 P46'B112'F46'	54·2	27·2	NewYork Utd.States WB	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
34759 218674 KISK	**West Keene** 2Dks Sub.Sig. Fitted for oil fuel	5600 — 3503					1919	LongBeach S.B.Co. LongBeach, Cal.	UnitedStates Maritime Commission	410·5 P46'B112'F46'	54·3	27·2	Ls Angeles Cal. Utd. States WB	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
34760 217224 WJOU	**West Kyska** 2Dks Sub.Sig. D.F. Fitted for oil fuel	5552 5241 3364	✠ ... 4,22	✠			1918 11mo	Northwest SteelCo. Portland,Or.	WatermanS.S. Corp.	409·8 P47'B115'F44'	54·2	27·7 FK	Mobile Utd. States WB	DR Geared Steam Turbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
34761 217002 WREA	**West Lashaway** 2Dks Sub.Sig. Fitted for oil fuel	5637 5173 3458					1918	Skinner& EddyCorp. Seattle,Wash	AmericanWest AfricanLine,Inc. (BarberS.S.Lines Inc.Mgrs.)	409·6 P43'B115'F47'	54·2	27·1	NewYork Utd. States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
34762 217070	**West Loquassuck** 2Dks Fitted for oil fuel	5644 5033 3463					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd. States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
34763 217176 WJOO	**West Madaket** Ⓟ 2Dks Sub.Sig. D.F. Fitted for oil fuel	5565 5033 3483					1918	Skinner& EddyCorp Seattle,Wash	WatermanS.S. Corp.	409·6 P43'B115'F47'	54·2	27·1	Mobile Utd. States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y		R
34764 217861 KEDQ	**West Maximus** 2Dks Sub.Sig. Fitted for oil fuel	5561 5166 4006					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P43'B115'F47'	54·2	27·1	Seattle Utd. States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
34765 217525 KENK	**West Modus** 2Dks Sub.Sig. Fitted for oil fuel	5690 5241 3510	✠ ... 8,21	✠			1919 2mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	Portlnd Or Utd. States WB	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
34766 219434 KOTK	**West Neris** 2Dks Fitted for oil fuel	5588 — 3483					1919	S.Western S.B.Co. SanPedro,Cal	UnitedStates Maritime Commission	410·5 P46'B112'F46'	54·3	27·2	N.Orleans Utd. States WB	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
34767 219658 KUFJ	**West Nilus** Ⓟ 2Dks Fitted for oil fuel	5495 — 3453					1920	S.Western S.B.Co. SanPedro,Cal	Pope&Talbot,Inc.	410·5 P46'B112'F46'	54·3	27·2	S.Frncisco Utd.States WB	T.3Cy.24¾",41½"&72$\frac{7}{32}$"–48" LlewellynIron 361NHP Works,LosAngeles,Cal.		R
34768 217936 KEXG	**West Nohno** 2Dks Sub.Sig. Fitted for oil fuel	5769 5241 3564	✠ ... 3,22	✠			1919 4mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	NewYork Utd. States WB	DRGearedSteam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
34769 220315 KDAM	**West Notus** 2Dks D.F. Fitted for oil fuel	5492 — 3416					1920	S.Western S.B.Co. SanPedro,Cal	Pope&Talbot,Inc.	410·5 P46'B112'F46'	54·3	27·2	S.Frncisco Utd. States WB	T.3Cy.24¾",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
34770	**West Pocasset** 2Dks Sub.Sig. Fitted for oil fuel *Now* "**Chepo,**" *see Supplement*	5707 5139 3516	✠ ... 3,21				1919 10mo	Northwest SteelCo. Portland,Or.	NorthAtlantic TransportCo.,Inc.	409·8 P44'B115'F47'	54·2	27·7 FK	Panama Pnamanian WB	2SteamTurbinesDRgeared to 1 Sc. Shaft 605NHP MidwestEng.Co. Indianapolis	30 ″ 2	R †
34771 143753 GDMF	**West Point** (exElmpark-37) ssRot.No.3-6,33 E.S.D. ssBry.No.1-37 D.F. 2Dks(Stl)&Shelter dk(Stl) Longitudinal framing inDB&at decks Cargo battens not fitted in Shelter 'tween decks CruiserStern	4999 4672 3120	✠100A1 Shelter dk withfreeboard ~~1,41~~ 11,41 BS12,40 ~~BS10,39~~ ✠LMC3,37	~~Shl~~ Gls	z	CL 10,38	1920 5mo Lloyd'sA&CP	Greenock Dkyd.Co.Ld. Greenock	CerealTrade& ShippingCo.Ld.	409·2 F38'on Shelter dk CellDB347'1123tFPT	53·5	27·9 FK p Co	London British 'Cem pt Asp llBHtoShdk 6 ,, ,, U ,, 61tAPT 20t	T.3Cy.27¼",45"&75"–48" (s) 180lb 561NH 3SB,9cf,GS190,HS8451 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 3 ″ 8½ 26 ″ 11¾	
34772 220807 KDKD	**West Portal** (exEmergencyAid-39) 2Dks&Webframes D.F. Sub.Sig. Fitted for oil fuel	5376 — 3356	✠ ... 1,22	✠			1920 11mo	Merchant S.B.Corp. Harriman, Pa	Pope&Talbot,Inc.	400·7 P36'B124'F43'	54·2	30·2 FK	S.Frncisco Utd. States WB	2 steam turbines DR geared to 1 sc.shaft 645NH WestinghouseElectric& Mfg.Co.Essington,Pa	32 ″ 10	R †
34773	**West Raritans** 2Dks Sub.Sig. Fitted for oil fuel *Now* "**Empire Mavis,**" *see Supplement*	5703 5139 3513	✠100A1 (Reclassification Contemplated)				1919 10mo	Northwest SteelCo. Portland,Or.	Ministry of War Transport(G.Heyn &Sons,Ld.Mgrs.)	409·8 P44'B115'F47'	54·2	27·7 FK	London British WB	2SteamTurbinesDRgeared to 1 Sc. Shaft 605NHP VulcanIronWorks, JerseyCity,N.J.	30 ″ 2	R †
34774	**West Saginaw** ssN.Os.No.3-3,41 2Dks *Now* '**Empire Cougar,**' *see No.* 36271 *in Supplement*	6187 5139 3837	✠100A1 3,41 LMC3,41 Fitted for oil fuel	NOs	z	CL 3,41 10,19 F.P.	1919 10mo CP above	Northwest SteelCo. Portland,Or. 150° F.	MinistryofWar Transport (G.Heyn &Sons,Ld.Mgrs.)	409·8 423·7(O.L.) P44'B115'F47' CellDB355'1139tMT29'745tFPT1	54·2	27·7 FK	Belfast British 7 BHpt Cem 32tAPT143t	2 Steam Turbines DR gearedto1Sc.Shaft 605NHP 210lb (s) 3SB,9cf,GS181,HS8007 FD Midwest Eng. Co. Indianapolis	30 ″ 2	
34775 218582 KIPK	**West Segovia** 2Dks Fitted for oil fuel	5701 5139 3513	✠ ... 10,20	✠			1919 8mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	N.Orleans Utd. States WB	DR GearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B of Trade Cert.
34776 219601 KUCR	**West Shipper** (*ex*Texas Shipper–35,*ex*Lake Giddings–32) 1*Dk2trB* D.F. *Fitted for oil fuel* *Now* "**Carib Queen**," *see Supplement*	2592 2243 1613	✠ … 11,20 ✠				1920 4mo	Chicago S.B.Co. Chicago,Ill.	SilveradoS.S.Co. andWallingford S.S.Co.	251·0 P25′B64′F26′ FK	43·6	26·1	S.Frncisco Utd.States *WB*	T.3Cy.21″,35″&59″–42″ 352NH AmericanS.B.Co.Lorain,O	28 ″ 3	R †
34777 207808	**West Shore** TwinSc (*Self-Unloader*) 1*Dk*	675 — 294					1910	Buffalo D.D.Co. Buffalo,N.Y.	P.M.Fuel,Inc.	168·0	36·0	15·0	Cleveland, Ohio Utd.States	S.2Cy.18″–20″ 22NH AmericanSB.Co.Clvelnd.C		
34778 219847 KUMX	**West Texas** (*ex*LakeFlag) 1*Dk* D.F. Sub.Sig. *Fitted for oil fuel*	2686 — 1665					1920	GlobeS.B. Co. Superior,Wis	SouthernS.S.Co.	253·4 P24′B64′F23′	43·8	26·9	Phildlphia Utd.States *WB*	T.3Cy.19″,32″&56″–36″ 188NH NordbergMfg.CoM'lw'ke		R
34779 PIOL	**West Vlaanderen** *Mchy.Aft* *OilEng.* *Cruiser Stern* 1*Dk*	346 266 205					1927	Scheepsw. Gebr.Pot. Bolnes	N.V.West Vlaanderen (T.denHartigh, *Mgr.*)	147·9 P47′F20′	25·2	8·7	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11″–17¾″ 47NH Motorenfbr."Deutz"A.G. Köln-Deutz		V
34780 217225 WKUU	**West Zeda** 2*Dks* Sub.Sig. *Fitted for oil fuel*	5658 5241 3488	✠ … 11,20 ✠				1918 12mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P47′B115′F44′ FK	54·2	27·7	Portlnd Or Utd.States *WB*	DR geared steam turbine 576NH GeneralElectricCo. Schenectady,N.Y	30 ″ 2	R †
34781 OZFM	**Westa** (*ex*Vesta–40,*ex*Westa,*ex*Sunbeam, *ex*Sailing*Vessel*Harelda) **WoodAux3MstSr** *OilEng.* 1*Dk* (*See Sailing Ship Register*)	369 312 269					1918	E.H.Eriksson Haraldby, Åland	RederietWeslaA/S (K.AlmerNielsen, *Mgr.*)	135·8 P27′Q22*t*H44*t*	33·3	12·5	Copenhagn Danish	Oil Engines 2S.C.SA 2Cy.14⅜″–15″ 75NH E*made&fitted*20 A/BJ.V.Svenson,MtfSkm		
34782 160315 GNVR	**Westburn** *ss*Sld.No.2–38 1*Dk*(*Stl*) *Cargo battens not fitted*	2842 2464 1625	✠100A1 8,41 ~~2,41~~ BS~~4,40~~ 8,41 ✠LMC5,38	~~Shl~~ Hpl	*t*	CL 1,40 *Lloyd's* *A&CP*	1929 11mo	S.P.Austin &Son,Ld. Sunderland	WestwickS.S.Co. Ld.(JamesWestoll, Ld. *Mgrs.*) *CellDB*258′760*t* *Wing tanks in mchy.space* 207*t* *FPT*158*t* *APT*145*t*	312·0 P24′B66′F27′ FK	45·2	21·0	Sundrland British 5*BHCem*	T.3Cy.22½″,37″&61″–42″ (*s*) 180lb 277NH 2SB,6*cf*,GS126,HS4488 G.Clark,Ld.Sunderland	23 ″ 3 s 3 ″ 8¾ 19 ″ 8½	
34783 215041	**Westchester** Ⓟ (*ex*Poughkeepsie–37) 2*Dks*	1566 772 948					1917	Tampa Shpbldg.& RepairCo. Tampa,Fla.	Steamer Westchester,Inc.	206·8	47·0	14·2	NewYork Utd.States *WB*	T.3Cy.18″,29″&47″–30″ 121NHP TampaS.B.&RepairCo. Tampa,Fla		
34784 160708	**Westcliffe Hall** *Mchy.Aft* 1*Dk*	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0 F35′	44·1	18·5	Montreal British *WB*	T.3Cy.15″,25″&40″–33″ 81RH Smith'sDockCo.Ld.Mdb.		C
34785 131398 MDQS	**Westdale** *ss*Bkn.2ndNo.3–7,36 *Mchy.Aft* *ss*Apl.No.1–40 *Well deck* 1*Dk*(*ptStl*)	424 284 183	✠100A1 8,41 ~~11,40~~ BS8,41 ✠LMC11,40	~~Apl~~ Bkn	*f*	CL ~~10,40~~ 8,41 *Lloyd's* *A&CP*	1911 11mo	JTEltringham&Co.Ld SouthShields	OvertonS.S.Co.Ld. (R.R.Clark, *Mgr.*)	143·5 Q81′B9′F25′ FK *FPT*	24·4	10·5	Liverpool British 3*BHCem* 24*tAPT*23*t*	C.2Cy.17″&36″–24″ (*s* 130lb 70RH 1SB,3*cf*,GS46,HS1408 BairdBros.NorthShields	11 ″ 9 s3 ″ 8½ 11 ″ 8	
34786 DOPU	**Wester Till** (*ex*Tac–39) *OilEng.* *Mchy.Aft* 1*Dk*	328 275 222					1929	Schiffsw. Unterelbe A.G. Wewelsfleth	Norddeutscher Lloyd	131·3 P28′	24·6	11·0	Bremen German	Oil Engines 4S.C.SA 6Cy.9⅝″–15¾″ 56NH Mot.WerkeMannheim A.G Mannheim		G
34787	**Western City** 2*Dks* *ss*N.Ns.2ndNo.3–5,41	5828 5076 3571	✠100A1 ~~5,41~~10,41 ✠LMC5,41 *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	~~NNs~~ Cal	*z*	CL 3,41	1918 6mo	Columbia RiverSBCorp Portland,Or.	Ministry of War Transport(Kaye, Son&Co.Ld. *Mgrs*) *CellDB*356′1166*t*	410·0 423·8(O.L.) P44′B115′F47′ FK *FPT*137*tAPT*46*t*	54·2	27·6	London British 7*BHptCem*	DR geared steam turbine 210lb 551NH 3SB(Spt)9*cf*,GS181HS7404 (*r*) FI KerrTurbineCo. Wellsville,N.Y	30 ″ 2	
34788 143050 GTXZ	**Western Coast** (*ex*Limoges, *ex*WarLeven) E.S.D. 2*Dks&Shelter dk*	1434 1103 552					1919	CaledonS. B.&E.Co.Ld. Dundee	Burns&Laird Lines,Ld.	271·0	38·1	16·2	Liverpool British *WB*	T.3Cy.21″,34″&56″–39″ 196NH CaledonS.B.&E.Co.Ld.		C
34789 159979 VCDL	**Western Head** (*ex*Cumberland–39, *ex*Bartholomew) 1*Dk2trB* Sub.Sig. *Fitted for oil fuel*	2599 2243 1615	✠ … 10,20 ✠				1919 11mo	American S.B.Co. Cleveland,O.	MaritimeNav.Co. Ld.	251·0 P25′B64′F23′ FK *WB*	43·6	26·1	Nassau, N.P. British	T.3Cy.21″,35″&59″–42″ 352NH AmericanS.B.Co.Lorain,O	28 ″ 2	R †
34790 215908	**Western Hero** 2*Dks* *Fitted for oil fuel*	5611 5076 3439					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P44′B115′F47′	54·1	27·1	Seattle Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y		
34791 168125 GPDN	**Western Ocean** 2*Dks* *Now* "**Empire Opossum**," *see Supplement*	5760 5139 3504	✠ … 9,20 ✠				1918 6mo	Northwest SteelCo. Portland,Or.	Ministry of War Transport(G.Heyn &Sons,Ld.*Mgrs.*)	409·8 P47′B115′F44′ FK	54·2	27·7	London British *WB*	DR geared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y	30 ″ 2	
34792 216976	**Western Plains** 2*Dks& Web frames* *Longitudinal framing*	5688 5148 3468	✠ … 2,21 ✠				1918 10mo	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	409·8 P41′B121′F44′ FK	54·2	27·7	Portlnd Or Utd.States *WB*	DR geared steam turbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
34793 216224 KGDK	**Western Queen** 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	5853 5169 4434	✠ … 9,20 ✠				1918 4mo	Skinner& EddyCorp. Seattle,Wash	LykesBros.SteamshipCo.Inc.	409·6 P44′B115′F47′ FK	54·2	27·1	Houston, Texas Utd.States *WB*	DR geared steam turbine 508NHP GeneralElectricCo. Schenectady,N.Y.	29 ″ 9	R †
34794 81811 WTCA	**Western States** Ⓟ **Pad** D.F. GyC.	3077 — 1566					1902	Detroit S.B.Co. Wyandotte	Detroit and ClevelandNav.Co.	350·0	44·0	19·9	Detroit, Mich. Utd.States	C.3Cy.52″&(2)72″–84″ 792NH DetroitS.B.Co.,Detroit		
34795 229687 KGOG	**Western Sun** *ss*Phl.No.3-2,42 *OilEng.* *Mchy.Aft* GyC. ~~*ss*Phl.No.2-38~~ 2*Dks*(*Stl*)*& Web frames* *Longitudinal framing–bracketless system*	9100 8521 5523	✠100A1 ~~5,41~~ ~~9,40~~ 2,42 ✠LMC2,42 ~~✠LMC CS11,38~~ DBS~~4,41~~2,42 ~~11,38~~ *Carrying Petroleum in bulk*	~~NOs~~ Phl	*e*†	CL ~~10,39~~ 5,41 *Lloyd's* *A&CP*	1930 5mo	SunS.B.& D.D.Co. Chester,Pa.	MotorTankship Corporation *CellDBuE*76′ *f*40′488*t*	480·6 P79′F48′ FK *FPT*186*t* *APT*84*t*	66·0	36·8	Wilmingtn (Del.) Utd.States 17*BHptCem* (*13 to U dk* *4 ,, 2nd dk*)	Oil Engines 2S.C.SA 4Cy.23⅝″–91 5/16″ 690NHP 2 Water TubeDB(*Upper 200lb*)(*lower217lb*) SunSB&DDCo.Chester,Pa.	37 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Francbord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
34796 219567 KUBM	**Western Sword** (*ex*Biboco-33, *ex*St.Anthony) 1*Dk* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	4794 4271 3023					1920	ToddD.D. &Const.Co. Tacoma	SwordS.S.Line Inc.	379·1 P39'B102'F42'	53·1	27·1	NewYork Utd. States *WB*	T.3Cy.24",40"&70"-48" 339NHP ToddDryDock& ConstructionCorp.		R
34797 216373	**Western Wave** 2*Dks* *Fitted for oil fuel*	5832 5125 3557	✠ ... 2,21 ✠				1918 6mo	Northwest SteelCc. Portland,Or.	UnitedStates Maritime Commission	409·8 P47'B115'F44' FK	54·2	27·7	Portlnd Or Utd. States *WB*	DR GearedSteamTurbine DeLavalSteam 579NHP TurbineCo.Trenton,N.J.	30 ″ 2	
34798 PINV	**Westernland** Ⓟ TrpSc (*ex*Regina) Sub.Sig. *CruiserStern* *Ref.Mchy.* D.F. GyC. 4*Dks*	16479 12841 9595	Examined LR 6,40 1,41	PNl Npt			1918	Harland& Wolff,Ld. Glasgow	Nederl.-Amerik. StoomvMaats. (HollandAmerika Lijn)	574·4 P54'B313'F92'	67·8	40·9	Rotterdam Dutch *WB*	T.8Cy.(2)28",(2)44"& (4)49½"-54"&1L.P.Turbine Harland&Wolff,Ld.Bel.		G
34799	**Westernorrland** Ⓟ Iron 1*Dk&Shelterdk*	545 273 396					1867	W.Lind- bergs Aktieb Stockholm	Eisen-u.Metall- A.G.	148·6 H59*t*	24·4	11·8 18·9	German	C.2Cy.20"&41"-24" 69NHP W.LindbergsAktieb.,Skm.		
34800 DODB	**Westfalen** *ss*Bhn.No.1-09 (*Aeroplane Service Ship*) 2*Dks*(*Stl-Upt*teaks)*deep framing aft* D.F. Sub.Sig. *&lower dk*(*Stl*) *forward*	5367 4849 3200	✠ 12,15 ✠	Bmn	*z*		1906 1mo	J.C.Teck- lenborgA.G. Weser- münde-G.	Deutsche LufthansaA.G. *CellDBa*119'*uE*	409·4 P&B327'F46' FK 29'*f*173'1057*tFPT*	52·8	28·0	Bremen German 7*BHCem* 157*tAPT*55*t*	Q.4Cy.$24\frac{1}{64}$",$34\frac{5}{8}$",50"&$72\frac{13}{16}$" -$53\frac{1}{8}$" 386NHP J.C.TecklenborgA.G.Wsm	30 ″ 9	G †
34801 DFVS	— Ⓟ Pad 1*Dk*	354 290 152					1907	J.L.Meyer Papenburg	Act.Ges."Ems"	187·8	23·6	8·9	Emden German	C.2Cy.$23\frac{5}{8}$"&$47\frac{3}{16}$"-$54\frac{3}{16}$" 136NHP J.L.Meyer,Papenburg		G
34802 PIOC	**Westland** (*ex*Nansenville-38) *OilEng.* *Ref.Mchy.* 1*Dk&Shelter dk* D.F. *CruiserStern*	5888 5224 3548					1931	Kockums M.V.Aktieb Malmö	N.V.totVoort- zetting v.d. Koninklijken HollandscheLloyd	431·6 P143*t*H495*t*F26*t*	59·7	25·5	Amstrdam Dutch *WB*	Oil Engines 2S.C.DA 6Cy.$27\frac{9}{16}$"-$47\frac{1}{4}$" 1592NHP KockumsM.V.Akt.Malmö		N
34803 PIOA	— *ss*Rot.No.3-3,39 *Ref.Mchy.* 1*Dk*(*Stl*)	1259 1004 510	✠100A1 3,39 BS2,40 ✠LMC3,39 (SEE FOOTNOTE *)	Rot	*p*	OG 3,39	1926 8mo	Schpw.v. JanSmit,Czn. Alblasserdm *Lloyd*'*sA&CP*	Scheepvaart en SteenkolenMaats. N.V.	250·2 P46'B115'F32' FK *CellDB*204'306*tFPT*	36·2	16·0	Rottrdam Dutch 4*BHCem* 27*tAPT*59*t*	T.3Cy.22½",37"&62"-39" (*s*) 180lb 304NHP 2SB,*6cf*,GS104,HS4228 FD Maats.deSchelde,Flushing	18 ″ 0 s ″ 11½ 17 ″ 2	
34804 PIOB	— *OilEng.* *Mchy.Aft* 1*Dk* *Well deck* *CruiserStern*	426 280 263					1931	NVSchpsw Gebr.Pot Bolnes	N.V.Motorschip Westland(T. den Hartigh, *Mgr.*)	152·1 P42'Q54'F17'	25·6	9·0	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-$19\frac{11}{16}$" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		VL
34805 148494 GKSF	**Westmoor** *OilEng.* *ss*Bly.No.3-10,37 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	4359 4070 2639	✠100A1 *withfreeboard* ~~10,41~~ ~~5,41~~ 2,42 DBS3,42 ~~BS11,40~~ ✠LMC10,37 ✠LMC(M)11,40	~~Shl~~ Bkn	*y* Avn	CL 4,40	1924 10mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	MoorLine,Ld. (RuncimanShip- pingCo.Ld. *Mgrs.*) *CellDB*	375·0 F30' FK 322'1011*tDTf*26'976*tFPT*140*tAPT*220*t*	52·6	25·7	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.	36 ″ 4 s 10 ″ 1¼ 26 ″ 5	
34806 140292 GLZP	**Westmoreland** TwinSc *ss*Liv.No.3-10,29 *Ref.Mchy.* *ss*Liv.No.2-38 D.F. 2*Dks*(*Stl*)*&Shelter dk* (*Stl-ws*)	8967 8407 5661	✠100A1 *Shelter dk* *withfreeboard* ~~8,41~~ ~~10,40~~ 4,42 8,41 ~~BS7,40~~ ✠LMC~~3,38~~ ✠Lloyd'sRMC~~1,41~~ ~~8,41~~ 4,42 *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	~~Syd~~ ~~Liv~~ Wln	*d*†	CL ~~11,38~~ 6,41	1917 5mo	D&WHen- dersn&Co.Ld Glasgow *Lloyd*'*sA&CP*	FederalS.N.Co.Ld. *CellD*	473·0 494·5(O.L.) B186'F43 *on* *Shelter dk* FK B400'1573*tFPT*97*t*	60·1	36·7	London British 7*BHCem* *APT*98*t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 190lb 918NHP 5SB,*20cf*,GS357HS15592 FD WllsndSlpwy.Co.Ld.Nwc.	39 ″ 5 s 9 ″ 1¾ 30 ″ 7	
34807 138232 VGWD	**Westmount** D.F. *Mchy.Aft* 1*Dk*	7392 7008 5635					1917	Collingw'd S.B.Co.Ld Collingwood	CanadaS.S.Lines, Ld.	536·0 F47'	58·3	26·7	Montreal British *WB*	T.3Cy.24",40"&$66\frac{1}{8}$"-42" 283NHP CollingwoodS.B.Co.Ld.		R
34808 143670 MKFT	**Weston** 3Mst *ss*Bkn.No.3-6,33 *ss*Bkn.No.1-37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	485 340 210	✠100A1 5,42 ~~12,38~~ Examined 5,42 ~~BS6,40~~ ✠LMC12,37 5,42	~~Bkn~~ Bkn		CL ~~11,37~~ 5,42	1920 9mo	Cochrane& Sons,Ld. Selby *Lloyd*'*sA&CP*	~~OvertonS.S.Co.Ld.~~ ~~(R.R.Clark, *Mgr.*)~~ I.C.I.(Alkali)Ld.	152·0 158·0(O.L.) Q86'B9'F25' FK *FPT*48*t*	25·2	10·8	Liverpool British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"-24" (*s*) 180lb 85RHP 1SB,*3cf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8¾ 11 ″ 10¼	
34809 127547 KLDC	**Weston M. Carroll** (*ex*Gabino, *ex*Serpentine,*ex*CharlesS.Neff) *Mchy.Aft* 1*Dk*	1069 — 871					1901	JenksS.B. Co. Port Huron,Mich.	BuffaloGravel Corporation	200·0	38·0	11·6	Buffalo Utd. States *WB*	C.2Cy.22"&44"-20" 72NHP JenksS.B.Co.Pt.Huron		
34810 146138 MKTS	**Westown** (*ex*ChannelQueen-39) *ss*Lon.No.1-38 *Mchy.Aft* *ss*Shl.No.3-6,34 *Well deck* 1*Dk*(*Stl*)	710 490 320	✠100A1 8,41 ~~3,40~~ ✠LMC MS6,38 BS~~3,40~~ 8,41	Shl	*j*	CL 3,40	1921 10mo	C.Rennold- son&Co. SouthShields *Lloyd*'*sA&CP*	GeorgeW.Grace& Co.Ld.	180·4 Q105'B11'F24' FK *CellDBf*103'155*tFPT*	28·0	12·1	London British 3*BHCem* 63*tAPT*30*t*	T.3Cy.13¼",22"&37"-27" (*s*) 180lb 102NHP 2SB,*4pf*,GS62,HS1900 Day,Summers&Co.Ld.Sou.	14 ″ 6 s 4 ″ 5¼ 14 ″ 2¼	
34811 PIOD	**Westplein** D.F. 2*Dks*	4370 4096 2780					1920	Deutsche Werft.A.G. Hamburg	N.V.Scheepv. Maats."Millin- gen"(G.A.Spliet- hoff, *Mgr.*)	391·5 P37'B110'F49'	50·3	26·9	Rottrdam Dutch *WB*	T.3Cy.$27\frac{9}{25}$",$43\frac{3}{10}$"&$69\frac{7}{10}$"- $47\frac{1}{5}$" 332NHP GuteHoffnungshütte, Sterkrade		G
34812 168191 GNDS	**Westport** Sub.Sig. 2*Dks* *Now* "**Empire Nightingale,**" *see Supplement*	5665 5082 3529	✠ ... 10,21 ✠				1918 9mo	AmesS.B. &D.D.Co. Seattle,Wash	Ministry of War Transport(Mungo Campbell&Co.Ld. *Mgrs.*)	409·5 P44'B115'F44' FK	54·2	27·4	London British *WB*	T.3Cy.26",43"&73"-48" 543NHP AmesS.B.&D.D.Co.Seattle	30 ″ 2	R †
34813 153935 VJNG	**Westralia** Ⓟ TwinSc *OilEng.* *ss*Syd.No.2-36 *Ref.Mchy.* 2*Dks*(*Stl*,*Wthr dk* teaks) D.F. 3*rd dk*(*Stl*)*in Nos.*1,2,3*&*4*holds* E.S.D. *CruiserStern*	8108 5718 4717	✠100A1 *withfreeboard* 2,40 ✠LMC CS9,37 DBS10,39 2,40	Syd	*c*†	CL 1,40	1929 8mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	HuddartParker, Ld. *CellD*	431·1 448·0(O.L.) P38'B249'F95' FK B338'1127*tFPT*46*t*	60·2	28·0	Melbourne British *ptCem* 7*BHtoWdk* *APT*52*t*	Oil Engines 4S.C.SA 16Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 1304NHP DB*100lb* Harland&Wolff,Ld.Gls.	33 ″ 7 s 8 ″ 10½ 25 ″ 0¾	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
34814 ZNAC	**Westralia** TwinSc OilEng. ssSyd.No.1-41 Ref.Mchy. 2Dks D.F. CruiserStern Tonnage opening closed '41	4568 3939 2745	✠100A1 withfreeboard 9,41 ~~2,41~~ ✠LMC CS2,41 DBS2,41 2,41 ~~✠Lloyd'sRMC2,41~~	~~Cal~~ Syd	z	CL 1,41	1937 2mo Lloyd	Nakskov Skibs.A/S Nakskov 'sA&CP 'Tween	Ministry of War Transport(British IndiaStm.Nav.Co. Ld.Mgrs.) DkBHs exceptColl CellDB366'1282t	390·8 415·3(O.L.) P24'F43' FK BH dispensedwith(Tanks at sides of	56·4	24·9	Aden British 6BH Coll to Wdk 5 ,, 2nd ,,) tunnels 108t	Oil Engines 2S.C.SA 10Cy.$19\frac{1}{16}$"-$35\frac{7}{16}$" 676NHP DB100lb Akt.Burmeistr&Wain,Cpn FPT71tAPT136t	35 ″ 6 s 9 ″ 6½ 26 ″ 2½	
34815 DOFQ	**Westsee** (exEhrenfels-33, exBaronCawdor,exNeumark) Sub.Sig. 2Dks	5911 5486 3680					1914	Akt.Ges. "Weser" Bremen	W.Schuchmann	421·6 P59'B126'F54'	56·2	29·6	Brmrhavn German WB	T3Cy.28½",46⅘&75⅗"-53⅗" 420NHP A.G."Weser,"Bremen		G
34816 148556 MNDX	**Westward** Ⓟ AuxTwinSc4MstSr (exDanefolk) OilEng. ssSou.No.3-4,36 Mchy.Aft 2Dks(Stl-Upt ws) (SeeSailingShipRegister&YachtRegister)	2001 1510 1176	✠100A1 3,38 DBS4,38 ✠LMC4,36	Lon	t	OG 1,38	1920 9mo	A/SRödby Havns Jernskibs. RödbyHavn Cell	H.K.Hales DBuE32'a38'f76'1	250·6 P&B172'F42' BK9" 88tMT58'820t FPT	40·2	22·0	London British 6BHptCem 63tAPT50t	Oil Engines 4S.C.SA 8Cy.$11\frac{13}{16}$"-16½" 56RHP NDB25 100lb A/SHolebyDieselmotor Fbk.Holeby	23 ″ 8 s 6 ″ 5½ 18 ″ 0	
34817 102485 GTXF	**Westward Ho** Ⓟ PadSk 1Dk	460 354 175					1894	S.McKnight&Co. Ayr	P.&A.CampbellLd	225·0 Q13' Promenade dk212'	26·1	9·5	Bristol British	C.2Cy.36"&64"-66" 277NHP Hutson&Son,Glasgow		
34818 164826 MKKQ	**Westwood** ssShl.No.1-39 Mchy.Aft 1Dk CruiserStern	1040 703 595	✠100A1 withfreeboard 8,41 ~~9,40~~ BS8,41 ✠LMC MS1,39 ~~BS9,39~~	Shl	m	CL ~~10,39~~ 8,41	1935 8mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	JosephConstantine S.S.Line,Ld. CellD	199·9 Q144'F26' FK Bf132'307tFPT82t	33·3	13·6	Middlsbro' British 3BHCem APT48t	T.3Cy.13",21"&36"-27" (s) 200lb 125lb 98NHP 1SB(Spt),3cf,GS41,HS1772 N.E.MarineEng.CoLd.Sld	16 ″ 6 s5 ″ 11¾ 15 ″ 2	
34819 153437 CYKL	**Weyburn** D.F. Mchy.Aft 2Dks	2408 1453 2226					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaS.S.Lines, Ld.	250·1 F34'	42·9	24·3	Montreal British WB	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
34820 151420 MCMT	**Whangpu** TwinSc 2Dks	3204 2708 1975					1920	Taikoo Dkyd&E.Co. ofH.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	320·0	46·5	22·3	London British WB	T.6Cy.14½",24"&39½"-30" 172NHP TaikooDckyd.&Eng.Co.Ld		
34821 145737 MLSN	**Wheatcrop** ssBkn.No.3-3,36 Mchy.Aft ssLiv.No.1-39 Well deck 1Dk(Stl)	523 321 199	✠100A1 12,41 ~~3,41~~ ✠LMC MS9,39 BS5,41	~~Bkn~~ Npt	h	OG 3,41	1924 1mo Lloyd	HansenS.B &ShipRepg Co.Ld. Bideford 'sA&CP	Spillers,Ld. Ce	162·0 Q96'B12'F23' BK7" llDB91'99tFPT33t	25·6	9·9	Cardiff British 3BHCem APT22t	C.2Cy.20"&42"-30" (s) 130lb 108NHP 1SB,3pf,GS61,HS2005 W.Beardmore&Co.Ld. Coatbridge	12 ″ 0 s 4 ″ 2 12 ″ 5½	
34822 142503 MNCZ	**Whin** 3Mst ssBel.No.3-7,32 ssBel.No.2-40 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	466 321 192	✠100A1 11,41 ~~12,40~~ BS8,41 ✠LMC7,40	Bel		CL 11,40	1920 10mo Lloyd	Cochrane &Sons,Ld. Selby 'sA&CP	R.Neill&Sons,Ld.	152·0 Q86'B9'F25' FK FPT	25·2 26·2	10·8	Belfast British 3BHCem 48tAPT21t	T.3Cy.13⅛",23"&37"-24" (s) 180lb 85RHP 1SB,3cf,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8¾ 11 ″ 10¼	
34823 160930 MPVX	**Whippingham** Ⓟ Pad CruiserStern 1Dk	825 544 438					1930	Fairfield Co.Ld. Glasgow	SouthernRailway	244·0	30·1	10·5	Portsmth British	C.2Cy.30½"&59"-54" 196NH FairfieldCo.Ld.Glasgow		BT till 4,41
34824 YNAC	**Whipple** TwinSc (exU.S.NavyVessel) OilEng. 1Dk2trB	550 — 375					1903	NavyYard Norfolk,Va.	BahamaShipping Co.Ld.	264·5	23·0	14·0	Bluefields Nicaraguan	Oil Engines 2S.C.SA 12Cy.10"-13"NE29 211NHP AtlasImperialDieselEng. Co.Oakland	14 ″ 11 s 6 ″ 3½ 8 ″ 8½	
34825 149454 GJZR	**White Crest** ssShl No.3-9,40 D.F. 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted Tonnage opening closed '41(W.E.)	4365 4105 2647	✠100A1 withfreeboard ~~7,41 11,40~~ 1,42 ✠LMC BS~~2,40~~2,41 MS8,40	~~Shl~~ Cff	z	CL N8,40	1928 3mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP	HallBros.S.S.Co. Ld.(HallBros. Mgrs.) CellDB348'1111t	400·4 411·8(O.L.) F39' FK (FPT120tAPT198t	53·0	25·3	Newcastle British 6BHCem Coll to Shdk 5 ,, 2nd,,)	T.3Cy.25½",42"&70"-48" (s) 180lb 410NHP 3SB(Spt)9cf,GS178,HS6900 N.E.MarineEngCoLd.Nwc	35 ″ 11 s 10 ″ 7 25 ″ 7	
34826 231126 WFFU	**White Flash** OilEng. Mchy.Aft 1Dk Carrying oil in bulk Electrically welded	616 536 366					1931	SunS.B.& DryDockCo Chester,Pa.	AtlanticRefining Co.	194·5 P36'F25'	34·1	11·3	Phildlphia Utd. States	OilEngine connctd to Elec. Motor & Sc. Shaft 33NHP 6Cy.7½"-10" 4S.C.SA Cooper,BessemerCorp. GroveCity,Pa.		
34827 148083 MLZF	**Whitley** (exJamesDunford-35) Mchy.Aft ssShl.No.3-3,37 Well deck 1Dk(Stl) Cargo battens not fitted	1196 930 712	✠100A1 ~~9,41 10,40~~ 1,42 Examined 1,42 ✠LMC MS3,37 BS~~5,41~~6,42	Nwc ~~Shl~~ Bly	o	CL 3,39	1924 8mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Sunderlnd 'sA&CP	AlnS.S.Co.Ld. Cel	235·0 Q145'F25' FK lDBuE&B44'f154'	36·0	14·0	Newcastle British 4BHptCem 381tFPT92t	T.3Cy.17",28"&46"-30" (s) 180lb 160NHP 2SB,4cf,GS74,HS2944 N.E.MarineEng.Co.Ld.Sld	16 ″ 1 s 4 ″ 8 14 ″ 7¼	
34828 215494 KLDE	**Whitney Olson** Wood (exGhislaine, 1Dk exEdnaChristensen) Fitted for oil fuel	1558 — 880					1917	Wilmingtn S.B.Co. Sn.Pedro,Cal.	OliverJ.Olson &Co.	221·9	43·0	19·0	S. Frncisco Utd. States	T.3Cy.16",27"&46"-33" 121NHP MainStreetIronWks.S.Fo.		
34829 148656 MNKG	**Whitstable** TwinSc CruiserStern 1Dk	787 627 289					1925	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·6 ~~B90~~'F37' B91'	33·6	14·1	London British WB	T.6Cy.15",25"&41"-24" 165NHP D&WHendersn&CoLd.Gls		
34830 1046 YMEA	**Wiborg II** (exViksten-37, exNewton) ssGot.3rdNo.3-4,28 ssSbg.No.2-36 Well deck 1Dk(Irn)	556 413 357	✠ 12,38 ✠	Dnz	h		1890 10mo	P.Larsson Thorskog	DanzigerSeetransportG.m.b.H. FPT10	167·1 Q55'B35'H14tF21' tAPT5t BK7"	26·9	13·2	Danzig 4BHCem	T.3Cy.12",19¼"&32"-24" 50NHP 1SB,2cf,GS33,HS760 Ross&Duncan,Glasgow	14 ″ 2	
34831 220961 KDMU	**Wichita** OilEng. Sub.Sig. 2Dks GyC. Longitudinal framing	6174 — 3833					1920	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5 P44'B108'F37'	55·0	31·4	N.Orleans Utd. States	Oil Engines 2S.C.DA 4Cy.27½"-47¼" 934NHP NE29 Hooven,Owens,Rentschler Co.Hamilton,O		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
34832 219857 KUNG	**Wichita Falls** (*ex*UnionLiberty) 1*Dk2trB* D.F. Sub.Sig *Fitted for oil fuel*	2560 2203 1586	✠ ... 10,20 ✠				1920 5mo	Toledo S.B.Co. Toledo,Ohio	SouthernS.S.Co.	251·0|43·6|25·8 P25'B64'F23' FK	Phildlphia Utd.States *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
34833 PION	**Wickenburgh** Ⓟ (*ex*BatavierVIII-37) *OilEng.* D.F. 2*Dks* *CruiserStern*	780 646 407	Examined LR ~~9,40~~ 10,41 10,41 DBS~~9,40~~(2)*120lb* 10,41	~~Lon~~ Shl			1928	NVSchpw. v.J.Smit,Czn. Alblasserdam	Wm.H.Müller&Co. N.V.	211·9|33·7|12·2 B49'	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 5Cy.18⅞"-27½" 208NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
34834 104963 EIFS	**Wicklow** (*ex*LadyWicklow-38, *ex*Wicklow) 2*Dks*	1032 960 414					1895	Blackwood &Gordon PortGlasgow	British&IrishStm. PacketCo.Ld.	260·2|34·1|15·8 P72'B89'F78'	Dublin British *WB*	T.3Cy.27",42"&69"-48" 330NHP Blackwood&Gordon,P.Gl.		
34835 DJQG	**Widar** *Mchy.Aft* Sub.Sig. 2*Dks* D.F. E.S.D. *CruiserStern*	5972 4998 2943					1935	Nordsee- werkeEmden G.m.b.H. Emden	Seereederei "Frigga"A.G.	437·1|58·9|23·6 F52'	Hamburg German *WB*	C4Cy.(2)18 11/16"&43 5/16"-43 5/16" &LPturbine with DRgear- ing & hydraulic coupling A.Borsig,Berlin 313NHP		G
34836 141489 GBGM	**Widestone** (*ex*Santurce-37, *ex*CanadianRancher) *ss*Bbo.No.3-12,32 *ss*Shl.No.2-40 1*Dk*(*Stl*) *Cargo battens not fitted*	3192 2880 1919	✠100A1 6,41 BS8,41 ✠LMC9,40	Cff	*v*	CL 9,40	1920 5mo *Lloyd*	Tidewater Shipbldrs,Ld. ThreeRivers, '*sA&CP* P.Q.	A.E.Furst& F.G.Browne (Turnbull,Scott& Co.*Mgrs.*)	331·2|46·8|23·3 P33'B98'F33' FK *CellDB266'623tFPT*	London British 6*BHCem* 95*tAPT*73*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,*9cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 ″ 6 s 3″11¾ 21 ″ 9	
34837 DHZV	**Wiedau** Sub.Sig. 2*Dks* *CruiserStern*	964 766 471					1925	Norder- werftA.G. Hamburg	Bugsier,Reed.& Bergungs,A.-G.	221·0|35·1|13·0	Hamburg German *WB*	T.3Cy.16⅐",25⅗"&43⅓"-27⅗" DresdnerMasch.& 98NHP Schiffs.UebigauA.G.		G
34838 DOBQ	**Wiegand** Ⓟ D.F. Sub.Sig. 2*Dks*	5869 5400 3599					1922	Frd.Krupp Akt.Ges. Kiel	Norddeutscher Lloyd	393·2|54·3|23·3 P34'B122'F40'	Bremen German *WB*	T.3Cy.28½",47"&75¾"-51" 410NHP Frd.KruppA.G.Kiel		G
34839 DODN	**Wigbert** Sub.Sig. 2*Dks*	3648 3239 2242					1921	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m. b.H.(Woermann LinieA.G.Deutsche OstAfrikaLinie, *Mgrs.*)	361·0|49·9|22·5	Bremen German *WB*	T.3Cy.25⅖",40½"&68⅒"-47⅕" Görlitzer 320NHP Maschb.A.G.Görlitz		G
34840 SPBZ	**Wigry** (exRiverDart-39), *ex*Jenny-37, *ss*Ant.2ndNo.3-3,37 *ex*Glanbrydan-33, 1*Dk*(*Stl*) *ex*Hooton) *Well deck*	*1859* *1440* *1052*	✠100A1 1,41 BS~~12,39~~ ✠LMC3,37 8,41	Hul	*q*	CL 5,40	1912 2mo *Lloyd*	SirRDixon &Co.Ld. Middlesbro' '*sA&CP*	BaltyckaSpólka Okretowa sp. z.o.o. (BalticShippingCo. Ld.)(T.Olszowski), *Mgr.*)	265·3|38·7|17·6 Q110'B*on*Q*dk*46' F24' FK *CellDBuE21f106'232t Tanks at sides of Tunnels170tFPT40tAPT52t*	Danzig 4*BHCem*	T.3Cy.19"34"&56"-36" (*s*) 180lb 228NHP 2SB,*6pf*,GS129,HS3850 G.Clark,Ld.Sunderland	19 ″ 8 s 6 ″ 0 18 ″ 1	
34841 719 OHFO	**Wiides** (*ex*Ladykirk-32) *ss*Gls.2ndNo.3-3,29 *ss*Cpn.No.2-37 1*Dk*(*ptIrn&ptStl*)&*deepframing*	2324 — 1402	✠100A1 12,39 BS7,38 ✠LMC8,37 NO LATER SURVEY REPORTED	Liv	*s*	N6,38	1904 9mo *Lloyd*	Nthmblnd S.B.Co.Ld Newcastle '*sA&CP*	WiidesO/Y (A.Wihuri)	295·0|46·0|19·2 305·2(O.L.) P22'B64'F29' FK *Cell DBa&uE112'f130'*	Helsingfrs *Brändö* Finnish 6*BHCem* 604*tAPT*66*t*	T.3Cy.22",36"&60"-39" (*s*) 160lb 247NHP 2SB,*6pf*,GS100,HS4050 Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 7 s3 ″ 2¾ 18 ″ 7	
34842 684 OHBU	**Wiima** (*ex*Everilda,*ex*Aldersgate, *ex*Britannic) *ss*Abg.3rdNo.3-8,35 1*Dk*(*Irn*)2*trB&* *Webframes3Dkrule* *Cargo battens not fitted* *Now* "Avenir," *see Supplement*	3232 2870 1956	✠100A1 7,40 ✠LMC MS8,35 BS12,39	Lis	*u*	N11,37	1897 4mo	W.Gray& Co.Ld. WHartlepool A&CP	GustafErikson	320·5|47·2|22·0 336·3(O.L.) P27'B82'F32' FK *Cell DBa&uE130'f136'*	Helsingfrs *Brändö* Finnish 5*BHCem* 731*tAPT*53*t*	T.3Cy.24",38"&64"-42" (*s*) 160lb NDB17 281NHP 2SB,*4rf&2cf*,GS90,HS4455 Cen.Mar.Eng.Wrks.WHpl	24″10 s 4″3½ 20″8	
34843 DREE	**Wiking** Ⓟ Sub.Sig. E.S.D. *CruiserStern* 1*Dk*	907 654 507					1935	Lübecker Maschb.Ges. Lübeck	LübeckLinieA.G.	208·6|32·1|12·0 P12'Q44'B107'F18'	Lübeck German *WB*	T.3Cy.18½",29½"&47¼"-31½" 125NHP LübeckerMaschb.Ges.		G
34844 DJXY	**Wikinger** (*ex*Vikingen-38) **TwinSc** *ss*Rot.No.2-37 2*Dks*(*Stl*)&3*rdDk*(*Stl*)*in* *Mchy.Aft* *Nos.1,2,3,4,5&9tanks&fore* D.F. *hold&Web frames* *CruiserStern Longitudinal framing* *Strengthened for navigation in ice* *CarryingPetroleum in bulk* *Fitted for oil fuel*	14772 14163 10678	✠ 10,38 ✠	Ham	*h*†		1929 9mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	DeutscheÖlmuhlen -RohstoffeG.m.b.H (Hamburger Walfang-Kontor G.m.b.H.*Mgrs.*)	493·2|71·1|50·4 FK (*2 to superstructure dk* *10 to 2nddk* 4 ,, *3rd* ,,) *Tanks above after peak 683t* *CellDBuE&B96'487tDTf48'775tFPT316tAPT123t*	Hamburg German 16*BHptCem*	T6Cy22½",36½"&61"-39" 773NHP 4SB,*16cf*,HS11810 Swan,Hunter&Wigham Richardson,Ld.Nwc	51 ″ 0	
34845 SKRE	**Wikla** (*ex*Tempo-36,*ex*Bruno-33) 1*Dk*	1143 — 609					1909	Fredrkstad Mek.Værks. Fredrikstad	Wilke O/Y (A.Wihuri,*Mgr.*)	239·0|36·0|14·6 228·4 P43*t*H76*t*F8*t*	Helsingfrs *Brändö* Finnish *WB*	T.3Cy.16½",27"&45½"-31" 115NHP FredrikstadM.V.Frdstad.		N
34846 200067	**Wilbert L. Smith** *Mchy.Aft* D.F. 1*Dk2trB*	4319 — 3039					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	380·0|50·0|28·0 F48' *WB*	Oswego, N.Y. Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clevelnd.		R
34847 145179 MKPX	**Wild Rose** (*ex*Monkstone) *ss*Bly.No.3-11,33 *ss*Nwc.No.1-37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	873 592 431	✠100A1 ~~7,41 6,40~~ 10,41 Examined 4,42 Lon BS4,42 ✠LMC7,41	~~Cff~~ ~~Dub~~ Npt	*k*	CL ~~5,40~~ 6,41	1921 4mo *Lloyd*	HansenSB. &S.R.Co.Ld Bideford '*sA&CP*	RichardHughes& Co.(Liverpool)Ld.	190·0|30·1|12·5 Q120'B*on*Q14'F26' FK *CellDBf126'239tFPT53t*	Liverpool British 3*BHCem* *APT30t*	T.3Cy.15",25"&41"-27" (*s*) 180lb 51RHP 2SB,*4cf*,GS60,HS1824 LythamSB&ECoLdLythm	14 ″ 6 s 4 ″ 6¼ 14 ″ 1½	
34848 DOFE	**Wildenfels** Sub.Sig. 2*Dks* *Now* "Empire Raja," *see No.* 36371 *in Supplement*	6224 5753 3794					1922	J.C.Teck- lenborgA.G. Weser- münde-G.	DeutscheDmpfs- fahrts.Ges.Hansa	431·1|56·5|30·2 P60'B136'F57'	Bremen German *WB*	T.3Cy.29⅜",47¼"&76⅜"-54" &LPTurbine 424NHP J.C.TecklenborgA.G.Wsm		G

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34849 219356 KORV	**Wildwood** *2Dks* Sub.Sig. *Fitted for oil fuel*	5043 — 3146					1919	American International S.B.Corp. HogIslandPa	AmericanForeign S.S.Corp.	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y		R
34850 LJGO	**Wilford** (*ex*RioRimac–36, *ex*NauruChief–36) 1*Dk*&*Shelter dk*	2158 1924 1277					1921	Nylands Værksted Oslo	BorgesRederiA/S (HansBorge,*Mgr.*)	289·5 P28'B&F240'	44·1	19·3	Tönsberg Norwegian *WB*	T.3Cy.21½",34½"&60"–39" 225NHP NylandsVærksted,Oslo		N
34851 DJLR	**Wilhelm A. Riedemann** **TwinSc** (*ex*Zoppot,*ex*WilhelmA. *OilEng.* Riedemann) *Longitudinal framing* D.F. GyC. Sub.Sig. *Mchy.Aft* *Carrying Petroleum in bulk*	10326 9369 5929					1920	Fred.Krupp Akt.Ges. Kiel	WariedTankschiff RhedereiG.m.b.H.	525·7 H49'	66·5	33·5	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.22⅝"–39⅜" 1070NHP Fried KruppA.G.Kiel		G
34852 OUNJ	**Wilh. Colding** 1*Dk*	1510 1248 928					1905	Naaml. Vnts.Schwf. v.JanSmitCz. Alblasserdm	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	251·3 P15'Q79'B113'F27'	37·8	16·3	Copnhagn Danish *WB*	T.3Cy.19",31"&51"–33" 149NHP Maats.deSchelde,Flushing		G
34853 DJVZ	**Wilhelm Gustloff** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. GyC. 5*Dks* Sub.Sig. *CruiserStern*	25484 — 17350					1937	Blohm& Voss,K.a.A. Hamburg	DeutscheArbeitsfrontG.m.b.H. (Hamburg-SüdamerikDampfschifff.Ges.*Mgrs.*)	650·4 B50'F538'	77·4	26·5 42·9	Hamburg German *WB*	4 Oil Engines SR geared to 2 Sc. shafts 2S.C.SA 32Cy.20½"–27$\frac{9}{16}$" 2360NHP Blohm&Voss,K.a.A.Ham		G
34854 DHZY	**Wilhelm Russ** 1*Dk*	997 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt–u. Assekuranz Ges.E.Russ&Co.	210·9 P23'Q59'B55'F25'	33·8	13·5	Hamburg German	T.3Cy15¾",25½"&41$\frac{3}{10}$"–29½" 92NHP StettinerOderwerke		G
34855 DJPO	**Wilhelm Traber** Sub.Sig. D.F. E.S.D. GyC. 1*Dk* *CruiserStern*	3093 2496 1600					1935	Flensburgr Schiffsb.Ges. Flensburg	W.Traber&Co.	310·7 P21'Q48'B56'F29'	48·8	21·1	Hamburg German *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"–39⅜" 163NHP A.Borsig,G.m.b.H. Berlin-Tegel		
34856 7581 SHCN	**Wilhelmina** (*ex*Gerania–40, *ex*AnastassiosA. *ss*Gfl.3rdNo.3–6,33 Syrmas,*ex*Antinoe, *ss*Skm.No.1–38 *ex*Rossetti) 1*Dk*(*ptStl ptIrn*)& *Webframes&ptAwngdk*(*Irn*) *Cargo battens not fitted*	*2147* *1505* *1311*	✠100A1 *pt Awng dk* *withfreeboard* 6,41 ~~1,40~~ ✠LMC MS9,37 BS~~1,40~~6,41	~~Ant~~ Skm	*r*	CL ~~7,37~~ 6,41	1894 8mo	JLThompson&Sons,Ld Sunderland A&CP	RederiA/B Fredrika(Erik Högberg,*Mgr.*)	280·0 P24'Q80' *ptAwngdk*174' *CellDBa*84'*f*108'327*t*	39·0	17·3 FK	Stockholm Swedish 6*BHCem* *APT*20*t*	T.3Cy.21½",35"&58"–39"(*s*) 160lb 220NHP 2SB,6*cf*,GS108,HS3443 J.Dickinson,Sunderland	19 ″ 8 s ″10¼ 18 ″11¼	
34857 717 OHFP	**Wilke** (*ex*Relillio–32) *ss*Hfs.2ndNo.3–2,33 *ss*Cpn.No.1–37 1*Dk*(*ptIrnptStl*)&*deepframing* *Cargo battens not fitted*	2598 2255 1506	✠100A1 4,40 ✠LMC MS6,37 BS1,40 No later survey reported	Got	*s*	CL 6,37	1909 6mo	R.Thompson&Sons,Ld Sunderland *Lloyd*'s*A&CP*	RederiA/BErgo (A.Villamo, *Mgr.*)	298·8 289·5 300·0(O.L.) B74'F29' *CellDBa*90'*uE&B*36'*f*116' 669*t*	46·0	19·5 FK	Helsingfrs *Brändö* Finnish 5*BHCem* *APT*163*t*	T.3Cy.21½",36"&59"–39" (*s*) 180lb 237NHP 2SB,6*pf*,GS92,HS3664 N.E.MarineEng.Co.Ld.Sld	22 ″ 0 s3 ″ 4¼ 18 ″ 10	
34858 214976 KLDF	**Willapa** (*ex*FlorenceOlson) **Wood** 1*Dk* *Fitted for oil fuel*	1185 — 604					1917	Kruse& Banks Marshfield	W.H.Wood	213·7	42·0	16·6	S.Frncisco Utd.States	T.3Cy.13½",23"&40"–30" 88NHP UnionIronWorks,S.Fo.		
34859 PIQE	**Willemsplein** (*ex*Morus, *ex*Valdura) *ss*Rot.2ndNo.3–7,35 *ss*Rot.No.1–40 1*Dk*(*Stl*)&*Spardk*(*Stl*) &*deep framing*	5489 5168 3445	✠100A1 *Spar dk* 9,41 ~~1,41~~ BS1,42 ~~BS11,40~~ ✠LMC9,39	~~Phl~~ Sws	*z*	CL ~~12,40~~ 9,41	1910 2mo	Russell& Co. Pt.Glasgow *Lloyd*'s*A&CP* *CellDBa*137'*uE*24'*f*178'1227*tDTa*35'1034*tAPT*34*t*	N.V.Scheepvaart Maats"Millingen" (G.A.Spliethoff, *Mgr.*)	414·3 P43'B119'F41'	56·0	28·0 FK	Rottrdam Dutch *Cem* 4*BHtoSpdk* 2 ,, ,, *M* ,,	T.3Cy.27",45"&74"–51" (*r*) 180lb 538NHP 3SB,9*cf*,GS172,HS7890 FD Rankin&Blackmore,Grk	30 ″ 6 s5″11¾ 24 ″ 9	
34860 148530 GKYC	**Willesden** (*ex*Antinous–33) *ss*Shl.No.3–1,38 D.F. 1*Dk*(*Stl*)& E.S.D. *Shelter dk*(*Stl*) *Tonnage opening closed '41* (*W.E.*)	4563 4318 2851	✠100A1 *withfreeboard* 1,42 ~~2,40~~ ~~10,41~~ BS10,41 ~~BS12,40~~ ✠LMC5,37	~~Bkn~~ ~~NYk~~ Gls	*z*	CL ~~12,40~~ ~~10,41~~ N1,42	1925 1mo	Workman, Clark&Co.Ld Belfast *Lloyd*'s*A&CP*	WattsShippingCo. Ld.(Watts,Watts &Co.Ld.*Mgrs.*)	401·6 416·7(O.L.) F42' *CellDB* 348'960*tAPT*125*t*	54·3	25·3 FK	London British 6*BHCem* (*Collto Shdk* 5,,2*nd*,,)	T.3Cy.26",42"&71"–48" (*s*) 180lb 423NHP 3SB(Spt)9*cf*,GS190,HS714 Wrkman,Clark&Co.LdBel	36 ″ 9 s10″10¾ 26 ″ 0¾	
34861 77 OHKY	**William** **Iron** 1*Dk2trB*	326 275 164					1884	W.LindbergsAktieb. Stockholm	RederiA/B North Baltic(John Lindblom,*Mgr.*)	128·2 B29'H8*t*	23·0	13·1	Abo Finnish *WB*	C.2Cy.16"&31"–21" 37NHP R.Thelander,Stockholm		
34862 237395 WNXO	**William A. Irvin** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	8240 — 6072					1938	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	593·2 F48'	60·0	28·2	Dul'th,Min Utd.States *WB*	DR geared steam turbine 383NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
34863 214234 WTMB	**William A. McGonagle** *Mchy.Aft* *ss*Cgo.No.4–4,41 GyC. 1*Dk*(*Stl*)&*Webframes* *Longitudinalframing*	7811 7381 6006	✠100A– 2,40 BS3,42 ✠LMC3,41 *For Service on the Great Lakes*	Clv			1916 7mo	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co. *CellDBuE&B*55'*f* & *in Hopper side tanks* 479'8494*t FPT*	580·0 F53'	60·0	27·9 FK	D'luth,Min Utd.States 3*BHCem* 299*tAPT*59*t*	T.3Cy.24½",40"&65"–42"(*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD Gt.LakesEng.Wks.Detroit	32 ″ 0 s10 ″ 4 21 ″ 10¾	
34864 214583 WJCZ	**William A. McKenney** *ss*N.Yk.No.3–10,28 D.F. *ss*Bal.No.1–33 2*Dks*(*Stl*) *Fitted for oil fuel*	6153 — 3763	✠ … 8,37 ✠	Bal	*z*		1916 11mo	NwprtNws S.B.&D.D.Co. NewprtNews	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*)	395·0 P27'B117'F37' *CellDB* 326'1711*tFPT*316*t*	55·1	31·0 FK	Boston Utd.States 6*BHCem* *APT*334*t*	T3Cy.25¼",41½"&72"–48" 467NHP 3SB,12*cf*,GS240,HS8235 NewportNewsSB&DD.Co.	34 ″ 6	R †
34865 202305 XDXZ	**William A. Paine** *Mchy.Aft* D.F. GyC. 1*Dk*	5798 — 4435					1905	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	480·0	52·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanSB.Co.Cleveland		R
34866 225045 KFXG	**William A. Reiss** (*ex*JohnA.Topping–35) D.F. GyC. *Mchy.Aft* 1*Dk*	8345 — 6553					1925	Gt.Lakes Eng.Works RiverRouge Mich.	ReissS.S.Co.	601·6	62·0	27·8	Wilmgton (Del.) *WB* Utd.States	Q4Cy24$\frac{5}{16}$",31",46½"&68"–42" 300NHP Gt.LakesEng.Wks.Detroit		R
34867 207981 WTMD	**William B. Dickson** *Mchy.Aft* Sub.Sig. D.F. GyC. 1*Dk*	7869 — 6271					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co.	580·0 F45'	58·2	33·2	D'luth.Min Utd.States *WB*	T.3Cy.24",38"&65$\frac{1}{16}$"–42" 275NHP Gt.LakesEng.Wks.Detroit		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pce.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
34868 116732	**William B. Pilkey** (*ex*SirWilliam Siemens) Now "Frank E. Vigor," see No. 36615 in Supplement Sub.Sig. *Mchy.Aft* 1*Dk2trB*	3886 3293					1896	GlobeIron WorksCo. Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly, *Mgr.*)	413·2	48·0	24·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23",41"&66"–42" 282NHP GlobeI.W.Co.Cleveland,O		R
34869 207252 WTOF	**William B. Schiller** Sub.Sig. D.F. GyC. *Mchy.Aft* 1*Dk*	7521 — 5819					1909	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	58·0	32·0	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65"–42" 274NHP AmericanS.B.Co.Lorain,O		R
34870	**William Blumer** ssShl.No.3-7,33 ssSfj.No.1-37 1*Dk(Stl)*	3604 3310 2176	✠100A1 12,37 BS3,39 ✠LMC5,37 (SEE FOOT NOTE *)	PNI	*w*	CL 5,37	1920 8mo *Lloyd'sA&CP*	J.Blumer &Co.Ld. Sunderland	SkibsA/SDrafn (Pehrson&Wessel) *CellD*	356·3 P35'B221'F30' FK *B312'802tFPT67t*	48·7	23·8	Drammen Norwegian 6*BHCem* *APT109t*	T.3Cy.25$\frac{1}{16}$",42"&68"–45"(*s*) 200lb 365NHP 2SB,6*cf*,GS139,HS5751 J.Dickinson&Sons,Ld.Sld.	25 ″ 11	
34871 221508 KDHS	**Wm. Boyce Thompson** ssMob.No.3-9,33 ssN.Os.No.2-41 ~~ssN.Os.No.1-37~~ *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. Sub.Sig. *Longitudinal framing*	7061 6422 4350	✠100A1 ~~4,41~~ ~~12,40~~ 12,41 ~~BS12,40~~ ✠~~LMC3,37~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 7,21 F.P. above 150° F.*	NOs	*b*† 12,41	CL ~~12,40~~ 12,41	1921 7mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	SinclairRefining Co.Inc. *CellDBuE&B 62'200tDTf40'588*	430·3 P134'B37'F40' FK *tFPT228tAPT72t*	59·3	33·2	Wilmington Del. Utd.States 17*BHptCem* (12 *to U dk* 5 „ *2nd* „	T.3Cy.26$\frac{1}{2}$",44"&74"–51"(*s*) 200lb 586NHP 3SB,9*cf*,HS8829 FD BethlehemS.B.Corp.Ld.)	33 ″ 3 s6 ″ 8$\frac{1}{4}$ 26 ″ 10	
34872 217513 WTOU	**William C. Atwater** (*ex*Coulee) *Mchy.Aft* D.F. GyC. 1*Dk*	2450 1855 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	FallRiverNav.Co.	253·4 P115'F25'	43·7	24·5	FallRiver Utd.States *WB*	T.3Cy.21",34$\frac{1}{2}$"&57"–42" 211NHP Gt.LakesEng.Wks.Detroit		R
34873 240865 WIGN	**William C.McTarnahan** **TwinSc** *OilEng.* *Mchy Aft.* 1*Dk* *Elec.welded Longitudinal framing* *Corrugated bulkheads*	7302 6149 5826	✠100A1 ~~(ClassContemplated)~~ ~~7,41~~ 10,41 LMC7,41 *CarryingPetroleum in bulk*	Mob	*a*† 2	CL SN 11,41 P7,41	1941 7mo	Alabama D.D.&S.B.Co Mobile,Ala	NationalBulk Carriers,Inc. *CellDBu*	416·5 432·8(O.L.) P165'F40' FK *Trunk202'* *E43'79tFPT710tAPT200t*	56·2	34·7	Wilmgton Del. Utd.States	Oil Engines 4S.C.SA 16Cy 20"–24" 625NHP NE*made'29refitted41* FD McIntosh&Seymour Auburn,N.Y	35 ″ 0 s6 ″ 5$\frac{1}{2}$ 28 ″ 8	
34874 148851	**William C. Warren** *Mchy.Aft* 1*Dk*	1745 1594 1233					1925	Napier& Miller,Ld. Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·1 F36'	43·2	17·9	S Cathrnes Ont. British *WB*	T.3Cy.17",28$\frac{1}{2}$"&47"–33" 127NHP D.Rowan&Co.Ld.Glasgow		C
34875 161303 MPNW	**William Cash** ssShl.No.2-38 *Well deck* 1*Dk(Stl)* *Mchy.Aft Cargo battens not fitted*	1186 891 681	✠100A1 12,41 ~~5,41~~ BS~~8,40~~ 12,41 ✠LMC9,38	~~Sld~~ Shl	*n*	CL 11,39	1929 9mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	StephensonClarke &AssociatedCompanies,Ld. *CellDBuE20'*	225·5 235·0(O.L.) Q127'B14'F24' FK *f146'320tFPT125t*	36·1	14·0	London British 4*BHCem* *APT24t*	T.3Cy.17",28"&46"–30" (*s*) 180lb *100lb* 137NHP 1SB,3*cf*,GS55,HS2260 N.E.MarineEng.Co.Ld.Sld	16 ″ 0 s 5 ″ 0 14 ″ 7	
34876 212197 WCVB	**William D. Crawford** *Mchy.Aft* 1*Dk&Webframes* D.F. GyC. *Longitudinal framing*	6385 — 4899	✠ ... 2,19 ✠				1914 5mo	American S.B.Co. Lorain,O.	VirginiaS.S.Co. (M.A.HannaCo. *Mgrs.*)	504·0 F44 FK	54·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23$\frac{1}{2}$",37"&63"–42" 388NHP AmericanS.B.Co.Lorain,O.	30 ″ 0	R †
34877 220841 KLIZ	**Wm. Donovan** **WoodTwinSc** (*ex*Kirketind) *OilEng.* *Mchy.Aft* 2*Dks*	2205 1914 1621					1919	ElliottBay S.B.Co. Seattle,Wash	R.C.Porter	243·8 P50'F35'	47·3	24·3	S.Frncisco Utd.States	Oil Engines 4S.C.SA 16Cy.12$\frac{15}{16}$"–18" 261NHP WintonEng.Works Cleveland,O.		
34878 202296	**William E. Corey** *Mchy.Aft* Sub.Sig. D.F. GyC. 1*Dk*	6363 — 5045					1905	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	557·8	56·0	26·5	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65"–42" NB37 274NHP AmericanSB.Co.Cleveland		R
34879 81702	**William Edenborn** *Mchy.Aft* GyC. 1*Dk2trB*	5186 — 4127					1900	WestBay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	25·1	D'luth,Min Utd.States *WB*	Q.4Cy.16$\frac{1}{2}$",25$\frac{1}{2}$",38$\frac{1}{2}$"&60"–40" 228NHP AmericanSB.Co.Cleveland		
34880 81807	**William F. Fitch** *Mchy.Aft* GyC. 1*Dk2trB*	3629 — 2632					1902	Detroit S.B.Co. Wyandotte	Detroit&Cleveland S.S.Co.	346·0	48·0	28·0	Detroit Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
34881 221354 KDSR	**William F. Humphrey** **3Mst** (*ex*AxtellJ.Byles, ssN.Yk.No.1-25 *ex*Agwibay) 2*Dks&Shelter dk* D.F. *Mchy.Aft Longitudinal framing* Sub.Sig. *Fitted for oil fuel* *Carrying Petroleum in bulk*	7983 7632 4938	✠ ... 6,27 ✠				1921 6mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	TideWater AssociatedOilCo.	468·3 FK	62·7	32·0	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.24",35",51"&75"–51" 636NHP BethlehemS.B.Corp.Ld.	32 ″ 0	R †
34882 205017 WDIT	**William F. Stifel** (*ex*Normania) *Mchy.Aft* D.F. 1*Dk*	4871 — 3705					1908	Gt.Lakes Eng.Works St.Clair	ColumbiaTransportationCo.(John T.Kelly, *Mgr.*)	420·0	52·0	24·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.21",34$\frac{1}{2}$"&57"–42" GreatLakes 211NHP Eng.Works,Detroit		R
34883 228886 WOYV	**William G. Clyde** GyC. D.F. *Mchy.Aft* 1*Dk*	7918 — 6157					1929	American S.B.Co. Lorain.O	PittsburghS.S.Co.	587·2	60·2	27·4	D'luth,Min Utd.States *WB*	T.3Cy.24$\frac{9}{16}$",41"&65$\frac{5}{8}$"–42" 279NHP AmericanS.B.Co.Lorain,O.		R
34884 224850 WADJ	**William G. Mather** D.F. GyC. *Mchy.Aft* 1*Dk*	8662 — 6810					1925	Gt.Lakes Eng.Works RiverRouge, Mich.	ClevelandCliffsS.S Co.(Cleveland CliffsIronCo. *Mgrs.*)	601·0	62·0	27·7	Wilmgton (Del.) Utd.States	Q.4Cy.21",31$\frac{1}{2}$",46"&68"–42" 300NHP GreatLakesEng.Works, Detroit		R
34885 214684 WSCD	**Wm. G. Warden** **TwinSc3Mst** ssN.Yk.No.3-4,29 ssNYk.No.2-36 *Mchy.Aft* 2*Dks(Stl)&Shelter* D.F. GyC. *dk(Stl)&Webframes* *Longitudinal framing*	9114 7561 5686	✠100A1 *Shelter dk withfreeboard* 6,41 ~~1,41~~ BS6,41 ~~BS6,40~~ ✠LMC4,37 *CarryingPetroleum in bulk* *Fitted for oil fuel 1,17 F.P. above 150° F.*	~~Gal~~ Bal.	*f*†	CL 5,39	1917 1mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	StandardOilCo. ofNewJersey *CellDBuE&B59'* *f17'71tDTf54'673t*	500·0 184t FK *FPT243tAPT127t*	68·2	35·5	Wilmgton (Del.) Utd.States 19*BHptCem* (15 *to U dk* 4 „ *2nd* „)	T.6Cy.20$\frac{1}{2}$",35"&60"–42" 200lb (*s*) 628NHP 3SB,12*cf*,GS213,HS8700 FD NewportNewsSB&DD.Co.	38 ″ 3 s10 ″ 0$\frac{1}{2}$ 28 ″ 6	
34886 147764 VCNM	**William H. Daniels** 1*Dk* *Mchy.Aft*	1772 1616 1195					1923	Furness S.B.Co.Ld. HavertonHill -on-Tees	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	252·5 F34'	43·3	17·8	S Cathrnes Ont. British *WB*	T.3Cy.16",27"&44"–33" 183NHP MacColl&Pollock,Ld.Sld.		C

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34887 212354 WNMU	**William H. Donner** D.F. GyC. 1*Dk&Web frames* *Mchy.Aft* *Longitudinal framing*	6311 — 4843	✠ … 7,19 ✠				1914 7mo	Gt.Lakes Eng.Wrks. Ashtabula	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0 F43'	54·0	30·0 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 388NHP GtLakesEngWrks,Detroit	30 ″ 0	R †
34888 213859 KEGC	**William H. Machen** (*ex*Bristol) *ss*Bos.No.3–6,31 *ss*Bos.No.2–39 D.F. Sub.Sig. 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	3922 3556 2454	100A1 ~~4,41~~10,41 BS4,41	Bos LMC5,39	*w*	CL 5,39	1916 2mo	NewYork S.B.Co. Camden,N.J.	PocahontasS.S.Co. *Cell DBuE&B*41'*f*251'1513*tDT*306*t FPT*306*tAPT*62*t*	359·5 P77'B17'F34'	49·2	25·6 FK	Wilmgton (Del.) Utd.States 8*BHCem*	T.3Cy.23¼",37½"&67"-45" 190lb (*r*) 390NHP 2SB,6*cf*,GS128,HS5406 NewYorkSBCo.CamdnNJ	30 ″ 0	
34889 205180 WTRA	**William H. Wolf** D.F. *Mchy.Aft* 1*Dk*	6281 — 4767					1908	American S.B.Co. Lorain,O.	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22⅓",36"&60"-42" American 233NHP S.B.Co.Cleveland,O.		R
34890 LKFB	**William Hansen** 1*Dk&Shelter dk* *Fitted for oil fuel* *CruiserStern*	1344 1104 748					1939	Nylands Verksted Oslo	AkselMolvigs RederiA/S(Aksel Molvig,*Mgr.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.16¾"&33 7/16"-33 7/16"& LPturbine withDR gearing & hydraulic coupling 54NHP NylandsVerksted,Oslo		N
34891 204417 WTME	**William J. Filbert** (*ex*WilliamM. Mills) D.F. GyC. *Mchy.Aft* Sub.Sig. 1*Dk*	7699 — 6376					1907	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	585·0	60·2	24·4	Dluth,Min Utd.States *WB*	T.3Cy.22¼",37½"&65"-42" NB35 274NHP AmericanSB.Co.Cleveland		R
34892 207790 WTMF	**William J. Olcott** Sub.Sig. D.F. *Mchy.Aft* GyC. 1*Dk*	7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co.	580·0 F45'	58·2	33·2	Dluth,Min Utd.States *WB*	T.3Cy.24",38"&65"-42" 274NHP Gt.LakesE.Works,Detroit		R
34893 219183 KJJB	**William J. Salman** (*ex*BargeElizabeth 1*Dk2trB* River–40, *ex*Steamer–39, *ex*LakeFelden) *Fitted for oil fuel*	2616 — 1612	✠ … 1,21 ✠				1919 11mo	American S.B.Co. Lorain,O.	CanadianGulf Line,Ld.	251·0 P25'B64'F23'	43·6	26·1 FK	Houston, Tex. Utd.States *WB*	T.3Cy.21",35"&59"-42" 226NHP AmericanS.B.Co.Lorain,O		R †
34894 220634 KJUF	**William L. Thompson** Ⓟ (*ex*PacificSpruce–39, 2*Dks* *ex*WestCanon) *Fitted for oil fuel* *Carrying Petroleum in bulk*	6203 — 4658					1920	Western Pipe&Steel Co.S Frncisco	ThompsonSalmon Corp.	410·5 P &B.260'F46'	54·2	27·2	Astoria Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP JoshuaHendyCo.S.Fo.		R
34895 215709 WJFE	**William Luckenbach** Ⓟ (*ex*Rappahan- *ss*Sea.2ndNo.3–8,34 nock–34, *ss*Sea.No.1–38 *ex*Pommern) 2*Dks&Shelter dk* Sub.Sig. D.F. GyC.	6939 6179 4012	100A1 *with freeboard* ~~7,41 10,40 10,41~~ 2,42 BS2,42 MS8,38 ✠NB(2*fwd.*)*made*13*refitted*34 *Fitted for oil fuel* 8,34 *F.P. above* 150° F.	~~SFo~~ Sea LMC ~~BS1,40~~ ~~3,41~~	*d*†	CL 8,40	1913	Bremer Vulkan Vegesack	LuckenbachS.S. Co.Inc. *Cell DB*411'1604*t* *'Tween dk tanks*256*t FPT*87*t APT*37*t*	471·7	59·2	29·0 FK	NewYork Utd.States 8*BHCem* (*Coll to Sh dk* 7 „ 2*nd* „)	T.3Cy32½",52 13/16"&86⅝"-55⅛" 220lb (*s*) 890NHP NB(3*aft*)17 FD 5SB,15*cf*,GS270,HS13125 BremerVulkan,Vegesack	31 ″ 8 s 5 ″ 0 26 ″ 10¾	
34896 130901	**William M. Connelly** (*ex*Neptune–37) 1*Dk2trB* Sub.Sig. D.F. GyC. *Mchy.Aft*	3717 — 2773					1901	American S.B.Co. Lorain,O.	DoloresS.S.Co.Inc.	346·0	48·0	28·0	Buffalo Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.CoCleveland		R
34897 144821 VJLB	**William McArthur** *ss*Syd.No.1–41 *ss*Syd.No.3–9,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2393 1790 1296	✠100A1 9,41~~8,41~~ ~~BS11,40~~	Syd ✠LMC~~9,37~~ 9,41	*s*	CL N3,41	1924 8mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	R.W.Miller&Co. Pty.Ld. *Cell DB*240'608*tDTf*10'275*t FPT*110*tAPT*75*t*	284·0 Q186'B18'F34'	40·6	19·1 FK	Melbourne British 5*BHCem*	T.3Cy.21",34"&56"-39" (*s*) 180lb 270NHP 2SB,6*cf*,GS132,HS4958 JohnLewis&Sons,Ld.Abn.	21 ″ 3 s5 ″ 10¾ 19 ″ 6¾	
34898 226176 WPBB	**William McLauchlan** D.F. GyC. 1*Dk* *Mchy.Aft* *pt Longitudinal framing*	8024 — 6314					1926	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	586·0	60·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
34899 217126 WFOO	**William N. Page** *ss*Bal.No.3–6,30 *ss*Bal.No.2–38 1*Dk*(*Stl*)&*Web frames* D.F. *Cargo battens not fitted*	5438 4795 3339	✠100A1 7,41~~6,40~~ BS~~6,40~~ 7,41	Bal ✠LMC8,38	*y*	CL 6,40	1918 12mo	NewYork S.B.Corp. Camden,N.J A&CP	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *Cell DB*320'1832*t FPT*220*tAPT*201*t*	368·6 P27'B72'F31'	55·2	35·0 FK	Boston Utd.States 9*BHCem*	T.3Cy.25",41½"&70"-46" (*r*) 195lb 463NHP 3SB,9*cf*,GS155,HS6624 FD NewYorkSBCo.CamdnNJ	34 ″ 5 s 7 ″ 10 27 ″ 0	
34900 81804	**William Nottingham** D.F. *Mchy.Aft* 1*Dk2trB*	4234 — 3070					1902	Buffalo DryDockCo. Buffalo	GreatLakesS.S.Co Inc.	376·5	50·0	24·0 *WB*	Oswego, N.Y. Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clevelnd		R
34901 216311	**William P. Cowan** *ss*Cgo.No.3–36 GyC. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	5429 5063 3962	✠ … 6,42 ~~BS2,41~~ *For Service on the Great Lakes* *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Cgo ✠~~LMC4,36~~		~~N8,31~~ 4,41	1918 6mo	American S.B.Co. Lorain,O. A&CP	StandardOilCo. (Indiana) *Cell DB*374'1803*t FPT* 193*tAPT*53*t*	420·0 F62'	55·0	28·0 FK	Chicago Utd.States 14*BH*	T.3Cy.25½",41"&67"-42" (*r*) 185lb 444NHP 3SB,6*cf*,GS147,HS6840 FD AmericanS.B.Co.LorainO.	28 ″ 0 ~~5 ″ 4~~ ~~22 ″ 11¼~~	
34902 208157 WTMG	**William P. Palmer** *ss*Cgo.No.1-42 Sub.Sig. *ss*Clv.No.4–12,34 D.F. GyC. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	7602 — 5746	✠100A– 5,40 ~~3,42~~ ~~BS[illegible],41~~ *For Service on the Great Lakes*	Cgo 3,42 LMC~~12,34~~		N3,37	1910 12mo	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co. *Cell DBuE&B*64'*f&in Hopper side tanks*470'7770*tFPT*286*t APT*60*t*	580·0 F53'	58·2	33·2 FK	D'luth,Min Utd.States 4*BH*	T.3Cy.24",38"&65"-42" (*s*) 170lb 404NHP 2SB,6*cf*,GS132,HS6285 FD GtLakesEngWrks,Detroit	32 ″ 0 s11 ″ 0¾ 21 ″ 2	
34903 209662 WOLZ	**William P. Snyder, Jr.** D.F. *Mchy.Aft* GyC. 1*Dk*	8603 — 6650					1912	Gt.Lakes Eng.Works Ecorse,Mich	ShenangoFurnace Co.	590·0 F56'	64·0	34·2 *WB*	Pitsburgh, Pa. Utd.States	Q.4Cy22¾",33¼"48"&69"-42" 309NHP GtLakesEngWrks,Detroit		R
34904 220678 KLJA	**William Penn** TwinSc *OilEng.* 1*Dk&Shelter dk&2nd dk* Sub.Sig. *forward Web frames* *Carrying Petroleum iu bulk* *Longitudinal framing*	8447 7031 5369	✠ … 7,21 ✠				1921 3mo	Pusey& JonesCo. Gloucester City,N.J. Converted into a tanker '40	National Bulk Carriers,Inc.	439·6 P41'B134'F46'*on Shelter dk*	60·2	33·7	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.29⅜"-45¼" 987NHP Akt.Burmeister&WainCpn	36 ″ 8	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
34905 221675 KDVI	**William Rockefeller** TwinSc 3Dks D.F. GyC. Fitted for oil fuel Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	14054 — 8790					1921	NwprtNws S.B.&D.DCo. NewportNws	StandardOilCo.of NewJersey	554·9	75·3	43·0	Wilmgton (Del.) Utd. States WB	T.3Cy.23",39"&68"–45" 621NHP NewportNews SB&DD.Co.		R
34906 160713 MPDV	**William Schupp** Mchy.Aft 1Dk	1779 1595 1285					1928	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UnionTransitCo. Ld.(J.B.Foote, Mgr.)	252·5 F34'	43·2	17·8	Middlsbro' British WB	T.3Cy.16",27"&44"–33" 111NHP Earle'sCo.Ld.Hull		C
34907 LDRS	**William Strachan** OilEng. ssRot.No.1–38 D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing Special Surveys to date from 6,33	6157 5716 3650	✠100A1 ~~5,41~~11,41 DBS2,41 ✠LMC2,38 Carrying Petroleum in bulk	~~Sba~~ Sng	z	CL 4,41	1931 1mo Lloyd	Workman Clark(1928) Ld. Belfast 'sA&CP	Oppen&Sorensen's TankrederiA/S CellDBuE58' 744t	407·5 P98'B34'F38' FK 142tDTf41' FPT132tAPT62t	55·2	33·6	Oslo Norwegian 15BHptCem (10 to U dk 5 „ 2nd „)	Oil Engines 2S.C.SA 5Cy.26¾"–47¼" 623NHP 2DB150lb WorkmanClark(1928)Ld.	33 ″ 6	
34908 OXND	**Wm. Th. Malling** D.F. ssAbg.2ndNo.3–5,39 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	1934 1456 1125	✠100A1 5,39 ✠LMC5,39 (SEE FOOTNOTE *)	Abg	q	OG 3,38	1913 11mo Lloyd	Kjöbnhvns Flydk.&Skbs. Copenhagen 'sA&CP	DetDanske Kulkompagni CellDB uE20'f183'500tFPT100tAPT18t Deck tank aft & deck tank fwd 58t	262·6 272·2(O.L.) Q157'F29' FK	39·2	17·0	Copnhagn Danish 4BHCem	T.3Cy.20",32"&53"–36" (s) 185lb 194NHP 2SB,6cf,GS90.HS3080 KjbnhavnsFlydk.&Skbsv.	19 ″ 9 s 5″ 8¾ 18 ″ 4	
34909 161406 GSJW	**William Wilberforce** OilEng. Ref.Mchy. 3Dks	5004 4514 3032					1930	D&WHen- dersn&Co.Ld Glasgow	ElderDempster Lines,Ld.	370·2 P37'F43'	51·7	20·1 28·8	Liverpool British WB	Oil Engines 4S.C.SA 8Cy.29⅛"–59 1/16" 652NHP Harland&Wolff,Ld.Gls.		C
34910 165593 GFFL	**Williamstown** OilEng. Mchy.Aft 1Dk CruiserStern	793 549 447	✠100A1 5,41 ✠LMC10,37 ✠LMC(M)1,40	Cff	j	CL 1,40	1937 10mo Lloyd	NVSchpsw Gebrv/dWerf Deest 'sA&CP	W.A.Wilson CellDB125'185tFPT60tAPT40t	191·9 198·8(O.L.) P43'Q81'F21 FK	29·1	12·0	London British 4BHCem	Oil Engines 4S.C.SA 6Cy.14¾"–21⅝" 127NHP Mtrn WerkeMannheimAG	13 ″ 6 s4 ″ 6¾ 13 ″ 0½	
34911	**Willimantic** 2Dks Sub.Sig. Fitted for oil fuel Longitudinal framing	4857 4437 2992					1918	ToddD.D. &Constr.Co Tacoma		379·4 380·2 P39'B102' F41'	53·0	27·0	British WB	T.3Cy.24",40"&70"–48" 339NHP SeattleCnst.&D.D.Co.Sea.		R
34912 208397	**Willis L. King** D.F. Mchy.Aft 1Dk	7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co.	580·0 F53'	58·2	33·2	D'luthMin Utd.States WB	T.3Cy.24",38"&65"–42" 274NHP GtLakesEngWrks,Detroit		R
34913 218088 KIGF	**Willmoto**, (exSeekonk) Now "Melvin H.Baker," see No. 37609 in Supplement OilEng. ssN.Yk.No.3–4,31 ssBal.No.1–35 2Dks(Stl)&Web frames	4999 4573 3115	✠100A1 8,40 ✠NE23 ✠LMC CS3,37 DBS8,40 4,36	Bal		CL 4,40	1919 5mo	American International S.B.Corp. HogIslandPa	SeekonkCorpora- tion CellDB279'1248tMT24'748tFPT144tAPT100t	390·0 P39'B122'F43' FK	54·2	27·6	Phildlphia Utd.States 7BHCem	OilEngines 4S.C.SA 6Cy.29⅛"–59" 488NHP NDB23 150lb WCramp&SnsS&EBCoPhl	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
34914 129053 GDTK	**Willodale** (exIghtham,exBraywood, exLeversons) ssShl.No.3–4,32 Well deck ssNpt.No.1–36 1Dk(Stl) Cargo battens not fitted	1777 1395 1096	✠100A1 8,41 ~~8,40~~ Examined 8,41 BS5,41 ✠LMC~~6,36~~ MS8,41	~~Cff~~ Shl	q	CL ~~3,38~~ 8,41	1909 11mo Lloyd	R.Thomp- son&Sons,Ld Sunderland 'sA&CP	BromageShipping Co.Ld. CellDBa80'uE&B35'f110'535tFPT36tAPT54t	268·0 P20'Q84'B55'F26' FK	38·5	17·0	Cardiff British 4BHCem	T.3Cy.21",34"&56"–36" (s) 180lb 218NHP 2SB,6rf,GS100,HS3550 Blair&Co.Ld.Stockton	19 ″ 8 s2 ″ 0½ 17 ″ 10	
34915 123965 CYMF	**Willowbranch** (exRosemount–40, exSaskatoon) OilEng. Mchy.Aft 1Dk Carrying Petroleum in bulk	1752 1462 ~~1546~~ 1029					1910	Sunderlnd S.B.Co.Ld. Sunderland Converted to tanker 1940, by Marine Industries, Ld Sorel,P.Q.	BranchLines,Ld.	250·2 P96'F36'	42·7	~~16·8~~ 17·4	Sorel,P.Q. British WB	Oil Engines 6Cy.16"–20" NE40 Fairbanks,Morse&Co. Beloit,Wis		C
34916 DIFP	**Willy** (exSailing Vessel) OilEng. 1Dk	307 265 182					1907	C.Lühring Hammel- warden	J.A.Reinecke	125·6 H15'F17'	28·0	9·2	Hamburg German	Oil Engines 4S.C.SA 6Cy.8 7/16"–14 3/16" 41NHP NE35 DeutscheWerke,KielA.G.		G
34917 SPAD	**Wilno** ssGdy.No.3–2.36 Well deck 1Dk(Stl) Cargo battens not fitted	2018 1576 1121	✠100A1 5,41 Examined 5,41 BS5,41 LMC2,39	Shl	r	N4,41	1926 12mo	Chant.Nav Français Caen	ZeglugaPolska S.A.(PolishS.S. AgencyLd.Mgrs.) CellDBa&uE66'f107'405tDTsaft34'205tFPT77tAPT22t	269·1 276·2(O.L.) P22'Q87'B50'F23' FK	39·7	17·5	Gdynia Polish 4BHCem	T3Cy18⅛"29 15/16"&49 3/16"–37 13/16" 185lb (s) 186NHP 2SB,4cf,GS95,HS3247 Etab.Nat.d'Indret,Indret	19″10 s1 ″11¾ 18 ″ 0¾	
34918 219401 WPAO	**Wilscox** OilEng. Sub.Sig. 2Dks GyC. Longitudinal framing	5861 — 3653					1919	O.Daniels Co. Tampa,Fla.	UnitedStates Maritime Commission	401·9 P34'B118'F38'	54·2	31·3	TampaFla Utd.States WB	Oil Engines 2S.C.DA 4Cy.27½"–47¼" 1050NHP NE27 NewLondonS.&E.Co. Groton.Conn.		R
34919 222720 KLDQ	**Wilton** 2Dks D.F. Fitted for oil fuel	1827 — 1094					1923	Bethlehem S.B.Corp.Ld Sparro'Pt.Md	EasternS.S.Lines Inc.	233·6	40·2	24·3	NwptNews Utd.States WB	T.3Cy.19",32"&56"–36" Hooven,Owens, 188NHP RentschlerCo.Hamilton,O.		
34920 PIQM	**Wim** ssBel.No.1–42 OilEng. 1Dk Mchy.Aft CruiserStern Cargo battens not fitted	477 366 260	✠100A1 2,42 ~~6,40~~ ✠LMC~~5,37~~ 2,42 ~~✠LMC(M)5,39~~	~~Sws~~ Bel	g	OG 6,40	1937 2mo Lloyd	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam 'sA&CP	HollandscheZee- reed(J.Vermaas' Scheepvaart Bedrijf,Mgrs.) CellDB107'140tFPT56tAPT9t	160·5 169·0(O.L.) Q43'F23' FK	26·4	10·3	Rottrdam Dutch 3BHptCem	Oil Engines 4S.C.SA 6Cy.11"–17 11/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11″10 s1 ″ 1¾ 10 ″ 9	
34921 166330 GFFZ	**Wimbledon** Sub.Sig. 1Dk E.S.D. CruiserStern Mchy.Aft Cargo battens not fitted	1598 1208 932	✠100A1 with freeboard 10,41 ~~12,41~~ BS12,41 ✠LMC12,37	~~Shl~~ Nwc	p	CL 3,41	1937 12mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	Wandsworth& DistrictGasCo. CellDBuE14'f171'608t Deck tank amidships58tFPTs147tAPT38t	250·0 259·3(O.L.) Q151'B16'F26' FK	39·6	16·6	London British 4BHCem	T.3Cy.16½",28"&47"–33" 200lb (s) 198NHP 1SB,4cf,GS78,HS3000 FD Aitchison,Blair,Ld. Clydebank	18 ″ 6 s6 ″ 0¼ 16 ″ 7¾	
34922 149732 GMZX	**Winamac** (exPulpitPoint–34) 3Mst ssAms.No.3–3,39 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	8621 7957 5208	✠100A1 ~~8,41~~ ~~9,40~~ 2,42 BS8,41 ~~BS8,40~~ ✠LMC3,39 Carrying Petroleum in bulk Fitted for oil fuel 10,26 F.P. above 150° F.	~~Bry~~ ~~NYk~~ Bkn	d†	CL ~~2,39~~ 8,41	1926 10mo Lloyd	Lithgows, Ld. PortGlasgow 'sA&CP	Socony-Vacuum Transportation Co.Ld. CellDBuE&B65'f35'318tFPT190tAPT130t	460·0 P118'B43'F42' FK	62·8	36·4	London British 18BHptCem	T.3Cy.26½",46"&79"–54" (s) 220lb 666NHP 3SB,9cf,HS9300 FD D.Rowan&Co.Ld.Glasgow	36 ″ 6 s 7 ″ 5½ 29 ″ 3½	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34923 162489 GTPZ	**Winchester Castle** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* D.F. E.S.D. Sub.Sig. 4 *Dks* *CruiserStern*	20012 14574 12189					1930	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	631·6 P59'B330'F108'	75·5	37·5	London British *WB*	Oil Engines 2S.C.DA 20Cy.24$\frac{7}{16}$"–55⅛" 4100NHP NE38 Harland&Wolff,Ld.Bel.		BT till ~~12,41~~ 11,42
34924 216076 WJDK	**Wind Rush** (*ex*Westbrook) 2*Dks* Sub.Sig. *Fitted for oil fuel* D.F.	5586 — 3491	✠ … 10,20 ✠NE6,19 ✠				1918 3mo	Columbia RiverSBCorp Portland,Or.	~~ShepardS.S.Co.~~ Shepard&Moroe LumberCo.	410·0 P47'B115'F44' FK	54·2	27·5	PortlndMe Utd.States *WB*	DR geared Steam Turbine 551NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
34925 7543 SHIU	**Windar** (*ex*Figaro) 4Mst 1*Dk*	*1162* *981* *641*					1911	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Norr- ström(I.Jeansson, *Mgr.*)	227·6 P26'B59'H62*t*F16'	36·1	15·4	Stockholm Swedish *WB*	T.3Cy.16½",27"&45½"–31" 115NHP FredrikstadM.V.Frdstad.		N
34926 ~~DJTH~~	**Windhuk** Ⓟ TwinSc D.F. E.S.D. 3*Dks* GyC. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	16662 12077 9580					1936	Blohm& Voss,K.a.A Hamburg	~~WoermannLinie A.G.~~ LloydBrasileiro	547·8 B&F426' *Upper*B118'	72·5	31·5	R.Janeiro Brazilian *WB*	6SteamTurbinesSRgeared HS13778 4050NHP Blohm&Voss,K.a.A.Ham.		G
34927 216767 WFEE	**Winding Gulf** *ss*Bal.No.3–7,30 *ss*Bal.No.2–39 D.F. 1*Dk*(*Stl*)&*Webframes* *Cargo battens not fitted*	5438 4795 3339	✠100A1 5,41~~10,40~~ BS~~10,40~~ ✠LMC11,37 5,41	Bal	*y*	CL ~~11,38~~ 5,41	1918 8mo	NewYork S.B.Corp. Camden,N.J. A&CP	EasternGas&Fuel Associates(State of Massachusetts, *Trustees*) Cell	368·6 P27'B72'F31' FK *DB*320'1832*tFPT*2	55·2	30·5	Boston Utd.States 7*BHCem* 20*tAPT*201*t*	T.3Cy.24½",41¾"&70"–46" 195lb (*r*) 462NHP 3SB,*9cf*,GS154,HS6624 FD NewYorkSBCor.CmdnNJ	34 ″ 5 s 7 ″ 3½ 27 ″ 4¾	
34928 153116	**Windoc** (*ex*Hydrus,*ex*M.A.Hanna) *Mchy.Aft* Sub.Sig. 1*Dk*2*trB*	4599 4229 3277					1899	GlobeIron WorksCo. Cleveland,O.	PatersonSteam- ships,Ld.	428·0 *WB*	50·0	24·0	Ft.William Ont. British	T.3Cy.21",33½"&57"–42" 211NHP GlobeIronWorks,Clevelnd		R
34929 138580	**Windsolite** 1*Dk*(*Stl*) *Mchy.Aft* *Fitted for oil fuel* *CarryingPetroleum in bulk* *Longitudinal framing at bottom & at dk*	1930 1470 1196	✠ 5,27 ✠	Mdb			1927 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil,Ld. MarineDepart- ment(H.J. Rahlves,*Mgr.*)	250·0 P62'F41' *Trunk*147' FK *Middle line bulkhead non-oiltight* *CellDBuE&*B40'112*tFPT*133*t*	43·2	18·0	Wndsr Ont British 11*BHptCem* *APT*48*t*	T.3Cy.17",28"&46"–36" 158NHP 1SB,*4cf*,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s1 ″ 11½ 16 ″ 2¾	
34930 146535 GFMS	**Windsor Castle** Ⓟ TwinSc 3*Dks* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	19141 14956 11462					1922	J.Brown& Co.Ld. Clydebank	Union-CastleMail S.S.Co.Ld.	661·3 P89'B333'F97' len37	72·5	41·6	London British *WB*	6 Stm Turbines SR geared to 2Sc.Shfts. NE&4NB(W.T.)37 Harland&Wolff,Ld.Bel.		BT till ~~8,41~~ 11,41
34931	**Wing Fook** (*ex*KingLee–35, *ex*YuanLee–35,*ex*Charon) *Now* "Iris," *see No.*37064 *in Supplement* 2*Dks*	*2736* *2111* *1643*					1903	CaledonS. B.&E.Co.Ld. Dundee	KwangTung ProductsSales Bureau	306·1 P47'B124'F35'	45·2	19·7	Canton Chinese *WB*	T.3Cy.21½",37"&60"–42" 233NHP CaledonS.B.&E.Co.LdDun		
34932 159488 VRBR	**Wing Sang** Ⓟ D.F. E.S.D. 2*Dks* *CruiserStern*	3560 2777 1953	✠100A1 *withfreeboard* 10,41~~10,40~~ ✠LMC8,38	HKg	*u* 1$\frac{11}{16}$	CL 10,40	1938 8mo	HongK'ng &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	Indo-ChinaSteam Nav.Co.Ld.	314·9 328·0(O.L.) P34'B85'F39' FK CellDB265'542*tFPT*	48·1	25·2	HongKong British 6*BHCem* 30*tAPT*65*t*	T.4Cy.21½",34½"&(2)44"– 42"&exhaust turbine driv- ing steam compressor 220lb (*s*) FD 549NHP 3SB,*9cf*,GS165,HS7710 HongKong&Whampoa DockCo.Ld.HongKong	27 ″ 0 s 8 ″ 9½ 18 ″ 6	
34933 CSNH	**Wing Wah** Ⓟ (*ex*WingLee–35, *ex*Haimun) 2*Dks*	*1248* *1055* *651*	✠ … 6,00 ✠				1896 2mo	W.Hamil- ton&Co. PortGlasgow	LeeYuFung	244·1 B60'F50' BK6" *ptPromenadedk*80'	35.4	19·6	Macao Portuguese	T.3Cy.22",35"&55"–36" 214NHP Hutson&Son,Glasgow	19 ″ 0	
34934 CQAB	**Wing Wo** (*ex*Kasara) 2*Dks*(*UptStl*–ws)&*Shelter dk*	1200 — 495	✠ 4,90 ✠	Cly	*o*		1890 4mo	AilsaS.B. Co. Troon	WongKwokPang	238·8 BK8½"	34·1	17·0	Macao Portuguese 4*BHCem*	T.3Cy.25",40"&65"–42" 274NHP 2DB,*8cf*,GS156 Dunsmuir&Jackson,Gls.	17 ″ 6	
34935 143129 ZMFD	**Wingatui** (*ex*Kairanga, *ex*Antwerpen) 1*Dk*&*Shelter dk*	2378 2059 1344					1914	Schiffsw.v. H.KochA.G Lübeck	UnionS.S.Co.of NewZealand,Ld.	312·0 *WB*	42·6	18·1	Wellingtn, N.Z. British	T.3Cy.22$\frac{13}{16}$",37"&57"–35⅝" 193NHP OttensenerMaschf.Altona		
34936 168697 ~~OHXC~~ BCTC	**Winha** (*ex*Atlantic–35) *ss*Got.2ndNo.3–4,29 *ss*Got.No.2–38 D.F. 1*Dk*(*Stl*)2*trB*&*deep framing* 3*Dk rule*	3391 3129 2113	✠100A1 ~~11,41 12,39~~ 5,42 Examined 11,41 ~~BS9,39~~ ✠LMC~~1,38~~ 11,41	~~BAs~~ Gls	*v*	OG ~~1,38~~ N9,41	1904 10mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	~~WinhaO/Y~~ ~~(A.Wihuri)~~ Ministry of War Transport (Raeburn&Verel, Ld.*Mgrs.*)	340·0 352·0(O.L.) P28'B96'F34' FK Cell Db	49·0	22·6	Glasgow British 6*BHCem* a114' *u*E&B	T.3Cy.25",40½"&67"–45" (*s*) 180lb 332NHP 3SB,*9pf*,GS153,HS5208 N.E.MarineEng.CoLdNwc 44' *f* 140'721*tAPT*95*t*	25 ″ 3 s 4 ″ 6¼ 20 ″ 11	
34937	**Winifred** TwinSc	550					1901	Bow,Mc- Lachlan&Co. Ld. Paisley	Government of Kenya	175·0	29·0	9·0	Kisumu British	T.6Cy.9¾",15½"&25"–16" 25NHP Bow,McLachln&CoLd.Psy		
34938 127811 GWWP	**Winifred Moller** (*ex*Katoa–34) 1*Dk*	2484 2122 1382					1912	Osbourne, Graham&Co. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	298·0 P21'B80'F29'	45·3	20·0	Shanghai British *WB*	T.3Cy.24",40"&65"–42" 274NHP G.Clark,Ld.Sunderland		C
34939 167425 GCSG	**Winkleigh** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed '41*(*W.E.*)	5468 4987 3209	✠100A1 *withfreeboard* 3,42 ~~3,41~~ ✠LMC5,40	Hul	*a*†	CL	1940 5mo	W.Pickers- gill&SonsLd. Sunderland Lloyd'sA&CP	W.J.Tatem,Ld.	430·2 447·3(O.L.) F38' FK CellD B378'1309*tFPT*94*t*	56·2	26·8	London British 7*BHCem* (*Coll to Shdk* 6 „ 2*nd* „) *APT*288*t*	T.3Cy.24",39"&69"–48" (*s*) 220lb 528NHP 2SB(Spt)&1Aux.SB,*6cf*, GS128,HS6120 FD Richardsons,Westgarth& Co.Ld.Hpl.	37 ″ 11 s11 ″ 5¼ 26 ″ 9	
34940 HPBM	**Winkler** *OilEng.* *Mchy.Aft* *ss*Phl.No.2–38 GyC. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *in way of mchy.space*& *Webframes* *Longitudinal framing*	6907 6463 4371	✠100A1 3,42 ~~3,41~~ ✠LMC CS12,38 DBS~~3,41~~3,42 7,39 *CarryingPetroleum in bulk*	~~SFe~~ NNs	*b*†	CL ~~12,38~~ 3,42	1930 12mo	Scotts'S.B. &E.Co.Ld. Greenock Lloyd'sA&CP	AtlanticOilShppng Co. *CellDBuE*65'230*t*	421·2 P110'F41' FK *DTf*32' 423*t FPT*1	58·3	34·9	Panama Pnamanian 17*BH* 73*tAPT*116*t*	4 Oil Engines connected to Elec.Motor&Sc.Shaft 24Cy.19½"–24" 4S.C.SA DB*140lb* 888NHP Soc.d'Elec&Mec(Thomson -Houston&Carels)Ghent	35 ″ 0 s 7 ″ 7¾ 27 ″ 7	
34941 DIAD	**Winnetou** (*ex*Corning,*ex*Mohican) *Mchy.Aft* *ss*Ham.2ndNo.3–12,37 2*Dks*(*Stl*)&*Webframes* 3*rd dk*(*Stl*)*inNo.*1*hold only* &*Webframes* *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	5113 4466 3055	✠ 5,39 ✠	Ham	*y*		1913 9mo	Howaldts- werke Kiel	Hansa-Tank- ReedereiG.m.b.H. (Atlantic- RhedereiF.&W. Joch,*Mgrs.*) *CellDBuE&B*74'	385·9 399·9(O.L.) P115'B22'F37' FK 221*tDT f* 31'480*t F*	52·4	28·5	Hamburg German 13*BHCem* (10*BHtoUdk* 3 „ 2*nd* „) *PT* 169*t AP*	Q.4Cy.19½"28"41"&59"–41⅜" 331NHP 2SB,*6cf*,GS116,HS5025 Howaldtswerke,Kiel *T*66*t*	28 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade
34942 171465 ~~FNRN~~ VSJL	**Winnipeg** Ⓟ TwinSc4Mst (*ex*Paimpol-39, *ss*Bmn.No.3-4,30 *ex*Winnipeg-38, *ss*Hav.No.1-34 *ex*Jacques 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Cartier) D.F. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* *Now* "Winnipeg II," *see No.* 39084 *in Supplement*	8379 6476 5031	✠ … 6,38 ✠	Hav	*d*†		1918 10mo	Atel.&Ch. deFrance Dunkirk	Ministry of War Transport(T.&J. Harrison,*Mgrs.*) *CellDB*388′1494*t* *Tank between*	473·5 59·8 28·7 P56′B189′F48′ FK *onShelter dk Coll* *FPT*101*t APT*75*t* *tunnels*92*t*	Trinidad B.W.I. British *Cem* *BH to Sh dk* 6 „ „ *U* „	T.6Cy.23″,38½″&64½″-45″ 968NHP 5SB,20*cf*,GS357,HS15373 AteliersetChantiers de France	31 ″ 5	V †
34943 152854 CYKM	— D.F. *Mchy.Aft* 2*Dks*	2383 1299 1448					1926	DavieS.B. &Repg Co.Ld Lauzon,Que.	CanadaSteamship Lines,Ld.	250·0 42·8 14·7 F35′	Montreal British *WB*	T.3Cy.18″,30″&50″-36″ Richardsons, 150NHP Westgarth&Co.Ld Hpl.		C
34944 217611 KEBZ	**Winona** (*ex*Exporter-37, *ex*The Lambs) 1*Dk&Shelter dk&Web frames* *Fitted for oil fuel* *Longitudinal framing*	6197 — 3828	✠ … 6,20 ✠				1919 2mo	Federal S.B.Co. Kearny,N.J.	WeyerhaeuserS.S. Co.	395·5 55·0 31·4 P45′B110′F38′ *on Shelter dk* FK	Everett, Wash. Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	34″11	R †
34945 122851 CYMT	— *Mchy.Aft* 1*Dk*	2085 1919 1327					1906	Swan,Hunter& Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0 43·5 21·3 P18′F36′	Hamilton, Ont. British *WB*	T.3Cy.20½″,33″&54″-36″ 175NHP MacColl&Pollock,Ld.Sld.		C
34946 168194 GPFJ	**Winona County** Sub.Sig. 1*Dk&Shelter dk&Web frames* *Longitudinal framing* *Now* "Empire Whale," *see* ~~*Supplement*~~ *No.* 23316 *in body of Register*	6159 5705 3667	✠100A1 (*Reclassification Contemplated*)				1919 9mo	Federal S.B.Co. Kearny,N.J.	Ministry ofWar Transport(DonaldsonBros.&Black, Ld.*Mgrs.*)	395·5 55·0 31·4 P45′B110′F38′ *on Shelter dk* FK	London British *WB*	2 steam turbines DR geared to 1sc. shaft MidWestEng.Co. 645NHP Indianapolis,Ind.	34″11	R †
34947 219746 KUJS	**Winston-Salem** 1*Dk&Shelter dk&Web frames* D.F. *Fitted for oil fuel* Sub.Sig. *Longitudinal framing*	6223 5614 3842	✠ … 12,20				1920 5mo	G.A.Fuller Co. Wilmington, N.C.	LykesBros.SteamshipCo.,Inc.	395·3 55·1 31·4 P45′B110′F38′ *on Shelter dk* FK	N.Orleans Utd.States *WB*	T.3Cy.24½″,41½″&72″-48″ 590NHP Hooven,Owens,RentschlerCo.Hamilton,O	34″11	R †
34948 PIQR	**Winsum** *ss*Rot.No.3-10,33 *ss*Rot.No.1-37 D.F. 1*Dk*(*Stl*)	3224 2892 1945	✠100A1 1,42 ~~1,41~~ ✠LMC MS11,37 ~~BS4,40~~7,41 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	~~Hpl~~ Gls	*v*	CL ~~1,41~~ 1,42	1921 3mo *Lloyd's*A&CP	Antwerp Eng.Co. Hoboken	Stoomv.Maats. "Oostzee"(Vinke& Co.*Mgrs.*) *CellD*	332·0 48·2 22·1 P27′B93′F27′ FK *B*277′ 823*t FPT*59*t*	Amstrdam Dutch 5*BHCem* *APT*80*t*	T.3Cy.23″,38″&62″-42″ (*s*) 180lb 320NH 2SB,6*cf*,GS106,HS4496 FD N.E.MarineEng.Co Ld.Sld.	24 ″ 7 s4 ″ 2½ 20 ″ 7	
34949 PIQX	**Winterswijk** *ss*Rot.2ndNo.3-1,39 D.F. Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	3205 2898 1937	✠100A1 4,41 BS4,41 ✠LMC1,39	Gmh	*u*	OG 4,40	1914 7mo A&CP	Schpw.v. JanSmit,Czn. Alblasserdm	N.V.StoomMaats. "Wijklijn" (Erhardt& Dekkers,*Mgrs.*) *CellD Ba*92′ *uE*22′	320·0 47·5 22·9 P28′B96′F34′ FK *f*138′801*t FPT*114*t*	Rottrdam Dutch 5*BHCem* *APT*142*t*	T.3Cy.23″,38″&62″-42″ (*r*) 180lb 282NHP 2SB,6*cf*,GS131,HS4510 Kon.Maats.deSchelde, Flushing	25 ″ 2 s 3 ″ 10¾ 21 ″ 6	
34950 712 OHFR	**Wipunen** (*ex*Tabarka-32) *ss*Cpn.2ndNo.3-8,37 *Cargo battens not fitted* 1*Dk*(*Stl*) *Now* "Granville," *see No.* 36760 *in Supplement*	4103 3620 2459	✠100A1 10,41~~9,40~~ ~~BS1,40~~ 4,41 ✠LMC8,37	MVo	*w*	CL ~~8,37~~ 10,41	1913 2mo *Lloyd's*A&CP	W.Gray& Co.Ld. WHartlepool	WipuO/Y (A.Wihuri,*Mgr.*) *Cell D Ba*113′	350·0 50·0 25·3 362·9(O.L.) P30′B67′F34′ FK *uE*23′ *f*154′ 1035*t*	Helsingfrs *Brändö* Finnish 6*BHCem* *APT*105*t*	T.3Cy.24″,38″&64″-42″ (*s*) 180lb 314NHP 2SB,6*cf*,GS98,HS4172 FD Cen.Mar.Eng.Wks.W.Hpl	27 ″ 8 s 5 ″ 2 22 ″ 8	
34951 8306 SLON	**Wiril** D.F. *OilEng.* *CruiserStern* 1*Dk&Shelter dk* *Strengthened for navigation in ice* *Butts of shell plating part electrically welded*	933 637 357	✠100A1 *withfreeboard* 1,42~~5,40~~ ✠LMC11,38	~~Got~~ Skm	*o*	OG ~~5,40~~ 1,42	1938 11mo *Lloyd's*A&CP	Oresundsvarvet Aktiebolag Landskrona	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *Cell*	228·8 35·6 12·1 236·0(O.L.) B42′F24′ FK *DB*174′254*tFPT*54	Stockholm Swedish 4*BHptCem* (*Coll to Sh dk* 3 „ 2*nd* „) *tAPT*49*t*	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 8Cy.13⅜″-22 7/16″ 250NHP DB80*lb* Atlas-DieselA/B,Skm.	15 ″ 3 s ″ 2 15 ″ 2¼	
34952 8203 SKMN	**Wiros** *ss*Osc.No.1-41 *OilEng.* 1*Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	904 624 342	✠100A1 *withfreeboard* ~~5,41 2,41~~ 9,41 ✠LMC CS9,41 9,41	~~Lkr~~ Osc	*o*	OG ~~1,41~~ 4,41	1937 10mo *Lloyd's*A&CP	Öresundsvarvet Aktiebolag Landskrona	Stockholms Rederiaktieb.Svea (E.Högberg,*Mgr.*) *CellD*	224·6 35·6 12·0 231·6(O.L.) FK *BonShelter dk*42′ (*B*170′ 242*t FPT*54*t*	Stockholm Swedish 4*BHptCem* *Coll toSh dk* 3 „ 2*nd* „) *APT*49*t*	2 Oil Engines 2S.C.SA 8Cy.13⅜″-22 7/16″ 250NHP DB80*lb* with electro-magnetic slip couplings & SR gearing Atlas-DieselA/B,Skm.	15 ″ 3 s ″ 2 15 ″ 2¼	
34953 OHZX	**Wirpi** (*ex*Scandinavia-36) *ss*Abg.3rdNo.3-4,30 *ss*Got.No.2-39 1*Dk*(*Stl*)*lower dk forward* D.F. *deepframing aft*	1227 — 542	✠100A1 7,39 ✠LMC7,39 SURVEYS DELAYED	Got	*o*	OG 6,39	1899 6mo A&CP	Carmichael MacLean&Co Greenock	WiiriO/Y (A.Wihuri,*Mgr.*) *CellDBa*54′*uE&*	248·3 35·3 15·2 237·3 35·0 P21′B&F204′ FK *B*36′*f*108′293*tFPT*	Helsingfrs *Brändö* Finnish 4*BHCem* 53*t APT*34*t*	T.3Cy 18⅝″,31″&51″-36″(*s*) 160lb 160NHP 2SB,6*pf*,GS100,HS2460 Muir&Houston,Ld.Gls.	17 ″ 9 s ″ 7½ 17 ″ 3	
34954 OHZZ	**Wisa** (*ex*DagmarSalen-36, *ex*Valdivia-34,*ex*Österdal,*ex*Alden) D.F. 1*Dk*2*trB*	3846 — 2232					1907	J.Priestman&Co. Sunderland	O/YWiides (A.Wihuri, *Mgr.*)	356·6 49·2 24·8 343·5 P35′B100′H125*t* F34′	Helsingfrs *Brändö* Finnish *WB*	T.3Cy.24″,40″&66″-45″ 292NHP J.Dickinson&Sons,Ld.Sld.		V
34955 ~~PNTD~~	**Wisconsin** Ⓟ D.F. *Ref.Mchy.* 3*Dks* *Fitted for oil fuel*	8062 6329 4295					1929	Bremer Vulkan Vegesack	UnitedStates Maritime Commission	473·4 61·2 27·5 Q46′	Panama Pnamanian *WB*	T.4Cy.34¼″,56¼″&(2)65⅜″-59″ 654NHP BremerVulkan,Vegesack		V
34956 SPAJ	**Wisla** *ss*Dnz.No.3-11,35 *ss*Liv.No 1-40 1*Dk*(*Stl*)	3106 2816 1842	✠100A1 4,42 ~~3,41~~ ~~BS4,40~~ 3,41 ✠~~LMC11,35~~ 4,40	NYk	*u*	CL 3,41	1928 8mo *Lloyd's*A&CP	Craig,Taylor&Co.Ld. Stockton	ZeglugaPolska S.A.(PolishS.S. Agency,Ld. *Mgrs.*) *Intermediate BH in fore*	325·0 48·0 22·2 P33′B94′F28′ FK *hold dispensed with* *CellDB*280′812*t FPT*	Gdynia Polish *Cem* 4*BH only* 86*tAPT*109*t*	T.3Cy.23½″,39″&64″-42″ (*s*) 180lb ~~190lb~~ 293NHP 2SB,6*cf*,GS110,HS4606 N.E.MarineEng.Co.Ld.Sld	24 ″ 3 s 3 ″ 9½ 20 ″ 8½	
34957 DFZW	**Wittekind** (*ex*Tricolor) *ss*N.Yk.No.3-4,18 *ss*S.Fo.No.1-22 1*Dk*2*trB&deep framing*	4028 3773 2528	✠ … 6,26 ✠				1906 5mo	TyneI.S.B. Co.Ld. Newcastle	EmderDampferkompagnie,A.G. (Wilh.Nübel,*Mgr*)	351·0 50·0 25·7 P28′B103′F36′ FK	Emden German *WB*	T.3Cy.26″,42½″&69½″-45″ 368NHP Blair&Co.Ld.Stockton	28 ″ 1	G †
34958	**Wladiwostock** 2*Dks* *CruiserStern*	1415 1137 740					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	234·3 34·9 18·3 B85′F25′	Archangel Russian *WB*	C.4Cy.(2)14 9/16″&(2)31½″-31½″ 93NHP Cant.Riuniti dell' Adriatico,Trieste		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34959 164037 VRBZ	**Wo Sang** Ⓟ (*ex*HaiChen–38) *ss*H.Kg.No.1–38 D.F. E.S.D. 2*Dks*	3373 2715 2004	✠100A1 *withfreeboard* 10,40 MS9,38 ✠LMC BS1,41	Bom	*u* $1\frac{11}{16}$	CL 10,40	1934 10mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	Indo-ChinaSteam Nav.Co.Ld. *CellDB*275′575	329·3 P35′B125′F45′ FK *t DTa*23′435*t FPT*	47·2	23·2	HongKong British 6*BHptCem* 42*tAPT*43*t*	T.3Cy.22",36"&60"–42" (*s*) 200lb *100lb* FD 388NHP 2SB(Spt)6*cf*,GS138,HS6042 Barclay,Curle&Co.Ld.Gls.	25 ″ 0 s 7 ″ 8 17 ″ 6$\frac{3}{4}$	
34960 PIRJ	**Woensdrecht** *OilEng.* *ss*Rot.No.3–11,37 2*Dks*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom and at decks* D.F.	4668 4151 2627	✠100A1 2,41 DBS7,40 ✠LMC11,37 *CarryingPetroleum in bulk*	Lon	*x*	CL ~~8,39~~ 11,41	1926 3mo *Lloyd*	Maats. Fyenoord Rotterdam '*sA&CP*	N.V.Maats.Motor- schip"Woens- drecht"(N.V.Phs. VanOmmeren's Scheepv.Bedrijf, *Mgrs.*) *CellDBuE*64′137	370·0 P99′F33′ FK *t FPT*150*t A*	53·3	27·8	Rottrdam Dutch 16*BHptCem*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"–55$\frac{1}{8}$" 438NHP 3DB–(1NDB*aft*27)*142lb* Maats.Fyenoord,Rot. *PT*66*t*	28 ″ 0 s 5 ″ 2 23 ″ 0	
34961	**Wolfgang L.-M. Russ** *Oil Eng.* *CruiserStern* 2*Dks*	3000					1939	Lübecker Flender- WerkeA.G. LübeckSiems	ErnstRuss	341·2 B&F23′	52·5	18·2	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.23$\frac{5}{8}$"–45$\frac{5}{16}$" 482NHP Fr.KruppGermaniawftAG Kiel		
34962 DOEV	**Wolfram** Sub.Sig. 2*Dks*	3648 3239 2242					1921	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H.(Woer- mannLinieA.G. DeutscheOstAfrika Linie,*Mgrs.*)	362·7 P&B286′F47′	50·3	22·2	Bremen German *WB*	T.3Cy.25$\frac{2}{5}$",40$\frac{1}{2}$"&68$\frac{1}{16}$"–47$\frac{1}{5}$" 318NHP GörlitzerMasch.Görlitz		G
34963	**Wollin** Ⓟ 1*Dk*	305 189 115					1928	Lübecker Flender- WerkeA.G. LübeckSiems	Stettin-Wollin- Cammin-Dieven- owerDampfschiff. G.m.b.H.	145·1	23·1	9·4	Cammin. Pom. German	T.3Cy.10$\frac{3}{8}$",16$\frac{3}{4}$"&27$\frac{1}{2}$"–15$\frac{3}{4}$" 36NHP Christiansen&Meyer, Harburg		G
34964 150190 VJYQ	**Wollongbar** Ⓟ *Ref.Mchy.* 1*Dk& Awng dk*	2239 1942 874					1922	Lithgows Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	285·1 F51′	42·1	23·9	SydnyNSW British *WB*	T.4Cy.25",40"&(2)44$\frac{1}{2}$"–36" 218NHP D.Rowan&Co.Ld.Glasgow		C
34965 PIRP	**Wolsum** *ss*Rot.No.3–4,34 *ss*Rot.No.1–39 D.F. 1*Dk*(*Stl*)	3668 3345 2195	✠100A1 2,39 ✠LMC2,39 *Fitted for oil fuel* 7,21 *F.P. above* 150° F. (SEE FOOTNOTE*)	Rot	*w*	OG 3,38	1921 4mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	Stoomv.Maats. "Oostzee"(Vinke &Co.*Mgrs.*) *IntermediateBHinafter hold dispensed with* *CellD*	359·9 P30′B229′F27′ FK *B*312′950*t FPT*74*t*	48·3	23·0	Amstrdam Dutch *Cem* 5*BH to U dk* *APT*81*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 180lb 443NHP 3SB,6*cf*,GS144,HS6312 FD Maats.deSchelde,Flushing	25 ″ 3 s 3 ″ 2$\frac{3}{4}$ 22 ″ 3	
34966 218486 KJJP	**Wolverine** (*ex*Excello–40, *ex*Luxpalile) 2*Dks& Webframes* *Fitted for oil fuel*	4990 4572 3051	✠ ... 1,20 ✠				1919 7mo	American International S.B.Corp. HogIslandPa	StatesMarine Corp.	390·0 P39′B122′F43′ FK	54·2	27·6	NewYork Utd. States *WB*	DB geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
34967 172893 VLMS	**Wongala** (*ex*WyattEarp–39, **Wood** *ex*Fanefjord–33) *OilEng.* 1*Dk* *Mchy.Aft*	403 348 250					1919	Bolsönes Skbs.&Mek Værks. Molde	Commonwealth of Australia	135·6 P48*t*	29·2	14·3	SydnyNSW British	Oil Engines 2S.C.SA 4Cy.17"–19" 200NHP J&CGBolinder'sCoLdSkm		N
34968 131561 VJYR	**Woniora** *ss*Mel.No.1–11 *ss*Mel.2ndNo.3–11,37 *Well deck* *Mchy.Aft* 1*Dk*(*ptIrn&ptStl*) *Cargo battens not fitted*	823 588 338	✠100A1 ~~11,41~~~~1,40~~1,42 ~~BS11,40~~ ✠LMC~~11,37~~ 11,41	Mel	*k*	CL 11,40	1913 6mo *Lloyd*	Hall,Rus- sell&Co.Ld. Aberdeen '*sA&CP*	W.Holyman&Sons, Pty.Ld. *CellDB*	195·0 31·7 204·5(O.L.) Q110′B9′F34′ FK *uE*28′*f*108′187*t FP*	30·3	12·6	Melbourne British 3*BHCem* *T*70*t APT*8*t*	T.3Cy.16",26"&43"–33" 180lb (*r*) 140NHP 2SB,4*cf*,GS77,HS2506 Hall,Russell&Co Ld.Abn.	14 ″ 6 s 4 ″ 3$\frac{1}{2}$ 14 ″ 2	
34969 10566 JBTE	**Woo-Ling Maru** Ⓟ **TwinSc** 1*Dk*	1298 666 715					1906	Kawasaki DckyrdCoLd Kobe	ToaKaiunK.K.	228·8 F31′	39·5	9·6	Tokyo Japanese	T.6Cy.12$\frac{1}{2}$",20"&33"–18" 92NHP KawasakiDockyardCo.Ld.		
34970 160555 MPDY	**Woodlark** *ss*Lon.No.2–37 E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1501 826 694	✠100A1 *withfreeboard* 3,40 BS5,41 ✠LMC3,37	Gls	*q*	CL 3,40	1928 8mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*194′265*t*	240·0 B72′ *FPT*21*tAPT*12*t*	40·1	13·3	Leith British 5*BHCem* (3 *toSh dk* 2 ,,*2nd* ,,)	T.3Cy.22",36"&59"–36" (*r*) 200lb 321NHP 2SB,8*cf*,GS174,HS6006 AilsaS.B.Co.Ld.Troon	15 ″ 3 s 8 ″ 3$\frac{1}{2}$ 15 ″ 2	
34971 118019	**Woodside** **TwinSc** 1*Dk*(*ptStl*–teak s)	445 445 125	✠ 6,07 ✠	Liv			1903 6mo	London- derryS.B.& E.Co.Ld. Londonderry	BermudaTrans- portationCo.Ld.	150·0 *Promenade dk*134′ FK *DTa*10′39*t*	41·0	10·9	Liverpool British 6*BHAsp* *DTf*12′53*t*	T.8Cy.(2)15",(2)23"&(4)28" –18" 183NHP 2SB,6*rf*,GS104,HS3433 Cen.Mar.Eng.Wrks.WHpl	11 ″ 5	
34972 163048 MLLY	**Wooler** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	507 374 251	✠100A1 8,41~~5,40~~ Examined 8,41 ✠LMC~~5,36~~ 8,41	~~Nwe~~ Sou	*h*	CL ~~5,40~~ 5,41	1936 5mo *Lloyd*	Smith's DockCo.Ld. S.Bank,Mdb. '*sA&CP*	TyneTeesSteam ShippingCo.Ld. *CellD*	165·2 P60′F22′ FK *B*106′ 152*t FPT*65*t*	27·2	10·5	Sundrland British 3*BHCem* *APT*11*t*	Oil Engines4S.C.SA 7Cy.11"–17$\frac{11}{16}$" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 ″ 4 s 1 ″ 0$\frac{1}{2}$ 11 ″ 4$\frac{3}{4}$	
34973 LDTD	**Woolgar** *ss*H.Kg2ndNo.3–10,40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3060 2754 1811	✠100A1 *Shelter dk* *withfreeboard* 9,41~~10,40~~ BS10,41 ✠LMC10,40	~~HKg~~ Cbo	*w*	CL 12,38	1914 11mo *Lloyd*	Swan,Hun- ter& Wigham Richardson, Ld.Newcastle '*sA&CP*	BorgesRederi A/S(HansBorge, *Mgr.*) *CellDBa*114′*uE&*	350·0 FK *B*41′*f*153′934*t FPT*	47·1	21·1	Tonsberg Norwegian 6*BHCem* 84*tAPT*27*t*	T.3Cy.24",39$\frac{7}{16}$"&65"–45" 180lb *180lb* (*s*) 385NHP 2SB,8*cf*,GS144,HS5606 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 0 s 2 ″ 1 22 ″ 1	
34974 206658 KLDU	**Woonsocket** Ⓟ (*ex*Mackinac) *OilEng.* 2*Dks*	434 — 231					1909	Johnston Bros. Ferrysburg, Mich.	Norfolk-Baltimore &CarolinaLineInc.	168·2	28·2	12·0	Norfolk Utd. States	Oil Engines 2S.C.SA 6Cy.14"–17" 206NHP NE36 FairbanksMorse&Co. Beloit,Wis.		
34975 142213 MCMS	**Woosung** **TwinSc** 2*Dks*	3426 2740 2119					1918	Taikoo D.&E.Co.of H.Kg.Ld. Hong Kong	ChinaNav.Co.Ld.	320·0	46·2	22·3	HongKong British *WB*	T.6Cy.14$\frac{1}{2}$",24"&39$\frac{1}{2}$"–30" 171NHP TaikooD.&E.Co.ofH.Kg. Ld.HongKong		

*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Visites Périodiques.	3 Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert. B.ofTrade.
34976 29836 JTTA	**Woosung Maru** Ⓟ (*ex*Dunmail)	*ss*Kob.No.3–5,24 1*Dk*&2nd *dk* in *Nos*.1, 2&3*holds*	3090 2839 1884	✠ ... 4,28				1919 6mo	BlythS.B. &D.DCo.Ld. Blyth	KawasakiKisen K.K.	331·3 P33'B98'F29' FK	46·7	23·2	Kobe Japanese *WB*	T.3Cy.25",41"&68"–45" 368NHP Richardsons,Westgarth& Co.Ld.Sld.	25 ″ 6	
34977 162334 GFZM	**Worcestershire** Ⓟ *Ref.Mchy* D.F. E.S.D.	TwinSc *OilEng.* *ss*Bkn.No.1–35 3*Dks*(*Stl–U* ws) *CruiserStern*	11402 7834 7126	✠100A1 11,39 ✠LMC CS3,35 DBS6,39 2,38	Gls	*f*†	CL P12,38 S11,39	1931 2mo *Lloyd*	Fairfield Co.Ld. Glasgow '*sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellD*	483·0 P51'B265'F78' FK *B*417'1746*tFPT*42*t*	64·2	32·0	Liverpool British 8*BHptCem* *APT*91*t*	Oil Engines 2S.C.SA 16Cy.28"–39" 2196NHP DB*120lb* FairfieldCo.Ld.Glasgow	36 ″ 6 s 7 ″ 1 29 ″ 9¼	
34978 YNAD	**Worden** (*exU.S.NavyVessel*)	TwinSc *OilEng.* 1*Dk*2*trB*	555 — 378					1903	NavyYard Norfolk,Va.	BahamaShipping Co.Ld.	264·5	23·0	14·0	Bluefields Nicaraguan	Oil Engines 2S.C.SA 12Cy.10"–13" 211NHP NE29 AtlasImperialDieselEng. Co.Oakland		
34979 8023 SKWE	**Wormo** D.F.	*OilEng.* *ss*Got.No.1–39 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*842* *595* *294*	✠100A1 *withfreeboard* 8,40 ✠LMC CS8,39 DBS6,39 8,39	Skm	*n*	OG 5,37	1935 7mo *Lloyd*	NyaVarvs- aktb.Öresund Landskrona '*sA&CP*	Stockholms Rederiaktieb.Svea (E.Högberg,*Mgr.*) *CellDB*162'220	210·0 220·8(O.L.) *BonShelter dk*42' FK *tFPT*54*tAPT*49*t*	35·5	22·5	Stockholm Swedish 4*BHptCem* (*Coll to Sh dk* 3 ,, *2nd* ,,)	Oil Engines 2S.C.SA 5Cy.20½"–27$\frac{9}{16}$" 367NHP DB*30lb* KockumsM.V.Akt.Malmö	15 ″ 3 s ″ 2 15 ″ 2¼	
34980 160135 GJYW	**Worthing** Ⓟ Sub.Sig. D.F.	TwinSc 2*Dks*&*Awng dk* *Fitted for oil fuel* *CruiserStern*	2294 1143 932					1928	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	297·7	38·7	15·0	Newhaven British	6SteamTurbinesSRgeared to 2 Sc.Shafts W.Denny&Bros.Dmb.		
34981 221937 KLJD	**Worthington**	Wood *OilEng.* 1*Dk*	364 — 191					1922	Vinyard S.B.Co. Milford,Del.	Norfolk-Baltimore &CarolinaLine, Inc.	127·2	34·0	11·7	Norfolk Utd.States	Oil Engines 2S.C.SA 4Cy.15¼"–16" 164NHP WorthingtonPump& MachineCorp.		
34982 148355 GMZB	**Wrotham** (*ex*Firtree–35, *ex*Ramshope) *Well deck*	*ss*Cff.No.3–5,40 1*Dk*(*Stl*) *Cargo battens not fitted*	1884 1493 1107	✠100A1 9,40 BS5,41 ✠LMC5,40	Sld	*q*	CL 4,40	1927 2mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	Constants(South Wales)Ld.(H. Constant,*Mgr.*) *CellDB*229'	270·8 280·1(O.L.) P21'Q126'B12'F22' FK 523*t MTs*109*t FPT*	38·0	18·0	Sunderlnd British 4*BHCem* 47*tAPT*99*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 213NHP 2SB,*6cf*,GS107,HS3600 D.Rowan&Co Ld.Glasgow	20 ″ 1 s6 ″ 1¾ 18 ″ 4¾	
34983 133250 MMVT	**Wuchang**	TwinSc 2*Dks*	3204 2708 1975					1914	TaikooDk- yd&E.Co.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	320·0	46·0	22·3	London British *WB*	T.6Cy.14½",24"&39½"–30" 171NHP TaikooDkyd.&Eng.Co.of HongKongLd. HongKong		
34984 154047 MDMB	**Wuhu**	TwinSc 2*Dks*	2938 2317 1712					1930	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	295·0	46·1	20·0	London British *WB*	T.8Cy.15",24¾"&(2)29"–18" 143NHP TaikooD.&E.Co. ofHongKong,Ld.		
34985 159418 MKKJ	**Wulin** Ⓟ	TwinSc *OilEng.* (*RiverService*) 2*Dks*	2515 1836 1741					1935	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	249·0	50·0	9·4	London British *WB*	Oil Engines 2S.C.SA 10Cy.14$\frac{3}{16}$"–26¾" 349NHP SulzerBros.Winterthur		
34986	**Wuppertal** D.F. E.S.D.	*OilEng.* 2*Dks* *CruiserStern*	6737 5634 3960					1936	Deutsche WerftAG Bet Finkenwrder Hamburg		469·8 P26'F39'	61·7	26·2	*WB*	3 Oil Engines 2S.C.SA connected to electricMotor &Sc.Shaft 1548NHP 21Cy.20½"–27$\frac{9}{16}$" Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
34987 154058 MDMC	**Wusueh**	TwinSc *OilEng.* 2*Dks*	3009 2308 1731					1931	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	295·0	46·1	20·0	London British *WB*	Oil Engines 2S.C.SA 16Cy.13¾"–21¼" 531NHP SulzerBros.A.G. Ludwigshafen a Rh.		
34988 205458 WADR	**Wyandotte** D.F. GyC. *Mchy.Aft*	(*Self-Unloader*) 1*Dk*	2450 — 1541					1908	Gt.Lakes Eng.Works Ecorse,Mich.	WyandotteTrans- portationCo.	346·0 len10 *WB*	45·2	24·0	Wyndotte, Mich. Utd.States	T.3Cy.18",31"&50"–36" 150NHP GtLakesEngWrks,Detroit		R
34989 171238 VLKX	**Wyangarie** *Ref.Mchy.* *CruiserStern*	*OilEng.* 1*Dk*	1068 682 623					1938	Akt.Bur- meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	215·7 Q108'B23'F30'	36·8	11·8	SydnyNSW British *WB*	Oil Engines 2S.C.SA 8Cy.13¾"–24⅜" 263NHP Akt.Burmeistr&Wain,Cpn		C
34990 144916 MKFW	**Wyetown** (*ex*EdinaII–40, *ex*Edina–39,*ex*Alwin- ton,*ex*Killybegs)	*ss*Lth.No.3–11,32 *ss*Lth.No.1–37 1*Dk*	624 485 254	100A1 1,42 ~~2,41~~ Examined 12,41 BS9,41 ~~BS3,40~~ LMC2,57	~~Gms~~ Gms Nwc		CL 2,41	1918 *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	WoodtownShip- pingCo.Ld. (CombenLongstaff &Co.Ld.*Mgrs.*)	172·2 181·8(O.L.) B50' FK *CellDBu*	30·0	15·7	Leith British 5*BHCem* *E*26'20*t*	T.3Cy.16",26"&44"–26" (*s*) 200lb *100lb* NDB24 94RHP 1SB,*3cf*,GS51,HS1850 Smiths'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 7¼ 15 ″ 0¼	
34991 FNTZ	**Wyoming** Ⓟ D.F. *Ref.Mchy.*	2*Dks*&*Shelterdk* *Fitted for oil fuel*	8062 6329 4295					1930	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4	61·2	27·5	Havre French *WB*	T.4Cy.34¼",56¼"&(2)65⅜"– 59" 656NHP BremerVulkan,Vegesack		V
34992 157619 VLDP	**Wyrallah** *Ref.Mchy.*	*OilEng.* 1*Dk*	1049 655 535					1934	Akt.Bur- meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	216·4 Q108'B31'F30'	36·7	8·3	Sydney British *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 224NHP Akt.Burmeistr&Wain,Cpn		C
34993 LKBI	**Wyvern** (*ex*Hopecrag–38) D.F.	*ss*Nwc.No.2–38 1*Dk*(*Stl*)	*4007* *3625* *2457*	✠100A1 3,41 BS12,39 ✠LMC2,38	SFo	*w*	CL 7,40	1929 10mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdSunderlnd '*sA&CP*	BorgesRederiA/S (HansBorge, *Mgr.*) *CellDBa&uE*	364·5 P34'B115'F35' FK 135'*f*157'918*tFPT*	50·7	24·4	Tonsberg Norwegian 6*BHCem* 86*tAPT*132*t*	T.3Cy.24",39"&65"–45" (*s*) 180lb *100lb* 338NHP 2SB(Spt),*8cf*,GS148, HS5616 N.E.MarineEng.Co.Ld.Sld	26 ″ 9 s 4 ″ 6¼ 22 ″ 5¼	
34994																	

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
34995 2183 ICFO	**XXI Aprile** (*ex*PanAtlantic-37, *ex*Willfaro-33, *ex*RichmondBoro) D.F. 2*Dks* *Fitted for oil fuel*	4787 — 2954					1919	Standard S.B.Corp. Shooter's Island,N.Y.	Soc.Anon. CooperativadiNav. "Garibaldi"	395·7 386·8 P36'B110'F39'	52·2	27·4	Genoa Italian *WB*	T.3Cy.24",40"&70"-48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		I
34996 2089 IBAZ	**XXIII Marzo** (*ex*Congonian-36, *ex*Quercus) *ss*Ham.No.2-35 2*Dks*(*Stl*)	5006 4328 3163	✠ … 1,40 ✠	Gen	*y*		1927 11mo	Lithgows Ld. Port Glasgow *Inter*	Soc.Anon. CooperativadiNav. "Garibaldi" *mediate 'tween dk* *Cell DB* 331' 1012*t*	397·5 385·0 P33'B112'F44' FK *BH in after hold* *dispensed with* *DT a* 30' 784*t* *FPT*	52·0	26·6	Genoa Italian *pt Cem* 4*BH to U dk* 2 ,, ,,2*nd*,, 80*t* *APT*16*t*	T.3Cy.25",42"&70"-48" 477NHP 3SB,9*cf*,GS174,HS6789 Rankin&BlackmoreLdGrk	29 ″ 0	I †
34997 2199 ICOV	**XXIV Maggio** (*ex*Orao-37, *ex*Pontbriand-35, *ss*Nwc.No.3-1,30 *ex*Pennyworth-35, *ss*Rot.No.2-37 *ex*Gogovale) 2*Dks*(*Stl*) E.S.D.	5372 4963 3352	✠100A1 11,39 ✠NE3,19 ✠LMC MS12,37 BS11,38	Gen	*z*	CL 11,39	1916 10mo *Lloyd*	Greenock& Grngemouth Dkyrd Co.Ld. Greenock'*Tw* '*sA&CP*	Soc.Anon. CooperativadiNav. "Garibaldi" *een dk BH in after* *CellDBa&uE*147'	410·2 425·0(O.L.) P35'B171'F41' FK *hold dispensed with* *f*189'1163*t* *DTa*33'	53·5	28·4	Genoa Italian *Cem* 6*BH to U dk* 1 ,, 2*nd* ,, o 985*tAPT*49*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 488NHP 3SB,9*cf*,GS165,HS6972 FD FairfieldCo.Ld.Glasgow *nly*	31 ″ 0 s 5 ″ $9\frac{3}{4}$ 25 ″ 5	
			NO LATER	SURV	EY	REPO	RTED									
34998 1997 ICMB	**XXVIII Ottobre** (*ex*Nairn-34, *ex*LammerLaw-32) *ss*Bly.No.1-34 1*Dk*(*Stl*)	4888 — 3066	✠ … 6,36 ✠	Gen	*z*		1929 12mo	C.Connell &Co.Ld. Glasgow	Soc.Anon. CooperativadiNav. "Garibaldi" *CellDB*344'	417·8 405·3 P35'B255' F40' FK 1037*t* *DTa*27' 1045*t*	53·4	26·1	Genoa Italian 6*BHCem* *APT*33*t*	T.3Cy.25",42"&70"-48" 442NHP 2SB,8*cf*,GS143,HS6002 D.Rowan&Co.Ld.Gls.	28 ″ 7	I †
34999 EEBL	**Xaquin** 1*Dk*2*trB*	506 424 318					1920	Astilleros Riera Gijon	M.CamposPeña	148·3	24·1	14·2	Gijon Spanish *WB*	T.3Cy.$10\frac{1}{2}$",17"&27"-$20\frac{1}{8}$" 32NHP M.Bori,Barcelona		
35000 25187 JAED	**Yae Maru** (*ex*YayeMaru-38) *ss*Yka.No.3-10,31 *ss*Osa.No.2-40 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6781 6507 5059	✠100A1 *Shelter dk* *with freeboard* 12,40 ✠LMC12,40	Osa	*a*†	CL 11,40	1919 6mo	Harima Dkyd Co.Ld Oh,Harima A&CP	KokusaiKisen K.K. *CellDB* 1142*t*	425·0 FK *Collision* *FPT* 148*tAPT*220*t*	53·6	37·5	Kobe Japanese *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.27",45"&75"-51" (*s*) 190lb 556NHP 3SB,6*cf*,GS192,HS7974 FD KobeSteelWorks,Kobe	37 ″ 6 s 9 ″ $1\frac{3}{4}$ 28 ″ 7	
35001 10314 JXSB	**Yaedake Maru** Ⓟ (*ex*BakkaiMaru) 1*Dk*	358 263 176					1899	Boyd&Co. Shanghai	KyushuSyosen K.K.	127·6	25·0	11·9	Osaka Japanese	C.2Cy.		
35002 32481 JKJB	**Yahiko Maru** TwinSc *OilEng.* *ss*Tama.No.3-5,39 2*Dks*(*Stl*)	5747 5336 3575	✠100A1 3,41 ~~5,40~~ ✠LMC CS5,39 DBS~~5,40~~3,41 5,40	Tama	*z*	CL 5,39	1926 11mo *Lloyd*	KobeSteel Works Harima '*sA&CP* *Inter*	ItayaMiyakichi (ItayaSyosenK.K. *Mgrs.*) *mediateBH in fore* *CellDB*348'1358*t*	417·2 P35'B142'F44' FK *holds dispensed with* *Tanks at sides of*	54·5	31·5	Tokyo Japanese 6*BHptCem* *tunnels* 192*t*	Oil Engines 2S.C.SA 8Cy.$23\frac{5}{8}$"-$41\frac{3}{4}$" 776NHP NDB18*refittted*35-120*lb* KobeSteelWorks,Kobe *FPT*250*tAPT*262*t*	31 ″ 6 s 6 ″ $0\frac{5}{8}$ 25 ″ 7	
35003 220520 KDDF	**Yaka** Sub.Sig. D.F. 2*Dks*&*Web frames* *Ref.Mchy.* *Fitted for oil fuel*	5432 4971 3335	✠ … 3,22 ✠				1920 9mo	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric &Mfg.Co.Essington,Pa.	32″10	R
35004 UNGI	**Yakov Sverdlov** (*ex*TinternAbbey) *ss*Cff.No.3-6,21 *ss*Lon.No.1-25 1*Dk*&*deep framing*	1812 1658 1091	✠ … 1,30 ✠				1909 5mo	Richardsn, Duck&Co. Stockton	U.S.S.R.	275·0 P24'B54'F27' FK	40·8	18·1	Archangel Russian *WB*	T.3Cy.$20\frac{1}{2}$",$33\frac{1}{2}$"&55"-36" 187NHP Blair&Co.Ld.Stockton	20 ″ 4	
35005	**Yakugir** (*ex*LakeElmwood) 1*Dk*2*trB*	2701 — 1513					1920	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·8 P32'B65'F24'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 225NHP Gt.LakesEng.Wks.Detroit		
35006 25848 JCFB	**Yakumo Maru** *ss*Osa.No.3-10,31 *ss*Kob.No.1-35 2*Dks*(*Stl*)	3198 2676 1913	✠ … 8,38 ✠	Kob	*u*		1919 7mo	Ishikawa- jimaS.B.&E. Co.Ld.Tokyo	OsakaSyosenK.K.	305·0 P25'B92'F30' FK *CellDB*262'587*tFPT*	43·9	27·3	Osaka Japanese 5*BHCem* 58*tAPT*56*t*	T.3Cy.22",37"&61"-42" 279NHP 2SB,6*cf*,GS93,HS3640 IshikawajimaSB.&E.CoLd	27 ″ 3	
35007 UOEV	**Yakut** (*ex*LakeElmsford-32) Sub.Sig. 1*Dk*2*trB*	2694 2342 1508					1919	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·8 P32'B65'F24'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-62" 225NHP Gt.LakesEng.Wks.Detroit		
35008 204047 WSCT	**Yale** TrpSc 1*Dk* Sub.Sig. D.F. E.S.D. *Fitted for oil fuel*	3818 — 514					1906	Delaware RiverCo. Chester,Pa.	SiemsDrakePuget Sound	376·0	61·3	20·2	L.Angeles Utd.States *WB*	3 Steam Turbines W.&A.FletcherCo. Hoboken,N.J.		R
35009 FNYR	**Yalou** Ⓟ (*ex*Raimund) 2*Dks*&*Shelter dk* D.F. *Fitted for oil fuel*	8564 8199 5381					1914	Akt.Ges. "Weser" Bremen	Cie.desMessa- geriesMaritimes	477·9 B44'	58·4	28·3 36·7	Dunkirk French *WB*	Q.4Cy$28\frac{3}{16}$",$40\frac{1}{2}$",$58\frac{3}{16}$"&$85\frac{2}{5}$" -$55\frac{1}{16}$"&LPturbine A.G."Weser,"Bremen		V
35010 DOBA	**Yalova** (*ex*Winfried-36) Sub.Sig. 2*Dks*	3750 3239 2241					1920	Frerichs &Co. Einswarden	Deutsche Levante- LinieHamburg A.G.	362·7 P&B300'F47'	50·3	22·2	Hamburg German *WB*	T.3Cy.$25\frac{2}{5}$",$40\frac{1}{2}$"&$67\frac{4}{5}$"-$47\frac{1}{5}$" 316NHP GörlitzMach.A.G.Görlitz		G
35011 UOQV	**Yalta** (*ex*Grozny-34,*ex*Acheronte) *OilEng.* *Carrying oil in bulk* 1*Dk*	611 519 323					1916	Soc.Eser- cizioBacini RivaTrigoso	U.S.S.R.	160·1 B54'	30·5	14·0	Tuapse Russian	Oil Engines 4S.C.SA 6Cy.$13\frac{9}{16}$"-$19\frac{11}{16}$" 109NHP NE32 KolomenskieStateE.Wks.		
35012 44164 JYZL	**Yamabato Maru** 2*Dks* *CruiserStern*	2557 2222 1435					1937	Uraga DockCo.Ld Uraga	YamashitaKisen K.K.	297·9 P28'B75'F32'	45·0	23·8	Kobe Japanese *WB*	C.4Cy.(2)$11\frac{7}{16}$"&(2)$20\frac{1}{2}$"- $13\frac{3}{4}$"&LPturbine DRgeared to screw shaft 165NHP HS3014 UragaDockCo.Ld.Uraga		
35013 43733 JTVL	**Yamabiko Maru** Ⓟ 2*Dks* *Cruiser Stern* *Fitted for oil fuel*	6799 — 4054					1937	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K.	441·7 P46'B171'F36'	59·0	33·7	Kobe Japanese *WB*	2 steam turbinesDRgeared to 1 sc. shaft 833NHP IshikawajimaS.B.&E.Co Ld.Tokyo		C
35014 44606 JCOM	**Yamabuki Maru** (*ex*Essex Manor-38) *ss*Shl.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5079 — 3690	✠ 3,37 ✠	Hul	*z*		1930 3mo	W.Doxford &Sons,Ld. Sunderland	YamashitaKisen K.K. *CellDB*349'1246*t*	404·5 421·6(O.L.) FK *APT*134*t*	55·2	27·7	Kobe Japanese 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.26",43"&71"-48" 441NHP 3SB,9*cf*,GS182.HS7665 N.E.MarineEng.Co.Ld.Sld	27 ″ 8	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotᵉˢ si ce n'est dans le L. R. Durée. Cert. B. of Trade
35015 44832 JLMM	**Yamadori Maru** *CruiserStern* 1*Dk*	2905 — 1687					1938	Mitsubishi JukogyoK.K Yokohama	KounKisenK.K. (YamashitaKisen K.K.*Mgrs.*)	305·4 P24'B80'F29'	45·3	26·2	Kobe Japanese	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{7}{16}$"–43$\frac{5}{16}$" 225NHP MitsubishiJukogyoK.K.		
35016 19281 JCPD	**Yamagata Maru** *ss*Yka.No.1–21 2*Dks*	3807 3463 2322	✠ ... 3,22 ✠				1916 7mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	345·0 P33'B74'F40' FK	50·0	29·1	Tokyo Japanese *WB*	T.3Cy.23$\frac{1}{8}$",38$\frac{5}{8}$"&64"–48" 342NHP MitsuBishiD.&E.WksNag	29 ″ 1	C †
35017 43734 JYSL	**Yamagiku Maru** (*ex*KaoSing–38, *ex*Brightorion–36, *ss*Hul.No–3–2,32 *ex*Bolivar-35, *ss*Kob.No.1–36 *ex*Emlynian-33) 2*Dks*(*Stl*)	5236 3799 3203	✠ ... 3,38 ✠	Kob	*y*		1920 4mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool	YamashitaKisen K.K. *CellDB*	400·0 P49'B113'F38' FK 347'1126t *FPT*117t	52·0	31·0	Kobe Japanese 7*BHCem* *APT*178t	T.3Cy.27",44"&73"–48" 517NHP 3SB,*9cf*,GS190,HS7668 Richardsons,Westgarth& Co.Ld.Hpl.	31 ″ 0	C †
35018 44612 JLNM	**Yamagiri Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	6438 — 4823					1938	Mitsubishi JukogyoK.K Yokohama	YamashitaKisen K.K.	439·4 P36'B17'F38'	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1166NHP MitsubishiJukogyoK.K. Yka.		C
35019 43738 JYVL	**Yamahagi Maru** (*ex*ChiSing–38, *ex*Brightcomet–36, *ss*Bly.No.3–9,29 *ex*Cairngowan–35) *ss*Shl.No.1–35 2*Dks*(*Stl*)	5426 — 3315	✠ ... 3,38 ✠	Kob	*y*		1919 4mo	Sunderlnd S.B.Co.Ld. Sunderland	YamashitaKisen K.K. *CellDB*	400·0 P49'B113'F39' FK 344'1128t *FPT*118t	52·4	28·4	Kobe Japanese 7*BHptCem* *APT*209t	T.3Cy.27",44"&73"–48" 517NHP 3SB,*9cf*,GS190,HS7668 Blair&Co.Ld.Stockton	31 ″ 0	C †
35020	**Yamahuku Maru** *CruiserStern*	4900					1940	OsakaIron Works,Ld. Osaka	YamashitaKisen K.K.	365·7	54·1	29·1	Kobe Japanese *WB*	Steam turbines 436NHP		
35021 43736 JYPL	**Yamahuzi Maru** (*ex*ChaoSing–38, *ex*Brightstar–36, *ss*Kob.No.3–9,33 *ex*CanadianImporter–33) 2*Dks*(*Stl*)	5360 — 3222	✠ ... 3,38 ✠	Kob	*y*		1920 2mo	JCoughlan &Sons,Ld. Vancouver, B.C.	YamashitaKisen K.K. *Cell*	400·0 P49'B113'F40' FK *DB*334'1026t*FPT*1	52·4	28·8	Kobe Japanese 6*BHCem* 49t*APT*131t	T.3Cy.27",44"&73"–48" 520NHP 3SB,*9cf*,GS198,HS7743 D&WHendersn&CoLdGls.	31 ″ 0	C †
35022 JCUM	**Yamakaze Maru** *OilEng.* D.F. GyC. *CruiserStern*	6921 6200 4158					1938	TamaS.B. Co.Ld. Tama	YamashitaKisen K.K.	439·6 P26'B176'F38'	60·0	34·1	Kobe Japanese *WB*	Oil Engines 2S.C.DA 9Cy.17$\frac{11}{16}$"–47$\frac{1}{4}$" 962NHP TamaS.B.Co.Ld.Tama		C
35023 UNAM	**Yamal** Ⓟ (*ex*Vaigatch) *Ref.Mchy.* 1*Dk*(*Stl*)&*Awng dk* Sub.Sig.	938 548 447	✠ 7,11 ✠	Nwc	*m*		1911 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	U.S.S.R. *CellDBa&u*	216·0 FK *E*66'*uB*20'*f*83'175t	32·2	17·9	Archangel Russian 4*BHCem* *APT*15t	T.3Cy.16",26"&43"–30" 163NHP 2SB,*6cf*,GS107,HS3250 Swan,Hunter&Wigham Richardson,LdNwc.	20 ″ 0	
35024 10840 JTWF	**Yamamitu Maru** Ⓟ 1*Dk*	845 — 509					1907	Ishikawa- jimaS.B.&E. Co.Ld.Tokyo	SawayamaKisen K.K.	216·4 B36'	28·2	17·5	Nagasaki Japanese *WB*	T.3Cy.15",24$\frac{1}{2}$"&40"–30" 88NHP IshikawajimaSB&ECo.Ld.		
35025 160494 GNVC	**Yamanota** **TwinSc** *ss*Aru.No.3–2,41 ~~*ss*Coo.No.2–36~~ *Mchy.Aft* 1*Dk*(*Stl*)	2395 1743 1244	✠100A1 ~~2,41 8,40~~ 8,41 MS8,40 ✠LMC ~~MS7,36~~ B.S.~~1,40~~2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,28 *F.P. above* 150° F.	Aru	*t*	CL 1,40	1928 6mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Wingtanksf*286t	305·7 P67'F34' FK *Trunk*204' *wingtanks a*356t *FP*	50·2	14·3	London British 7*BHptCem* *T*60t*APT*75t	T.6Cy.13$\frac{1}{2}$",23$\frac{1}{2}$"&36"–27" 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s 1″10$\frac{1}{4}$ 13 ″ 3$\frac{3}{4}$	
35026 44602 JDZM	**Yamasimo Maru** 2*Dks* *CruiserStern* *Fitted for oil fuel*	6777 — 4058					1938	Tsurumi Seitetsu ZosenK.K. Yokohama	YamashitaKisen K.K.	446·5 P42'B173'F47'	59·1	33·8	Kobe Japanese *WB*	1DRgeared steam turbine HS2547 398NHP TokyoIshikawajima Zosensho,Tokyo		C
35027 15810 JCQA	**Yamasiro Maru** Ⓟ (*ex*YamashiroMaru–38) *ss*Kob.No.2–20 2*Dks*	3427 3015 2085	✠ ... 1,24 ✠				1912 11mo	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K.	352·0 P36'F44' FK	44·7	25·9	Tokyo Japanese *WB*	T.3Cy.24$\frac{1}{2}$",41"&68"–48" 400NHP KawasakiDkydCoLdKobe	28 ″ 2	
35028 33769 JQRB	**Yamato Maru** Ⓟ **TwinSc** (*ex*GiuseppeVerdi) 2*Dks*&*Shelter dk*	9656 6971 5662					1915	Soc.Eser- cizioBacini RivaTrigoso	NipponYusenK.K.	505·1 P103'B189'F136'	59·6	25·5	Tokyo Japanese	Q8Cy25$\frac{9}{16}$"37$\frac{7}{16}$"53$\frac{15}{16}$"&78$\frac{3}{16}$"–53$\frac{3}{16}$" 1512NHP Soc.EsercizioBacini,Genoa		
35029 21059 JBWD	— *ss*Kob.No.3–8,29 *ss*Kob.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	4379 3693 2763	✠ ... 3,35 ✠	Kob	*w*		1917 11mo	OsakaIron Works,Ld. Innoshima	HakuyoKisenK.K. *CellDB*298'1136t*DT*	345·0 P30'B99'F34' *on* *Shelter dk* FK *a* 32'693t *FPT*115t	49·8	28·1	Amagasaki Japanese 6*BHCem*	T.3Cy.24",41"&67"–48" 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWorksLdOsaka	28 ″ 2	C †
35030 46181 JSPN	**Yamato Maru No. 3** *OilEng.*	534 — 371					1939	.... Huzan	HunakameK.K.	146·4	25·1	13·5	Osaka Japanese	Oil Engines		
35031 44151 JCAM	**Yamaura Maru** D.F. 2*Dks* *Ref.Mchy.* *CruiserStern* *Fitted for oil fuel*	6798 6150 4075					1937	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K.	441·7 P42'B173'F38'	59·1	32·7	Kobe Japanese *WB*	2 steam turbinesDRgeared to 1 sc. shaft 833NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
35032 43743 JYYL	**Yamayuri Maru** (*ex*ShouSing–38, *ex*Brightvega–36, *ss*Gls.No.3–11,25 *ex*Pavlina–35, *ss*Alg.No.2–34 *ex*Pauline–34,*ex*Strabo–32) 2*Dks*(*Stl*)	5028 — 3099	✠ ... 3,38 ✠	Kob	*y*		1913 10mo	A.McMil- lan&Son,Ld. Dumbarton	YamashitaKisen K.K. *CellDBa*117' *uE&B*42'*f*188'955	400·8 P36'B129'F48' FK t *DTf*30'712t *FPT*	52·1	27·3	Kobe Japanese 6*BHCem* 82t*APT*45t	T.3Cy.27$\frac{3}{16}$",44$\frac{3}{8}$"&73"–48" 458NHP 3SB,*9cf*,GS180,HS7860 D.Rowan&Co.Glasgow	30 ″ 0	C †
35033 43722 JTRL	**Yamazato Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	6926 — 4160					1937	Mitsui Bussan Kaisha,Ld. Tama	FusoKaiunK.K. (YamashitaKisen K.K.*Mgrs.*)	443·0 P26'B176'F36'	60·0	34·1	Kobe Japanese *WB*	Oil Engines 2S.C.DA 9Cy.17$\frac{11}{16}$"–47$\frac{1}{4}$" 962NHP MitsuiBussanKaisha,Ld. Tama		C
35034 44144 JYXL	**Yamazuki Maru** *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	6439 5757 4323					1937	Mitsubishi JukogyoK.K Yokohama	YamashitaKisen K.K.	436·4 P36'B17'F38'	58·3	32·0	Kobe Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1167NHP MitsubishiJukogyoK.K. Yokohama		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35035 159467 VPJV	**Yanawai** TwinSc ssSuva.No.1-41 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	434 276 225	✠100A1 1,42 ~~10,40~~ 10,41 ✠LMC~~11,37~~ ~~✠LMC(M)9,39~~	Suva	*g*	CL ~~10,89~~ 1,42	1937 11mo	Taikoo D.&E.Co.of H.Kg.Ld. HongKong *Lloyd'sA&CP*	BurnsPhilp(South Sea)Co.Ld. *DTf*	151·6 159·5(O.L.) F26' FK 7'39t*FPT*20t*APT*1	28·1	8·5	HongKong British 6*BHCem* 3t	Oil Engines 2S.C.SA 8Cy.9$\frac{13}{16}$"-13" 70RHP TaikooD.&E.Co. of H.Kg.Ld.H.Kg	9 ″ 3 s 1 ″ 1 8 ″ 5$\frac{3}{4}$	
35036 137241 VLFR	**Yandra** Ⓟ *OilEng.* *Well deck* *Ref.Mchy.* 1*Dk* *CruiserStern*	990 630 418	✠ ... 4,31 ✠				1928 9mo	Akt.Burmeistr&Wain Copenhagen	CoastSteamships, Ld.	211·1 P27'Q90'F24' FK	35·2	11·9	P.Adelaide British *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 224NHP Akt.Burmeistr&WainCpn	13 ″ 9	
35037 FNYS	**Yang-Tse** Ⓟ (*ex*Remscheid) *Fitted for oil fuel* D.F.	8150 7388 4600					1915	Howaldtswerke,A.G. Kiel	Cie.desMessageriesMaritimes	475·7 P42'B143'F84'	60·5	32·8	Dunkirk French *WB*	T3Cy33$\frac{1}{16}$",53$\frac{1}{5}$"&86$\frac{3}{5}$"-57$\frac{1}{16}$" &L.P.turbine HowaldtswerkeA.G.Kiel		V
35038 200980	**Yankee** Ⓟ WoodPad (*ex*J.T.Morse-33) 2*Dks*	780 — 410					1904	WmMcKie Boston	CometS.S.Corp.	199·0	31·0	12·1	New York Utd.States	B.1Cy.51"-108" 208NHP W.&A.FletcherCo.Hbkn.		
35039 221457 KDTG	**Yankee Arrow** ssBal.No.3-7,34 ssN.Yk.No.1-37 *Mchy.Aft* 2*Dks(Stl)&Shelter dk(Stl)* D.F. *& Web frames* *Longitudinal framing*	8046 7834 4960	✠100A1 *Shelter dk withfreeboard* ~~7,41~~ ~~6,40~~ 3,42 ✠LMC MS10,37 BS~~6,40~~7,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	~~NYk~~ ~~Bal~~NY	*d*† k	CL ~~6,39~~ 2,42	1921 8mo	NewYork S.B.Co. Camden,N.J. A&CP *CellDB*	Socony-Vacuum OilCo.Inc. *a19'uE&B76'440t* *dk tank aft 99t*	468·3 485·2(O.L.) FK (*DTf40'644t'Tween* *FPT229tAPT131t*	62·7	32·0	NewYork Utd.States 16*BHptCem* *Coll to Sh dk* 9 ,, *U* ,, 6 ,, *2nd*,,)	Q.4Cy.24",36",51"&75"-51" 220lb (*r*) 625NHP 3SB,*9cf*,GS173,HS9052 FD NewYorkSBCorp.Camden	32 ″ 0 s 4 ″ 1$\frac{1}{2}$ 28 ″ 1$\frac{1}{2}$	
35040 226635 KGAY	**Yarmouth** Ⓟ TwinSc 2*Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. *CruiserStern*	5043 — 2714					1927	W Cramp&SonsS&EBCo Philadelphia	EasternS.S.Lines Inc.	365·4 B&F354' *WB*	55·6	26·8	Boston Utd.States	4 Steam Turbines SR geared to 2 Sc. Shafts W.Cramp&SnsS&EBCPhl		R
35041 143512 MKCT	**Yarmouth Trader** (*ex*Ashdene, *ex*Stertpoint) ssYar.No.3-9,33 ssYar.No.1-38 *Well deck* *Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted*	312 209 125	✠100A1 8,41 ~~9,39~~ BS8,41 ~~BS5,40~~ ✠LMC2,38	Gms	*d*	~~2,38~~ 8,41	1920 7mo	Crabtree&Co.Ld. Gt.Yarmouth *Lloyd'sA&CP*	Gt.Yarmouth ShippingCo.Ld.	130·0 Q51'B9'F16' FK *FPT*44t	23·2	9·5	Yarmouth British 3*BHCem* *APT*28t	C.2Cy.14"&33"-22" (*s*) 130lb 45RHP 1SB,*2pf*,GS37,HS1183 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9$\frac{1}{2}$ 9 ″ 10	
35042 120737 VJLG	**Yarra** ssSyd.2ndNo.3-9,33 ssMel.No.1-37 1*Dk(ptIrn&ptStl)&deep framing* *Cargo battens not fitted*	2257 1987 1384	✠100A1 2,42 ~~1,41~~ BS11,41 ~~BS11,40~~ ✠LMC12,37	Mel	*s*	CL 1,41	1907 5mo	Furness, Withy&CoLd WHartlepool *Lloyd'sA&CP*	HuddartParker, Ld. *CellDBa90'uE&*	292·0 303·3(O.L.) B64'F29' FK *B44'f116'610tFPT*	43·9	19·1	Melbourne British 5*BHCem* 83t*APT*98t	T.3Cy.22$\frac{1}{2}$",37"&61"-39" (*r*) 180lb ~~100lb~~ 260NHP 2SB,*6cf*,GS118,HS4135 Richardsons,Westgarth& Co.Ld.Hpl.	21 ″ 6 s 3 ″ 4$\frac{3}{4}$ 18 ″ 4	
35043	**Yarrawonga** *Launched as* Rigoletto *For full particulars see No.* 39152 *in Supplement* *OilEng.* D.F. E.S.D. *CruiserStern*	4900 4200 2850	100A1 *withfreeboard* (*ClassContemplated*)				1941	Eriksbergs M.V.Aktieb. Gothenburg	RederiA|BTransatlantic(G. Carlsson,*Mgr.*)	418·2 F39'	56·7	25·1	Gothenbrg Swedish	Oil Engines 2S.C.SA 6Cy.29$\frac{1}{8}$"-55$\frac{1}{8}$" EriksbergM.V.Aktieb.Got		
35044 46380 JHHN	**Yasukawa Maru** TwinSc (*ex*Silvercypress-39) *OilEng.* *Ref.Mchy.* ssH.Kg.No.1-34 1*Dk(Stl)&Shelter dk(Stl)3rd dk(Stl) in foreholds* *CruiserStern*	6710 — 3861	✠ 4,36	HKg	*d*†		1930 6mo	Harland&Wolff,Ld. Belfast	KawasakiKisen K.K. *CellDB375'1348t*	455·3 F46' FK (*MTs48'2325tTanks*	61·7	30·5	Kobe Japanese 8*BHptCem* *Coll to Sh dk* 7 ,, *2nd* ,,) *in way of tunnels*	Oil Engines 4S.C.SA 12Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 979NHP Harland&WolffLd.Belfast 492t*FPT*209t*APT*472t	30 ″ 6	C †
35045 36223 JRZB	**Yasukuni Maru** Ⓟ TwinSc *OilEng.* ssYka.No.2-39 2*Dks(Stl-Weather dk ws)* *Ref.Mchy.* 3*rdDk(Stl)inNos.1,3&4* D.F. GyC. *& fore end of No. 5 hold*	11933 8373 7149	✠ 9,40	Osa	*g*†		1930 9mo	Mitsubishi ZosenKaisha Ld. Nagasaki	NipponYusenK.K. *CellDB432'1808t* *tanks in way of tunnels*	507·5 P&B373'F73' FK	64·0	36·8	Tokyo Japanese 8*BHptCem* 501t *DTa*13'	Oil Engines 2S.C.SA 20Cy.26$\frac{3}{4}$"-47$\frac{1}{4}$" 2492NHP MitsubishiZosenKaisha,Ld 381t*FPT*100t*APT*160t	37 ″ 0	
35046 32647 JUIB	— (*ex*Onega) ssKob.No.2-27 1*Dk*	3025 2797 1799	✠ ... 3,31				1920 1mo	N.ofIrelandS.B. Co.Ld. Londonderry	HamaneSyoten K.K.	331·1 P33'B100'F34' FK	46·7	23·1	Takasago Japanese *WB*	T.3Cy.25",41"&68"-45" 433NHP McKie&Baxter,Glasgow	25 ″ 6	C †
35047 46375 JHLM	**Yasusima Maru** (*ex*AntoMaru-39) *Mchy.Aft* 1*Dk*	1911 1540 1054					1939	KawaminamiKogyo K.K. Nagasaki	IinoKisenK.K.	272·7 P87'F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18$\frac{11}{16}$",30"&50"-36" 150NHP KawaminamiKogyoK.K. Koyagijima		
35048 118378 VPGT	**Yat Shing** 1*Dk(Stl)&Spar dk(Stl*-teaks) *& deep framing*	2284 2126 1424	✠ 2,04	Nwc	*t*		1904 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Indo-ChinaSteam Nav.Co.Ld. *CellDBa84'* 399t*DTf*18'256t	290·4 B67'F38' 22·6 FK *uE22'f108'* *DTa*24' 374t *FPT*	42·1	15·4	Hong Kong British 5*BHCem* 56t*APT*25t	T.3Cy.21",34"&56"-42" 226NHP 1SB,*4rf*,GS76,HS2913 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 ″ 0	
35049 47477 JWQN	**Yawata Maru** Ⓟ TwinSc D.F. E.S.D. GyC. 2*Dks* ~~3*Dks*~~ *Ref.Mchy.* *CruiserStern*	~~16500~~ 17127 — 9379					~~1939~~ 1940	Mitsubishi Jukogyo K.K Nagasaki	NipponYusenK.K.	558·9 B444'	73·8	40·7	Tokyo Japanese *WB*	4steam turbines DRgeared to2screw shafts 3500NHP MitsubishiJukogyoK.K. Nag.		
35050 40111 JYHJ	— *Mchy.Aft* *CruiserStern* 1*Dk*	1852 1549 1340					1935	AsanoS.B. Co.Ld. Yokohama	HinodeKisenK.K.	270·0 P85'F29'	40·0	20·3	Tokyo Japanese *WB*	T.3Cy.18",29$\frac{1}{2}$"&50"-39" 156NHP AsanoS.B.Co.Ld.Yka.		
35051 40617 JYZH	**Yayoi Maru** *OilEng.* *Mchy.Aft* 1*Dk*	496 — 267					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	165·0 P40'F18'	27·5	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"-20$\frac{7}{8}$" 117NHP HanshinTekkosho,Kobe		
35052 OZDD	**Ydun** Ⓟ 1*Dk*	644 430 324					1910	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	184·2 P115'F24'	31·2	12·5	Horsens Danish *WB*	T.3Cy.16$\frac{1}{2}$",27"&44"-44" 128NHP HelsingörsJernsk.&Msbk.		V

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert.B.of Trade.
35053 160764 GQRT	**Yearby** *ss*Shl.No.2–38 D.F. E.S.D. 1*Dk*(*Stl*)	5666 5355 3514	✠100A1 1,42 ~~6,41~~ ✠LMC MS11,37 BS6,41	~~Nwc~~ Liv	*a*†	CL N9,40	1929 12mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	TheRopnerShippingCo.Ld. *CellDB*	435·0 448·3(O.L.) P63'B251'F42' FK 386'1504*t FPT*189*t*	55·5	28·1	W.Hartlpl British 8*BHCem* *APT*167*t*	T.3Cy.26",41"&73"–48" (*s*) 180lb HS7932 529NHP 3SB(Spt),9*cf*,GS172, FD Cen.Mar.E.Wrks.W.Hpl.	31 ″ 1 s 5 ″ 1¼ 26 ″ 2½	
35054 TCDM	**Yelkenci** (*ex*Nazarenus, Iron *ex*Hesperus, *ss*Mmo.2ndNo.3–8,15 *ex*Mons,*ex*Torvig, *ss*Rot.No.1–19 *ex*Castlefield) 1*Dk pt Awng dk&* *Web frames*	2253 — 1353	✠ ... 2,21 ✠				1890 3mo	Richardsn, Duck&Co. Stockton	YelkenciLutfi	277·0 P26'Q98' BK9½" *pt Awng dk*177'	37·5	18·5	Istanbul Turkish *WB*	T.3Cy.21",35"&57"–39" 201NHP Blair&Co.Ld.Stockton		
35055 161608 XYCJ	**Yenangyaung** *OilEng.* 2*Dks,3rd dk in forward hold* D.F. E.S.D. *CruiserStern* *Mchy.Aft Longitudinal framing*	5447 4888 3031	✠100A1 ~~6,41~~ ~~10,40~~ 3,42 ✠LMC8,37 *CarryingPetroleum in bulk*	Cal	*y* 1⅞	CL ~~N10,40~~ 3,42	1937 8mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	~~BurmahOilCo.Ld.~~ BurmaOilCompany(Tankers)Ld, *CellDBuE*92'388*t* *DTf*34'223*t*	387·6 400·7(O.L.) P111'B37'F59' FK *FPT*175*t APT*100*t*	54·2	31·1	Rangoon British 13*BHptCem* (10 *to U dk* 3 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB*150lb* Wm.Doxford&Sons,Ld Sld	31 ″ 0 s 5 ″ 0 26 ″ 2¼	
35056 161955 MQCK	**Yewarch** *ss*Ayr.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	827 566 410	✠100A1 2,41 BS~~9,40~~ 9,41 ✠LMC8,39	Hul	*k*	CL 2,41	1931 8mo	Scott& Sons Bowling *Lloyd'sA&CP*	J.Stewart&Co. Shipping,Ld. *Cell*	195·0 202·3(O.L.) Q110'B11'F28' FK *DBf*116'183*tFPT*7	31·1	11·9	Glasgow British 3*BHAsp* 8*t APT*55*t*	T.3Cy.15¼",25"&40"–27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Davey,Paxman&Co.Ld. Colchester	14 ″ 0 s4 ″ 5¾ 13 ″ 7¼	
35057 160273 MPNL	**Yewcroft** *ss*Shl.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	827 566 410	✠100A1 4,42 ~~1,41~~ Examined 4,42 BS12,41 ✠LMC9,37	~~Mdb~~ PGl	*k*	CL 10,40	1929 9mo	Scott& Sons Bowling *Lloyd'sA&CP*	J.Stewart&Co. Shipping,Ld. *Cell*	195·0 Q110'B11'F28' FK *DBf*116'183*t FPT*	31·1	11·9	Glasgow British 3*BHAsp* 78*t APT*55*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Davey,Paxman&CoLd.Col	14 ″ 0 s 4 ″ 5¾ 13 ″ 7¼	
35058 160241 MPJN	**Yewdale** *ss*Shl.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	823 562 410	✠100A1 7,41 ~~6,40~~ Examined 3,42 BS7,41 ~~BS9,40~~ LMC8,37	~~Shl~~ NwcShl	*k*	CL ~~11,39~~ 7,41	1929 3mo	Scott& Sons Bowling *Lloyd'sA&CP*	J.Stewart&Co. Shipping,Ld. *Cel*	195·0 Q110'B11'F28' FK *lDBf*116'185*tFPT*	31·2	11·9	Glasgow British 3*BHAsp* 78*t APT*55*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 J.Abernethy&Co.Abn.	14 ″ 0 s 4 ″ 5¾ 13 ″ 7¼	
35059 129510 MDKB	**Yewforest** (*ex*Barshaw) *Mchy.Aft* *ss*Irv.2ndNo.3–6,35 *ss*Shl.No.1–39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	815 563 366	✠100A1 3,41 BS5,41 ✠LMC4,39	Lth	*l*	CL 3,41	1910 8mo	Greenock& Grngemouth Dkyd.Co.Ld. Greenock *Lloyd'sA&CP*	J.Stewart&Co. Shipping,Ld. *Cel*	199·3 Q114'B11'F35' FK *lDBf*127'183*tFPT*	30·1	12·1	Glasgow British 3*BHCem* 55*t APT*33*t*	T.3Cy.17",27"&44"–30" (*s*) 160lb 99RHP 1SB,4*cf*,GS65,HS2493 D.Rowan&Co.Glasgow	14 ″ 4 s4 ″ 10½ 13 ″ 9¾	
35060 137788 MLZW	**Yewglen** (*ex*Lokrum, 3Mst *ex*Fairmuir) *ss*Abn.2ndNo.3–4,40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	607 420 274	✠100A1 1,42 ~~1,41~~ 4,42 BS~~4,41~~ ✠LMC4,40	~~Shl~~ Bly	*i*	CL ~~1,41~~ 1,42	1915 3mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd'sA&CP*	J.Stewart&Co. Shipping,Ld. *Cel*	175·8 Q101'B11'F26' BK8" *lDBf*97'150*t FPT*	28·1	10·4	Glasgow British 3*BHCem* 31*t APT*5*t*	T.3Cy.14",23"&38"–27" (*r*) 180lb 99RHP 1SB,3*pf*,GS58,HS1814 LidgerwoodLd.Coatbridge	12 ″ 6 s 3 ″ 8 12 ″ 11½	
35061 140288 MGRC	**Yewkyle** (*ex*Carterside–36, *ex*Sunnycroft, *ss*Shl.No.3–6,29 *ex*Ennistown) *ss*P.Gl.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	824 582 380 —	✠100A1 ~~12,41~~ ~~1,41~~ 2,42 Examined12,41 BS12,41 ✠LMC MS2,38 ~~BS10,40~~	~~PGl~~ NwcShl	*k*	CL ~~4,40~~ 12,41	1917 4mo	Bartram& Sons,Ld. Sunderland *Lloyd'sA&CP*	J.Stewart&Co. Shipping,Ld. *CellD*	195·0 Q94'B11'F20' *Bf*120'166*tFPT*49*t*	30·0	12·0	Glasgow British 3*BHCem* *APT*28*t*	T.3Cy.16",26"&43"–27" (*s*) 180lb 119NHP 1SB,3*pf*,GS53,HS2028 J.Dickinson&Sons,Ld.Sld.	14 ″ 0 s ″ 10¾ 13 ″ 3	
35062 165957 GQQP	**Yewmount** *OilEng.* 1*Dk* *Mchy.Aft CruiserStern*	859 574 455	✠100A1 5,42 ~~6,41~~ ✠LMC1,39	PGl	*l*	CL ~~6,39~~ 5,42	1939 1mo	Scott& Sons Bowling *Lloyd'sA&CP*	J.Stewart&Co. Shipping,Ld. *CellDB*121'2	202·8 210·9(O.L.) Q121'F28' FK 08*tDTf*44*t FPT*47*t*	33·2	11·4	Glasgow British 3*BHAsp* *APT*25*t*	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{7}{16}$" 80RHP Atlas-DieselA/B,Skm.	13 ″ 10 s 4 ″ 3¼ 13 ″ 4¾	
35063 161899 MPQX	**Yewpark** *ss*Bwg.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	827 566 410	✠100A1 9,41 ~~12,40~~ BS3,42 ~~BS5,41~~ ✠LMC2,38	~~PGl~~ Nwc	*k*	CL ~~12,38~~ 9,41	1930 2mo	Scott& Sons, Bowling *Lloyd'sA&OP*	J.Stewart&Co. Shipping,Ld. *CellDB*	195·0 Q110'B11'F28' FK *f*116'183*t FPT*78*t*	31·1	11·9	Glasgow British 3*BHAsp* *APT*55*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 DaveyPaxman&Co.Ld. Colchester	14 ″ 0 s 4 ″ 5¾ 13 ″ 7¼	
35064 160189 MNYQ	**Yewtree** *ss*P.Gl.No.3–7,40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	826 564 419	✠100A1 8,41 ~~7,40~~ ✠LMC MS7,40 BS5,41	~~PGl~~ Lth	*k*	CL 6,40	1928 1mo	Scott& Sons Bowling *Lloyd'sA&CP*	J.Stewart&Co. Shipping,Ld. *Cell*	195·0 Q110'B11'F28' FK *DBf*108'175*tFPT*	31·2	11·9	Glasgow British 3*BHCem* 65*t APT*10*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Fleming&Fergusn,Ld.Psy.	14 ″ 0 s 4 ″ 5¾ 13 ″ 7¼	
35065 160224 MPFT	**Yewvalley** *ss*PG1.No.3–8,40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	823 562 404	✠100A1 8,41 ~~8,40~~ 3,42 ✠LMC BS~~1,40~~ ~~4,41~~ MS8,40	~~PGl~~ Lth	*k*	CL 8,40	1928 10mo	Scott& Sons Bowling *Lloyd'sA&CP*	J.Stewart&Co. Shipping,Ld. *CellD*	195·0 202·0(O.L.) Q110'B11'F28' FK *Bf*116'185*tFPT*78*t*	31·2	11·9	Glasgow British 3*BHAsp* *APT*55*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 90RHP 1SB,3*cf*,GS59,HS2102 Swan,Hunter&Wigham Richardson,Ld.Nwc.	14 ″ 0 s 4 ″ 5¾ 13 ″ 7¼	
35066 XNBI	**Yi Chang** (*ex*Nissho–28,*ex*Genkai Maru) 2*Dks&pt Shade dk*	1329 1206 784					1891	Napier Shanks&Bell Glasgow	YiChangSteamshipCo.	244·9 F30' *pt Shade dk*157'	32·3	20·0	Nwchwng Chinese *WB*	T.3Cy.18",30"&48"–33" 132NHP J.&J.Thomson,Glasgow		
35067 183 SVNT	**Yiannis** (*ex*NewbyHall)	*4391* *4103* *2840*					1905	Barclay, Curle&Co.Ld Glasgow	G.Andreou	375·0 P42'B95'F43'	47·2	27·9	Andros Greek *WB*	T.3Cy.23½",40"&69"–48" 330NHP Barclay,Curle&Co.Ld.Gls.		C
35068 156147 VPLT	**Yildum** 1*Dk*	3731 2965 2396					1913	Rotterdam Droogd.Maat Rotterdam	~~Rederi A/B Yildum~~ ~~(ErikNylund)~~ MinistryofWar Transport	331·7 ~~382·9~~ P25'B97'F31'	48·3	21·7	Kingston, Jamaica British *WB*	T.3Cy.23",38"&62"–42" 249NHP Rotterdam Droogd.Maats.		V
35069 TODL	**Yilmaz** (*ex*Hizmet,*ex*Adana, Iron *ex*Flora) *ss*Oda.No.3–4,96 *Well deck* 1*Dk*(*Irn*)	712 543 380	✠ 1,01	Oda	*j*		1885 12mo	Wigham Richrdsn&Co Newcastle	Mustafa ve Ahmet ve Vehbi Aldikaçti *DBa*44'	189·5 Q62'B48'F23' FK *&uE&B*31'90*t FPT*	29·2	11·6	Istanbul Turkish 4*BHCem* 24*t APT*14*t*	C.2Cy.25"&48"–33" 110NHP 1SB,3*pf*,GS49 WighamRhrdson&C.Nwc.	14 ″ 0	
35070	**Ying Chun** (*ex*Himekawa Sp Maru–34,*ex*MiyagawaMaru) 2*Dks*	414 389 245					1894	OsakaIron Works Osaka	HoYinAn	165·1	20·8	15·4	Tsingtao Chinese	T.3Cy.14$\frac{5}{16}$",22⅛"&36⅛"–24" 63NHP OsakaIronWorks,Osaka		
35071 XNFH	**Ying Ping** (*ex*YeiMaruNo.2, *ex*Ouraka) *Well deck* 1*Dk& Web frames*	2655 — 1646	✠ ... 4,95 ✠				1890 12mo	Russell& Co. Greenock	YingPingS.S.Co. Ld.	300·3 P30'Q84'B123' F26' FK	41·2	19·6	Shanghai Chinese *WB*	T.3Cy.22½",35½"&58½"–39" 222NHP J.Howden&Co.Glasgow	22 ″ 3	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidship Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of R of Trad
35072 120647 GMKF	**Yingchow** Ⓟ . 2*Dks*	1992 1728 1216					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·8 B81'F34'	40·2	21·7	London British *WB*	T.3Cy.20",33½"&56"-39" 196NHP Scotts'S.B.&E.Co.Ld.Grk		
35073	**Yiu Lee** 2*Dks*	494 — 271					1913	Heng Chang Dockyard Shanghai	Ching-KeeS.N.Co. Ld.	144·5	22·2	18·6	Chefoo Chinese	T.3Cy.13¾",21¾"&34⅜"-24" 58NHP		
35074 6653 SHPA	**Yngaren** *OilEng.* *ss*Got.No.3-5,33 *ss*Got.No.1-37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5246 4656 3145	✠100A1 *Shelter dk* *with freeboard* ~~1,41~~ ~~8,40~~ 9,41 ✠LMC CS12,37 DBS~~3,40~~1,41 3,39	Npt ~~NOs~~ Bom	*a*†	CL 7,38	1921 3mo *Lloyd*'*s* A&CP	W.Doxford &Sons,Ld. Sunderland	Rederiaktb. Transatlantic (G.Carlsson, *Mgr.*) *CellDB*364'1299*t*	420·0 433·8(O.L.) F41'*on* *Shelter dk* FK *FPT*105*t APT*127*t*	54·0	25·0 *Coll*	Gothenbrg Swedish *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,,	Oil Engines 2S.C.SA 4Cy.22$\frac{3}{16}$"-91¼" 640NHP DB-*100lb* W.Doxford&Sons,Ld.Sld.	29 ″ 0 s 3 ″ 7 25 ″ 7¼	
35075 163421 GWQB	**Yochow** *OilEng.* 2*Dks*	2810 2336 1630					1933	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNavigation Co.Ld.	299·9 P36'B79'F40'	44·2	21·7	London British *WB*	Oil Engines 2S.C.SA 5Cy.22"-36" 425NH Scotts'S.B.&E.Co.Ld.Grk		
35076 45693 JGCN	**Yodogawa Maru** *OilEng.* D.F. *CruiserStern* 2*Dks*	6441 5757 4801					1939	Mitsubishi JukogyoK.K Yokohama	ToyoKaiunK.K.	439·4 P36'B168'F39'	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1163NH MitsubishiJukogyoK.K.		C
35077 10808 JBWE	**Yoh Yang Maru** Ⓟ **TwinSc** 3*Dks*	3298 1517 1956					1906	Kawasaki DockyardCo. Ld. Kobe	ToaKaiunK.K.	310·0	44·0	14·5	Tokyo Japanese *WB*	T.6Cy.17",28"&46"-33" 243NHP KawasakiDkydCoLdKobe		
35078 129515 MDJZ	**Yokefleet** (*ex*Brentham) *ss*Bly.2ndNo.3-1,35 *ss*Goo.No.1-39 *Mchy.Aft* *Well deck* 1*Dk*(*ptStl*)	844 588 384	✠100A1 1,42 ~~5,41~~ BS~~12,40~~ 1,42 ✠LMC9,39	Goo		OG ~~8,39~~ 1,42	1910 9mo *Lloyd*'*s* A&CP	Mackie& Thomson,Ld. Glasgow	OuseS.S.Co.Ld. (A.W.Atkinson, *Mgr.*) *Cell*	200·0 Q116'B11'F35' FK *DBf*127'190*t FPT*	30·2	11·9	Goole British 3*BHCem* 88*t APT*62*t*	T.3Cy.17",27"&44"-30" (*s*) 160lb NDB21 98RH 1SB,*4cf*,GS76,HS2503 W.V.V.Lidgerwood,Gls.	14 ″ 3 s 4 ″ 10¼ 13 ″ 10	
35079 44835 JQKM	**Yōkō Maru** *OilEng.* *CruiserStern* 1*Dk*	1050 — 748					1938	Nakata Zosen-sho Osaka	SankoKisenK.K.	197·9	32·0	18·3	Amagasaki Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16$\frac{9}{16}$"-24$\frac{7}{16}$" 158NH HanshinIronWorks,Kobe		
35080 14812 JYHD	**Yokohama Maru** Ⓟ **TwinSc** *ss*Kob.2ndNo.3-7,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)	6143 5820 3790	✠ ... 4,40 ✠	Yka	*z*		1912 5mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *CellD*	399·9 *Ba*108'*uE&B* 61'*f*1	49·9	37·7 FK	Tokyo Japanese 7*BHCem* 75'1035*t DT*	T.6Cy.20",33½"&56"-48" 632NHP 4SB,*12cf*,GS220,HS9222 MitsuBishiD.&E.Wks.Nag *s.a*64'849*t FPT*99*t APT*26*t*	38 ″ 0	
35081 160225 GJKS	**Yoma** Ⓟ 2*Dks* D.F. E.S.D. *Fitted for oil fuel*	8131 6503 5014					1928	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld. (P.Henderson&Co. *Mgrs.*)	460·3 P53'B187'F51'	61·2	31·0	Glasgow British *WB*	Q4Cy.28½",40½,58"&84"-60" W.Denny&Bros,Ld.Dmb. &LP turbine with DR gearing&hydraulic coupling (*fitted* 39) Barclay Curle&Co.Ld.Gls		C BT till 7,41
35082 219052 WPAI	**Yomachichi** *OilEng.* GyC. Sub.Sig. 2*Dks* *Longitudinalframing*	5868 — 3673					1919	O.Daniels S.B.Co. Tampa,Fla.	UnitedStates Maritime Commission	402·1 P34'B118'F38'	54·0	34·4	Miami,Fla. Utd.States *Wb*	Oil Engines 2S.C.SA 6Cy.30"-52" NE27 938NHP BuschSulzerDieselEng. Co.St.Louis,Mo.		R
35083 42331 JJFK	**Yōmei Maru** 2*Dks*	2861 — 1553					1936	Mitsubishi JukogyoK.K. Yokohama	NipponYusenK.K.	326·2 P18'B66'F28'	44·3	24·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 284NH MitsubishiJukogyoK.K.		
35084 23864 JIPD	**Yoneyama Maru** (*ex*KaianMaru) *ss*Kob.No.3-5,31 *ss*TamaNo.2-39 2*Dks*(*Stl*)	5274 4826 3276	✠100A1 6,41 ~~7,40~~ ✠LMC~~7,40~~ 6,41	~~Kob~~ Nag	*z*	CL 7,40	1919 3mo A&CP	Mitsubishi ZosenKaisha, Ld. Nagasaki	ItayaSyosenK.K. *CellDB*350'1080*t*	400·0 P39'B121'F40' FK *FPT*133*t APT*89*t*	54·5	30·0	Tokyo Japanese 6*BHCem*	T.3Cy.26½",42$\frac{13}{16}$"&75"-48" 200lb (*s*) 490NHP 3SB,*9cf*,GS163,HS6499 FL MitsubishiZosenKaisha,Ld	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
35085 27457	— 1*Dk*	584 488 312					1920	Osaka YogyoK.K Shikizu	NaoyetsuSyosen K.K.	171·2 B40'F26'	26·2	15·1	Osaka Japanese	T.3Cy.11½",19"&32"-22" 47NH NishibeTekkosho,Osaka		
35086 ~~221009~~ ~~KDNS~~	**Yorba Linda** *ss*NYk.2ndNo.3-1,42 ~~*ss*N.Yk.No.3-3,22~~ ~~*ss*Bal.No.1-37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6900 6642 4250	✠100A1 1,42 ~~2,40~~ ~~BS2,40~~ ✠LMC~~4,37~~ 1,42 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,21 *F.P. above* 150° F.	~~Bal~~ NYk	*b*†	CL ~~2,40~~ 1,42	1921 1mo A&CP	Bethlehem S.B.Corp.Ld. Alameda,Cal	PetroleumShipping Co.Ld. *CellDBuE&B*62'197*t DTf*50'884*t*	435·0 453·3(O.L.) P106'B50'F42' FK *FPT*104*t APT*70*t*	56·0	33·6	Panama Pnamanian 14*BHpt Asp* (9 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.27",47"&~~78~~ 78$\frac{7}{16}$"-48" (*s*) 220lb 600NH 3SB,*9cf*,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6 s 6 ″ 8 27 ″ 1	
35087 40700 JGIJ	**Yorihime Maru** **TwinSc** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	526 — 351					1935	Sanoyasu DockCo. Osaka	HamaneKisenK.K.	155·0	28·5	13·8	Kobe Japanese	Oil Engines 2S.C.SA 4Cy.12⅝"-16¾" 112NH SanyoKosakuSho,Kobe		
35088 220826 KDKP	**York** (*ex*LakeGatun) Now "Norvana," see No. 37816 in Supplement *Ref.Mchy.* 3*Dks* Sub.Sig. D.F. *Fitted for oil fuel*	2677 — 1660					1920	Saginaw S.B.Co. Saginaw	Merchnts&Miners TransportationCo.	253·4 P25'B65'F26'	43·8	26·2	Baltimore Utd.States *WB*	T.3Cy 21",35"&59$\frac{1}{16}$"-42" 226NH BuckeyeEngineCoSalem,C		R
35089 218466 KICP	**Yorkmar** (*ex*WilliamPerkins, *ex*WestIslay) 2*Dks* *Fitted for oil fuel* D.F.	5612 5174 3498					1919	AmesS.B. &D.D.Co. Seattle,Wash	CalmarS.S.Corp.	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NH LlewellynIronWorks, LosAngeles,Cal.		R
35090 148531 GLFQ	**Yorkmoor** *ss*Gls.No.3-1,38 1*Dk*(*Stl*)	4457 4173 2768	✠100A1 4,42 ~~6,41~~ BS4,42 ✠LMC MS1,38 ~~BS10,40~~ 4,41	~~Lon~~ Shl	*x*	CL ~~12,38~~ 4,42	1925 1mo *Lloyd*'*s* A&CP	JReadhead &Sons,Ld. SouthShields	MoorLine,Ld. (RuncimanShippingCo.Ld. *Mgrs.*)	381·0 P34'B105'F43' FK *CellDB*336'1084*t*	52·4	26·5	London British 6*BHCem* *APT*148*t*	T.3Cy.26",43"&72"-48" (*r*) 180lb HS6690 470NHP 3SB(Spt),*9cf*,GS164 FD J.Readhead&Sons,Ld.SShl	28 ″ 10 s 5 ″ 5½ 23 ″ 7½	
35091 132060	**Yorkton** *Mchy.Aft* 1*Dk*	1772 1478 1136					1911	Sunderlnd S.B.Co.Ld. Sunderland	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	250·0	42·7	16·4	Toronto British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.CoLd.Sld.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
35092 227462 KLDY	**Yorktown** Ⓟ *Longitudinalframing*	1547 — 817					1928	NwprtNws S.B.&D.D.Co NewprtNews	~~ChesapeakeS.S.Co.~~ BaltimoreSteam PacketCo.	267·0	46·0	18·0	Baltimore Utd.States *WB*	T.4Cy.$23\frac{11}{32}$",39"&(2)47"–40" 279NHP NewportNewsSB&DD.Co.		R
35093 164829 GYXL	**Yorkwood** *ss*Sou.No.1-40 *CruiserStern* D.F. E.S.D. GyC. 1*Dk&Shelter dk* *Longitudinal framing at shelter deck* *Ref.Mchy.* *Tonnage opening closed '41(W.E.)*	5401 4515 3150	✠100A1 *withfreeboard* ~~6,41 11,40~~ 2,42 BS4,40 ✠LMC7,36 ✠Lloyd'sRMC9,39	~~Npt~~ ~~Sht~~ Bkn	*a*† 2	CL 5,39	1936 7mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	~~ConstantineShipping Co.Ld.~~ Joseph Constantine S.S. Line,Ld. *CellDB*372' 1249*t* *FPT*175*t* *APT*270*t*	438·9 455·1(O.L.) F38' FK	55·8	24·8	Middlsbro' British 7*BHCem* (*Coll to Sh dk* 6 „ *2nd* „)	T.3Cy.23½",38"&65"–42" & Exhaust Turbine driving Steam Compressor 443NHP 2SB(Spt)(FD)& 220lb (*s*) 1AuxSB,*9cf*,GS130,HS6022 N.E.MarineEngCoLd.Nwc	37 ″ 6 s11 ″ 2½ 26 ″ 0¾	
35094 129638 HRBM	**Yoro** *ss*N.Os.2ndNo.3-9,35 *ss*Gal.No.1-40 *Ref.Mchy.* 1*Dk*(*Stl*)2*trB&* *Shelterdk*(*Stl*-teak *s*)	1697 1489 1052	✠100A1 *Shelter dk* *withfreeboard* 8,41 ~~9,40~~ ✠LMC ~~BS12,39~~ MS3,40 ✠Lloyd'sRMC~~3,40~~ 11,41 for temp. 50° F. *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	~~Gal~~ NYk 2,42 BS1,41	*r*	OG 9,40	1911 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*) *CellDBa*41' *uE*20' *f*180' 342*t* *FPT*12*t* *APT*30*t*	309·3 len15 FK	39·2	16·6	Ceiba Honduran 4*BHCem*	T.3Cy.23",39"&66"–42" (*r*) 195lb ~~100lb~~ 347NHP 2SB,*8cf*,GS163,HS5736 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 11 s1 ″ 3½ 17 ″ 9	
35095 22933 JEXD	**Yōrō Maru No. 2** *ss*Kob.No.1-22 1*Dk&2nd dk inNo.1hold*	2218 1897 1295	... 7,24				1918 7mo	Fujinagata DockydCoLd Osaka	NipponYusenK.K.	272·0 P16'B60'F34' FK	40·0	24·1	Tokyo Japanese *WB*	T.3Cy.18½",30½"&51½"–36" 189NHP FujinagataDockyardCoLd	24 ″ 2	
35096 27682 WDDT	**Yosemite** D.F. *Mchy.Aft* 1*Dk2trB*	3554 — 2719					1901	Detroit S.B.Co. Wyandotte	FontanaS.S.Co. (Cleveland-Cliffs IronCo.*Mgrs.*)	356·0	50·0	28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.18⅛",29⅛"&48"–40" 146NHP DetroitS.B.Co.Detroit		R
35097 22318 JIHD	**Yosida Maru No. 1** (*ex*YoshidaMaru No.1-38) *ss*Kob.No.3-10,29 *ss*Kob.No.2-38 2*Dks*(*Stl*)	5425 4975 3386	✠100A1 7,41 ~~1,41~~ ✠LMC1,41	~~Osa~~ Inn	*z*	CL 11,38	1919 1mo	Asano S.B.Co.Ld. Tsurumi A&CP	YamashitaKisen K.K *CellDB*342'844*t* *APT*28*t*	400·0 P33'B124'F41'	53·2	29·4	Kobe Japanese 6*BHCem*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB,*9cf*,GS174,HS7376 FD KobeSteelWorks,Kobe	32 ″ 0 s6 ″ 7 25 ″ 9	
35098 22313 JCYD	**Yosida Maru No. 3** (*ex*YoshidaMaru No.3-38) *ss*Osa.No.3-1,30 *ss*Kob.No.1-34 2*Dks*(*Stl*)	4646 3927 3348	✠ 5,39 ✠	Kob	*x*		1918 12mo	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K. *CellDB*291'919*t* *FPT*114*t* *APT*46*t*	360·0 P21'B91'F33' FK	51·0	28·4	Kobe Japanese 6*BHCem*	T.3Cy.24¼",$40\frac{11}{16}$"&67"–48" 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 6	C †
35099 28457 JODD	**Yosino Maru** Ⓟ TwinSc (*ex*YoshinoMaru-38,*ex*Kleist) 4*Dks*	8990 — 5512					1906	F.Schichau Danzig	NipponYusenK.K.	463·5 P88'B196'F91'	57·5	38·9	Kobe Japanese *WB*	Q.8Cy.24⅖",36⅕",$55\frac{9}{16}$"&75⅘" -53" 820NHP F.Schichau,Danzig	39 ″ 0	C
35100 38844 JLUJ	**Yositomo Maru No. 16** *OilEng.* 1*Dk*	323 — 225					1935	Matsuura Zosensho Hiroshima	TateishiYoshio	120·1	23·1	12·6	Higashino Japanese	Oil Engines		
35101 13880 JPFE	**Yosiura Maru** 1*Dk*	541 — 307					1910	Kawasaki S.B.Yard Kobe	UsuiShoten SenpakubuGomei Kaisha	169·0	26·5	16·5	Tokyo Japanese	T.3Cy.12¾",20"&33"–23" 52NHP		
35102 32325 JIVB	**Yosyu Maru** (*ex*YoshuMaru-38, *ex*NielsNielsen) 2*Dks* *Fitted for oil fuel*	5711 5169 4360	✠ ... 11,21 ✠				1916 11mo	Skinner& EddyCorp. Seattle,Wash	UwazimaUnyu K.K.(Yamashita KisenK.K.*Mgrs.*)	411·6 P44'B115'F47' FK	54·2	27·1	Kobe Japanese *WB*	DR Geared Steam Turbine 476NHP Gen.Electric,SchnctdyNY	29 ″ 9	C †
35103 15838 JPPE	— (*ex*FukuriMaru) 1*Dk*	499 464 284					1913	I.Aizawa Osaka	UtiyamaZensaku	113·0	21·0	10·0	Kobe Japanese	T.3Cy.11",18"&30"–22" 42NHP T.Hirao		
35104 40620 JZEH	**Yosyun Maru** *OilEng.* *Mchy.Aft* 1*Dk*	496 — 267					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	165·1 P40'F18'	27·5	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$"–20⅞" 117NHP HanshinTekkoshoKobe		
35105 220605 WPBH	**Youngstown** (*ex*H.H.Porter) *Mchy.Aft* Sub.Sig. D.F. GyC. 1*Dk*	8262 — 6436					1920	American S.B.Co. Lorain,O	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	580·0	60·2	27·8 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
35106 23162 JKFC	**Yozan Maru** (*ex*UwajimaMaruNo.16-36) 1*Dk*	1227 1028 681					1918	Teikoku Kisen Oh	YamamotoKisen K.K.	228·0	33·0	18·7	Kobe Japanese *WB*	T.3Cy.15½",26"&42½"–32" 101NHP KobeSeikosho,Kobe		
35107 LFHJ	**Yrjar** Ⓟ 2*Dks*	340 307 184					1925	Trndhjms Mek.Værks. Trondheim	FosensAktie- Dampskslsk.	130·3 H33*t*	22·1	16·1	Trondheim Norwegian *WB*	T.3Cy.12½",20"&33"–21" 50NHP TrondhjemsMV.Trondhm		N
35108 OHYV	**Yrsa** (*ex*Blairadam-36,*ex*Ubier) *ss*Skm.2ndNo.3-4,39 D.F. 1*Dk*(*ptIrn ptStl*) *Cargo battens not fitted*	2803 — 1656	✠100A1 8,41 ~~7,40~~ BS3,40 ✠LMC4,39 No later survey reported	~~Got~~ Lkr	*u*	CL ~~8,30~~ 8,41	1914 4mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	RederiA/B"Yrsa" (E.Nylund,*Mgr.*) *CellDBa*98' *uE&B*41' *f*141'817*t* *APT*146*t*	330·7 321·3 P25'B98'F34' FK	46·4 46·5	20·8	Mariehmn Finnish 5*BHCem*	T.3Cy.23",36½"&62"–42" (*s*) 180lbNDB27 288NHP 2SB,*6cf*,GS119,HS4691 Cen.Mar.Eng.Wrks.WHpl	23 ″ 5 s3 ″ 7¾ 20 ″ 0	
35108A OUNM	— 1*Dk*	455 322 264					1889	Helsingörs Skibsbyggeri Elsinore	DetForenede DampskibsSelsk.	173·2 Q57'B22*t*F13*t*	24·1	9·1	Aarhus Danish	C.2Cy.19"&35"–21" 47NHP HelsingörsMskinbyggeri		V
35109 PITU	**Yselhaven** *ss*Ant.No.3-7,33 D.F. *ss*Ant.No 1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4802* *4631* *2987*	✠100A1 *Shelter dk* *withfreeboard* 11,40 ✠LMC MS7,37 BS9,40	Ant	*x*	CL 10,38	1921 1mo	W.Dobson &Co. Newcastle *Lloyd'sA&CP*	N.V.Gebr.Van Uden'sScheepv.en AgentuurMaats. *CellDB*313'960*t* *FPT*100*t* *APT*87*t*	360·0 371·7(O.L.) FK	52·0	31·5	Rottrdam Dutch *Cem* *CollisionBHtoShdk* 5 „ „ *U* „	T.3Cy.25",41"&69"–48" (*s*) 180lb 401NHP 3SB,*9cf*,GS174,HS6678 N.E.MarineEng.CoLdNwc	34 ″ 0 s8 ″ 11¾ 25 ″ 3	
35110 OOJC	**Yser** (*ex*Minerva) 1*Dk*	*1165* *948* *677*					1903	J.C.Tecklenborg A.G. Weser- münde-G.	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	230·0 Q82'B56'F26'	36·2	15·2	Antwerp Belgian *WB*	T.3Cy.17",28"&45"–33" 116NHP J.C.TecklenborgA.G.Wsm		V
35111 PIUL	**Yssel** *OilEng.* D.F. 1*Dk* *CruiserStern*	2262 1956 1314	✠100A1 1,40 ✠LMC5,37 (SEE FOOTNOTE *)	Sch	*s*	CL 4,38	1937 5mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd'sA&CP*	N.V."Houtvaart" (Vinke&Co.*Mgrs.*) *Intermediate BHin forward hold dispensed with* *CellDB*248'579*t* *FPT*36*t* *APT*115*t*	294·1 306·2(O.L.) P25'B58'F25' FK	43·8	18·2	Rottrdam Dutch 4*BHptCem*	Oil Engines 4S.C.SA 6Cy.21¼"–$35\frac{7}{16}$" 474NHP Gbr.Stork&CoNVHengelo	21 ″ 7 s3 ″ 2¼ 18 ″ 5½	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
35112 XNBE	**Yu Chi** (*ex*Rollon,*ex*GangerRolf) 2*Dks*	1280 1209 774					1901	Nylands Værksted Oslo	YuTaHong	219·5 H52*t*	32·9	21·6 *WB*	New-chwang Chinese	T.3Cy.16",26"&43"-30" 101NHP NylandsVærksted,Oslo		
35113	**Yu Ping** (*ex*Koromiko-36) *Turret deck* 1*Dk*	*2479* *2024* *1541*					1907	W Doxford &Sons,Ld. Sunderland	YuChung SteamshipCo.	312·3 P21'F26'	43·6	19·5 *WB*	Shanghai Chinese	T.3Cy.22",37"&61"-42" 241NHP W.Doxford&Sons,Ld.Sld.		
35114 161573 VRBV	**Yu Sang** Ⓟ (*ex*HaiYuan-38) *ss*H.Kg.No.1-38 E.S.D. 2*Dks* D.F.	3357 2714 1985	✠100A1 *with freeboard* 10,41~~10,40~~ BS10,41 ~~BS9,40~~ ✠LMC9,38	HKg	*u* $1\frac{11}{16}$	CL ~~N10,40~~ 10,41	1934 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle *'sA&CP*	Indo-ChinaS.Nav. Co.Ld. *CellDB*275'575*tD*	328·7 343·0(O.L.) P35'B126'F44' FK *Ta*23' 435*t FPT*42*t*	47·2	23·2	Hong Kong British 6*BHptCem* *APT*43*t*	T.3Cy.22",36"&60"-42" (*s*) 200lb *100lb* FD 383NHP 2SB(Spt)6*cf*,GS138,HS5927 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 ″ 0 s7 ″ 8 17 ″ 6¾	
35115 XNCV	**Yu Tung** (*ex*Eiger) 1*Dk*&*Spar dk*	1505 1309 912					1904	Nylands Værksted Oslo	YuTaHong	231·5 H80*t*	35·2	14·7 20·4 *WB*	Shanghai Chinese	T.3Cy.18",29"&48"-33" 132NHP NylandsVærksted,Oslo		
35116 25602 JYED	**Yubae Maru** *ss*Osa.No.3-9,31 *ss*Kob.No.2-40 2*Dks*(*Stl*)	3217 2676 1986	✠100A1 11,40 ✠LMC11,40	Kob	*u*	CL N11,40	1919 5mo	Ishikawa- jimaS.B.Co. Tokyo A&CP	Kuribayasi SyosenK.K.	305·0 P25'B92'F30' FK *CellDB*262'587*tFPT*	43·9	27·3	Tokyo Japanese 5*BHCem* 58*tAPT*56*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 279NHP 2SB,6*cf*,GS93,HS3640 FD IshikawajimaSBCoTokyo	27 ″ 4 s4 ″ 4½ 23 ″ 2	
35117 35338 JFKC	**Yubari Maru** 2*Dks*	4109 3419 2489					1930	MitsuiBus- sanKaishaLd. TamaDkyd.	HokkaidoTanko KisenK.K.	351·5	49·0	27·7 *WB*	Tokyo Japanese	T.3Cy.22",37"&61"-42" 241NHP MitsuiBussanKaishaLd.		C
35118 19584 JJSC	**Yubari Maru No. 3** (*ex*SyotenMaru-40,*ex*ShotenMaru-38, *ex*MisakiMaruNo.3) 1*Dk*	1152 988 799					1918	Hakodate DockCo. Hakodate	KamitiK.K.	215·0	31·5	18·5 *WB*	Kobe Japanese	T.3Cy.14½",24½"&40"-80" Hakodate 88NHP DockCo.Hakodate		
35119 203791 WQBI	**Yucatan** Ⓟ TwinSc (*ex*Havana-35, 4*Dks* *ex*Comfort,*ex*Havana) *Fitted for oil fuel* D.F. E.S.D. *Ref.Mchy.*	6678 — 4075					1907	W Cramp& SonsS&EBCo Philadelphia	AtlanticGulf& WestIndiesS.S. Lines(NewYork andCubaMailS.S. Co.*Mgrs.*)	413·0	50·2	30·0 *WB*	NewYork Utd. States	T.6Cy.29¼",49¾"&86¼"-48" 1030NHP W.Cramp&SonsS.&E.B.Co		R
	Now "Agwileon," see No. 35550 in Supplement															
35120 8893 JALE	**Yuen Kiang Maru** Ⓟ TwinScSp 1*Dk*	875 418 495					1903	OsakaIron Works Osaka	TyukaMinkoku RinsenKohun YugenKosi	202·6	37·4	6·5	Tokyo Japanese	T.6Cy.10",16"&28"-15" 61NHP OsakaIronWorks,Osaka		
35121 152444 VPGL	**Yuen Sang** Ⓟ *ss*H.Kg.No.3-4,36 *ss*H.Kg.No1-40 2*Dks*(*Stl-U* teaks)	3229 2351 1983	✠100A1 7,41~~7,40~~ BS7,41 ✠LMC7,40	HKg	*u*	CL 7,40	1923 12mo *Lloyd*	HongKong &Whampoa DockCo.Ld HongKong *'sA&CP*	Indo-ChinaSteam Nav.Co.Ld.	310·0 324·5(O.L.) P&B201'F40' FK *CellDB*265'443*t FPT*	46·1	22·7	HongKong British 5*BHCem* 46*tAPT*54*t*	T.3Cy.23",38"&63"-45" (*s*) 190lb *100lb* 414NHP 2SB,6*cf*,GS132,HS6364 FD HongKong&Whampoa DockCo.Ld.HongKong	25 ″ 0 s2 ″ 6½ 22 ″ 9¾	
35122	**Yuet Shang** WoodTwinSc *OilEng.* 2*Dks.*	704 621 394					1919	Kwong TuckCheong HongKong	ChungKwokPoLee S.S.Co.Ld.	175·0 B48'F22'	28·0	18·0	Canton Chinese	Oil Engines 4S.C.SA 8Cy.12"-16" 112NHP KwongTuckCheong,H.Kg		
35123	**Yukagir** *OilEng.* D.F. E.S.D. 2*Dks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at decks* *Strengthened for navigation in ice* *Carrying Petroleum in bulk*	1631 1324 712	✠ ... 10,37 ✠	Yka			1937 10mo	Mitsubishi JukogyoK.K Yokohama	U.S.S.R. *CellDBuE*28'49*tD*	237·2 246·1(O.L.) P69'F24' FK *Tf*28' 34*t FPT*28*t*	36·1	21·1	Vladvostk Russian 11*BHptCem* *APT*41*t*	Oil Engines 4S.C.SA 6Cy.17$\frac{11}{16}$"-23⅝" & hydraulic coupling SR geared to 1 screw shaft 184NHP MitsubishiJukogyoKK Yka	20 ″ 4	
35124 JNZG	**Yuki Maru** (*ex*Waitemata-33) *ss*Drn.No.3-8,33 *ss*Kob.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5704 5428 3507	✠ ... 1,38 ✠	Kob	*y*		1919 5mo	Nthmblnd S.B.Co.Ld. Newcastle	DairenKisenK.K. *CellDB*351'128	400·0 *FonShelter dk*39' FK *Collisio* 4*tFPT*60*t APT*90*t*	53·0	32·8	Dairen Japanese *ptCem* *nBHtoShdk* 6 ,, ,, *U* ,,	T.3Cy.27",45"&75"-54" 619NHP 3SB,12*cf*,GS220,HS9525 N.E.MarineEng.CoLdNwc	35 ″ 5	
35125 18829 JDCD	— Ⓟ *ss*Kob.No.3-5,27 *ss*Kob.No.1-31 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3168 2738 1979	✠ ... 8,35 ✠	Kob	*t*		1916 2mo	OsakaIron Works,Ld. Innoshima	TatuumaKisen K.K. *Cell DB*255'519*t*	305·0 P19'B82'F32' FK *FPT*76*tAPT*65*t*	43·7	27·2	Nishino-miya Japanese 5*BHCem*	T.3Cy.22",37"&61"-42" 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWrks.Ld.Osaka	27 ″ 3	
35126 92936 WCCZ	**Yukon** Ⓟ (*ex*Colon, TwinSc *ex*Mexico) 3*Dks*&*Awng dk* D.F. *Fitted for oil fuel*	5747 — 3434					1899	WCramp& SonsS&EBCo Philadelphia	AlaskaS.S.Co.Inc.	360·0	50·0	32·2 *WB*	NewYork Utd.States	T.6Cy.25",41½"&68"-42" 599NHP W.Cramp&SonsS.&E.B.Co.		R
35127 22534 JQVE	**Yumihari Maru No. 2** (*ex*NichiyeiMaru-36,*ex*BanyeiMaru No.8-34) 1*Dk*	1186 1007 803					1918	NittaCo. Osaka	UyechiK.K.	220·0	33·5	18·5 *WB*	Kobe Japanese	T.3Cy.15½",25⅝"&42½"-32" 101NHP YoshidaTekkosho,Osaka		
35128 28679 JBSE	**Yun Yang Maru** Ⓟ TwinSc 1*Dk*	1038 438 596					1922	KiangNan DockCo. Shanghai	ToaKaiunK.K.	197·0 B92'F86'	31·0	10·0	Tokyo Japanese	T.6Cy.15",22"&34"-18" 98NHP KiangNanDkCo.Shanghai		
35129	**Yung An** TwinSc *OilEng* 2*Dks*	1422 — 985					1930	Kiousin SB&EngWks Shanghai	TaChenNav.Co.Ld.	218·8 B64'F22'	33·5	10·5 *WB*	Shanghai Chinese	Oil Engines 4S.C.SA 14Cy.11"-16$\frac{9}{16}$" 164NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		C
35130	**Yung Chi** (*ex*Biodd-34, *ex*CapD'Alprecht,*ex*Cambrier, 1*Dk* *ex*Lakewood) *ss*Rot.No.3-4,24	1936 — 1108	✠ ... 7,28 ✠				1917 11mo	Detroit S.B.Co. Wyandotte	TaChenNav.Co.Ld.	251·0 P25'B64'F23' FK	43·7	17·7 *WB*	Shanghai Chinese	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
35131	**Yung Heng** (*ex*Freikoll-34,*ex*Bjorn) 1*Dk*	1195 — 706					1900	Bergens Mek.Værks. Bergen	YungHengS.S.Co. (KooChungSui, *Mgr.*)	230·9 Q126*t*B52*t*H17*t* F30*t*	34·3	13·6 *WB*	Shanghai Chinese	T.3Cy.16",25"&42"-30" 97NHP BergensMekVærksBergen		
35132	**Yung-Kia** (*ex*Tachong-35, TwinSc *ex*SiangKiangMaru-33) Sp 1*Dk*	883 — 506					1903	OsakaIron Works Osaka	NingShinS.S.Co. Ld.	202·6	37·4	6·5	Shanghai Chinese	T.6Cy.10$\frac{3}{16}$",16"&28"-15" 61NHP OsakaIronWorks,Osaka		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
35133	**Yung Lee** (*ex*KiodoMaruNo.14, *ex*KiodoMaruNo.10) 2*Dks*	632 538 421					1906	S.Ono Osaka	Ching-KeeS.N.Co. Ld.	170·7	23·7	18·0	Chefoo Chinese *WB*	T.3Cy.13½",21⅜"&34"–24" 57NHP S.Ono,Osaka		
35134	**Yung Shun** (*ex*Nuestra Señora de Alba–34, *ex*Liscum,*ex*Kongsee) Iron *ss*Sng.No.1–83 2*Dks*	1343 — 667	✠ 7,83 ✠				1878 10mo	C.Mitchell &Co. Newcastle	YungShunS.S.Co. (T.A.Chow,*Mgr.*)	248·0 P30'B61'F34' *DBa*62'&*uE*&*B*46'	31·2	17·9	New-chwang Chinese	C.2Cy.33"&66"–42" 200NHP R.&W.Hawthorn,Nwc.		
35135	**Yung Wei** (*ex*Tsuruga Maru–33,*ex*Luzon) Iron 3*Dks*	972 — 594					1864	Blackwood &Gordon Pt.Glasgow	HsinTungHong	219·2	28·2	15·0	Weihaiwei Chinese	C.2Cy.27"&50⅝"–26" 109NHP Blackwood&Gordon,PGls.		
35136 XNFT	**Yung Yuan** (*ex*SoshuMaru–31, *ex*Tai-Fu) 1*Dk*&*Spar dk*2*trB*	1731 — 1063					1897	Akt.Ges. "Neptun" Rostock	YungYuanS.S.Co.	259·0 B74'F37'	34·9	21·2	Chefoo Chinese *WB*	T.3Cy.21",35⅝"&55$\frac{3}{16}$"–36" 183NHP A.G."Neptun,"Rostock		
35137	**Yunghsing** (*ex*NagataMaruNo.27)	832 — 502					1915	.... Japan	ShawHsingS.S. Co.Ld.	185·0	31·0	17·7	New-chwang Chinese			
35138 163517 GWXP	**Yunnan** Ⓟ *OilEng.* 2*Dks*	2812 2336 1634					1934	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	299·9 P36'B79'F40'	44·2	21·7	London British *WB*	Oil Engines 2S.C.SA 5Cy.22"–36" 425NHP Scotts'S.B.&E.Co.Ld.Grk.		
35139 25489 JAFD	**Yuri Maru** *ss*Nag.No.3–11,31 *ss*Kob.No.1–36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6787 6507 5085	✠100A1 *Shelter dk withfreeboard* 7,40 ✠LMC7,40 SURVEYS DELAYED	Smk	*a*†	CL 7,40	1919 8mo	Harima Dkyd.Co. O.Harima A&CP	KokusaiKisen K.K.	425·0 FK *CollisionBHto Shelter dk* *CellDB*371'1224*t FPT*148*t APT*220*t*	53·6	37·5	Kobe Japanese *Cem* 6*BH to U dk*	T.3Cy.27",45"&75"–51" (*s*) 200lb 557NHP 3SB,9*cf*,GS192,HS7884 FD KobeSteelWorks,Kobe	37″6 9″1¾ 28″7	
35140 44383 JDKM	**Yūsei Maru** *OilEng.*	600 526 370					1937	Kanasashi Zosensho K.K. Simizu	CityofTokyo	159·3	30·2	16·1	Tokyo Japanese	Oil Engines		
35141 UNAL	**Yushar** Ⓟ (*ex*Kolguyev) 1*Dk*(*Stl*)&*Awng dk* *Ref.Mchy.* Sub.Sig.	1262 1129 722	✠ 6,20 ✠	Nwc	*o*		1915 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	U.S.S.R.	240·2 FK *CellDBa*&*uE*77'*uB*19'*f*100'256*t APT*20*t*	35·0	18·0	Archangel Russian 4*BHCem*	T.3Cy.16½",27"&44"–30" 179NHP 2SB,6*cf*,GS114,HS3640 Swan,Hunter&Wigham Richardson,Ld.Nwc.	20″0	
35142 44589 JLBM	**Yuzan Maru** (*ex*MarneMaru–38, *ex*Marne–37) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Fitted for oil fuel* *Longitudinal framing*	6039 — 3663	✠ 7,19 ✠	NYk	*z*		1919 1mo	FederalS.B Co. Kearny,N.J.	KokuKisenK.K.	395·5 P45'B110'F38' *on Shelter dk* FK *CellDB*331'1512*tFPT*187*tAPT*175*t*	55·0	31·4	Kobe Japanese *Cem* 7*BHtoSh dk*	DRGearedSteam Turbine 619NHP 3SB,9*cf*,HS8934 GeneralElectricCo. Schenectady,N.Y.	34″11	C †
35143 173 [illegible]	**Z.R.3.** (*ex*Muriel) WoodTwinSc *OilEng.* *Mchy.Aft* 2*Dks* *Salted*	2254 1883 1749	✠ 8,24 ✠	Sea	*s*		1920 6mo	J.H.Price Constr.Co. Seattle,Wash	~~K.J.Emard~~ Anglo-Canadian ShippingCo.Ld.	245·8 P57'F37'	46·7	23·9	Vancouver, B.C. British	Oil Engines 2S.C.SA 12Cy.16$\frac{3}{16}$"–18⅞" 579NHP SkandiaPacific OilEng.Co.OaklandCal.	26″10	
35144 146164 GLSG	**Zaafaran** Ⓟ (*ex*Philomel–34) *ss*Alx.No.3–6,34 *ss*Alx.No.1–38 1*Dk*(*Stl*)&*Shelter dk* (*Stl–ws*)2*nd dk inNo.*1*hold*	1559 1103 852	✠100A1 *Shelter dk withfreeboard* 3,42 ~~7,41~~ BS11,41 ~~BS9,40~~ ✠LMC7,39 *Fitted for oil fuel* 4,24 *F.P. above* 150° F.	~~Grk~~ Gls	*r*	CL 4,40	1921 11mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	Ministry of War Transport(General Steam Nav.Co.Ld. *Mgrs.*)	270·4 B73'*onShelter dk* FK ~~*CellDB*236'357*t FPT*16*t APT*18*t*~~ *CellDBa*75'*uE*&*B*36'*f*90'283*tMT*254*tFPT*16*tAPT*18*t*	39·2	14·9	London British *Cem* 3 *BH to S dk* 2 ,, ,, *U* ,,	T.3Cy.23",37½"&60"–39" (*s*) 180lb 292NHP 2SB,8*cf*,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17″0 s ″2 16″11½	
35145 PIVH	**Zaan** *ss*Rot.No.3–4,34 *ss*Rot.No.1–39 1*Dk*(*Stl*)	1299 1106 726	✠100A1 10,41 ~~10,40~~ BS10,41 ✠LMC MS2,39 ~~BS10,40~~	~~Nwc~~ Sld	*o*	OG ~~7,38~~ 10,41	1921 4mo	NVSchpsw Baanhoek Sliedrecht Lloyd's A&CP	N.V.Houtvaart (Vinke&Co., *Mgrs.*)	237·4 P23'B64'F24' FK *CellDB*195'324*t FPT*30*t APT*52*t*	36·7	15·9	Rottrdam Dutch 4*BHCem*	T.3Cy.17¾",29"&47"–36" (*s*) 180lb 209NHP 2SB,4*cf*,GS66,HS3350 FD Penn&Bauduin,Dordrecht	18″0 s 2″0½ 16″1	
35146 PIVK	**Zaandam** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern* *Butts of part shell plating electrically welded*	10909 8289 6365	✠100A1 ~~6,41~~ 12,40 10,41 ✠LMC1,39 ✠Lloyd'sRMC~~12,39~~ 3,41 *Carrying Vegetable oil in deep tanks aft*	Sba	*f*†	CL ~~3,40~~ 6,41	1939 1mo	N.V. Wilton-Fijenoord Schiedam Lloyd's A&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	480·7 501·6(O.L.) P35'B214'F46' FK *CellDB*362'1384*t Tanks at centre &sides of tunnels* 497*t DTs a*50'1334*tFPT*54*t*	64·4	36·2	Rottrdam Dutch 8*BH*	Oil Engines 2S.C.DA 12Cy.28⅜"–47¼" 3359NHP 2DB*100lb* N.V.Wilton-Fijenoord, Schiedam *APT*262*t*	40″0 s 9″6½ 30″7	
35147 PIVS	**Zaanland** *ss*Ams.No.3–7,33 *ss*Ham.No.1–37 *Ref.Mchy.* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	6813 6294 4141	✠100A1 *Shelter dk withfreeboard* 12,41 ~~1,41~~ BS1,40 ✠LMC3,37 ✠Lloyd'sRMC~~2,40~~ ~~2,41~~ ~~12,41~~ 6,42 *Fitted for oil fuel* 6,21 *F.P. above* 150° F	~~Lon~~ Syd	*c*†	CL ~~2,38~~ 12,41	1921 6mo	Barclay Curle&Co.Ld Glasgow Lloyd's A&CP	N.V.totVoortzetting van den Koninklijken Hollandschen Lloyd	460·4 477·3(O.L.) FK *Collision* *CellDB*405'1559*t FPT*79*tAPT*38*t*	60·2	27·9	Amstrdam Dutch *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb 1039NHP 5SB(Spt),15*cf*,GS311, HS13105 FD BarclayCurle&Co.Ld.	30″6 s 4″5½ 26″2¾	
35148 PIVY	**Zaanstroom** *Ref.Mchy.* 1*Dk*2*trB*	1519 1189 912					1920	N.V.Haarlemsche Schpsb Maats Haarlem	N.V.Hollandsche Stoomb.Maats.	265·1 Q98'B78'F28'	37·9	16·2	Amstrdam Dutch *WB*	T.3Cy.21",33"&57"–39" 203NHP Maats.Fyenoord,Rot.		VL
35149	**Zaboishtchik** (*ex*Komsomol, *ex*Hogland,*ex*Adonis, *ex*EinarSimers) 2*Dks*	596 572 385					1895	Akers Mek.Værks Oslo	U.S.S.R.	160·3 H5*t*	26·3	17·5	Loningrad Russian *WB*	T.3Cy.12",20"&32"–27" 53NHP AkersMek.Værks.Oslo		
35150 212583 KDCI	**Zacapa** 2*Dks*&2*pt dks* *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig.	4488 — 2476					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	378·9 B160'F45'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark&Co.Ld.Bel		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
35151	**Zagloba** (*ex*RoburVIII-40) E.S.D. *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern* ~~*Strengthened for Navigation in Ice*~~	2864 2169 1611	✠100A1 1,42 ~~4,41~~ ✠LMC6,38	~~Mch~~ NYk	*t*	CL ~~3,39~~ 12,41	1938 5mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'*sA&CP*	A.Falter(Wm. Cory&Son,Ld. *Mgrs.*)	313·7|44·5|19·7 323·3(O.L.) Q186'F34' FK *CellDB*259'701*tMT*11'278*tFPT*	Gdynia Polish 5*BHptCem* 157*tAPT*64*t*	T.3Cy.18½",29"&52"-39"(*s*) 220lb 244NHP 2SB(Spt),6*cf*,GS62,HS3396 FD N.E.MarineEng.CoLd.Sld.	26 " 8 s 7 " 2½ 19 " 8¼	
 YTOS	**Zagreb** Ⓟ (*ex*Gödöllö) *ss*Ssk.3rdNo.3-6,36 2*Dks*(*StlMpt* teak s) *&Shade dk*(*Teak*)	840 480 440	✠100A1 *withfreeboard* 6,40 BS3,40 ✠LMC6,35 NO LATER SURVEY REPORTED	Spt	*m*	CL 3,39	1902 2mo	Wigham- Richrdsn&Co LdNewcastle Lloyd'*sA&CP*	Jadranska PlovidbaD.D.	225·0|29·1|12·6 233·6(O.L.) BK7" *CellDBa*42'*uE*24'	Susak Yugoslav 5*BHCem* *f* 66'95*t*	Q.4Cy.17",24",36"&52"-36" 200lb (*r*) 203NHP 2SB,6*cf*,GS116,HS3338 WghmRchrdsn&C.LdNwc	15 " 1 s 2 " 1½ 13 " 6¾	
35153 149944 MKQN	**Zahra** *ss*Ist.No.2-36 1*Dk*(*Stl*)2*trBinNos.*1&2*tanks* *Mchy.Aft* *CruiserStern*	821 577 312	✠100A1 8,41 ~~11,39~~ Examined 4,41 ✠LMC 4,41 ~~MS4,36~~ ~~BS3,40~~4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,27 *F.P. above* 150° F.	~~Pir~~ ~~Alx~~	*k*	CL 11,39	1927 11mo	Harland& Wolff,Ld. Glasgow Lloyd'*sA&CP*	Socony-Vacuum Transportation Co.Ld.	180·2|33·9|13·2 Q83'F27' FK *Trunk*70' *CellDBuE&B*35'56*tFPT*	London British 10*BHptCem* 46*tAPT*17*t*	T.3Cy.16",26"&42"-27" (*s*) 180lb 159NHP 2SB,4*cf*,HS2608 FD D&WHnderson&CoLdGls	14 " 0 s " 11 13 " 3	
35154 142 SVDM	**Zakynthos** Ⓟ (*ex*Eperoki-33, *ex*Insulaire, *ss*Msl.No.3-4,05 *ex*Victoria) 1*Dk*(*Stl*-ws) 2*trB&Shade dk*	960 — 576	✠ 12,09	Msl	*m*		1892 6mo	Earle'sCo. Ld. Hull	HellenicCoast LinesCo.Ld.	230·6|26·5|14·8 BK7" *FPT*30*t*	Piræus Greek 4*BHCem* *APT*35*t*	T.3Cy.23½",35"&57"-33" 215NHP Earle'sCo.Ld.Hull	15 " 6	
35155 146134 GLFW	**Zamalek** Ⓟ (*ex*Halcyon-34) *ss*Alx.No.3-5,34 *ss*Alx.No.1-39 D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-ws)2*nd dk in No.*1 *hold*	1567 1105 919	✠100A1 *Shelter dk* *withfreeboard* 2,42 ~~5,41~~ ✠LMC MS7,38 ~~BS2,41~~2,42 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Gls	*r*	CL 4,39	1921 10mo	AilsaS.B. Co.Ld. Troon Lloyd'*sA&CP*	Ministry of War Transport(General Stm.Nav.Co.Ld. *Mgrs.*)	270·4|39·2|14·9 B73'*onShelter dk* FK ~~*CellDB*236'357*tFPT*16*tAPT*18*t*~~ *CellDBa*75'*uE&B*38'*f*90'287*tMT*2 0*tFPT*16*tAPT*18*t*	London British *Cem* 3*BHtoSh dk* 2 " " *U* "	T.3Cy.23",37½"&60"-39" (*s*) 180lb 292NHP 2SB,8*cf*,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17 " 0 s " 2 16 " 11½	
35156 150034 VRWC	**Zambezia** (*ex*Buzi-34, *ex*Zambezia) *ss*C.Tn.2ndNo.3-4,25 *ss*C.Tn.No.1-30 1*Dk*(*Stl*)&*Awng dk* (*ptStl*-teak s)	1282 977 879	✠ ... 10,33 ✠				1903 9mo	SirRaylton Dixon&CoLd Middlesbro'	ColonialSteam- shipsCo.Ld. (Rogers&Co. *Mgrs.*)	220·0|33·0|10·9 F30' 18·9 FK *CellDBa*61'*uE&B*31' *f*92'263*t*	PortLouis, Mauritius British 4*BHCem* *APT*14*t*	T.3Cy.17",27"&45"-33" 133NHP 1SB,3*cf*,GS62,HS2165 N.E.MarineEng.CoLd.Sld	21 " 1	
35157 DIAG	**Zander** (*ex*MaxWeidtman,*ex*ErnaII., *ex*Harriet) 1*Dk*	782 569 388					1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	ArgoReederei RichardAdler&Co.	191·0|30·4|12·4 Q52*t*H62*t*F31*t*	Bremen German *WB*	T3Cy.14¾"23⅝"&38 3/16"-27 9/16" DresdenerMchfbk. 77NHP UebigauA.G.Uebigau		G
35158 120 SWSS	**Zannis L. Cambanis** (*ex*Evros) *ss*Pir.No.3-10,32 *ss*Hul.No.1-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween dks*	5317 5052 3263	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~6,40~~ Examined 6,41 ~~BS10,35~~ ✠LMC10,35 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	~~Liv~~ ~~Cal~~ Cal BS6,41	*x*	CL 11,39	1920 6mo	Craig,Tay- lor&Co.Ld. Stockton Lloyd'*sA&CP*	TheHeirs of the lateL.Z.Cambanis	370·7|51·4|32·4 FK *Collision BH to Shelter dk* *CellDB*317'1141*tFPT*85*t*	Andros Greek *Cem* 5*BH to U dk* *APT*149*t*	T.3Cy.26",42"&70"-48" (*r*) 180lb 386NHP 3SB,9*cf*,GS190,HS6194 Blair&Co.Ld.Stockton	34 " 9 s 9 " 8 25 " 4¼	
35159 31672 JEZB	**Zaosan Maru** (*ex*Monaro) *ss*Kob.2ndNo.3-4,26 1*Dk&deep framing* *lower dk inNos.*1&3*holds*	2631 2247 1867	✠ ... 6,27 ✠				1906 3mo	W.Gray& Co.Ld. WHartlepool	SatoShotenK.K.	306·0|45·0|20·1 P29'B92'F31' FK	Tokyo Japanese *WB*	T.3Cy.22",35"&59"-39" 231NHP Cen.Mar.Eng.Wrks.WHpl	22 " 5	C †
35160 YVAL	**Zapara** *ss*N.Ns.No.3-12,38 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	*2036* *1580* *1138*	✠100A1 8,41 ~~10,39~~ BS8,41 ~~BS10,39~~ ✠LMC12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,26 *F.P. above* 150° F.	NYk	*s*	CL 10,39	1926 4mo	Palmers' Co.Ld. Newcastle Lloyd'*sCP*	MeneGrandeOil Co.C.A.	280·4|47·2|16·2 290·5(O.L.) P69'B22'F31' FK *CellDBuE&B*43'93*t FPT*176*t*	Maracaibo Venezuelan 10*BHptCem* *APT*63*t*	T.3Cy.19¼",30"&49"-36"(*s*) 180lb 192NHP 2SB,4*cf*,HS3452 MacColl&Pollock,Sld.	16 " 6 s 2 " 1¾ 14 " 6¾	
35161 53 ICOP	**Zara** Ⓟ TwinSc *OilEng* 2*Dks* *CruiserStern*	1976 1597 1074					1931	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	267·4|40·2|22·6 F34'	Bari Italian *WB*	Oil Engines 2S.C.SA 12Cy.17½"-29¼" 654NHP Soc An"Fiat"S.G.M.Turin		I
35162 218701 KICS	**Zarembo** 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	4957 4374 3073					1919	ToddD.D. &Const.Co Tacoma	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.*Mgrs.*)	380·1|53·1|27·0 P39'B102'F41'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
35163 157541 VPTQ	**Zarian** *ss*Npt.No.1-41 D.F. E.S.D. 1*Dk&Sh dk* *Platform dk in part No.*2 *hold* *Cruiser Stern* *Tonnage opening closed* '41(*W.E.*)	4871 4344 2776	✠100A1 *withfreeboard* 6,42 ~~6,41~~ ✠LMC6,41 *Fitted for oil fuel* 2,38 *F.P. above* 150° F.	~~Npt~~ Lon	*a*† 2 1/16	CL N5,41	1938 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'*sA&CP*	Elmina,Ld. (UnitedAfricaCo. Ld.*Mgrs.*)	422·5|56·7|23·6 438·3(O.L.) F44' FK *CellDB*296'1072*tMT*25'931*t Tanks in way of*(*tunnel* 363*t FPT*183*tAPT*139*t*	Freetown, Sierra Leone British 7*BHptAsp* *Coll to Sh dk* 6 " 2*nd* ")	T.3Cy.23",38"&65"-45" (*s*) 220lb Rht 456NHP 2SB,(Spt&FD)&1AuxSB, 8*cf*,GS142,HS7030 N.E.MarineEngCoLd.Nwc	37 " 3 s12 " 5¼ 25 " 0	
35164 CSBV	**Zé Manel** (*ex*JoséManuel, *ex*Argus,*ex*Minna) *ss*Ams.No.3-11,28 *ss*Lis.No.2-38 Sub.Sig. 1*Dk*(*Stl*)	926 701 536	100A1 9,41 ~~5,40~~ BS3,41 LMC2,38	Lis		5,40	1921	Schiffsw(v. J.&Sch.)A.G. Hamburg	Soc.Geral deCom- mercioIndustria e TransportesLtda.	209·9|31·9|13·2 Q64'B56'F26' FK *CellDB*182'348*tFPT*	Lisbon Portuguese 4*BHAsp* 34*tAPT*17*t*	T.3Cy.16 15/16",26 15/16"&43 5/16"- 33 7/16" 185lb (*s*) 148NHP 2SB(Spt),4*cf*,GS71,HS2698 Gall&Seitz,Hamburg	15 " 6 s 1 " 2 14 " 5¾	
35165 164363 MKPP	**Zealand** D.F. 1*Dk&Shelter dk* E.S.D. *CruiserStern*	1433 1131 727					1936	Barclay, Curle&Co.Ld Glasgow	CurrieLineLd.	262·2|40·2|15·9	Leith British *WB*	T.3Cy.15",25"&41"-33" 97NHP Barclay,Curle&Co.Ld.Gls.		C
35166 120764 VJLK	**Zealandia** Ⓟ TwinSc *ss*Syd.2ndNo.3-10,34 *ss*Syd.No.1-38 *Ref.Mchy.* 2*Dks*(*Stl*-ws)&*Shelter dk* (*Stl*-teak s)&*Web frames*	6683 5274 3435	✠100A1 *Shelter dk* *withfreeboard* ~~7,41~~ ~~1,41~~1,42 BS~~10,40~~ ✠LMC9,38 1,42	Syd	*a*†	CL ~~P4,38~~ ~~s11,38~~ P7,41 s1,42	1910 5mo	J.Brown& Co.Ld. Clydebank Lloyd'*sA&CP*	HuddartParker Ld.	410·3|54·7|31·1 23·4 B100'F90' BK9" *onShelter dk* *CellDBa*88'*uE&B*117'*f*144'899*tFPT*	Melbourne British 8*BHCem* 42*tAPT*49*t*	Q8Cy24½",35",49½"&70"-48" 215lb (*r*) 1157NHP 7SB,21*cf*,GS433, FD HS17775 J.Brown&Co.Ld.Clydebnk	34 " 0 s10 " 8½ 24 " 4¼	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
35167 116094 MFVF	**Zealous** (*ex*Wharfedale,*ex*Dot) *ss*Abn.2ndNo.3–2,29 *ss*Pet.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	324 259 **173**	✠100A1 ~~8,41~~ ~~8,40~~5,42 Examined 8,41 ✠LMC MS7,38 ~~BS5,40~~8,41	Abn Pet	*e*	CL ~~8,40~~ 5,42	1902 10mo	GooleS.B. &Repg.Co.Ld Goole *Lloyd*'*sA&CP*	J.G.Gill(William R.Aiken,Ld. *Mgrs.*)	136·0 142·1(O.L.) Q42'B10'F16' FK *Cell*	23·4	9·4	Aberdeen British 3*BHCem* *DBf*77'83*t*	T.3Cy.12",20"&33"–24" (*s*) 180lb 60RHP 1SB,2*pf*,GS34,HS1156 N.E.Marine Eng.Co.Ld.Sld	11 ″ 6 s ″ 11½ 10 ″ 8	
35168 PIWQ	**Zeeland** *ss*Rot.No.2–39 *Well deck* D.F. 1*Dk*(*Stl*) *Mchy.Aft*	2726 2032 **1557**	✠100A1 1,42 ~~4,41~~ BS~~4,41~~ 3,42 ✠LMC2,39	~~Sld~~ Bly	*s*	OG ~~2,40~~ 1,42	1930 6mo	N.V.Schpw v.J.Smit,Czn. Alblasserdam *Lloyd*'*sA&CP*	Scheepvaart en SteenkolenMaats. N.V. *CellDB*200'552	288·5 P73'Q100'F30' *Trunk between* P&F FK *t MT* 10' 266*t FPT*	45·2	19·1	Rottrdam Dutch 6*BHCem* 163*tAPT*38*t*	T3Cy.20⅞",32$\frac{5}{16}$"&55⅛"–39⅜" 190lb (*s*) 272NHP 2SB,6*cf*,GS143,HS4950 N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	21 ″ 0 s 6 ″ 5½ 19 ″ 8¼	
35169 PIWT	— *OilEng.* 1*Dk*	421 292 286					1930	J.Smit& Zoon Foxhol	N.V.Scheeps. Maats.Limburg (T.denHartigh, *Mgr.*)	148·8 Q47'F17'	25·6	9·3	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"–17¾" 47NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V L
35170 1694 ICOS	**Zeffiro** (*ex*RiverHudson,*ex*Vennonia, *ex*WarCarp) D.F. 2*Dks*	5165 4737 3093					1918	CaledonS. B.&E.Co.Ld. Dundee	"Corrado"Soc. Anon.diNav.	413·2 400·6 P49'B113'F39'	52·3	28·4	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 369NHP CaledonS.B.&E.Co.LdDun		I
35171	**Zelandia** (*ex*SailingVessel) *OilEng.* 1*Dk*	903 — 708					1913	Soc.Eser- cizioBacini RivaTrigoso	Cia.Argentina de Nav.Mihanovich, Ltda.	208·6	40·2	11·5	Bns.Aires Argentine *WB*	Oil Engines 2S.C.SA 4Cy.16½"–18$\frac{15}{16}$" NE*fitted*18 192NHP J.&C.G.Bolinders,Skm.		
35172 145457 GCLP	**Zelo** *ss*Nwc.No.3–7,35 *ss*Cff.No.1–40 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2294 2012 **1346**	✠100A1 4,42 ~~3,41~~ MS11,38 ✠LMC ~~MBS10,40~~ DBS6,41 *Fitted for oil fuel*10,21 *F.P.above* 150° F.	~~Shl~~ Nwc MBS9,41	*t*	CL ~~3,41~~ 4,42	1921 10mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	PeltonS.S.Co.Ld. *CellDB*228'601*tT* 22'73*t side Tan*	308·0 P25'B64'F29' FK *ank at sides of tunn* *ks in ER* 182*t FPT*	43·0	19·7	Newcastle British 5*BHCem* *el* 115*tAPT*65*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb *100lb* 300NHP 2SB,5*pf*,3*cf*,GS145,HS4670 Richardsons,Westgarth& Co.Ld.Sld.	22 ″ 0 s 3 ″ 4¼ 18 ″ 10	
35173 UOUZ	**Zemlyak** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk*	967 769 472					1928	Sevastopol MarineWks. Sevastopol	U.S.S.R.	229·6 P68'F33'	34·0	11·8	Rostov Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{9}{16}$"–19$\frac{11}{16}$" 214NHP StateEngWksKolominska		
35174 2064 ICOU	**Zena** Ⓟ (*ex*Alban–36) *ss*Liv.No.3–10,26 D.F. *ss*Liv.No.1–30 2*Dks*(*Stl*)	5219 4539 3229	✠ — 11,35 ✠	Liv	*y*		1914 7mo	CaledonS. B.&E.Co.Ld. Dundee *C*	UgoMusso *ellDBa*115'*uE*24' *f*160'809*tD*	392·9 375·2 P33'B119'F44 FK *Ta*22' 536*t FPT*80*t*	51·7	29·7	Genoa Italian 7*BHCem* *APT*22*t*	T.3Cy.25½",41"&68"–48" 466NHP 3SB,9*cf*,GS171,HS7041 CaledonS.B.&E.CoLd.Dun	32 ″ 3	I †
35175 129588 MDPR	— *ss*Gls.2ndNo.3–2,37 *Well deck* 1*Dk*(*Irn*)	1416 1071 875	✠100A1 3,42 ~~4,41~~ Examined ~~11,41~~ 3,42 ✠NB4,33 ✠LMC~~2,37~~ 3,42 ~~BS2,40~~ ~~4,41~~	~~Npt~~ Gls	*o*	CL ~~4,38~~ 3,42	1911 7mo	A.Vuijk& Zonen Capelle a/d *Lloyd*'*sA&CP* Ysel	ClydesdaleShip- ownersCo.Ld. (Glen&Co.Ld. *Mgrs.*)	240·8 Q75'B82'F29' FK *CellDBa*61'*f*104'	35·2	16·4	Glasgow British 4*BHCem* 274*tAPT*18*t*	T.3Cy.17",28½"&46"–36" (*s*) 180lb *95lb* 145NHP 1SB,3*cf*,GS63,HS2331 G.T.Grey,SouthShields	17 ″ 6 s 1 ″ 0¾ 16 ″ 6¾	
35176 161567	**Zenda** *ss*StJ.No.2–40 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	1416 1211 797	✠100A1 *withfreeboard* 2,41 BS2,41 ✠LMC3,40	StJ	*q*	CL 4,39	1932 5mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	Liverpool LoyalistShipping Co Ld. *CellDB*206'46	248·2 FK (6'*FPT*57*tAPT*39*t*	39·5	14·9	HalifaxNS British 4*BHptCem* *Coll to Shdk* 3 ,, 2nd,,)	T.3Cy.15½",25"&40"–33" 180lb (*s*) 128NHP 2SB,4*cf*,GS61,HS2358 Swan,Hunter&Wigham Richardson,Ld.Nwc.	16 ″ 10 s ″ 3¼ 16 ″ 8¾	
Now	"Liverpool Loyalist," *see No.* 37470 *in Supplement*															
35177 28129	**Zenith City** *Mchy.Aft* 1*Dk*2*trB*	3581 — 3429					1895	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	387·5 *WB*	48·3	23·3	Duluth, Minn. Utd.States	T.3Cy.19",38"&63"–40" 251NHP ClevelandSB.CoCleveland		
35178 2267 IVTE	**Zenobia Martini** (*ex*Lutine–39, *ex*Torcello–38, *ss*Liv.2ndNo.3–1,34 *ex*Stahlhof) 1*Dk*(*Stl*) *Well deck*	*1479* *1037* *875*	— 5,39	Liv			1911	Stettiner Oderwerke Stettin	"C.I.CO.MA."Cia. ItalianaComm. Marittima(Piero& MarioMartini) *Ce*	231·7 Q75'B101'F29' FK *llDB*190'321*t FPT*	36·4	14·7	Genoa Italian 4*BHAsp* 68*tAPT*49*t*	T.3Cy.16$\frac{9}{16}$",27½"&43$\frac{3}{16}$"– 31½" 105NHP 2SB,4*cf*,GS66,HS2453 StettinerOderwerke	17 ″ 7	I †
35179 43643 JKQL	**Zenyo Maru** *OilEng.* D.F. 2*Dks* *CruiserStern*	6442 — 4836					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	439·4 P36'B168'F39'	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NHP MitsubishiJukogyoK.K. Yokohama		C
35180 OFCX	**Zephyr**(*ex*Deva–38,*ex*Levensau) *ss*Bcl.2ndNo.3–12,33 *ss*Hfs.No.1–38 *Well deck* 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	2556 — 1515	✠100A1 6,41 ~~10,40~~ BS8,40 ✠LMC10,38 No later survey reported	~~Got~~ Skm	*s*	CL 10,40	1907 5mo	Eiderwerft Akt.Ges. Tönning *Lloyd*'*sA&CP* *Intermediate*	O/Y Suomi Ship- pingA/B(C.S. Bergström,*Mgr.*) *Bulkhead in fore* *CellDBa*96'*u*	302·8 P15'Q100'B116' F27' FK *hold dispensed with* *E*16'*f*116'566*tFPT*	42·6	17·5	Helsingfrs Finnish *Cem* 4*BHonly* 49*tAPT*27*t*	T3Cy.18¾",30$\frac{15}{16}$"&49⅝"–35⅝" 185lb (*s*) 182NHP 2SB,4*cf*,GS88,HS3120 EiderwerftA.G.Tönning	19 ″ 7 s 1 ″ 2¾ 18 ″ 6½	
35181 220856 KLES	— **TwinSc** (*ex*CharlieWatson–40) *OilEng.* *Mchy.Aft* D.F. 1*Dk* *Carrying Petroleum in bulk*	1769 — 1013					1920	Union Const.Co. Oakland,Cal.	R.T.C.No.Eleven Corp.,	250·0 P78'B30'F48'	37·0	21·0	Boston, Mass. Utd.States	Oil Engines 4S.C.SA 12Cy.16⅜"–29½" 229NHP SkandiaPacificOilEng.Co. SanFrancisco		R
35182 96 SVQW	**Zephyros** (*ex*CherryBranch, *ex*Dunedin) *ss*Gen.2ndNo.3–3,35 *ss*Pir.No.1–39 1*Dk*(*Stl*)&*Spardk*(*Stl*) &*deep framing*	*4796* *4546* *3051*	✠100A1 *Spar dk* 8,41 ~~12,40~~ BS12,40 ✠LMC11,39	~~Liv~~ Npt	*y*	CL 12,40	1909 6mo	C.Connell &Co.Ld. Glasgow *Lloyd*'*sA&CP*	"Zephyros"S.S. Co.Ld. *CellDBa*118'*uE*	400·0 412·7(O.L.) P37'B120'F44' FK	51·9	17·9 26·9	Argostoli Greek 6*BHCem* &*B*50' *f*180'	T.3Cy.27",43"&72"–48" (*s*) 180lb *80lb* 513NHP 3SB,9*cf*,GS150,HS7680 FD Dunsmuir&JacksonLd.Gls 1067*tDTa*34'878*tAPT*29*t*	29 ″ 7 s 5 ″ 9¾ 24 ″ 0	
35183 267 SVMY	**Zeus** (*ex*EmilieL.D.–34,*ex*Dagfred, *ex*Vestheim) 2*Dks* *Fitted for oil fuel*	5961 — 3657					1920	Richardsn Duck&Co.Ld. Stockton	E.E.Hadjilias	400·6 H161*t*	52·9	32·2	Syra Greek *WB*	T.3Cy.26",43"&71"–48" 349NHP Blair&Co.Ld.Stockton		V
35184	— *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	2500					1939	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	Dampfschiffahrts Ges.Neptun	328·1 F36'	47·6		Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.24$\frac{7}{16}$"–45¼" 727NHP Fr.KruppGermaniawftAG		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
35185 111365 MFFK	**Zillah** *ss*Liv.3rdNo.3–5,37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl–pt* teak s)	373 273 146	✠100A1 5,40 BS7,41 MS5,37	Liv ✠LMC ~~BS5,40~~	*f*	CL 5,40	1901 6mo	AilsaS.B.Co. Troon A&CP	ZillahShipping&CarryingCo.Ld. (W.A.Savage,Ld.)	143·0|24·1|11·5 Q46'B11'F26' BK7" *DTf*21'54*tFPT*7*t APT*9*t*	Liverpool British 3*BHCem*	C.2Cy.17½"&37"–24" (*s*) 130lb 71RHP 1SB,3*pf*,GS57,HS1268 Ross&Duncan,Glasgow	12 ″ 5 s ″ 9½ 12 ″ 3	
35186 OFAW	**Zilos** (*ex*Zelos–37, *ex*Cymmrodorion) Iron 6thSurvey,Skm.4,33 1stSurveyHfs.2,38 D.F. 1*Dk*(*ptIrn*)&*Web frames* *Well deck* *Cargo battens not fitted*	1711 — 952	✠ A1*1 6,39 MS11,37 No later survey reported	Cff LMC BS6,40	Lv	6,39	1884 2mo	Schlesinger Davis&Co. Newcastle	O/Y Suomi ShippingA/B(C.S. Bergström,*Mgr.*)	268·8|36·3|17·6 259·6 P60*t*Q103*t*B119*t* F34*t* BK9" *DBa&fAPT*	Helsingfrs Finnish 4*BHCem* 1PBH	C.2Cy.29"&63"–39" 70lb 191NHP 2SB,6*pf*,GS68,HS3200 Black,Hawthorn&Co.Gts.	20 ″ 7 s 2 ″ 5 18 ″ 11	
35187 13898 JIPC	**Zinbu Maru** Ⓟ (*ex*JinbuMaru–38, *ex*ShinbuMaru, *ex*Indrani) *ss*Kob.2ndNo.3–7,17 *ss*Kob.No.1–20 2*Dks*(*Stl*)3*trB*&*Webframes*	5147 4624 3217	✠ 10,26	Kob ✠	*y*		1894 5mo	NavalCon.&Arm.Co.Ld Barrow	TaiheiyoGyogyo K.K.	400·0|48·2|29·3 P26'B100'F49' FK *CellDB*242'801*t*	Kumihama Japanese 7*BHCem* *APT*67*t*	T.3Cy.27",44"&72"–48" 532NHP 2DB,8*cf*,GS192,HS10146 NavalC.&A.Co.Ld.Brw.	32 ″ 3	C †
35188 9206 JKCE	**Zindai Maru** Ⓟ Iron (*ex*JindaiMaru–38, *ex*GouverneurGeneraal vanLansberge, *ex*Puttialla) *ss*Sng.No.2–83 2*Dks*&*Awngdk*	1095 — 675	✠ 8,83	Sng	*n*		1875 6mo	Caird&Co. Greenock	Amagasaki KisenbuGomei Kaisha	227·7|27·4|16·2 P51'F42'	Osaka Japanese 7*BHCem*	C.2Cy.32"&54⅝"–36" 149NHP Caird&Co.Greenock		
35189 26901 JELI	**Zinko Maru** (*ex*JinkoMaru–38) 1*Dk*	546 494 300					1919	Hikoshima Senkyo,K.K.	NipponShojiK.K.	165·7|27·0|15·0	Tokyo Japanese	T.3Cy.11½",19"&32"–24" 50NHP HikoshimaSenkyo,K.K.		
35190 47863 JQBO	**Zinmu Maru**	1912 — 1058					1940	Kawaminami Kogyo K.K. Hoyagi	KuribayasiSyosen K.K.	271·7|40·0|20·3	Tokyo Japanese	Steam Engine		
35191 28092 JDFG	**Zintu Maru** Ⓟ (*ex*JintsuMaru–38) 2*Dks*	995 779 559					1921	Ono Seikichi Osaka	FujiyamaKaiun K.K.	210·0|32·0|17·0	Osaka Japanese	T.3Cy.		
35192 45509 JZOM	**Zinzan Maru** (*ex*Hindustan–39) *ss*Nwc.No.3–10,34 *ss*Kob.No.1–38 2*Dks*(*Stl*) *Cargo battens not fitted*	5216 4762 3104	✠100A1 5,41 BS5,41	Kob ✠LMC5,40	*y*	CL 5,41	1919 3mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	KokokuSangyo K.K. *CellD*	400·0|52·4|28·5 P49'B113'F40' FK *B*340'1067*tFPT*135	Tokyo Japanese 7*BHptCem* *tAPT*198*t*	T.3Cy.25½",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.LdSld.	31 ″ 0 s5 ″ 11¼ 25 ″ 4	
35193 22304 JFWD	**Zinzyu Maru** (*ex*JinjuMaru–38, *ex*TaizanMaru) *ss*Kob.No.2–26 2*Dks*	3193 2676 1952	✠ ... 3,30	✠			1918 9mo	Ishikawa-jimaS.B.&E. Co.Ld. Tokyo	OyaZentaro	305·0|43·9|27·3 P30'B92'F25' FK	Kobe Japanese *WB*	T.3Cy.22",37"&61"–42" 279NHP IshikawajimaSB&ECo.Ld	27 ″ 3	C †
35194 UOVD	**Ziryanin** (*ex*LakeFavonia) 1*Dk*2*trB* *Fitted for oil fuel*	2593 2243 1613	✠ ... 3,21	✠			1919 10mo	American S.B.Co. Lorain,O.	U.S.S.R.	251·0|43·6|26·1 P25'B64'F23' FK	Odessa Russian *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	
35195 225632 KLEA	**Zizania** IronTwinSc 2*Dks*	447 — 263					1888	Ramsey&Son BaltimoreMd	PanAmerican ShippersInc.	157·3|27·3|10·7	Boston, Mass. Utd.States	T.6Cy.7¼",15"&28"–27" 82NHP		
35196 240121 WGJL	**Zoella Lykes** 3*Dks* *Fitted for oil fuel* D.F. E.S.D. *Cruiser Stern* GyC. *ptLongitudinal framing*	6829 — 4010					1940	Federal S.B.&D.D.Co Kearny,N.J.	LykesBros. SteamshipCo.Inc.	397·0|60·2|34·6	Tampa Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP DeLavalSteam TurbineCo.Trenton,N.J.		
35197 TCDN	**Zonguldak** (*ex*Helka, *ex*Scheldestroom) 1*Dk*	1222 952 736					1903	Rijkee&Co Rotterdam	Ahmet Kalaycioglu ve Ortaklari	230·0|33·0|17·6 Q77'B40'F32'	Istanbul Turkish *WB*	T.3Cy.17½",28"&45"–36" 121NHP Maats.Fyenoord,Rot.		
35198 PIYK	**Zonnewijk** *ss*Rot.No.2–37 D.F. 1*Dk*(*Stl*)	4499 4113 2670	✠100A1 12,39 BS2,39 (SEE FOOT NOTE *)	Sch ✠LMC4,37	*y*	OG 12,39	1928 8mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. PortGlasgow '*sA&CP*	N.V.Stoom.Maats. "Wijklijn" (Erhardt&Dekkers,*Mgrs.*) *CellDBa&uE*142' *f*	383·9|52·9|25·2 P39'B234'F32' FK 166'1100*t FPT*147*t*	Rottrdam Dutch 6*BHCem* *APT*172*t*	T.3Cy.23",39"&67"–48" (*s*) 210lb 403NHP 3SB,9*cf*,GS190,HS6664 ClydeS.B.&E.Co.Ld.P.Gl.	27 ″ 6 s 3 ″ 9 23 ″ 11¾	
35199 EABS	**Zorroza** (*ex*Artza-Mendi) *ss*Val.No.3–11,35 *ss*Bcl.No.1–40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4597 4060 2403	✠100A1 3,41 MS1,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,21 *F.P. above* 150° F.	Bcl ✠LMC BS3,41	*w*	CL 12,39	1921 7mo *Lloyd*	CiaEuskalduna deConst Bilbao '*sA&CP*	Cia.Arrendataria delMonopoleo de PetroleoS.A.	360·0|49·1|29·1 P78'B25'F38' FK *CellDBuE&B*72'144*t DTf*38'337*t FPT*58*t APT*41*t*	Bilbao Spanish 14*EHptCem* (13 *to U dk* 1 „ 2*nd* „)	T.3Cy.25",41"&68"–48" (*s*) 170lb 489NHP 3SB,9*cf*,GS174,HS7594 FD Cen.Mar.E.WrksLd.WHpl	28 ″ 3	
35200 161344 GTCS	**Zouave** *ss*Nwc.No.2–38 D.F. 1*Dk*(*Stl*)	4256 3894 2627	✠100A1 5,42 ~~12,40~~~~12,41~~ ~~BS9,40~~ 12,41	~~Mch~~ ~~Mdb~~Shl ✠LMC8,38	*x*	CL 12,40	1930 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	ZinalS.S.Co.Ld. (Turner,Brightman&Co.*Mgrs.*) *CellDB*	370·9|51·4|25·1 382·5(O.L.) P29'B233'F32' FK 322' 1133*t FPT*96*t*	London British 6*BHptCem* *APT*175*t*	T.3Cy.23",39"&65"–45" (*s*) 200lb *100lb* 351NHP 2SB,6*cf*,GS115,HS4606 FD D.Rowan&Co.Ld.Glasgow	27 ″ 6 s 3 ″ 7¼ 24 ″ 1½	
35201 TCDO	**Zuhal** (*ex*Candilli, *ex*Nadina, *ex*Vera Geelmuyden, *ex*Olga Methinity, *ex*TarasBoulba, *ex*BaronHambro') Iron3Mst *ss*Lon.No.3–72 *ss*Hul.No.2–80 1*Dk*2*trB* *Mchy.Aft*	597 — 318	✠ 1,83	Hul	*j*		1861 1mo	C.Lungley London	Dr.Nihat	209·0|25·2|14·5 Q30*t* len68 FK	Istanbul Turkish 3*BH*	C.2Cy.21"&40⅝"–26" NE83 69NHP C.&W.Earle,Hull		
35202 PIYU	**Zuiderkerk** (*ex*Zosma) *ss*Rot.No.3–10,33 *ss*Rot.No.1–37 D.F. 2*Dks*(*Stl*)&*Shelter dk* *Cruiser Stern*	8424 5967 5265	✠100A1 *Shelter dk withfreeboard* 9,41 ~~10,40~~ BS~~4,40~~ 5,41 *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	Cal ✠LMC5,37	*c*†	CL ~~11,38~~ 9,41	1922 4mo *Lloyd*	NewWaterwayS.B.Co Schiedam '*sA&CP*	N.V.Vereenigde Nederlandsche ScheepvMaats(Directie-enAgentuur Maats,"Holland OostAzie"LijnN.V. *Mgrs.*) *CellDB*391' 1401*t D*	476·8|60·4|27·8 37·0 *Intermediate* FK *BHdispensed with* len33 *Ta*33'722*tFPT*144*t*	The Hague Dutch *ptCem* 2*BHtoShdk* 5 „ „ *U* „ *APT*163*t*	2 Steam Turbines DR geared to 1 Sc. Shaft 180lb (*s*) FD 1000NHP 4SB(Spt),16*cf*,GS322, HS13600 BritishThomson-HoustonCo.Ld.Rugby	39 ″ 6 s10 ″ 4¾ 29 ″ 3¾	

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
35203 PKBV	**Zuiderkruis** TwinSc (*CableVessel*) 2*Dks*	1820 — 834					1923	Nederl. Schps.Maats. Amsterdam	DutchEastIndian Government (Dienst van Scheepvaart)	257·6	36·7	22·2	Sourabaya Dutch *WB*	T.6Cy.16¾",27⅝"&43 5/16"–21½" 177NHP Werkspoor,Ams.		
35204 PIZB	**Zuidland** *OilEng.* *Well Deck* 1*Dk* *Mchy.Aft* *CruiserStern*	426 280 263					1931	NVSchspw Gebr.Pot. Bolnes	N.V.Motorschip Zuidland(T.den Hartigh,*Mgr.*)	152·1 P42'Q54'F20'	25·6	9·0	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17¾" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
35205 PIZD	**Zuijderburgh** (*ex*Maashaven–40) 1*Dk*	2630 2426 1676					1906	Bonn& Mees Rotterdam	Wm.H.Müller&Co. N.V.&Kon.Nederl. Hoogovens& StaalfabriekenN.V.	305·0 B67'F30'	44·6	21·0	Rottrdam Dutch *WB*	T.3Cy.23",36"&62"–39" 240NHP Maats.deSchelde,Flushing		VL
35206 31356 JESB	**Zuiko Maru** (*ex*Jaladuta, *ex*Shadwell) *ss*Kob.2ndNo.3–4,26 1*Dk*&*Spar dk*&*deep framing*	4156 3846 2528	✠ ... 10,30 ✠				1904 1mo	JLThomp- son&Sons,Ld Sunderland	InuiKisenK.K.	368·0 P30'B108'F44' FK	49·6	19·0 27·1	Kobe Japanese *WB*	T.3Cy.26 5/16",44"&72"–48" 417NHP N.E.MarineEng.Co.Ld.Sld	29 ″ 6	C †
35207 46624 JSEN	— 2*Dks* *CruiserStern*	2578 2270 1448					1939	Uraga DockCo.Ld. Uraga	ToaKaiunK.K.	295·0 P23'B97'F32'	45·0	23·8	Osaka Japanese *WB*	C.4Cy.(2)11 7/16"&(2)20½"– 13¾"&LP turbine with DR gearing & hydraulic coupling HS3445 255NHP UragaDockCo.Ld.Uraga		
35208 44382 JDEM	**Zuisyo Maru** (*ex*ShengYu–38, *ex*Salacia–36, *ss*Tama.2ndNo.3–1,38 *ex*Dunachton) 2*Dks*(*Stl*)	5289 4905 3844	✠100A1 3,41 ✠LMC3,41	Tama	*z*	CL 2,40	1912 10mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	KyodoKaiunK.K. *IntermediateBHin* *dkBH in afterho*	408·5 P34'B130'F44' FK *forehold &'tween* *ld dispensed with* *CellDBa*117'*uE*	52·1	31·0	Tokyo Japanese *Cem* *5BHto Udk* 1 „ „ 2nd „ &*B*45'*f*190'	T.3Cy.26½",44"&73"–51" (*s*) 200lb 536NHP 3SB,*9cf*,GS157,HS7680 FD Dunsmuir&JacksonLdGls *only* 1145*tAPT*40*t*	31 ″ 2 s 5 ″ 10½ 25 ″ 6	
35209 33786 JQXB	**Zuiyo Maru** (*ex*Atheltarn, TwinSc *ex*India,*ex*Boxleaf) *ss*Yka.No.3–1,30 *ss*Yka.No.2–38 2*Dks*(*Stl*)&*Webframes*	7385 6842 4302	✠100A1 7,41 ~~5,40~~ ~~BS5,40~~ *CarryingPetr* *Fitted for oil*	Yka BS7,41 ✠LMC4,38 *oleum* *fuel* 5,	*c* † *in* 20	CL ~~4,40~~ r4,40 s7,41 *bulk* *F.P. a*	1917 2mo *Lloyd* *bove* 1	Barclay, Curle&CoLd Glasgow '*sA&CP* *CellDBuE&B* 50° F.	NipponTankerK.K 70'308*tDTf*27'291*t*	450·0 P44'B161'F42' FK *FPT*124*tAPT*70*t*	58·0	35·5	Yokohama Japanese *22BHptCem* (*21 to Udk* 1 „ *2nd* „)	T.6Cy.20",35½"&61"–45" (*s*) 215lb 900NHP 4SB&1Aux.SB,*18cf*, GS338,HS14156 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6	
35210 148669 GLRJ	**Zurichmoor** *ss*Bly.No.3–9.38 1*Dk*(*Stl*)&*Webframes* *Corrugated sides*	4455 4155 2768	✠100A1 4,42 ~~7,41~~ ~~11,41~~ ✠LMC MS9,38	~~Hul~~ ~~NYk~~Shl BS~~4,40~~ 4,41	*x*	CL 3,40	1925 9mo *Lloyd*	J Readhead &Sons,Ld. SouthShields '*sA&CP*	MoorLine,Ld. (RuncimanShip- pingCo.Ld.*Mgrs.*)	371·8 386·2(O.L.) P34'B106'F44' FK *CellDB*326'1029*t*	55·3	26·3	London British *6BHCem* *APT*145*t*	T.3Cy.26",43"&72"–48" (*r*) 180lb HS6450 460NHP 3SB(Spt),*9cf*,GS164, FD J.Readhead&SonsLd.S.Shl	28 ″ 9 s 5 ″ 3¾ 23 ″ 7¾	
35211 EAJY	**Zurriola** (*ex*BegoñaNo.3, *ex*Matienzo) *ss*Bbo.3rdNo.3–5,37 *ss*Bbo.No.1–42 1*Dk*(*Irn*)&*deep framing*	2078 — 1282	✠100A1 2,42 ~~1,41~~ ~~BS1,41~~	Bbo 2,42 ✠LMC~~5,37~~	*r*	~~1,40~~ N1,42	1899 6mo	R.Thomp- son&Son Sunderland A&CP	Cia.Nav. Guipuzcoana *CellDBa*	276·5 P23'B64'F27' FK 82'*uE*18'*f*112'569*t*	40·5	17·9	S.Sebast'n Spanish *4BHCem* *APT*112*t*	T.3Cy.20⅝",33"&54"–39" (*s*) 160lb 185NHP 2SB,*6pf*,GS78,HS2872 N.E.MarineEng Co.Ld.Sld.	20 ″ 5 s2 ″ 10½ 17 ″ 8¾	
35212 YTFH	**Zvir** *ss*Rot.No.3–12,38 2*Dks*(*Stl*)	5607 5073 3518	✠100A1 5,41~~8,30~~ MS4,38	~~Off~~ NSW ✠LMC BS~~7,40~~ 7,41	*y*	CL 8,39	1926 7mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. PortGlasgow '*sA&CP* *CellDBa&u*	Prekomorska PlovidbaD.D. *E*152'*f*166'1147*tD*	390·1 403·9(O.L.) B125'F35' FK *Ta*33'906*t FPT*122	54·0	29·6	Susak Yugoslav *7BHptCem* 1 „ *to2nd dk* *tAPT*258*t*	T.3Cy.25",41"&68"–45" (*s*) 200lb 468NHP 3SB(Spt),*9cf*,GS148, FD HS6960 ClydeSB.&Eng.CoLd.P.Gl	32 ″ 0 s6 ″ 7½ 25 ″ 7¼	
35213 8203 TVUY	**Zweena** TwinSc *OilEng.* *ss*Dnk.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)	651 452 307	✠100A1 1,40 ✠NE5,39 *CarryingPetr* SURVEYS D	Dnk ✠LMC5,39 *oleum* ELAY	*i* *in* ED	CL N4,39 *bulk*	1930 10mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	Soc.Anon.des PétrolesJupiter	174·6 P51'*Trunk*91' FK	30·3	11·0	Marseilles French *9BH* *APT*32*t*	Oil Engines 4S.C.SA 12Cy.11 13/16"–18⅞" 162NHP ZieglerFreres,Dnk.	12 ″ 0 s ″ 8¼ 11 ″ 5½	
35214 29841 JTWA	**Zyogu Maru** Ⓟ (*ex*JohguMaru–38, *ex*Grelgrant, *ss*Kob.2ndNo.3–4,32 *ex*Hartland) *ss*Yka.No.1–36 1*Dk*(*Irn*)2*trB*&*deep framing*	4803 4460 3521	✠ ... 5,40 ✠	Yka	*x*		1906 11mo	Richardsn, Duck&Co. Stockton *CellD*	UkonShojiK.K. *Ba*126'*uE*&*B*39'*f*	369·2 P28'B104'F29' FK 165'1194*t FPT*167*t*	50·8	27·6	Kobe Japanese *6BHCem* *APT*190*t*	T.3Cy.26",42"&70"–48" 371NHP 3SB,*9cf*,GS160,HS5750 Blair&Co.Ld.Stockton	30 ″ 3	
35215 PIZW	**Zypenberg** (*ex*Charterhurst–35) *ss*Rot.No.2–38 D.F. 1*Dk*(*Stl*)	4973 4668 3085	✠100A1 1,42 ~~1,41~~ MS5,38	~~NYk~~ Lon ✠LMC BS2,41	*z*	CL 9,40	1930 3mo *Lloyd*	Ayrshire Dockyard Co.Ld. Irvine '*sA&CP*	N.V.Stoom.Maats. "Hillegersberg" (Vinke&Co. *Mgrs.*) *CellDB*350'	406·2 P26'B270'F37' FK 1155*tAPT*45*t*	53·6	25·7	Amstrdam Dutch *6BHptCem*	T.3Cy.25½",43"&72"–48" (*s*) 200lb 470NHP 2SB(FD)&1AuxSB,*9cf*, GS173,HS6695 Rankin&BlackmoreLdGrk	28 ″ 0 s3 ″ 10½ 24 ″ 4	
35216 33614 JJHH	**Zyuho Maru No. 3** (*ex*JuhoMaruNo.3–38) 1*Dk*	430 387 235					1928	....	IrimaziriSyoten K.K.	151·0	23·0	15·0	Kochi Japanese	T.3Cy.		
35217 45437 JZIM	**Zyuko Maru** (*ex*KamikazeMaru–40) *OilEng.*	478 — 291					1938	Kanesasi Zosensyo K.K.Sumizu	TaiyoKogyoK.K.	155·8	25·6	13·5	Tokyo Japanese	Oil Engines		
35218 32474 JKLB	**Zyunyo Maru** (*ex*JunyoMaru–38, *ex*Sureway,*ex*Hartmore,*ex*Hartland Point,*ex*Ardgorm) *ss*Sld.No.3–2,26 Sub.Sig. 2*Dks*	5065 4720 3872	✠ ... 12,30 ✠				1913 12mo	R.Duncan &Co.Ld. PortGlasgow	BabaShojiK.K.	405·0 P42'B122'F35' FK	53·0	27·2	Tokyo Japanese *WB*	T.3Cy.27",44"&73"–48" 475NHP J.G.Kincaid&Co.Ld.Grk.	29 ″ 9	C †
35219 31716 JDIB	**Zyuyo Maru** Ⓟ (*ex*JuyoMaru–39) *ss*Yka.No.3–9,33 *ss*TamaNo.1–38 2*Dks*(*Stl*)	5458 4980 3407	✠100A1 3,41 ✠LMC3,41	Kob	*z*	CL N3,41	1926 4mo *Lloyd*	AsanoS.B. Co. Tsurumi '*sA&CP*	ToyoKisenK.K.	400·0 P33'B124'F41' FK *CellDB*334'943*t*	53·0	32·0	Tokyo Japanese *6BHptCem* *APT*27*t*	T.3Cy.26",43½"&72"–48"(*s*) 200lb 513NHP 3SB,*9cf*,GS181,HS7383 FD KobeSteelWorks,Kobe	32 ″ 0 s6 ″ 6¼ 25 ″ 8	
35220 44833 JQEM	**Zyuzan Maru** (*ex*Cranenest–38) 1*Dk*	2111 1838 1244					1918	Gt.Lakes Eng.Works Ecorse,Mich.	KokokuKisenK.K.	253·5 P27'B66'F26'	43·8	20·4	Kobe Japanese	T.3Cy.21",35"&59"–42" 226NHP Gt.LakesEng.Wks.Detroit		

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

NEW SHIPS NOT NAMED.

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. *Late Name if any.* Special Surveys.	Material, Rig, &c. No. of Decks, &c.	Regist'd Tonnage Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L. R. Date of B. of Trade Cft.

SUPPLEMENT TO THE REGISTER OF STEAMERS AND MOTORSHIPS OF 300 TONS GROSS AND OVER.

1941-42.

SUPPLÉMENT AU REGISTRE DES NAVIRES A VAPEUR ET A MOTEURS D'UNE JAUGE BRUTE DE 300 TONNEAUX ET PLUS.

The numeration assigned for the Vessels in the Supplement of Steamers and Motorships of 300 tons gross and over is as follows:—

A	No. 35501	to No. 35700
B	„ 35701	„ 35900
C	„ 35901	„ 36100
D	„ 36101	„ 36250
E	„ 36251	„ 36600
F	„ 36601	„ 36750
G	„ 36751	„ 36900
H	„ 36901	„ 37050
I	„ 37051	„ 37200
J	„ 37201	„ 37300
K	„ 37301	„ 37450
L	„ 37451	„ 37600
M	No. 37601	to No. 37800
N	„ 37801	„ 37950
O	„ 37951	„ 38050
P	„ 38051	„ 38200
Q	„ 38201	„ 38300
R	„ 38301	„ 38450
S	„ 38451	„ 38650
T	„ 38651	„ 38800
U	„ 38801	„ 38900
V	„ 38901	„ 39000
W	„ 39001	„ 39150
X Y Z ...	„ 39151	„ 39300

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	'articulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
35501 168193 BCJT	**Adam's Beck** 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2816 2150 1667	✠100A1 6,41 ✠LMC6,41	Lth	*t*	CL	1941 6mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	GasLight&CokeCo (Stephenson Clarke&Associated Companies,Ld. *Mgrs.*) *Cell DB*	315·0 330·3(O.L.) Q192'F29' FK 266' 991*t* *FPT*182*t*	44·5	19·9	London British 5*BH pt Cem* *APT*68*t*	T.3Cy.18½",31"&52"-39" (*s*) 200lb 240NHP 2SB,6*cf*,GS101,HS3434 FD D.Rowan&Co.Ld.Gls.	22 ″ 1 s7 ″ 4¼ 19 ″ 11¼	
35502	**American Press** *OilEng.* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *CruiserStern* *Elec.welded*	~~6750~~ 6778 — 3988					1941	Western Pipe&Steel Co.of California SanFrancisco Cal.	~~UnitedStates Maritime Commission~~ UnitedStates LinesCo.	~~395·0~~ 397·2	~~60·0~~ 60·1	~~37·5~~ 23·7	New York Utd. States *WB*	2 Oil Engines 2S.C.SA 14Cy.20½"-27½" with electro-magnetic slip couplings&SR gearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo		R
35503 241055 WIQR	**American Packer** *OilEng.* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *CruiserStern*	6750					1941	Western Pipe&Steel Co.ofCalifornia SanFrancisco Cal.	UnitedStates Maritime Commission	395·0	60·0	37·5	Utd. States *WB*	2 Oil Engines 2S.C.SA 14Cy.20½"-27½"with electro-magnetic slip couplings & SR gearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo.		
35504 684 OHBU	**Avenir** (*ex*Wiima-41,*ex*Everilda, *ex*Aldersgate, *ex*Britannic) *ss*Abg.3rdNo.3-8,35 1*Dk*(*Irn*)~~2ndDk~~& *ss*Got.No.1-41 *Web frames*3*Dk rule* *Cargo battens not fitted*	3232 2870 1956	✠100A1 7,41 ~~3,38~~ ✠LMC7,41 ~~MS8,35~~ ~~BS12,39~~ ~~No later survey reported~~	Got	*u*	~~N11,37~~ 6,41	1897 4mo	W.Gray& Co.Ld WHartlepool A&CP	~~Gustaf Erikson~~ RederiA/B L'Avenir(Gustaf Erikson) *Cell*	320·5 336·3(O.L.) P27'B82'F32' FK *DBa&uE*130'*f* 136'	47·2	22·0	Mariehamn Finnish 5*BHCem* 731*t* *APT*53*t*	T.3Cy.24",38"&64"-42" (*s*) 160lb NDB17 281NHP 2SB,4*rf*&2*cf*,GS90,HS4455 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 s 4 ″ 3½ 20 ″ 8	
35505 1174 CBTA	**Aviles** Ⓟ (*ex*Tarapacà-41, *ex*PresidenteMitre,*ex*Argentina) 2*Dks&Web frames*	3832 — 2211					1894	Reiherst'g Schiffsw. Hamburg	Cia.Chilena de Nav.Interoceanica (H.R.Samsing, *Mgr.*)	343·0 P&B212'F41'	42·4	26·1	Valparaiso Chilian	T.3Cy.23",37½"&63"-42" 257NHP Reiherst.Maschinenf.Ham		N
35506 241136	**Agwiprince** Ⓟ D.F. GyC. 2*Dks* *Ref.Mchy.* *Fitted for oil fuel*	~~6900~~ 6679 — 3945					1941	Consol-idatedSteel Corp.Ld. LongBeach, Cal.	~~UnitedStates Maritime Commission~~ NewYork&Cuba Mail S.S.Co.	417·0	60·0	37·6	NewYork Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 666NHP WestinghouseElec.&Mfg. Co.Phl		
35507 240731 WHSX	**Albert E. Watts** 1*Dk*,2nd*Dk forward of oil tanks* *Mchy.Aft* D.F. E.S.D. ~~GyC.~~ *CruiserStern* *Longitudinal framing* *pt Elec.welded*	10907 9521 6498	✠100A1 ~~(*Class Contemplated*)~~ 3,42 ~~6,41~~ ✠LMC6,41 *Carrying Petroleum in bulk* *Fitted for oil fuel*6,41*F.P.above*150°F.	~~NYk~~ Gal	2$\frac{1}{16}$	CL	1941 6mo *Lloyd's A&CP*	Federal S.B.&D.D.Co Kearny,N.J.	SinclairRefining Co.Inc. *Cell DBuE&B*79'144*t D*	508·2 526·8(O.L.) ~~P110'B38'F40'~~ P110'B39'F43' FK *Tf*47'303*t* *FPT*265*t*	72·1	38·0	Wilmgton (Del.) Utd.States 15*BH* *APT*213*t*	2steam turbines DRgeared to 1 sc. shaft 1178NHP 525lb [illegible] FD 2WTB(Spt473lb)HS5820 GeneralElectricCo. Lynn,Mass.	38 ″ 0	
35508 8486 SGDU	**Åhus** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Butts of shell & dk.plating elec. welded* *Strengthened for navigation in ice*	*1227* *914* *559*	✠100A1 *with freeboard* ~~(*Class Contemplated*)~~ 9,41 ✠LMC9,41	Got	*r*	CL	1941 9mo	Eriksbergs M.V Aktieb. Gothenburg	TrelleborgsÅngf. Nya A/B(J.Malmros,*Mgr.*)	278·7 294·7(O.L.) FK *Cell DB*225'415*t* *FPT*15*t* *APT*58*t*	41·8	12·0	Trelleborg Swedish 4*BH* (*Coll to Sh dk 3 to 2nd dk*)	Oil Engines 2S.C.SA 5Cy.19$\frac{1}{16}$"-35$\frac{7}{16}$" 338NHP DB60*lb* EriksbergM.V.Aktieb.Got	16 ″ 4 s ″ 3 16 ″ 3	
35509 215907 KJFX	**Alwill** (*ex*Claremont-41) Wood 1*Dk* *Fitted for oil fuel*	1291 — 712					1917	Mathews S.B.Co. Aberdeen, Wash.	W.H.Wood	225·5	43·0	16·2	S.Frncisco Utd. States	T.3Cy.14",23"&40"-30" 88NHP UnionIronWorks,San Francisco		
35510	**Aruba** *OilEng.* Sub.Sig. 1*Dk&Shelter dk* ~~1*Dk*~~ D.F. *CruiserStern*	3979 3373 2280	Examined L.R.7,41 3,42 ~~7,41~~	NYk Gls		CL 4,41	1929	Schiffsw.v. H.KochA.G Lübeck	CuracaoGovernment	374·0 ~~P15'B&F351'~~ F. *on Shelter dk*	53·7	22·6	Dutch *WB*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"-35$\frac{7}{16}$" 1170NHP Maschfbk.Augsburg-Nürnberg,Augsburg		
35511	**Ambo** TwinSc *OilEng.* *ss*Rot.No.2-36 D.F. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	7691 7232 4710	✠100A1 7,41 ~~11,39~~ Examined 7,41 ✠LMC ~~CS1,36~~ 7,41 DBS~~8,40~~ 7,41 ~~8,38~~4,39 *Carrying Petroleum in bulk*	~~Suz~~ Sba	*c*†	CL ~~4,39~~ 7,41	1928 6mo *Lloyd's A&CP*	Odense Staalskibsvft Odense	NV.Nederlandsch-IndischeMaats. voorZeevaart.IV *Cell DBu E*68'201*t D*	456·8 P101'B38'F36' FK *Tf*34'605*t* *FPT*225*t*	59·7	33·7	Batavia Dutch 11*BH pt Cem* *APT*120*t*	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"-39$\frac{3}{8}$" 543NHP 2DB180*lb* SDB*made22refitted28* Akt.Burmeistr&WainCpn	35 ″ 9 s 8 ″ 0 28 ″ 0¼	
35512 8319 SEGU	**Adolf Bratt** (*ex*Araton-41, *ex*HerthaMærsk-38,*ex*Duro) Wireless D.F. 1*Dk*	*1500* *1190* *829*					1920	Svendborg Skbsv&Mskb Svendborg	Angf.-A/B Adolf (A.Bratt&Co. *Mgrs.*)	252·2 P17'Q78'B95'F31'	38·2	14·9	Gothenbrg Swedish *WB*	T.3Cy.17",27½"&47"-34" 129NHP SvendborgSkbsv.&Mskb.		V
35513 240890 WIHZ	**Alcoa Patriot** 2*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* Sub.Sig. *CruiserStern* *pt.Elec.welded*	~~6750~~ 6759 — 4015					1941	Bethlehem SteelCo.S.B. Division SanFrancisco Cal.	AlcoaS.S.Co.Inc.	~~395·0~~ 397·2	~~60·0~~ 60·1	~~37·5~~ 34·9	Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass		R
35514 219036	**Alcoa Partner** (*ex*Bensalem-41) 2*Dks&Web frames* *Fitted for oil fuel*	5513 4971 3389	✠ ... 6,20 ✠				1919 10mo	Merchant S.B.Corp. Harriman,Pa	AlcoaS.S.~~Corp~~.Co. Inc.	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft WestinghouseElectric& Mfg.Co.Essington,Pa	32 ″ 10	
35515 217910	**Alcoa Carrier** (*ex*Poughkeepsie-41) 2*Dks&Webframes* Sub.Sig. *Fitted for oil fuel*	5588 5012 3466	✠ ... 6,20 ✠				1919 5mo	Newburgh Shpyrds,Inc. Newburgh, N.Y.	AlcoaS.S.~~Corp~~ Co. Inc.	400·5 P36'B124'F44' FK	54·2	30·0	NewYork Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa	32 ″ 10	R †
35516 240310 WGRF	**Alcoa Pathfinder** (*ex*CapeMay-41) 3*Dks* D.F. .S.D. GyC. *Fitted for oil fuel* *pt.Elec.welded* *CruiserStern*	6797 — 4015					~~1940~~ 1941	Bethlehem SteelCo.S.B Division Mariner's Harbour	AlcoaS.S.~~Corp~~.Co. Inc.	397·0	60·2	34·6	NewYork Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
35517 218754	**Alcoa Rambler** (*ex*Mercer Victory-41) 2*Dks&Web frames* *Fitted for oil fuel*	5500 5090 3381	✠ ... 6,20 ✠				1919 9mo	Merchant S.B.Corp. Harriman,Pa	AlcoaS.S.~~Corp~~.Co. Inc.	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	

1 o. in ook. ficial No. ode tters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of L.R. of Trade Cert.
35518 219482 KOVV	Alcoa Trader (*ex*Coelleda-41) *2Dks* Sub.Sig *Fitted for oil fuel*	4986 4598 3048					1920	American International S.B.Corp. HogIslandPa	AlcoaS.S.~~Corp.~~Co. Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
35519 240392 GXJ	Alcoa Prospector (*ex*CapeAnn-41) *3Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* Sub.Sig *CruiserStern* *ptElec.welded*	6797 — 4015					1941	Bethlehem SteelCo.S.B. Division Mariner's Harbour	Alcoa S. S. Co. Inc.	~~397·0~~ 397·7	~~60·2~~ 60·1	~~34·6~~ 35·6	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
35520 217328 WGOI	Alcoa Cutter (*ex*Saccarappa-41) *2Dks& Webframes* Sub.Sig. *Fitted for oil fuel*	4965 4664 2952	✠ ... 6,20 ✠				1918 12mo	American Intrnational S.B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
35521	Amatlan (*ex*Vigor-41) *ss*Mfl.No.3-12,35 *ss*Pal.No.1-39 D.F. *2Dks(Stl)& Webframes* *Mchy.Aft* *Longitudinal framing* Sub.Sig.	6511 5641 3553	✠100A1 2,42 ~~3,40~~ ✠NB3,29 ✠LMC MS5,39 BS~~3,40~~ ~~6,41~~ ~~No later survey reported~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*3,23 *F.P. above* 150° F.	~~Pal~~ Gal	z	CL ~~3,40~~ 1,42 2,42	1923 3mo	Ansaldo SanGiorgio Spezia A&CP	Petroleos Mexicanos,S.A. *CellDBuE&B58'*	418·3 P105'B30'F36' FK 200*t* *DTf*29'365*t* *FPT*290*t* *APT*290*t*	54·8	30·9	Tampico Mexican 17*BHptCem* (14 *to U dk* 3 ,, *2nd* ,,)	Q.4Cy.21",29½",43"&62"- 45" 230lb ~~180lb~~ (*s*) 399NHP 3SB,*9cf*,GS136,HS5679 FD Mackie&Baxter,Glasgow	31 ″ 3 s6 ″ 6½ 25 ″ 1	
35522	Atenas (*ex*Berlin-41) TwinSc *OilEng.*	561 — 301					1928	.... Carmelo, Uruguay	Cia.Argentina de Nav.Mihanovich Ltda.	228·3	36·1	10·8	Bns.Aires Argentine	Oil Engines Soc.Anon.Ansaldo,Genoa		
5523 68091 CDX	Ambrose Fleming *Mchy.Aft* *1Dk* *CruiserStern* *Cargo battens not fitted*	1555 1179 889	✠100A1 *withfreeboard* 4,41 ✠LMC4,41	Lth	*p*	CL	1941 4mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*) *CellD*	247·0 256·8(O.L.) Q149'B16'F24' FK *BuE24'f*168'615*tMT* 58*t* *FPTs* 154*t* *APT*18*t*	39·6	16·6	London British 4*BHptAsp*	T.3Cy.16½",27½"&46"-33" 200lb *105lb* (*s*) 184NHP 1SB,*3cf*,GS63,HS2750 FD D.Rowan&Co.Ld.Gls.	18 ″ 6 s5 ″ 11 16 ″ 9	
5524 40404 GXQ	Atlantic Sun *OilEng.* D.F. E.S.D. GyC. *1Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Elec.welded*	11355 10248 6891	✠100A1 ~~9,41~~ ~~3,41~~ 3,42 ✠LMC3,41 DBS3,42 *Carrying Petroleum in bulk*	Phl	2⅜"	CL	1941 3mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd's A&CP*	SunOilCompany *CellD*	524·6 547·2(O.L.) P103'B35'F51' FK *BuE*71' 304*t* *DTf* 23' 421*t* *FPT* 190*t* *APT*109*t*	70·2	39·7	Phildlphia Utd.States 16*BHptAsp*	Oil Engines 2S.C SA 5Cy.32"-95" 1590NHP 3DB(WT)*245lb* SunSB&DD.Co.ChesterPa	40 ″ 0	
5525 1003 IOP	Alcoa Puritan *2Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* Sub.Sig. *CruiserStern*	~~6750~~ 6759 — 4015					1941	Bethlehem SteelCo.S.B. Division SanFrancisco Cal.	AlcoaS.S.Co.Inc.	~~395·0~~ 397·2	~~60·0~~ 60·1	~~37·5~~ 34·9	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
35526	Alice Freyman (*ex*Venta-41, *ex*Willowmore,*ex*Cundall) *1Dk*	1886 1709 1152					1908	Nthmblnd S.B.Co.Ld. Newcastle		276·0 P24'B60'F29'	40·5	18·6	German	T.3Cy.20½",33"&54"-36" 175NHP Richardsons,Westgarth& Co.Ld.Sld.		
35527 241170 KELU	Alcoa Pennant Ⓟ D.F. GyC. *2Dks* *Ref.Mchy* *Fitted for oil fuel*	~~6900~~ 6679 — 3946					1941	Consoli- datedSteel Corp LongBeach, Cal.	~~U.S.Maritime~~ ~~Commission~~ AlcoaS.S.Co.Inc.	417·0	60·0	37·6	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP WestinghouseElec.&Mfg. Co.Phl.		
35528	Alcedo (*ex*Tanja-41) D.F. *1Dk& Shelter dk* *CruiserStern*	1392 1055 741					1937	Fredrkstad MekVrksA/S Fredrikstad	UnitedStates MaritimeCom- mission~~(operated~~ ~~by MarineOpera-~~ ~~tingCo.Inc.)~~	265·0	42·1	13·9	Panama Pnamanian *WB*	C 4Cy.(2)13¾"&(2)32$\frac{5}{16}$"- 30½" HS1508 130NHP FredrikstadM.V.A/S Fredrikstad		N
35529	~~Antiopi~~ (*ex*Polarine-41,*ex*Ems) Antiope *2Dks* D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing*	4046 — 2389					1914	G.Seebeck Akt.Ges Weser- münde-G.	N.Konialdis	354·6 P88'B33'F34'	50·0	26·7	Panama Pnamanian *WB*	T.3Cy.23⅜",38½"&59"-43$\frac{3}{16}$" 230NHP G.SeebeckA.G.Weser- münde-G.		R
35530	Azra (*ex*Marna-41) D.F. *2Dks* *CruiserStern*	1700 1463 973					1936	Helsingörs Jernsk&Msk. Elsinore	UnitedStates MaritimeCom- mission~~(operated~~ ~~by MarineOpera-~~ ~~tingCo.Inc.)~~	292·0	41·7	16·4	Panama Pnamanian *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine with reduction gear & chain drive HS3340 234NHP HelsingörsJernsk &Mskb.		G
35531 65822 CVP	Allerton D.F. *2Dks* *CruiserStern*	7195 6809 ~~5330~~ 5333	✠100A1 *withfreeboard* ~~(Class Contemplated)~~ 2,42 ~~11,41~~ ✠LMC11,41	~~Bnt~~ Lon	*a*†	CL	1941 11mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP*	~~R.Chapman&Son~~ CarltonS.S.Co.Ld. &CambaySSCo.Ld. (R.Chapman&Son)	420·0 436·0(O.L.) FK *(Coll to W dk,6to 2nd dk)* *5Divisional W.T.BHs in 'tween dks* *CellDB*356'1362*tFPT*158*tAPT*277*t*	58·0	35·3	Newcastle British 7*BHptCem*	T.3Cy.22½",~~36"~~&65"-48" (*s*) 220lb 36¼" 445NHP 3SB,*9cf*,GS150,HS6375 FD D.Rowan&Co.Ld.Gls.	37 ″ 10 s10 ″ 9¾ 27 ″ 3	
35532 219323 KORD	Alcoa Banner (*ex*Sundance-41) *Fitted for oil fuel* Sub.Sig. *2Dks*	5035 — 3115					1919	American International S.B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0 B39'B121'F43'	54·2	27·8	NewYork Utd. States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
35533 41288 ORO	Alcoa Polaris Ⓟ D.F. GyC. *2Dks* *Ref.Mchy.* *Fitted for oil fuel*	~~7000~~ 6679 — 3945					1941	Consolida- tedSteelCorp. LongBeach, Cal.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ AlcoaS.S.Co. Inc.	417·0	60·0	37·6	NewYork Utd.States	2 steam turbinesDRgeared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Phl.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou cert. si ce n est dans le L.R. Durée.Cert.B.ofTrade.
35534 241459 KBVO	**Adabelle Lykes** 3*Dks* D.F. E.S.D. GyC *Fitted for oil fuel* Sub.Sig. *CruiserStern* *pt Longitudinal framing*	~~5900~~ 5093 — 2859					1941	ThePusey &JonesCo. Wlmgtn,Del.	LykesBros.S.S.Co. Inc.	393·6	60·2	35·3	N.Orleans Utd.States *WB*	DR geared steam turbine 666NHP		
35535 241202 KELC	**African Comet** Ⓟ D.F. GyC. 3*Dks* Sub.Sig. *Fitted for oil fuel* *Elec.welded CruiserStern*	10000					1941	IngallsS.B. Corp. Pascagoula, Miss.	AmericanSouth AfricanLine,Inc.	465·0 B&F369′	69·6	45·6	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP GeneralElectricCo. Lynn,Mass.		
35536	**African Meteor** Ⓟ D.F. GyC. 3*Dks* Sub.Sig. *Fitted for oil fuel* *Elec.welded CruiserStern*	10000					1941	IngallsS.B. Corp. Pascagoula, Miss.	AmericanSouth AfricanLine,Inc.	465·0 B&F369′	69·6	45·6	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP GeneralElectricCo. Lynn,Mass.		
35537	**African Planet** Ⓟ D.F. GyC. 3*Dks* Sub.Sig. *Fitted for oil fuel* *Elec.welded CruiserStern*	10000					1941	IngallsS.B. Corp. Pascagoula, Miss.	AmericanSouth AfricanLine,Inc.	465·0 B&F369′	69·6	45·6	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP GeneralElectricCo. Lynn,Mass.		
35538 HPWV	**Alan-A-Dale** TwinSc (*ex*Nordvest-41) *OilEng.* D.F. 1*Dk&Shelterdk* *CruiserStern*	~~4702~~ ~~4091~~ ~~2774~~ *4646* *4091* *2667*	✠100A1 *withfreeboard* 8,41 ~~10,39~~ ✠LMC6,38 *Carrying cargo oil F. P. above*150° F. *in midship deep tank*	Sea	*a*†	CL 8,41	1938 6mo *Lloyd's*A&CP	Nakskov Skibs.A/S Nakskov	UnitedStatesMaritimeCommission ~~(Operated byUnion S.S.Co.of NewZealand Ld.)~~ *CellD B*356′1162*t MT*30′ 1204*tTanks in way of tunnel*97*tFPT*77*tAPT*180*t*	401·4 429·9(O.L.) F39′	57·3	24·9	Panama Pnamanian FK 7*BH* (*Coll toSh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 808NHP DB100*lb* Akt.Burmeistr&Wain,Cpn	27 ″ 6 s 2 ″ 9¼ 24 ″ 10½	
35539 HPXH	**Aristides** (*ex*Georgia-41, *ex*Yokohama) *ss*Cpn.No.3-5,32 D.F. *ss*N.Yk.No.2-41 ~~*ss*Els.No.1-37~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	~~2272~~ ~~2029~~ ~~1827~~ *2289* *2029* *1319*	✠100A1 *Shelter dk withfreeboard* 9,41 ~~8,39~~ ~~BS8,39~~ ✠LMC~~8,36~~ 9,41	~~Cpn~~ NYk	*u*	OG ~~N8,37~~ 7,41	1920 5mo	Aktieb. Öresunds-varvet Landskrona	UnitedStatesMaritimeCommission ~~(Operated byUnitedStatesLinesCo.)~~ *Inter mediateBH in fore hold dispensed with* *CellD B*262′ 543*t FPT*89*t APT*105*t*	310·0 320·0(O.L.)	44·7	19·5	Panama Pnamanian FK *Cem* *Coll BH to Sh dk* 3 ,, ,, *U* ,,	2 steam turbines DR geared to 1 sc. shaft (*s*) 200lb 364NHP 2SB(Spt),6*cf*,GS82, HS3533 FD DeLavalsAngturbin,Skm.	22 ″ 0 s 1 ″ 2 21 ″ 0¼	
35540 241380	**Aekay** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft Fitted for oil fuel* *Longitudinal framing CruiserStern* *Carrying Petroleum in bulk*	10300 9000 6086					1941	SunS.B.& DryDockCo. Chester,Pa.	KeystoneTankship Corp.	503·9 P104′B36′F50′	68·3	36·9	Wilmgton, Del. Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 2133NHP WestinghouseElec.&Mfg Co.Phl.		
35541	**Alcoa Courier** Ⓟ D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy. Fitted for oil fuel* *CruiserStern* *Longitudinal framing at bottom& at decks*	7500					1941	MooreD.D. Co. Oakland,Cal.	AlcoaS.S.Co.Inc.	420·0			Utd.States *WB* —	3 steam turbinesDRgeared to 1 sc. shaft 1416NHP GeneralElectricCo. Lynn,Mass.		
35542	**Atlas II** (*ex*Atlas-41, *ex*Caristen-35, *ss*Skm.No.3-9,12 *ex*Oder,*ex*CarboII, 1*Dk*(*Stl*)&*deep framing* *ex*Bylgia) D.F. *Now* "Rompoon," *see No.* 38089 *in Supplement*	1098 950 586	✠ 12,19	Cpn	*n*		1901 11mo	Söderhmns Verks.Aktieb Söderhamn	~~A.Andersson~~ UnitedStates Maritime Commission *CellDB a*52′ *uE*27′ *f*94′296*t APT*40*t*	238·1 229·5 P16′B61′F22′	34·6	14·3	Panama Pnamanian FK 4*BHCem*	T.3Cy.16½″,27″&44″–30″ 118NHP 1SB,3*rf*,GS38,HS2035 NylandsVærksted,Oslo	16 ″ 9	VL †
35543 ~~241068~~ ~~WIPH~~ 168282 BDSB	**Arthur Hoyt Scott** D.F. E.S.D. *OilEng.* *Elec.welded Mchy.Aft* 1*Dk* *CruiserStern ptLongitudinal framing*	2323 — 1723					1941	J.H. MathisCo. Camden,N.J.	~~ScottPaperCo.~~ Ministry of War Transport (Furness,Withy& Co,Ld.*Mgrs.*)	257·2 P48′F34′	42·5	22·2	~~NewYork~~ ~~Utd.States~~ ~~British~~ *WB* London British	Oil Engines 4S.C.SA 8Cy.15½″–22″ 186NHP Cooper-BessemerCorp. GroveCity,Pa.		
35544 241236 KEMI	**A. C. Rubel** D.F. E.S.D. 1*Dk* *Mchy.Aft Fitted for oil fuel* *Longitudinal framing CruiserStern* *Carrying Petroleum in bulk*	~~8200~~ 8221 — 4881					1941	Bethlehem Sparrows'Pt. ShipyardInc. Sparrows'Pt. Md.	UnionOilCo.of California	445·4 P92′B35′F45′	64·2	34·9	LsAngeles Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 583NHP BethlehemSteelCo.S.B. Division,ForeRiver,Mass.		
35545	~~Alexandre da Silva~~ **Alexandre Silva** *OilEng.* *CruiserStern*	1695 915	100A1 *withfreeboard* (*ClassContemplated*)				1941	Cia.União Fabril Lisbon	Soc.Geral deCommercio,Industria e, Transportes,Ltda.	294·2	42·1	19·5	Lisbon Portuguese	2Oil Engines 2S.C.SA 10Cy.$14\frac{3}{16}$″–$23\frac{5}{8}$″ SulzerBroz.Ld.Winterthur		
35546 8521 SFBT	**A. Th. Jonasson** D.F. 1*Dk&Shelter dk* *CruiserStern* *Cargo battens not fitted* *Strengthened for navigation in ice*	~~1590~~ *1606* *1339* *826*	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 5,42 ✠LMC5,42	Hbg	*s*	OG	~~1941~~ 1942 5mo	Helsing-borgsVarfs Aktiebolaget Helsingborg	Rederi A/B A.Th. Jonasson(M.Jonasson,*Mgr.*)	~~278·0~~ 287·1 295 6(O.L.)	41·4	15·8	Råå Swedish FK 4*BHptCem* (*Coll to Sh dk* 3 *to 2nd dk*) *CellDB*234′503*tAPT*87*t*	T.3Cy.$20\frac{1}{16}$″,29½″&$52\frac{3}{8}$″–$35\frac{7}{16}$″&exhaust turbine driving steam compressor 213lb FD (*s*) 2SB(Spt)6*cf*,GS83,HS3522 HelsingborgsVarfs.A/B	26 ″ 9	
35547 HPYA	**Audacious** Ⓟ (*ex*Belvedere-41) *ss*Tri.No.3-8,30 D.F. *ss*Gen.No.2-38 *Ref.Mchy.* 2*Dks*(*Stl*)& *Shelter dk*(*Stl-ws*)	~~6889~~ ~~6197~~ ~~4816~~ 7455 *6170* *4551*	✠ 7,42 *Shelter dk withfreeboard* ~~BS2,39~~ ~~✠LMC2,38~~ Lloyd'sRMC2,39 *Fitted for oil fuel* 9,24 *F.P. above* 150° F. NO LATER SURVEY REPORTED	NYk	*a*†	CL N3,40	1913 8mo *Lloyd's*A&CP	Cant.Nav. Triestino Monfalcone	UnitedStates Maritime Commission ~~(operated by UnitedStatesLines Co.)~~ *B*273′ *on Shelter dk* *CellDBa*155′ *uE& B*47′*f*170′ 1490*t FPT*66*t APT*27*t*	437·8 419·9	54·0	26·3 34·4	Panama Pnamanian FK 7*BHCem*	T3Cy.28½″,47″&78″–54″ (*s*) 180lb 650NHP 4SB,12*cf*,GS221,HS9860 FD N.E MarineEngCoLdNwc.	29 ″ 0 ~~s 3 ″ 4¾~~ ~~25 ″ 9½~~	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned new expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dateof H.ofTrade
35548	**Aneroid** (*ex*SanGiuseppe-41, *ex*WarTrefoil) *ss*Gen.No.3-12,30 D.F. *ss*Gen.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted*	5074 4665 2998	✠100A1 12,39 ✠LMO MS4,39 BS7,39 NO LATER SURVEY REPORTED	Rot	*y*	CL 12,39	1917 10mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	UnitedStates Maritime Commission ~~(operated by South AtlanticS.S.Line)~~ *CellDB*345′ 1106′ *FPT*118*t* *APT*185*t*	413·2 P49′B113′F38 FK	52·3	28·4	Panama Pnamanian 7*BHptCem*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 490NHP *s* 3SB,9*cf*,GS190,HS7020 FD Harland&Wolff,Ld.Bel.	31 ″ 0 6 ″ 1½ 25 ″ 3	
35549	**Africander** (*ex*Aussa-41) *ss*Gen.No.3-8,34 *ss*Tri.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5441 5022 3426	✠100A1 *Shelter dk with freeboard* 12,39 BS4,40 ✠LMC5,38 *Fitted for oil fuel* 6,29 *F.P. above* 150°F. ~~NO LATER SURVEY REPORTED~~	Mfl	*y*	CL 12,39	1921 6mo	Cantiere SanRocco Trieste A&CP	UnitedStates Maritime Commission ~~(operated by WatermanS.S. Agency,Ld.)~~ *CellDB*338′1339*t* *DTf*10′285*t* *FPT*114*t* *APT*244*t*	404·1 389·9 B125′*on Shelter dk* FK	53·9	29·5	Panama Pnamanian *Cem* 2*BHtoSh dk* 4 „ „ *U* „	T.3Cy.27″,42″&68″-48″ (*s*) 180lb FD 465NHP *s* 3SB(Spt),9*cf*.GS158,GS7023 StabilimentoTecnico Triestino,Trieste	32 ″ 0 6″11¼ 25 ″ 8	
35550 203791 WQBI	**Agwileon** Ⓟ TwinSc (*ex*Yucatan-41,*ex*Havana-35, 4*Dks* *ex*Comfort,*ex*Havana) *Fitted for oil fuel* D.F. E.S.D. *Ref.Mchy.*	6678 — 4075					1907	W.Cramp& SonsS&EBCo Philadelphia	AtlanticGulf& WestIndiesS.S. Lines(NewYork andCubaMailS.S. Co.*Mgrs.*)	413·0	50·2	30·0	NewYork Utd.States *WB*	T.6Cy.29¼″,49¾″&86¼″-48″ 1030NHP W.Cramp&SonsS.&E BCo		R
35551	**Alcoa Corsair** Ⓟ D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *Fitted for oil fuel* *CruiserStern* *Longitudinal framing at bottom & at decks*	7500					1941	MooreD.D. Co. Oakland,Cal.	AlcoaS.S.Co.Inc.	430·0	62·2	37·5	NewYork Utd.States *WB*	3 steam turbinesDRgeared to 1 sc. shaft 1416NHP GeneralElectricCo. Lynn,Mass.		
35552 140539 ZSLX	**Agulhas** (*ex*ErminiaMazzella-41, *ex*Mazic-38, *ss*Nap.2ndNo.3-6,39 *ex*Patrician-38, 2*Dks*(*Stl*) *ex*SaintJerome)	5644 5291 3568	✠100A1 ~~9,40~~11,41 BS10,41 ~~BS12,39~~ ✠LMC10,38 ~~NO LATER SURVEY REPORTED~~	~~Cal~~ PN1	*a*†	CL ~~9,38~~ 9,41	1917 10mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP* *One intermediate BH*	UnionGovt.of SouthAfrica(Railways&Harbours Administration) *and one 'tween dk BH dispensed with* *CellDB*360′ 1181*t* *DTa*36′ 1109*t* *APT*31*t*	421·7 437·2(O.L.) P38′B123′F53′ FK	55·9	28·8	Durban British *Cem* 5*BH to Udk* 1 „ „ *2nd* „ *only*	T.3Cy.27⅛″,45″&74″-51″ (*r*) 180lb 561NHP *s* 3SB,9*cf*,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 6 ″ 0⅜ 25 ″ 6	
35553	**Alwar** Pad 3*Dks*	415 — 279					1940	India GeneralNav. &Rly Co.Ld. Calcutta	IndiaGeneralNav. &Rly.Co.Ld.	210·0 B14′	26·0	9·0	British	T.3Cy.17 3/16″,25¾″&38½″-69″ 123NHP Wm.Denny&Bros.Ld.Dmb		
35554	**Annette** (*ex*SanLuis-41, *ex*Aux.Sc.Caterina-36, *OilEng.* *ex*LuisaVerderame) 1*Dk* *Mchy.Aft*	607 597 479					1920	Wortelboer &Co. Westerbroek	A.Garcia&Cia. Ltda.	167·3 P42′F33′	28·6	12·4	Bluefields Nicaraguan *WB*	Oil Engines 4S.C.SA 6Cy.12½″-16″ 91NHP NE36 Atlas-ImperialDiesel Eng.Co.Oakland,Cal.		R
35555	**Andorre** *For particulars see* "Mount Prionas," *No.* 28944 *in body of Register*															
35556 217189 KJQL	**Atlantic Trader** (*ex*FrankJ. Peterson-41,*ex*Crathorne) GyC. 1*Dk*	2241 — 1349					1918	Gt.Lakes Eng.Works Ashtabula,O.	StatesMarineCorp.	253·6	43·5	22·5 *WB*	Utd.States	T.3Cy.19″,32″&54″-40″ 184NHP GtLakesE.Wks.Ashtabula		
35557 241002 KEBS	**Agwimonte** Ⓟ (*ex*Cape Mendocino-41) 2*Dks* D.F. GyC. *Fitted for oil fuel* *Ref.Mchy.* *Pt.elec.welded*	6680 — 3945					~~1940~~ 1941	Consoli- datedSteel Corp.Ld.Lng Beach,Cal.	NewYork&Cuba MailS.S.Co.	~~417·0~~ 396·5	~~60·0~~ 60·1	~~37·6~~ 25·8	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP WestinghouseElec.&Mfg. Co.Phl.		R.
35558	**Atzila** Ⓟ (*ex*Milos-41, Iron *ex*Canisbay-40,*ex*MariaL.-40, *ex*Argolis,*ex*Vine) 1*Dk*2*trB*	572 — 212					1878	D&WHen- derson Glasgow	PalestineMaritime Lloyd,Ld.	183·0 P51′F29′	25·5	13·3	Haifa Palestine	C.2Cy.27″&49″-36″ 120NHP D.&W.Henderson,Gls.		
35559	**American Mariner** (*TrainingShip*) D.F. Sub.Sig. 2*Dks* *Fitted for oil fuel* *CruiserStern*	7000					1941	Bethlehem Fairfield Shipyard,Inc. Baltimore, Md.	UnitedStates Maritime Commission	423·1	57·1	34·8	Baltimore Utd States *WB*	T.3Cy.25″,37″&70″-48″ 339NHP GeneralMachineryCorp. Hamilton,O.		
35560	**Arc Light** (*ex*Kuurtanes-41, *ex*Dirphys-36, *ss*Nap.2ndNo.3-7,33 *ex*IoannisCarras, 1*Dk*(*ptIrn*&*ptStl*) *ex*Dirphys) &*deepframing*	3026 — 1821	✠ 9,37 ✠	Rot	*u*		1906 11mo	W.Gray& Co.Ld. WHartlepool	UnitedStates Maritime Commission *CellDBa*114′*uE*&*B*40′*f*140′905*t* *FPT*85*t* *APT*74*t*	342·6 320·0 P26′B176,F33′ FK	47·6	20·1	Panama Pnamanian 5*BHCem*	T.3Cy.24″,38″&64″-42″ 294NHP 2SB,6*cf*,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6	C †
35561 217892 KETP	**American Sailor** (*ex*Edgemont-40) (*Now a TrainingShip*) Sub.Sig. 3*Dks* *Fitted for oil fuel*	6865 6755 5257					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6	54·2	27·0	Seattle Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
35562	**Albula** (*ex*Elsa S.-42,*ex*Alhama-36, *ex*Weser,*ex*Anna) *ss*Gls.2ndNo.3-4,34 *Well deck* *ss*Hfs.No.1-38 1*Dk*(*Stl*)&*deep framing*	1220 — 704	✠100A1 12,39 BS4,39 ✠LMC4,38 NO LATER SURVEY REPORTED	Abo	*o*	CL 6,38	1910 7mo	Campbel- townS.B.Co. Campbltown *Lloyd'sA&CP*	SwissShippingCo. Ld. *CellDB* *a*54′*uE*&*B*33′*f*102′ 315*t* *APT*95*t*	239·3 229·5 Q79′B58′F28′ FK	34·9	16·0	Basle Swiss 4*BHCem*	T.3Cy.18″,27½″&45″-33″ (*s*) 180lb 136NHP *s* 2SB,4*cf*,GS72,HS2228 J.G.Kincaid&Co.Ld.Grk.	18 ″ 4 1 ″ 7½ 16 ″ 11	
35563 FOQD	**Aldebaran** (*ex*Leopold L. D.-42) Sub.Sig. D.F. GyC. *OilEng.* *CruiserStern* 2*Dks*	5267 4632 3126					1933	Götaver- kenA/B Gothenburg	Ciè.Marseillaise deNav.Coloniale (Societé d'Armement,deGérance et d'Etudes Techniques,*Mgrs.*)	428·2 F35′	56·6	25·7	Dunkirk French *WB*	Oil Engines 4S.C SA 8Cy.29½″-59 1/16″ 653NHP GötaverkenA/B,Got.		V
35564 114950 VQSL	**Amathus** (*ex*FishingVessel AlBorolos-40, *ex*Fatma,*ex*Braila,*ex*Odessa)	407 370 237					1887	Donau Werft Austria	Cyprus&NearEast S.S.Co.Ld.	192·7	25·2	9·3	F'magusta British	C.2Cy.27″&41″-25″ E&B*made*87 72NHP DonauWerft.Austria		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Materiaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L. R. Durée.Cert.B.of Trade
35565	**Albert Gallatin** *2Dks* **D.F. E.S.D.** *Fitted for oil fuel* *CruiserStern Elec.welded*	7000					1942	California S.B.Corp. LosAngeles	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP GeneralMachineryCorp. Hamilton,O.		
35566	**Alcoa Cruiser** Ⓟ D.F. E.S.D. GyC. *3Dks* *Ref.Mchy. Fitted for oil fuel* *pt Longitudinal framing CruiserStern*	7500					1941	MooreD.D. Co. Oakland,Cal.	AlcoaS.S.Co.Inc.	430·0	62·2	37·5	NewYork Utd States *WB*	3steam turbinesDRgeared to 1 sc. shaft 1416NHP GeneralElectricCo. Lynn,Mass.		
35567 5390 SGHU	**Allan** (*ex*Signfred–42,*ex*Carriden) *ss*Lth.No.2–12 *Well deck* 1*Dk*(*Stl–pt* ws)	666 451 327	✠ 11,15 ✠	Osl	*i*		1903 8mo	G.Brown &Co. Greenock *CellDBa42'*	RederiA/BAllan (HarryPersson, *Mgr.*)	180·6 P11'Q45'B44'F23' *uE13'f77'146tFPT*	29·2	11·1 FK	Lands- krona Swedish *4BHCem* *30tAPT10t*	T.2Cy.15",25"&40"–27" 99NHP 1SB,3*cf*.GS47,HS1660 Muir&Houston,Ld.Gls.	13 ″ 4	V †
35568	**Arica** (*ex*Kosti–41,*ex*Marathon, *ex*BirteJensen, *ss*Bhn.No.3-6.07 *ex*Allaguash, *ss*NYk.No.2–15 *ex*Rygja) 1*Dk &Spar dk&* *deep framing*	3933 — 2555	✠ ... 2,21 ✠				1905 6mo	JLThomp- son&Sons,Ld. Sunderland	RederiA/BAtlanta (BirgerKrogius, *Mgr*).	364·6 P31'B242'F33'	50·5	15·4 23·4 FK	Helsingfrs Finnish *WB*	T.3Cy.25",41"&67"–45" 338NHP J.Dickinson&Sons,Ld.Sld.	26 ″ 0	G †
35569 241578 KESF	**Anthony Wayne** D.F. E.S.D. *2Dks* Sub.Sig. *Fitted for oil fuel* *Elec.welded CruiserStern*	7181 — 4379					1942	Richmond S.B.Corp. Richmond, Cal.	UnitedStates Maritime Commission	~~425·1~~ 422·8	~~57·1~~ 57·0	34·8	S.Frncisco Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP Filer&Stohl,Milwaukee, Wis.		R
35570 220831 KDHO	**American Arrow** 3Mst (*ex*Japan *ss*N.Yk.2ndNo.3–6,40 Arrow–42) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Mchy.Aft &Web frames* *Longitudinal framing*	8327 7042 5176	✠100A1 *Shelter dk* *withfreeboard* 3,42 ~~5,41~~ BS~~5,41~~3,42 ✠LMC6,40 *CarryingPetroleum in bulk* *Fitted for oil fuel*11,20 *F.P. above* 150°F.	~~Phl~~ Bal	*d*†	CL 2,40	1920 11mo	Bethlehem S.B.Corp Ld. Quincy,Mass. *CellDBuE&B*	Socony-Vacuun OilCo.Inc. 80'285*tDTf*40'518*t*	468·3 *FPT*270*tAPT*131*t*	62·7	32·0 FK	NewYork Utd States 17*BHptCem* (1 *to Sh dk* 10 „ *U* „ 6 „ *2nd* „)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 636NHP 3SB,9*cf*.HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
35571	**Abiel Foster** *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy 24½",37"&70"–48" JoshuaHendyIronWorks, Sunnyvale,Cal.		
35572	**A. C. Dodge** D.F. *OilEng.* *Elec.welded* 1*Dk* *Longitudinal framing* *Mchy.Aft CarryingPetroleum in bulk*	985					1942	R.T.C. Shipbuilding Corp. Camden,N.J.	IraS.Bushey& Sons	213·0 P52'B16'F20'	37·1	14·1	NewYork Utd.States *WB*	Oil Engines 2S.C.SA 7Cy.14"–17" 241NHP Fairbanks,Morse&Co. Beloit,Wis.		
35573	**Abraham Clark** D.F. E.S.D. *Elec.welded 2Dks* *CruiserStern Fitted for oil fuel*	7000					1942	California S.B.Corp. LosAngeles	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
35574	**Apaloide** (*ex*Nevada–42) **D.F.** *2Dks*	3766 3224 2302					1917	Helsingörs Jernsk&Msk. Elsinore	LloydBrasileiro	361·9	50·2	23·7	R.Janeiro Brazilian *WB*	T.3Cy.26",45"&71"–42" 237NHP HelsingörsJernsk.&Mskb.		V
35575	**Aquila** (*ex*Tunis–41) *OilEng.* D.F. 1*Dk&Shelter dk* *Ref.Mchy. CruiserStern*	1641 1298 925					1936	Helsingörs Jernsk&Msk. Elsinore	UnitedStates Maritime Commission	271·7	40·4	16·6	Utd.States *WB*	Oil Engines 2S.C.SA 5Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 338NHP Akt.Burmeistr&Wain,Cpn		R
35576	**Acreloide** (*ex*Tebro–42, *ex*Levenbridge–34) *ss*Hpl.No.3–1.30 **D.F.** *ss*Rot.No.2–38 1*Dk*(*Stl*) ***Cargo battens not fitted***	4310 4024 2615	✠100A1 5,39 BS2,40 ✠LMC1,38 NO LATER SURVEY REPORTED	Gen	*x*	CL 10,37	1928 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	LloydBrasileiro *CellDBa*	374·3 360·5 P28'B105'F35' 96'*uE*23*f*161 1020*t*	52·2	27·6 FK	R.Janeiro Brazilian 6*BHptCem* *APT*132*t*	T.3Cy.25½",42"&69"–48" (*s*) 180lb *100lb* 377NHP 2SB,8*cf*,GS152,HS6058 Richardsons,Westgarth& Co.Ld.Mdb.	30 ″ 0 s 6 ″ 1¼ 24 ″ 1¼	
35577	**Arabutan** (*ex*Caprera–41, *ex*WarSword) *ss*Rio.2ndNo.3–12,41 **D.F.** 1*Dk&Shelterdk* *Longitudinal framing*	7874 7401 6019	✠100A1 *Shelter dk* *withfreeboard* 12,41 ✠LMC12,41 ***Fitted for oil fuel*** 7,24 ***F. P. above*** 150°F.	Rio	a†	CL 9,41	1917 9mo	Union Iron WorksCo. Alameda,Cal. A&CP	PedroBrando (LloydNacional Soc.Anon.*Mgrs.*) *CellDB*355'1306*t* *MT*25'798*t D*	410·0 *Ta*30' 223*t FPT*80*t*	56·0	38·0 FK	R.Janeiro Brazilian 7*BHptAsp* *APT*195*t*	T.3Cy.27",47"&78"–48" 609NHP 220lb FD 3SB.9*cf*,GS165,HS8490 UnionIronWks.Co.S.Fo.	41 ″ 0	
35578	**Arabritt** D.F. *CruiserStern*	1900	100A1 (*ClassContemplated*)				1942	Öresunds- varvet Aktiebolag Landskrona	A/B Arafart (A.R.Appelqvist, *Mgr.*)	275·0	43·0	20·2	Stockholm Swedish	T.3Cy.24¼",34¼"&55½"–39" ÖresundsvarvetA/B,Lkr.		
35579	**Avristan** *OilEng.* D.F. E.S.D. *CruiserStern*	7275 6787 5140	100A1 *withfreeboard* (*ClassContemplated*)				1942	Wm.Dox- ford&SonsLd Sunderland	StrickLine(1923), Ld.(F.C.Strick& Co.Ld.*Mgrs.*)	428·8	56·5	35·5	London British	Oil Engines 2S.C.SA 3Cy.23⅝"–91$\frac{5}{16}$" Wm.Doxford&Sons,Ld.Sld	38 ″ 1 s10 ″ 11 27 ″ 4¾	
35580	**Alexander Hamilton** D.F. GyC. *2Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	7176 6653 4374					1941	Oregon S.B.Corp. Portland,Or.	UnitedStates Maritime Commission	416·0	56·9	37·3	Utd.States *WB*	T.3Cy. WillametteIron&Steel Corp.Portland,Or.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned new expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
35581	Arthur Middleton *2Dks* *Fitted for oil fuel* *Elec. welded CruiserStern*	6800					1942	Alabama D.D.&S.B.Co. Mobile,Ala.	UnitedStates Maritime Commission	416·0	56·9	37·3	Mobile,Ala Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP GeneralMachineryCorp. Hamilton,O.		
35582	Akka *OilEng.* D.F. *CruiserStern*	5200	100A1 *with freeboard* *(Class Contem*	*plated)*			1942	A/BGöta- verken Gothenburg	Trafikaktieb. Grängesberg- Oxelösund(M.Waldenström,*Mgr.*)	430·0 F39'	56·7	24·7	Stockholm Swedish	Oil Engines 2S.C.SA 6Cy.26¾"-59$\frac{1}{16}$" **A/B Gotaverken,Got.**		
35583	Atair D.F. *CruiserStern 2Dks*	1600 1380 900					1942	Oskrshmns Varv A/B Oskarshamn	A/BOskarshamns Varv.	260·0	40·3	19·0	Stockholm Swedish *WB*	T.3Cy.17⅞",26⅜"&47¼"-30" 121NHP OskarhamnsVarvA/B.		
35584 239664 WFJY	Almeria Lykes (*ex*EmpireCondor-42, *ex*AlmeriaLykes-41) *2Dks&Shelter dk* *Fitted for oil fuel* D.F. E.S.D. GyC. *CruiserStern* *pt welded pt Longitudinal framing*	7773 6877 4586					1940	Federal S.B.&D.D.Co. Kearny,N.J.	UnitedStates Maritime Commission	469·0 F38'	69·6	29·2	Galveston (Tex.) Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1417NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
35585 173462	A.S.Publicover **WoodAuxTwinSc** **3MstSr** *OilEng.* *2Dks* **(*SeeSailingShipRegister Supplement*)**	582 533 422					1941	A.S.Publicover **Dayspring,** **N.S.**	**A.S.Publicover**	143·0 F41'	31·4	18·1	Halifax,NS British	Oil Engines 2S.C.SA 8Cy.10"-12½" 140NHP 1E*made*29-*fitted*41 1E*made*30-*fitted*41 FairbanksMorse&Co. **Beloit,Wis.**		
35586	Alexander H. Stephens *2Dks* *Fitted for oil fuel* *Elec.welded CruiserStern*	6800					1942	Alabama D.D.&S.B.Co. Mobile,Ala.	UnitedStates Maritime Commission	416·0	56·9	37·3	Mobile,Ala Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP GeneralMachineryCorp. Hamilton,O		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulae; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. DateofB.ofTradeCert.
35701	Boyaca (exBridgetown-41, exLakeFillmore) 1Dk2trB Fitted for oil fuel	2559 2203 1586	✠ ... 5,20 ✠				1920 5mo	Toledo S.B.Co. Toledo,O.	Wallem&Co.	251·0 P25'B64'F23' FK	43·6	25·8	Panama Pnamanian WB	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	
35702 168202 BCMC	Betty Hindley Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	1738 1305 922	✠100A1 7,41 ✠LMC7,41	Sld	q	CL	1941 7mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	StephensonClarke &Associated Companies,Ld.	258·0 266·8(O.L.) Q154'F25' FK CellDB214'572t MT203tFPT137tAPT18t	38·3	16·6	London British 4BHptCem	T.3Cy.16½",27½"&47"-33" 200lb (s) 194NHP 2SB,6cf,GS135,HS2900 FD N.E.MarineEng.Co.(1933) Ld.Sld.	18 ″ 8 s5 ″ 11¾ 17 ″ 4	
35703 168214 BCLP	British Harmony 1Dk,2nd dk clear of cargo tanks OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom &at deck	~~8500~~ ~~7410~~ ~~4900~~ 8453 7410 4897	✠100A1 ~~(ClassContemplated)~~ ~~11,41~~ ~~9,41~~ 5,42 ✠LMC9,41 CarryingPetroleum in bulk	Bkn	d†	CL	1941 9mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle 'sA&CP	BritishTankerCo. Ld.	466·3 481·6(O.L.) ~~P103'B44'~~F49' FK P102'B46' CellDBa75'176tDTf40'489tFPT209tAPT82t	61·9	33·9	London British 16BH	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB150lb Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0 s6 ″ 7½ 27 ″ 7¾	
35704	Brâli D.F. E.S.D. OilEng. Mchy.Aft Elec.welded CruiserStern Longitudinal framing	8500	100A1 (ClassContemplated) CarryingPetroleum in bulk				1941	Kockums M.V.Aktieb. Malmö	A/S Bill(L.Gill- Johannesen,Mgr.)	476·0 P91'B32'F63'	62·1	34·7	Oslo Norwegian	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" 2460NHP KockumsM.V.Akt.Malmö		
35705 148134 CYJK	Battleford (exGlenross-41) ssClw.No.3-6,39 Mchy.Aft 2Dks Cargo battens not fitted	2357 2089 1851	✠100A1 withfreeboard 6,39 BS4,41 ✠LMC6,39 ForService on theGreat Lakes	Clw		CL 6,39	1925 8mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	CanadaSteamship Lines,Ld.	248·1 len.26shortened to orig.dim.39 F42' FK CellDB220'562tFPT133tAPT8t	43·7	22·9	MidlndOnt British 3BHptCem	T.3Cy.18",30"&49"-36" (s) 200lb 185NHP 2SB,6cf,GS98,HS3126 McColl&Pollock,Ld Sld.	25 ″ 0 s5 ″ 3½ 19 ″ 10¼	
35706	Berakit Ⓟ TwinSc OilEng. D.F. GyC. Sub.Sig. 3Dks	6608 5880 3734					1924	Blohm& Voss Hamburg	NV.Nederlandsch- IndischeMaats. voorZeevaart.I	449·0	58·1	27·2	Dutch WB	5 Oil Engines 4S.C.SA 40Cy.13¾"-19 11/16"&elec.drive NE37 738NHP Fahrzeug-uMotorenw. G.m.b.H.vorm.Linke- Hofman,Breslau		
35707	Bonaire Ⓟ OilEng. 2Dks	3164 2526 1857	(Classification Contemplated)				1926	Reiherst'g Schiffsw. Hamburg	CuracaoGovern- ment	311·0 P29'B81'F41'	46·3	22·8	Dutch WB	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 390NHP Emade22 SulzerBros.Winterthur		
35708	Balingkar Sub.Sig. 2Dks	6318 5812 3852					1921	Act.Ges. "Weser" Bremen	NV.Nederlandsch- IndischeMaats. voorZeevaart.II	431·6 P64'B135'F52'	56·4	30·3	Dutch WB	T.3Cy.29⅛",47 5/16"&76 7/16"- 54"&LPturbine 608NHP A.G."Weser,"Bremen		
35709 8461 SDZI	Bohus OilEng. D.F. 1Dk&Shelter dk Butts of shell &dk plating elec.welded Strengthened for navigation in ice	1229 914 558	✠100A1 ~~(ClassContemplated)~~ withfreeboard 8,41 ✠LMC8,41	Got	r	CL	1941 8mo	Eriksbergs M.V.Aktieb. Gothenburg	TrelleborgsÅngf. NyaA/B (J.Malmros,Mgr.)	278·7 294·7(O.L.) FK CellDB225'415tFPT15tAPT58t	41·8	12·0	Trelleborg Swedish 4BH (Coll to Sh dk 3 „ 2nd „)	Oil Engines 2S.C.SA 5Cy.19 1/16"-35 7/16" 338NHP DB60lb EriksbergM.V.Aktieb.Got	16 ″ 4 s ″ 3 16 ″ 3	
35710 168176	Blue Ranger D.F. E.S.D. OilEng. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	3417 2552 1631	✠100A1 2,42 ~~6,41~~ ✠LMC6,41 Carrying oil fuel in bulkF.P above 150° F.	Gls		CL	1941 6mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	TheAdmiralty	349·4 365·8(O.L.) P127'F92' FK CellDBuE77'59tDTsf477tFPT87tAPT34t	47·0	22·6	London British 12BH	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB150lb Harland&Wolff,Ld.Gls.	22 ″ 6 s2 ″ 6¼ 20 ″ 2¼	
35711 168092 BWKW	Brown Ranger D.F. OilEng. E.S.D. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom &at deck	3417 2552 1631	✠100A1 4,41 ✠LMC4,41 Carrying oil fuel in bulk F.P. above 150° F.	Gls		CL	1941 4mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	TheAdmiralty	349·4 365·8(O.L.) P127'F92' FK CellDBuE77'59tDTsf477tFPT87tAPT34t	47·0	22·6	London British 12BH	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB150lb Harland&Wolff,Ld.Gls.	22 ″ 6 s2 ″ 6¼ 20 ″ 2	
35712	Belfast Ⓟ TwinSc (exHamburgo-41) OilEng. 1Dk	1507 — 859					1930	A.&J.Ing- lis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	275·1 P37'B46'F21'	43·2	12·3	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 286NHP Harland&Wolff,Ld.Gls.		
35713 160406	Bulimba (exMirani-41) ssSyd.No.3-11,39 Well deck 1Dk(Stl-ws)	739 509 381	✠100A1 6,41 ~~10,40~~ BS10,41 ~~BS10,40~~ ✠LMC11,39	Syd	k	CL 10,39	1928 4mo Lloyd	Grangm'th Dkyd.Co.Ld. Gr'ngemouth 'sA&CP	Australasian UnitedSteamNav. Co.Ld.	180·0 Q46'B55'F29' FK CellDBa&uE44'f84'188tFPT15tAPT20t	31·1	11·3	Brisbane British 4BHCem	T.3Cy.12⅝",21"&34"-24" (s) 200lb 100lb 62RHP 1SB,3cf,HS1995 McKie&Baxter,Ld Gls.	13 ″ 6 s ″ 9¼ 13 ″ 0¾	
35714 168246 BCLQ	British Character OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom& at deck 1Dk,2nd dk clear of cargotanks	~~8500~~ ~~7410~~ ~~4900~~ 8453 7410 4897	✠100A1 ~~(ClassContemplated)~~ 12,41 ✠LMC12,41 CarryingPetroleum in bulk	Nwc	d†	CL	1941 12mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	BritishTankerCo. Ld.	466·3 481·6(O.L.) ~~P103'B44'F49'~~ FK P102'B46'F49' CellDBa75'176tDTf40'489tFPT209tAPT82t	61·9	33·9	London British 16BH	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB150lb Swan,Hunter&Wigham Richardson.Ld.Nwc.	34 ″ 0 s6 ″ 7½ 27 ″ 7¾	
35715	Barranquilla TwinSc (exInspiration-41, ssHna.No 3-4,40 exKosmosI-39, 1Dk(Stl)&Webframes exKosmos)	623 542 348	A1 withfreeboard corresponding to an extreme summer draught of 14'4" 11,41 ~~,41~~ BS8,41 LMC4,40 ✠NB19refitted28 For service in the Gulf of Mexico, Carribbean Sea & Atlantic & Pacific Coasts of Colombia & Panama Fitted for oil fuel8,28 F.P. above 150° F.	Boa		OG P3,40 S2,40	1920	Schiffsw.u. Mch."Hansa" A.G.Tönning	Cia.deNav.y. Tierras"Elliot," S.A.	185·5 P11' FK CellDB125'102tDTsa9tFPT8tAPT4t	25·3	15·6	Panama Pnamanian 5BHptCem ptAsp	T.6Cy.12",18"&28"-18" (r) 180lb 151NHP NEmade07refitted28 1SB,3cf,HS2733 FD UnionIronWorks,S.Fo.	18 ″ 4 s4 ″ 0¾ 14 ″ 4	
35716 8501 SEKT	Bali TwinSc OilEng. 1Dk&Shelter dk.3rd dk except in after hold & deck in upper'tween decks at ends D.F. E.S.D. CruiserStern Butts of shell & deck plating elec.welded	~~6200~~ 6584 5283 3405	✠100A1 withfreeboard ~~(ClassContemplated)~~ 12,41 ✠LMC12,41 Carrying vegetable oil in deeptank & tanks between tunnels	Lkr	d† 2⅝	CL	1941 12mo	Öresunds- varvet Aktiebolag Landskrona	A/BSvenska Ostasiatiska Kompaniet (K.Nilsson,Mgr.) CellDB392'1389t MT30'951t Tanks in way of tunnels 466tAPT124t	461·9 F106'	64·2	27·1	Gothenbrg Swedish 7BHptCem (Coll to Shdk 6 „2nd „)	Oil Engines 2S.C.SA 12Cy.26¾"-59 1/16" 1488NHP DB100lb A/B Gotaverken,Got.	31 ″ 0 s3 ″ 10¾ 27 ″ 3½	

1	2	4	5	6	7	7*	8	9	10	11			12	13	14	15
nero rdre. nero ciel. aux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte hélice.	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. po.*	Registres ou cote, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
5717 1973 FGR	**Blekinge** Ⓟ (*ex*Landskrona-41, *ex*Polhem) 1*Dk*&*Shelter dk*	*330* *204* *151*					1889	W.LindbergsM.V. Stockholm	BlekingeÅngfartygsA/B (O.E.Lundström, *Mgr.*)	121·4 H34*t*	24·0	11·2	Karlshmn Swedish	2Cy.20″&38″–25⅜″ 61NHP WLindbergsM.V.Skm.		
5718 7535 DKE	**B.T. VI** (*ex*Blenda-41, *ex*TomI,*ex*Transport5,*ex*Bruxelles Maritime,*ex*Amstelveen) 1*Dk*	*368* *282* *178*					1919	Gebr.Zwolsman Ylst	ReutersHandels A/B(H.A.Reuter, *Mgr.*)	133·4 P58*t*H5*t*F15*t*	23·8	11·2	Gothenbrg Swedish *WB*	C.2Cy.13″&22½″–17¾″ 18NHP Gebr.Stork&Co.Hengelo		V
5719 7118 EDK	**Baltia** (*ex*Frans-40) 1*Dk*	*1169* *1010* *668*					1924	SkiensVerkstedA/S Skien	Rederi-A/BSylvia (Alb.Billner, *Mgr.*)	222·9 P23′B50′F27′	36·8	16·1	Gothenbrg Swedish *WB*	T.3Cy.16″,25″&42″–30″ 97NHP SkiensVerksted,Skein		N
5720 PVE	**Ben Brush** TwinSc (*ex*CarolineMærsk-41) *OilEng.* D.F. *ss*N.Yk.No.3–8,41 ~~*ss*Rot.No.2–37~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing-bracketless system*	7691 7232 4713	✠100A1 8,41 ~~1,39~~ ✠LMC DBS~~3,39~~7,41 *CarryingPetroleum in bulk*	~~Rot~~ NYk CS1,38 4,36	*c*†	CL ~~PN1,37~~ S1,39 P8,41	1928 11mo Lloyd	Odense Staalskibsvft Odense 's*A&CP*	UnitedStatesMaritimeCommission ~~(Operated by Standard OilCo.of New Jersey)~~ *CellDB&E68′201t DTf34′605tFPT225tAPT120t*	456·8 P101′B38′F36′ FK	59·7	33·7	Panama Pnamanian 11*BHptCem*	Oil Engines 4S.C SA 12Cy.21⅝″–39⅜″ 543NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 9 s 8 ″ 0⅛ 28 ″ 0	
5721 HPWA	**Buchanan** (*ex*LexaMærsk-41) *OilEng.* 1*Dk*&*Shelter dk, 3rd dk in No. 1 hold* D.F. E.S.D. *CruiserStern* *Ref.Mchy.*	5614 4899 3388	✠ ••• 6,42 *withfreeboard* ✠~~LMC5,39~~ ~~✠Lloyd'sRMC4,40~~ *Carrying cargo oil F.P. above 150°F .in FPT&DTs* *Carrying cargo oil F.P. above 150°F .Molasses* *or glycerine in tank above APT*	HKg Bal	*b*†	CL	1939 5mo Lloyd	Odense Staalskibsvft vedAPMöller Odense 's*A&CP*	UnitedStatesMaritimeCommission ~~(Operated by AmericanExport Lines,Inc.)~~ *CellDB374′1538t DTsf65′1907tDTsa36′ 1171tTank above APT126t FPT83tAPT71t*	439·0 466·3(O.L.) F45′ FK	57·7	24·4	Panama Pnamanian 9*BH* (*Coll to Sh dk 8 „2nd „*)	Oil Engines 4S.C.SA 9Cy.29⅛″–59$\frac{1}{16}$″ 731NHP 2DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 7 s ~~2 ″ 4¾~~ ~~25 ″ 5¼~~	
35722	**Bold Venture** (*ex*Alssund-41 *ex*SierraLeone) *ss*Abg.No.3–1,34 *ss*Cpn.No.1–39 D.F. 1*Dk*(*Stl*)	3222 2891 1924	✠100A1 8,41 ~~1,39~~ BS9,41 ✠LMC2,39	~~Cpn~~ Bal	*v*	OG ~~5,37~~ 8,41	1920 11mo	N.V.Schpwv.J.Smit,Czn. Alblasserdm A&CP	UnitedStatesMaritimeCommission ~~(operated by WatermanS.S. Agency,Ld.)~~ *CellDB284′951tFPT101tAPT156t*	332·1 345·0(O.L.) P30′B212′F24′ FK	48·7	21·8	Panama Pnamanian 5*BHCem*	T.3Cy.23″,38″&62″-42″ (*s*) 180lb *180lb* 282NHP 2SB,6*cf*,GS97,HS4520 Maats.deSchelde,Flushing	24 ″ 6 s 2 ″ 7½ 22 ″ 0¾	
35723 ~~41373~~ ~~KOK~~ 68278 BDST	**Bulkoil** D.F. GyC. *CruiserStern* 1*Dk* *Mchy.Aft* *Longitudinal framing* *CarryingPetroleum in bulk*	~~8000~~ 8071 — 6307					1941	Welding Shipyards, Inc. Norfolk,Va.	~~NationalBulk Carriers,Inc.~~ Ministry of War Transport (Anglo-American OilCo.Ld.*Mgrs.*)	~~438·0~~ 440·0	~~59·0~~ 59·2	~~36·0~~ 35·8	~~Wilmington, (Del.)~~ ~~Utd.States~~ ~~British~~ *WB* London British	2 steam turbines DRgeared to 1 sc. shaft 1416NHP AllisChalmers,Milwaukee		
35724	**Bateau** (*ex*Euro-41) D.F. 1*Dk*&*Shelter dk*	4687 4375 2957					1926	Cant.Nav.Riuniti Palermo	UnitedStates Maritime Commission ~~(operated by UnitedStatesLines Co.)~~	406·4 388·8 P14′F38′	51·7	34·6	Panama Pnamanian *WB*	T.3Cy.26″,42¼″&69$\frac{7}{16}$″–48″ 335NHP Cant.Nav.Riuniti,Palmero		
35725 41399 KBOF	**Benjamin Franklin** 2*Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	~~7000~~ 7176 — 4380					1941	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	~~423·0~~ 422·8	57·0	~~34·9~~ 34·8	LosAngeles, Cal. Utd States *WB*	T.3Cy.24½″,37″&70″–48″ 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		R
35726	**Barranduna** *OilEng.* D.F. *CruiserStern*	5700	100A1 *withfreeboard* (*ClassContemplated*)				1942	A/B Götaverken Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*)	456·0 F96′	58·8	26·5	Gothenbrg Swedish	Oil Engines 2S.C.DA 7Cy.24$\frac{7}{16}$″–55⅛″ A/B Gotaverken,Got.		
35727	**Bluefields** (*ex*Jupiter-41, TwinSc *ex*Ormidale-38, *OilEng.* *ex*AstmahcoIII, *ss*N.Yk.No.1–21 *ex*LakeMohonk,*ex*MotorI) 1*Dk* *Mchy.Aft*	2063 1797 1434	✠ ••• 7,27				1917 10mo	Manitowoc S.B.Co. Manitowoc	A.Garcia&Cia. Ltda.	250·5 P44′B32′F28′ FK	43·5	20·4	Bluefields Nicaraguan *WB*	Oil Engines 4S.C.SA 12Cy.14½″–18″ 246NHP NE38 Atlas-ImperialDiesel Eng.Co.Oakland,Cal.	23 ″ 0	R †
5728 NDF	**Bougainville** TwinSc (*ex*VictorSchœlcher-42) *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	4510 — 2559					1938	Forg.&Ch.de laMéditSA LaSeyne		358·6 F29′	51·9	25·8	Marseilles French *WB*	Oil Engines 2S.C SA 16Cy.20½″–35$\frac{7}{16}$″ 1170NHP Soc.Gén.deConst.Méc. LaSeine		V
5729	**Baltyk** D.F. E.S.D. 2*Dks* *CruiserStern* *Deck plating & butts of part bottom p'atg. elec.welded*	*7001* *6589* *5121*	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 3,42 ✠LMC3,42	Nwc	*a*† 2	CL	1942 3mo Lloyd	Swan,Hunter&Wigham Richardson, Ld,Newcastle 's*A&CP*	Gdynia-America ShippingLines,Ld. (*Coll to W dk 6 to 2nd dk*) 5 *Divisional W.T.BHs in 'tween dks* *CellDB370′1299tFPT122tAPT166t*	431·6 447·5(O.L.) F39′ FK	56·2	34·2	Gdynia Polish 7*BHptCem*	T.3Cy.23″,39″&66″–45″ 220lb (*s*) 433NHP 2SB,8*cf*,GS154,HS6080 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 ″ 10 s10 ″ 9½	
5730	**Bushranger** (*ex*MarisaThordén-41, *ex*Starck-35, *ss*Nwc.No.3–8,35 *ex*Stakesby) *ss*Got.No.1–39 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	4536 — 2653	✠ ••• 2,42 ~~MS9,39~~ ✠~~LMC~~	NYk ~~SS9,40~~	*x*	OG 9,39	1922 9mo Lloyd	JLThompson&Sons,Ld. Sunderland 's*A&CP*	UnitedStates Maritime Commission *CellDB309′959tFPT70tAPT221t*	376·8 365·0 P28′Q118′B80′F29′ FK	52·8	24·3	Panama Pnamanian 6*BHptCem*	T.3Cy.25⅜″,41″&68″–45″ (*s*) 180lb 357NHP 3SB,9*cf*,GS162,HS5778 J.Dickinson&Sons,Ld.Sld.	26 ″ 8 ~~s 8 ″ 8~~ ~~23 ″ 3~~	
35731	**Beauregard** *OilEng.* D.F. E.S.D. *Longitudinal framing* *CruiserStern* *Mchy.Aft*	8500	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1942	Kockums M.V.Aktieb. Malmö	SkibsA/S Beaumont(BiörnBiörnstad&Co.*Mgrs.*)	476·0 P91′B32′F63′	62·1	34·7	Oslo Norwegian	Oil Engines 2S.C.DA 7Cy.23⅝″–43$\frac{5}{16}$″ KockumsM.V.Akt.Malmö		

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35732	**Buzi** (*ex*Novillo-42, *ex*Berville-37,*ex*Bucheron) TwinSc *Mchy.Aft* 1*Dk* *Fitted for oil fuel* *Should be* "Novillo," *see No.* 28550 *in body of Register*	968 — 552					1920	Ch.&Atel. de laGironde Bordeaux	Cià.Colonial de Navegaçao	219·4|34·2|12·3 P75'F29'	Portuguese	T.6Cy.12",19½"&31½"-16½" 80NHP *WB* Atel.&Ch. de laLoire,St.Denis		
35733 163286 BCLR	**British Vigilance** *OilEng.* 1*Dk.2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	~~8100~~ ~~7200~~ ~~4750~~ 8093 7215 4755	✠100A1 ~~(ClassContemplated)~~ 5,42 ✠LMC5,42 *CarryingPetroleum in bulk*	Gls	*c*†	CL	1942 5mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	BritishTankerCo. Ld.	463·2|61·2|33·1 479·4(O.L.) P98'B48'F54' FK *CellDBa*74'167*tDTf*28'390*tFPT*146*tAPT*100*t*	London British 16*BHptCem*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	33 ″ 3 s6 ″ 4½ 27 ″ 1¼	
35734 241405 ~~KBQK~~ KBQL	**Benjamin Harrison** D.F. Sub.Sig. 2*Dks* *CruiserStern* *Fitted for oil fuel*	7191 — 4389					1942	Bethlehem Fairfield Shipyard,Inc. Baltimore, Md.	UnitedStates Maritime Commission	423·1|57·1|34·8	Baltimore Utd.States	T.3Cy.25",37"&70"-48" 339NHP *WB* GeneralMachineryCorp. Hamilton,O.		
35735	**Ballot** (*ex*Alberta-42) *ss*Mfl.No.3-9,35 D.F. 2*Dks(Stl)&Web frames*	6131 5022 3731	✠100A1 8,39 ✠LMC MS12,34 BS8,39 *Fitted for oil fuel* 10,22 *F.P. above* 150°F. NO LATER SURVEY REPORTED	Tri	*z*	9,39	1922 10mo	Cant.Nav. Triestino Monfalcone A&CP	UnitedStates Maritime Commission	417·7|54·2|30·2 401·0 P36'B124'F44' FK *Cell DBa*117'*uB&f*198'1130*t* *MT f*27'816*tFPT*107*tAPT*135*t*	Panama Pnamanian 6*BHCem*	T3Cy26$\frac{1}{16}$"42⅛"&70$\frac{1}{16}$"-48$\frac{1}{16}$" 180lb (*s*) FD 483NHP 3SB(Spt),*9cf*,GS148.HS7221 UnitedMachineFactories, Smichow,Prague	32 ″ 10 7 ″ 8¾ 25 ″ 4	
35736 7647 SILN	**Bothnia** (*ex*Ajax-42 *ex*Wirgo-40) *ss*Sbg.No.3-12,40 1*Dk(Stl)&Shelter dk(Stl)* *CruiserStern* *Strengthened for navigation in ice*	*645* *482* *222*	✠100A1 *with freeboard* 4,42 ~~5,41~~ BS2,42 ✠LMC12,40	~~Skm~~ Mmo	*l*	OG 12,40	1930 5mo	Akt.Finnboda Varf Stockholm *Lloyd'sA&CP*	Rederi A/B Svenska Lloyd (K.R.Bökman, *Mgr.*)	183·6|32·1|12·9 P16'B52'F17' FK *CellDB*132'172*t FPT*37*tAPT*23*t*	Gothenbrg Swedish 4*BHCem*	T.3Cy.16½",27"&44"-30"(*s*) 200lb(Spt) 150NHP 2SB,*4cf*,GS63,HS2692 HelsingörsJernsk&Mskb. Elsinore	16 ″ 2 s ″ 2 15 ″ 1¼	
35737	**Baialoide** (*ex*Liana-42, *ex*Giekerk-35, *ex*Bawean) *ss*Ham.No.3-2,27 *ss*Rot.No.1-31 D.F. 2*Dks(Stl)&Shelter dk (Stl) & Web frames* *Longitudinal framing*	6400 6062 4057	✠ … 11,35 ✠	Rot	*a*†		1914 9mo	W.Hamilton&Co.Ld. Pt.Glasgow	LloydBrasileiro *'Tween dk BH in No.3 hold dispensed with* *CellDBa*132'*uE&B*58'*f*172'1278*t* *DTa*32'712*tFPT*64*tAPT*15*t*	436·4|54·5|34·0 420·1 FK	R.Janeiro Brazilian *Cem* 5*BH to U dk* 1 ,, ,, *Sh* ,, 1 ,, ,, *2nd* ,, *only*	T.3Cy.27½",45"&75"-51" 638NHP 4SB,*12cf*,GS187,HS10128 D.Rowan&Co.Glasgow	36 ″ 6	I †
35738	**British Tradition** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8500 742[illegible]	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1942	Cammell Laird&Co.Ld Birkenhead	BritishTankerCo. Ld.	466·3|61·9|33·9 P103'B44'F49'	London British	Oil Engines 6Cy.29⅛"-59$\frac{1}{16}$" Harland&Wolff.Ld.Bel.		
35739	**Belgian Sailor** (*ex*Empire Drayton-42) D.F. E.S.D. 2*Dks* *Cruiser Stern* ~~*Decks& butts of shell plating elec. welded*~~ *Deck plating & butts of shell plating elec. welded*	*7023* *6589* *5043*	✠100A1 *with freeboard* 2,42 ✠LMC2,42	Nwc	*a*† 2	CL	1942 2mo	Swan,Hunter&Wigham Richardson LdNewcastle *Lloyd'sA&CP*	BelgianState 5 *divisional WTBHs in 'tween dks* *CellDB*370'1299*t FPT*122*t APT*172*t*	432·5|56·2|34·2 447·5(O.L.) F34' FK	Antwerp Belgian 7*BHptCem ptAsp* (*Coll to Wdk* 6 ,, *2nd* ,,)	T.3Cy 23",39"&66"-45" 220lb (*s*) 512NHP 2SB&1AuxSB,*11cf*,GS200, HS7866 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 ″ 10 s10 ″ 9½ 26 ″ 3	
35740	**Belgian Soldier** (*ex*EmpireSelwyn-42) D.F. 2*Dks* *CruiserStern* *Should be* "Empire Selwyn," *see No.* 36313 *in Supplement*	*7167* *6773* *5007*	✠100A1 *with freeboard* 1,42 ✠LMC10,41	Gls	*a*† 2	CL	1941 10mo	Wm.Doxford&SonsLd Sunderland *Lloyd'sA&CP*	BelgianState 6 *Divisional WTBHs in 'tween dks* *Cell DB*356'1182*t MT*29'1205*t FPT*134*t APT*155*t*	428·8|56·5|35·5 442·9(O.L.) FK	Antwerp Belgian 7*BHptCem* (*Coll to Wdk* 6 ,,*2nd*,,)	T.3Cy 23½",37½"&68"-48" 220lb (*s*) 516NHP 2SB&1AuxSB,*11cf*,GS179, HS7616 FD FairfieldCo.Ld.Glasgow	38 ″ 1 s10 ″ 11 27 ″ 4¾	
35741 ONVN	**Belgian Seaman** (*ex*EmpireMasefield-42) D.F. E.S.D. 2*Dks* *CruiserStern* *Decks&butts of shell plating elec. welded* *Should be* "Empire Masefield," *see No.* 36317 *in Supplement*	*7023* *6589* *5041*	✠100A1 *with freeboard* 10,41 ✠LMC10,41	Nwc	*a*† 2	CL	1941 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	BelgianState 5 *Divisional WTBHs in 'tween dks* *CellDB*370'1299*t FPT*122*t APT*172*t*	432·5|56·2|34·2 447·5(O.L.) F39' FK	Antwerp Belgian 7*BHptCem ptAsp* (*Coll to Wdk* 6 ,,*2nd*,,)	T.3Cy.23",39"&66"-45" (*s*) 220lb 512NHP 2SB&1AuxSB,*11cf*,GS200, HS7866 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 ″ 10 s10 ″ 9½ 26 ″ 3	
35742	**Belgian Fighter** (*ex*EmpireLapwing-42, *ex*BlackCondor-41, *ex*Ala-35) 2*Dks&Web frames* *Fitted for oil fuel* D.F. ~~*Should be* "Empire Lapwing," *see No.* 23230.~~	*5403* *5002* *3390*	✠100A1 (*Reclassification Contemplated*) Examined 12,41 3,42 BS12,41	Hul	*z*	CL 1,42	1921 2mo	Merchant S.B.Corp. Harriman,Pa	BelgianState	401·6|54·2|30·2 P36'B124'F44' FK	Antwerp Belgian	2 steam turbines DR geared to 1 sc. shaft 661NHP *WB* 3WTB200lb HS8700 FD WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10 s7 ″ 8½ 25 ″ 3¾	
35743	**Belgian Fisherman** (*ex*EmpireAlbatross-42, *ex*Hoxie-41) 2*Dks* D.F. Sub.Sig. *Longitudinal framing*	*4714* *4269* *2812*					1918	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	BelgianState	377·0|52·3|27·0 P41'B94'F38'	Antwerp Belgian	T.Cy.24½",41½"&68"-48" 320NHP *WB* BethlehemS.B.Corp.Ld.		B
35744	**Belgian Freighter** (*ex*EmpireSwan-42, *ex*Missourian-40) TwinSc *OilEng.* *ss*Bos.No.2-30 D.F. GyC. 1*Dk(Stl)&Shelter dk(Stl)* *2nd dk (Stl) in forward holds* *Tonnage opening closed* '40 ~~*Should be* "Empire Swan," *see No.* 23304.~~	*7964* *7580* *4933*	✠100A1 *Shelter dk with freeboard* (*Reclassification Contemplated*) Examined 1,42 4,41 DBS2,41 ✠	NYk Avn		CL 4,41	1922 6mo	Merchant S.B.Corp. Chester,Pa. *CellDB*380'1493*tDTf*28'874*tFPT*231*tAPT*185*t*	BelgianState	447·1|59·8|36·3 FK	Antwerp Belgian 7*BHptCem* (6 *to Sh dk* 1 ,, *U* ,,)	Oil Engines 4S.C.SA 12Cy.29⅛"-45¼" 987NHP DB*100lb* W.Cramp&SnsS&EBCPhl.	39 ″ 0 s10 ″ 7¾ 28 ″ 7	
35745	**Belgian Airman** (*Launched as* Empire Ballantyne) *OilEng.* 2*Dks* D.F. *CruiserStern*	*6959* *6490* *4199*					1942	Harland&Wolff,Ld. Glasgow	BelgianState	432·7|56·3|34·3 F39'	Antwerp Belgian	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP *WB* Harland&Wolff,Ld.Gls.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté si ce n'est dans le L. R. Durée. Cert. B. of Trade.
35746	**Blue Jacket** D.F. E.S.D. GyC. *3Dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* *ptLongitudinal framing* *CruiserStern* *Carrying Petroleum in deep tanks*	6100 3597					1942	MooreD.D. Co. Oakland,Cal.	UnitedStates Maritime Commission	439·0 B77′	63·2	27·5	S.Frncisco Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1000NHP GeneralElectricCo. Lynn,Mass.		
35747	**Benjamin Goodhue** D.F. E.S.D. *Elec.welded* *2Dks* *CruiserStern* *Fitted for oil fuel*	7000					1942	California S.B.Corp. LosAngeles	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.$24\frac{1}{2}$",37"&70"-48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
35748	**Blenheim** TwinSc (*ex*Odenwald-42,*ex*Assuan-38, *OilEng.* *ex*Odenwald-35) *2Dks* D.F. Sub.Sig. *CruiserStern*	5098 4467 3007					1923	Deutsche WerftA.G. Hamburg	UnitedStates Maritime Commission	399·6 F41′	54·2	27·4	N.Orleans Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.$24\frac{3}{4}$"-$38\frac{3}{4}$" 714NHP AllgemeineElecGes.Berlin		
35749	**British Merit** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8100 7200 4750	100A1 (*Class Contem* *CarryingPetr*	*plated*) *oleum*	*in*	*bulk*	1942	Harland& Wolff,Ld. Glasgow	BritishTankerCo. Ld.	463·2 P98′B48′F54′	61·2	33·1	London British	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" Harland&Wolff,Ld.Gls.		
35750	**Bauruloide** (*ex*EgyptianReefer-42, *ex*Francine-37) *OilEng.* D.F. *Ref.Mchy.* *Mchy.Aft* *CruiserStern*	3159 2680 1819					1936	Odense Staalskibsvft vedAPMöller Odense	LloydBrasileiro	345·6 F89′	48·7	24·4	R.Janeiro Brazilian *WB*	Oil Engines 2S.C.SA 10Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 673NHP Akt.Burmeistr&Wain,Cpn		V
35751	**Brasiloide** (*ex*Montevideo-42) *OilEng.* Sub.Sig. *1Dk* D.F. *CruiserStern*	6075 5132 3447					1936	Howaldts- werkeA.G. Hamburg	LloydBrasileiro	446·4 P31′B&F403′ *Upper*F31′	61·3	23·8	R.Janeiro Brazilian *WB*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-$47\frac{1}{4}$" 906NHP HowaldtswerkeA.G.Kiel		G
35752	**Bald Eagle** D.F. E.S.D. GyC. *3Dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* *pt Longitudinal framing* *CruiserStern*	6100 — 3597					1942	MooreD.D. Co. Oakland,Cal.	UnitedStates Maritime Commission	439·0 B77′	63·2	27·5	S.Frncisco Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1000NHP GeneralElectricCo. Lynn,Mass.		
35753	**Bunkerhill** D.F. E.S.D. GyC. *1Dk* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern* *Elec.welded* *CarryingPetroleum in bulk*	10300 9540 6190					1942	SunS.B.& DryDockCo. Chester,Pa.	UnitedStates Maritime Commission	503·0 P107′B36′F53′	68·0	39·3	Phldlphia Utd.States *WB*	Steam turbine connected to elec.motor & sc. shaft GeneralElectricCo.		
35754	**Bjorgheim** *OilEng.* *Mchy.Aft* *CruiserStern*	10000 9000 5800	100A1 (*Class Contem* *CarryingPetr*	*plated*) *oleum*	*in*	*bulk*	1942	Eriksbergs M.V.Aktieb Gothenburg	HjalmarOlsen	498·4 P101′B37′F48′	65·3	36·4	Norwegian	Oil Engines 2S.C.SA 7Cy.$29\frac{1}{8}$"-$55\frac{1}{8}$" EriksbergM.V.Aktieb.Got.		

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired.	6 Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35901 168182 BCJV	**Capitol** 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	1558 1177 885	✠100A1 *withfreeboard* 2,42 ~~6,41~~ ✠LMC6,41	Sid		$1\frac{1}{16}$	CL	1941 6mo *Lloyd*'*sA&CP*	S.P.Austin &Son,Ld. Sunderland	GasLight&CokeCo (Stephenson Clarke&Associated Companies,Ld. *Mgrs.*) *CellDBuE24'f*168'615*t MT*58*t FPTs*154*tAPT*18*t*	247·0 257·0(O.L.) Q149'B16'F25' FK	39·7	16·6	London British 4*BHptCem*	T.3Cy.16½",27½"&47"-33" 200lb *100lb* (*s*) 196NHP 1SB,3*cf*,GS62,HS2952 FD N.E.MarineEng.Co.(1938) Ld.Sld.	18 ″ 6 s 5 ″ 11 16 ″ 9	
35902 240686 WHVQ	**Cape Cod** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* Sub.Sig. *pt Elec. welded* *CruiserStern*	~~6900~~ 6797 — 4015						1941	Bethlehem SteelCo.S.B. Division Mariner's Harbour	~~UnitedStates~~ ~~Maritime.~~ ~~Commission~~ UnitedMailS.S.Co.	~~397·0~~ 399·7	~~60·2~~ 60·1	~~34·6~~ 35·0	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
35903 HPRS	**Carbella** Ⓟ (*ex*Glacier-41, *ex*PortChalmers) 2*Dks*(1*Stl*)&*Upt*(*Stl*) *Well deck* *Fitted for oil fuel* 3*trB*	4140 — 2527	✠ 6,96 ✠	Syd				1891	JLThompson&Sons Sunderland	CarbellaS.S.Co.	371·0 P&B218'F49'	46·1	27·7	Panama Pnamanian *WB*	T.3Cy.30",48"&78"-54" 459NHP 3DB,*18pf*,GS246,HS7050 J.Dickinson,Sunderland	29 ″ 0	R
35904	**Chagres** (*ex*Bakersfield-41) 2*Dks* Sub.Sig. *Fitted for oil fuel*	*5592* *5084* *3521*						1919	South WesternShipbuildingCo. SanPedro,Cal	NorthAtlantic TransportCo.Inc.	410·5 P46'B112'F46'	54·3	27·2	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
35905 HPSO	**Calobre** (*ex*Egremont-41) 2*Dks*(*Stl*)&*Shelter dk* Sub.Sig. *Fitted for oil fuel*	*6891* *6613* *5306*						1919	Skinner& EddyCorp. Seattle,Wash	NorthAtlantic TransportCo.Inc.	410·1	54·2	35·1	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
35906	**Cocle** (*ex*JacobRuppert-41, *ex*PacificFir-33, 2*Dks* *ex*WestCahokia) *Fitted for oil fuel* D.F. Sub.Sig.	*5630* *5110* *3494*						1920	Western Pipe&Steel Co. SanFrancisco	NorthAtlantic TransportCo.Inc.	410·5 P46'B112'F46'	54·0	27·1	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"-48" 359NHP JoshuaHendyCo. SanFrancisco		R
35907	**Chepo** (*ex*WestPocasset-41) 2*Dks* Sub.Sig. *Fitted for oil fuel*	*5582* *5139* *3515*	✠ ... 3,21					1919 10mo	Northwest SteelCo. Portland,Or.	NorthAtlantic TransportCo.Inc.	409·8 P44'B115'F47' FK	54·2	27·7	Panama Pnamanian *WB*	2 steam turbinesDR geared to 1 sc. shaft 605NHP MidwestEng.Co. Indianapolis	30 ″ 2	R †
35908	**Capira** (*ex*WestCampgaw-41) 2*Dks* Sub.Sig. *Fitted for oil fuel*	*5625* *5145* *3471*						1920	J.F.Duthie &Co. Seattle,Wash	NorthAtlantic TransportCo.Inc.	410·3 P44'B115'F47'	54·2	27·7	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
35909 219601 KUCR	**Caribqueen** (*ex*WestShipper-41, *ex*TexasShipper-35, 1*Dk*2*trB* *ex*LakeGiddings-32) *Fitted for oil fuel* D.F.	2592 2243 1613	✠ ... 11,20 ✠					1920 4mo	Chicago S.B.Co. Chicago,Ill.	StockardS.S.Corp.	251·0 P25'B64'F26' FK	43·6	26·1	NewYork Utd. States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 3	R †
35910	**California** Ⓟ TwinSc (*ex*Prudente de *ss*N.Yk.No.2-16 Moraes-41, 2*Dks*(*UStl*-teak s) *ex*Rio deJaneiro) &*deep framing*	*3583* *2772* *2213*	✠ 4,22 ✠	Rio		*v*		1908 2mo	Workman, Clark&Co.Ld Belfast	RobertoCordero Waters *CellDBa*88'*uE*36'*f*98'460*tFPT*50*tAPT*50*t*	340·3 P48'B130'F48' FK&BK1¼"	45·1	24·8	Valparaiso Chilian 6*BHCem*	T.6Cy.18",30"&49"-42" 534NHP 3SB,*12cf*,GS224,HS8754 Wrkman,Clark&CoLd.Bel	26 ″ 0	
35911 240844 WIDO	**Corsicana** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded*	~~10200~~ 9890 8947 5928	✠100A1 ~~(*ClassContemplated*)~~ 11,41 ✠LMC8,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,41 *F.P. above* 150°F.	NYk		*f*† $2\frac{3}{16}$	CL	1941 8mo *Lloyd*'*sA&CP*	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	~~Socony-Vacuum~~ ~~OilCo.Inc.~~ *CellDB u E*78'156*tDTf* 36'893*tFPT*297*tAPT*79*t*	488·3 501·4(O.L.) P106'B34'F50' FK	68·3	36·9	NewYork Utd. States 13*BHptAsp*	2 steam turbinesDRgeared to 1 sc. shaft 1884NHP 490lb FD 2W.T.B.(Spt435lb)HS7400 WestinghouseElec.&Mfg. Co.Phl.	37 ″ 0	
35912 118211	**City of Rochester** Ⓟ PadCtr 1*Dk*	331 175 132						1904	Scott(of Kinghorn)Ld Kinghorn	Ministry of War Transport(London Midland&Scottish Rly.*Mgrs.*)	160·2	22·2	7·3	London British	C.2Cy.20"&42"-45" 72RHP Scott(of Kinghorn),Ld.		
35913	**Castillo Campanario** (*ex*Saustan-41, ~~*ss*Pal.No.2-35~~ *ex*Vallejo-37) 2*Dks*~~(*Stl*)&*Webframes*~~ D.F. *Longitudinal framing* *Mchy.Aft* *ss*Bbo.No.3-11,41	*5586* — *3375*	✠100A1 11,41 ~~10,40~~ ~~(*Reclassification*~~ ~~*Contemplated*)~~ ✠LMC11,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,28 *F.P. above* 150°F.	~~Msl~~ Bbo		*z*	11,41	1928 5mo *Lloyd*'*sA&CP*	R.Duncan &Co.Ld. PortGlasgow	Cia.Arrendataria delMonopolio de Petroleos,S.A. ~~*CellDBuE&B*76'170*tAPT*195*t*~~ *CellDBuE&B*76'170*tDTf*21'159*tAPT*195*t*	407·0 P122'B35'F41' FK	54·2	30·1	Valencia Spanish 16*BHptCem* (11 *to U dk* 5 „ 2*nd* „)	T.3Cy.25",43½"&74"-48" 210lb 567NHP 3SB,*9cf*,GS172,HS8202 Rankin&BlackmoreLdGrk	30 ″ 0 s5 ″ 0 25 ″ 2¾	
35914	**Carlantic** (*Bulk Carrier—Grain or Oil*) *OilEng.* *Mchy.Aft* D.F. *CruiserStern* 1*Dk* *Elec.welded* *Longitudinal framing* *Now* "Victoria," *see No.* 38906 *in Supplement*	8000						1941	Cargill, Inc. Albany,N.Y.	Cargill,Inc.	404·1 P96'B34'F60'	60·0	37·0	Albany NY Utd. States *WB*	2 Oil Engines 2S.C.SA with electro-magnetic slip coupling&SRgearing 12Cy.16"-20" 540NHP FairbanksMorse&Co. Beloit,Wis.		
35915 141922 VJFX	**Cardross** (*ex*Mackarra-41) *ss*Syd.No.3-11,31 *ss*Syd.No.2-39 1*Dk*(*Stl*)*Platform dk in No.*2*hold* *Cruiser Stern* *Cargo battens not fitted*	2515 2261 1456	✠100A1 5,41 BS~~8,40~~ 8,41 ✠LMC7,39	Syd		*t*	CL 6,40	1919 10mo *Lloyd*'*sA&CP*	C.Hill& Sons Bristol	JamesPatrick&Co. Pty.Ld. *CellD B*252'670*tFPT*70*t APT*180*t*	303·0 313·0(O.L.) P33'B80'F33' FK	43·0	20·7	Melbourne British 5*BHCem*	T.3Cy.22",36"&59"-39" (*s*) 180lb HS5140 331NHP 2 Water Tube Boilers FD Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
35916	**China Mail** *OilEng* D.F. E.S.D. 2*Dks* GyC. *Ref.Mchy.* *CruiserStern* *Now* "Empire Peregrine," *see No.* 36465 *in Supplement*	6440 — 3940						1941	SunS.B.& DryDockCo. Chester,Pa.	~~AmericanMail~~ ~~Line,Ld.~~	453·3 P23'B86'F41'	63·2	27·5	~~Seattle.~~ ~~Utd. States~~ ~~British~~ *WB*	Oil Engines 2S.C.SA 5Cy.32"-95" 870NHP SunSB.&DD.Co.ChesterPa		

1 . in ok. cial o. de ters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
5917	**Chasseral** (*ex*Tegucigalpa–41, *ex*Ingeli) Bn *ss*N.Os.3rdNo.3–6,37 1*Dk*(*Stl*)&*Spar dk*(*Stl-ws*) &*Web frames*	2928 2702 1864	✠100A1 *Spar dk* 2,42 ~~12,40~~ ✠LMC~~6,37~~2,42 ✠NB6,14 ~~BS12,40~~ *Fitted for oil fuel*4,20 *F.P. above* 150° F.	~~NOs~~ Lis	*u*	OG ~~12,40~~ N1,42	1897 10mo	Hall,Russell&Co. Aberdeen A&CP	SwissWarTransportOffice (Honegger&Ascott,*Mgrs.*)	330·1|41·2|18·6 26·0 B104'F35' FK *CellDBa*86'*f*124'408*t*	Basle Swiss 5*BHCem*	T3Cy25½"42½"&69¼"-45"(*s*) 185lb ~~100lb NDB15~~ 362NHP s 2SB,8*cf*,GS163,HS5715 Hall,Russell&Co.Abn.	27 ″ 1 5 ″ 2¾ 22 ″ 4	
918	**Curacao** Ⓟ *Ref.Mchy.* 2*Dks* D.F. E.S.D. Sub.Sig. *Fitted for oil fuel*	8269 6883 5018	ExaminedL.R.~~7,41~~1,42 8,41 ~~3,41~~ BS~~10,40~~1,42	~~St.J.~~ Bos ~~Bos~~ ~~MBS1,42~~			1930	Deutsche Werft Hamburg	CuracaoGovernment	477·7|63·0|29·5 P36'B&F432' *Upper*F45'	Dutch WB	4SRgeared steam turbines 213lb 2DB&2SB E*made*22*refitted*30 Blohm&Voss,Hamburg		
919 497 QT	**Camelia** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	1688 1270 789	✠100A1 *with freeboard* ~~(ClassContemplated)~~ 11,41 ✠LMC11,41	Got	*s*	CL	1941 11mo	Akt.LindholmensVarv Gothenburg	Rederiaktieb.SvenskaLloyd (K.R.Bökman, *Mgr.*)	287·2|42·1|16·6 296·5(O.L.) FK (*Coll to Sh dk* *CellDB*241'471*tFPT*25*tAPTs*64*t*	Gothenbrg Swedish 4*BH* 3*to*2*nd dk*)	Oil Engines 2S.C.SA 6Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 406NHP DB71*lb.* EriksbergM.V.Aktieb.Got	19 ″ 6 8 ″ 4½ 19 ″ 2¾	
920 020 PT	**Caddo** D.F. E.S.D. GyC. 1*Dk* *Mchy Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded*	~~10200~~ 9890 8917 5928	✠100A1 ~~(ClassContemplated)~~ 10,41 ✠LMC10,41 *Carrying Petroleum in bulk* *Fitted for oil fuel*10,41 *F.P. above* 150° F.	Bal	*f*† $2\frac{9}{16}$	CL	1941 10mo	Bethlehem Sparrow'sPt.Shipyard,Inc Sparrow'sPt. Md. *Lloyd's A&CP*	~~Socony-Vacuum OilCo.Inc~~	488·3|68·3|36·9 501·4(O.L.) P106'B34'F50' FK *CellDBuE*78'156*tDTf*36'893*tFPT*297*tAPT*79*t*	NewYork Utd.States 13*BHptAsp*	2steam turbinesDRgeared to 1 sc. shaft 1884NHP 2WTB490lb(Spt435lb) HS7400 FD WestinghouseElec.&Mfg.Co.Phl.	37 ″ 0	
921 GM	**Campilo** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing–bracketless system*	3971 3074 2059	✠100A1 ~~1,41~~10,41 ✠LMC1,41 *Carrying Petroleum in bulk*	~~Val~~ Bcl	*v*	CL 10,41		UnionNav.deLevanteSA Valencia *Lloyd's A&CP* *Launched*1936 *Completed*1941-1mo	Cia.ArrendatariadelMonopolio de PetroleosS.A.	329·9|54·1|23·0 342·7(O.L.) P94'B33'F31' FK *Cell DBuE*67'214*t DTf*18'145*tFPT*46*tAPT*94*t*	Valencia Spanish 14*BH*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP s 2DB150*lb* MaquinistaTerrestre y Maritima,Bcl.	23 ″ 0 3 ″ 8 19 ″ 6½	
922 AEJ	**Castillo Figueras** (*ex*España No. 3–41,*ex*Roma) D.F. 1*Dk&Spar dk*	2188 1985 1594					1906	Akt.Ges. "Neptun" Rostock	SpanishGovernment	260·1|38·3|22·5 H26'	Carthagna Spanish WB	T3Cy.20$\frac{1}{16}$",32$\frac{3}{16}$"&52"–35$\frac{2}{5}$" 160NHP A.G."Neptun," Rostock		
5923	**Castillo Jarandilla** (*ex*LaCorse–41, *ex*Fram,*ex*Monte Promina) *ss*Tri.No.3–1,17 *ss*Tri.No.2–25 1*Dk* *Web frames*	643 542 277	✠ ... 5,29 ✠				1903 11mo	W.Harkess&Son,Ld. Middlesbro'	SpanishGovernment(Comercial Mediterranea, *Mgrs.*)	174·7|28·3|15·0 P18'B44'F20' BK7½"	Spanish WB	T.3Cy 14",22½"&37"–27" 128NHP Richardsons,Westgarth&Co.Ld Mdb.	16 ″ 0	
35924 1147 EY	**Charles S. Jones** D.F. E.S.D. 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern* *Carrying Petroleum in bulk*	~~8200~~ 8111 — 4859					1941	Bethlehem Sparrow'sPt.Shipyard,Inc Sparrow'sPt. Md.	RichfieldOilCorp.	445·4|64·2|34·9 P92'B35'F45'	L.Angeles Utd.States WB	2steam turbinesDRgeared to 1 sc. shaft 583NHP BethlehemSteelCo.S.B. Division,ForeRiver,Mass.		
925 ~~XFI~~ PVQ	**Cavalcade** TwinSc (*ex*GertrudeMærsk–41) *OilEng.* *ss*H.Kg.No.2–37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in No.*1 *hold* *CruiserStern*	5038 4622 3155	✠100A1 *with freeboard* 8,41 ~~11,39~~ ✠LMC CS12,37 DBS3,41 6,38 *Fitted for carrying oil* 5,30 *F.P. above* 150° F. *in deep tanks* *Carrying cargo oil F.P.above*150° *F.or Glycerine in tanks above FPT*	~~HK~~ Man	*ga*†	CL ~~9,37~~ 8,41	1930 5mo	Odense Staalskibsvft Odense *Lloyd's A&CP*	UnitedStatesMaritimeCommission ~~(Operated by AmericanPresidentLines,Ld.~~) *CellDB*371'1266*t*	418·9|54·7|25·4 437·5(O.L.) F38' FK *Tanks in way of tunnels* 25*tDTa*11'281*t MT*27'1068*tFPT*148*tAPT*248*t*	Panama Pnamanian 8*BH* (*Coll to Sh dk* 7 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24$\frac{3}{16}$"–51$\frac{3}{16}$" 709NHP s DB100*lb* Akt.Burmeistr&Wain,Cpn	28 ″ 7 3 ″ 2½ 25 ″ 7	
926 ZJH	**Cricamola** TwinSc (*ex*GreteMærsk–41) *OilEng.* D F. *Ref.Mchy.* 1*Dk&Shelter dk* E.S.D. 3*rd dk except in Nos.*2&5 *holds* *CruiserStern* Pennant," *see No.* 33068 *in Supplement*	6576 5624 4097	✠100A1 *with freeboard* 7,41 ~~3,40~~ DBS2,41 ✠LMC3,37 DBS(WTB)7,38 ✠Lloyd'sRMC3,40 *Carrying vegetable oil in deep tanks*	~~Bal~~ Man	*d*†	CL 3,40	1937 3mo	Bremer Vulkan Vegesack *Lloyd's A&CP*		471·9|59·4|26·9 497·3(O.L.) F59' FK *CellDB*372'1416*t DTsa*68'1724*tMTs*68'1918*t FPTs*231*tAPTs*280*t*	Panama Pnamanian 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.DA 10Cy.23⅝"–43$\frac{5}{16}$" 1945NHP s DB114*lb* 2DB(WT)114*lb* BremerVulkan,Vegesack	30 ″ 5 3 ″ 10 26 ″ 9½	
927 ZLB	**Caldera** TwinSc (*ex*MarchenMærsk–41) *OilEng.* D.F E.S D 1*Dk&Shelter dk* 3*rd dk* *Ref.Mchy.* *except in Nos.*2&5 *holds* *CruiserStern* ow "Perida," *see No.* 38067 *in Supplement*	6580 5624 4100	✠100A1 *with freeboard* 3,39 ✠LMC4,37 ✠Lloyd'sRMC3,40 *Carrying vegetable oil, molasses or glycerine in deep tanks*	HKg	*d*†	CL	1937 4mo	Bremer Vulkan Vegesack *Lloyd's A&CP*		471·9|59·4|26·9 497·0(O.L.) F59' FK *CellDB*372'1416*tDTsa*68'1724*t MTs*68'1918*tFPTs*230*tAPTs*280*t*	Panama Pnamanian 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.DA 10Cy.23⅝"–43$\frac{5}{16}$" 1945NHP s DB114*lb*2DB(WT)114*lb* BremerVulkan,Vegesack	30 ″ 5 3 ″ 10 26 ″ 9½	
928 ~~XXZ~~	**Chant** (*ex*Hulda Mærsk–41) *OilEng.* D.F. E.S.D 1*Dk&Shelter dk* *Ref.Mchy* 3*rd dk in No.*1*hold* *CruiserStern*	5601 4899 3390	✠ ... 6,42 *with freeboard* ✠~~LMC11,38~~ ~~✠Lloyd'sRMC3,40~~ *Carrying cargo oil F.P.above* 150° *F.in FPT& deep tanks. Carrying cargo oil F.P.above*150° F. *or glycerine in tank above APT.*	~~HKg~~ Man	*b*†	CL 8,41	1938 11mo	Odense StaalskibsvftvedAPMöller Odense *Lloyd's A&CP*	UnitedStatesMaritimeCommission ~~(Operated by AmericanPresidentLines,Ld.~~) *CellDB*374'1538*t*	439·0|57·7|25·4 466·3(O.L.) F45' FK *DTsf*65'1907*t* *DTa*36'1171*t tank above APT* 126*tFPT*83*tAPT*71*t*	NewYork Utd.States 9*BH* (*Coll to Sh dk* 8 „ 2*nd* „)	Oil Engines 4S.C.SA 9Cy.29⅛"–59$\frac{1}{16}$" 731NHP DB100*lb* Akt.Burmeistr&Wain,Cpn	28 ″ 7 ~~3 ″ 4¾~~ ~~25 ″ 5¼~~	
5929 299 ZK	**Charles Carroll** D.F. 2*Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	~~7000~~ 7191 — 4389					1941	Bethlehem Fairfield Shipyard,Inc Baltimore, Md.	UnitedStates Maritime Commission	416·0|57·0|37·3	Baltimore Utd.States WB	T.3Cy.25",37"&70"–48" 339NHP GeneralMachineryCorp. Hamilton,O.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.R.ofTrade.
35930	**Castilla del Oro** (*ex*Stangrove–41, *ex*Skinningrove–36, *ss*Sld.3rdNo.3–8,32 *ex*Hailsham, *ss*Mdb.No.1–36 *ex*Skinningrove) 1*Dk*(*Irn*) *Well deck*	516 369 217	✠ 11,37 ✠ ✠NB23 *refitted*34	Bry	*g*		1895 7mo	JLThompson&Sons,Ld Sunderland	BenjaminFernandez y Medina	155·0 P16′Q84′F19′ FK *DBa*38′46*tFPT*81*tAPT*22*t*	26·8 *27·7*	11·7	Pnamanian 4*BHCem*	T.3Cy.13″,21″&34″–24″ 57NHP 1SB,2*pf*,GS36,HS1092 J.Dickinson,Sunderland	12 ″ 3	
35931 241242 KEMH	**Calusa** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *part electrically welded*	9920 8947 5913	✠100A1 (~~*ClassContem plated*~~) 12,41 ✠LMC1,42 *Carrying Petroleum in bulk* *Fitted for oil fuel*1,42*F.P.above*150°F.	Bal	*f*† $2\frac{8}{16}$	CL	1941 1942 1mo	Bethlehem Sparrow'sPt. Shipyard,Inc Sparrow'sPt. Md. *Lloyd'sA&CP*	~~Socony-Vacuum~~ ~~OilCo.Inc.~~	488·3 501·4(O.L.) P106′B34′F50′ FK *CellDBuE*78′156*tDTf*36′893*tFPT*297*tAPT*79*t*	68·3	36·9	NewYork Utd.States 13*BHptAsp*	2steam turbinesDRgeared to 1 sc. shaft 1884NHP HS7400 FD 2WTB490lb(Spt435lb) WestinghouseElec.&Mfg. Co.Phl.	37 ″ 0	
35932 150906 WDCC	**City of Petoskey** Ⓟ TwinSc (*ex*PereMarquette17–41) (*CarFerry*) D.F. 1*Dk*&*Shade dk*3*trB*	2775 — 1685					1901	American S.B.Co. Cleveland	State of Michigan (HighwayDept.)	338·0	56·0	17·7	Manitowoc,Wis. *WB* Utd.States	T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co.Cleveland		
35933 240441 WGYS	**Cape Alava** *OilEng.* D.F. E.S.D. GyC. 3*Dks* *CruiserStern*	6751 3996 3964					1941	Seattle Tacoma S.B.Corp. Tacoma,Wsh	UnitedStates Maritime Commission	397·4	60·1	23·8	Tacoma, Wash. Utd.States *WB*	2 Oil Engines 2S.C.SA 12Cy.21½″–27½″ with electro-magnetic slip coupling&SR gearing 973NHP Hoovens-Owens-RentschlerCorp.Hamilton,O.		R
35934 240634 WHPF	**Cape Flattery** *OilEng.* D.F. E.S.D. GyC. 3*Dks* *CruiserStern*	~~6755~~ — ~~3965~~ 6756 3996 3965					1941	Seattle Tacoma S.B.Corp. Tacoma,Wsh	UnitedStates Maritime Commission	397·4	60·1	23·8	Tacoma, Wash. Utd.States *WB*	2 Oil Engines 2S.C.SA 12Cy.21½″–27½″ with electro-magnetic slip coupling&SR gearing 973NHP Hoovens-Owens-RentschlerCorp.Hamilton,O.		R
35935 240774 KDXH	**Cape Fairweather** *OilEng.* D.F. E.S.D. GyC. 3*Dks* *CruiserStern*	6758 3996 3964					1941	Seattle Tacoma S.B.Corp. Tacoma,Wsh	UnitedStates Maritime Commission	397·4	60·1	23·8	Tacoma, Wash. Utd.States *WB*	2 Oil Engines 2S.C.SA 12Cy.21½″–27½″ with electro-magnetic slip coupling&SR gearing 973NHP Hoovens-Owens-RentschlerCorp.Hamilton,O.		R
35936	**Crusader** (*ex*Brosund–41, *ex*Danevirke, *ss*Els.No.3–10,27 *ex*Winneconne, 2*Dks*(*Stl*)&*Web frames* *ex*Aslaug,*ex*GeneralWergeland, *ex*YesakiMaru) D.F. *Longitudinal framing*	~~2939~~ ~~2703~~ ~~1828~~ 2946 — 1830	✠ 12,32 ✠	Cpn	*t*		1916 5mo	OsakaIron Works,Ld. Osaka	UnitedStates Maritime Commission ~~(operated by UnitedStatesLines Co.)~~	305·0 P19 B82′F32′ FK *CellDB*255′519*tFPT*76*tAPT*20*t*	43·7	27·2	Panama Pnamanian 5*BHCem*	T.3Cy.22″,37″&61″–42″ 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWrks,Ld Osaka	27 ″ 3	VR †
35937 131905 MJQB	**Colchester** (*ex*Felixstowe–41) 2*Dks*	1280 1185 509	✠ ... 1,23 ✠				1918 11mo	Hawthrns &Co.Ld. Leith	London&North EasternRailway	215·1 P49′B64′F59′ FK	33·2	23·3	Harwich British *WB*	T.3Cy.21″,33″&54″–36″ 248NHP Hawthorns&Co.Ld.Leith		
35938	**Cahy** (*ex*Salineiro–41, *ex*Martinique–39,*ex*Pulwico, 1*Dk*2*trB* *ex*Pulaski) *Fitted for oil fuel*	2559 2203 1586	✠ ... 10,20 ✠				1920 6mo	Toledo S.B.Co. Toledo,Ohio	Cia.Commercio e Navegação	251·0 P25′B64′F23′ FK	43·6	25·8	R.Janeiro Brazilian *WB*	T.3Cy.22″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R
35939 168271 BDRX	**Corfoss** 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	1849 1344 990	✠100A1 ~~*ClassContem plated*~~ 3,42 ✠LMC3,42	Bnt	*q*	OG	1942 3mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*)	257·0 264·9(O.L.) Q150′F24′ FK *CellDB*214′500*tMT*9′166*tFPT*158*tAPT*21*t*	39·5	16·7	London British 4*BHptAsp* *ptCem*	T.3Cy.16½″,27½″&46″–33″ 200lb (*s*) 190NHP 2SB,6*cf*,GS77,HS2880 FD D.Rowan&Co.Ld.Gls.	18 ″ 8 s6 ″ 0¼ 17 ″ 4¾	
35940	**Corinto** (*ex*Corisco–41,*ex*Arwyco–34 *ex*LancashireCoast, *ss*Vcr.3rdNo.3–5,34 *ex*AnnieHough,*ex*Delta) 1*Dk*(*Stl*)2*trB* *Well deck*	*1109* *931* *552*	✠ 6,39 ✠	Mob	*n*		1900 3mo	J.Scott& Co. Kinghorn	A.Garcia&Cia. Ltda.	225·4 P&B132′F35′ FK *Cell DBa*44′60*t FPT*50*t APT*50*t*	34·2	15·2	Bluefields Nicaraguan 5*BHCem*	T.3Cy.17″,27″&45″–33″ 124NHP 2SB,4*cf*,GS72,HS1861 J.Scott&Co.Kinghorn	16 ″ 6 s 1 ″ 3 15 ″ 5½	
35941	**Caribe** (*ex*Koura–41,*ex*Mimis–36, *ex*AgiosVlasios–34, *ss*Pir.2ndNo.3–3,33 *ex*Budapest, *ss*Cpn.No.1–38 *ex*Szterényi) 1*Dk*(*ptIrn*&*ptStl*) *Cargo battens not fitted* &*deep framing*	3335 — 1989	✠ [illegible] 2,42 ~~BS1,41~~ ~~✠LMC6,37~~	Sch	*v*	CL 8,39	1907 3mo	W.Gray& Co.Ld. W Hartlepool	CubanGovernment	341·9 331·0 P25′B124′F30′ FK *Cell DBa*112′ *uE*&*B*40′*f*142′922*tFPT*75*tAPT*45*t*	48·0 18·3	21·8	Havana Cuban 5*BHCem*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 292NHP 2SB,6*rf*,GS108,HS4424 Cen.Mar.Eng.Wrks.WHpl	24 ″ 6 s~~3 ″ 10½~~ ~~20 ″ 10~~	
35942	**Choapa** (*ex*Helga–41—*which also see*) D.F. E.S.D. 2*Dks* *CruiserStern*	1700 1463 973	Examined LR 12,41 2,42 BS12,41(220lb)	Vpo		OG 2,42	1937	Helsingörs Jernsk&Msk. Elsinore	ChilianGovernment(Cia.Sud Americana de Vapores,*Mgrs.*)	292·0	41·7	16·4	Valparaiso Chilian *WB*	C3Cy(2)15¾″&(1)39⅜″–37⅜″ &LPturbine with reduction gear&chain drive 234NHP 2SB HS3340 HelsingörsJernsk&Mskb.		
35943 241358	**Catawba** D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing*	~~10200~~ 9930 — 5907	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1942	Bethlehem Sparrow'sPt. ShipyardInc Sparrow'sPt. Md.	Socony-Vacuum OilCo.Inc.	487·5 P106′B34′F49′	68·0	37·0	NewYork Utd.States	2steam turbinesDRgeared to 1sc. shaft WestinghouseElec.&Mfg. Co.Essington,Pa.		
35944	**Castillo Moncada** (*ex*Lena–41, *ex*Navarinon–39, *ss*Cff.No.3–4,26 *ex*Stancliffe–38, *ss*Bly.No.2–35 *ex*Drakelow–37, 1*Dk*(*ptIrn ptStl*) *ex*BromptonManor–36,*ex*Warszawa, *ex*Aydon,*ex*Charity,*ex*Jet,*ex*Aydon) *Mchy.Aft* *Well deck*	*1735* *1293* *1021*	✠ 11,37 ✠	Cff	*q*		1914 4mo	BlythS.B. &D.D.CoLd. Blyth	SpanishGovernment	255·0 PonQ61′Q144′B14′ F29′ FK *CellDBuE*&*B*41′*f*172′482*tFPT*130*tAPT*25*t*	38·3	17·0	Spanish 4*BHCem*	T.3Cy.19″,33″&54″–36″ 224NHP 2SB,6*pf*,GS100,HS3918 N.E.MarineEng.Co.Ld Sld	19 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35945 FNLK	**Cephee** (*ex*FrancoisL.D.–41) *OilEng.* D.F. E.S.D. GyC. 2*Dks* *CruiserStern*	5800 — —					1938	Atel.&Ch. de laSeine Maritime Worms et Cie LeTrait,S I.	Cie.Marseillaise deNav.Coloniale (Soc.d'Arm.de Gérance et d'EtudesTechniques,*Mgrs.*)	440·0|57·0|37·6 F40'	Dunkirk French *WB*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"–$51\frac{3}{16}$" 656NHP Schneider-Creusot, Creusot		V
35946	**Cabo Tres Forcas** *ss*Bbo.No.3–6,26 *ss*Bbo.No.2–34 2*Dks*(*Stl*)&*Awng dk*(*Irn*)	2265 2135 1600	✠ *Awning dk withfreeboard* 9,37 ✠ (*Reclassification Contemplated*)	Bcl		CL	1914 1mo	CiaEuskalduna Bilbao	Ybarra&Co.	273·5|38·7|24·1 B *on Awng dk* 56' FK *CellDB a*110'*uE*18'*f*86'366*tAPT*33*t*	Seville Spanish 5*BHCem*	T.3Cy.$19\frac{1}{2}$",$32\frac{1}{2}$"&$52\frac{1}{2}$"–36" (*s*) 188NHP 2SB,4*cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 4	
35947 HPYU	**Chenango** (*ex*Kurikka–41, *ex*Newaster–33, 1*Dk* *ex*WarHamlet)	3014 — 1813					1918	Irvine'sSB &D.D.Co.Ld. WHartlepool	UnitedStates Maritime Commission	342·3|46·8|22·8 330·6 P33'B98'F29'	Panama Pnamanian *WB*	T.3Cy.25",41"&68"–45" Richardsons, 310NHP Westgarth&Co.Ld.Hpl.		C R
35948 CXAB	**Colonia** (*ex*Chr.Sass–41) TwinSc *OilEng.* D.F. *ss*Cpn.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3812 3510 2319	✠100A1 *withfreeboard* 12,39 ✠LMC CS11,35 DBS7,39 6,38 SURVEYS DELAYED	Bos	*y*	CL P7,39 SN 12,39	1931 1mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	Uruguayan Government (Administración Nacionalde Puertos)	365·5|53·6|23·3 F34' FK *CellDB*319'1002*t FPT*98*tAPT*118*t*	M.Video Uruguayan 6*BH* (*Coll to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"–$39\frac{3}{8}$" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ $3\frac{1}{2}$ 23 ″ $3\frac{3}{4}$	
35949 168816 BDWS	**Congonian** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing*	~~6000~~ ~~4780~~ ~~3350~~ 6082 4906 3452	✠100A1 ~~(*ClassContemplated*)~~ 5,42 ✠LMC5,42 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,42 *F.P. above* 150°F.	Nwc	2$\frac{1}{12}$	CL	1942 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	UnitedAfricaCo. Ld.	415·6|56·7|29·5 430·2(O.L.) ~~P152'B30'F56'~~ FK *Trunk in Wells* *CellDBa*125'329*tDTf*65'485*tFPT*96*tAPT*113*t*	Liverpool British 15*BHptCem*	T.3Cy.$23\frac{1}{2}$".39"&66"–45" (*s*) 220lb 548NHP 3SB(Spt)9*cf*,HS8682 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	29 ″ 7 s3 ″ 9 26 ″ $0\frac{1}{4}$	
35950 241422 KBTH	**Carter Braxton** D.F. Sub.Sig. 2*Dks* *CruiserStern* *Fitted for oil fuel*	7191					1942	Bethlehem Fairfield Shipyard.Inc. Baltimore, Md.	UnitedStates Maritime Commission	423·1|57·1|34·8	Baltimore Utd.States *WB*	T.3Cy.25",37"&70"–48" 339NHP ClarkBros.Ohio		
35951 241404 KBPZ	**Colina** D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing*	9900	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1942	Bethlehem SparrowsPt. Shipyard,Inc. SparrowsPt. Md.	Socony-Vacuum OilCo.Inc.	487·5|68·0|37·0 P106'B34'F49'	NewYork Utd.States	2 steam turbines DRgeared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Phl.		
35952 241439 KBXH	**Christopher Newport** 2*Dks* D.F. E.S.D. *Fitted for oil fuel* *CruiserStern*	~~7000~~ 7191 — 4389					1942	Bethlehem Fairfield Shipyard.Inc. Baltimore, Md	UnitedStates Maritime Commission	423·1|57·1|34·8	Baltimore Utd.States *WB*	T.3Cy.25",37"&70"–48" 339NHP WorthingtonPump& Mchy.Corp.Harrison,N.J		R
35953	**Colin** (*ex*Villarperosa–42, *ex*Valsugana,*ex*PiombinoI) *OilEng.* *Mchy.Aft* D.F. 2*Dks*	6255 5922 3621					1921	Soc.Anon. Ilva Piombino	UnitedStates Maritime Commission	396·7|51·8|34·8	Panama Pnamanian *WB*	Oil Engines 2S.C.SA NE27 4Cy.$29\frac{1}{2}$"–$49\frac{3}{16}$" 606NHP FiatS.G.M.Turin		
35954 HPOL	**Calliroy** (*ex*SantaMaria–41) *ss*L.An.No.3–3,41 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	8432 7763 5203	✠100A1 3,41 BS3,42 ✠LMC3,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,22 *F.P. above* 150° F.	LAn	*c* †	CL 1,39	1922 4mo	R.Duncan &Co.Ld PortGlasgow *Lloyd'sA&CP*	N.Konialidis	460·0|60·3|35·5 P122'B35'F41' FK *CellDBuE&B*89' 231*t DTf*36'420*t FPT*118*t APT*50*t*	Panama Pnamanian 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	T.3Cy.28",$47\frac{1}{2}$"&80"–54" (*s*) 200lb 701NHP 4SB,12*cf*,HS10326 FD J.G.Kincaid&Co.Ld.Grk.	35 ″ 6 s 7 ″ $0\frac{3}{4}$ 28 ″ $8\frac{1}{2}$	
35955	**Colorado** D.F. E.S.D. GyC. 1*Dk* *Fitted for oil fuel* *pt Longitudinal framing* *pt Elec. welded* *CruiserStern* *Carrying oil in bulk*	9264 7476 5438					1942	SunS.B.& DryDockCo. Chester,Pa.	TheTexasCompany	488·8|68·3|36·2 P119'B40'F56'	Wilmgton, (Del.) Utd.States *WB*	2 steam turbines DRgeared to 1 sc. shaft 1500NHP WestinghouseElec.&Mfg. Co.Phl.		
35956	**Castillo Montosa** *For particulars see* "Dellwyn" *No.* 22396 *in body of Register*													
35957	**Cearaloide** (*ex*LauraLauro–42, *ex*Koudekerk, *ss*Rot.No.3–9,25 *ex*KirkstallAbbey, *ss*Rot.No.1–30 *ex*Kandelfels) 2*Dks*(*Stl–U* teaks) D.F.	5787 5419 3610	✠ … 4,34 ✠	Ams			1912 7mo	Akt.Ges. "Weser" Bremen	LloydBrasileiro	441·1|55·8|28·2 421·2 P60'B125'F58' FK 1*BH in lower hold forward dispensed with* *Cell DBa*141'*uE&B*48'*f*207'1217*t FPT*90*tAPT*24*t*	R.Janeiro Brazilian *Cem* 6*BHonly*	Q.4Cy.24",$34\frac{1}{16}$",51"&74"– $53\frac{5}{16}$" 518NHP 3SB,9*cf*,GS171,HS6781 A.G."Weser,"Bremen	31 ″ 8	I †
35958	**Chuiloide** (*ex*Herdis–42) *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	1659 1406 925					1935	Helsingörs Jernsk&Msk. Elsinore	LloydBrasileiro	301·9|42·7|16·5	R.Janeiro Brazilian *WB*	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		C
35959	**China Mail** (*ex*JapanMail–42) *OilEng.* D.F. E.S.D. 2*Dks* GyC. *Ref.Mchy.* *CruiserStern*	6440 — 3940					1941	SunS.B.& DryDockCo. Chester,Pa.	AmericanMail Line,Ld.	453·3|63·2|27·5 P23'B86'F41'	Seattle Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.32"–95" 870NHP SunSB&DDCo.Chester,Pa.		
35960 171331 ZSQX	**Columbine** (*ex*SuriyothaiNawa–42, *ex*AdmiralLaws–40, *ss*Sea.No.3–6,33 *ex*Sunugentco) 1*Dk*(*Stl*)2*nd tr B in fore&* *after holds&Web frames* *Fitted for oil fuel*	3268 2901 2008	✠ … 2,35 ✠	LAn	*v*		1921 3mo	Submarine BoatCorp. Newark,N.J.	Union Government of SouthAfrica	324·0|46·2|25·0 P30'B90'F35' FK *CellDB*251'827*tDTf*20'394*tFPT*111*tAPT*69*t*	Cape Town British 6*BHptCem*	1 DR geared steam turbine 386NHP 2WTB,HS5800 WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Visites Périodiques.	3 Matériaux, Grément, etc *Ex-nom, s'il y a lieu.* Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si on n'est dans le L. R. Durée.Cert.B.of Trade.
35961 125439 VGQP	Colister Ⓟ (*ex*SouthernLady-42, *ex*Farnorth-37, *ex*Hethpool,*ex*Richard Welford)	1*Dk* *Fitted for oil fuel*	1712 908 975					1908	Palmers' Co.Ld. Newcastle	O.C.Webster (J.S.Webster& Sons,*Mgrs.*)	255·7 P&B170'F32'	35·5	14·4	Halifax NS British *WB*	T.3Cy.25",41"&66"-45" 292NHP Palmers'Co.Ld.Newcastle		0/
35962	Caleb Strong D.F. E.S.D. *Elec.welded*	2*Dks* *Fitted for oil fuel* *CruiserStern*	7000					1942	California S.B.Corp. **LosAngeles, Cal.**	UnitedStates Maritime **Commission**	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
35963	Cormull E.S.D. *Mchy.Aft*	*CruiserStern*	2870 2150 1670	100A1 (*ClassContemplated*)				1942	S.P.Austin &Son,Ld. Sunderland	CoryColliers,Ld.	317·3 Q178'F29'	44·5	19·9	London British	T.3Cy.18½",31"&52"-39" N.E.MarineEng.Co.(1939) Ld.Sld.		
35964	Canara D.F. E.S.D.	TwinSc *OilEng.* *CruiserStern*	7100	100A1 *withfreeboard* (*ClassContemplated*)				1942	Barclay, Curle&Co.Ld. Clydeholm S.B.Yard, Whiteinch	BritishIndiaSteam NavigationCo.Ld.	466·0 F42'	62·9	28·7	London British	Oil Engines 2S.C.SA 8Cy.23⅝"-91$\frac{53}{16}$" Barclay,Curle&Co.Ld.Gls.		
35965	Campechano (*ex*SantaHelena-42, *ex*Yolanda-40, *ex*Ilford-37, *ex*Iossifoglu-37, *ex*NordAtlantic-34,*ex*Uncas) *Mchy.Aft*	*ss*Rot.2ndNo.3-8.38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4680 4214 2790	✠100A1 4,41 BS4,41	Bbo ✠LMC3,39	*z*	CL N3,39	1913 6mo	Greenock &Grangem'th DkydCo.Ld. Greenock A&CP	Cia.Arrendataria del Monopolio de Petroleos S.A.	374·2 P103'B28'F46' FK	51·2	29·0	Spanish 16*BHCem* (11 *to U dk* 5 „ 2*nd* „)	T.3Cy.27",44"&73"-48" (*r*) 180lb 470NHP 3SB,9*cf*,GS195,HS8202 Rankin&Blackmore,Grk.	29 ″ 2 s4 ″ 10½ 24 ″ 5¾	
				CarryingPetroleum in bulk Lloyd's A&CP						*CellDBuE&B75'122t*	*FPT138tAPT90t*						
				*Fitted for oil fuel*3,39			*F.P. above* 150° F.										
35966 218293 KILV	Campfire (*ex*Ipswich-42)	*ss*Bal.No.3-10,33 *ss*Mob.No.1-37 2*Dks*(*Stl*)	5671 5212 3448	✠100A1 8,41 MS9,36	Phl ✠LMC BS8,41	*z*	CL 8,41	1919 7mo	Chester S.B.Co.Ld. Chester,Pa. A&CP	UnitedStates WarShipping Administration	400·7 P36'B123'F43' FK	54·2	30·1	NewYork ~~Mobile~~ Utd States 6*BHptCem*	2steam turbinesDRgeared to 1 sc. shaft (*s*) 200lb HS8700 522NHP 3 Water Tube Boilers WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 9 s7 ″ 4¼ 25 ″ 7½	
				*Fitted for oil fuel*6,19			*F.P. above* 150° F.			*CellDB*338'1387t	*FPT147tAPT180t*						
35967	Coombe Hill D.F.	*OilEng.* *CruiserStern*	7250 6787 5100	100A1 *withfreeboard* (*ClassContemplated*)				1942	Wm.Doxford&Sons Ld Sunderland	PutneyHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld.*Mgrs.*)	428·8	56·5	35·5	London British	Oil Engines 2S.C.SA 3Cy.23⅝"-91⅝" Wm.Doxford&Sons,Ld.Sld		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Date of B. of Trade Cert.
36101 168204	**Dingledale** *1Dk,2nd dk clear of cargotanks OilEng.* D.F. E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8145 7231 4755	✠100A1 ~~(ClassContemplated)~~ 9,41 ✠LMC9,41 *Carrying Petroleum in bulk*	Gls	c† 2	CL	1941 9mo *Lloyd'sA&CP*	Harland&Wolff,Ld. Glasgow	TheAdmiralty *CellDBa71'156tDTf22'261tFPT146tAPT100t*	463·2 479·4(O.L.) ~~P94'~~B48'F47' P95'	61·2	33·1 FK	London British 17*BHptCem*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 502NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	33″3 s6″5¼ 27″0½	
36102 168186 BCMJ	**Dewdale** D.F. E.S.D. *OilEng.* GyC. *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8265 7218 4860	✠100A1 7,41 ✠LMC6,41 *Carrying Petroleum in bulk*	Grk	c†	CL	1941 6mo *Lloyd'sA&CP*	Cammell Laird&Co.Ld. Birkenhead	TheAdmiralty *Cell DBuE70'160tDTf25'271tFPT138tAPT86t*	465·3 483·3(O.L.) P93'B47'F50'	59·3	33·8 FK	London British 17*BHptCem*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 502NHP 2DB*150lb* Harland&Wolff,Ld.Bel.	33″11 s6″8 27″6¼	
36103 8468 SDZT	**Dahlia** *OilEng.* D.F. *CruiserStern* *For full particulars see No. 36111 below*	1700 1250 790	100A1 *withfreeboard* (*ClassContemplated*)				1941	Akt.Lindholmens Varv Gothenburg	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*)	287·3	42·2	16·7	Gothenbrg Swedish	Oil Engines 2S.C.SA 6Cy.$19\frac{5}{16}$"–$35\frac{7}{16}$" SulzerBros.Ld.Winterthur	19″6 ″4½ 9″2¾	
36104 168212	**Derwentdale** *1Dk,2nd dk clear of cargo tanksOilEng.* D.F. E.S.D. GyC. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8398 7251 4910	✠100A1 ~~(ClassContemplated)~~ 8,41 ✠LMC8,41 *Carrying Petroleum in bulk*	Bel	c†	CL	1941 8mo *Lloyd'sA&CP*	Harland&Wolff,Ld. Belfast	TheAdmiralty *CellDBuE70'156tDTf25'275tFPT150tAPT88t*	465·6 483·0(O.L.) ~~P92'~~B47'F51' P93'	59·5	~~33·9~~ 34·0 FK	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 502NHP 2DB*150lb* Harland&Wolff,Ld.Bel.	34″0 s6″8½ 27″6¼	
36105 221210 KDRN	**Daniel Pierce** (*ex*E.W.Sinclair–41) *2Dks* *Mchy.Aft Fitted for oil fuel* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	4887 — 2847					1921	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wlmgtn,Del.	SinclairRefining Co.Inc.	375·2 P94'B37'F39'	53·2	28·1	NewYork Utd.States *WB*	T.3Cy.25",41"&68"–48" 320NHP BethlehemS.B.Corp.Ld.		R
36106	**Daylite** (*ex*SailingVessel–41,*ex* AuxiliaryMotorship) *1Dk* *Mchy.Aft Fitted for oil fuel*	1976 1789 1601	✠ 9,19 ✠	NYk	*u*		1917 5mo	ToledoS.B.Co. Toledo,O.	Wallem&Co.	252·0 P49'F41'	43·7	21·2 FK	Panama Pnamanian	T.3Cy.17",25"&43"–30" E*made*19*refitted*41 101NHP VulcanIronWorks	23″6	R
36107 168215 BCPY	**Diplodon** *1Dk,2nd dk clear of cargo tanks OilEng.* D.F. E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	~~8150~~ 8149 7235 4770	✠100A1 ~~(ClassContemplated)~~ 10,41 ✠LMC10,41 *Carrying Petroleum in bulk*	Nwc	c†	CL	1941 10mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE70'23tDTf25'271tFPT138tAPT83t*	465·3 483·3(O.L.) P93'B45'F50'	59·3	33·8 FK	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.~~$25\frac{9}{16}$"–$55\frac{1}{8}$"~~$25\frac{9}{16}$"–$55\frac{1}{8}$" DB*180lb* 502NHP Hwthrn,Leslie&CoLd Nwc	34″0 s6″8½ 27″6½	
36108 168926 GQXG	**Daltonhall** *OilEng.* D.F. E.S.D. GyC. *2Dks* *CruiserStern*	7253 6787 5022	✠100A1 *withfreeboard* ~~9,41~~ ~~6,41~~ ~~10,41~~ 2,42 ✠LMC6,41	Sld ~~AvnBkn~~ Fal	*a*†	CL	1941 6mo *Lloyd'sA&CP*	Wm.Doxford&SonsLd Sunderland	WestHartlepool Stm.Nav.Co.Ld. *6 Divisional WTBHs in 'tween dks* *Cell DB356'1182tMT29'1205t FPT134tAPT155t*	427·0 442·9(O.L.)	56·5	35·5 FK	W.Hartlpl British 7*BHptCem* (*Coll to W dk 6 ,,2nd,,*)	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 516NHP s 2DB*120lb* Wm.Doxford&Sons,LdSld.	38″1 10″11 27″4¾	
36109 168181 BCKN	**Donovania** *OilEng.* D.F. E.S.D. *1Dk,2nd dk clear of* *Mchy.Aft CruiserStern cargo tanks* *Longitudinal framing at bottom & at deck*	8149 7235 4769	✠100A1 ~~6,41~~12,41 ✠LMC6,41 *Carrying Petroleum in bulk*	~~Nwc~~ Cff	c†	CL 9,41	1941 6mo *Lloyd'sA&CP*	Hawthorn, Leslie&CoLd. Newcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE70'23tDTf25'271tFPT38tAPT85t*	465·3 483·3(O.L.) P93'B45'F50'	59·3	33·8 FK	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 502NHP s DB*180lb* Hwthrn,Leslie&CoLdNwc	34″0 6″8½ 27″6½	
36110 165812 BCPP	**Daghestan** *OilEng.* D.F. E.S.D. GyC. *2Dks* *Cruiser Stern*	7248 6787 5013	✠100A1 *withfreeboard* 4,42 ~~8,41~~ ✠LMC8,41	~~Sld~~ Bos	*a*† 2	CL	1941 8mo *Lloyd'sA&CP*	Wm.Doxford&SonsLd Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *6 Divisional WTBHs in 'tween dks* *CellDB356'1182t MT29'1205tFPT134t APT155t*	427·0 442·9(O.L.)	56·5	35·5 FK	Newcastle British 7*BHptCem* (*Coll to W dk 6 ,, 2nd ,,*)	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 516NHP s 2DB*120lb* Wm.Doxford&Sons,LdSld	38″1 10″11 27″4¾	
36111 8468 SDZT	**Dahlia** *OilEng.* D.F. *1Dk&Shelterdk* *CruiserStern* *Strengthened for navigation in ice*	*1688* *1269* 788	✠100A1 *withfreeboard* 5,41 ✠LMC5,41	Got	*s*	CL	1941 5mo	Akt.Lindholmens Varv Gothenburg	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB241'471tFPT25tAPTs64t*	287·2 296·5(O.L.)	42·1	16·6 FK	Gothenbrg Swedish 4*BH* (*Coll to Sh dk 3 ,, 2nd,,*)	Oil Engines 2S.C.SA 6Cy.$19\frac{5}{16}$"–$35\frac{7}{16}$" 389NHP s DB*100lb* SulzerBros.Ld.Winterthur	19″6 ″4½ 19″2¾	
36112 KZSD	**Don Isidro** Ⓟ TwinSc *OilEng* D.F. GyC. *1Dk&Shadedk* *Decks & butts of shell plating elec. welded* *CruiserStern*	3261 1561 1872	✠100A1 *withfreeboard* ~~5,41~~ ~~8,40~~10,41 ✠LMC8,39	~~Man~~ HKg	*u*	OG ~~SN5,41~~ PN 10,41 S10,41	1939 8mo *Lloyd'sA&CP*	Frd.Krupp Germaniawft A.G. Kiel *Tanks*	DelaRamaS.S.Co. Inc.(E.H.Pirovano,*Mgr.*) *CellDB210'375tMT24'108t* *in way of tunnels217tFPT23tAPT26t*	320·9 346·7(O.L.) *UpperBridge177'*	46·0	20·0 FK	Iloilo Utd.States 6*BH*	Oil Engines 4S.C.SA 18Cy.$22\frac{7}{16}$"–$29\frac{1}{2}$" 883NHP s Fr.KruppGermaniawftAG	20″0 4″1¾ 15″11¾	
36113	**Day Star** TwinSc3Mst (*ex*LauraMærsk–41) *OilEng.* D.F. E.S.D. *Ref.Mchy. CruiserStern* *1Dk&Shelter dk, 3rd dk except in Nos.2&5holds*	6599 5422 3876	✠ 2,42 *withfreeboard* ~~✠LMC3,39~~ ~~✠Lloyd'sRMC12,39~~ *Carrying oil F.P. above 150°F. in upper & lower fore peak tanks* *Carrying oil F.P. above 150°F. Molasses or glycerine in deep tanks* *Carrying vegetable oil in upper after peak tank*	~~HKg~~ Bal	c†	CL	1939 3mo *Lloyd'sA&CP*	Odense Staalskibsvft vedAPMöller Odense	UnitedStatesMaritimeCommission ~~(Operated by AmericanPresidentLines,Ld.)~~ *CellDB367'1527tDTsf65'1761t DTsa75'1693tFPTs271tAPTs263t*	455·9 483·8(O.L.) F52'	59·1	27·3 FK	NewYork Utd.States 7*BHptCem* (*Coll toSh dk 6 ,, 2nd ,,*)	Oil Engines 4S.C.SA 14Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 825NHP 2DB*100lb* Akt.Burmeistr&Wain,Cpn	30″4 ~~s3″9~~ ~~26″9¼~~	
36114 HPWK	**Donerail** (*ex*Nordhval–41) TwinSc *ssL.An.No.1–41 OilEng.* D.F. *ssCpn.No.3–9,36* *1Dk(Stl)&Shelter dk(Stl)*	4473 4132 2737	✠100A1 *withfreeboard* 8,41 ~~8,39~~ 8,41 ✠LMC CS8,~~36~~ DBS~~7,40~~ 8,41~~12,38~~ 8,41	~~Gls~~ LAn	*y*	CL ~~P1,38~~ S3,39 P7,41	1924 6mo *Lloyd'sA&CP*	Akt.Burmeistr&Wain Copenhagen	UnitedStatesMaritimeCommission ~~(Operated by UnionS.S.Co.of NewZealand,Ld)~~ *CellDB334'1076tMT30'1158tFPT97tAPT119t*	380·0	53·9	25·3 FK	Panama Pnamanian 7*BHptCem* (*Coll toSh dk 6 ,, 2nd ,,*)	Oil Engines 4S.C SA 12Cy.$23\frac{1}{4}$"–$35\frac{7}{16}$" 629NHP s DB*100lb* Akt.Burmeistr&Wain,Cpn	28″0 3″0¼ 25″2½	
36115 168253 BDPW	**Derryheen** D.F. E.S.D. *2Dks* *CruiserStern*	~~7200~~ ~~6820~~ ~~5880~~ 7217 6819 5296	✠100A1 *withfreeboard* ~~(ClassContemplated)~~ 4,42 ~~2,42~~ ✠LMC2,42 *Fitted for oil fuel 2,42 F.P. above 150°F.*	~~Bnt~~ NNs	*a*† 2	CL	~~1941~~ 1942 2mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld Burntisland	McCowen&Gross, Ld. *5 Divisional W.T.BHs in 'tween dks* *CellDB359'1339tMT25'1065tFPT163tAPT277t*	420·0 436·0(O.L.)	58·0	35·3 FK	London British 7*BH* (*Coll to W dk,6 to 2nd dk*)	T.3Cy.24½",39"&70"–48" 220lb (*s*) 510NHP 3SB,9*cf*,GS165,HS7248 FD D.Rowan&Co.Ld Gls.	37″10 s10″9¾ 27″3	

1 umero Ordre. umero ficiel. gnaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où ce n'est dans le L.R. Durée.Cert.R.of Trade
6116 68276	**Dinsdale** *1Dk,2nd dk clear of cargo tanks* D.F. E.S.D. Gy.C. *OilEng.* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8214 7230 4781	✠100A1 ~~(*ClassContemplated*)~~ 4,42 *CarryingPetroleum in bulk*	Bel ✠LMC4,42	c†	CL	1942 4mo	Harland&Wolff,Ld. Belfast *Lloyd'sA&CP*	*CellDBuE70'156tDTf25'275tFPT150tAPT88t*	465·6 483·0(O.L.) P93'B46'F51' FK	59·5	33·8	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55$\frac{1}{8}$" 502NHP 2DB150lb Harland&Wolff,Ld.Bel.	34 ″ 0 s6 ″ 8½ 27 ″ 6¼	
6117 41519 KERI	**Daniel Boone** *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	~~7000~~ 7176 — 4380					1942	California S.B.Corp. LosAngeles	UnitedStates Maritime Commission	423·0	57·0	34·9	LosAngeles, Cal. Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP GeneralMachineryCorp. Hamilton,O.		R
6118 218809 KIXX	**Dunboyne** (*ex*Mallemak-41, *ex*Wekika) *1Dk2trB* D.F. *Fitted for oil fuel* *Longitudinal framing*	3515 3216 2125					1919	Merrill-StevensCo. Jacksonville	UnitedStates Maritime Commission	333·8 P36'B97'F36'	48·0	24·9	Wilmgton (Del,) Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft W.&A.FletcherCo. Hoboken,N.J.		
6119	**Deseado** TwinSc *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	9500 — 5740	100A1 *withfreeboard* (*ClassContemplated*)				1942	Harland&Wolff,Ld. Belfast	RoyalMailLines, Ld.	452·9 B221'F42'	65·3	35·2	London British	Oil Engines 2S.C.DA 12Cy.20⅞"–49$\frac{3}{16}$" Harland&Wolff.Ld.Bel.		
36120	**Delsantos** D.F. E.S.D. GyC. *Ref.Mchy. 3Dks* *CruiserStern* *Fitted for oil fuel* *pt Elec.welded* *pt Longitudinal framing*	6085					1942	Federal S.B.&D.D.Co. Kearny,N.J.	UnitedStates Maritime Commission	439·0 P38'B75'F47'	63·2	27·5	N.Orleans Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 1000NHP GeneralElectricCo. Lynn,Mass.		
36121 8100 SJPT	**Dido** (*ex*Carl Matthiessen-42, *ex*Columbus-36,*ex*Commodore Rollins-34) D.F. *2Dks3trB*	1170 933 506					1911	Bergens Mek.Værks. Bergen	Rederi-A/BDiana (ToreUlff,*Mgr.*)	244·5 H108*t*	34·6	14·2	Stockholm Swedish *WB*	T.3Cy.23",37"&63"–39" 248NHP Bergens Mek VærksBergen		N
36122	**Dynastic** (*ex*JeanLafitte-42, *ex*Everett-38, *2Dks* *ex*WestIson) D.F. *Fitted for oil fuel*	5773 5174 3571					1919	AmesS.B.&D.D.Co. Seattle, Wash	UnitedStates Maritime Commission	410·5 P44'B119'F47'	54·2	29·2	Mobile Utd.States *WB*	T.3Cy.26" 43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
36123 ~~HPUR~~ HPVO	**Desert Light** (*ex*Pandia-42, *ex*Diamando-37, *ss*Bla.2ndNo.3-5,27 *ex*Nirefs,*ex*Pandia *ss*Pir.No.2-36 A.Ralli) *1Dk(Irn)&deep framing*	2368 — 1295	✠ ... 2,42	NYk ✠			1903 3mo	W.Gray&Co.Ld. WHartlepool	UnitedStates Maritime Commission *CellDBa*	313·0 302·8 P26'B72'F31' FK 110'*u*E20'*f*120'613*t*	43·2	19·2	Panama Pnamanian 5*BHCem* *APT*40*t*	T.3Cy.22",35"&59"–39" NDB17*fitted*26 222NHP 2SB,6*rf*.GS85,HS3398 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3	R †
36124	**Divina** *OilEng* *Mchy.Aft* *CruiserStern*	650 490 350	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1942	Ekensbrgs Varf.Akt. Liljeholmen	Rederi A/B Diana (ToreUlff,*Mgr.*)	170·0 P42'F16'	29·6	14·6	Stockholm Swedish	Oil Engines 2S.C.SA 4Cy.13⅜"–22$\frac{7}{16}$" A/B Atlas-Diesel,Skm.		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Special Surveys.	Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year sails & gear now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36251 168301 BCNM	**Empire Clive** 3Mst D.F. Cruiser Stern *For full particulars see No.* 36331 *below*	~~6650~~ 7069 6617 5194	100A1 *with freeboard* (*Class Contemplated*)				1941	Cammell Laird&Co.Ld Birkenhead	Ministry of War Transport (Capper, Alexander&Co. *Mgrs.*)	~~425·8|56·0|36·8~~ 432·2|56·2|34·2	Liverpool British	T.3Cy.23½",37½"&68"-48" Cammell Laird&Co Ld.Bkn	36″10 s10″9½ 26″3	
36252 168794 BCVW	**Empire Lass** *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom&at deck*	~~760~~ ~~536~~ ~~400~~ 813 536 333	✠100A1 ~~(*Class Contemplated*)~~ 12,41 ✠LMC12,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,41 *F.P. above* 150°F.	Gmh	*k*	CL	1941 12mo	Grngemth Dkyd.Co.Ld Grngemouth *Lloyd'sA&CP*	Ministry of War Transport (C.Rowbotham& Sons, *Mgrs.*)	193·0|30·7|13·8 31·8 at poop 202·3(O.L.) FK P66'F22' *Trunk* 102' *CellDB u E*21'27*tDTf*16'43*tFPT*15*tAPT*26*t*	Grngemth British 9*BHptCem*	T.3Cy.15",25½"&41"-30" 190lb (*s*) 139NHP 1SB,3*cf*,HS2100 FD Aitchison,Blair,Ld. Clydebank	14″0 s″11¾ 13″1¾	
36253 167738 BCMW	**Empire Morn** 3Mst D.F. Cruiser Stern *For full particulars see No.* 36341 *below*	7092 6619 5214	100A1 *with freeboard* (*Class Contemplated*)				1941	Vickers-Armstrongs,Ld. Barrow	Ministry of War Transport (E.J. Sutton&Co. *Mgrs.*	433·0|56·2|34·4 F35'	Barrow British	T.3Cy.23½",37½"&68"-48" Fullerton,Hodgart& Barclay,Psy	36″9 s10″9½ 26″1½	
36254 169000 BCQP	**Empire Grenfell** *Oil Eng.* D.F. 2*Dks* *Cruiser Stern*	7238 6787 5099	✠100A1 *with freeboard* ~~(*Class Contemplated*)~~ 11,41 ✠LMC11,41	Sld	*a*† 2	CL	1941 11mo	Wm.Doxford&SonsLd Sunderland *Lloyd'sA&CP*	Ministry of War Transport (SirR. Ropner&Co.Ld. *Mgrs.*)	428·8|56·5|35·5 442·9(O.L.) FK 6 *Divisional W.T.BHs in 'tween dks* *CellDB*356'1182*tMT*29'1205*tFPT*134*tAPT*155*t*	Sunderlnd British 7*BHptCem* (*Coll to W dk,6 to 2nd dk*)	Oil Engines 2S.C.SA 3Cy.23⅝"-91 5/16" 516NHP 2DB120lb Wm.Doxford&Sons,Ld Sld	38″1 s10″11 27″4¾	
36255 168179 MNPP	**Empire Dolphin** (*ex*RuthKellogg-41, *ex*Vaba) D.F. 2*Dks* *Fitted for oil fuel* *Carrying Petroleum in bulk*	5037 4598 3077					1920	American International S.B.Corp. HogIslandPa	Ministry of War Transport (Gow, Harrison&Co. *Mgrs.*)	390·0|54·2|27·8 P39'B121'F43'	London British *WB*	DR geared steam turbine General Electric Co. Schenectady,N.Y.		R
36256 168180 GPDK	**Empire Mavis** (*ex*WestRaritans-41) *ss*N.Ns.2ndNo.3-4,41 2*Dks*	5704 5139 3514	✠100A1 4,41 LMC4,41 *Fitted for oil fuel* 9,19 *F.P. above* 150°F.	NNs	*z*	CL 1,41	1919 10mo	Northwest SteelCo Portland,Or. CP	Ministry of War Transport (G.Heyn &Sons,Ld. *Mgrs.*)	409·8|54·2|27·7 423·8(O.L.) P44'B115'F47' FK *CellDB*355'1139*tMT*29'745*tFPT*132*tAPT*143*t*	London British 7*BHptCem*	2 steam turbines DR geared to 1 sc. shaft (*s*) 605NHP 210lb 3SB(Spt),9*cf* GS181 HS8007 Vulcan Iron Works, Jersey City,N.J.	30″2 s6″5½ 23″11¼	
36257 168996 BCPN	**Empire Cranmer** D.F. 2*Dks* *Cruiser Stern*	7460 7047 4503					1941	JLThompson&Sons,Ld. Sunderland	Ministry of War Transport (Mungo Campbell&Co.Ld. *Mgrs.*)	423·8|59·9|35·0	Sundrland British *WB*	T.3Cy.24",39"&68"-48" 320NHP N.E.MarineEng.Co.(1938) Ld.		
36258 168191 GNDS	**Empire Nightingale** (*ex*Westport-41) *ss*Bal.2ndNo.3-2,41 Sub Sig. 2*Dks*	5698 5110 3546	✠100A1 6,41 ~~10,24~~ ✠LMC2,41	Hpl	*z*	CL 1,41	1918 9mo	AmesS.B. &D.D.Co. Seattle,Wash	Ministry of War Transport (Mungo Campbell&Co.Ld. *Mgrs.*)	409·5|54·2|27·4 P44'B115'F44' FK *CellDB*349'1180*tFPT*136*tAPT*44*t*	London British ~~*WB*~~ 7*BHCem*	T.3Cy.26",43"&73"-48" 200lb (*r*) 543NHP 3SB,9*cf*,GS193.HS7956 FD AmesS.B.&D.D.Co.Seattle	30″2 s6″4½ 24″0¼	~~R~~
36259	**Empire Garnet** *Oil Eng.* *Mchy.Aft* *Cruiser Stern* *Should be* "Empire Lad," *for particulars see No.* 16515	300	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1941	Rowhedge IrnwrksCoLd Rowhedge	Ministry of War Transport (C.Rowbotham&Sons, *Mgrs.*)	125·0|24·0|10·7 P44'F20'	British	Oil Engines 2S.C.SA 5Cy.10½"-13½" British Auxiliaries,Ld.Gls	10″9 s″9¾ 10″0½	
36260 168684 BCNG	**Empire Mallory** D.F. *For full particulars see No.* 36334 *below*	6327 5955 4592	100A1 *with freeboard* (*Class Contemplated*)				1941	C.Connell &Co.Ld. Glasgow	Ministry of War Transport (H.Hogarth& Sons, *Mgrs.*)	407·0|54·7|33·2 F32'	Glasgow British	T.3Cy.23½",37½"&68"-48" D.Rowan&Co.Ld.Gls.	36″6 s10″2½ 26″6½	
36261 168507 BCPB	**Empire Diamond** 1*Dk*,2nd*Dk clear of cargo tanks* *Oil Eng.* *Mchy.Aft* *Now* "Norsol," *see No.* 37819 *in Supplement* D.F. E.S.D. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8236 7251 4794	✠100A1 ~~(*Class Contemplated*)~~ 11,41 ✠LMC11,41 *Carrying Petroleum in bulk*	Bel	*c*†	CL	1941 11mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	Ministry of War Transport (British TankerCo.Ld. *Mgrs.*)	465·6|59·5|~~33·9~~ 34·0 483·0(O.L.) ~~P92~~'B47'F51' FK P93' *CellDBuE*70'156*tDTf*25'275*tFPT*150*tAPT*88*t*	Belfast British 17*BH*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP 2DB150lb Harland&Wolff,Ld.Bel.	34″0 s6″8½ 27″6½	
36262 168198 BCDV	**Empire Ibex** (*ex*Edgefield-41) 3*Dks* Sub.Sig. *Fitted for oil fuel*	7028 6778 5500					1918	Skinner& EddyCorp. Seattle,Wash	Ministry of War Transport (Lamport&HoltLineLd. *Mgrs.*)	409·6|54·2|35·1	London British *WB*	DR geared steam turbine General Electric Co. Schenectady,N.Y.		R
36263 168920 BCNW	**Empire Cromwell** D.F. 2*Dks* *Cruiser Stern*	~~4425~~ 5970 5578 3577					1941	W.Pickersgill&Sons,Ld. Sunderland	Ministry of War Transport (LambertBros.Ld. *Mgrs.*)	401·0|54·0|33·2 F39'	Sunderlnd British *WB*	T.3Cy.23½",38"&66"-45" 292NHP GeorgeClark(1938)Ld.Sld.		
36264 168195 GPDN	**Empire Opossum** (*ex*Western Ocean-41) *ss*Bal.2ndNo.3-5,41 2*Dks*	5644 5139 3459	✠100A1 ~~5,41~~ ~~9,20~~ 2,42 ✠LMC5,41 *Fitted for oil fuel* 5,41 *F.P. above* 150°F.	~~Bal~~ NNs	*z*	CL N3,41	1918 6mo	Northwest SteelCo. Portland,Or.	Ministry of War Transport (G.Heyn &Sons,Ld. *Mgrs.*)	411·1|54·2|27·7 423·8(O.L.) P47'B115'F44' FK *CellDB*356'1139*tFPT*128*tAPT*143*t*	London British 7*BHptCem*	DR geared steam turbine 210lb (*r*) FD 579NHP 3SB(Spt)9*cf*,GS165,HS8055 General Electric Co. Schenectady,N.Y.	30″2 s6″4½ 23″11¾	
36265 168966 BCNN	**Empire Shackleton** D.F. 2*Dks* *Cruiser Stern*	~~7000~~ 7068 6612 5134	✠100A1 *with freeboard* ~~(*Class Contemplated*)~~ ~~12,41 9,41~~ 2,42 ✠LMC9,41	~~PGl~~ ~~Liv~~ Bkn	*a*†	CL	1941 9mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	Ministry of War Transport (G.Heyn &Sons,Ld. *Mgrs.*)	432·7|56·2|34·2 447·6(O.L.) F39' FK 5*divisional W.T.BHs in 'tween dks* *CellDB*370'1215*tFPT*122*tAPT*172*t*	Greenock British 7*BHptCem* (*Coll to Wdk 6 to 2nd dk*)	T.3Cy.23½",37½"&68"-48" 220lb (*s*) 436NHP 2SB,8*cf*,GS134,HS5830 FD Rankin&BlackmoreLdGrk	36″10 s10″9½ 26″3	
36266 167005 BCND	**Empire Livingstone** D.F. 2*Dks* *Cruiser Stern*	~~7000~~ 6997 6612 5111	✠100A1 *with freeboard* ~~(*Class Contemplated*)~~ ~~12,41 9,41~~ 3,42 ✠LMC9,41	~~PGl~~ ~~Lon~~ Mch	*a*†	CL	1941 9mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	Ministry of War Transport (Maclay &Macintyre,Ld. *Mgrs.*)	432·2|56·2|34·2 447·6(O.L.) F39' FK (*Coll BH to W dk 6 BH to 2nd dk*) 5 *Divisional W.T.BHs in 'tween dks* *CellDB*370'1215*tFPT*122*tAPT*172*t*	Greenock British 7*BHptCem*	T.3Cy.23½",37½"&68"-48" 220lb (*s*) 436NHP 2SB,8*cf*,GS134,HS5840 FD J.G.Kincaid&Co.Ld.Grk.	36″10 s10″9½ 26″3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 earsAssigned ow expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard midship. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36267 164323 GZSS	**Empire Chivalry** ~~Ⓟ~~ (*ex*Inkosi-41) ssLon.No.1-41 D.F. E.S.D. *2Dks* ~~*Ref.Mchy.*~~ *CruiserStern*	~~5152~~ ~~4950~~ ~~8036~~ 6007 4950 3616	✠100A1 ~~11,412,40~~ 12,41 ~~BS3,40~~ ~~✠Lloyd'sRMC1,40~~ *Fitted for oil fuel* 6,37 *F.P. above* 150°F.	Lon ✠LMC~~6,37~~ 11,41	*a*†	CL 7,41	1937 6mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's*A&CP	Ministry of War Transport(T.&J. Harrison,*Mgrs.*)	414·8|56·0|28·5 429·6(O.L.) P37'B163'F41' FK *CellDB*340'1039*t FPT*42*t*	London British 8*BHptCem ptAsp* *APT*58*t*	Q4Cy.28",41½",59"&84"-54" 235lb (*r*) 835NHP 4SB(Spt),*16cf*,HS12000 FD WallsendSlpwy.&E.Co.Ld	31 ″ 0 s 5 ″ 6¾ 25 ″ 7¼	BT till 3,41
36268 168805 BCSS	**Empire Grove** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern* *Cargo battens not fitted*	320 230 146	✠100A1 ~~(ClassContemplated)~~ 10,41	Liv ✠LMC10,41	*d*	OG	1941 10mo	I.Pimblott &Sons,Ld. Northwich *Lloyd's*A&CP	Ministry of War Transport (W.G.James& Sons,*Mgrs.*)	131·7|24·7| ~~9·7~~ 8·6 137·0(O.L.) P36'~~F15~~'F13' FK *FPT*37*t*	Liverpool British 3*BHptCem ptAsp* *APT*21*t*	Oil Engines 2S.C.SA 6Cy.11½"-13½" 50RHP H.Widdop&Co.Ld.Kghley	9 ″ 8 s ″ 10 8 ″ 11	
36269 168930 BCPG	**Empire Wolfe** D.F. *1Dk* *CruiserStern*	~~2840~~ ~~2528~~ ~~1685~~ 2873 2531 1685	✠100A1 ~~(ClassContemplated)~~ 9,41	Hpl ✠LMC9,41	*u*	CL	1941 9mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	Ministry of War Transport (FrederickJones& Co.*Mgrs.*)	315·4|46·5|23·0 327·9(O.L.) P33'B82'F34' FK *CellDB*270'629*tFPT*59*t*	WHartlepl British 5*BHptCem* *APT*117*t*	T.3Cy.20",31"&55"-39" 200lb (*s*) 269NHP 2SB,*6cf*,GS87,HS3854 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld)W.Hpl.	25 ″ 2 s4 ″ 6¼ 20 ″ 10	
36270 168921 BCNS	**Empire Gilbert** D.F. *2Dks* *CruiserStern*	6640 6283 4794					1941	Bartram& Sons,Ld. Sunderland	Ministry of War Transport(Turner, Brightman&Co. *Mgrs.*)	416·8|56·6|34·0	Sundrland British *WB*	T.3Cy.23½",38"&66"-45" 292NHP N.E.MarineEng.Co.(1938) Ld.Sld.		
36271 168199 GPDP	**Empire Cougar** (*ex*West Saginaw-41) ssN.Os.No 3-3,41 *2Dks*	5758 5139 3598	✠100A1 3,42 ~~7,41~~ BS3,42 *Fitted for oil fuel* 10,19 *F.P. above* 150° F.	~~Lth~~ Bal LMC3,41	*z*	CL 3,41	1919 10mo	Northwest SteelCo. Portland,Or. CP	Ministry of War Transport (G.Heyn&Sons, Ld.*Mgrs.*)	409·8|54·2|27·7 423·7(O.L.) P44'B115'F47' FK *CellDB*355'1139*t MT*29'745*t FPT*132*t*	London British 7*BHptCem* *APT*143*t*	2 steam turbines DR geared to 1sc.shaft 605NHP 210lb (*s*) 3SB,*9cf*,GS181,HS8007 FD MidwestEng.Co. Indianapolis	30 ″ 2 s 6 ″ 4¾ 24 ″ 0¾	
36272 168200 GPJL	**Empire Chamois** (*ex*PacificRedwood-41,*ex*Westmount) ssSea.No.3-5,41 *2Dks* Sub.Sig. ~~*Fitted for oil fuel*~~	5684 5111 3558	✠100A1 ~~5,41~~ ~~4,22~~ 1,42 BS4,42 *Fitted for oil fuel* 27 *F.P. above* 150°F.	~~Sea~~ Cff ✠LMC5,41	*z*	CL N4,41	1918 5mo	AmesS.B. &D.D.Co. Seattle,Wash	Ministry of War Transport(Booth S.S.Co.Ld.*Mgrs.*)	409·5|54·2|27·4 P44'B115'F47' FK *CellDB*349'1180*tFPT*136*t*	London British 7*BHCem* ~~*WB*~~ *APT*44*t*	T.3Cy.26",43"&73"-48" (*r*) 200lb 543NHP 3SB,*9cf*,GS193,HS7956 FD AmesS.B.&D.D.Co.Seattle	30 ″ 2 s 6 ″ 4½ 24 ″ 0¼	~~R~~ +
36273 16[illegible] BCPT	**Empire Pearl** Now "Norheim," see No. 37829 in Supplement D.F. E.S.D. *Fitted for oil fuel* *Longitudinal framing CruiserStern* *Mchy.Aft Carrying Petroleum in bulk*	9816 [illegible] 5782					1941	SirJ.Laing &Sons,Ld. Sunderland	Ministry of War Transport(Eagle Oil&ShippingCo. Ld.*Mgrs.*)	484·0|68·3|36·1 P111'F33'	Sundrland British *WB*	T.3Cy.27",44"&76"-51" 414NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		
36274 168923 BCPK	**Empire Wyclif** D.F. ~~E.S.D.~~ *2Dks* *CruiserStern*	~~6950~~ ~~6523~~ ~~4900~~ 6966 6529 4915	✠100A1 *withfreeboard* ~~(ClassContemplated)~~ 12,41 ~~9,41~~	~~Sld~~ Hul ✠LMC9,41	*a*† 2	CL	1941 9mo	ShortBros. Ld. Sunderland *Lloyd's*A&CP	Ministry of War Transport(Dene ShippingCo.Ld. *Mgrs.*) *6DivisionalW.T.BHs in 'tween dks*	427·5|57·0|34·3 439·8(O.L.) FK *CellDB*358'1313*tFPT*100*tAPT*240*t*	Sundrland British 7*BHCem (CollToWdk 6 to2nd dk)*	T.3Cy.24",39"&68"-48" 220lb (*s*) 431NHP 2SB,*6cf*,GS135,HS5730 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	36 ″ 10 s10 ″ 3¾ 26 ″ 9½	
36275 168201 GPFG	**Empire Kangaroo** (*ex*Mercer-41) ssBal.2ndNo.3-6,41 ~~Sub.Sig.~~ *1Dk&Shelter dk* ~~*&Web frames*~~ *Longitudinal framing*	6219 ~~5705~~ ~~3888~~ 5895 3836	✠100A1 *Shelter dk withfreeboard* 3,42 ~~6,41~~ *Fitted for oil fuel* 1,19 *F.P. above* 150°F.	Lon ✠LMC6,41	*z*	CL ~~5,41~~ 3,42	1919 1mo	FederalS.B Co. Kearny,N.J.	Ministry of War Transport (Donaldson Bros.& Black,Ld.*Mgrs.*)	397·4|55·0|31·4 P45'B110'F38' *on Shelter dk* FK *CellDB*331'1512*tFPT*187*t*	London British *Cem* ~~*WB*~~ 7*BHtoShdk* *APT*175*t*	DR geared steam turbine 210lb (*s*) 619NHP 3SB(Spt)*9cf*,HS8934 FD GeneralElectricCo. Schenectady,N.Y.	34 ″ 11 s 7 ″ 11 27 ″ 2½	~~R~~ +
36276 167107 BCNX	**Empire Bank** *OilEng* *Mchy.Aft CruiserStern 1Dk* *Cargo battens not fitted*	402 298 183	✠100A1 12,41 ~~8,41~~	~~Hul~~ Bry ✠LMC8,41	*f*	OG	1941 8mo	Henry Scarr,Ld. Hessle *Lloyd's*A&CP	Ministry of War Transport (P.MacCullum& Sons,Ld.*Mgrs.*)	143·6|26·1|9·9 149·8(O.L.) P&B42'F16' FK *FPT*58*t*	Hull British 3*BH* *APT*28*t*	Oil Engines 2S.C.SA 7Cy.10½"-13½" 135NHP CrossleyBros.Ld.Mch.	11 ″ 0 s 1 ″ 0 10 ″ 0¾	
36277 168188 BCGS	**Empire Porpoise** 3Mst (*ex*Invincible-41) ssMob.No.3-4,41 *1Dk&Shelter dk* *Longitudinal framing*	7592 7295 4847	✠100A1 *Shelter dk withfreeboard* 3,42 ~~4,41~~ BS3,42 *Fitted for oil fuel* 10,18 *F.P. above* 150° F.	~~Mob~~ NYk LMC4,41	*b*†	CL 2,41	1918 10mo	Bethlehem S.B.Corp Ld Alameda,Cal. A&CP	Ministry of War Transport(Cunard WhiteStar,Ld. *Mgrs.*)	440·0|56·0|35·2 458·0(O.L.) FK *CellDB*370'1969*t DTa*20'909*tFPT*138*t*	Liverpool British *ptCem* *APT*157*t*	T.3Cy.24½",41½"&72"-48" 215lb (*s*) 561NHP NE*made*20*fitted*41 3SB,*9cf*,GS184,HS8250 FD BadenhausenCo. Boundbrook,N.J.	38 ″ 0 s 9 ″ 6¾ 28 ″ 7½	
36278 240391 WGYM	**E. H. Blum** D.F. E.S.D. GyC. *1Dk* *Mchy.Aft Fitted for oil fuel* *CruiserStern Carrying Petroleum in bulk* *Elec. welded* *Longitudinalframing* ~~*bracketless system*~~	11615 10639 7240					1941	SunS.B.& D.D.Co. Chester,Pa.	AtlanticRefining Co.	528·5|70·2|39·7 P103'B35'F63'	Phildlphia Utd.States *WB*	1 steam turbine connected to elec. motor & sc. shaft GeneralElectricCo. Lynn,Mass.		
36279	**Eizan Maru** (*ex*Aurora-41, *ex*Margaritis-39, *ex*Fotinia-32, *ex*Photinia) ssRou.2ndNo.3-5,39 ssSmk.No.3-3,41 *1Dk(Stl)*	4702 — 2868	✠100A1 3,41	Smk ✠LMC3,41	*y*	CL 2,41	1913 7mo	W.Pickersgill&Sons,Ld Sunderland *Lloyd's*A&CP	KokokuKisenK.K. *CellDBa 134'uE&B43'f*	383·0|51·7|26·6 P36'B221'F37' FK 164'1270*t FPT*217*t*	Kobe Japanese 6*BHCem* *APT*125*t*	T.3Cy.26",42"&71"-48" (*s*) 180lb 431NHP 3SB,*12pf*,GS198,HS7363 G.Clark,Ld Sunderland	29 ″ 6	
36280 168931 BCQX	**Empire Parsons** *2Dks* D.F. *CruiserStern*	6742 6293 4842	✠100A1 ~~(ClassContemplated)~~ *withfreeboard* 10,41	Hpl ✠LMC10,41	*a*†	CL	1941 10mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*A&CP	Ministry of War Transport (J.Morrison&Son, *Mgrs.*) *6DivisionalW.T.BHs in 'tween dks*	419·2|56·7|33·9 431·7(O.L.) F36' FK *CellDB*365'1202*tFPT*198*tAPT*190*t*	W.Hartlpl British 7*BHptCem (CollToWdk 6to2nd dk)*	T.3Cy.22½",36"&65"-48" 220lb (*s*) 505NHP HS7706 FD 2SB&1AuxSB,*11cf*,GS178, Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	36 ″ 4 s10 ″ 0 27 ″ 7	
36281 47587 JSIO	**Eiko Maru**	3535 — 2035					1940	TamaS.B. Co.Ld. Tama	TaiyoKogyoK.K.	340·4|48·2|26·2	Kobe Japanese	Steam Engine		
36282 171063	**E. E. Johnson** (*ex*JohnP. Geistman-41,*ex*Maricopa-37) *Mchy.Aft* GyC. *1Dk2tr B*	4281 4097 3200					1896	Chicago S.B.Co. Chicago	LakeheadTransportationCo.Ld.	412·2|48·2|23·3	Pt.Arthur Ont. *WB* British	T.3Cy.25",40"&68"-42" B*made*14 300NHP ClevelandS.B.Co.Clevelnd		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5, 6 Particulars of Classification. Character. ✠ for Special Survey. Date of ast Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RIP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dateof B. of Trade Cert.
36283 SCBD	**Eldaren** (*ex*Muron-41) *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Butts of keel elec welded*	476 346 176	✠100A1 10,41 ~~2,40~~ ✠LMC(M)10,41 ✠LMC8,38 *Carrying Petroleum in bulk*	~~Skm~~ Mmo	*g*	10,41	1938 8mo	NV.Schpsf v/hDeGroot &VanVliet Slikkerveer Lloyd's*A&CP*	SwedishGovernment(Kungl.Marinförvaltningen)	166·4 174·9(O.L.) Q56'F23' *Trunk*87' FK *FPT*94*t* *APT*19*t*	25·9	9·8	Karlskrna Swedish 8*BHptCem*	Oil Engines 4S.C.SA 8Cy.11"-$17\frac{11}{16}$" 94NHP DB*100lb* Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 4 s ″ 6 9 ″ 11¼	
36284 170180 CGSZ	**Ernest Lapointe** TwinSc (*Icebreaker*) 2*Dks*,3rd *dk clear of mchy.space* *Decks elec.welded* *CruiserStern*	1179 1064 193	✠100A1 *withfreeboard* ~~2,41~~ 11,41 ✠LMC2,41 *Fitted for oil fuel* 2,41	Mtl	*m*	CL *F.P. above* 150° F.	1941 2mo	DavieS.B. &Repairing Co Ld. Lauzon,P.Q. Lloyd's*A&CP*	CanadianGovernment(Department of Transport) *Cell D B*129' *t Tank between tunnels* 18'24*t* *DTsf* 13'105*t* *FPT*40*t* *APT*34*t*	172·0 184·3(O.L.) BK1"*on*FK	36·2	22·5	Ottawa British 7*BHptCem*	C.8Cy.(4)13"&(4)$28\frac{3}{16}$"-$27\frac{1}{2}$" 220lb (*s*) 352NHP 2SB(Spt),*6cf*,HS5810 FD MarineIndustries,Ld. Sorel,P.Q.	24 ″ 6 s11 ″ 0½	
36285 168793 BCNZ	**Empire Ghyll** *Mchy.Aft* 1*Dk* *CruiserStern*	2011 1454 1082					1941	Grngemth Dkyd.Co.Ld. Grngemouth	Ministry of War Transport (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	272·0 Q163'F26'	40·0	17·2	Grngemth British *WB*	T.3Cy.18",30"&50"-33" 144NHP N.E.MarineEng.Co.(1938) Ld.Nwc		
36286 161287 GFVB	**Empire Norse** (*ex*AngloNorse-41, *ex*Maricopa) *ss*Osl.2ndNo.3-11,39 *Mchy.Aft* 2*Dks*(*Stl*)*Web frames* D.F. *Longitudinal framing except in E&B spaces*	~~7988~~ ~~6382~~ ~~4589~~ 8120 6382 4904	✠100A1 ~~6,41~~ ~~8,40~~ 3,42 ~~BS6,41~~ ✠LMC~~11,39~~ 3,42 ✠NB(*cf*)made16refitted29 *Carrying oil fuel in bulk* *Fitted for oil fuel* 5,14	~~Bkn~~ ~~NYk~~ Shl		CL ~~6,40~~ ~~5,41~~ 3,42 *F.P. above* 150° F. *F.P. above* 150° F.	1914 5mo	Palmers' Co.Ld. Newcastle Lloyd's*A&CP*	Ministry of War Transport(Chr. Salvensen&Co. *Mgrs.*) *Cell D BuE&B*48' 115*t* *DTf* 42'555*t* *APT*40*t*	425·2 P102'B28'F75' FK	57·0	33·1	London British 15*BHCem* (10 *to Uprdk* 5 ,, 2*nd* ,,)	T.3Cy.28",$46\frac{3}{4}$"&76"-51"(*s*) 180lb ~~24PrB-60lb~~, 665NHP ~~2PrB-15lb,4PrB~~ FD 5SB,*15cf*,GS273,HS10607 Palmers'Co Ld.Newcastle	33 ″ 0 s 5 ″ 11 27 ″ 3½	
36287	**Ebano** (*ex*Stelvio-41) TwinSc *OilEng.* *ss*Gen.No.3-10,38 *Mchy.Aft* 2*Cks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6963 6173 4028	✠100A1 9,39 DBS~~9,39~~ 10,41 ✠LMC10,38 *Carrying Petroleum in bulk* ~~NO LATER SURVEY REPORTED~~	Gen		CL PN 12,38 SN 10,38	1926 6mo	Cant.del Tirreno Genoa Lloyd's*A&CP*	Petroleos MexicanosS.A. *Cell D BuE*73' 239*t* *DTf* 31'310*t*	441·3 422·9 FK P94'B25'F35' *FPT*179*t* *APT*76*t*	56·1	32·7	Tampico Mexican 17*BHptCem* (13 *to U dk* 4 ,,2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{16}$"-$39\frac{3}{8}$" 564NHP 1DB*170lb*&NDB19 *fitted*31-*100lb* Cant.OfficineSavoia,Gen.	33 ″ 0 s 6 ″ 0¾ 27 ″ 1	
36288 169004 BCQJ	**Empire Latimer** *OilEng.* D.F. 2*Dks* *CruiserStern*	7244 6787 5099	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 2,42 ~~12,41~~ ✠LMC12,41	~~Sld~~ NYk	*a*† 2	CL	1941 12mo	Wm.Doxford&SonsLd Sunderland Lloyd's*A&CP*	Ministry of War Transport(Dodd, Thomson&Co.Ld. *Mgrs.*) *Cell D B*356'1182*t* *MT*29'1205*t* *FPT*134*t* *APT*155*t*	428·8 442·9(O.L.) FK (*Coll to W dk*. 6 *to 2nd dk*) 6 *Divisional W.T.BHs in'tween dks*	56·5	35·5	Sunderlnd British 7*BHptCem*	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}$"-$91\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	38 ″ 1 s10 ″ 11 27 ″ 4¾	
36289 166689 BCVS	**Empire Sound** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	~~370~~ 315 227 146	✠100A1 ~~(*ClassContemplated*)~~ 12,41 ✠LMC12,41	Lwt	*d*		1941 12mo	Richards Ironworks, Ld. Lowestoft Lloyd's*A&CP*	Ministry of War Transport ~~(Craggs&Jenkin, Ld.*Mgrs.*)~~ (HullGatesShippingCo.Ld.*Mgrs.*)	~~130·0~~ 131·5 137·0(O.L.) P36'F13' FK *FPT*36*t* *APT*20*t*	~~24·5~~ 24·6	~~9·6~~ 8·8	Lowestoft British 3*BHCem*	Oil Engines 2S.C.SA 6Cy.10½"-13½" 116NHP CrossleyBros.Ld.Mch.	9 ″ 8 s ″ 10¼ 8 ″ 10½	
36290 168203 GNXL	**Empire Reindeer** (*ex*Clairton-41) ~~Sub.Sig~~ 2*Dks* ~~1*Dk*&*Shelter dk*&*Web frames*~~ GyC. *Longitudinal framing* *ss*Bal.2ndNo.3-6,41	~~6080~~ ~~5579~~ ~~3618~~ 6259 5706 3697	✠100A1 9,41 ~~6,41~~ ~~(*Reclassification Contemplated*)~~ ✠LMC6,41	~~Bal~~ NNs	*z*	CL 2,41	1919 7mo	Federal S.B.Co. Kearny,N.J.	Ministry of War Transport (CanadianPacific Steamships,Ld. *Mgrs.*) *Cell D B*331'1512*t* *FPT*187*t* *APT*175*t*	395·5 P45'B110'F38' ~~*on Shelter dk*~~ FK	55·0	31·4	London British 7*BHptCem*	DR geared steam turbine 210lb FD (*s*) 619NHP 3SB(Spt)*9cf*,GS185,HS8934 GeneralElectricCo Schenectady,N.Y.	34 ″ 11 s7 ″ 11 27 ″ 2½	~~R~~ ~~+~~
36291 172786 VRFM	**Empire Haven** D.F. 2*Dks* *CruiserStern*	6852 6438 4932					1941	Taikoo D.&E Co.of H.Kg.Ld. HongKong	Ministry of War Transport (W.Runciman&Co. Ld.*Mgrs.*)	429·7 F42'	56·7	33·5	HongKong British *WB*	T.3Cy.23½",39½"&66"-45" 292NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
36292 168974 BCQQ	**Empire Ridley** 2*Dks* D.F. *CruiserStern*	~~7000~~ 6987 6596 5145	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 4,42 ~~11,41~~ ✠LMC11,41	~~PGl~~ Npt	*a*†	CL 12,41	1941 11mo	Lithgows Ld. PortGlasgow Lloyd's*A&CP*	Ministry of War Transport(Capper, Alexander&Co. *Mgrs.*) *Cell D B*370'1215*t* *FPT*122*t* *APT*172*t*	431·0 446·0(O.L.) FK (*Coll to W dk*, 6 *to 2nd dk*) 5 *Divisional WTBHs in'tween dks*	56·2	34·2	Greenock British 7*BHptCem*	T.3Cy.23½",37½"&68"-48" 220lb (*s*) 436NHP 2SB,*8cf*,GS133,HS5830 FD Hick,Hargreaves&Co.Ld. Bolton	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36293 168927 BCMQ	**Empire Darwin** D.F. GyC. 2*Dks* *CruiserStern*	6765 6293 5082	✠100A1 *withfreeboard* ~~8,41~~ ~~7,41~~ 6,42 ✠LMC741	~~Hpl~~ ~~Grk~~ Gls	*a*†	CL	1941 7mo	W.Gray& &Co.Ld. WHartlepool Lloyd's*A&CP*	Ministry of War Transport(Evan ThomasRadcliffe &Co.*Mgrs.*) 6 *Divisional WT BHs in'tween dks* *Cell D B*365' 1202*t* *FPT* 198*t* *APT*190*t*	419·2 431·7(O.L.) F36' FK	56·7	33·9	W.Hartlpl British 7*BHptCem* (*Coll to W dk* 6 ,,2*nd*,,)	T.3Cy.22½",36"&65"-48"(*s*) 220lb 417NHP 2SB,*8cf*,GS133,HS5754 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	36 ″ 4 s10 ″ 0 26 ″ 7	
36294 168914 BCMG	**Empire Day** *OilEng.* D.F. GyC. 2*Dks* *CruiserStern*	7242 6787 5021	✠100A1 *withfreeboard* 5,42 ~~7,41~~ ✠LMC7,41	~~Shl~~ Mch	*a*†	CL	1941 7mo	Wm.Doxford&SonsLd Sunderland Lloyd's*A&CP*	Ministry of War Transport (Stephens,Sutton, Ld.*Mgrs.*) 6 *Divisional WT BHs in'tween dks* *Cell D B*356' 1182*t* *MT*29'1205*t* *FPT* 134*t* *APT*155*t*	428·8 442·9(O.L.) FK	56·5	35·5	Sundrland British 7*BHptCem* (*Coll to W dk* 6 ,,2*nd*,,)	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}$"-$91\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	38 ″ 1 s10 ″ 11 27 ″ 4¾	
36295 166319 MPFG	**Empire Kyle** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	321 230 146	✠100A1 6,41 ✠LMC6,41	Goo	*d*	OG N6,41	1941 6mo	I.Pimblott &Sons,Ld. Northwich Lloyd's*A&CP*	Ministry of War Transport(NewcastleCoal&ShippingCo.Ld.*Mgrs.*)	131·7 137·0(O.L.) P36'F13' FK *FPT*37*t* *APT*21*t*	24·7	8·6	Liverpool British 3*BHptCem* *pt Asp*	Oil Engines 2S.C.SA 6Cy.11½"-13½" 140NHP H.Widdop&Co.Ld.Kghley	9 ″ 8 s ″ 10 8 ″ 11¼	
36296 168681 BCLN	**Empire Cape** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	872 586 458	✠100A1 2,42 ~~7,41~~ ✠LMC7,41	Bwg	~~*b*~~ *l*	OG	1941 7mo	Scott& Sons Bowling Lloyd's*A&CP*	Ministry of War Transport(Wm. Robertson,*Mgr.*) *Cell D B*121'208*t* *DTf* 12'44*t* *FPT*47*t* *APT*25*t*	203·0 211·0(O.L.) Q123'F28' FK	33·2	11·7	Glasgow British 5*BHptCem*	Oil Engines 2S.C.SA 5Cy.$13\frac{3}{8}$"-$22\frac{7}{16}$" 156NHP BritishAuxiliaries,Ld.Gls.	13 ″ 10 s4 ″ 2½ 13 ″ 5¼	
36297 168928 BCLK	**Empire Sedge** 1*Dk* D.F. *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2852 2123 1580	✠100A1 11,41 ~~7,41~~ ✠LMC7,41	~~Hpl~~ Npt	*t*	CL	1941 7mo	W.Gray& Co.Ld. WHartlepool Lloyd's*A&CP*	Ministry of War Transport(Wm. Cory&Son,Ld. *Mgrs.*) *Intermediate BH dispensed with* *Cell D B*260'839*t* *MT*8'259*t* *FPT*217*t* *APT*37*t*	310·6 321·0(O.L.) Q175'F37' FK	44·4	19·4	WHartlpl British 4*BHptCem*	T.3Cy.20",33"&55"-39" (*s*) 200lb FD 255NHP 2SB,*6cf*,GS84,HS3530 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21 ″ 6 s 7 ″ 1 19 ″ 4¼	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
36298 166323 BCMP	**Empire Bridge** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	348 249 149	✠100A1 6,42 ~~6,41~~ ✠LMC6,41	~~Liv~~ Pnz	*d*	OG	1941 6mo *Lloyd*	W.J.Yarwood&Sons (1938)Ld. Northwich *sA&CP*	Ministry of War Transport(Lady of the IslesS.S.Co. Ld. *Mgrs.*) *Wing tanks inBR* 4'12*tFPT*49*t APT*14*t*	127·2 133·0(O.L.) P50'	24·7	9·9	Liverpool British FK 4*BHCem*	T.3Cy.10½",17½"&29"-19" 200lb (*s*) 58NHP 1SB,2*cf*,GS35,HS1105 W.J.Yarwood&Sons,Ld. Northwich	10 ″ 9 s ″ 8 10 ″ 3	
36299 167004 BCMD	**Empire Dell** D.F. 2*Dks* *CruiserStern*	7065 6617 5168	✠100A1 *withfreeboard* ~~9,41~~ ~~7,41~~ 5,42 ✠LMC7,41	PGl ~~Mob~~ Liv	*a*†	CL	1941 7mo *Lloyd*	Lithgows Ld. PortGlasgow *sA&CP*	Ministry of War Transport(G. Nisbet&Co. *Mgrs.*) 5 *Divisional WTBHs in 'tween dks (Coll to W dk 6 ,, 2nd ,,)* *CellDB*370'1215*tFPT*122*tAPT*172*t*	432·2 447·6(O.L.) F39'	56·2	34·2	Greenock British FK 7*BHptCem*	T.3Cy.23½",37½"&68"-48" 220lb (*s*) 436NHP 2SB,8*cf*,GS130,HS5830 FD Rankin&BlackmoreLdGrk	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36300 168682 BCLZ	**Empire Glen** D.F. **2*Dks***	6327 5955 4592	✠100A1 *withfreeboard* 7,41 ✠LMC7,41	~~Gls~~ NNs	*z* $1\frac{15}{16}$	CL	1941 7mo *Lloyd*	C.Connell &Co.Ld. Glasgow *sA&CP*	Ministry of War Transport(Clark& Service,*Mgrs.*) 5 *Divisional WTBHs in 'tween dks (Coll to W dk 6 ,, 2nd ,,)* *CellDB*344'1298*t FPT* 167*tAPT*210*t*	407·0 420·0(O.L.) F33'	54·7	33·2	Glasgow British FK 7*BHCem*	T.3Cy.23½",37½"&68"-48" 220lb (*s*) 439NHP 2SB,8*cf*,GS133,HS5920 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s10 ″ 2½ 26 ″ 6½	
36301 165819 BCRG	**Earlston** **D.F.** 2*Dks* ***Cruiser Stern***	7195 6809 ~~5330~~ 5331	✠100A1 *withfreeboard* ~~*corresponding to a summer moulded draught of* 27' 1"~~ ~~(*ClassContemplated*)~~ 1,42 ~~10,41~~ ✠LMC10,41	~~Bnt~~ Cff	*a*†	CL	1941 10mo *Lloyd*	BurntisInd S.B.Co.Ld. Burntisland *sA&CP*	~~R.Chapman&Son~~ CarltonS.S.Co.Ld.& Cambay.S.S.Co.Ld. (R.Chapman&Son) 5*DivisionalW.T.BHs in 'tween dks (Coll to W dk 6 to 2nd dk)* *CellDB*356'1362 *FPT*158*tAPT*277*t*	420·0 436·0(O.L.)	58·0	35·3	Newcastle British FK 7*BHptCem*	T.3Cy.22½",36"&65"-48" 220lb (*s*) 468NHP HS6878 FD 2SB&1AuxSB,8*cf*,GS165, D.Rowan&Co.Ld.Gls.	37 ″ 10 s10 ″ 9¾ 27 ″ 3	
36302 168184 GNSN	**Empire Dabchick** (*ex*Kisnop-41) *ss*Bal.2ndNo.3-3,41 2*Dks*	6089 5105 4477	100A1 5,42 ~~3,41~~ LMC3,41 *Fitted for oil fuel* '19 *F.P.above*150° F.	Bal Mch	*z*	CL 11,40	1919	Atlantic Corporation Portsmouth N.H	Ministry of War Transport(J. Morrison&Son, *Mgrs.*) *CellDB*362' 1125*tMT tFPT* 78*tAPT*224*t*	410·5 427·0(O.L.) P44'B116'F47'	54·2	27·0	London British FK 7*BH*	T.3Cy.24½"41½"&72"-48" 210lb 598NHP 3WTB(Spt),HS9150 FD AtlanticCorporation, Taunton,Mass.	29 ″ 9 s5 ″ 9½ 24 ″ 1½	
36303 164817 BCNB	**Empire Sapphire** 1*Dk* D.F. E.S.D. *Longitudinal framing at bottom&at deck* *Mchy.Aft* *CruiserStern*	8031 7197 4693	✠100A1 12,41 ~~7,41~~ ✠LMC7,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,41 *F.P. above* 150° F.	~~Mdb~~ Mob	*c*† 2⅛	CL	1941 7mo *Lloyd's*	Furness S.B.Co Ld. Haverton Hill-on-Tees *A&CP*	Ministry of War Transport (British TankerCo.Ld. *Mgrs.*) *CellDBuE&B*85' 374*tDTf*32'664*tFPT*140*tAPT*78*t*	463·5 479·0(O.L.) P105'B43'F38' FK	61·2	33·0	Middlsbro' British 16*BHptCem*	T.3Cy.27",44"&76"-51" (*s*) 200lb 674NHP 3SB(Spt),9*cf*,HS10020 FD Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 3 s6 ″ 5 27 ″ 1½	
36304 168915 BCMR	**Empire Burton** D.F. GyC. 2*Dks* *CruiserStern*	6966 6529 4880	✠100A1 *withfreeboard* 8,41 ✠LMC8,41	~~Sld~~ Shl	*a*† 2	CL	1941 8mo *Lloyd's*	Short Bros.Ld. Sunderland *sA&CP*	Ministry of War Transport (Common Bros.Ld. *Mgrs.*) 6*DivisionalWTBHs in 'tween dks (Coll to W dk 6 ,, 2nd,,)* *CellDB*358' 1313*t FPT*100*tAPT*240*t*	427·5 439·8(O.L.)	57·0	34·3	Sunderlnd British 7*BHCem*	T.3Cy.24",39"&68"-48" (*s*) 220lb 431NHP 2SB,6*cf*,GS135,HS5730 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	36 ″ 10 s10 ″ 3¾ 26 ″ 9½	
36305 168196 GRFR	**Ennerdale** 1*Dk 2nd dk clear of cargo tanks* D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom&at deck*	8219 7204 4719	✠100A1 3,42 ~~7,41~~ ✠LMC7,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,41 *F.P. above* 150° F.	~~Nwc~~ Grk	*c*†	CL	1941 7mo *Lloyd's*	Swan,Hunter&Wigham Richardson, Ld Newcastle *sA&CP*	TheAdmiralty ~~*CellDB*94' *tDTf*36' *tFPT*156*tAPT*87*t*~~ *CellDBuE&B*91'287*tDTf*35'628*tFPT*156*tAPT*87*t*	468·4 483·1(O.L.) P112'B46'F40' FK	59·4	33·8	London British 16*BH*	T.3Cy.26½",44"&73"-48"(*s*) 220lb 629NHP 3SB(Spt),9*cf*,HS9555 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0 s6 ″ 8¼ 27 ″ 6½	
36306 [illegible] BCRB	**Empire Onyx** Now "Nortind," see No. 37812 in Supplement D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom &at deck*	~~8050~~ 8221 7230 4788	✠100A1 ~~(*ClassContemplated*)~~ 12,41 ✠LMC12,41 *CarryingPetroleum in bulk*	Gls	*c*†	CL	1941 12mo *Lloyd's*	Harland& Wolff,Ld. Glasgow *A&CP*	Ministry of War Transport(British TankerCo.Ld. *Mgrs.*) *CellDBuE*70'158*tDTf*25'291*tFPT*150*tAPT*88*t*	465·6 483·3(O.L.) P93'B47'F51' FK	59·5	~~33·9~~ 33·8	Glasgow British 17*BH*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-55⅛" 502NHP 2DB-*150lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s6 ″ 8¼ 27 ″ 6½	
36307 241153 WTKD	**Esso Albany** D.F. E.S.D. GyC. *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern* *Carrying Petroleum in bulk*	10097 8979 6042					1941	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of NewJersey	503·9 P50'B34'F106'	68·3	36·9	Wilmingtn (Del.) Utd.States	2 steam turbinesDRgeared to 1 sc.shaft GeneralElectricCo. Schenectady,N.Y.		
36308 168998 BCQW	**Empire Mariott** D.F. 2*Dks* *CruiserStern*	5970 5578 3575					1941	W.Pickersgill&Sons,Ld Sunderland	Ministry of War Transport(StanhopeS.S.Co.Ld. *Mgrs.*)	401·0 F38'	54·0	33·2	Sunderlnd British *WB*	T.3Cy.23½",38"&66"-45" 292NHP GeorgeClark(1938)Ld.Sld		
36309 106869 GFMT	**Empire Chief** 4Mst (*ex*PolarChief-41, *ex*Anglo-Norse, *ex*ReyAlfonso, *ex*Crenella, *ex*Montcalm) *ss*Osl.3rdNo.3-8,34 *ss*Osl.No.1-39 2*Dks*(*Stl*)&*deep framing&Udk*(*Irn*) **D.F.**	8040 — 6279	✠100A1 *withfreeboard* ~~6,40~~10,41 BS~~7,40~~6,41 LMC11,39 ✠NSB(P)*made*00*refitted*27 *Fitted for oil fuel*11,16 *F.P. above* 150° F. *Carrying oil fuel inbulk in holds part 'tween dks& DB F.P.above* 150° F.	~~Lon~~ NYk	*a*†	CL 11,39	1897 8mo	Palmers' Co.Ld. Newcastle A&CP	Ministry of War Transport(Chr. Salvesen&Co. *Mgrs.*) *Cell DBa*103'*uE&B*58'*f*201'1179*tFPT*190*tAPT*84*t*	445·0	52·2	27·6	Jersey British FK 7*BHCem*	T3Cy30"$50\frac{5}{8}$"&81½"-54"(*s*) 180lb 793NHP 3DB&2SB,24*cf*,GS450, HS15839 NSB(*s*)*made*12*refitted*28 20Pr.B-*60lb* Palmer'sCo.Ld.Newcastle	38 ″ 1 s11 ″ 11¼ 26 ″ 4	
36310 168205 BCGT	**Empire Antelope** (*ex*Bangu-41, *ex*Orphis) 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	4945 4419 2987					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh	Ministry of War Transport(Moss HutchinsonLine, Ld.*Mgrs.*)	380·5 P52'B102'F41'	53·1	27·0	London British *WB*	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&Const.Corpn. Tacoma,Wash.		R
36311 168968 BCQR	**Empire Baffin** D.F. 2*Dks* *CruiserStern*	~~7060~~ 6978 6597 5086	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ ~~1,42~~~~10,41~~ 4,42 LMC•10,41	~~PGl~~ ~~Mdb~~ Hpl	*a*†	CL	1941 10mo *Lloyd's*	Lithgows Ld. PortGlasgow *sA&CP*	Ministry of War Transport(J, Robinson&Sons, *Mgrs.*) *(Coll BH to W dk,6 BH to 2nd dk)* 5 *Divisional W.T.BHs in 'tween dks* *CellDB*370'1215*tFPT*122*tAPT*172*t*	~~432·5~~ 431·0 446·0(O.L.) FK	56·2	34·2	Greenock British 7*BHptCem*	T.3Cy.23½",37½"&68"-48" 220lb *s*) 439NHP 2SB, GS133,HS5920 FD D.Rowan&Co.Ld.Gls.	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36312 164849 BCQC	**Empire Emerald** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* ***Longitudinal framing at bottom& at deck***	8032 7197 4676	✠100A1 ~~(*ClassContemplated*)~~ 10,41 ✠LMC10,41 ***CarryingPetroleum in bulk*** *Fitted for oil fuel* 10,41 *F.P. above* 150°F	Mdb	*c*† 2	CL	1941 10mo *Lloyd's*	Furness S.B.Co.Ld. Haverton Hill-on-Tees *sA&CP*	Ministry of War Transport (C.T.Bowring &Co.Ld.*Mgrs.*) *CellDBuE&B*85'374*tDTf*32'664*tFPT*140*tAPT*78*t*	463·5 479·0(O.L.) P105'~~B44~~F38' FK B43'	61·2	33·0	Middlsbro' British 16*BHptCem*	T.3Cy.27",44"&76"-51" (*s*) 220lb 674NHP 3SB(Spt)9*cf*,HS10020 FD Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 3 s6 ″ 5 27 ″ 1¼	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys.	3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36313 168924 BCQN	Empire Selwyn D.F. ~~Now "Belgian Soldier," see No. 35740 in Supplement~~	2Dks CruiserStern	7167 6773 5007	✠100A1 withfreeboard ~~(ClassContem plated)~~ 1,42 ~~10,41~~ ✠LMC10,41	~~Sld~~ Gls	a† 2	CL	1941 10mo	Wm.Doxford&Sons Ld Sunderland Lloyd'sA&CP	Ministry of War Transport(B.J. Sutherland&Co. Ld.Mgrs.)	428·8 442·9(O.L.) (Coll to W dk 6 to 2nd dk) 6 Divisional W.T.BHs in 'tween dks CellDB356'1182tMT29'1205tFPT134tAPT155t	56·5	35·5	Sunderlnd British FK 7BHptCem	T.3Cy.23½",37½"&68"-48" 220lb (s) 516NHP 2SB&1AuxSB11cf,GS179 HS7616 FD FairfieldCo.Ld.Glasgow	38″1 s10″11 27″4¾	
36314 168651 BCQK	Empire Stevenson D.F.	2Dks CruiserStern	6209 5797 4222	✠100A1 withfreeboard ~~(ClassContem plated)~~ 10,41 ✠LMC10,41	Shl	z 1 15/16	CL	1941 10mo	J.Readhead&SonsLd SouthShields Lloyd'sA&CP	Ministry of War Transport(Wm. Brown,Atkinson&Co.Ld.Mgrs.)	405·8 421·3(O.L.) (Coll to W dk 6 to 2nd dk 6 Divisional W.T.BHs in 'tween dks CellDB346'1162tFPT130tAPT200t	53·5	33·3	Shields British FK 7BHptCem	T.3Cy.24",40"&68"-45" (s) 220lb 415NHP 2SB,6cf,GS120,HS5486 FD J.Readhead&SonsLd S.Shl	35″10 s9″11 26″2¼	
36315 168508 BDPJ	Empire Grace D.F. E.S.D. Ref.Mchy.	TwinSc OilEng. 3Dks,4th dk in Nos.2&3 holds CruiserStern	13478 11295 9441	✠100A1 withfreeboard ~~(ClassContem plated)~~ 4,42 ✠LMC4,42 ✠Lloyd'sRMC4,42	Bel	i†	CL	~~1941~~ 1942 4mo	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	Ministry of War Transport(Shaw Savill&AlbionCo. Ld.Mgrs.)	521·4 540·1(O.L.) P64'B196'F68' (Coll to W dk 7 to 2nd dk) 7 Divisional W.T.BHs in upper 'tween dks CellDBa62'98t uE&f304'1404t Tanks in way of tunnels 1611tFPT109tAPT178t	70·4	40·5	Belfast British FK 8BHptCem	Oil Engines 2S.C.DA 12Cy.24 7/16"-55⅛" 2472NHP 2DB100lb Harland&Wolff,Ld.Bel.	43″5 s12″5¾ 31″1½	
36316 168992 BCQL	Empire Liberty D.F.	2Dks CruiserStern	~~7200~~ 7157 6722 4284	✠100A1 ~~(ClassContem plated)~~ withfreeboard 3,42 ~~11,41~~ ✠LMC11,41	~~Sld~~ Nwc	a†	CL	1941 11mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP	Ministry of War Transport(R. Chapman&Son, Mgrs.)	423·8 441·5(O.L.) (Coll to W dk 7 to 2nd dk) 5 Divisional W.T.BHs in 'tween dks CellDB368'1060tDTa20'773tFPT145tAPT160t	57·2	34·9	Sunderlnd British FK 8BHCem	T.3Cy.23½",37½"&68"-48" 220lb (s) 520NHP 2SB&1AuxSB,11cf GS178,HS7706 FD ~~N.E.MarineEng.Co.(1938)~~ JohnBrown&Co. ~~Ld.Nwc.~~ Clydebank	37″4 s10″7 26″11¼	
36317 165820 BCQD	Empire Masefield D.F. E.S.D. Decks & butts of shell plating electrically welded ~~Now "Belgian Seaman," see No. 35741 in Supplement~~	2Dks CruiserStern	7023 6589 5041	✠100A1 withfreeboard ~~(ClassContem plated)~~ 4,42 ~~10,41~~ ✠LMC10,41	~~Nwc~~ Mdb	a† 2	CL 4,42	1941 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	Ministry of War Transport(D. Alexander&Sons, Mgrs.)	432·5 447·5(O.L.) ~~F35'~~F39' (Coll to W dk,6 to 2nd dk) 5 Divisional W.T.BHs in 'tween dks CellDB370'1299tFPT122tAPT172t	56·2	34·2	Newcastle British FK 7BHptCem ptAsp	T.3Cy.23",39"&66"-45" 220lb (s) 512NHP 2SB&1AuxSB.11cf,GS200, HS7866 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	36″10 s10″9½ 26″3	
36318 167106 BCMN	Empire Isle Mchy.Aft	OilEng. 1Dk CruiserStern Cargo battens not fitted	402 298 183	✠100A1 2,42 ~~7,41~~ ✠LMC7,41	~~Hul~~ Shl	f	OG 2,42	1941 7mo	Henry Scarr.Ld. Hessle Lloyd'sA&CP	Ministry of War Transport(Free TradeWharfCo.Ld. Mgrs.)	143·6 149·8(O.L.) P&B42'F16' FPT58tAPT28t	26·1	9·9	Hull British FK 3BH	Oil Engines 2S.C.SA 7Cy.10½"-13½" 135NHP CrossleyBros.Ld.Mch.	11″0 s1″0 10″0¾	
36319 168510 BCRC	Empire Sidney D.F.	OilEng. 2Dks CruiserStern	6946 6487 4185	✠100A1 withfreeboard ~~(ClassContem plated)~~ 5,42 ✠LMC5,42	Bel	a†	CL	~~1941~~ 1942 5mo	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	Ministry of War Transport(Morel, Ld.Mgrs.)	432·9 447·0(O.L.) F39' (Coll to W dk 6 to 2nd dk) 5 Divisional W.T.BHs in 'tween dks CellDB370'1311tMT26'1036tFPT122tAPT185t	56·3	34·3	Belfast British FK 7BH	Oil Engines 4S.C.SA 6Cy.~~28½"~~-59 1/16" 489NHP 29⅝" 2DB150lb Harland&Wolff,Ld.Bel.	36″10 s10″8¼ 26″4	
36320 168696 BCTM	Empire Deep Mchy.Aft	1Dk OilEng. CruiserStern	878 587 468	✠100A1 ~~(ClassContem plated)~~ 4,42 ~~10,41~~ ~~12,41~~ ✠LMC10,41	~~Gls~~ ~~Sou~~ Gls	l	OG	1941 10mo	Harland&Wolff.Ld. Glasgow Lloyd'sA&CP	Ministry of War Transport(Ald ShippingCo.Ld. Mgrs.)	203·0 ~~Q121'F25'~~ 211·0(O.L.) Q123'F28' CellDB121'207tDTf12'44tFPT42tAPT24t	33·2	11·7	Glasgow British FK 5BHptCem	Oil Engines 2S.C.SA 8Cy.11"-19 1/16" 169NHP Harland&Wolff,Ld.Gls.	13″10 s4″2½ 13″5½	
36321 168213 BCGK	Empire Peacock (exBellhaven-41) ~~Sub.Sig.~~	ssN.Ns,2ndNo.3-7,41 1Dk&Shelter dk&Web frames Longitudinal framing	6098 5579 3761	✠100A1 Shelter dk withfreeboard 2,42 ~~7,41~~ LMC7,41	~~NNs~~ NYk	z	CL 4,41	1919 10mo	Federal S.B.Co. Kearny,N.J.	Ministry of War Transport(Royal MailLines,Ld. Mgrs.)	396·2 P45'B110'F38' on Shelter dk CellDB331'1512tFPT187tAPT175t	55·4	31·4	London British FK ptCem ~~WB~~ 7BHtoSh dk	2 steam turbines DRgeared to 1 sc. shaft 210lb FD (s) 3SB(Spt)9cf,GS185,HS8934 MidWestEngineCo. Indianapolis	34″11 s7″11 27″2½	~~R~~ ~~+~~
36322 168209 BCJJ	Empire Gazelle (exHigho-41) Sub.Sig.	2Dks Longitudinal framing Fitted for oil fuel	4828 4265 2989					1920	ToddDry Dock&Const. Corp. Tacoma	Ministry of War Transport(T.&J. Harrison,Mgrs.)	381·7 P39'B102'F41'	53·3	26·6	London British WB	T.3Cy.24",40"&70"-48" 340NHP Skinner&EddyCpn. Seattle,Wash.		R
36323 [illegible] BCRP	Empire Druid Now "Norholm," see No. 37327 in Supplement D.F. E.S.D. Mchy.Aft CruiserStern	1Dk Fitted for oil fuel Longitudinal framing Carrying Petroleum in bulk	~~9311~~ ~~[illegible]~~ ~~5797~~ 9813 8895 5782					1941	SirJames Laing&Sons.Ld. Sunderland	Ministry of War Transport(Eagle Oil&ShippingCo. Ld.Mgrs.)	484·0 P111'F33'	68·3	36·1	Sunderlnd British WB	T.3Cy.27",44"&76"-51" 414NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		
36324 168700 BCRQ	Empire Pict 1Dk,2nd dk clear of cargo tanks D.F. E.S.D. Now "Norland," see No. 37826 in Supplement Longitudinal framing at bottom & at deck	OilEng CruiserStern	8134 7212 4761	✠100A1 11,41 ✠LMC11,41 Carrying Petroleum in bulk	Gls	c† 2½	CL	1941 11mo	Blythsw'd S.B.Co.Ld. Glasgow Lloyd'sA&CP	Ministry of War Transport(British TankerCo.Ld. Mgrs.)	463·2 479·3(O.L.) P94'B48'F47' CellDBuE71'142tDTf22'254tFPT149tAPT94t	61·2	~~33·1~~ 33·0	Glasgow British FK 17BHptCem	Oil Engines 4S.C.SA 6Cy 29⅝"-59 1/16" 490NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	33″3 s6″5¼ 27″0½	
36325 168972 BCQS	Empire Kingsley D.F.	2Dks CruiserStern	~~7000~~ 6996 6604 5165					1941	Greenock Dockyard Co.Ld. Greenock	Ministry of War Transport(SirR. Ropner&Co.Ld. Mgrs.)	~~432·5~~ F39' 432·7	56·2	34·2	Greenock British WB	T.3Cy.23½",37½"&68"-48" 320NHP D.Rowan&Co.Ld.Gls.		
36326 241036 WIQD	Examiner D.F. E.S.D. GyC.	3Dks Fitted for oil fuel	~~6800~~ 6736 3985					1940	Bethlehem SteelCo.S.B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9	66·1	29·2	NewYork Utd.States	2 steam turbines DRgeared to 1 sc. shaft 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
36327 240879 WIHS	Exceller D.F. E.S.D. GyC. Sub.Sig.	3Dks Fitted for oil fuel pt.Elec.welded	~~6200~~ 6597 3925					1941	BathIron WorksCorp. Bath,Me.	~~UnitedStates Maritime Commission~~ AmericanExport Lines.Inc.	~~404·0~~ 399·5	60·2	~~35·7~~ 27·1	NewYork Utd.States WB	2 steam turbines DRgeared to 1 sc. shaft 1466NHP		R
36328 168932 BCRF	Empire Newcomen D.F.	1Dk CruiserStern	~~2840~~ ~~2523~~ ~~1685~~ 2873 2531 1678	✠100A1 ~~(ClassContem plated)~~ 10,41 ✠LMC10,41	Hpl	u	CL	1941 10mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	Ministry of War Transport (Martyn,Martyn&Co.Ld.Mgrs.)	315·4 327·9(O.L.) P33'B82'~~F33'~~ F34' CellDB270'629tFPT59tAPT117t	46·5	23·0	WHartlpl. British FK 5BHptCem	T.3Cy.20",31"&55"-39" 200lb (s) 269NHP 2SB,6cf,GS87,HS3854 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	25″2 s4″6 20″10¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou coté, si ce n'est dans le L. R. Durée. Cert. R. of Trade.
36329 166211 BCRD	**Empire Rhodes** D.F. *2Dks* *CruiserStern*	~~7000~~ ~~6570~~ 7030 6571 4967	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 1,42 ~~12,41~~ ✠LMC12,41	~~Dun~~ Lth	*a*†	CL	1941 12mo *Lloyd'sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	Ministry of War Transport(Headlam&Son,*Mgrs.*) 6 *Divisional W.T.BHs in 'tween dks* *Cell DB367'1265t FPT112t APT106t*	431·3 446·3(O.L.) ~~P30~~F40' FK (*Coll to W dk, 6to2nd dk*)	56·3	35·2	Dundee British 7*BHCem*	~~T.3Cy.23½",38"&66"–45"~~ T.3Cy.24½",39"&70"-48" (*s*) 220lb 510NHP 3SB,*9cf*,GS165,HS7248 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	37 ″ 8 s11 ″ 1 26 ″ 9¼	
36330 164848 BCPL	**Empire Amethyst** D.F. E.S.D. 1*Dk* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8032 7197 4676	✠100A1 11,41 ~~8,41~~ ✠LMC8,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,41 *F.P. above* 150° F	~~Mdb~~ Bry	*c*† 2⅛	CL	1941 8mo *Lloyd'sA&CP*	Furness S.B.Co.Ld Haverton Hill-on-Tees	Ministry of War Transport(Hadley ShippingCo.Ld. *Mgrs.*) *Cell DBuE&B85'374t DT f 32'6 64t FPT140t APT78t*	463·5 479·0(O.L.) P105'B43'F38' FK	61·2	33·0	Middlsbro' British 16*BHptCem*	T.3Cy 27",44"&76"–51" (*s*) 220lb 674NHP 3SB(Spt),*9cf*,HS10020 FD Richardsons.Westgarth& Co.Ld Hpl	33 ″ 3 s 6 ″ 5 27 ″ 1¼	
36331 168801 BCNM	**Empire Clive** 3Mst D.F. *2Dks* *CruiserStern* *Cargo battens not fitted in No 3 hold & 'tween dk*	7069 6617 5194	✠100A1 *withfreeboard* 1,42 ~~8,41~~ ✠LMC8,41	~~Bkn~~ Cff	*a*†	CL	1941 8mo *Lloyd'sA&CP*	Cammell Laird&Co.Ld Birkenhead	Ministry of War Transport(Capper, Alexander&Co. *Mgrs.*) 5 *Divisional WT BHs in 'tween dks* *Cell DB370'1302t FPT122t APT172t*	432·2 447·6(O.L.) F39' FK	56·2	34·2	Liverpool British 7*BHptCem* (*Coll to W dk 6 ,, 2nd ,,*)	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 436NHP 2SB,*8cf*,GS134,HS5830 FD CammellLaird&Co Ld.Bkn	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36332 166321 BCLF	**Empire Flame** 3Mst D.F. *2Dks* *CruiserStern*	7069 6617 5194	✠100A1 *withfreeboard* 9,41 ~~6,41~~ ✠LMC6,41	~~Bkn~~ Hfx	*a*†	CL	1941 6mo *Lloyd'sA&CP*	Cammell Laird&Co.Ld Birkenhead	Ministry of War Transport(Booth S.S.Co.Ld. *Mgrs.*) 5 *Divisional WT BHs in 'tween dks* *Cell DB370'1302t FPT122t APT172t*	432·2 447·8(O.L.) F39' FK	56·2	34·2	Liverpool British 7*BHptCem* (*Coll to W dk 6 ,, 2nd ,,*)	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 436NHP 2SB,*8cf*,GS134,HS5830 FD CammellLaird&CoLd Bkn	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36333 168683 BCML	**Empire Jet** D.F. E.S.D. *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8134 7212 4728	✠100A1 ~~1,42~~ ~~8,41~~ 4,42 ✠LMC8,41 *Carrying Petroleum in bulk*	NYk	*c*† 2⅛	CL	1941 8mo *Lloyd'sA&CP*	Blythsw'd S.B.Co Ld. Glasgow	Ministry of War Transport (BritishTanker Co.Ld.*Mgrs.*) *Cell DBuE71'142t DT f 22'254t FPT149t APT94t*	463·2 479·3(O.L.) P94'B48'F47' FK	61·2	33·0	Glasgow British 17*BHptCem*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 490NHP 2DB*150lb* J G.Kincaid&Co.Ld.Grk.	33 ″ 3 s 6 ″ 5¼ 27 ″ 0½	
36334 168684 BCNG	**Empire Mallory** D.F. **2*Dks***	6327 5955 4592	✠100A1 *withfreeboard* 1,42 ~~8,41~~ ✠LMC8,41	Gls	*z* $1\frac{15}{16}$	CL	1941 8mo *Lloyd'sA&CP*	C.Connell &Co Ld. Glasgow	Ministry of War Transport (H.Hogarth& Sons,*Mgrs.*) 5 *Divisional WTBHs in 'tween dks* *Cell DB344'1298t FPT167t APT210t*	407·0 420·0(O.L.) F33' FK	54·7	33·2	Glasgow British 7*BHCem* (*Coll to W dk 6 ,, 2nd ,,*)	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 439NHP 2SB,*8cf*,GS133,HS5920 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s10 ″ 2½ 26 ″ 6¼	
36335 168795 BDQS	**Empire Cadet** *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	~~760~~ ~~636~~ ~~400~~ 813 536 333	✠100A1 ~~(*ClassContemplated*)~~ 2,42 ✠LMC2,42 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,42 *F.P. above* 150°F.	Gmh	*k*	CL	~~1941~~ 1942 2mo *Lloyd'sA&CP*	Grngemth Dkyd.Co Ld. Grngemouth	Ministry of War Transport(BulkOil SteamshipCo.Ld. *Mgrs.*) *Cell DBuE21'27t DT f 16'43t FPT15t APT26t*	193·0 *31·8 at Poop* 202·3(O.L.) FK P66'F22'*Trunk*102'	30·7	13·8	Grngemth British 9*BHptCem*	T.3Cy.15",25½"&41"–30" 190lb (*s*) 139NHP 1SB,*3cf*,HS2100 FD Aitchison,BlairLd. Clydebank	14 ″ 0 s ″ 11½ 13 ″ 1¾	
36336 168695 BCSY	**Empire Beacon** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	872 586 ~~458~~ 465	✠100A1 ~~(*ClassContemplated*)~~ 11,41 ✠LMC11,41	Bwg	*l*	OG	1941 11mo *Lloyd'sA&CP*	Scott& Sons Bowling	Ministry of War Transport(John Stewart&Co.Shipping,Ld.*Mgrs.*) *Cell DB121'208t DTf 12'44t FPT47t APT25t*	203·0 211·0(O.L.) Q123'F28' FK	33·2	11·7	Glasgow British 5*BHptCem*	Oil Engines 2S.C.SA 5Cy.$13\frac{3}{8}$"–$22\frac{7}{16}$" 80RHP BritishAuxiliaries,Ld Gls.	13 ″ 10 s4 ″ 2½ 13 ″ 5¼	
36337 169001 BCRY	**Empire Halley** D.F. *2Dks* *CruiserStern*	~~7200~~ 7168 6722 4290	✠100A1 ~~(*ClassContemplated*)~~ *withfreeboard* 12,41 ✠LMC12,41	Sld	*a*†	CL	1941 12mo *Lloyd'sA&CP*	JLThompson&Sons,Ld Sunderland	Ministry of War Transport(W.T. Gould&Co.*Mgrs.*) 5 *Divisional W.T.BHs in 'tween dks* *Cell DB368'1060t DTa20'773t FPT145t APT160t*	423·8 441·5(O.L.) FK	57·2	34·9	Sundrland British 8*BHCem* (*Coll to W dk 7 ,, 2nd ,,*)	T 3Cy 24",39"&68"–48" 220lb (*s*) 506NHP 2SB&1AuxSB,*9cf*,GS179 HS7398 FD N.E.MarineEng.Co (1938) Ld.Sld.	37 ″ 4 s10 ″ 7 26 ″ 11¾	
	Now "Pieter de Hoogh," *see No.* 38081 *in Supplement*															
36338 169003 BCTF	**Empire Cowper** D.F. *2Dks* ***CruiserStern***	~~7170~~ ~~6772~~ ~~5030~~ 7164 6773 5053	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 12,41 ✠LMC12,41	Sld	*a*†	CL	1941 12mo *Lloyd'sA&CP*	Wm.Doxford&Sons Ld Sunderland	Ministry of War Transport(R. Chapman&Son, *Mgrs.*) 6 *divisional W.T.BHs in 'tween dks* *Cell DB356'1182t MT29'1205t FPT134t APT155t*	428·8 442·9(O.L.) FK (*Coll to W dk 6 to 2nd dk*)	56·5	35·5	Sunderlnd British 7*BHptCem*	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 511NHP 2SB&1AuxSB,*9cf*,GS180, HS7516 FD JohnBrown&Co.Ld. Clydebank	38 ″ 1 s10 ″ 11 27 ″ 4¾	
36339 167108 BCQM	**Empire Ford** ***OilEng.*** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	320 230 150	✠100A1 9,41 ~~(*ClassContemplated*)~~ ✠LMC9,41	Gms	*d*	OG	1941 9mo *Lloyd'sA&CP*	J S Watson (Gainsboro') Ld. Gainsboro'	Ministry of War Transport(R.Rix& Sons,*Mgrs.*)	131·5 137·0(O.L.) P36'F13' FK *FPT35t APT21t*	24·5	8·8	Hull British 3*BHCem*	Oil Engines 2S.C.SA 6Cy.11½"–13½" 140NHP H.Widdop&CoLdKeighley	9 ″ 8 s ″ 10½ 8 ″ 10¾	
36340 241220 WTKA	**Esso Trenton** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft Fitted for oil fuel* *Longitudinal framing CruiserStern* *Carrying Petroleum in bulk*	10013 8979 6021					1941	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of NewJersey	503·9 P50'B34'F106'	68·3	36·9	Wlmngton (Del.) Utd. States	2 steam turbines DR geared to 1 sc. shaft GeneralElectricCo. Schenectady,N.Y.		
36341 167738 BCMW	**Empire Morn** 3Mst *2Dks* D.F. GyC. *Butts of shell & deck plating elec. welded* *CruiserStern*	7092 6619 5214	✠100A1 *withfreeboard* 6,42 ~~8,41~~ ~~12,41~~ ✠LMC9,41	~~Brw~~ ~~Liv~~ Grk	*a*†	CL	1941 9mo *Lloyd'sA&CP*	Vickers-Armstrongs, Ld. Barrow	Ministry of War Transport(E.J. Sutton&Co.*Mgrs.*) 5 *divisional WT BH's in 'tween dks* *Cell DB370'1215t FPT122t APT172t*	433·0 477·6(O.L.) F39' FK	56·2	34·4	Barrow British 7*BHptCem* (*Coll to W dk 6 ,,2nd,,*)	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 435NHP 2SB,*8cf*,GS134,HS5830 FD Fullerton,Hodgart& Barclay,Psy.	36 ″ 9 s10 ″ 9½ 26 ″ 1½	
36342 115329 BCGL	**Empire Bittern** TwinSc5MstSr (*ex*Artemis-41, *ex*Bohemia,*ex*Iowa) ~~ssLiv.No.2-14~~ 3*Dks*(*Stl*) *&Shelter dk*(*Stl*) *ss*N.Ns.3rdNo.3-6,41	8546 7960 5278	✠100A1 *Shelter dk* *withfreeboard* 4,42 ~~6,41~~ ✠LMC6,41	~~Ham~~ ~~NNs~~ Gls	*g*†	CL 6,41	1902 11mo	Harland& Wolff,Ld. Belfast	Ministry of War Transport(Royal MailLines,Ld. *Mgrs.*) *Cell DBa130 uE&B74' f205'1530t DTf66'2003t DTa36'990t FPT164t APT93t*	500·5 FK&BK3" (*2 to Sh dk 6 to 2nd dk*)	58·3	34·0	London British 8*BHCem*	T.6Cy.~~23½~~ $23\frac{15}{16}$",39"&66"–48" (*s*) 180lb HS14310 312NHP 2DB&2SB,*18cf*,GS372, Harland&Wolff,Ld.Bel.	37 ″ 2 s7 ″ 4¼ 30 ″ 3	
36343 139043 GPJG	**Empire Defender** (*ex*Felce-41, *ex*Hadiotis, *ex*Freienfels) *ss*Lon.No.3-6,23 *ss*Nap.No.2-31 D.F. 2*Dks*(*Stl-U*teak s)	5649 5351 3557	✠100A1 (*Reclassification Contemplated*) Examined9,41 9,41 BS9,41 ✠	~~Ams~~ Lon		CL 9,41	1910 11mo	J.C.TecklenborgA.G. Wesermünde-G.	Ministry of War Transport (StanhopeS.S.Co. Ld.*Mgrs.*) ***Cell DBa141'uE24' f183'1225t 'tween dk tanks a 42' 451t f40'496t FPT85t***	421·9 421·8 P60'B124'F51' FK *Intermediate BH in fore hold dispensed with*	55·3	28·5	London British 6*BHonly*	Q4Cy.$24\frac{1}{64}$",$34\frac{21}{32}$",$50\frac{25}{64}$"& $74\frac{1}{32}$"–$53\frac{15}{16}$" 213lb 517NHP 3SB.*9cf*,GS161,HS6780 J.C.TecklenborgA.G Wsm	31 ″ 3 s6 ″ 4¾ 25 ″ 0¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
36344 147 0 GKTY	English Monarch (*ex*Mariston–41) *ss*Rot.No 3–11,36 2*Dks*(*Stl*)	4557 4303 2884	✠100A1 3,42 ~~5,41~~ Examined 3,42 BS10,41 ✠LMC11,36	~~Mdb~~ Cff	*y*	CL 10,40	1924 7mo	Lithgows, Ld. PortGlasgow *Lloyd'sA&CP*	MonarchS.S.Co.Ld Raeburn&Verel, Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with*	385·0|52·0|26·6 P33'B112'F45' FK *CellDB332' 1012t DTa30'760tAPT16t*	Glasgow British *Cem* *5 BH to Udk* *1 „ „ 2nd „*	T.3Cy.25¼",42"&70"–43" (*s*) 180lb 404NHP 3SB,*9cf*,GS185,HS6713 Rankin&BlackmoreLdGrk *only*	29 ″ 0 s 5 ″ 3¼ 23″11½	
36345 168933 BCTY	Empire Marlowe D.F. E.S.D. 2*Dks* *CruiserStern*	~~6715~~ ~~6293~~ ~~4886~~ 6742 6293 4842	✠100A1 ~~(*ClassContem plated*)~~ *withfreeboard* 1,42 ~~12,41~~ ✠LMC12,41	~~Hpl~~ Gls	*a*†	CL ~~1,42~~ 3,42	1941 12mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Ministry of War Transport(W.H. Cockerline&Co. Ld. *Mgrs.*)	419·2|56·7|33·9 431·7(O.L.) F36' FK *6Divisional WTBHs in'tween dks* *CellDB365'1202tFPT198tAPT190t*	W.Hartlpl British *7BHptCem* (*Coll to W dk 6 to 2nd dk*)	T.3Cy.22½",36"&65"–48" 220lb (*s*) 505NHP 2SB&1AuxSB,*11cf*, GS178,HS7706 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	36 ″ 4 s10 ″ 0 26 ″ 7	
36346 167740 BCSJ	Empire Baxter 3Mst ~~D.F.~~E.S.D. 2*Dks* *CruiserStern* *Butts of shell & deck plating elec. welded*	7024 6619 5056	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 12,41 ✠LMC12,41	Brw	*a*†	CL	1941 12mo	Vickers- Armstrongs, Ld. Barrow *Lloyd'sA&CP*	Ministry of War Transport(Haldin &Philipps,Ld. *Mgrs.*)	433·0|56·2|34·4 477·4(O.L.) ~~F35'~~F39' FK *5Divisional W.T.BHs in'tween dks* *CellDB370'1215tFPT122tAPT172t*	Barrow British *7BHptCem* (*Coll to W dk 6 to 2nd dk*)	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 516NHP 2SB&1AuxSB,*11cf*,HS7616 FD Barclay,Curle&Co.Ld Gls.	36″10 s10″9½ 26 ″ 2	
36347 169005 BCTG	Empire Byron D.F. 2*Dks* *CruiserStern*	6645 6283 4796					1941	Bartram& Sons,Ld. Sunderland	Ministry of War Transport(J.&C. Harrison,Ld. *Mgrs.*)	416·8|56·6|34·0	Sunderlnd British *WB*	T 3Cy 23½",38"&66"–45" 292NHP N.E.MarineEng.Co.(1938) Ld.Sld.		
36348 167108	Empire Ford *OilEng.* *Mchy.Aft* *CruiserStern*	320 230 150	100A1 (*ClassContem plated*)				1941	J.S Watson (Gains- borough)Ld. Gainsboro'	Ministry of War Transport(Robert Rix&Sons,*Mgrs.*)	131·5|24·5| 8·8 P36'F13'	Hull British	Oil Engines 2S C.SA 6Cy.11½"–13½" H.Widdop&Co.Ld.Kghley	9 ″ 8 s ″ 10¼ 8 ″ 10¾	
	For full particulars see No. 36339 *in Supplement*													
36349 167109 BCSX	Empire River 1*Dk* *OilEng.* *Mchy.Aft* *Cargo battens not fitted* *CruiserStern*	320 230 150	✠100A1 ~~(*ClassContem plated*)~~ 12,41 ✠LMC12,41	Gms	*d*	OG	1941 12mo	J.S.Watson (Gains- borough)Ld. Gainsboro' *Lloyd'sA&CP*	Ministry of War Transport(British ChannelIslands ShippingCo.Ld. *Mgrs.*)	131·5|24·5| ~~9·0~~ 8·8 137·0(O.L.) P36'F13' FK *FPT35tAPT21t*	Hull British *3BH Cem*	Oil Engines 2S.C.SA 6Cy.11½"–13½" 140NHP H.Widdop&Co.Ld.Kghley	9 ″ 8 s ″10¼ 8 ″ 10¾	
36350 164851 BCWD	Empire Celt D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8032 7197 ~~4676~~ 4664	✠100A1 ~~(*ClassContem plated*)~~ 12,41 ✠LMC11,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,41 *F.P. above* 150°F.	Mdb	*c*† 2⅓	CL	1941 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	Ministry of War Transport (Jas.German&Co. Ld.*Mgrs.*)	463·5|61·2|33·0 479·0(O.L.) P105'~~B44'~~F38' FK B43' *CellDB u E&B85 374tDTf32'664tFPT110tAPT78t*	Middlsbro' British *16BHptCem*	T.3Cy.27",44"&76"–51" (*s*) 220lb 674NHP 3SB(Spt)*9cf*,HS10020 FD Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 3 s6 ″ 5 27 ″ 1½	
36351 174207 ~~ZNAH~~ BCSN	Empire Baron (*ex*MontePiana–41) *OilEng.* D.F. *ss*Tri.No.3–5,38 2*Dks*(*Stl*)	5894 4435 3718	✠100A1 6,41 DBS6,41 ✠LMC6,41	Cal	*y*	CL N8,39	1926 7mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	Ministry of War Transport (BritishIndiaStm. Nav.Co.Ld.*Mgrs*)	416·8|53·2|24·7 P34'B261'F44' FK *CellDB334'1116tDTa52'1000tFPT94tAPT86t*	London British *8BHptCem* *1 „ to 2nd dk*	Oil Engines 4S C.SA 6Cy.29⅜"–59 1/16" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27″10 s 3 ″ 7¼ 24 ″ 5	
36352 172787 VRFN	Empire Starlight D.F. 2*Dks* *CruiserStern*	6850 6438 4937					1941	Hong K'ng &Whampoa DockCo.Ld. HongKong	Ministry of War Transport (Sir R.Ropner& Co.Ld.*Mgrs.*)	429·7|56·7|33·5 F42'	HongKong British *WB*	T.3Cy 23½".39½"&66"–45" 292NHP HongKong&Whampoa DockCoLd.HongKong		
36353 168699 BCTL	Empire Rennie *OilEng.* D.F. 2*Dks* *CruiserStern*	~~6200~~ 6626 6182 4835	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 12,41 ✠LMC12,41	Gls	*a*† 2	CL	1941 12mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	Ministry of War Transport(Sir W.R.Smith&Sons, Ld.*Mgrs.*)	415·6|55·2|33·8 444·7(O.L) F34' FK *6 divisional W.T.BHs in'tween dks* *CellDB353'1325tFPT175tAPT260t*	Glasgow British *7BH* (*Coll to W dk,6 to 2nd dk*)	Oil Engines 2S C.SA 3Cy.22 1/16"–85 1/16" 449NHP 2DB-*120lb* Barclay,Curle&Co.Ld.Gls.	37 ″ 0 s9″11¾ 27 ″ 3½	
36354	Extavia E.S.D. GyC. 3*Dks* *Ref.Mchy.* *Fitted for oil fuel*	6200					1941	BathIron WorksCorp. Bath,Me.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	404·0|60·2|35·7	~~NewYork~~ ~~Utd.States~~ British *WB*	2steam turbinesDRgeared to 1 sc. shaft 1466NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
	Now "Empire Oriole," *see No.* 36466 *in Supplement*													
36355 168934 BCTK	Empire Carey D.F. 1*Dk* *CruiserStern*	2866 2531 1688	✠100A1 ~~(*ClassContem plated*)~~ 12,41 ✠LMC12,41	Hpl	*u*	CL	1941 12mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Ministry of War Transport (J&C.Harrison, Ld.*Mgrs.*)	315·4|46·5|23·0 327·9(O.L.) P33'B82'~~F36'~~ FK F34' *CellDB270'629tFPT59tAPT117t*	WHartlepl British *5BHptCem*	T.3Cy.20",31"&55"–39" (*s*) 200lb 269NHP 2SB,*6cf*,GS87,HS3854 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	25 ″ 2 s 4 ″ 6 20 ″ 10¼	
	Now "Ragnhild," *see No.* 38352 *in Supplement*													
36356 169007 BCVK	Empire Johnson D.F. E.S.D. 2*Dks* *CruiserStern*	~~7200~~ ~~6718~~ 7168 6722 ~~4290~~	✠100A1 ~~(*ClassContem plated*)~~ *withfreeboard* 1,42 ✠LMC1,42	Sld	*a*†	CL	~~1941~~ 1942 1mo	JLThomp- son&Sons,Ld Sunderland *Lloyd'sA&CP*	Ministry of War Transport(SirR. Ropner&Co.Ld. *Mgrs.*)	423·8|57·2|34·9 441·5(O.L.) FK *5Divisional W.T.B.Hs in'tween dks* *CellDB368'1060tDTa20'773tFPT145tAPT160t*	Sunderlnd British *8BHCem* (*Coll to W dk 7 to 2nd dk*)	T.3Cy.24",39"&68"–48" 220lb (*s*) 507NHP 2SB&1AuxSB,*8cf*,GS173, HS7420 FD GeorgeClark(1938)Ld.Sld.	37 ″ 4 s10 ″ 7 26″11¾	
	Now "Paulus Potter," *see No.* 38087 *in Supplement*													
36357 169008 BCVL	Empire Field *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	7244 6787 5099	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 1,42 ✠LMC1,42	Sld	*a*†	CL	~~1941~~ 1942 1mo	Wm.Dox- ford&SonsLd Sunderland *Lloyd'sA&CP*	Ministry of War Transport(Haldin &Philipps,Ld. *Mgrs.*)	428·8|56·5|35·5 442·9(O.L.) FK *6Divisional W.T.BHs in'tween dks* *CellDB356'1182tMT29'1205tFPT134tAPT155t*	Sunderland British *7BHptCem* (*Coll to W dk 6 to 2nd dk*)	Oil Engines 2S.C.SA 3Cy.23⅝"–91 5/16" 516NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	38 ″ 1 s10″11 27″4¾	
36358 169006 BCRR	Empire Newton D.F. ~~E.S.D.~~ 2*Dks* *CruiserStern*	~~6950~~ 7037 6573 4947	✠100A1 ~~(*ClassContem plated*)~~ *withfreeboard* 2,42 ~~1,42~~ ✠LMC1,42	~~Sld~~ Lth	*a*† 2	CL	~~1941~~ 1942 1mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	Ministry of War Transport(W.H. Cockerline&Co.Ld *Mgrs.*)	431·0|56·3|35·2 446·5(O.L.) F40' FK *6Divisional W.T.BHs in'tween dks* *CellDB367'1374tFPT117tAPT110t*	Sundrland British *7BHCem* (*Coll to W dk,6 to 2nd dk*)	T.3Cy.24½",39"&70"–48" 220lb (*s*) 510NHP 3SB,*9cf*,GS165,HS7248 FD N.E.MarineEng.Co.(1938) Ld.Sld.	37 ″ 8 s11 ″ 1 26 ″ 9	
36359 8480 SELT	Eros *OilEng.* 1*Dk&Shelterdk* D.F. *CruiserStern*	*3182* *2623* *1772*	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 8,41 ✠LMC8,41	Els	*w*	OG	1941 8mo	Helsingörs Jernsk&Msk. Elsinore	Rederi A/B Helsingborg(O. Hillerström,*Mgr.*)	~~350·6|50·5|23·2~~ 362·9|50·8|20·6 373·0(O.L.) FK *Intermediate BH in after hold dispensed with* *CellDB302'831tFPT60tAPT183t*	Helsingbrg Swedish *5BH* (2 *inc.CollBH to Sh dk* *3 to 2nd dk*)	Oil Engines 2S.C.SA 8Cy.19 11/16"–35 7/16" 541NHP HelsingorsJernsk&Msk. Els	23 ″ 3 s 1 ″ 7½ 21 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Grément, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.B.of Trade
36360 168222 BCSD	**Empire Rani** (*ex*Marienfels–41) Sub.Sig. 2*Dks*	7575 7040 4679	100A1 (*Classification Contemplated*) Examined 11,41 11,41	Bom		CL 10,41	1921	J.C.Tecklenborg A.G. Wesermünde-G	Ministry of War Transport(British IndiaStm.Nav.Co. Ld.*Mgrs.*)	468·5 P80'B138'F59'	58·6	32·4	London British *WB*	T3Cy.31½",$50\frac{13}{16}$"&$82\frac{1}{16}$"–55" & 1 LP turbine 692NHP J.C.Tecklenborg,A.G. Wsm.		
36361 168223 BCSC	**Empire Kumari** (*ex*Sturmfels–41) Sub.Sig. 2*Dks*	6288 5812 3834	100A– (*ClassificatianContemplated*) Examined 2,42 2,42	Bom		CL 1,42	1920	Act.Ges. "Weser" Bremen	Ministry of War Transport(Anchor Line,Ld.*Mgrs.*)	431·5 P78'B133'F56'	56·2	30·3	London British	T.3Cy.29⅛",47¼"&76⅜"–$53\frac{15}{16}$" & LP turbine 200lb 608NHP 4SB(Spt)*12cf*,GS200,HS8611 A.G."Weser"Bremen		
36362 99324 MKXM	**Empire Lethe** Steel&Iron3Mst (*ex*Eleth–41, *ex*BlackRock) ssLiv.4thNo.3–1,40 1*Dk*(*Irn*) *Well deck Mchy.Aft* *Stl plating&Irn framing*	369 270 140	✠100A1 4,42 ~~4,40~~ ~~10,41~~ ✠NB1,29 ✠LMC MS5,38 BS~~4,40~~9,41	Liv	*f*	CL ~~2,38~~ 10,41	1891 10mo	R.Williamson&Son Workington	Ministry of War Transport(Wm. Thomas&Co. *Mgrs.*)	152·3 Q84'B10'F20' BK7"	23·6	8·7	Liverpool British 4*BHptCem* *DBf*80'100*t*	C.2Cy.18"&36"–24" (*s*) 100lb 71RHP 1SB,*2cf*,GS39.HS1400 Dunsmuir&Jackson,Gls.	11 ″ 3 s 2 ″ 9 11 ″ 3	
36363 168975 BCVG	**Empire Howard** D.F. E.S.D. 2*Dks* *CruiserStern*	~~7000~~ 6985 6597 5147	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 11,41 ✠LMC11,41	PGl	*a*†	CL	1941 11mo *Lloyd'sA&CP*	Lithgows Ld. PortGlasgow	Ministry of War Transport (Raeburn&Verel, Ld.*Mgrs.*)	~~432·5~~ 431·0 446·0(O.L.) FK (*Coll to W dk,6 to 2nd dk*) 6*Divisional W.T.BHs in 'tween dks* *CellDB*370'1215*tFPT*122*tAPT*172*t*	56·2	34·2	Greenock British 7*BHptCem*	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 439NHP 2SB,*8cf*,GS133,HS5920 FD D.Rowan&Co.Ld.Gls.	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36364 168702 BCXD	**Empire Bairn** *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	813 536 333	✠100A1 ~~(*ClassContemplated*)~~ 5,42 ~~12,41~~ ✠LMC12,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,41 *F.P. above* 150°F.	Cff	*k*	CL	1941 12mo *Lloyd'sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	Ministry of War Transport(Bulk Oil S.S.Co.Ld. *Mgrs.*)	193·0 202·3(O.L.) FK P66'F22' *Trunk*102' *CellDBuE*21'27*tDTf*16'43*tFPT*15*tAPT*26*t*	30·7 *32·0* at poop	13·8	Glasgow British 9*BHptCem*	T.3Cy.15",25½"&41"–30" 190lb (*s*) 139NHP 1SB,*3cf*,HS2100 FD D.Rowan&Co.Ld.Gls.	14 ″ 0 s ″ 11¾ 13 ″ 1¾	
36365 ~~168706~~ ~~BCQZ~~	**Empire Ballantyne** *OilEng.* D.F. 2*Dks* *CruiserStern*	6959 6490 4199					~~1941~~ 1942	Harland&Wolff,Ld. Glasgow	~~Ministry of War Transport(W.A. Souter&Co.Ld. *Mgrs.*)~~	~~432·2~~ F39' 432·7	~~56·2~~ 56·3	34·3	~~Glasgow~~ ~~British~~ Belgian *WB*	Oil Engines 4S.C.SA 6Cy.29⅜"–$59\frac{1}{16}$" 490NHP Harland&Wolff,Ld.Gls.		
	Now "Belgian Airman," *see No.* 35745 *in Supplement*															
36366 166212 BCVB	**Empire Heywood** D.F. E.S.D. 2*Dks* *CruiserStern*	7030 6571 4967	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 5,42 ~~3,42~~ ✠LMC3,42	~~Dun~~ Gls	*a*†	CL	~~1941~~ 1942 3mo *Lloyd'sA&CP*	CaledonS.B.&E.Co.Ld. Dundee	Ministry of War Transport(Hain S.S.Co.Ld.*Mgrs.*)	431·3 446·3(O.L.) ~~P66~~'F40' FK (*Coll to W dk,6 to 2nd dk*) 6*Divisional W.T.BHs in 'tween dks* *CellDB*367'1265*tFPT*112*tAPT*106*t*	56·3	35·2	Dundee British 7*BHptCem*	T.3Cy.24½",39"&70"–48 220lb (*s*) 530NHP 2SB&1AuxSB,*11cf*,GS178, HS7706 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	37 ″ 8 s11 ″ 1 26 ″ 9¼	
36367 169010 BCTN	**Empire Dryden** D.F. E.S.D. 2*Dks* *CruiserStern*	7164 6773 5051	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 2,42 ✠LMC2,42	Sld	*a*†	CL	~~1941~~ 1942 2mo *Lloyd'sA&CP*	Wm.Doxford&Sons Ld Sunderland	Ministry of War Transport(SirR. Ropner&Co.Ld. *Mgrs.*)	428·8 442·9(O.L.) FK (*Coll to W dk,6 to 2nd dk*) 6*Divisional W.T.BHs in 'tween dks* *CellDB*356'1182*tMT*29'1205*tFPT*134*tAPT*155*t*	56·5	35·5	Sundrland British 7*BHptCem*	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 511NHP 2SB&1AuxSB,*9cf*,GS180, HS7516 FD FairfieldCo.Ld.Glasgow	38 ″ 1 s10 ″ 11 27 ″ 4¾	
36368 168225 BFYJ	**Empire Taj** (*ex*Barbara–41, *ex*W.L.Connelly–37, *ex*WalterHardcastle, (*ex*L.V.Stoddard) *ss*Mob.No.3–4,23 *ss*N.Os.No.1–27 1*Dk* *Fitted for oil fuel* *Mchy.Aft Carrying Peroleum in bulk*	3065 2726 1825	✠ ... 2,33 ✠				1912 11mo	Toledo S.B.Co. Toledo,Ohio	Ministry of War Transport(British TankerCo.Ld. *Mgrs.*)	313·0 P76'B19'F24' len16 FK	43·7	25·1	London British *WB*	T.3Cy.21",34½"&57"–42" 275NHP ToledoS.B.Co.Toledo,Ohio	27 ″ 6	
36369 168224 BFYG	**Empire Peri** TwinSc (*ex*Bronte–41) *Fitted for oil fuel* *Carrying oil fuel in bulk*	4769 4430 2861					1905	Flli Orlando Leghorn	Ministry of War Transport(British TankerCo.Ld. *Mgrs.*)	392·2	47·1	31·3	London British	T.6Cy.22⅗",36⅗"&60⅗"–39⅜" 460NHP Flli.Orlando,Leghorn		
36370 142775 BCTB	**Empire Kohinoor** (*ex*Caboto–41, *ex*WarCelt) *ss*Ven.No.3–12,32 *ss*Tri.No.1–37 D.F. 1*Dk&2nd dk in Nos.*1&2 *holds*	5225 4878 3417	✠100A1 4,40 BS4,40 ✠LMC3,37 NO LATER SURVEY REPORTED	Tri	*y*	CL 4,40	1919 2mo *Lloyd'sA&CP*	W.Hamilton&Co.Ld. PortGlasgow	Ministry of War Transport(Anchor Line,Ld.*Mgrs.*)	400·5 P49'B113'F39' FK *CellDB*345'1131*tDTa*28'1182*tFPT*120*tAPT*176*t*	52·3	28·5	London British 8*BHptCem*	T.3Cy.$27\frac{11}{16}$",44"&73"–48" 180lb (*s*) 517NHP 3SB,*9cf*,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 ″ 0 s 5 ″ 11 25 ″ 3¾	
36371 168220 BCRS	**Empire Raja** (*ex*Wildenfels–41) Sub.Sig. 2*Dks*	6224 5753 3794	100A1 (*Classification Contemplated*) Examined 10,41 10,41	Bom		CL 10,41	1922	J.C.Tecklenborg A.G. Wesermünde-G.	Ministry of War Transport(P.&O. Stm.Nav.Co.*Mgrs*)	431·1 P60'B136'F57'	56·5	30·2	London British *WB*	T.3Cy.29⅛",47¼"&76⅜"–54" &LP turbine 424NHP J.C.TecklenborgA.G.Wsm.		
36372	**Empire Norseman** *Should be* "Dinsdale," *see No.* 36116 *in Supplement* D.F. E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8390 5550	100A1 (*ClassContemplated*) *Carrying Petroleum in bulk*				1941	Harland&Wolff,Ld. Belfast	Ministry of War Transport(Anglo-SaxonPetroleum Co.Ld.*Mgrs.*)	465·6 P92'B47'F51'	59·5	33·9	British	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–55⅛" Harland&Wolff,Ld.Bel.		
36373 131759 GBMK	**Empire Pakeha** TwinSc (*ex*Pakeha–41) *ss*Gls.2ndNo.3–1,36 E.S.D. ~~2*Dks*(*Stl*)&*Shelter dk*~~ *Ref.Mchy.* 2*Dks&Shelter dk* ~~(*Stl ws*)~~ *Tonnage opening closed* '41 *CruiserStern* *ss*Nwc.No.3–12,41	~~7909~~ ~~7390~~ ~~6029~~ 8115 7390 4929	✠100A1 *Shelter dk* *withfreeboard* 12,41 ~~12,38~~ ~~BS2,38~~ ✠LMC~~12,34~~ 12,41 ✠Lloyd'sRMC~~12,38~~11,41	Nwc	*e*†	CL ~~S1,36~~ ~~P9,37~~ 8,41	1910 8mo *Lloyd'sA&CP*	Harland&Wolff,Ld. Belfast	Ministry of War Transport(Shaw Savill&AlbionCo. Ld.*Mgrs.*)	477·5 494·0 (O.L.) B181' FK&BK2" F50'*onShelter dk* *Shelter 'tween dk BHs except Coll BH dispensed with* *CellDBa*133'*uE&B*90'*f*193'1390*t*	63·1	31·3	Newcastle British 9*BHCem* (*Coll to Sh dk* 8 ,, 2*nd* ,,)	Q8Cy22",31½", 6"&65½"–48" 215lb (*s*) 854NHP 2D&2SB*24cf*GS309HS14950 Harland&Wolf,Ld.Bel.	42 ″ 10 s12 ″ 0 31 ″ 1½	
36374	**Empire Drayton** *Now* "Belgian Sailor," *see No.* 35739 *in Supplement* D.F. *CruiserStern*	7030 5040	100A1 *withfreeboard* (*ClassContemplated*)				1941	Swan,Hunter&Wigham Richardson Ld.Newcastle	Ministry of War Transport(Headlam&Son,*Mgrs.*)	432·5 F34'	56·2	34·2	Newcastle British	T.3Cy.23",39"&66"–45" Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36375 145527 GFRZ	**Empire Tyne** (*ex*Frances Dawson–41, *ex*Steelville–37) *ss*Nwc.No.3–7,35 1*Dk*(*Stl*) D.F.	3724 3436 2300	✠100A1 9,41 ~~9,40~~ Examined ~~9,40~~ 9,41 ✠LMC9,41 ~~MS7,35~~ ~~BS9,40~~	~~Hul~~ ~~Sws~~ NYk	*v*	CL ~~9,40~~ 7,41	1923 5mo *Lloyd'sA&CP*	J.Readhead&Sons, Ld. S.Shields	Ministry of War Transport(Frank S.Dawson,Ld. *Mgrs.*)	347·0 P31'B93'F34' FK *CellDBa*110'*uE*23'*f*152'810*t APT*54*t*	49·1	25·1	Newcastle British 6*BHptCem*	T.3Cy.$24\frac{11}{16}$",$39\frac{11}{16}$"&66"–45" 180lb (*r*) 328NHP 2SB,*6cf*,GS120,HS5173 J.Readhead&Sons,Ld.	26 ″ 3 s 4 ″ 8¼ 22 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross.—Under deck.—Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
36376 168652 BCWC	Empire Squire D.F. E.S.D. 2Dks CruiserStern	7044 6579 4967	✠100A1 withfreeboard ~~(ClassContem plated)~~ 2,42 ~~1,42~~ ✠LMC1,42	~~Shl~~ Nwc	a†	CL	~~1941~~ 1942 1mo Lloyd'sA&CP	J.Read-head&SonsLd SouthShields	Ministry of War Transport (J.Robinson& Sons,Mgrs.)	430·9 446·4(O.L.) F39' FK 6 DivisionalW.T.BHs in'tween dks CellDB367'1260tFPT110tAPT105t	56·2	35·2	S.Shields British 7BHptCem (ColltoW dk6 to2nd dk)	T.3Cy.24½",39"&70"–48" 220lb (s) 510NHP 3SB,9cf,GS164,HS7248 FD J.Readhead&SonsLd.S.Shl	37 " 8 s11 " 1 26 " 9	
36377 149772 BFWG	Empire Control (exGiannaM.–41, exWotan) ssHam.No.3–11,27 D.F. ssGen.No.2–35 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing Carrying Petroleum in bulk Fitted for oil fuel	5612 4920 3449	✠ ... 12,38	Ven	y		1913 8mo	Reiherst'g Schiffsw. Hamburg	Ministry of War Transport(Davies &Newman,Ld. Mgrs.)	406·4 P104'B33'F35' FK CellDBuE65'285tDTf31'390tFPT210tAPT70t	52·7	26·8	Belfast British Cem 11BHtoUdk 4 ,, 2nd ,,	T.3Cy.26$\frac{9}{16}$",43$\frac{5}{16}$"&71$\frac{5}{16}$"–47¼" 480NHP 3SB,9cf,GS165,HS6889 NE&B11,27 Gutehoffnungshütte, Oberhausen	29 " 6	
36378 172789 VRFQ	Empire Moonrise D.F. 2Dks CruiserStern	6854 6438 4941					1941	HongK'ng &Whampoa DockCo.Ld. HongKong	Ministry of War Transport	429·7 F44'	56·7	33·5	HongKong British WB	T.3Cy.23½",39½"&66"–45" 292NHP HongKong&Whampoa DockCo.Ld.HongKong		
36379 168189 GNDN	Empire Plover (exJanelew–41) ssN.Os.No.3–12.40 1Dk&Shelter dk Longitudinal framing	6109 5600 4391	100A1 Shelter dk withfreeboard 5,42 ~~7,41~~ BS5,42 LMC12,40 Fitted for oil fuel '20 F.P. above 150°F.	~~Shl~~ Mdb	z	CL 12,40	1920	MooreS.B. Co. Oakland,Cal.	Ministry of War Transport(Mungo Campbell&Co.Ld. Mgrs.)	402·6 P34'F39' FK CellDB349'1287tMT30'5[illegible]6tFPT73tAPT4[illegible]t	53·0	32·2	London British 7BHptCem (6 to Sh dk 1 ,, 2nd ,,)	2 steam turbinesDRgeared to 1 sc. shaft 210lb 638NHP 3SB(Spt),9cf,HS8745 FD W.&A.FletcherCo. Hoboken,N.J.	34 " 6 s 8 " 1½ 26 " 6½	
36380 124487 BCFB	Empire Tamar TwinSc (exVerbania–41, ssLon.2ndNo.3–5,34 exKiaOra–35) 2Dks(Stl-Uptws)&deep D.F. framing&Shelter dk(Stl-ws) Cargo battens not fitted	6561 6073 4049	✠100A1 Shelter dk withfreeboard (Reclassification contemplated) Examined ~~3,41~~ 3,42 3,42 ~~3,41~~ ~~BS3,41~~ ✠LMC3,42	~~PSd~~ Lon	c†	CL P10,41 SN3,42	1907 11mo	Workman, Clark&Co.Ld Belfast	Ministry of War Transport(J.A. Billmeir&Co.Ld. Mgrs.)	448·3 FK&BK1$\frac{1}{2}$$\frac{3}{8}$" CellDBa95' uE&B80'f191'1305tAPT54t	56·5	30·5	London British 7BHCem	T.6Cy.22",37"&63"–48" 205lb 810NHP 5SB,15cf,GS289,HS11755 WrkmanClark&Co.Ld.Bel	33 " 6 s5 " 0¾ 28 " 9¼	
36381 169012 BCWQ	Empire Drum OilEng. D.F. E.S.D. 2Dks CruiserStern	7244 6787 5099	✠100A1 withfreeboard ~~(ClassContem plated)~~ 3,42 ✠LMC3,42	Sld	a†	CL	~~1941~~ 1942 3mo Lloyd'sA&CP	Wm.Dox-ford&SonsLd Sunderland	Ministry of War Transport(Chellew Nav.Co.Ld.Mgrs.)	428·8 442·9(O.L.) FK 6 Divisional W.T.BHs in'tween dks CellDB356'1182tMT29'1205tFPT134tAPT155t	56·5	35·5	Sunderlnd British 7BHptCem (Coll to W dk,6 to 2nd dk)	Oil Engines 2S.C.SA 8Cy.23⅝"–91$\frac{5}{16}$" 516NHP 2DB120lb Wm.Doxford&Sons,Ld.Sld	38 " 1 s10 " 11 27 " 4¾	
36382 168506 BCPC	Empire Hope TwinSc OilEng. D.F. 3Dks,4th dk in Nos.2 & 3 holds E.S.D. Ref.Mchy. CruiserStern	12688 11295 7640	✠100A1 withfreeboard ~~10,41~~12,41 ✠LMC10,41 ✠Lloyd'sRMC~~10,41~~ 3,42	~~Bel~~ Syd	i†	CL	1941 10mo Lloyd'sA&CP	Harland& Wolff,Ld. Belfast	Ministry of War Transport(Shaw Savill&AlbionCo. Ld.Mgrs.)	521·4 540·1(O.L.) P64'B196'F68' FK Duct keel 7 Divisional WTB Hs in upper'tween dks CellDBa62'98tuE&f304'1404tTanks in way of tunnels 1611tFPT tAPT t	70·4	40·5	Belfast British 8BHptCem (Coll to W dk 7 ,, 2nd ,,)	Oil Engines 2S C.DA 12Cy.24$\frac{7}{16}$"–55⅛" 2472NHP 2DB100lb Harland&Wolff,Ld.Bel.	43 " 5 s12 " 5¾ 31 " 1½	
36383	Empire Builder Should be "Tobruk," see No. 38671 in Supplement D.F. E.S.D. CruiserStern	7090 5050	100A1 (ClassContem plated)				1941	W.Gray& Co.Ld. WHartlepool	Ministry of War Transport	430·0 F39'	56·2	35·2	WHartlpl. British	T 3Cy.24½",42"&70"–48" Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	37 " 8 s11 " 1 26 " 9	
36384 168976 BCSG	Empire Homer D.F. 2Dks CruiserStern	~~7000~~ 6993 6604 4990					1941	Greenock Dockyard Co.Ld. Greenock	Ministry of War Transport(Haldin &Philips,Mgrs.)	~~432·5~~ F39' 432·7	56·2	34·2	Greenock British WB	T.3Cy.23½",37½"&68"–48" 320NHP J.G.Kincaid&Co.Ld.Grk.		
36385 168935 BCWP	Empire Pilgrim D.F. 1Dk CruiserStern	~~2873~~ ~~2531~~ ~~1680~~ 2861 2531 1711	✠100A1 ~~(ClassContem plated)~~ 1,42 ✠LMC1,42	Hpl	u	CL	~~1941~~ 1942 1mo Lloyd'sA&CP	W.Gray& Co.Ld. WHartlepool	Ministry of War Transport(Wing Line,Ld,Mgrs.)	315·4 327·9(O.L.) P33'B82'~~F36'~~ FK F34' CellDB270'629tFPT59tAPT117t	46·5	23·0	WHartlpl. British 5BHptCem	T.3Cy.20",31"&55"–39" 200lb (s) 269NHP 2SB,6cf,GS87,HS3854 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	25 " 2 s4 " 6 20 " 10¼	
36386 169009 BCWX	Empire Airman D.F. E.S.D. 1Dk Mchy.Aft CruiserStern Longitudinalframing	9813 8895 5782	✠100A1 ~~(ClassContem plated)~~ 4,42 ~~1,42~~ ✠LMC1,42 Carrying Petroleum in bulk Fitted for oil fuel 1,42 F.P. above 150°F.	~~Sld~~ Bkn	e†	CL	~~1941~~ 1942 1mo Lloyd'sA&CP	SirJ.Laing &Sons,Ld. Sunderland	Ministry of War Transport (EagleOil&ShippingCo.Ld.Mgrs)	484·0 503·8(O.L.) ~~P111'F38'~~ FK P109'F38' CellDBuE55'87tDTf31'613tFPT322tAPT205t	68·3	36·1	Sunderlnd British 13BH	T.3Cy.27",44"&76"–51" 220lb (s) 674NHP 3SB(Spt)9cf,HS10020 FD Rht. N.E.MarineEng.Co.(1938) Ld.Nwc. ~~Ld.Sld~~	36 " 0 s8 " 0½ 28 " 3	
36387 145520 VQJQ	Empire Planet (exStella–41, exCipro–37,exPortsea–33, exBarbaraMarie) 2Dks D.F.	4272 3911 2587					1923	J.Priest-man&Co. Sunderland	Ministry of War Transport(Golden CrossLine(Bristol Channel)Ld.Mgrs)	365·0	51·5	26·0	Hamilton, Bermuda British WB	T.3Cy.25",41"&69"–48" 330NHP G.Clark,Ld.Sunderland		C
36388 168776 BCVJ	Empire Boy Mchy.Aft 1Dk CruiserStern ~~pt~~Longitudinal framing	859 599 362	✠100A1 ~~(ClassContem plated)~~ 12,41 ✠LMC12,41 Carrying Petroleum in bulk Fitted for oil fuel 12,41 F.P. above 150°F.	Goo	k	CL	1941 12mo Lloyd'sA&CP	GooleS.B. &RepgCo.Ld. Goole	Ministry of War Transport(F.T. Everard&Sons, Ld.Mgrs.)	188·7 196·4(O.L.) P61'B17'~~F21~~F23' Trunk in wells FK DTf15'58tFPT29tAPT18t	31·3	14·0	Goole British 12BHptCem	T.3Cy.15",25"&42"–27" 200lb (s) 154NHP 1SB,3cf,HS2400 FD Amos&Smith,Ld.Hull	14 " 0 s " 8¾ 13 " 4¼	
36389 168796 BCWN	Empire Dunstan D.F. 1Dk CruiserStern	~~2840~~ ~~2525~~ ~~1685~~ 2887 2531 1695	✠100A1 ~~(ClassContem plated)~~ 3,42 ✠LMC3,42	Gmh	u	CL	~~1941~~ 1942 3mo Lloyd'sA&CP	Grngemth Dkyd.Co.Ld. Grngemouth	Ministry of War Transport(Chr. Salvesen&Co. Mgrs.)	315·4 327·9(O.L.) P33'B82'F34' FK CellDB270'627tFPT59tAPT117t	46·5	23·0	Grngemth British 5BHptCem	T.3Cy.20",31"&55"–39" (s) 200lb 275NHP 2SB,6cf,GS96,HS4006 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	25 " 2 s4 " 6 20 " 10¼	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
36390 168779 BDQG	**Empire Harp** *Mchy.Aft* 1*Dk* *CruiserStern* ~~pt~~*Longitudinal framing*	861 ~~859~~ 599 362	✠100A1 ~~(*ClassContem plated*)~~ 3,42 ✠LMC3,42 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,42 *F.P. above* 150°F.	Goo	*k*	CL	~~1941~~ 1942 3mo *Lloyd's A&CP*	GooleS.B. &RepgCo.Ld. Goole	Ministry of War Transport(Coastal Tankers,Ld. *Mgrs.*)	188·7 196·4(O.L.) P61′B17′~~F21~~F23′ *Trunk in wells* FK *DTf*15′58*t FPT*29*t APT*18*t*	31·3	14·0	Goole British 12*BHptCem*	T.3Cy.15″,25″&42″–27″ 200lb (*s*) 154NHP 1SB,3*cf*,HS2400 FD Amos&Smith,Ld.Hull	14 ″ 0 s ″ 8¾ 13 ″ 4¼	
36391 241176	**Exanthia** E.S.D. GyC. 3*Dks* *Ref.Mchy.* *Fitted for oil fuel*	~~6200~~ 6539 — 3808					1941	BathIron WorksCorp. Bath,Me.	AmericanExport Lines,Inc.	404·0	60·2	35·7	NewYork Utd.States *WB*	2 steam turbines DR geared to 1 sc. shaft 1466NHP		
36392 167741 BCWS	**Empire Jack** (*Launched as* RiverFisher) *OilEng.* *Mchy.Aft* GyC. 1*Dk* *CruiserStern*	734 ~~360~~ ~~450~~ 515 451	✠100A1 ~~(*ClassContem plated*)~~ 4,42 ~~12,41~~ ✠LMC12,41	Brw	*j*	OG	1941 12mo *Lloyd's A&CP*	Vickers- Armstrongs, Ld. Barrow	Ministry of War Transport(James Fisher&Sons,Ld. *Mgrs.*) *CellD* B132′215*t FPT*83*t APT*38*t*	185·0 192·0(O.L.) FK Q120′F24′	30·3 *31·3*	11·5	Barrow British 3*BHptCem*	Oil Engines 2S.C.S.A 6Cy.~~15⅝″~~ 13⅜″–$22\frac{7}{16}$″ 187NHP British Auxiliaries,Ld.Gls.	13 ″ 8 s 3 ″ 9¾ 13 ″ 6	
36393 168978 BCXF	**Empire Ranger** **D.F.** E.S.D. 2*Dks* ***CruiserStern***	~~7000~~ 7008 6596 4970	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 2,42 ✠LMC2,42	PGl	*a*†	CL	~~1941~~ 1942 2mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	Ministry of War Transport(Hain S.S.Co.Ld.*Mgrs.*)	~~432·5~~ 431·0 446·0(O.L.) FK (*Coll to W dk,6 to 2nd dk*) 5 *Divisional W.T.BHs in 'tween dks* ***CellDB*370′1215*t FPT*122*t APT*172*t***	56·2	34·2	Greenock British 7*BH ptCem*	T.3Cy.23½″,37½″&68″–48″ 220lb (*s*) 520NHP 2SB&1AuxSB,11*cf*.GS179, HS7718 FD J.G.Kincaid&Co.Ld.Grk.	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36394	**Empire Saxon** Now "Norfjell," *see No.* 37811 *in Supplement* *Mchy.Aft* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	8230 7230 4630	100A1 (*ClassContem plated*) *Carrying Petroleum in bulk*				1941	Swan,Hun- ter&Wigham Richardson Ld Newcastle	Ministry of War Transport (Hunting&Son,Ld. *Mgrs.*)	468·4 P112′B44′F36′	59·4	33·8	British	T.3Cy.26½″,44″&73″–48″ Swan,Hunter&Wigham Richardson,Ld.Nwc.		
36395 168235 BCVQ	**Empire Kamal** (*ex*Hohenfels–41) *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	7862 7106 4845					1938	Bremer Vulkan Vegesack	Ministry of War Transport(P.&O. Stm.Nav.Co.*Mgrs*)	488·1	61·3	31·1	London British *WB*	Oil Engines 2S.C.DA 12Cy.20⅞″–$29\frac{15}{16}$″ SR geared to 1 sc. shaft 1830NHP Bremer Vulkan,Vegesack		
36396 172790 VRFR	**Empire Almond** D.F. 2*Dks* *CruiserStern*	6860 6438 4943					1941	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	Ministry of War Transport(W. Runciman&Co.Ld. *Mgrs.*)	429·7 F44′	56·7	33·5	HongKong British *WB*	T.3Cy.23½″,39½″&66″–45″ 292NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
36397	**Exterminator** (*ex*Mongioia–41, *ex*Terni,*ex*Crispi) 1*Dk & Awng dk* D.F. *Fitted for oil fuel*	*6115* *5820* *3785*					1924	Flli. Orlando&Co Leghorn	UnitedStates Maritime Commission ~~(operated by United States Lines Co.~~)	392·4	51·7	35·1	Panama Pnamanian *WB*	T.3Cy.27″,44″&73″–48″ E*made*18*fitted*30 369NHP D.Rowan&Co.Glasgow		
36398 162474 GRKS	**Empire Stour** (*ex*Harpenden–41) *ss*Gls.No.3-12,41 ~~*ss*Shl.No.2–39~~ D.F. 1*Dk*(*Stl*) *CruiserStern*	4696 4285 2818	✠100A1 12,41 ✠LMC1,42 ✠NE&B1,42	~~Hul~~ Gls	*z*	CL N1,42	1930 9mo *Lloyd's A&CP*	Bartram& Sons,Ld Sunderland	Ministry of War Transport(J.&C. Harrison,Ld. *Mgrs.*) *CellDB* 356′1148*t FPT*149*t APT*210*t*	400·9 416·9(O.L.) P34′B257′F34′ FK Newstern'41	54·5	24·6	London British 6*BHCem*	T.3Cy.23½″,37½″&68″–48″ 220lb (*s*) 439NHP 2SB,8*cf*,GS133,HS5920 FD JohnBrown&Co.Ld. Clydebank.	27 ″ 1 s 3 ″ 6¾ 28 ″ 8¾	
36399 168977 BCXL	**Empire Prairie** D.F. E.S.D. 2*Dks* *CruiserStern*	~~7000~~ 7010 6596 4964	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 3,42 ~~12,41~~ ✠LMC12,41	~~PGl~~ Hfx	*a*†	CL	1941 12mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	Ministry of War Transport(Kaye, Son&Co.Ld. *Mgrs.*)	~~432·5~~ 431·0 446·0(O.L.) FK (*Coll to W dk,6 to 2nd dk*) 5 *Divisional W.T.BHs in 'tween dks* *CellDB*370′1215*t FPT*122*t APT*172*t*	56·2	34·2	Greenock British 7*BHptCem*	T.3Cy.23½″,37½″&68″–48″ 220lb (*s*) 519NHP 2SB&1AuxSB,11*cf*,GS178, HS7698 FD D.Rowan&Co.Ld.Gls.	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36400	**Elwood** (*ex*Laconia–41) *ss*Tri.2ndNo.3–7,36 D.F. 2*Dks*(*Stl*)	5932 5503 3762	✠100A1 8,39 MS7,36 ✠LMC BS11,39 NO LATER SURVEY REPORTED	Tri	*z*	CL 8,39	1912 5mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	UnitedStates Maritime Commission ~~(operated by WatermanS.S. Agency,Ld.)~~ *CellD Ba*144′*u E*25′*f*182′ 1333*t DTa*34′990*t FPT*112*t APT*36*t*	430·8 418·0 P37′B137′F54′ FK	51·7 54·0	29·3	Panama Pnamanian 7*BHCem*	T.3Cy.27″,45″&74″–48″ 180lb *80lb* 481NHP 3SB.9*cf*.GS156,HS6993 FD N.E.MarineEngCo.LdNwc	37 ″ 2 s 6 ″ 7¼ 25 ″ 9	
36401	**Equipoise** (*ex*PietroCampanella–41, *ex*Chanda) *ss*Gen.2ndNo.3–11,25 D.F. 2*Dks & deep framing*	~~6140~~ ~~5879~~ ~~3802~~ 6210 — 3872	✠ ... 1,30 ✠				1906 3mo	Barclay, Curle&Co Ld. Glasgow	UnitedStates Maritime Commission ~~(Operated by International FreightingCorp. Inc.)~~	430·2 P40′B85′F44′ FK	54·3	32·0	Panama Pnamanian *WB*	T.3Cy.33″,53½″&86″–60″ 784NHP Barclay,Curle&Co.Ld Gls.	34 ″ 10	R †
36402 169011 BDPB	**Empire Nomad** **D.F.E.S.D.** 2*Dks* *CruiserStern*	~~7200~~ ~~6722~~ 7167 6722 4291	✠100A1 ~~(*ClassContem plated*)~~ *withfreeboard* 4,42 ~~2,42~~ ✠LMC2,42	~~Sld~~ NYk	*a*†	CL	1942 2mo *Lloyd's A&CP*	JLThomp- son&Sons,Ld Sunderland	Ministry of War Transport (Connell&Grace, Ld.*Mgrs.*) *CellDB*368′1060*t DTa*20′773*t FPT*145*t APT*160*t*	423·8 441·5(O.L.) FK (*Coll to W dk,7 to 2nd dk*) 5 *Divisional W.T.BHs in 'tween dks*	57·2	34·9	Sunderlnd British 8*BHCem*	T.3Cy.24″,39″&68″–48″ 220lb (*s*) 507NHP 2SB&1AuxSB,8*cf*,GS173 HS7420 FD GeorgeClark(1938)Ld.Sld.	37 ″ 4 s10 ″ 7 26 ″ 11¾	
36403 BCRW	**Empire Cameron** D.F. *CruiserStern* 2*Dks*	7015 6614 5175					1941	WmDenny &Bros.Ld. Dumbarton	Ministry of War Transport(F.C. Strick&Co.Ld. *Mgrs.*)	432·2 F34′	56·3	34·2	Glasgow British *WB*	T.3Cy.23½″,37½″&68″–48″ 320NHP J.G.Kincaid&Co.Ld.Grk.		
36404 169013 BCXB	**Empire Ballad** D.F. E.S.D. 2*Dks* *CruiserStern*	6700 6283 4821	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 4,42 ~~3,42~~ ✠LMC3,42	~~Sld~~ Hfx	*a*† 2	CL	1942 3mo *Lloyd's A&CP*	Bartram& Sons,Ld. Sunderland	Ministry of War Transport(Allan, Black&Co.*Mgrs.*)	~~413·6~~ 432·0(O.L.) FK (*Coll to W dk,6 to 2nd dk*) 6 *Divisional W.T.BHs in 'tween dks* *CellDB*350′1303*t FPT*145*t APT*218*t*	56·6	34·0	Sunderlnd British 7*BH ptCem*	T.3Cy.24″,39″&68″–48″ 220lb (*s*) 506NHP 2SB&1AuxSB,9*cf*,GS179, HS7398 FD N.E.MarineEng.Co.(1938) Ld.Sld.	36 ″ 8 s10 ″ 4¾ 26 ″ 6¼	
36405 241356	**Exiria** D.F. 3*Dks* E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.*	~~6200~~ 6534 — 3803					1941	BathIron WorksCorp. Bath,Me.	~~UnitedStates Maritime Commission~~ AmericanExport Lines,Inc.	404·0	60·2	35·7	NewYork Utd.States *WB*	2 steam turbines DR geared to 1 sc. shaft BethlehemSteelCo.S.B. Division,Quincy,Mass.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Year assigned new expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36406 241281 WHSZ	**E. W. Sinclair** 1Dk.2nd dk forward of oil tanks D.F. E.S.D. GyC. ~~ptElec.welded~~ CruiserStern Mchy.Aft ptElec.welded Longitudinal framing	10907 9521 6498	✠100A1 ~~(ClassContem plated)~~ 1,42 ✠LMC1,42 Carrying Petroleum in bulk Fitted for oil fuel 1,42 F.P. above 150°F.	NYk	2 11/16	CL	1942 1mo	Federal S.B &D.D.Co Kearny,N.J. Lloyd'sA&CP	SinclairRefining Co.Inc.	508·2|72·1|38·0 526·8(O.L.) P110' ~~B38'F40'~~ FK B39'F43' CellDBuE&B79'144t DTf47'303tFPT265tAPT213t	Wilmngtn, Del. Utd.States 15BH	2 steam turbinesDRgeared to 1 sc. shaft HS5820 FD 1178NHP 2WTB 525lb(Spt473lb) GeneralElectricCo. Lynn,Mass.	38 " 0	
36407 168705 BDQF	**Empire Maiden** Mchy.Aft 1Dk Longitudinal framing at bottom& at deck	813 536 333	✠100A1 ~~(ClassContem plated)~~ 3,42 ✠LMC3,42 Carrying Petroleum in bulk Fitted for oil fuel 3,42 F.P. above 150°F.	Gls	k	CL	1942 8mo	A&J.Inglis Ld. Glasgow Lloyd'sA&CP	Ministry of War Transport(Coastal Tankers,Ld. Mgrs.)	193·0|30·7|13·8 32·0 at poop 202·3(O.L.) FK P66'F22' Trunk102' CellDBuE21'27tDTf16'44tFPT16tAPT25t	Glasgow British 9BHptCem	T.3Cy.15",25½"&41"-30" 190lb (s) 139NHP 1SB,3cf,HS2100 FD D.Rowan&Co.Ld.Glasgow	14 " 0 s " 11¾ 13 " 2	
36408 168256 BCXR	**Easedale** 1Dk D.F. E.S.D. GyC. CruiserStern Longitudinal framing at bottom & at deck Mchy.Aft ~~CruiserStern~~	~~8052~~ ~~7197~~ ~~4676~~ 8032 7197 4667	✠100A1 ~~(ClassContem plated)~~ 2,42 ✠LMC2,42 Carrying Petroleum in bulk Fitted for oil fuel 2,42 F.P. above 150°F.	Mdb	c† 2⅛	CL	1942 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	TheAdmiralty	463·5|61·2|33·0 479·0(O.L.) P105 ~~B44'~~F38' FK B43' CellDBuE&B85'374t DTf32'664tFPT140tAPT78t	London British 16BHptCem	T.3Cy.27",44"&76"-51" 220lb (s) 674NHP 3SB(Spt)9cf,HS10020 FD Richardsons,Westgarth& Co.Ld.Hpl.	33 " 3 s6 " 5 27 " 1½	
36409	**Empire Splendour** OilEng. D.F. E.S.D. CruiserStern	7300 6850 5150	100A1 withfreeboard (ClassContem plated)				1942	Harland& Wolff,Ld. Belfast	Ministry of War Transport(G.Heyn &Sons,Ld.Mgrs.)	433·2|57·3|33·6	Belfast British	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" Harland&Wolff,Ld.Bel.		
36410 169014 BDQB	**Empire Story** D.F. E.S.D. 2Dks CruiserStern	~~6950~~ ~~6573~~ 7037 6573 4947	✠100A1 ~~(ClassContem plated)~~ withfreeboard 3,42 ✠LMC3,42	Sld	a† 2	CL	1942 3mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	Ministry of War Transport (LarrinagaS.S.Co. Ld.Mgrs.)	431·0|56·3|35·2 446·5(O.L.) ~~F35'~~F40' FK (Coll to W dk 6 to 2nd dk) 6 Divisional W.T.BHs in'tween dks CellDB362'1369tFPT117tAPT110t	Sunderlnd British 7BHCem	T.3Cy.24½",39"&70"-48" (s) 220lb 510NHP 3SB,9cf,GS165,HS7248 FD N.E.MarineEng.Co (1938) Ld.Nwc.	37 " 8 s11 " 1 26 " 9	
36411 168979 BDPZ	**Empire Zeal** D.F. E.S.D. 2Dks CruiserStern	~~7000~~ 7009 6596 4973	✠100A1 withfreeboard ~~(ClassContem plated)~~ 3,42 ✠LMC2,42	~~PGl~~ NYk	a†	CL	1942 3mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Ministry of War Transport(J. Morrison&Son, Mgrs.)	431·0|56·2|34·2 446·0(O.L.) FK (Coll to W dk, 6to2nd dk) 5DivisionalW.T.BHs in'tween dks CellDB370'1215tFPT122tAPT172t	Greenock British 7BHptCem	T.3Cy.23½",37½"&68"-48" 220lb (s) 520NHP HS7718 FD 2SB&1AuxSB,11cf,GS179, J.G.Kincaid&Co.Ld.Grk.	36"10 s10"9½ 26 " 3	
36412 168980 BDPF	**Empire Addison** D.F. E.S.D. 2Dks CruiserStern	~~7000~~ 7010 6596 4973	✠100A1 withfreeboard ~~(ClassContem plated)~~ 3,42 ✠LMC3,42	~~PGl~~ NYk	a†	CL	1942 3mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Ministry of War Transport(Charles Cravos&Co.Mgrs.)	431·0|56·2|34·2 446·0(O.L.) FK (Coll to W dk,6 to2nd dk) 5Divisional W.T.BHs in 'tween dks CellDB370'1215tFPT122tAPT172t	Greenock British 7BHptCem	T.3Cy.23½",37½"&68"-48" 220lb (s) 519NHP HS7698 FD 2SB&1AuxSB,11cf,GS178, D.Rowan&Co.Ld.Gls.	36"10 s10"9½ 26 " 3	
36413 166213 BDPK	**Empire Bard** D.F. 1Dk CruiserStern	3114 2531 1845	✠100A1 ~~(ClassContem plated)~~ 3,42 ✠LMC3,42	Dun	u 1 11/16	CL	1942 3mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	Ministry of War Transport(Dover NavigationCo.Ld. Mgrs.)	315·5|46·6|23·0 328·0(O.L.) ~~P31'B76'F31'~~ FK P33'B82'F34' CellDB270'689tFPT59tAPT117t	Dundee British 5BHptCem	T.3Cy.20",31"&55"-39" 200lb (s) 269NHP 2SB,6cf,GS87,HS3854 FD N.E.MarineEng.Co.(1938) Ld.Nwc. ~~Ld.~~	25 " 2 s4 " 6½ 20 " 9½	
36414 168248 BCXQ	**Eaglesdale** (Launched asEmpireMetal) D.F. E.S.D. 1Dk Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8032 7197 ~~4676~~ 4667	✠100A1 ~~(ClassContem plated)~~ 1,42 ✠LMC12,41 Carrying Petroleum in bulk Fitted for oil fuel 12,41 F.P. above 150°F.	Mdb	c† 2⅛	CL	1942 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	TheAdmiralty	463·5|61·2|33·0 479·0(O.L.) ~~P105'B44'F38'~~ FK P105'B43'F38' CellDBuE&B85'374tDTf32'664tFPT140tAPT78t	~~Middlsbro'~~ ~~British~~ London British 16BHptCem	T.3Cy.27",44"&76"-51" 220lb (s) 674NHP 3SB(Spt)9cf,HS10020 FD Richardsons,Westgarth& Co.Ld.Hpl	33 " 3 s6 " 5 27 " 1½	
36415 [illegible] GLNY	Now "Ferdinand Bol," see No.36637 in Supplement **Empire Robin** (exEmpireOryx-41, exWestHarshaw-40) 2Dks D.F. Sub.Sig. Fitted for oil fuel	5704 5124 3465					1919	Columbia RiverSBCorp Portland,Or.	Ministry of War Transport(A.Weir &Co.Mgrs.)	410·0|54·2|27·6 P43'B114'F47'	London British WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		RO
36416 168242 GQYG	**Empire Whimbrel** 3Mst (exMonasses-41) 1Dk&Shelter dk Ref Mchy. ~~&Webframes~~ ~~Sub.Sig.~~ ~~Fitted for oil fuel~~ D.F. Longitudinal framing ssBal.2ndNo.3-10,41	5983 ~~5657~~ 8695 5503 3663	✠100A1 Shelterdk with freeboard 5,42 ~~10,41~~ ✠LMC10,41 ✠Lloyd'sRMC~~10,41~~ 4,42 Fitted for oil fuel 7,19 F.P. above 150°F.	Gls	z	CL 7,41	1919 6mo	MooreS.B. Co. Oakland,Cal.	Ministry of War Transport (New Zealand Shipping Co.Ld.Mgrs.)	402·5|53·0|32·0 P34'F39' ~~on Shelter dk~~ FK (4 to Sh. dk 3 to 2nd dk) 2'tween dk BHs dispensed with CellDB348'1351tMT30'554tFPT73tAPT43t	London British 7BHptCem	2 steam turbinesDRgeared to 1 sc. shaft 637NHP 210lb (s) 3SB(Spt)9cf,HS8745 MidwestEngineCo Indianapolis	34 " 6 s8 " 2 26 " 7¼	~~R~~
36417 147310 GLMB	**Empire Explorer** (exInanda-41) ssBkn.No.3-7,37 E.S.D. 2Dks(Stl)3rd dk(Stl)in No.1 hold D.F. ssLon.No.1-42	5345 4742 3180	✠100A1 1,42 ~~3,40~~ ~~BS7,39~~ ✠LMC~~7,37~~ 2,42	~~Liv~~ Lon	z	CL ~~N7,37~~ 8,41	1925 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	Ministry of War Transport(T.&J. Harrison,Mgrs.)	407·0|52·2|28·5 423·3(O.L.) P33'B165'F52' FK CellDB340'1002t DTa 28' 669t FPT 68tAPT32t	London British 9BHCem	Q.4Cy.26",36",52"&76"-54" 220lb (r) 606NHP 2DB(Spt)&1AuxSB(Spt), 15cf,GS275,HS10458 Wllsnd Slpwy.Co.Ld.Nwc.	31 " 0 s 5 " 5¾ 25 " 8¼	
36418 168709 BCVC	**Empire Bede** OilEng. D.F. E.S.D. 2Dks CruiserStern Fitted for oil fuel	6959 6490 4201					1942	Harland& Wolff,Ld. Glasgow	Ministry of War Transport(Hain S.S.Co.Ld.Mgrs.)	~~432·2~~|~~56·2~~|34·3 F39' 56·3 432·7	Glasgow British WB	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP Harland&Wolff,Ld.Gls.		
36419	**Elqui** (exSelma-41—which also see) D.F. E.S.D. 1Dk&Shelter dk CruiserStern	1392 1055 742	Examined L.R.1,42 3,42 BS1,42	Vpo NYk		OG 2,42	1937	Fredrkstad MekVrksA/S Fredrikstad	ChilianGovernment(Cia.Sud Americana de Vapores,Mgrs.)	265·0|42·1|13·9	Valparaiso Chilian WB	C.4Cy.(2)13¾"&(2)32 5/16"-30½" HS1508 130NHP 220lb 2SB FredrikstadM.V.A/S Fredrikstad		N
36420 169017 BDRS	**Empire Knight** OilEng. D.F. E.S.D. 2Dks CruiserStern	7244 6787 5099	✠100A1 withfreeboard ~~(ClassContem plated)~~ 4,42 ✠LMC4,42	Sld	a†	CL	1942 4mo	Wm.Doxford&Sons Ld Sunderland Lloyd'sA&CP	Ministry of War Transport(Buries Markes,Ld.Mgrs.)	428·8|56·5|35·5 442·9(O.L.) FK (Coll to W dk 6 to 2nd dk) 6 Divisional W.T.BHs in'tween dks CellDB356'1182tMT29'1205tFPT131tAPT155t	Sunderlnd British 7BHptCem	Oil Engines 2S.C.SA 3Cy.23⅝"-91 5/16" 516NHP 2DB120lb Wm.Doxford&Sons,LdSld	38 " 1 s10"11 27 " 4¾	
36421	Now "Narwik," see No. 37817 in Supplement **Empire Roamer** D.F. CruiserStern	6900	100A1 withfreeboard (ClassContem plated)				1942	C.Connell &Co.Ld. Glasgow	Ministry of War Transport(Anning Bros.Mgrs.)	431·0|56·3|35·2 F39'	Glasgow British	T.3Cy.24½",39"&70"-48" Barclay,Curle&Co.Ld.Gls.	37 " 8 s11 " 1 26 " 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Visites Périodiques	3 Ex-nom, s'il y a lieu. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of T'rale.
36422 168244 BCDB	Empire Starling (exNockum-41) ~~Sub.Sig.~~ Ref.Mchy.	1Dk&Shelter dk~~&Web frames~~ ~~Fitted for oil fuel~~ Longitudinal framing ssBal.2ndNo.3–10,41	~~6024~~ ~~5333~~ ~~4291~~ 6060 5571 4302	✠100A1 Shelter dk with freeboard 10,41 ✠LMC10,41 Fitted for oil fuel 1,20 F.P. above 150° F. ✠Lloyd'sBMC12,41	Bal	z	CL N8,41	1919 10mo	MooreS.B. Co. Oakland,Cal.	Ministry of War Transport(HoulderLine,Ld.Mgrs.)	402·6 P34'F39'~~onShelter dk~~ FK (4toSh dk3to2nd dk) 2'tween dk BHs dispensed with CellDB348'1351tMT30'554tFPT73tAPT48t	53·0	32·0	London British 7BH ~~WB~~ ptCem	2steam turbinesDRgeared to 1 sc. shaft (s) 637NHP 210lb 3SB(Spt)9cf,HS8743 FD MidwestEngineCo. Indianapolis	34 " 6	~~B~~ ✠
36423 167742 BCXX	Empire Jill GyC. Mchy.Aft	OilEng. 1Dk CruiserStern	~~700~~ ~~510~~ ~~455~~ 739 515 446	✠100A1 ~~(ClassContemplated)~~ 4,42 ✠LMC4,42	Sld	j	OG	1942 4mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	Ministry of War Transport(James Fisher&Sons,Ld. Mgrs.)	185·0 192·6(O.L.) FK Q120'F24' CellDB132'213tFPT33tAPT33t	30·3 31·4	11·5	Barrow British 3BHptCem	Oil Engines 2S.C.SA 5Cy.13⅜"–22 7/16" 156NHP N.E.MarineEng.Co.(1938) Ld.Sld.	13 " 8 s3 " 10¼ 13 " 6	
36424 169016 BDRD	Empire Barrie D.F. E.S.D.	2Dks CruiserStern	7168 6722 4253	✠100A1 ~~(ClassContemplated)~~ withfreeboard 4,42 ✠LMC4,42	Sld	a†	CL	1942 4mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	Ministry of War Transport(Allan, Black&Co.Mgrs.)	423·8 441·5(O.L.) FK (Coll to W dk,7 to 2nd dk) 5 Divisional W.T.BHs in'tween dks CellDB368'1060tDTa20'773tFPT145tAPT160t	57·2	34·9	Sunderlnd British 8BH Cem	T.3Cy.24½",39"&70"–48" 220lb (s) 510NHP 3SB,9cf,GS165,HS7248 FD GeorgeClark(1938)Ld.Sld	37 " 4 s10 " 7 26 " 11¾	
36425 168937 BDQX	Empire Purcell D.F. E.S.D.	2Dks CruiserStern	7049 6572 4925	✠100A1 ~~(ClassContemplated)~~ withfreeboard 4,42 ✠LMC4,42	Hpl	a†	CL	1942 4mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	Ministry of War Transport (Dover NavigationCo. Ld.Mgrs.)	431·5 446·3(O.L.) F40' FK (Coll to W dk,6 to2nd dk) 6 Divisional W.T.BHs in'tween dks CellDB367'1255tFPT119tAPT112t	56·2	35·2	WHartlepl British 7BH ptCem	T.3Cy.24½",~~42"~~ 39"&70"–48" 220lb FD (s) 510NHP 3SB(Spt)9cf,GS165,HS7248 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	37 " 8 s11 " 1 ~~26 "~~ 26 " 9	
36426 168936 BDQC	Empire Tennyson D.F.	1Dk CruiserStern	~~2873~~ ~~2531~~ ~~1630~~ 2880 2531 1700	✠100A1 ~~(ClassContemplated)~~ 3,42 ✠LMC3,42	Hpl	u	CL	1942 3mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	Ministry of War Transport (Joseph E.Murrell&Son, Mgrs.)	315·4 327·9(O.L.) P33'B82'~~F36'~~ F34' FK CellDB270'629tFPT59tAPT118t	46·5	23·0	WHartlepl British 5BHptCem	T.3Cy.20",31"&55"–39" 200lb (s) 269NHP 2SB,6cf,GS87,HS3854 FD Cen.Mar.E Works. (W.Gray&Co.Ld.)W.Hpl	25 " 2 s4 " 6 20 " 10¼	
36427 168653 BDPP	Empire Forest D.F. E.S.D.	2Dks CruiserStern	7043 6579 4967	✠100A1 withfreeboard ~~(ClassContemplated)~~ 3,42 ✠LMC3,42	Shl	a†	CL	1942 3mo	J.Readhead&SonsLd SouthShields Lloyd'sA&CP	Ministry of War Transport(Smith, Hogg&Co.Ld. Mgrs.)	430·9 446·4(O.L.) ~~F40'~~F39' FK (Coll to W dk 6 to 2nd dk) 6 Divisional W.T.BHs in'tween dks CellDB367'1260tFPT110tAPT105t	56·2	35·2	S.Shields British 7BHptCem	T.3Cy.24½",39"&70"–48" (s) 220lb 510NHP 3SB,9cf,GS164,HS7248 FD J.Readhead&Sons,Ld.SShl	37 " 8 s11 " 1 26 " 9	
36428 169015 BDRQ	Empire Marvell D.F. E.S.D. Mchy.Aft	1Dk CruiserStern Longitudinal framing	~~9313~~ ~~8871~~ ~~5781~~ 9812 8895 5782	✠100A1 ~~(ClassContemplated)~~ 4,42 ✠LMC4,42 CarryingPetroleum in bulk Fitted for oil fuel 4,42 F.P. above 150°F.	Sld	e†	CL	1942 4mo	Sir J.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	Ministry of War Transport(A.Weir &Co.Mgrs)	484·0 503·8(O.L.) ~~P111'F35'~~ FK P109'F38' CellDBuE55'87tDT/31'613tFPT322tAPT205t	68·3	36·1	Sunderlnd British 13BH	T.3Cy.27",44"&76"–51" (s) 220lb Rht 674NHP 3SB(Spt)9cf,HS10020 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	36 " 0 s8 " 0½ 28 " 3	
36429 159353 ~~VRTX~~ BCXG	Empire Arun (exSavoia-42) D.F. Ref.Mchy.	ssTri.No.3–12,34 ss'Tri.No.1–38 1Dk(Stl)&Shelter dk(Stl)	5490 5021 3417	✠100A1 Shelter dk withfreeboard 9,41~~11,38~~ ✠LMC MS11,38 BS~~5,39~~8,41 ✠Lloyd'sRMC8,41	~~Tri~~ PNl	y	CL 11,38	1922 11mo	Stabilmnto Tecnico Trieste A&CP	Ministry of War Transport(Union-CastleMailS.S.Co. Ld.Mgrs.)	~~404·2~~ 391·0 B125' onShelter dk FK CellDB338'1234tDTa40'880tFPT125tAPT214t	54·0	29·6	London ~~Mombasa~~ British 7BHptCem (6 to Sh dk 1 " U ")	2steam turbinesDRgeared to 1 sc. shaft (s) 200lb FD 600NHP 3SB(Spt)9cf,GS190,HS7668 FrancoTosi,Legnano	32 " 0 s6 " 11¼ 25 " 8	
			~~NO LATER SURVEY REPORTED~~														
36430 159159 GNXF	Empire Thrush (exLorain-42) Sub.Sig.	ssBal.2ndNo.3–5,41 1Dk&Shelter dk &Web frames Longitudinal framing	6160 5705 3778	✠100A1 Shelter dk withfreeboard 2,42~~5,41~~ ✠LMC5,41 Fitted for oil fuel 5,19 F.P. above 150° F.	Bal Hul	z	CL 5,41	1919 5mo	Federal S.B.Co. Kearny,N.J.	Ministry of War Transport (CanadianPacific Steamships,Ld. Mgrs.)	395·5 P45'B110' F38'onShelter dk FK CellDB331'1512tFPT187tAPT175t	53·0	31·4	London British Cem 7BHtoSh dk	DR geared steam turbine 210lb (s) 619NHP 3SB(Spt),9cf,HS8934 FD GeneralElectricCo. Schenectady,N.J.	34 " 11 s7 " 11 27 " 2½	
36431 143616 GCZP	Empire Mersey (exRamon de Larrinaga-42)	ssHul No.3–12,32 ssBkn.No.1–37 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5791 5325 3550	✠100A1 Shelter dk withfreeboard 12,40 ✠LMO DBS2,40 MBS8,40 MS12,36	Lon	b†	CL 2,40	1920 3mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	Ministry of War Transport (LarrinagaS.S.Co. Ld.Mgrs.)	449·9 F55'onShelter dk FK CellDB389'1452tDTa40'1150tFPT93tAPT60t	57·9	26·6	Liverpool British Cem Coll BH to Sh dk 6 " " U "	T.3Cy.26",44"&73"–48" (r) 200lb 140lb 609NHP 2DB.16cf.GS246,HS11800 Rankin&Blackmre,Ld.Grk	29 " 2 s4 " 0¼ 25 " 5	
36432 8 HBDL	Eiger (exHadiotis-42) D.F. E.S.D. Longitudinal framing at bottom & at deck	ssLis.No.3–1,42~~ssSyr.No.2–36~~ 1Dk(Stl)&Shelter dk(Stl)	4386 4024 2639	✠100A1 withfreeboard 1,42~~8,39~~ ~~BS8,39~~ ✠LMC~~8,39~~1,42	~~Cff~~ Lis	z	CL ~~N8,39~~ 1,42	1929 1mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle Lloyd'sA&CP	SwissWarTransportOffice (Honegger&Ascott Mgrs.)	396·6 FK CellDB344'1550tFPT152tAPT170t	53·4	24·1	Basle Swiss 6BHCem (Coll to Sh dk 5 " 2nd ")	T.3Cy.25½",43"&72"–48" (s) 200lb 462NHP 3SB,9cf,GS192,HS77[illegible] Richardsons,Westgarth& Co.Ld.Hpl.	27 " 0 s2 " 10¼ 24 " 4¼	
36433 131795 ~~OMRX~~ BCWG	Empire Waimana (exWaimana-42, exHerminius-32, exWaimana) E.S.D. Ref.Mchy.	TwinSc ssGls.2ndNo.3–5 37 ssNwc.No.3–2,42 2Dks&Shelter dk CruiserStern Tonnage opening closed'42	~~7870~~ ~~7318~~ ~~4948~~ 8129 7318 4911	✠100A1 Shelter dk withfreeboard 2,42~~7,38~~ ✠LMO 2,42 ~~MS5,37~~ ~~BS4,38~~ ✠Lloyd'sRMC~~5,38~~2,42	~~Syd~~ Nwc	e†	CL ~~s11,37~~ ~~P7,33~~ 11,41	1911 11mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	Ministry of War Transport(Shaw Savill&AlbionCo. Ld.Mgrs.)	477·6 494·0(O.L.) B181'F48'on Sheltr dk FK&BK2" Shelter'tween dk BHs except Coll BH dispensed with Cell DBa131'uE&B100'f183'1625t	63·1	31·3	Newcastle British 9BHCem (Coll to Sh dk 8 " 2nd ")	T6Cy.23½",39"&66½"–48"(s) 205lb FD 943NHP 5SB,20cf,GS350,HS14000 Wrkman,Clark&Co.Ld.Bel	42 " 10 s12 " 0 31 " 1	
36434 139247 GNKM	Empire Trent (exRockpool-41)	ssGls.No.3–3,42~~ssCff.No.3–7,39~~ 1Dk	~~4892~~ ~~4614~~ ~~3089~~ 5006 4614 3072	✠100A1 1,42~~9,40~~ ~~(Reclassification Contemplated)~~ ✠LMC3,42	Gls	z	CL N12,41	1927 11mo	W.Gray& Co.Ld. WHartlepool	Ministry of War Transport(SirR. Ropner&Co.Ld. Mgrs.)	405·1 417·7(O.L.) P30'B229'F41' FK CellDB359'1402tFPT188tAPT190t	53·5	26·5	W.Hartlpl British 6BHCem	T 3Cy.25½",40"&71"–48" (s) 180lb HS7614 505NHP 3SB(Spt),9cf,GS172 FD Cen.Mar.Eng.Wks.WHpl.	29 " 5 s4 " 9 24 " 11¼	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Date of B. of Trade Cert.
36435 138247 BCFX	**Empire Wagtail** (*ex*Point Lobos–41,*ex*Ossining–33) 2*Dks* Sub.Sig. GyC. *Fitted for oil fuel* *Longitudinal framing*	4893 4420 2974					1919	ToddDry Dock&Const Corpn. TacomaWash	Ministry of War Transport(Smith, Hogg&Co.Ld. *Mgrs.*)	380·1|53·1|27·0 P39'B102'F42'	London British	T.3Cy.$24\frac{13}{16}$".40"&70"–48" 339NHP *WB* Skinner&EddyCorpn. Seattle		R
36436 215448 KGQF	**Edmund D. Alexander** Ⓟ (*ex*America–41,*ex*Amerika) TwinSc D.F. GyC. Sub.Sig. 5*Dks* *Ref.Mchy.*	21329 18748 12189					1905	Harland& Wolff,Ld. Belfast	UnitedStates Maritime Commission	668·8|74·3|47·8 B344'F85'	NewYork Utd.States	Q.8Cy.34",49",71"&100"–63" 1586NHP *WB* Harland&Wolff,Ld.Bel.		R
36437 168938 BDRL	**Empire Elgar** D.F. 1*Dk* *CruiserStern*	~~2865~~ ~~2530~~ ~~1688~~ 2847 2531 1695	✠100A1 ~~(ClassContemplated)~~ 4,42 ✠LMC4,42	Hpl	*u*	CL	1942 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	Ministry of War Transport (Dover NavigationCo.Ld *Mgrs.*)	315·4|46·5|23·0 327·9(O.L.) P33'B82'~~F33~~'F34' FK *CellDB*270'690*tFPT*59*tAPT*113*t*	W.Hartlpl British 5*BHptCem*	T.3Cy.20",31"&55"–39" 200lb (*s*) 269NHP 2SB,*6cf*,GS87,HS3854 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	25 ″ 2 S4 ″ 6 20″$10\frac{1}{4}$	
36438	**Empire Fairbairn** *OilEng.* D.F. E.S.D. *CruiserStern* *Now* "Kronprinsen," *see No.* 37314 *in Supplement*	7073 6550 5108	100A1 *withfreeboard* (*ClassContemplated*)				1942	Barclay, Curle&Co.Ld Glasgow	Ministry ofWar Transport	431·3|56·3|35·2 F39'	Glasgow British	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" Barclay,Curle&Co.Ld.Gls.		
36439 168981 BDPY	**Empire Spartan** D.F. E.S.D. 2*Dks* *CruiserStern*	~~7000~~ 7009 6596 4973	✠100A1 *withfreeboard* ~~(ClassContemplated)~~ 4,42 ✠LMC4,42	PGl	*a*†	CL	1942 4mo	Lithgows Ld. PortGlasgow *Lloyd's*A&CP	Ministry ofWar Transport(Clark& Service,*Mgrs.*)	~~432·5~~|56·2|34·2 431·0 446·0(O.L.) FK (*ColltoWdk* 6 *to2nd dk*) 5 *DivisionalW.T.BHs in 'tween dks* *CellDB*370'1215*tFPT*122*tAPT*172*t*	Greenock British 7*BHptCem*	T.3Cy.$23\frac{1}{2}$",$37\frac{1}{2}$"&68"–48" 220lb (*s*) 520NHP 2SB&1AuxSB,*11cf*,GS178, HS7706 FD Fullerton,Hodgart& Barclay,Psy.	36″10 S10″$9\frac{1}{2}$ 26 ″ 3	
36440 164853 BDSG	**Empire Dickens** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing*	9819 8899 5790	✠100A1 ~~(ClassContemplated)~~ 4,42 ✠LMC4,42 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,42 *F.P. above* 150°F.	Mdb	*e*†	CL	1942 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	Ministry ofWar Transport (Davies&Newman Ld.*Mgrs.*)	483·8|68·3|36·1 503·8(O.L.) ~~P109'F39'~~ FK *CellDBuE*55'104*tDTf*31'647*tFPT*335*tAPT*201*t*	Middlsbro' British 13*BH*	T.3Cy.27",44"&76"–51" (*s*) 220lb 674NHP 3SB(Spt)*9cf*,HS10020 FD Richardsons,Westgarth& Co.Ld.Hpl.	36 ″ 0 S8 ″ $0\frac{1}{2}$ 28 ″ 3	
36441 168984 BDWX	**Empire Dweller** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	~~650~~ 667 482 311					1942	G.Brown &Co. (Marine)Ld. Greenock	Ministry ofWar Transport(F.T. Everard&Sons,Ld. *Mgrs.*)	176·7|30·7|11·6 P51'F33'	Greenock British	Oil Engines 2S.C.SA 6Cy.$12\frac{5}{8}$"–$16\frac{3}{4}$" 168NHP *WB* NewburyDieselCo.Ld. Newbury		
36442 168249 BCJF	**Empire Woodlark** Ⓟ TwinSc (*ex*Emma Alexander–42,*ex* Nanking,*ex*Congress) 4*Dks*&*Shelter dk* *Fitted for oil fuel* D.F. *Ref.Mchy.*	7793 6117 4448					1913	NewYork S.B.Co. Camden,N.J.	Ministry ofWar Transport (CanadianPacific Steamships,Ld. *Mgrs.*)	423·8|54·9|17·7	London British	T.6Cy.$28\frac{1}{2}$",$46\frac{5}{8}$"&78"–54" 894NHP *WB* NewYorkS.B.Co.Camden, N.J.		R
36443 167743 BCZZ	**Empire March** 2*Dks* ~~D.F~~. E.S.D. *CruiserStern* *Butts of shell & deck plating elec.welded*	7040 6619 5065	✠100A1 *withfreeboard* ~~ClassContemplated)~~ 5,42 ✠LMC5,42	Brw	*a*†	CL	1942 5mo	Vickers-Armstrongs, Ld. Barrow *Lloyd's*A&CP	Ministry of War Transport (Headlam&Son, *Mgrs.*)	433·0|56·2|34·4 477·4(O.L.) F30' FK (*Coll to W dk* 6 *to 2nd dk*) 5 *Divisional W.T.BHs in 'tween dks* *CellDB*370'1215*tFPT*122*tAPT*172*t*	Barrow British 7*BHptCem*	T.3Cy.$23\frac{1}{2}$",$37\frac{1}{2}$"&68"–48" 220lb (*s*) 516NHP 2SB&1AuxSB,*11cf*,GS179, HS7616 FD Barclay,Curle&Co Ld.Gls.	36″10 S10″$9\frac{1}{2}$ 26 ″ 2	
36444	**Empire Spenser** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8390 7250 5550	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1942	Harland& Wolff,Ld. Belfast	Ministry of War Transport	465·6|59·5|33·9 P92'B47'F51'	British	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" Harland&Wolff,Ld.Bel.		
36445 165828 BDTK	**Empire Dyke** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	489 313 ~~250~~ 251	✠100A1 ~~(ClassContemplated)~~ 4,42 ✠LMC4,42	Nwc	*g*	OG	1942 4mo	Clelands (Successrs)Ld Willington Quay on Tyne *Lloyd's*A&CP	Ministry ofWar Transport(G. Gibson&Co.Ld. *Mgrs.*)	164·7|26·6|8·8 169·6(O.L.) P29'Q66'~~B41~~'F16' BonQ11' FK *CellDB*106'148*tFPT*47*tAPT*19*t*	Newcastle British 3*BHCem*	Oil Engines 2S.C.SA 6Cy.$10\frac{1}{2}$"–$13\frac{1}{2}$" 116NHP CrossleyBros.Ld.Mch.	11 ″ 0 S3″$10\frac{3}{4}$ 10 ″ $7\frac{3}{4}$	
36446 5786 SLXA	**Eknö** (*ex*Louis de Geer–42, *ex*HolmenI, *ex*Therese,*ex*Boren) 4Mst *ss*Got.2ndNo.3–4,41 1*Dk*(*Stl*)	*1847* *1621* *1089*	✠100A1 3,42 ~~1,42~~ BS4,42 ✠LMC4,41	~~Osc~~ Got	*r*	OG ~~1,42~~ 3,42	1916 4mo	LindholmensM V. Gothenburg	Rederi A/B Rex (K.M.Källström, *Mgr.*)	262·0|42·7|18·1 P24'B65'F31' FK *CellDB*224'471*tAPT*41*t*	Stockholm Swedish 4*BHCem*	T.3Cy.$20\frac{1}{2}$",33"&55"–36" (*s*) 185lb 214NHP 2SB.*6cf*,GS110.HS3500 LindholmensM.V.Got.	20 ″ 6 S 2 ″ $8\frac{1}{4}$ 18 ″ 0	
36447 168285 BDWJ	**Elmwood** D.F. E.S.D. 2*Dks* *CruiserStern*	~~7170~~ ~~6722~~ 7167 6722 4247	✠100A1 ~~(ClassContemplated)~~ *withfreeboard* 5,42 ✠LMC5,42	Sld	*a*†	CL	1942 5mo	JLThompson&Sons.Ld Sunderland *Lloyd's*A&CP	J.I.Jacobs&Co.Ld.	423·8|57·2|34·9 441·5(O.L.) FK (*Coll to W dk*, 7 *to 2nd dk*) 5 *Divisional W.T.BHs in 'tween dks* *CellDB*368'1060*tDTa*20'773*tFPT*145*tAPT*160*t*	London British 8*BH Cem*	T.3Cy.24",39"&68"–48" 220lb (*s*) 506NHP 2SB&1AuxSB,*9cf*,GS179, HS7398 FD N.E.MarineEng.Co.(1938) Ld.Sld.	37 ″ 4 S10 ″7 26″$11\frac{3}{4}$	
36448 168939 BDSV	**Empire Arnold** D.F. E.S.D. 2*Dks* *Cruiser Stern*	~~7050~~ ~~6572~~ ~~4973~~ 7045 6572 4923	✠100A1 *withfreeboard* ~~(ClassContemplated)~~ 5,42 ✠LMC5,42	Hpl	*a*†	CL	1942 5mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*A&CP	Ministry ofWar Transport (SirR.Ropner &Co.Ld.*Mgrs.*)	431·5|56·2|35·2 446·3(O.L.) ~~F39~~'F40' FK (*Coll to W dk* 6 *to 2nd dk*) 6 *Divisional W.T.BHs in 'tween dks* *CellDB*367'1255*tFPT*119*tAPT*112*t*	W.Hartlpl. British 7*BHptCem*	T.3Cy.$24\frac{1}{2}$",~~42"~~ 39"&70"–48" 220lb (*s*) 510NHP 3SB(Spt)*9cf*,GS165,HS7248 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	37 ″ 8 S11 ″ 1 26 ″ 9	
36449 169020 BDXQ	**Empire Coleridge** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing*	~~9813~~ ~~8894~~ ~~5781~~ 9798 8895 5772	✠100A1 ~~(ClassContemplated)~~ 5,42 ✠LMC5,42 *CarryingPetroleum in bulk* *Fitted for oil fuel*5,42*F.P.above*150°F.	Sld	*e*†	CL	1942 5mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's*A&CP	Ministry of War Transport(Anglo-AmericanOilCo.Ld. *Mgrs.*)	484·0|68·3|36·1 503·8(O.L.) ~~P111'F38'~~ P109'F38' FK *CellDBuE*55'87*tDTf*31'613*tFPT*322*tAPT*205*t*	Sunderlnd British 13*BH*	T.3Cy.27",44"&76"–51" 220lb (*s*) Rht. 674NHP 3SB(Spt)*9cf*,HS10020 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	36 ″ 0 S8 ″ $0\frac{1}{2}$ 28 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36450 168798 BDWW	**Empire Arthur** *1Dk* *CruiserStern Fitted for oil fuel* *Mchy.Aft Longitudinal framing at deck* *Carrying Petroleum in bulk*	784 558 349					1942	Grngemth Dkyd.Co.Ld. Grngemouth	Ministry of War Transport (C. Rowbotham& Sons, *Mgrs.*)	193·0|30·7|14·1 P68′B21′	Grngemth British	T.3Cy.15″,25½″&41″-30″ 93NHP *WB* D.Rowan&Co.Ld.Gls.		
36451 168797 BDRW	**Empire Hearth** *Mchy.Aft* *1Dk* *CruiserStern*	2020 1456 1082					1942	Grngemth Dkyd.Co.Ld. Grngemouth	Ministry of War Transport (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*)	272·0|40·0|17·2 Q163′F26′	Grngemth British	T.3Cy.17″,27″&48″-36″ 138NHP *WB* N.E.MarineEng.Co.(1938) Ld.Nwc.		
36452	**Empire Chapman** *OilEng.* D.F. E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8390 7250 5550	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1942	Harland& Wolff,Ld. Belfast	Ministry of War Transport (SirR. Ropner&Co.Ld. *Mgrs.*)	465·6|59·5|33·9 P92′B47′F51′	British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″-55⅛″ Harland&Wolff,Ld.Bel.	34 ″ 0 s6 ″ 8½ 27 ″ 6¼	
36453 169019 BDRV	**Empire Keats** ~~E.S.D.~~ *2Dks* D.F. E.S.D. *CruiserStern*	~~7040~~ ~~6573~~ ~~4950~~ 7035 6573 4949	✠100A1 ~~(*ClassContem plated*)~~ *withfreeboard* 5,42 ✠LMC5,42	Sld	*a*† 2	CL	1942 5mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	Ministry of War Transport (Charlton,McAllum&Co. Ld. *Mgrs.*)	431·0|56·3|35·2 446·5(O.L.) ~~F35~~′F40′ FK (*Coll to W dk 6 to 2nd dk*) *6 Divisional W.T.BHs in 'tween dks* *CellDB*362′1369*tFPT*117*tAPT*110*t*	Sundrland British *7BHCem*	T.3Cy.24½″,39″&70″-48″ 220lb (*s*) 510NHP 3SB,*9cf*,GS165,HS7248 FD N.E.MarineEng.Co.(1938) Ld.Sld.	37 ″ 8 s11 ″ 1 26 ″ 9	
36454 218595 KIQV	**Exchester** (*ex*Exiria-41, *ex*Corson) *2Dks& Web frames* *Fitted for oil fuel*	4999 4740 3074	✠ ... 9,20 ✠				1919 8mo	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0|54·2|27·6 P39′B122′F43′ FK	NewYork Utd.States	DR geared steam turbine *WB* GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
36455	**Elbridge Gerry** *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0|57·0|34·9	Utd.States	T.3Cy.24½″,37″&70″-48″ 339NHP *WB* JoshuaHendyIronWorks, Sunnyvale,Cal.		
36456 169018 BDVX	**Empire Chaucer** D.F. E.S.D. *2Dks* *CruiserStern*	5970 5578 3601	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 5,42 LMC•5,42	Sld	*z* 15 16	CL	1942 5mo	W.Pickersgill&Sons,Ld. Sunderland *Lloyd'sA&CP*	Ministry of War Transport (W.J. Tatem,Ld. *Mgrs.*)	401·0|54·0|33·2 415·0(O.L.) ~~F38~~′F39′ FK (*Coll to W dk 6 to 2nd dk*) *6 Divisional W.T.BHs in 'tween dks* *CellDB*341′1130*tFPT*152*tAPT*167*t*	Sundrland British *7BHCem*	T.3Cy.23½″,38″&66″-45″ 220lb (*s*) 496NHP 2SB&1AuxSB,*9cf*,GS181, HS7516 FD GeorgeClark(1938)Ld.Sld.	35 ″ 8 s10 ″ 1¼ 25 ″ 9½	
36457 168983 BDTF	**Empire Austen** D.F. E.S.D. *2Dks* *CruiserStern*	~~7000~~ 7057 6596 4991	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 5,42 ✠LMC5,42	PGl	*a*†	CL	1942 5mo	Lithgows, Ld. Port Glasgow *Lloyd'sA&CP*	Ministry of War Transport (Honeyman&Co. *Mgrs.*)	432·2|56·2|34·2 447·6(O.L.) ~~F25~~F39′ FK (*Coll to W dk 6 to 2nd dk*) *5 Divisional W.T.B.Hs in 'tween dks* *CellDB*370′1215*tFPT*122*tAPT*172*t*	Greenock British *7BHptCem*	T.3Cy.23½″,37½″&68″-48″ 220lb (*s*) 520NHP 2SB&1AuxSB,*11cf*,GS179 HS7718 FD J.G.Kincaid&Co.Ld.Grk.	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36458 168982 BDTG	**Empire Conrad** D.F. E.S.D. *2Dks* *CruiserStern*	~~7000~~ 7009 6596 4972	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 5,42 ✠LMC5,42	PGl	*a*†	CL	1942 5mo	Lithgows, Ld. Port Glasgow *Lloyd'sA&CP*	Ministry of War Transport (Glen& Co.Ld. *Mgrs.*)	431·0|56·2|34·2 446·0(O.L.) FK (*Coll to W dk 6 to 2nd dk*) *Divisional W.T.BHs in 'tween dks* *CellDB*370′1215*tFPT*122*tAPT*172*t*	Greenock British *7BHptCem*	T.3Cy.23½,37½″&68″-48″ 220lb (*s*) 516NHP 2SB&1AuxSB,*11cf*,GS179, HS7616 FD Rankin&BlackmoreLdGrk	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36459	**Empire Lily** *OilEng.* *Mchy.Aft CruiserStern*	320 230 146	100A1 (*ClassContem plated*)				1942	I.Pimblott &Sons,Ld. Northwich	Ministry of War Transport (Pinch& Simpson, *Mgrs.*)	131·7|24·7|9·7 P92′F16′	Liverpool British	Oil Engines 2S.C.SA 6Cy.11½″-13½″ H.Widdop&Co.Ld.Kghley		
36460 168940 BDVW	**Empire Caxton** D.F. *1Dk* *CruiserStern*	~~2880~~ ~~2531~~ ~~1700~~ 2873 2531 1693	✠100A1 ~~(*ClassContem plated*)~~ 5,42 ✠LMC5,42	Hpl	*u*	CL	1942 5mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Ministry of War Transport (Martyn,Martyn &Co.Ld. *Mgrs.*)	315·4|46·5|23·0 327·9(O.L.) P33′B82′~~F33~~′ F34′ FK *CellDB*270′629*tFPT*59*tAPT*113*t*	W.Hartlpl British *5BHptCem*	T.3Cy.20″,31″&55″-39″ 200lb (*s*) 269NHP 2SB,*6cf*,GS87,HS3854 FD Cen Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	25 ″ 2 s4 ″ 6 20 ″ 10¼	
36461	**Esso Annapolis** D.F. E.S.D. GyC. *1Dk* *CruiserStern Fitted for oil fuel* *Mchy.Aft Longitudinal framing* *Carrying Petroleum in bulk*	10200					1942	Bethlehem Sparrow'sPt. Shipyard,Inc. Sparrow'sPt. Md.	PanamaTransport Company	487·5|68·0|37·0 P106′B34′F49′	Utd.States	2 steam turbinesDRgeared to 1 sc. shaft 1283NHP *WB* BethlehemSteelCo.S.B. Division,Quincy,Mass.		
36462 164854 BDWD	**Empire Beaumont** D.F. E.S.D. *CruiserStern*	~~7000~~ ~~5000~~ 7044 6572 4780	100A1 *withfreeboard* (*ClassContem plated*)				1942	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Ministry of War Transport ((W.Runciman& Co.Ld. *Mgrs.*)	~~431·2|56·3|~~35·2 431·3|56·2| F39′	Middlsbro' British	T.3Cy.24½″,39″&70″-48″ Richardsons,Westgarth& Co.Ld.Hpl.	37 ″ 8 s11 ″ 1 26 ″ 9½	
36463 166214 BDSC	**Empire Prince** D.F. E.S.D. *2Dks* *CruiserStern*	~~7000~~ ~~6571~~ 7030 6571 4927	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 5,42 ✠LMC5,42	Dun	*a*†	CL	1942 5mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	Ministry of War Transport (Gibbs& Co. *Mgrs.*)	431·3|56·3|35·2 446·3(O.L.) ~~F36~~′F40′ FK (*Coll to W dk 6 to 2nd dk*) *6 Divisional W.T.BHs in 'tween dks* *CellDB*367′1265*tFPT*112*tAPT*106*t*	Dundee British *7BHptCem*	~~T.3Cy.23½″,38″&66″-45″~~ T.3Cy.24½″,39″&70″-48″ 220lb (*s*) 510NHP 3SB,*9cf*,GS165,HS7248 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	37 ″ 8 s11 ″ 1 26 ″ 9¼	
36464	**Empire Pintail** (*ex*HowellLykes-42) *3Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *pt Longitudinal framing CruiserStern* *pt welded*	7773 — 4585					1940	Federal S.B.&D.D.Co Kearny,N.J.	Ministry of War Transport	469·0|69·6|29·2 F42′	British	2 steam turbinesDRgeared to 1 sc. shaft 1417NHP *WB* DeLavalSteam TurbineCo.Trenton,N.J.		R

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. fficial No. Code tters.	Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft in	Registers in which classed, if not in L.R. Date of R. of Trade
6465	Empire Peregrine (exChinaMail-42) OilEng. D.F. E.S.D. 2Dks GyC. Ref.Mchy. CruiserStern	6440 — 3940					1941	SunS.B.& DryDockCo. Chester,Pa.	Ministry of War Transport	453·3 P23'B86'F41'	63·2	27·5	British	Oil Engines 2S.C.SA 5Cy.32"-95" 870NHP WB SunSB.&DD.Co.ChesterPa		
6466	Empire Oriole (exExtavia-42) E.S.D. GyC. 3Dks Ref.Mchy. Fitted for oil fuel	6200					1941	BathIron WorksCorp. Bath,Me.	Ministry of War Transport	404·0	60·2	35·7	British	2steam turbinesDRgeared to 1 sc. shaft 1466NHP WB BethlehemSteelCo.S.B. Division,Quincy,Mass.		
6467	Empire Fulmar (exHawaiianShipper-42) 3Dks D.F. E.S.D. GyC. Fitted for oil fuel pt.Elec.welded Longitudinal framing CruiserStern	7775 — 4535					1941	Federal S.B.&D.D.Co Kearny,N.J.	Ministry of War Transport	468·3	69·7	29·1	British	2steam turbinesDRgeared to 1 sc. shaft 1416NHP WB DeLavalSteam TurbineCo.Trenton,N.J.		
36468 168654 BDSW	Empire Bell Ⓟ (exBelgia-42) D.F. 1Dk&Shelter dk ~~2Dks~~	1744 1427 921					1930	Nya Varvs- aktbÖresund Landskrona	Ministry of War Transport	286·5 B38'	40·2	16·7	S.Shields British	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$" -35$\frac{7}{16}$" 124NHP WB Akt.Lindholmen-Motala		▼
36469 168714 BDWN	Empire Bowman D.F. E.S.D. 2Dks CruiserStern	7031 6571 4967	✠100A1 withfreeboard ~~(ClassContem plated)~~ 5,42 ✠LMC5,42	Gls	a† 2	CL	1942 5mo Lloyd'	C.Connell &Co.Ld. Glasgow sA&CP	Ministry of War Transport(Hain S.S.Co.Ld.Mgrs.)	431·3 446·3(O.L.) F39' FK 7BHptCem (Coll to W dk 6 to 2nd dk) 6Divisional W.T.BHs in 'tween dks CellDB367'1265tFPT101tAPT114t	56·3	35·2	Glasgow British	T.3Cy.24½",39"&70"-48" 220lb (s) 510NHP 3SB,9cf,GS165,HS7248 FD Barclay,Curle&Co.Ld.Gls.	37 ″ 8 s11 ″ 1 26 ″ 9	
36470 169022 BDXM	Empire Tristram D.F. E.S.D. CruiserStern	~~7200~~ ~~6722~~ 7167 6722 4251	100A1 (ClassContem plated)				1942	JLThomp- son&Sons.Ld. Sunderland	Ministry of War Transport (CommonBros.Ld. Mgrs.)	423·8	57·2	34·9	Sunderlnd British	T.3Cy.24½",39"&70"-48" GeorgeClark(1938)Ld.Sld.	37 ″ 4 s10 ″ 7 26 ″ 11¾	
36471 161892 GNZD	Empire Spey (exBlairspey-42) D.F. 1Dk	4292 3690 2551					1929	Ardrossan DD&SBCoLd Ardrossan	Ministry of War Transport (G.Nisbet&Co. Mgrs.)	371·8 P32'Q122'B128' F35' New fore part '41	51·2	24·3	Glasgow British	T.3Cy.22",38"&63"-42" 257NHP WB J.G.Kincaid&Co.Ld.Grk.		
36472 168655 DVY	Empire Clough D.F. E.S.D. 2Dks CruiserStern	6147 5738 4251	✠100A1 withfreeboard ~~ClassContem plated)~~ 5,42 ✠LMC5,42	Shl	z	CL	1942 5mo Lloyd	J.Read- head&SonsLd SouthShields sA&CP	Ministry of War Transport (LarrinagaS.S.Co. Ld.Mgrs.)	~~405·5~~ 405·8 421·3(O.L.) FK 7BHptCem (Coll to W dk 6 to 2nd dk) 6 Divisional W.T.BHs in 'tween dks CellDB346'1335tFPT130tAPT200t	53·5	~~32·9~~ 32·8	S.Shields British	T.3Cy.23½",37½"&68"-48" 220lb (s) 508NHP 2SB(Spt)&1AuxSB.9cf, GS167,HS7444 FD Foster,Yates&Thom,Ld. Blackburn	35 ″ 10 s9 ″ 11 26 ″ 2¼	
473	Empire Fletcher OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at decks	8390 7250 5550	100A1 (ClassContem plated) CarryingPetroleum in bulk				1942	Harland &Wolff,Ld. Belfast	Ministry of War Transport(Haldin &Philipps,Ld. Mgrs.)	465·6 P92'B47'F51'	59·5	33·9	British	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" Harland&Wolff,Ld.Gls.		
474	Empire Toiler D.F. CruiserStern	2870 2530 1680	100A1 (ClassContem plated)				1942	AilsaS.B. Co.Ld. Troon	Ministry of War Transport(J.A. Billmeir&Co.Ld. Mgrs.)	312·0 P33'B82'F34'	46·5	23·0	London British	T.3Cy.20",31"&55"-39" AilsaS.B.Co.Ld.Trn.	25 ″ 2 s4 ″ 6 20 ″ 9¼	
475	Empire Might TwinSc D.F. E.S.D. GyC. Ref.Mchy. CruiserStern	9200	100A1 withfreeboard (ClassContem plated)				1942	Greenock Dockyard Co.Ld. Greenock	Ministry of War Transport (BlueStarLine, Ld.Mgrs.)	463·7 P31'B107'F69	63·0	38·1	Greenock British	T.6Cy.26",42"&68"-48"&LP turbine with DR gearing & hydraulic couplings J.G.Kincaid&Co.Ld.Grk.		
476 855 XT	Empire Norseman D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing	~~9819~~ ~~[illegible]~~ ~~5700~~ 9811 8899 5779	100A1 (ClassContem plated) CarryingPetroleum in bulk				1942	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Ministry of War Transport(Eagle Oil&ShippingCo. Ld.Mgrs.)	483·8 P109'F89'	68·3	36·1	Middlsbro' British	T.3Cy.27",44"&76"-51" Richardsons,Westgarth& Co.Ld.Hpl.	36 ″ 0 s8 ″ 0½ 28 ″ 3	
477	Empire Gawain 1Dk CruiserStern Fitted for oil fuel Mchy.Aft Longitudinal framing at deck CarryingPetroleum in bulk	813 558 350					1942	Grngemth Dkyd.Co.Ld. Grngemouth	Ministry of War Transport(Bulk OilS.S.Co.Ld. Mgrs.)	193·0 P68'F21	30·7	14·1	Grngemth British	T.3Cy.15",25½"&41"-30" 93NHP WB D.Rowan&Co.Ld.Gls.		
478 780 VW	Empire Patrol Ⓟ (exRodi-42) OilEng. 2Dks	3334 2174 1843					1928	Stabilmnto Tecnico Trieste	Ministry of War Transport(Prince Line,Ld.Mgrs.)	331·9 314·9 P&B222'F64'	44·8	21·3	Malta British	Oil Engines 2S.C.DA 5Cy.25$\frac{3}{16}$"-45$\frac{11}{16}$" 1103NHP WB NE38 SocAn"Fiat"S.G.M.Turin		
479 279 ~~906~~ DC	Empire Raven (exOskawa-42) 3Mst ssBal.2ndNo.3-10,41 Ref.Mchy. 1Dk&Shelter dk Longitudinal framing	~~6100~~ ~~5657~~ ~~4530~~ 6155 5657 4575	✠100A1 Shelter dk withfreeboard 4,42 ~~10,41~~ ✠LMC10,41 ✠Lloyd'sRMC~~10,41~~4,42 Fitted for oil fuel 12,18 F.P. above 150°F.	~~Bal~~ Npt	z	CL 8,41	1918 11mo	MooreS.B. Co. Oakland,Cal.	Ministry of War Transport (HoulderLine,Ld. Mgrs.)	402·6 416·5(O.L.) P34'F39' 2'tween dk BHs dispensed with CellDB348'1351t MT30'554t FPT73t APT48t	53·0	32·0	London British FK 7BHptCem (4 to Sh dk 3 ,, 2nd ,,)	DR geared steam turbine 225lb 657NHP 4WTB(Spt),HS11132 GeneralElectricCo. Schenectady,N.Y.	34 ″ 6 s8 ″ 2 26 ″ 7¼	
80 409 KB	Esso Gettysburg (exGettysburg-42 D.F. E.S.D. GyC. 1Dk Mchy.Aft Fitted for oil fuel Longitudinal framing CruiserStern Elec.welded Carrying Petroleum in bulk	~~10172~~ — ~~6134~~ 10173 9070 6134					1942	SunS.B.& DryDockCo Chester,Pa.	StandardOilCo.of NewJersey	503·0 P108'B36'F53'	68·0	30·3	Wilmngtn, Del. Utd.States	Steam turbine connected to elec. motor & sc. shaft WB GeneralElectricCo. Lynn.Mass.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36481	**Empire Lionel** D.F. E.S.D. *CruiserStern*	7050 6572 4930	100A1 *withfreeboard* (*ClassContem*	*plated*)			1942	W.Gray& Co.Ld. W Hartlepool	Ministry of War Transport	431·5 F39′	56·2	35·2	W.Hartlpl. British	T.3Cy.24½",42"&70"–48" Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	37 ″ 8 s11 ″ 1 26 ″ 9	
36482	**Empire Gareth** D.F. *CruiserStern*	2847 2531 1695	100A1 (*ClassContem*	*plated*)			1942	W.Gray& Co.Ld. W Hartlepool	Ministry of War Transport	315·4 P33′B82′F33′	46·5	23·0	W.Hartlpl. British	T.3Cy.20",55"&31"–39" Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	25 ″ 2 s4 ″ 6 20 ″ 10¼	
36483 8513 SFAN	**Eva** (*ex*Ferrum-42,*ex*StadZalt-Bommel-36) D.F. Sub.Sig. 1*Dk*	2089 — 1174					1918	J.Meyer's Scheepsb.Mij. Zalt-Bommel	Rederi-A/B Suecia (BengtCarlsund, *Mgr.*)	293·7 281·5 P18′B69′F32′	41·3	19·1	Stockholm Swedish *WB*	T.3Cy.20⅝",32⅝"&55"–35⅜" 80NHP Werkspoor,Amsterdam		G
36484	**Esso Costa Rica** TwinSc (*ex*Fueloil-42) 1*Dk&Web frames* *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	1536 — 882	✠ ... 3,22	✠			1919 5mo	National S.B.Co. Violet,La.	~~StandardOilCo.of NewJersey~~ PanamaTransportCo.	242·5 P72′F21′	36·9	19·7 FK	Panama Panamanian *WB*	C.4Cy.16⅝"&32"–24" 194NHP Staten IslandS.B.Co.N.Yk	19 ″ 0	R
36485	**Empire Iseult** D.F. E.S.D. *CruiserStern*	7167 6722	100A1 (*ClassContem*	*plated*)			1942	JLThompson&Sons,Ld. Sunderland	Ministry of War Transport(Trader NavigationCo.Ld. *Mgrs.*)	423·8	57·2	34·9	Sundrland British	T.3Cy.24½",39"&70"–48" GeorgeClark(1938)Ld.Sld.		
36486	**Empire Southey** D.F. E.S.D. *CruiserStern*	7040 6573 4950	100A1 *withfreeboard* (*ClassContem*	*plated*)			1942	Short Bros. Ld. Sunderland	Ministry of War Transport(W. Runciman&Co.Ld. *Mgrs.*)	431·0 F35′	56·3	35·2	Sunderlnd British	T.3Cy.24½",39"&70"–48" N.E.MarineEng.Co.(1938) Ld.Sld.		
36487	**Empire Galahad** D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	7000	100A1 *withfreeboard* (*ClassContem*	*plated*)			1942	Lithgows Ld. PortGlasgow	Ministry of War Transport(Blue StarLine,Ld. *Mgrs.*)	432·8 F35′	56·2	34·2	Greenock British	T.3Cy.23½",37½"&68"–48" J.G.Kincaid&Co.Ld.Grk.	36 ″ 10 s10 ″ 9½ 26 ″ 3	
36488	**Empire Garrick** D.F. E.S.D. *Mchy.Aft* *CruiserStern* *pt Longitudinal framing*	8130 7200 4630	100A1 (*Class Contem* *Carrying Petroleum in bulk*	*plated*)			1942	Swan,Hunter&Wigham Richardson, LdNewcastle	Ministry of War Transport(Jas. German&Co.Ld. *Mgrs.*)	465·9 P116′B48′F35′	59·4	33·8	British	T.3Cy.26½",44"&73"–48" Swan,Hunter&Wigham Richardson,Ld.Nwc.		
36489	**Empire Strength** *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	7300 — 5150	100A1 *withfreeboard* (*ClassContem*	*plated*)			1942	Harland& Wolff,Ld. Belfast	Ministry of War Transport(Blue StarLine,Ld. *Mgrs.*)	431·3	57·3	33·6	British	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" Harland&Wolff,Ld.Bel.		
36490 166691 BDXR	**Empire Punch** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	~~315~~ ~~227~~ ~~145~~ 321 227 145	✠100A1 ~~(*ClassContem*~~ 5,42	Lwt ~~*plated*)~~ ✠LMC5,42	*d*		1942 5mo *Lloyd's* A&CP	Richards IronworksLd Lowestoft	Ministry of War Transport(Hannan Samuel&Co.Ld. *Mgrs.*)	131·5 137·0(O.L.) ~~P39′F17′~~ P36′F13′ *FPT36t*	24·6	8·8 FK	Lowestoft British 3*BHCem* *APT29t*	Oil Engines 2S.C.SA 6Cy.10½"–13½" 116NHP CrossleyBros.Ld.Mch.	9 ″ 8 s ″ 10½ 8 ″ 10½	
36491	**Empire Guidon** D.F. E.S.D. *CruiserStern*	7044 6572 4780	100A1 *withfreeboard* (*ClassContem*	*plated*)			1942	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Ministry of War Transport(Anning Bros.*Mgrs*)	431·3 F39′	56·2	35·2	Middlsbro' British	T.3Cy.24½",39"&70"–48" Richardsons,Westgarth& Co.Ld.Hpl.		
36492	**Esso Richmond** D.F. E.S.D. GyC. 1*Dk* *CruiserStern* *Fitted for oil fuel* *Elec.welded* *Longitudinal framing* *Mchy.Aft* *CarryingPetroleum in bulk*	11250 10150 6850					1942	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo. of NewJersey	524·6 P109′B42′F48′	70·2	39·7	Wilmingtn Del. Utd.States *WB*	DR geared steam turbine 1367NHP WestinghouseElec.&Mfg. Co.Phl.		
36493 168277 BDSS	**Empire Trophy** TwinSc (*ex*Giove-42) 2*Dks* *Longitudinal framing* *Carrying oil in bulk* *Mchy.Aft* *Fitted for oil fuel*	5211 4482 2857					1916	Cantieri Navali Riuniti Palermo	Ministry of War Transport(British TankerCo.Ld. *Mgrs.*)	416·7 P59′B104′F56′	51·2	28·3	London British	T.6Cy.23⅜",38⅝"&63⅜"–35⅜" 484NHP Cant.Riuniti,Ancona		
36494	**Empire Boswell** D.F. *CruiserStern*	2873 2531 1693	100A1 (*ClassContem*	*plated*)			1942	W.Gray& &Co.Ld. WHartlepool	Ministry of War Transport(Currie Line,Ld.*Mgrs.*)	315·4 P33′B82′F33′	46·5	23·0	W.Hartlpl. British	T.3Cy.20",55"&31"–39" Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		
36495	**Empire Wordsworth** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing*	9920 8905 6690	100A1 (*Class Contem* *Carrying Petroleum in bulk*	*plated*)			1942	SirJ.Laing &Sons,Ld. Sunderland	Ministry of War Transport (Hunting&Sons, Ld.*Mgrs.*)	482·7 P103′F34′	68·3	36·1	Sunderlnd British	Oil Engines 4S.C.SA 8Cy.25$\frac{3}{16}$"–55⅛" Hwthrn,Leslie&CoLdNwc.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
36496	**Exemplar** (*ex*EmpireWidgeon-42, *ex*Exemplar-41) *2Dk & Shelter dk* D.F. E.S.D. *Fitted for oil fuel* GyC.	6737 5784 3996					1940	Bethlehem SteelCo.S.B. Division Quincy,Mass.	UnitedStates Maritime Commission	451·9	66·1	29·2	Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 1333NHP BethlehemSteelCo.S.B. Division.Quincy,Mass.		B
36497 167583	**Empire Sentinel** (*ex*Phædra-40) *2Dks*	638 626 349	*(Classification Contemplated)*				1898	G.Seebeck Act Ges. Bremerhaven	Ministry of War Transport(Coast Lines,Ld.*Mgrs.)*	170·6	27·1	16·4	British	T.3Cy.14¾",17¾"&38⅜"–23⅝" 72NHP G.SeebeckA.G.Bremerhvn	17 ″ 4 s3 ″ 2 14 ″ 3	
36498 168289 GQYD	**Empire Avocet** (*ex*Cotati-42) *ss*Bal.2ndNo.3–9,41 *Ref.Mchy.* *1Dk&Shelter dk* *Longitudinal framing*	6015 5535 4315	✠100A1 *Shelter dk with freeboard* 9,41 ✠LMC9,41 ✠Lloyd'sRMC9,41 *Fitted for oil fuel*8,19 *F.P. above* 150°F.	Bal	*z*	CL 8,41	1919 8mo	MooreS.B. Co. Oakland,Cal.	Ministry of War Transport(New ZealandShipping Co.Ld.*Mgrs.)*	P34'F39' *2 'tween dk BHs dispensed with* *CellDB*348'1351*t MT*30'554*tFPT*73*t APT*48*t*		FK	London British 7*BHptCem* (*4 to Sh dk* *3 ,, 2nd ,,*)	2steam turbinesDRgeared to 1 sc. shaft 210lb (*s*) 637NHP 3SB(Spt),*9cf*,HS8745 FD W&AFletcherCo.Hoboken	34 ″ 6	
36499 149881 BDWK	**Empire Prize**(*ex*Clelia Campanella-42, *ex*Oilvigor, *ex*Olvigore, *ex*Holden Evans) TwinSc *ss*Gls.No.3–2.29 *2Dks&Web frames* *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel* *Mchy.Aft* D.F.	3245 2955 1965	✠ … 11,31				1917 2mo	Baltimore D.D.&S.B.Co. BaltimoreMd	Ministry of War Transport(British TankerCo.Ld. *Mgrs.)*	306·0 292·9 P76'F26'	47·2	28·0 FK	London British *WB*	T.3Cy.18",26½"&42"–27" 298NHP E*made*13–*fitted*27 London&GlasgowE.&S.B. Co.Ld.Gls.	28 ″ 1	
36500 168718 BDXJ	**Empire Guinevere** *2Dks* D.F. E.S.D. *CruiserStern*	7072 6614 4980					1942	WmDenny &Bros.Dd. Dumbarton	Ministry of War Transport(Glen& Co.Ld.*Mgrs.)*	432·2	56·3	34·2	Glasgow British	T.3Cy.24½",39"&70"–48" 339NHP J.G.Kincaid&Co.Ld.Grk.		
36501	**Empire Hazlitt** D.F. E.S.D. *CruiserStern*	7050 6580 4970	100A1 *with freeboard* *(ClassContemplated)*				1942	J.Readhead&SonsLd SouthShields	Ministry of War Transport (J.Morrison&Son, *Mgrs.)*	430·9 F39'	56·2	35·2	S.Shields British	T.3Cy.24½",39"&70"–48" N.E.MarineEng.Co (1938) Ld.Sld.	37 ″ 8 s11 ″ 0¾ 26 ″ 9	
36502	**Empire Mordred** D.F. E.S.D. *CruiserStern*	7030 6570 4970	100A1 *with freeboard* *(ClassContemplated)*				1942	C.Connell &Co.Ld. Glasgow	Ministry of War Transport (G.Nisbet&Co. *Mgrs.)*	431·3 F39'	56·3	35·2	Glasgow British	T.3Cy.24½",39"&70"–48" Barclay,Curle&Co.Ld.Gls.		
36503	**Empire Lytton** D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing*	9819 8899 5790	100A1 *(ClassContemplated)* *CarryingPetroleum in bulk*				1942	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Ministry of War Transport	483·8 P109'F39'	68·3	36·1	Middlsbro' British	T.3Cy.27",44"&76"–51" Richardsons,Westgarth& Co.Ld.Hpl.		
36504	**Edwin Markham** *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
36505 146561 GJFV	**Empire Corporal** (*ex*BritishCorporal-42) *ss*Fal.No.3–7,33 *ss*Sou.No.2–41 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing* E.S.D.	6972 6472 4075	✠100A1 2,42 ✠LMC6,41 *CarryingPetroleum in bulk* *Fitted for oil fuel*5,22 *F.P. above* 150°F.	Gal	*b*†	OG N5,41	1922 5mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	Ministry of War Transport (BritishTankerCo. Ld.*Mgrs.)*	440·0 P113'B32'F50' *CellDBuE&B*87'57*t* *DTf*47'729*t FPT*163*tAPT*192*t*	57·1	33·8 FK	London British 17*BHptCem* (*11 to U dk* *6 ,, 2nd ,,*)	2steam turbinesDRgeared to 1 sc. shaft (*s*) 200lb *120lb* 654NHP 3SB(Spt),*12cf*,GS204, HS8511 FD Palmers'Co.Ld.Newcastle	33 ″ 11 s6 ″ 6 27 ″ 8¼	
36506	**Empire Merganser** (*ex*Guimba-42) *ss*Bal.2ndNo.3–12,41 Sub.Sig. *1Dk&Shelter dk* *Ref.Mchy.* *Longitudinal framing*	6149 5657 4545	✠100A1 *Shelter dk with freeboard* 12,41 ✠LMC12,41 ✠Lloyd'sRMC12,41 *Fitted for oil fuel*6,19 *F.P. above* 150°F.	Bal	*z*	CL 11,41	1919 1mo	MooreS.B. Co. Oakland,Cal.	Ministry of War Transport(New ZealandShipping Co.Ld.*Mgrs.)*	402·5 P34'F39' *2 'tween dk BHs dispensed with* *CellDB*348'1351*t MT*30'554*tFPT*73*t APT*48*t*	53·0	32·0 FK	London British 7*BHptCem* (*4 to Sh dk* *3 ,, 2nd ,,*)	2DRgeared steam turbines 225lb (*s*) 652NHP 4WTB(Spt),HS11132 WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa.	34 ″ 6 s8 ″ 2 26 ″ 7½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou certif. si ce n'est dans le L.R. Durée Cert. R.of Trade.
36601 240943 WIDJ	**Flying A.** TwinSc D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Elec.welded* *ptLongitudinal framing* *Carrying Petroleum in bulk*	~~1650~~ 1729 — 1203					1941	Charleston S.B &D.D.Co Charleston, S C.	TideWater AssociatedOilCo.	246·2 P59'B32'F25'	43·0	17·2	Wilmingtn (Del.) Utd. States	Oil Engines 4S.C.SA 12Cy.17″-24″ 338NHP DeLaVergneEngineCo Eddystone,Pa.		R
36602 8489 SEMT	**Falsterbohus** D.F. 1*Dk 2nd dk clear of cargo tanks* *Mchy.Aft* *OilEng.* ~~D.F.~~ *CruiserStern* *Elec.Welded* *Longitudinal framing*	*10236* *9288* *6183*	✠100A1 ~~(ClassContem plated)~~ 10,41 ✠LMC10,41 *CarryingPetr*	Mmo *oleum*	e† 2$\frac{1}{4}$ *in*	CL *bulk*	1941 10mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	TrelleborgsÅngf. Nya A/B(J.Malmros,*Mgr.*) *CellDBu E73'213t*	503·4 513·0(O.L.) ~~P95~~'B37'F64' FK P94' *DTf36'580tFPT125t*	66·1	38·8	Trelleborg Swedish 11*BH* *APTs305t*	Oil Engines 2S.C.DA 8Cy.23$\frac{5}{8}$″-43$\frac{5}{16}$″ 1556NHP 2DB*180lb* KockumsM.V.Akt.Malmö	38 ″ 6 s8 ″ 9$\frac{1}{4}$ 29″10$\frac{1}{4}$	
36603	**Faja De Oro** (*ex*Genoano-41, *ex*Oyleric-37, *ss*Fal.2ndNo 3-4,37 *ex*Barneson) 2*Dks*(*Stl*) *Web frames* *Mchy.Aft* *Longitudinal framing*	6067 5767 3664	✠100A1 2,42 ~~1,40~~ Examined 5,41 BS5,41 *CarryingPetr* *Fitted for oil* ~~NO LATER~~	Gal Tmp MS2,42 ✠LMC~~4,37~~ *oleum* *fuel*2,14 ~~SURVEY~~	*a*† *in*	CL ~~4,37~~ 1,42 *bulk* *F.P. above* 1 ~~REPORTED~~	1914 2mo *Lloyd* 50° F.	Hawthorn Leslie&Co.Ld Newcastle *'sA&CP*	Petroleos Mexicanos,S.A. *CellDBuB41'116t* *DTf42'510'*	433·5 420·3 P99'B26'F45' FK *FPT83tAPT38t*	54·6	32·4	Tampico Mexican 17*BHCem* (9 *to U dk* 8 „ *2nd* „)	T.3Cy.27″,45″&74″-48″ (*r*) 180lb 536NHP 3SB,*9cf*,GS180,HS7983 FD Hwthrn,Leslie&CoLd Nwc	32 ″ 8 s5″11$\frac{3}{4}$ 26 ″ 10$\frac{1}{2}$	
36604 5985 SIKW	**Fenja** Aux3MstSr (*ex*Elsa Croy-40,*ex*Fenja-32) *OilEng.* *Mchy Aft* (*See SailingShip Register Supplement*)	*305* *253* *221*					1917	E.Brodin's Varfs.A/B Gefle	E.F.Dunér	119·2 P26'F12'	27·6	11·3	Västervik Swedish	Oil Engines 2S.C.SA 2Cy.14$\frac{15}{16}$″-15$\frac{3}{4}$″ NE38 SkandiaVerken 79NHP A/B,Lysekil		G'
36605 168245 MFTX	**Fulham VI** **Mchy.Aft** 1*Dk* E.S.D. ***CruiserStern*** *Cargo battens not fitted*	~~1580~~ ~~1170~~ ~~911~~ 1552 1179 891	✠ 100A1 ~~(ClassContem plated)~~ *withfreeboard* ~~(ClassContemplated)~~ ~~12,41~~ 3,42 ✠LMC12,41	~~Lth~~ ✠wc	*p*	CL	1941 12mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	247·0 256·8(O.L.) Q149'B16'F24' FK *CellDBuE24'f168'615tMT58tFPTs154tAPT18t*	39·6	16·6	London British 4*BHptCem* *ptAsp*	T.3Cy.16$\frac{1}{2}$″,27$\frac{1}{2}$″&46″-33″ (*s*) 200lb *105lb* 184NHP 1SB,*3cf*,GS58,HS2750 D.Rowan&Co.Ld.Gls.	18 ″ 6 s 5 ″11 16 ″ 9	
36606	**Fairport** D.F. GyC. ***CruiserStern***	7400	100A1 *Shelter dk* *withfreeboard* (*ClassContem plated*)				1941	GulfS.B. Corp. Chickasaw, Ala.	WatermanS.S. Corp.	445·0	63·0	31·2	Mobile,Ala Utd.States	2 steam turbinesDRgeared to 1 sc. shaft 1000NHP		
36607 241317 KTBH	**Francis Scott Key** 2*Dks* D.F. *Fitted for oil fuel* Sub.Sig. *CruiserStern*	~~7000~~ 7191 — 4389					1941	Bethlehem Fairfield Shipyard,Inc. Baltimore, Md.	UnitedStates Maritime Commission	416·0	57·0	37·3	Baltimore Utd.States *WB*	T.3Cy.25″,37″&70″-48″ 339NHP GeneralMachineryCorp. Hamilton,O.		
36608 168819 BCXY	**Fort Tadoussac** D.F. *CruiserStern*	~~6000~~ 7129 6706 4259	100A1 *withfreeboard* (*ClassContem plated*)				1941	DavieS.B. &Repairing Co.Ld. Lauzon,P.Q.	Ministry of War Transport(Ellerman&Bucknall S.S.Co.Ld.*Mgrs.*)	~~440·7~~ 424·5	~~57·1~~ 57·2	~~34·6~~ 34·9	Liverpool British	T.3Cy.24$\frac{1}{2}$″,37″&70″-48″ DominionEng.Co.Ld.Mtl.		
36609	**Froste** *OilEng.* *CruiserStern*	1950	100A1 *withfreeboard* (*ClassContem plated*)				1941	Finnboda Varf.Akt. Stockholm	Stockholms RederiA/B Svea (Eman.Högberg, *Mgr.*)	313·7 F27'	44·5	19·2	Stockholm Swedish	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings&SRgearing 14Cy.13$\frac{3}{8}$″-22$\frac{7}{16}$″ A/B Atlas-Diesel,Skm.		
36610 166053 BDPR	**Fort St. James** D.F. E.S.D. 2*Dks* *CruiserStern* *Butts of shell&dk plating elec.welded*	~~7000~~ 7128 6704 4258	✠100A1 *withfreeboard* ~~(ClassContem plated)~~ 5,42 ~~2,42~~ ✠LMC2,42	~~Ver~~ Npt	*a*†	CL	~~1941~~ 1942 2mo *Lloyd*	Burrard D D.Co.Ld. N.Vancouver *'sA&CP*	Ministry of War Transport (Ellerman's WilsonLine,Ld. *Mgrs.*) 6 *Divisional W.T.BHs in 'tween dks* *CellDB368'1149tDTa20'765tFPT145tAPT160t*	~~420·6~~ 424·7 438·5(O.L.) FK	57·2	34·9	Bristol British *Cem*	T.3Cy.24$\frac{1}{2}$″,37″&70″-48″ 220lb (*s*) FD 505NHP 3SB(Spt)*9cf*,GS153,HS7140 DominionEng.Co.Ld.Mtl.	37 ″ 4 s10″6$\frac{1}{2}$ 26″11$\frac{1}{2}$	
36611 HPVM	**Firethorn** (*ex*Norden-41) TwinSc *OilEng* D.F. 1*Dk&Shelter dk* *CruiserStern*	4700 4091 2778	✠100A1 *withfreeboard* 7,41 ~~6,39~~ Examined 7,41 ✠LMO5,37 *Carrying cargo oil in midship deep tank* ~~SURVEYS DELAYED~~	~~Bal~~ Phl	*a*†	CL 7,41 *F.P. above*150°	1937 5mo *Lloyd* F.	Nakskov Skibs.A/S Nakskov *'sA&CP*	UnitedStates Maritime Commission ~~(operated by UnitedStatesLines Co.)~~ *CellDB356'1162tMT30t*	401·4 429·9(O.L.) F39' FK 1204*t Tanks in way*	57·3	24·9	Panama Pnamanian 7*BH* (*Coll to Sh dk* 6 „ *2nd* „) *of tunnel* 97*t*	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$″-35$\frac{7}{16}$″ 808NHP DB*100lb* Akt.Burmeistr&Wain,Cpn *FPT77tAPT180t*	27 ″ 6 s 2 ″ 9$\frac{1}{4}$ 24″10$\frac{1}{2}$	
36612 168255 MGGB	**Fulham VII** *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1552 1179 891	✠100A1 *withfreeboard* ~~(ClassContem plated)~~ 2,42 ✠LMC2,42	Bnt	*p*	OG	~~1941~~ 1942 2mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	247·0 256·8(O.L.) Q149'B16'F24' FK *CellDBuE24'f168'615t MT58tFPTs154tAPT18t*	39·6	16·6	London British 4*BHptCem* *ptAsp*	T.3Cy.16$\frac{1}{2}$″,27$\frac{1}{2}$″&46″-33″ 200lb *105lb* (*s*) 184NHP 1SB,*3cf*,GS58,HS2750 FD D.Rowan&Co.Ld.Gls.	18 ″6 s5 ″ 11 16 ″ 9	
36613 HPXJ	**Friar Rock** (*ex*Arsa-41) *ss*Gen.No.3-6,33 *ss*Gen.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Fitted for oil fuel*	~~5441~~ ~~5022~~ ~~5428~~ 5427 5022 3431	✠ ... 11,41 *Shelter dk* *withfreeboard* ✠	Gen	*y*		1921 6mo	Stabilmnto Tecnico Trieste	UnitedStates Maritime Commission ~~(operated by WatermanS.S. Agency,Ld.)~~ *CellDBa&uE149'*	404·1 389·9 FK *f163'1185tF*	54·1	29·0	Panama Pnamanian *Cem* 2*BH o Sh dk* 4 „ „ *U* „	T.3Cy.27″,42″&68″-48″ 465NHP 3SB,*9cf*,GS158,HS7023 StabilimentoTecnico,Tri. *PT114tAPT224t*	32 ″ 0	R
36614 168820 BDPV	**Fort Chambly** D.F. ***CruiserStern***	~~6000~~ 7130 6708 4256	100A1 *withfreeboard* (*ClassContem plated*)				1942	DavieS.B. &Rpg.Co.Ld. Lauzon,P.Q.	Ministry of War Transport(Port Line,Ld.*Mgrs.*)	~~440·7~~ 424·5	~~57·1~~ 57·2	~~34·6~~ 34·9	Liverpool British	T.3Cy.24$\frac{1}{2}$″,37″&70″-48″ DominionEng.Co.Ld.Mtl.	37 ″ 4 s10″6$\frac{1}{2}$ 27 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36615 116732	**Frank E. Vigor** (*ex*WilliamB. Pilkey–41,*ex*SirWilliamSiemens) Sub.Sig *Mchy.Aft* 1*Dk*2*trB*	3886 — 3052					1896	GlobeIron WorksCo. Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	413·2	48·0	24·0	Wilmngtn (Del.) *WB* Utd.States	T.3Cy.23",41"&66"–42" 282NHP Globe I.W.Co.Cleveland,O		**R**
36616 FOYG	**Fomalhaut** (*ex*LouisL.D.–41) *OilEng.* D.F. E.S.D. GyC. 2*Dks* *CruiserStern*	5795 4948 3333					1936	Atel.&Ch. deFrance Dunkirk	Cie.Marseillaise deNav.Coloniale (Soc.d'Arm.de Gérance et d'EtudesTechniques,*Mgrs.*)	446·8 F13'	57·1	25·7 34·7	Dunkirk French *WB*	Oil Engines 2S.C.SA 8Cy.25⅝"–47¼" 911NHP Cie.deConstr Mecaniques Sulzer,St.Denis		**V**
36617	**Fairisle** D.F. GyC. *CruiserStern*	7400	100A1 *Shelter dk* *withfreeboard* (*ClassContem plated*)				1942	GulfS.B. Corp. Chickasaw, Ala.	WatermanS.S. Corp.	445·0	63·0	31·2	Mobile,Ala Utd.States	2 steam turbinesDRgeared to 1 sc. shaft GeneralElectricCo. Lynn,Mass.		
36618 167115 BDRC	**Fort Ville Marie** 2*Dks* *CruiserStern* D.F.	~~7000~~ 7122 6698 4259					1941	Canadian Vickers,Ld. Montreal	Ministry of War Transport (Thos.&Jno.Brocklebank,Ld.*Mgrs*)	~~423·0~~ 424·7	~~57·0~~ 57·2	34·9	Hull British *WB*	T.3Cy.24½",37"&70"–48" 339NHP CanadianVickers,Ld.Mtl.		
36619 168818 BDPT	**Fort Nipigon** 2*Dks* *CruiserStern* D.F.	7132 6708 4254					~~1941~~ 1942	Canadian Vickers,Ld. Montreal	Ministry of War Transport (Booth S.S.Co.Ld.*Mgrs.*)	~~423·0~~ ~~424·7~~ 424·8	~~57·0~~ 57·2	34·9	Liverpool British *WB*	T.3Cy.24½",37"&70"–48" 339NHP CanadianVickers,Ld.Mtl.		
36620 168633 BKBR	~~Fort Louisburg~~ **Fort Louisbourg** *CruiserStern* D.F.	7130 6706 4254					1941	Canadian Vickers,Ld. Montreal	Ministry of War Transport (W.Thomson&Co. *Mgrs.*)	~~423·0~~ ~~424·7~~ 424·8	~~57·0~~ 57·2	34·9	Cardiff British *WB*	T.3Cy.24½",37"&70"–48" 339NHP CanadianVickers,Ld.Mtl.		
36621 YTFJ	**Franka** (*ex*PrincPavle–42, *ex*Valparaiso–35, *ss*Vpo.No.3–6,30 *ex*Coquimbo–32, *ss*Ssk.No.2–39 *ex*Nevesinje.*ex*Savannah, 2*Dks*(*Stl*) *ex*GrecianPrince,*ex*WarHind)	*5282* *4843* *3210*	✠100A1 2,42 ~~4,41~~ ~~BS2,41~~	NYk ✠LMC~~1,39~~ 4,42	*y*	CL ~~6,40~~ 1,42	1918 10mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	A.Babarovic *CellDB*	400·0 P49'B113'F40' FK 340'1067*t* *FPT*135*t*	52·4	28·5	Milna Yugoslav 7*BHptCem* *APT*198*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEngCo.Ld.Sld.	31″0 s5″11½ 25″3¾	
36622 205009 WEDG	**Fred L. Hewitt** (*ex*GrahamC.Woodruff–41, *ex*M.A.Bradley) 1*Dk* D.F. Sub.Sig. *Mchy.Aft*	5539 — 4127					1908	Gt.Lakes Eng.Works Ecorse	NicholsonUniversalS.S.Co.	462·0	52·0	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.21½",35"&58"–42" 218NHP Gt.LakesEng.Wks.Detroit		**R**
36623	**Fort Alexandria** D.F. E.S.D. *CruiserStern*	7100 6700 4200	100A1 *withfreeboard* (*ClassContem plated*)				1942	NorthVcr. ShipRprs,Ld. NorthVcr.BC	WartimeMerchant Shipping,Ld.	420·6	57·2	34·9	British	T.3Cy.24½",37"&70"–48" CanadianAllisChalmers, Lachine,P.Q.		
36624	**Fort Qu'appelle** D.F. E.S.D. 2*Dks* *CruiserStern* *Butts of shell & dk plating elec. welded*	~~7000~~ 7127 6705 4258	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 3,42	Vcr ✠LMC4,42	*a*†	CL	1942 4mo *Lloyd*	Burrard D.D.Co.Ld. ~~N.Vancouver~~ Vncouvr,B.C. *sA&CP*	Ministry of War Transport (W.Thomson&Co.*Mgrs.*)	~~420·6~~ 424·6 438·5(O.L.) FK (*Coll to W dk,6,to 2nd dk*) 6 *Divisional W.T.BHs in 'tween dks* *CellDB*368'1149*tDTa*20'765*tFPT*145*tAPT*160*t*	57·2	34·9	British 7*BHCem*	T.3Cy.24½",37"&70"–48" 220lb (*s*) FD 505NHP 3SB(Spt)9*cf*,GS153,HS7140 DominionEngineering Works,Ld.Mtl.	37″4 s10″6½ 26″11½	
36625	**Fort Augustus** D.F. E.S.D. *CruiserStern*	7100 6700 4200	100A1 *withfreeboard* (*ClassContem plated*)				1942	NorthVan. ShipReprsLd NorthVcr,BC	WartimeMerchant Shipping,Ld.	420·6	57·2	34·9	British	T.3Cy.24½",37"&70"–48" CanadianAllisChalmers, Lachine,P.Q.		
36626	**Fort Camosun** D.F. E.S.D. *CruiserStern*	7100 6700 4200	100A1 *withfreeboard* (*ClassContem plated*)				1942	Victoria Mchy.Depot Co.Ld. Victoria,B.C.	WartimeMerchant Shipping,Ld.	420·6	57·2	34·9	British	T.3Cy.24½",37"&70"–48" JohnInglisCo.Toronto,Ont		
36627	**Fort Good Hope** D.F. E.S.D. *CruiserStern*	7100 6700 4200	100A1 *withfreeboard* (*ClassContem plated*)				1942	Burrard D.D.Co.Ld. N.Vancouver	Ministry of War Transport (R.Chapman& Son,*Mgrs.*)	420·6	57·2	34·9	British	T.3Cy.24½",37"&70"–48" DominionEng.Co.Ld.Mtl.		
36628	**Fort George** D.F. E.S.D. 2*Dks* *CruiserStern* *Butts of shell & dk plating elec.welded*	7129 6705 4253	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 4,42	Vcr ✠LMC4,42	*a*†	CL	1942 4mo *Lloyd'*	Burrard D.D.Co.Ld. ~~N.Vancouver~~ Vncouvr,B.C. *sA&CP*	Ministry of War Transport SirR.Ropner&Co. Ld.*Mgrs.*)	424·6 ~~420·6~~ 438·5(O.L.) FK (*Coll to W dk 6 to 2nd dk*) 6 *Divisional W.T.BHs in 'tween dks* *CellDB*368'1149*tDTa*20'765*tFPT*145*tAPT*160*t*	57·2	34·9	British 7*BHCem*	T.3Cy.24½",37"&70"–48" 220lb FD (*s*) 505NHP 3SB(Spt)9*cf*,GS153,HS7140 DominionEngineering WorksLd.Mtl.	37″4 s10″6½ 26″11½	
36629 168284 BDRZ	**Fireside** E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	~~2720~~ ~~2092~~ ~~1515~~ 2757 2103 1533	✠100A1 ~~(*ClassContem plated*)~~ 5,42	Sld ✠LMC5,42	*t*	CL	1942 5mo *Lloyd'*	S.P.Austin &Son,Ld. Sunderland *sA&CP*	Gas Light&Coke Co.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*) *CellDB*260	311·4 321·9(O.L.) Q177' ~~F32~~ F36' FK 898*tMT*8'200*tFPT*196*tAPT*36*t*	44·5	19·3	London British 5*BHptCem*	T.3Cy.18½",31"&52"–39" 220lb (*s*) 256NHP 2SB,6*cf*,GS88,HS3650 FD N.E.MarineEng.Co.(1938) Ld.Sld.	21″6 s7″1½ 19″3½	
36630 165361 BDWM	**Fresno City** *OilEng.* *CruiserStern* 2*Dks* ~~1*Dk&Shelter dk*~~	~~7250~~ ~~6787~~ ~~5109~~ 7261 6787 5021					1942	Wm.Doxford&Sons Ld Sunderland	ReardonSmith Line,Ld. (SirW.R.Smith &Sons,Ld.*Mgrs.*)	428·8	56·5	35·5	Bideford British *WB*	Oil Engines 2S.C.SA 3Cy.23⅝"–91 5/16" 516NHP Wm.Doxford&Sons,Ld.Sld		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. 3 Materiaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	Construit. Par qui. — Où.	Armateurs.	Longueur.	Largeur.	Creux.	12 Pavillon.	13 Machines. NHP=Force en chevaux—Cylindres.—Course. formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du Tirant d'eau correspondant. pds. ps.	15 Registré ou coté si ce n'est dans le L. R. Durée. Cert. B. of Trade.
36631	Fort Chilcotin D.F. E.S.D. *CruiserStern*	7000	100A1 *withfreeboard* *(ClassContem plated)*				1942	WestCoast Shipbuilders, Ld. Vancouver	WartimeMerchant Shipping,Ld.	420·6	57·2	34·9	British	T.3Cy.24½",37"&70"-48" DominionEng.Co.Ld.Mtl.		
36632 241514 KESO	Francis L. Lee *Pt.elec.welded* *2Dks* D.F. Sub.Sig. *CruiserStern* *Fitted for oil fuel*	7191 —— 4389					1942	Bethlehem Fairfield Shipyard.Inc. Baltimore,Md	UnitedStates Maritime Commission	423·1	57·1	34·8	Baltimore Utd.States *WB*	T.3Cy 25",37"&70"-48" 339NHP WorthingtonPump&Mchy. Corp.Harrison,N.J.		R
36633 168557 BDPS	Fort Churchill D.F. E.S.D. *2Dks* *CruiserStern* *Butts of shell&dk platg.elec.welded*	~~7000~~ 7129 6706 4256	✠100A1 *withfreeboard* ~~*(ClassContemplated)*~~ 2,42 ✠LMC3,42	Vcr	*a*†	CL	1942 3mo *Lloyd's A&CP*	Burrard D.D.Co.Ld. N.Vancouver	Ministry of War Transport (Thos.& Jno.Brocklebank, Ld.*Mgrs.*)	424·6 438·5(O.L.) *(Coll to W dk,6 to 2nd dk)* 6 *Divisional W.T.BHs in 'tween dks* *CellDB*368'1149*tDTa*20'765*tFPT*145*tAPT*160*t*	57·2	34·9	Manchester British FK 7*BHCem*	T.3Cy.24½",37"&70"-48" 220lb FD (*s*) 505NHP 3SB(Spt)9*cf*,GS153,HS7140 DominionEng.Co.Ld.Mtl.	37″4 s10″6½ 26″11½	
36634 241327 KPMR	Flagship Sinco *1Dk,2nd Dk forward of oil tanks* D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded*	10793 9934 6391	✠100A1 ~~*(ClassContemplated)*~~ 2,42 ✠LMC2,42 *CarryingPetroleum in bulk* *Fitted for oil fuel*2,42*F.P.above* 150°F.	Bos	$2\frac{11}{16}$	CL	1942 2mo *Lloyd's A&CP*	Bethlehem SteelCo.S.B. Division Quincy,Mass.	SinclairRefining Co.Inc.	508·5 529·0(O.L.) P109'B39'F45' FK *CellDBu E&B*84'138*t* *DTf*38'535*tFPT*313*tAPT*191*t*	72·1	38·0	Wilmngtn (Del.) Utd.States 15*BH*	2 steam turbinesDRgeared to 1 sc. shaft 1400NHP HS11110 FD 2WTB 500lb(Spt 465lb) DeLavalSteam TurbineCo.Trenton,N.J.	38″0	
36635	Fort McLoughlin D.F. E.S.D. *CruiserStern*	7100 6700 4200	100A1 *withfreeboard* *(ClassContem plated)*				1942	Burrard D.D.Co.Ld. N.Vancouver	Ministry of War Transport (CommonBros. Ld.*Mgrs.*)	420·6	57·2	34·9	British	T.3Cy.24½",37"&70"-48" DominionEng.Co.Ld.Mtl.		
36636 168290 BDRY	Flamma *1Dk* E.S.D. *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	~~2820~~ ~~2150~~ ~~1670~~ 2825 2150 1660	✠100A1 ~~*(ClassContemplated)*~~ 5,42 ✠LMC6,42	Bnt	*t*	CL	1942 6mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	GasLight&Coke Co.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*)	315·0 Q192'F29' FK *CellDB*266'991*tFPT*182*tAPT*68*t*	44·5	19·9	London British 5*BHptCem*	T.3Cy.18½",31"&52"-39" 200lb (*s*) 249NHP 2SB,6*cf*,GS101,HS3434 D.Rowan&Co.Ld.Gls.	22″1 s7″4¼ 19″11¼	
36637	Ferdinand Bol (*ex*EmpireRobin-42, *ex*EmpireOryx-41, *ex*WestHarshaw-40) *2Dks* D.F. Sub.Sig. *Fitted for oil fuel*	5704 5124 3465					1919	Columbia RiverSBCorp Portland,Or.	NetherlandShipping&Trading CommitteeLd. (FurnessWithy& Co.Ld.*Mgrs.*)	410·0 P43'B114'F47'	54·2	27·6	Dutch *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		RC
36638	Fort Fraser D.F. E.S.D. *2Dks* *CruiserStern* *Butts of shell&dk plating elec. welded*	~~7100~~ ~~6700~~ ~~4200~~ 7126 6703 4253	✠100A1 *withfreeboard* ~~*(ClassContem plated)*~~ 5,42 ✠LMC5,42	Vcr	*a*†	CL	1942 5mo *Lloyd's A&CP*	Burrard D.D.Co.Ld. ~~Vancouver~~ Vncouvr,B.C.	Ministry of War Transport(Mungo Campbell&Co.Ld. *Mgrs.*)	~~420·6~~ 424·6 438·5(O.L.) FK *(Coll to W dk* 6 *to 2nd dk)* 6 *Divisional W.T.BHs in 'tween dks* *CellDB*368'1149*tDTa*20'765*tFPT*145*tAPT*160*t*	57·2	34·9	British 7*BHCem*	T.3Cy.24½",37"&70"-48" 220lb (*s*) 505NHP 3SB(Spt)9*cf*,GS153,HS7140 1 DominionEngineering WorksLd.Mtl	37″4	
36639	Fort Chipewyan D.F. E.S.D. *CruiserStern*	7100 6700 4200	100A1 *withfreeboard* *(ClassContem plated)*				1942	WestCoast Shipbldrs,Ld. Vancouver	WartimeMerchant Shipping,Ld.	420·6	57·2	34·9	British	T.3Cy.24½",37"&70"-48"		
36640	Fort Bourbon D.F. E.S.D. *CruiserStern*	7100 6700 4200	100A1 *withfreeboard* *(ClassContem plated)*				1942	NorthVan ShipRprs.Ld. N.Vancouver	WartimeMerchant Shipping,Ld.	420·6	57·2	34·9	British	T.3Cy.24½",37"&70"-48" CanadianAllisChalmers, Lachine,P.Q.		
36641	Fort La Maune D.F. E.S.D. *CruiserStern*	7130 6700 4260	100A1 *withfreeboard* *(Class Contem plated)*				1942	DavieS.B. &Repairing Co Ld. Lauzon,P.Q.	Ministry of War Transport	440·7	57·1	34·6	British	T.3Cy 24½",37"&70"-48" DominionEng.Co.Ld.Mtl.		
36642	Fort Abitibi *2Dks* D.F. *CruiserStern*	7122 6698 4259					1942	Canadian Vickers,Ld. Montreal	Ministry of War Transport (Smith,Hogg&Co. Ld.*Mgrs.*)	424·7	57·2	34·9	British *WB*	T.3Cy.24½",37"&70"-48" 339NHP Can.Vickers,Ld.Montreal		
36643 BKBF	Fort Ellice D.F. E.S.D. *CruiserStern*	7000	100A1 *withfreeboard* *(ClassContem plated)*				1942	Burrard (Vancouver) D.D.Co.Ld. Vancouver, B.C.	Ministry of War Transport (LambertBros.Ld. *Mgrs.*)	420·6	57·2	34·9	British	T.3Cy.24½",37"&70"-48" DominionEng.CoLd.Mtl.		
36644	Fort McLeod D.F. E.S.D. *CruiserStern*	7000	100A1 *withfreeboard* *(ClassContem plated)*				1942	Yarrows, Ld. Victoria, B.C.	WartimeMerchant Shipping, Ld.(Glen Line,Ld.*Mgrs.*)	420·6	57·2	34·9	British	T.3Cy.24½",37"&70"-48"		
36645	Fort Stikine D.F. E.S.D. *CruiserStern*	7000	100A1 *withfreeboard* *(Class Contem plated)*				1942	PrinceRupertD.D.& Shipyard P.Rupert, BC	WartimeMerchant Shipping,Ld.(Port Line,Ld.*Mgrs.*)	420·6	57·2	34·9	British	T.3Cy.24½",37"&70"-48"		
36646	Fairland D.F. GyC. *CruiserStern* ***Elec. welded***	6166 3519	100A1 *Shelter dk* *withfreeboard* *(Class Contem plated)*				1942	GulfS.B. Corp. Chickasaw, Ala.	WatermanS.S. Corp.	445·0	63·0	31·1	Mobile,Ala Utd.States	2 steam turbinesDR geared to 1 sc. shaft GeneralElectricCo. Lynn,Mass.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
36647	**Fort Douglas** D.F. E.S.D. *Cruiser Stern*	7100 6700 4200	100A1 *with freeboard* (*Class Contemplated*)				1942	Victoria Machinery Depot Co. Ld. Victoria, B.C.	Wartime Merchant Shipping, Ld. (Haldin & Philipps, Ld. *Mgrs.*)	420·6|57·2|34·9	British	T.3Cy.24½",37"&70"–48" John Inglis Co. Toronto, Ont		
36648	**Fort Babine** D.F. E.S.D. *Cruiser Stern*	7100 6700 4200	100A1 *with freeboard* (*Class Contemplated*)				1942	North Van. Ship Reprs Ld North Vcr. BC	Wartime Merchant Shipping, Ld.	420·6|57·2|34·9	British	T.3Cy.24½",37"&70"–48" Canadian Allis Chalmers, Lachine, P.Q.		
36649	**Fort la Prairie** D.F. E.S.D. *Cruiser Stern*	7130 6700 4260	100A1 *with freeboard* (*Class Contemplated*)				1942	Davie SB & Repairing Co. Ld. Lauzon, P.Q.	Ministry of War Transport(~~F.C. Strick & Co. Ld. *Mgrs.*~~)	440·7|57·1|34·6	British	T.3Cy.24½",37"&70"–48" Dominion Eng. Co. Ld. Mtl.		
36650	**Fort La Reine** D.F. E.S.D. *Cruiser Stern*	7100	100A1 *with freeboard* (*Class Contemplated*)				1942	Burrard D.D. Co. Ld. N. Vancouver	Ministry of War Transport	420·6|57·2|34·9	British	T.3Cy.24½",37"&70"–48"		
36651	**Fort Lac La Ronge** D.F. E.S.D. *Cruiser Stern*	7100 6700 4200	100A1 *with freeboard* (*Class Contemplated*)				1942	Burrard D.D. Co. Ld. N. Vancouver	Ministry of War Transport	420·6|57·2|34·9	British	T.3Cy.24½",37"&70"–48"		
36652	**Fort Confidence** D.F. E.S.D. *Cruiser Stern*	7100 6700 4200	100A1 *with freeboard* (*Class Contemplated*)				1942	West Coast Shipbldrs, Ld. Vancouver	Wartime Merchant Shipping, Ld. (Maclay & McIntyre, Ld. *Mgrs.*)	420·6|57·2|34·9	British	T.3Cy.24½",37"&70"–48"		
36653	**Fort Battle River** D.F. E.S.D. *Cruiser Stern*	7100 6700 4200	100A1 *with freeboard* (*Class Contemplated*)				1942	North Van Ship Rprs, Ld. N. Vancouver	Wartime Merchant Shipping, Ld. (J. Cory & Sons, Ld. *Mgrs.*)	420·6|57·2|34·9	British	T.3Cy.24½",37"&70"–48"		
36654	**Freja** Aux3MstSr D.F. *Oil Eng.* *Mchy. Aft* 1*Dk* (*See Sailing Ship Register Supplement*)	312 235 142					1942	Kalmar Varv Kalmar	Rederiaktieb. Eystrasalt(~~Ernst Dunér, *Mgr.*~~)(E.F. Dunér, *Mgr.*)	114·6|27·5|12·6 P30'F15'	Västervik Swedish *WB*	Oil Engines 2S.C.SA 2Cy.16$\frac{17}{32}$"–18$\frac{27}{32}$" 96NHP A/B Bolinder-Munktell, Skm.		
36655	**F. A. C. Muhlenberg** 2*Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec. welded* *Cruiser Stern*	7000					1942	California S.B. Corp. Los Angeles, Cal.	United States Maritime Commission	423·0|57·0|34·9	Utd. States *WB*	T.3Cy.24½",37"&70"–48" 339NHP Joshua Hendy Iron Works, Sunnyvale, Cal.		
36656 7200 SEYA	**Fogdö** (*ex* Roslagen–42) ss Mmo. No.1–41 ss Rot. No.3–9,37 1*Dk*(*Stl*) *Cargo battens not fitted*	*1845* *1621* *1057*	✠100A1 5,41 ✠LMC5,41	Lkr	*r*	OG 9,40	1925 5mo	Akt. Lindholmen-Motala Gothenburg A&CP	Rederi A/B Rex (K.M. Kallström, *Mgr.*) *Cell DB*	262·0|42·7|18·1 P24'B67'F28' FK 224'502*t* APT41*t*	Stockholm Swedish 4*BH pt Cem pt Asp*	T.3Cy.21",33"&55"–36" (*s*) 185lb FD 238NHP 2SB(Spt),6*cf*,GS100,HS3370 Akt. Lindholmen-Motala	20 ″ 6 s 2 ″ 8¼ 18 ″ 0¼	

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36751	**Gustaf af Klint** *(SurveyVessel)* *OilEng.* D.F. E,S,D. GyC, *1Dk* *CruiserStern*	485					1941	Finnboda Varf Akt. Stockholm	Swedish Government (Kungl. Sjökar- leverket)	140·9 P(*port*)49′ P(*stbd*)38′	28·5	15·4	Stockholm Swedish	Oil Engines 2S.C.SA 4Cy.$13\frac{3}{8}$″–$22\frac{7}{16}$″ 125NHP A/B Atlas-Diesel,Skm.		
36752 168175	**Gold Ranger** D.F. E.S.D. *OilEng.* *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom&at deck*	3313 2558 1506	✠100A1 ~~7,41~~12,41 ✠LMC7,41 *Carrying oil*	~~Dun~~ Gls *fuel in*	*bu*	CL *lkF.P.*	1941 7mo *Lloyd* *above*	CaledonS.B.&E.Co.Ld. Dundee *'sA&CP* 150° F.	TheAdmiralty *CellDBuE68′110t*	339·7 355·3(O.L.) P129′F80′ *DTa14′114tDTsf3*	48·3	22·6 FK	London British ~~*12BH*~~ *13BH* *16t FPT79t*	Oil Engines 2S.C.SA 4Cy.$22\frac{1}{16}$″–$85\frac{7}{16}$″ 598NHP 2DB*150lb* Wm.Doxford&Sons,LdSld *APT24t*	22 ″ 6 s 2 ″ $5\frac{1}{4}$ 20 ″ $2\frac{1}{2}$	
36753	**Generoso** (*ex*Varko–41, *ex*Nelson–39,*ex*Horus–34, *ex*Ulrikka,*ex*Uto) *1Dk&Spar dk*	*1437* *1344* *811*					1896	Nylands Værksted Oslo	MigrosS.A.	231·5 H56′	35·0	19·3	Basle Swiss	T.3Cy.$16\frac{1}{2}$″,27″&44″–30″ 106NHP *WB* NylandsVærksted,Oslo		N
36754 168192 BCKK	**Gloucester** *OilEng.* *Ref Mchy.* *3Dks* D.F. E.S.D. *CruiserStern*	~~6476~~ ~~5506~~ ~~3869~~ 8532 7753 5022	✠100A1 *withfreeboard* 12,41~~7,41~~ ✠LMC7,41 ✠Lloyd'sRMC~~12,41~~5,42	Gls	c† $2\frac{1}{8}$	CL	1941 7mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow *'sA&CP* 6*Div*	FederalSteam Nav.Co.Ld. *isional WT BHs in* *Duct keel 56′fwd.*	457·5 473·0(O.L.) F40′ *upper 'tween dks* *of mchy space*	60·3	~~25·8~~ 25·6 FK (*Cell*	London British *8BHptCem* *Coll to W dk* *7 „ 2nd „*) *DB379′1049t*	Oil Engines 2S.C.SA 6Cy.$26\frac{3}{8}$″–$91\frac{5}{16}$″ 1294NHP DB*100lb* Barclay,Curle&Co.Ld. Gls *FPT80tAPT173t*	39 ″ 6 s12 ″ $3\frac{1}{2}$ 27 ″ 5	
36755	**Gonzenheim** TwinSc (*ex*Kongsfjord–41) *OilEng.* D.F. *CruiserStern* *1Dk&Shelter dk*	4000 3528 2365					1937	Eriksbergs M.V.Aktieb. Gothenburg		407·1	55·3	22·6	German	Oil Engines 2S.C.SA 14Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 945NHP *WB* EriksbergM.V.Aktieb.Got		N
36756	**Gallant Fox** (*ex*Giuan–41, *ex*Valprato–35,*ex*NicolòII) D.F. GyC. *1Dk*	5473 4564 3384					1918	N.Odero &Co. Genoa	UnitedStates Maritime Commission ~~(operated by WatermanS.S. Agency,Ld.)~~	382·9 378·0 P37′B113′F33′	51·8	27·5	Panama Pnamanian	T.3Cy.26″,$42\frac{1}{2}$″&$69\frac{7}{16}$″–48″ 337NHP *WB* N.Odero&Co.Genoa		
36757	**Grey Lag** (*ex*Vittorin–41, *ex*Comerio–40,*ex*Guantanamo, *ex*Registan) *2Dks*	*3312* *3004* *2042*	✠ ... 5,15 ✠				1910 7mo	W.Gray& Co.Ld. W Hartlepool	UnitedStates Maritime Commission ~~(operated by South AtlanticS.S.Line)~~	350·7 P25′B86′F35′	46·5	22·4 FK	Panama Pnamanian	T.3Cy.25″,40″&65–42″ 386NHP Cen.Mar.Eng.Wrks.WHpl	24 ″ 9	
36758	**George Washington** Ⓟ TwinSc D.F. GyC. Sub.Sig. *Ref.Mchy.* *5Dks&3Prom dks*	23788 20816 13902					1908	Akt.Ges. "Vulcan" Stettin	UnitedStates WarShipping Administration	699·1 B367′F111′	78·2	50·1	Wilmington, N.C. Utd.States	Q.8Cy 38″,57″,80″&112″–67″ 2052NHP *WB* A.G."Vulcan,"Stettin		R
36759	**Gaizka** (*ex*SanGorg–42, *ex*Mersdon–35,*ex*Kilmersdon) *1Dk*	*615* *491* *305*					1919	Smith'sDk. Co.Ld. South Bank onTees	NavieraOrtu- Zara,S.A.	170·0	30·0	15·7	Panama Pnamanian	T.3Cy.16″,26″&44″–26″ 99NHP Smith'sDockCo.Ld.		C
36760 HPYS	**Granville** (*ex*Wipunen–41, *ex*Tabarka–32) *ss*Cpn.2ndNo.3–8,37 *Cargo battens not fitted* *1Dk(Stl)*	4071 3620 2466	✠ ... 2,42 ~~BS4,41~~	MVo ~~✠LMC8,37~~	*w*	CL 10,41	1913 2mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	UnitedStates Maritime Commission *CellDBa113′*	350·0 362·9(O.L.) P30′B67′F34′ *uE23′ f154′ 1035t*	50·0	25·3 FK	Panama Pnamanian *6BHCem* *APT105t*	T.3Cy.24″,38″&64″–42″ (*s*) 180lb 314NHP 2SB.*6cf*.GS98,HS4172 FD Cen.Mar.Eng.Wks.W.Hpl	27 ″ 8 s ~~5 ″ 2~~ ~~22 ″ 8~~	R †
36761 241390 KBTG	**Geo. Whitlock II** D.F. *OilEng.* *Mchy.Aft* *1Dk* *Elec.welded* *Longitudinal framing* *Carrying Petroleum in bulk*	~~985~~ 987 — 792					1941	R.T.C. S.B.Corp. Camden,N.J.	~~IraS.Bushey& Sons~~ DieselTanker Geo.Whitlock,Inc. (IraS.Bushey& Sons,*Mgrs.*)	213·0 P52′B16′F20′	37·1	14·1	NewYork Utd.States	Oil Engines 2S.C.SA 7Cy.14″–17″ 241NHP *WB* FairbanksMorse&Co. Beloit,Wis.		
36762 241409 KBKB	**Gettysburg** D.F. E.S.D. GyC. *Mchy.Aft* *1Dk* *Elec.welded* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern* *Carrying Petroleum in bulk*	10300 9540 6190					1942	SunS.B.& DryDockCo Chester,Pa.	UnitedStates Maritime Commission	503·0 P108′B36′F53′	68·0	39·3	Phildlphia Utd.States	Steam turbine connected to elec. motor&sc. shaft *WB* GeneralElectricCo. Lynn.Mass.		
	Now "Esso Gettysburg," *see No.36480 in Supplement*															
36763	**Gold Heels** (*ex*Brennero–42) D.F. *1Dk2trB* *Fitted for oil fuel* *Carrying oil in bulk*	4946 3965 2810					1921	Soc.Eser- cizioBacini RivaTrigoso	UnitedStates Maritime Commission	343·5 328·1	59·3	26·7	Panama Pnamanian	T.3Cy.26″,$42\frac{1}{2}$″&$69\frac{7}{16}$″–48″ 337NHP *WB* Soc.EsercizioBacini,Riva Trigoso		
36764 241466 KDJJ	**Gulfamerica** *1Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* Sub.Sig. *Longitudinal framing* *Carrying Petroleum in bulk*	~~8200~~ 8081 — 4805					1942	Bethlehem Sparrow'sPt. Shipyard,Inc. Sparrow'sPt. Md.	GulfOil Corporation	445·0 P92′B55′F45′	64·2	34·9	Phildlphia Utd.States	2steam turbinesDR geared to 1sc. shaft 583NHP *WB* BethlehemSteelCo.S.B. Division,ForeRiver,Mass.		
36765 217693 KEPT	**Green Mountain** (*ex*BlackHawk–41,*ex*Saco–32) D.F. E.S.D. *2Dks&Web frames* *Fitted for oil fuel*	4988 4740 3085	✠ ... 6,20 ✠				1919 4mo	American International S.B.Corp. HogIslandPa	~~BlackDiamond SteamshipCo.~~ FederalMarine Corp.(StatesMar- ineCorp.–*Mgrs.*)	390·0 P39′B122′F43′	54·2	27·6 FK	NewYork Utd.States	DR geared steam turbine 600NHP *WB* GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
36766	~~**Goyazloide**~~ (*ex*Teresa–42) **Goiazloide** ~~*ss*Tri.No.3–10.38~~ D.F. *2Dks(Stl)&Web frames* *Ref.Mchy.* *ss*Rio.No.3–2,42	6131 5022 3719	✠100A1 2,42 ~~10,38~~ ✠LMC2,42 ~~MS9,34~~ ~~BS12,39~~ ~~✠Lloyd'sRMC9,40~~ *Fitted for oil*	~~Pla~~ Rio *fuel 6,22*	*z*	CL ~~N12,39~~ 2,42 *F.P.above 1*	1922 6mo	Cant.Nav. Triestino Trieste A&CP 50° F.	LloydBrasileiro *CellDB342′1248t M*	417·7 P36′B124′F44′ *Tf27′816tFPT107t*	54·2	30·2 FK	R Janeiro Brazilian *6BHCem* *APT135t*	T3Cy$26\frac{3}{8}$″,$42\frac{1}{8}$″&$70\frac{1}{16}$″–$48\frac{1}{16}$″ 180lb (*s*) FD 483NHP 3SB(Spt)*9cf*,GS148.HS7221 VereinigteMaschfSmichov	32 ″ 10 s 7 ″ $8\frac{3}{8}$ 25 ″ 4	
			~~NO LATER SURVEY REPORTED~~													

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréements, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
36767 7394 SGIO	**Gothia** (*ex*Siirto-41,*ex*Ferm, *ex*Alcides,*ex*WilhelmBiesterfeld) D.F. 1*Dk*	*848* *605* *420*					1921	D.W.Kre-merSohn Elmshorn	RederiA/BSylvia (A.Billner,*Mgr.*)	193·1|31·0|12·3 Q63*t*H65*t*F33*t*	Gothenbrg Swedish *WB*	T.3Cy.14½",23¼"&37⅜"-25½" 72NHP Steen&Kaufmnn,Elmshrn.		
36768	**George Calvert** D.F. Sub.Sig. 2*Dks* *CruiserStern* *Fitted for oil fuel*	7191					1942	Bethlehem Fairfield Shipyard.Inc. Baltimore,Md	UnitedStates Maritime Commission	423·1|57·1|34·8	Baltimore Utd.States *WB*	T.3Cy.25",37"&70"-48" 339NHP WorthingtonPump&Mchy. Corp.Harrison,N.J.		
36769	**Golden Eagle** D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* *ptLongitudinal framing* *CruiserStern* *Carrying Petroleum in deep tanks*	6100 3597					1942	MooreD.D. Co. Oakland,Cal.	UnitedStates Maritime Commission	439·0|63·2|27·5 B77′	S.Frncisco Utd.States *WB*	2steam turbinesDRgeared to 1sc.shaft 1000NHP GeneralElectricCo. Lynn,Mass.		
36770	**Gavealoide** (*ex*Arizona-42) TwinSc *OilEng.* D.F. 2*Dks*	6385 6048 4013					1922	A/S Nak-skovSkibs. Nakskov	LloydBrasileiro	408·4|54·4|33·4	R.Janeiro Brazilian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP Akt.Burmeistr&Wain,Cpn		
36771 4877 SGNR	**Gripen** (*ex*LudvigKollberg-42) *ss*Got.2ndNo.3-8,33 *ss*Got.No.1-37 *Well deck* 1*Dk*(*Stl*)	*564* *379* *241*	✠100A1 5,41 BS5,41	Got ✠LMC6,37	*h*	OG 3,39	1908 7mo *Lloyd*	Göteborgs M.V.Aktieb Gothenburg '*sA&CP*	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*)	165·2|27·0|11·6 176·4(O.L.) P14′Q72′B13′F16′ BK7″ *DBa* 35′ *uE*14′ 52*t* *FPT*	Gothenbrg Swedish 4*BHCem* 39*tAPT*16*t*	T.3Cy.14$\frac{3}{16}$",22$\frac{7}{16}$"&39"-23$\frac{5}{8}$" 190lb *90lb* (*s*) 91NHP 1SB,*2cf*,GS38,HS1526 GöteborgsMV.Aktieb.Got	12 ″ 5 s 4 ″ 2¼ 12 ″ 6¼	
36772 EADV	**Gerona** (*ex*Telena-42) *OilEng.* *Mchy.Aft* *ss*H.Kg.No.3-5,39 D.F. E.S.D. 1*Dk*(*Stl*) *CruiserStern* *Longitudinal framing at bottom & at deck*	*7406* *6761* *4279*	✠100A1 11,39 ✠LMC DBS5,39 *CarryingPetr*	Bry CS5,39 5,39 *oleum*	*b*† 2¼ *in*	CL 4,39 *bulk*	1927 3mo *Lloyd*	NewWater-wayS.B.Co. Schiedam '*sA&CP*	Cia.Espanola de PetroleosS/A	440·4|59·5|32·7 P99′B34′F58′ FK *CellDBuE*69′28 5*tDTf*32′284*t* *FPT*	Bilbao Spanish 15*BHptCem* 162*tAPT*67*t*	Oil Engines 4S.C.SA 6Cy.32¼"-59$\frac{1}{16}$" 602NHP 2DB*180lb* Werkspoor,Amsterdam	32 ″ 9 s 6 ″ 3¼ 26 ″ 8	
36773 5411 SDZW	**Gunny** (*ex*Ethel-42,*ex*Malta) Iron *Well deck* *ss*Lkr.4thNo.3-11,33 *ss*Gfl.No.2-42 ~~*ss*Hbg.No.1-38~~ 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	*1511* *1223* *908*	✠100A1 4,42 ~~10,41~~ ~~MS1,38~~	~~Got~~ Gfl ✠LMC4,42 ~~BS3,41~~	*q*	OG ~~9,30~~ 1,42	1882 9mo	JReadhead &Co. SouthShields A&CP	RederiA/B Strömsholmen (A.Hansson,*Mgr*)	259·0|36·0|17·5 266·9(O.L.) BK9″ Q136′B26′F32′ *DBa* 78′ *f* 72′340*t*	Vastervik ~~Stockholm~~ Swedish 4*BHCem*	C.2Cy.26$\frac{13}{16}$"&58"-36" 80lb 161NHP 2SB,*4pf*,GS71,HS2706 J.Readhead&Co.S.Shields	18 ″ 7 s 5 ″ 5½ 17 ″ 11	
36774	**George Matthews** 2*Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0|57·0|34·9	Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP GeneralMachineryCorp. Hamilton,O.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Special Surveys.	3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
36901 167592 GBKG	**Harpalyce** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5169 4521 2977	✠100A1 *withfreeboard* 6,40 ✠LMC6,40 *Fitted for oil fuel* 6,40 *F.P. above* 150° F.	Sld	*b*† $2\frac{1}{16}$	CL	1940 6mo *Lloyd'sA&CP*	Bartram& Sons,Ld. Sunderland	GowlandS.S.Co. Ld.(J.&C.Harrison,Ld.*Mgrs.*) *CellDB*365′ 1497*t MT*23′ 977*t FPT*150*t APT*245*t*	437·0 450·8(O.L.) F34′	58·5	25·0 FK	London British 7*BHptCem* (*Coll toSh dk* 6 „ 2*nd*„)	T.3Cy,23½″,38″&66″-45″(*r*) 220lb Rht. 470NHP 2SB(Spt)&1AuxSB, FD 9*cf*,GS144,HS6940 N.E.MarineEng.Co (1938) Ld.Sld.	28 ″ 9 s 3 ″ 2¼ 25 ″ 9¼	
36902 165897 BDRR	**Hororata** TwinSc 3*Dks,4thDk in forward holds* D.F. E.S.D. GyC *Ref.Mchy.* *CruiserStern*	13945 12861 8323	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 4,42 ✠LMC4,42 *Fitted for oil fuel*4,42 *F.P.above*150°F. ✠Lloyd'sRMC5,42	Gls	*i*† $2\frac{7}{16}$	CL	~~1941~~ 1942 4mo *Lloyd'sA&CP*	J'hnBrown Co.Ld. Clydebank	NewZealand ShippingCo.Ld. 6*DivisionalW.T.BHs in upper'tween dks* *Duct keel forward of mchy. space* *CellDB*435′1612*tTanks at sides of tunnels*1747*tFPT*101*tAPT*150*t*	532·2 551·3(O.L.)	70·4	44·7 36·2 FK	Plymouth ~~London~~ British 8*BH ptCem* (*Coll to W dk* 7 *to*2*nd dk*)	6 steam turbinesSR geared to 2 sc. shafts 2629NHP 130*lb* HS19930 FD 2WTB450lb(Spt 425lb) JohnBrown&Co.Ld.	47 ″ 6 s14 ″ 2½ 33 ″ 6½	
36903 GRKS	**Harpenden** *ss*Shl.No.2–39 D.F. 1*Dk*(*Stl*) *Now* "Empire Stour," *see No.* 36398 *in Supplement*	4678 4306 2774	✠ 7,40 ✠ (*Reclassification Contemplated*)	Hul	*z*		1930 9mo	Bartram& Sons,Ld Sunderland	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*356′1148*t FPT*149*t APT*210*t*	400·9 P34′B257′F34′	54·5	24·6 FK	British 6*BHCem*	T.3Cy.25″,41″&68″-45″ 408NHP 2SB(Spt)&1AuxB,9*cf*, GS180,HS7277 N.E.MarineEng.Co Ld.Sld	27 ″ 1	
36904 604 SVBV	**Hellas** Ⓟ (*ex*IraM.–33, TwinSc *ex Yacht* Valiant) *ss*Msl.No.3–2,06 *ss*Sou.No.1–11 2*Dks*(*UdkStl*–ws)&*Spar dk*(*Stl*–ws)	2295 — 1227	✠ 1,14 ✠	Sou			1893	LairdBros. Birkenhead	HellenicCoast LinesCo.Ld.	307·7 F42′ *Prom.dk*128′	39·1	13·8	Piræus Greek 9*BHCem* *Cell DB*158′180*t*	T.6Cy.23″,36″&55″-36″ 820NHP 2DB,12*cf*,GS288,HS9595 LairdBros.Birkenhead		
36905 HPUZ	**Halma** (*ex*Nora–41) TwinSc *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Butts of shell plating elec. welded* *Strengthened for navigation in ice*	2937 2351 1605	✠100A1 *withfreeboard* ~~7,41~~11,41 ✠LMC1,40	NYk	*w*	CL P7,41	1940 1mo *Lloyd'sA&CP*	Aalborg VærftA/S Aalborg	UnitedStatesMaritimeCommission ~~(operated by MarineOperating Co.Inc.)~~ *CellDB*301′734*t* *tanks at sides of tunnel*53*tFPT*10*t APTs*185*t*	356·4 373·7(O.L.) F62′	51·9	18·0 FK	Panama Pnamanian 6*BH* (*Coll to Sh dk* 5 „2*nd*„)	Oil Engines 2S.C.SA 12Cy.$19\frac{1}{16}$″–$35\frac{7}{16}$″ 810NHP Akt.Burmeistr&Wain,Cpn	21 ″ 0 s ″ 11 20 ″ 2½	
36906 24083 JIAD	**Hiteru Maru** (*ex*RyuhukuMaru–41, *ex*RyufukuMaru–38) *ss*Kob.No3–3,38 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5857 5586 4259	✠100A1 *Awng dk* *withfreeboard* 5,41 ✠LMC5,41	Inn	*y*	OG 5,41	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	NissanKisenK.K. *CellDB*334′1118*t FPT*126*tAPT*93*t*	385·0	51·0	36·0 FK	Tokyo Japanese *Cem* *Collision BH to A dk* 5 „ „ *U* „	T.3Cy.26″,43½″&$72\frac{3}{16}$″-48″ 200lb (*s*) 436NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
36907 46795 JWIN	**Hakkai Maru** 2*Dks*	2921 — 1539					1939	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K.	309·0 P26′B102′F30′	44·9	24·6	Tokyo Japanese *WB*	T.3Cy.$24\frac{7}{16}$″,$40\frac{1}{16}$″&$66\frac{15}{16}$″- $43\frac{5}{16}$″ 287NHP UragaDockCo.Ld.Uraga		
36908 7399 SFLA	**Havsbris** (*ex*Theodor–41,*ex*Byna) *ss*Lkr.No 3–3,33 *ss*Hbg.No.2–41 ~~*ss*Got.No.1–38~~ 1*Dk*(*Stl*)	*1939* *1664* *1083*	100A1 ~~3,41~~11,41 ~~MS3,41~~	~~Hbg~~ Got LMC3,41 ~~BS3,40~~		OG ~~3,41~~ 10,41	1919	J.&A.v.d. Schuyts Papendrecht	RederiA/B Bris (J.Larsson,*Mgr.*) *CellDBa*79′*uE*17′*f*100′ 419*t FPT*48*t APT*71*t*	268·8 280·0(O.L.) P35′B57′F12′	42·2	18·2 FK	Stockholm Swedish 4*BHCem*	T.3Cy.17½″,29″&46″-36″ (*s*) 180lb 200NHP 2SB.4*cf*,GS78,HS3144 J.&A.Van der Schuyt	20 ″ 6 s 2 ″ 9¾ 17 ″ 11	
36909	**Hindoo** (*ex*Broholm–41) 1*Dk&ptAwng dk*	1544 1296 913					1925	Frdrkshvn Skibs&Flydk Fredrikshavn	UnitedStates MaritimeCommission~~(operated by MarineOperatingCo.Inc.)~~	280·7	37·7	16·0	Panama Pnamanian *WB*	C.4Cy.(2)14¾″&(2)31½″- $35\frac{7}{16}$″ & 1LP turbine SvendborgMsk.Svendborg		V
36910	**Hermis** (*ex*AdaO.–42) D.F.	5234 5013 3187					1919	Flli. Orlando&Co. Leghorn	UnitedStates Maritime Commission	373·0 358·4	45·8	33·3	Panama Pnamanian *WB*	T.Cy.$22\frac{3}{8}$″,$36\frac{2}{5}$″&$60\frac{3}{5}$″-$39\frac{3}{8}$″ NE25 230NHP Flli.Orlando&Co.Leghorn		
36911 220628 KDFH	**Hoosier** (*ex*BlackEagle–41, *ex*Tomalva–32) D.F. E.S.D. 2*Dks* *Fitted for oil fuel*	5060 4598 3123					1920	American International S.B.Corp. HogIslandPa	HoosierMarine Corp. (StatesMarine Corp.–*Mgrs.*)	390·0 P39′B121′F43′	54·2	27·0	Baltimore Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
36912	**Henry Knox** 2*Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½″,37″&70″-48″ 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
36913 OYEM	**Hedda** (*ex*Harriet–42) D.F. 1*Dk*	1144 929 671					1922	Schiffb.Ges Unterweser m.b.H. Weser -munde-L.	J.Lauritzen	230·6 P21′B56′F28′	34·6	14·1	Esbjerg Danish *WB*	C.4Cy.(2)12¾″&(2)27½″- 27½″ NE30 141NHP Christiansen&Meyer, Harburg		G
36914 231916 WKEC	**Hammondsport** (*ex*SeatrainHavana–41) 2*Dks* D.F. E.S.D. GyC. *CruiserStern* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing* (*Carrying loaded railway cars*)	8061 7900 4927					1932	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	470·0 P33′B218′F168′	63·7	33·2	NewYork Utd.States *WB*	1 steam turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
36915 200333	**Herman C. Strom** (*ex*A.H.Ferbert–42,*ex*A.F.Harvey, *ex*Wisconsin) D.F. GyC. 1*Dk*2*trB*	4111 — 3005					1903	Superior S.B.Co. W.Superior	PittsburghS.S.Co.	428·0	50·0	28·0	Duluth, Min. Utd.States *WB*	T.3Cy.22″,35″&58″-42″ 218NHP SuperiorS.B.Co.		
36916	**Henry Clay** 2*Dks* *Fitted for oil fuel* *Elec. welded* *CruiserStern*	6900					1942	Alabama D.D.&S.B.Co. Mobile,Ala.	UnitedStates Maritime Commission	416·0	56·9	37·3	Mobile,Ala Utd.States *WB*	T.3Cy.24½″,37″&70″-48″ 339NHP GeneralMachineryCorp. Hamilton,O.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of h. of Trade Cert.
36917	Houston City *OilEng.* D.F. 1*Dk&Shelter dk* *Cruiser Stern*	7260 6787 5021					1942	Wm.Doxford&SonsLd Sunderland	(SirW.R.Smith &Sons,Ld.*Mgrs.*)	428·8	56·5	35·5	Bideford British	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 516NHP *WB* Wm.Doxford&Sons,Ld.Sld		
36918	Hobbema (*ex*EmpireCheetah–42, *ex*Kalani–40,*ex*Helen Whittier–38, *ex*WestLianga) 2*Dks* *Fitted for oil fuel*	5507 5057 3413	100A1 (*Classification Contemplated*) Examined 2,42 9,41 BS2,42	Bry Bos		CL 9,40	1918	Skinner&EddyCorp. Seattle,Wash	NetherlandShipping&Trading Committee,Ld. (British&ContinentalShipping Agency,Ld.*Mgrs.*)	409·6 P43'B115'F47'	54·2	27·1	Dutch	DR geared steam turbine 210lb (*r*) *WB* 3SB(Spt).*9cf*,HS8085 GeneralElectricCo. Schenectady,N.Y.	29 ″ 9 s5″10½ 24 ″ 1½	
36919	Hardingham *OilEng.* D.F. E.S.D. *CruiserStern*	7250 6787 5100	100A1 *withfreeboard* (*ClassContemplated*)				1942	Wm.Doxford&SonsLd Sunderland	CowlandS.S.Co.Ld (J.&C.Harrison, Ld.*Mgrs.*)	428·8	56·5	35·5	British	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" Wm.Doxford&Sons,Ld.Sld		
36920 3554 SHJK	Hanna (*ex*Kristina–42,*ex*Wisborg–39, *ex*Aira) ssGot.3rdNo.3–4,36 ssSkm.No.1–41 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)	721 503 335	✠100A– 8,41 DBS6,41 MBS11,40	Skm ✠LMC MS6,41	*j*	OG 8,41	1899 10mo	Scott&Sons Bowling A&CP	RederiA/B Kullaberg(Axel Sjösten,*Mgr.*) *CellDBuE&*	180·0 Q33'B10'H53*t*F19' *B39'f103'222tFPT*	30·1	11·7	Höganas Swedish FK 3*BHCem* 46*tAPT*16*t*	T.Cy.$13\frac{1}{4}$",$25\frac{1}{2}$"&41"–27" 160lb *65lb* (*s*) 98NHPs 1SB.*3pf*,GS51,HS1634 Ross&Duncan,Glasgow	14 ″ 0 4 ″ 6¾ 13 ″ 6¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Visites Périodiques.	3 *Ex-nom, s'il y a lieu.* Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres ou coté, si ce n'est dans le L. R. Durée. Cert. R. of Trade.

1 , in ok. icial o. de ters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
051 1157 IRX	**Island Mail** D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy CruiserStern* 2*Dks*	6622 — 3854					1941	Sun.S.B.& DryDockCo. Chester,Pa.	AmericanMail Line,Ld.	453·3|63·2|27·5 P23'B86'F41'	Seattle Utd. States *WB*	Oil Engines 2S.C.SA 5Cy.32"-95" 870NHP SunSB&DD.Co.ChesterPa		
052 0842 HX	**Irénée Du Pont** D.F. E.S.D. 2*Dks* GyC. *Fitted for oil fuel* *pt.Elec.welded CruiserStern*	~~6400~~ 6125 ← 3600					1941	NwprtNws S B.&D.D.Co NewprtNews	International FreightingCorp. Inc.	~~459·0|63·0|~~27·3 P23'B77'F41' 439·0|63·2|	Wilmington (Del.) Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 1100NHP NewportNewsSB.&DD Co.		R
53 23188 PJW	**Ingman** (*ex*Signe-41,*ex*LakeHallwil-41, *ex*CarolDorian-38, *ss*Ist.2ndNo.3-10,32 *ex*Carol, *ss*Ant.No.1-37 *ex*Helmsdale) *Spardk(Stl)2trB&deep framing Main dk in Nos.1&4holds* *Cargo battens not fitted*	3169 2991 1997	✠100A1 *Spar dk withfreeboard* 4,42 ~~5,41~~ Examined ~~5,41~~ 4,42 BS4,42 ✠LMC5,41	Lon	*v*	CL ~~N6,38~~ 4,42	1907 10mo *Lloyd'sA&CP*	A.Rodger &Co. Port Glasgow	Ministry of Shipping(Harper,Matthew&Co.Ld. *Mgrs.*)	330·5|49·0|22·3 P21'B92'F35' FK *Cell DBa&u E126'f146'*	London British 5*BHCem* 846*t* *APT*69*t*	T.3Cy.24",40"&65"-42" (*s*) 170lb NDB24 305NHP 2SB,6*cf*,GS128,HS4786 A Rodger&Co.Glasgow	24 ″ 9 s 3 ″ 11¾ 21 ″ 0	
7054 9728	**Irish Hazel** (*ex*Noemijulia-41, *ex*Noemi, *ss*Sld.2ndNo.3-6,20 *ex*Barlby) *ss*Cpl.No.2-39 1*Dk(ptIrn ptStl)&ptAwng dk(Irn) &Webframes*	2503 1749 1632	✠ ~~—~~ 6,33 ✠	Pir	*s*		1895 11mo	Ropner& Son Stockton	IrishShipping,Ld.	290·0|43·0|16·6 P27'Q117' FK *ptAwng dk*173' *CellDBa*100'*uE*24'	Dublin British 5 *BHCem* *f*108'482*t*	T.3Cy.22½",36½"&60"-39" 224NHP (2)NDB15 2SB,6*cf*,GS93,HS3358 Blair&Co.Ld.Stockton	19 ″ 9	V †
7055 15646 EINJ	**Irish Larch** (*ex*HaifaTrader-41, *ex*Tregothnan-39) *ss*Shl.No.3-7,16 *ss*Shl.No.1-20 1*Dk2trB&deepframing*	3076 2904 2056	✠ … 6,24 ✠				1903 4mo	J Readhead &Sons S.Shields	IrishShipping,Ld.	323·9|47·0|23·7 P31'B92'F32' FK	Dublin British *WB*	T.3Cy.24",40"&64"-42" NDB21 281NHP J.Readhead&Sons,S.Shl.	25 ″ 0	V †
7056 5623 KW	**Inez** (*ex*Greta-41, 3Mst 1*Dk*	*304* *254* *191*					1914	Eriksbergs M.V Aktieb Gothenburg	AxelHansson	127·4|22·5|11·5 P30'H18'F15'	Västervik Swedish *WB*	C.2Cy.11¼"&27¾"-16½" 26NHP EriksbergM.V.Aktieb.Got		V
057 BK	**Ipanema** Ⓟ 2*Dks* *Well deck* *Fitted for oil fuel*	4282 — 2660					1921	Forg.&Ch. de laMédit LaSeyne	Cie.deNav.France-Amérique(Soc. Gén.deTransp. Mar.àVap.*Mgrs.*)	360·2|45·9|24·0 P233'F46'	Marseilles French *WB*	2 steam turbines & electric motors Forg.&Ch.delaMédit.Msl.		V
058 1131 XM	**Inga** (*ex*Airisto-41,*ex*Ragni-35, *ex*Sixty-four-33, *ss*Moss2ndNo.3-4,33 *ex*Sommen, *ss*Abo.No.1-37 *ex*St.Thomas, 1*Dk(Stl)&deep framing* *ex*Vikingen) *Cargo battens not fitted*	2410 2215 1341	✠100A1 10,39 ✠LMC MS11,37 BS8,39	Abo	*t*	CL 10,39	1907 11mo *Lloyd'sA&CP*	S.P. Austin &Son.Ld. Sunderland	LovisaÅngfartygs A/B (A/B R.Nordström&Co.O/Y. *Mgrs.*)	306·0|43·4|20·7 293·9 P21'B76'F30' FK *IntermediateBH in fore hold dispensed with* *CellDBa*94'*uE&B*	Lovisa Finnish *Asp* 4*BHonly* 36'*f*120'667*t*	T.3Cy.22",36¼"&59"-39" (*s*) 180lb 235NHP s 3SB,6*cf*,GS96,HS3609 N.E.MarineEng.Co.Ld.Sld *FPT*118*t* *APT*123*t*	23 ″ 1 3 ″ 5½ 19 ″ 9¼	
			NO LATER SURVEY REPORTED											
7059 3411 NK	**Irish Poplar** (*ex*Vassilios Destounis-41, *ss*Rot.2ndNo 3-9,38 *ex*Northborough-33, 1*Dk(ptIrn&ptStl)* *ex*Ardenhall, *ex*Bathampton, *ex*Withernsea)	~~3299~~ ~~3144~~ ~~2058~~ 3384 3144 2056	✠100A1 ~~9,41~~ ~~3,40~~ 6,42 ✠LMC MS12,37 BS~~11,39~~ 9,41	~~Ant~~ ~~Lis~~ Bry	*w*	CL ~~9,38~~ 8,41	1912 10mo *Lloyd'sA&CP*	Earle'sCo. Ld. Hull	IrishShipping,Ld.	352·0|49·6|22·0 P30'B189'F37' FK *CellDBa*108'*uE*22'*f*156'844*t* *FPT*	Dublin British 6*BHCem* 65*t* *APT*105*t*	T.3Cy.24",39"&66"-45" (*s*) 180lb 307NHP s 3SB,6*cf*,GS125,HS4590 Earle'sCo.Ld.Hull	24 ″ 3 3 ″ 1¼ 21 ″ 4	
7060 IPKJ	**Iran** (*ex*Ronin-41, *ss*H.Kg.No.2-41 (*ex*Huntress-39, *ss*Auk.No.3-12,31 *ex*TowerEnsign-37, ~~*ss*Bly.No.1-35~~ *ex*Waikawa-35) 1*Dk(Stl)&* *Shelter dk(Stl)*	*5704* *5448* *3517*	✠100A1 *Shelter dk withfreeboard* 8,41 ~~1,41~~ ~~Examined 1,41~~ ~~BS2,41~~ ~~LMC12,35~~ BS8,41 ✠LMC1,40	~~BAs~~ HKg	*y*	CL ~~1,40~~ 8,41	1919 10mo *Lloyd'sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	IranS.S.Co. (Wallem&Co. *Mgrs.*)	399·5|53·0|24·3 32·8 *FonShelter dk*38' FK *CellDB*351'1290*t* *FPT*60*t* *APT*80*t*	Panama Pnamanian *ptCem* *Coll BH to Sh dk* 6 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
7061 59841 ESCS	**Irish Willow** (*ex*Otto-41, 4Mst *ex*Nestor-39,*ex*FrankLynch-37, *ex*LakeSunapee) 1*Dk*	1959 1646 1083	✠ … 4,22				1918 4mo	ToledoS.B. Co. Toledo,O.	IrishShipping,Ld.	252·0|43·5|18·9 P21'B64'F29' FK	Dublin British *WB*	T.3Cy.19",31"&51½"-33" NE38 153NHP JohnLewis&SonLd.Abn.	21 ″ 0	C †
7062 40975 ~~HIMU~~ VIMU	**Idaho** (*Launched as*CapeDouglas) *OilEng.* D.F. E.S.D. GyC. 3*Dks* *CruiserStern*	~~6756~~ ~~[illegible]~~ ~~[illegible]~~ 6759 3996 3964					1941	Seattle Tacoma S.B.Corp. Tacoma,Wsh	Pacific-Atlantic S.S.Co.	397·4|60·1|23·8	Portlnd Or Utd.States *WB*	Oil Engines 2S.C.SA 12Cy.21½"-27½" with electro-magnetic slip coupling&SR gearing 973NHP Hoovens-Owens-RenstchlerCorp.Hamilton,O.		R
7063 159843 EINQ	**Irish Pine** (*ex*WestHematite-41) 2*Dks* Sub.Sig. *Fitted for oil fuel*	5621 ~~5300~~ ~~3401~~ 5109 ~~3491~~					1919	J.F.Duthie &Co. Seattle,Wash	IrishShipping,Ld.	~~409·7|54·2|27·7~~ P44'B115'F47' 410·4|54·0|30·2	Dublin British *WB*	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles		R
37064	**Iris** (*ex*WingFook-41,*ex*KingLee-35, *ex*YuanLee-35,*ex*Charon) 2*Dks*	*2736* *2111* *1643*					1903	CaledonS. B.&E.Co.Ld. Dundee	Wallem&Co.	306·1|45·2|19·7 P47'B124'F35'	Panama Pnamanian *WB*	T.3Cy.21½",37"&60"-42" 233NHP CaledonS.B.&E.Co.LdDun		
7065	**Iñaki** (*ex*Stancourt-42, *ex*Oder-38) *ss*Lth.2nd.No.3-3,34 *Well deck* *ss*Gls.No.1-38 1*Dk(Stl)* *2nd dk in No.1hold*	*965* *690* *550*	✠100A1 9,41 BS1,41 ✠LMC7,38	Grk	*m*	OG 3,40	1909 3mo *Lloyd'sA&CP*	Ramage& Ferguson,Ld. Leith	NavieraOrtu-Zara S.A.	215·0|31·5|13·8 225·0(O.L.) P&B122'F68' FK *CellDBa*40'*uE*18'*f*90'	Panama Pnamanian 5*BHCem* 230*t* *APT*39*t*	T.3Cy.16½",27"&44"-30" (*s*) 180lb 133NHP s 2SB,4*cf*,GS80,HS2303 Ramage&Fergusn,Ld.Lth.	14 ″ 8 ″ 3 14 ″ 6¼	
7066 17725 BCP	**Ironclad** (*ex*Iberville-41, *ex*Munmystic-37, *ss*Phl.No.3-11,32 *ex*Mystic) *ss*Mob.No.1-37 2*Dks(Stl)* *Fitted for oil fuel*	5685 5062 3413	✠ … 1,42 ✠ ✠NE*made*15*refitted*38	Phl	*s*		1919 4mo	Chester S.B.Co.Ld Chester,Pa.	UnitedStates Maritime Commission	400·7|54·2|30·1 P36'B123'F43' FK *CellDB*338'1387*t* *FPT*147*t*	NewYork Utd.States 6*BHptCem* *APT*180*t*	T.3Cy.27[illegible]",46¼"&78½"-51" 537NHP 3WaterTubeBoilers GS272.HS8703 MarylandSteelCo. Sparrow'sPoint	32 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
37067 165829 BDWV	**Ingleton** D.F. 2Dks CruiserStern	7203 6786 4306	✠100A1 withfreeboard ~~(ClassContemplated)~~ 5,42 ✠LMC5,42	Bnt	a†	CL	1942 5mo	Burntisl'nd S.B.Co.Ld. Burntisland Lloyd's A&CP	~~R.Chapman&Son~~ CarltonS.S.Co.Ld. &CambaySSCo.Ld. (R.Chapman&Son)	420·0 436·0(O.L.) (Coll to W dk,6 to 2nd dk) 5 Divisional W.T.BHs in 'tween dks CellDB352'1411tFPT258tAPT277t	58·0	35·3	Newcastle British FK 7BHptCem	T.3Cy.23½",40¾"&70½"-48" 220lb (s) 512NHP 3SB,9cf,GS165,HS7248 FD D.Rowan&Co.Ld.Gls.	37″10 s10″9¾ 27″3	
37068 159845 EINT	**Irish Rose** (exMall-42, exGerminal, ssTln.No-3-5.31 exLakeHarney) ssTln.No.1-36 1Dk(Stl) Cargo battens not fitted	1863 1625 1094	✠100A- 6,40 Examined 6,40 BS6,40 ✠LMC3,36	Bry		CL 5,39	1918 7mo	American S.B.Co. Lorain,O.	IrishShipping,Ld.	251·0 P25'B64'F23' CellDB218'538tFPT56tAPT69t	43·5	20·0	Dublin British FK 4BHCem	T.3Cy.$20\frac{7}{16}$",33"&54"-40"(s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20″2 s2″7¼ 17″9	
37069 159844 EINM	**Irish Plane** (exArena-42, exPointArena-40, exDemocracy-37, 2Dks exJupiter) Fitted for oil fuel	4670 4304 2953	✠ ... 4,22 ✠				1917 11mo	Standard S.B.Corp. Shooter's Island,N.Y.	IrishShipping,Ld.	377·0 P25'B106'F37'	52·0	26·8	Dublin British FK	T.3Cy 24",41"&70"-48" 485NHP WB StandardS.B.Corp.	29″0	R †
37070 129069 EINS	**Irish Elm** (exLeda-42, exDuba-41, ssSpt.2ndNo 3-5,36 exCollingham) ssN.Yk.No.1-41 1Dk(Stl)2trB& Web frames	4199 3830 2541	✠100A1 3,42 BS3,42 ✠LMC4,41	Dub	w	CL 3,41	1910 1mo	J.L.Thompson&Sons,Ld. Sunderland Lloyd's A&CP	IrishShipping,Ld.	351·7 P25'B145'F32' CellDBa121'u E&B 45'f145'1006tFPT104tAPT213t	51·0	25·7	Dublin FK British 6BHCem	T.3Cy 25",42"&68"-48" (s) 180lb 350NHP 2SB,6cf,GS136,HS5415 J.Dickinson&Sons,Ld.Sld.	28″2 s4″8¾ 23″8	
37071 159856 EINV	**Irish Alder** (exPiret-42, exReineElisabeth, exPrincesseElisabeth) 1Dk	2598 2445 1541	(Classification Contemplated)				1902	Soc.Anon. Jhn.Cockerill Hoboken	IrishShippingLd.	288·1 B24'F33'	45·0	21·6	Dublin British	T.3Cy.22½",36"&57½"-43¼" 211NHP WB Soc.AnJ.Cockerill,Seraing		
37072	**Isobel** (exI.W Winck-42) ssGot.No.2-38 CruiserStern 1Dk(Stl) Strengthened for navigation in ice	1515 1333 865	✠ —— 8,40 ✠NB5,39 ✠	Got	q		1929 12mo	Fredrkstad Mek.Værks. Fredrikstad	Cia.Panamena Europea NavegacionLtda.	259·6 P19'B161'F27' CellDB214'497tFPT41tAPT69t	40·2	16·6	Panama Pnamanian FK 4BHCem	T.3Cy.18½",29½"&49"-33" 179NHP 2SB.4cf,GS58,HS2500 FredrikstadM.V.Frdstad.	19″1	
37073 159857	**Irish Fir** (exMargara-42,exNotos, exAgnetapark) 2Dks	1462 1288 1030					1920	Bremer Vulkan Vegesack	IrishShipping,Ld.	238·9	34·3	19·6	Dublin British	T.3Cy 16⅓",26¾-&$44\frac{1}{10}$"-29½" 106NHP WB BremerVulkan,Vegesack		V
37074 4975 SEVR	**Ingvar** (exSara-42, Iron exHeros-39, ssSbg 4thNo.3-5,33 exTorwald, ssMmo.No.1-38 exHawthorn) 1Dk(Irn)2trB Well deck Cargo battens not fitted	1071 879 554	✠100A1 4,41 LMC MS9,38 BS8,40	Lkr	n	N 4,41	1879 6mo	W.Doxford &Sons Sunderland A&CP	RederiA/B Ingman(T. Carlbom,Mgr.)	224·6 Q91'B43'F27' BK8" DBa71'f59'220tFPT28tAPT15t	32·0	16·2	Stockholm Swedish 4BHCem	C.2Cy.28"&54"-36" 75lbNB92refitted24 128NHP 2SB.4pf,GS73,HS2020 W.Doxford&Sons,Sld.	17″7 s1″3¼ 16″11¾	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. DateofB.ofTradeCert.
37201 HPUE	Jon (exGibelDris-41, exCaidKébir-34, exNorthfield,exDido, exAug.Borremans) 3Mst ssShl.No.3-2,30 ssGib.2-38 1Dk(Stl) *Well deck Mchy.Aft*	744 526 340	✠100A1 9,38 ✠LMC MS10,38 BS10,39	Gib	*j*	CL 6,37	1917 6mo	W.C.Boele &Zonen Slikkerveer A&CP	NavieraOrtu-Zara S.A.	181·0 Q105'B11'F23' *CellDBf* 103'140t*FPT*65t*APT*6t	28·2	12·5	Panama Pnamanian FK 3*BHCem*	T.3Cy.15",24"&40$\frac{3}{16}$"-24" 192lb (*s*) 109NHP s 2SB,4*cf*,GS60,HS1943 N.V.Mchfb.Bolnes,Bolnes	14 ″ 6 4 ″ 5¾ 14 ″ 1¼	
37202 8503 SEUN	**Julius** *OilEng.* D.F.E.S.D. 1*Dk* *Mchy.Aft Part elec. welded* *CruiserStern* *Longitudinal framing at bottom & at deck*	~~11000~~ 11121 10189 6621	✠100A1 ~~(ClassContemplated)~~ 1,42 ✠LMC1,42 *CarryingPetroleum in bulk*	Got	*g*†	OG	~~1941~~ 1942 1mo	A/B Götaverken Gothenburg *Lloyd's A&CP*	RederiA/B Kungsoil(B. Lénberg,*Mgr.*)	~~531·3~~ 534·2 540·3(O.L.) P101'F64' *DBuE*85'283t*DTf*36'508t*FPT*135t*APT*399t	~~66·1~~ 66·3	39·8	Kungsbacka Swedish FK 11*BH*	Oil Engines 2S.C.SA 8Cy.26¾"-59$\frac{1}{16}$" 992NHP 2DB*150lb* A/B Götaverken,Got.	39 ″ 3 9 ″ 5¾ 29 ″ 11	
37203	**Japan Mail** *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* GyC. *CruiserStern* *Now "China Mail," see No.*35959 *in Supplement*	6440 — 3940					1941	SunS.B.& DryDockCo Chester,Pa.	AmericanMail Line,Ld.	453·3 P23'B86'F41'	63·2	27·5	Seattle Utd.States *WB*	Oil Engines 2S.CSA. 5Cy.32"-95" 870NHP SunSB&DDCo.ChesterPa.		
37204 8514 SEUT	**Juno** *OilEng.* D.F. E S.D. ~~GyC.~~ 1*Dk* *Mchy.Aft* *CruiserStern* *Butts of shell&dk platg.elec.welded*	8422 7567 4948	✠100A1 ~~(ClassContemplated)~~ 4,42 ✠LMC4,42 *CarryingPetroleum in bulk*	Got	*c*†	CL	~~1941~~ 1942 4mo	A/B Götaverken Gothenburg	Rederi A/B ~~Rederiaktieb.~~ Concordia(Per Waller,*Mgr.*)	~~465·1~~ 477·2 483·5(O.L.) P101'B38'F60' *CellDBuE*78'212t*DTf*22'355t*FPT*79t*APT*149t	~~59·4~~ 59·3	~~35·9~~ 35·8	Gothenburg ~~Gothenbrg~~ Swedish FK 9*BH*	Oil Engines 2S.C.SA 6Cy.26¾"-59$\frac{1}{16}$" 744NHP 2DB*150lb* A/B Götaverken,Got.	35 ″ 6 7 ″ 9¾ 27 ″ 10¾	
37205 241222 KHIX	**John C. Fremont** D.F. E.S.D. 2*Dks* *Elec.welded* *CruiserStern*	~~7000~~ 7176 — 4380					1941	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	LosAngeles Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP GeneralMachineryCorp. Hamilton,O.		
37206 HPWG	**Johnstown** TwinSc (exNielMærsk-41) *OilEng.* ssH.Kg No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*in No.*1*hold* *CruiserStern* *Fitted for carrying oil*1,31 *F.P. above*150°*F.indeeptanks* *Carrying cargo oilF.P.above* 150°F. *or Glycerine in tank aboveAPT*	5086 4622 3168	✠ ... 5,42 *with freeboard* ~~✠LMC CS5,39~~ ~~DBS2,40~~ ~~4,38~~	~~HKg~~ Bal	*a*†	CL ~~5,39~~ 2,42	1931 1mo	Odense Staalskibsvft Odense *Lloyd's A&CP*	UnitedStatesMaritimeCommission ~~(operated byIsthmianS.S.Co.Inc.)~~	418·9 437·4(O.L.) F38' *CellDB*371'1266t *tanks in way of tunnels* 25t*DTa*17'534t *MT*27'1068t *FPT*148t*APT*246t	54·7	25·4	Panama Pnamanian FK 8*BH* (*Coll to Sh dk* 7 ,, 2*nd* ,,)	Oil Engines 4S.C SA 12Cy 24$\frac{13}{16}$"-41$\frac{3}{16}$" 709NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 7 ~~3 ″ 2½~~ ~~25 ″ 7~~	
37207 ~~240118~~ ~~[illegible]~~ 241118 KEFE	**James McKay** D.F. E.S.D. GyC. 3*Dks* *Fitted for oil fuel* *pt. elec.welded*	~~6763~~ 6762 — 4016					1941	Bethlehem Sparrow'sPt. Shipyard,Inc. Sparrow'sPt. Md.	~~UnitedStates Maritime Commission~~ LykesBros.S.S. Co.Inc.	~~395·0~~ 397·1	~~60·0~~ 60·2	~~37·5~~ 23·7	Tampa,Fla. Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division.Quincy,Mass.		R
37208 EAFL	**Jaime Girona** (exTrece,exElwick) *Well deck* 1*Dk*&*Web frames*	2434 1841 1577	✠ ... 10,25 ✠	Bbo			1891 11mo	Ropner& Son Stockton	Cia.Valenciana de CementosPortland,S.A.	290·0 P29'Q92'B116'F31' BK10"	39·0	18·6	Valencia Spanish *WB*	T.3Cy 22½",36½"&60"-39" 224NHP Blair&Co.Ld.Stockton		
37209	**John D. Gill** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Elec.welded* *CruiserStern* *Longitudinal framing* *Carrying Petroleum in bulk*	~~11615~~ ~~10639~~ ~~7240~~ 11641 10639 7217					1941	SunS.B.& DryDockCo. Chester,Pa.	AtlanticRefining Co.	528·5 P103'B35'F63'	70·2	39·7	Phildlphia Utd.States *WB*	1 steam turbine connected to elec. motor&sc. shaft GeneralElectricCo. Lynn,Mass.		
37210 241221 KENT	**Jean Lykes** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref. Mchy.* *CruiserStern* *ptElec.welded* *ptLongitudinal framing*	6085					1941	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStates Maritime Commission	439·0 P38'B75'F47'	63·2	27·5	Galveston, Tex. Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1000NHP GeneralElectricCo. Lynn,Mass.		
37211 241476 KEHN	**John Paul Jones** 2*Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	7000					1941	California S.B.Corp. LosAngeles	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
37212 241394 KBMZ	**John Randolph** 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel* *CruiserStern*	~~7000~~ 7191 — 4389					1941	Bethlehem Fairfield Shipyard,Inc. Baltimore, Md.	UnitedStates Maritime Commission	423·1	57·1	34·8	Baltimore Utd.States *WB*	T.3Cy.25",37"&70"-48" 339NHP WorthingtonPump& Mchy Corp.Harrison,N.J.		
37213 241367 KAZK	**James Otis** D.F. E.S.D. Sub.Sig. 2*Dks* *Elec. welded* *Fitted for oil fuel* *CruiserStern*	~~7000~~ 7180 — 4383					1941	Richmond S.B.Corp. Richmnd,Cal	UnitedStates Maritime Commission	425·1	57·0	34·8	S.Frncisco Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
37214 241381 WHUR	**Jack Carnes** 1*Dk.*2*nd dk forward of oil tanks* D.F. E.S.D. ~~GyC.~~ *Mchy.Aft* *CruiserStern* *Longitudinal framing* *ptElec.welded*	~~10900~~ 10907 9521 6498	✠100A1 ~~(ClassContemplated)~~ 2,42 ✠LMC2,42 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,42 *F.P. above* 150°F.	NYk	[illegible]	CL	1942 2mo	Federal S.B.&D.D.Co Kearny,N.J. *Lloyd's A&CP*	SinclairRefining Co.Inc.	508·2 526·8(O.L.) P110'~~B38'F40'~~ B39'F43' *CellDBuE&B*79'144t*DTf*47'303t*FPT*265t*APT*213t	72·1	38·0	Wlmngton (Del.) Utd.States FK 15*BH*	2 steam turbinesDRgeared to 1 sc. shaft HS5820 FD 1178NHP 2WTB525lb(Spt480lb) GeneralElectricCo. Lynn,Mass.	38 ″ 0	
37215	**J. L. M. Curry** *CruiserStern* 2*Dks* *Elec.welded* *Fitted for oil fuel*	6800					1942	Alabama D.D.&S.B.Co. Mobile,Ala.	UnitedStates Maritime Commission	416·0	56·9	37·3	Mobile Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP GeneralMachineryCorp. Hamilton,O.		

1	2	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. — Numero Officiel. — Signaux	Nom du Navire. Materiaux, Gréements, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille (Franc-bord au milieu du navire). Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
37216	**John Marshall** *2Dks* *Fitted for oil fuel* *Elec.welded CruiserStern*	6800					1942	Alabama D.D.&S.B.Co Mobile,Ala.	UnitedStates Maritime Commission	416·0	56·9	37·3	Mobile,Ala Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP GeneralMachineryCorp. Hamilton,O.		
37217 241487 KEIB	**John Witherspoon** *2Dks* D.F. *Fitted for oil fuel* Sub.Sig. *CruiserStern*	7191					1942	Bethlehem Fairfield Shipyard.Inc Baltimore	UnitedStates Maritime Commission	423·1	57·1	34·8	Baltimore Utd.States *WB*	T.3Cy.25",37"&70"–48" 339NHP GeneralMachineryCorp. Hamilton.O.		
37218 241442 KBUT	**John Adams** D.F. E.S.D. *2Dks* Sub.Sig. *Fitted for oil fuel* *Elec.welded CruiserStern*	~~7181~~ 7180 4388					1942	Richmond S.B.Corp. Richmond, Cal.	UnitedStates Maritime Commission	425·1	57·0	34·8	S.Frncisco Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP Filer&Stohl,Milwaukee, Wis.		
37219	**John B. Caddell** *Carrying Petroleum in bulk OilEng.* *Mchy.Aft 1Dk* *Longitudinal framing–bracketless system*	800 600					1941	R.T.C. Shipbulding Corp. Camden,N.J.	ChesterA.Poling, Inc.	190·0 P62'F18'	36·0	12·0	Utd.States	Oil Engines 2S.C.SA 6Cy.16"–20½" 270NHP UnionEngine,Oakland,Cal		
37220	**Jersey City** D.F. *2Dks* *CruiserStern*	6640 6280 4795					1942	Bartram& Sons,Ld. Sunderland	(SirW.R.Smith& Sons,Ld.*Mgrs.*)	416·8	56·6	34·0	Bideford British *WB*	T.3Cy.24",39"&68"–48" 320NHP N.E.MarineEng.Co.(1938) Ld.Sld.		
37221 241375 KAYR	**John Barry** D.F. GyC. *2Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	7176 6653 4374					1941	Oregon S.B.Corp. Portland,Or.	UnitedStates Maritime Commission	416·0	56·9	37·3	Portland Ore. Utd.States *WB*	T.3Cy. WillametteIron&Steel Corp.Portland,Or.		
37222 241368 KAZY	**John Hancock** D.F. GyC. *2Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	7176 6653 4374					1941	Oregon S.B.Corp Portland,Or.	UnitedStates Maritime Commission	416·0	56·9	37·3	Portland Ore. Utd.States *WB*	T.3Cy. WillametteIron&Steel Corp Portland,Or.		
37223 241485 KDGG	**John Jay** D.F. GyC. *2Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern* *Pt.elec.welded*	7176 6653 4374					1942	Oregon S.B.Corp. Portland,Or.	UnitedStates Maritime Commission	416·0	56·9	37·3	Portland, Ore. Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP WillametteIron&Steel Corp.Portland,Or,		R
37224	**James Monroe** *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec. welded CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP JoshuaHendyIronWks. Sunnyvale,Cal.		
37225	**John Langdon** D.F. E.S.D. *2Dks* *Elec.welded Fitted for oil fuel* *CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
37226	**Jorkay** D.F. E.S.D. GyC. *1Dk* *Mchy.Aft Fitted for oil fuel* *Longitudinal framing CruiserStern* *Elec. welded Carrying Petroleum in bulk*	10300 9025 6036					1942	SunS.B.& DryDockCo. Chester,Pa.	KeystoneTank- shipCorp.	503·9 P104'B36'F50'	68·3	36·9	Wlmingtn Del. *WB* Utd.States	2 steam turbinesDRgeared to 1 sc. shaft 1500NHP GeneralElectricCo. Lynn,Mass.		
37227 173463 VDBQ	**J. E. Kinney** Wood *OilEng.* *CruiserStern*	388 342 256					1941	Smith& Rhuland Lunenburg, N.S.	NovaScotia Shippers,Ld.	153·2	30·6	12·2	HalifaxNS British	Oil Engines 2S.C.SA 6Cy.12"–15" 152NHP FairbanksMorse&Co. Beloit,Wis.		
37228	**John Hathorn** *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
37229	**John B. Ashe** *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP JoshuaHendyIronWorks. Sunnyvale,Cal.		
37230	**John Page** *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP GeneralMachineryCorp. Hamilton,O.		
37231	**James Schureman** *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
37232	**Junecrest** D.F. *CruiserStern*	7000	100A1 *withfreeboard* (*ClassContemplated*)				1942	Lithgows Ld. PortGlasgow	CrestShippingCo. Ld.	432·0 F39'	56·2	24·8	London British	T.3Cy.24½",39"&70"–48" Rankin&BlackmoreLdGrk		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37301	**Karsik** D.F. E.S.D. 2*Dks* *CruiserStern*	2191 1651 1040					1938	Deutsche Sch-u-Mschb. A.G Seebeck Westmünd-G	NV.Nederlandsch-IndischeMaats. voorZeevaart.II	305·2	44·8	16·7	F29' Dutch *WB*	T.3Cy.22$\frac{13}{16}$",36$\frac{5}{8}$"&59$\frac{1}{16}$"-39$\frac{3}{8}$"&LPturbine withDR gearing&hydraulic coupling 367NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.		
37302	**Koenjit** TwinSc *OilEng.* *ss*Bel.No.2-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4551 4132 2785	✠100A1 *withfreeboard* 4,42 ~~4,41~~ Examined 4,42 ✠LMC DBS~~4,41~~4,42	~~Bat~~ Bkn CS2,37 7,38	*y*	CL P4,41 S12,39	1929 4mo *Lloyd's*A&CP	Akt.Burmeistr& Wain Copenhagen	NV.Nederlandsch-IndischeMaats. voorZeevaart.V *CellD B*333'1108*t MT*28'1060*t FPT*97*tAPT*119*t*	380·0	53·9	25·3	Batavia Dutch FK 7*BH* (*Collto Sh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"-39$\frac{3}{8}$" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s3 ″ 0 25 ″ 2¼	
37303	**Kentar** *ss*Sba.No.3-9,40 D.F. 2*Dks, 3rd dk in No.1 hold* *Well deck*	5878 5423 3607	100A1 1,42 ~~3,41~~ BS12,41	~~NOs~~ NYk LMC9,40	*b*†	CL 9,40	1920	Flensburgr Schiffsb.Ges. Flensburg	NV.Nederlandsch-IndischeMaats. voorZeevaart.I	449·6	58·2	27·0	P&B378'F53' *CellDB*403'1640*t* Batavia Dutch FK 8*BHAsp*	T.3Cy.31$\frac{1}{8}$",50$\frac{13}{16}$"&84$\frac{1}{16}$"-53$\frac{15}{16}$"&LPturbine with DR gearing & hydraulic coupling 185lb (*s*) 902NHP 4SB(Spt),*12cf*,GS352, HS12200 FD FlensburgerSchiffsb.Ges.	29 ″ 6 s4 ″ 3½ 25 ″ 5¼	
37304 SPEA	**Kosciuszko** Ⓟ TwinSc (*ex*Lituània, *ex*Czaritza) D.F. *ss*Dnz.No.3-12,28 *ss*Dnz.No.2-37 *Ref.Mchy.* 2*Dks*(*Stl-U dk* teak *s*& 2*nd dk*-ws)*Shade dk*(*Stl*-ws)	6852 4843 4207	✠100A1 *Shade dk* ~~8,41~~ ~~11,40~~ 12,41 Examined 12,41 ✠LMC MS8,37 BS12,41	~~Ply~~ ~~Liv~~ PBl	*b*†	CL P10,38 SN 10,38	1915 5mo *Lloyd's*A&CP	Barclay, Curle&Co.Ld. Glasgow	Gdynia-America ShippingLines,Ld. *CellDB a*104' *uE*46' *f*182' 705*tDTa*33'184*t DTf*18'337*tFPT*51*tAPT*21*t*	440·0	53·4	29·3	Gdynia Polish FK 10*BHCem*	Q8Cy21½",30¾",44"&63"-48" 215lb (*s*) FD 889NHP 6SB,*18cf*,GS332,HS13302 Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s7 ″ 9¾ 24 ″ 4	
37305 HPVC	**Kingman** (*ex*Jutta-41) D.F. 1*Dk* *CruiserStern*	1513 — 896					1934	Helsingörs Jernsk&Msk Elsinore	UnitedStates MaritimeCommission~~(operated by MarineOperatingCo.Inc.)~~	290·0	39·7	15·3	P&B124'F35' Panama Pnamanian *WB*	C 4Cy.(2)14¾"&(2)31½"-31½"&LP turbine HS2520 192NHP HelsingörsJernsk.&Mskb.		~~G~~ R
37306 165816 BCNR	**Kafiristan** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *CruiserStern*	7248 6787 5013	✠100A1 *withfreeboard* 3,42 ~~9,41~~ ✠LMC9,41	~~Shl~~ Cff	*a*† 2	CL	1941 9mo *Lloyd's*A&CP	Wm.Doxford&SonsLd Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) 6 *Divisional WTB Hs in'tween dks* *CellDB* 356'1182*t MT*29'1205*tFPT*134*tAPT*155*t*	427·0	56·5	35·5	442·9(O.L.) Newcastle British FK 7*BHptCem* (*Coll to W dk* 6 „ 2*nd*„)	Oil Engines 2S.C.SA 3Cy.23$\frac{5}{8}$"-91$\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	38 ″ 1 s10 ″ 11 27 ″ 4¾	
37307	**Kathrine Stenersen** *OilEng.* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing*	10200 9400 6100	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	Kockums M.V.Aktieb. Malmö	StenersensTrampskibsr.II(J.Stenersen,*Mgr.*)	513·0	63·2	38·9	P95'F65' Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.23$\frac{5}{8}$"-43$\frac{5}{16}$" KockumsM.V.Akt.Malmö		
37308 168693 GQJF	**Kanbe** 3Mst 2*Dks* *CruiserStern*	6244 5879 4499					1941	Wm.Denny &Bros.Ld. Dumbarton	British&Burmese SteamNav.Co.Ld. (P.Henderson&Co. *Mgrs.*)	409·2	55·2	33·9	F30' Glasgow British *WB*	T.3Cy.23½",37½"&68"-48" 320NHP Rankin&BlackmoreLdGrk		
37309 LNAG	**Kong Haakon VII** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	~~7150~~ 7073 6550 5102	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 4,42 ✠LMC4,42	Gls	*a*† 2	CL	1942 4mo *Lloyd's*A&CP	Barclay, Curle&Co.Ld Glasgow	DennorskeStat (Norwegian Government) (TheNorwegian Shipping&Trade Mission,*Mgrs.*) 6*Divisional W.T.BHs in'tween dks* *CellDB*367'1391*tMT*28'1162*tFPT*124*tAPT*131*t*	431·3	56·3	35·2	446·4(O.L.) F40' Oslo Norwegian FK 8*BH* (*Coll to W dk*7 *to2nd dk*)	Oil Engines 2S.C.SA 3Cy.23$\frac{5}{8}$"-91$\frac{5}{16}$" 516NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	37 ″ 8 s11 ″ 1 26 ″ 9½	
37310 168288 BDXG	**Kentucky** D.F. E.S.D. GyC. *Longitudinal framing at bottom in centre tanks&at deck* *Bottom & deck plating & butts of side plating elec. welded* *CruiserStern*	~~9264~~ ~~[illegible]~~ ~~5438~~ 9308 7476 5395	100A1 (*ClassContemplated*) *CarryingOil in bulk*				1942	SunS.B.& DryDockCo. Chester,Pa.	~~TheTexasCompany~~ Ministry of War Transport(Anglo-AmericanOilCo. Ld.*Mgrs.*)	488·8	68·3	36·2	P119'B40'F56' London British	2 steam turbinesDRgeared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Phl.		
37311 OHEO	**Kaleva** (*ex*Eestimaa, *ex*Onyx,*ex*Strathness) *MchyAft*	382 — 182					1893	Burrell& Son, Dumbarton	Laiva O/YKaleva (JohnNurminen, O/Y)	166·3	24·9	11·2	Helsingfrs Finnish	C.2Cy.19"&38"-30" 66NHP Hutson&Corbett,Gls.		
37312 JRZG	**Kasi Maru** *OilEng.* *Mchy.Aft* 1*Dk*	654 — 398					1940	Osaka Zosensyo K.K. Osaka	TowaKisenK.K.	170·6	28·2	15·1	P51'F22' Dairen Japanese *WB*	Oil Engines 4S.C SA 6Cy.13¾"-20½" 110NHP KobeHatudokiSeizosyo K.K.Kobe		
37313 2295 JBXL	**Kosyu Maru** (*ex*TeisyuMaru-40) 2*Dks* *CruiserStern*	2612 2260 1483					1937	Uraga DockCo.Ld. Uraga	TyosenYusenK.K.	295·0	45·0	23·7	P40'B75'F29' Zinsen Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"-13¾"SRgeared&LPturbine DRgeared to sc. shaft HS3014 223NHP UragaDockCo.Ld.Uraga		
37314 LNAM	**Kronprinsen** (*Launched as*EmpireFairbairn) *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	7073 6550 ~~5108~~ 5067	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 4.42 ✠LMC4,42	Gls	*a*† 2	CL	1942 4mo *Lloyd's*A&CP	Barclay, Curle&Co.Ld Glasgow	Den norskeStat (Norwegian Government) (TheNorwegian Shipping&Trade Mission,*Mgrs.*) 6*Divisional W.T.BHs in'tween dks* *CellDB*367'1391*t* *MT*28'1162*tFPT*124*tAPT*131*t*	431·3	56·3	35·2	446·4(O.L.) ~~F39'~~F40' Oslo Norwegian FK 8*BH* (*Coll to W dk*,7 *to2nd dk*)	Oil Engines 2S.C.SA 3Cy.23$\frac{5}{8}$"-91$\frac{5}{16}$" 516NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	37 ″ 8 s11 ″ 1 26 ″ 9½	
37315	**Kit Carson** D.F. E.S.D. 2*Dks* Sub.Sig. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	7181					1942	Richmond S.B.Corp. Richmond, Cal.	UnitedStates Maritime Commission	425·1	57·0	34·8	S.Frncisco Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP GeneralMachineryCorp. Hamilton,O.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Noms du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
37316	**Karlshamn** (*ex*Hammarland-42, *ex*JurkoTopió-37 *ss*Spt.2ndNo.3-5,37 *ex*Wien-36,*ex*Jurko 1*Dk*(*ptIrn ptStl*) Topic-34, *& Web frames* *ex*Cento) *Longitudinal framing* *Cargo battens not fitted*	3875 3440 2350	✠100A1 3,42 ~~10,41~~ Examined 10,41 BS3,42 ✠LMC1,37 ✠NB(s)1,19 ~~BS1,41~~	NNs BAs	*w*	CL 10,41	1911 1imo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	RederiA/BJamaica (SvenSalen,*Mgr.*) *CellDBa*	363·7 348·3 P23'B94'F33 125'*uE&B*38'*f*148'	50·2	23·6 FK	Swedish 6*BHCem* 395*tAPT*25*t*	T.3Cy.$24\frac{1}{2}$",40"&66"-45" (*s*) 180lb 305NHP s 2SB,4*pf*3*cf*,GS132,HS4553 J.Dickinson&Sons,Ld.Sld.	25 " 11 4 " $5\frac{3}{4}$ 21 " 8	
37317	**Kongsstein** *OilEng.* E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Carrying Petroleum in bulk*	10200 9400 6100					1942	Kockums M.V.Aktieb. Malmö	Skibs.A/S Solvang (A.GowartOlsen, *Mgr.*)	513·0 P95'F65'	63·2	38·9	Stavanger Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" KockumsM.V.Akt.Malmö		
37318 231905 WKEB	**Kitty Hawk** (*ex*SeatrainNewYork-42) 2*Dks* *Mchy.Aft* *Fitted for oil fuel* *CruiserStern* D.F. E.S.D. *Longitudinal framing* GyC. (*Carrying loaded railway cars*)	8061 7900 4927					1932	SunS.B.&DryDockCo. Chester,Pa.	UnitedStates Maritime Commission	461·3 P33'B218'F168'	63·7	33·2	Utd.States *WB*	1 steam turbine DeLavalSteam TurbineCo.Trenton,N.J.		R

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.			Date when tail shaft last seen.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Official No.		Late Name if any.	Gross.	Character.	Port of Survey.	Years Assigned now expired. Equipment Letter.		When	By Whom		Length.	Breadth.	Depth.		No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NH'=Horse power by Society's formulæ. RH'=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships	
Code Letters.	Special Surveys.	No. of Decks, &c.	Under deck.	✠ for Special Survey. Date of last Survey.					Where					Flag.		Corresponding draught.	
			Net.													ft. in.	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou coté, si ce n'est dans le L.R. Durée Cert. R. of Trade.
37451 168803 BCRV	**Larchfield** 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	493 231 215	✠100A1 ~~(ClassContemplated)~~ 10,41 ✠LMC10,41	Liv	*g*	CL	1941 10mo	LythamSB &E.Co.Ld. Lytham *Lloyd's A&CP*	ZillahShipping &CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5|27·2|11·4 148·3(O.L.) ~~P52'Q84'B10'F20'~~ P49'Q36'F21'BK6½" *DTf*11'71*tFPT*30*tAPT*37*t*	Liverpool British 4*BH*	T.3Cy.~~12¾"~~,21"&36"-24" 200lb 12½" (*s*) 68RHP 1SB,2*cf*,GS38,HS1637 FD LythamS.B.&E.Co.Ld.	12 ″ 6 s4 ″ 0 12 ″ 9¾	
37452	**Langkoeas** *Ref.Mchy* 2*Dks* D.F. GyC. Sub.Sig.	7395 6516 4312					1930	Bremen Vulkan Vegesack	NV.Nederlandsch- IndischeMaats. voorZeevaart.I	476·6|63·1|28·4 B&F428' *Upper*F39'	Dutch *WB*	4steam turbinesSRgeared to 1 sc. shaft NB37 E*made*23*refitted*30 Blohm&Voss,K.a.A.Ham.		
37453 8464 SDYN	**Lali** *For full particulars see No.* 37456 *below* 1*Dk&Shelter dk* *Fitted for oil fuel*	1859 — 1408					1941	Fredrkstad MekVrksA/S Fredrikstad	RederiA/B Disa (E.O.Brodin,*Mgr.*)	304·0|44·0|15·0	Stockholm Swedish	C.4Cy.(2)15⅜"&(2)37$\frac{13}{16}$" -34$\frac{7}{16}$" 277NHP FredrikstadM.V.A/S		
37454	**Las Choapas** (*ex*Atlas-41) D.F. 1*Dk&Spar dk* *Carrying Oil in bulk* *Fitted for oil fuel*	2005 1740 1128					[1898	Delaware RiverCo. Chester,Pa.	PetroleosMexi- canosS.A.	263·4|40·3|20·0 254·3	Tampico Mexican	T.3Cy.21",34"&56"-42" 203NHP DelawareRiverCo.Chester		I
37455	**Lightning** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern*	6440 — 3940					1941	SunS.B.& DryDockCo. Chester,Pa.	UnitedStatesLines Co.	453·3|63·2|27·5 P23'B86'F41'	Seattle Utd. States *WB*	Oil Engines 2S.C.SA 5Cy.32"-95" 870NHP SunSB&DD.Co.ChesterPa		
37456 8464 SDYN	**Lali** 1*Dk&Shelter dk* *Butts of bottom shell & dk plating elec. welded* *Strengthened for navigation in ice*	*1938* *1424* *1033*	✠100A- *withfreeboard* 1,42~~2,41~~ ✠LMC2,41 *Fitted for oil fuel* 2,41 *F.P. above* 150° F.	~~Osl~~ Got		CL	1941 2mo	Fredrkstad MekVrksA/S Fredrikstad	Rederi A/B Disa (E.O.Brodin,*Mgr.*)	304·5|44·2|15·5 315·3(O.L.) *CellDB*229' 546*t tanks at sides of tunnel*	Stockholm Swedish FK 5*BH* (*Coll to Sh dk* 4 „ *2nd* „)	C 4Cy.(2)15⅜"&(2)37$\frac{13}{16}$"- 34$\frac{7}{16}$" 220lb (*s*) 277NHP 2SB(Spt),6*cf*,GS98,HS4117 FredrikstadM.V.A/S 18'55*tFPT*80*tAPT*91*t*	19 ″ 1 s ″ 6¼ 18 ″ 9	
37457 154442	**Liverpool Packet** (*ex*Sonia-41,*ex*Delson, *ss*St.J.No.3-4,38 *ex*Nidarnes) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1188 1016 654	✠100A1 *withfreeboard* 8,41~~4,40~~ ✠LMO MS10,37 BS8,41	~~Hfx~~ NYk	*q*	CL ~~4,40~~ N8,41	1926 10mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	LiverpoolPacket ShippingCo.Ld. (MarklandShip- pingCo.Ld.*Mgrs.*) *CellDB*208'402*t*	248·1|37·2|14·7 *FPT*76*tAPT*39*t*	Liverpool, N.S. British FK 4*BHptCem* (*Coll to Sh dk* 3 „*2nd*„)	T.3Cy.15",25"&40"-27" (*s*) 180lb 82RHP 2SB,4*pf*,GS74,HS2081 MacColl&Pollock,Ld.Sld.	16 ″ 8 s ″ 2½ 16 ″ 7	
37458 240113 WIRQ	**Louise Lykes** D.F. E.S.D. GyC. 3*Dks* *CruiserStern* *Fitted for oil fuel* *pt Elec.welded* *pt Longitudinal framing*	~~6085~~ 6155 — 3615					1941	Federal S.B.&D.D.Co Kearny,N.J.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ LykesBros.S.S. Co.Inc.	439·0|63·1|27·5 P39'B75'F48'	N.Orleans Utd. States *WB*	2steam turbinesDRgeared to 1 sc shaft 1000NHP GeneralElectricCo. Lynn,Mass.		R
37459 HPWF	**Lookout** (*ex*AnnaMærsk-41) *OilEng.* D.F. *ss*Bal.No.2-40 ~~*ss*H.Kg.No.1-35~~ *Ref.Mchy.* 1*Dk*(*Stl*)*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in Nos.*1&4*holds*	5339 4624 3346	✠100A1 *withfreeboard* 9,41~~2,40~~ ✠LMC CS5,37 DBS~~12,39~~9,41 5,37 Lloyd'sRMC~~12,39~~9,41 Port chamber for temp.32°F. *Fitted for carrying oil F.P. above* 150° F. *in deep tanks*	~~H.Kg~~ Bal	*b*†	CL ~~6,38~~ 8,41	1932 5mo	Odense Staalskibsvft vedA.P.Möller Odense *Lloyd's A&CP*	UnitedStatesMar- itimeCommission ~~(operated by Isth-~~ ~~mianS.S.Co.Inc.)~~ *Cell DB*386'1597*t MTs*	441·4|57·0|25·8 462·2(O.L.) F42' 63'2402*t Tanks in way of tunnels*	Panama Pnamanian FK 8*BH* (*Coll to Sh dk* 6 „ *2nd*„)	Oil Engines 2S.C.DA 9Cy.17¾"-47$\frac{5}{16}$" 983NHP NDB'35-*100lb* Akt.Burmeistr&Wain,Cpn 70'1782*tFPT*124*tAPT*99*t*	28 ″ 11 s 3 ″ 4½ 25 ″ 9	
37460 165824 BDPC	**Lambtonian** *Mchy.Aft* ~~E.S.D.~~D.F. E.S.D. 1*Dk* *CruiserStern* *Cargo battens not fitted*	2781 2105 1565	✠100A1 ~~(ClassContemplated)~~ 1,42 ✠LMC1,42	Sld	*t*	CL	~~1941~~ 1942 1mo	S.P.Austin &Son.Ld. Sunderland *Lloyd's A&CP*	TanfieldS.S.Co. Ld.(W.B.Nisbet, *Mgr.*) *CellDB*260'898*tMT*8'200*tFPT*196*tAPT*36*t*	311·4|44·5|19·3 321·9(O.L.) Q177'~~F33~~F36'	Newcastle British FK 5*BHptCem*	T.3Cy.18½",~~31"~~&52"-39" (*s*) 220lb 31⅜" 256NHP 2SB,6*cf*,GS88,HS3650 FD N.E.MarineEng.Co.(1938) Ld.Sld.	21 ″ 6 s 7 ″ 1 19 ″ 4	
37461	**Lipsa** (*ex*MonVillage-41, TwinSc *ex*Oxford,*ex*Yvetot,*ex*Menuisier) *Mchy.Aft* 1*Dk*	660 — 268					1919	ChantAug. Normand Havre	LaIndustrial PlatenseSoc.Anon.	219·4|34·2|12·3 P59'F19'	Bns.Aires Argentine *WB*	T6Cy.12⅜",19$\frac{7}{16}$"&31½"-16½" 80NHP At.&Ch.de laLoire,StDenis		
37462	**Leonatus** (*ex*Ragnhild-41) D.F. *OilEng.* *CruiserStern* 1*Dk&pt Shelter dk*	*2242* *1933* *1270*					1938	Helsingörs Jernsk&Msk. Elsinore	UnitedStates Maritime Commission ~~(operated by~~ ~~LykesBros.S.S.Co.~~ ~~Inc.)~~	326·8|45·8|18·4 F74'	Panama Pnamanian *WB*	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 540NHP HelsingörsJernsk.&Mskb.		C
37463 168281 BFYK	**Lowlander** Ⓟ TwinSc (*ex*Leme-41) *OilEng.* D.F. GyC. *ss*Mfl.No.3-8,38 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in forward holds*	~~8059~~ ~~6711~~ ~~4977~~ 8059 6712 4977	✠100A1 *Shelter dk* *withfreeboard* 5,42~~10,39~~ ✠LMC8,38 ✠NE8,38 DBS6,39 ✠Lloyd'sRMC~~1,40~~5,42 ~~NO LATER SURVEY REPORTED~~	~~Mfl~~ Avn	*b*†	CL ~~PN8,38~~ ~~S6,38~~ PN5,42 S5,42	1925 10mo	Stabilmnto Tecnico Trieste *Lloyd's A&CP*	Ministry of War Transport(Port Line,Ld.*Mgrs.*) *CellDB*362'1412*tDTa*1090*t*	467·5|57·2|32·3 467·6(O.L.) B205'F41' *FPT*133*tAPT*67*t*	London British FK 9*BHptCem* (8 *to Sh dk* 1 „ *U* „)	Oil Engines 2S.C.SA 12Cy.26¾"-43$\frac{5}{16}$" 1500NHP 2DB*180lb&190lb* Soc.An."Fiat"S.G.M. Turin	35 ″ 0 ~~s7 ″ 8¼~~ ~~27 ″ 6~~ s7 ″ 7¼ 27 ″ 7	
37464	**Lawrin** (*ex*RitaMærsk-41) *Now* "Pegasus," *see No.* 38075 *in Supplement* D.F. *Fitted for oil fuel* *CruiserStern*	1889 1623 1036					1939	Helsingörs Jernsk.&Msk Elsinore	UnitedStates Maritime Commission	287·9|43·5|17·4	Utd.States *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine HelsingörsJernsk.&Mskb.		V
37465	~~Libreville~~ Liberia *For particulars see* "Cape Corso," *No.* 21052 *in body of Register*													

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned new expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37466 166052 BCWR	**Lady Wolmer** **Ferro-Concrete** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	1883 1642 1021	✠ A1 ~~(ClassContemplated)~~ *For the carriage of coal cargoes* *Subject to Annual Survey* 4,42 ✠LMC4,42 ✠NE*made*'32 *fitted*4,42	Npt	*r*	CL	1942 4mo	W.&C. French~~&Co.~~ Ld. Newport Mon *Lloyd*'*sA&CP*	Ministry of War Transport (WalfordLines,Ld. *Mgrs.*)	268·1 277·3(O.L.) P71'F31' FK *DTf*15'216*tFPT*	42·3	20·2	Bristol British *7BH* 80*tAPT*125*t*	Oil Engines 2S.C.SA 3Cy.15¾"-~~51¼"~~-$51\frac{3}{16}$" DB*120lb* 230NHP Wm.Doxford&Sons,LdSld	21 ″ 0 s3 ″ 0¼ 17″11¾	
37467 622 OHFI	**Lapponia** (*ex*Johanna) *ss*Abo.3rdNo.3-3,35 *ss*Got.No.3-12,41 1*Dk*(*ptIrn&ptStl*)	1172 880 686	✠100A1 12,41 ✠NB4,09 ✠LMC12,41	Got	*n*	CL 10,41	1898 4mo	Carmichael MacLean &Co. Greenock *Lloyd*'*sA&CP*	NorthernS.S.CoLd. (O.S.Nylund, *Mgr.*)	240·4 229·9(O.L.) Q79'B59'F27' FK *CellDBa*56'*u* E15'*f*96'253*t FPT*	34·1	14·0	Helsingfrs Finnish 4*BHCem* 35*tAPT*15t	T.3Cy.17¼",$27\frac{3}{16}$"&44"-33" 160lb (*s*) 118NHP 1SB,3*pf*,GS54,HS1870 NDB20-*80lb* Hutson&Son,Glasgow	16 ″ 0 s1 ″ 1¾ 15 ″ 0¾	
37468 217061 WCOO	**Liberty** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk* *&Web frames* *Longitudinal framing*	6211 5895 3835	✠ ... 6,20 ✠				1918 10mo	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5 P45'B110'F38' *on Shltr dk* FK	55·0	31·4	NewarkNJ Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	34″11	R †
37469	**Libertad** (*ex*Recca-41) *ss*Gen.No.3-3,34 D.F. *ss*Gen.No.1-38 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	5441 5022 3423	✠100A1 *Shelter dk* *withfreeboard* 5,40 ✠LMC MS11,37 BS~~9,39~~1,42 *Fitted for oil fuel* 9,29 *F.P. above* 150° F. ~~NO LATER SURVEY REPORTED~~	Gen	*y*	CL N6,38	1921 6mo	Stabilmnto Tecnico Trieste A&CP	CubanGovernment (VictoryS.S.Line, *Mgrs.*)	404·1 389·2(O.L.) FK *CellDB*337'1300*t FPT*114*tAPT*244*t*	53·9	29·0	Havana Cuban *ptCem* 2*BHtoSh dk* 4 „ „ *U* „	T.3Cy.27",42"&68"-48" (*s*) 180lb 465NHP 3SB(Spt),*9cf*.GS158, HS7023 FD StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5¼ 24 ″ 9	
37470 161567	**Liverpool Loyalist** (*ex*Zenda-42) *ss*St J.No.2-40 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	1416 1211 797	✠100A1 *withfreeboard* 2,41 BS~~2,41~~4,42 ✠LMC3,40	StJ	*q*	CL 4,39	1932 5mo	Swan,Hunter&Wigham Richardson Ld.Newcastle *Lloyd*'*sA&CP*	LiverpoolLoyalist ShippingCo.Ld. (MarklandShippingCo.Ld.*Mgrs.*)	248·2 FK *CellDB*206'466'*FPT*57*tAPT*39*t*	39·5	14·9	Liverpool, N.S. British 4*BHptCem* (*Coll to Sh dk* 3 „ *2nd*„)	T.3Cy.15½",25"&40"-33" 180lb (*s*) 128NHP 2SB.*4cf*,GS61,HS2358 Swan,Hunter&Wigham Richardson,Ld.Nwc.	16″10 s ″ 3¼ 16 ″ 8¾	
37471 232352 WNEA	**Larranga** (*ex*Mallard-41, *ex*American *ss*Gal.2ndNo.3-2,41 Cardinal-36,*ex*Dicto-33) 1*Dk*(*Stl*)*2trB* *Fitted for oil fuel*	3804 3463 2375	✠ ... 1,42 ✠NE2,29 ✠	Gal	*v*		1917 7mo	UnionIron WorksCo. Alameda,Cal.	UnitedStates Maritime Commission	341·0 P29'B73'F36' FK *CellD* B290' 967*t FPT*120*t*	48·2	24·5	NewYork Utd.States 6*BHptCem* *APT*102*t*	T.3Cy.24⅜",38"&64"-42" 372NHP 2SB.*8cf*.HS6690 McKie&Baxter,Ld.Gls.	27 ″ 3	
37472 7725 SGZD	**Lunaria** (*ex*Trione-42) *ss*Got.No.2-33 *CruiserStern* 1*Dk*(*Stl*) *Strengthened for navigation in ice*	*1594* *1381* *878*	✠100A1 1,42 BS~~4,41~~3,42 ✠LMC8,39	Mmo	*r*	CL 1,42	1931 3mo	Akt.Lindholmen- Motala Gothenburg *Lloyd*'*sA&CP*	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*)	268·0 278·2(O.L.) P26'B162'F23' FK *CellDB*215'524*t*	40·3	16·1	Gothenbrg Swedish 4*BHptCem* *APT*96*t*	T3Cy$17\frac{5}{16}$",28¾"&45¼"-31½" 200lb (*s*) FD 139NHP 2SB(Spt),*4cf*.GS48.HS1787 Akt.Lindholmen-Motala	18″10 s1 ″ 3 17 ″ 8¼	
37473	**Lesteloide**(*ex*Olovsborg-42, *ex*Anglo-Egyptian) *ss*Got.2ndNo.3-9,38 2*Dks*(*Stl*) *& Shelter dk*(*Stl*)*&Web frames* *Longitudinal framing*	5758 — 3279	✠100A1 *Shelter dk* *withfreeboard* 12,41 ✠LMC MS9,38 BS5,41	Mob	*a*†	CL 12,41	1912 12mo	ShortBros. Ld. Sunderland *Lloyd*'*sA&CP*	LloydBrasileiro	443·0 425·0 FK *CellDBa*131'*u E&B*44'*f*175'1446*tFPT*	56·3	28·3 36·3	R.Janeiro Brazilian 7*BHCem* 106*tAPT*33*t*	Q4Cy25½"36½"52½"&76"-54" 220lb FD (*s*) 601NHP 3SB(Spt)*9cf*,GS174HS8280 N.E.MarineEngCoLdNwc.	30 ″ 7 s3″11¼ 26 ″ 10½	
37474 1300 HPTN	**Liran** (*ex*Nyugat-42, *ex*Treglisson-34) *ss*Bkn.2ndNo.3-12,37 *ss*Sba.No.1-41 1*Dk*(*ptIrn ptStl*)*2trB*	*4323* *4042* *2737*	✠100A1 11,41 ✠LMC MS11,41 BS7,41	Sba	*x*	CL N11,41	1912 11mo	JReadhead &Sons.Ld. SouthShields *Lloyd*'*sA&CP*	Soc.Anon. Maritime et Commerciale	369·8 P33'B226'F34' FK *CellDBa*119'*u*E23'*f*162' 987*t*	51·1	26·1	Panama Pnamanian 6*BHCem* *APT*62*t*	T.3Cy.26",42"&69"-48" (*r*) 180lb 385NHP 2SB.*6cf*,GS132.HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s3″10½ 24 ″ 1¼	
37475	**Lambrook** *OilEng.* E.S.D. *CruiserStern*	7000 6500 5150	100A1 *withfreeboard* (*ClassContemplated*)				1942	Burntislnd S.B.Co.Ld. Burntisland	AustinFriars SteamShipping Co.Ld.	424·2	57·0	26·2	London British	Oil Engines 2S.C.SA 3Cy.23⅝"-$91\frac{5}{16}$" Wm.Doxford&Sons,Ld.Sld		
37476	**Lillöhus** *OilEng.* *MchyAft* 1*Dk* *Longitudinal framing* *CruiserStern* *Elec.welded* *Carrying Petroleum in bulk*	8500					1942	Kockums M.V.Aktieb. Malmö	TrelleborgsÅngf. NyaAktieb. (J.Malmros,*Mgr.*)	476·0 P91'B35'F63'	62·1	34·7	Trelleborg Swedish *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"-$43\frac{5}{16}$" 1361NHP KockumsM.V.Akt.Malmö		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre.	Nom du Navire.	Matériaux, Gréement, etc	Tonnage Officiel.	Détails de la Classification.				Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines.	Creux sur Quille	Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
Numero Officiel.		Ex-nom, s'il y a lieu.	Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.	No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	
Signaux	Visites Périodiques.	Nombres des Ponts.															

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
37601 7146 SHKI	**Monica Bratt** (*ex*Solstad II-41, *ex*Ylva-40) *ss*Got.No.3-9,37 *Mchy.Aft* *ss*Got.No.1-40 1*Dk*(*Stl*) *CruiserStern*	519 382 258	✠100A1 5,41~~4,40~~ BS6,41 ✠LMC4,40	Got	*h*	OG ~~4,40~~ 5,41	1924 9mo *Lloyd*	Aktieb. LödöseVarf Lödöse *sA&CP*	ÅngfA/B Östersjön (A.Bratt&Co. *Mgrs.*) *Cell*	151·7 P46'F25' *DBf*59'84t*FPT*13t	28·1	12·5 FK	Gothenbrg Swedish 3*BHCem* *APT*19t	C.2Cy.12"&27"-18" (*s*) 125lb 32NHP s 1SB,2*cf*,GS27,HS583 Aktieb.LödöseVarfLödöse	13 ″ 3 1 ″ 0½ 12 ″ 4	
37602	**Mangkalihat** Sub.Sig. 2*Dks* E.S.D. *CruiserStern*	8457 7771 5193					1928	J.C.TecklenborgA.G. Wesermünde-G.	NV.Nederlandsch-IndischeMaats. voorZeevaart.II	490·7 P65'B285'F39'	62·2	32·3	Dutch	T.3Cy.34¼",52¾"&86⅝"-55½" & 1 LP Turbine 785NHP J.C.TecklenborgA.GWsm		
37603	**Mariso** D.F. *Ref.Mchy.* Sub.Sig. 2*Dks* *CruiserStern*	7659 6750 4482					1930	Frd.Krupp Akt.Ges. Kiel	NV.Nederlandsch-IndischeMaats. voorZeevaart,I	477·5 P38'B&F429' *Upper*F41'	63·2	28·4	Dutch *WB*	4SRgeared steam turbines *Emade*23*refitted*30 Blohm&Voss,Hamburg		
37604	**Mendanau** Ⓟ *ss*Ham.No.2-30 *Well deck* 2*Dks*(*Stl*)3*rd dk in*No.1*hold* D.F.	6047 5389 3672	✠100A1 (*Reclassification Contemplated*) Examined 7,40 ~~6,41~~12,41 BS11,41 LMC7,40	Sba Gls ~~PNT~~	*b*†	CL 6,40	1922 5mo	Blohm& Voss Hamburg	NV.Nederlandsch-IndischeMaats. voorZeevaart,I *CellDB*389'1560t	450·0 P&B366'F59' *FPT*60t*APT*11t	58·2	27·0 FK	Batavia Dutch 8*BHptCem* *ptAsp*	4steam turbinesSRgeared to1 sc.shaft 882NHP 213lb HS12272 (*s*) 4SB(Spt)12*cf*,GS268 FD Blohm&Voss,Hamburg	29 ″ 6	
37605	**Meroendoeng** Ⓟ D.F. Sub Sig. 1*Dk*	2464 2011 1470					1922	J.Frerichs &Co.A.G. Einswarden	NV.Nederlandsch-IndischeMaats. voorZeevaart.III	296·2 P&B233'F37'	42·8	19·6	Dutch *WB*	T.3Cy.20",31½"&53¼"-36" NE28 190NHP N.V.Verschure&Co.'s Scheepsbw.&Machf.Ams.		
37606 8458 SDUN	**Malmöhus** 1*Dk*,2*nd dk clear of cargo tanks* *OilEng.* *Mchy.Aft* *Electrically welded* *Longitudinal framing* *CruiserStern*	10232 9278 6185	✠100A1 (*ClassContemplated*) 7,41 ✠LMC7,41 *CarryingPetroleum in bulk*	Mmo	† 2¼	CL	~~1940~~ 1941 7mo	Kockums M.V.Aktieb. Malmö	TrelleborgsÅngf. NyaA/B (J.Malmros,*Mgr.*) *CellDB u E*73'213t	~~503·4~~ 503·5 513·0(O.L.) P94'B37'F64' *DTf*36'580t*FPT*125t	66·1	38·8 FK	Trelleborg Swedish 11*BH* *APTs*305t	Oil Engines 2S.C.DA 8Cy.23⅝"-43$\frac{5}{16}$" 1556NHP s 2DB180*lb* KockumsM.V.Akt.Malmö	38 ″ 6 8 ″ 9¼ 29 ″ 10¼	
37607 166322 MCFK	**Maplefield** 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	492 331 212	✠100A1 6,41 ✠LMC6,41	Liv	*g*	CL	1941 6mo *Lloyd*	LythamSB &E.Co.Ld. Lytham *sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 148·3(O.L.) P49'Q36'F21' *DTf*11'71t*FPT*30t*APT*37t	27·2	16·8 BK6½"	Liverpool British 4*BHCem*	T.3Cy.12¾",21"&36"-24" 200lb (*s*) 68~~72~~RHP s 1SB,2*cf*,GS38,HS1637 FD LythamS.B.&E.Co.Ld.	12 ″ 6 4 ″ 0 12 ″ 9¾	
37608 165811 BCMV	**Merton** ● 2*Dks* D.F. *CruiserStern*	7195 6809 5342	✠100A1 *withfreeboard* 7,41 ✠LMC7,41	Lth	*a*†	CL	1941 7mo *Lloyd*	Burntislnd S.B.Co.Ld Burntisland *sA&CP*	CarltonS.S.Co.Ld. &CambayS.S.Co. Ld.(R.Chapman& Son) 5*DivisionalWTBHs in 'tween dks* *CellDB*356'	420·0 436·0(O.L.) 1362t *FPT*158t *APT*277t	58·0	35·3 FK	Newcastle British 7*BHptCem* (*CollToWdk* 6 ,, 2*nd* ,,)	T.3Cy.22½",36"&65"-48" 220lb (*s*) 389NHP s 2SB,6*cf*,GS127,HS5322 FD D.Rowan&Co.Ld.Gls.	37 ″ 10 10 ″ 9¾ 27 ″ 3	
37609 218088 KIGF	**Melvin H. Baker** (*ex*Willmoto-41, *OilEng.* *ex*Seekonk) *ss*N Yk.No.3-4,31 *ss*SFo.No.2-39 ~~*ss*Bal.No.1-35~~ 2*Dks*(*Stl*)&*Webframes*	4999 4573 3115	✠100A- ~~3,41 8,40~~ 1,42 ✠NE23 ✠LMC CS1,41 DBS12,41 1,42	~~Bal~~ NYk		CL 4,40	1919 5mo	American International S.B.Corp HogIslandPa	NationalGypsum Co.(Waterman SteamshipAgency, Ld. *Mgrs.*) *CellDB*279'1248t	390·0 P39'B122'F43' *MT*24'748t*FPT*144t	54·2	27·6 FK	NewarkNJ Utd.States 7*BHCem* *APT*100t	Oil Engines 4S.C.SA 6Cy.29⅓"-59" 488NHP s NDB23 150*lb* WCramp&SnsS&EBCoPhl	32 ″ 0 7 ″ 5½ 24 ″ 9	
37610 HPVB	**Montrose** (*ex*HertaMærsk-41) 1*Dk*&*Shelter dk* D.F. *CruiserStern* *Fitted for oil fuel*	1827 — 1057					1939	Frdrkshvn Værft og Flydk.A/S Fredrikshavn	UnitedStates MaritimeCommission~~(operated by MarineOperatingCo.Inc.)~~	287·9	43·5	17·4	Panama Pnamanian *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine HS3519 240NHP HelsingörsJernsk.&Mskb. Elsinore		VR
37611	**Montana** (*ex*Paula-41) D.F. 1*Dk* *CruiserStern*	1549 1349 884					1934	Helsingörs Jernsk&Msk. Elsinore	UnitedStates MaritimeCommission~~(operated by MarineOperatingCo.Inc.~~	290·0 P&B218'F38'	39·7	15·3	Panama Pnamanian *WB*	C.4Cy (2)14¾"&(2)31½"- 31½"&LP turbine 192NHP HS2519 HelsingörsJernsk.&Mskb.		~~G~~
37612 HPWJ	**Manuel** (*ex*Nordpol-41) TwinSc *OilEng.* *ss*Cpn.No.3-3,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4480 4132 2733	✠100A1 *withfreeboard* 8,41~~3,39~~ ✠LMC CS3,39 DBS~~11,39~~ 8,41 ~~3,38~~ 11,39	~~Cpn~~ LAn	*y*	CL s2,39 PN2,39	1926 2mo *Lloyd*	Burmeister &Wain Copenhagen *sA&CP*	UnitedStatesMaritimeCommission ~~(operated by Union S.S.Co.of New Zealand,Ld.)~~ *CellDB*334'1076t	380·0 F35' *Tanks between tunnels*47t *DTf*30'1158t*FPT*97t*APT*119t	53·9	25·4 FK	Panama Pnamanian 7*BHptCom* (*CollToSh dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP s DB100*lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 3 ″ 0¼ 25 ″ 2½	
37613 142073 VOBL	**Mildred Pauline** WoodAuxTwin (*ex*JeanF. *OilEng.* Sc3MstSr McRae-40,*ex*HerbertFearn) (*ex*SailingVessel-40) *Mchy.Aft* (*See Sailing Ship Register*)	300 208 220					1919	Placentia S.B.Co.Ld. Placentia, NFL.	R.T.Sainthill& Son,Ld.	126·9	30·6	11·0	Sydney,NS British	Oil Engines 2S.C.SA 6Cy.8¼"-10¼" 76NHP 1E*made*28*fitted*40 1E*made*26*fitted*41 Fairbanks,Morse&Co. Beloit,Wis.		
37614 145631 WPTC	**Motorex** (*ex*Dolomite2-41, TwinSc *ex*ThomasMaytham-38) *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	1958 — 1447					1892	Chicago S.B.Co. Chicago	~~RepublicTransportationCorp.~~ SeaboardTransportationCorp.	286·0 Q60'F28'	41·2	18·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 16Cy.12½"-13" 245NHP NE38 AmericanLocomotiveCo. Auburn,N,Y.		R
37615	**Macbeth** (*ex*IdaZ.O.-41) *Mchy.Aft* 1*Dk* D.F. *Fitted for oil fuel*	4941 4339 3028					1920	N.Odero& Co. Genoa	UnitedStates Maritime Commission ~~(operated by United StatesLines Co.)~~	403·4 387·1 P246'F34'	51·5	27·9	Panama Pnamanian *WB*	T.3Cy.26",42½"&69⅝"-48" 335NHP N.Odero&Co.Genoa		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
37616 HPYE	**Mokatam** (*ex*MarGlauco-41, *ex*Aquitania.*ex*S.E.Calvert, *ex*Lübeck *ex*Drumcondra) 1*Dk2trB* D.F. *Turret deck*	4662 — 2977					1906	W.Doxford &Sons,Ld. Sunderland	UnitedStates Maritime Commission ~~(operated by~~ ~~GraceLine,Inc.)~~	403·9 397·5 P23'B151'F37'	51·6 51·1	24·5	Panama Pnamanian *WB*	T.3Cy.26",43"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		OR
37617	**Meridian** (*ex*Dino-41,*ex*Hendonhall, *ex*Montes,*ex*Sierra *ss*Shl.No.2-29 Belgrano) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) **D.F.** *Fitted for oil fuel*	5592 5377 3423	✠ — 8,33 ✠	Hpl	*y*		1920 6mo	Nthmblnd S.B.Co.Ld. Newcastle	UnitedStates Maritime Commission ~~(operated by~~ ~~UnitedStatesLines~~ ~~Co.)~~	413·5 399·6 F37'*onShelter dk* *CellDB*351'1178*t*	53·0	32·8 FK	Panama Pnamanian *ptCem* 2*BHtoSh dk* 5 „ „ *U* „ *FPT*60*t APT*90*t*	T.3Cy.27",44"&73-48" 517NHP 3SB,9*cf*,GS190,HS7668 Palmers'Co.Ld.Newcastle	35 " 5	
37618 241205 KFFL	**Meriwether Lewis** D.F. GyC. 2*Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	~~7000~~ 7176 — 4374					1941	OregonS.B Corp. Portland,Or.	UnitedStates Maritime Commission	416·0	56·9	37·3	Portland, Ore. Utd States *WB*	T.3Cy.24½",37"&70"-48" 339NHP WillametteIron&SteelCo. Portland,Or.		
37619	**Managua** (*ex*Neptuno-41, *ex*Munisla-37, 1*Dk* *ex*Glorieta) *Fitted for oil fuel*	2220 1963 1330					1919	AlbinaEng &Machine Works Portland,Or.	A.Garcia&Cia. Ltda.	289·0 P26'B148'F32'	44·1	19·2	Bluefields Nicaraguan *WB*	T.3Cy.22",36½"&60"-42" 313NHP AlbinaEng.& Mch.Wks.Portland,Or.		R
37620 168814 BCTD	**Manaar** D.F. E.S.D. 2*Dks*,3*rd dk in No.* 1 *hold* ~~*Ref.Mchy*~~. *CruiserStern*	~~8000~~ 8007 7253 4778	✠100A1 ~~(*ClassContem-plated*)~~ 4,42 ✠LMC4,42 *Fitted for oil fuel* 4,42 *F.P. above* 150°F.	PGl	*d*† 2½	CL	1942 4mo *Lloyd*	Wm.Ham- ilton&Co.Ld. PortGlasgow '*sA&CP*	Thos.&Jno. Brocklebank,Ld. *Duct keel fwd. of mchy.space* *CellDB*394'1637*tDTa*36'1169*tFPT*80*tAPT*76*t*	475·7 494·7(O.L.) P45'B161'F54'	62·7	32·3 FK	Liverpool British 8*BHptCem* (1 *to* 2*nd dk*)	3 steam turbines SR geared to 1 sc. shaft 1065NHP 250lb (*r*) 3SB(Spt)12*cf*,HS11172 FD D.Rowan&Co.Ld.Gls.	34 " 10 s 7 " 4½ 27 " 9	
37621	**Maule** (*ex*Laila-41—*which also see*) D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	1700 1463 973	(*Classification* *Contemplated*)				1936	Helsingörs Jernsk&Msk. Elsinore	ChilianGovern- ment(Cia.Sud Americana de Vapores,*Mgrs.*)	292·0	41·7	16·4	Valparaiso Chilian *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine with reduction gear and chain drive HS3340 234NHP HelsingörsJernsk.&Mskb.		
37622	**Monrovia** *For particulars see* "Mount Ithome," *No.* 28931 *in body of Register*															
37623 216217 WQCN	**Mount Baker** Wood (*ex*SailingBarge-41,*ex*MotorVessel MountBaker-37, *MchyAft* 2*Dks* *ex*MountShasta) *Fitted for oil fuel*	2904 — 2429					1918	Supple- BallinS.B. Corp. Portland,Or.	P.F.Soto	285·5	44·8	24·1	Ls Angeles Utd.States	Oil Engines 4S.C.SA 16Cy.13"-18" 262NHP *Erefitted*41 WintonDieselEng.Co.		R
37624 216821 WJAO	**Minotaur** (*ex*Malamton-41, *ex*Missoula-35,*ex*M.J.Scanlon) 1*Dk* D.F. *Mchy.Aft* *Fitted for oil fuel*	4554 3860 2721					1918	NewYork S.B.Corp. Camden,N.J.	UnitedStates Maritime Commission	362·3	51·2	32·2 *WB*	NewYork Utd.States	T.3Cy.24$\frac{17}{32}$",39$\frac{15}{16}$"&67"-45" 301NHP NYorkSBCorp.CamdenNJ		R
37625 CXAJ	**Montevideo** (*ex*Adamello-41) *ss*Gen.No.1-25 D.F. 1*Dk*&*Shelter dk*	5785 5519 3661	✠ ... 2,29 ✠				1920 12mo	Nthmblnd S.B.Co.Ld. Newcastle	Uruguayan Government (Administración Nacional de Puertos)	413·4 399·9 F38' *on Shelter dk*	52·9	33·0	M.Video Uruguayan *WB*	T.3Cy.27",45"&75"-51" 572NHP WllsndSlpwy&E.Co.Ld. Newcastle	35 " 5	
37626 CXAK	**Maldonado** (*ex*Fausto-41, *ex*Nedon-38.*ex*Heathfield-33, *ex*Briarwood,*ex*WarMallow) 1*Dk*	5285 4773 3198					1919	Ropner& Sons.Ld. Stockton	Uruguayan Government (Administración Nacional de Puertos)	413·1 402·0 P49'B113'F40'	52·3	28·4	M.Video Uruguayan *WB*	T.3Cy.27",44"&73"-48" 490NHP Blair&Co.Ld.Stockton		
37627	**Minasloide** (*ex*Augusta-42, *ex*Durham) *ss*Gen.2ndNo.3,3,31 *ss*Gen.No.2-39 *Ref.Mchy* 2*Dks*(*Stl*)&*deepframing*& D.F. *Shelter dk*(*Stl*)	5702 5220 3484	✠100A1 *Shelter dk* *withfreeboard* 12,39 ✠LMC MS3,39 BS12,39 ✠Lloyd'sRMC1,40 NO LATER SURVEY REPORTED	Gen	*a*†	CL 12,39	1904 11mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	LloydBrasileiro *CellDBa*100'*u*	434·5 420·0 *E*30'*f*195'911*tFPT*	54·0	28·6 FK	R.Janeiro Brazilian 7*BHCem* 139*tAPT*15*t*	T.3Cy.28⅝",47"&78"-54" (*s*) 180lb 518NHP 3SB.9*cf*,GS183.HS6759 FD N.E.MarineEngCoLdNwc.	31 " 9 s 5 " 0 27 " 0	
37628	**Monaco** *For particulars see* "Aliki," *No.* 19028 *in body of Register*															
37629 85860 VOLP	**Meigle** (*ex*Solway) Iron 3*Dks*	1060 1029 611	✠ ... 9,92 ✠				1881 9mo	Barclay, Curle&Co. Glasgow	ShawS.S.Co. (Newfoundland) Ld(G.T.Shaw*Mgr*)	220·2 P&B129'F29'	30·1	15·2	SJhnsNFL British *WB*	C.2Cy.26"&52"-48" NB99 162NHP *Alt*99A.&J.Inglis.Glasgow	16 " 6	
37630	**Monticello** Ⓟ TwinSc (*ex*ConteGrande-42) *ss*Gen.No.2-36 4*Dks*(*Stl-Weather dk ws*) D.F. GyC. 5*th dk*(*Stl*)*in holds* *Ref.Mchy.*	23861 16120 14076	✠100A1 *withfreeboard* 2,40 BS2,39 ✠LMC10,36 Lloyd'sRMC12,39 *Fitted for oil fuel*2,28 *F.P. above* 150°F. NO LATER SURVEY REPORTED	Gen	*p*†	P5,39 SN5,39	1928 2mo *Lloyd*	Stabilmnto Tecnico Trieste '*sA&CP*	UnitedStates Maritime Commission *Duct keel forward of mchy.space* *CellDB*507'2297*tDTf*78'991*t FPT*112*t APT*109*t*	652·2 625·0 B390'F90'	78·3	27·2 48·0 FK *Coll*	Utd. States 10*BHCem* *BH to W dk*	4steam turbinesDR geared to 2 sc. shafts 220lb (*s*) 4512NHP 7DB(Spt)&2SB(Spt), HS50290 FD StabilimentoTecnico,Tri.	48 " 0 s 5 " 5 26 " 7	
(37631	**Matheran** D.F. E.S.D. *Cruiser Stern*	8000	100A1 (*Class Contemplated*)				1942	Wm.Ham- ilton&Co.Ld. PortGlasgow	Thos.&Jno. Brocklebank,Ld.	475·7 P44'B161'F54'	62·7	32·3	Liverpool British	3 steam turbinesSRgeared to 1 sc. schaft		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Special Surveys.	3 Material, Rig, &c. Late Name if any. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned new expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37632 232210 WLEE	Mount Vernon *Ref.Mchy.* D.F. E.S.D. GyC.	TwinSc (*ex* Washington-41) 4*Dks* *Fitted for oil fuel*	24289 — 13869					1933	NewYork S.B.Co. Camden,N.J.	UnitedStates Maritime Commission	668·4 B&F584′	86·3	33·3	Utd.States	6 steam turbinesSR geared to 2 sc. shafts *WB* NewYork S.B.Co.Camden,N.J.		B.
37633	Mormachawk D.F. GyC.	3*Dks* *Fitted for oil fuel*	6679 — 3945					1942	Consolidtd SteelCorp.Ld Wilmington, Cal.	UnitedStates Maritime Commission	396·5	60·1	25·8	NewYork Utd.States	2 steam turbinesDRgeared to 1 sc. shaft 733NHP *WB* WestinghouseElec.&Mfg. Co.Essington,Pa.		
37634	Mormacwren D.F. GyC.	3*Dks* *Fitted for oil fuel*	6679 — 3945					1942	Consolidtd SteelCorp.Ld Wilmington, Cal.	UnitedStates Maritime Commission	396·5	60·1	25·8	NewYork Utd.States	2 steam turbinesDRgeared to 1 sc. shaft 733NHP *WB* WestinghouseElec.&Mfg. Co.Essington,Pa		
37635	Malmland D.F. *Mchy.Aft*	*OilEng.* *CruiserStern*	8200	100A1 (*Class Contemplated*)				1942	Eriksbergs M.V.Aktieb. Gothenburg	Angf.A/B Tirfing (T.E.J:son Broström, *Mgr.*)	483·9 P94′F61′	61·0	34·3	Gothenbrg Swedish	Oil Engines 2S.C.DA 8Cy.$17\frac{1}{16}''$–$47\frac{1}{4}''$ EriksbergM.V.Aktieb.Got		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre.	Nom du Navire.	Matériaux, Gréement, etc.	Tonnage Officiel.	Détails de la Classification.			Date de la dernière visite de l'arbre porte-hélice.	Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines.	Creux sur Quille	Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
Numero Officiel.		*Ex-nom, s'il y a lieu.*	Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.		Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.	No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
Signaux	Visites Périodiques	Nombres des Ponts.															

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.			Date when tail shaft last seen.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Official No.	*Late Name if any.*		Gross. — Under deck. — Net.	Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.		When	By Whom — Where		Length.	Breadth.	Depth.		No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ, RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships	
Code Letters.	Special Surveys.	No. of Decks, &c.												Flag.		Corresponding draught. *ft. in.*	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
7801	**Noesaniwi** *OilEng.* D.F. E.S.D. *2Dks* *CruiserStern*	6737 5634 3960					1936	Deutsche WerftAG Bet Finkenwrder Hamburg	NV.Nederlandsch-IndischeMaats. voorZeevaart.I	469·8|61·7|26·2 P26'F39'	Dutch *WB*	3 Oil Engines 2S.C.SA connected to electric motor &sc. shaft 1548NHP 21Cy.20½"–27$\frac{9}{16}$" Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
7802 8227 BCPS	**Nottingham** *OilEng.* D.F. E.S.D. *3Dks* *Ref.Mchy.* *CruiserStern*	~~6470~~ 8532 7753 5022	✠100A1 *withfreeboard* ~~(ClassContem plated)~~ 11,41 ✠LMC11,41	Gls	c† 2⅛	CL	1941 11mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's*A&CP	~~NewZealand ShippingCo.Ld.~~ FederalSteam Nav.Co.Ld.	457·5|60·3|35·6 473·0(O.L.) F40' FK *(Coll to W dk 6 to 2nd dk)* *Duct keel 56'fwd.of machy.space* *6Divisional W.T.BHs in upper 'tween dks* *CellDB*379'1049t*FPT*80t*APT*173t	London British *7BHptCem*	Oil Engines 2S.C.SA 6Cy.26⅜"–91$\frac{5}{16}$" 1294NHP DB*100lb* Barclay,Curle&Co.Ld.Gls.	39 ″ 7 s12 ″ 3¾ 27 ″ 5¼	
37803 219846 KUMV	**Norlindo**(*ex*Volusia-41,*ex*Lake Glaucus) *Fitted for oil fuel* Sub.Sig. D.F. *3Dks*	2686 — 1665					1920	Globe S.B.Co. Superior,Wis.	Merchnts&Miners Transptn.Co.	255·4|43·8|26·9 P29'B64'F23'	Baltimore Utd.States *WB*	T.3Cy.19$\frac{17}{32}$",32"&56"–36 194NHP NordbyMfg Co Milwaukee		R
37804 23665 JHKD	**Nikki Maru** (*ex*KihukuMaru-41, *ex*KifukuMaru-38) *ss*Kob.No 3-3,31 *ss*Smk.No.2-40 *2Dks(Stl)&Awngdk(Stl)*	5857 5585 4259	✠100A1 *Awng dk* *withfreeboard* 6,41 ✠LMC6,41	Inn	*y*	OG 7,39	1918 11mo	Kawasaki Dkyd.Co Ld. Kobe A&CP	NissanKisenK.K.	385·0|51·0|36·0 FK Coll *CellDB*334'1118t *FPT*126t*APT*93t	Tokyo Japanese *Cem* *BH toAw dk* 5 ,, *U* ,,	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB,(Spt)&1AuxSB.*8cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
37805 173243	**Nereus** TwinSc *1Dk*	10647 9503 5870					1913	NwprtNws S.B.&D.D Co NewprtNews	Saguenay Terminals,Ld.	502·2|62·3|36·9	Montreal British *WB*	T.6Cy.26",43½"&74"–48" 756NHP NewportNewsSB&DD.Co.		
7806 168243 BCXM	**Nurani** *2Dks* *CruiserStern*	~~5400~~ 5414 4930 3202	✠100A1 ~~(ClassContem plated)~~ 12,41 ✠LMC12,41	PGl	z	CL	1941 12mo	Lithgows Ld. Port Glasgow *Lloyd's*A&CP	AsiaticStm.Nav. Co.Ld.	409·5|~~54·0~~|28·7 425·0(O.L.) P40'B117'F38' FK *CellDB*355'1197t*FPT*111t*APT*79t	London British *7BHCem*	T.3Cy.24½",41"&70"–48" 230lb (*s*) 524NHP 3SB,*9cf*,GS164,HS7425 FD Rankin&BlackmoreLdGrk	31 ″ 3 s6 ″ 0½ 25 ″ 5	
37807 168254 BDQQ	**Nairung** *2Dks* *CruiserStern*	~~5400~~ 5414 4930 3202	✠100A1 ~~(ClassContem plated)~~ 2,42 ✠LMC2,42	PGl	z	CL	~~1941~~ 1942 2mo	Lithgows Ld. Port Glasgow *Lloyd's*A&CP	AsiaticSteam Nav.Co.Ld.	409·5|~~51·0~~|28·7 425·0(O.L.) P40'B117'F38' FK *CellDB*355'1197t*FPT*111t*APT*79t	London British *7BHCem*	T.3Cy.24½",41"&70"–48" 230lb (*s*) 524NHP 3SB,*9cf*,GS164,HS7425 FD Rankin&BlackmoreLdGrk	31 ″ 3 s6 ″ 0½ 25 ″ 5	
37808 LNAP	**Norsktank** (*ex*Janko-42, *ex*Jaguar-39,*ex*Nike-38) TwinSc *OilEng.* D.F. *ss*Ams.No.3-12,39 *Mchy.Aft* *CruiserStern* *1Dk(Stl)* *Butts of bottom plating fwd.elec.welded*	9720 8976 5761	✠100A1 1,42 ~~5,41~~ ~~DBS11,40~~ ✠LMC12,39 *CarryingPetroleum in bulk*	~~LAn~~ Cff DBS9,41	e†	CL SN5,41 P5,41	1928 11mo	A/B Götaverken Gothenburg *Lloyd's*A&CP	Den norskeStat (Norwegian Government) (TheNorwegian Shipping&Trade Mission,*Mgrs.*)	483·4|64·2|37·5 500·9(O.L.) New forepart12,39 P103'F49' FK *CellDBuE*71'304t *DTf* 33' 624t *FPT*196t*APT*310t	Oslo Norwegian 10*BHptCem*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 723NHP 2DB*150lb* Aktieb.Götaverken,Got.	37 ″ 0 s8 ″ 10½ 28 ″ 4¾	
7809 68283 DWP	**Nicania** *OilEng.* D.F. E.S.D. *Longitudinal framing at bottom&at deck* *Mchy.Aft* *CruiserStern*	~~8150~~ 8179 7235 4767	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1942	Hawthorn, Leslie&CoLd Newcastle	Anglo-Saxon PetroleumCo.Ld.	~~465·0|59·2~~|33·8 465·3|59·3| P96'B48'F53'	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" Hwthrn,Leslie&CoLdNwc	34 ″ 0 s6 ″ 8½ 27 ″ 6½	
7810	**Nimba** *ex*Asta-41,*ex* AugustLeffler, *ex*Boltenhagen, *ex*AugustLeffler, *ex*Lygnern,*ex*AugustLeffler) *ss*Mob.3rdNo.3-11,40 *1Dk(ptIrn&ptStl)&* *deep framing* D.F. *Cargo battens not fitted*	1854 1722 1086	✠ [illegible] 2,42 ~~[illegible]~~ ✠~~LMC~~ ~~[illegible]~~	Mob	r	OG N11,40	1900 1mo	Osbourne, Graham&Co. Sunderland A&CP	UnitedStates Maritime Commission	281·2|40·5|18·1 274·6| 41·7 P22'B66'F29' FK *CellDBa*90'*uE*20'*f*108'465t	Panama Pnamanian 4*BHCem* *APT*74t	T.3Cy.20¾",33"&54"–39" (*s*) 125lb 192NHP 2SB(Spt),*6pf*,GS87,HS3037 J.Dickinson&Sons,Ld.Sld.	20 ″ 6 ~~s2 ″ 0~~ ~~17 ″ 11~~	
7811	**Norfjell** (*Launched as* EmpireSaxon) *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	~~8129~~ ~~7204~~ ~~4631~~ 8129 7204 4631	✠100A1 ~~(ClassContem plated)~~ 2,42 ✠LMC2,42 *CarryingPetroleum in bulk* *Fitted for oil fuel 2,42 F.P.above 150°F.*	Nwc	c† 2⅛	CL	1942 2mo	Swan,Hunter&Wigham Richardson Ld Newcastle *Lloyd's*A&CP	Den norskeStat (Norwegian Government) (TheNorwegian Shipping&Trade Mission,*Mgrs.*)	465·9|59·4|33·8 483·1(O.L.) P109'B47'F37' FK *CellDBuE&B*91'287t *DTf*36'628t*FPT*156t*APT*87t	Oslo Norwegian 16*BH*	T.3Cy.26½",44"&73"–48" 220lb (*s*) 629NHP 3SB(Spt)*9cf*,HS9555 FD Swan,Hunter&Wigham Richardson,Ld Nwc	34 ″ 0 s6 ″ 8 27 ″ 7	
7812	**Nortind** (*ex*EmpireOnyx-42) *OilEng.* *1Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom &at deck*	8221 7230 4788	✠100A1 3,42 ~~12,41~~ ✠LMC12,41 *CarryingPetroleum in bulk*	~~Gls~~ Bry	c†	CL	1941 12mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP	Den norskeStat (Norwegian Government) (TheNorwegian Shipping&Trade Mission,*Mgrs.*)	465·6|59·5|33·8 483·3(O.L.) P93'B47'F51' FK *CellDBuE*70'158t*DTf*25'291t*FPT*150t*APT*88t	Oslo Norwegian 17*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s6 ″ 8¼ 27 ″ 6½	
7813 41461 KEPO	**Nancy Lykes** *3Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* *pt.Elec.welded* *pt.Longitudinal framing*	6085					1942	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStates Maritime Commission	439·0|63·2|27·5 P38'B75'F47'	Houston (Tex.) Utd.States *WB*	2 steam turbines DRgeared to 1 sc. shaft 1000NHP GeneralElectricCo. Lynn,Mass.		
7814	**Nathan Hale** *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0|57·0|34·9	Utd.States *WB*	T.3Cy.24½",37"&70"–48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
7815 20129 UTV	**Norindies** (*ex*Providence-41, *ex*LakeFurnas) *3Dks* D.F. *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig.	2677 — 1660					1920	Saginaw S.B.Co. Saginaw	~~Merchnts&Miners-TransportationCo. Inc.~~ NorthAtlantic &GulfS.S.Co.	253·4|43·8|26·2 P32'B65'F26'	NewYork ~~Baltimore~~ Utd.States *WB*	T.3Cy.21",35$\frac{13}{64}$"&59"–42" 225NHP BuckeyeEngineCoSalem,O		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned new expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
37816 220826 KDKP	**Norvana** (*ex*York-41, *ex*LakeGatun) *Ref.Mchy.* 3*Dks* Sub.Sig. D.F. *Fitted for oil fuel*	2677 — 1660					1920	Saginaw S.B.Co. Saginaw	Merchnts&Miners TransportationCo.	253·4 P25'B65'F26'	43·8	26·2	Baltimore Utd.States *WB*	T.3Cy.21",35"&59$\frac{1}{16}$"-42" 223NHP BuckeyeEngineCoSalem,O		R
37817	**Narwik** (*Launched as* Empire Roamer) D.F. E.S.D. 2*Dks* *CruiserStern*	*7031* *6571* *4967*	✠100A1 *with freeboard* ~~(*ClassContemplated*)~~ 4,42 ~~3,42~~ ✠LMC3,42	~~Gls~~ NYk	*a*† 2	CL	1942 3mo *Lloyd's A&CP*	C.Connell &Co.Ld. Glasgow	PolishGoverment (Gdynia-America ShippingLines,Ld. *Mgrs.*)	431·3 446·3(O.L.) F39' FK (*Coll to W dk 6 to 2nd dk*) 6*Divisional W.T. BHs in 'tween dks* *CellDB367'1265tFPT101tAPT114t*	56·3	35·2	Gdynia Polish 7*BHptCem*	T.3Cy.24½",39"&70"-48" 220lb (*s*) 510NHP 3SB,9*cf*,GS165,HS7248 FD Barclay,Curle&Co.Ld.Gls.	37 ″ 8 s11 ″ 1 26 ″ 9	
37818	**Norteloide** (*ex*Bollwerk-41,*ex* Söderhamn-37, *ss*Npt.No.3-7,30 *ex*NailseaMoor-37, D.F. 1*Dk*(*Stl*) *ex*DavidLloydGeorge-32)	4173 3727 2528	✠ ... 1,35 ✠	HKg	*x*		1917 7mo	Craig,Taylor&Co.Ld. Stockton	LloydBrasileiro	371·9 P52'B&F248' FK *CellDB*319'1134*t FPT*106*t APT*184*t*	51·4	22·6	R.Janeiro Brazilian 6*BHCem*	T.3Cy.26",42½"&69½"-45" GS162,HS6830 400NHP 2SB&1Aux.SB,6*cf*§2*pf*, N.E.MarineEng.Co.Ld.Sld	26 ″ 6	O †
37819	**Norsol** (*ex*EmpireDiamond-42) *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	8236 *7251* *4794*	✠100A1 ~~11,41~~2,42 ✠LMC11,41 *Carrying Petroleum in bulk*	~~Bel~~ Gal	*c*†	CL	1941 11mo *Lloyd's A&CP*	Harland& Wolff,Ld. Belfast	Den norskeStat (NorwegianGovernment)(TheNorwegianShipping& TradeMission *Mgs*)	465·6 483·0(O.L.) P93'B47'F51' FK *CellDBuE*70'156*t DTf*25'275*t FPT*150*t APT*88*t*	59·5	34·0	Oslo Norwegian 17*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55½" 502NHP s 2DB150*lb* Harland&Wolff,Ld.Bel.	34 ″ 0 6 ″ 8½ 27 ″ 6¼	
37820	**Norheim** (*ex*EmpirePearl-42) 1*Dk* D.F. E.S.D. *Fitted for oil fuel* *Longitudinal framing CruiserStern* *Mchy.Aft Carrying Petroleum in bulk*	*9816* *8895* *5782*					1941	SirJ.Laing &Sons,Ld. Sunderland	Den norskeStat (NorwegianGovernment)(TheNorwegianShipping& TradeMission *Mgs*)	484·0 P111'F33'	68·3	36·1	Oslo Norwegian *WB*	T.3Cy.27",44"&76"-51" 414NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		
37821 LMAH	**Norhauk** (*ex*EmpireBeaver-42, *ex*EmpireSambar-41, 2*Dks* *ex*Waban-40) *Fitted for oil fuel* D.F. Sub.Sig. *Longitudinal framing*	*6086* *5638* *3750*	100A1 (*Classification Contemplated*) Examined 6,41 4,42~~11,41~~ BS8,41	NYk ~~Gls~~ Liv		CL 4,40	1919	GMStandiferCnst.Corp. Vancouver, Wash.	Den norskeStat (NorwegianGovernment)(TheNorwegianShipping& TradeMission *Mgs*)	401·4 P34'F38'	53·2	31·9	Oslo Norwegian *WB*	T.3Cy.24½",42¼"&72¾"-48" 210lb 558NHP s 3SB(Spt)9*cf*,HS8112 FD Hooven,Owens.Rentschler,Co.Hamilton,O.	34 ″ 6 8 ″ 2 26 ″ 6½	
37822	**Norvarg** (*ex*EmpireElk-42, *ex*Condor-40,*ex*Rotarian) 2*Dks* *Ref.Mchy.* *Fitted for oil fuel* *Longitudinal framing*	*4748* *4274* *2936*					1920	ToddD.D. & Const.Corp. Tacoma, Wash.	Den norskeStat (NorwegianGovernment)(TheNorwegianShipping& TradeMission *Mgs*)	380·3 P52'B102'F41'	53·1	27·0	Oslo Norwegian *WB*	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&Const.Corp Tacoma,Wash.		RC
37823 220621 KDFB	**New Orleans** (*ex*Exbrook-41, *ex*NewOrleans-40) *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	6172 — 3834					1920	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5 P45'B109'F38'	55·0	31·4	NewYork Utd.States *WB*	Oil Engines 2S C.DA 4Cy.27½"-47¼" 1053NHP NE29 Hooven,Owens,Rentschler&Co.Hamilton,O.		R
37824 6412 SDJN	**Nordia** (*ex*Ulla-41,*ex*Alcor) 1*Dk*	*1847* *1601* *1072*					1920	Fredrkstad Mek.Værks. Fredrikstad	RederiA/BSylvia (A.Billner,*Mgr.*)	264·5 P30'B71'F29'	42·1	17·8	Gothenbrg Swedish *WB*	T.3Cy.18½",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
37825 LNAJ	**Norjerv** (*ex*EmpireEagle-42, *ex*Indianan-40, *ex*Willhilo-37, 2*Dks* *ex*GoldenRod-34, D.F. *ex*WestIslip)	*5582* *5175* *3468*	100A1 (*Classification Contemplated*) Examined 5,41 Lon 7,41 ~~BS7,41(210lb)~~ *Fitted for oil fuel '19 F.P. above* 150° F.	Phl LMC7,40 BS11,41(210lb)		CL 7,41	1919	AmesS.B. &D.D.Co. Seattle, Wash	Den norskeStat (Norwegian Government) (The Norwegian Shipping&Trade Mission,*Mgrs.*)	409·8 P44'B119'F47'	54·2	29·2	Oslo Norwegian *WB*	T.3Cy.26",43"&73"-48" 369NHP s AmesS.B.&D.D.Co.Seattle	31 ″ 10 6 ″ 3¾ 25 ″ 9	
37826 LNAL	**Norland** (*ex*EmpirePict-42) *OilEng* 1*Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	*8134* *7212* *4761*	✠100A1 5,42~~11,41~~ ✠LMC11,41 *Carrying Petroleum in bulk*	~~Gls~~ Grk	*c*† 2½	CL	1941 11mo *Lloyd's A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	Den norskeStat (Norwegian Government) (TheNorwegian Shipping&Trade Mission,*Mgrs.*)	463·2 479·3(O.L.) P94'B48'F47' FK *CellDBuE*71'142*t DTf*22'254*t FPT*149*t APT*94*t*	61·2	33·0	Oslo Norwegian 17*BHptCem*	Oil Engines 4S.C.SA 6Cy 29⅛"-59$\frac{3}{16}$" 490NHP s 2DB150*lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 6 ″ 5½ 27 ″ 0¼	
37827 LNAK	**Norholm** (*ex*EmpireDruid-42) D.F. E.S.D. 1*Dk* *Mchy.Aft Fitted for oil fuel* *CruiserStern Longitudinal framing* *Carrying Petroleum in bulk*	*9813* *8895* *5782*					1941	SirJames Laing& Sons.Ld. Sunderland	Den norskeStat (Norwegian Government) (TheNorwegian Shipping&Trade Mission,*Mgrs.*)	484·0 P111'F33'	68·3	36·1	Oslo Norwegian *WB*	T.3Cy.27",44"&76"-51" 414NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		
37828	**Norfalk** (*ex*EmpireKittiwake-42, *ex*ForbesHauptman-40, *ex*WesternAlly) 2*Dks* Sub.Sig. D.F.	*5675* *5312* *3556*	✠100A1 (*Reclassification Contemplated*) Examined 1,42 3,42 ~~8,41~~ BS8,41 ✠LMC7,40	Hul ~~Liv~~ Phl		CL 12,40	1919 1mo	AmesS.B. &D.D.Co. Seattle, Wash.	Den norskeStat (Norwegian Government) (TheNorwegian Shipping&Trade Mission,*Mgrs.*)	409·8 P44'B120'F47' FK	54·2	29·2	Oslo Norwegian *WB*	T.3Cy.28$\frac{3}{16}$",46"&80½"-48" 200lb (*s*) 639NHP s 3SB,12*cf*,GS235,HS9273 FD AmesS.B.&D.D.Co.Seattle	32 ″ 0 6 ″ 4¼ 25 ″ 10¼	
37829	**Norelg** (*ex*EmpirePtarmigan-42, *ex*Abercos-41) 1*Dk&Shelter dk2trB* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6013 5632 3729					1920	GMStandiferCnst.Corp. Vancouver, Wash.	Den norskeStat (Norwegian Government) (TheNorwegian Shipping&Trade Mission,*Mgrs.*)	404·0 P48'B81'F37'	53·2	31·9	Oslo Norwegian *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		B
37830	**Nassa** *OilEng.* D.F. E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8100 7220 4750	100A1 (*ClassContemplated*) *Carrying Petroleum in bulk*				1942	Blythsw'd S.B.Co.Ld. Glasgow	Anglo-Saxon PetroleumCo.Ld.	464·9 P93'B47'F51'	59·5	33·9	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" J.G.Kincaid&Co.Ld.Grk.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Visites Périodiques.	3 Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
37831	Nuculana D.F. E.S.D. GyC. *Mchy.Aft* *Longitudinal framing at bottom & at deck*	*OilEng.* *CruiserStern*	8180	100A1 *(ClassContemplated)* *CarryingPetroleum in bulk*				1942	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld.	465·0 P96'B48'F53'	59·2	33·8	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{3}{16}$"–55$\frac{1}{8}$" Hwthrn,Leslie&CoLdNwc.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Date of B. of Trade Cert.
37951 168627 BCTP	Ocean Vanguard D.F. ~~E.S.D.~~ 2*Dks* *CruiserStern* *Electrically welded*	~~7000~~ 7174 6735 4272	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 3,42 ~~10,41~~ ✠LMC10,41	~~Rmd~~ NYk	*a*†	CL	1941 10mo	Todd-California S B. Corp. Richmond, Cal. *Lloyd's A&CP*	Ministry of War Transport (W.H. Seager&Co. Ld. *Mgrs.*)	~~423·0~~ 425·1 441·5(O.L.) FK 7*BHptCem* *(Coll to W dk, 6 to 2nd dk)* 6*Divisional W.T.BHs in 'tween dks* *CellDB368'1308tDTa20'734tFPT124tAPT166t*	57·0	~~34·9~~ 34·8	Cardiff British	T.3Cy.24½",37"&70"-48" 220lb (*s*) 505NHP 3SB(Spt)9*cf*,GS129, HS7140 FD GenMachCorpHamilton,O	37 ″ 4 s10 ″ 6½ 26 ″ 11	
37952 168258	Ocean Vigil D.F. ~~E.S.D.~~ 2*Dks* *CruiserStern* *Elec.welded*	~~7000~~ 7174 6735 4272	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 2,42 ~~11,41~~ ✠LMC11,41	~~Rmd~~ Gls	*a*†	CL	1941 11mo	Todd-California S.B. Corp. RichmondCal *Lloyd's A&CP*	Ministry of War Transport (Bolton ~~S.S.Co.Ld.*Mgrs.*)~~ SteamShippingCo. Ld.*Mgrs.*)	~~423·0~~ 425·1 441·5(O.L.) FK 7*BHptCem* *(Coll to W dk, 6 to 2nd dk)* 6*Divisional W.T.BHs in 'tween dks* *CellDB368'1308tDTa20'734tFPT124tAPT166t*	57·0	~~34·9~~ 34·8	London British	T.3Cy.24½",37"&70"-48" 220lb (*s*) 505NHP 3SB(Spt)9*cf*,GS129, HS7140 FD GeneralMachineryCorp. Hamilton.O.	37 ″ 4 ~~s10 ″ 6½~~ ~~26 ″ 11~~	
37953 240245 WGLQ	Oklahoma E.S.D. D.F. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom in centre tanks & at deck* *Bottom & deck plating & butts of side plating elec.welded*	9265 7476 5405	✠ ⋯ 11,41 ~~(*ClassContem plated*)~~ ~~✠LMC12,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 12,40 F.P. above 150°F.*	Phl	*f*† 2¼	CL	1940 12mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd's A&CP*	TheTexasCompany	488·8 513·8(O.L.) P116'B37'F60' FK 16*BHptAsp* *CellDBuE&B89'329tDTsf52'710tFPT155tAPT89t*	68·3	36·2	Wilmgton (Del.) Utd.States	2steam turbines DRgeared to 1 sc shaft 510lb FD 1718NHP 2W.T.B(Spt465lb) HS10110 WestinghouseElec.&Mfg. Co.Phl.	36 ″ 0	
37954 168708 BCTR	Ocean Voice D.F. ~~E.S.D.~~ 2*Dks* ~~*Elec.welded*~~ *CruiserStern* *Elec.welded*	~~7000~~ 7174 6735 4272	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 3,42 ~~11,41~~ ✠LMC11,41	~~Rmd~~ Gls	*a*†	CL	1941 11mo	Todd-California S B. Corp. RichmondCal *Lloyd's A&CP*	Ministry of War Transport (LarrinagaS.S. Co.Ld.*Mgrs.*)	~~423·0~~ 425·1 441·5(O.L.) FK 7*BHptCem* *(Coll to W dk, 6 to 2nd dk)* 6*Divisional W.T.BHs in 'tween dks* *CellDB368'1308tDTa20'734tFPT124tAPT166t*	57·0	~~34·9~~ 34·8	Glasgow ~~London~~ British	T.3Cy.24½",37"&70"-48" 220lb (*s*) 505NHP 3SB(Spt)9*cf*,GS129, HS7140 FD GeneralMachineryCorp. Hamilton,O	37 ″ 4 ~~s10 ″ 6½~~ ~~26 ″ 11~~	
37955	Ocean Venture D.F. ~~E.S.D.~~ 2*Dks* ~~*Elec.welded*~~ *CruiserStern* *Electrically welded*	~~7000~~ 7174 6735 4272	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 12,41 ✠LMC12,41	Rmd	*a*†	CL	1941 12mo	Todd-California S.B. Corp. RichmondCal *Lloyd's A&CP*	Ministry of War Transport (LarrinagaS.S. Co.Ld.*Mgrs.*)	~~423·0~~ 425·1 441·5(O.L.) FK 7*BHptCem* *(Coll to W dk, 6 to 2nd dk)* 6*Divisional W.T.BHs in 'tween dks* *CellDB368'1308tDTa20'734tFPT124tAPT166t*	57·0	~~34·9~~ 34·8	London British	T.3Cy.24½",37"&70"-48" 220lb (*s*) 505NHP 3SB(Spt)9*cf*,GS129,HS7140 FD GeneralMachineryCorp. Hamilton,O.	37 ″ 4	
37956 168628 BCXP	Ocean Viking D.F. E.S.D. 2*Dks* ~~*Elec.welded*~~ *CruiserStern* *Electrically welded*	~~7000~~ 7174 6735 4272	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 4,42 ~~12,41~~ ✠LMC12,41	~~Rmd~~ Cff	*a*†	CL	1941 12mo	Todd-California S.B. Corp. Richmond, Cal. *Lloyd's A&CP*	Ministry of War Transport (Bolton ~~S.S.Co.Ld.*Mgrs.*)~~ SteamShippingCo. Ld.*Mgrs.*)	~~423·0~~ 425·1 441·5(O.L.) FK 7*BHptCem* *(Coll to W dk, 6 to 2nd dk)* 6*Divisional W.T.BHs in 'tween dks* *CellDB368'1308tDTa20'734tFPT124tAPT166t*	57·0	~~34·9~~ 34·8	Cardiff British	T.3Cy.24½",37"&70"-48" 220lb (*s*) 505NHP 3SB(Spt)9*cf*,GS129, HS7140 FD GeneralMachineryCorp. Hamilton,O.	37 ″ 4 s10 ″ 6½ 26 ″ 11	
37957 240392 WIHN	Oregon (*Launched as* CapeClear) *OilEng.* D.F. E.S.D. GyC. 3*Dks* *CruiserStern*	~~6754~~ — ~~0904~~ 6759 3996 3965					1941	Seattle Tacoma S.B.Corp. Tacoma,Wsh	Pacific-Atlantic S.S.Co.	397·4	60·1	23·8	Portlnd Or Utd.States *WB*	Oil Engines 2S.C.SA 12Cy.21½"-27½" with electro-magnetic slip coupling&SR gearing 973NHP Hoovens-Owens-RenstchlerCorp.Hamilton,O.		R
37958 HPXN	Omaha (*ex*Frode-41) D.F. 1*Dk*	2114 — 1292					1918	Nylands Værksted Oslo	UnitedStates Maritime Commission ~~(operated by MarineOperating Co.Inc.)~~	289·7 P25'B144'F32'	44·2	18·9	Panama Pnamanian *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		NR
37959	Olambala (*ex*Antonietta-41, *ex*Atholl) *ss*Cff.2ndNo.3-1,26 *ss*Gen.No.1-31 D.F. 2*Dks*(1*Stl&UptIrn&ptStl*) *&deep framing*	4423 4082 2792	✠ ⋯ 3,34 ✠	Gen			1901 2mo	Napier& Miller,Ld. Glasgow	UnitedStates Maritime Commission	398·9 385·5 P40'B110'F44' FK 6*BHCem* *CellD Ba125'uE&B44'f167'1059tAPT38t*	48·7	27·4	Panama Pnamanian	T.3Cy.27",43"&72"-48" 418NHP 2SB,8*cf*,GS136,HS5463 Dunsmuir&Jackson,LdGls	29 ″ 9	
37960 168556 BCYB	Ocean Valley D.F. E.S.D. 2*Dks* ~~*Elec.welded*~~ *CruiserStern* *Elec.welded*	~~7000~~ 7174 6735 4272	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 5,42 ~~1,42~~ ✠LMC1,42	~~Rmd~~ Mch	*a*†	CL	1942 1mo	Todd-California S.B.Corp. Richmond, Cal. *Lloyd's A&CP*	Ministry of War Transport ~~(Connell &Grace,Ld.*Mgrs.*)~~ (Capper,Alexander &Co.*Mgrs.*)	425·1 441·5(O.L.) FK 7*BHptCem* *(Collto W dk 6 to2nd dk)* 6 *Divisional W.T.BHs in 'tween dks* *CellDB368'1308tDTa20'734tFPT124tAPT166t*	57·0	34·8	Manchester British	T.3Cy.24½",37"&70"-48" 220lb (*s*) 505NHP 3SB(Spt)9*cf*,GS129 FD HS7140 GeneralMachineryCorp. Hamilton,O.	37 ″ 4 s10 ″ 6½ 26 ″ 11	
37961 168630 BCXZ	Ocean Vesper 2*Dks* D.F. E.S.D. ~~*Elec.welded*~~ *CruiserStern* *Elec.welded*	~~7000~~ 7174 6735 4272	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 4,42 ~~1,42~~ ✠LMC1,42	~~Rmd~~ Cff	*a*†	CL	1942 1mo	Todd-California S.B.Corp. Richmond, Cal. *Lloyd's A&CP*	Ministry of War Transport ~~(Kaye, Son&Co.Ld. *Mgrs.*)~~ (Connell&Grace Ld.*Mgrs.*)	425·1 441·5(O.L.) FK 7*BHptCem* *(Coll to W dk, 6 to2nd dk)* 6*Divisional W.T.BHs in 'tween dks* *CellDB368'1308tDTa20'734tFPT124tAPT166t*	57·0	34·8	Cardiff British	T.3Cy.24½",37"&70"-48" 220lb FD (*s*) 505NHP 3SB(Spt)9*cf*,GS129,HS7140 GeneralMachineryCorp. Hamilton,O.	37 ″ 4 s10 ″ 6½ 26 ″ 11	
37962 168815 BCWL	Ocean Vestal D.F. E.S.D. 2*Dks* ~~*Elec.welded*~~ *CruiserStern* *Elec.welded*	~~7000~~ 7174 6735 4272	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 4,42 ~~1,42~~ ✠LMC1,42	~~Rmd~~ Liv	*a*†	CL	1942 1mo	Todd-California S.B.Corp. Richmond, Cal. *Lloyd's A&CP*	Ministry of War Transport (Kaye, Son&Co.Ld. *Mgrs.*)	~~423·0~~ 425·1 441·5(O.L.) FK 7*BHptCem* *(Coll to W dk 6 to 2nd dk)* 6*Divisional W.T.BHs in 'tween dks* *CellDB368'1308tDTa20'734tFPT124tAPT166t*	57·0	~~34·9~~ 34·8	Liverpool British	T.3Cy.24½",37"&70"-48" 220lb (*s*) 505NHP 3SB(Spt)9*cf*,GS129, HS7140 FD GeneralMachineryCorp. Hamilton,O.		
37963 168629 BCYC	Ocean Liberty D.F. E.S.D. 2*Dks* *CruiserStern* *Electrically welded*	~~6700~~ 7173 6735 4278	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 3,42 ✠LMC3,42	PMe	*a*†	CL	1942 3mo	Todd-Bath IronS.B. Corp. Portland,Me. *Lloyd's A&CP*	Ministry of War Transport (MitchellCotts& Co.Ld.*Mgrs.*)	425·1 441·5(O.L.) FK 7*BHptCem* *(Coll to W dk 6 to 2nd dk)* 6*Divisional W.T.BHs in 'tween dks* *CellDB368'1310tDTa20'734tFPT124tAPT166t*	57·0	34·8	Cardiff British	T.3Cy.24½",37"&70"-48" 220lb (*s*) 505NHP 3SB(Spt)9*cf*,GS129, HS7140 FD GeneralMachineryCorp. Hamilton,O.	37 ″ 4	

1 umero Ordre. — mero iciel. — naux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où ce si ce n'est dans le L.R. Durée.Cert.B.ofTrade
7964 8555 CYD	**Ocean Freedom** D.F. E.S.D. 2Dks CruiserStern Electrically welded	~~6700~~ 7173 6735 4278	✠100A1 withfreeboard ~~(ClassContem plated)~~ 4,42 ✠LMC4,42	P.Me	a†	CL	1942 4mo Lloyd'sA&CP	Todd-Bath IronS.B. Corp. Portland,Me.	Ministry of War Transport(J.&J. Denholm,Ld. Mgrs.)	425·1 441·5(O.L.) FK (Coll to Wdk, 6 to 2nd dk) 6 Divisional W.T.BHs in 'tween dks CellDB368'1310tDTa20'734tFPT124tAPT166t	57·0	34·8	Manchester British 7BHptCem	T.3Cy.24½",37"&70"-48" 220lb (s) 505NHP 3SB(Spt)9cf,GS129,HS7140 FD GeneralMachineryCorp. Hamilton,O.	37 ″ 4	
7965	**Ossag II** (Launched as Dorsanum) OilEng. D.F. E.S.D. Mchy.Aft CruiserStern CarryingPetroleum in bulk	8050 7220 4760					1939	Deutsche WerftAG Bet Finkenwrder Hamburg	Tankdpfr.Ges. Ossag m.b.H.	465·0	59·4	33·8	German	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
7966	~~Ormandale~~ Ormondale (exPaulineFriederich-41,exVassos-39, exEmanuelNobel-35) 2Dks Fitted for oil fuel Mchy.Aft CarryingPetroleum in bulk	4320 4196 2515					1912	Nederl. Schps. Maats. Amsterdam	UnitedStates Maritime Commission	376·7 P88'B33'F40'	51·2	27·4	Panama Pnamanian WB	T.3Cy.26",43"&72"-48" NE&B20 359NHP WallsendSlipway&E.Co.		R
37967 168631 BDPM	**Ocean Vulcan** D.F. E.S.D. 2Dks ~~Elecwelded~~ CruiserStern Electrically welded	~~7000~~ 7174 6735 4272	✠100A1 withfreeboard ~~(ClassContem plated)~~ 5,42 ~~2,42~~ ✠LMC2,42	~~Rmd~~ Bry	a†	CL	1942 2mo Lloyd'sA&CP	Todd-California S.B.Corp. Richmond, Cal.	Ministry of War Transport(Idwal Williams&Co. Mgrs.)	~~423·0~~ 425·1 441·5(O.L.) FK (Coll to Wdk 6 to 2nd dk) 6 Divisional W.T.BHs in 'tween dks CellDB368'1308tDTa20'734tFPT124tAPT166t	57·0	~~34·9~~ 34·8	Cardiff British 7BHptCem	T.3Cy.24½",37"&70"-48" 220lb (s) 505NHP 3SB(Spt)9cf,GS129,HS7140 FD GeneralMachineryCorp. Hamilton,O	37 ″ 4 s10″6½ 26 ″ 11	
37968	**Olivia** (exKemi-41, exSpessart, 1Dk&ptAwng dk exWestfalen) &deep framing	2462 1653 1464					1900	Act.Ges. "Neptun" Rostock	UnitedStates Maritime Commission	302·1 294·9 P15'Q98' ptAwng dk179'	41·0	16·4 23·3	Panama Pnamanian WB	T.3Cy.20⅞",35½"&55¼"-35½" 182NHP A.G."Neptun,"Rostock		
37969 163632 BDSM	**Ocean Justice** D.F. E.S.D. CruiserStern Elec.welded	~~6700~~ 7173 6735 4278	100A1 withfreeboard (ClassContem plated)				1942	Todd-Bath IronS.B. Corp. Portland,Me.	Ministry of War Transport(Hain S.S.Co.Ld.Mgrs.)	425·1	57·0	34·8	Cardiff British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		
37970 168558 BDSL	**Ocean Peace** D.F. E.S.D. 2Dks CruiserStern Elec. welded	~~6700~~ 7173 6735 4278	✠100A1 withfreeboard ~~(ClassContem plated)~~ 4,42 ✠LMC4,42	PMe	a†	CL	1942 4mo Lloyd'sA&CP	Todd-Bath IronS.B. Corp. Portland,Me.	Ministry of War Transport(Hain S.S.Co.Ld.Mgrs.)	425·1 441·5(O.L.) FK (Coll to W dk, 6 to 2nd dk) 6 Divisional W.T.BHs in 'tween dks CellDB368'1310tDTa20'734tFPT124tAPT166t	57·0	34·8	Manchester British 7BHptCem	T.3Cy.24½",37"&70"-48" 220lb (s) 505NHP 3SB(Spt)9cf,GS129,HS7140 GeneralMachineryCorp. Hamilton,O.	37 ″ 4	
37971	**Oliver Hazard Perry** 2Dks D.F. E.S.D. Fitted for oil fuel Elec.welded CruiserStern	7000					1942	California S.B.Corp. LosAngeles	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States WB	T.3Cy.24½",37"&70"-48" 339NHP JoshuaHendyIronWrks, Sunnyvale,Cal.		
37972 166054 BDPL	**Ocean Vision** D.F. E.S.D. 2Dks ~~Elec.welded~~ CruiserStern Elec. welded	7174 6735 4272	✠100A1 withfreeboard ~~(ClassContem plated)~~ 5,42 ~~2,42~~ ✠LMC2,42	~~Rmd~~ Avn	a†	CL	1942 2mo Lloyd'sA&CP	Todd-California S.B.Corp. Richmond, Cal.	Ministry of War Transport(Haldin &Philipps,Ld. Mgrs.)	425·1 441·5(O.L.) FK (Coll to W dk 6 to 2nd dk) 6 Divisional W.T.BHs in 'tween dks CellDB368'1308tDTa20'734tFPT124tAPT166t	57·0	34·8	Bristol ~~London~~ British 7BHptCem	T.3Cy.24½",37"&70"-48" 220lb (s) 505NHP 3SB(Spt)9cf,GS129,HS7140 FD GeneralMachineryCorp. Hamilton,O.	37 ″ 4 s10″6½ 26 ″11	
37973 167853 BDQT	**Ocean Valour** D.F. E.S.D. 2Dks ~~Elec.welded~~ CruiserStern Electrically welded	7174 6735 4272	✠100A1 withfreeboard ~~(ClassContem plated)~~ 2,42 ✠LMC3,42	Rmd	a†	CL	1942 3mo Lloyd'sA&CP	Todd-California S.B.Corp. Richmond, Cal.	Ministry of War Transport(W.A. Souter&Co.Ld. Mgrs.)	425·1 441·5(O.L.) FK (Coll to W dk 6 to 2nd dk) 6 Divisional W.T.BHs in 'tween dks CellDB368'1308tDTa20'734tFPT124tAPT166t	57·0	34·8	S'thampton British 7BHptCem	T.3Cy.24½",37"&70"-48" 220lb (s) 505NHP 3SB(Spt)9cf,GS129,HS7140 FD GeneralMachineryCorp. Hamilton,O.	37 ″ 4 s10″6½ 26 ″ 11	
37974	**Ocean Venus** D.F. E.S.D. 2Dks ~~Elec.welded~~ CruiserStern Electrically welded	7174 6735 4272	✠100A1 withfreeboard ~~(ClassContem plated)~~ 3,42 ✠LMC3,42	Rmd	a†	CL	1942 3mo Lloyd'sA&CP	Todd-California S.B.Corp. Richmond, Cal.	Ministry of War Transport (J.Morrison&Son, Mgrs.)	425·1 441·5(O.L.) FK (Coll to W dk 6 to 2nd dk) 6 Divisional W T BHs in 'tween dks CellDB368'1308tDTa20'734tFPT124tAPT166t	57·0	34·8	British 7BHptCem	T.3Cy.24½",37"&70"-48" 220lb (s) 505NHP 3SB(Spt)9cf,GS129,HS7140 FD GeneralMachineryCorp. Hamilton,O.	37 ″ 4	
37975	**Ocean Vigour** D.F. E.S.D. 2Dks ~~Elec.welded~~ CruiserStern Elec.welded	7174 6735 4272	✠100A1 withfreeboard ~~(ClassContem plated)~~ 3,42 ✠LMC3,42	Rmd	a†	CL	1942 3mo Lloyd'sA&CP	Todd-California S.B.Corp. Richmond, Cal.	Ministry of War Transport(E.R. ManagementCo. Ld.Mgrs.)	425·1 441·5(O.L.) FK Coll to W dk 6 to 2nd dk) 6 Divisional W.T.BHs in 'tween dks CellDB368'1308tDTa20'734tFPT124tAPT166t	57·0	34·8	British 7BHptCem	T.3Cy.24½",37"&70"-48" 220lb (s) 505NHP 3SB(Spt)9cf,GS156,HS7140 FD GeneralMachineryCorp. Hamilton,O.	37 ″ 4 s10″6½ 26 ″ 11	
37976	**Ocean Vanity** D.F. E.S.D. Elec.welded CruiserStern	7174 6735 4272	100A1 withfreeboard (ClassContem plated)				1942	Todd-California S.B.Corp. Richmond, Cal.	Ministry of War Transport(Raeburn&Verel,Ld. Mgrs.)	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		
37977	**Ocean Vintage** D.F. E.S.D. Elec.welded CruiserStern	7174 6735 4272	100A1 withfreeboard (ClassContem plated)				1942	Todd-California S.B.Corp. Richmond, Cal.	Ministry of War Transport(Muir Young,Ld.Mgrs.)	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught ft in	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
37978	Ocean Volunteer D.F. E.S.D. *Elec.welded* *CruiserStern*	7174 6735 4272	100A1 *withfreeboard* *(ClassContem*	*plated)*			1942	Todd-CaliforniaS.B. Corp. Richmond, Cal.	Ministry of War Transport(W.H. Cockerline&Co. Ld.*Mgrs.*)	425·1	57·0	34·8	London British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		
37979	Ombu (*ex*GuardiaNacional-41, *ex*PingSuey) *ss*B.As.No.3-4,20 *2Dks3trB*	*3079* *2877* *1982*	✠ ... 1,25	✠			1890 5mo	Barclay, Curle&Co.Ld Glasgow	ArgentineGovernment	365·0 P21'B92'F48'	41·5	26·0 BK10'	Bns.Aires Argentine *WB*	T.3Cy.32",49"&77"-48" 515NHP Barclay,Curle&Co.Ld.Gls.	28 ″ 3	
37980 TSJY	Orsuro (*ex*Brennus-42, *ex*Franc-39, *ss*Msl.2ndNo.3-5,32 *ex*Cherbourg, *ss*Msl.No ~~1-37~~ 2-42 *ex*B.F.) *1Dk(Stl)* *Well deck*	424 289 125	✠100A1 3,42~~10,37~~ BS10,41 ✠LMC~~10,37~~ ~~SURVEYS DELAYED~~	Msl MS3,42	*g*	~~9,37~~ CL 3,41	1907 2mo	WoodSkinner&Co.Ld. Newcastle *Lloyd's A&CP*	EntrepriseJean Negri&Fils	145·0 Q70'B19'F24' *DB d21'uBkr7'19tFPT*	25·1	11·4 BK7"	Marseilles French 4*BHCem* 10*tAPT4t*	T.3Cy.14",23"&39"-27" (*s*) 180lb 92NHP 2SB,*4cf*,GS47,HS1494 N.E.MarineEng.CoLdNwc	12 ″ 3 ~~s 7 ″ 3½~~ ~~12 ″ 7~~ s ″ 2¾ 12 ″ 7½	
37981 168822 BDTN	Ocean Honour D.F. E.S.D. *CruiserStern* *Elec.welded*	7173 6735 4278	100A1 *withfreeboard* *(ClassContem*	*plated)*			1942	Todd-Bath IronS.B. Corp. Portland,Me.	Ministry of War Transport (ChellewNav.Co. Ld.*Mgrs.*)	425·1	57·0	34·8	Liverpool British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		
37982 168559 BDTP	Ocean Faith D.F. E.S.D. *CruiserStern* *Elec.welded*	7173 6735 4278	100A1 *withfreeboard* *(ClassContem*	*plated)*			1942	Todd-Bath IronS.B. Corp. Portland,Me.	Ministry of War Transport (Headlam&Son, *Mgrs.*)	425·1	57·0	34·8	Manchester British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O		
37983	Ocean Hope D.F. E.S.D. *CruiserStern*	7173	100A1 *withfreeboard* *(ClassContem*	*plated)*			1942	Todd-Bath IronS.B. Corp. Portland,Me.	Ministry of War Transport (Haldin&Philipps Ld.*Mgrs.*)	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		
37984	Ocean Veteran D.F. E.S.D. *CruiserStern* *Elec.welded*	7174 6735 4272	100A1 *withfreeboard* *(ClassContem*	*plated)*			1942	Todd-California S.B.Corp. Richmond, Cal.	Ministry of War Transport (CountiesShip ManagementCo. Ld.*Mgrs.*)	425·1	57·0	34·8	London British	T.3Cy.24½",37"&70"-48" GeneralMachineCorp. Hamilton,O.		
37985	Oesteloide (*ex*Myriam-42 *ex*Nikitas-Roussos-35, *ss*Rou.No.3-10,32 *ex*Myriam-34) *ss*Pir.No.1-37 *Mchy.Aft* *2Dks(Stl)&Webframes* *Longitudinal framing*	*7012* *6366* *4402*	✠100A1 10,41 MS12,37 ✠LMC BS10,41 *CarryingPetroleum in bulk* *Fitted for oil fuel 2,21*	Gal	*a*†	CL N10,41 *F.P. above 150° F.*	1921 2mo	SirJ.Laing &Sons,Ld. Sunderland *CellD*	LloydBrasileiro *BuE&B55'142tDT*	425·0 P101'B28'F41 *f38'518tAPT58t*	57·0	38·1 FK (	R. Janeiro Brazilian 15*BHptCem* *9 to U dk* *6 ,, 2nd ,,*)	T.3Cy.27",45"&74"-54" (*s*) 180lb 559NHP 4SB,*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	38 ″ 0 s 6 ″ 2½ 27 ″ 1	
37986	Ocean Voyager D.F. E.S.D. *CruiserStern* *Elec.welded*	7174 6735 4272	100A1 *withfreeboard* *(ClassContem*	*plated)*			1942	Todd-CaliforniaS.B. Corp. Richmond, Cal.	Ministry of War Transport (H.Hogarth&Sons, *Mgrs.*)	425·1	57·0	34·8	London British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		
37987 168629	Ocean Vista D.F. E.S.D. *CruiserStern* *Elec.welded*	7174 6735 4272	100A1 *withfreeboard* *(ClassContem*	*plated)*			1942	Todd-CaliforniaS.B. Corp. Richmond, Cal.	Ministry of War Transport(The SaintLine,Ld. *Mgrs.*)	425·1	57·0	34·8	Cardiff British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		
37988	Ocean Might D.F. E.S.D. *CruiserStern*	7173	100A1 *withfreeboard* *(Class Contem*	*plated)*			1942	Todd-Bath IronS.B.Corp SouthPortland,Me.	Ministry of War Transport	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		
37989	Ocean Pride D.F. E.S.D. *CruiserStern*	7173	100A1 *withfreeboard* *(Class Contem*	*plated)*			1942	Todd-Bath IronS.B.Corp SouthPortland,Me.	Ministry of War Transport	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		
37990	Ocean Vengeance D.F. E.S.D. *CruiserStern* *Elec.welded*	7174 6735 4272	100A1 *withfreeboard* *(ClassContem*	*plated)*			1942	PermanenteMetals Corp.(ShipyardNo.1) Richmond, Cal.	Ministry of War Transport (Raeburn&Verel, Ld.*Mgrs.*)	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		
37991	Ocean Vagrant D.F. E.S.D. *CruiserStern* *Elec.welded*	7174 6735 4272	100A1 *withfreeboard* *(ClassContem*	*plated)*			1942	PermanenteMetals Corp.(ShipyardNo.1) Richmond, Cal.	Ministry of War Transport(W.H. Cockerline&Co.Ld. *Mgrs.*)	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"-48" GeneralMachineryCorp. Hamilton,O.		

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37992	Ocean Volga D.F. E.S.D.	CruiserStern Elec.welded	7174 6735 4272	100A1 *withfreeboard* *(ClassContemplated)*				1942	Permanente Metals Corp.(Shipyard No.1) Richmond, Cal.	Ministry of War Transport(H.M. Thomson, *Mgr.*)	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"–48" GeneralMachineryCorp. Hamilton,O.		
37993	Ocean Verity D.F. E.S.D.	CruiserStern Elec.welded	7174 6735 4272	100A1 *withfreeboard* *(ClassContemplated)*				1942	Permanente Metals Corp.(Shipyard No.1) Richmond, Cal.	Ministry of War Transport(A.Holt &Co. *Mgrs.*)	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"–48" GeneralMachineryCorp. Hamilton,O.		
37994	Ocean Viscount D.F. E.S.D.	CruiserStern Elec.welded	7174 6735 4272	100A1 *withfreeboard* *(ClassContemplated)*				1942	Permanente Metals Corp.(Shipyard No.1) Richmond, Cal.	Ministry of War Transport	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"–48" GeneralMachineryCorp. Hamilton,O.		
37995	Ocean Courage D.F. E.S.D.	CruiserStern	7173	100A1 *withfreeboard* *(ClassContemplated)*				1942	Todd-Bath IronS.B.Corp SouthPortland,Me.	Ministry of War Transport(Hain S.S.Co.Ld. *Mgrs.*)	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"–48" GeneralMachineryCorp. Hamilton,O.		
37996	Ocean Fame D.F. E.S.D.	CruiserStern	7173	100A1 *withfreeboard* *(ClassContemplated)*				1942	Todd-Bath IronS.B.Corp SouthPortland,Me.	Ministry of War Transport(W.H. Seager&Co.Ld. *Mgrs.*)	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"–48" GeneralMachineryCorp. Hamilton,O.		
37997	Ocean Viceroy D.F. E.S.D.	CruiserStern Elec.welded	7174 6735 4272	100A1 *withfreeboard* *(Class Contemplated)*				1942	Permanente Metals Corp (Shipyard No.1) Richmond, Cal.	Ministry of War Transport	425·1	57·0	34·8	British	T.3Cy.24½",37"&70"–48" GeneralMachineryCorp. Hamilton,O.		

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38051 241063	President Polk Ⓟ D.F. E.S.D. GyC. Ref.Mchy.	2Dks Fitted for oil fuel CruiserStern	9260 — 5160					1941	NwprtNws S.B.&D.D.Co NewprtNews	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ AmericanPresidentLines,Ld.	465·0 B94'F46'	69·7	33·5	S.Frncisco Utd.States WB	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP NewportNewsSB&DD.Co.		
38052	Panuco (exGiorgioFassio-41, exAtlanticSun-39) Mchy.Aft	ssPhl.No.3-4,32 ssPhl.No.1-36 2Dks(Stl)&Webframes Longitudinalframing	6212 6038 4146	✠100A1 1.40 Examined 7,41 BS7,41 ✠LMC1,40 CarryingPetroleum in bulk Fitted for oil fuel 4,20 F.P. above 150° F. ~~NO LATER SURVEY REPORTED~~	Gen Tmp	b†	CL 1,40	1920 4mo	SunS.B. Co. Chester,Pa. A&CP	Petroleos MexicanosS.A. CellDBuE&B60'	429·3 P133'B36'F40' FK 259t FPT222t APT57t	59·2	31·4	Veracruz Mexican 17BHptCem (13 to U dk 4 ,, 2nd,,)	T.3Cy.27",45½"&76"-51"(r) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s6 ″ 8¼ 26 ″ 10	
38053	Poza Rica (exFede-41) D.F. E.S.D. CruiserStern Longitudinal framing at bottom&at deck	OilEng. 1Dk Carrying Petroleum in bulk	7884 — 4459					1938	Cantieri RiunitiDell' Adriatico Trieste	PetroleosMexicanosS.A.	483·3 465·2 P93'B47'F48'	59·2	33·8	Tampico Mexican WB	Oil Engines 2S.C.SA 8Cy.26¾"-43$\frac{5}{16}$" 1000NHP Soc.An"Fiat"S.G.M.Turin		I
38054 1642 IBRT	Potrero del Llano (exLucifero-41, exArminco, exF.A.Tamplin) Mchy.Aft D.F.	ssAnt.No.3-9,25 ssAnt.No.1-29 2Dks(Stl)&Webframes Fitted for oil fuel Carrying Petroleum in bulk	4000 3576 2418	✠ ... 11,33 ✠	Fiu			1912 12mo	Palmers' Co.Ld. Newcastle	PetroleosMexicanosS.A. CellDBuE&B57'	364·0 350·0 P86'B26'F29' FK 115t DTf29' 106t FPT111t APT62t	47·5	26·6	Tampico Mexican 13BHCem (10 to U dk 3 ,, 2nd,,)	T.3Cy.25",41"&66"-45" 346NHP 2SB,8cf,GS143,HS5756 Palmers'Co.Ld.Nwc.	28 ″ 0	I †
38055 240381 WGUX	Petrofuel (exPanPennsylvania-41) D.F. Mchy.Aft	TwinSc OilEng. 1Dk Longitudinal framing Elec.welded Corrugated bulkheads	7294 6149 5829	✠100A1 ~~3,41~~12,41 DBS~~3,41~~ 12,41 CarryingPetroleum in bulk	Mob LMC3,41	a† 2"	~~CL~~ ~~N11,40~~ OG 11,41	1941 3mo	Alabama D.D.&S.B.Co Mobile,Ala. Lloyd'sA&CP	NationalBulk Carriers,Inc. CellDBuE43'	416·5 432·8(O.L.) P163'Trunk163' FK F39' t FPT710t APT200t	56·2	34·7	Wilmingtn (Del.) Utd. States 12BH	Oil Engines 4S.C.SA 16Cy.20"-24" 6 5NHP DBmade29,refitted41-110lb E(P)made28,refitted41 E(S)made29,refitted41 McIntosh&Seymour,N Yk	35 ″ 0 s6 ″ 5½ 28 ″ 8	
38056 240616 KSSA	President Adams Ⓟ D.F. E.S.D. GyC. Ref.Mchy.	2Dks Fitted for oil fuel CruiserStern	9255					1941	NwprtNws S.B.&D.D Co. Newprt News	U.S.Maritime Commission	465·0 B94'F46'	69·7	33·5	S.Frncisco Utd. States WB	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP NewportNewsSB&DD.Co.		
38057 168608 BCJZ	Primrose Hill E.S.D. GyC. Longitudinal framing at bottom&at decks	2Dks CruiserStern "Arcform"	7628 7217 5567	✠100A1 withfreeboard 9,41 ✠LMC9,41 Fitted for oil fuel 9,41 F.P. above 150° F.	PGl	a† 2	CL	1941 9mo	Wm.Hamilton&Co.Ld. PortGlasgow Lloyd'sA&CP	PutneyHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld.Mgrs.) 1 Intermediate BH dispensed with 4 Divisional WTB Hs in 'tween dks	421·1 434·5(O.L.) FK CellDB353'1105t APT148t APT336t	60·4	35·8	London British 6BHptCem (Coll to W dk 5 ,, 2nd,,)	T.3Cy.24",39"&68"-48" (s) 225lb 443NHP 2SB(Spt),6cf,HS5940 FD D.Rowan&Co.Ld.Gls.	38 ″ 3 s10 ″ 3 28 ″ 2½	
38058 173244	Proteus	TwinSc 1Dk	10653 9513 5874					1913	NwprtNws S.B.&D.D Co. NewprtNews	Saguenay Terminals,Ld.	502·1	62·3	37·0	Montreal British WB	T.6Cy.26",43½"&74"-48" 756NHP NewportNewsSB&DD Co.		
38059 168257 BDQR	Port Phillip D.F. E.S.D. GyC. Ref.Mchy. Tonnage opening closed '42(W.E.)	TwinSc OilEng. 2Dks& Shelter dk CruiserStern Deck plating elec. welded	~~12440~~ ~~7870~~ ~~7680~~ 12439 10236 7587	✠100A1 withfreeboard ~~(ClassContemplated)~~ 3,42 ✠LMC3,42 ✠Lloyd'sRMC3,42	Nwc	h† 2$\frac{7}{16}$	CL	~~1941~~ 1942 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	PortLine,Ld.	503·5 523·9(O.L.) P27'B226'F97' FK CellDB424'2214t FPT71t APT120t Tanks at sides of tunnels 178t Wing tanks in mchy. space 'tween dks 476t	68·2	38·3	London British 8BHptCem (Coll to Sh. dk 7 to 2nd dk) Duct keel fwd. of mchy.space	Oil Engines 2S.C.SA 10Cy.26⅜"-91$\frac{5}{16}$" 2152NHP 2DB105lb Swan,Hunter&Wigham Richardson,Ld.Nwc.	42 ″ 0 s12 ″ 8 29 ″ 6¾	
38060 241252 KIVU	Patrick Henry D.F. Sub.Sig.	2Dks Fitted for oil fuel CruiserStern	~~7000~~ 7191 — 4389					1941	Bethlehem Fairfield Shipyard,Inc. Baltimore, Md.	UnitedStates Maritime Commission	416·0	57·0	37·3	Baltimore, Utd.States WB	T.3Cy.25",37"&70'-48" 339NHP GeneralMachineCorp. Hamilton,O.		
38061	Puebla Ⓟ (exOrinoco-41) D.F. E.S.D GyC. Sub.Sig.	TwinSc OilEng. 3Dks CruiserStern	9660 5683 5478					1928	Bremer Vulkan Vegesack	Cia.Mexicana de Navigación	458·5	60·9	34·1	Tampico Mexican WB	Oil Engines 2S.C.SA 16Cy.27$\frac{9}{16}$"-47¼" 2100NHP BremerVulkan,Vegesack		G
38062 241156 WHSY	Patrick J. Hurley D.F. E.S.D. ~~GyC.~~ Mchy.Aft	1Dk,2nd dk forward of oil tanks CruiserStern Longitudinal framing pt Elec.welded	~~10900~~ 10865 9521 6454	✠100A1 ~~(ClassContemplated)~~ 4,42~~11,41~~ ✠LMC11,41 Carrying Petroleum in bulk Fitted for oil fuel 11,41 F.P.above 150° F.	~~NYk~~ Gal	2$\frac{11}{16}$	CL	1941 11mo	Federal S.B.&D.D.Co Kearny,N.J. Lloyd'sA&CP	SinclairRefining Co.Inc. CellDBuE&B79'144tDTf47'303tFPT265tAPT213t	508·2 526·8(O.L.) P110'~~B38'F40'~~ B39'F43' FK	72·1	38·0	Wilmgton (Del.) Utd.States 15BH	2steam turbinesDRgeared to 1 sc. shaft 525lb FD 1178NHP 2WTB(Spt473lb)HS5820 GeneralElectricCo. Lynn,Mass.	38 ″ 0	
38063 172788 VRFP	Poyang Ⓟ D.F.	2Dks	2873 2348 1657					1941	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7 P37'B83'F39'	44·2	23·1	HongKong British WB	T.3Cy.20",32"&53"-39" 175NHP TaikooD.&E.Co. of H.Kg.Ld.H.Kg.		
38064 219395 KERT	Ponca City (exMalacca-41, exBethelridge) D.F. Mchy.Aft	2Dks Fitted for oil fuel CarryingPetroleum in bulk Longitudinal framing	7051 — 4261					1919	Baltimore D D &S.B.Co. BaltimoreMd.	ContinentalS.S.Co.	431·0 P123'B37'F39'	59·2	31·4	Wilmgton (Del.) Utd.States	T.3Cy.24½",41¾"&72"-48" 359NHP Hooven,Owens.Rentschler Co.Hamilton,O.		R
38065 172929	Patricia Cam	WoodTwinSc CruiserStern 1Dk	301 194 202					1940	G.Beattie Brisbane Waters,NSW	Cam&SonsPty. Ld.	120·9	30·3	6·4	SydnyNSW British	Oil Engines 2S.C.SA 8Cy.10"-12½" 140NHP FairbanksMorse&Co.Cgo.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
38066 143084 VGNL	**Phillip T. Dodge** Ⓟ (exClärеHugoStinnes1) Sub.Sig. ssSh1.2ndNo.3-4,34 D.F. ssN.Ns.No.1-39 1Dk(Stl)	5047 4457 3691	100A1 withfreeboard 8,41~~6,40~~ BS~~6,40~~8,41 LMC3,38	~~Mtl~~ Mob	x	CL 5,40	~~1919~~ 1910 Lloyd	Bremer Vulkan Vegesack 'sA&CP	AtlanticTransptn. Co.Ld.(S.L.de Carteret,Mgr.) Cell DB332'1240tTank	384·0|51·7|26·8 P24'B71'F29' FK on dkf89t a46tFPT	StJohnNB British 6BHCem 164tAPT60t	T.3Cy24$\frac{1}{16}$",39$\frac{7}{16}$"&64"-43½" 200lb (s) 257NHP 2SB,6cf,GS134,HS5220 FD BremerVulkan,Vegesack	29 〃 6 s 6 〃 7½ 23 〃 1¾	
38067	**Perida** (exCaldera-41) TwinSc (exMarchenMærsk-41) OilEng. D.F. E.S.D 1Dk&Shelter dk 3rd dk Ref.Mchy. except in Nos 2&5 holds CruiserStern	6580 5624 4100	✠ ••• 3,42 withfreeboard ~~✠LMC4,37~~ ~~✠Lloyd'sRMC3,40~~ Carrying vegetable oil, molasses or glycerine in deep tanks	Man	d†	CL 7,41	1937 4mo Lloyd	Bremer Vulkan Vegesack 'sA&CP	UnitedStates Maritime Commission ~~(operated by~~ ~~AmericanPresident~~ ~~Lines,Ld.)~~ CellDB	471·9|59·4|26·9 497·0(O.L.) F59' FK 372'1416tDTsa68'1	NewYork Utd States 7BHptCem (Coll toSh dk 6 ,, 2nd ,,) 724t MTs68'	Oil Engines 2S.C.DA 10Cy.23⅝"-43$\frac{5}{16}$" 1945NHP DB114lb 2DB(WT)114lb BremerVulkan,Vegesack 1918tFPTs230tAPTs280t	30 〃 5 s ~~3 〃 10~~ ~~26 〃 9½~~	
38068	**Pennant** (exCricamola-41, TwinSc exGreteMærsk-41) OilEng D.F. Ref Mchy 1Dk&Shelter dk E.S.D. 3rd dk except in Nos 2&5 holds CruiserStern	6576 5624 4097	✠ ••• 1,42 withfreeboard ~~DBS2,41~~ ~~✠LMC3,37~~ ~~DBS(WTB)7,38~~ ~~✠Lloyd'sRMC3,40~~ Carrying vegetable oil in deep tanks	Man	d†	CL 3,40	1937 3mo Lloyd	Bremer Vulkan Vegesack 'sA&CP	UnitedStates Maritime Commission ~~(operated by~~ ~~AmericanPresident~~ ~~Lines,Ld.)~~ Cell DB372'1416t	471·9|59·4|26·9 497·3(O.L.) F59' FK DTsa68' 1724tMTs	NewYork Utd States 7BHptCem (Coll toSh dk 6 ,, 2nd ,,) 68'1918t FP	Oil Engines 2S.C.DA 10Cy.23⅝"-43$\frac{5}{16}$" 1945NHP DB114lb 2DB(WT)114lb BremerVulkan,Vegesack Ts231tAPTs280t	30 〃 5 s ~~3 〃 10~~ ~~26 〃 9½~~	
38069	**Pink Star** (exLundby-41,exSaga) OilEng. D.F. 1Dk CruiserStern	4150 3703 2506					1926	A/B Ore- sundsvarvet Landskrona	UnitedStates Maritime Commission ~~(operated by~~ ~~UnitedStatesLines~~ ~~Co.)~~	357·0|51·3|25·4 P123tH202tF22t	Panama Pnamanian WB	Oil Engines 4S.C.SA 6Cy.24$\frac{3}{16}$"-51$\frac{3}{16}$" 391NHP A/B Götaverken,Got.		N
38070	**Pontiac** (exAustralianReefer-41) OilEng D.F. E.S.D. 1Dk&Shelter dk Ref.Mchy. CruiserStern	2321 1817 1239					1937	Nakskov Skibs.A/S Nakskov	UnitedStates Maritime Commission ~~(operated by~~ ~~UnitedStatesLines~~ ~~Co.)~~	332·6|47·8|17·2	Panama Pnamanian WB	Oil Engines 2S.C.SA 10Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 675NHP Akt.Burmeistr&Wain,Cpn		
38071	**Plaudit** (exGuidonia-41, exEftychia-38, ssShl.No.3-9,26 exSheafMount, ssRot.No.1-31 exGifford) 1Dk(Stl)&Shelter dk(Stl) D.F. Fitted for oil fuel	~~5060~~ ~~4783~~ ~~3189~~ 5091 4730 3197	✠ ... 11,31 ✠	Rot	z		1913 8mo	Wm.Dox- ford&SonsLd Sunderland	UnitedStates Maritime Commission	434·2|54·1|26·3 420·0 FK BH in fore hold dispensed with CellDBa132'uE	Panama Pnamanian Cem 6BH only &B43'f189'	T.3Cy.27",44½"&75"-54" 577NHP 3SB,9cf,GS189,HS8530 WmDoxford&Sons,Ld.Sld 1179tFPT109tAPT123t	29 〃 0	
38072 241509 KEPN	**Paul Revere** 2Dks D.F. E.S.D. Fitted for oil fuel Elec.welded CruiserStern	7000					1941	California S.B.Corp. LosAngeles	UnitedStates Maritime Commission	423·0|57·0|34·9	Utd.States WB	T.3Cy.24½",37"&70"-48" 339NHP JoshuaHendyIronWorks. Sunnyvale,Cal.		
38073	**Potomac** (exAagot-41) ssBgn.2ndNo.3-5,33 ssEls.No.1-38 1Dk(Irn)2trB&deep framing Cargo battens not fitted	3939 3390 2353	✠ ••• 2,42 ~~BS12,37~~	NYk ~~✠LMC~~ ~~BS6,41~~		CL 4,41	1906 7mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	UnitedStates Maritime Commission CellDBa13	338·9|48·0|24·4 350·3(O.L.) P25'B90'F32' FK 3'uE17'f146' 1005t	Panama Pnamanian 6BHCem APT117t	T.3Cy.25",40"&65"-42" (s) 160lb 289NHP NDB27refitted29 2SB,6rf,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27 〃 2 ~~s 4 〃 10~~ ~~22 〃 7~~	
38074	**Puchero** (exDelaware-41, exNewa, ssHbg.2ndNo.3-5,29 exMickley) ssHpl.No.2-38 D.F. 1Dk(Stl)&Web frames Cargo battens not fitted	2441 2249 1424	✠ ••• 2,42 ~~Examined 10,41~~ ~~BS5,38~~	NNs Bal ~~✠LMC~~ ~~EB1,40~~	t	CL 11,40	1902 11mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP	UnitedStates Maritime Commission CellDB	307·8|43·5|20·8 305·3 P27'B82'F35' FK a94'uE&B40'f132'	Panama Pnamanian 5BHCem 608tAPT18t	T.3Cy.22",36"&58"-39" (s) 160lb 233NHP 2SB,6cf,GS107,HS3840 N.E.MarineEng CoLdNwc	23 〃 0 ~~s 3 〃 6¾~~ ~~19 〃 7~~	
38075	**Pegasus** (exLawrin-41, exRitaMærsk-41) 2Dks D.F. Fitted for oil fuel CruiserStern	1827 — 1056					1939	Helsingörs Jernsk.&Msk Elsinore	UnitedStates Maritime Commission	287·9|43·5|17·4	Panama Pnamanian WB	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine HelsingörsJernsk.&Mskb.		V/R
38076 136882 WICS	**Pan Crescent** (exElValle-41) 2Dks&Awng dk Fitted for oil fuel	4570 — 2754					1901	NwprtNws S.B.&D.D.Co NwportNews	Pan-AtlanticS.S. Corp. (Waterman S.S.Corp.Mgrs.)	391·7|48·3|26·0 33·8	Wilmgton (Del.) Utd.States	T.3Cy.32",52"&84"-54" NB12 518NHP NewportNewsSB&DD.Co.		
38077 HPTF	**Philae** (exTrento-41) OilEng. ssMob.No.3-4,41 1Dk,2nd dk in Nos.2&4holds	4403 4032 3245	✠100A1 4,41	Mob LMC4,41	x	CL N4,41 Launched Completed	1920 1941 4mo Lloyd	Internatnl S.B.Co. Pascagoula, Miss. 'sA&CP	FrangoCorpora- tion CellDB	370·0|52·2|24·7 385·8(O.L.) P23'B115'F38' FK 317'1653tFPT137t	Panama Pnamanian 7BH APT119t	2 Oil Engines 4S.C.SA SR geared to 1 sc. shaft 18Cy.15¾"-18⅛" 436NHP Emade32refitted4,41 2DB(WT)150lb NewLondonS.&E.Co. NewLondon,Conn.	27 〃 6 ~~s 4 〃 7¼~~ ~~23 〃 1¼~~ s5 〃 8¾ 22 〃 0	
38078 136916 WICI	**Pan York** (exElDia-41, exRoanoke,exElDia) 2Dks&Awng dk Fitted for oil fuel	4570 — 2754					1901	Nwprt Nws S.B.&D.D.Co. NewprtNews	Pan-AtlanticS.S. Corp.	391·7|48·3|26·0 33·8	Wilmngtn, Del. Utd.States	T.3Cy.32",52"&84"-54" 518NHP NewportNewsSB.&DD.Co.		
38079 SPEZ	**Paderewski** (exTrieste-41) ssMob.No.3-4,41 1Dk	4426 4032 2693	✠100A1 2,42 ~~9,41~~ ✠NB(C)'21refitted'41 ✠NB(P&S)'18refitted'41 Fitted for oil fuel 9,41	~~Mob~~ NYk LMC9,41	x	CL N9,41 Launched Completed F.P.above 150° F.	1920 1941 9mo Lloyd	Interna- tionalS.B.Co. Pascagoula Miss. 'sA&CP	Gdynia-America ShippingLines,Ld. CellDB	370·0|52·2|24·7 385·8(O.L.) P24'B115'F38' FK 319'1176tFPT136t	Gdynia Polish 7BH APTs271t	T.3Cy.24½",41½"&72"-48" (s)(P&S) 574NHP (r)(C) FD 215lb Emade'19,refitted'41 3SB,9cf,GS181,HS8517 AllisChalmersMfg.Co. Milwaukee	27 〃 6 s 5 〃 8¾ 22 〃 0	
38080	**Pelotasloide** (exAuctoritas-42, exAnsaldoSavoiaPrimo) D.F. 1Dk	5223 4480 3259					1918	Cant.Offic. Savoia Cornigliano	LloydBrasileiro	395·8|51·7|27·8 378·0 P37'B113'F33'	R.Janeiro Brazilian WB	T.3Cy.26",42½"&69$\frac{7}{16}$"-39¾" 305NHP Cant.Nav.Riuniti,Ancona		CI

1	2 / 3	4	5	6	7	7a	8	9	10	11			12	13	14	15
No. in Book. — Official No. — Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. — Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Dateof B.ofTradeCert.
38081	**Pieter de Hoogh** (exEmpireHalley–42) D.F. 2Dks CruiserStern	7168 6722 4290	✠100A1 with freeboard 3,42 ~~12,41~~ ✠LMC12,41	~~Sld~~ Hul	a†	CL	1941 12mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	Nederland Shipping&Trading Committee,Ld. (Escombe McGrath &Co.Mgrs)	423·8 441·5(O.L.) 5DivisionalWTBHs in 'tween dks CellDB368' 1060tDTa20'773tFPT145tAPT160t	57·2	34·9	Dutch FK 8BHCem (CollToWdk 7 „2nd„)	T.3Cy 24",39"&68"–48" (s) 220lb 506NHP 2SB&1AuxSB,9cf,GS179, HS7398 FD N.E.MarineEng.Co (1938) Ld.Sld.	37 ″ 4 s 10 ″ 7 26 ″ 11¾	
38082 OUKY	**Poul Carl** (exSejrö–42) ssEls.No.2–38 Well deck 1Dk(Stl) D.F.	1489 1198 880	✠100A1 9,39 BS8,39 ✠LMC4,38 (SEE FOOTNOTE*)	Els	q	OG 9,39	1929 9mo Lloyd	Helsingörs Jernsk & Msk Elsinore 'sA&CP	A/SD/S"Heimdal" (M.Carl,Mgr.)	253·4 P17'Q81'B97'F30' FK CellDB215' 411tFPT32tAPTs86t	38·1	15·2	Elsinore Danish 4BHptCem	T.3Cy.18½",30"&50"–33" (s) 200lb 155NHP 2SB(Spt)4cf,GS112,HS2252 HelsingörsJernsk.&Mskb.	17 ″ 6 s ″ 11½ 16 ″ 8	
38083 171332 ZSQZ	**Plettenberg** (exVisutKasatri Nawa–42,exGlen–41, exArgos–40,exFredrika–39, exHolmengrå,exElfsborg, exG.P.Braathen,exHelenHeidtmann) ssGot.2ndNo.3–6,31 ssSkm.No.1–35, 1Dk(Stl) Well deck	1857 1409 1078	100A1 10,41 Examined 1,41 BS1,41 LMC11,39	NYk	q	OL 8,39	1904 Lloyd	Schiffsw.v. HenryKoch Lübeck 'sA&CP	Union Government of SouthAfrica (Railways&HarboursAdministration,CapeTown)	264·4 P15'Q59'B68'F21' FK CellDB225'543tFPT81tAPT67t	38·4	16·7	CapeTown British 4BHCem	T.3Cy.19¾",32⅛"&51¼"–32½" 185lb (s) 187NHP 2SB(Spt),4cf,GS90,HS3164 J.F.Ahrens,Altona	19 ″ 9 s 2 ″ 1 17 ″ 10	
38084	**Paranaloide** (exAntonioLimoncelli–42, exAberdare–33, exMerioneth) ssCff.No.2–32 D.F. 1Dk(Stl)	4574 4263 2819	✠ ... 4,34 ✠	Bry			1924 5mo	W.Gray&&Co.Ld. WHartlepool	LloydBrasileiro	412·2 400·0 P30'B257'F35' FK CellDB360' 1260tFPT117tAPT128t	52·0	25·6	R.Janeiro Brazilian 6BHptCem	T.3Cy.26",43"&71"–48" 436NHP 3SB,9cf,GS187,HS7503 Cen.Mar.Eng.Wrks.WHpl	28 ″ 1	I †
38085	**Pirailoide** (exCalifornia–42 D.F. TwinSc OilEng. 1Dk&Awng dk	4576 4011 2831					1913	Akt.Burmeistr&Wain Copenhagen	LloydBrasileiro	405·4 P47'B86'F45' 34·9	54·2	31·6	R.Janeiro Brazilian WB	Oil Engines 4S.C.SA 16Cy.21¼"–28¾" 704NHP Akt. Burmeistr&Wain,Cpn		V
38086	**Pleiades** Ⓟ (exMangalia–41) D.F. OilEng. Ref.Mchy. CruiserStern 2Dks	3600					1939	Cant.Nav. Riuniti Palermo	UnitedStates Maritime Commission	361·0 B84'F84'	50·9	23·0	Utd.States WB	Oil Engines 2S.C.SA 6Cy.23⅝"–41$\frac{5}{16}$" 582NHP Soc.An"Fiat"S.G.M.Turin		
38087	**Paulus Potter** (exEmpireJohnson–42) D.F. E.S.D. 2Dks CruiserStern	7168 6722 4290	✠100A1 with freeboard 5,42 ~~1,42~~ ✠LMC1,42	~~Sld~~ Mch	a†	CL	1942 1mo Lloyd	JLThompson&Sons,Ld Sunderland 'sA&CP	NetherlandShipping&Trading Committee,Ld. (Phs.van Ommeren (London),Ld. Mgrs.)	423·8 441·5(O.L.) 5 divisional WTBHs in 'tween dks CellDB368'1060tDTa20' 773tFPT145tAPT160t	57·2	34·9	Dutch FK 8BHCem (Coll to W dk 7 „ 2nd „)	T.3Cy 24",39"&68"–48" (s) 220lb 507NHP 2SB&1AuxSB,8cf,GS173, HS7420 FD GeorgeClark(1938)Ld.Sld.	37 ″ 4 s 10 ″ 7 26 ″ 11¾	
38088	**Philip Livingston** D.F. GyC. 2Dks Sub.Sig. Fitted for oil fuel CruiserStern	7176 6653 4374					1941	Oregon S.B.Corp. Portland,Or.	UnitedStates Maritime Commission	416·0	56·9	37·3	Utd.States WB	T.3Cy. WillametteIron&Steel Corp.Portland,Or.		
38089	**Pompoon** (exAtlas II–42, exAtlas–41, exCaristen–35,exOder, exCarbo II,exBylgia) ssSkm No.3–9,12 1Dk(Stl)&deep D.F. framing	1098 950 586	✠ 12,19	Cpn	n		1901 11mo	Söderhmns Verks.Aktieb Söderhamn	UnitedStates Maritime Commission	238·1 229·5 P16'B61'F22' FK CellDBa52'uE27'f94' 296tAPT40t	34·6	14·3	Panama Pnamanian 4BHCem	T.3Cy.16½",27"&44"–30" 118NHP 1SB,3rf,GS38,HS2035 NylandsVærksted Oslo	16 ″ 9	VL †
38090	**Pillory** (exJonna–42) 1Dk D.F. Fitted for oil fuel Ref.Mchy. CruiserStern	1517 1250 872					1933	Nakskov Skibs.A/S Nakskov	UnitedStates Maritime Commission	271·8 P&B206'F34'	39·7	15·7	NewYork Utd.States WB	C.4Cy.(2)14¾"&(2)31½"–31½"&LPturbine HS2520 192NHP HelsingörsJernsk.& Mskb.		R
38091	**Paine Wingate** D.F. E.S.D. 2Dks Elec.welded Fitted for oil fuel CruiserStern	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States WB	T.3Cy.24½",37"&70"–48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
38092	**Peter Silvester** 2Dks D.F. E.S.D. Fitted for oil fuel CruiserStern	7000					1942	California S.B.Corp. LosAngeles, Cal	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States WB	T.3Cy.24½",37"&70"–48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		

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*Surveys delayed. Vessel, when last reported, in port in enemy occupation

1	2 3	4	5	6	7	7*	8	9	10	11	11	11	12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre *porte-hélice.*	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres ou coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of T. Cert.
38301 164852 BFWB	**Radcombe** (*ex*NikolaPàsic–41) *ss*Spt.No.3–4,39 D.F. 2*Dks*(*Stl*)	4764 4452 3024	✠100A1 1,42 ~~9,40~~ ✠LMC6,41	~~Bal~~ NNs	*y*	CL 9,40	1927 5mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow '*sA&CP*	Ministry of War Transport(P.D. Hendry&Sons, *Mgrs.*) *CellD*	390·6 P34'B112'F44' FK *B*336'1282*tAPT*19*t*	52·0	26·3	Middlsbro' British 7*BHptCem* 2 ,, *to 2nd dk*	T.3Cy.26",42"&70"–48" (*s*) 180lb 467NHP 3SB.*9cf*,GS169,HS6848 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 3 s5 ″ $5\frac{3}{4}$ 24 ″ 0	
38302 168625 BFWC	**Radchurch** (*ex*Vid–41,*ex*Istina–35) *ss*Spt.2ndNo.3–3,34 *ss*Spt.No.1–38 D.F. 1*Dk*(*Stl*)	3701 3269 2271	100A1 8,41 ~~4,41~~ BS4,41	~~Bal~~ Cff LMC6,38	*x*	CL 2,41	1910 *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	Ministry of War Transport(E.R. ManagementCo.Ld *Mgrs.*) *CellDB*	360·5 P26'B232'F33' FK *a&uE*129'*f*163'854*t*	50·3	21·5	Cardiff British 6*BHCem* *APT*20*t*	T.3Cy.26",42"&63"–42" (*s*) 160lb 346NHP 2SB.*6cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld.	24 ″ 0 s3 ″ 2 21 ″ $0\frac{1}{4}$	
38303 168237 BFXZ	**Radhurst** (*ex*Sava–41,*ex*Nereide) *ss*Tri.2ndNo.3–3,35 *ss*Spt.No.1–39 D.F. 1*Dk*(*ptIrn ptStl*)&*deep framing*	3454 2599 2125	✠100A1 ~~8,41~~~~5,41~~6,42 BS~~10,40~~8,41	~~NNs~~ Sld ✠LMC5,39	*u*	CL 5,41	1910 6mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	Ministry of War Transport(J.&C. Harrison,Ld. *Mgs*) *CellDBa*	~~330·2~~ 331·4 P33'B164'F40' FK 104'*uE*22'*f*142'767*t*	46·3	~~21·2~~ 20·9	London British 6*BHCem* *APT*30*t*	T.3Cy.23",38"&62"–42" (*s*) 180lb ~~80lb~~ 282NHP 2SB,*6cf*,GS126,HS4506 D.Rowan&Co.Glasgow	23 ″ 6 s2 ″ 7 21 ″ $1\frac{1}{2}$	
38304	**Radbury** (*ex*Bor–41,*ex*Izrada–35, *ex*Poldennis, *ex*Izrada) *ss*Spt.2ndNo 3–7,34 *ss*Spt.No 1–39 D.F. 1*Dk*(*Stl*)	3614 3265 2276	100A1 ~~8,41 1,40~~ 12,41 BS~~11,39~~ 8,41	~~Gen~~ ~~Bos~~ StJ LMC12,38	*x*	CL ~~3,39~~ 5,41	1910 *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	Ministry of War Transport(Hadley ShippingCo,Ld. *Mgrs.*) *CellDBa&uE*	360·2 P26'B232'F33' FK 129'*f*163'854*t FPT*	50·3	21·5	British 6*BHCem* 99*tAPT*20*t*	T 3Cy.26",42"&68"–42" (*s*) 160lb 346NHP 2SB,*6cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld.	24 ″ 0 s3 ″ $1\frac{1}{4}$ 21 ″ $0\frac{3}{4}$	
38305 168552 BFTM	**Radport** (*ex*FederikoGlavic–41) *ss*Spt.No.3–5,37 1*Dk*(*Stl*)*Shelter dk*(*Stl*) *3rd dk in No.1hold* *Tonnage opening closed* '41(*W.E.*)	5355 4899 3318	✠100A1 *withfreeboard* 8,41 ~~10,40~~ Examined 8,41 ✠LMC8,41	~~NNs~~ Bal	*a*†	CL 2,40	1925 2mo *Lloyd*	Workman Clark&CoLd Belfast '*sA&CP*	Ministry of War Transport(J.&C. HarrisonLd. *Mgs.*) *CellDB*369'1484*t*	420·6 F38' FK *APT*131*t* (	54·7	25·0	Manchester British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.$25\frac{9}{16}$",$42\frac{1}{2}$"&70"–51" 180lb (*s*) 484NHP 3SB,*9cf*,GS177,HS7104 FD Wrkman,Clark&CoLd.Bel	36 ″ 7 s11 ″ 0 25 ″ $9\frac{3}{4}$	
38306	**Radwinter** (*ex*Durmitor–41, *ex*Plutarch) D.F. 2*Dks*	5623 — 3581					1913	Russell& Co. Pt.Glasgow	Ministry of War Transport(Sun ShippingCo.Ld. *Mgrs.*)	423·5 P38'B123'F48'	56·0	28·7	British *WB*	T.3Cy.27",44"&73"–48" 369NHP J.G Kincaid&Co.Ld.Grk.		C)
38307 220607 KDEW	**Remsen Heights** (*ex*Phoenix–41 *ex*Camor–41,*ex*Paco,*ex* PhilipPublicker) *ss*Bal.No.3–8.31 *ss*Bal.No.2–39 D.F. 1*Dk*(*Stl*) *Platform dk in fwd.& after holds*	2398 1988 1439	✠100A1 10.41 ~~2,41~~ ~~BS7,40~~ ~~*Carrying oil fuel F.P. above 150° F. or Molasses in bulk*~~ *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	NYk BS10,41 ✠LMC7,39	*r*	CL 7,39	1920 9mo	McDougall DuluthSBCo Duluth,Minn A&CP	IsbrandtsenS.S. Co.Inc. *CellD*	251·0 P25'B64'F22' FK *B*206' 537*t FPT*60*t*	43·7	22·2	NewYork Utd.States ~~10*BH*~~ 8*BH* *APT*82*t*	T.3Cy.19",$32\frac{1}{4}$"&54"–40" 190lb (*s*) 262NHP 2SB,*4cf*,GS100,HS3828 FD McDougall-DuluthS.B.Co.	24 ″ 3 s3 ″ $2\frac{3}{4}$ 21 ″ $2\frac{1}{2}$	
38308 241026 WMRT	**Robin Tuxford** 2*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* Sub.Sig. *Pt.elec.welded*	7101 — ~~4256~~ 4258					1941	Bethlehem Sparrows'Pt. Shipyard,Inc. Sparrows'Pt. Md.	SeasShippingCo. Inc.	~~450·0~~ F96' 452·5	66·2	29·4	NewYork Utd.States *WB*	DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division		R
38309	**Robin Wentley** D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. *CruiserStern*	7101 — 4258					1941	Bethlehem Sparrows'Pt. Shipyard,Inc Sparrows'Pt. Md.	SeasShippingCo. Inc.	450·0 F96'			NewYork Utd.States *WB*	DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division		
38310	**River Fisher** *OilEng.* *Mchy.Aft* *CruiserStern*	700 500 450	100A1 (*ClassContemplated*)				1941	Vickers-Armstrongs, Ld. Barrow	Ministry of War Transport(James Fisher&Sons,Ld. *Mgrs.*)	185·0 RQD120'F24	30·2	11·5	Barrow British	Oil Engines 2S C.SA 6Cy.$15\frac{3}{8}$"–$22\frac{7}{16}$" BritishAuxiliaries,Ld.Gls.	13 ″ 8 s3 ″ $9\frac{3}{4}$ 13 ″ 6	

Now "Empire Jack," *see No.* 36392 *in Supplement*

1	2 3	4	5	6	7	7*	8	9	10	Length.	Breadth.	Depth.	12	13	14	15
38311	**Ruby** WoodAux3MstSr (*ex*FishingVessel–41) *OilEng.* *Mchy.Aft* (*See SailingShipRegisterSupplement*)	345 — 273					1902	J.W.Dickie Alameda,Cal.	AbelardoL. Rodriguez	132·0	34·0	9·0	Ensenada Mexican	Oil Engines 2S.C.SA 5Cy.12"–15" NE39 126NHP Fairbanks,Morse&Co. Beloit,Wis.		
38312 218859 K1ZV	**R. M. Parker, Jr.** (*ex*Imlay–41) 2*Dks&Webframes* D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	6779 — 4203	✠ ... 4,22 ✠				1919 9mo	MooreS.B. Co. Oakland,Cal.	HartolSteamship Corp.(Continental S.S.Co.*Mgrs.*)	425·0 P106'B40'F41' FK	57·2	33·1	Wilmgton (Del.) Utd.States *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48" 359NHP LlewellynIronWorks		R †
38313	**Reigh Count** (*ex*SanLeonardo–41, *ex*Lulca–39, *ex*Kabinga–38) *ss*Nwc.2ndNo.3–3,34 *ss*Gen.No.1–39 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	*4657* *4430* *2925*	✠100A1 *Shelter dk withfreeboard* 2,40 MS9,39 NO LATER SURVEY REPORTED	Ant ✠LMC BS6,39	*z*	CL 8,39	1907 7mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	UnitedStates Maritime Commission ~~(operated by LykesBros.S.S.Co. Inc.)~~	400·0 FK *Cell DBa*123'	52·1	27·0	Panama Pnamanian 6*BHCem* *uE&B*63'*f* 154'971*tAPT*29*t*	T.3Cy.27",45"&75"–48" (*s*) 180lb 477NHP 3SB,*9cf*,GS173,HS6492 FD N.E.MarineEng.CoLdNwc	29 ″ 9 s3 ″ $8\frac{1}{4}$ 26 ″ $2\frac{3}{4}$	
38314	**Roamer** (*ex*AfricanReefer–41, *ex*Yrsa–36) *OilEng.* *Ref.Mchy.* 2*Dks* D.F. *CruiserStern*	~~1771~~ ~~1418~~ ~~996~~ 1742 — 1004					1935	Helsingörs Jernsk&Msk Elsinore	UnitedStates Maritime Commission ~~(operated by MarineOperating Co.Inc.)~~	301·6	42·7	16·6	Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		R
38315 HPXI	**Ramapo** (*ex*Santarosa–41, *ex*BaronWemyss–37) 1*Dk* D.F.	~~3027~~ ~~2719~~ ~~1820~~ 2968 — 1838					1924	Dunlop Bremner&Co. Ld. Pt.Glasgow	UnitedStates Maritime Commission	344·0 332·2 P29'B97'F33'	48·1	21·9	Panama Pnamanian *WB*	T.3Cy.$21\frac{1}{2}$",$35\frac{1}{2}$"&60"–39" 225NHP D.Rowan&Sons,Glasgow		CR

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
38316 241315 KTXS	**Roger B. Taney** D.F. Sub.Sig. 2*Dks* *Fitted for oil fuel* *CruiserStern*	~~7000~~ 7191 — 4389					1941	Bethlehem Fairfield ShipyardInc. Baltimore	UnitedStates Maritime Commission	416·0	57·0	37·3	Baltimore Utd.States	T.3Cy.25″,37″&70″–48″ 339NHP *WB* Gen.MachineryCorp. Hamilton,O.		
38317 241369 KAXU	**Richard Henry Lee** D.F. Sub.Sig. 2*Dks* *Fitted for oil fuel* *CruiserStern*	~~7000~~ 7191 — 4389					1941	Bethlehem Fairfield ShipyardInc. Baltimore	UnitedStates Maritime Commission	416·0	57·0	37·3	Baltimore Utd.States	T.3Cy.25″,37″&70″–48″ 339NHP *WB* Gen.MachineryCorp. Hamilton,O.		
38318	**Rio Dulce** (*ex*CapoRosa–41, *ex*AfricanExplorer–39, *ss*Bkn.No.3–7,32 *ex*Musician–38, *ss*Liv.No.1–37 *ex*SaintBede) 2*Dks*(*Stl*) *Fitted for oil fuel*	3427 — 1652	✠ ... 9,39 ✠	Liv	*y*		1919 7mo	Lithgows Ld. PortGlasgow	Argentine Government(Flota Mercante del Estado)	397·9 384·9 P49'B113'F38' FK 7*BHCem* *CellDB*331' 985*tFPT*132*t APT*20*t*	52·0	26·7	Bns.Aires Argentine	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,*9cf*,GS190,HS7668 Rankin&BlackmoreLdGrk	29 ″ 3	I †
38319	**Rio Chico** (*ex*Pelorum–41, *ex*QueenEleanor–38, *ss*Gls.No.3–10,31 *ex*SierraBlanca) *ss*Nwc.No 1–36 D.F. 2*Dks*(*Stl*)	3780 — 1972	... 9,38	Rot	*y*		1918	Bartram& Sons,Ld Sunderland	Argentine Government(Flota Mercante del Estado)	412·2 400·3 P49'B113'F39' FK 7*BHCem* *CellDB* 338'1103*t FPT* 133*t APT*225*t*	52·3	28·4	Bns.Aires Argentine	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,*9cf*,GS189,HS7668 J.Dickinson&Sons,Ld.Sld.	31 ″ 0	I †
38320	**Rio Salado** (*ex*Gianfranco–41, 4Mst *ex*Ouderkerk–34, *ss*Hul.No 3–7,21 *ex*Orsino,*ex*Gera) 2*Dks*&3*rd dk* D.F. *in No. 1 hold*	6010 — 3452	... 10,22				1915	Bremer Vulkan Vegesack	Argentine Government(Flota Mercante del Estado)	493·2 476·1 P28'B140'F87' FK	60·7	32·8	Bns.Aires Argentine	T.3Cy.$32\frac{5}{16}$″,$52\frac{13}{16}$″&$86\frac{11}{16}$″–$55\frac{1}{8}$″ 819NHP *WB* BremerVulkan,Vegesack	35 ″ 6	I †
38321	**Rio Colorado** (*ex*MonteSanto–41) *ss*Nap.No.1–25 D.F. 1*Dk*&*Shelter dk*	4544 — 2467	✠ ... 2,29 ✠				1920 8mo	Nthmb'nd S.B.Co.Ld. Newcastle	Argentine Government(Flota Mercante del Estado)	400·0 F38'*on Shelter dk* FK	52·9	32·8	Bns.Aires Argentine	T.3Cy.27″,45″&75″–51″ 572NHP *WB* Richardsons,Westgarth& Co.Ld.Sld.	35 ″ 5	I †
38322	**Rio Corrientes** (*ex*Teseo–41) D.F. 2*Dks* *Fitted for oil fuel*	3489 — 1819					1920	Cantieri NavaliRiuniti Palermo	Argentine Government(Flota Mercante del Estado)	394·2	51·8	35·1	Bns.Aires Argentine	T.3Cy.26″,42½″&$69\frac{7}{10}$″–48″ 337NHP *WB* CantieriNavaliRiuniti, Ancona		I
38323	**Rio Neuquen** (*ex*Valdarno–41, *ex*Attività, *ss*Gen.No.3–5,29 *ex*WarColumn) *ss*Mfl.No.1–34 D.F. 2*Dks*(*Stl*)	4129 — 2144	✠ ... 6,36 ✠ ✠NE15 *refitted*6,29	Gen	*z*		1919 7mo	J Coughlan &Sons Vancouver, B.C.	Argentine Government(Flota Mercante del Estado)	421·2 410·6 P44'B115'F47' FK *ptCem* *Intermediate BHin fore hold dispensed with 6BHonly* *CellDB* 268'1274*t FPT* 131*t APT*85*t*	51·7 54·1	27·2 27·5	Bns.Aires Argentine	T.3Cy.26″,43½″&73″–48″ 480NHP 3SB,*9cf*,GS189,HS8325 StabilimentoTecnico,Tri	29 ″ 9	I †
38324	**Rio Bermejo** (*ex*Amabilitas–41, *ex*AnsaldoSavoiaSecondo) D.F. 1*Dk*	3696 — 2060					1919	Cant.Offic. Savoia Cornigliano	ArgentineGovernment(Flota Mercante del Estado)	395·8 379·5 P37'B113'F33'	51·7	27·4	Bns.Aires Argentine	T.3Cy.26″,42½″&$69\frac{7}{10}$″–48″ 337NHP *WB* Cant.Nav.Riuniti,Ancona		CI
38325	**Rio Primero** (*ex*Cervino–41, *ex*Tatra) *ss*Gen.No.3–1,26 *ss*Gen.No.1–30 D.F. 1*Dk* 2*ndDkBeams inNos.*1&4*holds* *Fitted for oil fuel*	~~4363~~ ~~4032~~ ~~2599~~ 3124 — 1524	✠ ... 2,32 ✠				1913 7mo	J.Priestman&Co. Sunderland	ArgentineGovernment(Flota Mercante del Estado)	379·1 375·0 P32'B234'F39' FK	53·0	23·3	Bns.Aires Argentine	T.3Cy.24″,39″&66″–45″ 353NHP *WB* Richrdsons,Westgarth& Co.Ld.Sld.	26 ″ 8	I †
38326	**Rio De La Plata** Ⓟ TwinSc (*ex*PrincipessaMaria–41) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F.	6255 — 3503	✠Lloyd'sRMC12,39 Nos. 1 & 2 'tween dks not included NO LATER SURVEY REPORTED				1923	Cant.Nav. FrancoTosi Taranto	ArgentineGovernment(Flota Mercante del Estado)	460·6	59·3	29·2	Bns.Aires Argentine	4steam turbinesDR geared to 2 sc. shafts *WB* Soc.Anon.FrancoTosi, Legnano		I
38327	**Rio Diamante** (*ex*InesCorrado–41, *ex*RiverTigris, *ss*Gen.No.3–6,31 *ex*Vellavia,*ex*War 2*Dks*(*Stl*) Setter) D.F.	3808 — 2121	✠ ... 9,33 ✠	Gen			1918 6mo	Armstrong Whitworth &Co.Ld. Newcastle	ArgentineGovernment(Flota Mercante del Estado)	413·0 400·2 P49'B112'F39' FK 7*BHptCem* *CellDB* 345' 1113*t FPT*118*t APT*174*t*	52·3	28·4	Bns.Aires Argentine	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,*9cf*,GS189,HS7668 G.Clark,Ld.Sunderland	31 ″ 0	I †
38328	**Rio Segundo** (*ex*Dante–41, *ex*CambrianPrincess, *ss*Ant.No.3–4,27 *ex*Glenearn) 2*Dks* D.F.	3608 — 1889	✠ ... 8,31 ✠				1914 1mo	Bartram& Sons,Ld. Sunderland	ArgentineGovernment(Flota Mercante del Estado)	402·4 390·0 P33'B115'F36' FK	50·5	28·1	Bns Aires Argentine	T.3Cy.26″,43″&71″–48″ 401NHP *WB* J.Dickinson&Sons,Ld.Sld.	30 ″ 6	I †
38329	**Rio Atuel** (*ex*Maristella–41, *ex*Ebani–39) *ss*Gen.2ndNo.3–8,39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) *Ref.Mchy.*	3342 — 1754	✠ ... 6,42 *Shelter dk with freeboard* ~~BS3,40~~ ✠~~LMC1,39~~ ~~NO LATER SURVEY REPORTED~~	Gen	*z*	CL 1,39	1912 10mo *Lloyd's* A&CP	Palmers' Co.Ld. Newcastle	Argentine Government(Flota Mercante del Estado)	405·1 420·0(O.L.) P31'B78'F47' *onShelter dk* FK 7*BHCem* *CellDBa* 125' *u E*28*f* 172'1016*tFPT*120*tAPT*80*t*	54·0	23·5	Bns.Aires Argentine	T.3Cy.26″,44″&74″–51″ (*s*) 205lb 566NHP 3SB,*9cf*,GS191,HS8100 FD Palmers'Co.Ld Newcastle	26 ″ 0 s 2 ″ 9¼ 23 ″ 5	
38330	**Rio Chubut** (*ex*Castelbianco–41, *ex*Pearlstone–39, *ss*Rot No.3–3,37 *ex*OvingdeanGrange–36, 1*Dk*(*Stl*) *ex*Zapala–35)	4900 4580 3044	✠ ... 6,42 ✠~~LMC~~ ~~MC3,36~~ ~~BS4,40~~ *Fitted for oil fuel*5,24 *F.P. above* 150° F. ~~NO LATER SURVEY REPORTED~~	Gen	*y*	CL 1,39	1924 5mo *Lloyd's* A&CP	Lithgows Ld. Pt.Glasgow	Argentine Government(Flota Mercante del Estado)	400·0 412·0(O.L.) P33'B114'F41' FK 6*BHptCem* *CellDB*341'1032*t APT*142*t*	52·0	27·3	Bns.Aires Argentine	T.3Cy.27″,44″&73″–48″ (*s*) 180lb FD 440NHP 2SB,*6cf*,GS123,HS5862 Rankin&BlackmoreLdGrk	29 ″ 9 ~~s 5 ″ 9¼~~ ~~24 ″ 8~~	
38331	**Rio Teuco** (*ex*Voluntas–41, *ex*City of Batavia *ss*Hpl.2ndNo.3–4,34 –38,*ex*Ganelon) *ss*Gen.No.1–38 2*Dks*(*Stl*)&*deep framing*	5597 5273 3457	✠ ... 6,42 ✠~~LMC12,38~~ ~~NO LATER SURVEY REPORTED~~	Gen	*a*†	CL 6,38	1907 7mo *Lloyd's* A&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	Argentine Government(Flota Mercante del Estado)	437·3 424·7 P37'B181'F44' FK 7*BHCem* *CellDBa*150'*uE* 23'*f* 181' 1049*tFPT*83*tAPT*25*t*	53·1	29·1	Bns.Aires Argentine	T.3Cy.28¼″,46″&77″–54″(*s*) 180lb 556NHP 3SB,*9cf*,GS191,HS7785 FD WallsndSlpwyCo.Ld.Nwc	32 ″ 0 ~~s 6 ″ 2½~~ ~~26 ″ 0~~	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
38332	**Rio Tercero** (*ex*Fortunstella-41, *ex*Eboe-39) *ss*Bkn.No.3-11,34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*–ws)	4864 4239 2934	✠ ... 6,42 *Shelter dk* *with freeboard* ~~BS12,39~~ ~~✠LMC11,34~~ ~~NO LATER SURVEY REPORTED~~	Lon	*z*	CL 1,38	1912 12mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	Argentine Government(Flota Mercante del Estado) *CellDBa*125'*uE*	405·1 P31'B78'F47' FK *onShelter dk*	54·1	23·5	Bns.Aires Argentine 7*BHCem* 28'*f* 172' 101	T.3Cy.26",44"&74"-51" (*s*) 205lb 566NHP 3SB,9*cf*,GS191,HS8100 FD Palmers'Co.Ld.Newcastle 6*tFPT*120*APT*80*t*	26 ″ 0 s 2 ″ 9½ 23 ″ 5	
38333	**Rio Gualeguay** (*ex*Vittorio Veneto-41,*ex*WarJoy) *ss*Gen.No.3-7,31 D.F. *ss*Gen.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted*	~~4595~~ ~~3332~~ ~~2776~~ 3336 — 1615	✠ ... 6,42 ~~✠LMC~~ ~~MS12,39~~ ~~BS10,36~~ ~~NO LATER SURVEY REPORTED~~	Gen	*x*	CL N8,38	1918 12mo *Lloyd*	Canadian Vickers,Ld Montreal '*sA&CP*	Argentine Government(Flota Mercante del Estado) *CellDB*	391·4 P43'B105'F41' FK	49·3	26·9	Bns.Aires Argentine 6*BHCem* 316' 1367*t F*	T.3Cy.27",44½"&73"-48" (*s*) 180lb 474NHP 3SB9*cf*,GS174,HS6660 FD CanadianVickers,Ld.Mtl. *PT*102*tAPT*136*t*	30 ″ 2 ~~s5″11¾~~ ~~24″6~~	
38334	**Rapel** (*ex*Frida-41—*which also see*) D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Fitted for oil fuel*	1700 1463 973	Examined L.R. 1,42 1,42 BS1,48(220lb)	NYk		OG 12,41	1936	Helsingörs Jernsk&Msk. Elsinore	ChilianGovernment(Cia.Sud Americana de Vapores,*Mgrs.*)	292·0	41·7	16·4	Valparaiso Chilian *WB*	C.3Cy (2)15¾"&39⅜"-37⅜"& LP turbine with reduction gear&chain drive 234NHP HelsingörsJernsk.&Mskb.		
38335	**Rouergue** *For particulars see* "John Knudsen," *No.* 26134 *in body of Register*															
38336 HPYY	**Raceland**(*ex*Ircania-41, *ex*Dovenden-35, *ss*N.Yk.No.3-9,23 *ex*HowickHall) *ss*N.Yk.No.1-27 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Platform deck for light cargoes*	~~4815~~ — ~~3005~~ 4807 — 2907	✠ ~~—~~ 6,35 ✠	Shl	*z*		1910 10mo	W.Hamilton&Co.Ld. Port Glasgow	UnitedStates Maritime Commission *CellDBa*107'*u*	413·1 400·8 P39'B&F323' FK *E&B*59'*f*174' 1027	51·5	27·0	Panama Pnamanian 6*BHCem* *tAPT*24*t*	T.3Cy.27½",45"&75"-51" 507NHP 4SB,12*cf*,GS215,HS8800 D.Rowan&Co.Glasgow	29 ″ 7	R t
38337 CXAM	**Rocha** (*ex*Laura-41) D.F. *Ref.Mchy.* 1*Dk* *CruiserStern*	1471 1232 848					1933	Nakskov Skibs.A/S Nakskov	Uruguayan Government (Administración Nacional de Puertos)	262·2	39·7	15·7	M.Video Uruguayan *WB*	C.4Cy.(2)14¾"&(2)31½"-31½"&LPturbine HS2520 192NHP HelsingörsJernsk.&Mskb.		
38338	**Robert Morris** 2*Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
38339	**Rio San Juan** (*ex*AmericanReefer-42) *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	2328 1817 1295					1936	Nakskov Skibs.A/S Nakskov	Argentine Government(Flota Mercante del Estado)	332·6 B&P174'	47·8	17·2	Bns.Aires Argentine *WB*	Oil Engines 2S.C.SA 10Cy.19$\frac{1}{16}$"-35$\frac{7}{16}$" 675NHP Akt.Burmeistr&Wain,Cpn		G
38340	**Rosemont** (*ex*Aurora-42) *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.* *3rd dk except in No. 5 hold* *CruiserStern*	4956 4017 2601	✠ ... 2,42 ✠ ~~✠Lloyd'sRMC5,42~~ ~~for temp.~~[illegible]	BAs	*z*		1938 12mo	Crichton- VulcanA/B Åbo	UnitedStates Maritime Commission *CellDB*325'1154*tF*	404·2 427·2(O.L.) FK *PT*84*tAPTs*188*t* (	54·7	23·7	Panama Pnamanian 6*BH* *Coll to Sh dk* 5 ,, 2*nd*,,)	Oil Engines 2S.C.SA 8Cy.28⅜"-51$\frac{3}{16}$" 1116NHP Fr.KruppGermaniawftAG Kiel	27 ″ 9	
38341	**Rio Mendoza** (*ex*BrazilianReefer-42) *OilEng.* D.F. *Ref.Mchy.* 2*Dks* *CruiserStern*	1831 1438 999					1936	Nakskov Skibs.A/S Nakskov	Argentine Government(Flota Mercante del Estado)	292·8	44·7	16·2	Bns.Aires Argentine *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{1}{16}$"-35$\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn		G
38342	**Rio Gallegos** TwinSc (*ex*IndianReefer-42) *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Sparred3rd dk in fwd.holds for fruit cargo* *Butts of keel & shell plating elec.welded* *Strengthened for navigation in ice* *Ref.Mchy.* *CruiserStern*	2815 2037 1558	✠100A1 *with freeboard* 2,42 ~~10,39~~ ✠LMC10,39 ✠Lloyd'sRMC ~~1,41~~ 2,42	Els BAs	*w*	CL P1,42 s10,39	1939 10mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore '*sA&CP*	Argentine Government(Flota Mercante del Estado) *CellDBu*	356·6 374·0(O.L.) F68' FK (*E&f*200'575*tTanks*	51·6	17·1	Bns.Aires Argentine 6*BH* *Coll to Sh dk* 5 ,,2*nd*,,) *in way of tun*	Oil Engines 2S.C.SA 12Cy.19$\frac{1}{16}$"-35$\frac{7}{16}$" 811NHP HelsingörsJernsk.&Mskb. *nels*447*tFPT*50*tAPT*126*t*	20 ″ 0 s ″ 9 19 ″ 4½	
38343	**Rio Iguazu** (*ex*Bretagne-42) *OilEng.* D.F. *ss*Cpn.No.2-36 1*Dk*(*Stl*)	3177 2730 1931	✠100A1 1,42 ~~3,40~~ ✠LMC CS5,36 DBS~~5,39~~5,42 4,38 ~~SURVEYS DELAYED~~	~~Osl~~ BBl	*v*	CL ~~12,39~~ 1,42	1928 5mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	Argentine Government(Flota Mercante del Estado) *CellD*	326·2 339·5(O.L.) P25'B155'F27' FK *Trunk in wells* *B*277'824*t MT*212*t*	50·1	20·8	Bns.Aires Argentine 5*BH* *APT*110*t*	Oil Engines 4S.C.SA 6Cy.21⅝"-59$\frac{1}{16}$" 267NHP DB100lb Akt.Burmeistr&Wain,Cpn	23 ″ 0 ~~s2″7¾~~ ~~20″6¼~~	
38344	**Rembrandt** TwinSc (*ex*EmpireTrust-42) *OilEng.* D.F. E.S.D. 3*Dks* *CruiserStern*	*8126* *7212* *4669*	✠100A1 3,42 ~~9,41~~ ✠LMC1,41	Gls	*e* † 2¼	CL	1941 2mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP* *Upper*	NetherlandShipping&Trading Committee,Ld. (Escombe,McGrath&Co.*Mgrs.*) '*tween dkBHamids* *CellD*	471·7 492·5(O.L.) P43'B166'F41' FK *hips dispensed with* *B*390'1518*tFPT*69*t*	64·3	34·4	Dutch 7*BH* (6 *to U dk* 1 ,, 2*nd* ,,) *APT*73*t*	Oil Engines 2S.C.SA 8Cy.26⅜"-91$\frac{5}{16}$" 1721NHP DB100lb Barclay,Curle&Co.Ld.Gls.	37 ″ 3 s 7 ″ 8¼ 29 ″ 9¼	
38345	**Rioloide** (*ex*Pampano-42, *ex*Cuma-35,*ex*Ferento) D.F. 1*Dk*&*Awng dk* *Fitted for oil fuel*	6232 5909 3715					1924	Cant.Offic. Savoia Cornigliano Ligure	LloydBrasileiro	391·6	51·6	35·0	R.Janeiro Brazilian *WB*	Steam turbines DR geared to 1sc. shaft G.Ansaldo&Cia.Smprdrna		I
38346	**Recifeloide** (*ex*Aequitas-42, *ex*Cogne) D.F. 1*Dk*	5335 4699 3173					1916	Cant.Offic. Savoia Cornigliano	LloydBrasileiro	395·9 378·0 P37'B23'F37'	51·6	27·6	R.Janeiro Brazilian *WB*	T.3Cy.26",42½"&69$\frac{7}{16}$"-48" 337NHP Cant.OfficineSavoia		CI
38347 241495 KENZ	**Richard Bland** 2*Dks* D.F. *Fitted for oil fuel* Sub.Sig. *CruiserStern*	7191					1942	Bethlehem Fairfield Shipyard,Inc Baltimore	UnitedStates Maritime Commission	423·1	57·1	34·8	Baltimore Utd.States *WB*	T.3Cy.25",37"&70"-48" 339NHP WorthingtonPump& Mchy.Corp.Harrison,N.J.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught ft in.	15 Registers in which classed, if not in L.R. Date of B. of Trade cert.
38348	Rufus King D.F. E.S.D. *Elec.welded* 2*Dks*(*Stl*) *CruiserStern* *Fitted for oil fuel*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0|57·0|34·9	Utd.States *WB*	T.3Cy.24½″,37″&70″-48″ 339NHP JoshuaHendyIronWks. Sunnyvale,Cal.		
38349	Rosa Smith *CruiserStern*	1800	100A1 *withfreeboard* (*ClassContemplated*)				1942	Akt.Lindholmens Varv Gothenburg	AndersSmith	803·0|44·0|15·6 F33′	Stockholm Swedish	T.3Cy.20$\frac{1}{16}$″,29½″&52⅝″-35$\frac{7}{16}$″ Akt.LindholmensVarvGot		
38350 241253 KBUY	Robert Fulton D.F. GyC. 2*Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	7176 6653 4374					1941	Oregon S.B.Corp. Portland,Or.	UnitedStates Maritime Commission	416·0|56·9|37·3	Portland, Ore. Utd.States *WB*	T.3Cy. WillametteIron&Steel Corp.Portland,Or.		
38351 241271	Robert Gray D.F. GyC. 2*Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	7176 6653 4374					1941	Oregon S.B.Corp. Portland,Cr.	UnitedStates Maritime Commission	416·0|56·9|37·3	Portland, Ore. Utd.States *WB*	T.3Cy. GeneralMachineryCorp. Hamilton,O.		
38352 LNAN	Ragnhild (*ex*EmpireCarey-42) D.F. 1*Dk* *CruiserStern*	*2866* *2531* *1688*	✠100A1 4,42~~12,41~~ ✠LMC12,41	~~Hpl~~ GIs	*u*	CL	1941 12mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	Den norskeStat (Norwegian Government)(The NorwegianShipping&Trade Mission,*Mgrs.*)	315·4|46·5|23·0 327·9(O.L.) P33′B82′F34′ FK *CellDB270′629tFPT59tAPT117t*	Oslo Norwegian *5BHptCem*	T.3Cy.20″,31″&55″-39″ (*s*) 200lb 2 9NHP s 2SB,*6cf*,GS87,HS3854 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	25 ″ 2 4 ″ 6 20 ″ 10¼	
38353	Raphael Semmes D.F. GyC. *CruiserStern* *Elec.welded*	7400	100A1 *Shelter dk* *withfreeboard* (*ClassContemplated*)				1942	GulfS.B. Corp. Chickasaw, Ala	WatermanSteamshipCorp.	445·0|63·0|31·2	Mobile,Ala Utd.States	2 steam turbinesDRgeared to 1 sc. shaft		
38354 240462 WMRD	Robin Doncaster (*ex*EmpireCurlew-42, *ex*RobinDoncaster-41) 2*Dks* *CruiserStern* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. *pt.Elec.welded*	7101 — 4258					1941	Bethlehem SteelCo.S.B. Division Sparrow's Pt. Md.	UnitedStates Maritime Commission	452·5|66·2|29·4 F96′	Utd.States *WB*	DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R)

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou coté, si ce n'est dans L.R. Durée.Cert.B.o.Trade.
38451 168216 BCPQ	**Sir Leonard Pearce** *Mchy.Aft* 1*Dk* E.S.D. *CruiserStern* *Cargo battens not fitted*	~~1555~~ ~~1179~~ ~~889~~ 1580 1179 911	✠100A1 *withfreeboard* ~~*corresponding to a summer moulded draught of 16' 7½"*~~ ~~*(ClassContem plated)*~~ 9,41 ✠LMC9,41	Bnt	*p*	CL	1941 9mo *Lloyd's*A&CP	Burntislnd S.B.Co.Ld. Burntisland	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*) *CellDBuE*24'*f*168'615*tMT*58*tFPTs*154*tAPT*18*t*	247·0|39·6|16·6 256·8(O.L.) Q149'B16'F24' FK	London British 4*BHptCem*	T.3Cy.16½",27½"&46"-33" 200lb *105lb* (*s*) 184NHP 1SB,3*cf*,GS63,HS2750 FD D.Rowan&Co.Ld.Gls.	18″6 s5″11 16″9	
38452 6749 SDZN	**Sigyn** (*ex*Roxen-41,*ex*Athaulf) *ss*Got.No.3-6,41 D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl-pt* ws) *Cargo battens not fitted*	*4528* *4039* *2709*	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~6,41~~ BS4,41 ✠LMC4,40 *Fitted for oil fuel*9,21 *F.P. above* 150° F.	~~Got~~ Lkr	*y*	OG ~~6,41~~ 7,41	1921 9mo *Lloyd's*A&CP	Akt.Lindholmen-Motala Gothenburg	RederiA/B Sigyn (HansLundgren, *Mgr.*) *CellDB*269'1145*tAPT*86*t*	377·8|54·2|24·4 393·6(O.L.) F38'*onShelter dk* FK	Helsingbrg Swedish *ptCem* *CollisionBHtoShdk* 5 ,, ,, *U* ,,	T3Cy.27",44⅜"&72⅞"-48"(*s*) 185lb FD 455NHP 3SB(Spt)9*cf*,GS144,HS6150 Akt.Lindholmen-Motala	27″0 s2″11¾ 24″2½	
38453 167739 BCTJ	**Sound Fisher** 3Mst ~~D.F.~~ 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2931 2161 ~~1565~~	✠100A1 ~~*(ClassContem plated)*~~ 4,42~~10,41~~ ✠LMC10,41	Gls	*t*	CL	1941 10mo *Lloyd's*A&CP	S.P.Austin &Son.Ld. Sunderland	Fenwick,Fisher S.S.Co.Ld. *CellDB*262'684*tMT*14'443*tFPT*169*tAPT*22*t*	311·5|46·7|18·9 323·5(O.L.) Q195'~~F25'~~F31' FK 1 *Intermediate BH dispensed with*	Barrow British 4*BHptCem*	T.3Cy.18½",31"&52"-39" 220lb (*s*) 256NHP 2SB,6*cf*,GS83,HS3664 FD N.E.MarineEng.Co.(1938) Ld.Sld.	21″0 s6″9¾ 19″1	
38454	**St. Maarten** (*ex*St.Martin-41) 1*Dk* *Fitted for oil fuel*	1383 1153 812					1921	Deutsche WerftA.G. Hamburg	N.V.Koninklijke Nederlandsche Stoomboot Maats.	234·0|36·6|17·7 B52'F23'	Dutch *WB*	T3Cy16$\frac{15}{16}$"27$\frac{9}{16}$"&43⅜"-31½" 106NHP StettinerOderwerkeStettin		
38455 8475 SEFT	**Sven Salén** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Butts of shell & dk plating elec.welded* *CruiserStern*	4892 4164 2722	✠100A1 *withfreeboard* 9,~~41~~ ~~6,41~~ 1,42 ✠LMC6,41 *Carrying oil F.P. above* 150°F. *in deep tank*	Got	*a*†	CL	1941 6mo	Eriksbergs M.V.Aktieb Gothenberg	RederiA/B Jamaica (SvenSalén*Mgr.*) *Duct keel fwd. of mchy. space* *CellDB*294'1423*t* *Tanks in way of tunnel* 324*tMT*29'1125*tFPT*119*tAPTs*251*t*	418·1|56·7|25·1 432·2(O.L.) F39' FK	Stockholm Swedish 7*BH* (*ColltoShdk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.29⅛"-55⅛" 886NHP DB*100lb* Eriksberg N.V.Aktieb.Got	~~88″9~~ 28″9 s3″2¼ 25″9½	
38456 2122 IBIF	**Strombo** (*ex*Laxerto-35, TwinSc *ex*Carpena-35,*ex*Capena) *OilEng.* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	5232 4526 2612					1923	Cant.Offic. Savoia Cornigliano Ligure	"Polena"Società diNavigazione	393·2|51·8|28·5 P101'B30'F34'	Genoa Italian	Oil Engines 2S.C.SA 8Cy.23⅝"-37" 779NHP Cant.Offic.Savoia		I
38457 HPTL	**Stanvac Cape Town** D.F. E.S.D. 1*Dk* GyC. ~~Sub.Sig.~~ *CruiserStern* *Mchy Aft* *Longitudinal framing* *Part electrically welded*	10169 9142 6114	✠100A1 ~~*(ClassContem plated)*~~ 2,42~~11,41~~ ✠LMC6,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,41 *F.P. above* 150°F.	NYk	*f*† 2$\frac{9}{16}$	CL	1941 6mo *Lloyd's*A&CP	Bethlehem SteelCo S.B. Division ~~FallRiver,~~ ~~Mass.~~ Quincy,Mass.	Petroleum ShippingCo.Ld. *CellDBuE*71'161*tDTf*36'1113*tFPT*443*tAPT*78*t*	~~500·0|68·0|37·0~~ 488·3|68·3|36·9 501·7(O.L.) P115'B41'F52' FK	Panama Pnamanian 13*BHptAsp*	2 steam turbinesDRgeared to 1 sc. shaft HS5300 769NHP 2WTB450lb(Spt420lb) FD WestinghouseElec.&Mfg. Co.Essington,Pa. ~~Co.Phil~~	37″0 s7″2½ 30″0¼	
38458 45726 JHGN	**Syoko Maru** *Mchy.Aft* 1*Dk*	1933 — 1104					1939	Osaka Zosensyo Osaka	TowaKisenK.K.	271·6|40·0|20·3 P85'F29'	Kobe Japanese	T.3Cy.18",29½"&50"-39" KubotaTekkosyoK.K. Osaka		
38459 HPTM	**Stanvac Manila** D.F. E.S.D. GyC. ~~Sub.Sig.~~ 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded*	10169 9142 6114	✠100A1 ~~*(ClassContem plated)*~~ ~~8,41~~12,41 ✠LMC8,41 *Carrying Petroleum in bulk* *Fitted for oil fuel*8,41 *F.P. above* 150°F.	NYk	*f*† 2$\frac{9}{16}$	CL	1941 8mo *Lloyd's*A&CP	Bethlehem SteelCoS.B. Division Quincy,Mass.	PetroleumShippingCo.Ld. *CellDBuE*71'161*tDTf*36'1113*tFPT*443*tAPT*78*t*	488·3|68·3|36·9 501·7(O.L.) P109'B40'F51' FK	Panama Pnamanian 13*BHptAsp*	2 steam turbinesDRgeared to 1 sc. shaft HS5300 769NHP 2WTB450lb(Spt420lb) FD WestinghouseElec.&Mfg. Co.Essington,Pa.	37″0 s7″2½ 30″0¼	
38460 ~~8478~~ ~~SEGT~~ 8478 SEGT	**Sandhamn** *OilEng.* D.F. 2*Dks*,3*rd dk fwd. of mchy. space* *Ref.Mchy* *Maximum cargo load on* *3rd dk fwd. 85 cubic feet per ton* *CruiserStern* *Butts of shell & deck plating elec. welded*	*3140* ~~*2720*~~ ~~*1756*~~ *2780* *1756*	✠100A1 *withfreeboard* ~~9,41~~ ~~8,41~~4,42 ✠LMC8,41 ✠Lloyd'sRMC8,41 for temp.31°F.	~~Lkr~~ Got	*v*	CL	1941 8mo	Öresundsvarvet A/B Landskrona	Rederi A/B Pulp (SvenSalén,*Mgr.*) *CellDB*184'379*t* *Tanks in way of tunnel* 506*tFPT*87*tAPT*66*t*	345·1|47·1|24·7 351·0(O.L.) B&F165' FK	Stockholm Swedish 5*BH* (*Coll to W dk* 4 ,, *2nd*,,)	4 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 20Cy.13⅜"-22$\frac{7}{16}$" 628NHP DB*100lb* A/B Atlas-Diesel,Skm.	28″10 s9″0½ 20″1¼	
38461 HPVF	**Salvator** TwinSc (*ex*EmmaMærsk-41) *OilEng.* D.F. *ss*Gal.No.3-11,39 ~~*ss*H.Kg.No.2-36~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	8278 7800 5064	✠100A1 7,41 ~~11,39~~ ✠LMC CS6,36 DBS1,39 7,41 4,37 *Carrying Petroleum in bulk*	~~Gal~~ Bos	~~*f*†~~ *d*†	CL 8,39	1928 2mo *Lloyd's*A&CP	Akt.Burmeistr&Wain Copenhagen	UnitedStatesMaritimeCommission ~~(operated byKeystoneShippingCo.)~~ *CellDBuE*48'205*tDTf*38'640*tFPT*185*tAPT* 100*t*	466·3|61·8|34·2 P101'B34'F39' FK	Panama Pnamanian 12*BHptCem*	Oil Engines 4S.C SA 12Cy.21⅝"-39⅜" 542NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	36″3 s8″4¾ 28″1½	
38462 HPVK	**Snark** (*ex*Olympia-41) TwinSc *OilEng.* D.F. *ss*Liv.No.2-39 1*Dk*&*Shelter dk*	4488 4127 2734	✠100A1 *withfreeboard* 8,41 ~~11,39~~ ✠LMC CS5,39 DBS1,41 1,41	NYk	*z*	CL ~~6,39~~ 7,41	1930 10mo *Lloyd's*A&CP	Akt.NakskovSkibsvft. Nakskov	UnitedStatesMaritimeCommission ~~(operated by UnitedStatesLines Co.)~~ *CellDB*339'1124*t* *Tanks in way of tunnels* 100*t FPT*110*tAPT*153*t*	384·7|54·4|32·6 400·1(O.L.) 24·6 F39' FK	Panama Pnamanian 6*BH* (*Coll toSh dk* 5 ,, *2nd* ,,)	Oil Engines 4S C.SA 12Cy.21⅝"-29⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27″4 s2″11¾ 24″6	
38463 240839 WIGP	**Sinclair Opaline** D.F E.S.D. ~~GyC~~. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded*	7874 6820 4605	✠100A1 ~~*(ClassContem plated)*~~ 8,41 ✠LMC8,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,41 *F.P. above* 150°F.	NYk	*c*†	CL	1941 8mo *Lloyd's*A&CP	Bethlehem SteelCo.S.B Division Quincy,Mass.	SinclairRefining Co. Inc. ~~*CellDB*~~ *CellDBuE&B*75'119*tDTf*34'336*tFPT*213*tAPT*104*t*	452·6|63·6|34·3 471·8(O.L.) ~~P120'B40'F39'~~ FK P103'B40'~~F36'~~F39' ~~*DTf*14'336*tFPT*213*tAPT*104*t*~~	Wlmgton (Del.) Utd.States 14*BHptAsp*	2 steam turbinesDRgeared to 1 sc. shaft HS6826 898NHP 2WTB 500lb(Spt463lb) FD DeLavalSteam TurbineCo.Trenton,N.J.	34″6	
38464 240993 WIOW	**Sinclair Rubilene** D.F. E.S.D. ~~GyC.~~ 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded*	~~7875~~ ~~6820~~ ~~4596~~ 7874 6820 4596	✠100A1 ~~*(ClassContem plated)*~~ 9,41 ✠LMC9,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,41 *F.P. above* 150° F.	Bos	*c*†	CL	1941 9mo *Lloyd's*A&CP	Bethlehem SteelCo.S.B Division Quincy,Mass.	SinclairRefining Co. Inc. *CellDBuE&B*75'119*tDTf*34'336*tFPT*213*tAPT*104*t*	452·6|63·6|34·3 471·8(O.L.) ~~P120~~'B40'F39' P103' FK	Wlmgton (Del.) Utd.States 14*BHptAsp*	2 steam turbinesDRgeared to 1 sc. shaft HS6826 898NHP 2WTB500lb(Spt465lb) FD DeLavalSteam TurbineCo.Trenton,N.J.	34″6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
38465 241116 ~~WITO~~ KEEQ	**Sinclair Superflame** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded*	~~7875~~ ~~6820~~ ~~4600~~ 7874 6820 4596	✠100A1 ~~(ClassContemplated)~~ 11,41 ✠LMC11,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,41 *F.P. above* 150° F.	Bos	c†	CL	1941 11mo	Bethlehem SteelCo.S.B. Division Quincy,Mass. Lloyd's*A&CP*	SinclairRefining Co. Inc.	452·6|63·6|34·3 471·8(O.L.) ~~P120′~~B40′F39′ FK P103′ *CellDBuE&B*75′119*tDTf*34′336*tFPT*213*tAPT*104*t*	Wlmgton (Del.) Utd.States 14*BHptAsp*	2 steam turbinesDRgeared to 1 sc. shaft 898NHP 2WTB500lb(Spt465lb) HS6826 FD DeLavalSteam TurbineCo.Trenton,N.J	34 ″ 6	
38466	**Surprise** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern*	6440 — 3940					1941	SunS.B.& DryDockCo. Chester,Pa.	UnitedStatesLines Co.	453·3|63·2|27·5 P23′B86′F41′	Seattle Utd.States *WB*	Oil Engines 2S.C SA 5Cy.32″–95″ 870NHP SunSB&DD.Co.ChesterPa.		
38467 168252 ~~BDGT~~ BDPG	**San Venancio** 1*Dk.2nd dk clear of cargo tanks* *OilEng.* *Mchy.Aft* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	~~8150~~ 8152 7235 4801	✠100A1 ~~(ClassContemplated)~~ 1,42 ✠LMC1,42 *CarryingPetroleum in bulk*	Nwc	c†	CL	~~1941~~ 1942 1mo	Hawthorn, Leslie&CoLd Newcastle Lloyd's*A&CP*	EagleOil&ShippingCo.Ld.	465·3|59·3|33·8 483·3(O.L.) P93′B45′F50′ FK *CellDBuE*70′23*tDTf*25′266*tFPT*138*tAPT*86*t*	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ 502NHP DB*180lb* Hwthrn,Leslie&CoLdNwe	34 ″ 0 s6 ″ $8\frac{1}{2}$ 27 ″ $6\frac{1}{2}$	
38468	**Steel Artisan** D.F. E.S.D. GyC. 2*Dks&Shelter dk* *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. *Elec.welded* *Cruiser Stern*	8900					1941	Western Pipe&Steel Co. SanFrancisco	UnitedStates Maritime Commission	469·5|69·5|42·5	NewYork Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 1416NHP GeneralElectricCo. Lynn,Mass.		
38469 168250 BCZY	**Stangarth** D.F. E.S.D. 2*Dks* *CruiserStern*	5966 5578 ~~3633~~	✠100A1 *with freeboard* ~~(ClassContemplated)~~ 1,42 ✠LMC1,42	Sld	z	CL	~~1941~~ 1942 1mo	W.Pickersgill&Sons,Ld. Sunderland Lloyd's*A&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	401·0|54·0|33·2 415·0(O.L.) ~~F36′~~F39′ FK *(Coll to W dk,6 to 2nd dk)* 6*Divisional W.T.BHs in 'tween dks* *CellDB*341′1130*tFPT*152*tAPT*167*t*	London British 7*BHCem*	T.3Cy.$23\frac{1}{2}$″,38″&66″–45″ 220lb (*s*) 415NHP 2SB,6*cf*,GS135,HS5730 FD GeorgeClark(1938)Ld.Sld.	35 ″ 8 s10 ″ $1\frac{1}{4}$ 25 ″ $9\frac{1}{2}$	
38470 116786 WHGR	**Steel King** (*ex*DelosW.Cooke–41, *ex*Starruca) *Mchy.Aft* 1*Dk&Spar dk*	3291 — 2579					1897	UnionD.D. Co. Buffalo	NicholsonTransit Co.	326·5|44·0|14·9 29·3 *WB*	Detroit, Mich. Utd.States	T.3Cy.22″,$38\frac{1}{2}$″&64″–42″ 265NHP KingIronWorks,Buffalo		R
38471 150273 VGBR	**Salvage Queen** Ⓟ **Wood** (*ex*Anyox–41) 1*Dk* *Fitted for oil fuel*	1267 1035 749					1917	Winslow S.B.Co. Winslow,W.	PacificSalvage Co.Ld.	193·4|39·7|19·6 F96′	Vancouver British *WB*	T.3Cy.17″,27″&44″–32″ E*made*07 109NHP MoranBros.Seattle,Wash.	23 ″ 4	
38472	**Stag Hound** *OilEng.* D.F. E.S.D. 2*Dks* GyC. *Ref.Mchy.* *CruiserStern*	6440 3940					1941	SunS.B.& DryDockCo. Chester,Pa.	UnitedStates LinesCo.	453·3|63·2|27·5 P23′B86′F41′	Seattle Utd.States *WB*	Oil Engines 2S.C.SA 5Cy.32″–95″ 870NHP SunSB&DDCo.Chester,Pa		
38473 8473 SEAT	**Skogaland** **TwinSc** *OilEng,* D.F. E.S.D. GyC. 1*Dk&Shelter dk,* *Ref.Mchy.* *Upper 'tween dk in No 1 hold, pt.lower dk.in Nos.1&2holds,* *Sparred 3rd dk in No.3hold for fruit cargo* *CruiserStern* *Strengthened for navigation in ice* *Butts of shell & dk plating elec.welded*	3244 2516 1388	✠100A1 *with freeboard* 6,41 ✠LMC6,41 ✠Lloyd'sRMC6,41 No. 3 fwd. hold & 'tween dks for temp. 35° F. No. 3 Aft hold for temp. 25° F. Aft wings of No. 3 'tween dks for temp. 18° F. Centre chamber for temp. 14° F *Carrying vegetable oil in forward wing tanks and centre tanks in way of tnnnels*	Got	y $2\frac{5}{12}$	CL	1941 6mo	Eriksbergs M.V.Aktieb Gothenburg	Ångf.A/B Tirfing (SvenskaOrient Linien(T.E.J:son Broström,*Mgr.*)	385·2|54·7|18·2 406·5(O.L.) FK *CellDB*310′1129*t tanks in way of tunnels*	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 18Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 1213NHP DB*80lb* EriksbergM V.Aktieb.Got 526*tFPT*39*tAPT*67*t*	23 ″ 9 s 1 ″ $5\frac{3}{4}$ 22 ″ $5\frac{3}{4}$	
38474 785 JQYG	**Syoko Maru** *Mchy.Aft* 1*Dk*	5385 — 3098					1940	Harima Zosensyo K.K. Aioi	DaircnKisenK.K.	398·5|53·0|30·0 P107′B24′F31′	Dairen Japanese *WB*	2 steam turbinesDRgeared to 1 sc. shaft IshikawajimaS.B.&E.Co. Ld.Tokyo		
38475 HPVL	**Sir Huon** (*ex*Columbia–41) **TwinSc** *OilEng.* D.F. *ss*Rot.No.2–36 2*Dks* *Tonnage opening closed*'38	6049 4127 3760	✠100A1 *with freeboard* 7,41 ✠LMO CS12,36 DBS7,41 8,38	Bal	z	CL s6,39 PN6,39	1928 12mo	A/S NakshovSkibs. Nakskov Lloyd's*A&CP*	UnitedStates Maritime Commission ~~(operated by United States LinesCo.)~~	384·7|54·4|24·6 32·6 F38′ FK *'Tween dk BHs except Coll BH dispensed with* *CellDB*339′1124*tFPT*110*t*	Panama Pnamanian 6*BHptCem* (*Coll to W dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$″–$39\frac{3}{8}$″ 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn *APT*153*t*	35 ″ 4 s 9 ″ $4\frac{1}{4}$ 26 ″ 2	
38476	**Sysonby** (*ex*Maret–41, *ex*Llangorse, *ex*Boverton) *ss*Tln.2ndNo.3–4,36 1*Dk*(*Irn*) *Cargo battens not fitted*	3025 2677 1794	✠ ... 1,42 ~~BS7,39~~ ~~✠LMC4,36~~ ~~SURVEYS DELAYED~~	Npt	u	CL 5,37	1910 9mo	J.Blumer &Co. Sunderland Lloyd's*A&CP*	UnitedStates Maritime Commission ~~(operated by LykesBrosS.S.Co. Inc.)~~	315·5|46·5|21·5 P26′B92′F29′ FK *CellDBa*104′*uE&B*36′*f*128′719*tAPT*186*t*	Panama Pnamanian 5*BHCem*	T.3Cy.23″,38″&$62\frac{1}{2}$″–42″ (*s*) 180lb 267NHP 2SB,6*cf*,GS118,HS1008 Blair&Co.Ld. Stockton	23 ″ 4 ~~s 3 ″ 3~~ ~~20 ″ 3~~	
38477	**Stone Street** (*ex*Clara–41) *ss*Tri.No.3–8,35 D.F. 2*Dks*(*Stl*)*&Web frames* Sub.Sig.	6131 5022 3731	✠100A1 8,39 ✠LMO MS4,36 BS8,39 *Fitted for oil fuel*11,22 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Tri	z	CL 8,39	1922 11mo	Cant.Nav. Triestino Monfalcone A&CP	UnitedStates Maritime Commission ~~(operated by WatermanS.S. Agency,Inc.)~~	401·0|54·2|30·2 418·4(O.L.) P36′B124′F14′ FK *CellDBa*117′*uB&f*198′1141*t MT*27′816*t FPT*107*tAPT*135*t*	Panama Pnamanian 6*BHCem*	T3Cy$26\frac{3}{8}$″,$42\frac{1}{8}$″&$70\frac{1}{16}$″–$48\frac{1}{16}$″ 180lb FD (*s*) 483NHP 3SB(Spt)9*cf*,GS148,HS7221 UnitedMachineFactories, Smichow,Prague	32 ″ 10 s 7 ″ $8\frac{3}{4}$ 25 ″ 4	
38478	**Sting** (*ex*Arauca–41) 2*Dks* D.F. E.S.D. *Fitted for oil fuel* *CruiserStern*	4354 — 2079					1939	Bremer Vulkan Vegesack	UnitedStates Maritime Commission ~~(operated by South Atlantic S.S.Line)~~	398·3|55·7|22·8 F43′	Panama Pnamanian *WB*	2steam turbines connected to elec. motor & sc.shaft AllgemeineElecGes.Berlin		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.B.of Trade.
38479	Spokane (*ex*P.N.Damm-41) D.F. 1*Dk*	2832 2471 1699					1929	Helsingörs Jernsk&Msk. Elsinore	UnitedStates Maritime Commission ~~(operated by South Atlantic S.S.Line)~~	326·8|48·3|19·8 P22'B217'F31'	Panama Pnamanian *WB*	C.4Cy.(2)$18\frac{5}{16}$"&(2)$39\frac{3}{8}$"-$39\frac{3}{8}$" 162NHP HelsingörsJernsk&Mskb.		C
38480 168264 BDRM	Stanbank D.F. E.S.D. 2*Dks* *CruiserStern*	5966 5578 3597	✠100A1 *with freeboard* ~~*(ClassContem plated)*~~ 3,42 ✠LMC3,42	Sld	z	CL	1942 3mo *Lloyd*	W.Pickersgill&SonsLd. Sunderland. *sA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)	401·0|54·0|33·2 415·0(O.L.) ~~F38~~'F39' FK *(Coll to W dk 6 to 2nd dk)* 6 *Divisional W.T.BHs in'tween dks* *CellDB*341'1130*tFPT*152*tAPT*167*t*	London British *7BHCem*	T.3Cy.$23\frac{1}{2}$",38"&66"-45" 220lb (s) 415NHP 2SB,*6cf*,GS135,HS5730 FD GeorgeClark(1938)Ld.Sld.	35 ″ 8 s10″$1\frac{1}{4}$ 25 ″ $9\frac{1}{2}$	
38481	Santa Fé (*ex*SaintAndré-41,*ex* SantaFé-39,*ex*Steigerwald-37) 2*Dks* D.F. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.*	4627 4139 2754					1921	Deutsche WerftA.G. Hamburg		414·4|50·4|26·9 P&B247'F50' len33	German *WB*	T 3Cy $26\frac{3}{16}$",$43\frac{3}{8}$"&$70\frac{15}{16}$"-$47\frac{5}{16}$&LPturbine 438NHP Gutehoffnungshütte, Sterkrade		G
38482	Symfoni *Now "Tritonia," see No. 38683 in Supplement* D.F. *CruiserStern* *Ref.Mchy.* 1*Dk&Shelter dk*	2700 [illegible]280 1500					1941	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/BSoya (O.Wallenius, *Mgr.*)	314·4|50·3|23·3	Stockholm Swedish *WB*	Oil Engines 2S C SA 9Cy $19\frac{11}{16}$"-$35\frac{7}{16}$" EriksbergM V Aktieb.Got		
38483 241206 KFHX	Star of Oregon D.F. GyC. 2*Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	~~7000~~ 7176 — 4374					1941	OregonS.B Corp. Portland,Or.	UnitedStates Maritime Commission	416·0|56·9|37·3	Portland, Or. Utd.States *WB*	T 3Cy $24\frac{1}{2}$",37"&70"-48" 339NHP WillametteIron&SteelCo. Portland,Or.		
38484	Santa Fé (*ex*Anatolia-41) Sub Sig 2*Dks*	2553 — 1502					1923	Akt.Ges. "Weser" Bremen	Argentine Government(Flota Mercante del Estado)	315·8|46·1|18·8 P59'B24'F37'	Bns Aires Argentine *WB*	T.3Cy.$22\frac{7}{8}$",$36\frac{1}{4}$"&$60\frac{1}{4}$"-$39\frac{3}{8}$" 228NHP Akt.Ges."Weser," Bremen		G
38485	Sahara *For particulars see* "Afroessa," *No.* 18770 *in body of Register*													
38486	St. Adolphe *For particulars see* "Australien," *No.* 19800 *in body of Register*													
38487	St. Alain *For particulars see* "Gerda Toft," *No.* 24269 *in body of Register*													
38488	St. Albert *For particulars see* "Betta," *No.* 20297 *in body of Register*													
38489	St. Denis *For particulars see* "Viola," *No.* 34453 *in body of Register*													
38490	St. Emile *For particulars see* "Salmo," *No.* 31532 *in body of Register*													
38491	St. Etienne *For particulars see* "Birgit," *No.* 20336 *in body of Register*													
38492	St. Fernand *For particulars see* "Temple Pier," *No.* 33295 *in body of Register*													
38493	St. Francois *For particulars see* "Hermes," *No.* 25147 *in body of Register*													
38494	St. Guillaume *For particulars see* "Estrid," *No.* 23518 *in body of Register*													
38495	St. Henri *For particulars see* "Argyll," *No.* 19490 *in body of Register*													
38496	St. Hugues *For particulars see* "Toussika," *No.* 33742 *in body of Register*													
38497	Ste. Julienne *For particulars see* "Oria," *No.* 29808 *in body of Register*													
38498	St. Lucien *For particulars see* "Aalborg," *No.* 18627 *in body of Register*													
38499	St. Martin *For particulars see* "Ingeborg S.," *No.* 25645 *in body of Register*													
38500	St. Raymond *For particulars see* "Gerd," *No.* 24266 *in body of Register*													
38501	St. Sauveur *For particulars see* "Stella," *No.* 32665 *in body of Register*													
38502	Ste. Christine *For particulars see* "Patria," *No.* 30139 *in body of Register*													
38503	Ste. Colette *For particulars see* "Kari," *No.* 26413 *in body of Register*													
38504	Ste. Germaine *For particulars see* "Hadrian," *No.* 24716 *in body of Register*													
38505	Ste. Giselle *For particulars see* "Johannes Mærsk," *No.* 26106 *in body of Register*													
38506	~~Ste. Isabelle~~ Ste. Isabel *For particulars see* "Ulrik Holm," *No.* 34047 *in body of Register*													
38507	Ste. Jacqueline *For particulars see* "Pengreep," *No.* 30222 *in body of Register*													

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders—Stroke—Boiler Pressure NHP=Horse power by Society's formula RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth Freeboard amidships Corresponding draught ft. in.	15
38508	Ste. Lucille *For particulars see* "Skotfoss," *No.* 32344 *in body of Register*															
38509	Ste. Marcelle *For particulars see* "Vigör," *No.* 34396 *in body of Register*															
38510	Ste. Monique *For particulars see* "Brott," *No.* 20750 *in body of Register*															
38511	Ste. Odette *For particulars see* "Gran," *No.* 24505 *in body of Register*															
38512	Ste. Rosaline *For particulars see* "Favør," *No.* 23704 *in body of Register*															
38513	Ste. Simone *For particulars see* "Tana," *No.* 33159 *in body of Register*															
38514	St. Paul *For particulars see* "Takoradian," *No.* 33106 *in body of Register*															
38515 240301 WGQV	Santa Cruz (*ex*CapeSanMartin-41) *3Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* Sub.Sig. *CruiserStern*	6761 — 4017					1941	Bethlehem SteelCo.S.B. Division SanFrancisco Cal.	GraceLine,Inc.	397·2	60·1	23·7	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
38516 168274 BDSD	San Victorio *1Dk,2nd dk clear of cargo tanks* *OilEng.* D.F. ~~E.S.D.~~ *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8136 7228 4828	✠100A1 ~~(*ClassContem plated*)~~ 4,42 ✠LMC4,42 *CarryingPetroleum in bulk*	Gls	c† 2⅛	CL	1942 4mo *Lloyd's A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	EagleOil& ShippingCo.Ld. *CellDBuE71′162t*	463·2 479·3(O.L.) ~~P97~~′B44′F47′ P96′ *DTf22′254tFPT149t*	61·2	33·1	London British FK 17*BHptCem* *APT89t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55⅛″ 502NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 S 6 ″ 5 27 ″ 0¾	
38517 241274 KNAP	Sinclair H–C D.F. E.S.D. GyC. *1Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded*	~~7875~~ — ~~4600~~ 7874 4820 4596	✠100A1 ~~(*ClassContem plated*)~~ 1,42 ✠LMC1,42 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,42 *F.P. above* 150°F.	Bos	c†	CL	1942 1mo *Lloyd's A&CP*	Bethlehem SteelCo.S.B. Division Quincy,Mass.	SinclairRefining Co. Inc. *CellDBuE&B75′119t*	452·6 471·8(O.L.) P103′B40′F39′ *DTf34′336tFPT213t*	63·6	34·3	Wilmngtn (Del.) FK Utd.States 14*BHptAsp* *APT104t*	2 steam turbinesDRgeared to 1 sc. shaft HS6826 FD 898NHP 2WTB500lb(Spt465lb) DeLavalSteam TurbineCo.Trenton,N.J.	34 ″ 6	
38518	Sinco *Should be* "Flagship Sinco," *see No.* 36634 *in Supplement* D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing*	11000 6400	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1942	Bethlehem SteelCo.S.B. Division Quincy,Mass.	SinclairRefining Co.	507·9	72·1	38·0	Wilmngtn (Del.) Utd.States	2 steam turbinesDRgeared to 1 sc. shaft DeLavalSteam TurbineCo.Trenton,N.J.		
38519	Shooting Star *OilEng.* D.F. E.S.D. GyC. *2Dks* *Ref.Mchy.* *CruiserStern*	6440 — 3940					1941	SunS.B.& DryDockCo Chester,Pa.	AmericanMail Line,Ld.	453·3 P23′B86′F41′	63·2	27·5	Seattle Utd.States *WB*	Oil Engines 2S.C.SA 5Cy.32″–95″ 870NHP SunSB&DD.Co.Chester Pa		
38520	St. Gabriel *For particulars see* "Gambian," *No.* 24125 *in body of Register*															
38521	Scapa Flow (*ex*Anja-41, *ex*Airthria-38, *ss*Gls.2ndNo.3-1,38 *ex*Trelevan, *2Dks(Stl)3rd dk in* *ex*Lübeck) *No.1 hold only* D.F.	4836 — 2765	✠ 2,42 ~~SS3,41~~ ✠~~LMC1,38~~	Bal		CL 1,39	1914 6mo *Lloyd's A&CP*	Flensburgr Schiffsb.Ges. Flensburg	UnitedStates Maritime Commission *CellDBa133′u*	412·2 (O.L.) 396·5 P&B320′F54′ *E&B47′ f178′1315t*	54·8	26·2	Panama Phamanian FK 8*BHCem* *APT20t*	T.3Cy.28⅜″,47¼″&78″–54″ 185lb (*s*) 620NHP 3SB,*9cf*,GS198,HS9030 FD FlensburgerSchiffsb.Ges.	28 ″ 8 ~~s3 ″ 10½~~ ~~25 ″ 0¾~~	
38522	**St. Marin** *For particulars see* "Adelfoi Chandris," *No.* 18707 *in body of Register*															
38523	Samuel Adams *2Dks* D.F. E.S.D. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½″,37″&70″–48″ 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
38524	St. Hubert *For particulars see* "Oksywie," *No.* 29671 *in body of Register.*															
38525	**Samuel Chase** *2Dks* D.F. *Fitted for oil fuel* Sub.Sig. *CruiserStern*	7000					1942	Bethlehem Fairfield Shipyard,Inc. Baltimore, Md.	UnitedStates Maritime Commission	423·1	57·1	34·8	Baltimore Utd.States *WB*	T.3Cy.25″,37″&70″–48″ 339NHP GeneralMachineryCorp. Hamilton,O.		
38526	Seakay *1Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *Elec.welded* *CruiserStern* *Longitudinal framing* *Carrying Petroleum in bulk*	10300 9025 6086					1942	SunS.B.& DryDockCo. Chester,Pa.	KeystoneTankship Corp.	503·9 P104′B36′F50′	68·3	36·9	Utd.States *WB*	2 steam turbinesDR geared to 1 sc. shaft 1500NHP GeneralElectricCo. Lynn,Mass.		
38527	Ste.Brigitte *For particulars see* "Rutenfjell" *No.* 31320 *in body of Register*															
38528	Sabine Sun *OilEng.* D.F. E.S.D. GyC. *Mchy Aft* *CruiserStern* *Elec welded* *Longitudinal framing*	11615 7240	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1942	SunS.B.& DryDockCo. Chester,Pa.	SunOilCompany	584·5 P114′B41′F48′	70·2	39·7	Phildlphia Utd.States	Oil Engines 2S.C.SA 5Cy.32″–95″ SunSB&DD.Co.ChesterPa.		
38529 241494 KDMM	Sheldon Clark *1Dk,2nd dk forward of oil tanks* D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Pt.elec welded*	10804 9934 6355	✠100A1 ~~(*ClassContem plated*)~~ 3,42 ✠LMC3,42 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,42 *F.P. above* 150° F.	Bos	2$\frac{11}{12}$	CL	1942 3mo *Lloyd's A&CP*	Bethlehem SteelCo.S.B. Division Quincy,Mass.	SinclairRefining Co.Inc. *CellDBuE&B84′138t*	~~507·9~~ 508·5 529·0(O.L.) P109′B39′F45′ *DTf38′535tFPT313t*	72·1	38·0	Wilmgton, (Del.) FK Utd.States 15*BH* *APT191t*	2 steam turbinesDRgeared to 1 sc. shaft 1400NHP 2WTB500lb(Spt468lb) HS11110 FD DeLavalSteamTurbineCo. Trenton,N.J	38 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chandières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres ou côté, si ce n est dans le L. R. Durée Cert. B. of Trade.
38530	**Suloide** (*ex*Maceio-41, *ex*Amassia-36) D.F. Sub.Sig. *2Dks*	3235 2958 1870					1920	Akt.Ges. "Neptun" Rostock	LloydBrasileiro	338·1 B25'F43'	48·2	21·0	R Janeiro Brazilian *WB*	T3Cy23$\frac{3}{8}$",38$\frac{1}{2}$"&63$\frac{3}{4}$"-45$\frac{3}{16}$" 272NHP A.G."Neptun,"Rostock		G
38531 LHFH	**Saturnus** *OilEng.* *2Dks*	955 921 510					1930	Bergens Mek.Værks. Bergen	DetBergenske Dampskslsk.	192·2 H27*t*	30·1	20·5	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15$\frac{3}{4}$"-28$\frac{3}{8}$" 172NHP A/B AtlasDiesel,Skm.		V
38532	**Sam Bras** *OilEng.* *CruiserStern* *Longitudinal framing at bottom & deck* *Mchy.Aft in centre tank*	4000	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1942	Arsenal do Alfeite Alfeite	PortugueseNavy	336·3 P83'B31'F41	50·8	22·5	Lisbon Portuguese	Oil Engines 2S.C.SA 5Cy.24$\frac{7}{16}$"-45$\frac{1}{4}$" Akt.Burmeistr&Wain,Cpn		
38533 OFFG	**Salla** *1Dk&Shelter dk*	1340 — 675					1941	Langes'nds MekVerk A/S Langesund	FinskaAngfartygs. A/B	251·0 262·0(O.L.)	41·6	14·5	Helsingfrs Finnish *WB*	C.2Cy.16$\frac{3}{4}$"&33$\frac{7}{16}$"-33$\frac{7}{16}$"& LP turbine with DRgearing &hydraulic coupling 169NHP LangesundsMek.Verk.A/S		
38534 166128 GMMF	**Salcombe** (*ex*CamrouxIV-42) *OilEng.* *ss*Lon.No.1-41 *Mchy.Aft* *1Dk* *CruiserStern*	590 361 306	✠100A1 11,41 ✠LMC11,41	Lon	*h*	N2,41	1938 4mo *Lloyd*	N.V.T. van Duijvendijk's Schpsw. Lekkerkerk *sA&CP*	Osborn&Wallis,Ld.	162·5 170·0(O.L.) P45'Q102'F17' FK 4 *Cell DB*102'163*t FPT*54	28·8	9·6	Bristol British *BHCem* *APT*30*t*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP HumboldtDeutzmotoren, A.G.Köln-Deutz	11″10 s4″2 11″5$\frac{3}{4}$	
38535 168291 BDYJ	**Shahjehan** ***CruiserStern***	~~5400~~ 5454 4930 3186	100A1 (*ClassContemplated*)				1942	Lithgows Ld. Port Glasgow	AsiaticSteam NavigationCo.Ld.	409·5 P40'B117'F38'	~~53·9~~ 54·0	28·7	London British	T.3Cy 24$\frac{1}{2}$",41"&70"-48" Rankin&BlackmoreLdGrk	31″3 s6″0$\frac{1}{2}$ 25″5	
38536 241440 KBWB	**Stephen A. Douglas** D.F. GyC. *2Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	7176 6653 4374					1942	Oregon S.B.Corp. Portland,Or.	UnitedStates Maritime Commission	416·0	56·9	37·3	Portland Ore. Utd.States *WB*	T.3Cy. WillametteIron&Steel Corp.Portland.Or.		
38537	**Stancleeve** D.F. E.S.D. *2Dks* *CruiserStern*	5970 5577 3600					1942	W.Pickers- gill&Sons,Ld Sunderland	StanhopeS.S.Co. Ld.(J A.Billmeir& Co.Ld.*Mgrs.*)	401·0 F38'	54·0	33·2	London British *WB*	T.3Cy.23$\frac{1}{2}$",38"&66"-45" 292NHP GeorgeClark(1938)Ld.Sld.		
38538	**Saentis** (*ex*Norseland-42, **TwinSc** *ex*Matros-40,*ex*Olymp-38, *OilEng.* *ex*Falstria-36) *ss*N.Yk.2ndNo.3-11,40 *2Dks(Stl)*	*4349* *3911* *2726*	✠100A1 12,41~~11,40~~ DBS2,42 ~~DBS11,40~~✠LMC11,40	NYk	*w*	CL 9,40	1915 3mo *Lloyd*	Harland& Wolff,Ld. Glasgow *sA&CP*	SwissWar TransportOffice (Honegger& Ascott,*Mgrs.*)	365·3 381·8(O.L.) P22'B91'F36' FK 1 5 *CellDBa*88'*uE* 42'*f*174'770*t*	50·1	26·5	Basle Swiss *BHtoUdk* " " *2nd* " *FPT*49*t APT*50*t*	Oil Engines 4S.C.SA 12Cy.22"-29$\frac{15}{16}$" 567NHP DB80*lb* Burmeister&Wain,Ld.Gls.	29″2 s5″11$\frac{1}{2}$ 23″5	
38539	**San Blas** (*ex*Ulysses-42) **TwinSc** *1Dk&Web frames* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal fram'ng* D.F. GyC. *Superstructure dk* *CarryingPetroleum in bulk*	10825 — 6606	✠ ... 10,17 ✠				1915 4mo	Maryland SteelCo. Sparrow's Pt. Md.	Argentine Government (Yacimientos Petroliferos Fiscales)	514·7 P168'F354' FK	65·2	36·5	Bns.Aires Argentine *WB*	T.6Cy.27$\frac{1}{2}$",46"&76"-48" 1283NHP MarylandSteelCo. Sparrow'sPt.Md.	39″6	R
	Converted to oil tanker by United DryDocks,Inc.,1930 *Converted to a whale oil factory by* A.B. Gotaverken, 1937 *Reconverted to an oil tanker by* Todd Shipyards,Corp.,1940															
38540	**Stephen Hopkins** *2Dks* Sub.Sig. D.F. E.S.D. *Fitted for oil fuel* *Elec. welded* *CruiserStern*	7181					1942	Richmond S B.Corp. Richmond, Cal.	UnitedStates Maritime Commission	425·1	57·1	34·8	S. Frncisco Utd States *WB*	T.3Cy.24$\frac{1}{2}$",37"&70"-48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
38541 216616 KTOI	**Stratford** Ⓟ (*ex*Catherine-41, *ex*LakeGreenwood) *ss*Bal.No.3-2,37 *ss*Bal.No.1-41 *1Dk,2ndDk in No.4 hold* *Cargo battens not fitted*	2286 1767 1251	✠100A1 6,41 ✠LMC6,41 *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Bal	*r*	CL 6,41	1918 7mo	Manitowoc S.B.Co. Manitowoc. A&CP Wis.	UnitedStates Maritime Commission	250·5 P27'B134'F26' FK 8 *CellDB*212' 637*t FPT*54*t*	43·7	20·4	NewYork Utd.States *BHCem* *APT*51*t*	T.3Cy.21",35"&59$\frac{3}{16}$"-42"(*s*) 190lb 307NHP 2SB,*6cf*,GS138,HS5486 NordbergMfg.Co. Milwaukee,Wis.	23″1	
38542	**Samuel Huntington** D.F. E.S.D. *2Dks* Sub Sig. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	7181					1942	Richmond S.B.Corp. Richmond, Cal	UnitedStates Maritime Commission	425·1	57·1	34·8	Utd.States *WB*	T.3Cy.24$\frac{1}{2}$",37"&70"-48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
38543	**Sea Serpent** D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy.* *2Dks* *CruiserStern*	6440 — 3940					1941	SunS.B.& DryDockCo. Chester,Pa.	AmericanMail Line,Ld.	453·3 P23'B86'F41'	63·2	27·5	Seattle Utd.States *WB*	Oil Engines 2S.C.SA 5Cy.32"-95" 870NHP SunSB&DDCo.Chester,Pa.		
38544	**San Veronico** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8220 7250 4800	100A1 (*ClassContemplated*) *Carrying Petroleum in bulk*				1942	Harland& Wolff,Ld. Belfast	EagleOil& ShippingCo.Ld.	465·6 P92'B44'F51'	59·5	33·9	British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" Harland&Wolff,Ld.Bel.		
38545	**St. Claude** *For particulars see* **"Harald,"** *No.* 24356 *in body of Register*															

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned new expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft in	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
38546	**Shahzada** *CruiserStern*	5400	100A1 (*ClassContem*	*plated*)			1942	Lithgows, Ld. PortGlasgow	AsiaticSteam NavigationCo.Ld.	409·5 P40′B117′F37′	54·0	28·7	London British	T.3Cy.$24\frac{1}{2}''$,$41''$&$70''$–$48''$ Rankin&BlackmoreLdGrk		
38547 7325 SDVA	**Sälen** (*ex*Mälaren–42) *OilEng.* *ss*Got.No.3–7,39 **D.F.** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	*2699* *2344* *1434*	✠100A1 *withfreeboard* 3,42 ~~1,42~~ ✠LMC DBS7,41	~~Cls~~ NYk CS8,39 7,40	*v*	CL 7,39	1927 3mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	RederiA/BSkåne (H.Lundgren, *Mgr.*) *CellDB*280′818*t*	327·0 340·3(O.L.) *FPT*130*t*	45·6	20·3 FK (*APT*154*t*	Helsingbrg Swedish 6*BHptCem* *Coll to Sh dk* 5 „ 2*nd*„)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}''$–$51\frac{3}{16}''$ 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	22″11 1″$7\frac{1}{2}$ 21″$4\frac{3}{4}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15
38651	**Tuxpam** (*ex*Americano-41, *ex*Chinampa, *ss*Gen.3rdNo.3-11,38 *ex*Cushing, 2*Dks*(1*Stl&UptIrn&* *ex*Prometheus) *ptStl)&Webframes* D.F. *Mchy.Aft*	7008 5847 4408	✠100A1 12,39 ~~BS6,39~~ ✠LMC4,38 ~~No later survey reported~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*5,13 *F.P. above* 150° F.	Gen BS7,41	*a*†	12,37	1903 11mo	Palmers' Co.Ld. Newcastle A&CP	Petroleos Mexicanos,S.A. *CellDB*	435·1 428·0 P252'F46' *uE39'71tFPT77t*	54·6	30·3 FK	Tampico Mexican 14*BHptCem* *APT*130*t*	T.3Cy.28".46½"&77"-54"(*s*) 180lb 564NHP 4SB,*12cf*,GS265,HS9950 Palmers'Co.Ld.Newcastle	23 " 0 s4 " 11½ 27 " 3¼	)
38652	**Tabasco** (*ex*Marino O.-41) D.F. 1*Dk* *Fitted for oil fuel*	5480 4573 3357					1918	N.Odero fu A.&Co. SestriPnente	Cia.Mexicana de Navegación	393·7 P37'B113'F33'	51·8	27·6	Tampico Mexican *WB*	2 steam turbines DR geared to 1 sc. shaft F.Tosi&Co.Legnano		I
38653 HPTE	**Trinidad** (*ex*Johan-41) *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	434 273 233	✠100A1 5,41 ✠LMC4,39	Gib	*f*		1939 4mo *Lloyd's A&CP*	Scheepsw. 'Waterhuizn' J.Pattje Waterhuizen	NavieraOrtu-Zara S.A.	145·6 154·2(O.L.) Q53'P36'F18' *CellDB90'93t FPT*	25·6	9·3 FK	Panama Pnamanian 3*BHptCem* 40*tAPTs*18*t*	Oil Engines 4S.C.SA 7Cy.11"-$17\frac{1}{16}$" 82NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	10 " 10 s 3 " 9¼ 10 " 9½	
38654 8498 SERT	**Tankland** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Butts of shell& upper deck plating electrically welded*	~~8044~~ ~~7321~~ ~~6142~~ 8361 7521 4954	✠100A1 ~~(ClassContemplated)~~ 11,41 ✠LMC11,41 *CarryingPetroleum in bulk*	Got	*c*†	CL	1941 11mo *Lloyd's A&CP*	Eriksbergs M.V.Aktieb Gothenburg	RederiA/B Motortank(T.E.J:sonBroström, *Mgr.*) *CellDBuE68'*	~~469·2~~ 483·9 491·6(O.L.) P92'B28'F43' *DTf*23'	~~61·1~~ 61·0	~~34·5~~ 34·3 FK	Gothenbrg Swedish 12*BHptCem* *APT*	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"-47¼" 644NHP 2DB-*142lb* EriksbergM.V.Aktieb.Got	34 " 0 s7 " 5 26 " 9½	
38655	**Teifuku Maru** (*ex*R.C.Rickmers-41) D.F. Sub.Sig. 2*Dks*	5198 4728 3193					1921	Nordd. Werft.m.b.H. Weser-münde-G.		401·5 P50'B134'F34'	53·2	27·5	Japanese *WB*	T 3Cy.28⅕",$45\frac{3}{10}$"&74"-53⅕" 400NHP BremerVulkan,Vegesack		G
38656	**Teiryu Maru** (*ex*Augsburg-41, *ex*Northwestern *ss*Ham 2ndNo 3-2,39 Miller) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Sub.Sig. 3*trBinNo.1hold* D.F. *Tonnage opening closed*1919	6512 4737 4095	✠ *Shelter dk* 6,39 ✠	Ham	*a*†		1915 3mo	Nthmblnd S.B.Co Ld. Newcastle *CellDBa146'*	*uE33f172'1230tD*	419·8 F34'*onShelter dk* *Ta35'955tFPT110t*	53·4	36·1 FK	Japanese 7*BHCem* *APT*125*t*	T.3Cy.29",49"&80"-54" 682NHP 3SB,*12cf*,GS234,HS10300FD Richardsons,Westgarth &Co.Ld.Mdb.	39 " 0	
38657	**Tropicus** (*ex*Prahova-41) *ss*Gtz.No.3-8,34 *ss*Ant.No.1-38 1*Dk*(*Stl*)	*3609* *3344* *2221*	✠ 2,40 ✠	Gen	*w*	CL	1922 3mo	Armstrong Whitworth &Co.Ld. Newcastle	A.Vlasov *CellD*	360·6 P27'B223'F41' B315' 843*t FPT*89*t*	51·0	22·3 FK	Panama Pnamanian 6*BHCem* *APT*89*t*	T.3Cy.24",39"&65½"-45" 371NHP 3SB,*6cf*,GS126,HS5220 Armstrong,Whitworth&Co.Ld.Nwc.	24 " 9	
38658 241331 KAJK	**Thomas Paine** D.F. E.S.D *Elec.welded* 2*Dks*(*Stl*) *Cruiser Stern* *Fitted for oil fuel*	7000					1941	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP GeneralMachineryCorp. Hamilton,O.		
38659 368 JXRL	**Takunan Maru** *OilEng.* *Mchy.Aft* 1*Dk*	751 — 534						Asano Zosensyo K.K. Osaka	TaiwanKaiunK.K.	176·9 P104'F19'	28·0	15·0	Takao Japanese *WB*	Oil Engines 4S.C.SA 6Cy.15"-$22\frac{13}{16}$" 87NHP NaniwaDkydCo.Kobe		
38660	**Truxton** TwinSc (*ex*U.S.NavyVessel) *OilEng.* 1*Dk*	555 — 374					1903	NavyYard Norfolk,Va.	~~BahamaShipping Co.Ld.~~Tropical ShippingCo.	264·5	23·0	14·0	Puerto Cortes Honduran	Oil Engines 2S.C.SA 12Cy.10"-13" 211NHP NE29 Atlas-ImperialDiesel Eng.Co.Oakland,Cal.	15 " 0 s6 " 3½ 8 " 9½	
38661 47286 JDFO	**Tetuwa Maru** *Mchy.Aft* 1*Dk*	1951 — 1089					1940	Osaka Zosen-sho Osaka	NittoKogyoKisen K.K.	271·7 P85'F29'	40·0	20·3	Tokyo Japanese	T.3Cy.18",29½"&50"-39" 156NHP OsakaZosen-sho,Osaka		
38662 IPWM	**Typhoon** (*ex*Colorado-41, *ex*Wm F Herrin) *ss*Gen.No 3-6,34 *Mchy.Aft* *ss*Gen.No.1-39 D.F. 2*Dks*(*Stl*)&*Webframes*	~~5039~~ ~~4510~~ ~~3038~~ 4938 4510 3143	✠100A1 5,40 BS9,39 ✠LMC6,38 *CarryingPetroleum in bulk* *Fitted for oil fuel*3,11 *F.P. above* 150° F. NO LATER SURVEY REPORTED	Gen	*y*	CL 5,40	1911 3mo	NwprtNws S.B.&D DCo. Newprt News A&CP	UnitedStates Maritime Commission ~~(operated by StandardOilCoof NewJersey)~~ *CellDBuE&B79'f*	386·2 378·0 P128'B50'F45' 56'381*t FPT*45*t AP*	52·1	29·5 FK	Panama Pnamanian 11*BHCem* (8 *to U dk* 3 „ *M* „ *T*109*t*	T.3Cy.24½",40"&68"-48" (*r*) 200lb *160lb* 461NHP 4SB,*12cf*,GS226,HS8320 NewportNewsSB.&DD.Co.	30 " 0	
38663 68710 BDSF	**Tarantia** *OilEng.* D.F. E.S.D. 2*Dks* ~~1*Dk&Shelter dk*~~ *CruiserStern*	7268 6787 5115					~~1941~~ 1942	Wm.Doxford&SonsLd Sunderland	AnchorLine,Ld.	428·8	56·5	35·5	Glasgow British *WB*	Oil Engines 2S.C.SA 3Cy 23⅝"-$91\frac{5}{16}$" 516NHP Wm Doxford&Sons,LdSld		
38664	**Tolten** (*ex*Lotta-41—*which also see*) D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	1858 1574 1014	✠100A1 *withfreeboard* ~~3,41~~12,41 BS11,41 ✠LMC6,38	~~Tal~~ NYk	*s*	CL 12,41	1938 6mo *Lloyd's A&CP*	Aalborg VærftA/S Aalborg	ChilianGovernment(Cia.Sud Americana de Vapores,*Mgrs.*)	280·7 298·8(O.L.) *CellD* B236' 576*t FPT*52*t*	43·6	17·5 FK	Valparaiso Chilian 4*BHptAsp* (*Coll to Sh dk* 3 „ *2nd* „) *APT*94*t*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine with SR gearing &chain drive 231NHP 220lb (*s*) FD 2SB(Spt).*4cf*,GS75,HS3315 HelsingörsJernsk.&Mskb.	19 " 8 s " 6¾ 19 " 2¼	
8665 40961 IMT	~~**T. W. Drennan**~~ **T. W. Drennen** D.F. *Mchy.Aft* *OilEng.* *CarryingPetroleum in bulk*	1738 ~~1737~~ — 1427					1941	R.T.C.S.B. Co. Camden,N.J.	~~SpentonbushFuel TransportService, Inc.~~ Ira.S.Bushey& Sons,Inc.	251·8	~~42·2~~ 42·0	18·0	NewYork Utd.States	Oil Engines 4S.C.SA 7Cy.17"-20" 198NHP FairbanksMorse&Co. Beloit,Wis.		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
38666	**Tiqva** (*ex*Pacific-41, Iron *ex*Betty-40,*ex*Epirus-40,*ex*Popi-35, *ex Yacht* Refalonia,*ex*Sayonara, *ex*GoizeKo-Izarra,*ex*Romola. *ex*SansPeur,*ex*Catarina) 2*Dks*	563 — 300					1880 3mo	R.Steele& Co. Greenock	PalestineTransport&ShippingCo. Ld.	186·4	26·1	15·8	Haifa Palestine	C.2Cy.28″&48″–36″ 91NHP R.Steele&Co.Greenock		
38667 168713 BDWR	**Tahsinia** *OilEng.* D.F. E.S.D. 2*Dks* ~~1*Dk&Shelter dk*~~ *CruiserStern*	7267 *6787* 5115					1942	Wm.Doxford&Sons Ld Sunderland	AnchorLine,Ld.	428·8	56·5	35·5	Glasgow British	Oil Engines 2S.C.SA 3Cy.23⅝″–91$\frac{5}{16}$″ 516NHP *WB* Wm.Doxford&Sons,Ld.Sld		
38668	**Tambour** (*ex*Fidra-41,*ex*Eidsfos, *ex*LisaBrodin) D.F. 1*Dk*	*1827* *1591* *1066*					1917	Fredrkstad Mek.Værks Fredrikstad	UnitedStates Maritime Commission	277·5 264·5 P57*t*H80*t*	42·1	17·7	Panama Pnamanian	T.3Cy.18½″,29½″&50″–36″ 150NHP *WB* FredrikstadM.V.Frdstad.		N
38669 HPYP	**Trojan** (*ex*Advance-41,*ex*Benito-36, *ex*Binab-35,*ex*CapLa *ss*Dnk.No.2–25 Héve,*ex*Serbier, 1*Dk* *ex*LakeHuron) D.F.	1797 — 1054	✠ … 8,28 ✠				1917 11mo	Chicago S.B.Co. Chicago	UnitedStates Maritime Commission	260·8 249·5 P25′B64′F26′	43·7	17·7 FK	Panama Pnamanian	T.3Cy.20″,33″&54″–40″ 272NHP *WB* AmericanSBCoClevelnd,O	20 ″ 4	VLR †
38670 HPUQ	**Thunderer** (*ex*Amazon-41, *ex*Mathilda Thordén-41) *OilEng* D.F. E.S.D. GyC. 1*Dk&Shelter dk* *CruiserStern 3rd dk in forward hold* *Strengthened for navigation in ice*	3641 *2853* 1867	✠ … 2,42 *with freeboard* ✠ ~~LMC8,38~~	Phl	*x*	CL	1938 8mo *Lloyd's A&CP*	Crichton-VulcanA.B. Åbo	UnitedStates Maritime Commission *CellD B*286′956*t DTa*31*t FPT*69*tAPTs*155*t*	365·9 388·2(O.L.)	51·4	21·6 FK	Panama Pnamanian 6*BH* (*Coll to Sh dk* 5 „ *2nd*„)	Oil Engines 2S.C.SA 7Cy.25$\frac{9}{16}$″–49$\frac{3}{16}$″ 795NHP DB57*lb* Fr.KruppGermaniawftAG	25 ″ 5 ~~1 ″ 0½~~ ~~23 ″ 8¾~~	
38671	**Tobruk** (*Launched as*EmpireBuilder) D.F. E.S.D. 2*Dks* *CruiserStern*	*7048* *6572* *4977*	✠100A1 *with freeboard* 1,42 ✠LMC1,42	Hpl	*a*†	CL	1942 1mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	PolishGovernment (Gdynia-America ShippingLines,Ld. *Mgrs.*) 6 *divisional WTB Hs in'tween dks*	431·5 446·3(O.L.) F40′ *CellDB*367′1255*t FPT*119*t A PT*112*t*	56·2	35·2 FK	Gdynia Polish 7*BHptCem* (*Coll to W dk* 6 „ *2nd* „)	T 3Cy.24½″,42″&70″–48″ (*s*) 220lb 510NHP 3SB,9*cf*,GS164,HS7248 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	37 ″ 8 *s* 11 ″ 1 26 ″ 9	
38672 HPZC	**Troubador** (*ex*Confidenza-42, *ex*Ulisse,*ex*Robilante) *ss*Gen.No.2–28 D.F. 1*Dk&Shelter dk* *CruiserStern*	6428 6198 3979	✠ … 8,32 ✠				1920 8mo	Furness S.B.Co.Ld. Middlesbro'	UnitedStates Maritime Commission	412·4 F40′*onShelter dk*	55·6	34·4 FK	Panama Pnamanian	2steam turbinesDRgeared to 1 sc. shaft 678NHP *WB* Richardsons,Westgarth& Co.Ld.Hpl.	38 ″ 1	R †
38673 232327	**Tintagel** (*ex*Malton-41, *ex*BaronGlenconner-33) 1*Dk* *Fitted for oil fuel*	2972 2721 1818					1923	Napier& Miller,Ld. Glasgow	UnitedStates Maritime Commission	332·6 P29′B97′F34′	48·3	22·0	NewYork Utd.States	T.3Cy.21½″,35½″&60″–39″ 225NHP *WB* J.G.Kincaid&Co.Ld.Grk.		R
38674	**Tropique** *For particulars see* “Elise” *No.* 23046 *in body of Register*															
38675 218579 KIQR	**Tamaulipas** (*ex*Hugoton-41) D.F. *Mchy.Aft* 2*Dks* *Longitudinal framing Fitted for oil fuel* *CarryingPetroleum in bulk*	6943 — 4267					1919	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	MexicoShipping& TradingCo.Inc.	434·8 P122′B56′F33′	56.2	31·7	Wilmgton (Del.) Utd.States	T.3Cy.27″,47″&78″–48″ 422NHP BethlehemS B Corp.Ld. *WB* Sparrow'sPoint,Md.		R
38676 8101 SKZR	**Tankborg** (*ex*SoyalV-41) *CarryingPetroleum in bulk OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	652 494 351					1936	Eriksbergs M.V.Aktieb Gothenburg	RederiA/BRagne (R.Nilsson,*Mgr.*)	177·0 P41′F16′	29·6	14·7	Västervik Swedish	Oil Engines 2S.C.SA 4Cy.13⅜″–22$\frac{7}{16}$″ 125NHP *WB* Atlas-DieselA/B,Skm.		V
38677 8011 SKVW	**Tankvik** (*ex*SoyalI-41) *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* D.F. *CarryingPetroleum in bulk*	442 324 236					1935	Eriksbergs M.V.Aktieb Gothenburg	RederiA/BRagne (R.Nilsson,*Mgr.*)	153·2 P47′F18′	25·6	12·7	Västervik Swedish	Oil Engines 2S C.SA 4Cy.13¾″–16⅛″ 86NHP A/BJönköpingsMotorfabrik,Jönköping		V
38678	**Timothy Pickering** D.F. E.S.D. Sub.Sig. *Elec.welded* 2*Dks* *CruiserStern Fitted for oil fuel*	7181					1942	Richmond S.B.Corp. Richmond, Cal.	UnitedStates Maritime Commission	425·1	57·1	34·8	S.Frncisco Utd.States	T.3Cy.24½″,37″&70″–48″ 339NHP *WB* JoshuaHendyIronWorks, Sunnyvale,Cal.		
38679	**Trade Wind** D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* *pt.Longitudinal framing CruiserStern*	6100 — 3597					1942	MooreD.D. Co. Oakland,Cal.	UnitedStates Maritime Commission	439·0 B77′	63·2	27·5	S.Frncisco Utd.States	2steam turbines DRgeared to 1 sc. shaft 1000NHP *WB* GeneralElectricCo. Lynn,Mass.		
38680 231468 KDCH	**Tarazed** (*ex*Chiriqui-41) TwinSc 4*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.*	6953 — 3184					1932	NwprtNws S.B.&D.D.Co. NewprtNews	UnitedStates Maritime Commission	415·4 P36′B&F348′	60·2	24·0	NewYork Utd.States	2steam turbines connect'd to elec.motor&sc.shafts *WB* GeneralElectricCo. Schenectady,N.Y.		R
38681 241361 KAYJ	**Thomas Jefferson** D.F. GyC. 2*Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	7176 6653 4374					1941	Oregon S.B.Corp. Portland,Or.	UnitedStates Maritime Commission	416·0	56·9	37·3	Portland Ore. Utd.States	T.3Cy. *WB* GeneralMachineryCorp. Hamilton,O.		
38682 241467 KDEE	**Thomas MacDonough** D.F. GyC. 2*Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	7176 6653 4374					1942	Oregon S.B.Corp. Portland,Or.	UnitedStates Maritime Commission	416·0	56·9	37·3	Portland Ore. Utd.States	T.3Cy. *WB* Filer&StowellCo. Milwaukee,Wis.		
38683 8520 SFDT	**Tritonia** (*Launched as* Symfoni) *OilEng.* D.F. 1*Dk&Shelter dk* *Ref.Mchy. CruiserStern*	*2728* *2301* *1458*					1941	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Proserpina (A/BNordström& Thulin,*Mgrs.*)	331·0	50·2	21·9	Stockholm Swedish	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ *WB* EriksbergM.V.Aktieb.Got		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Register Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth.	13 Port of Registry. Flag.	12 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed if not in L.R. Dates &c. of Trade Cert.
38684 OXFE	Thor (*ex*Transporter-42) *ss*Cpn.2ndNo.3-3,37 *Well deck Mchy.Aft* 1*Dk*(*pt*Stl) D.F. *Cargo battens not fitted*	1561 1196 926	✠100A1 4,39 BS4,39 (SEE FOOTNOTE *)	Cpn ✠LMC3,37	*p*	OG 1,38	1911 10mo *Lloyd's*	BlythS.B. Co.Ld. Blyth *A&CP*	Rederi A/S "Transporter" *CellDBa*	245·6|36·9|16·7 P21'Q118'B14'F30' 84'*f*73'339*tFPT*94*t*	Odense Danish 4*BHCem* FK *APT*20*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 224NHP s 2SB.6*pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld	18 " 10 1 " 6 17 " 8	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1	2	4	5	6	7	7a	8	9	10	11			12	13	14	15
Numero d'Ordre.	Nom du Navire. Matériaux. Gréement. etc.	Tonnage Officiel.	Détails de la Classification.			Date de la dernière visite de l'arbre porte hélice.	Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machines.	Creux sur Quille	Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
Numero Officiel.	Ex-nom, s'il y a lieu.	Total. — Sous le Pont. — Net.	Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré Lettre d'Équipement.		Quand. — Navire. — Mach.	Par qui. — Où.		Longueur.	Largeur.	Creux.	Pavillon.	No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	
Signaux	Visites Périodiques. Nombres des Ponts.															

1	2 / 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey Date of last Survey.	Port of Survey.	Years Assigned now expired Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula, RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
38801 168230 BCTX	**Urlana** 2*Dks* *CruiserStern*	6852 6147 4004	✠100A1 *withfreeboard* (~~*ClassContem plated*~~) 11,41 ✠LMC11,41	Gls	*a*† 2	CL	1941 11mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld.	427·9|57·5|32·1 442·5(O.L.) ~~P45'~~B140'~~F34'~~ FK P46' F39' *CellDB*370'1357*tFPT*139*tAPT*118*t*	London British 7*BHCem*	T.3Cy.22½",37½"&63"-45"& LP turbine withDRgearing &hydraulic coupling 250lb (*s*) 630NHP 4SB.*12cf*,GS208,HS8344 FD Barclay,Curle&Co.Ld.Gls.	34 ″ 6 s9 ″ 1½ 25 ″ 6	
38802 215963 WNCP	**Unaco** (*ex*GoldenSword-41, *ex*Delecto-36, *ex*Redondo) *ss*Bal.No.3-2,30 *ss*N.Yk.No.2-39 1*Dk*(*Stl*)2*trB*	4078 3641 2414	✠100A1 6,41 ~~1,41~~ BS~~1,41~~9,41 ✠LMC1,39 *Fitted for oil fuel 2,18 F.P. above 150° F.*	NYk	*v*	CL N12,40	1918 2mo	Bethlehem S.B.Corp Ld Alameda,Cal. A&CP	Universal Navigation~~Co.~~ Corp. *CellDB*290'967*tDTa*14' 240*t FPT*12*t*	341·0|48·2|24·5 P29'B73'F36' FK	NewYork ~~NewarkNJ~~ Utd.States 6*BHptCem* *APT*102*t*	T.3Cy.24",39"&65"-42" (*s*) 180lb 339NHP 2SB,*6cf*,GS130,HS5800 Bethlehem S.B.Corp.Ld.Alameda	27 ″ 3 s4 ″ 10½ 22 ″ 7	
38803 168241 BCWZ	**Umaria** 2*Dks* *CruiserStern*	6852 6147 4004	✠100A1 *withfreeboard* (~~*ClassContem plated*~~) 1,42 ✠LMC1,42	Gls	*a*† 2	CL	~~1941~~ 1942 1mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld.	427·9|57·5|32·1 442·5(O.L.) ~~P45'~~B140'~~F34'~~ FK P46' F39' *CellDB*370'1357*tFPT*139*tAPT*118*t*	London British 7*BHCem*	T.3Cy.22½",37½"&63"-45"& LP turbine withDRgearing &hydraulic coupling 250lb (*s*) 630NHP 4SB.*12cf*,GS208HS8344 FD Barclay,Curle&Co.Ld.Gls.	34 ″ 6 s9 ″ 1½ 25 ″ 6	
38804 8502 SEVT	**Uranus** 1*Dk*,*2nd dk clear of cargo tanks* *OilEng.* *Mchy.Aft* D.F. *Cruiser Stern* *Longitudinal framing* *Electrically welded*	~~10300~~ ~~9400~~ ~~6100~~ *10370* *9421* *6219*	✠100A1 (~~*ClassContem plated*~~) 1,42 ✠LMC1,42 *CarryingPetroleum in bulk*	Mmo	*f*† 2¼	CL	~~1941~~ 1942 1mo	Kockums M.V.Aktieb. Malmö	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*) *CellDBuE*71'213*tDTf*34'617*tFPT*172*tAPTs*317*t*	525·3|63·1|38·9 534·0(O.L.) P95'B39'F65' FK	Stockholm Swedish 12*BH* (11 *to U dk* 1 „ *2nd* „)	Oil Engines 2S.C.DA 8Cy.23⅝"-43$\frac{5}{16}$" 1556NHP 2DB*171lb* 1DB(WT)*171lb* KockumsM.V.Akt.Malmö	38 ″ 6 s8 ″ 9 29 ″ 10¾	
38805	**Ulster Duke** E.S.D. *Mchy.Aft* 2*Dks*	518 394 206					1942	Ardrossan Dockyard Ld. Ardrossan	BelfastS.S.Co.Ld.	194·0|30·2| 9·2 B34'F22'	Liverpool British *WB*	Oil Engines 5Cy.13⅜"-22$\frac{7}{16}$" BritishAuxiliaries,Ld.Gls.		
38806 5047 SFCT	**Ulla** (*ex*Särimner-42,*ex*Inland-34) *Turret deck* 1*Dk*	2400 — 1382					1909	W.Doxford &Sons,Ld. Sunderland	Rederi-A/B Suecia (BengtCarlsund, *Mgr.*)	290·1|43·6|18·7 P35'B81'H109*t* F33'	Stockholm Swedish *WB*	T.3Cy.22½",37"&60"-39" 225NHP W.Doxford&Sons,Ld.Sld.		V
38807	**Uranus** (*ex*Maria-41, *ex*Caravelle-38,*ex*Helga-35) 1*Dk* D.F. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	1369 1201 769					1933	Helsingörs Jernsk&Msk. Elsinore	UnitedStates Maritime Commission	258·2|39·7|15·5 P&B195'F35'	Utd.States *WB*	C4Cy(2)14¾"&(2)31½"-31½" & elec. drive from LP turb. HS2520 192NHP HelsingörsJernsk.&Mskb.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant exprés Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où noté si ce n'est dans le L.M. Unrée.Cert.B.ofTrade.
38901 170160 VCTQ	**Vancouver Island** Ⓟ TwinSc (exWeser-40, OilEng. exYakimaStar-34, ssVcr.No.3-2,41 exSudAmericano) 2Dks.3rd dk except D.F. E.S.D. in after hold Ref.Mchy. CruiserStern	9472 8881 5997	✠100A1 withfreeboard 2,41 DBS1,41 LMC2,41 Lloyd'sRMC2,41	Vcr	2½	CL 11,40	1929 6mo Lloyd	Deutsche Werke Kiel 'sA&CP	CanadianGovt. (CanadianGovt. MerchantMarine, Ld.Mgrs.) CellDB383'1280t	487·3 510·2(O.L.) F52' len34	60·6	39·5	Montreal British 7BHptAsp	Oil Engines 2S.C.DA 14Cy.23⅝"-43$\frac{5}{16}$" 2713NHP DB100lb NE34 Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	42 " 0 s12 " 9½ 29 " 5	
			Fwd. chambers for temp.32°F Carrying oil fuel F.P. above 150° F. in fwd. DT in No. 1 hold Carrying vegetable oil in after DT in No. 1 hold						Tanks in way of tunnels 645t DTs f 1217t FPT82tAPTs156t							
38902 208114 WJCA	**Victory Sword** 3Mst (exCurrier-41) ssN.Yk.No.3-9,22 Mchy Aft ssMob.No.2-31 1Dk(Stl)&pt2ndDk(Stl)&Webframes Fitted for oil fuel	4750 — 2814	✠ ... 7,37 ✠	NYk	x		1910 12mo	ForeRiver S.B.Co. Quincy,Mass.	SwordSteamship Line,Inc. CellDB315'1819t	370·0 P98'B26'F30' FK FPT225tAPT120t	52·1	27·0	S. Frncisco Utd.States 13BHCem (8 to U dk 5 ,, 2nd ,,)	T.3Cy.23½",41"&68"-48" 448NHP 3SB,9cf,GS154,HS6501 ForeRiverS.B.Co.Quincy	30 " 0	
38903	**Visut Kasatri Nawa** (exGlen-41, Now "Plettenberg," see No. 33083 in Supplement exFredrika-39, ssSkm.No.1-35 exHolmengrå,exElfsborg, 1Dk(Stl) exG.P.Braathen, Well deck exHelenHeidtmann)	1857 [illegible] 1078	100A1 10,415~~,41~~ Examined 1,41 BS1,41 LMC~~2,36~~ 11,39	NYk ~~Bos~~	q	CL 3,39	1904 Lloyd	Schiffsw.v. HenryKoch Lübeck 'sA&CP	ThaiMaritime NavigationCo.Ld. CellDB2	264·4 P15'Q59'B68'F21' FK 25'543t FPT81tAP	38·4	16·7	Bangkok Thai 4BHCem T67t	T.3Cy.19¾",32⅛"&51¼"-32½" 185lb (s) 187NHP 2SB(Spt),4cf,GS90,HS3164 J.F.Ahrens,Altona	19 " 9 s 2 " 1 17 " 10	
38904	**Virginia** OilEng. D.F. CruiserStern	1700 1250 790	100A1 withfreeboard (ClassContemplated)				1941	Akt.Lindholmens Varv Gothenburg	RederiA/B SvenskaLloyd (K.R.Bökman, Mgr.)	287·3	42·2	16·7	Gothenbrg Swedish	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" EriksbergM.V.Aktieb.Got		
38905	**Vagrant** (exGertrud-41) OilEng. D.F. 1Dk&pt Shelter dk CruiserStern	2226 — 1302					1938	Helsingörs Jernsk&Msk Elsinore	UnitedStates Maritime Commission ~~(operated by GraceLine,Inc.)~~	326·8 F76'	45·8	18·4	Panama Pnamanian WB	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 540NHP HelsingörsJernsk&Mskb.		C}R
38906	**Victoria** (exCarlantic-41) (Bulk Carrier-Grain or oil) OilEng. D.F. 1Dk Mchy.Aft CruiserStern Elec.welded Longitudinal framing	~~7416~~ — ~~6059~~ 7417 6827 6060					1941	Cargill Inc. Albany,N.Y.	Cia.Argentina de Nav.Mihanovich, Ltda.	409·9 ~~P93'B36'F57'~~ P78'B27'F50'	60·1	36·0	Bns.Aires Argentine WB	2 Oil Engines 2S.C.SA with electro-magnetic slip coupling&SRgearing 12Cy.16"-20" 540NHP FairbanksMorse&Co. Beloit,Wis.		R
38907 139456 BDSR	**Vinriver** (exCsarda-42, exVinocean, ssHul.No.3-2,31 exLeominster, ssBla.No.1-35 exCapelcastle) 1Dk(Stl)	3881 3486 2354	✠100A1 4,429~~,41~~ Examined ~~6,41~~ 4,42 ✠LMC MS2,39 BS~~6,41~~ 4,42	~~Cft~~ ~~Gls~~ Fal	w	CL 1,40	1917 11mo Lloyd	R.Thompson&Sons,Ld. Sunderland 'sA&CP	Vinvessels,Ld. (Craggs&Co, Mgrs.) CellDBa&uE131'	360·1 371·1(O.L.) B33'B110'F33' FK f156'862tFPT153t	50·0	22·9	London British 6BHCem APT124t	T.3Cy.25",42"&68"-45" (r) 180lb 341NHP 2SB,8pf,GS123,HS5302 N.E.MarineEng.Co.Ld.Sld	25 " 5 s 4 " 2¾ 21 " 5	
38908 218221 KIJQ	**Vera Cruz** ~~Veracruz~~ (exHoxbar-41) D.F. Mchy.Aft 2Dks Longitudinal framing Fitted for oil fuel CarryingPetroleum in bulk	6958 — 4329					1919	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	MexicoShipping& TradingCo,Inc. (Delaware)(Sieling &Jarvis,Mgrs.)	434·8 P92'B50'F42'	56·2	31·8	Wilmgton (Del.) Utd.States	T.3Cy.27¼",47"&78"-48" 422NHP BethlehemS.B.Corp Ld. Sparrow'sPoint,Md.		R
38909	**Vancouver City** OilEng. 1Dk&Shelter dk CruiserStern Fitted for oil fuel	7250 6787 5100					1942	Wm.Doxford&SonsLd. Sunderland	(SirWm.R.Smith& Sons,Ld.Mgrs.)	428·8	56·5	35·5	Bideford British WB	Oil Engines 2S.C.SA 3Cy.23⅝"-91$\frac{5}{16}$" 516NHP Wm.Doxford&Sons,Ld,Sld		
38910	**Victorialoide** (exAidaLauro-42, exMina-37, ssNwc.No.3-8,34 exIllingworth-34) 2Dks(Stl)	6006 — 3697	✠ ... 8,38 ✠	Rot	a†		1922 1mo Cell D	Richardsn. Duck&Co.Ld. Stockton Ba133'uE27'	LloydBrasileiro Intermediate 'tween dk BH in after f185'1374tDTa34'	445·3 430·4 P37'B185'F40' FK hold dispensed with 1030t FPT139t AP	55·8	29·2	R.Janeiro Brazilian Cem 6BH to U dk 1 ,, ,, 2nd ,, T204t	Q4Cy25½"36½",52½"&76"-54" 629NHP 3SB,12cf,GS216,HS8875 Blair&Co.Ld.Stockton	31 " 10	I †
38911 132072	**Vinlake** (exCsikós-42, exNorthPacific-34) ssRot.2ndNo.3-2,38 1Dk(Stl)&Shelter dk(Stl) Should be "Csikós," see body of Register	3938 3750 2468	✠100A1 Shelter dk withfreeboard 5,41 ✠LMC MS2,38 BS5,41	Gls	x	CL 1,40	1913 5mo Lloyd	JLThompson&Sons,Ld. Sunderland 'sA&CP	Kentships,Ld. (Craggs&Co. Mgrs.) CellDBa133'uE&B	379·5 393·8(O.L.) FK 38'f160'1139tFPT	53·0	22·8	British 6BHCem 63tAPT80t	T.3Cy 26",42"&71"-48" (s) 180lb 399NHP 3SB.6pf&3cf,GS168,HS6449 J.Dickinson&Sons,Ld.Sld.	25 " 4 s 2 " 4½ 23 " 2	
38912	**Van de Velde** (exEmpirePenguin-42, exTennessean-40, 2Dks exGoldenStar-37, Fitted for oil fuel exElkridge) Longitudinal framing	6389 5955 3991	100A1 (Classification Contemplated) Examined ~~7,41~~ 5,42 5,42 ~~7,41~~ BS7,41	~~NYk~~ Liv		CL 7,41	1919	Skinner& EddyCorp. Seattle,Wash.	NetherlandShipping&Trading Committee,Ld. (Wm.H.Muller& Co.(London)Ld. Mgrs.)	402·0 P48'F42'	54·8	32·0	Dutch WB	T3Cy.24¾",41½"&72"-48"(s) 210lb 478NHP 3SB,9cf,HS8052 Hooven,Owens,Rentschler Co.Hamilton,O.	34 " 6 s 8 " 1 26 " 7	
38913 241468 KBUW	**Virginia Dare** D.F. E.S.D. Fitted for oil fuel Elec.welded	7177 — 4375					1942	N.Carolina S.B.Co. Wilmington, N.C.	UnitedStates Maritime Commission	422·8	57·0	34·9	Wilmingtn N.C. Utd.States	T.3Cy.24½",37"&70"-48" 339NHP GeneralMachineryCorp. Hamilton,O.		R

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Special Surveys.	Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L. R. Durée.Cert.R.of Trade.
39001 240914 WIJH	W. C. Yeager 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* *Elec welded* *Longitudinal framing* *Carrying Petroleum in bulk*	11615 10639 7240					1941	SunS.B. &D.D.Co Chester,Pa.	AtlanticRefining Co.	~~528·5~~|70·2|39·7 P103'B35'F63' 523·5|	Phildlphia Utd. States *WB*	1 steam turbine connected to elec. motor&sc. shaft GeneralElectricCo. Lynn,Mass.		R
39002 HPWQ	War Admiral (*ex*E.M.Dalgas-41) D.F. 1*Dk*	2892 2475 1675					1930	Helsingörs Jernsk.&Msk Elsinore	UnitedStates Maritime Commission ~~(operated by WatermanS.S. Agency,Ld.)~~	326·8|48·3|19·8 P22'B217'F30'	Panama Pnamanian *WB*	C.4Cy.(2)18$\frac{5}{16}$"&(2)39⅜"-39⅜" 162NHP HelsingörsJernsk.&Mskb.		C R
39003 168275 BDQM	William Pearman *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1552 1179 891	✠100A1 *with freeboard* ~~(*ClassContemplated*)~~ 3,42	Bnt ✠LMC4,42	*p*	CL	1942 4mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld.) *CellDBuE24'f168'615tMT58tFPTs154tAPT18t*	247·0|39·6|16·6 256·8(O.L.) Q149'B16'F24' FK	London British *4BHptCem* *ptAsp*	T.3Cy.16½",27½"&46"-33" 200lb *105lb* (*s*) 184NHP 1SB,*3cf*,GS63,HS2750 FD D.Rowan&Co.Ld.Gls.	18″6 s5″11 16″9	
39004 171465 BCVN	Winnipeg II Ⓟ TwinSc4Mst (*ex*Winnipeg-41, *ss*Bmn.No.3-4,30 *ex*Paimpol-38, *ss*Hav.No.1-34 *ex*Winnipeg-38, 3*Dks* *ex*JacquesCartier) *Fitted for oil fuel* D.F. *Ref.Mchy.* *CruiserStern*	9807 8401 5829	✠ ... 6,38 ✠	Hav	*d*†		1918 10mo	Atel.&Ch. deFrance Dunkirk	Ministry of War Transport (CanadianPacific Steamships,Ld. *Mgrs.*) *CellDB388'1494t FPT101tAPT75t* *Tank between tunnels92t*	473·5|59·8|28·7 36·7 P56'B189'48' FK *onShelter dk*	Liverpool British *Cem* *Coll BH to Sh dk* 6 „ „ *U* „	T.6Cy.23",38½"&64½"-45" 968NHP 5SB,*20cf*,GS357,HS15373 Ateliers et Chantiers de France		V †
39005	White Clover (*ex*Monfiore-42, *ex*WestHesseltine) 2*Dks* D.F. *Fitted for oil fuel*	5498 5075 3370					1920	J.F.Duthie &Co. Seattle,Wash	UnitedStates Maritime Commission	423·7|54·2|26·6 410·3 27·7 P44'B115'F47'	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"-48" O'NeilIron 359NHP Works,Buffalo,N.Y.		R
39006	William Clark D.F. GyC. 2*Dks* Sub.Sig. *Fitted for oil fuel* *CruiserStern*	7176 6353 4374					1941	Oregon S.B.Corp. Portland,Or.	UnitedStates Maritime Commission	416·0|56·9|37·3	Utd.States *WB*	T.3Cy. WilliametteIron&Steel Corp.Portland,Or.		
39007	Winsor *Mchy.Aft* E.S.D. *CruiserStern*	2820 2150 1670	100A1 (*ClassContemplated*)				1942	Burntislnd S.B.Co.Ld. Burntisland	GasLight&CokeCo. (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	315·0|44·5|19·9 Q192'F29'	London British	T.3Cy.18½",31"&52"-39" D.Rowan&Co.Ld.Gls.	22″1 s 7″4¼ 19″11¼	
39008	William Floyd D.F. E.S.D. 2*Dks* *Elec.welded* *Fitted for oil fuel* *CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal.	UnitedStates Maritime Commission	423·0|57·0|34·9	Utd.States *WB*	T.3Cy 24½",37"&70"-48" 339NHP JoshuaHendyIronWorks, Sunnyvale,Cal.		
39009	William Ellery D.F. E.S.D. 2*Dks* Sub.Sig. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	7181					1942	Richmond S.B.Corp. Richmond, Cal.	UnitedStates Maritime Commission	425·1|57·1|34·8	Utd.States *WB*	T.3Cy.24½",37"&70"-48" 339NHP GeneralMachineryCorp. Hamilton,O.		
39010 239738 WEDI	West Point TwinSc (*ex*America-42) *Fitted for oil fuel* D.F. E.S.D. GyC. 5*Dks* *Ref.Mchy.* *CruiserStern*	26454 — 14320					1939	NwprtNws S.B.&D.D.Co Newprt News	UnitedStates Maritime Commission	663·6|93·5|30·4 B&F548'	Utd.States *WB*	4 steam turbines DR geared to 2 sc. shafts 5666NHP NewportNewsS.B.&D.D.Co.		R)

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. — Official No. — Code Letters.	Steamer's Name. Late Name if any. Special Surveys.	Material, Rig, &c. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Surveyed now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. — Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
39151 45793 JCYN	**Zuisyo Maru** TwinSc *OilEng.* 1*Dk*	534 — 360					1939	Osaka Zosen-sho Osaka	ZenkitiKawabata	156·1 Q29′B31′F23′	28·5	13·5	Osaka Japanese	Oil Engines 2S.C.SA 8Cy KisiTekkosyo,Katimura		
39152 8479 SEPT	**Yarrawonga** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Butts of shell&deck plating elec welded*	*4893* *4155* *2677*	✠100A1 *withfreeboard* 8,41 ✠LMC8,41 *Carrying oil F.P above 150° F. in deep tank*	Got	*a*†	CL	1941 8mo	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/BTrans-atlantic(G. Carlsson,*Mgr.*) *Duct keel fwd. of Mchy. space*	418·1 432·2(O.L.) F39′ *CellDB*344′1502*t MT*29′1125*t FPT*119*tAPTs*251*t*	56·7	25·1 FK	Gothenbrg Swedish 7*BH* (*Coll toSh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.29⅜″–55⅛″ 886NHP s DB*100lb* EriksbergM.V.Aktieb.Got	28 ″ 9 3 ″ 2¼ 25 ″ 9½	
39153 215795 KXOE	**Yankee Sword** (*ex*Severance–41, *ex*MarinaQuezada,*ex*Gladstone) D.F. *Trunk deck* 2*Dks*	4993 4521 3653					1909	Ropner& Son,Ld. Stockton	SwordSteamship Line,Inc.	366·0 P27′F34′	53·0	24·9	NewYork Utd States	T.3Cy.26″,42½″&69½″–45″ 371NHP *WB* Blair&Co.Ld.Stockton		
39154 8515 SEWT	**Zelos** *OilEng.* *Mchy.Aft* D.F. E.S.D. *CruiserStern*	8450 7500 4950	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	A/B Göta-verken Gothenburg	Rederiaktieb. Transoil(Rolf Sörman,*Mgr.*)	477·4 P101′B33′F60′	59·2	35·9	Gothenbrg Swedish	Oil Engines 2S.C.SA 6Cy.26¾″–59$\frac{1}{16}$″ A/B Götaverken,Got.		
39155	**Yemassee** (*ex*Saimaa–41, *ex*Erland–37) *OilEng.* *ss*Got.No.3–6,35 *ss*Hfs.No.1–39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	2001 — 999	✠ ... 2,42 *Shelter dk* *withfreeboard* ✠~~LMC CS5,39~~ ~~DBS12,40~~	M Vo	*s* ~~5,38~~	OG 6,39	1922 9mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg *sA&CP* *Intermediate BH in fore hold dispensed with*	UnitedStates Maritime Commission	302·1 300·0 *CellDB*254′5 30*tFPT*29*tAPT*31*t*	43·2	16·3 FK	Panama Pnamanian *ptCem* 1*BHtoSh dk* 3 ,, ,, *U* ,,	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$″–51$\frac{3}{16}$″ 335NHP DB*100lb* Aktieb.Götaverken,Got.	19 ″ 0 ~~″ 0¾~~ ~~18 ″ 7~~	
39156	**Zebulon Pike** D.F. E.S.D. 2*Dks* *Elec.welded* *Fitted for oil fuel* *CruiserStern*	7000					1942	California S.B.Corp. LosAngeles, Cal	UnitedStates Maritime Commission	423·0	57·0	34·9	Utd.States	T.3Cy.24½″,37″&70″–48″ 339NHP *WB* JoshuaHendyIronWorks, Sunnyvale,Cal.		
39157 37703 JJFB	**Zyohore Maru** Ⓟ (*ex*JohoreMaru–41) 2*Dks*(*Stl*)	6182 5346 3732	✠ ... 7,87 ✠	Kob	*a*†		1932 8mo	Harima S.B.&Eng. Co.Ld. Harima	NanyoKaiunK.K. *CellDB*354′1322*t* *Tank over thrust recess* 37*tFPT* 127*t APT*127*t*	411·7 P32′B140′F43′	56·0	32·5 FK	Tokyo Japanese 1*BHCem*	T.3Cy.26″,44″&74″–51″& LPturbine withDRgearing &hydraulic coupling 733NHP 3SB(Spt),9*cf*,GS 245, HS 282 KobeSteelWorks,Kobe	32 ″ 6	C †
39158 241490 KEIA	**Zachary Taylor** D.F. E.S.D. 2*Dks* Sub.Sig. *Fitted for oil fuel* *Elec.welded* *CruiserStern*	7181					1942	Richmond S.B.Corp. Richmond, Cal.	UnitedStates Maritime Commission	425·1	57·0	34·8	S.Frncisco Utd.States	T.3Cy.24½″,37″&70″–48″ 339NHP *WB* JoshuaHendyIronWks. Sunnyvale,Cal.		

LLOYD'S REGISTER OF SHIPPING

1941—1942

POSTED TO :—

1941.

August 7
— 19

September 2
— 19
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October 9
— 24
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November 7
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1941.

December 11
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1942.

January 1
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February 5
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1942.

March 5
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April 2
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May 7
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— 28

June 4
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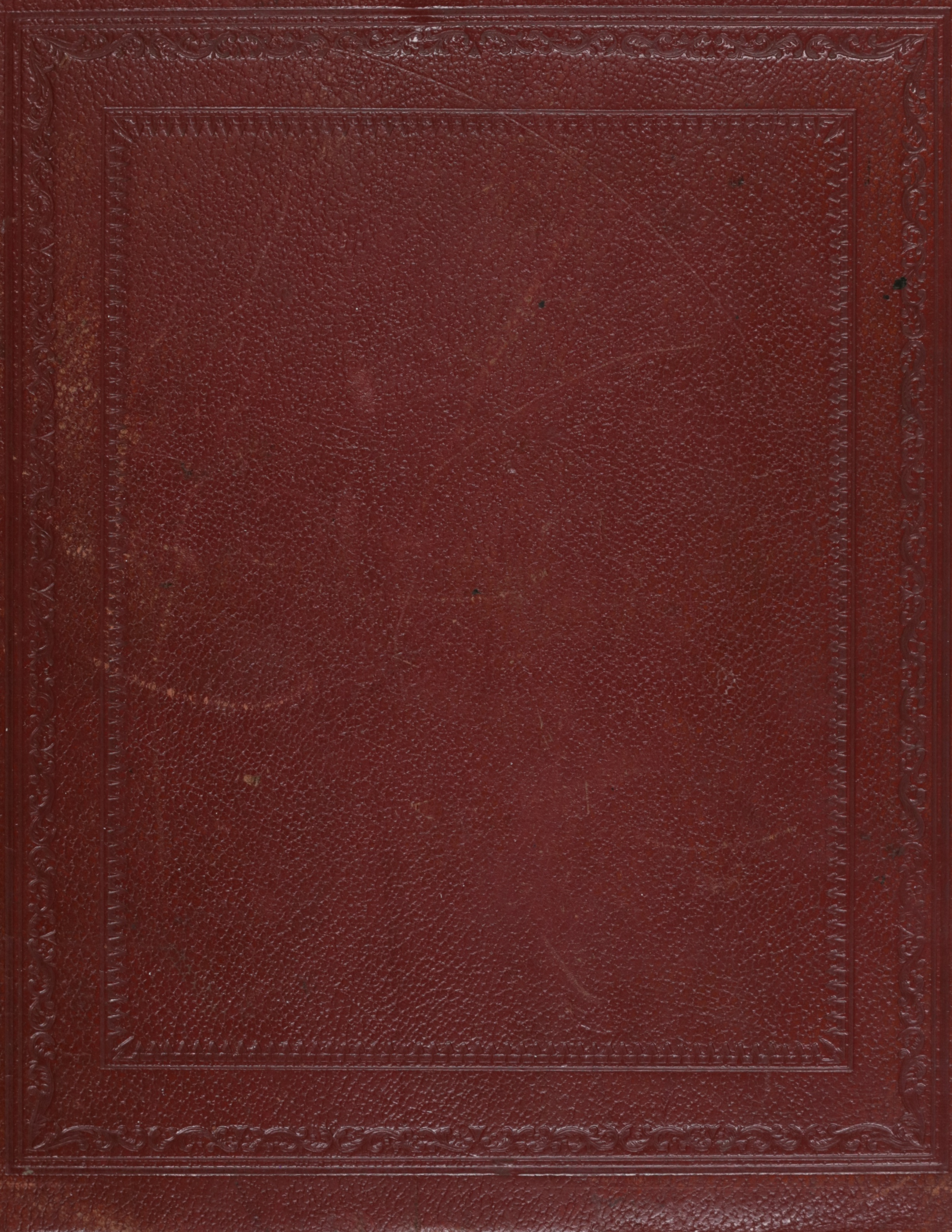July 2